RESOLUTION #JPA 21-03

A RESOLUTION OF THE MARCH JOINT POWERS COMMISSION OF THE MARCH JOINT POWERS AUTHORITY ADOPTING GENERAL PLAN AMENDMENT NO. 20-01 (GPA 20-01), TENTATIVE PARCEL MAP 37878 (TPM 20-02), PLOT PLAN NO. 20-03 (PP 20-03), PLOT PLAN NO. 20-04 (PP 20-04), PLOT PLAN NO. 20-05 (PP 20-05) CONDITIONAL USE PERMIT 20-02 (CUP 20-02) AND PUBLIC CONVENIENCE AND NECESSITY 20-03 (PCN 20-03) FOR THE DEVELOPMENT OF 9.4 ACRES OF COMMERCIAL RETAIL DEVELOPMENT AND THE EXTENSION OF VILLAGE WEST DRIVE SOUTH OF LEMAY DRIVE TO NANDINA AVENUE, 36.5 ACRES OF INDUSTRIAL DEVELOPMENT AND THE CAROLINE WAY STREET IMPROVEMENTS, AND 6.2 ACRES OF PARKS, RECREATION AND OPEN SPACE DEVELOPMENT WITHIN THE SOUTH CAMPUS OF THE MARCH BUSINESS CENTER SPECIFIC PLAN (SP-1), SUBJECT TO CONDITIONS OF APPROVAL

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

WHEREAS, the Authority is comprised of the County of Riverside, the City of Riverside, the City of Moreno Valley, and the City of Perris; and

WHEREAS, in February 2003, the Authority approved the March Business Center Specific Plan (SP-1) to guide land use decisions within a 1,290-acre portion of the former March Air Force Base generally located westerly of the I-215 freeway, easterly of Barton Street, southerly of Alessandro Boulevard and northerly of the Riverside County Ben Clark Training Facility; and

WHEREAS, Meridian South, LLC ("Applicant") proposes the development of 9.4 acres of commercial retail development and the extension of Village West Drive south of Lemay Drive to Nandina Avenue, 36.5 acres of Industrial development and Caroline Way street improvements, and 6.2 acres of Parks, Recreation and Open Space Development; and

WHEREAS, on January 31, 2020, the Applicant submitted certain land use applications (collectively, the "Project Entitlements") requesting the following:

1. A General Plan Amendment (GPA 20-01) application
2. A Tentative Parcel Map 37878 (TPM 20-02) application
3. A Plot Plan No. 20-03 (PP 20-03) application
4. A Plot Plan No. 20-04 (PP 20-04) application
5. A Plot Plan No. 20-05 (PP 20-05) application

6. A Conditional Use Permit (CUP 20-02) application; and

WHEREAS, in addition to the foregoing, on January 31, 2020, Applicant submitted a land use application for a Specific Plan Amendment (SP-1, A8), which is subject to separate approval. Any approval of General Plan Amendment 20-01 (GPA 20-01) Tentative Parcel Map No. 37878 (TPM 20-02) Plot Plan No. 20-03 (PP 20-03), Plot Plan No. 20-04 (PP 20-04), Plot Plan No. 20-05 (PP 20-05) and Conditional Use Permit 20-02 (CUP 20-02) shall be conditioned on the subsequent approval of Specific Plan No. 1, Amendment No. 8 (SP-1, A8); and

WHEREAS, this General Plan Amendment 20-01 (GPA 20-01) Tentative Parcel Map No. 37878 (TPM 20-02) Plot Plan No. 20-03 (PP 20-03), Plot Plan No. 20-04 (PP 20-04), Plot Plan No. 20-05 (PP 20-05) and Conditional Use Permit 20-02 (CUP 20-02), along with Specific Plan No.1, Amendment No. 8 (SPA 20-01 – considered separately) collectively constitute the "Project" for purposes of the California Environmental Quality Act (Pub. Resources Code, § 2100 et seq.) ("CEQA"); and

WHEREAS, in accordance with CEQA, the State CEQA Guidelines (Cal. Code Regs., tit. 14, § 15000 et seq.), and the March JPA's Local CEQA Guidelines, March JPA staff prepared a Final Subsequent Environmental Impact Report for the South Campus Specific Plan and Village West Drive Extension Project (SCH # 2020059028) ("FSEIR"); and

WHEREAS, in accordance with CEQA, the State CEQA Guidelines, and the March JPA's Local CEQA Guidelines, pursuant to Resolution # JPA 21-02, Certifying a Final Subsequent Environmental Impact Report for the South Campus Specific Plan and Village West Drive Extension Project (SCH #2020059028), the Commission has certified the FSEIR for the Project Entitlements; and

WHEREAS, on January 27, 2021, the Commission conducted a duly-noticed public hearing pursuant to the March JPA Development Code on the Project Entitlements, at which time all persons wishing to testify in connection with the Project Entitlements were heard and the Project Entitlements were comprehensively reviewed; and

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

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

SECTION 1. Recitals. The above recitals are true and correct and incorporated herein as findings or fact.

SECTION 2. Compliance with the California Environmental Quality Act. Pursuant to Resolution # JPA 21-02, Certifying a Final Subsequent Environmental Impact Report for the South Campus Specific Plan and Village West Drive Extension Project (SCH #2020059028), the Commission has considered and certified the FSEIR (SCH #2020059028) for the Project, including General Plan Amendment 20-01 (GPA 20-01) Tentative Parcel Map No. 37878 (TPM 20-02) Plot Plan No. 20-03 (PP 20-03), Plot Plan No. 20-04 (PP 20-04), Plot Plan No. 20-05 (PP 20-05) and Conditional Use Permit 20-02 (CUP 20-02), in accordance with the requirements of

CEQA, the State CEQA Guidelines, and the March JPA Local CEQA Guidelines. As the decision-making body for the Project, the Commission has reviewed and considered the FSEIR, any oral or written comments received, and the administrative record prior to taking action on the Project, including action on General Plan Amendment 20-01 (GPA 20-01) Tentative Parcel Map No. 37878 (TPM 20-02) Plot Plan No. 20-03 (PP 20-03), Plot Plan No. 20-04 (PP 20-04), Plot Plan No. 20-05 (PP 20-05) and Conditional Use Permit 20-02 (CUP 20-02).

SECTION 3. Findings for General Plan Amendment (GPA 20-01). Based on the entire record before the Commission and all written and oral evidence presented to the Commission, the Commission makes the following findings for approval of General Plan Amendment (GPA 20-01) in accordance with Section 9.02.040 of the March JPA Development Code and Section 65358 of the California Government Code:

1. The proposed General Plan Amendment (GPA 20-01) is consistent with existing goals, objective, policies, and programs of the General Plan for the following reasons:

A. GPA 18-01 is integrated and compatible with the Land Use Element in that an amendment to establish a "Specific Plan" land use designation will accommodate implementation of the March Business Center Specific Plan which will provide an appropriate orientation and relationship between land uses within and adjacent to the Specific Plan Area and promotes orderly development beyond the Specific Plan Area's boundaries due to the development of the Specific Plan Area as a cohesive and coordinated development that includes the following elements:

(a) Defines the uses, amenities, and pattern of development that will be provided to create an integrated campus for business park, industrial, office, commercial, park/open space and mixed uses.

(b) Provides for the convenient and safe movement of private and transit vehicles, pedestrians, and bicycles within the campus.

(c) Establishes design guidelines to ensure high quality design of buildings, landscaping, lighting, site grading, and other campus features, including site design guidelines to guide the development of individual uses in a manner that yields an integrated campus setting.

(d) Provides plans for the provision of water, sewer, drainage, and utility infrastructure, as well as the public services and facilities needed to support development of the campus.

(e) Provides detailed development regulations for the Project.

(f) Defines implementation programs for the development of the Specific Plan area.

B. Moreover, GPA 20-01 coupled with the adoption of the Specific Plan's development, performance, and design standards will govern future development of the area and will ensure consistent and context-sensitive land use, landscape design, and architectural treatments, and will provide for logical development phasing and adequate and efficient provision

of needed public services and facilities. Furthermore the General Plan Amendment, coupled with the adoption of Plot Plan 20-03 (PP 20-03), Plot Plan 20-04 (PP 20-04) and Plot Plan 20-05 (PP 20-05) will serve as a tool for the March JPA to implement the provisions of its General Plan as it applies to the Specific Plan Area.

C. GPA 18-01 is integrated and compatible with the Transportation Element in that the intensity and distribution of uses within the Specific Plan Area will generate traffic that is anticipated and accommodated in the Transportation Element; however, the Specific Plan better defines the minor arterials and bike lanes within the Specific Plan Area that will reflect the design of roads, intersections and bike lane improvements that will improve the level of service of the circulation system in and around the Specific Plan Area.

D. GPA 20-01 will not impact the Housing Element as housing is not a component of the Specific Plan.

E. GPA 20-01 is integrated and compatible with the Resource Management Element in that it provides for the orderly conservation, development, and utilization of natural resources as stated within the Resource Management Element including the protection of groundwater resources, the control of flooding, the preservation of native vegetation and mature trees, development and maintenance of recreational facilities as economically feasible, and in that it meets the needs of the community for recreational activities, relaxation and social interaction, establishes standards for scenic corridors, trails and vistas that contribute to the quality of the JPA Planning Area.

F. GPA 20-01 is integrated and compatible with the Noise Element in that it provides a pattern of land uses that minimizes the exposure of community residents to excessive and unwanted noise due to the prohibition of noise sensitive residential uses within the area impacted by aviation activities, promotes alternative modes of travel, discourages noise sensitive commercial uses, and incorporates mass transit to reduce noise generated from vehicles.

G. GPA 20-01 is integrated and compatible with the Safety Risk Management Element in that it provides an appropriate land use distribution and orientation that protects the community from unreasonable risks associated with seismic, geologic, flood, and wildfire hazards because GPA 21-01 is consistent with existing goals for compliance with seismic standards, master drainage plan standards, fire flow standards and other public safety objectives identified within the existing General Plan.

H. GPA 20-01 is consistent with the applicable airport land use plan in accordance with Government Code section 65302.3 because the development proposed along with GPA 20-01 has been reviewed by the Riverside County Airport Land Use Commission and has been determined by the Riverside County Land Use Commission to be consistent with the 2014 March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan (ALUCP) and because the accompanying Specific Plan has been conditioned to be developed consistent with FAA regulations. GPA 20-01 relies on the approved Air Installation Compatible Use Zone (AICUZ) Study and Airport Layout Plan (ALP) to establish land use policies that will ensure the compatibility of land uses with the projected military and commercial aviation uses of the airfield.

I. Based on the entire record before the Commission and all written and oral evidence presented to the Commission, the Commission finds that GPA 20-01 is in the public interest because it will provide for the development of the Specific Plan Area as a desirable master planned business park that includes compatible uses including Business Park, Commercial and Mixed-Uses adjacent to the residential area to the north and west. Additionally, the industrial uses off Krameria Avenue is compatible with and complementary to the adjacent Industrial development to the south and east of the Project site.

J. GPA 20-01 will not adversely affect the public health, safety or general welfare as the Project is designed for sufficient access by the general public and employees. Additionally, the Riverside County Fire Department has determined that the Project meets the design requirements for fire access and circulation. Furthermore, sufficient accessible parking and accessible paths of travel in and around the Project has been designed to assure further safety.

SECTION 4. Findings for Tentative Parcel Map No. 37878 (TPM 20-02). Based on the entire record before the Commission and all written and oral evidence presented to the Commission, the Commission makes the following findings for approval of Tentative Parcel Map No. 37878 (TPM 20-02), in accordance with Government Code section 66410 *et seq*. and Sections 9.14.050 and 9.14.070 of the March JPA Development Code:

1. The Tentative Parcel Map No. 37878 (TPM 20-02) is consistent with the March JPA General Plan and the March Business Center Specific Plan because it establishes and provides for a comprehensive transportation system that captures the assets and opportunities of the planning area, existing transportation facilities, and planned transportation facilities for the future growth and development of the planning area and sub- region; and

2. The design or improvement of the Tentative Parcel Map No. 37878 (TPM 20-02) is consistent with applicable March JPA General Plan and March Business Center Specific Plan because it facilitates a transportation system that capitalizes on the multi-faceted elements of transportation planning and systems, designed to meet the needs of the planning area, while minimizing negative effects on air quality, the environment and adjacent land uses and jurisdictions; and

3. The site of the Tentative Parcel Map No. 37878 (TPM 20-02) is physically suitable for the type of development because it facilitates a transportation system that is safe, convenient, efficient and provides adequate capacity to meet local and regional demands; and

4. The site of the Tentative Parcel Map No. 37878 (TPM 20-02) is physically suitable for the proposed density of development because it provides a balanced transportation system that ensures the safe and efficient movement of people and goods throughout the planning area, while minimizing the use of land for transportation facilities; and

5. The design of the Tentative Parcel Map No. 37878 (TPM 20-02) and proposed improvements are not likely to cause substantial environmental damage or substantially unavoidably injure fish or wildlife or their habitat because with the implementation of mitigation measures, no development would occur within any significant habitat or impact a rare or endangered species of plant, animal, or insect, or any fragile or unique biotic community; and

6. The design of the Tentative Parcel Map No. 37878 (TPM 20-02) and the type of improvements are not likely to cause serious public health problems because all development and public improvements will be performed per applicable standards and codes, while promoting the safe use of alternative transportation modes; and

7. The design of the Tentative Parcel Map No. 37878 (TPM 20-02) and the type of improvements will not conflict with easements acquired by the public at large for access through or use of property within the proposed subdivision because no such easements currently exist within the Project site; however an easement from the Veteran's Administration will be required for the extension of Village West Drive south of Lemay Drive to Nandina Avenue; and

8. Land is not subject to a contract entered pursuant to the California Land Conservation Act of 1965; and

9. The Tentative Parcel Map No. 37878 (TPM 20-02) and the associated design and improvements are consistent with all applicable ordinances as the Project is designed consistent with the provisions and standards of the March Business Center adopted ordinances of the March JPA; and

10. The design of the Tentative Parcel Map No. 37878 (TPM 20-02) provides a shift in land uses to more efficiently accommodate Business Park, Commercial, Mixed Use, Office, Industrial, Public Facilities and Parks, Recreation and Open Space uses; and

11. The discharge of waste into an existing sewer system from development proposed in the Tentative Parcel Map No. 37878 (TPM 20-02) will not cause a violation of existing requirements prescribed by the local water quality control board because the Project will improve existing sewer system capacity to support local and regional growth; and

12. The effect of the Tentative Parcel Map No. 37878 (TPM 20-02) on the housing needs of the region were considered and balanced against the public service needs of residents, and the available fiscal and environmental resources because the Project facilitates the construction of a regional job center that will improve residents' ability to live where they work which yields a higher quality of life and more sustainable communities.

SECTION 5. Findings for Plot Plan No. 20-03 (PP 20-03), Plot Plan No. 20-04 (PP 20-04) and Plot Plan No. 20-05 (PP 20-05). Based on the entire record before the Commission and all written and oral evidence presented to the Commission, the Commission makes the following findings for approval of Plot Plan No. 20-03 (PP 20-03), Plot Plan No. 20-04 (PP 20-04) and Plot Plan No. 20-05 (PP 20-05) in accordance with Section 9.02.070 of the March JPA Development Code:

1. The proposed Project is consistent with the goals, objective, policies, and programs of the March JPA General Plan because it is designed to systematically implement phases of the March Business Center Specific Plan; and

2. The proposed Project complies with all applicable zoning and other regulations because it implements the March Business Center Specific Plan and mitigation measures pursuant to the Final SEIR (SCH# 2020059028); and

3. The proposed Project will not be detrimental to the public health, safety, or welfare or materially injurious to properties or improvements in the vicinity because the Project facilitates the construction of a regional job center that will improve residents' ability to live where they work which yields a higher quality of life and more sustainable communities; and

4. The location, design, and operation of the proposed Project will be compatible with existing and planned land uses in the vicinity because the Project maximizes redevelopment opportunities on former military properties by developing a much-needed regional job center in a housing rich area.

SECTION 6. Findings for Conditional Use Permit No. 20-02 (CUP 20-02). Based on the entire record before the Commission and all written and oral evidence presented to the Commission, the Commission makes the following findings for approval of Conditional Use Permit 20-02 (CUP 20-02) in accordance with Section 9.02.060 of the March JPA Development Code to allow a Grocery Store with the concurrent and ancillary sale of beer, wine and distilled spirits for off-premises consumption (Type 21 Liquor License) to be located to the southeast of the Van Buren Boulevard and Orange Terrace Parkway intersection, Parcel 92 of the Meridian South Campus project.

1. The proposed Project is consistent with the goals, objectives, policies and programs of the March JPA General Plan because the proposed Project is a part of a balanced mix of land uses that contribute to the regional setting and expands upon the existing physical and economic potential of the General Plan and the March Business Center Specific Plan (SP-1) and will systematically implement the goals and objective of the General Plan and the March Business Center Specific Plan (SP-1) which allows for commercial retail development, including grocery stores that sell beer, wine and distilled spirits for off-site consumption with the issuance of a Conditional Use Permit. The sale of beer, wine and distilled spirits is considered ancillary to the main use of the grocery store, which requires the Conditional Use Permit, and is thus consistent with the goals, objectives, policies and programs of the March JPA General Plan; and

2. The proposed Project complies with all applicable zoning and other regulations because the project is located within the March Business Center Specific Plan (SP-1), specifically within the proposed Commercial Land Use Designation, and Land Use Table III-I describes certain uses as either Permitted (P) or Conditional (C), and "Grocery Stores" is Permitted (P), however a use permit is required for alcohol sales according to Footnote 7 of Table III-I.

3. The proposed Project will not be detrimental to the public health, safety, or welfare or materially injurious to properties or improvements in the vicinity because Project is consistent with the March Business Center Specific Plan (SP-1), and the General Plan as amended. The overall Project will include commercial retail uses and shall be limited to 200 average people/acre and 500 people/single-acre since the Project is located in Airport Compatibility Zone C2 as per the March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan adopted on November 13, 2014. Furthermore, the Grocery store is not directly adjacent to residential uses, nor is it within 1,000 feet of a school or public park. The nearest School is Tomas Rivera Elementary School, located approximately 1,500 feet to the northwest, and Thundersky Park, which is located approximately 2,000 feet to the north, both located within the Orangecrest

Neighborhood. The project is not visible from either location as it is buffered by and existing commercial center, existing homes, a wall, landscaping and Van Buren Boulevard; and

4. The location, design, and operation of the proposed Project will be compatible with existing and planned land uses in the vicinity as uses immediately surrounding the Grocery Store including existing commercial retail uses to the north and east, and commercial office uses to the west, and residential uses across Van Buren Boulevard to the north. Additionally, the overall adjacent uses include open space (the Least Bell's Vireo Conservation area) to the south, existing commercial retail development to the north, vacant land zoned for Mixed Use to the west, and an existing 8.0 acre detention basin to the east. The surrounding land uses are compatible with those proposed for the site due to the fact that the Grocery Store will provide retail services to the nearby businesses, those traveling to and from the I-215 Freeway along Van Buren Boulevard, and the residential area located within the City of Riverside to the north. Furthermore, the proposed project is consistent with Riverside County Ordinance No. 348, Section 18.48 which requires noticing to property owners within 1,000 feet of the project site. Additionally, the project is not situated in a manner that vehicle traffic from the facility may reasonably be believed to be a potential hazard to a school, church, public park or playground. The closest use conducting the sale of beer and wine (Type 20 Liquor License) is the 7-Eleven Gas Station and Convenience Store located at 20625 Van Buren Boulevard, located approximately 400 feet north of the Grocery Store use, which is seeking a Type 21 Liquor License. Additionally, there are currently no other Grocery Stores within the March JPA Boundaries.

SECTION 7. Findings for Public Convenience and Necessity 20-03 (PCN 20-03). The following findings are necessary to determine if PCN findings can be made to support the sales of alcohol (beer, wine and distilled spirits) from the project location:

1. The California Alcoholic Beverage Control (ABC) Act requires the local jurisdiction to make a finding of Public Convenience or Necessity prior to the ABC granting the license for alcohol sales, when said retail liquor license would be located in a census tract of undue concentration of retail liquor licenses or if the granting of the retail liquor license would cause a census tract to have an undue concentration.

2. The California ABC Board has determined that for this Census Tract No. 467, one (1) off-site (Type 21) license has been permitted and is currently active. Therefore, the granting of this liquor license would not cause this census tract to be over-concentrated by ABC's determination.

3. There are no public or private schools located within 1,000 feet of the subject site.

4. There are no public or private park or playground located within 1,000 feet of the proposed Grocery Store use. The subject property is located within the northern edge of the Meridian South Campus Specific Plan area which is comprised mostly of large industrial uses, business park uses and some commercial office uses. The larger site is existing undeveloped land adjacent to the Least Bell's Vireo open space area to the south, and an existing commercial retail center to the north and single-family residential located within the City of Riverside farther north and across Van Buren Boulevard.

5. There are no churches (or similar facility for the sole purpose of the exercise of religion) located within 1,000 feet of the subject site.

6. The Grocery Store also requires a Type 21 license. The Type 21 license allows for the sale of beer, wine and distilled spirits exclusively for off-site consumption only and does not allow patrons to consume alcohol on-site.

7. The Grocery Store use is primarily engaged in the sale of food products, produce, and household supplies. The sale of beer, wine and distilled spirits would be an incidental commodity to the establishment.

8. The proposed use shall not be situated in such a manner that vehicle traffic from the facility may reasonably be believed to be a hazard to a school, church, park or playground. The site is not located adjacent to schools, churches or playground areas.

9. The Grocery Store use is located within Parcel 92 of Tentative Parcel Map 37878 and is located near the southeast intersection of Van Buren Boulevard and Orange Terrace Parkway. The project is buffered by adjacent commercial retail uses to the north, an 8.0 acre detention basin to the east, vacant land zoned for Mixed Use to the west, and an existing 60.4 acre Conservation Easement for the Least Bell's Vireo to the south.

10. The proposed Grocery Store Use is located approximately 830 feet south of the nearest residential property line located north of the project site opposite of Van Buren Boulevard. The Grocery Store and the existing commercial retail center to the north have been designed to consider the residential uses to the north and are buffered with a large landscaped setback. Existing residential is buffered by existing landscaping and a wall, both of which run parallel to Van Buren Boulevard.

11. No beer, wine, or other alcoholic beverage advertisements shall be located in such a manner so as to be viewed from outside of the Grocery Store use.

12. There is an existing automotive service station and convenience store (7-Eleven) 400 feet north of the Grocery Store use, located at 20625 Van Buren Boulevard, operating with a Type 20 liquor license for the sale of beer and wine for off-premise consumption. The Grocery Store use is seeking a Type 21 liquor license for the sale of beer, wine and distilled spirits for off-premises consumption.

13. The Grocery Store use is primarily engaged in the sale of food products, produce, and household supplies. The sale of beer, wine and distilled spirits would be an incidental commodity to the establishment. Customers picking up general merchandise would be able to purchase beer, wine, or distilled spirits at the same time as purchasing these other items. Therefore, the project satisfies the public necessity and provides the public convenience for the residents of the surrounding community.

SECTION 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 General Plan Amendment 20-01 (GPA 20-01) Tentative Parcel Map No. 37878 (TPM 20-02) Plot Plan No. 20-

03 (PP 20-03), Plot Plan No. 20-04 (PP 20-04), Plot Plan No. 20-05 (PP 20-05) and Conditional Use Permit 20-02 (CUP 20-02) 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. Custodian of Records. The documents and materials that constitute the record of proceedings on which these findings are based are located at the Office of the Planning Manager, March JPA, 14205 Meridian Parkway, Suite 140, Riverside, CA 92518.

SECTION 10. Execution of Resolution. The Chair of the Commission of March JPA shall sign this Resolution and the Clerk of March JPA shall attest and certify to the passage and adoption thereof.

SECTION 11. Severability. Should any provision of this Resolution, or its application to any person or circumstance, be determined by a court of competent jurisdiction to be unlawful, unenforceable or otherwise void, that determination shall have no effect on any other provisions of this Resolution or the application of this Resolution to any other person or circumstance and, to that end, the provisions hereof are severable.

SECTION 12. Effective Date. This Resolution shall be effective upon its adoption.

PASSED, APPROVED, AND ADOPTED this 27th day of January, 2021.

Marita G. Rogers, Chairwoman
March Joint Powers Authority Commission

ATTEST:

I, Carey L. Allen, Clerk of the March Joint Powers Commission, do hereby certify that the foregoing Resolution #JPA 21-03 was adopted by the March Joint Powers Commission of the March Joint Powers Authority at a regular meeting thereof held on January 27, 2021, by the following vote of the Commission:

Ayes:	Melendrez, Baca (2 votes), Jeffries, Conder, Hewitt, Rogers
Noes:	None
Abstain:	None
Absent:	None

Dated: January 27, 2021

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

EXHIBIT "A"

Project Entitlements

EXHIBIT A1

Existing General Plan Land Use Map

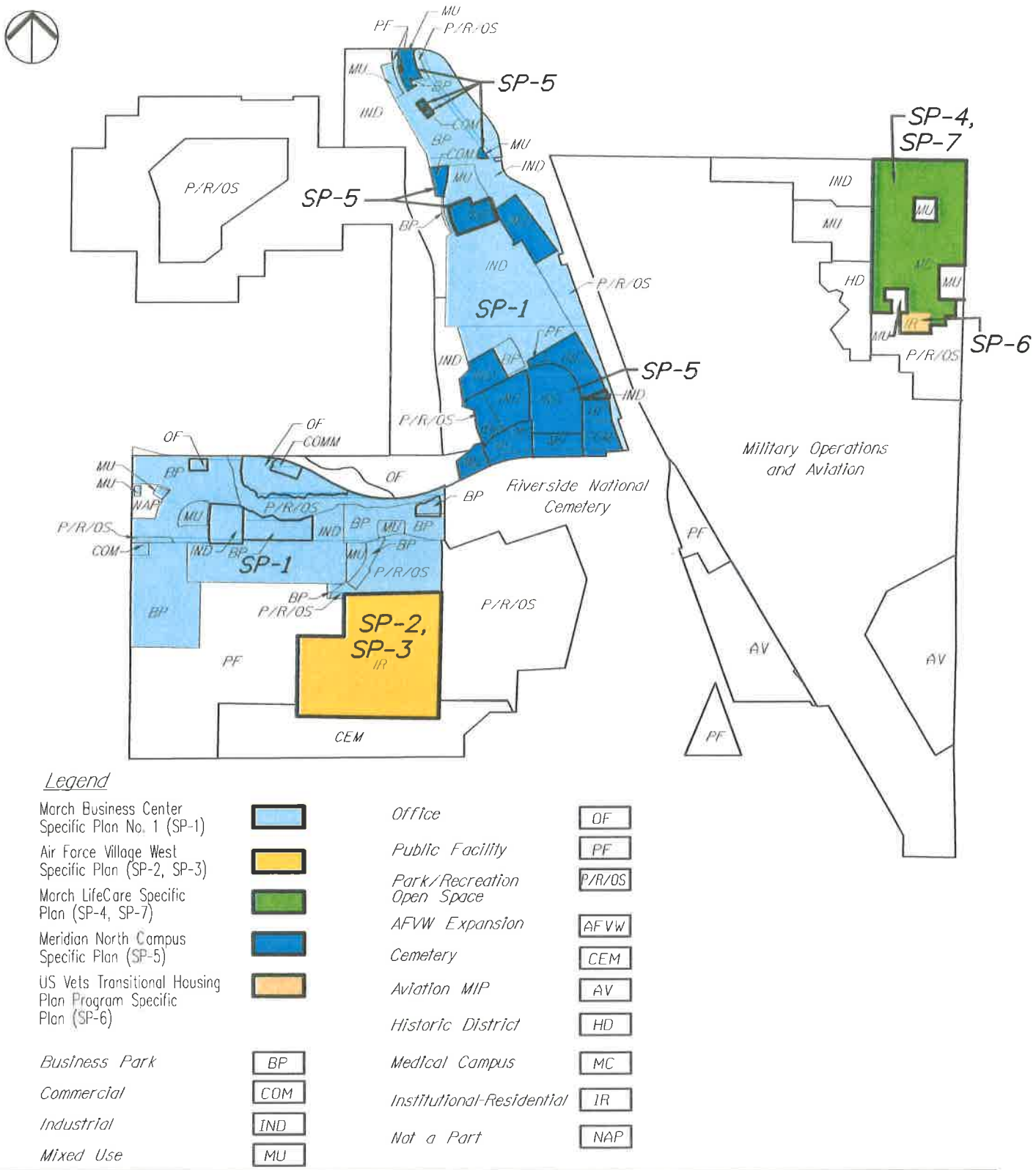


FIGURE II-3

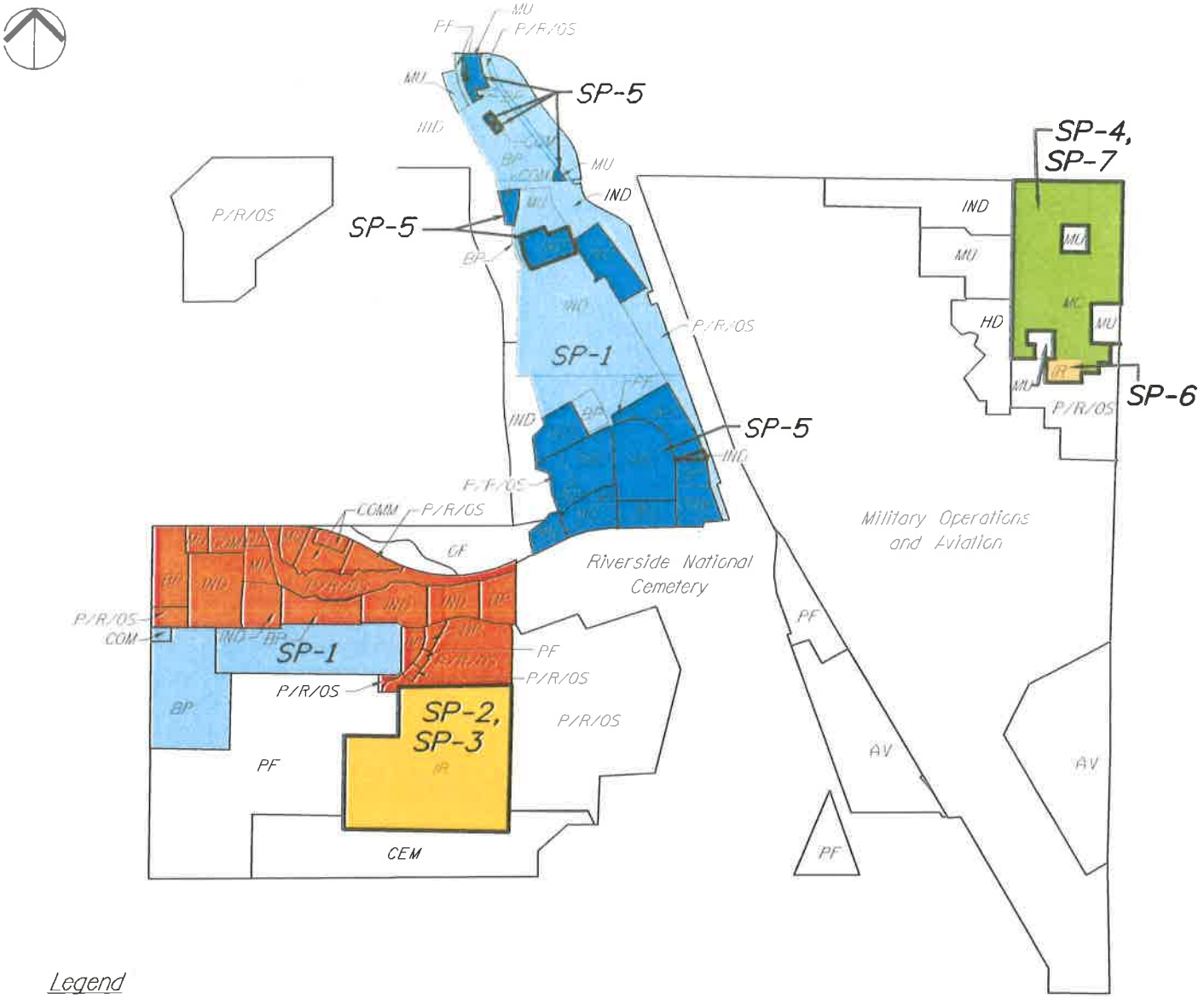
EXISTING GENERAL PLAN LAND USES

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EXHIBIT A2

Proposed General Plan Land Use Map

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Legend

March Business Center Specific Plan No. 1 (SP-1)		*Business Park*	BP	*AFVW Expansion*	AFVW
Air Force Village West Specific Plan (SP-2, SP-3)		*Commercial*	COM	*Cemetery*	CEM
March LifeCare Specific Plan (SP-4, SP-7)		*Industrial*	IND	*Aviation MIP*	AV
Meridian North Campus Specific Plan (SP-5)		*Mixed Use*	MU	*Historic District*	HD
US Vets Transitional Housing Plan Program Specific Plan (SP-6)		*Office*	OF	*Medical Campus*	MC
		Public Facility	PF	*Institutional-Residential*	IR
March Business Center Specific Plan Amendment (SP-1, A8)		*Park/Recreation Open Space*	P/R/OS	*Not a Part*	NAP

FIGURE II-4

PROPOSED GENERAL PLAN LAND USES

EXHIBIT A3

General Plan Amendment Justification Statement

Meridian South Campus Specific Plan and Village West Drive Extension General Plan Amendment Justification Statement

The proposed Project would require modifications to the General Plan Land Use Map and Circulation Map to reflect the changes to land uses and ultimate roadway configuration as identified below:

- Increase of 15.3 acres of Parks/Open Space
- Increase of 65.8 acres of Industrial
- Increase of 17.1 acres of Commercial
- Increase of 0.9 acres of Public Facilities
- Increase of 4.5 acres of Mixed Use
- Reduction of 27.4 acres of Office
- Reduction of 61.3 acres of Business Park
- Removal of Street K, Street Q, Street T, and Street U
- Reconfiguration of Street Y and rename as Caroline Way
- Reconfiguration of Street P and rename as Gless Ranch Road
- Prohibition of trucks on Gless Ranch Road
- Extension of Village West Drive to the south to provide a 54-foot wide roadway with two through lanes, a center striped median, a bike lane, and sidewalks on each side of the roadway between Van Buren Boulevard to the north and Nandina Avenue to the south.

The modification to the General Plan Land Use Map would allow the proposed Project to be considered for Plot Plan approvals for five components of the South Campus buildout, as described below:

- **Commercial:** Commercial development, totaling 15,485 square feet has been approved on the northern 3.5 acres of the parcel located at the southeast intersection of Orange Terrace Parkway and Van Buren Boulevard. The proposed Project seeks approval to construct additional commercial use, specifically a grocery store, in the southern 9.4-acre

portion of that Commercial parcel. A total of 61,336 square feet of additional Commercial use with a total of 345 parking spaces would be constructed. The proposed Project also seeks approval of a conditional use permit to allow alcohol sales at the grocery store.

- **Building D:** The proposed Building D would be constructed west of Coyote Bush Road and north of Krameria Avenue on a parcel that is 36.5 acres in size. The building would be an 800,000-square foot industrial warehouse located across the street from the existing Building C.

- **Dog Park and Paseo:** A 6.2-acre dog park and paseo would be constructed on the eastern side of Barton Street across from the Santa Inez Way and Barton Street intersection. The dog park and paseo would extend to Caroline Way and provide an open space connection to Krameria Avenue.

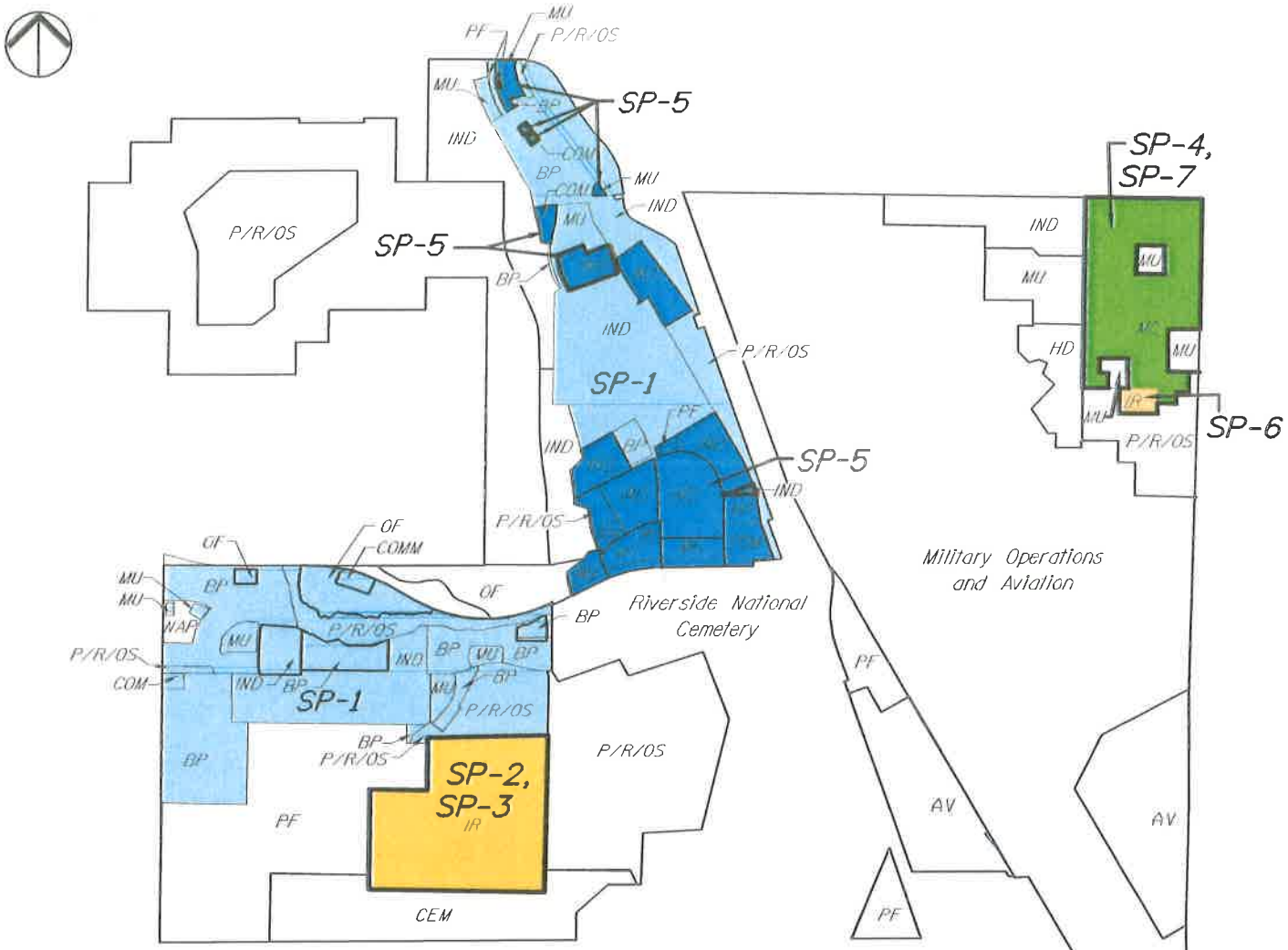
- **Caroline Way:** Caroline Way would be constructed from the west end of Krameria Avenue north to the end of the proposed Building D where it would turn to the right and connect with Coyote Bush Road.

- **Village West Drive Extension:** The improved portions of Village West Drive currently terminate at Lemay Drive to the south. The proposed Project would include improvements to and the extension of Village West Drive to provide a through connection between Van Buren Boulevard to the north and Nandina Avenue to the south. The improved Village West Drive would include two through lanes, a center striped median, and a bike lane. Sidewalks would also be provided on either side of the roadway. The total roadway width would be 54 feet, and the improvements are expected to be for 4,330 linear feet (approximately 1,720 linear feet of which is the existing roadway that runs in front of the Air Force Village West development). Note that extension of Village West Drive will require an easement from the United States Department of Veterans Affairs.

The modification to the General Plan would allow for reconfiguration of the South Campus Circulation Map as follows: remove Street K; remove Street Q; remove Street T; remove Street U; reconfigure Street Y and rename as Caroline Way; reconfigure Street P and rename as Gless Ranch Road; identify the prohibition of trucks on Gless Ranch Road; extend Village West Drive south to Nandina Ave.

Meridian South Campus Specific Plan and Village West Drive Extension
General Plan Text Amendment (Redline additions noted)

Text changes are not proposed.



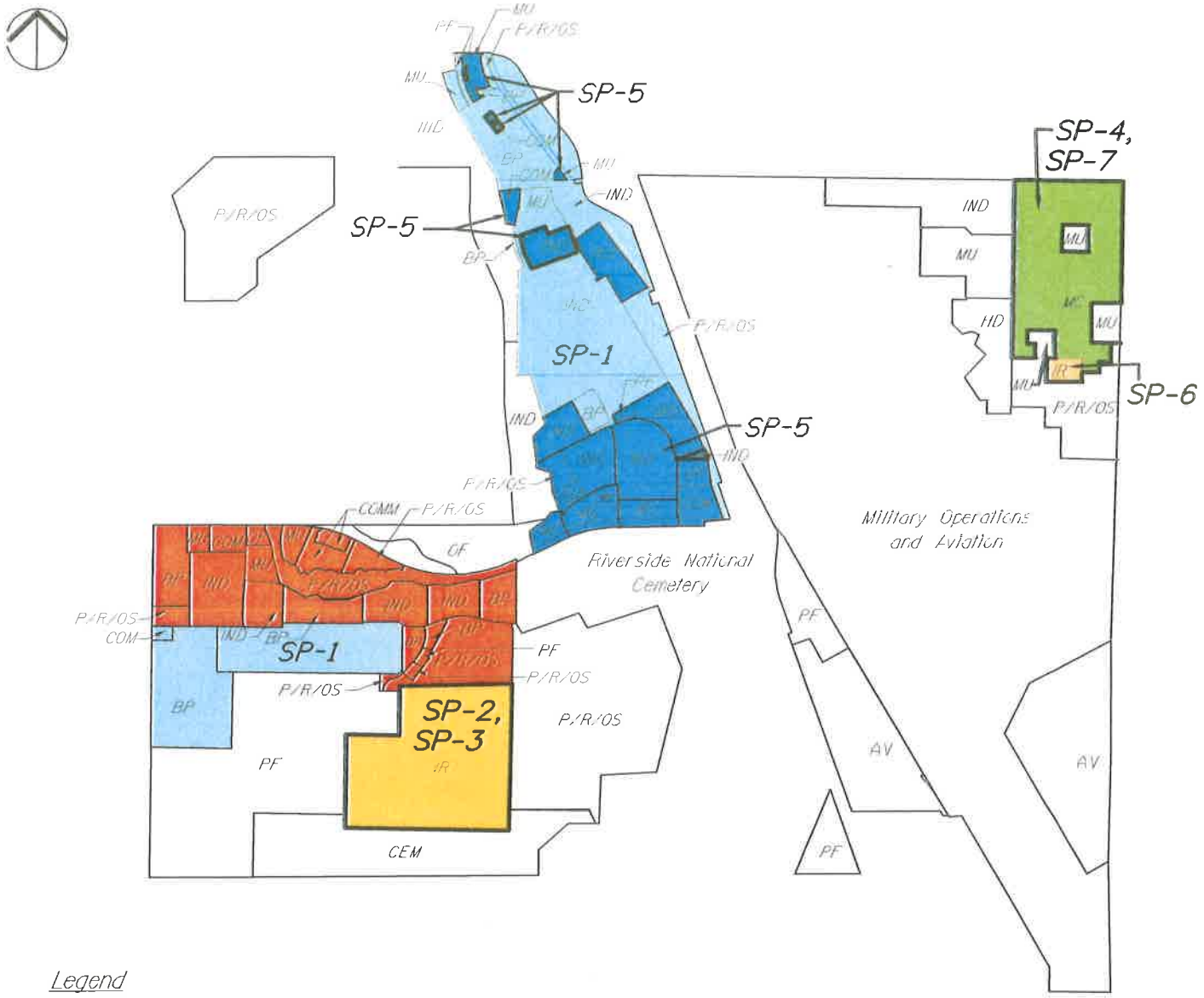
Legend

March Business Center Specific Plan No. 1 (SP-1)	
Air Force Village West Specific Plan (SP-2, SP-3)	
March LifeCare Specific Plan (SP-4, SP-7)	
Meridian North Campus Specific Plan (SP-5)	
US Vets Transitional Housing Plan Program Specific Plan (SP-6)	
Business Park	BP
Commercial	COM
Industrial	IND
Mixed Use	MU
Office	OF
Public Facility	PF
Park/Recreation Open Space	P/R/OS
AFVW Expansion	AFVW
Cemetery	CEM
Aviation MIP	AV
Historic District	HD
Medical Campus	MC
Institutional-Residential	IR
Not a Part	NAP

FIGURE 1-4A

EXISTING LAND USES

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Legend

March Business Center Specific Plan No. 1 (SP-1)	Business Park	BP	AFVW Expansion	AFVW
Air Force Village West Specific Plan (SP-2, SP-3)	Commercial	COM	Cemetery	CEM
March LifeCare Specific Plan (SP-4, SP-7)	Industrial	IND	Aviation MIP	AV
Meridian North Campus Specific Plan (SP-5)	Mixed Use	MU	Historic District	HD
US Vets Transitional Housing Plan Program Specific Plan (SP-6)	Office	CF	Medical Campus	MC
	Public Facility	PF	Institutional-Residential	IR
March Business Center Specific Plan Amendment (SP-1, A8)	Park/Recreation Open Space	P/R/OS	Not a Part	NAP

FIGURE 1-4B

PROPOSED GENERAL PLAN LAND USES

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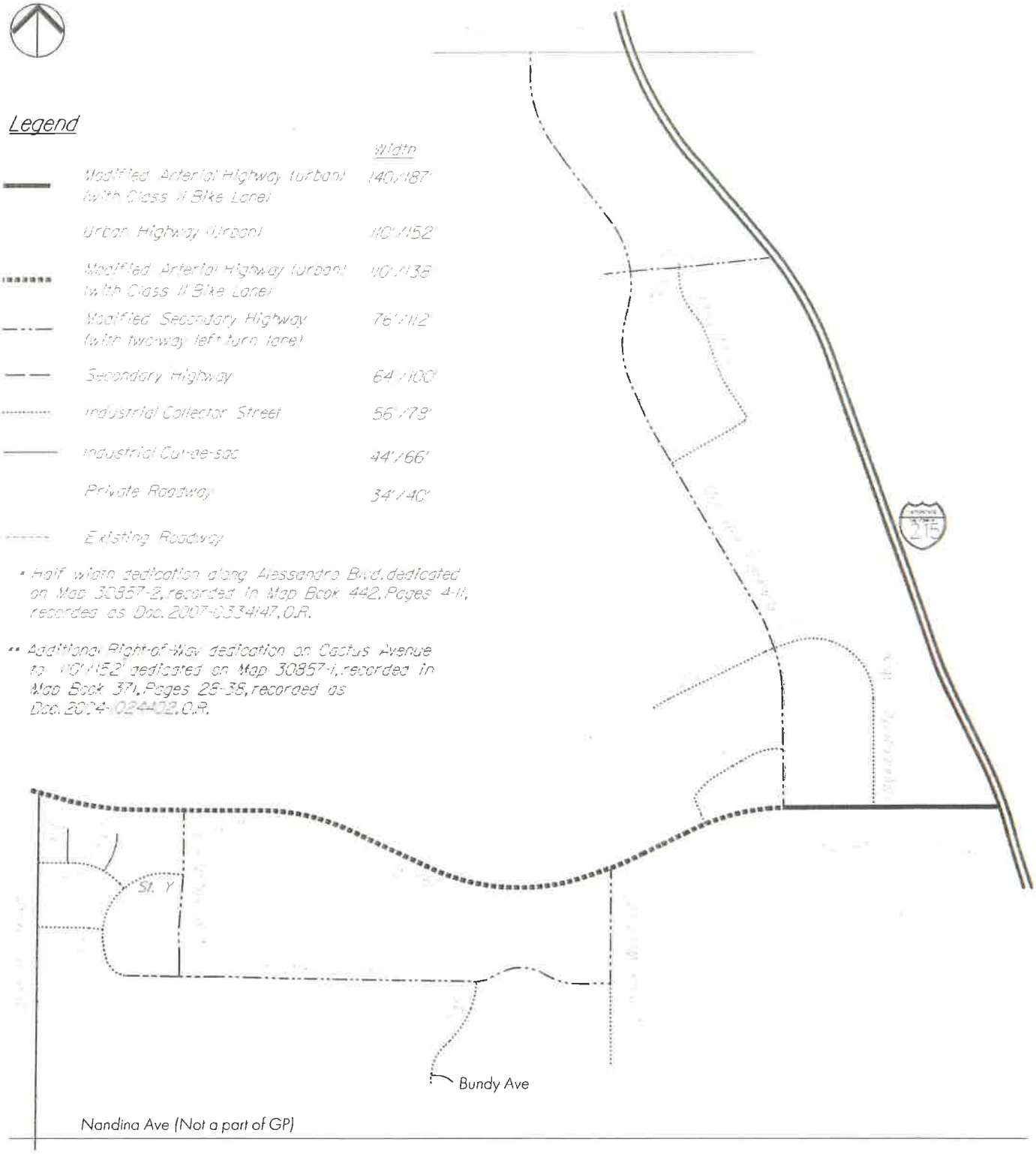


FIGURE 2-1A

EXISTING TRANSPORTATION PLAN

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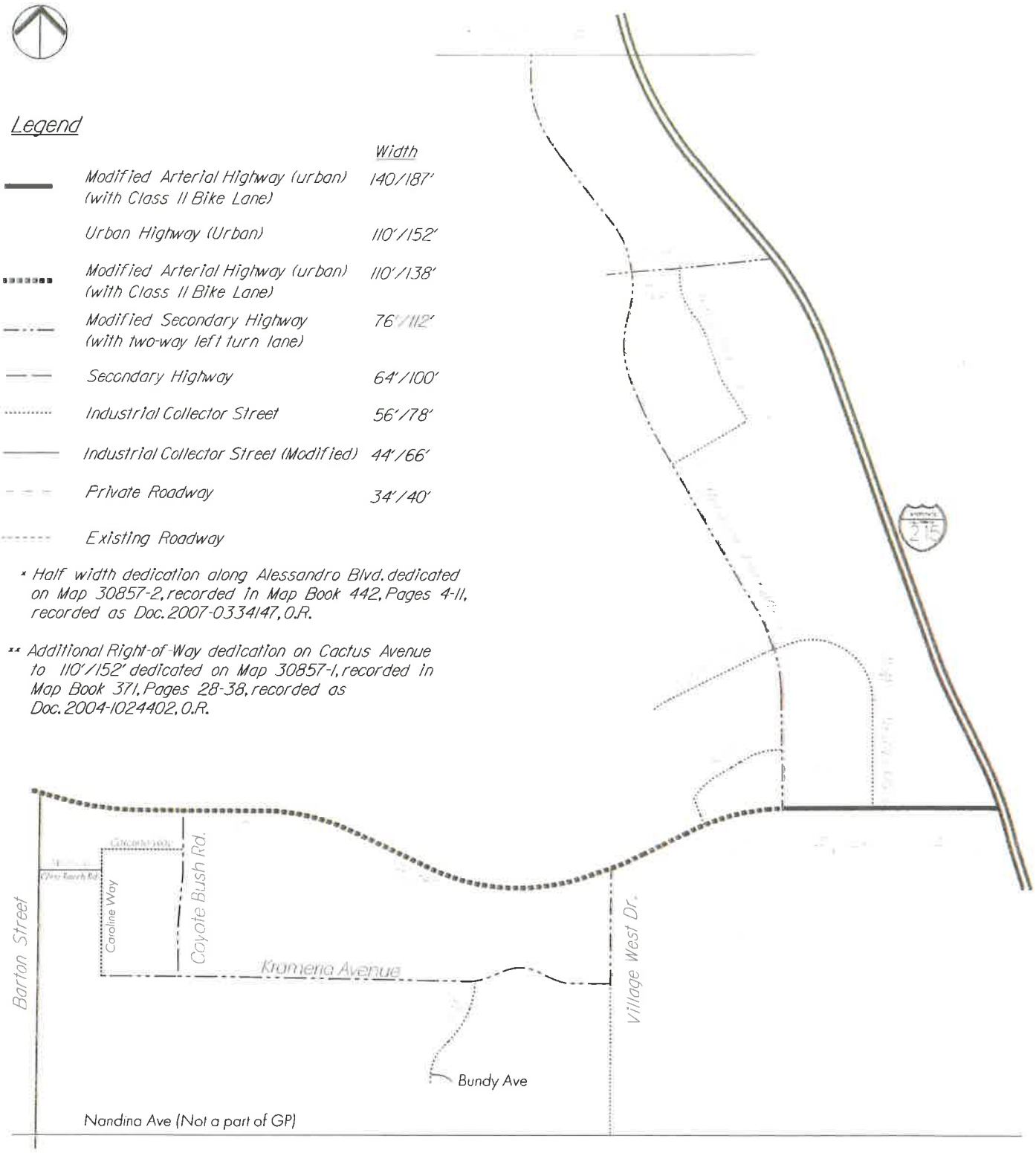


FIGURE 2-1B

PROPOSED TRANSPORTATION PLAN

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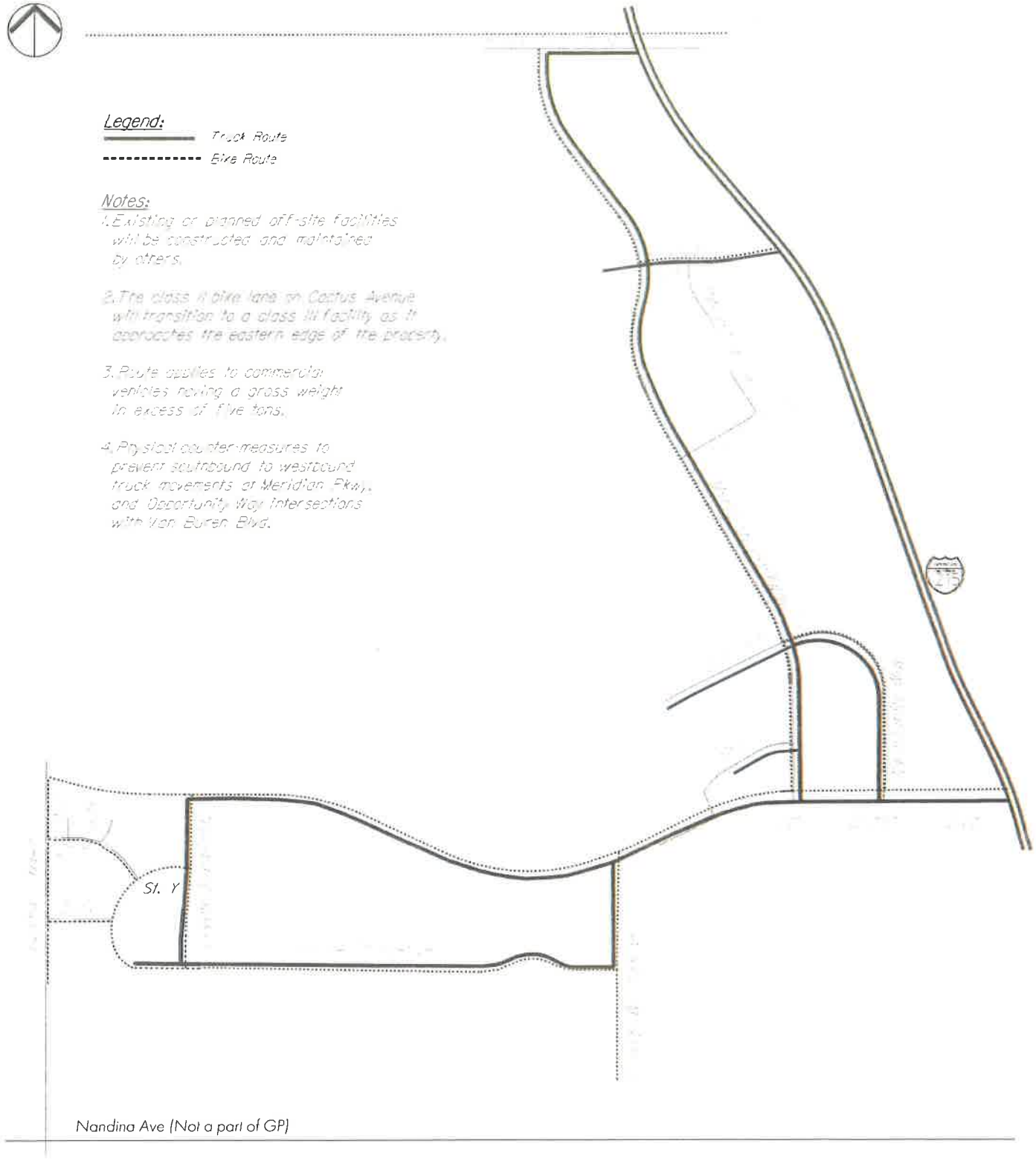


FIGURE 2-3A

EXISTING TRANSPORTATION SYSTEMS PLAN

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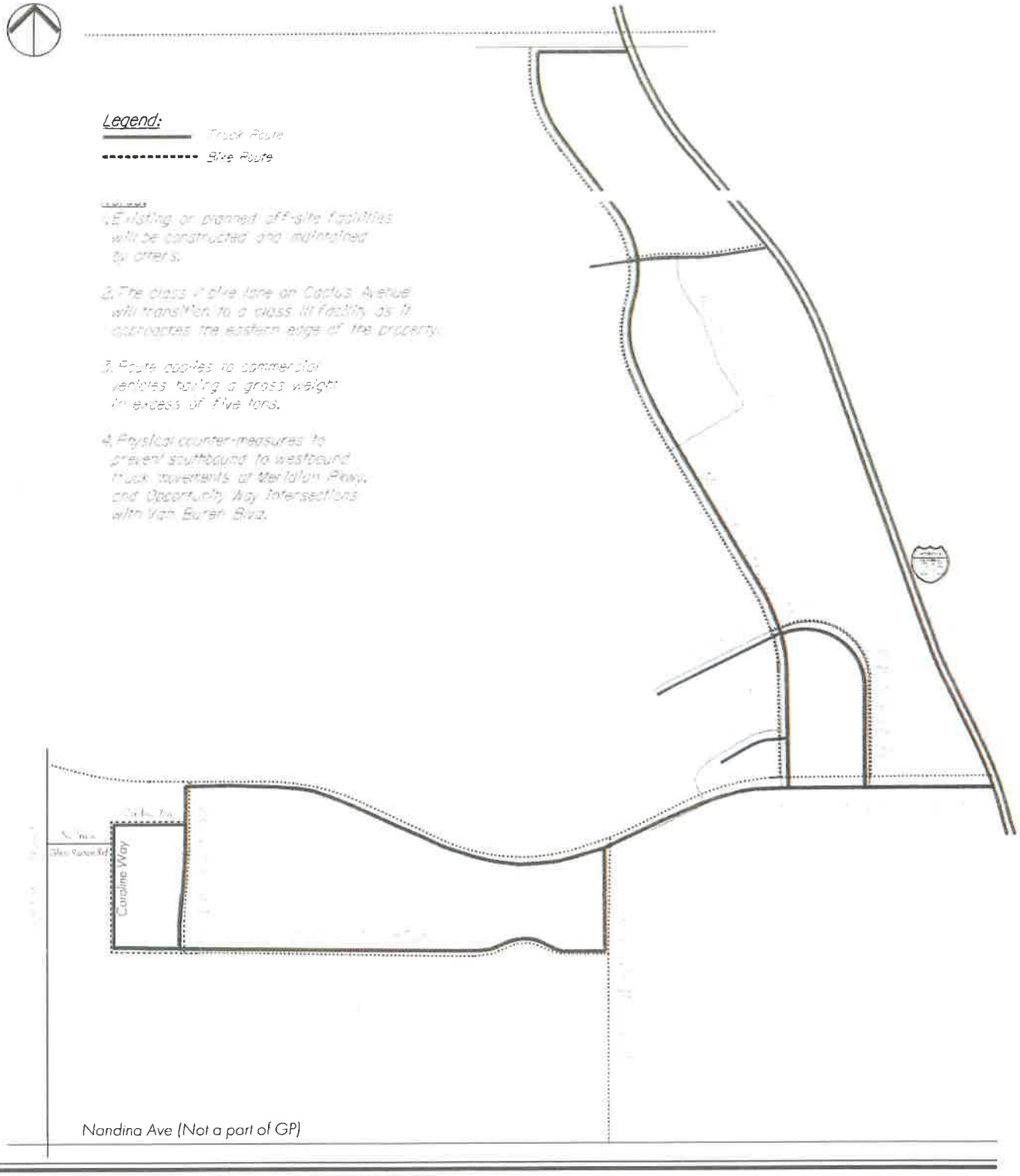


FIGURE 2-3B

PROPOSED TRANSPORTATION SYSTEMS PLAN

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EXHIBIT A4

General Plan Amendment Consistency Table

General Plan Goal/Policy		Consistency
Land Use		
Goal 1	Land Use Plan provides for a balanced mix of land uses that contribute to the regional setting, can capitalize on the assets of the Planning Area, while insuring compatibility throughout the Planning Area and with regional plans.	The Project would include the development of a 61,336-square foot commercial development; a conditional use permit to allow alcohol sales at the commercial development/grocery store; a 800,000 square foot industrial warehouse on a 36.5-acre parcel; a 6.2 acres dog park and paseo development, the extension of Village West Drive to Nandina Avenue to the south. The Project includes a Specific Plan Amendment (SPA) to allow for an increase in acreage for Parks/Open Space, Mixed Use, Commercial, Public Facilities and Industrial uses and a reduction of acreage for Office, and Business Park Uses; removal of Street K, Street Q, Street T, and Street U; reconfiguration of Street Y (renamed Caroline Way); reconfiguration of Street P (renamed as Gless Ranch Road); prohibition of trucks on Gless Ranch Road; the extension of Village West Drive to the south; the modification to the definition of Business Enterprise to apply to enclosed buildings that occupy 200,000 square feet or less of divisible building space within the South Campus; the modification to the definitions of Wholesale, Storage and Distribution – Medium and Wholesale, Storage and Distribution – Heavy to accommodate cold storage use; and the addition of a definition for Grocery Store; and permitting Grocery Stores in the Commercial land use designation with a use permit for alcohol sales. These proposed changes to land uses are compatible with the General Plan and land uses within the March Business Center. The Project includes a General Plan Amendment (GPA) that will update the circulation and land use plans for South Campus. Consistent with the Reuse Plan and General Plan, the Project will continue to improve the balance of population and employment in the Project vicinity, providing an opportunity for residents to work locally, rather than commute to surrounding areas throughout the region.
Policy 1.1	Provide for a mix of land uses which implement the Base Master Reuse Plan for March AFB; offer a variety of employment opportunities; and capitalizes, enhances and expands upon existing physical and economic assets of the Planning Area.	As analyzed in the 2003 EIR, the land use designation of the General Plan, upon full build-out, will contribute upwards of 10 percent of the employment opportunities of the sub-region. The current jobs/housing ratio imbalance in the area would be lessened, and the goals and policies of the sub-region would be furthered. The General Plan forecasted that approximately 35,588 jobs would be created at full build-out. Of these jobs, approximately 15,195 jobs would be generated by the March Business Center Specific Plan. The creation of jobs within an area that has an imbalanced jobs/housing ratio has contributing factors for improving the regional environment (i.e., reduced vehicle miles traveled). Implementation of the March Business Center Specific Plan will result in positive impacts upon existing and projected housing conditions within the region, by bringing job opportunities to an area that is largely residential. Further, the increase of parks/open space would provide a continued mix of land uses. The Project will help implement the March Business Center by developing a job generating use within South Campus that is consistent with the eco-system within the region and enhances the existing and growing assets of the Planning

General Plan Goal/Policy		Consistency
		Area.
Policy 1.2	Develop and maintain a system of land use designations and zoning districts which will provide locations for commercial, business park, manufacturing, aviation, public, and open space uses, and which actuates compatible and synergistic land uses.	The March Business Center is a mix of commercial, business park, manufacturing, office and industrial uses. The Project includes a proposed commercial development southeast of the Van Buren Boulevard and Orange Terrace intersection, a proposed industrial development at the northwest of the Coyote Bush Drive and Krameria Avenue intersection, and modifications to the land uses and street layout. Land use modifications include an increase of 15.3 acres of Parks/Open Space; an increase of 65.8 acres of Industrial; an increase of 17.1 acres of Commercial; an increase of 4.5 acres of Mixed Use; an increase of 0.9 acres of Public Facilities; a reduction of 27.4 acres of Office; a reduction of 61.3 acres of Business Park; the removal of Street K, Street Q, Street T, and Street U; the reconfiguration of Street Y (renamed as Caroline Way); reconfiguration of Street P (renamed as Gless Ranch Road); prohibition of trucks on Gless Ranch Road; the extension of Village West Drive to Nandina Avenue to the south; the modification to the definition of Business Enterprise in Appendix A, Land Use Definitions, to apply to enclosed buildings that occupy 200,000 square feet or less of divisible building space within the South Campus; the modification to the definitions of Wholesale, Storage and Distribution – Medium and Wholesale, Storage and Distribution – Heavy in Appendix A, Land Use Definitions, to accommodate cold storage use; and the addition of a definition for Grocery Store in Appendix A, Land Use Definitions; and permitting Grocery Stores in the Commercial land use designation with a use permit for alcohol sales. The land use changes are within the existing land use categories and are compatible and synergistic with surrounding uses.
Policy 1.1	Land Use Plan provides for a balanced mix of land uses that contribute to the regional setting, can capitalize on the assets of the Planning Area, while insuring compatibility throughout the Planning Area and with regional plans.	The Project would include the development of a commercial development; a conditional use permit to allow alcohol sales at the commercial development/grocery store; an industrial warehouse, a dog park and paseo development, and the extension of Village West Drive to Nandina Avenue to the south. These proposed changes to land uses are compatible with the General Plan and land uses within the March Business Center. The Project includes a SPA and a GPA that will update the zoning, circulation and land use plans for South Campus. Consistent with the Reuse Plan and General Plan, the Project will continue to improve the balance of population and employment in the Project vicinity, providing an opportunity for residents to work locally, rather than commute to surrounding areas throughout the region.
Policy 1.3	Provide for patterns of land use which can be supported by existing and planned circulation, public facilities, and infrastructure system improvements in a manner that will preserve the March JPA's fiscal capacity.	The Project is a part of the March Business Center Specific Plan and proposes land uses that can be supported by planned circulation, public facilities, and infrastructure. The Project will modify previously approved parcel and street layouts on the northwesterly and eastern portions of South Campus to accommodate a commercial development, an industrial development, and a dog park and paseo development. While the Project would reduce the acreage designated for Office and Business Park uses, it would increase the

General Plan Goal/Policy		Consistency
		acreage designated for Parks/Open Space, Industrial, Public Facilities, Mixed Use, and Commercial uses. Storm water detention basins would also be provided south of Van Buren Boulevard and east of Orange Terrace to detain storm water related to the Van Buren Boulevard widening improvements. The Project improvements will be completed in a manner that preserves the March JPA's fiscal capacity.
Policy 1.4	Use specific and/or master plan processes for the coordinated development of large properties to ensure cohesive, comprehensive development.	See responses to Land Use Policy 1.1 through 1.3.
Policy 1.5	Provide for a variety of industrial uses, including heavy manufacturing, light manufacturing, warehousing and distribution, transportation - related, and research and development.	See responses to Land Use Policy 1.1 and 1.2.
Policy 1.6	Locate and group commercial and industrial uses which are oriented toward regional service/market areas to promote utilization of regional transportation facilities and development-supporting infrastructure.	The March Business Center is a regional business park that groups a variety of commercial, industrial, manufacturing, business park and office types of uses within a central area that includes regional transportation facilities such as the March/Moreno Valley Metrolink station and Riverside Transit Agency (RTA) bus services. Incorporating regional transportation facilities into a regional employment center promotes sustainable communities by offering multiple modes of transportation for local residents working in the area.
Policy 1.9	Plan for compatible land uses within the aircraft noise impact contours depicted in the Air Installation Compatible Use Zones (AICUZ) Report for the airfield use.	The site is within two miles of the March Air Reserve Base and March Inland Port Airport but outside of Accident Potential Zones identified within the 2005 March Air Installation Compatibility Use Zone Study (AICUZ). Compatibility between the airport and its surrounding environment is evaluated in terms of four aeronautical factors: noise, overflight, safety, and airspace protection. These factors are compiled and used to designate compatibility zones in the Airport Compatibility Plan for MARB/IP, which was adopted by the Riverside County Airport Land Use Commission (ALUC) in November 2014. The Project is located within Zone C2 of the 2014 MARB/MIP Land Use Compatibility Plan. The only limitations in this zone are highly noise-sensitive outdoor nonresidential uses and hazards to flight (such as tall objects, visual and electronic forms of interference with the safety of aircrafts, and developments and land uses that could attract birds). None of the restricted uses are planned on the Project site. As such, the Project is consistent with the AICUZ guidelines and requirements.
Goal 2	Locate land uses to minimize land use conflict or creating competing land uses, and achieve maximum land use compatibility while improving or maintaining the desired integrity of the Planning Area and subregion.	In 1993, the federal government mandated the realignment of March Air Force Base (AFB) and a substantial reduction in its military use. In April 1996, March AFB was re-designated an Air Reserve Base (ARB). Approximately 4,400 acres of land that had historically supported March AFB was no longer needed to support the ARB. The cities of Moreno Valley, Perris, and Riverside, and the County of Riverside formed the March JPA to oversee the dispensation and

General Plan Goal/Policy		Consistency
		management of the surplus land, and restore jobs to a high need region. A General Plan and Master Environmental Impact Report (EIR) were prepared and adopted/certified in 1999 for the JPA planning area, which includes the March ARB. The March Business Center Specific Plan and Final EIR (SCH#2002071089), which guides land use decisions within a 1,290-acre portion of the planning area, was adopted and certified in 2003. The Specific Plan maximizes redevelopment opportunities on former military properties by developing a much-needed regional job center. The Project is proposed within the South Campus of the Specific Plan and would implement a use that is compatible with surrounding land uses while maintaining the desired integrity of the Planning Area.
Policy 2.1	Avoid conflicts and incompatibilities between land uses through the use of landscaped setbacks and buffers, site design, site orientation, architectural features, walls or fences, density/intensity reductions, reduced hours of operation for commercial and industrial uses, shielding of lighting, and the like.	The Project avoids conflicts and incompatibilities with surrounding land uses as it is a part of a master planned development with established design guidelines and standards. By complying with design standards within the Specific Plan, adopted design guidelines for March Business Center, the Project would avoid any land use incompatibilities with the surrounding areas.
Policy 2.3	Support land uses that provide a balanced land use pattern of the Planning Area, and discourage land uses that conflict of compete with the services and/or plans of adjoining jurisdictions.	See responses to Land Use Goal 2 and Policy 2.1.
Policy 2.4	Protect the interests of, and existing commitments to adjacent residents, property owners, and local jurisdictions in planning land uses.	See responses to Land Use Goal 2 and Policy 2.1.
Goal 3	Manage growth and development to avoid adverse environmental and fiscal effects.	Development of the Project is bound by the terms and conditions of the Development Agreement between the Master Developer and the March JPA. The Project will be required to implement the applicable infrastructure and services per the Development Agreement, that will require new developments to pay their fair share of infrastructure and public services costs without placing undue burden on existing infrastructure and services. The Development Agreement accommodates a number of financing strategies to fund public improvements and minimize fiscal impacts. Moreover, the March Business Center Specific Plan and associated Final EIR (SCH#2002071089) (certified in 2003) and proposed Subsequent EIR (SEIR) for this Project guides land use decisions within the Project Area. By complying with the terms of the DDA and remaining within the limits of the Final EIR and proposed SEIR, the Project would avoid adverse environmental and fiscal effects.
Policy 3.1	Manage growth so that its rate does not exceed the ability of March JPA or service districts to provide for an acceptable level of public facilities and services.	See Response to Land Use Goal 3.

General Plan Goal/Policy		Consistency
Goal 4	Develop an identity and foster quality development within the Planning Area.	The March Business Center Design Guidelines were established to provide extensive architectural, signage, parking, and landscaping standards to achieve the goals of both Project identity and quality development. The guidelines promote a very specific business park identity with color pallets that pay homage to the military history of the March Area, and public art displayed along major corridors that provide linkages to history and evolution of the Air Force in Riverside County.
Policy 4.1	Develop and maintain a land use plan for the Planning Area which proposes compatible land uses to create distinct, identifiable historic, commercial, industrial, public, and aviation areas.	See Response to Land Use Goal 4.
Policy 4.4	Develop a distinctive community identity for commercial , business park and industrial developments that reflect the character and atmosphere of March JPA Planning Area through the use of good planning and design principals , and sound development practices which serve as guidelines for building materials, colors, site design and orientation, and landscaping.	See responses to Land Use Goals 1 and 4.
Policy 4.7	Develop and enhance the economic climate and create a balanced business community to serve the work force, commerce and industry of the region.	See responses to Land Use Goal 1 and Policies 1.1 through 1.6.
Goal 5	Maximize and enhance the tax base and generation of jobs through new, reuse and joint use opportunities.	See response to Land Use Goal 2.
Policy 5.1	Support the development and establishment of new employment centers and economic development activities that contribute to an improved tax base.	See responses to Land Use Goal 2 and Policy 2.1.
Policy 5.2	Encourage and facilitate the creation of public/private partnerships that will invest in, and further the implementation of the March AFB Master Reuse Plan.	See response to Land Use Goal 3.
Policy 5.5	Encourage the development of commercial, business park and industrial centers to expand the employment and fiscal base of the March JPA Planning Area and the western Riverside County Subregion.	See responses to Land Use Goals 2 and 3.
Goal 6	Support the continued Military Mission of March Air Reserve Base, and preservation of the airfield from	The Project area was covered in the 2003 EIR for the March Business Center Specific Plan. The March Business Center Specific Plan establishes land use regulations related to safety,

General Plan Goal/Policy		Consistency
	incompatible land use encroachment.	noise impacts, and business heights to ensure that future development conforms to Airport Land Use Plan (ALUP) policies and requirements. Development projects in the March Business Center are be required to obtain determination of hazard to air navigation from the Federal Aviation Administration pursuant to Federal Aviation Regulations §77.13.2.i. In addition, supplemental review from the Airport Land Use Commission (ALUC) is be required for objects taller than 50 feet within the Height Caution Zone. This zone is defined as the area where the rough graded elevation plus the maximum building height penetrates the imaginary horizontal and conical surfaces emanating from the MARB runway as described in FAR Part 77. The Project is scheduled to be reviewed for consistency with the provisions of the MARB/MIP Airport Compatibility Plan.by ALUC in May of 2020 and will abide by the ALUC compatibility findings.
Policy 6.3	Ensure that plans and development do not interfere, conflict or degrade the military mission of March ARB.	See response to Land Use Goal 6.
Policy 6.4	Ensure that plans and development do not conflict with the long-term needs of the Air Force Reserve in terms of encroachment, noise, accident zone, constraints, etc.	See response to Land Use Goal 6.
Policy 6.5	Ensure that plans and development conform to the draft Comprehensive Land Use Plan for March AFB/March Inland Port.	See response to Land Use Goal 6.
Policy 6.8	Ensure that land uses adhere to both military and civilian Part 77 conical surface criteria, relative to height restrictions.	See response to Goal 6.
Goal 7	Maximize the development potential as a regional Intermodal Transportation facility to support both passenger and freight related air services	The Project does not include a component associated with passenger or freight related air services. The Project consists of a commercial development; an industrial warehouse, a dog park and paseo development, and the extension of Village West Drive to Nandina Avenue to the south within the March Business Center South Campus.
Policy 7.6	Plan for compatible land uses within the aviation area.	See response to Goal 6.
Goal 8	Preserve the natural beauty, minimize degradation of the March JPA Planning Area, and provide enhancement of environmental resources and scenic vistas.	The Project would be consistent with this Goal. The March JPA's GP designates the area looking east and northeast of the March JPA Planning Area toward the Box Springs Mountains and San Jacinto Mountains as a scenic vista (Exhibit 5-5, Scenic & View Shed Areas, March JPA 1999). While distant scenic vistas of the Box Springs Mountains and San Jacinto Mountains are visible from the Project site and from areas surrounding the Project site, the Project would not change the views of scenic vistas because much of the improvements involve parking areas and landscaped buffer zones and open space. In addition, the removal and change of streets and parcel configurations would not conflict

General Plan Goal/Policy		Consistency
		with scenic views or obstruct views of the distant Box Springs Mountains and San Jacinto Mountains.
Policy 8.1	Where practical, revegetate graded area with native plants compatible to the area to prevent erosion.	Short-term erosion effects during construction of the Project would be prevented through implementation of a stormwater pollution prevention plan (SWPPP) as required in compliance with the National Pollution Discharge and Elimination System (NPDES) program and through incorporation of best management practices intended to reduce soil erosion. The SWPPP would include standard construction methods such as temporary detention basins to control on-site and off-site erosion. The SWPPP is required by the March JPA during plan review and approval of Project improvement plans.
Goal 10	Avoid undue burdening of infrastructure, public facilities, and services by requiring new development to contribute to the improvement and development of the March JPA Planning Area.	See response to Goal 3.
Policy 10.1	Require new construction to pay its "fair share" of the cost of providing adequate public services, infrastructure, and facilities for the development.	See response to Goal 3. Moreover, as identified within the 2003 Final EIR for March Business Center Specific Plan, all implementing developments such as the Project are required to contribute their "fair share" toward improvements for public facilities. (See 2003 FEIR Mitigation Measures and proposed 2020 SEIR Mitigation Measures for March Business Center)
Policy 10.2	Require new construction to provide adequate infrastructure to serve the development (i.e., curbs and gutters, sidewalks, street lights, water service, sewer service or septic systems, etc.) prior to initiation of use.	See response to Policy 10.1.
Policy 10.3	Locate commercial and industrial development in areas where street rights-of-way and capacity are available, as well as sufficient infrastructure and public services.	See response to Policy 10.1
Goal 12	Ensure, plan, and provide adequate infrastructure for all facility reuse and new development, including but not limited to, integrated infrastructure planning, financing and implementation.	See responses to Land Use Policy 1.3, Goal 3, and Land Use Policy 10.1.
Policy 12.3	Require new development projects to provide for the extension of infrastructure to serve the development, including over-sizing facilities for future needs.	See responses to Land Use Policy 1.3, Goal 3, and Land Use Policy 10.1.
Goal 13	Secure adequate water supply system capable of meeting normal and emergency demands for existing and future land uses.	The Project is to implement a portion of the March Business Center Specific Plan, and is consistent with previous analysis of the plan. Analysis performed for the 2003 EIR concluded that although increased development associated with implementation of the

General Plan Goal/Policy		Consistency
		March Business Center Specific Plan would result in an increase in water consumption, there is sufficient capacity to supply the Specific Plan area with potable water for the duration of timeframe specified in the legislation. Potable water demand for the March Business Center was calculated using Western Municipal Water District's (WMWD) standard criteria of 2,000 gallons per day (gpd)/acre of industrial/commercial property. Pipelines constructed to serve the Specific Plan area will be located in future street right-of-ways, will serve each parcel, and will be sized to meet maximum day demand plus fire flow requirements, and allow maximum flexibility of future development within the March Business Center. As described in the analysis for the 2003 EIR, WMWD's existing reclaimed water system is purpose-built for its existing use and would require a major-retrofit to expand its service area. The proposed distribution system will parallel the proposed potable system and will meet "purple" pipe standards for reclaimed water. The wastewater treatment plant serving the March Business Center was expanded in 2009 and upgraded to tertiary treatment, thus, reclaimed water is supplied to the March Business Center and meets all of the irrigation demands of the Specific Plan area, including the Project.
Policy 13.2	Enhance local groundwater supplies through development designs which promote an on-site recharge and minimize impermeable ground coverage with landscaped areas, open space or recreation areas.	The Project is designed pursuant to March Business Center Specific Plan standards. The Project will include construction of impermeable surfaces. Although the March Business Center does not involve the extraction of groundwater, it will reduce areas of ground percolation and recharge of the groundwater due to the increase of impermeable surfaces. Groundwater recharge will continue in open space, detention basins, including the proposed basins southeast of the Van Buren Boulevard and Orange Terrace intersection, and natural streambeds.
Goal 14	Establish, extend, maintain and finance a safe and efficient wastewater collection, treatment and disposal system, which maximizes treatment and water recharges, minimizes water use, and prevents groundwater contamination.	Non-point source surface water from impervious surfaces may contain contaminants. Additionally, storm water discharge could cause increased sediment loads in the storm drain system. Implementation of detention basins, including the proposed basins southeast of the Van Buren Boulevard and Orange Terrace intersection, will reduce contaminants discharged from the Specific Plan area. Moreover, compliance with SWPPP and NPDES requirements would assure that water treatment and recharge opportunities are maximized.
Policy 14.1	Require all development to adequately collect, treat, and dispose of wastewater in accordance with the Santa Ana Regional Water Quality Control Board requirements.	See responses to Land Use Policy 8.1 and Goal 14.
Policy 14.2	Require connection to the sewer system for any development occurring on land formerly part of March AFB.	Increased development associated with implementation of the March Business Center Specific Plan, to include the Project site, would result in an increase in wastewater generation and require upgrades to the existing wastewater collection and treatment system. Upgrades to the treatment system under the master development plan will include

General Plan Goal/Policy		Consistency
		tertiary treatment. The proposed sewer system for March Business Center will provide pipelines that serve Phase 1 (North Campus), Phase 2 (North Campus) and most of Phase 3 (South Campus) by gravity. The wastewater treatment plant serving the March Business Center was expanded and upgraded in 2009 and is more than adequate to serve the buildout planned within the March Business Center.
Policy 14.3	Encourage reuse of reclaimed and treated non- potable water for irrigation and maintenance of recreation areas, landscaping and /open space preservation.	See response to Land Use Goal 13.
Goal 16	Adequate supplies of natural gas and electricity from utility purveyors and the availability of communications services shall be provided within the March JPA Planning Area.	As described in the 2003 EIR, the March JPA has formed a utility authority to provide electrical power to the West March Planning area which involves new underground electrical distribution constructed throughout the Specific Plan area. Natural gas services are provided through the Gas Company while communication services are provided by Frontier and Time Warner. As stated in the 1999 MEIR, no adverse impacts to power, natural gas or telecommunication services are expected to occur with new development proposed in the March JPA, consistent with the March JPA General Plan.
Policy 16.1	Where feasible, require new development to underground on-site telecommunication connections.	The Project will underground on-site telecommunication connections.
Goal 17	Adequate flood control facilities shall be provided prior to, and concurrent with, development in order to protect the lives and property within the March JPA Planning Area.	In compliance with the March JPA General Plan, and the March Business Center Specific Plan, the Project would ensure that storm water runoff is not diverted onto adjacent properties, or cause alterations of natural drainage courses that cannot be adequately handled by existing drainage facilities or the flood control improvements proposed with the development. Storm water detention basins would also be provided south of Van Buren Boulevard and east of Orange Terrace to detain storm water related to the Van Buren Boulevard widening improvements. .
Policy 17.1	Provide for the adequate drainage of storm runoff to protect the lives and property within the Planning Area.	See response to Land Use Goal 17.
Policy 17.2	Monitor and maintain drainage and flood control facilities to ensure adequate capacity to support the land use plan.	See response to Land Use Goal 17.
Policy 17.3	Require new development to construct new or upgrade existing drainage facilities to accommodate the additional storm runoff caused by the development.	See response to Land Use Goal 17.
Transportation		
Goal 1	Establish and provide for a comprehensive transportation system that captures the assets and	Development of the March Business Center - South Campus was originally evaluated as Phase III of the March Business Center project. Land uses envisioned for the Project site

General Plan Goal/Policy		Consistency
	opportunities of the planning area, existing transportation facilities, and planned transportation facilities for the future growth and development of the planning area and sub- region.	included Industrial and Business Park. A total traffic generation threshold for Phase III, as determined by the 2003 Specific Plan, is 29,910 trips. The Project proposes to reduce the developable acreage compared to the 2003 Specific Plan. The proposed Project would reduce developable acreage by 87.9 acres to 427 acres and increase Park/Open Space by 28.7 acres to 140.3 acres. The proposed Project is anticipated to generate a net total of 3,284 trip-ends per day with -493 AM peak hour trips and 159 PM peak hour trips (actual vehicles as opposed to passenger-car equivalents) compared to the 2003 EIR Phase III trip generation. Nonetheless, all traffic improvements previously required of the South Campus development will be installed so that the Project maintains what was previously anticipated under the Final EIR. Transportation Goal 1 will be maintained by the Project.
Policy 1.1	Plan for a mix of transportation modes aimed at effective use of resources, both physical infrastructure and natural energy resources.	See response to Land Use Policy 1.6.
Policy 1.2	Design transportation improvements which are compatible with the natural environment. Xeriscape and drought tolerant landscaping techniques should be used for all parkway and median plantings. Where feasible non-potable water should be used for irrigation purposes.	March JPA's Ordinance #JPA 16-03 establishes stringent landscape requirements for new and substantially altered projects within the Planning Area. Compliance with the ordinance is a requirement of the Project.
Policy 1.4	Roadway system shall inter-relate with the components of the multi-faceted transportation system that will assist with the synergistic value of each element's effectiveness (i.e., bike lockers at the Metrolink station, with bike lanes emanating there from).	The Project is a part of March Business Center Specific Plan. In addition to the March ARB /Moreno Valley Metrolink station in North Campus, the specific plan would provide approximately 61.4 acres of parkland near the southeastern corner of South Campus, with passive uses and limited improvements which would improve the aesthetic appeal of the Specific Plan area and the quality of life for individuals visiting and working within the Specific Plan area and adjacent developments. A dog park and paseo development is proposed with the Project, and multi-use trails and bikeways are also included in the Transportation section of the Specific Plan.
Goal 2	Build and maintain a transportation system which capitalizes on the multi-faceted elements of transportation planning and systems, designed to meet the needs of the planning area, while minimizing negative effects on air quality, the environment and adjacent land uses and jurisdictions.	See response to Transportation Policy 1.4.
Policy 2.6	FAA Standards, military AICUZ, and appropriate Comprehensive Land Use Plan for March Airfield shall	See response to Land Use Policy 1.9.

General Plan Goal/Policy		Consistency
	be upheld and supported to encourage and realize a safe environment in and around the aviation field.	
Policy 2.7	On-street parking shall be de-emphasized throughout the planning area to permit maximum capacity of roadways to be actuated by vehicular and bicycle transportation modes.	The Project will provide adequate off-street parking to limit the potential for on-street parking. This will allow for more capacity on the roadways for sidewalks and landscaping.
Policy 2.8	Street improvements shall be designed in a comprehensive manner to include parkway facilities, pedestrian walkways, commuter bike lanes, signing, lighting noise and air quality factors, as applicable.	The Project will comply with the roadway standards within the Circulation Plan associated with March Business Center Specific Plan and its associated Design Guidelines. The Specific Plan specifies the cross-sections for public roadways which include sidewalks, medians, and landscaping. The Design Guidelines provide the architectural, signage, parking, and landscaping standards to achieve the goals of the Specific Plan and General Plan.
Goal 3	Develop a transportation system that is safe, convenient, efficient and provides adequate capacity to meet local and regional demands.	See response to Transportation Policy 2.8.
Policy 3.1	Follow standards for transportation element roadways in designing and constructing street improvements.	See response to Transportation Policy 2.8.
Goal 4	Provide a balanced transportation system that ensures the safe and efficient movement of people and goods throughout the planning area, while minimizing the use of land for transportation facilities.	See response to Transportation Policy 2.8.
Policy 4.2	All streets shall be constructed in accordance with planning area's standard street classifications. Modifications within the Northeast Planning Subarea to the standard street classifications may be allowed on a limited basis to preserve the integrity of the area and facilities.	See response to Transportation Policy 2.8.
Goal 6	Establish vehicular access control policies in order to maintain and insure the effectiveness and capacity of arterial roadways.	See response to Transportation Policy 2.8.
Policy 6.2	Access to an arterial road shall be limited to one point for every 300 feet of frontage or one point for parcels with less than 300 feet of frontage.	See response to Transportation Policy 2.8.
Goal 7	Facilitate and develop transportation demand management and transportation systems management	The Project will implement Transportation Demand Management (TDM) strategies that include preferential parking spaces shall be offered to car pools and van pools; a

General Plan Goal/Policy		Consistency
	programs, and use of alternate transportation modes.	compressed workweek schedule when feasible; a trip reduction plan to increase vehicle occupancy; design elements to reduce vehicle queuing when entering and exiting parking areas; provide for video conferencing facilities to the extent possible; encourage the use of alternative fuel vehicles; and the Project site also provide parking stalls for bikes.
Policy 7.5	Provide a system of bicycle facilities (paths, lanes and routes) in conjunction with circulation system roadway improvements.	See response to Transportation Policy 1.4.
Goal 8	Adequate, affordable, equitably distributed and energy efficient public and mass transit services which promote the mobility to, from, and within the planning area shall be provided.	See responses to Land Use Policy 1.6 and Transportation Policy 1.4.
Policy 8.1	Evaluate transportation alternatives with project design, development and implementation.	See responses to Transportation Goal 1 and Transportation Policy 1.4.
Goal 9	Develop measures which will reduce the number of vehicle-miles traveled during peak travel periods.	See responses to Goal 1 and Land Use Policy 1.6.
Policy 9.1	Provide incentives to employers who encourage carpooling and vanpooling for employees.	See response to Transportation Goal 7.
Policy 9.2	Provide preferential parking for carpools and vanpools, where appropriate.	See response to Transportation Goal 7.
Goal 10	Regulate the travel of trucks on March JPA Planning Area streets.	Truck routes within March Business Park Specific Plan are regulated as mitigation measures within the certified EIR and promote project designs, signage and traffic control standards that discourage and prevent trucks from traveling westerly on Van Buren Boulevard and/or impacting residential communities.
Policy 10.1	Establish a truck route system which designates truck and commercial vehicle routes and provides adequately sized and designed roadways to meet the needs of trucks and commercial vehicles. This will eliminate truck and commercial vehicle traffic through inappropriate areas of the March JPA Planning Area.	See response to Transportation Goal 10.
Policy 10.2	Clearly sign designated truck routes and identify maximum weight limitations on these routes.	See response to Transportation Goal 10.
Goal 11	Adequate off-street parking for all land uses shall be provided which requires adequate on- site parking to prevent spill over on the adjacent street system.	The March Business Center Specific Plan provides parking ratios for projects that limit the need for on-street parking. The Project is consistent with specific plan ratios for industrial, commercial, and park developments. The developments will be designed to provide

General Plan Goal/Policy		Consistency
		adequate on-site parking for employees and visitors so that on-street parking is avoided.
Policy 11.1	Provide for adequate parking facilities for all uses.	See response to Transportation Goal 11.
Policy 11.4	Provide for adequate parking facilities for all uses.	See response to Transportation Goal 11.
Policy 11.5	Provide adequate loading areas within off- street parking areas for all commercial and manufacturing land uses.	The Project will provide adequate loading areas associated with industrial and commercial developments.
Goal 12	Plan for and seek to establish and area-wide system of bicycling trails, with linkages within the planning area and with adjacent jurisdictions, and in compliance with sub- regional plans.	See response to Land Use Policy 1.6 and Transportation Policy 1.4.
Policy 12.7	Require sidewalks on both sides of all streets. The March JPA encourages alternate designs including parkways and meandering and enhanced paving.	The Project is designed to provide parkways and sidewalks consistent with Specific Plan requirements.
Goal 13	Promote, preserve, and protect the joint use of the aviation field by the Air Force Reserves and civilian aviation.	The Project will not impact the use of the air field by Air Force Reserves or civilian aviation.
Policy 13.6	Protect flight paths from inappropriate development encroachment.	See response to Land Use Policy 1.9 and Land Use Goal 6.
Policy 13.8	Adhere to approved airport layout plans approved by the Joint Powers Commissions and recognized by the FAA.	See response to Land Use Policy 1.9 and Land Use Goal 6.
Goal 15	In accordance with state and federal law, promote and provide mobility for the disabled.	The Project is designed consistent with requirements of the Americans with Disability Act (ADA).
Policy 15.1	Require that all development comply with the requirements of the state and federal law for the disabled. Requirements may include ramps at street corners, access to public buildings, traffic signal timing and the like.	See response to Transportation Goal 15.
Noise		
Goal 1	Ensure that land uses are protected from excessive and unwanted noise.	Long-term noise impacts from the March Business Center include commercial and industrial activities and associated operations and traffic. The Specific Plan for the March Business Center does not include land uses that would be considered incompatible to the ALUCP and AICUZ. Additionally, with the application of the California Public Resources

General Plan Goal/Policy		Consistency
		Code Section 21083.8.1, the noise contour footprints for March ARB/MIP for the year 2010 is significantly less than what was permitted and emitted by March AFB prior to its realignment in 1996. Much of the existing development subject to noise contours of 60-dBA or greater has both navigation easements and implemented noise attenuation measures.
Policy 1.1	Establish acceptable limits of noise for various land uses throughout the March JPA Planning Area. Future development that could increase ambient noise levels shall be required to mitigate the anticipated noise increase, to the extent possible.	See response to Noise Policy 1.
Policy 1.3	Encourage good acoustical design in new construction.	See response to Noise Policy 1.
Goal 2	Minimize incompatible noise level exposures throughout the Planning Area, and where possible, mitigate the effect of noise incompatibilities to provide a safe and healthy environment.	Both daytime and nighttime Project operational noise levels would fall below the noise level thresholds at all nearby receiver locations. However, a Project-related noise increase that exceeds the threshold for the Existing With Project and Opening Year Cumulative 2024 with Project conditions would occur at Village West Drive north of Krameria Avenue. There are no existing or future noise-sensitive receivers located adjacent to this roadway segment that would experience a change in the off-site Project related traffic noise levels and all other roadway segments would experience a Project-related traffic noise increase that is less than the identified significance threshold. Thus the Project would comply with Noise Goal 2 and would minimize incompatible noise level exposures throughout the Planning Area where possible and mitigate the effect of noise incompatibilities to provide a safe and healthy environment.
Policy 2.4	March JPA shall evaluate noise sensitivity and noise generation when considering land use projects and transportation improvement projects, and where appropriate mitigation measures shall be employed.	See response to Noise Goal 2.
Goal 3	Work toward the reduction of noise impacts from vehicular traffic, and aviation and rail operations.	The Project does not include aviation or rail operations.

General Plan Goal/Policy		Consistency
Policy 3.4	Where appropriate, noise mitigation measures shall be incorporated in the design and approval of development property located adjacent to aviation and rail facilities.	The Project is not adjacent to aviation or rail facilities.
Policy 3.7	Limit trucking operations to appropriate routes, times and speeds.	Truck operations to and from the site are regulated through the design of the Project and requirements of the March Business Center Final EIR.
Policy 3.8	Appropriate muffling systems for construction equipment and operations shall be required, as necessary.	See response to Transportation Policy 3.7.
Air Quality		
Goal 1	Promote alternative modes of travel.	See responses to Land Use Policy 1.6 and Transportation Goal 7.
Policy 1.3	Support trip-reduction programs, such as longer work days, shorter week work schedules.	See response to Transportation Goal 7.
Goal 2	Reduce emissions associated with vehicle miles traveled by enhancing the jobs/housing balance of the subregion of western Riverside County.	See responses to Land Use Policy 1.1, Land Use Policy 1.6 and Transportation Policy 1.4.
Policy 2.1	Create an employment center within the housing rich environment of the subregion.	See responses to Land Use Policy 1.1, Land Use Policy 1.6 and Land Use Goal 2.
Goal 3	Reduce air pollution through proper land use, transportation and energy use planning.	See responses to Land Use Policy 1.1, Land Use Policy 1.6 and Land Use Goal 2.
Policy 3.1	Locate ancillary uses within business and employment centers to reduce the number of vehicle trips and lessen the vehicle miles traveled.	See responses to Land Use Policy 1.1, Land Use Policy 1.6 and Land Use Goal 2.
Policy 3.2	Locate service uses and facilities in convenient proximity to employment and business center areas to encourage pedestrian or alternative transit to reduce the number of vehicle trips.	See responses to Land Use Policy 1.1, Land Use Policy 1.6 and Land Use Goal 2.
Policy 3.3	Develop a bike lane network that will link the bike lanes to residential areas adjacent to the Planning Area and Metrolink Stations to encourage non-motorized travel within the planning area.	See responses to Land Use Policy 1.1, Land Use Policy 1.6 and Land Use Goal 2.
Policy 3.4	Encourage ride share programs.	See response to Transportation Goal 7.

General Plan Goal/Policy		Consistency
Policy 3.5	Parking facilities shall be designed to safely accommodate and support alternative modes of transportation and preferential location of alternative fuel vehicles and mass transit services.	See responses to Land Use Policy 1.1, Land Use Policy 1.6 and Land Use Goal 2.
Goal 5	Maximize the effectiveness of air quality control programs through coordination with other governmental entities.	The previously certified EIR for March Business Center explained that according to the SCAG (Southern California Association of Governments, *State of the Commute Report 1999*), Riverside County residences currently have the longest average home to work commute distance of the six counties comprising the SCAG, estimated at 21.6 miles. The opportunity to work close to home would translate into lower congestion, and commute time, and a decrease in the daily vehicle miles traveled within Riverside County. Because of the regional nature of the Project area, March JPA regularly seeks to coordinate its efforts with other governmental agencies.
Policy 5.5	Review development projects to determine the potential air quality impacts and provide appropriate mitigation, where necessary.	The March Business Center 2003 Final EIR and proposed 2020 SEIR provide extensive mitigation measures for air quality to support the successful development and operation of a 1,290-acre regional business center in Riverside County. The Project positively contributes to the implementation of adopted mitigation measures by implementing a use that will reduce traffic counts and building footprints that were previously analyzed in 2003.
Goal 6	Reduce emissions associated with vehicle/engine use.	See responses to Land Use Goal 1, Land Use Policy 1.1, Land Use Policy 1.6, Land Use Goal 2 and Air Quality Policy 5.5.
Policy 6.3	Encourage diversion of peak hour truck traffic, whenever feasible, to off-peak periods to reduce roadway congestion and associated emissions.	See response to Transportation Goal 10.
Policy 6.5	Encourage trucks operating within March JPA Planning Area to maintain safety equipment and operate at safe speeds so as to reduce the potential for accidents which create congestion and related emissions.	See response to Transportation Goal 10.
Goal 7	Reduce emissions associated with energy consumption.	Buildings within the March Business Center are designed to reduce energy usage by utilizing solar or low emissions water heaters, double paned glass windows, using light colored roofing materials, orienting buildings north and increasing wall and attic installation above Title 24 requirements. Landscaped areas within streets and public right-of-ways are designed to utilize drought tolerant landscaping, requiring the use of smart and energy efficient irrigation equipment. Idling emissions from trucks are restricted by using auxiliary power units and electrification at the industrial warehouse facilities.

General Plan Goal/Policy		Consistency
Policy 7.1	Support the use of energy-efficient equipment and design in the March JPA Planning Area for facilities and infrastructure.	See response to Air Quality Goal 7.
Policy 7.3	Support passive solar design in new construction.	See response to Air Quality Goal 7.
Policy 7.4	Support recycling programs which reduce emissions associated with manufacturing and waste disposal.	Projects within the March Business Center are required to comply with local and state regulations pertaining to solid waste diversions from landfills and green waste recycling, including the California Solid Waste Reuse and Recycling Access Act that requires designated Recyclables Collection and Loading areas on the site. The use of mulch and compost in the Project area is also consistent with green waste requirements of the specific plan.
Policy 7.5	Support drought-resistant vegetation in landscaping areas to reduce energy needed to pump water.	The Specific Plan includes a landscape plan and plant palette for development within the Specific Plan area. The project's plant materials include predominantly drought tolerant vegetation pursuant to the March JPA's Ordinance #JPA 16-03 for efficiencies in landscaping.
Goal 8	Reduce air pollution emissions and impacts through siting and building design.	See response to Air Quality Goal 7.
Policy 8.1	Support the use of low polluting construction materials and coatings.	The Project is designed to support the use of low polluting construction materials and coatings. Buildings within the March Business Center are designed to reduce energy usage by utilizing solar or low emissions water heaters, double paned glass windows, using light colored roofing materials, orienting buildings north and increasing wall and attic installation above Title 24 requirements.
Goal 9	Reduce fugitive dust and particulate matter emissions.	The Project's air quality emissions were evaluated to determine if the Project would violate an air quality standard or contribute to an existing or projected air quality violation. Construction activities associated with the Project would result in emissions of CO, VOCs, NOx, SOx, PM_{10}, and $PM_{2.5}$ from activities such as grading, building construction, architectural coating, paving, and construction workers commutes. The SCAQMD Rules that are currently applicable during construction activity for this Project include but are not limited to: Rule 1113 (Architectural Coatings); Rule 431.2 (Low Sulfur Fuel); and Rule 403 (Fugitive Dust). To account for fugitive dust emissions associated with Meridian South Campus site preparation and grading activities, crawler tractors were used in lieu of tractors/loaders/backhoes. Consistent with Goal 9, the Project would comply with SCAQMD Rules 1113, 431.2, and 403 intended to reduce fugitive dust and particulate matter emissions.
Policy 9.1	Require all feasible fugitive dust reduction techniques to be utilized during construction activities.	See response to Air Quality Goal 9.

General Plan Goal/Policy		Consistency
Housing		
The General Plan does not allow for housing opportunities within the March JPA Planning Area due to incompatible uses with the airfield, the need to focus on the reestablishment of the numerous jobs lost due to base realignment, and the housing rich environment of Western Riverside County. The Project maintains consistency with the General Plan's absence of a residential land use designation within the Specific Plan area.		
Resource Management		
Goal 1	Conserve and protect surface water, groundwater, and imported water resources.	Implementation of the March Business Center Specific Plan will increase the amount of impervious surface within the March Business Center Specific Plan area resulting in increased storm and surface water runoff into storm drain systems. However, the March Business Center Drainage Plan includes the construction of campus-wide detention basins to reduce peak runoff from the Specific Plan and reduce peak flow below existing levels.
Policy 1.1	Where possible, retain local drainage courses, channels and creeks in their natural condition.	There are no drainage courses, channels or creeks on or around the Project site. Project drainage improvements will align with overall business park improvements for March Business Center South Campus. Storm water detention basins would also be provided south of Van Buren Boulevard and east of Orange Terrace to detain storm water related to the Van Buren Boulevard widening improvements. These basins are located north of a conservation easement, but would not impact the easement.
Policy 1.2	Protect groundwater and surface water resources from depletion and sources of pollution.	The March Business Center Specific Plan will include construction of impermeable surfaces. Although the March Business Center does not involve the extraction of groundwater, it will reduce areas of ground percolation and recharge of the groundwater due to the increase of impermeable surfaces. Groundwater recharge will continue in open space, detention basins and natural streambeds. A Water Quality Management Plan and SWPPP have been approved for the Project; therefore, the applicable NPDES measures will be implemented to assure that groundwater and surface water will be protected from potential sources of pollution.
Policy 1.4	Require development to conserve water resources, including the use of water-efficient plumbing fixtures and irrigation systems.	See response to Land Use Goal 13.
Policy 1.5	Conserve imported water by requiring water conservation techniques, water-conserving and recycling processes, drought• resistant landscaping, and reclaimed water for irrigation, when available and appropriate.	The Project will comply with the Specific Plan's Design Guidelines that require landscaping with appropriate drought-tolerant species to reduce water consumption.
Policy 1.6	Promote the use of drought tolerant landscaping in development, and encourage the use of reclaimed water for irrigation in parks, golf courses, and industrial uses,	The use of drought tolerant landscaping is a requirement of the March Business Center. As described in the analysis for the 2003 EIR, the wastewater treatment plant serving the March Business Center was expanded in 2009 and upgraded to tertiary treatment. Thus,

General Plan Goal/Policy		Consistency
	as well as for other urban uses, whenever feasible and where legally permitted.	reclaimed water is now supplied to the March Business Center system and meets all of the irrigation demands of the Specific Plan area.
Policy 1.8	Assure that development projects comply with regulatory agency requirements, including federal, state and regional regulations.	The total impacts to waters of the U.S. from the development of the entire Specific Plan area was 2.68 acres, which required a Section 404 Individual Permit Authorization from the U.S. Army Corps of Engineers prior to the initiation of development of the Specific Plan. Mitigation for these impacts were implemented and included the realigning a portion of the channel (north of Van Buren Boulevard) to the north of the existing channel at twice the width of the channel, and planting riparian vegetation at a 2:1 ratio in the Lot 49 detention basin located in the North Campus.
Goal 2	Control flooding to reduce major losses of life and property.	Implementation of the March Business Center Specific Plan will increase the amount of impervious surface within the March Business Center Specific Plan area resulting in increased storm and surface water runoff into storm drain systems. The March Business Center Drainage Plan constructed four detention basins to reduce peak runoff from the Specific Plan and reduce peak flow below existing levels. The March Business Center is not within areas identified as floodplains. The March Business Center will include improvements to the storm drain system; therefore, the March Business Center would not result in flooding of the Project area. As described in the Hydrology Study prepared for the proposed Project, the proposed drainage condition was designed to balance the watersheds as close to existing as possible. All runoff would continue to flow to the same respective outlets compared to the existing drainage patterns. For mass grading purposes, desilting basins would be added to each mass graded lot to limit excess flows off site. Runoff from proposed roadways would be routed to detention tanks located within the landscape easements adjacent to the right of way. Further, the Project would mitigate storm water runoff to a flow rate equivalent to the pre-developed conditions.
Policy 2.3	Ensure that development does not divert storm water runoff onto adjacent properties, or cause alterations of natural drainage courses that cannot be adequately handled by flood control improvements installed coincident with the development.	See response to Resource Management Goal 2.
Policy 2.5	To the greatest extent possible, require development to use master flood control facilities and limit use of interim drainage facilities or open channels.	The Project would alter the existing drainage pattern of the site. All runoff will outlet to the same areas as the existing conditions. Nonetheless, the development of the site will require additional storm drains and hydromodification control to ensure discharge and runoff volumes match the existing conditions. The proposed Project will implement a drainage system consistent with approved drainage facilities for the March Business Center. As described in the Hydrology Study prepared for the proposed Project, the proposed drainage condition was designed to balance the watersheds as close to existing as possible. All runoff would continue to flow to the same respective outlets compared to the existing drainage patterns. For mass grading purposes, desilting basins would be added to each

General Plan Goal/Policy		Consistency
		mass graded lot to limit excess flows off site. Runoff from proposed roadways would be routed to detention tanks located within the landscape easements adjacent to the right of way. Further, the project will mitigate storm water runoff to a flow rate equivalent to the pre-developed conditions. The development of each lot onsite will require additional storm drain and hydromodification control to ensure discharge and runoff volumes match the existing conditions. Future development will be submitted to the agency having jurisdiction for approval. See response to Land Use Goal 17.
Goal 3	Conserve and protect significant land forms, important watershed areas, mineral resources and soil conditions.	The Project will not impact any significant landforms or mineral resources. The Project SEIR will evaluate impacts to hydrology, geology and soils from the Project. Any significant impacts to hydrology, geology and soils from the Project will be mitigated through the environmental review process and prior to development.
Policy 3.1	Conserve hillsides and rock outcroppings in the planning area through the use of master- planned developments which create a "Campus- like" setting, and encourage the creative siting of building areas as a means of retaining natural areas and open space.	Portions of the Project site have been mass graded; however, the Project will be constructed in a generally flat area with no rock outcroppings and will not impact any of the area's hillsides.
Policy 3.5	Require and practice proper soil management techniques to reduce erosion, sedimentation and other soil-related problems.	See response to Land Use Policy 8.1. A SWPPP and Erosion Control Plan will be required for the project to reduce erosion and other soil related problems. In addition, all grading will be reviewed by a soils consultant as part of grading permit preparation.
Policy 3.6	Control erosion during and following construction through proper grading techniques, vegetation replanting, and the installation of proper drainage control improvements.	See response to Land Use Policy 8.1 and Resource Management Policy 3.5
Policy 3.7	Require erosion control measures such as binders, revegetation, slope covers, and other practices which reduce soil erosion due to wind and water.	See response to Land Use Policy 8.1 and Resource Management Policy 3.5
Goal 4	Conserve energy resources through use of available energy technology and conservation practices.	Buildings within the March Business Center are designed to reduce energy usage by utilizing solar or low emissions water heaters, double paned glass windows, using light colored roofing materials, orienting buildings north and increasing wall and attic installation above Title 24 requirements. Idling emissions from trucks are restricted by using auxiliary power units and electrification at the industrial warehouse facilities. Moreover, landscaping with appropriate drought-tolerant species to reduce water consumption
Policy 4.1	Implement energy performance requirements	See response to Goal 4.

General Plan Goal/Policy		Consistency
	established under the California Administration Code Title 24 Energy Conservation and Insulation Regulations.	
Policy 4.2	Encourage innovative building, site design and orientation techniques which minimize energy use by taking advantage of sun/shade patterns, prevailing winds, landscaping, and building materials available to control energy usage.	See response to Goal 4.
Policy 4.3	Encourage the use and development of alternative and innovative energy resources and energy conservation techniques, where practical.	See response to Goal 4.
Goal 5	Conserve and protect significant stands of mature trees, native vegetation, and habitat within the planning area.	The proposed Project would occur primarily on previously disturbed and developed land with some development on native grasslands occurring with the extension of Village West Drive. Native habitat present within the proposed Project site includes buckwheat scrub and Riversidean Sage Scrub. The loss of this habitat was addressed under previous EIR documentation (SCH 2002071089) and as part of the base realignment and subsequent negotiations, 664 acres of native habitat were set aside for conservation in consideration of development within the base re-use area. These conservation areas include upland habitats similar to those that occur on-site. Therefore, the Project complies with Resource Management Goal 5.
Policy 5.1	Where practical, conserve important plant communities and habitats such as riparian areas, wetlands, significant tree stands, and species by using buffers, creative site planning, revegetation and open space easements/dedications.	See responses to Resource Management Goals 1 and 5.
Policy 5.2	Encourage the planting of native species of trees and other drought-tolerant vegetation.	See response to Resource Management Policy 1.5.
Policy 5.4	In areas that may contain important plant and animal communities, require development to prepare biological assessments identifying species types and locations and develop measures to preserve recognized sensitive species, as appropriate.	See responses to Resource Management Policy 1.8 and Goal 5. The site is not located in an area with important plant and animal communities.
Policy 5.6	Work with state, federal and local agencies in the preservation and/or mitigation of recognized sensitive vegetation and wildlife in March JPA Planning Area.	See response to Resource Management Policy 1.8.

General Plan Goal/Policy		Consistency
Goal 6	Provide an effective and efficient waste management system for solid and hazardous wastes that is financially and environmentally responsible.	March JPA prohibits discharge of hazardous wastes into the air, land, or into water resources within March JPA Planning Area and requires the preparation of a hazardous materials and waste management plan for any commercial and industrial uses which create, utilize, store, or treat hazardous materials or waste. The plan shall be subject to approval by the March JPA Planning Director, review by the Police Department and shall outline source reduction, treatment, handling, transportation, disposal, emergency response, and employee training methods. Further, uses which involve hazardous waste, shall implement the best available technology for on-site pre-treatment and reduction of hazardous wastes, whenever feasible (March JPA, 1997). Additionally, the County of Riverside Ordinance 651.4 requires disclosure where businesses handle hazardous materials and the acquisition of a permit issued by the Department of Environmental Health for any owner or operator of a business where hazardous materials are handled. The Project applicant would ensure compliance with the regulations set forth by March JPA and the County of Riverside.
Policy 6.4	Coordinate with regulatory agencies in assuring that future development handles and disposes of hazardous materials in compliance with applicable regulations.	See response to Safety Risk/Management Goal 4.
Goal 7	Promote cultural awareness through preservation of the planning area's historic, archaeological and paleontological resources.	The Project would not cause a substantial adverse change in the significance of a historical resource. The Project site was historically vacant and undeveloped and has remained so to the present time. Despite its past designation as a part of the U.S. Army military preserve, the additional Project area was not in the development of Camp Haan, present just east of the additional Project area and initially served as an anti-aircraft artillery training and later as a Prisoner of War camp and a separation center after World War II. The site has been used briefly as an agricultural field, but no evidence of any other activities was observed on the property throughout the historic period. Further, a 2016 Historical/Archaeological Report concluded that although 12 archaeological sites are known to be present within or partially within the northeastern portion of the Project area, none of them met CEQA's definition of a historical resource. As such, the Project would not be in conflict with this goal.
Policy 7.5	Require development proposals that are located on or near archaeological or paleontological resources to provide a cultural resources study that assesses potential impacts to the resource as a result of the proposed development. The report will include measures to avoid destruction of any significant cultural resources.	See response to Resource Management Goal 7.
Policy 7.6	Require the preservation of identified cultural resources to the extent possible, prior to development,	See response to Resource Management Goal 7.

General Plan Goal/Policy		Consistency
	through dedication, removal, transfer, reuse, or other means.	
Goal 9	Create a network of open space areas and linkages throughout the Planning Area that serves to preserve natural resources, protect health and safety, contributes to the character of the community, provide active and passive recreational use, as well as visual and physical relief from urban development.	The Project is a part of a master-planned business park development called the March Business Center. The business center is designed with a network of open space areas and linkages through the form of parkways and passive open space areas. The Project promotes health and safety by increasing open space and recreation areas in South Campus.
Policy 9.8	Enforce the standards of the military and FAA relative to aviation hazard areas to protect the use of the aviation field, and use of property within its vicinity.	See response to Land Use Policy 1.9.
Goal 10	Establish standards for scenic corridors, trails and vistas that contribute to the quality of the planning area.	Not applicable. No established scenic corridors or planned trails are present adjacent to the Project area.
Policy 10.4	Use design standards for transportation facilities that include street trees, pedestrian walkways, bicycle lanes, signing, lighting and setbacks to complement and enhance the character of the planning area.	The Specific Plan includes landscape sections and a landscape plan that includes street trees and pedestrian walkways as well as landscaped setbacks.
Safety/Risk Management		
Goal 1	Minimize injury and loss of life, property damage, and other impacts caused by seismic shaking, fault rupture, ground failure, and landslides.	The March Business Center 2003 Final EIR disclosed that future development in the Specific Plan area means that more people and structures will be exposed to geologic and seismic hazards. However, adverse impacts on earth and geology could be mitigated by land use controls and building and engineering methods. Seismic hazards can be reduced through California Building Code standards, which the Project would be required to meet.
Policy 1.1	Require geological and geotechnical investigations in areas of potential seismic or geologic hazards as part of the environmental and development review process. Require mitigation of seismic or geologic hazards to the satisfaction of the responsible agencies.	See response to Safety/Risk Management Goal 1.
Policy 1.2	Ensure all grading plans comply with the Uniform Building Code (UBC) and California Building Code including, if necessary, requiring preliminary investigations of development sites by a State-registered geotechnical engineers and certified engineering geologists.	See response to Safety/Risk Management Goal 1.

General Plan Goal/Policy		Consistency
Goal 2	Minimize grading and otherwise changing the natural topography, while protecting the public safety and property from geologic hazards.	The Project is subject to the development and construction standards outlined within the March Business Center Specific Plan and Final EIR. Compliance with adopted local and state regulations will ensure that the Project will protect the public and properties from geologic hazards.
Policy 2.1	Discourage any grading beyond that which is necessary to create adequate building pads area.	See response to Safety Risk/Management Goal 2.
Goal 3	Minimize injury, loss of life, property damage, and economic and social disruption caused by flood hazards.	See response to Land Use Goal 17.
Policy 3.4	Ensure that development does not divert storm water run-off onto adjacent properties, or cause alterations of natural drainage courses that cannot be adequately handled by existing drainage facilities or the flood control improvements proposed with the development.	The proposed project will implement a drainage system consistent with approved drainage facilities for the March Business Center. As described in the Hydrology Study prepared for the proposed Project, the proposed drainage condition was designed to balance the watersheds as close to existing as possible. All runoff would continue to flow to the same respective outlets compared to the existing drainage patterns. For mass grading purposes, desilting basins would be added to each mass graded lot to limit excess flows off site. Runoff from proposed roadways would be routed to detention tanks located within the landscape easements adjacent to the right of way. Further, the project will mitigate storm water runoff to a flow rate equivalent to the pre-developed conditions. See response to Land Use Goal 17.
Policy 3.5	Require the installation and maintenance of storm drains by property owners.	See response to Land Use Goal 17.
Goal 4	Reduce threats to public safety and protect property from wildland and urban fire hazards.	According to the CAL FIRE Fire Hazard Severity Zones Map (CAL FIRE 2007), the Project is not within a designated fire hazard severity zone.
Policy 4.5	Ensure that new access roads have adequate widths and turning radius for fire and emergency vehicles.	Project roadways meet fire and emergency vehicle standards.
Policy 4.7	Encourage the planting and maintenance of drought-resistant, fire-retardant species on slopes to reduce the risk of brush fire and soil erosion in areas adjacent to hillsides; and develop stringent site design and maintenance standards for areas with high fire hazard.	According to the CAL FIRE Fire Hazard Severity Zones Map (CAL FIRE 2007), the Project is not within a designated fire hazard area. In addition, the Project will be constructed in a relatively flat area and will not impact slopes or hillsides. In addition, planting of drought tolerant species will occur in accordance with the March Business Center Design Guidelines and the approved landscape plan for this Project.
Goal 5	Reduce the potential for hazardous material exposure or contamination in the Planning Area.	The Project is a part of the March Business Center Specific Plan and as described in the 2003 Final EIR, due to the types of uses and facilities that would be allowed in the March Business Center, certain potentially hazardous materials are expected to be generated, stored, distributed and/or disposed of within the Specific Plan area. Potentially hazardous materials include household and industrial waste, oils, solvents, paints, corrosives, and

General Plan Goal/Policy		Consistency
		other materials. The disposal of hazardous wastes will be the responsibility of the operators/businesses and must be in accordance with applicable regulations. The transport of all hazardous materials, is regulated by the U.S. Department of Transportation (Title 49 of the Code of Federal Regulations, the California Highway Patrol (Title 13 of the California Code of Regulations), and the California State Fire Marshall (Title 19 of the California Code of Regulations). In addition, in order to operate in the State of California, all hazardous materials transporters must be registered with the California Department of Toxic Substances Control (DTSC). These regulations minimize the potential for incidents involving hazardous materials. Compliance with all applicable federal, state, and regional regulations is a requirement of the Project and will assure compliance with this Goal.
Policy 5.1	Comply with the enforcement of disclosure laws that require all users, producers, and transporters of hazardous materials and wastes to clearly identify such materials at the site, and to notify the appropriate County, State and/or Federal agencies in the event of a violation.	See response to Safety Risk/Management Goal 5.
Policy 5.3	Require land uses involved in the production, storage, transportation, handling, or disposal of hazardous materials are located a safe distance from land uses that may be adversely impacted by such activities.	See response to Safety Risk/Management Goal 5.
Policy 5.4	Ensure the storage, use and transportation of any hazardous materials complies with the standards set forth within the errata sheets published for each substance.	See response to Safety Risk/Management Goal 5.
Goal 7	Reduce the possible risk of upset, injury, and loss of life, property damage and other impacts associated with an aviation facility.	The Project does not involve an aviation facility and as such, it would be consistent with this Goal.
Policy 7.1	Ensure development and use of property within the vicinity of airfield complies with appropriate building standards and codes including height restrictions, restrictions on use, setbacks, population densities, insulation and materials, as contained within an approved Comprehensive Land Use Plan (CLUP) and appropriate AICUZ.	See response to Land Use Policy 1.9 and Noise Goal 1.

EXHIBIT A5

General Plan Amendment Figures

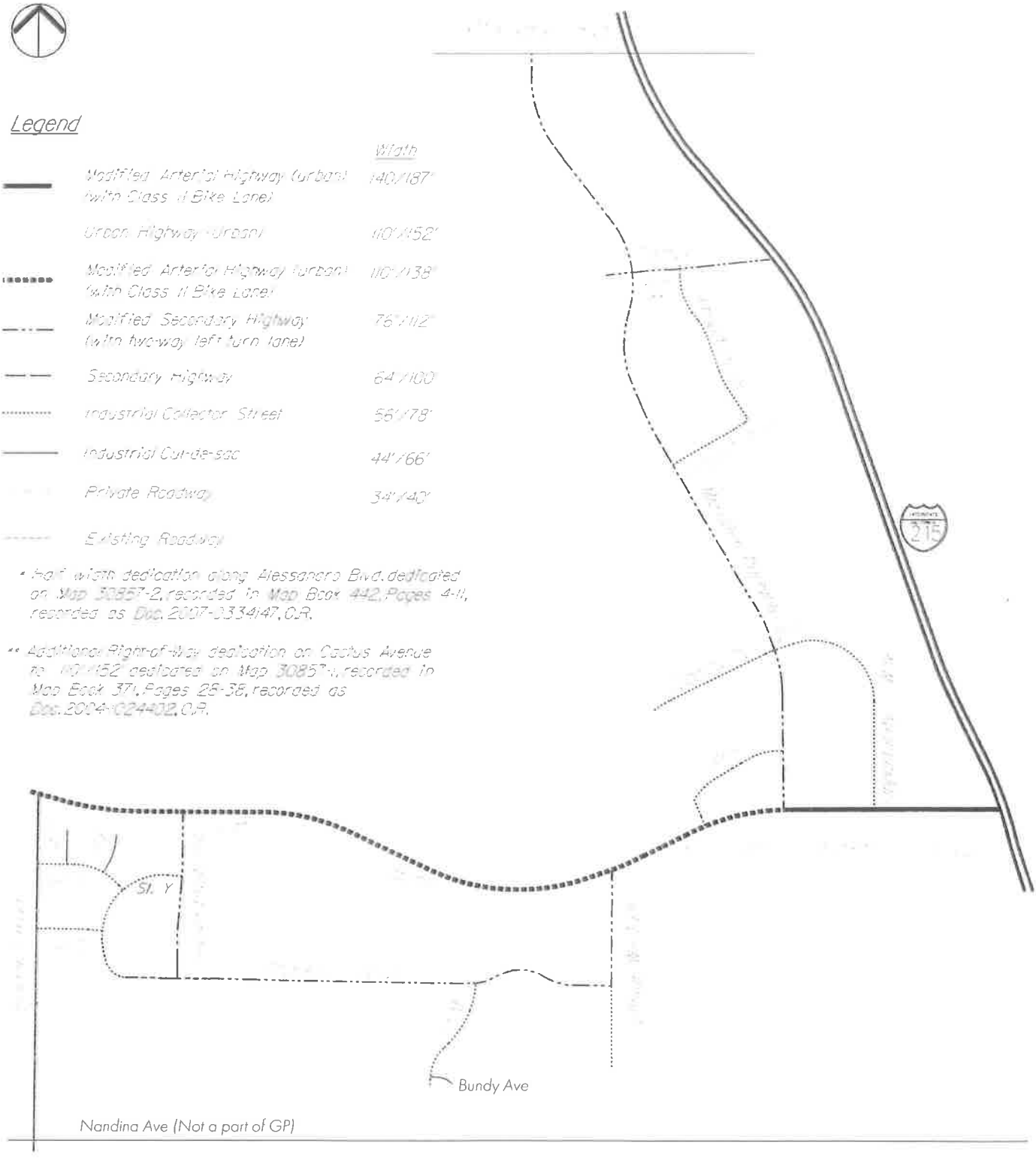


FIGURE 2-1A

EXISTING TRANSPORTATION PLAN

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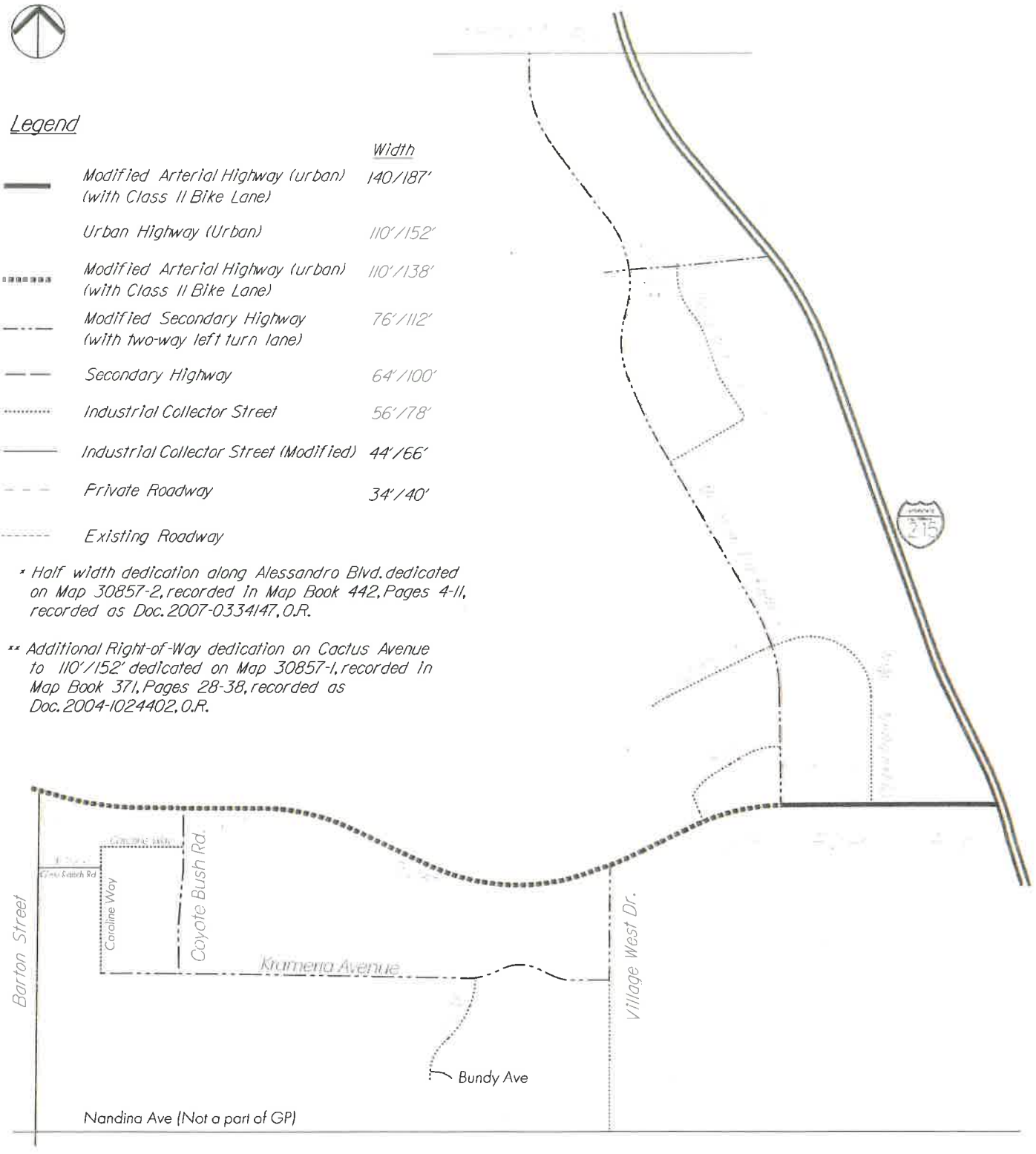


FIGURE 2-1B

PROPOSED TRANSPORTATION PLAN

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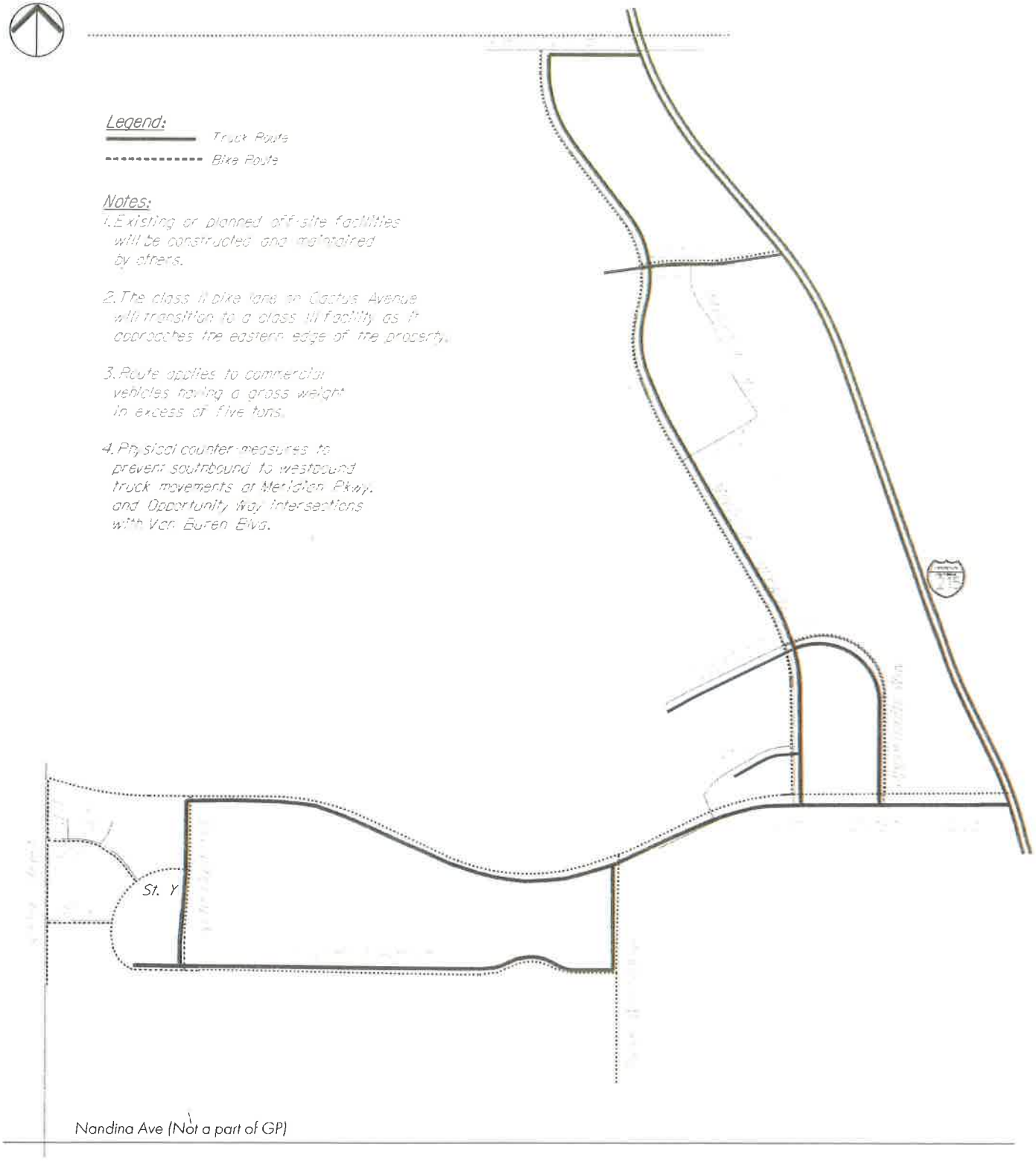


FIGURE 2-3A

EXISTING TRANSPORTATION SYSTEMS PLAN

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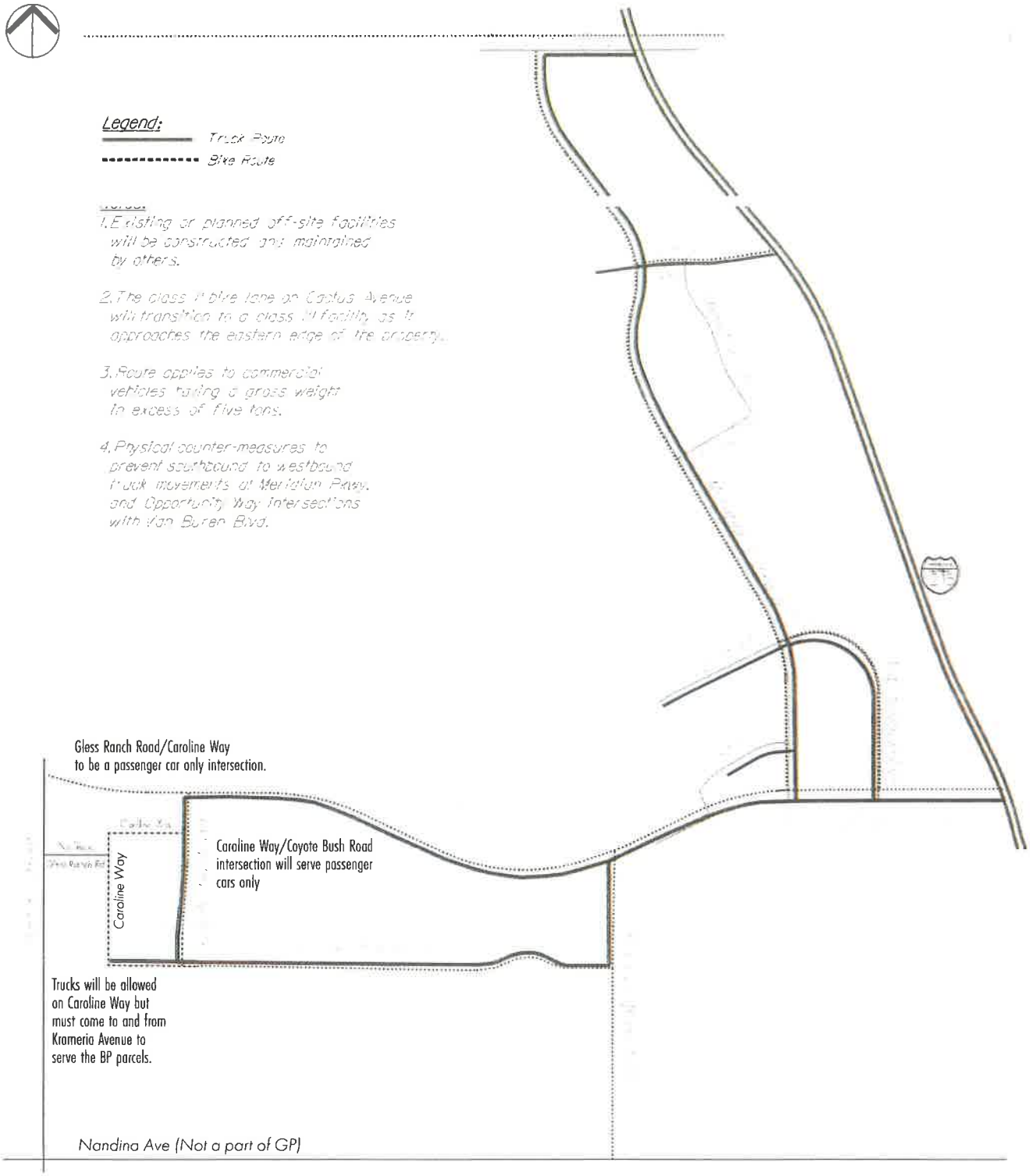


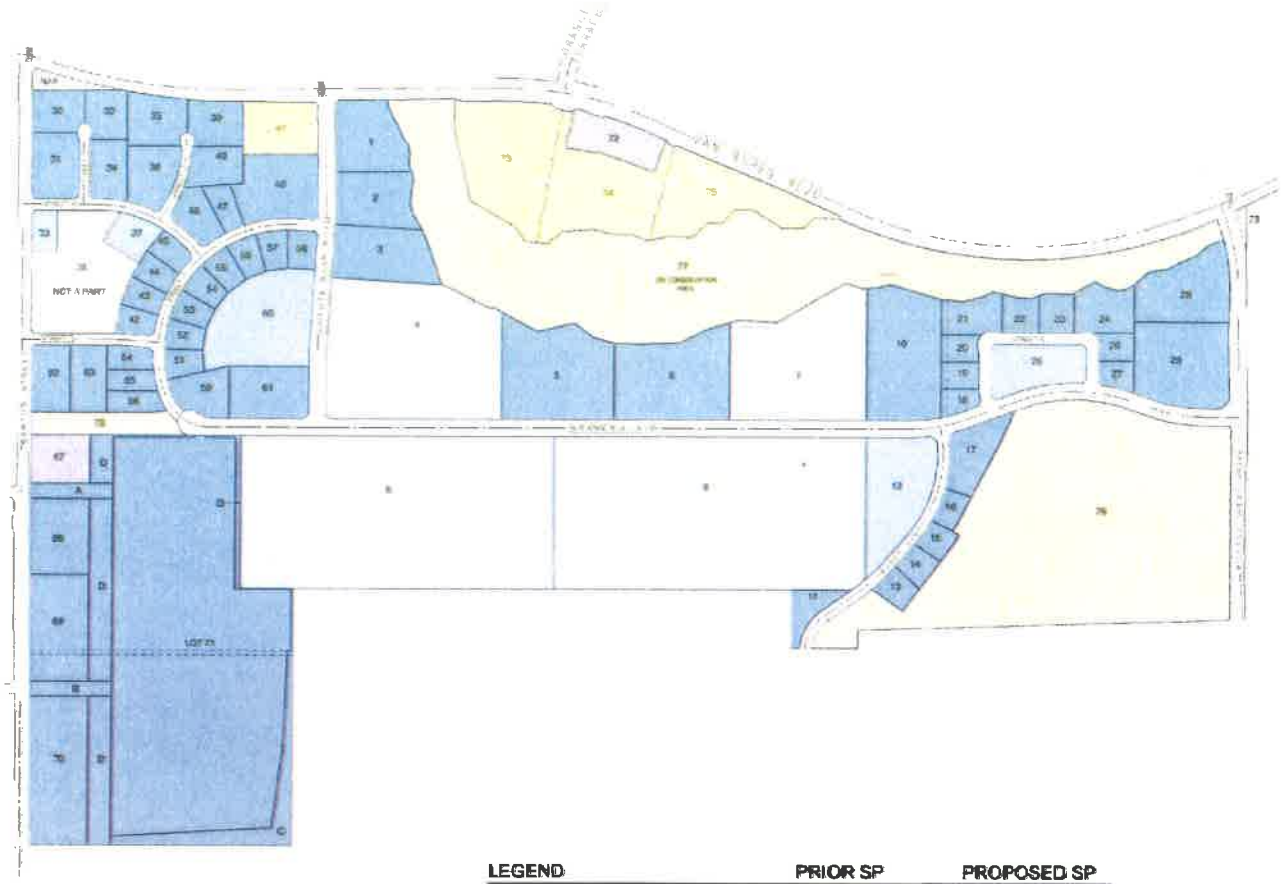
FIGURE 2-3B

PROPOSED TRANSPORTATION SYSTEMS PLAN

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EXHIBIT A6

Existing South Campus (SP-1) zoning map



LEGEND	PRIOR SP	PROPOSED SP
OFFICE	32.3 AC	32.0 AC
COMMERCIAL	8.8 AC	6.4 AC
MIXED USE	23.3 AC	23.3 AC
BUSINESS PARK	230.0 AC	232.1 AC
INDUSTRIAL	134.5 AC	134.5 AC
PARK / OPEN SPACE	125.0 AC	125.0 AC
NOT A PART	0.0 AC	0.0 AC
TOTAL NET ACREAGE	553.9 AC	553.3 AC

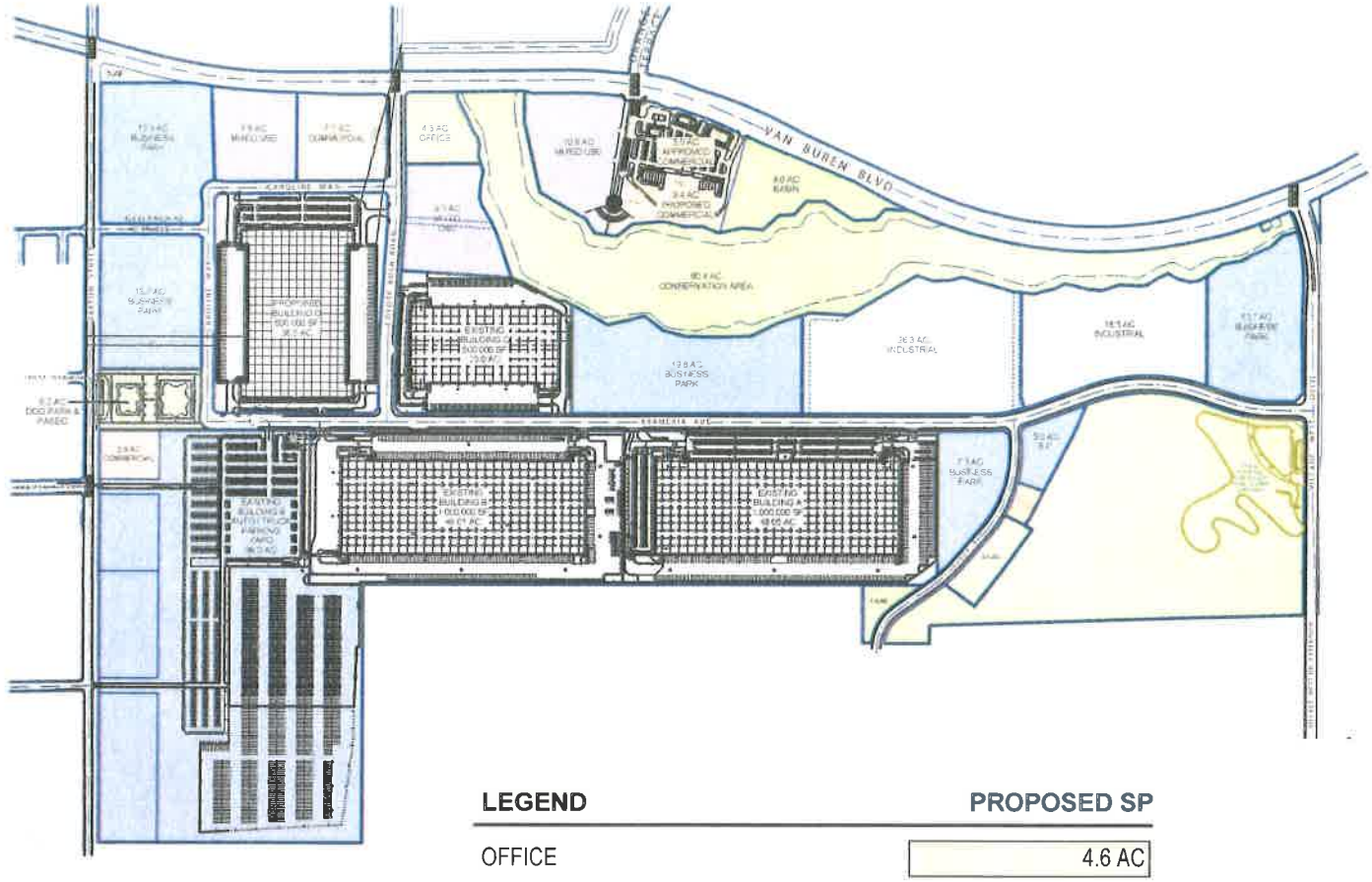
FIGURE II-5B

EXISTING ZONING MAP FOR SOUTH CAMPUS

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EXHIBIT A7

Proposed South Campus (SP-1) zoning map



LEGEND	PROPOSED SP
OFFICE	4.6 AC
COMMERCIAL	23.6 AC
MIXED USE	27.8 AC
BUSINESS PARK	170.8 AC
INDUSTRIAL	200.3 AC
PUBLIC FACILITIES	0.9 AC
PARK / OPEN SPACE	140.3 AC
TOTAL NET ACREAGE	568.2 AC

FIGURE II-5C

PROPOSED ZONING MAP FOR SOUTH CAMPUS

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EXHIBIT A8

Applicant's Project Narrative

3 Project Description

This chapter describes the objectives of the proposed South Campus Specific Plan and Village West Drive Extension Project (Project) and Subsequent Environmental Impact Report (SEIR), and provides a detailed description of Project characteristics. This chapter also discusses the discretionary actions required and includes a brief description of the environmental effects, which are evaluated in Chapter 4, Environmental Impact Analysis, through Chapter 6, Alternatives, of this SEIR.

3.1 Project Location

The Project site is located within the southwestern portion of the March Joint Powers Authority (JPA) jurisdiction. More specifically, and as shown in Figure 3-1, Project Location, the Project site is located in the South Campus of the Meridian Business Center, south of Van Buren Boulevard, west of Village West Drive, and east of Barton Street, in unincorporated Riverside County, California. Interstate 215 is located approximately 1 mile east of the Project site. The Village West Drive extension component of the Project is located to the east and south of South Campus.

3.2 Project Background

In 1993, the federal government mandated the realignment of March Air Force Base and a substantial reduction in its military use. In April 1996, March Air Force Base was re-designated an Air Reserve Base. Approximately 4,400 acres of land that had historically supported March Air Force Base were no longer needed to support the March Air Reserve Base. The cities of Moreno Valley, Perris, and Riverside, and the County of Riverside formed the March JPA to oversee the dispensation and management of the surplus land. A General Plan and Master Environmental Impact Report (EIR) were prepared and adopted/certified in 1999 for the JPA planning area, which includes the March Air Reserve Base.

The March Business Center Specific Plan and Final Focused EIR (SCH No. 2002071089), which guides land use decisions within a 1,290-acre portion of the JPA planning area, was adopted and certified in 2003. Within the March Business Center Specific Plan, two separate "campuses," North Campus and South Campus, were identified, along with the potential for a possible third campus. The South Campus components of the March Business Center Specific Plan, identified as Phase III, have been analyzed under both the California Environmental Quality Act and National Environmental Policy Act in the following documents:

- Final Environmental Impact Statement: Disposal of Portions of March Air Force Base (February 1996)
- Final Environmental Impact Report for the March Air Force Base Redevelopment Project (June 1996)
- Redevelopment Plan for the March Air Force Base Redevelopment Project (June 1996)
- March Joint Powers Authority Development Code (July 1997)
- General Plan of the March Joint Powers Authority (September 1999)
- Master Environmental Impact Report for the General Plan of the March Joint Powers Authority (September 1999)
- March Business Center Specific Plan (February 2003)
- March JPA General Plan Amendment (February 2003)
- March Business Center Focused Environmental Impact Report (February 2003)
- March Business Center Design Guidelines (November 2003)

- Addenda to the certified 2003 March Business Center Focused EIR, focused on the South Campus, including:
  - Meridian South Campus Specific Plan Amendment SP-1, A6 – Parcel Delivery Terminal Project (September 2017)
  - Meridian South Campus Specific Plan Amendment SP-1, A7 – Land Swap Addendum (September 2018)

3.3 Project Objectives

The proposed Project requests an amendment to the existing South Campus components of the Meridian Business Center Specific Plan (South Campus Specific Plan) to shift land uses between parcels. The proposed Project would not develop any land within the South Campus Specific Plan area that was not already approved for development, nor would the Project encroach on the March Air Reserve Base or its operations. The Meridian Business Center Specific Plan objectives identified in the 2003 Focused EIR included the following:

- Implement the goals, objectives and policies of the March JPA General Plan
- Provide increased job opportunities for local residents through the provision of employment-generating uses
- Establish an attractive business park development that will blend the natural and built environment and create a high-quality business park development
- Provide for the design, development and operation of a business park consisting of industrial, research and development, office, commercial and open space uses
- Establish a land use and facility plan that assures project viability in consideration of existing and anticipated economic conditions
- Ensure a business park development that conforms to the March JPA goals and values and the protection of adjacent land uses from incompatibility
- Develop the property with land uses that are compatible with the March Air Force Base Reuse plan
- Encourage the use of alternative modes of transportation through the provision of a pedestrian circulation system that is both safe and comfortable
- Ensure that businesses within the March Business Center Specific Plan provide a range of job types for the community's residents
- Provide a circulation system that facilitates movement and access needs of automobiles, pedestrians, and bicyclists
- Minimize impacts from construction of the development to sensitive biological resources

To reflect the evolving community priorities and environmental regulatory landscape, the Project's proposed mix of uses has been designed to reduce the environmental impacts compared to the 2003 Approved South Campus, as well as the currently approved South Campus development (Current South Campus). As such, the objectives of this Project are as follows:

- Respond to community requests for community serving land uses, including a dog park, and additional retail uses, such as restaurants and stores.
- Provide a mix of uses that reduces the overall impacts compared to the original and currently entitled uses.
- Site community serving uses in locations easily accessible from Van Buren Boulevard.
- Provide appropriate land use intensities to comply with the parameters of the March Air Reserve Base/Inland Port Airport Compatibility Plan.

- Implement the goals, objectives, and policies of the March JPA General Plan.
- Provide increased job opportunities for local residents through the provision of employment-generating businesses.
- Establish a land use and facility plan that ensures project viability in consideration of existing and anticipated economic conditions.
- Encourage the use of alternative modes of transportation through the provision of a pedestrian and bicycle circulation system that is safe, convenient, and comfortable.
- Provide a range of job types for the community's residents.
- Minimize impacts from construction of the development to sensitive biological resources.
- Implement the terms and conditions agreed upon in the September 12, 2012, Settlement Agreement entered into between and among the Center for Biological Diversity, the San Bernardino Valley Audubon Society, March JPA, and LNR Riverside LLC, as the complete settlement of the claims and actions raised in *Center for Biological Diversity v. Jim Bartel, et al.*

3.4 Existing Conditions

Much of the development of the March Business Center Specific Plan (the plan area is marketed and branded as "Meridian") and the South Campus Specific Plan is constructed or currently under construction. Figure 3-2, Existing Conditions, shows the status of current development on the South Campus. The following is a summary of roadways and buildings that have been built or are under construction in the South Campus Specific Plan.

3.4.1 Roadways

As shown in Figure 3-2, the following roadway improvements have been built or are under construction within the South Campus Specific Plan area:

- **Van Buren Boulevard** – Van Buren Boulevard from Village West Drive to Barton Street has been widened to seven through lanes, with four westbound lanes and three eastbound lanes.
- **Coyote Bush Road** – Coyote Bush Road has been constructed with two lanes in each direction and a painted median, providing a connection between Van Buren Boulevard and Krameria Avenue.
- **Krameria Avenue** – Krameria Avenue has been constructed with two lanes in each direction and a painted median, between Village West Drive on the east to provide access to Building B on the west.
- **Bundy Avenue** – Bundy Avenue has been extended with two lanes and a painted median northward to connect with Krameria Avenue on the north.
- **Village West Drive** – Village West Drive has been improved with two lanes and a painted median between Van Buren Boulevard and Krameria Avenue to provide access into the South Campus. South of Lemay Drive in the residential community located south of the South Campus, Village West Drive becomes an unpaved roadway.

3.4.2 Park, Trail, and Open Space System

As shown in Figure 3-2, an open space area with a newly constructed park and loop trail system is located southwest of the intersection of Krameria Avenue and Village West Drive. Part of the original South Campus Specific Plan, the loop trail is approximately 4,300 linear feet (0.8 miles), in the eastern portion of a 61.38-acre parcel. Adjacent to

the park and loop trail is a parking lot with 25 parking spaces accessed via Village West Drive. Additionally, the 8-acre detention basin located adjacent to Van Buren Boulevard has been constructed.

3.4.3 Buildings

As shown in Figure 3-2, the following buildings have been approved and are either constructed or under construction within the South Campus Specific Plan area:

- **Building A**, located south of Krameria Avenue and west of Bundy Avenue, is a 1,000,000-square-foot industrial warehouse building. This building was constructed in November 2017, is complete and operational, and is occupied by Amazon.
- **Building B**, located immediately west of Building A, south of Krameria Avenue and where Coyote Bush Road intersects with Krameria Avenue, is a 1,000,000-square-foot industrial warehouse building. Construction of Building B was complete in March 2018. A parking lot west and south of Building B is currently under construction. Once complete, in October 2020, Building B and the adjacent parking lot will be utilized by the United Parcel Service.
- **Building C**, located at the northeast corner of the intersection of Coyote Bush Road and Krameria Avenue, is a 500,000 square foot industrial warehouse building. Construction of Building C was completed in spring 2020. Building C will be occupied by Safavieh.
- **Commercial Development**, totaling 14,267 square feet and situated on the northern 3.5 acres of a commercial parcel located at the southeast corner of the intersection of Orange Terrace Parkway and Van Buren Boulevard, has been approved. Construction is complete and will be occupied in fall 2020. The approved commercial development includes a gas station, food mart, a pad for a drive-through restaurant, and a building for retail.
- **An Electrical Substation**, located on the eastern side of Bundy Avenue, has been constructed and is operational. This existing substation is located on a 0.9-acre parcel currently designated as Industrial; however, the proposed Specific Plan Amendment SP-1, A8 proposes a zone change of the 0.9 acre parcel to Public Facility.

Table 3-1 provides a summary of the total square footage of development that has been constructed within the South Campus.

Table 3-1. Existing South Campus Development

Component	Land Use	Status	Tenant	Square Footage
Building A	Industrial	Constructed	Amazon	1,000,000
Building B	Industrial	Constructed	UPS	1,000,000
Building C	Industrial	Constructed	Safavieh	500,000
Commercial	Commercial	Constructed	TBD	14,267
Electrical Substation	Open Space	Constructed	N/A	N/A
			Total	**2,514,267**

Notes:
UPS = United Parcel Service; TBD = to be determined.

3.5 Proposed Project

3.5.1 Project Characteristics

The proposed Project would involve amending the South Campus Specific Plan, which is a portion of the March Business Center Specific Plan, to shift the mix of land uses (see Figure 3-3, Proposed Project) to result in similar environmental impacts compared to (1) the South Campus development originally approved in 2003 (2003 Approved South Campus) (as shown in Figure 3-4A, 2003 Approved South Campus Configuration); and (2) the currently approved South Campus development (Current South Campus) (as shown in Figure 3-4B, Currently Approved South Campus Configuration). This SEIR will consider the environmental impact "delta" between the environmental impacts of the 2003 Approved South Campus that were already evaluated and accounted for in the 2003 Focused EIR and subsequent South Campus environmental documents, including the Meridian South Campus Specific Plan Amendment SP-1, A6 – Parcel Delivery Terminal Project Addendum (September 2017) and Meridian South Campus Specific Plan Amendment SP-1, A7 – Land Swap Addendum (September 2018), and the proposed South Campus Specific Plan.[1] However, any environmental issues that were not addressed in the previous environmental documents for the South Campus Specific Plan, i.e. energy impacts and the Village West Drive extension, will be evaluated anew. The proposed Project is shown in Figure 3-3, Proposed Project, and a comparison to the 2003 Approved South Campus and Current South Campus is provided in Table 3-2.

Table 3-2. 2003 Approved, Current, and Proposed South Campus Land Uses

Use	2003 Approved South Campus (acres)	Current South Campus (acres)	Proposed South Campus (acres)	Change from Current Approval (acres)
Office	43.9	32.0	4.6	-27.4
Commercial	12.5	6.4	23.5	+17.1
Mixed Use	48.5	23.3	27.8	+4.5
Business Park	263.2	232.1	170.8	-61.3
Industrial	146.8	134.5	200.3	+65.8
Park/Open Space	111.6	125.0	140.3	+15.3
Public Facilities**	0	0	0.9	+0.9
Total Net Acres	**626.5**	**553.3**	**568.2**	**+14.9***

Notes:

* Change in total net acres due to inclusion of 10-acre lot previously excluded, reconfiguration of internal road system, and rounding differences.

** The requested land use change is to make the land use designation consistent with the existing electrical substation.

The 2003 Focused EIR evaluated impacts of the 2003 Approved South Campus's 514.9 acres of developable land and 111.6 acres of Park/Open Space. As shown in Table 3-2, the proposed Project would reduce developable acreage by 87.9 acres to 427 acres and increase Park/Open Space by 28.7 acres to 140.3 acres. The proposed Project thus significantly reduces the developable acreage. The 2003 Approved South Campus, Current South Campus, and proposed Project are shown in Figures 3-4A, 3-4B, and 3-4C, respectively.

1 *Friends of College of San Mateo Gardens v. San Mateo County Community College Dist.* (2016) 1 Cal.5th 937, 949.

The proposed Project also includes Plot Plan approvals for the following components of the South Campus buildout, as shown in Figure 3-3. Each of these are discussed below:

- **Commercial Parcel**: Commercial development, totaling 14,267 square feet, has been constructed on the northern 3.5 acres of the parcel located at the southeast intersection of Orange Terrace Parkway and Van Buren Boulevard. The proposed Project seeks approval to construct additional commercial use, specifically a grocery store, in the southern 9.4 acres of that Commercial parcel. Figure 3-5 includes a plot plan for the proposed commercial development. A total of 61,336 square feet of additional Commercial use with a total of 345 parking spaces would be constructed (PP 20-03). The proposed Project also seeks approval of a conditional use permit to allow alcohol sales at the grocery store. This area was designated as Office in the 2003 Approved South Campus, as well as in the Current South Campus.
- **Building D**: The proposed Building D (PP 20-04) would be constructed west of Coyote Bush Road and north of Krameria Avenue on a parcel that is 36.5 acres in size. The building would be an 800,000-square-foot industrial warehouse located across the street from the existing Building C. This area was designated as Business Park and Mixed Use in the 2003 Approved South Campus and the Current South Campus. Figure 3-6 includes a plot plan for Building D.
- **Dog Park and Paseo**: A 6.2-acre dog park and paseo (PP 20-05) would be constructed on the eastern side of Barton Street across from the Santa Inez Way and Barton Street intersection, as shown in the plot plan included in Figure 3-7. The dog park and paseo would extend to Caroline Way and provide an open space connection to Krameria Avenue. This area was designed as Business Park and Commercial in the 2003 Approved South Campus and the Current South Campus.
- **Caroline Way**: Caroline Way would be constructed from the west end of Krameria Avenue north to the end of the proposed Building D where it would turn to the right and connect with Coyote Bush Road. This road is generally in the same location as the previously planned roadways for the 2003 Approved South Campus and Current South Campus.
- **Village West Drive Extension**: The improved portions of Village West Drive currently terminate at Lemay Drive south of Krameria Avenue. The proposed Project would include improvements to and the extension of Village West Drive to provide a through connection between Van Buren Boulevard to the north and Nandina Avenue to the south. This improvement is included as part of PP 20-03 discussed above. The improved Village West Drive would require the removal of an abandoned water tank, shown on Figure 3-2, currently owned by Western Municipal Water District that formerly served March Air Force Base, followed by the construction of two through lanes, a center striped median, and a bike lane. Sidewalks would also be provided on either side of the roadway. The total roadway width would be 54 feet, and the improvements are expected to be for 4,330 linear feet (approximately 1,720 linear feet of which is the existing roadway that runs in front of the Westmont Village retirement community). The extension would require an amendment to the Transportation Element of the March JPA General Plan. Note that extension of Village West Drive would require an easement from the United States Department of Veterans Affairs (VA). The VA has discussed accessing its future Cemetery expansion area via an under- or over-pass across Village West Drive; however, the timing of the VA's development of its Cemetery expansion area is unknown. An under- or over-pass improvement is neither planned nor approved and the VA is considering alternatives.

Additionally, the SEIR analyzes up to 700,000 square feet of high-cube cold storage warehousing within the South Campus Specific Plan. The proposed Project is requesting text revisions to the definitions of "Wholesale, Storage and Distribution – Medium" and "Wholesale, Storage and Distribution – Heavy" to accommodate the cold storage use.

The proposed Project also is requesting a text revision to the definition of "Business Enterprise" in the Specific Plan. The Business Enterprise land use typically includes wholesale, storage, and warehousing services and storage and wholesale to retailers from the premises of finished goods and food products. Business Enterprise uses are permitted in the Business Park, Industrial, and Mixed Use land designations. As currently defined, the Business Enterprise use is typically conducted within an enclosed building, occupying 50,000 square feet or less of building space. The proposed Project would revise the definition of "Business Enterprise" to allow up to 200,000 square feet or less of divisible building space within the South Campus.

Additionally, the proposed Project requests the text addition of a definition for "Grocery Store" in the Specific Plan along with the inclusion of "Grocery Store" as a permitted use not requiring a use permit within the Commercial land use designation within the Specific Plan. Alcohol sales at grocery stores would still require a use permit.

3.5.2 Project Construction

Construction is expected to commence in January 2021 and last through January 2024. The construction schedule utilized in the analysis, shown in Table 3-3, represents a "worst-case" analysis scenario should construction occur any time after the respective dates since emission factors for construction decrease as time passes and the analysis year increases due to emission regulations becoming more stringent.[2] The duration of construction activity and associated equipment, as shown in Table 3-4, represents a reasonable approximation of the expected construction fleet as required per the California Environmental Quality Act. The duration of construction activity was based on the Project's 2024 opening year.

Table 3-3. Construction Schedule

Phase Name	Start Date	End Date	Days
South Campus Specific Plan			
Site Preparation	01/04/2021	04/16/2021	75
Grading	04/17/2021	09/03/2021	100
Building Construction	09/04/2021	07/19/2024	750
Paving	02/18/2024	07/19/2024	110
Architectural Coating	09/16/2023	07/19/2024	220
Village West Drive Extension			
Grubbing/Land Clearing	01/04/2021	01/13/2021	8
Grading/Excavation	01/14/2021	02/17/2021	25
Drainage/Utilities/Subgrade	02/18/2021	03/23/2021	24
Paving	03/24/2021	04/06/2021	10

Source: Appendix B.

Site-specific construction fleet may vary due to specific project needs at the time of construction. The associated construction equipment was generally based on the California Emissions Estimator Model (CalEEMod) 2016.3.2 defaults. A detailed summary of construction equipment assumptions by phase is provided in Table 3-4.

2 As shown in the CalEEMod User's Guide Version 2016.3.2, Section 4.3 "OFFROAD Equipment" as the analysis year increases, emission factors for the same equipment pieces decrease due to the natural turnover of older equipment being replaced by newer less polluting equipment and new regulatory requirements.

Table 3-4. Construction Equipment Assumptions

Activity	Equipment	Amount	Hours Per Day	Horsepower	Load Factor
Village West Drive Extension					
Grubbing/Land Clearing	Crawler Tractors	1	8	212	0.43
	Excavator	1	8	158	0.38
	Signal Boards	2	8	6	0.82
Grading/Excavation	Crushing/Proc. Equipment	1	8	85	0.78
	Forklifts	3	8	89	0.20
	Graders	1	8	187	0.41
	Rollers	2	8	80	0.38
	Rubber Tired Loaders	1	8	247	0.40
	Scrapers	2	8	367	0.48
	Signal Boards	2	8	6	0.82
	Tractors/Loaders/Backhoes	2	8	97	0.37
Drainage/Utilities/ Subgrade	Air Compressors	1	8	78	0.48
	Generator Sets	1	8	84	0.74
	Graders	1	8	187	0.41
	Plate Compactors	1	8	8	0.43
	Pumps	1	8	84	0.74
	Rough Terrain Forklifts	1	8	100	0.40
	Scrapers	2	8	367	0.48
	Signal Boards	2	8	6	0.82
	Tractors/Loaders/Backhoes	2	8	97	0.37
Paving	Pavers	1	8	130	0.42
	Paving Equipment	1	8	132	0.36
	Rollers	3	8	80	0.38
	Signal Boards	2	8	6	0.82
	Tractors/Loaders/Backhoes	2	8	97	0.37
Meridian South Campus					
Site Preparation	Crawler Tractors	4	8	212	0.43
	Rubber Tired Dozers	3	8	247	0.40
Grading	Crawler Tractors	2	8	212	0.43
	Excavators	2	8	158	0.38
	Graders	1	8	187	0.41
	Rubber Tired Dozers	1	8	247	0.40
	Scrapers	2	8	367	0.48
Building Construction	Cranes	1	8	231	0.29
	Crawler Tractors	3	8	212	0.43
	Forklifts	3	8	89	0.20
	Generator Sets	1	8	84	0.74
	Welders	1	8	46	0.45
Paving	Pavers	2	8	130	0.42
	Paving Equipment	2	8	132	0.36
	Rollers	2	8	80	0.38
Architectural Coating	Air Compressors	1	8	78	0.48

Note: To account for fugitive dust emissions associated with Site Preparation and Grading activities, Crawler Tractors were used in lieu of Tractors/Loaders/Backhoes.

The March JPA has established limits to the hours of construction. Section 9.10.030 of the March JPA Development Code provides that noise-generating Project construction activities shall only occur between the hours of 7:00 a.m. and 7:00 p.m. As such, construction activities are permitted to occur up to 12 hours per day pursuant to the March JPA Development Code. Under Section 9.10.140 of the March JPA Development Code, outdoor construction and grading activities, including the operation of any tools or equipment associated with construction, drilling, repair, alteration, grading/grubbing or demolition work within 500 feet of the property line of a residential use, is further prohibited between 5:00 p.m. and 8:00 a.m. on Saturdays or at any time on Sunday or a Federal Holiday. However, it should be noted that the identified construction equipment would not be used during every hour of the day. Consistent with industry standards and typical construction practices, each piece of equipment listed in Table 3-4 will operate up to a total of 8 hours per day, or approximately two-thirds of the period during which construction activities are allowed pursuant to the code. Most pieces of equipment would likely operate for fewer hours per day.

3.5.3 California Environmental Quality Act

The proposed Project involves amending the South Campus Specific Plan, which is Phase III of the March Business Center Specific Plan, in order to shift the mix of land uses, which will result in similar environmental impacts as compared to (1) the South Campus development originally approved in 2003 (2003 Approved South Campus); and (2) the currently approved South Campus development (Current South Campus). Because the proposed Project involves a shift in land uses as compared to the 2003 Approved South Campus, for the purposes of this SEIR, the net change in impacts is considered the "Project." As the 4th District Court of Appeals opined in *Sierra Club v. City of Orange* (163 Cal.App.4th 523, 543 [2008]):

> "When a lead agency is considering whether to prepare an SEIR, it is specifically authorized to limit its consideration of the later project to effects not considered in connection with the earlier project. [Citation.]" (*Temecula Band of Luiseño Mission Indians v. Rancho Cal. Water Dist.* (1996) 43 Cal.App.4th 425, 437, 50 Cal.Rptr.2d 769; see also *Benton v. Board of Supervisors* (1991) 226 Cal.App.3d 1467, 1477, 277 Cal.Rptr. 481 ["we are satisfied that the project before the board was a modification of the existing ... project, not an entirely new project"]; *Fund for Environmental Defense v. County of Orange* (1988) 204 Cal.App.3d 1538, 1544, 252 Cal.Rptr. 79 [" '[Public Resources Code S]ection 21166 comes into play precisely because in-depth review has already occurred, the time for challenging the sufficiency of the original EIR has long since expired ([Public Resources Code] § 21167, subd. (c)), and the question is whether circumstances have changed enough to justify repeating a substantial portion of the process' "].)

The "without Project" condition will reflect the 2003 Approved South Campus as evaluated by the 2003 Focused EIR and the "with Project" conditions will reflect the net change in impact levels due to the shift in mix of uses. This SEIR will consider the environmental impact "delta" between the environmental impacts of the 2003 Approved South Campus that were already evaluated and accounted for in the 2003 Focused EIR and subsequent South Campus environmental documents and the proposed South Campus Specific Plan.[3] This SEIR provides analysis for both "without Project" and "with Project" conditions in order to provide an appropriate comparative analysis.

Using traffic as an example, the SEIR compares the South Campus traffic analyzed in the 2003 Focused EIR with the traffic anticipated under the proposed Project. Where this comparison shows the Project having additional environmental impacts, the SEIR evaluates whether those additional impacts are significant and provides any feasible mitigation measures. For impacts mitigated through the 2003 Focused EIR, those mitigation measures are

[3] *Friends of College of San Mateo Gardens v. San Mateo County Community College Dist.* (2016) 1 Cal.5th 937, 949.

described and applied to the Project. For issues not evaluated in the 2003 Focused EIR, this SEIR analyzes the proposed Project against existing physical conditions. Note that environmental review under the National Environmental Policy Act will occur separately for the Village West Drive Extension easement.

3.5.4 Requested Approvals and Entitlements

To facilitate Project approval, the following would be required; details for each component are provided below.

- **General Plan Amendment**: GP 20-01
- **Specific Plan Amendment** (SP-1, Amendment 8): SP 20-01
- **Plot Plan**: PP 20-03 45,000 sf Grocery Store and two shop buildings and Village West Drive extension
- **Plot Plan**: PP 20-04 Building D South Campus and Caroline Way
- **Plot Plan**: PP 20-05 South Campus Dog Park and Paseo
- **Conditional Use Permit**: CUP 20-02 for Alcohol sales at 45,000 sf Grocery Store
- **Tentative Parcel Map**: TPM 20-02 South Campus

3.5.4.1 General Plan Amendment

The following are proposed changes to the General Plan Land Use Map:

- Increase of 15.3 acres of Parks/Open Space
- Increase of 65.8 acres of Industrial
- Increase of 17.1 acres of Commercial
- Increase of 4.5 acres of Mixed Use
- Increase of 0.9 acres of Public Facilities (existing Electrical Substation)
- Reduction of 27.4 acres of Office
- Reduction of 61.3 acres of Business Park
- Under the proposed Project, the totals would be 4.6 acres of Office, 23.5 acres of Commercial, 27.8 acres of Mixed-Use, 170.8 acres of Business Park, 200.3 acres of Industrial, 140.3 acres of Park/Open Space, and 0.9 acres of Public Facilities. The amendment would modify Figures 1-4A, 1-4B, 2-1A, 2-1B, 2-3A, and 2-3B of the General Plan.

Additionally, an amendment to the Transportation Element of the General Plan will be required for roadway alignment changes within the Specific Plan boundaries and the Village West Drive extension. The revised street configuration is shown in Figure 3-8, Transportation Element Amendment. Through these revisions, the following changes are incorporated:

- Remove Street K, Street Q, Street T, and Street U
- Reconfigure Street Y and rename as Caroline Way
- Reconfigure Street P and rename as Gless Ranch Road
- Prohibit trucks on Gless Ranch Road
- Extend Village West Drive south to Nandina Avenue

3.5.4.2 Specific Plan Amendment

The following Specific Plan changes would result in a revised Meridian Business Center Specific Plan (SP-1, Amendment No. 8) through modification of the land use designation and zoning of several areas, along with roadway alignment changes, and will specifically modify Figures II-1A, II-1B, II-3, II-4, II-5A, II-5B, II-5C, III-1B, V-1, V-2, V-II, V-3, V-4, V-5A, V-5B, V-5C, V-5C1, V-5E, V-5E1, V-5F, V-5G, V-6, VI-1, VI-2, VI-3, and VI-4 of the Meridian Business Center Specific Plan (SP-1).

- Increase of 15.3 acres of Parks/Open Space
- Increase of 65.8 acres of Industrial
- Increase of 17.1 acres of Commercial
- Increase of 4.5 acres of Mixed Use
- Increase of 0.9 acres of Public Facilities
- Reduction of 27.4 acres of Office
- Reduction of 61.3 acres of Business Park

Under the proposed Project, the totals would be 4.6 acres of Office, 23.5 acres of Commercial, 27.8 acres of Mixed-Use, 170.8 acres of Business Park, 200.3 acres of Industrial, 140.3 acres of Park/Open Space, and 0.9 acres of Public Facilities.

To account for the proposed roadway alignment changes within the Specific Plan boundaries and the Village West Drive extension, Specific Plan figures related to transportation and infrastructure would be modified. The specific roadway revisions are as follows:

- Remove Street K, Street Q, Street T, and Street U
- Reconfigure Street Y and rename as Caroline Way
- Reconfigure Street P and rename as Gless Ranch Road
- Prohibit trucks on Gless Ranch Road
- Extend Village West Drive south to Nandina Avenue

Additionally, the proposed Project requests the following Specific Plan text amendments (shown as underlined text):

- Amend the definition of "Business Enterprise" as follows:

  Business Enterprise: Activities typically include: wholesale, storage, and warehousing services and storage and wholesale to retailers from the premises of finished goods and food products. Activities under this classification are typically conducted in enclosed buildings and occupy 50,000 square feet or less of building space. Within the South Campus, activities under this classification may occupy 200,000 square feet or less of divisible building space. May include incidental display and retail sales from the premises, not to exceed 25% of the building.

- Amend the definition of "Wholesale, Storage and Distribution- Medium" as follows:

  Wholesale, Storage and Distribution - Medium: Activities typically include: wholesale, storage and warehousing services, including cold storage, moving and storage services, storage and wholesaling to retailers from the premises of finished goods and food products, and distribution facilities for large scale retail firms. Activities under this classification are typically conducted in enclosed buildings and occupy greater than 50,000 square feet of building space.

- Amend the definition of "Wholesale, Storage and Distribution – Heavy" as follows:

  Wholesale, Storage and Distribution - Heavy: Activities typically include: warehousing, storage, freight handling, shipping, trucking services and terminals; storage and wholesaling from the premises of unfinished, raw or semi-refined products requiring further processing fabrication or manufacturing. Typically uses include, but are not limited to, trucking firms, cold storage, automotive storage or impound yards, and the wholesaling of metals, minerals and agricultural products.

- Add a definition for "Grocery Store as follows:

  Grocery Store: Activities include retail sales of food products, produce, and household supplies, and may include prepackaged alcoholic beverages as an incidental commodity to the establishment.

- Add "Grocery Store" under Commercial Uses in Table III-1 and list as a permitted use (P) for the Commercial land use designation.
- Revise footnote 7 of Table III-1 as follows:

  [7] Within the Commercial zoning district, a use permit shall be required for single uses above 25,000 square feet of gross floor area, with the exception of grocery stores. A use permit is required for alcohol sales at grocery stores.

3.5.4.3 Tentative Parcel Map

A tentative parcel map for the proposed lots in the South Campus Specific Plan would be processed to create lots, as shown in Figure 3-9, Tentative Tract Map.

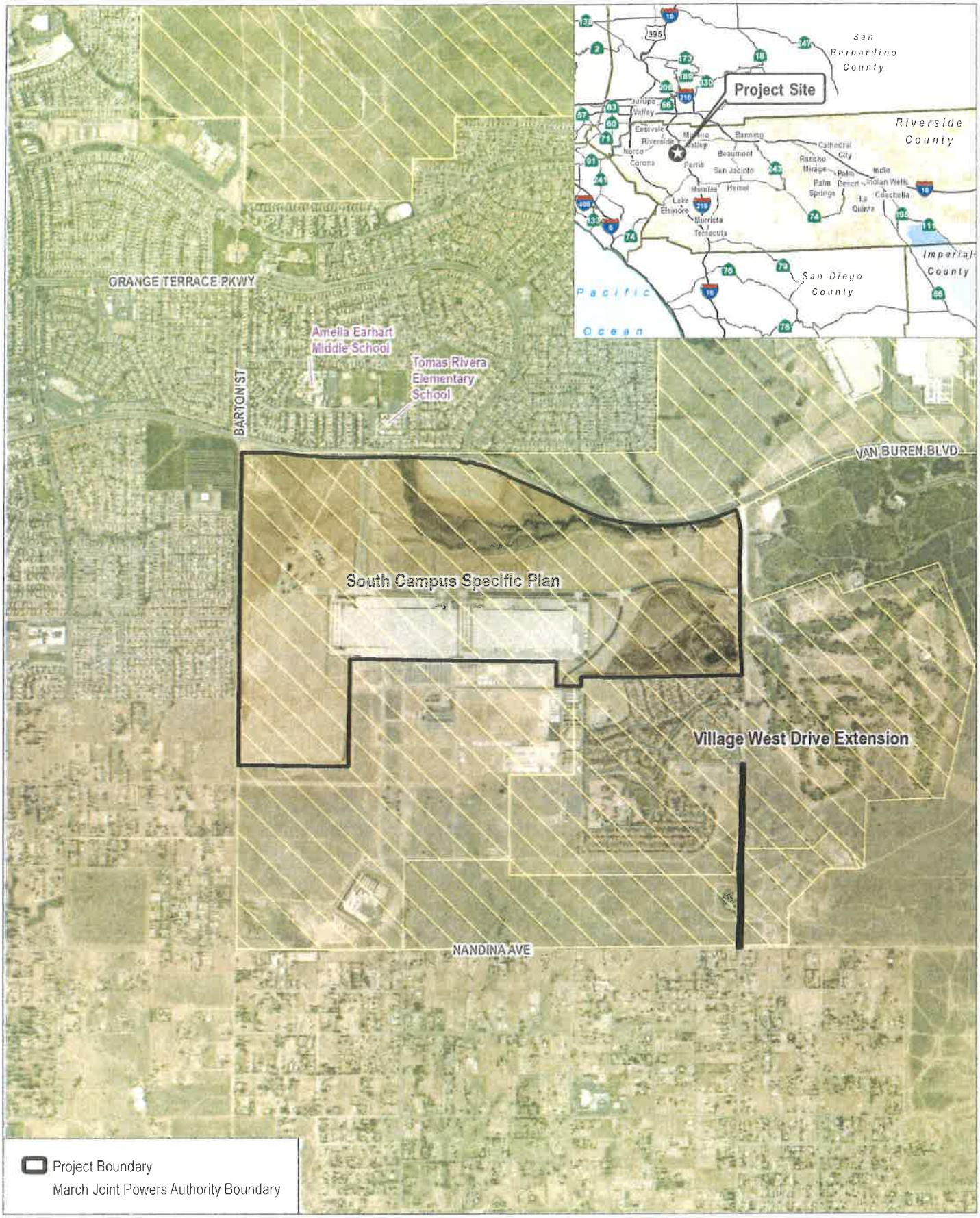
3.5.4.4 Plot Plan Applications

Upon approval of the General Plan Amendment and Specific Plan Amendment, Plot Plan Applications would be submitted to allow the construction of the following:

- Plot Plan (PP 20-03) – Commercial: 61,336-square foot Commercial development with a total of 345 parking spaces on the southern 9.4 acres of an existing Commercial parcel. This plot plan, as shown in Figure 3-5, Commercial Plot Plan, would include the extension of Village West Drive to the south to provide a 54-foot roadway with two through lanes, a center striped median, a bike lane, and sidewalks on each side of the roadway between Van Buren Boulevard to the north and Nandina Avenue to the south.
- Plot Plan (PP 20-04) – Building D: 800,000 square foot industrial warehouse on a 36.5-acre parcel bound by Caroline Way, Krameria Avenue, and Coyote Bush Road. This plot plan would include the construction of Caroline Way street improvements.
- Plot Plan (PP 20-05) – Dog Park and Paseo development on 6.2 acres.

3.5.4.5 Conditional Use Permit (CUP 20-02)

A Conditional Use Permit is proposed to allow for alcohol sales at the speculative grocery store site proposed as part of Plot Plan 20-03.



SOURCE: Bing Maps 2020; Riverside County 2019

DUDEK

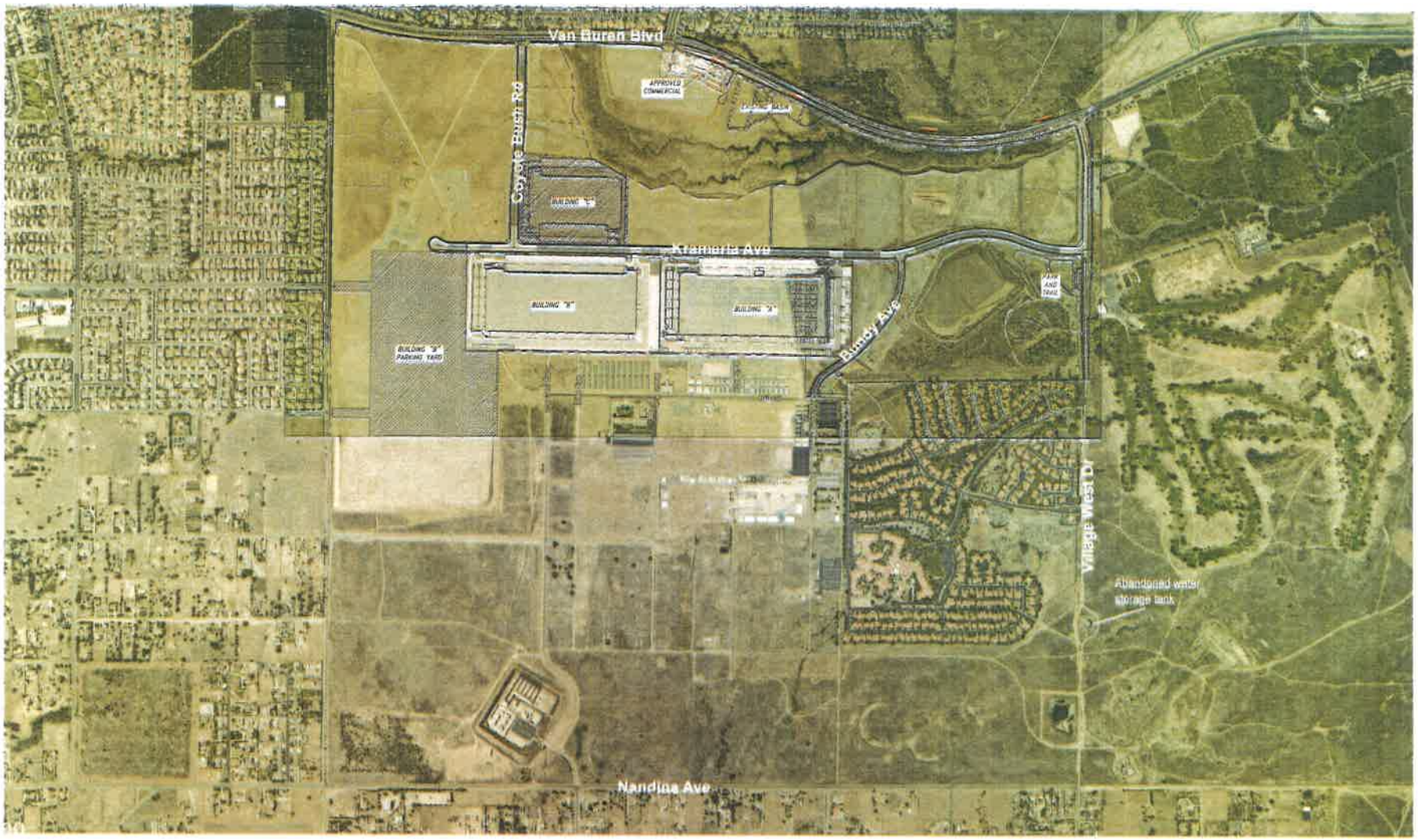
0 1,000 2,000 Feet

FIGURE 3-1

Project Location

South Campus Specific Plan and Village West Drive Extension Draft EIR

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SOURCE: ESRI Engineering 2020, Bing Maps 2015

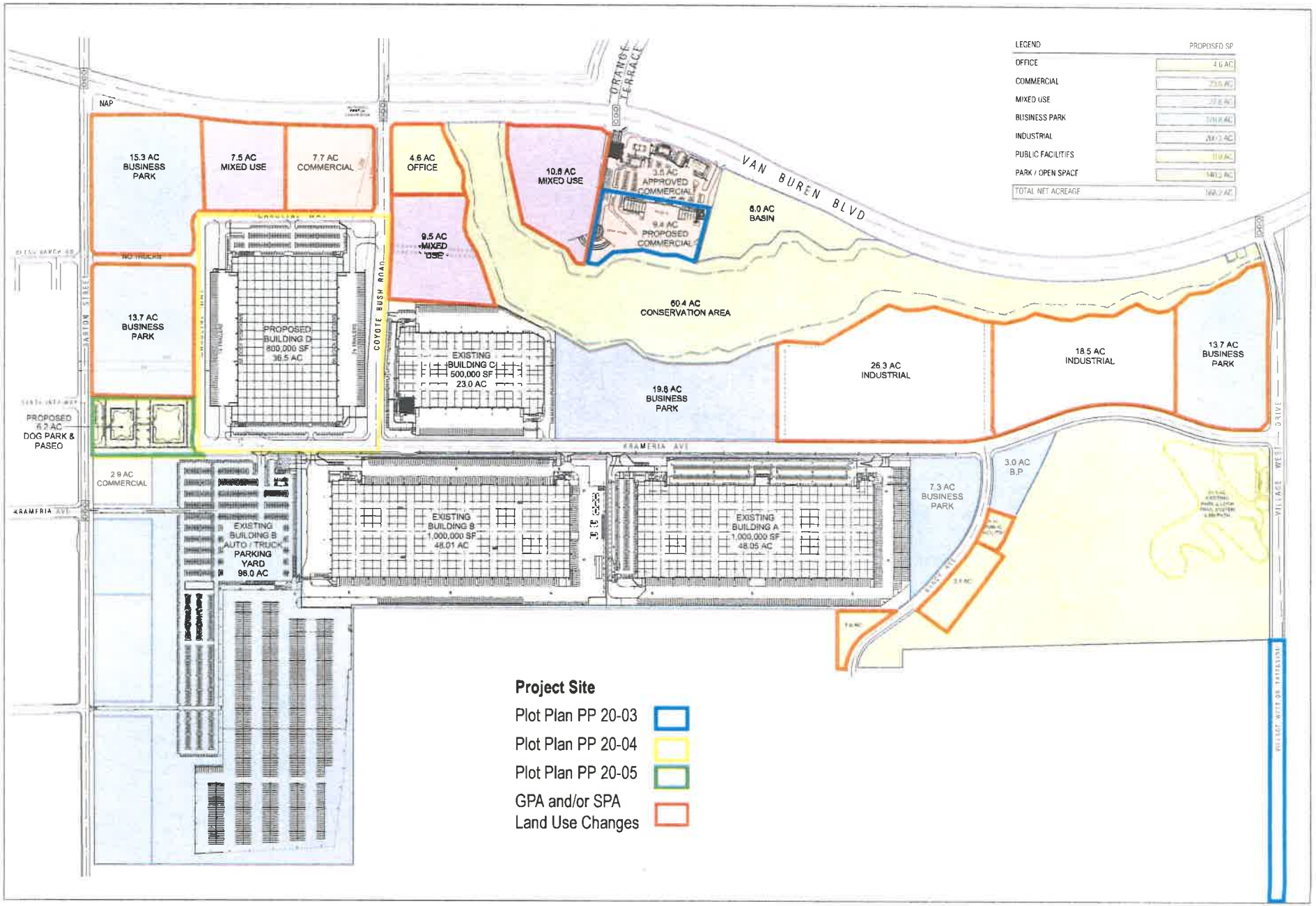
DUDEK

FIGURE 3-2

Existing Conditions

South Campus Aquatic Park and Village West Drive Extension Draft EIR

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SOURCE: RGA 2020

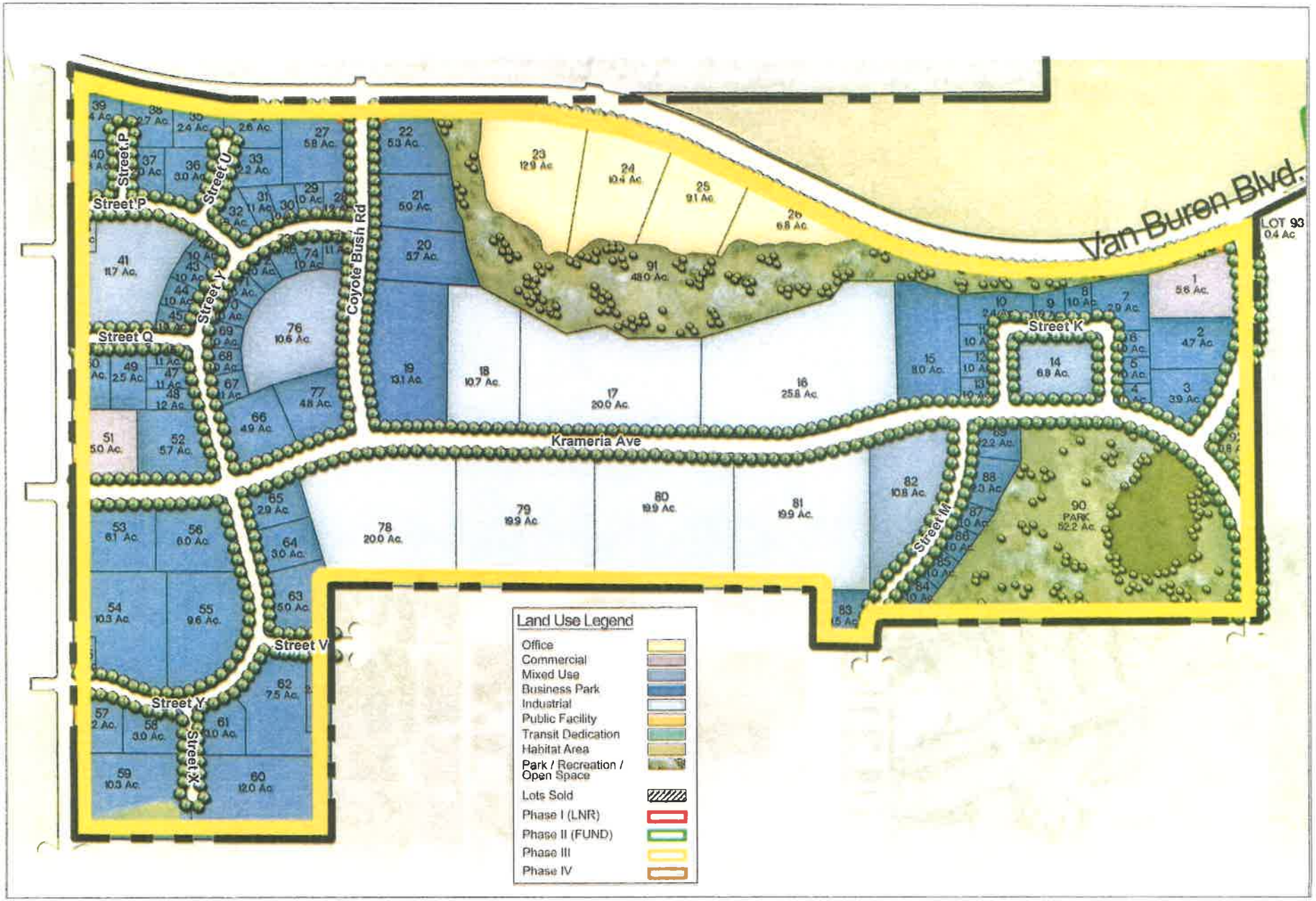
DUDEK

FIGURE 3-3

Proposed Project

South Campus Specific Plan and Village West Drive Extension Draft EIR

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SOURCE: LNR Property Corporation

FIGURE 3-4A

Originally Approved South Campus Configuration

South Campus Specific Plan and Village West Drive Extension Draft EIR

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SOURCE: RGA 2020

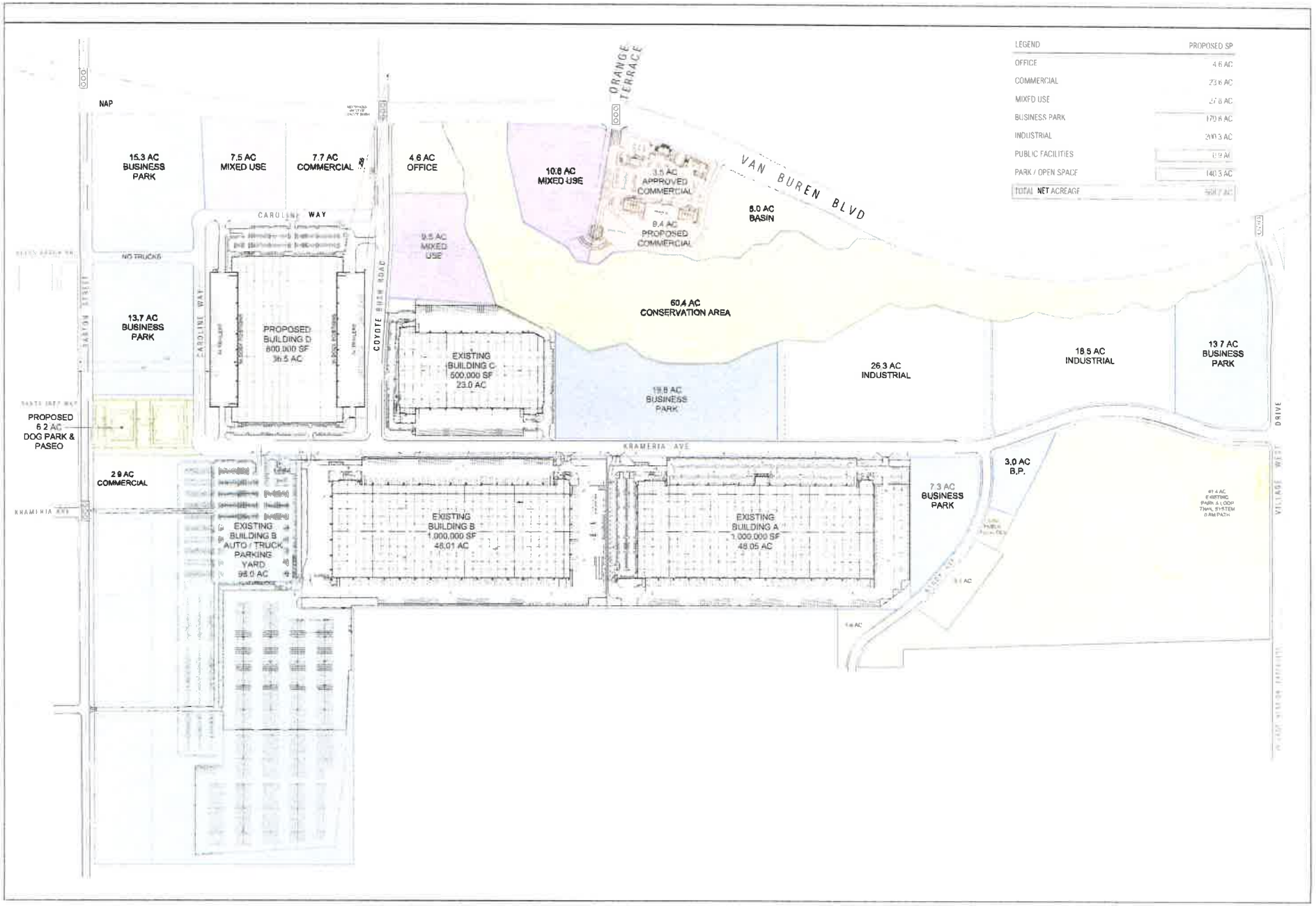
FIGURE 3-4B

Currently Approved South Campus Configuration

South Campus Specific Plan and Village West Drive Extension Draft EIR

DUDEK

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SOURCE: RGA 2020

DUDEK

FIGURE 3-4C

Proposed South Campus Configuration

South Campus Specific Plan and Village West Drive Extension Draft EIR

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SOURCE: Nadel Studio One 2019

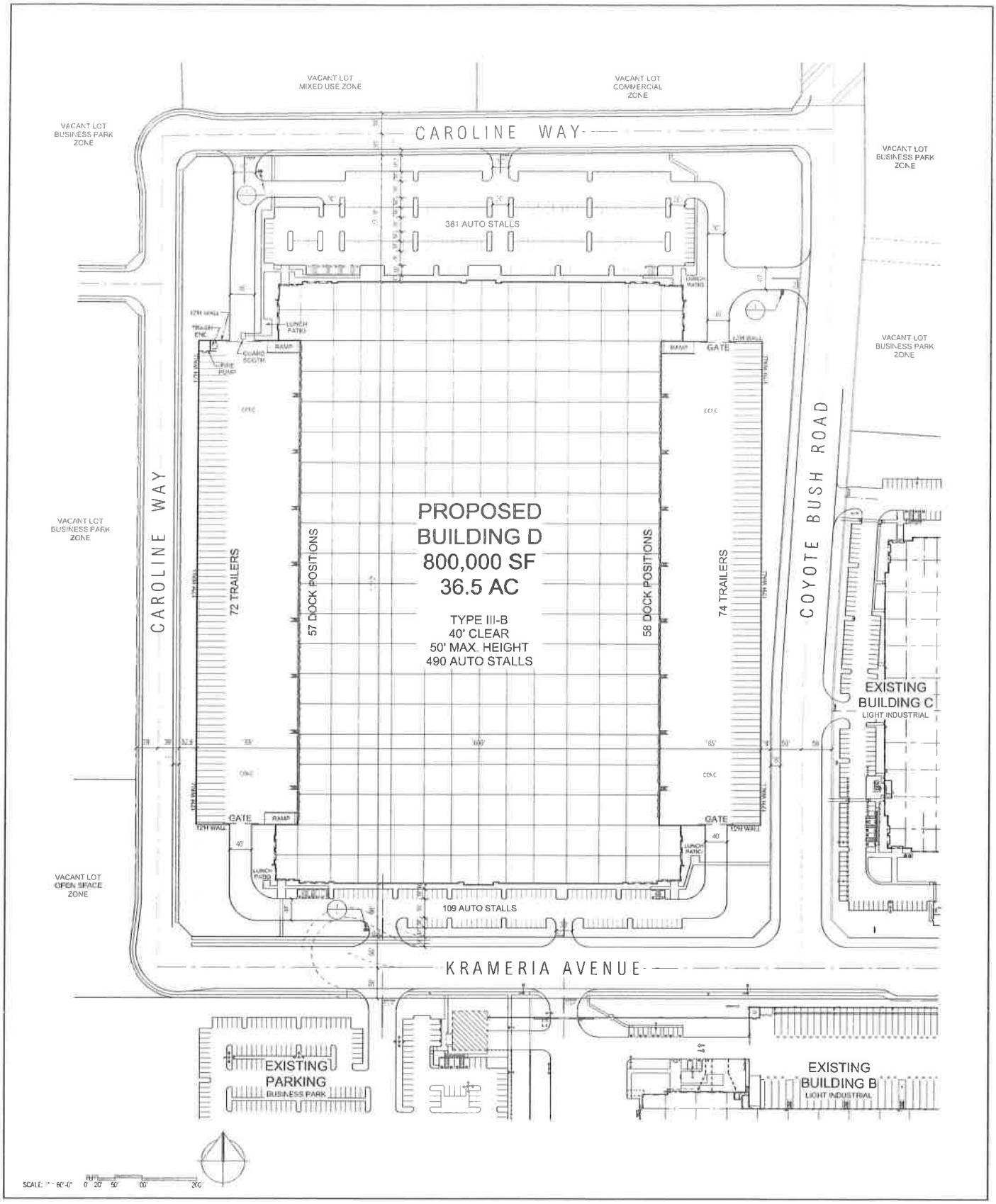
DUDEK

FIGURE 3-5

Commercial Plot Plan

South Campus Specific Plan and Village West Drive Extension Draft EIR

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SOURCE: RGA 2020

FIGURE 3-6

Building D Plot Plan

South Campus Specific Plan and Village West Drive Extension Draft EIR

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SOURCE: Hirsch & Associates 2020

FIGURE 3-7

Dog Park and Paseo Plot Plan

South Campus Specific Plan and Village West Drive Extension Draft EIR

DUDEK

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EXHIBIT A9

Meridian Park South, LLC letter 11-20-2020

Meridian Park South, LLC

a member of the Lewis group of companies
1156 North Mountain Avenue / P.O. Box 670
Upland, California 91785-0670
909/985-0971 Fax: 909/949-6733

November 20, 2020

Ms. Lauren Sotelo
Senior Planner
March Joint Powers Authority
14205 Meridian Parkway
Suite 140
Riverside, CA 92518

Re: South Campus Proposed Truck Mitigation Measures

Dear Ms. Sotelo:

Please let this letter serve as Meridian Park South, LLC's commitment to the following proposed mitigation measures and facility construction:

- Increases fines within the current SPA and GPA for trucks that don't follow the designated truck routes;
- Installing truck deterrent barriers on Gless ranch road at Barton and Caroline way;
- Funding two years of CHP monitoring and enforcement of South Campus truck movements within the park;
- All truck routes and conditions for operation of trucks will be in exhibit to any leases or land sales in the park,

Any questions or comments please let me know,

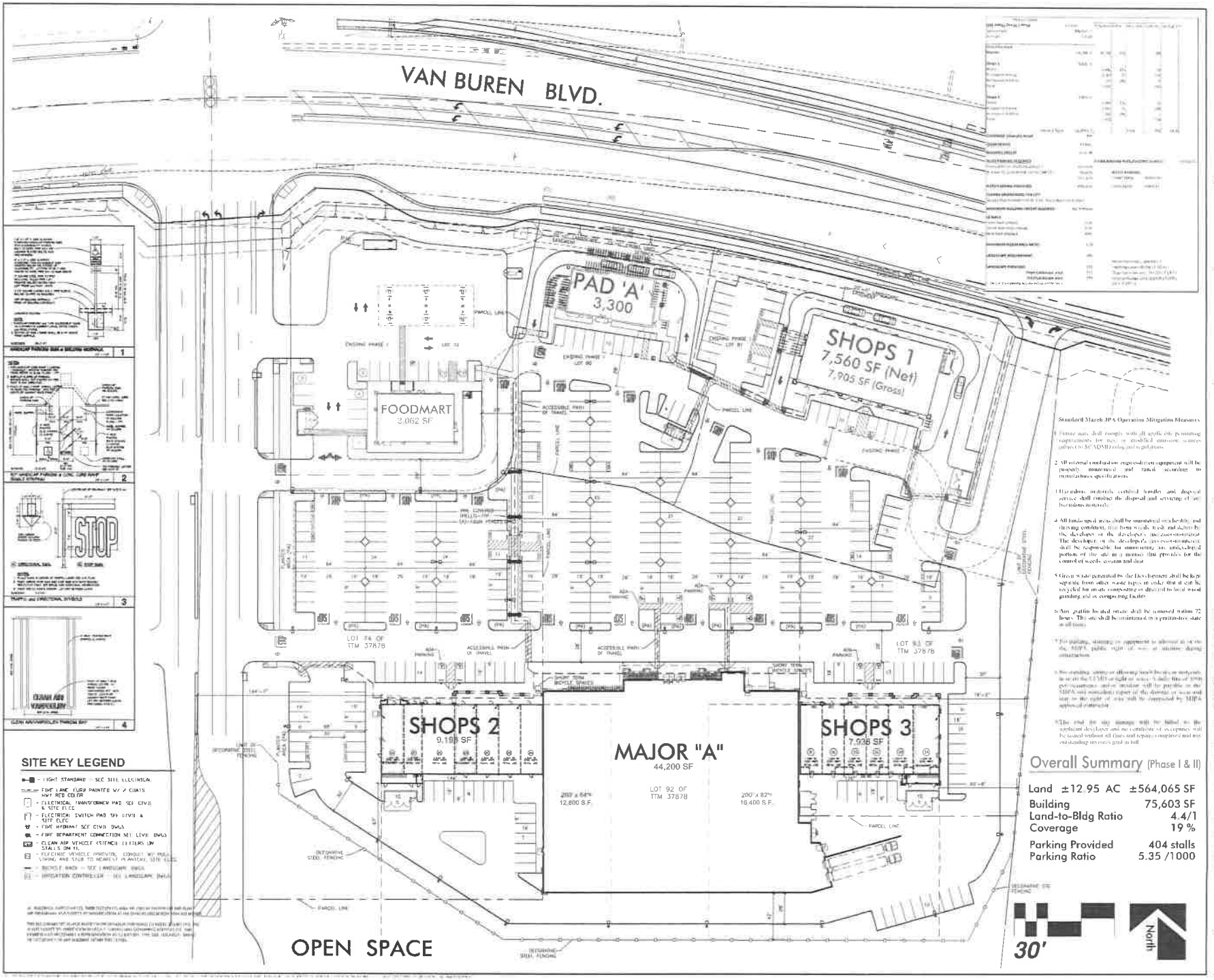
Sincerely,

Timothy C. Reeves
Vice President, Retail Project Development

cc: File

EXHIBIT A10

Plot Plan 20-03 Design Plans and Village West Drive Extension Alignment



NADEL

NADEL STUDIO ONE INC
1990 S. BUNDY DRIVE
SUITE 400
LOS ANGELES, CA 90025
T. 310.826.7100
F. 310.826.0107
WWW.NADELARC.COM
LOS ANGELES
LAS VEGAS

LEWIS RETAIL

1156 North Mountain Avenue
Upland, CA 91786-6670

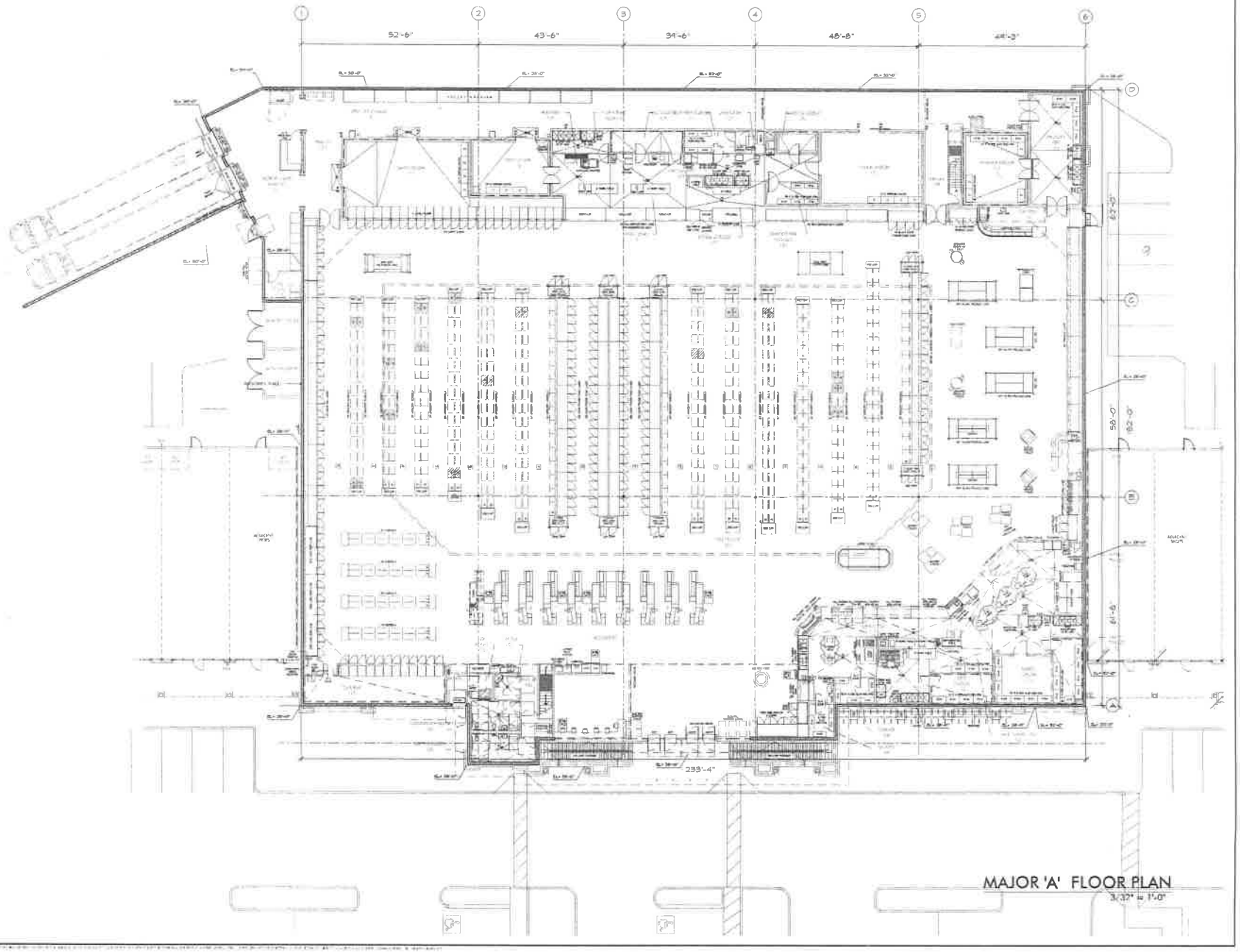
SOUTH CAMPUS

SWC OF VAN BUREN & ORANGE
MERIDIAN, CA

ENTITLEMENT SET

RETAIL SITE PLAN

SP-1



MAJOR 'A' FLOOR PLAN
3/32" = 1'-0"

NADEL

NADEL STUDIO ONE INC
1909 S. BUNDY DRIVE
SUITE 100
LOS ANGELES, CA 90025
T. 310.826.2100
F. 310.826.0182
WWW.NADELARC.COM

LOS ANGELES
TAX VESTING

LEWIS RETAIL

SOUTH CAMPUS
PHASE II

ENTITLEMENT SET

RETAIL FLOOR PLANS

FP-2

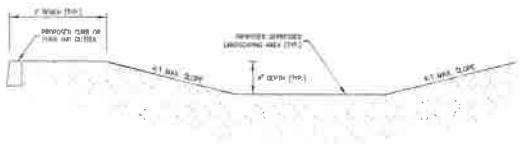
LLMD REQUIREMENTS:

- 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.
- ALL LLMD PRESENT MAIN LINE AND LATERAL CROSSINGS BENEATH PAVED AREAS SHALL BE ENCASED IN SCHEDULE 40 PVC SLEEVES TWICE THE DIAMETER OF THE PIPE. SLEEVES SHALL BE PLACED AT A DEPTH OF 24" BENEATH FINISHED SURFACE, MEASURED FROM THE TOP OF THE SLEEVE. CONTROL WIRES SHALL BE SEPARATE SLEEVES WITH A MINIMUM DIAMETER OF 2". WIRE SLEEVES SHALL BE SIZED SO THAT WIRE BUNDLES MAY BE PULLED WITHOUT BINDING. ON EACH SIDE OF PAVED AREAS A 10" ROUND VALVE BOX WITH WIRE CONNECTIONS SHALL BE INSTALLED. PIN TYE CONNECTORS SHALL BE USED IN WIRE CONNECTION BOX AND MUST BE BRANDED ON THE VALVE BOX LID WITH "SW" FOR PURPLE IDENTIFICATION.
- 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 THE WORK. ALL REPAIRS AND/OR INSTALLATIONS IN THE LLMD RIGHT OF WAY AND EASEMENT AREAS MUST BE INSPECTED BY THE LLMD MANAGER.
- ALL LLMD IRRIGATION DAMAGED BY CONSTRUCTION ACTIVITIES SHALL BE REPAIRED BY A LICENSED IRRIGATION TECHNICIAN WITHIN TWENTY FOUR (24) HOURS TO ENSURE LLMD PLANT MATERIAL DOES NOT INCUR ADDITIONAL DAMAGE OR COST, OR A $500 FINE PER DAY WILL BE ACCESSED UNTIL COMPLETED. ALTERNATIVELY THE MJPA CAN HAVE THEIR LLMD CONTRACTOR REPAIR ANY DAMAGE AND BILL THE OWNER DIRECTLY AT THE REQUEST OF THE OWNER.
- ALL LLMD PLANT MATERIAL DAMAGED SHALL BE REPLACED WITH LIKE SIZED MATERIAL WITHIN THIRTY (30) BUSINESS DAYS UNLESS AN EXTENSION IS APPROVED IN WRITING BY THE LLMD MANAGER.
- AT ANY 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.
- NO CONTRACTOR PARKING WILL BE ALLOWED ON THE MJPA STREETS AT ANY TIME DURING CONSTRUCTION.
- NO CONSTRUCTION PERSONNEL OR SUBCONTRACTORS MAY CONDUCT THEIR BREAK TIME IN THE LLMD AREA. COST FOR DAMAGES WILL APPLY AS PER CCR 8.9
- NO CERTIFICATE OF OCCUPANCY WILL BE ISSUED UNTIL ALL LLMD IRRIGATION AND/OR PLANTINGS ARE RESTORED IN-KIND AND TO THE SATISFACTION OF THE MJPA OPERATIONS DIRECTOR AND ANY OUTSTANDING FINES ARE PAID IN FULL.
- PRIOR TO ANY WALL AND FENCE CONSTRUCTION OR ENCROACHMENT INTO THE LLMD THE MJPA MUST BE NOTIFIED FOR LLMD PRE-INSPECTION AND SCHEDULE OF WORK.

PRELIMINARY EARTHWORK CALCULATIONS:

BASE CUT	18,000 C.Y.
BASE FILL	33,000 C.Y.
NET	C.Y.

THE EARTHWORK VALUES SHOWN HEREON ARE THE ENGINEER'S ESTIMATES ONLY. ACTUAL QUANTITIES MAY VARY FROM THESE ESTIMATES. THE ENGINEER IS NOT RESPONSIBLE FOR DIFFERENCES IN THESE ESTIMATES AND ACTUAL FIELD CONDITIONS. CONTRACTOR SHALL PROVIDE HIS/HER OWN EARTHWORK QUANTITIES.



DEPRESSED SELF-RETAINING LANDSCAPING AREA

N.T.S.



GRAPHIC SCALE: 1"=40'

NOT FOR CONSTRUCTION

THE COMMONS AT MERIDIAN PHASE II
ORANGE TERRACE PARKWAY
RIVERSIDE COUNTY, CA

CONCEPTUAL GRADING PLAN

STAGE: CONCEPTUAL
DATE: 10/12/2020
PROJECT NO: 19-220
SHEET NUMBER: 1
OF 1 SHEETS
SCALE: 1" = 40'



STORM DRAIN CONSTRUCTION NOTES:

(41) REMOVE EXISTING 60" HDPE PIPE

(42) REMOVE EXISTING 24" HDPE PIPE

(43) REMOVE EXISTING BASIN

(44) CONSTRUCT STORM DRAIN MANHOLE PER RCFC&WCD STD. MH-701

(45) INSTALL ADS DETENTION SYSTEM OR APPROVED EQUAL

(46) INSTALL BIOMAX BF WETLAND UNIT (WMS-1-4-17).

(47) INSTALL DIVERSION MANHOLE PER MODIFIED RCFC&WCD STD. MH-701

(48) INSTALL 24" HDPE PIPE

(49) INSTALL 18" HDPE PIPE

(50) INSTALL 12" HDPE PIPE

(51) INSTALL 8" PVC PIPE

SEWER CONSTRUCTION NOTES:

(71) REMOVE PORTION OF 8" SDR 35 PVC SEWER PIPE

(72) REMOVE EXISTING SEWER MANHOLE

(73) CONSTRUCT 48" SEWER MANHOLE PER SBMWD STD. 321-2

(74) INSTALL 8" SDR 35 PVC SEWER

(75) INSTALL 6" SDR 35 PVC SEWER LATERAL

(76) INSTALL SOIL-CEMENT GREASE INTERCEPTOR

DOMESTIC WATER CONSTRUCTION NOTES:

(81) REMOVE PORTION OF EXISTING 4" PVC WATER LINE

(82) REMOVE 1 1/2" IRRIGATION WATER SERVICE & METER

(83) REMOVE 1 1/2" PRESSURE REDUCER BACK FLOW PREVENTOR

(84) INSTALL 1" DOMESTIC WATER SERVICE & METER PER WMWD STD. W-0110

(85) INSTALL 12" C-900 PVC WATER LINE PER WMWD STD. W-1540 AND W-1550

(86) INSTALL 4" C-900 PVC WATER LINE PER WMWD STD. W-1540 AND W-1550

(87) JOIN EXISTING 4" PVC WATER LINE

FIRE WATER CONSTRUCTION NOTES

(101) REMOVE PORTION OF EXISTING 12" PVC WATER LINE

(102) REMOVE EXISTING 1" AIR VAC

(103) INSTALL 12" C-900 PVC WATER LINE PER WMWD STD W-1540 & W-1550 WITH JOINT RESTRAINTS PER WMWD STD W-0710

(104) INSTALL 8" C-900 PVC WATER LINE PER WMWD STD W-1540 & W-1550 WITH JOINT RESTRAINTS PER WMWD STD W-0710

(105) INSTALL 12" GATE VALVE

(106) INSTALL FIRE HYDRANT CLOW M&H AND PER WMWD STD. W-0760

(107) INSTALL FDC PER WMWD STD. W-0530-1

(108) INSTALL PIV

(109) INSTALL 1" AIR VAC PER WMWD STD. W-0460

GRAPHIC SCALE: 1"=40'

dbRC Engineering Inc.
Civil Engineering Land Development Planning

NOT FOR CONSTRUCTION

NO.	REVISION	DATE

PROJECT: **THE COMMONS AT MERDIAN PHASE II**
ORANGE TERRACE PARKWAY
RIVERSIDE COUNTY, CA

DRAWING NAME: **CONCEPTUAL UTILITY PLAN**

ISSUE	CONCEPTUAL
DATE	10/12/2020
CHECKED BY	DRAWN BY
DRAWING FILE	
PROJECT NO.	19-059
SHEET NUMBER	2
OF	1 SHEETS

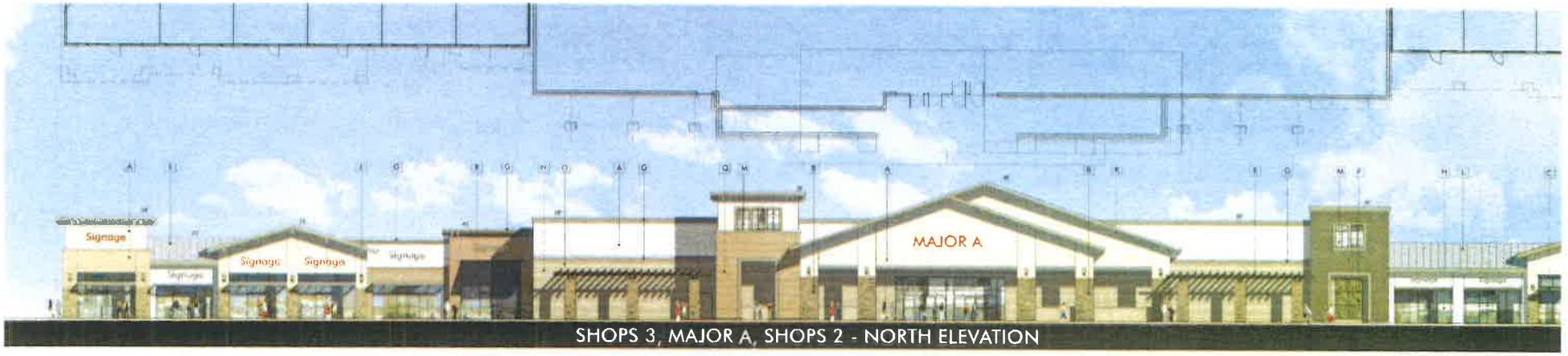
SCALE: 1" = 40'

PLANTING LEGEND (WUCOLS REGION 4)

SYMBOL	ABBREVIATION	BOTANICAL NAME	COMMON NAME	SIZE	COMMENTS	WATER USE
	TREES					
	CIN CAM	CINNAMOMUM CAMPHORA	CAMPHOR TREE	24" BOX	STANDARD	MOD
	PIN HAL	PINUS HALEPENSIS	ALEPPO PINE	24" BOX	STANDARD	MOD
	PLA ACE	PLATANUS X ACERIFOLIA 'COLUMBIA'	LONDON PLANE TREE	15 GAL	LOW-BRANCHING	MOD
	PYR CAL	PYRUS CALLERYANA 'CHANTICLEER'	FERN PINE	24" BOX	STANDARD	MOD
	RHU LAN	RHUS LANCEA	AFRICAN SUMAC	24" BOX	STANDARD	LOW

SYMBOL	ABBREVIATION	BOTANICAL NAME	COMMON NAME	SIZE	SPACING	WATER USE
	SHRUBS					
	BOU RAS	BOUGAINVILLEA 'Raspberry Ice'	BOUGAINVILLEA	5 GAL	4'	LOW
	CAL VIM	CALLISTEMON viminalis 'Little John'	DWARF WEEPING BOTTLEBRUSH	5 GAL	4	LOW
	DIA REV	DIANELLA revoluta 'Variegata'	FLAX LILY	5 GAL	2	LOW
	LAV STO	LAVANDULA stoechas	SPANISH LAVENDER	5 GAL	2	LOW
	LEU LAU	LEUCOPHYLLUM frutescens	TEXAS RANGER	5 GAL	4	LOW
	LIG JAP	LIGUSTRUM japonicum 'Texanum'	TEXAS PRIVET	5 GAL	4	MOD
	MUH RIG	MUHLENBERGIA rigens	DEER GRASS	5 GAL	3	LOW
	PHO TEN	PHORMIUM tenax 'Jack Spratt'	DWARF NEW ZEALAND FLAX	5 GAL	3	LOW
	ROS OFF	ROSMARINUS o. 'Huntington Carpet'	TRAILING ROSEMARY	5 GAL	5	LOW
	SEN MAN	SENECIO mandraliscae	BLUE CHALK STICKS	1 GAL	2'	LOW
	VINES					
	ANT LEP	ANTIGONON leptopus	CORAL VINE	5 GAL		LOW
	MAC UNG	MACFADYENA unguis-cati	CAT'S CLAW VINE	5 GAL		LOW

SLOPE HYDROSEED



SHOPS 3, MAJOR A, SHOPS 2 - NORTH ELEVATION



SHOPS 3, MAJOR A, SHOPS 2 - NORTH ELEVATION- (Continuation)



OVERALL - SHOPS 3, MAJOR A, SHOPS 2- NORTH ELEVATION



LEGEND:

A. PLASTER FINISH
B. STONE VENEER
C. METAL AWNING
D. METAL LOUVER AWNING
E. STEEL TRELLIS
F. GREEN SCREEN
G. FOAM CORNICE TRIM WITH PLASTER FINISH
H. CLEAR ANODIZED ALUMINUM STOREFRONT
J. DECORATIVE LIGHT FIXTURE
K. FOAM OUTRIGGER/ BRACE W/ PLASTER FINISH
L. STANDING SEAM METAL ROOF
M. FROSTED WINDOW
N. SPLITFACE CMU
O. PRECISION CMU ACCENT BAND
P. PAINTED ART/ MURAL OR TILE ACCENT
Q. METAL REVEALS
R. FABRIC AWNING

E-1

PROPOSED EXTERIOR ELEVATIONS

MERIDIAN SOUTH CAMPUS

MERIDIAN, CALIFORNIA

DATE OCTOBER 12, 2020
NADEL 1082 17082

NADEL STUDIO ONE, INC.
1990 S. BUNDY DR., FOURTH FLOOR
LOS ANGELES, CA 90025
T 310.826.2100 F 310.826.0182
WWW.NADELARC.COM

NADEL

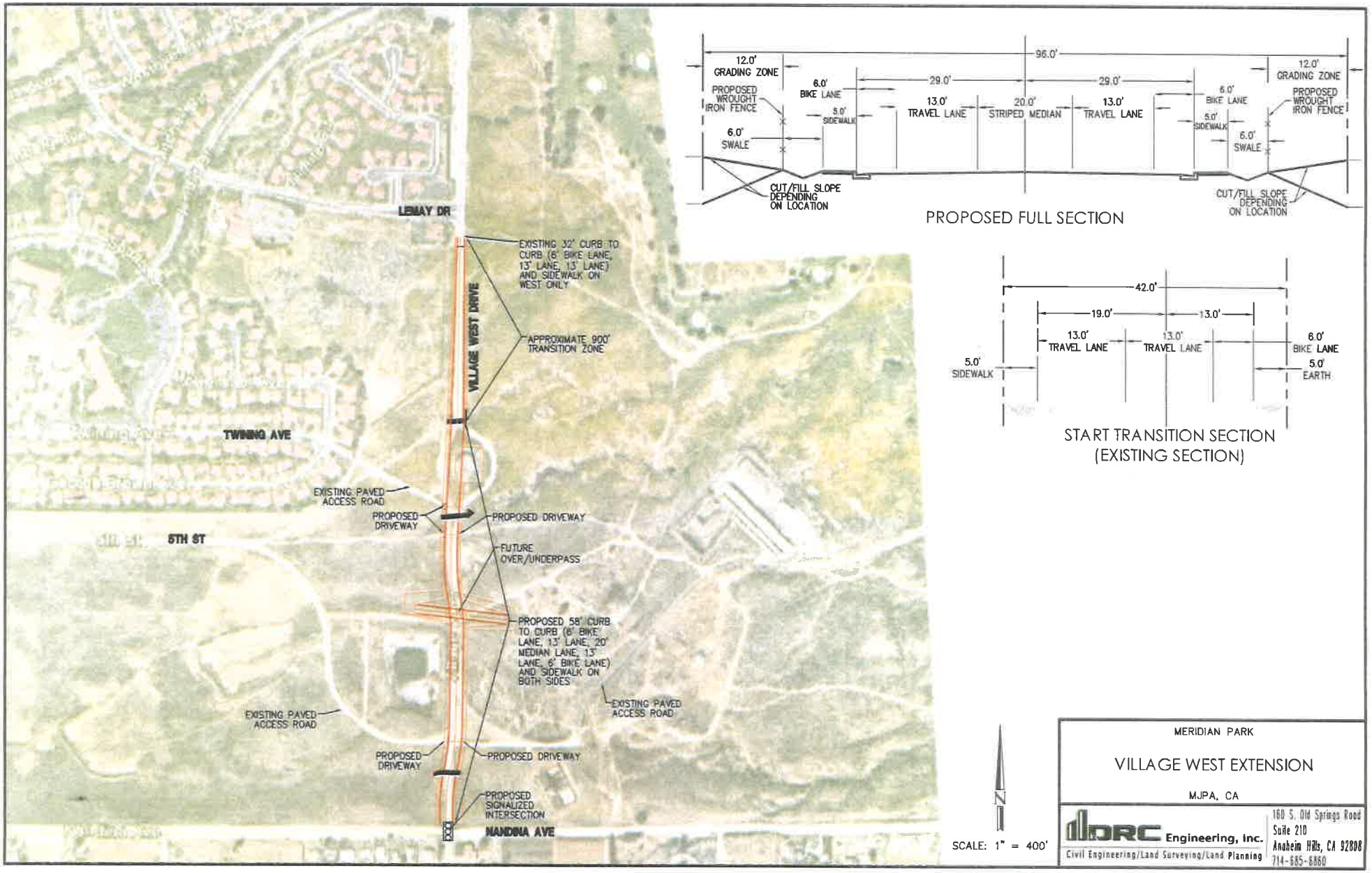
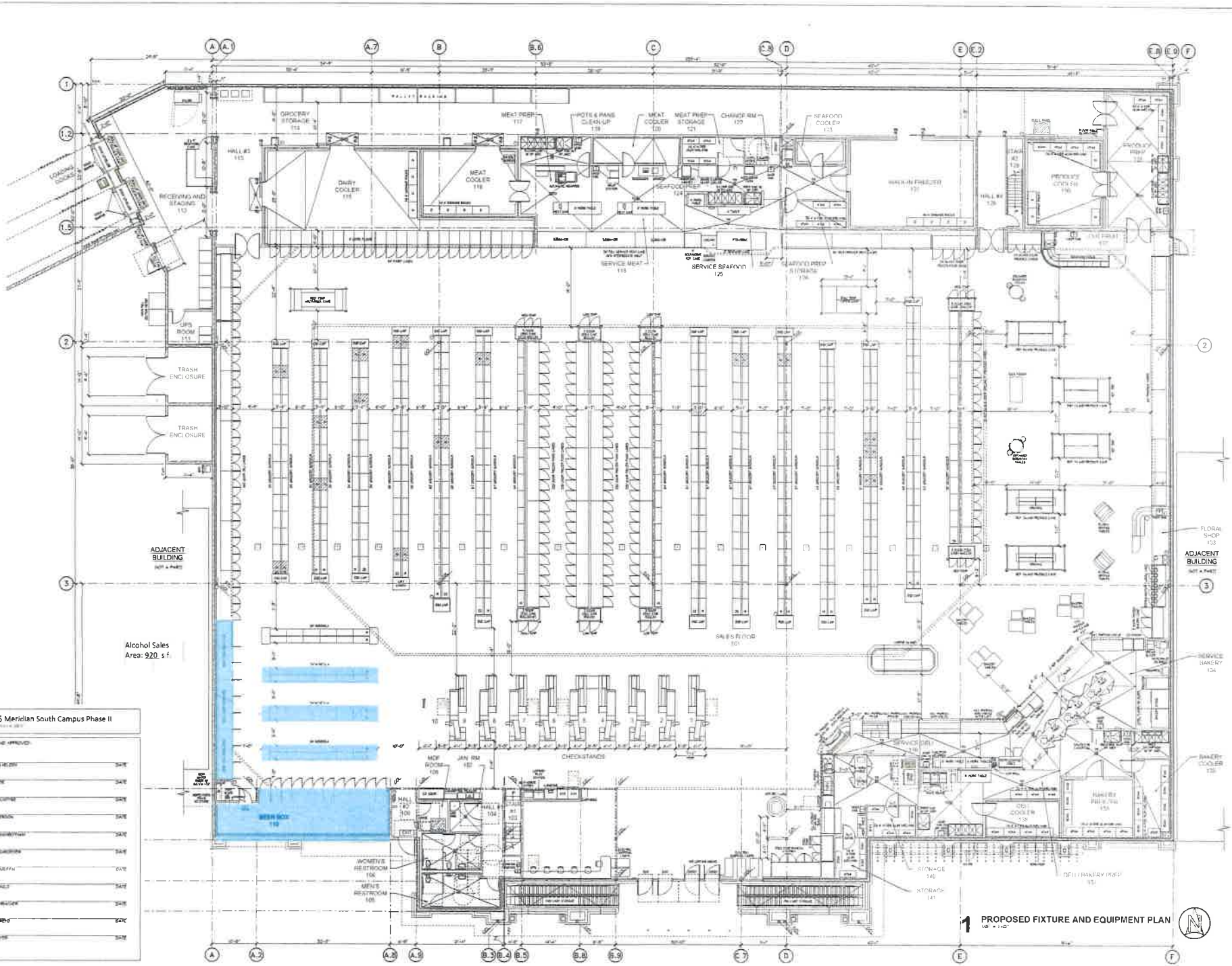

LEMAY DR
TWINING AVE
5TH ST
NANDINA AVE
VILLAGE WEST DRIVE
EXISTING 32' CURB TO CURB (6' BIKE LANE, 13' LANE, 13' LANE) AND SIDEWALK ON WEST ONLY
APPROXIMATE 900' TRANSITION ZONE
EXISTING PAVED ACCESS ROAD
PROPOSED DRIVEWAY
PROPOSED DRIVEWAY
FUTURE OVER/UNDERPASS
PROPOSED 58' CURB TO CURB (6' BIKE LANE, 13' LANE, 20' MEDIAN LANE, 13' LANE, 6' BIKE LANE) AND SIDEWALK ON BOTH SIDES
EXISTING PAVED ACCESS ROAD
EXISTING PAVED ACCESS ROAD
PROPOSED DRIVEWAY
PROPOSED DRIVEWAY
PROPOSED SIGNALIZED INTERSECTION
96.0'
12.0' GRADING ZONE
PROPOSED WROUGHT IRON FENCE
6.0' SWALE
6.0' BIKE LANE
5.0' SIDEWALK
29.0'
29.0'
13.0' TRAVEL LANE
20.0' STRIPED MEDIAN
13.0' TRAVEL LANE
6.0' BIKE LANE
5.0' SIDEWALK
6.0' SWALE
12.0' GRADING ZONE
PROPOSED WROUGHT IRON FENCE
CUT/FILL SLOPE DEPENDING ON LOCATION
CUT/FILL SLOPE DEPENDING ON LOCATION
PROPOSED FULL SECTION
42.0'
19.0'
13.0'
13.0' TRAVEL LANE
13.0' TRAVEL LANE
6.0' BIKE LANE
5.0' SIDEWALK
5.0' EARTH
START TRANSITION SECTION (EXISTING SECTION)
N
SCALE: 1" = 400'
MERIDIAN PARK
VILLAGE WEST EXTENSION
MJPA, CA
BRC Engineering, Inc.
Civil Engineering/Land Surveying/Land Planning
160 S. Old Springs Road
Suite 210
Anaheim Hills, CA 92808
714-685-6860

EXHIBIT A11

Conditional Use Permit 20-02 Grocery Store Floor Plan with Beer, Wine and Distilled Spirits Location



1 PROPOSED FIXTURE AND EQUIPMENT PLAN

205 Meridian South Campus Phase II

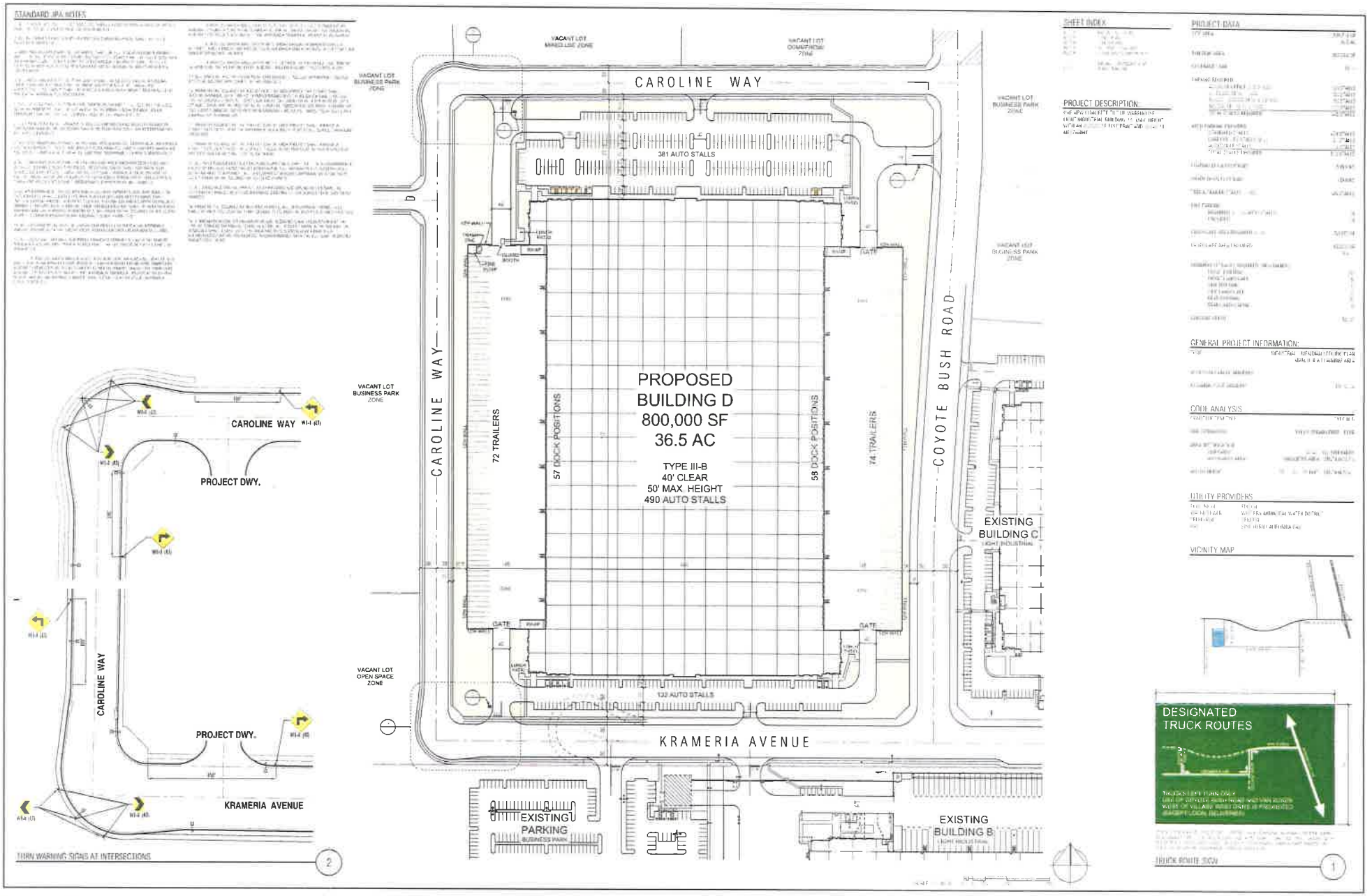
Meridian South Campus Phase II

CONCEPTUAL FIXTURE FLOOR PLAN

FFP

EXHIBIT A12

Plot Plan 20-04 Design Plans



RGA

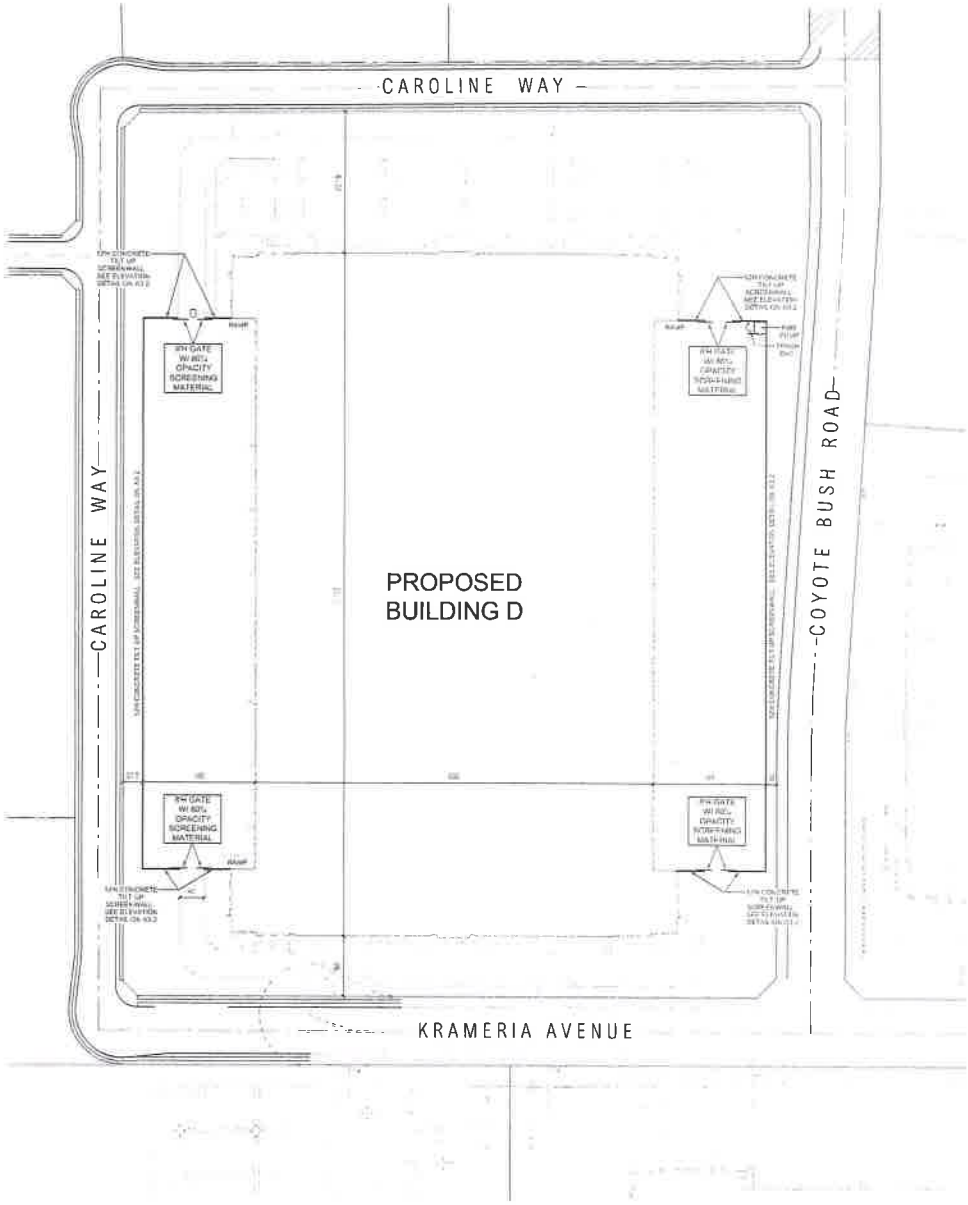
Office of Architectural Design

MERIDIAN

SOUTH CAMPUS - BUILDING D - PLOT PLAN

MERIDIAN PARK LLC

A1-1-P



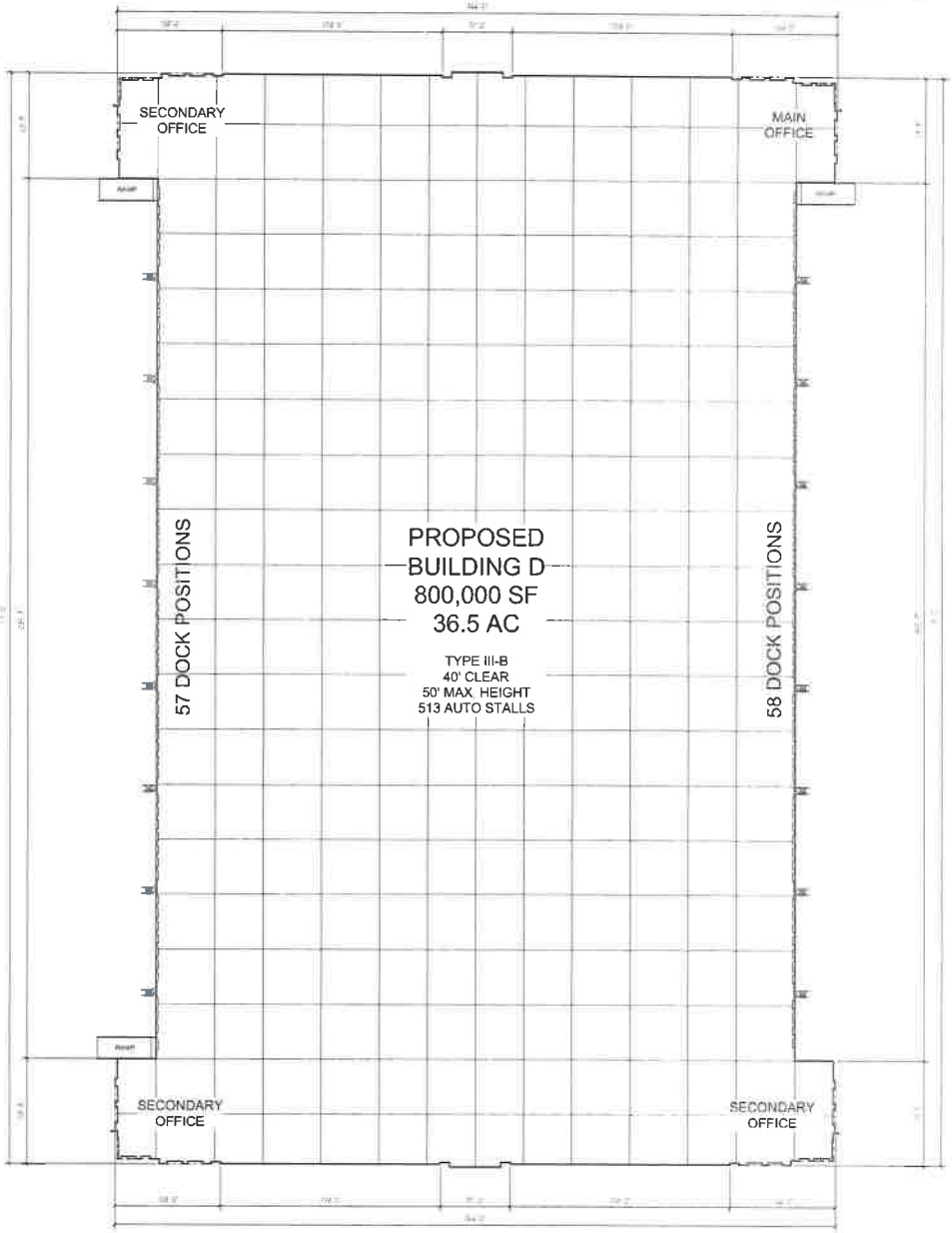
RGA

MERIDIAN

SOUTH CAMPUS - BUILDING D - FENCE PLAN

MERIDIAN PARK LLC

A1-2-P



RGA

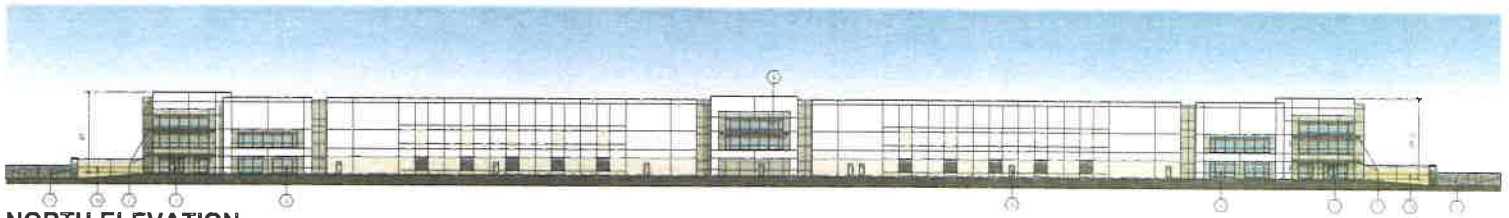
Office of Architectural Design

MERIDIAN

SOUTH CAMPUS - BUILDING D - FLOOR PLAN

MERIDIAN PARK LLC

A2-1-P



NORTH ELEVATION



WEST ELEVATION



SOUTH ELEVATION



EAST ELEVATION

RGA

MERIDIAN

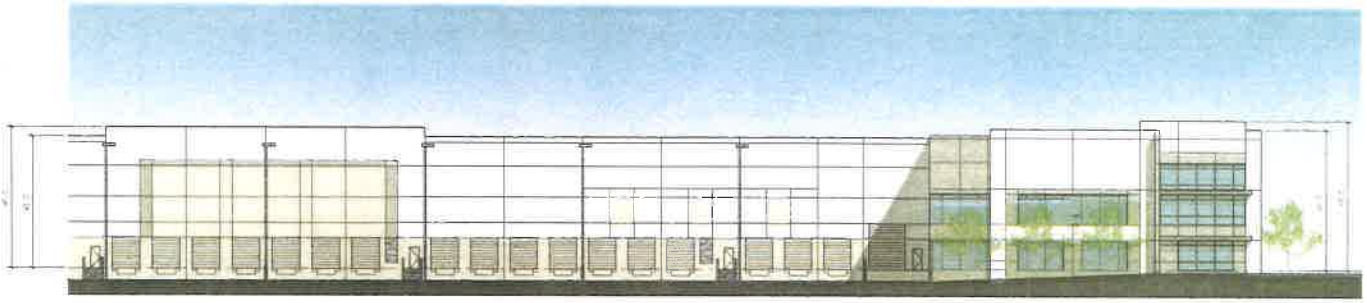
SOUTH CAMPUS - BUILDING D - ELEVATIONS

MERIDIAN PARK LLC

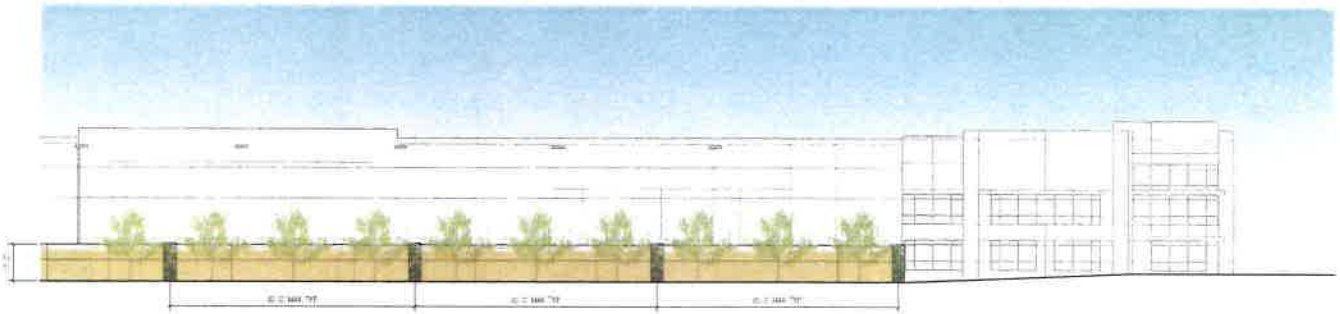
A3-1-P



NORTH ELEVATION ENLARGEMENTS
(SOUTH SIMILAR)



EAST ELEVATION ENLARGEMENT
(WEST SIMILAR)



SCREENWALL ELEVATIONS
(TYPICAL)

RGA

MERIDIAN

SOUTH CAMPUS - BUILDING D - ELEVATIONS

MERIDIAN PARK LLC

A3-2-P

FIELD COLOR
SHERWIN WILLIAMS SW 7004 SNOWBOUND

ACCENT COLOR
SHERWIN WILLIAMS 7043 WORLDLY GRAY

ACCENT COLOR
SHERWIN WILLIAMS SW 7052 GRAY AREA



BASE COLOR
SHERWIN WILLIAMS SW 6165 CONNECTED GRAY



GLAZING: PPG SOLARCOOL PACIFICA REFLECTIVE
W/ CLEAR ANODIZED ALUMINUM STOREFRONT
25% MAX. ALLOWABLE REFLECTANCE



SCREEN WALL COLOR
SW 6143 BASKET BEIGE

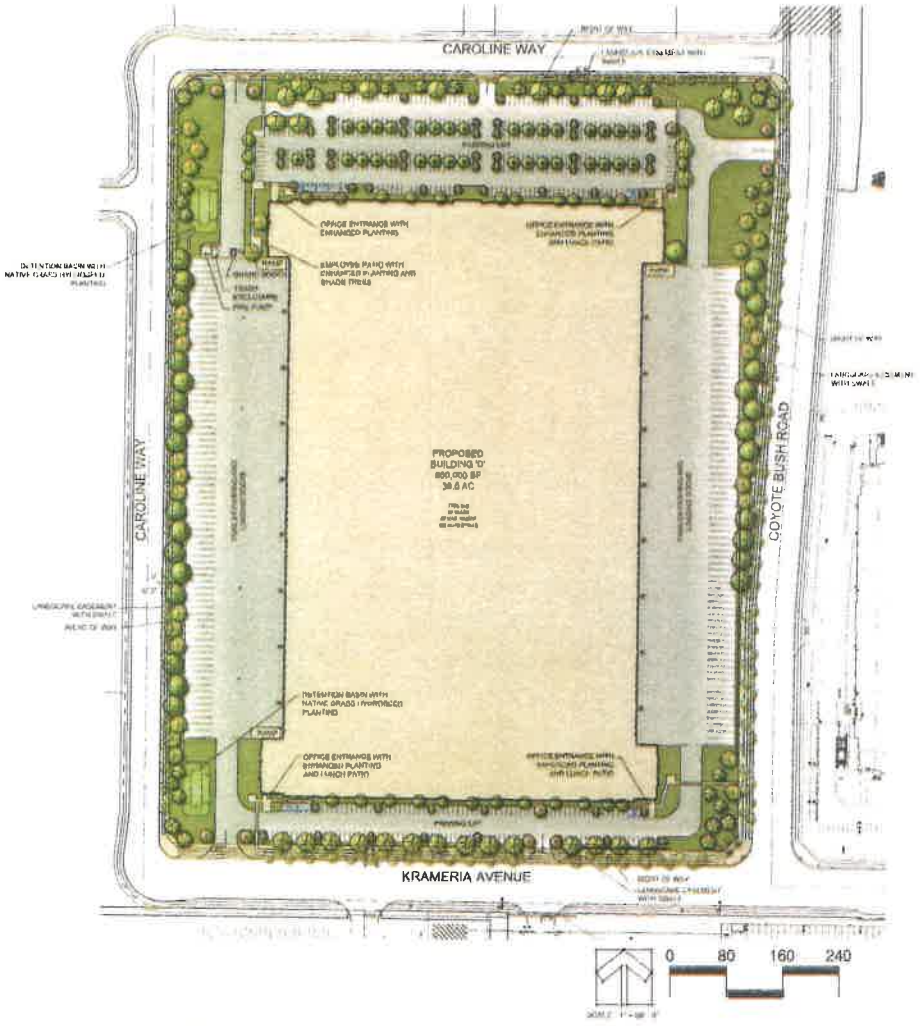
RGA

MERIDIAN

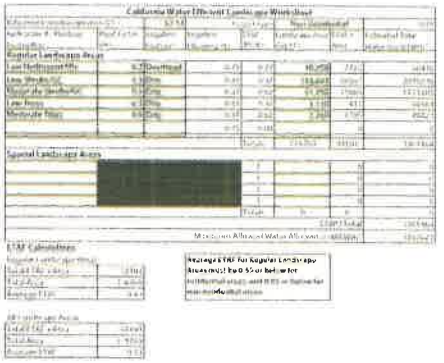
SOUTH CAMPUS - BUILDING D - COLOR / MATERIAL BOARD

MERIDIAN PARK LLC

LANDSCAPE DATA:



CONCEPTUAL LANDSCAPE PLAN



PLANT LEGEND

SYMBOL	ABBREVIATION	BOTANICAL NAME	COMMON NAME	SIZE	DETAIL
		EXISTING TREES ALONG COYOTE BUSH ROAD AND KRAMERIA AVENUE			
		Existing Tree, Protect in Place			
		Date Palm, Protect in Place			
		FUTURE TREE IN LIGHTING AND LANDSCAPE MAINTENANCE DISTRICT (LMD)			
		Shown for location only. Refer to LMD Off-Site Plans			
		TREES			
	CHE HEA	Cercis x 'Hearts of Gold'	Hearts of Gold Eastern Redbud	15 GAL	MED
	KOE PAN	Koelreuteria paniculata	Goldenrain Tree	15 GAL	LOW
	LAG IND	Lagerstroemia indica 'Natchez'	Natchez Crape Myrtle	15 GAL	MED
	PIN CON	Pinus canariensis	Canary Pine	15 GAL	MED
	PIN ELD	Pinus eldarica	Afghan Pine	15 GAL	LOW
	PLA ACE	Platanus x acerifolia 'Bloodgood'	Bloodgood London Plane	15 GAL	MED
	QUE AGR	Quercus agrifolia	Coast Live Oak	15 GAL	LOW
	MAG GRA	Magnolia grandiflora 'Samuel Sommer'	Southern Magnolia	15 GAL	MED
		SHRUBS			
	AGA ATT	Agave attenuata 'Ray of Light'	Foxtail Agave	15 GAL	LOW
	ARC JOH	Arctostaphylos 'John Dourley'	John Dourley Manzanita	5 GAL	LOW
	BOU SPA	Bougainvillea 'Barbara Karst'	Barbara Karst Bougainvillea	5 GAL	LOW
	ROS RED	Rosmarinus officinalis 'Red Rocket'	Red Rocket Rosemary	5 GAL	LOW
	CEA DEA	Ceanothus 'Dark Star'	Dark Star California Lilac	15 GAL	LOW
	DIE GAL	Dietes grandiflora	Large Fortnight Lily	5 GAL	LOW
	DIE VIL	Dietes bicolor	Bicolor African Iris	5 GAL	MED
	KNI UVA	Kniphofia uvaria	Torch Lily	5 GAL	LOW
	LAV STO	Lavandula stoechas 'Otto Quast'	Spanish Lavender	5 GAL	LOW
	LEU FRE	Leucophyllum x 'Green Cloud'	Green Cloud Texas Ranger	15 GAL	LOW
	MIS YAK	Miscanthus sinensis 'Yakushima'	Dwarf Maiden Grass	5 GAL	MOD
	MUH CAP	Muhlenbergia capillaris 'White Cloud'	White Cloud Muhly	5 GAL	LOW
	MYO PAR	Myoporum parvifolium 'Pink'	Pink Myoporum	1 GAL	LOW
	PEN CAM	Pennisetum setaceum 'Cupreum'	Red Fountain Grass	5 GAL	LOW
	ROS PRO	Rosmarinus prostratus	Prostrate Rosemary	5 GAL	LOW
	SED MEX	Sedum mexicanum	Blue Spike Sedum	1 GAL	LOW
	SEN ARG	Senna (Cassia) artemisioides	Feathery Cassia	15 GAL	LOW
	WES FRU	Westringia fruticosa 'Smokey'	Smokey Coast Rosemary	5 GAL	LOW
		DETENTION BASIN PLANTING			
	LAY CAL	Layia platyglossa 'Calliglow'	Calliglow Tidytips	1 GAL	LOW
	MUH LIN	Muhlenbergia lindheimeri	Lindheimer's Muhlygrass	1 GAL	MOD
	MUH RIG	Muhlenbergia rigens	Deer Grass	1 GAL	LOW
	YUC FIL	Yucca filamentosa	Adam's Needle	1 GAL	LOW
		RIGHT OF WAY & LANDSCAPE EASEMENT PLANTING			
		Not A Part - Protect any existing (LMD) Right of Way landscape, irrigation, and other planting in place			

DETENTION BASIN PLANTING



Lavandula stoechas 'Otto Quast'
Spanish Lavender



Muhlenbergia lindheimeri
Lindheimer's Muhlygrass



Muhlenbergia rigens
Deer Grass



Yucca filamentosa
Adam's Needle

Underground Service Alert
Call: TOLL FREE
811

BENCHMARK DESCRIPTION

REVISIONS

March Joint Powers Authority

HIRSCH & ASSOCIATES, INC.

March Joint Powers Authority
CONCEPTUAL LANDSCAPE PLAN

SHEET NUMBER 1
OF 2 SHEETS

TREES



Koelreuteria paniculata
Goldenrain Tree
Deciduous



Lagerstroemia indica 'Natchez'
Natchez Crape Myrtle
Deciduous



Lophostemon confertus
Brisbane Box
Evergreen



Pinus eldarica
Calabrian Pine
Evergreen



Platanus x acerifolia
'Bloodgood'
Bloodgood London Plane
Deciduous



Quercus ilex
Holly Oak
Evergreen



Magnolia grandiflora 'Samuel Sommer'
Southern Magnolia
Evergreen

SHRUBS, GRASSES, AND ACCENT PLANTS



Agave attenuata 'Ray of Light'
Foxtail Agave



Arctostaphylos 'John Dourley'
John Dourley Manzanita



Bouteloua gracilis
Blue Grama



Ceanothus 'Dark Star'
Dark Star California Lilac



Cistus salvifolius
Sage-Leaf Rock Rose



Dietes bicolor
Bicolor African Iris



Kniphofia uvaria
Torch Lily



Lavandula stoechas 'Otto Quast'
Spanish Lavender



Miscanthus sinensis 'Yakushima'
Dwarf Maiden Grass



Muhlenbergia capillaris 'White Cloud'
White Cloud Muhly



Myoporum parvifolium 'Pink'
Pink Myoporum



Pennisetum setaceum 'Cupreum'
Red Fountain Grass



Bougainvillea 'Rosenka'- Bougainvillea



Leucophyllum 'Green Cloud'
Green Cloud Texas Ranger



Rosmarinus prostratus
Prostate Rosemary



Senecio mandraliscae
Blue Chalk Sticks



Senna (Cassia) artimisioides
Feathery Cassia



Westringia fruticosa 'Smokey'
Smokey Coast Rosemary

CONCEPTUAL PLANT PALETTE

Underground Service Alert
Call TOLL FREE
811
TWO WORKING DAYS BEFORE YOU DIG

BENCHMARK DESCRIPTION
A STANDARD U.S.C. & G.S. BRASS DISC STAMPED "Z 1143 1985" IN A CONCRETE POST ALONG THE ATSF RAILROAD SOUTH OF VAN BUREN BOULEVARD.
RIVERSIDE COUNTY SURVEYORS POINT ID 800-43-68
DATUM: NAVD 29 ADJ 1971
ELEVATION 1532.70'

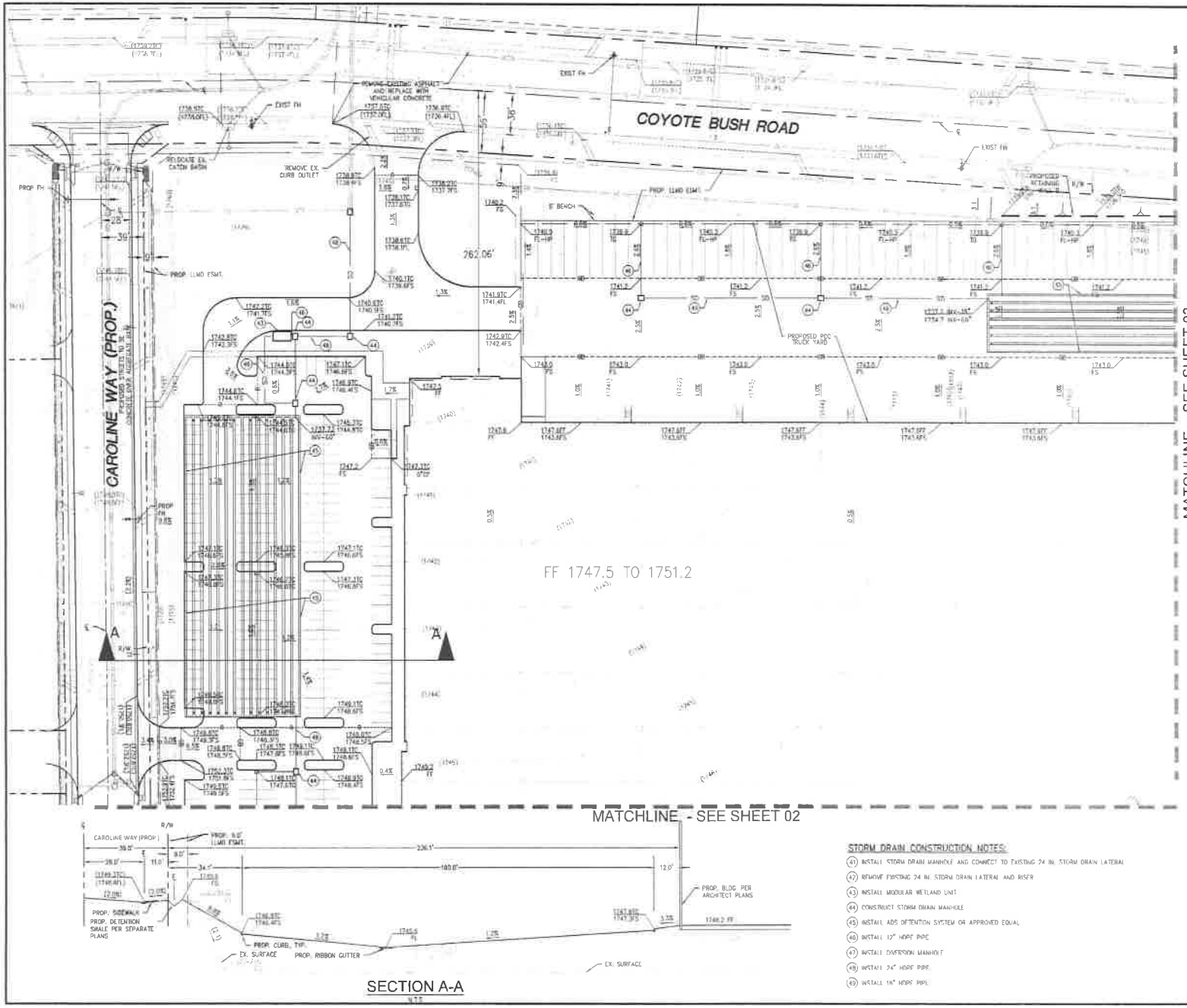
MARK	BY	DATE	REVISIONS	APPR	DATE
			ENGINEER	MJPA	

March Joint Powers Authority
APPROVED BY:
MARCH J.P.A. DIRECTOR OF PUBLIC WORKS
DATE

HAI HIRSCH & ASSOCIATES, INC.
LANDSCAPE ARCHITECTURE & PLANNING
2201 EAST WARNER AVENUE, SUITE A
SANTA ANA, CALIFORNIA 92705
PHONE 714-979-2200 FAX 714-979-2299
WWW.HIRSCHASSOCIATES.COM CA#1710

March Joint Powers Authority
CONCEPTUAL LANDSCAPE PLAN
MORENO PHASE V SOUTH CAMPUS BUILDING D
TRACT NO.

WDID No.
SHEET NUMBER 2
OF 2 SHEETS



LLMD REQUIREMENTS:

- 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.
- ALL LLMD PRESSURE MAIN LINE AND LATERAL CROSSINGS BENEATH PAVED AREAS SHALL BE ENCASED IN SCHEDULE 40 PVC SLEEVES TWICE THE DIAMETER OF THE PIPE. SLEEVES SHALL BE PLACED AT A DEPTH OF 24" BENEATH FINISHED SURFACE, MEASURED FROM THE TOP OF THE SLEEVE. CONTROL WIRES SHALL BE SEPARATE SLEEVED WITH A MINIMUM DIAMETER OF 2". WIRE SLEEVES SHALL BE SIZED SO THAT WIRE BUNDLES MAY BE PULLED WITHOUT BINDING ON EACH SIDE OF PAVED AREAS A 10" ROUND VALVE BOX WITH WIRE CONNECTIONS SHALL BE INSTALLED. PIN 16 CONNECTORS SHALL BE USED IN WIRE CONNECTION BOX AND MUST BE MARKED ON THE VALVE BOX LID WITH "SW" FOR FUTURE IDENTIFICATION.
- 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 THE WORK. ALL REPAIRS AND/OR INSTALLATIONS IN THE LLMD RIGHT OF WAY AND EASEMENT AREAS MUST BE INSPECTED BY THE LLMD MANAGER.
- ALL LLMD IRRIGATION DAMAGED BY CONSTRUCTION ACTIVITIES SHALL BE REPAIRED BY A QUALIFIED IRRIGATION TECHNICIAN WITHIN TWENTY FOUR (24) HOURS TO ENSURE LLMD PLANT MATERIAL DOES NOT INCUR ADDITIONAL DAMAGE OR LOSS OR A $500 FINE PER DAY WILL BE ACCESSED UNTIL COMPLETED. AUTHORITY THE MJPA CAN HAVE THEIR LLMD CONTRACTOR REPAIR ANY DAMAGE AND BILL THE OWNER DIRECTLY AT THE REQUEST OF THE OWNER.
- 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.
- 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.
- NO CONTRACTOR PARKING WILL BE ALLOWED ON THE MJPA STREETS AT ANY TIME DURING CONSTRUCTION.
- NO CONSTRUCTION PERSONNEL OR SUBCONTRACTORS MAY CONDUCT THEIR AREAS THAT IN THE LLMD AREA. COST FOR DAMAGES WILL APPLY AS PER COA 69.
- NO CERTIFICATE OF OCCUPANCY WILL BE ISSUED UNTIL ALL LLMD IRRIGATION AND/OR PLANTINGS ARE RESTORED IN-KIND AND TO THE SATISFACTION OF THE MJPA OPERATIONS DIRECTOR AND ANY OUTSTANDING FINES ARE PAID IN FULL.
- PRIOR TO ANY WALL AND FENCE CONSTRUCTION OR ENCROACHMENT INTO THE LLMD THE MJPA MUST BE NOTIFIED FOR LLMD PRE-INSPECTION AND SCHEDULE OF

STORM DRAIN CONSTRUCTION NOTES:

(41) INSTALL STORM DRAIN MANHOLE AND CONNECT TO EXISTING 24 IN. STORM DRAIN LATERAL
(42) REMOVE EXISTING 24 IN. STORM DRAIN LATERAL AND RISER
(43) INSTALL MODULAR WETLAND UNIT
(44) CONSTRUCT STORM DRAIN MANHOLE
(45) INSTALL ADS DETENTION SYSTEM OR APPROVED EQUAL
(46) INSTALL 12" HDPE PIPE
(47) INSTALL DIVERSION MANHOLE
(48) INSTALL 24" HDPE PIPE
(49) INSTALL 18" HDPE PIPE

GRAPHIC SCALE: 1"=40'

NOT FOR CONSTRUCTION

dRC Engineering, Inc.
Civil Engineering | Land Surveying | Land Planning

NO.	REVISION	DATE

PROJECT: MERIDIAN SOUTH CAMPUS - PHASE III
BUILDING D
RIVERSIDE COUNTY, CA

DRAWING NAME: CONCEPTUAL GRADING PLAN - BUILDING D

ISSUE	CONCEPTUAL
DATE	2022-10-06
CHECKED: CSM DRAWN: KH	
DRAWING FILE: -	
PROJECT NO.: 19-220	
SHEET NUMBER:	1
OF 5 SHEETS	
SCALE: AS SHOWN	

NOT FOR CONSTRUCTION

160 S. Old Springs Road
Suite 210
Anaheim Hills, CA 92808
714-685-6850

Civil Engineering/Land Surveying/Land Planning

RBF Engineering, Inc.

NO.	REVISION	DATE

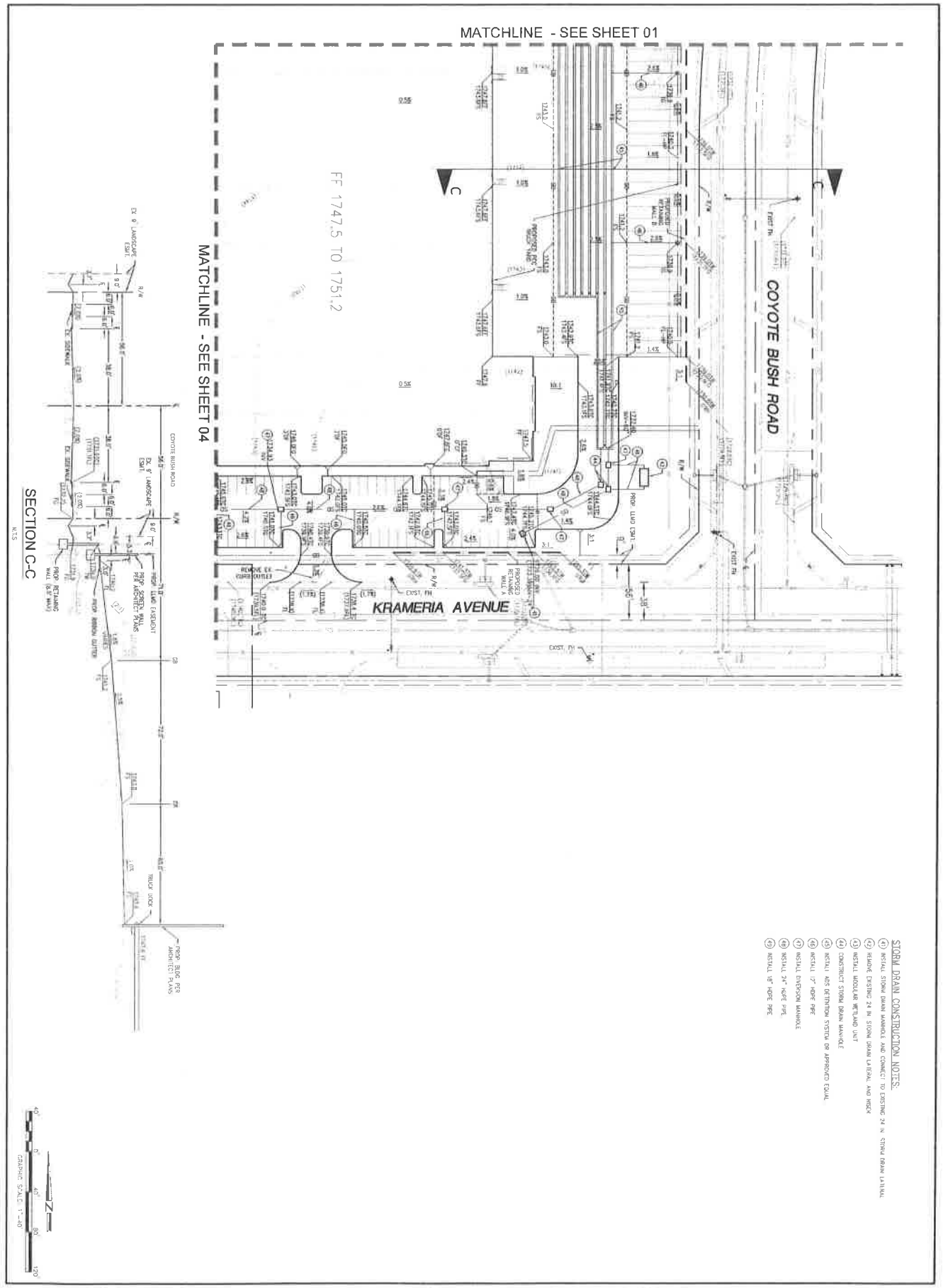
PROJECT: MERIDIAN SOUTH CAMPUS - PHASE III
BUILDING D
RIVERSIDE COUNTY, CA

DRAWING NAME: CONCEPTUAL GRADING PLAN - BUILDING D

ISSUE	CONCEPTUAL
ISSUE DATE	2019-10-08
APPROVED ITEM DRAWN BY	
DRAWING FILE	-
PROJECT NO.	18-080
SHEET NUMBER	2
OF	5 SHEETS
SCALE	AS SHOWN

STORM DRAIN CONSTRUCTION NOTES:

(41) INSTALL STORM DRAIN MANHOLE AND CONNECT TO EXISTING 24 IN STORM DRAIN LATERAL
(42) REMOVE EXISTING 24 IN STORM DRAIN LATERAL AND RISER
(43) INSTALL MODULAR WETLAND UNIT
(44) CONSTRUCT STORM DRAIN MANHOLE
(45) INSTALL ADS DETENTION SYSTEM OR APPROVED EQUAL
(46) INSTALL 12" HDPE PIPE
(47) INSTALL DIVERSION MANHOLE
(48) INSTALL 24" HDPE PIPE
(49) INSTALL 18" HDPE PIPE



STORM DRAIN CONSTRUCTION NOTES:

(4) INSTALL STORM DRAIN MANHOLE AND CONNECT TO EXISTING 24 IN. STORM DRAIN LATERAL

(12) REMOVE EXISTING 24 IN. STORM DRAIN LATERAL AND MSCK

(13) INSTALL MODULAR WETLAND UNIT

(14) CONSTRUCT STORM DRAIN MANHOLE

(15) INSTALL ADS DETENTION SYSTEM OR APPROVED EQUAL

(16) INSTALL 17" HDPE PIPE

(17) INSTALL DIVERSION MANHOLE

(18) INSTALL 24" HDPE PIPE

(19) INSTALL 18" HDPE PIPE

SHEET 3 OF 3 SHEETS	SCALE AS SHOWN	DESIGNED	CONCEPTUAL
		DRAWN	
		CHECKED	
		DATE	2020-10-16
		PROJECT NUMBER	
		PERMIT NO.	BP-2020
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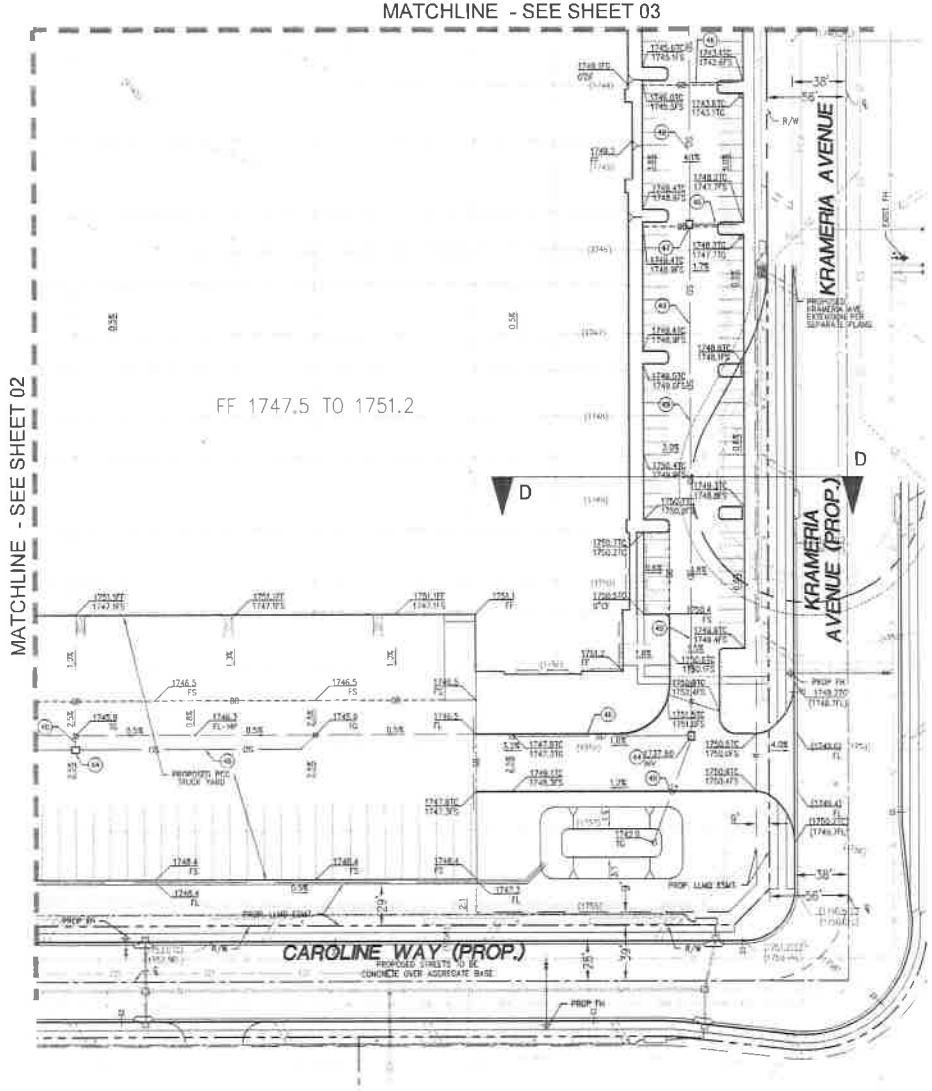
PROJECT: MERIDIAN SOUTH CAMPUS - PHASE III
BUILDING D
RIVERSIDE COUNTY, CA

DRAWING NAME: CONCEPTUAL GRADING PLAN - BUILDING D

NO.	REVISION	DATE

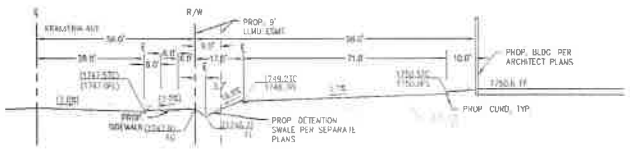
DRC Engineering, Inc.
Civil Engineering/Land Surveying, Land Planning

NOT FOR CONSTRUCTION



STORM DRAIN CONSTRUCTION NOTES:

(41) INSTALL STORM DRAIN MANHOLE AND CONNECT TO EXISTING 24 IN. STORM DRAIN LATERAL
(42) REMOVE EXISTING 24 IN. STORM DRAIN LATERAL AND RISER
(43) INSTALL MODULAR WETLAND UNIT
(44) CONSTRUCT STORM DRAIN MANHOLE
(45) INSTALL ADS DETENTION SYSTEM OR APPROVED EQUAL
(46) INSTALL 12" HDPE PIPE
(47) INSTALL DIVERSION MANHOLE
(48) INSTALL 24" HDPE PIPE
(49) INSTALL 18" HDPE PIPE



SECTION D-D
N.T.S.



NOT FOR CONSTRUCTION

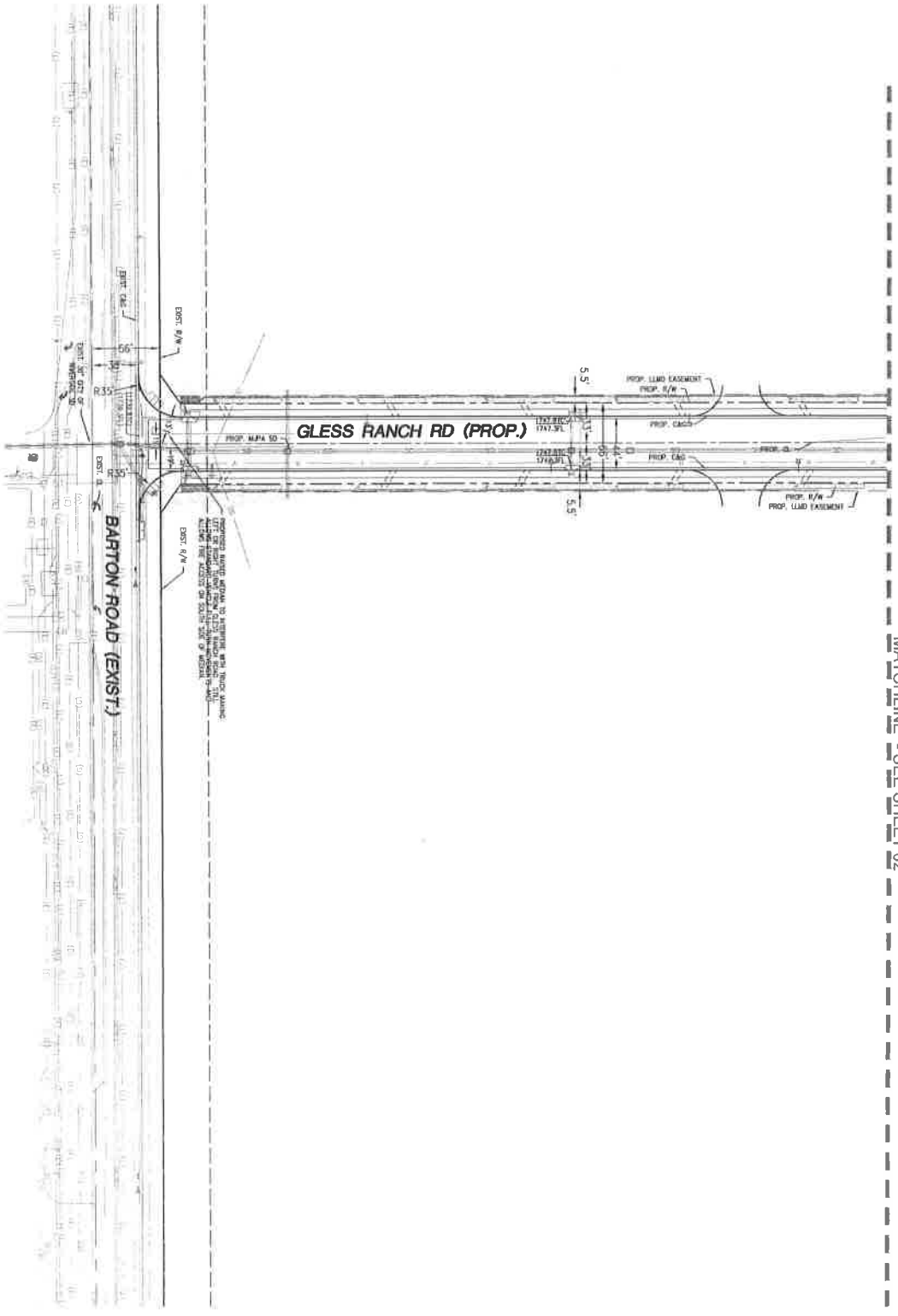
DRC Engineering, Inc.
Civil Engineering and Surveying Land Planning

NO.	REVISIONS	DATE

PROJECT: MERIDIAN SOUTH CAMPUS - PHASE III
BUILDING D
RIVERSIDE COUNTY, CA

DRAWING NAME: CONCEPTUAL GRADING PLAN - BUILDING D

ISSUE:	CONCEPTUAL
DATE:	2010-10-08
CHECKED: DSM	DRAWN: KH
DRAWING FILE:	-
PROJECT NO.:	10-220
SHEET NUMBER:	4
OF	5 SHEETS
SCALE:	AS SHOWN



40' 0' 40' 80' 120'
GRAPHIC SCALE: 1"=40'

ISSUE	CONCEPTUAL
DATE	2025-10-08
CHECKED	DM
DRAWN	AH
DRAWING TITLE	-
PROJECT NO.	18-020
SHEET NUMBER	5
OF	5 SHEETS
SCALE	AS SHOWN

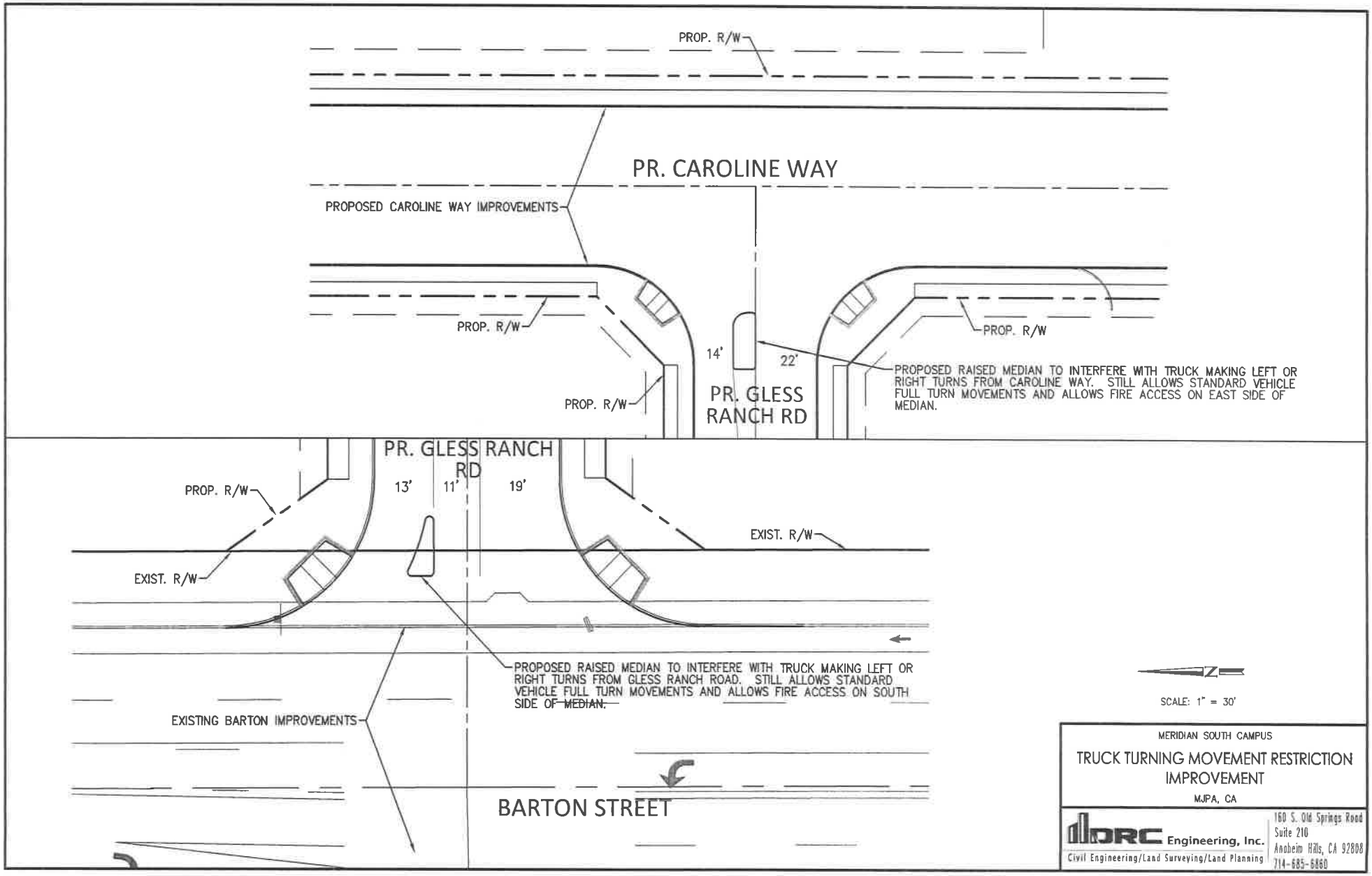
PROJECT: MERIDIAN SOUTH CAMPUS - PHASE III
BUILDING D
RIVERSIDE COUNTY, CA

DRAWING NAME: CONCEPTUAL GRADING PLAN - BUILDING D

NO.	REVISION:	DATE:

DRC Engineering, Inc.
Civil Engineering/Land Surveying/Land Planning
160 S Old Springs Road
Suite 210
Anaheim Hills, CA 92808
714-685-6860

NOT FOR CONSTRUCTION

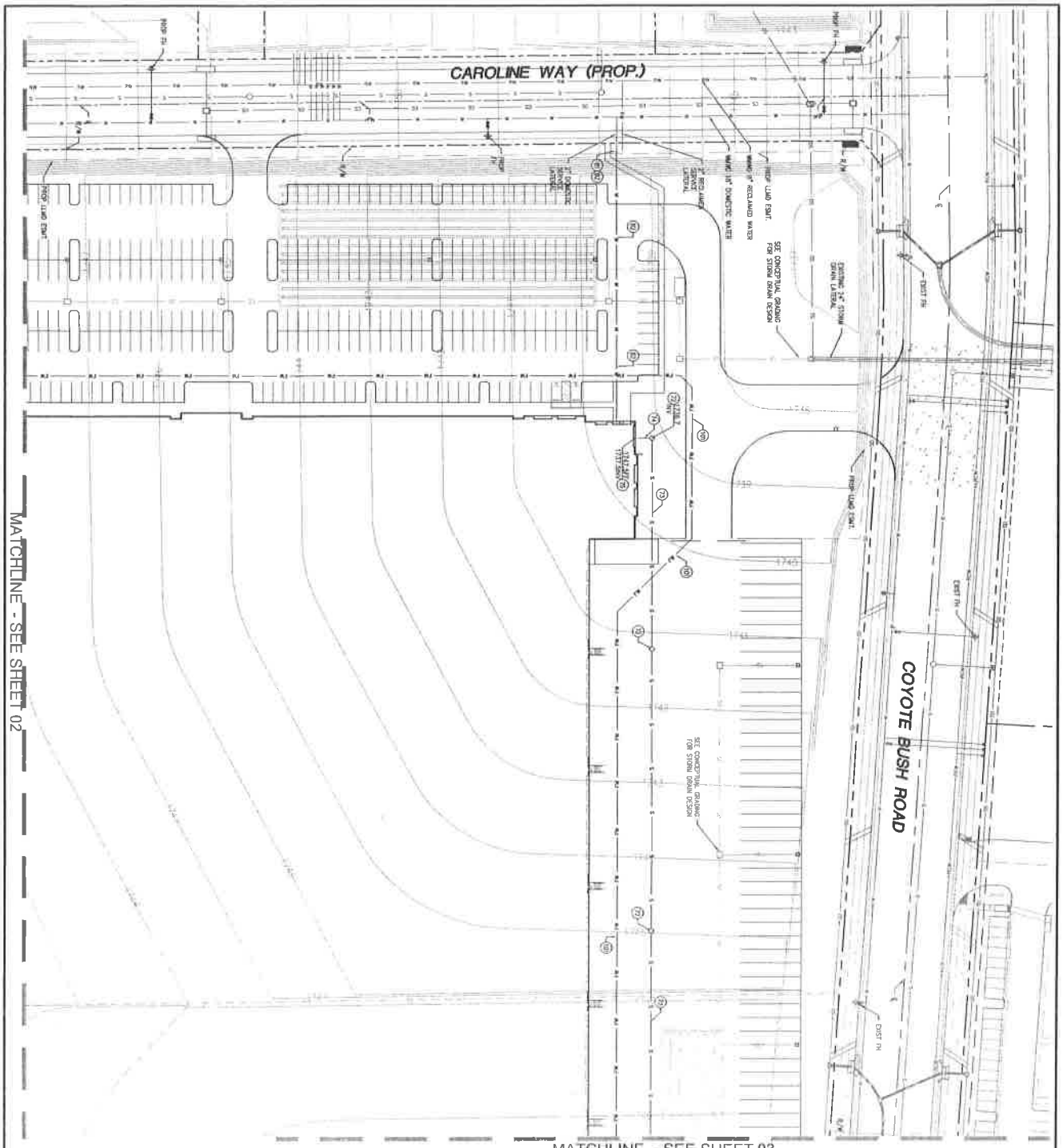


MERIDIAN SOUTH CAMPUS

TRUCK TURNING MOVEMENT RESTRICTION IMPROVEMENT

MJPA, CA

DRC Engineering, Inc.
Civil Engineering/Land Surveying/Land Planning
160 S. Old Springs Road
Suite 210
Anaheim Hills, CA 92808
714-685-6860


CAROLINE WAY (PROP.)
COYOTE BUSH ROAD
MATCHLINE - SEE SHEET 02
MATCHLINE - SEE SHEET 03
SEE CONCEPTUAL GRADING FOR STORM DRAIN DESIGN
EXISTING 24" STORM DRAIN LATERAL
PROP. LAND DIVIDER
EXIST FH
PROP FH
PROP. LAND DIVIDER
PROP. LAND DIVIDER
PROP. LAND DIVIDER

NOT FOR CONSTRUCTION

dlORC Engineering, Inc.
Civil Engineering/Land Surveying/Land Planning
169 S. Old Springs Road
Suite 210
Anaheim Hills, CA 92808
714-685-6860

NO.	REVISION	DATE

PROJECT: MERIDIAN SOUTH CAMPUS - PHASE III
BUILDING D
RIVERSIDE COUNTY, CA

DRAWING NAME: CONCEPTUAL GRADING PLAN - BUILDING D

ISSUE:	CONCEPTUAL
DATE:	2020-10-08
CHECKED:	CDM
DRAWN:	BM
DRAWING FILE:	-
PROJECT NO.:	19-050
SHEET NUMBER:	2
OF	5 SHEETS
SCALE:	AS SHOWN

STORM DRAIN CONSTRUCTION NOTES:

(41) INSTALL STORM DRAIN MANHOLE AND CONNECT TO EXISTING 24 IN. STORM DRAIN LATERAL
(42) REMOVE EXISTING 24 IN STORM DRAIN LATERAL AND RISER
(43) INSTALL MODULAR WET AND UNIT
(44) CONSTRUCT STORM DRAIN MANHOLE
(45) INSTALL ADS DETENTION SYSTEM OR APPROVED EQUAL
(46) INSTALL 12" HDPE PIPE
(47) INSTALL DIVERSION MANHOLE
(48) INSTALL 24" HDPE PIPE
(49) INSTALL 18" HDPE PIPE

SECTION B-B
N.T.S.

NOT FOR CONSTRUCTION

160 S Old Springs Road
Suite 210
Anaheim Hills, CA 92808
714-685-6980

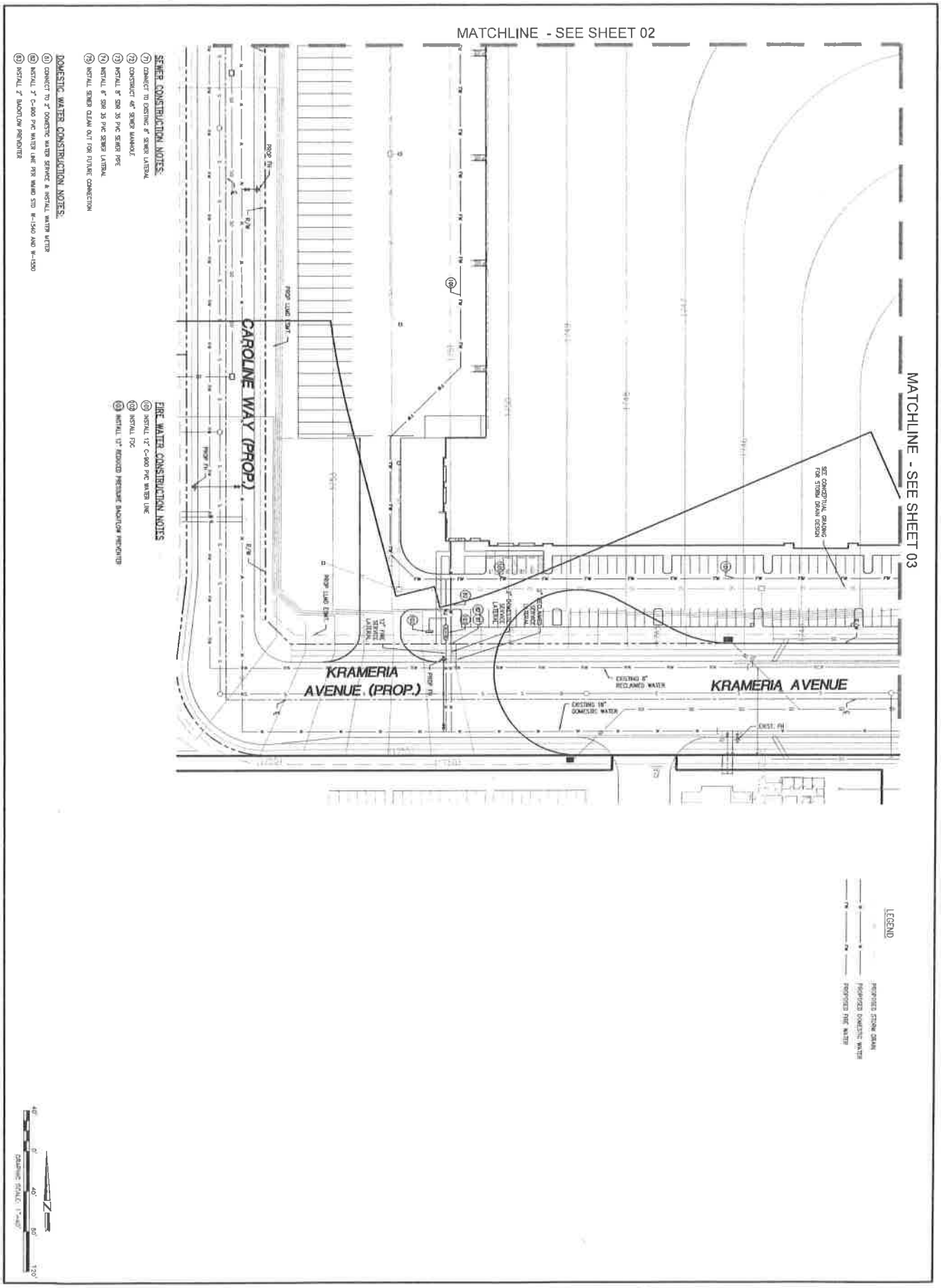
Engineering, Inc.
Civil Engineering/Land Surveying/Land Planning

NO.	REVISION	DATE

PROJECT: MERIDIAN SOUTH CAMPUS - PHASE III
BUILDING D
RIVERSIDE COUNTY, CA

DRAWING NAME: CONCEPTUAL UTILITY PLAN - BUILDING D

ISSUE	CONCEPTUAL
DATE	2020-10-08
DESIGNED/DRAWN BY	-
DRAWING FILE	-
PROJECT NO.	19-0280
SHEET NUMBER	3
OF	SHEETS
SCALE	AS SHOWN



PROJECT:	MERIDIAN SOUTH CAMPUS - PHASE III BUILDING D RIVERSIDE COUNTY, CA
DRAWING NAME:	CONCEPTUAL UTILITY PLAN - BUILDING D

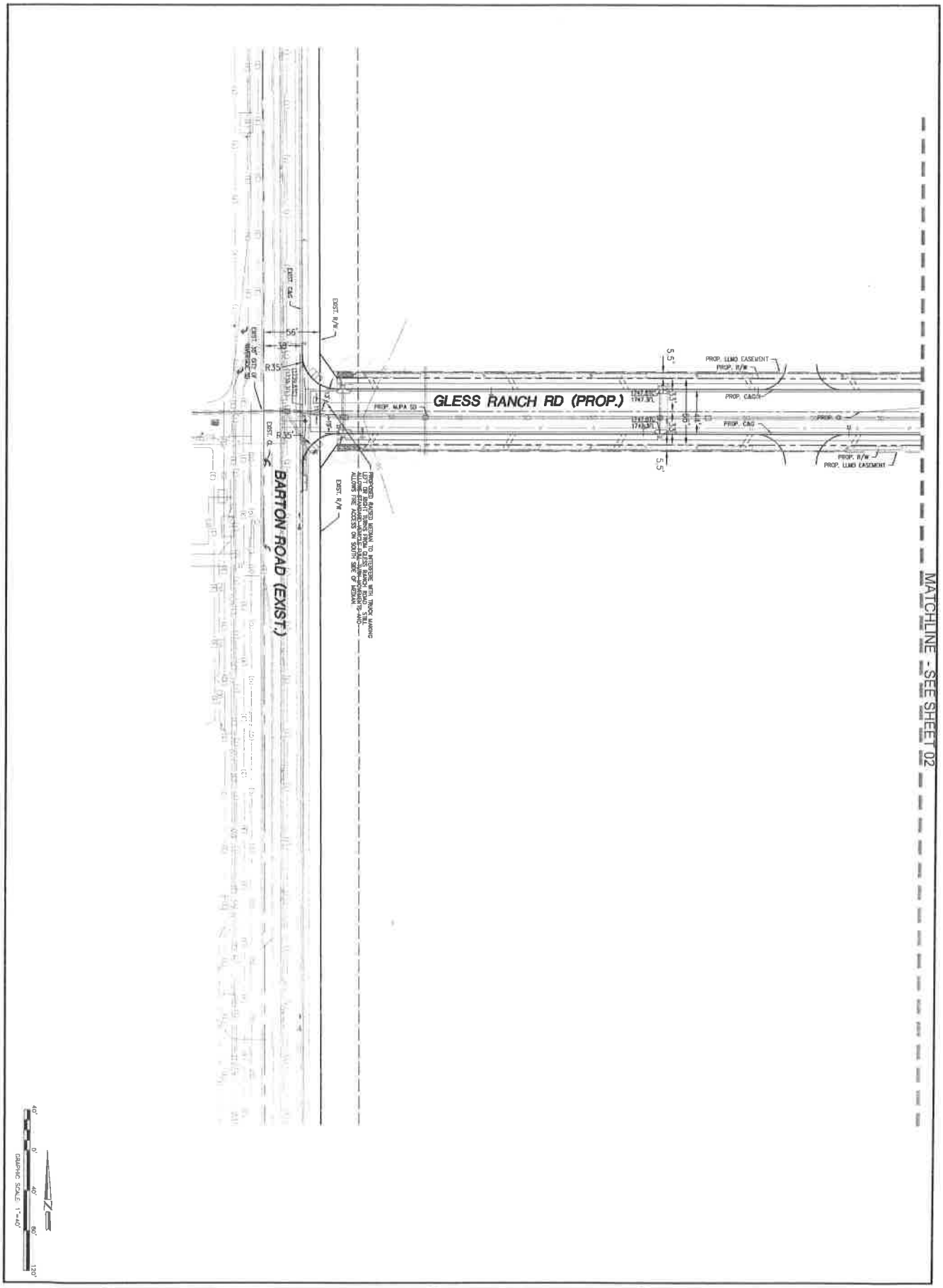
NO.	REVISION	DATE

TITLE:	CONCEPTUAL
DATE:	2020-10-08
CHECKED:	ERIN GRAHAM
DRAWING FILE:	-
PROJECT NO.:	19-033
SHEET NUMBER:	4
OF	5 SHEETS
SCALE:	AS SHOWN

DRC Engineering, Inc.
Civil Engineering/Land Surveying/Land Planning

150 S. Old Springs Road
Suite 210
Anaheim Hills, CA 92808
714-685-6860

NOT FOR CONSTRUCTION



ISSUE:	CONCEPTUAL
DATE:	2020-10-06
CHECKED:	CM
DRAWN:	BM
DRAWING FILE:	-
PROJECT NO.	19-005
SHEET NUMBER	5
OF	5 SHEETS
SCALE:	AS SHOWN

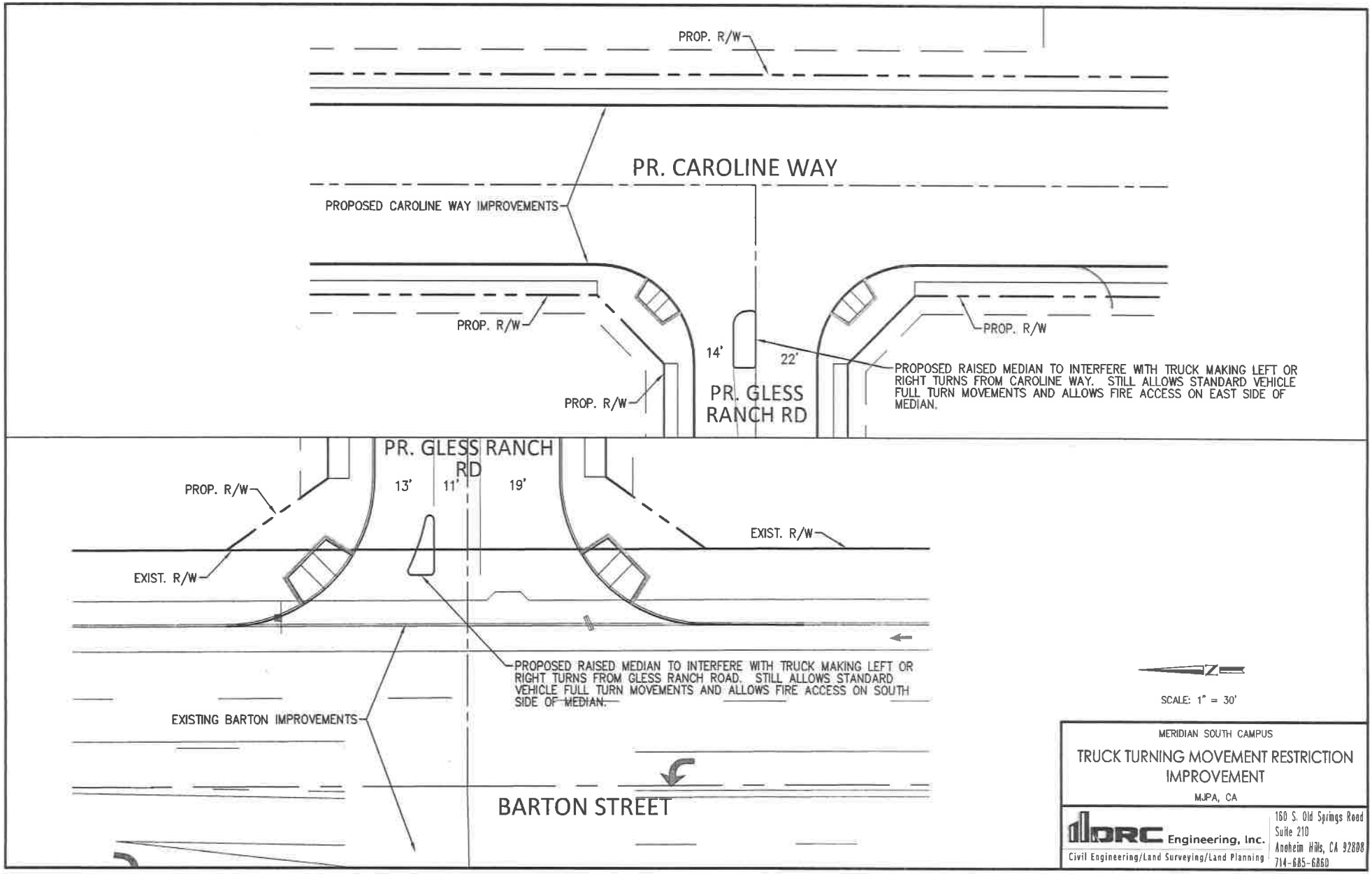
PROJECT: MERIDIAN SOUTH CAMPUS - PHASE III
BUILDING D
RIVERSIDE COUNTY, CA

DRAWING NAME: CONCEPTUAL GRADING PLAN - BUILDING D

NO.	REVISION	DATE

JRC Engineering, Inc.
Civil Engineering/Land Surveying/Land Planning
160 S. Old Springs Road
Suite 210
Anaheim Hills, CA 92808
714-685-6860

NOT FOR CONSTRUCTION



MERIDIAN SOUTH CAMPUS

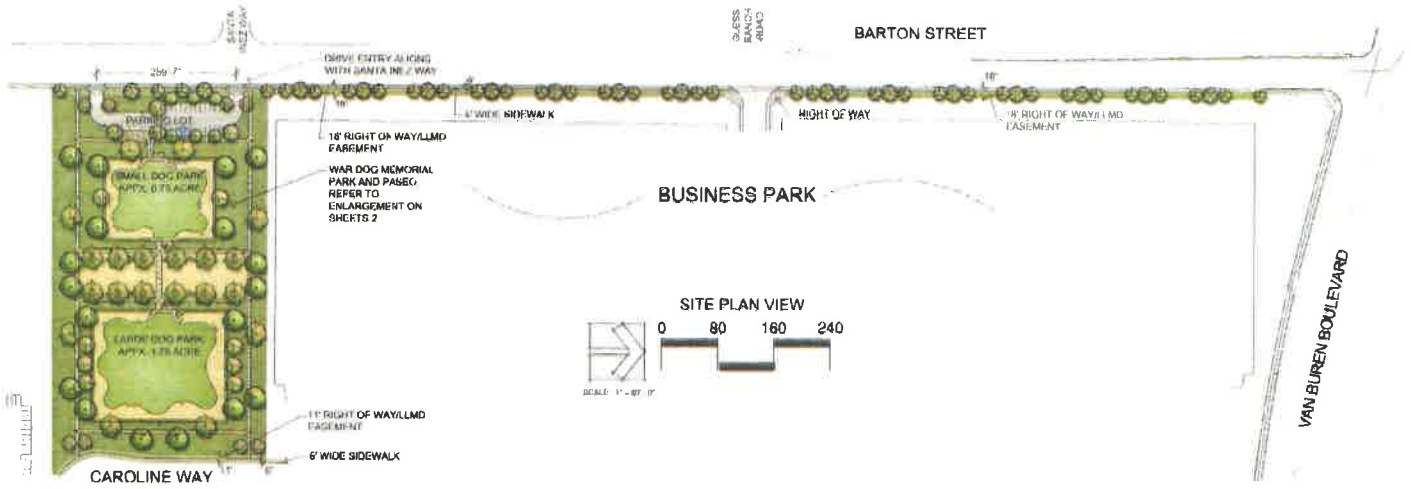
TRUCK TURNING MOVEMENT RESTRICTION IMPROVEMENT

MJPA, CA

DRC Engineering, Inc.
Civil Engineering/Land Surveying/Land Planning
160 S. Old Springs Road
Suite 210
Anaheim Hills, CA 92808
714-685-6860

EXHIBIT A13

Plot Plan 20-05 Design Plans



IRRIGATION NOTES

ALL NEW IRRIGATION SYSTEMS TO BE DESIGNED WITH CONSERVATION CONTROLLERS. IRRIGATION CONTROLLER AT ALL AREAS WITHIN LLMD TO BE TO BE AUTOMATIC CONTROLLER

LLMD NOTES

1. Prior to any grading, the owner or developer shall submit to the March JPA and the Riverside County Flood Control and Water Conservation District (RCFC&WCD) for review and approval, a detailed drainage study for the proposed development. The study shall be prepared by a registered civil engineer and shall conform to the requirements of the RCFC&WCD. The study shall address the following: [illegible]
2. All LLMD property owners shall be given written notice by the developer prior to the sale of any property within the LLMD boundaries. The notice shall state that the property is within the LLMD and that a special tax is levied against the property for the LLMD. The notice shall also state the current and maximum annual tax that may be levied against the property for the LLMD. [illegible]
3. No structure within the LLMD easement shall be constructed, placed or maintained which may impede the use of the LLMD facilities or endanger the health, safety or welfare of the public. [illegible]
4. Any LLMD facility damaged by the property owner, tenant or their agents, contractors or employees shall be repaired by a qualified contractor approved by the March JPA within 30 days of notification by the March JPA. If the repair cannot be completed within 30 days, the property owner shall submit a written schedule for completing the repair to the March JPA for approval. The schedule shall allow the shortest time possible for completing the repair and shall be subject to modification by the March JPA if conditions warrant. [illegible]
5. All LLMD improvements shall be maintained by the property owner in a manner which will preserve the appearance, character and purpose for which they were originally designed. [illegible]
6. Any trees, tall shrubs or vines that overhang any LLMD walkway shall be trimmed to provide a minimum vertical clearance of 8 feet. [illegible]
7. No temporary or permanent structures of any kind shall be constructed or placed within any LLMD easement without the prior written consent of the March JPA. [illegible]
8. [illegible]
9. [illegible]
10. [illegible]

WATER CALCULATIONS-PUBLIC R.O.W.

California Water Efficient Landscape Worksheet

Regular Landscape Areas							
Low Shrub/GC	6.0 Sprinkler	0.81	0.57	Grass	4,711	1,000	
Low Trees	2.4 Drip	0.17	0.17	1,875	321	54,000	
		0.75	0.000			0	
		0.75	0.000			0	
		0.75	0.000			0



IRRIGATION NOTES

0 30 60 90

CONCEPTUAL PLAN ENLARGEMENT- WAR DOG MEMORIAL PARK AND PASEO

Underground Service Alert
Call TOLL FREE
811

BENCHMARK DESCRIPTION

REVISIONS

March Joint Powers Authority

HIRSCH & ASSOCIATES, INC.

March Joint Powers Authority
CONCEPTUAL LANDSCAPE PLAN

2

of 4 SHEETS



ORGANIC-LOCK STABILIZED DECOMPOSED GRANITE PAVING CONTAINED ON BOTH SIDES BY 6" WIDE CONCRETE MOWCURB WHEN ADJACENT TO PLANTING AREA



INTEGRAL COLORED ENHANCED CONCRETE PAVING



TRASH RECEPTACLE WITH LID AND LOCKABLE SIDE OPENING DOOR BY DUMOR MODEL: 287-32SH SO



8' BENCH WITH STEEL FRAME RECYCLED PLASTIC SLATS, AND CENTER & SIDE ARMRESTS WITHIN DOG PARKS



8' BENCH WITH STEEL FRAME, WOOD SLATS, AND END + CENTER ARMRESTS WITHIN PASEO AREAS

CAROUSEL PICNIC TABLE WITH BACKED SEATING

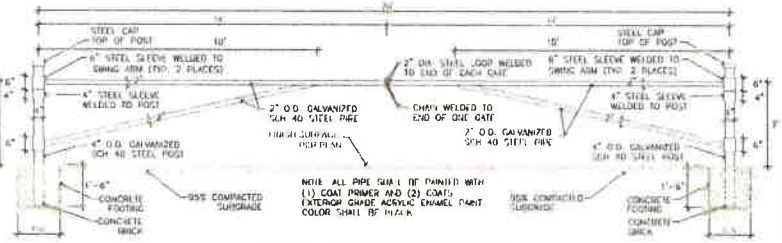
ALTAIR UMBRELLA



STEEL PICNIC TABLES WITH STEEL SHADE UMBRELLAS MOUNTED ON CONCRETE PAD BY LANDSCAPE FORMS, COLOR: BLACK



BICYCLE RACKS



DETAIL- LOCKABLE PARKING LOT ENTRY GATE



6' HIGH DECORATIVE ALUMINUM FENCING AND GATES AT DOG PARK PERIMETER BY TUFF BILT AVAILABLE AT HOME DEPOT SKU#73002350.



DOG PARK AREA SIGNAGE AND RULES



VARIOUS BREEDS- POWDER COATED ALUMINUM DOG SILHOUETTES SECURED TO DOG PARK FENCE



HI-LOW DRINKING FOUNTAIN



DOG PARK WASTE STATION



DOG PARK BULLETIN KIOSK COLOR: BLACK (NOT SHOWN) STANDING SEAM STEEL ROOF AND STEEL POSTS



LED ALL-IN-ONE SOLAR PARKING LOT AND WALKWAY LIGHTING



MILITARY WORKING DOG SIGNAGE- TO BE MOUNTED ON STEEL BASE

CONCEPTUAL DOG PARK AND PASEO SITE AMENITIES

Underground Service Alert
Call: TOLL FREE
811
TWO WORKING DAYS BEFORE YOU DIG

BENCHMARK DESCRIPTION
A STANDARD U.S.C. & G.S. BRASS DISC STAMPED "7 1143 1961" IN A CONCRETE POST ALONG THE ATSF RAILROAD SOUTH OF VAN BUREN BOULEVARD
RIVERSIDE COUNTY SURVEYORS POINT ID 600-43-68
DATUM: NAVD 29 ADJ. 1991
ELEVATION 1512.20'

MARK	BY	DATE	REVISIONS	APPR.	DATE
ENGINEER				MJPA	

March Joint Powers Authority
APPROVED BY:
MARK LOPA DATE
MARK MCLEAN
DIRECTOR OF PUBLIC WORKS

HIRSCH & ASSOCIATES, INC.
LANDSCAPE ARCHITECTURE & PLANNING
2021 EAST HILLTOP ROAD, SUITE C
ANAHEIM, CALIFORNIA 92806
PHONE (714) 774-2300 FAX (714) 774-2330
WWW.HIRSCHANDASSOCIATES.COM

March Joint Powers Authority
CONCEPTUAL LANDSCAPE PLAN
MORENO MESA - SOUTH CAMPUS PASEO, DOG PARK & STREET IMPROVEMENTS
TRACT NO.

WDID No.
SHEET NUMBER 3
OF 4 SHEETS
P.M. M.T. SURV. FILE NO.

TREES



Koelreuteria paniculata
Goldenrain Tree
Deciduous



Lagerstroemia indica 'Natchez'
Natchez Crape Myrtle
Deciduous



Lophostemon confertus
Brisbane Box
Evergreen



Phoenix dactylifera 'Zahidi'
Zahidi Date Palm
Evergreen



Pinus eldarica
Calabrian Pine
Evergreen



Platanus x acerifolia
'Bloodgood'
Bloodgood London Plane
Deciduous



Quercus ilex
Holly Oak
Evergreen



Pistacia chinensis
Chinese Pistache
Deciduous

SHRUBS, GRASSES, AND ACCENT PLANTS



Agave attenuata 'Ray of Light'
Foxtail Agave



Arctostaphylos 'John Dourley'
John Dourley Manzanita



Bouteloua gracilis
Blue Grama



Ceanothus 'Dark Star'
Dark Star California Lilac



Cistus salviifolius
Sage-Leaf Rock Rose



Dietes bicolor
Bicolor African Iris



Kniphofia uvaria
Torch Lily



Lavandula stoechas 'Otto Quast'
Spanish Lavender



Miscanthus sinensis 'Yakushima'
Dwarf Maiden Grass



Muhlenbergia capillaris 'White Cloud'
White Cloud Muhly



Myoporum parvifolium 'Pink'
Pink Myoporum



Pennisetum setaceum 'Cupreum'
Red Fountain Grass



Buxus m. japonica-Japanese Boxwood



Callistemon 'Little John'
Little John Bottle Brush



Rosmarinus prostratus
Prostate Rosemary



Senecio mandraliscae
Blue Chalk Sticks



Senna (Cassia) artimisioides
Feathery Cassia



Westringia fruticosa 'Smokey'
Smokey Coast Rosemary

CONCEPTUAL PLANT PALETTE

Underground Service Alert
Call TOLL FREE
811
TWO WORKING DAYS BEFORE YOU DIG

BENCHMARK DESCRIPTION
A STANDARD U.S.C. & G.S. BRASS DISC STAMPED "2 1143 1981" IN A CONCRETE POST ALONG THE ATSF RAILROAD SOUTH OF VAN BUREN BOULEVARD
RIVERSIDE COUNTY SURVEYORS POINT ID 800-43-88
DATUM: NAVD 29 ADJ: 1971
ELEVATION: 1572.35'

MARK	BY	DATE	REVISIONS	APPR	DATE
	ENGINEER			MJPA	

March Joint Powers Authority
APPROVED BY:
MARCH J.P.A. DATE
HARRY MITCHELL
DIRECTOR OF PUBLIC WORKS

HAI
HINSCH & ASSOCIATES, INC.
LANDSCAPE ARCHITECTURAL & PLANNING

March Joint Powers Authority
CONCEPTUAL LANDSCAPE PLAN
MORRAN PARK - SOUTH CAMPUS PASEO, DOG PARK & STREET IMPROVEMENTS
TRACT NO

WCHD No:
SHEET NUMBER 4
OF 4 SHEETS
FILE: BY: MJPA
TRC NO.

MILITARY WORKING DOGS



Vietnam was the largest concentrated effort of the use of dogs and handlers the United States has ever undertaken in any Combat Era, with all four branches of the military using military working dogs (MWD's), commonly referred to as War Dogs. During the course of the war, it is estimated that approximately 10,000 handlers and 4,900 dogs served, saving over 10,000 lives.

The Role of the War Dog in Vietnam

Scout or Patrol Dogs: A Scout Dog Team consisted of one German Shepherd and the handler. When requested, the Scout Dog Team would join a unit and serve as their "eyes and ears" as they walked "point" (out front) for the unit. The MWD were trained to alert on: enemy movement, booby traps, trip wires, land mines, underground tunnel systems, base camps, hidden caches of food or weapons, snipers, etc. When the dog silently alerted for danger, the handler passed the information to the patrol leader who then moved his troops forward. Only highly intelligent dogs with a quiet disposition were selected for scouting.

Combat Tracker Teams (CTT): The Tracker Team consisted of a Labrador Retriever, more often than Shepherds, and handler; a cover man; a Visual Tracker; and a Team Leader. Trackers were called upon when the unit wished to re-establish contact with the enemy. They could "track" either visually or by using the dog to follow ground or airborne scents (blood trails, body odor etc.) in order to locate missing personnel, i.e., downed pilots, wounded soldiers, or the enemy. Labradors had a natural instinct for tracking ground scent, handled the heat well, and adapted easily to new handlers. Tracker dog teams were very effective and heavily relied on.





Sentry Dog/Patrol Teams: Sentry Dog Teams were used within every branch of the military in Vietnam and were normally an arm of Military Police Units. Sentry Dog Teams "walked the wire" along the perimeter boundary of a location and their primary form of communication was via radio after the dog alerted. Support to the team was a tower or bunker guard and a quick response team for illumination (flares) and back-up. Working both day and throughout the night, the Sentry Dog Teams were comprised of one German Shepherd and one handler. Sentry Dog Teams were the first line of defense on the perimeter of military bases, ammo depots, supply areas, communications areas, naval installations, camps, flight lines, and other sensitive areas.

Mine/Tunnel Dogs: A German Shepherd and handler were usually deployed with the infantry and combat engineer units. These MWD's were trained to alert when they caught the scent of booby traps buried in roads, hidden on bridges or in buildings, and sniff out underground tunnels. After the dog located a tunnel, a soldier (referred to as a Tunnel Rat) would enter and investigate the tunnel.

Water Patrol Dogs: These dogs were often used on slow trolling patrol boats. The dogs were able to alert on the breath scent of enemy underwater divers breathing through reeds, snorkels or other underwater apparatus. The dogs were very successful in saving lives and equipment by reducing the enemy's ability to conduct underwater sabotage missions.



Upper Left: Scout Dog Team discover tunnel with hidden ammunition cache, 1970

Above: Scout Dog and Handler in South Vietnam Jungle, 1966

Right: Soldiers and a Scout Dog Boarding a Plane in Vietnam, 1967







Upper Right: Sentry Dog and Handler Guarding Missiles

Above: Scout Dog with Ammunition He Uncovered

Left, Center: Tracker Dog Team Moving Through Stream

Left: Scout Dog with Handler Crossing Rice Paddy Field





VIETNAM WAR

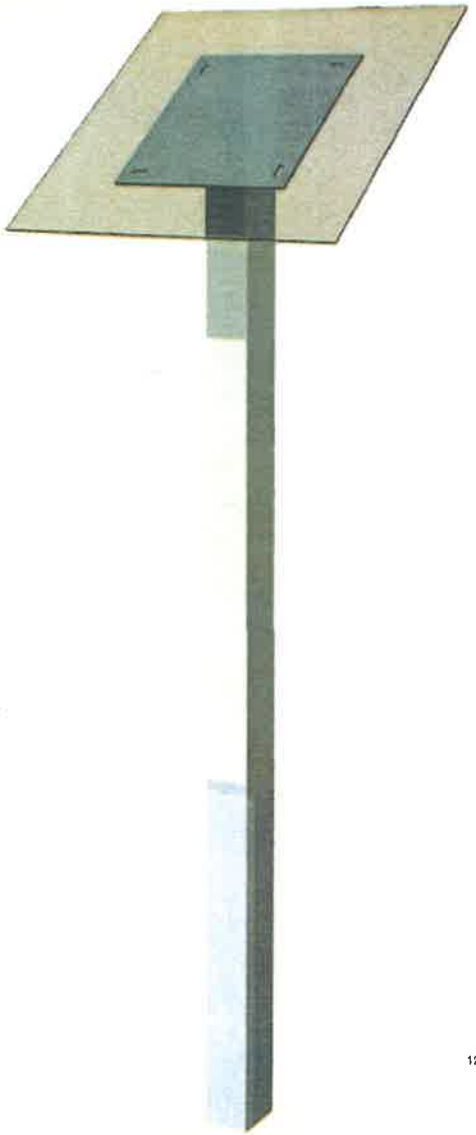
FEBRUARY 28, 1961 - MAY 7, 1975

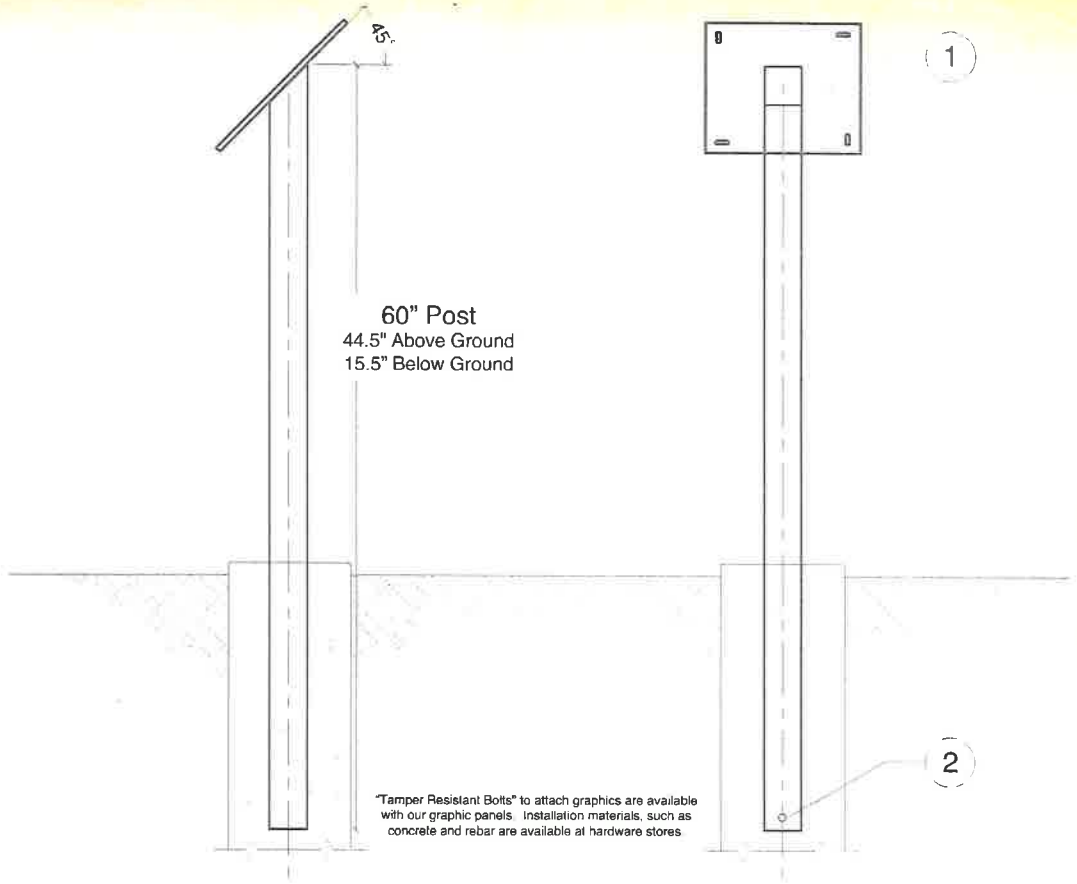
FOSSIL
INDUSTRIES

SINGLE POST PEDESTAL: In Ground

- Black Powder Coated Aluminum
- Custom Sizes and Colors Available

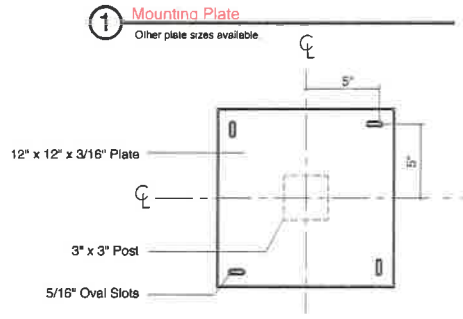
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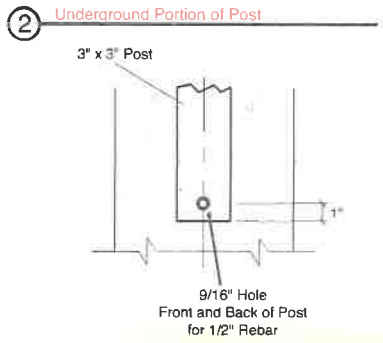


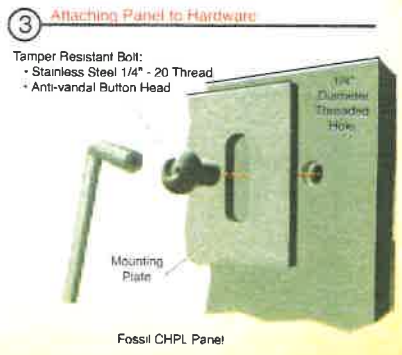


SIDE

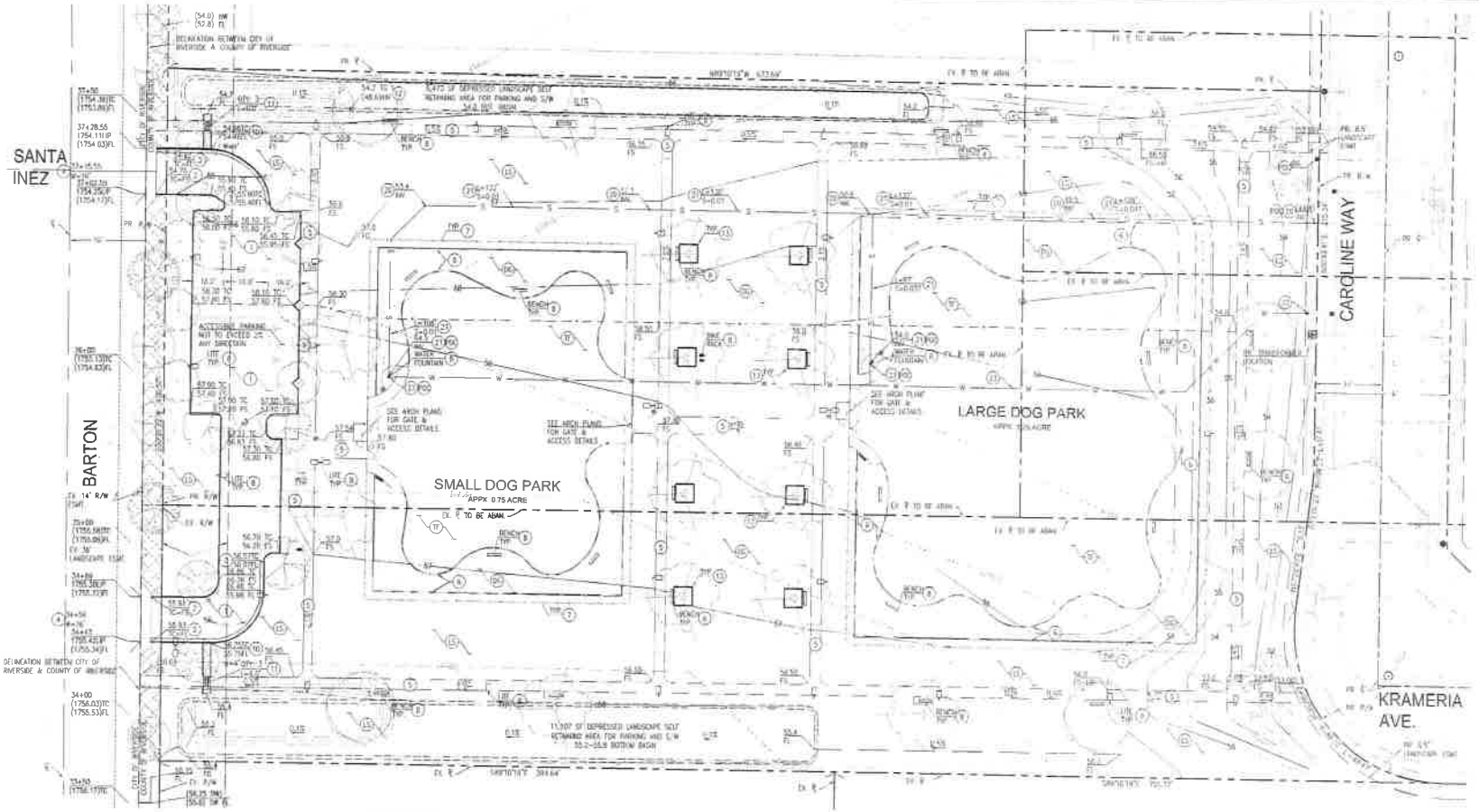
FRONT







WWW.FOSSILGRAPHICS.COM



CONSTRUCTION NOTES

(1F)(2C)(3LS)- SITE ARCHITECTURAL/LANDSCAPE PLANS FOR INSTALLATION OF: DOG TURF (1F), DECOMPOSED GRANITE (DG), LANDSCAPING (LS)

(1)- CONSTRUCT AC PAVING PER GEO-TECHNICAL RECOMMENDATIONS.

(2)- CONSTRUCT 6" (UNLESS OTHERWISE STATED) CONCRETE CURB

(3)- CONSTRUCT 6" (UNLESS OTHERWISE NOTED) CONCRETE CURB AND GUTTER.

(4)- CONSTRUCT DRIVEWAY PER COUNTY OF RIVERSIDE STANDARD DRAWING NO. 207 W=26' 1.5% MAX. SLOPE ON WALK.

(5)- CONSTRUCT 4" PCC WALK CONFIRM SCORING, COLOR, & FINISH WITH ARCHITECTURAL/LANDSCAPE PLANS.

(6)- CONSTRUCT 6" MOW STRIP, TO 1" ABOVE FG.

(7)- CONSTRUCT FENCE PER ARCHITECTURAL PLANS.

(8)- INSTALL FEATURE PER PER ARCHITECTURAL PLANS.

(9)- CONSTRUCT CURB RAMP 8% MAX. RUN SLOPE

(10)- CONSTRUCT PCC U-CHANNEL.

(11)- INSTALL TCD2X13 CURB O-LET PIPE UNDER WALK

(12)- INSTALL 18" DROP-INLET (BROOKS OR APPROVED EQUAL) WITH 8" RISER CONNECTION TO INTERCEPTED EXISTING STORM DRAIN

(13)- CONSTRUCT TREE WELL SEE ARCHITECTURAL/LANDSCAPE PLANS FOR CURB AND GRATING DETAILS

UTILITY NOTES

(20)- UTILITY POINT OF CONNECTION AS NOTED.

(21)- CONSTRUCT SEWER CLEANOUT

(22)- CONSTRUCT 4" SDR-26 SEWER

(23)- INSTALL 1" FEBCO (OR APPROVED EQUAL) BACKFLOW DEVICE WITH GUARDSHACK COVER (OR EQUAL)

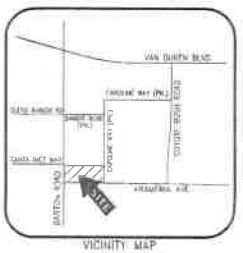
(24)- INSTALL 1" CTS HDPE SUPPLY PIPE SDR-9 CAMMA C-901

GENERAL NOTES:

1. GC SHALL AT MINIMUM FOLLOW AND IMPLEMENT BMP RECOMMENDATIONS AS OUTLINED BY CASQA FOR WORK.
2. GC TO OBTAIN NECESSARY ENCROACHMENT PERMIT FOR ANY/ALL WORK IN THE PUBLIC RIGHT-OF-WAY.
3. ALL WORK IN THE PUBLIC RIGHT-OF-WAY TO CONFORM TO STANDARD SPECIFICATIONS FOR PUBLIC WORKS CONSTRUCTION (CURRENT EDITION) AND AS AMENDMENTS AND SPECIFICATIONS BY MJPA.
4. GC TO PROVIDE NECESSARY TRAFFIC CONTROL/MANAGEMENT PLAN FOR PERMITS.
5. GC TO COORDINATE WITH PUBLIC WORKS DEPARTMENT FOR FIELD WALK TO IDENTIFY LIMITS OF DEMOLITION IN THE PUBLIC RIGHT-OF-WAY PRIOR TO COMMENCING ANY DEMOLITION WORK IN PUBLIC ROW.
6. GC SHALL COORDINATE WITH LANDSCAPE PLANS TO ACHIEVE FINISH GRADES SHOWN HEREON. (FINISH L/S GRADES TYPICALLY 1" – 3" BELOW ADJACENT HARDSCAPE FEATURES).
7. SIGNING, STRIPING, AND PAVEMENT MARKING SHOWN HEREON ARE FOR REFERENCE. SEE ARCHITECTURAL PLANS FOR DETAILS.
8. SEE ARCHITECTURAL PLANS FOR SITE LIGHTING
9. DETECTABLE WARNINGS SHOWN AT LOCATIONS SHOWN HEREON SHALL BE FEDERAL YELLOW CONFORMING TO CITY OF LOS ANGELES STANDARD S-442-4.
10. ALL NON-METALLIC UNDERGROUND CONDUIT AND PIPE SHALL BE INSTALLED WITH CHRISTY'S (OR APPROVED EQUAL) DETECTABLE TAPE.
11. PRIVATE WATER AND SEWER PIPE INSTALLATION SHALL MAINTAIN:
    - 11.1. 5' HORIZONTAL SEPARATION (WALL TO WALL)
    - 11.2. WATER CROSSES OVER SEWER WITH MIN. 1' VERTICAL SEPARATION

LLMD REQUIREMENTS:

- 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.
- ALL LLMD PRESSURE MAIN LINE AND LATERAL CROSSINGS BENEATH PAVED AREAS SHALL BE ENCASED IN SCHEDULE 40 PVC SLEEVES TWICE THE DIAMETER OF THE PIPE. SLEEVES SHALL BE PLACED AT A DEPTH OF 24" BENEATH FINISHED SURFACE, MEASURED FROM THE TOP OF THE SLEEVE. CONTROL WIRES SHALL BE SEPARATE SLEEVES WITH A MINIMUM DIAMETER OF 2". WIRE SLEEVES SHALL BE SIZED SO THAT WIRE BUNDLES MAY BE PULLED WITHOUT BINDING ON EACH SIDE OF PAVED AREAS A 10" ROUND VALVE BOX WITH WIRE CONNECTIONS SHALL BE INSTALLED. PIN TIE CONNECTIONS SHALL BE USED IN WIRE CONNECTION BOX AND MUST BE BRANDED ON THE VALVE BOX LID WITH "SW" FOR FUTURE IDENTIFICATION.
- 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 THE WORK. ALL REPAIRS AND/OR INSTALLATIONS IN THE LLMD RIGHT OF WAY AND EASEMENT AREAS MUST BE INSPECTED BY THE LLMD MANAGER.
- ALL LLMD IRRIGATION DAMAGED BY CONSTRUCTION ACTIVITIES SHALL BE REPAIRED BY A QUALIFIED IRRIGATION TECHNICIAN WITHIN TWENTY FOUR (24) HOURS TO ENSURE LLMD PLANT MATERIAL DOES NOT INCUR ADDITIONAL DAMAGE OR LOSS OR A $500 FINE PER DAY WILL BE ACCESSED UNTIL COMPLETED. ALTERNATIVELY THE MJPA CAN HAVE THEIR LLMD CONTRACTOR REPAIR ANY DAMAGE AND BILL THE OWNER DIRECTLY AT THE REQUEST OF THE OWNER.
- 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.
- 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.
- NO CONTRACTOR PARKING WILL BE ALLOWED ON THE MJPA STREETS AT ANY TIME DURING CONSTRUCTION.
- NO CONSTRUCTION PERSONNEL OR SUBCONTRACTORS MAY CONDUCT THEIR BREAK TIME IN THE LLMD AREA.
- COST FOR DAMAGES WILL APPLY AS PER COA 69.
- NO CERTIFICATE OF OCCUPANCY WILL BE ISSUED UNTIL ALL LLMD IRRIGATION AND/OR PLANTINGS ARE RESTORED IN-KIND AND TO THE SATISFACTION OF THE MJPA OPERATIONS DIRECTOR AND ANY OUTSTANDING FINES ARE PAID IN FULL.
- PRIOR TO ANY WALL AND FENCE CONSTRUCTION OR ENCROACHMENT INTO THE LLMD THE MJPA MUST BE NOTIFIED FOR LLMD PRE-INSPECTION AND SCHEDULE OF WORK.



VICINITY MAP
NTS

LEGEND

- PROPOSED CONTOURS
- PROPERTY/RIGHT-OF-WAY
- EASEMENT LINE

GRAPHIC SCALE: 1 INCH = 30 FT

dRC Engineering, Inc.
Civil Engineering/Land Surveying/Land Planning

PROJECT: MERIDIAN SOUTH CAMPUS DOG PARK
MARCH JOINT POWERS AUTHORITY
RIVERSIDE COUNTY, CA

DRAWING TITLE: CONCEPTUAL GRADING

ISSUE:	CONCEPTUAL
DATE:	12-21-18
CHECKED: JB	DRAWN: JB
DRAWING FILE: 18220CG	
PROJECT NO.: 18-220	
SHEET NUMBER:	1
OF 1 SHEETS	
SCALE: AS SHOWN	

EXHIBIT A14

Reduced Tentative Parcel Map 37878 (TPM 20-02)

MERIDIAN - SOUTH CAMPUS
TENTATIVE TRACT MAP 37878

LEGAL DESCRIPTION

[illegible] PROPERTY IN THE COUNTY OF RIVERSIDE, STATE OF CALIFORNIA, DESCRIBED AS FOLLOWS:

IN THE COUNTY OF RIVERSIDE, STATE OF CALIFORNIA, BEING ALL OF THAT LAND DESCRIBED IN THOSE CERTAIN QUITCLAIM DEEDS FROM THE UNITED STATES OF AMERICA TO THE MARCH JOINT POWERS AUTHORITY RECORDED AS DOCUMENT NOS. 2009-336088 AND 2008-0607703 ON JULY 20, 2009 AND NOVEMBER 03, 2008, RESPECTIVELY, ALSO SHOWN AS PARCEL 6 AND PARCEL 7 ON RECORD OF SURVEY 88-139 FILED IN BOOK 110, PAGES 10 THROUGH 40, INCLUSIVE OF RECORDS OF SURVEY, IN THE COUNTY RECORDER'S OFFICE OF SAID COUNTY.

EXCEPTING THEREFROM THAT PORTION OF SAID PARCEL 6 DESCRIBED IN THAT CERTAIN DOCUMENT RECORDED OCTOBER 11, 2006 AS INSTRUMENT NO. 2006-0749631, OFFICIAL RECORDS OF SAID COUNTY RECORDER'S OFFICE, AND COMMONLY KNOWN AS ASSESSOR'S PARCEL NUMBER 294-100-004.

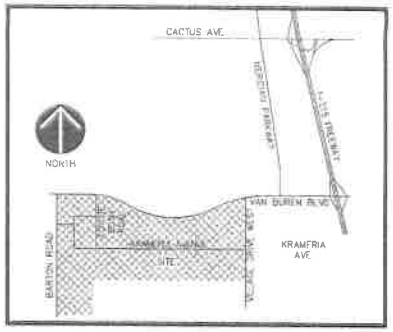
GENERAL NOTES

1. CURRENT DEVELOPMENT AREA:
   - DWELLING PHASE ..... 201.6 ACRES
   - MIXED USE ..... 18.3 ACRES
   - COMMERCIAL ..... 20.8 ACRES
   - INDUSTRIAL ..... 181.9 ACRES
   - OFFICE ..... 4.8 ACRES
   - PARK/OPEN SPACE ..... 141.7 ACRES
   - ROADS ..... 78.4 ACRES
   - TOTAL ..... 638.9 ACRES
2. SOUTH CAMPUS TOTAL DEVELOPABLE LOTS 28
   SOUTH CAMPUS TOTAL OPEN SPACE LOTS 8
   SOUTH CAMPUS TOTAL LOTS 41
3. ZONING PER MARCH BUSINESS CENTER SPECIFIC PLAN
4. UTILITIES:
   - WATER ..... EASTERN MUNICIPAL WATER DISTRICT (951) 789-9000
   - SEWER ..... METROPOLITAN WATER DISTRICT (951) 789-5000
   - STORM DRAIN ..... RIVERSIDE COUNTY FLOOD CONTROL DISTRICT (951) 955-1200
   - GAS ..... SOUTHERN CALIFORNIA GAS COMPANY (800) 427-2000
   - ELECTRIC ..... SOUTHERN CALIFORNIA EDISON CO. (800) 655-4555
   - TELEPHONE/CATV ... VERIZON (800) 483-5000
5. [illegible] OF TOPOGRAPHY: MILANO AERIAL SURVEYS INC., DATED JUNE 30, 2005.
6. [illegible] ARE SHOWN UNLESS OTHERWISE NOTED.
7. THIS PROJECT IS A MULTI-UNIT SUBDIVISION. ORDER OF FILING MAPS MAY VARY. MULTIUNIT FINAL MAPS MAY BE FILED PURSUANT TO SECTION 66456.1 OF THE SUBDIVISION MAP ACT.
8. GRADING SHOWN IS APPROXIMATE AND SUBJECT TO CHANGE IN FINAL DESIGN.
9. CENTERLINE OF PROPERTY BOUNDARIES SHOWN TO TOLERANCE ELEVATION ONLY.
10. ALL RIGHT OF WAY DESIGNATORS, LANDSCAPE EASEMENTS, AND ALL STORM DRAIN FACILITIES 24" AND SMALLER WILL BE MAINTAINED BY THE LIGHTING AND LANDSCAPE DISTRICT
11. STORM DRAIN GREATER THAN 36" THROUGHOUT THE DEVELOPMENT WILL BE MAINTAINED BY THE FLOOD CONTROL DISTRICT.
12. MONITORING WELL KNOWN "NOT A PART" IN SOUTH CAMPUS LOT 19 AND NORTH CAMPUS LOT 78 WILL REQUIRE ACCESS BY THE AIR FORCE, AIR FORCE REAL PROPERTY AGENCY, ENVIRONMENTAL PROTECTION AGENCY, THE DEPARTMENT OF TOXIC SUBSTANCES CONTROL, THE REGIONAL WATER QUALITY CONTROL AGENCY, AND THEIR DULY AUTHORIZED REPRESENTATIVES
13. ALL DRY UTILITIES TO BE RELOCATED TO BE COMPATIBLE WITH PROPOSED DESIGN

LAND USE TABLE

Parcel #	AREA (AC)	Proposed Land Use
1	1.03	Office
2	3.84	Business Park
3	5.81	Business Park
4	23.83	Industrial
5	18.84	Business Park
6	NOT USED	NOT USED
7	36.28	Industrial
8	45.02	Industrial
9	48.03	Industrial
10	18.44	Business Park
11	1.67	Park/Open Space
12	7.31	Business Park
13	2.28	Park/Open Space
14	NOT USED	NOT USED
15	NOT USED	NOT USED
16	9.82	Park/Open Space
17	2.48	Business Park
18	NOT USED	NOT USED
19	NOT USED	NOT USED
20	NOT USED	NOT USED
21	NOT USED	NOT USED
22	NOT USED	NOT USED
23	NOT USED	NOT USED
24	NOT USED	NOT USED
25	NOT USED	NOT USED
26	NOT USED	NOT USED
27	8.28	Business Park
28	4.56	Business Park
29	5.28	Business Park
30	10.22	Business Park
31	13.68	Business Park
32	7.42	Mixed Use
33	NOT USED	NOT USED
34	28.48	Industrial
35	1.69	Commercial
36	2.89	Commercial
37	2.68	Commercial
38	NOT USED	NOT USED
39	NOT USED	NOT USED
40	NOT USED	NOT USED
41	NOT USED	NOT USED
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43	NOT USED	NOT USED
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64	NOT USED	NOT USED
65	NOT USED	NOT USED
66	NOT USED	NOT USED
67	NOT USED	NOT USED
68	NOT USED	NOT USED
69	8.29	Business Park
70	5.82	Business Park
71	21.25	Business Park
72	1.18	Commercial
73	10.77	Mixed Use
74	2.06	Commercial
75	8.91	Park/Open Space
76	57.36	Park/Open Space
77	55.26	Park/Open Space
78	6.21	Park/Open Space
79	8.22	Park/Open Space
80	0.96	Commercial
81	1.99	Commercial
82	NOT USED	NOT USED
83	NOT USED	NOT USED
84	NOT USED	NOT USED
85	NOT USED	NOT USED
86	NOT USED	NOT USED
87	NOT USED	NOT USED
88	NOT USED	NOT USED
89	NOT USED	NOT USED
90	1.18	Office
91	2.42	Office
92	5.00	Commercial
93	1.38	Commercial
94	1.25	Business Park
95	1.24	Business Park
96	4.54	Business Park
97	10.48	Business Park
98	NOT USED	NOT USED
99	NOT USED	NOT USED
100	NOT USED	NOT USED

Business Park:	206.6 AC
Commercial:	30.6 AC
Industrial:	181.8 AC
Mixed Use:	18.2 AC
Office:	4.8 AC
Park/Open Space:	141.7 AC



VICINITY MAP
N.T.S.

OWNER

MARCH JOINT POWERS AUTHORITY
23555 MITCH DRIVE
RIVERSIDE, CA 92518
CONTACT: DANIELLE MUELLER
PHONE: 951-656-7000

DEVELOPER

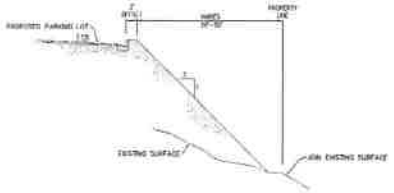
MERIDIAN PARK, LLC
387 SAN NICOLAS DRIVE, SUITE 370
NEWPORT BEACH, CA 92660
CONTACT: JEFF GORDON
PHONE: 909-378-1234

ENGINEER OF WORK

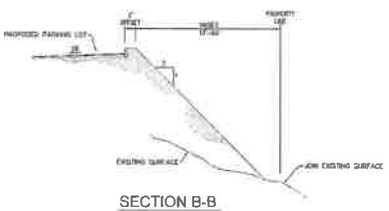
RBF CONSULTING, INC.
180 SOUTH OLD SPRINGS ROAD, SUITE 270
ANAHEIM HILLS, CALIFORNIA 92808
TELEPHONE: 714-637-6801

ACCESSOR'S PARCEL NO

294-100-003
294-110-008
294-110-009
294-130-010
294-130-011
294-130-021
294-120-012
294-120-013



SECTION A-A
SCALE: HORIZ. 1"=10'
VERT. 1"=5'



SECTION B-B
SCALE: HORIZ. 1"=10'
VERT. 1"=5'



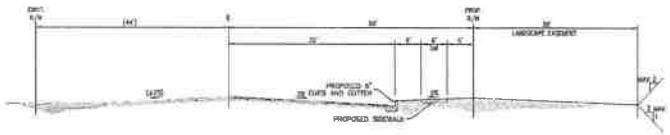
SECTION C-C
INDUSTRIAL CUL-DE-SAC
OLIVE RANCH ROAD
SCALE: HORIZ. 1"=10'
VERT. 1"=5'



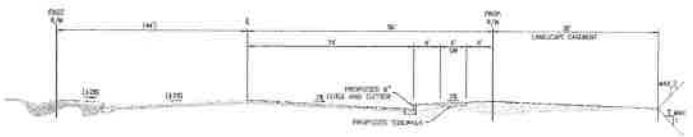
SECTION D-D
INDUSTRIAL COLLECTOR STREET
CAROLINE WAY
SCALE: HORIZ. 1"=10'
VERT. 1"=5'



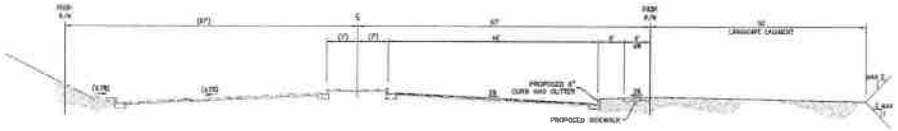
TYPICAL ACCESS ROAD
SCALE: HORIZ. 1"=10'
VERT. 1"=5'



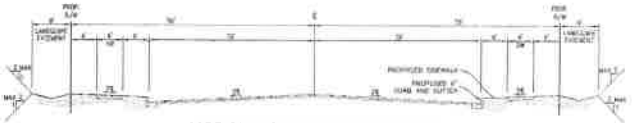
MODIFIED SECONDARY HIGHWAY
BARTON STREET (VAN BUREN BOULEVARD TO OLIVE RANCH ROAD)
BARTON STREET (ILLUMA AVENUE TO SOUTH PROPERTY LINE)
SCALE: HORIZ. 1"=10'
VERT. 1"=5'



MODIFIED SECONDARY HIGHWAY
BARTON STREET (OLIVE RANCH ROAD TO ILLUMA AVENUE)
SCALE: HORIZ. 1"=10'
VERT. 1"=5'



MODIFIED ARTERIAL (URBAN) HIGHWAY
VAN BUREN BOULEVARD
SCALE: HORIZ. 1"=10'
VERT. 1"=5'

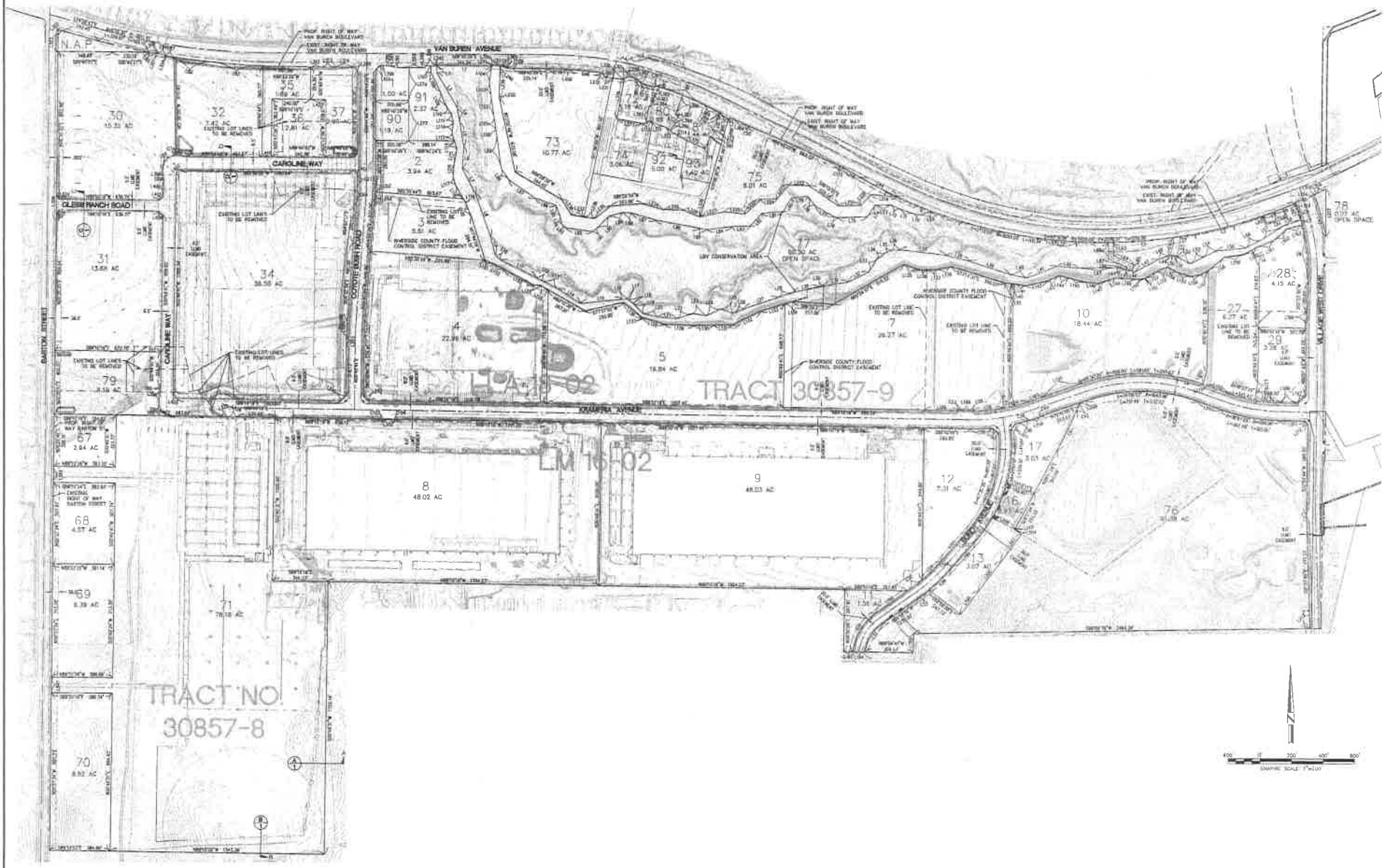


MODIFIED SECONDARY HIGHWAY
CITRUS/ SLOPE ROAD
ADAMANTA AVENUE
SCALE: HORIZ. 1"=10'
VERT. 1"=5'

PROJECT: MERIDIAN SOUTH CAMPUS
DRAWING TITLE: TENTATIVE TRACT MAP 37878
SHEET NUMBER: 1

MERIDIAN - SOUTH CAMPUS

TENTATIVE TRACT MAP 37878



MERIDIAN
SOUTH CAMPUS

TENTATIVE TRACT MAP 37878

SHEET NUMBER
2

MERIDIAN - SOUTH CAMPUS

TENTATIVE TRACT MAP 37878

CONSERVATION EASEMENT LINE TABLES

CONSERVATION EASEMENT CURVE TABLES

LINE DATA TABLES

CURVE DATA TABLES

NOT FOR CONSTRUCTION

MERIDIAN
SOUTH CAMPUS

TENTATIVE TRACT MAP 37878

SHEET NUMBER
3

EXHIBIT A15

Riverside County ALUC ZAP1408MA20 Consistency Letter dated June 18, 2020

AIRPORT LAND USE COMMISSION
RIVERSIDE COUNTY

RECEIVED
JUN 29 2020
BY:

CHAIR
Russell Betts
Desert Hot Springs

VICE CHAIR
Steven Stewart
Palm Springs

COMMISSIONERS

Arthur Butler
Riverside

John Lyon
Riverside

Steve Manos
Lake Elsinore

Richard Stewart
Moreno Valley

Gary Youmans
Temecula

STAFF

Director
Simon A. Housman

John Guerin
Paul Rull
Barbara Santos

County Administrative Center
4080 Lemon St, 14th Floor
Riverside, CA 92501
(951) 955-5132

www.rcaluc.org

June 18, 2020

Ms. Lauren Sotelo, Project Planner
March Joint Powers Authority
14205 Meridian Parkway Suite 140
Riverside CA 92518

RE: AIRPORT LAND USE COMMISSION (ALUC) DEVELOPMENT REVIEW

File No.:	ZAP1408MA20
Related File Nos.:	GP20-01 (General Plan Amendment), SP20-01 (Specific Plan Amendment), PP20-03 (Plot Plan), PP20-04 (Plot Plan), PP20-205 (Plot Plan), CUP20-02 (Conditional Use Permit), TPM20-02 (Tentative Parcel Map)
Compatibility Zone:	C2 High Terrain Zone
APNs:	294-100-004, 294-100-011, 294-100-027, 294-100-030, 294-100-031, 294-120-039, 294-680-002 through 294-680-006, 294-690-004

Dear Ms. Sotelo:

On June 11, 2020, the Riverside County Airport Land Use Commission (ALUC) reviewed March Joint Powers Authority Case No: SP20-01 (Amendment No. 8 to Specific Plan No. SP-1), a proposal to amend the March Business Center Specific Plan by amending land use designations in the South Campus area located southerly of Van Buren Boulevard, easterly of Barton Street, and westerly of Village West Drive, modifying the Transportation section to reflect changes in street layout, and revising the design guidelines. The land use designation changes are as follows: increase Industrial by 68.5 acres to a total of 200.3 acres; increase Commercial by 17.1 acres to a total of 23.5 acres; increase Parks/Open Space by 15.3 acres to a total of 140.3 acres; increase Mixed Use by 4.5 acres to a total of 27.8 acres; add 0.9 acres of Public Facilities; reduce Business Park by 61.3 acres to a total of 170.8 acres; and reduce Office by 27.4 acres to a total of 4.6 acres.

ALUC also reviewed GP20-01 (General Plan Amendment), a proposal to amend the March Joint Powers Authority General Plan as follows: (1) amend the Land Use Map in accordance with the above land use designation changes in the Specific Plan Amendment and to reflect the rezoning of land, and to reflect the consolidation of parcels and revisions to parcel boundaries proposed through TPM 20-02; and, (2) amend the Circulation Element by: (a) extending Village West Drive southerly to Nandina Avenue; (b) reconfiguring the alignment of Street Y and renaming it as "Caroline Way"; (c) reconfiguring the alignment of Street P, renaming it as "Bandit Boulevard," and prohibiting trucks thereon; and (d) deleting Streets K, Q, T, and U.

On June 11, 2020, the Riverside County Airport Land Use Commission found March Joint Powers Authority Case Nos. GP20-01 and SP20-01 **CONSISTENT** with the 2014 March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan.

On June 11, 2020, the Riverside County Airport Land Use Commission (ALUC) also reviewed March Joint Powers Authority Case Nos. PP20-03 (Plot Plan), a proposal for a 61,336 square foot commercial development consisting of a 44,200 square foot grocery store and two retail buildings (9,198 square feet and 7,938 square feet) on 9.45 acres (proposed lots 74, 92, and 93) located near the southeast corner of Van Buren Boulevard and Orange Terrace Parkway; CUP20-02 (Conditional Use Permit), a proposal to allow alcohol sales at that grocery store; PP20-04 (Plot Plan), a proposal to develop an 800,000 square foot industrial building on 36.5 acres (proposed Lot 34) located northerly of Krameria Avenue and westerly of Coyote Bush Road; PP20-05 (Plot Plan), a proposal to construct a 6.2-acre dog park saluting military canines and a paseo on the easterly side of Barton Street across from the intersection of Barton Street with Santa Inez Way (proposed Lot 79); and TPM20-02 (Tentative Parcel Map), a proposal to consolidate and reorder parcels revising Tentative Tract Map No. 30857 including: (a) consolidating existing TTM lot numbers 18 through 27 into new lot 10; (b) establishing three parcels 74,92, and 93 where parcel 74 is now planned (i.e., divide Lot 6 of Tract Map 30857-9 into three lots); and (c) reconfiguring the area of TTM lot numbers 30-48, 51-66, and 79 by deleting Lots 33, 48, and 51 through 66, and found PP20-03, CUP20-02, PP20-04, PP20-05, and TPM20-02 **CONSISTENT** with the 2014 March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan, subject to the following conditions.

CONDITIONS:

1. Any outdoor lighting installed shall be hooded or shielded so as to prevent either the spillage of lumens or reflection into the sky. Outdoor lighting shall be downward facing.

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

   (a) Any use which would direct a steady light or flashing light of red, white, green, or amber colors associated with airport operations toward an aircraft engaged in an initial straight climb following takeoff or toward an aircraft engaged in a straight final approach toward a landing at an airport, other than an FAA-approved navigational signal light or visual approach slope indicator.

   (b) Any use which would cause sunlight to be reflected towards an aircraft engaged in an initial straight climb following takeoff or towards an aircraft engaged in a straight final approach towards a landing at an airport.

   (c) Any use which would generate smoke or water vapor or which would attract large concentrations of birds, or which may otherwise affect safe air navigation within the area. (Such uses include landscaping utilizing water features, aquaculture, production of cereal grains, sunflower, and row crops, composting operations, trash transfer stations that are open on one or more sides, recycling centers containing putrescible wastes, construction and demolition debris facilities, fly ash disposal, and incinerators.)

   (d) Any use which would generate electrical interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation.

   (e) Hazards to flight. Children's schools are discouraged in Compatibility Zone C2.

3. Prior to issuance of any building permits, the landowner shall convey and have recorded an avigation easement to the March Inland Port Airport Authority. Contact March Joint Powers Authority at (951) 656-7000 for additional information.

4. The attached notice shall be provided to all prospective purchasers of the proposed

parcels and tenants or lessees of the buildings.

5. Any proposed aboveground or ground-level detention basins on the site (including water quality management basins) shall be designed so as to provide for a maximum 48-hour detention period following the conclusion of the storm event for the design storm (may be less, but not more), and to remain totally dry between rainfalls. Vegetation in and around such detention basins that would provide food or cover for bird species that would be incompatible with airport operations shall not be utilized in project landscaping.

6. March Air Reserve Base must be notified of any land use having an electromagnetic radiation component to assess whether a potential conflict with Air Base radio communications could result. Sources of electromagnetic radiation include radio wave transmission in conjunction with remote equipment inclusive of irrigation controllers, access gates, etc.

7. This project has been evaluated as including an industrial building consisting of 800,000 square feet of industrial manufacturing area, and a commercial development consisting of a 44,200 square foot grocery store, 4,053 square feet of restaurant area, and 13,083 square feet of retail area. Any increase in building area, change in use or modification of the tentative parcel map lot lines and areas will require an amended review by the Airport Land Use Commission.

8. The square footage of restaurant dining area in the "Shops 2" building shall not exceed 2,552 square feet. The square footage of restaurant dining area in the "Shops 3" building shall not exceed 1,501 square feet.

9. The project does not propose rooftop solar panels at this time. However, if the project were to propose solar rooftop panels in the future, the applicant/developer shall prepare a solar glare study that analyzes glare impacts, and this study shall be reviewed by the Airport Land Use Commission and March Air Reserve Base.

The following Conditions apply to the proposed industrial building:

10. The Federal Aviation Administration has conducted aeronautical studies of the proposed industrial building (Aeronautical Study Nos. 2020-AWP-650-OE, 2020-AWP-2185-OE, 2020-AWP-2186-OE, AND 2020-AWP-2187-OE) and has determined that neither marking nor lighting of the structure(s) is necessary for aviation safety. However, if marking and/or lighting for aviation safety are accomplished on a voluntary basis, such marking and/or lighting (if any) shall be installed in accordance with FAA Advisory Circular 70/7460-1 L Change 1 and shall be maintained in accordance therewith for the life of the project.

11. The proposed building shall not exceed a height of 49 feet above ground level and a maximum elevation at top point of 1,800 feet above mean sea level.

12. The building coordinates, and the maximum height and top point elevation specified above shall not be amended without further review by the Airport Land Use Commission and the Federal Aviation Administration; provided, however, that reduction in structure height or elevation shall not require further review by the Airport Land Use Commission.

13. Temporary construction equipment used during actual construction of the industrial building shall not exceed 49 feet in height and a maximum elevation of 1,800 feet above mean sea level, unless separate notice is provided to the Federal Aviation Administration through the Form 7460-1 process.

14. Within five (5) days after construction of any individual building reaches its greatest height, FAA Form 7460-2 (Part II), Notice of Actual Construction or Alteration, shall be completed by the project proponent or his/her designee and e-filed with the Federal Aviation Administration. (Go to https://oeaaa.faa.gov for instructions.) This requirement is also applicable in the event the project is abandoned or a decision is made not to construct the applicable structures(s).

The following Conditions apply to the proposed commercial buildings:

15. The Federal Aviation Administration has conducted aeronautical studies of the proposed commercial buildings (Aeronautical Study Nos. 2020-AWP-2962-OE through 2020-AWP-2981-OE) and has determined that neither marking nor lighting of the structure(s) is necessary for aviation safety. However, if marking and/or lighting for aviation safety are accomplished on a voluntary basis, such marking and/or lighting (if any) shall be installed in accordance with FAA Advisory Circular 70/7460-1 L Change 1 and shall be maintained in accordance therewith for the life of the project.

16. The proposed buildings shall not exceed a height of 38 feet above ground level and a maximum elevation at top point of 1,763 feet above mean sea level.

17. The building coordinates, and the maximum height and top point elevation specified above shall not be amended without further review by the Airport Land Use Commission and the Federal Aviation Administration; provided, however, that reduction in structure height or elevation shall not require further review by the Airport Land Use Commission.

18. Temporary construction equipment used during actual construction of the commercial buildings shall not exceed 38 feet in height and a maximum elevation of 1,763 feet above mean sea level, unless separate notice is provided to the Federal Aviation Administration through the Form 7460-1 process.

19. Within five (5) days after construction of any individual building reaches its greatest height, FAA Form 7460-2 (Part II), Notice of Actual Construction or Alteration, shall be completed by the project proponent or his/her designee and e-filed with the Federal Aviation Administration. (Go to https://oeaaa.faa.gov for instructions.) This requirement is also applicable in the event the project is abandoned or a decision is made not to construct the applicable structures(s).

The following Conditions apply to the proposed dog park structures:

20. The Federal Aviation Administration has conducted aeronautical studies of the proposed commercial buildings (Aeronautical Study Nos. 2020-AWP-4774-OE through 2020-AWP-4777-OE, and 2020-AWP-4787-OE through 2020-AWP-4813-OE) and has determined that neither marking nor lighting of the structure(s) is necessary for aviation safety. However, if marking and/or lighting for aviation safety are accomplished on a voluntary basis, such marking and/or lighting (if any) shall be installed in accordance with FAA Advisory Circular 70/7460-1 L Change 1 and shall be maintained in accordance therewith for the life of the project.

21. The proposed structures shall not exceed a height of 20 feet above ground level and a maximum elevation at top point of 1,778 feet above mean sea level.

22. The building coordinates, and the maximum height and top point elevation specified above shall not be amended without further review by the Airport Land Use Commission and the Federal Aviation Administration; provided, however, that reduction in structure

height or elevation shall not require further review by the Airport Land Use Commission.

23. Temporary construction equipment used during actual construction of the structures shall not exceed 20 feet in height and a maximum elevation of 1,778 feet above mean sea level, unless separate notice is provided to the Federal Aviation Administration through the Form 7460-1 process.

24. Within five (5) days after construction of any individual building reaches its greatest height, FAA Form 7460-2 (Part II), Notice of Actual Construction or Alteration, shall be completed by the project proponent or his/her designee and e-filed with the Federal Aviation Administration. (Go to https://oeaaa.faa.gov for instructions.) This requirement is also applicable in the event the project is abandoned or a decision is made not to construct the applicable structures(s).

Supporting documentation was provided to the Airport Land Use Commission and is available online at www.rcaluc.org, click Agendas 06-11-20 Agenda, Bookmark Agenda Item No. 3.5.

If you have any questions, please contact Paul Rull, ALUC Principal Planner, at (951) 955-6893.

Sincerely,
RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION

Simon A. Housman, ALUC Director

Attachments: Notice of Airport in Vicinity

cc: Timothy Reeves, Meridian Park/Meridian Park South, LLC (applicant, property owner)
Jeff Gordon, Waypoint (representative)
Meridian Park Retail One (additional property owner)
Gary Gosliga, March Inland Port Airport Authority
Doug Waters, Base Civil Engineer March Air Reserve Base
ALUC Case File

Y:\AIRPORT CASE FILES\March\ZAP1408MA20\ZAP1408MA20.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)

EXHIBIT A16

Plot Plan 20-03 FAA – Determination of No Hazard to Air Navigation letters dated April 20, 2020

Mail Processing Center
Federal Aviation Administration
Southwest Regional Office
Obstruction Evaluation Group
10101 Hillwood Parkway
Fort Worth, TX 76177

Aeronautical Study No.
2020-AWP-2962-OE

Issued Date: 04/20/2020

Timothy Reeves
MERIDIAN PARK LLC
1156 N. MOUNTAIN AVENUE
Upland, CA 91786

** DETERMINATION OF NO HAZARD TO AIR NAVIGATION **

The Federal Aviation Administration has conducted an aeronautical study under the provisions of 49 U.S.C., Section 44718 and if applicable Title 14 of the Code of Federal Regulations, part 77, concerning:

Structure:	Building MAJOR A & SHOPS - PT A
Location:	Riverside, CA
Latitude:	33-53-09.18N NAD 83
Longitude:	117-18-03.83W
Heights:	1725 feet site elevation (SE)
	38 feet above ground level (AGL)
	1763 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure would have no substantial adverse effect on the safe and efficient utilization of the navigable airspace by aircraft or on the operation of air navigation facilities. Therefore, pursuant to the authority delegated to me, it is hereby determined that the structure would not be a hazard to air navigation provided the following condition(s) 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)

See attachment for additional condition(s) or information.

Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking/ lighting are accomplished on a voluntary basis, we recommend it be installed in accordance with FAA Advisory circular 70/7460-1 L Change 2.

This determination expires on 10/20/2021 unless:

(a) the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
(b) extended, revised, or terminated by the issuing office.

(c) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within 6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE E-FILED AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE. AFTER RE-EVALUATION OF CURRENT OPERATIONS IN THE AREA OF THE STRUCTURE TO DETERMINE THAT NO SIGNIFICANT AERONAUTICAL CHANGES HAVE OCCURRED, YOUR DETERMINATION MAY BE ELIGIBLE FOR ONE EXTENSION OF THE EFFECTIVE PERIOD.

This determination is subject to review if an interested party files a petition that is received by the FAA on or before May 20, 2020. In the event a petition for review is filed, it must contain a full statement of the basis upon which it is made and be submitted to the Manager of the Rules and Regulations Group. Petitions can be submitted via mail to Federal Aviation Administration, 800 Independence Ave, SW, Washington, DC 20591, via email at OEPetitions@faa.gov, or via facsimile (202) 267-9328.

This determination becomes final on May 30, 2020 unless a petition is timely filed. In which case, this determination will not become final pending disposition of the petition. Interested parties will be notified of the grant of any review. For any questions regarding your petition, please contact Rules and Regulations Group via telephone – 202-267-8783.

This determination is based, in part, on the foregoing description which includes specific coordinates, heights, frequency(ies) and power. Any changes in coordinates, heights and frequencies or use of greater power, except those frequencies specified in the Colo Void Clause Coalition; Antenna System Co-Location; Voluntary Best Practices, effective 21 Nov 2007, will void this determination. Any future construction or alteration, including increase to heights, power or the addition of other transmitters, requires separate notice to the FAA. This determination includes all previously filed frequencies and power for this structure.

If construction or alteration is dismantled or destroyed, you must submit notice to the FAA within 5 days after the construction or alteration is dismantled or destroyed.

This determination does include temporary construction equipment such as cranes, derricks, etc., which may be used during actual construction of the structure. However, this equipment shall not exceed the overall heights as indicated above. Equipment which has a height greater than the studied structure requires separate notice to the FAA.

This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

This aeronautical study considered and analyzed the impact on existing and proposed arrival, departure, and en route procedures for aircraft operating under both visual flight rules and instrument flight rules; the impact on all existing and planned public-use airports, military airports and aeronautical facilities; and the cumulative impact resulting from the studied structure when combined with the impact of other existing or proposed structures. The study disclosed that the described structure would have no substantial adverse effect on air navigation.

An account of the study findings, aeronautical objections received by the FAA during the study (if any), and the basis for the FAA's decision in this matter can be found on the following page(s).

If we can be of further assistance, please contact Paul Holmquist, at (206) 231-2990, or paul.holmquist@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2020-AWP-2962-OE.

Signature Control No: 433183401-437089230 (DNH)
Mike Helvey
Manager, Obstruction Evaluation Group

Attachment(s)
Additional Information
Map(s)

Abbreviations

AGL - above ground level | AMSL - above mean sea level | RWY - runway
VFR - visual flight rules | IFR - instrument flight rules | NM - nautical mile
ASN- Aeronautical Study Number | CAT - category aircraft

Part 77 - Title 14 Code of Federal Regulations (CFR) Part 77, Safe, Efficient Use and Preservation of the Navigable Airspace

1. LOCATION OF PROPOSED CONSTRUCTION

The proposed 38 foot AGL (1763 foot AMSL/maximum height) building would be located approximately, at the closest point, 9805 feet (1.6 NM) west southwest of the RWY 14 threshold at March ARB Airport, Riverside, CA. The RIV airport elevation is 1536 feet AMSL. 20 separate studies were submitted for study of this proposed business park. Separate determinations for each study can be found at the OE/AAA website (http://oeaaa.faa.gov).

The proposed structure was studied as 20 points which were assigned the following Aeronautical Study Number (ASNs) and are described as follows

ASN	Structure Name	AGL/AMSL	Latitude/Longitude
2020-AWP-2962-OE	MAJOR A & SHOPS - PT A	38 / 1763	33-53-09.18N / 117-18-03.83W
2020-AWP-2963-OE	MAJOR A & SHOPS - PT B	35 / 1760	33-53-09.07N / 117-18-03.14W
2020-AWP-2964-OE	MAJOR A & SHOPS - PT C	28 / 1753	33-53-08.84N / 117-18-02.50W
2020-AWP-2965-OE	MAJOR A & SHOPS - PT D	26 / 1750	33-53-08.73N / 117-18-01.99W
2020-AWP-2966-OE	MAJOR A & SHOPS - PT E	28 / 1752	33-53-08.59N / 117-18-01.02W
2020-AWP-2967-OE	MAJOR A & SHOPS - PT F	22 / 1746	33-53-07.78N / 117-18-01.19W
2020-AWP-2968-OE	MAJOR A & SHOPS - PT G	22 / 1746	33-53-07.84N / 117-18-01.61W
2020-AWP-2969-OE	MAJOR A & SHOPS - PT H	30 / 1755	33-53-07.47N / 117-18-02.46W
2020-AWP-2970-OE	MAJOR A & SHOPS - PT I	30 / 1755	33-53-07.14N / 117-18-02.35W
2020-AWP-2971-OE	MAJOR A & SHOPS - PT J	30 / 1755	33-53-07.05N / 117-18-02.76W
2020-AWP-2972-OE	MAJOR A & SHOPS - PT K	32 / 1757	33-53-07.26N / 117-18-04.22W
2020-AWP-2973-OE	MAJOR A & SHOPS - PT L	32 / 1757	33-53-07.35N / 117-18-04.83W
2020-AWP-2974-OE	MAJOR A & SHOPS - PT M	28 / 1753	33-53-07.47N / 117-18-05.61W
2020-AWP-2975-OE	MAJOR A & SHOPS - PT N	23 / 1748	33-53-08.61N / 117-18-06.68W
2020-AWP-2976-OE	MAJOR A & SHOPS - PT O	23 / 1748	33-53-08.67N / 117-18-07.12W
2020-AWP-2977-OE	MAJOR A & SHOPS - PT P	32 / 1757	33-53-09.40N / 117-18-06.97W
2020-AWP-2978-OE	MAJOR A & SHOPS - PT Q	26 / 1751	33-53-09.30N / 117-18-05.68W
2020-AWP-2979-OE	MAJOR A & SHOPS - PT R	26 / 1751	33-53-09.37N / 117-18-06.18W
2020-AWP-2980-OE	MAJOR A & SHOPS - PT S	32 / 1757	33-53-09.24N / 117-18-05.23W
2020-AWP-2981-OE	MAJOR A & SHOPS - PT T	28 / 1753	33-53-09.29N / 117-18-04.63W

2. OBSTRUCTION STANDARDS EXCEEDED

The structure is identified as an obstruction under the following Part 77 standards:

a. Section 77.19(a): Horizontal Surface-a height exceeding a horizontal plane 150 feet above the established airport elevation. The structure would exceed the RIV Horizontal Surface by the following:

ASN	Exceeds the RIV Horizontal Surface by (feet)
2020-AWP-2963-OE	74
2020-AWP-2964-OE	67
2020-AWP-2965-OE	64
2020-AWP-2966-OE	66
2020-AWP-2967-OE	60
2020-AWP-2968-OE	60
2020-AWP-2969-OE	69
2020-AWP-2970-OE	69

b. Section 77.19(b) -- Conical Surface: a surface extending outward and upward from the periphery of the Part 77 Horizontal Surface at a slope of 20:1 for a horizontal distance of 4,000 feet. The proposed structure would exceed the RIV Conical Surface by the following:

ASN	Exceeds the RIV Conical Surface by (feet)
2020-AWP-2962-OE	77
2020-AWP-2971-OE	69
2020-AWP-2972-OE	66
2020-AWP-2973-OE	64
2020-AWP-2974-OE	57
2020-AWP-2975-OE	50
2020-AWP-2976-OE	49
2020-AWP-2977-OE	60
2020-AWP-2978-OE	58
2020-AWP-2979-OE	57
2020-AWP-2980-OE	66
2020-AWP-2981-OE	65

3. EFFECT ON AERONAUTICAL OPERATIONS

a. The impact on arrival, departure, and en route procedures for aircraft operating under VFR: No substantial adverse effect due to an internal FAA evaluation. The proposed structure would exceed the RIV Horizontal Surface by a maximum of 74 feet and the RIV Conical Surface by a maximum of 77 feet

There are no effects on the VFR traffic pattern airspace.
There are no effects on any existing or proposed arrival, departure, or en route IFR/VFR minimum flight altitudes.

b. The impact on arrival, departure, and en route procedures for aircraft operating under IFR: None.

c. The cumulative impact of the proposed structures, when combined with other proposed and existing structures, is not considered to be significant. Study did not disclose any significant adverse effect on existing

or proposed public-use or military airports or navigational facilities, nor would the proposals affect the capacity of any known existing or planned public-use or military airport.

The RIV Airport Master Record can be viewed/downloaded https://adip.faa.gov/agis/public/#/airportData/RIV. It states there are 4 single-engine, 2 multi-engine, 0 jet, 0 helicopter, 0 military, 0 ultra- light and 0 glider aircraft based there. No annual operational data is available.

4. CIRCULATION AND COMMENTS RECEIVED

The proposal was not circularized for public aeronautical comment because internal FAA evaluation finds that the adverse effect of this structure is known. Structures of similar and greater height exist in the area. There would be no derogation of the navigable airspace overlying the site. Existing obstacles and terrain control the development of future approach and departure instrument Terminal Procedures at RIV. Therefore, no further attempt to negotiate the structure to a lower height was considered necessary. This does not affect the right to petition for review determinations regarding structures which exceed the subject obstruction standards.

5. DETERMINATION - NO HAZARD TO AIR NAVIGATION

It is determined that the proposed construction would not have a substantial adverse effect on the safe and efficient utilization of the navigable airspace by aircraft or on any air navigation facility and would not be a hazard to air navigation provided the conditions set forth in this determination are met.

6. BASIS FOR DECISION

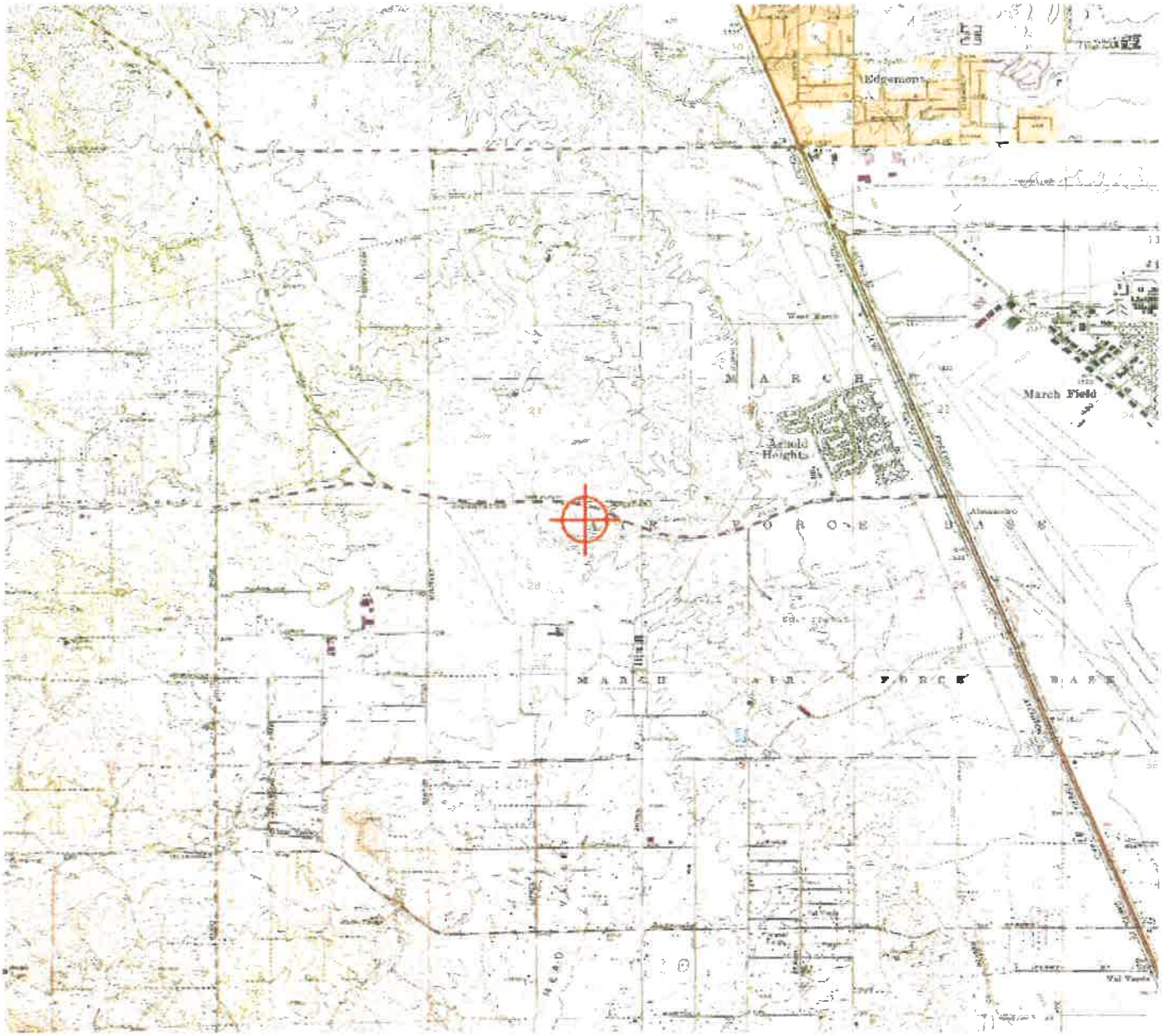
Study for possible VFR effect disclosed that the proposed structure would not have a substantial adverse effect on any existing or proposed arrival or departure VFR operations or procedures. In this case, the proposed project would exceed the RIV Part 77 Horizontal Surface by maximum of 74 feet and the RIV Conical Surface by 77 feet. However, this proposal would be located in the vicinity of other structures of similar or greater height. No other VFR issues were identified and there are no IFR effects. There are no physical or electromagnetic effects on the operation of air navigation and communications facilities and there are no effects on any airspace and routes used by the military. The incorporation of obstruction marking and lighting was considered but not deemed necessary.

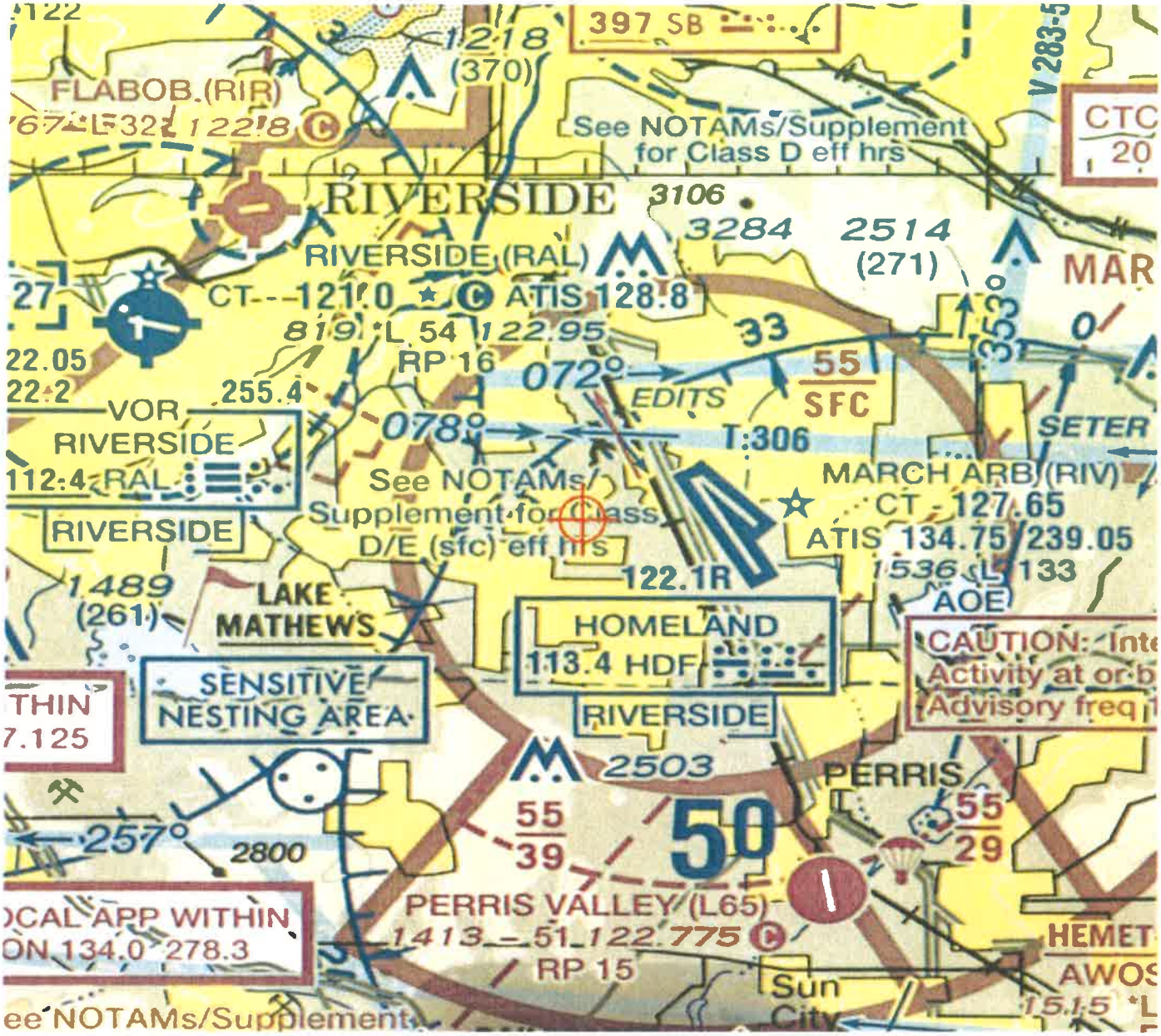
This determination, issued in accordance with Part 77, concerns the effect of the proposal on the safe and efficient use of the navigable airspace by aircraft and does not relieve the sponsor of any compliance responsibilities relating to laws, ordinances, or regulations of any Federal, state, or local governmental bodies. Determinations, which are issued in accordance with Part 77, do not supersede or override any state, county, or local laws, avigation easements, or ordinances, or local zoning maximum heights.

7. CONDITIONS

Within five days after the structure reaches its greatest height, the proponent is required to file an FAA form 7460-2, Actual Construction notification, at the OE/AAA website (http://oeaaa.faa.gov). This actual construction notification will be the source document detailing the site location, site elevation, structure height, and date structure was built for the FAA to map the structure on aeronautical charts and update the national obstruction database.

TOPO Map for ASN 2020-AWP-2962-OE




397 SB
1218
(370)
FLABOB (RIR)
See NOTAMs/Supplement
for Class D eff hrs
RIVERSIDE
3106
3284
2514
(271)
RIVERSIDE (RAL)
CT 121.0
ATIS 128.8
819
L 54
122.95
RP 16
072°
EDITS
55
SFC
T-306
VOR
RIVERSIDE
112.4 RAL
255.4
078°
See NOTAMs/
Supplement for Class
D/E (sfc) eff hrs
RIVERSIDE
MARCH ARB (RIV)
CT 127.65
ATIS 134.75 239.05
1536 L 133
122.1R
AOE
1489
(261)
LAKE
MATHEWS
HOMELAND
113.4 HDF
SENSITIVE
NESTING AREA
RIVERSIDE
2503
PERRIS
55
39
50
55
29
257°
2800
PERRIS VALLEY (L65)
1413 51 122.775
RP 15
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City
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Activity at or b
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7.125
CAL APP WITHIN
ON 134.0 278.3
ee NOTAMs/Supplement

Mail Processing Center
Federal Aviation Administration
Southwest Regional Office
Obstruction Evaluation Group
10101 Hillwood Parkway
Fort Worth, TX 76177

Aeronautical Study No.
2020-AWP-2963-OE

Issued Date: 04/20/2020

Timothy Reeves
MERIDIAN PARK LLC
1156 N. MOUNTAIN AVENUE
Upland, CA 91786

**** DETERMINATION OF NO HAZARD TO AIR NAVIGATION ****

The Federal Aviation Administration has conducted an aeronautical study under the provisions of 49 U.S.C., Section 44718 and if applicable Title 14 of the Code of Federal Regulations, part 77, concerning:

Structure:	Building MAJOR A & SHOPS - PT B
Location:	Riverside, CA
Latitude:	33-53-09.07N NAD 83
Longitude:	117-18-03.14W
Heights:	1725 feet site elevation (SE)
	35 feet above ground level (AGL)
	1760 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure would have no substantial adverse effect on the safe and efficient utilization of the navigable airspace by aircraft or on the operation of air navigation facilities. Therefore, pursuant to the authority delegated to me, it is hereby determined that the structure would not be a hazard to air navigation provided the following condition(s) 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)

See attachment for additional condition(s) or information.

Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking/ lighting are accomplished on a voluntary basis, we recommend it be installed in accordance with FAA Advisory circular 70/7460-1 L Change 2.

This determination expires on 10/20/2021 unless:

(a) the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
(b) extended, revised, or terminated by the issuing office.

(c) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within 6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE E-FILED AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE. AFTER RE-EVALUATION OF CURRENT OPERATIONS IN THE AREA OF THE STRUCTURE TO DETERMINE THAT NO SIGNIFICANT AERONAUTICAL CHANGES HAVE OCCURRED, YOUR DETERMINATION MAY BE ELIGIBLE FOR ONE EXTENSION OF THE EFFECTIVE PERIOD.

This determination is subject to review if an interested party files a petition that is received by the FAA on or before May 20, 2020. In the event a petition for review is filed, it must contain a full statement of the basis upon which it is made and be submitted to the Manager of the Rules and Regulations Group. Petitions can be submitted via mail to Federal Aviation Administration, 800 Independence Ave, SW, Washington, DC 20591, via email at OEPetitions@faa.gov, or via facsimile (202) 267-9328.

This determination becomes final on May 30, 2020 unless a petition is timely filed. In which case, this determination will not become final pending disposition of the petition. Interested parties will be notified of the grant of any review. For any questions regarding your petition, please contact Rules and Regulations Group via telephone – 202-267-8783.

This determination is based, in part, on the foregoing description which includes specific coordinates, heights, frequency(ies) and power. Any changes in coordinates, heights and frequencies or use of greater power, except those frequencies specified in the Colo Void Clause Coalition; Antenna System Co-Location; Voluntary Best Practices, effective 21 Nov 2007, will void this determination. Any future construction or alteration, including increase to heights, power or the addition of other transmitters, requires separate notice to the FAA. This determination includes all previously filed frequencies and power for this structure.

If construction or alteration is dismantled or destroyed, you must submit notice to the FAA within 5 days after the construction or alteration is dismantled or destroyed.

This determination does include temporary construction equipment such as cranes, derricks, etc., which may be used during actual construction of the structure. However, this equipment shall not exceed the overall heights as indicated above. Equipment which has a height greater than the studied structure requires separate notice to the FAA.

This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

This aeronautical study considered and analyzed the impact on existing and proposed arrival, departure, and en route procedures for aircraft operating under both visual flight rules and instrument flight rules; the impact on all existing and planned public-use airports, military airports and aeronautical facilities; and the cumulative impact resulting from the studied structure when combined with the impact of other existing or proposed structures. The study disclosed that the described structure would have no substantial adverse effect on air navigation.

An account of the study findings, aeronautical objections received by the FAA during the study (if any), and the basis for the FAA's decision in this matter can be found on the following page(s).

If we can be of further assistance, please contact Paul Holmquist, at (206) 231-2990, or paul.holmquist@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2020-AWP-2963-OE.

Signature Control No: 433183402-437089238 (DNH)
Mike Helvey
Manager, Obstruction Evaluation Group

Attachment(s)
Additional Information
Map(s)

Abbreviations

AGL - above ground level	AMSL - above mean sea level	RWY - runway
VFR - visual flight rules	IFR - instrument flight rules	NM - nautical mile
ASN- Aeronautical Study Number	CAT - category aircraft	

Part 77 - Title 14 Code of Federal Regulations (CFR) Part 77, Safe, Efficient Use and Preservation of the Navigable Airspace

1. LOCATION OF PROPOSED CONSTRUCTION

The proposed 38 foot AGL (1763 foot AMSL/maximum height) building would be located approximately, at the closest point, 9805 feet (1.6 NM) west southwest of the RWY 14 threshold at March ARB Airport, Riverside, CA. The RIV airport elevation is 1536 feet AMSL. 20 separate studies were submitted for study of this proposed business park. Separate determinations for each study can be found at the OE/AAA website (http://oeaaa.faa.gov).

The proposed structure was studied as 20 points which were assigned the following Aeronautical Study Number (ASNs) and are described as follows

ASN	Structure Name	AGL/AMSL	Latitude/Longitude
2020-AWP-2962-OE	MAJOR A & SHOPS - PT A	38 / 1763	33-53-09.18N / 117-18-03.83W
2020-AWP-2963-OE	MAJOR A & SHOPS - PT B	35 / 1760	33-53-09.07N / 117-18-03.14W
2020-AWP-2964-OE	MAJOR A & SHOPS - PT C	28 / 1753	33-53-08.84N / 117-18-02.50W
2020-AWP-2965-OE	MAJOR A & SHOPS - PT D	26 / 1750	33-53-08.73N / 117-18-01.99W
2020-AWP-2966-OE	MAJOR A & SHOPS - PT E	28 / 1752	33-53-08.59N / 117-18-01.02W
2020-AWP-2967-OE	MAJOR A & SHOPS - PT F	22 / 1746	33-53-07.78N / 117-18-01.19W
2020-AWP-2968-OE	MAJOR A & SHOPS - PT G	22 / 1746	33-53-07.84N / 117-18-01.61W
2020-AWP-2969-OE	MAJOR A & SHOPS - PT H	30 / 1755	33-53-07.47N / 117-18-02.46W
2020-AWP-2970-OE	MAJOR A & SHOPS - PT I	30 / 1755	33-53-07.14N / 117-18-02.35W
2020-AWP-2971-OE	MAJOR A & SHOPS - PT J	30 / 1755	33-53-07.05N / 117-18-02.76W
2020-AWP-2972-OE	MAJOR A & SHOPS - PT K	32 / 1757	33-53-07.26N / 117-18-04.22W
2020-AWP-2973-OE	MAJOR A & SHOPS - PT L	32 / 1757	33-53-07.35N / 117-18-04.83W
2020-AWP-2974-OE	MAJOR A & SHOPS - PT M	28 / 1753	33-53-07.47N / 117-18-05.61W
2020-AWP-2975-OE	MAJOR A & SHOPS - PT N	23 / 1748	33-53-08.61N / 117-18-06.68W
2020-AWP-2976-OE	MAJOR A & SHOPS - PT O	23 / 1748	33-53-08.67N / 117-18-07.12W
2020-AWP-2977-OE	MAJOR A & SHOPS - PT P	32 / 1757	33-53-09.40N / 117-18-06.97W
2020-AWP-2978-OE	MAJOR A & SHOPS - PT Q	26 / 1751	33-53-09.30N / 117-18-05.68W
2020-AWP-2979-OE	MAJOR A & SHOPS - PT R	26 / 1751	33-53-09.37N / 117-18-06.18W
2020-AWP-2980-OE	MAJOR A & SHOPS - PT S	32 / 1757	33-53-09.24N / 117-18-05.23W
2020-AWP-2981-OE	MAJOR A & SHOPS - PT T	28 / 1753	33-53-09.29N / 117-18-04.63W

2. OBSTRUCTION STANDARDS EXCEEDED

The structure is identified as an obstruction under the following Part 77 standards:

a. Section 77.19(a): Horizontal Surface-a height exceeding a horizontal plane 150 feet above the established airport elevation. The structure would exceed the RIV Horizontal Surface by the following:

ASN	Exceeds the RIV Horizontal Surface by (feet)
2020-AWP-2963-OE	74
2020-AWP-2964-OE	67
2020-AWP-2965-OE	64
2020-AWP-2966-OE	66
2020-AWP-2967-OE	60
2020-AWP-2968-OE	60
2020-AWP-2969-OE	69
2020-AWP-2970-OE	69

b. Section 77.19(b) -- Conical Surface: a surface extending outward and upward from the periphery of the Part 77 Horizontal Surface at a slope of 20:1 for a horizontal distance of 4,000 feet. The proposed structure would exceed the RIV Conical Surface by the following:

ASN	Exceeds the RIV Conical Surface by (feet)
2020-AWP-2962-OE	77
2020-AWP-2971-OE	69
2020-AWP-2972-OE	66
2020-AWP-2973-OE	64
2020-AWP-2974-OE	57
2020-AWP-2975-OE	50
2020-AWP-2976-OE	49
2020-AWP-2977-OE	60
2020-AWP-2978-OE	58
2020-AWP-2979-OE	57
2020-AWP-2980-OE	66
2020-AWP-2981-OE	65

3. EFFECT ON AERONAUTICAL OPERATIONS

a. The impact on arrival, departure, and en route procedures for aircraft operating under VFR: No substantial adverse effect due to an internal FAA evaluation. The proposed structure would exceed the RIV Horizontal Surface by a maximum of 74 feet and the RIV Conical Surface by a maximum of 77 feet

There are no effects on the VFR traffic pattern airspace.
There are no effects on any existing or proposed arrival, departure, or en route IFR/VFR minimum flight altitudes.

b. The impact on arrival, departure, and en route procedures for aircraft operating under IFR: None.

c. The cumulative impact of the proposed structures, when combined with other proposed and existing structures, is not considered to be significant. Study did not disclose any significant adverse effect on existing

or proposed public-use or military airports or navigational facilities, nor would the proposals affect the capacity of any known existing or planned public-use or military airport.

The RIV Airport Master Record can be viewed/downloaded https://adip.faa.gov/agis/public/#/airportData/RIV. It states there are 4 single-engine, 2 multi-engine, 0 jet, 0 helicopter, 0 military, 0 ultra- light and 0 glider aircraft based there. No annual operational data is available.

4. CIRCULATION AND COMMENTS RECEIVED

The proposal was not circularized for public aeronautical comment because internal FAA evaluation finds that the adverse effect of this structure is known. Structures of similar and greater height exist in the area. There would be no derogation of the navigable airspace overlying the site. Existing obstacles and terrain control the development of future approach and departure instrument Terminal Procedures at RIV. Therefore, no further attempt to negotiate the structure to a lower height was considered necessary. This does not affect the right to petition for review determinations regarding structures which exceed the subject obstruction standards.

5. DETERMINATION - NO HAZARD TO AIR NAVIGATION

It is determined that the proposed construction would not have a substantial adverse effect on the safe and efficient utilization of the navigable airspace by aircraft or on any air navigation facility and would not be a hazard to air navigation provided the conditions set forth in this determination are met.

6. BASIS FOR DECISION

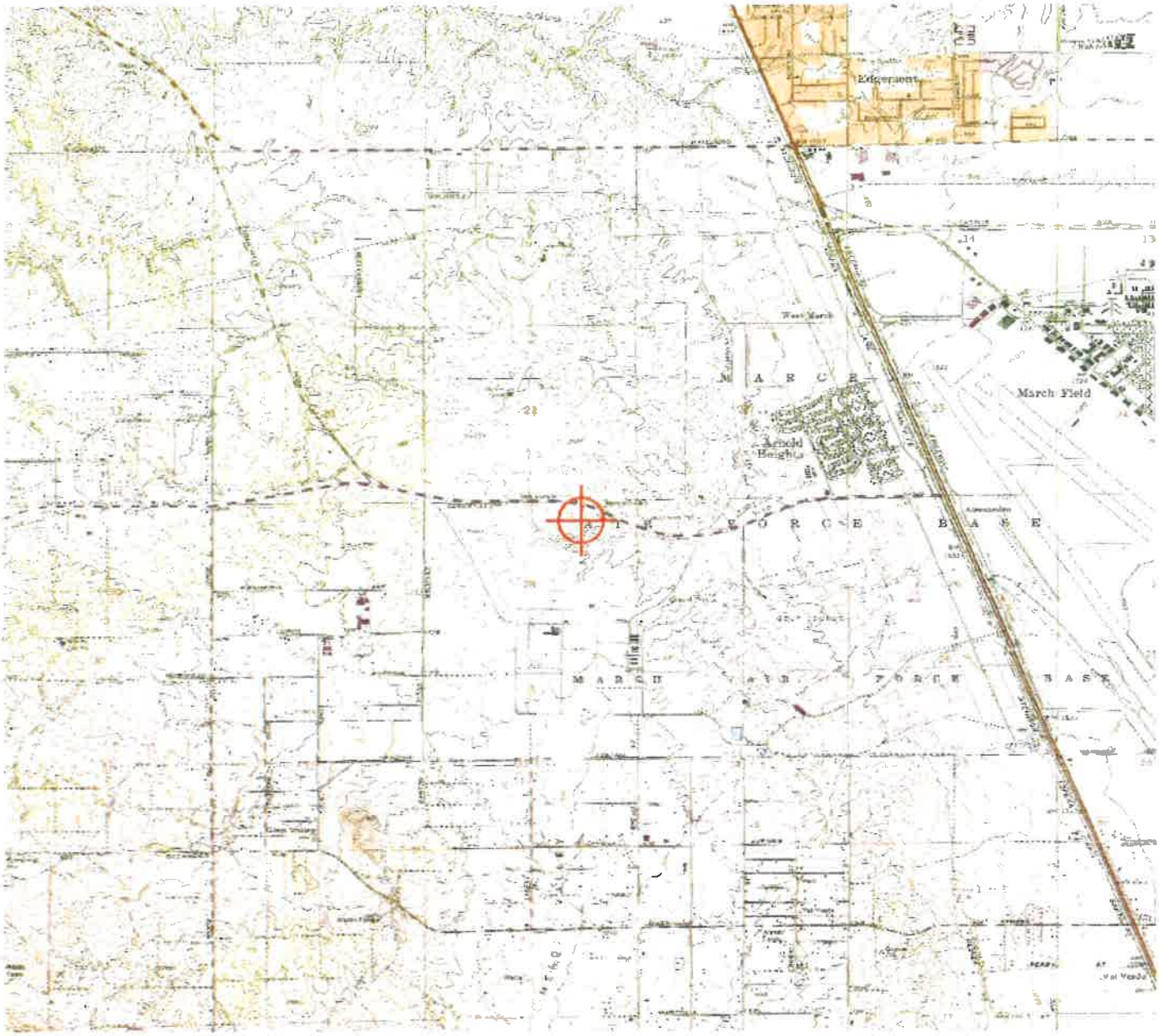
Study for possible VFR effect disclosed that the proposed structure would not have a substantial adverse effect on any existing or proposed arrival or departure VFR operations or procedures. In this case, the proposed project would exceed the RIV Part 77 Horizontal Surface by maximum of 74 feet and the RIV Conical Surface by 77 feet. However, this proposal would be located in the vicinity of other structures of similar or greater height. No other VFR issues were identified and there are no IFR effects. There are no physical or electromagnetic effects on the operation of air navigation and communications facilities and there are no effects on any airspace and routes used by the military. The incorporation of obstruction marking and lighting was considered but not deemed necessary.

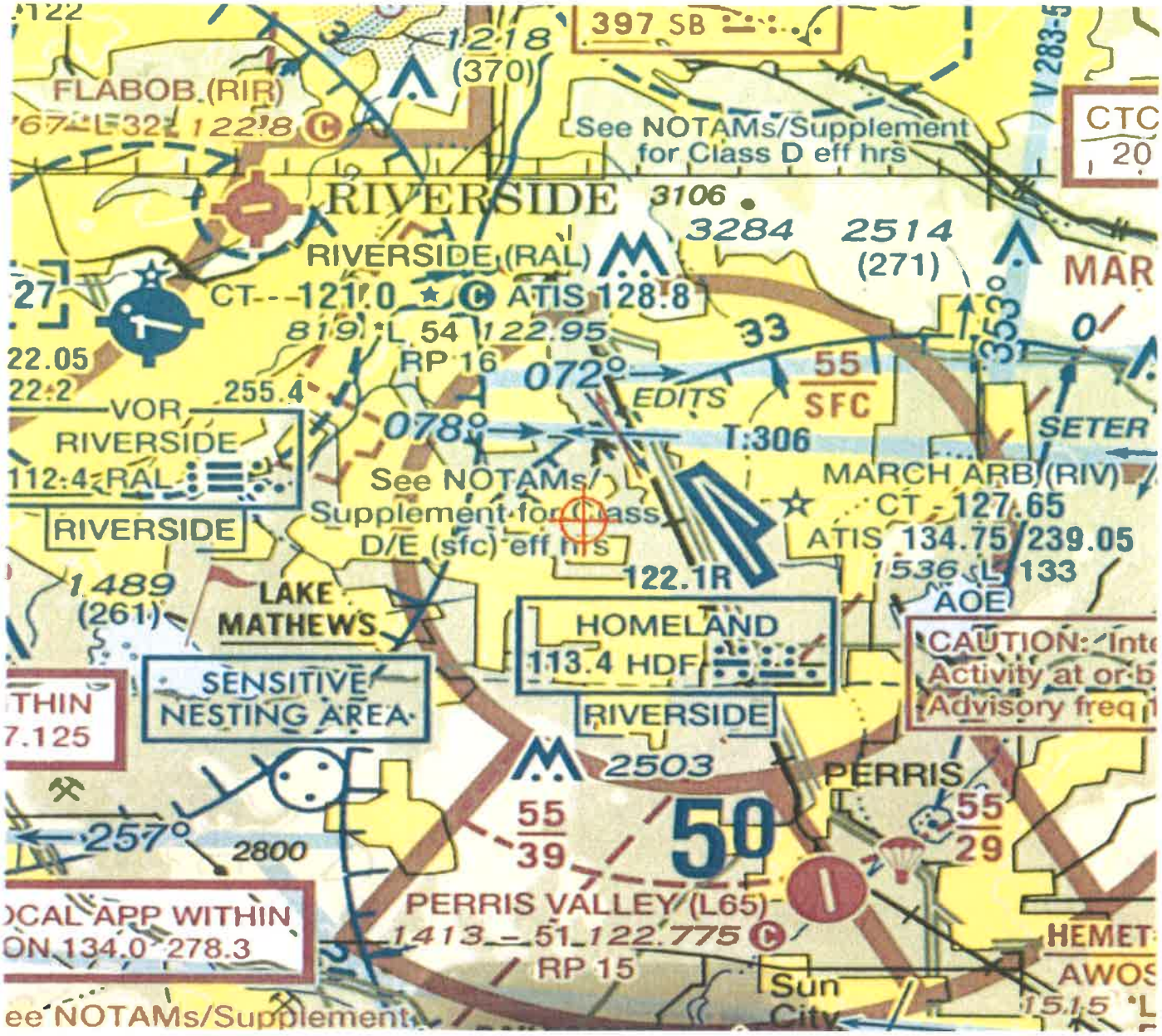
This determination, issued in accordance with Part 77, concerns the effect of the proposal on the safe and efficient use of the navigable airspace by aircraft and does not relieve the sponsor of any compliance responsibilities relating to laws, ordinances, or regulations of any Federal, state, or local governmental bodies. Determinations, which are issued in accordance with Part 77, do not supersede or override any state, county, or local laws, avigation easements, or ordinances, or local zoning maximum heights.

7. CONDITIONS

Within five days after the structure reaches its greatest height, the proponent is required to file an FAA form 7460-2, Actual Construction notification, at the OE/AAA website (http://oeaaa.faa.gov). This actual construction notification will be the source document detailing the site location, site elevation, structure height, and date structure was built for the FAA to map the structure on aeronautical charts and update the national obstruction database.

TOPO Map for ASN 2020-AWP-2963-OE




FLABOB (RIR)
1218
(370)
397 SB
See NOTAMs/Supplement
for Class D eff hrs
CTC
20
RIVERSIDE
3106
3284
2514
(271)
MAR
RIVERSIDE (RAL)
CT 121.0
ATIS 128.8
819 L 54
122.95
RP 16
072°
EDITS
55
SFC
33
353°
0
22.05
255.4
VOR
RIVERSIDE
112.4 RAL
078°
T:306
SETER
See NOTAMs/
Supplement for Class
D/E (sfc) eff hrs
MARCH ARB (RIV)
CT 127.65
ATIS 134.75 239.05
1536 L 133
122.1R
AOE
RIVERSIDE
1489
(261)
LAKE
MATHEWS
HOMELAND
113.4 HDF
CAUTION: Inte
Activity at or b
Advisory freq
SENSITIVE
NESTING AREA
RIVERSIDE
THIN
7.125
2503
PERRIS
55
39
50
55
29
257°
2800
PERRIS VALLEY (L65)
1413 51 122.775
RP 15
HEMET
AWOS
Sun
City
ee NOTAMs/Supplement

Mail Processing Center
Federal Aviation Administration
Southwest Regional Office
Obstruction Evaluation Group
10101 Hillwood Parkway
Fort Worth, TX 76177

Aeronautical Study No.
2020-AWP-2964-OE

Issued Date: 04/20/2020

Timothy Reeves
MERIDIAN PARK LLC
1156 N. MOUNTAIN AVENUE
Upland, CA 91786

**** DETERMINATION OF NO HAZARD TO AIR NAVIGATION ****

The Federal Aviation Administration has conducted an aeronautical study under the provisions of 49 U.S.C., Section 44718 and if applicable Title 14 of the Code of Federal Regulations, part 77, concerning:

Structure:	Building MAJOR A & SHOPS - PT C
Location:	Riverside, CA
Latitude:	33-53-08.84N NAD 83
Longitude:	117-18-02.50W
Heights:	1725 feet site elevation (SE)
	28 feet above ground level (AGL)
	1753 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure would have no substantial adverse effect on the safe and efficient utilization of the navigable airspace by aircraft or on the operation of air navigation facilities. Therefore, pursuant to the authority delegated to me, it is hereby determined that the structure would not be a hazard to air navigation provided the following condition(s) 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)

See attachment for additional condition(s) or information.

Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking/ lighting are accomplished on a voluntary basis, we recommend it be installed in accordance with FAA Advisory circular 70/7460-1 L Change 2.

This determination expires on 10/20/2021 unless:

(a) the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
(b) extended, revised, or terminated by the issuing office.

(c) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within 6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE E-FILED AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE. AFTER RE-EVALUATION OF CURRENT OPERATIONS IN THE AREA OF THE STRUCTURE TO DETERMINE THAT NO SIGNIFICANT AERONAUTICAL CHANGES HAVE OCCURRED, YOUR DETERMINATION MAY BE ELIGIBLE FOR ONE EXTENSION OF THE EFFECTIVE PERIOD.

This determination is subject to review if an interested party files a petition that is received by the FAA on or before May 20, 2020. In the event a petition for review is filed, it must contain a full statement of the basis upon which it is made and be submitted to the Manager of the Rules and Regulations Group. Petitions can be submitted via mail to Federal Aviation Administration, 800 Independence Ave, SW, Washington, DC 20591, via email at OEPetitions@faa.gov, or via facsimile (202) 267-9328.

This determination becomes final on May 30, 2020 unless a petition is timely filed. In which case, this determination will not become final pending disposition of the petition. Interested parties will be notified of the grant of any review. For any questions regarding your petition, please contact Rules and Regulations Group via telephone – 202-267-8783.

This determination is based, in part, on the foregoing description which includes specific coordinates, heights, frequency(ies) and power. Any changes in coordinates, heights and frequencies or use of greater power, except those frequencies specified in the Colo Void Clause Coalition; Antenna System Co-Location; Voluntary Best Practices, effective 21 Nov 2007, will void this determination. Any future construction or alteration, including increase to heights, power or the addition of other transmitters, requires separate notice to the FAA. This determination includes all previously filed frequencies and power for this structure.

If construction or alteration is dismantled or destroyed, you must submit notice to the FAA within 5 days after the construction or alteration is dismantled or destroyed.

This determination does include temporary construction equipment such as cranes, derricks, etc., which may be used during actual construction of the structure. However, this equipment shall not exceed the overall heights as indicated above. Equipment which has a height greater than the studied structure requires separate notice to the FAA.

This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

This aeronautical study considered and analyzed the impact on existing and proposed arrival, departure, and en route procedures for aircraft operating under both visual flight rules and instrument flight rules; the impact on all existing and planned public-use airports, military airports and aeronautical facilities; and the cumulative impact resulting from the studied structure when combined with the impact of other existing or proposed structures. The study disclosed that the described structure would have no substantial adverse effect on air navigation.

An account of the study findings, aeronautical objections received by the FAA during the study (if any), and the basis for the FAA's decision in this matter can be found on the following page(s).

If we can be of further assistance, please contact Paul Holmquist, at (206) 231-2990, or paul.holmquist@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2020-AWP-2964-OE.

Signature Control No: 433183406-437089245 (DNH)
Mike Helvey
Manager, Obstruction Evaluation Group

Attachment(s)
Additional Information
Map(s)

Abbreviations

AGL - above ground level	AMSL - above mean sea level	RWY - runway
VFR - visual flight rules	IFR - instrument flight rules	NM - nautical mile
ASN- Aeronautical Study Number	CAT - category aircraft	

Part 77 - Title 14 Code of Federal Regulations (CFR) Part 77, Safe, Efficient Use and Preservation of the Navigable Airspace

1. LOCATION OF PROPOSED CONSTRUCTION

The proposed 38 foot AGL (1763 foot AMSL/maximum height) building would be located approximately, at the closest point, 9805 feet (1.6 NM) west southwest of the RWY 14 threshold at March ARB Airport, Riverside, CA. The RIV airport elevation is 1536 feet AMSL. 20 separate studies were submitted for study of this proposed business park. Separate determinations for each study can be found at the OE/AAA website (http://oeaaa.faa.gov).

The proposed structure was studied as 20 points which were assigned the following Aeronautical Study Number (ASNs) and are described as follows

ASN	Structure Name	AGL/AMSL	Latitude/Longitude
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2020-AWP-2964-OE	MAJOR A & SHOPS - PT C	28 / 1753	33-53-08.84N / 117-18-02.50W
2020-AWP-2965-OE	MAJOR A & SHOPS - PT D	26 / 1750	33-53-08.73N / 117-18-01.99W
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2020-AWP-2973-OE	MAJOR A & SHOPS - PT L	32 / 1757	33-53-07.35N / 117-18-04.83W
2020-AWP-2974-OE	MAJOR A & SHOPS - PT M	28 / 1753	33-53-07.47N / 117-18-05.61W
2020-AWP-2975-OE	MAJOR A & SHOPS - PT N	23 / 1748	33-53-08.61N / 117-18-06.68W
2020-AWP-2976-OE	MAJOR A & SHOPS - PT O	23 / 1748	33-53-08.67N / 117-18-07.12W
2020-AWP-2977-OE	MAJOR A & SHOPS - PT P	32 / 1757	33-53-09.40N / 117-18-06.97W
2020-AWP-2978-OE	MAJOR A & SHOPS - PT Q	26 / 1751	33-53-09.30N / 117-18-05.68W
2020-AWP-2979-OE	MAJOR A & SHOPS - PT R	26 / 1751	33-53-09.37N / 117-18-06.18W
2020-AWP-2980-OE	MAJOR A & SHOPS - PT S	32 / 1757	33-53-09.24N / 117-18-05.23W
2020-AWP-2981-OE	MAJOR A & SHOPS - PT T	28 / 1753	33-53-09.29N / 117-18-04.63W

2. OBSTRUCTION STANDARDS EXCEEDED

The structure is identified as an obstruction under the following Part 77 standards:

a. Section 77.19(a): Horizontal Surface-a height exceeding a horizontal plane 150 feet above the established airport elevation. The structure would exceed the RIV Horizontal Surface by the following:

ASN	Exceeds the RIV Horizontal Surface by (feet)
2020-AWP-2963-OE	74
2020-AWP-2964-OE	67
2020-AWP-2965-OE	64
2020-AWP-2966-OE	66
2020-AWP-2967-OE	60
2020-AWP-2968-OE	60
2020-AWP-2969-OE	69
2020-AWP-2970-OE	69

b. Section 77.19(b) -- Conical Surface: a surface extending outward and upward from the periphery of the Part 77 Horizontal Surface at a slope of 20:1 for a horizontal distance of 4,000 feet. The proposed structure would exceed the RIV Conical Surface by the following:

ASN	Exceeds the RIV Conical Surface by (feet)
2020-AWP-2962-OE	77
2020-AWP-2971-OE	69
2020-AWP-2972-OE	66
2020-AWP-2973-OE	64
2020-AWP-2974-OE	57
2020-AWP-2975-OE	50
2020-AWP-2976-OE	49
2020-AWP-2977-OE	60
2020-AWP-2978-OE	58
2020-AWP-2979-OE	57
2020-AWP-2980-OE	66
2020-AWP-2981-OE	65

3. EFFECT ON AERONAUTICAL OPERATIONS

a. The impact on arrival, departure, and en route procedures for aircraft operating under VFR: No substantial adverse effect due to an internal FAA evaluation. The proposed structure would exceed the RIV Horizontal Surface by a maximum of 74 feet and the RIV Conical Surface by a maximum of 77 feet

There are no effects on the VFR traffic pattern airspace.
There are no effects on any existing or proposed arrival, departure, or en route IFR/VFR minimum flight altitudes.

b. The impact on arrival, departure, and en route procedures for aircraft operating under IFR: None.

c. The cumulative impact of the proposed structures, when combined with other proposed and existing structures, is not considered to be significant. Study did not disclose any significant adverse effect on existing

or proposed public-use or military airports or navigational facilities, nor would the proposals affect the capacity of any known existing or planned public-use or military airport.

The RIV Airport Master Record can be viewed/downloaded https://adip.faa.gov/agis/public/#/airportData/RIV. It states there are 4 single-engine, 2 multi-engine, 0 jet, 0 helicopter, 0 military, 0 ultra- light and 0 glider aircraft based there. No annual operational data is available.

4. CIRCULATION AND COMMENTS RECEIVED

The proposal was not circularized for public aeronautical comment because internal FAA evaluation finds that the adverse effect of this structure is known. Structures of similar and greater height exist in the area. There would be no derogation of the navigable airspace overlying the site. Existing obstacles and terrain control the development of future approach and departure instrument Terminal Procedures at RIV. Therefore, no further attempt to negotiate the structure to a lower height was considered necessary. This does not affect the right to petition for review determinations regarding structures which exceed the subject obstruction standards.

5. DETERMINATION - NO HAZARD TO AIR NAVIGATION

It is determined that the proposed construction would not have a substantial adverse effect on the safe and efficient utilization of the navigable airspace by aircraft or on any air navigation facility and would not be a hazard to air navigation provided the conditions set forth in this determination are met.

6. BASIS FOR DECISION

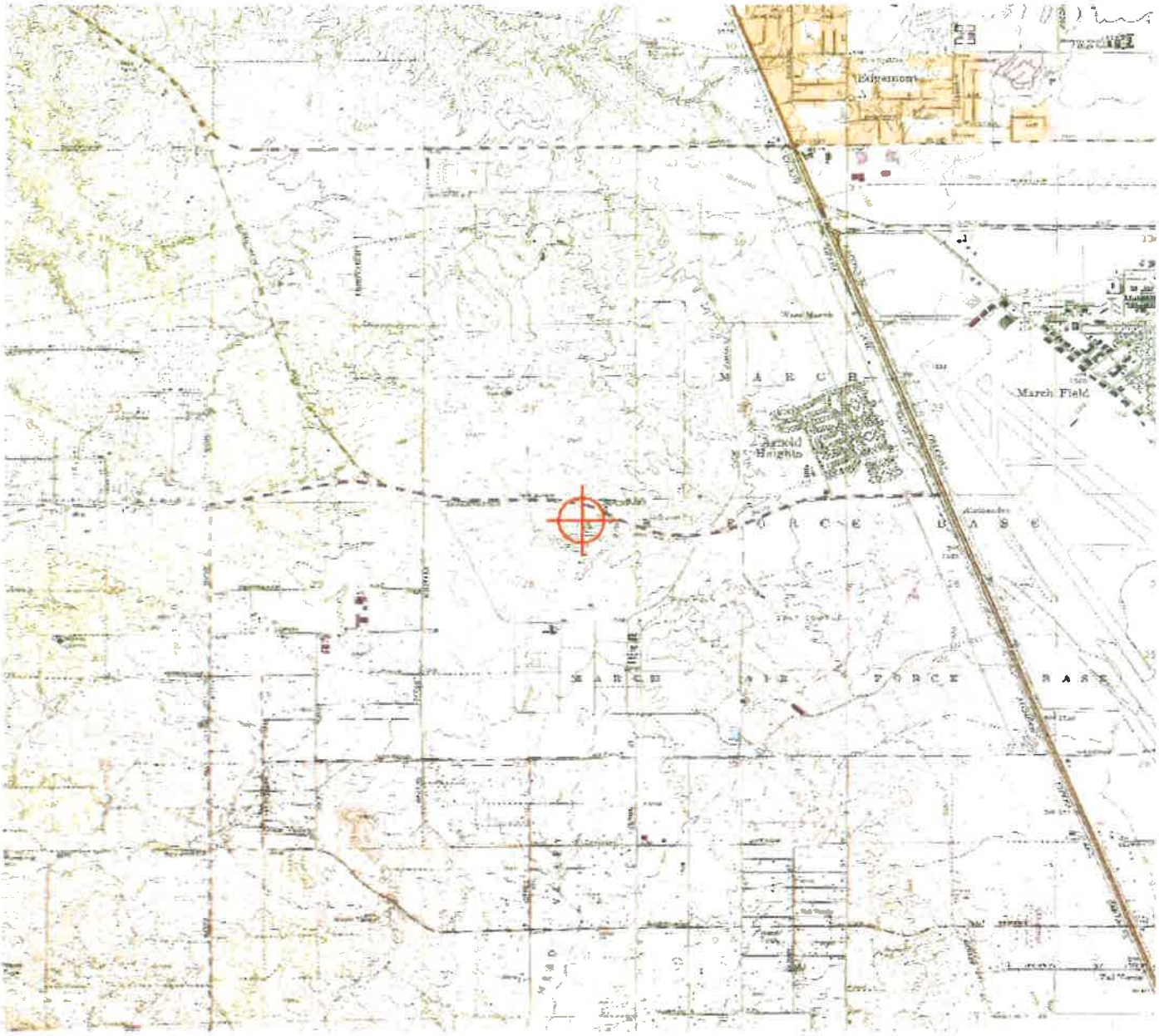
Study for possible VFR effect disclosed that the proposed structure would not have a substantial adverse effect on any existing or proposed arrival or departure VFR operations or procedures. In this case, the proposed project would exceed the RIV Part 77 Horizontal Surface by maximum of 74 feet and the RIV Conical Surface by 77 feet. However, this proposal would be located in the vicinity of other structures of similar or greater height. No other VFR issues were identified and there are no IFR effects. There are no physical or electromagnetic effects on the operation of air navigation and communications facilities and there are no effects on any airspace and routes used by the military. The incorporation of obstruction marking and lighting was considered but not deemed necessary.

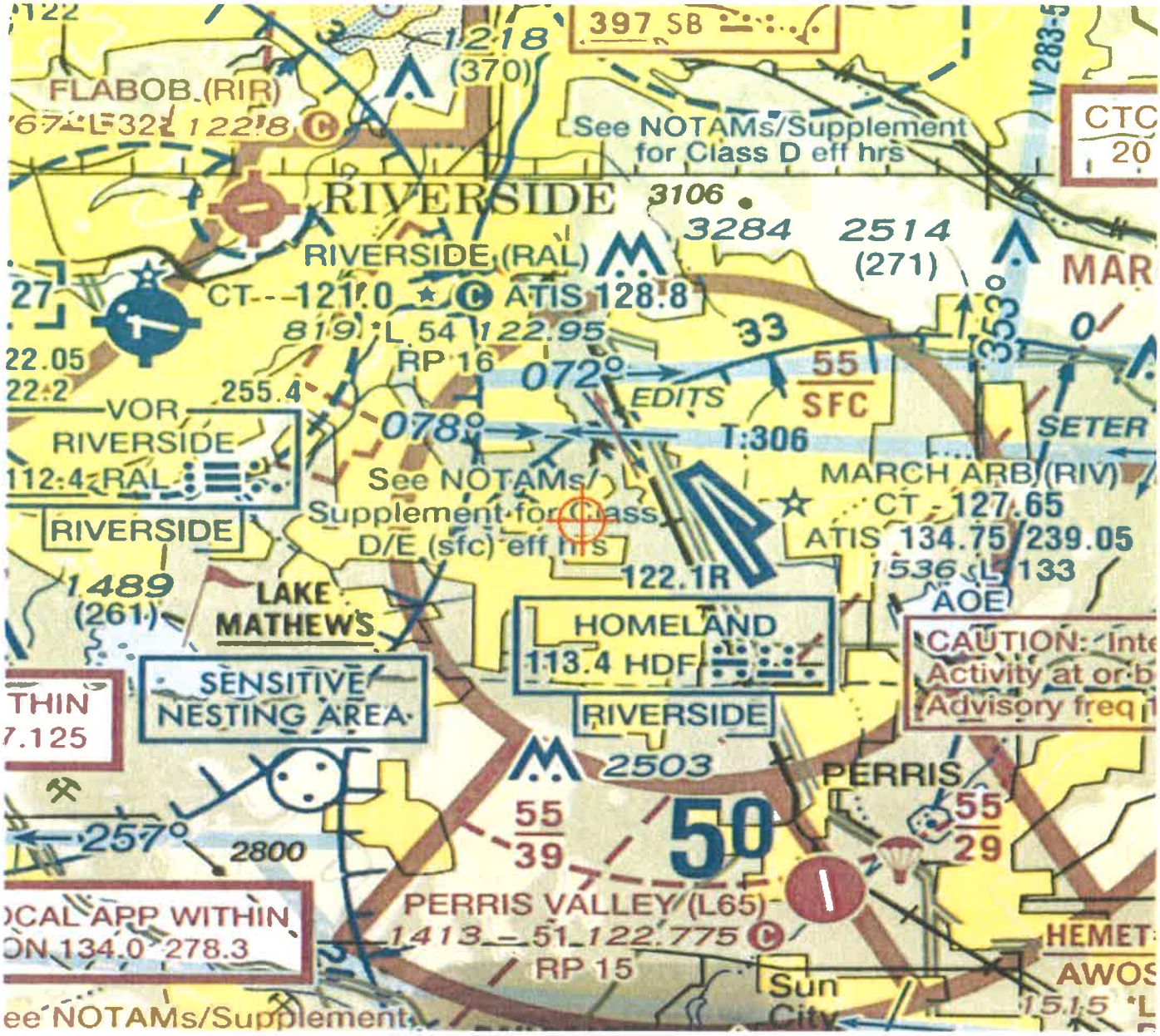
This determination, issued in accordance with Part 77, concerns the effect of the proposal on the safe and efficient use of the navigable airspace by aircraft and does not relieve the sponsor of any compliance responsibilities relating to laws, ordinances, or regulations of any Federal, state, or local governmental bodies. Determinations, which are issued in accordance with Part 77, do not supersede or override any state, county, or local laws, avigation easements, or ordinances, or local zoning maximum heights.

7. CONDITIONS

Within five days after the structure reaches its greatest height, the proponent is required to file an FAA form 7460-2, Actual Construction notification, at the OE/AAA website (http://oeaaa.faa.gov). This actual construction notification will be the source document detailing the site location, site elevation, structure height, and date structure was built for the FAA to map the structure on aeronautical charts and update the national obstruction database.

TOPO Map for ASN 2020-AWP-2964-OE




397 SB
1218
(370)
FLABOB (RIR)
See NOTAMs/Supplement
for Class D eff hrs
RIVERSIDE
3106
3284
2514
(271)
RIVERSIDE (RAL)
CT 121.0
ATIS 128.8
819
L 54
122.95
RP 16
072°
EDITS
55
SFC
T-306
078°
VOR
RIVERSIDE
112.4 RAL
255.4
See NOTAMs/
Supplement for Class
D/E (sfc) eff hrs
122.1R
MARCH ARB (RIV)
CT 127.65
ATIS 134.75 239.05
1536
RIVERSIDE
1489
(261)
LAKE
MATHEWS
HOMELAND
113.4 HDF
AOE
SENSITIVE
NESTING AREA
RIVERSIDE
2503
PERRIS
257°
2800
55
39
50
55
29
PERRIS VALLEY (L65)
1413 51 122.775
RP 15
Sun
City
HEMET
AWOS
15.15
ee NOTAMs/Supplement

Mail Processing Center
Federal Aviation Administration
Southwest Regional Office
Obstruction Evaluation Group
10101 Hillwood Parkway
Fort Worth, TX 76177

Aeronautical Study No.
2020-AWP-2965-OE

Issued Date: 04/20/2020

Timothy Reeves
MERIDIAN PARK LLC
1156 N. MOUNTAIN AVENUE
Upland, CA 91786

**** DETERMINATION OF NO HAZARD TO AIR NAVIGATION ****

The Federal Aviation Administration has conducted an aeronautical study under the provisions of 49 U.S.C., Section 44718 and if applicable Title 14 of the Code of Federal Regulations, part 77, concerning:

Structure:	Building MAJOR A & SHOPS - PT D
Location:	Riverside, CA
Latitude:	33-53-08.73N NAD 83
Longitude:	117-18-01.99W
Heights:	1724 feet site elevation (SE)
	26 feet above ground level (AGL)
	1750 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure would have no substantial adverse effect on the safe and efficient utilization of the navigable airspace by aircraft or on the operation of air navigation facilities. Therefore, pursuant to the authority delegated to me, it is hereby determined that the structure would not be a hazard to air navigation provided the following condition(s) 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)

See attachment for additional condition(s) or information.

Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking/ lighting are accomplished on a voluntary basis, we recommend it be installed in accordance with FAA Advisory circular 70/7460-1 L Change 2.

This determination expires on 10/20/2021 unless:

(a) the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
(b) extended, revised, or terminated by the issuing office.

(c) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within 6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE E-FILED AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE. AFTER RE-EVALUATION OF CURRENT OPERATIONS IN THE AREA OF THE STRUCTURE TO DETERMINE THAT NO SIGNIFICANT AERONAUTICAL CHANGES HAVE OCCURRED, YOUR DETERMINATION MAY BE ELIGIBLE FOR ONE EXTENSION OF THE EFFECTIVE PERIOD.

This determination is subject to review if an interested party files a petition that is received by the FAA on or before May 20, 2020. In the event a petition for review is filed, it must contain a full statement of the basis upon which it is made and be submitted to the Manager of the Rules and Regulations Group. Petitions can be submitted via mail to Federal Aviation Administration, 800 Independence Ave, SW, Washington, DC 20591, via email at OEPetitions@faa.gov, or via facsimile (202) 267-9328.

This determination becomes final on May 30, 2020 unless a petition is timely filed. In which case, this determination will not become final pending disposition of the petition. Interested parties will be notified of the grant of any review. For any questions regarding your petition, please contact Rules and Regulations Group via telephone – 202-267-8783.

This determination is based, in part, on the foregoing description which includes specific coordinates, heights, frequency(ies) and power. Any changes in coordinates, heights and frequencies or use of greater power, except those frequencies specified in the Colo Void Clause Coalition; Antenna System Co-Location; Voluntary Best Practices, effective 21 Nov 2007, will void this determination. Any future construction or alteration, including increase to heights, power or the addition of other transmitters, requires separate notice to the FAA. This determination includes all previously filed frequencies and power for this structure.

If construction or alteration is dismantled or destroyed, you must submit notice to the FAA within 5 days after the construction or alteration is dismantled or destroyed.

This determination does include temporary construction equipment such as cranes, derricks, etc., which may be used during actual construction of the structure. However, this equipment shall not exceed the overall heights as indicated above. Equipment which has a height greater than the studied structure requires separate notice to the FAA.

This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

This aeronautical study considered and analyzed the impact on existing and proposed arrival, departure, and en route procedures for aircraft operating under both visual flight rules and instrument flight rules; the impact on all existing and planned public-use airports, military airports and aeronautical facilities; and the cumulative impact resulting from the studied structure when combined with the impact of other existing or proposed structures. The study disclosed that the described structure would have no substantial adverse effect on air navigation.

An account of the study findings, aeronautical objections received by the FAA during the study (if any), and the basis for the FAA's decision in this matter can be found on the following page(s).

If we can be of further assistance, please contact Paul Holmquist, at (206) 231-2990, or paul.holmquist@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2020-AWP-2965-OE.

Signature Control No: 433183412-437089246 (DNH)
Mike Helvey
Manager, Obstruction Evaluation Group

Attachment(s)
Additional Information
Map(s)

Abbreviations

AGL - above ground level	AMSL - above mean sea level	RWY - runway
VFR - visual flight rules	IFR - instrument flight rules	NM - nautical mile
ASN- Aeronautical Study Number	CAT - category aircraft	

Part 77 - Title 14 Code of Federal Regulations (CFR) Part 77, Safe, Efficient Use and Preservation of the Navigable Airspace

1. LOCATION OF PROPOSED CONSTRUCTION

The proposed 38 foot AGL (1763 foot AMSL/maximum height) building would be located approximately, at the closest point, 9805 feet (1.6 NM) west southwest of the RWY 14 threshold at March ARB Airport, Riverside, CA. The RIV airport elevation is 1536 feet AMSL. 20 separate studies were submitted for study of this proposed business park. Separate determinations for each study can be found at the OE/AAA website (http://oeaaa.faa.gov).

The proposed structure was studied as 20 points which were assigned the following Aeronautical Study Number (ASNs) and are described as follows

ASN	Structure Name	AGL/AMSL	Latitude/Longitude
2020-AWP-2962-OE	MAJOR A & SHOPS - PT A	38 / 1763	33-53-09.18N / 117-18-03.83W
2020-AWP-2963-OE	MAJOR A & SHOPS - PT B	35 / 1760	33-53-09.07N / 117-18-03.14W
2020-AWP-2964-OE	MAJOR A & SHOPS - PT C	28 / 1753	33-53-08.84N / 117-18-02.50W
2020-AWP-2965-OE	MAJOR A & SHOPS - PT D	26 / 1750	33-53-08.73N / 117-18-01.99W
2020-AWP-2966-OE	MAJOR A & SHOPS - PT E	28 / 1752	33-53-08.59N / 117-18-01.02W
2020-AWP-2967-OE	MAJOR A & SHOPS - PT F	22 / 1746	33-53-07.78N / 117-18-01.19W
2020-AWP-2968-OE	MAJOR A & SHOPS - PT G	22 / 1746	33-53-07.84N / 117-18-01.61W
2020-AWP-2969-OE	MAJOR A & SHOPS - PT H	30 / 1755	33-53-07.47N / 117-18-02.46W
2020-AWP-2970-OE	MAJOR A & SHOPS - PT I	30 / 1755	33-53-07.14N / 117-18-02.35W
2020-AWP-2971-OE	MAJOR A & SHOPS - PT J	30 / 1755	33-53-07.05N / 117-18-02.76W
2020-AWP-2972-OE	MAJOR A & SHOPS - PT K	32 / 1757	33-53-07.26N / 117-18-04.22W
2020-AWP-2973-OE	MAJOR A & SHOPS - PT L	32 / 1757	33-53-07.35N / 117-18-04.83W
2020-AWP-2974-OE	MAJOR A & SHOPS - PT M	28 / 1753	33-53-07.47N / 117-18-05.61W
2020-AWP-2975-OE	MAJOR A & SHOPS - PT N	23 / 1748	33-53-08.61N / 117-18-06.68W
2020-AWP-2976-OE	MAJOR A & SHOPS - PT O	23 / 1748	33-53-08.67N / 117-18-07.12W
2020-AWP-2977-OE	MAJOR A & SHOPS - PT P	32 / 1757	33-53-09.40N / 117-18-06.97W
2020-AWP-2978-OE	MAJOR A & SHOPS - PT Q	26 / 1751	33-53-09.30N / 117-18-05.68W
2020-AWP-2979-OE	MAJOR A & SHOPS - PT R	26 / 1751	33-53-09.37N / 117-18-06.18W
2020-AWP-2980-OE	MAJOR A & SHOPS - PT S	32 / 1757	33-53-09.24N / 117-18-05.23W
2020-AWP-2981-OE	MAJOR A & SHOPS - PT T	28 / 1753	33-53-09.29N / 117-18-04.63W

2. OBSTRUCTION STANDARDS EXCEEDED

The structure is identified as an obstruction under the following Part 77 standards:

a. Section 77.19(a): Horizontal Surface-a height exceeding a horizontal plane 150 feet above the established airport elevation. The structure would exceed the RIV Horizontal Surface by the following:

ASN	Exceeds the RIV Horizontal Surface by (feet)
2020-AWP-2963-OE	74
2020-AWP-2964-OE	67
2020-AWP-2965-OE	64
2020-AWP-2966-OE	66
2020-AWP-2967-OE	60
2020-AWP-2968-OE	60
2020-AWP-2969-OE	69
2020-AWP-2970-OE	69

b. Section 77.19(b) -- Conical Surface: a surface extending outward and upward from the periphery of the Part 77 Horizontal Surface at a slope of 20:1 for a horizontal distance of 4,000 feet. The proposed structure would exceed the RIV Conical Surface by the following:

ASN	Exceeds the RIV Conical Surface by (feet)
2020-AWP-2962-OE	77
2020-AWP-2971-OE	69
2020-AWP-2972-OE	66
2020-AWP-2973-OE	64
2020-AWP-2974-OE	57
2020-AWP-2975-OE	50
2020-AWP-2976-OE	49
2020-AWP-2977-OE	60
2020-AWP-2978-OE	58
2020-AWP-2979-OE	57
2020-AWP-2980-OE	66
2020-AWP-2981-OE	65

3. EFFECT ON AERONAUTICAL OPERATIONS

a. The impact on arrival, departure, and en route procedures for aircraft operating under VFR: No substantial adverse effect due to an internal FAA evaluation. The proposed structure would exceed the RIV Horizontal Surface by a maximum of 74 feet and the RIV Conical Surface by a maximum of 77 feet

There are no effects on the VFR traffic pattern airspace.
There are no effects on any existing or proposed arrival, departure, or en route IFR/VFR minimum flight altitudes.

b. The impact on arrival, departure, and en route procedures for aircraft operating under IFR: None.

c. The cumulative impact of the proposed structures, when combined with other proposed and existing structures, is not considered to be significant. Study did not disclose any significant adverse effect on existing

or proposed public-use or military airports or navigational facilities, nor would the proposals affect the capacity of any known existing or planned public-use or military airport.

The RIV Airport Master Record can be viewed/downloaded https://adip.faa.gov/agis/public/#/airportData/RIV. It states there are 4 single-engine, 2 multi-engine, 0 jet, 0 helicopter, 0 military, 0 ultra- light and 0 glider aircraft based there. No annual operational data is available.

4. CIRCULATION AND COMMENTS RECEIVED

The proposal was not circularized for public aeronautical comment because internal FAA evaluation finds that the adverse effect of this structure is known. Structures of similar and greater height exist in the area. There would be no derogation of the navigable airspace overlying the site. Existing obstacles and terrain control the development of future approach and departure instrument Terminal Procedures at RIV. Therefore, no further attempt to negotiate the structure to a lower height was considered necessary. This does not affect the right to petition for review determinations regarding structures which exceed the subject obstruction standards.

5. DETERMINATION - NO HAZARD TO AIR NAVIGATION

It is determined that the proposed construction would not have a substantial adverse effect on the safe and efficient utilization of the navigable airspace by aircraft or on any air navigation facility and would not be a hazard to air navigation provided the conditions set forth in this determination are met.

6. BASIS FOR DECISION

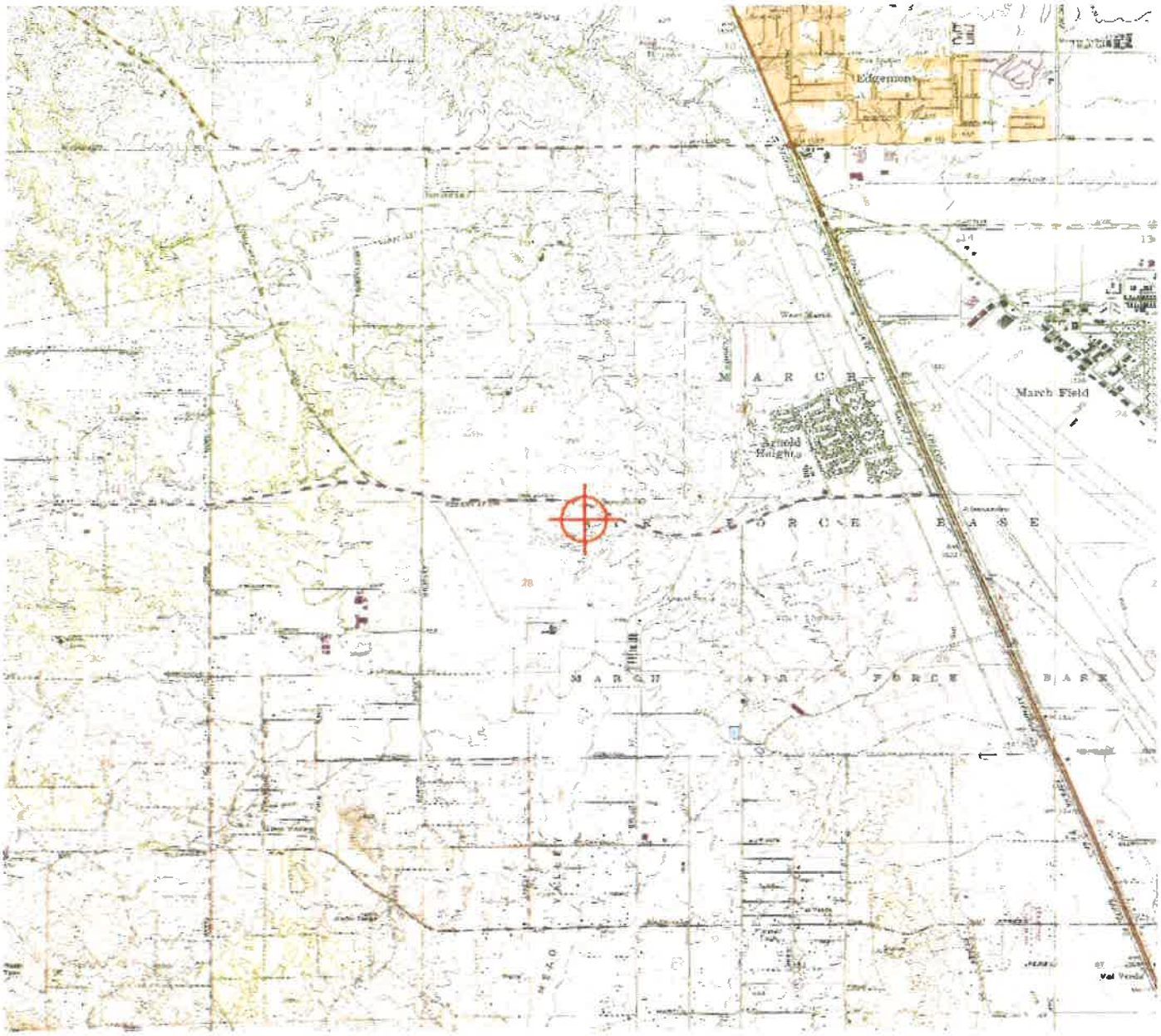
Study for possible VFR effect disclosed that the proposed structure would not have a substantial adverse effect on any existing or proposed arrival or departure VFR operations or procedures. In this case, the proposed project would exceed the RIV Part 77 Horizontal Surface by maximum of 74 feet and the RIV Conical Surface by 77 feet. However, this proposal would be located in the vicinity of other structures of similar or greater height. No other VFR issues were identified and there are no IFR effects. There are no physical or electromagnetic effects on the operation of air navigation and communications facilities and there are no effects on any airspace and routes used by the military. The incorporation of obstruction marking and lighting was considered but not deemed necessary.

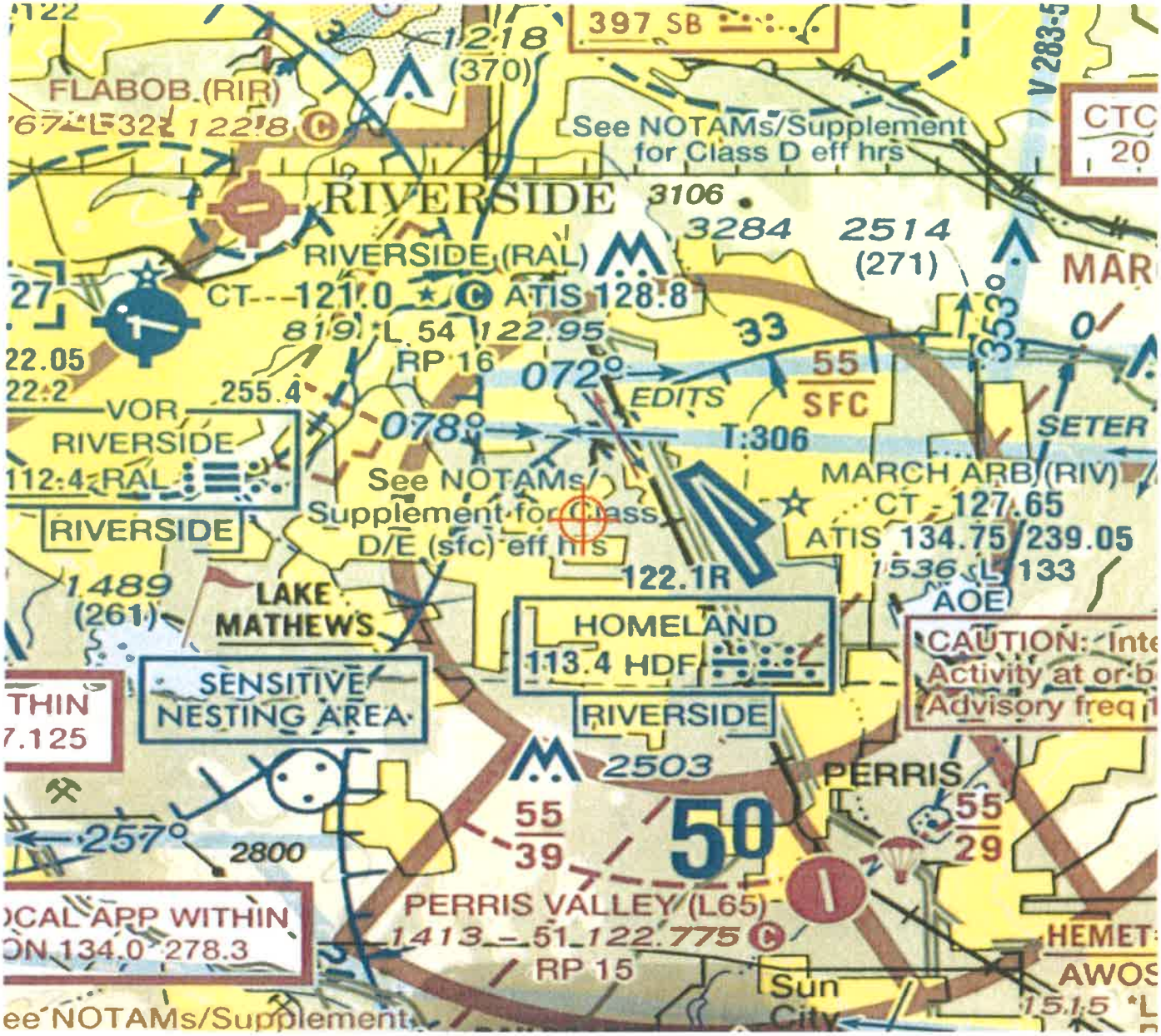
This determination, issued in accordance with Part 77, concerns the effect of the proposal on the safe and efficient use of the navigable airspace by aircraft and does not relieve the sponsor of any compliance responsibilities relating to laws, ordinances, or regulations of any Federal, state, or local governmental bodies. Determinations, which are issued in accordance with Part 77, do not supersede or override any state, county, or local laws, avigation easements, or ordinances, or local zoning maximum heights.

7. CONDITIONS

Within five days after the structure reaches its greatest height, the proponent is required to file an FAA form 7460-2, Actual Construction notification, at the OE/AAA website (http://oeaaa.faa.gov). This actual construction notification will be the source document detailing the site location, site elevation, structure height, and date structure was built for the FAA to map the structure on aeronautical charts and update the national obstruction database.

TOPO Map for ASN 2020-AWP-2965-OE




FLABOB (RIR)
1218
(370)
397 SB
See NOTAMs/Supplement
for Class D eff hrs
RIVERSIDE
3106
3284
2514
(271)
RIVERSIDE (RAL)
CT 121.0
ATIS 128.8
819 L 54
122.95
RP 16
072°
EDITS
55
SFC
078°
T:306
255.4
VOR
RIVERSIDE
112.4 RAL
See NOTAMs/
Supplement for Class
D/E (sfc) eff hrs
122.1R
MARCH ARB (RIV)
CT 127.65
ATIS 134.75 239.05
1536 L 133
AOE
SETER
1489
(261)
LAKE
MATHEWS
HOMELAND
113.4 HDF
SENSITIVE
NESTING AREA
RIVERSIDE
2503
PERRIS
55
39
50
55
29
257°
2800
PERRIS VALLEY (L65)
1413 51 122.775
RP 15
Sun
City
V 283-5
CTC
20
MAR
SERVICE
HEMET
AWOS
1515

Mail Processing Center
Federal Aviation Administration
Southwest Regional Office
Obstruction Evaluation Group
10101 Hillwood Parkway
Fort Worth, TX 76177

Aeronautical Study No.
2020-AWP-2966-OE

Issued Date: 04/20/2020

Timothy Reeves
MERIDIAN PARK LLC
1156 N. MOUNTAIN AVENUE
Upland, CA 91786

**** DETERMINATION OF NO HAZARD TO AIR NAVIGATION ****

The Federal Aviation Administration has conducted an aeronautical study under the provisions of 49 U.S.C., Section 44718 and if applicable Title 14 of the Code of Federal Regulations, part 77, concerning:

Structure:	Building MAJOR A & SHOPS - PT E
Location:	Riverside, CA
Latitude:	33-53-08.59N NAD 83
Longitude:	117-18-01.02W
Heights:	1724 feet site elevation (SE)
	28 feet above ground level (AGL)
	1752 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure would have no substantial adverse effect on the safe and efficient utilization of the navigable airspace by aircraft or on the operation of air navigation facilities. Therefore, pursuant to the authority delegated to me, it is hereby determined that the structure would not be a hazard to air navigation provided the following condition(s) 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)

See attachment for additional condition(s) or information.

Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking/ lighting are accomplished on a voluntary basis, we recommend it be installed in accordance with FAA Advisory circular 70/7460-1 L Change 2.

This determination expires on 10/20/2021 unless:

(a) the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
(b) extended, revised, or terminated by the issuing office.

(c) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within 6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE E-FILED AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE. AFTER RE-EVALUATION OF CURRENT OPERATIONS IN THE AREA OF THE STRUCTURE TO DETERMINE THAT NO SIGNIFICANT AERONAUTICAL CHANGES HAVE OCCURRED, YOUR DETERMINATION MAY BE ELIGIBLE FOR ONE EXTENSION OF THE EFFECTIVE PERIOD.

This determination is subject to review if an interested party files a petition that is received by the FAA on or before May 20, 2020. In the event a petition for review is filed, it must contain a full statement of the basis upon which it is made and be submitted to the Manager of the Rules and Regulations Group. Petitions can be submitted via mail to Federal Aviation Administration, 800 Independence Ave, SW, Washington, DC 20591, via email at OEPetitions@faa.gov, or via facsimile (202) 267-9328.

This determination becomes final on May 30, 2020 unless a petition is timely filed. In which case, this determination will not become final pending disposition of the petition. Interested parties will be notified of the grant of any review. For any questions regarding your petition, please contact Rules and Regulations Group via telephone – 202-267-8783.

This determination is based, in part, on the foregoing description which includes specific coordinates, heights, frequency(ies) and power. Any changes in coordinates, heights and frequencies or use of greater power, except those frequencies specified in the Colo Void Clause Coalition; Antenna System Co-Location; Voluntary Best Practices, effective 21 Nov 2007, will void this determination. Any future construction or alteration, including increase to heights, power or the addition of other transmitters, requires separate notice to the FAA. This determination includes all previously filed frequencies and power for this structure.

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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.

This aeronautical study considered and analyzed the impact on existing and proposed arrival, departure, and en route procedures for aircraft operating under both visual flight rules and instrument flight rules; the impact on all existing and planned public-use airports, military airports and aeronautical facilities; and the cumulative impact resulting from the studied structure when combined with the impact of other existing or proposed structures. The study disclosed that the described structure would have no substantial adverse effect on air navigation.

An account of the study findings, aeronautical objections received by the FAA during the study (if any), and the basis for the FAA's decision in this matter can be found on the following page(s).

If we can be of further assistance, please contact Paul Holmquist, at (206) 231-2990, or paul.holmquist@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2020-AWP-2966-OE.

Signature Control No: 433183413-437089231 (DNH)
Mike Helvey
Manager, Obstruction Evaluation Group

Attachment(s)
Additional Information
Map(s)

Abbreviations

AGL - above ground level	AMSL - above mean sea level	RWY - runway
VFR - visual flight rules	IFR - instrument flight rules	NM - nautical mile
ASN- Aeronautical Study Number	CAT - category aircraft	

Part 77 - Title 14 Code of Federal Regulations (CFR) Part 77, Safe, Efficient Use and Preservation of the Navigable Airspace

1. LOCATION OF PROPOSED CONSTRUCTION

The proposed 38 foot AGL (1763 foot AMSL/maximum height) building would be located approximately, at the closest point, 9805 feet (1.6 NM) west southwest of the RWY 14 threshold at March ARB Airport, Riverside, CA. The RIV airport elevation is 1536 feet AMSL. 20 separate studies were submitted for study of this proposed business park. Separate determinations for each study can be found at the OE/AAA website (http://oeaaa.faa.gov).

The proposed structure was studied as 20 points which were assigned the following Aeronautical Study Number (ASNs) and are described as follows

ASN	Structure Name	AGL/AMSL	Latitude/Longitude
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2020-AWP-2978-OE	MAJOR A & SHOPS - PT Q	26 / 1751	33-53-09.30N / 117-18-05.68W
2020-AWP-2979-OE	MAJOR A & SHOPS - PT R	26 / 1751	33-53-09.37N / 117-18-06.18W
2020-AWP-2980-OE	MAJOR A & SHOPS - PT S	32 / 1757	33-53-09.24N / 117-18-05.23W
2020-AWP-2981-OE	MAJOR A & SHOPS - PT T	28 / 1753	33-53-09.29N / 117-18-04.63W

2. OBSTRUCTION STANDARDS EXCEEDED

The structure is identified as an obstruction under the following Part 77 standards:

a. Section 77.19(a): Horizontal Surface-a height exceeding a horizontal plane 150 feet above the established airport elevation. The structure would exceed the RIV Horizontal Surface by the following:

ASN	Exceeds the RIV Horizontal Surface by (feet)
2020-AWP-2963-OE	74
2020-AWP-2964-OE	67
2020-AWP-2965-OE	64
2020-AWP-2966-OE	66
2020-AWP-2967-OE	60
2020-AWP-2968-OE	60
2020-AWP-2969-OE	69
2020-AWP-2970-OE	69

b. Section 77.19(b) -- Conical Surface: a surface extending outward and upward from the periphery of the Part 77 Horizontal Surface at a slope of 20:1 for a horizontal distance of 4,000 feet. The proposed structure would exceed the RIV Conical Surface by the following:

ASN	Exceeds the RIV Conical Surface by (feet)
2020-AWP-2962-OE	77
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2020-AWP-2975-OE	50
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2020-AWP-2977-OE	60
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2020-AWP-2979-OE	57
2020-AWP-2980-OE	66
2020-AWP-2981-OE	65

3. EFFECT ON AERONAUTICAL OPERATIONS

a. The impact on arrival, departure, and en route procedures for aircraft operating under VFR: No substantial adverse effect due to an internal FAA evaluation. The proposed structure would exceed the RIV Horizontal Surface by a maximum of 74 feet and the RIV Conical Surface by a maximum of 77 feet

There are no effects on the VFR traffic pattern airspace.
There are no effects on any existing or proposed arrival, departure, or en route IFR/VFR minimum flight altitudes.

b. The impact on arrival, departure, and en route procedures for aircraft operating under IFR: None.

c. The cumulative impact of the proposed structures, when combined with other proposed and existing structures, is not considered to be significant. Study did not disclose any significant adverse effect on existing

or proposed public-use or military airports or navigational facilities, nor would the proposals affect the capacity of any known existing or planned public-use or military airport.

The RIV Airport Master Record can be viewed/downloaded https://adip.faa.gov/agis/public/#/airportData/RIV. It states there are 4 single-engine, 2 multi-engine, 0 jet, 0 helicopter, 0 military, 0 ultra- light and 0 glider aircraft based there. No annual operational data is available.

4. CIRCULATION AND COMMENTS RECEIVED

The proposal was not circularized for public aeronautical comment because internal FAA evaluation finds that the adverse effect of this structure is known. Structures of similar and greater height exist in the area. There would be no derogation of the navigable airspace overlying the site. Existing obstacles and terrain control the development of future approach and departure instrument Terminal Procedures at RIV. Therefore, no further attempt to negotiate the structure to a lower height was considered necessary. This does not affect the right to petition for review determinations regarding structures which exceed the subject obstruction standards.

5. DETERMINATION - NO HAZARD TO AIR NAVIGATION

It is determined that the proposed construction would not have a substantial adverse effect on the safe and efficient utilization of the navigable airspace by aircraft or on any air navigation facility and would not be a hazard to air navigation provided the conditions set forth in this determination are met.

6. BASIS FOR DECISION

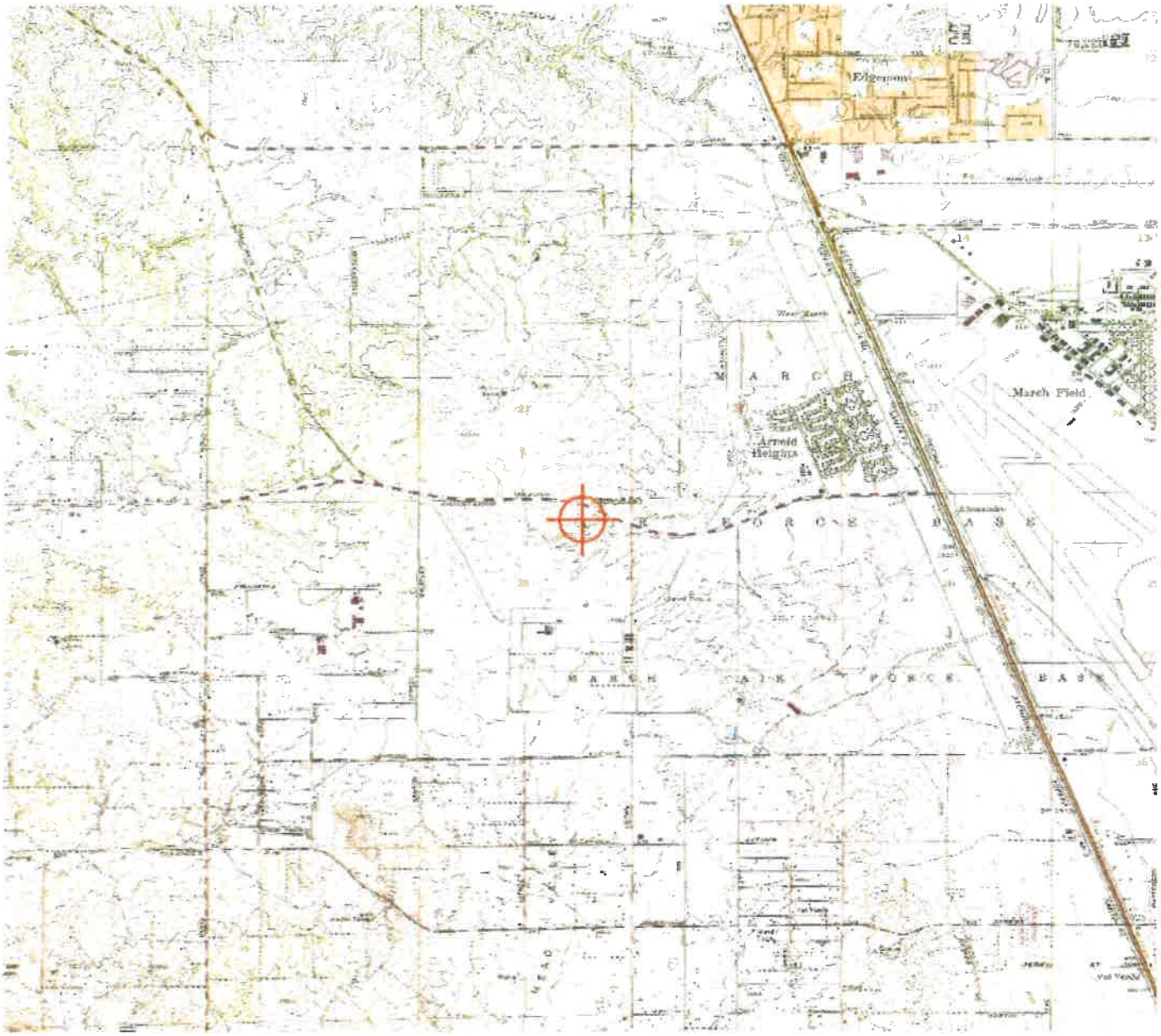
Study for possible VFR effect disclosed that the proposed structure would not have a substantial adverse effect on any existing or proposed arrival or departure VFR operations or procedures. In this case, the proposed project would exceed the RIV Part 77 Horizontal Surface by maximum of 74 feet and the RIV Conical Surface by 77 feet. However, this proposal would be located in the vicinity of other structures of similar or greater height. No other VFR issues were identified and there are no IFR effects. There are no physical or electromagnetic effects on the operation of air navigation and communications facilities and there are no effects on any airspace and routes used by the military. The incorporation of obstruction marking and lighting was considered but not deemed necessary.

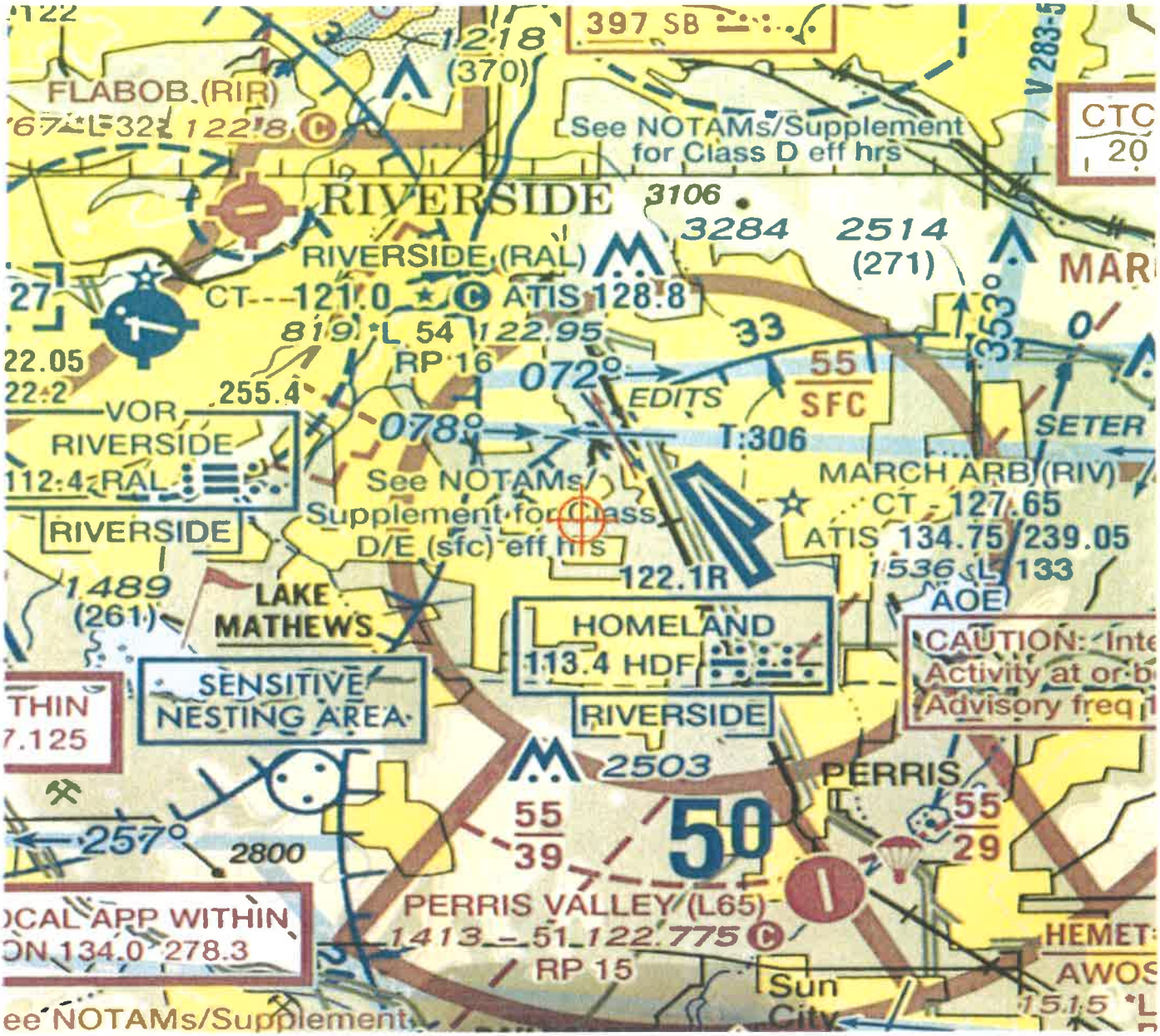
This determination, issued in accordance with Part 77, concerns the effect of the proposal on the safe and efficient use of the navigable airspace by aircraft and does not relieve the sponsor of any compliance responsibilities relating to laws, ordinances, or regulations of any Federal, state, or local governmental bodies. Determinations, which are issued in accordance with Part 77, do not supersede or override any state, county, or local laws, avigation easements, or ordinances, or local zoning maximum heights.

7. CONDITIONS

Within five days after the structure reaches its greatest height, the proponent is required to file an FAA form 7460-2, Actual Construction notification, at the OE/AAA website (http://oeaaa.faa.gov). This actual construction notification will be the source document detailing the site location, site elevation, structure height, and date structure was built for the FAA to map the structure on aeronautical charts and update the national obstruction database.

TOPO Map for ASN 2020-AWP-2966-OE




397 SB
1218
(370)
FLABOB (RIR)
122.8
See NOTAMs/Supplement
for Class D eff hrs
CTC
20
RIVERSIDE
3106
3284
2514
(271)
RIVERSIDE (RAL)
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VOR
RIVERSIDE
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See NOTAMs/
Supplement for Class
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1413 51 122.775
RP 15
Sun
City
HEMET
AWOS
1515
ee NOTAMs/Supplement

Mail Processing Center
Federal Aviation Administration
Southwest Regional Office
Obstruction Evaluation Group
10101 Hillwood Parkway
Fort Worth, TX 76177

Aeronautical Study No.
2020-AWP-2967-OE

Issued Date: 04/20/2020

Timothy Reeves
MERIDIAN PARK LLC
1156 N. MOUNTAIN AVENUE
Upland, CA 91786

**** DETERMINATION OF NO HAZARD TO AIR NAVIGATION ****

The Federal Aviation Administration has conducted an aeronautical study under the provisions of 49 U.S.C., Section 44718 and if applicable Title 14 of the Code of Federal Regulations, part 77, concerning:

Structure:	Building MAJOR A & SHOPS - PT F
Location:	Riverside, CA
Latitude:	33-53-07.78N NAD 83
Longitude:	117-18-01.19W
Heights:	1724 feet site elevation (SE)
	22 feet above ground level (AGL)
	1746 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure would have no substantial adverse effect on the safe and efficient utilization of the navigable airspace by aircraft or on the operation of air navigation facilities. Therefore, pursuant to the authority delegated to me, it is hereby determined that the structure would not be a hazard to air navigation provided the following condition(s) 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)

See attachment for additional condition(s) or information.

Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking/ lighting are accomplished on a voluntary basis, we recommend it be installed in accordance with FAA Advisory circular 70/7460-1 L Change 2.

This determination expires on 10/20/2021 unless:

(a) the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
(b) extended, revised, or terminated by the issuing office.

(c) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within 6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE E-FILED AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE. AFTER RE-EVALUATION OF CURRENT OPERATIONS IN THE AREA OF THE STRUCTURE TO DETERMINE THAT NO SIGNIFICANT AERONAUTICAL CHANGES HAVE OCCURRED, YOUR DETERMINATION MAY BE ELIGIBLE FOR ONE EXTENSION OF THE EFFECTIVE PERIOD.

This determination is subject to review if an interested party files a petition that is received by the FAA on or before May 20, 2020. In the event a petition for review is filed, it must contain a full statement of the basis upon which it is made and be submitted to the Manager of the Rules and Regulations Group. Petitions can be submitted via mail to Federal Aviation Administration, 800 Independence Ave, SW, Washington, DC 20591, via email at OEPetitions@faa.gov, or via facsimile (202) 267-9328.

This determination becomes final on May 30, 2020 unless a petition is timely filed. In which case, this determination will not become final pending disposition of the petition. Interested parties will be notified of the grant of any review. For any questions regarding your petition, please contact Rules and Regulations Group via telephone – 202-267-8783.

This determination is based, in part, on the foregoing description which includes specific coordinates, heights, frequency(ies) and power. Any changes in coordinates, heights and frequencies or use of greater power, except those frequencies specified in the Colo Void Clause Coalition; Antenna System Co-Location; Voluntary Best Practices, effective 21 Nov 2007, will void this determination. Any future construction or alteration, including increase to heights, power or the addition of other transmitters, requires separate notice to the FAA. This determination includes all previously filed frequencies and power for this structure.

If construction or alteration is dismantled or destroyed, you must submit notice to the FAA within 5 days after the construction or alteration is dismantled or destroyed.

This determination does include temporary construction equipment such as cranes, derricks, etc., which may be used during actual construction of the structure. However, this equipment shall not exceed the overall heights as indicated above. Equipment which has a height greater than the studied structure requires separate notice to the FAA.

This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

This aeronautical study considered and analyzed the impact on existing and proposed arrival, departure, and en route procedures for aircraft operating under both visual flight rules and instrument flight rules; the impact on all existing and planned public-use airports, military airports and aeronautical facilities; and the cumulative impact resulting from the studied structure when combined with the impact of other existing or proposed structures. The study disclosed that the described structure would have no substantial adverse effect on air navigation.

An account of the study findings, aeronautical objections received by the FAA during the study (if any), and the basis for the FAA's decision in this matter can be found on the following page(s).

If we can be of further assistance, please contact Paul Holmquist, at (206) 231-2990, or paul.holmquist@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2020-AWP-2967-OE.

Signature Control No: 433183415-437089239 (DNH)
Mike Helvey
Manager, Obstruction Evaluation Group

Attachment(s)
Additional Information
Map(s)

Abbreviations

AGL - above ground level	AMSL - above mean sea level	RWY - runway
VFR - visual flight rules	IFR - instrument flight rules	NM - nautical mile
ASN- Aeronautical Study Number	CAT - category aircraft	

Part 77 - Title 14 Code of Federal Regulations (CFR) Part 77, Safe, Efficient Use and Preservation of the Navigable Airspace

1. LOCATION OF PROPOSED CONSTRUCTION

The proposed 38 foot AGL (1763 foot AMSL/maximum height) building would be located approximately, at the closest point, 9805 feet (1.6 NM) west southwest of the RWY 14 threshold at March ARB Airport, Riverside, CA. The RIV airport elevation is 1536 feet AMSL. 20 separate studies were submitted for study of this proposed business park. Separate determinations for each study can be found at the OE/AAA website (http://oeaaa.faa.gov).

The proposed structure was studied as 20 points which were assigned the following Aeronautical Study Number (ASNs) and are described as follows

ASN	Structure Name	AGL/AMSL	Latitude/Longitude
2020-AWP-2962-OE	MAJOR A & SHOPS - PT A	38 / 1763	33-53-09.18N / 117-18-03.83W
2020-AWP-2963-OE	MAJOR A & SHOPS - PT B	35 / 1760	33-53-09.07N / 117-18-03.14W
2020-AWP-2964-OE	MAJOR A & SHOPS - PT C	28 / 1753	33-53-08.84N / 117-18-02.50W
2020-AWP-2965-OE	MAJOR A & SHOPS - PT D	26 / 1750	33-53-08.73N / 117-18-01.99W
2020-AWP-2966-OE	MAJOR A & SHOPS - PT E	28 / 1752	33-53-08.59N / 117-18-01.02W
2020-AWP-2967-OE	MAJOR A & SHOPS - PT F	22 / 1746	33-53-07.78N / 117-18-01.19W
2020-AWP-2968-OE	MAJOR A & SHOPS - PT G	22 / 1746	33-53-07.84N / 117-18-01.61W
2020-AWP-2969-OE	MAJOR A & SHOPS - PT H	30 / 1755	33-53-07.47N / 117-18-02.46W
2020-AWP-2970-OE	MAJOR A & SHOPS - PT I	30 / 1755	33-53-07.14N / 117-18-02.35W
2020-AWP-2971-OE	MAJOR A & SHOPS - PT J	30 / 1755	33-53-07.05N / 117-18-02.76W
2020-AWP-2972-OE	MAJOR A & SHOPS - PT K	32 / 1757	33-53-07.26N / 117-18-04.22W
2020-AWP-2973-OE	MAJOR A & SHOPS - PT L	32 / 1757	33-53-07.35N / 117-18-04.83W
2020-AWP-2974-OE	MAJOR A & SHOPS - PT M	28 / 1753	33-53-07.47N / 117-18-05.61W
2020-AWP-2975-OE	MAJOR A & SHOPS - PT N	23 / 1748	33-53-08.61N / 117-18-06.68W
2020-AWP-2976-OE	MAJOR A & SHOPS - PT O	23 / 1748	33-53-08.67N / 117-18-07.12W
2020-AWP-2977-OE	MAJOR A & SHOPS - PT P	32 / 1757	33-53-09.40N / 117-18-06.97W
2020-AWP-2978-OE	MAJOR A & SHOPS - PT Q	26 / 1751	33-53-09.30N / 117-18-05.68W
2020-AWP-2979-OE	MAJOR A & SHOPS - PT R	26 / 1751	33-53-09.37N / 117-18-06.18W
2020-AWP-2980-OE	MAJOR A & SHOPS - PT S	32 / 1757	33-53-09.24N / 117-18-05.23W
2020-AWP-2981-OE	MAJOR A & SHOPS - PT T	28 / 1753	33-53-09.29N / 117-18-04.63W

2. OBSTRUCTION STANDARDS EXCEEDED

The structure is identified as an obstruction under the following Part 77 standards:

a. Section 77.19(a): Horizontal Surface-a height exceeding a horizontal plane 150 feet above the established airport elevation. The structure would exceed the RIV Horizontal Surface by the following:

ASN	Exceeds the RIV Horizontal Surface by (feet)
2020-AWP-2963-OE	74
2020-AWP-2964-OE	67
2020-AWP-2965-OE	64
2020-AWP-2966-OE	66
2020-AWP-2967-OE	60
2020-AWP-2968-OE	60
2020-AWP-2969-OE	69
2020-AWP-2970-OE	69

b. Section 77.19(b) -- Conical Surface: a surface extending outward and upward from the periphery of the Part 77 Horizontal Surface at a slope of 20:1 for a horizontal distance of 4,000 feet. The proposed structure would exceed the RIV Conical Surface by the following:

ASN	Exceeds the RIV Conical Surface by (feet)
2020-AWP-2962-OE	77
2020-AWP-2971-OE	69
2020-AWP-2972-OE	66
2020-AWP-2973-OE	64
2020-AWP-2974-OE	57
2020-AWP-2975-OE	50
2020-AWP-2976-OE	49
2020-AWP-2977-OE	60
2020-AWP-2978-OE	58
2020-AWP-2979-OE	57
2020-AWP-2980-OE	66
2020-AWP-2981-OE	65

3. EFFECT ON AERONAUTICAL OPERATIONS

a. The impact on arrival, departure, and en route procedures for aircraft operating under VFR: No substantial adverse effect due to an internal FAA evaluation. The proposed structure would exceed the RIV Horizontal Surface by a maximum of 74 feet and the RIV Conical Surface by a maximum of 77 feet

There are no effects on the VFR traffic pattern airspace.
There are no effects on any existing or proposed arrival, departure, or en route IFR/VFR minimum flight altitudes.

b. The impact on arrival, departure, and en route procedures for aircraft operating under IFR: None.

c. The cumulative impact of the proposed structures, when combined with other proposed and existing structures, is not considered to be significant. Study did not disclose any significant adverse effect on existing

or proposed public-use or military airports or navigational facilities, nor would the proposals affect the capacity of any known existing or planned public-use or military airport.

The RIV Airport Master Record can be viewed/downloaded https://adip.faa.gov/agis/public/#/airportData/RIV. It states there are 4 single-engine, 2 multi-engine, 0 jet, 0 helicopter, 0 military, 0 ultra- light and 0 glider aircraft based there. No annual operational data is available.

4. CIRCULATION AND COMMENTS RECEIVED

The proposal was not circularized for public aeronautical comment because internal FAA evaluation finds that the adverse effect of this structure is known. Structures of similar and greater height exist in the area. There would be no derogation of the navigable airspace overlying the site. Existing obstacles and terrain control the development of future approach and departure instrument Terminal Procedures at RIV. Therefore, no further attempt to negotiate the structure to a lower height was considered necessary. This does not affect the right to petition for review determinations regarding structures which exceed the subject obstruction standards.

5. DETERMINATION - NO HAZARD TO AIR NAVIGATION

It is determined that the proposed construction would not have a substantial adverse effect on the safe and efficient utilization of the navigable airspace by aircraft or on any air navigation facility and would not be a hazard to air navigation provided the conditions set forth in this determination are met.

6. BASIS FOR DECISION

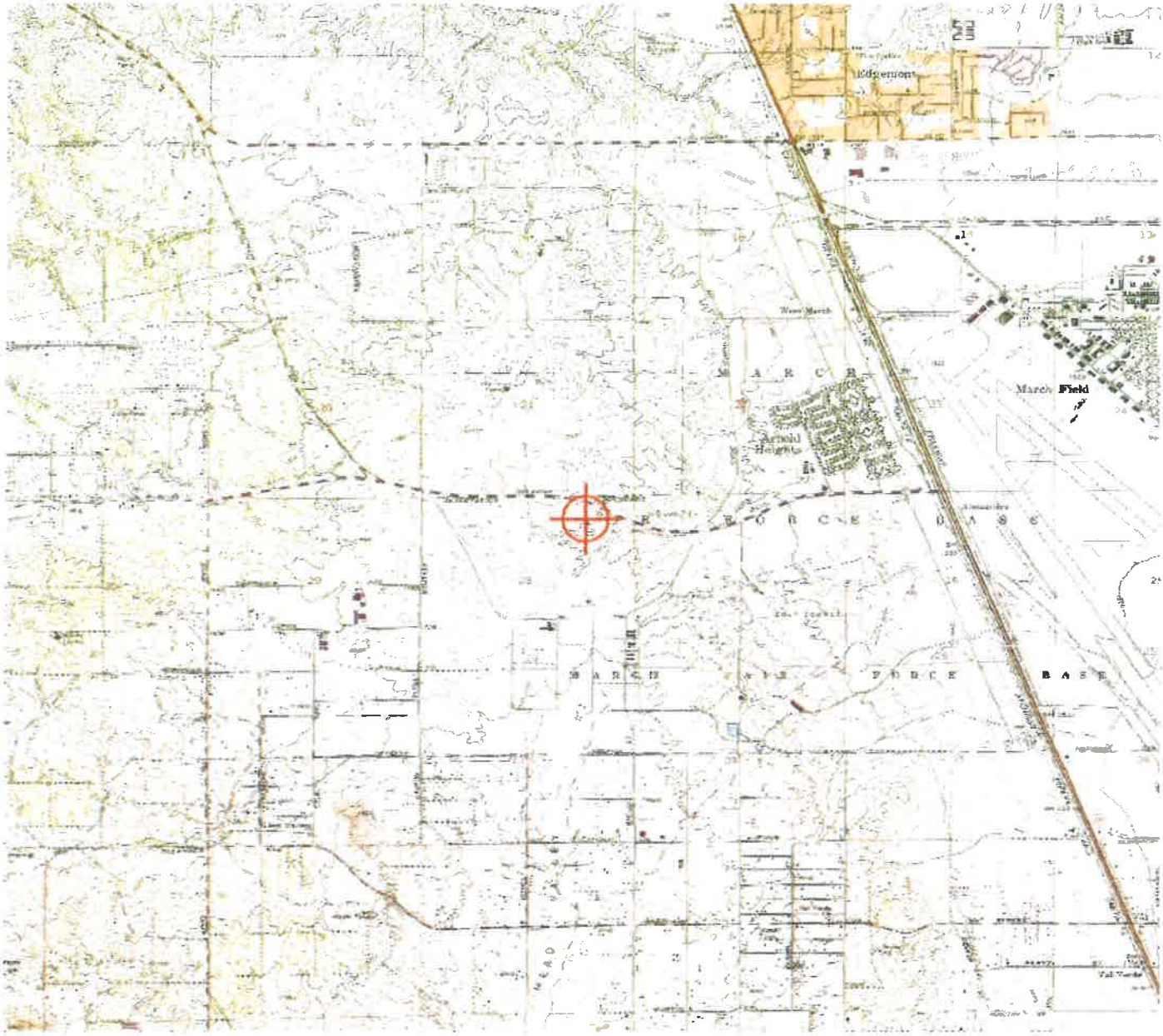
Study for possible VFR effect disclosed that the proposed structure would not have a substantial adverse effect on any existing or proposed arrival or departure VFR operations or procedures. In this case, the proposed project would exceed the RIV Part 77 Horizontal Surface by maximum of 74 feet and the RIV Conical Surface by 77 feet. However, this proposal would be located in the vicinity of other structures of similar or greater height. No other VFR issues were identified and there are no IFR effects. There are no physical or electromagnetic effects on the operation of air navigation and communications facilities and there are no effects on any airspace and routes used by the military. The incorporation of obstruction marking and lighting was considered but not deemed necessary.

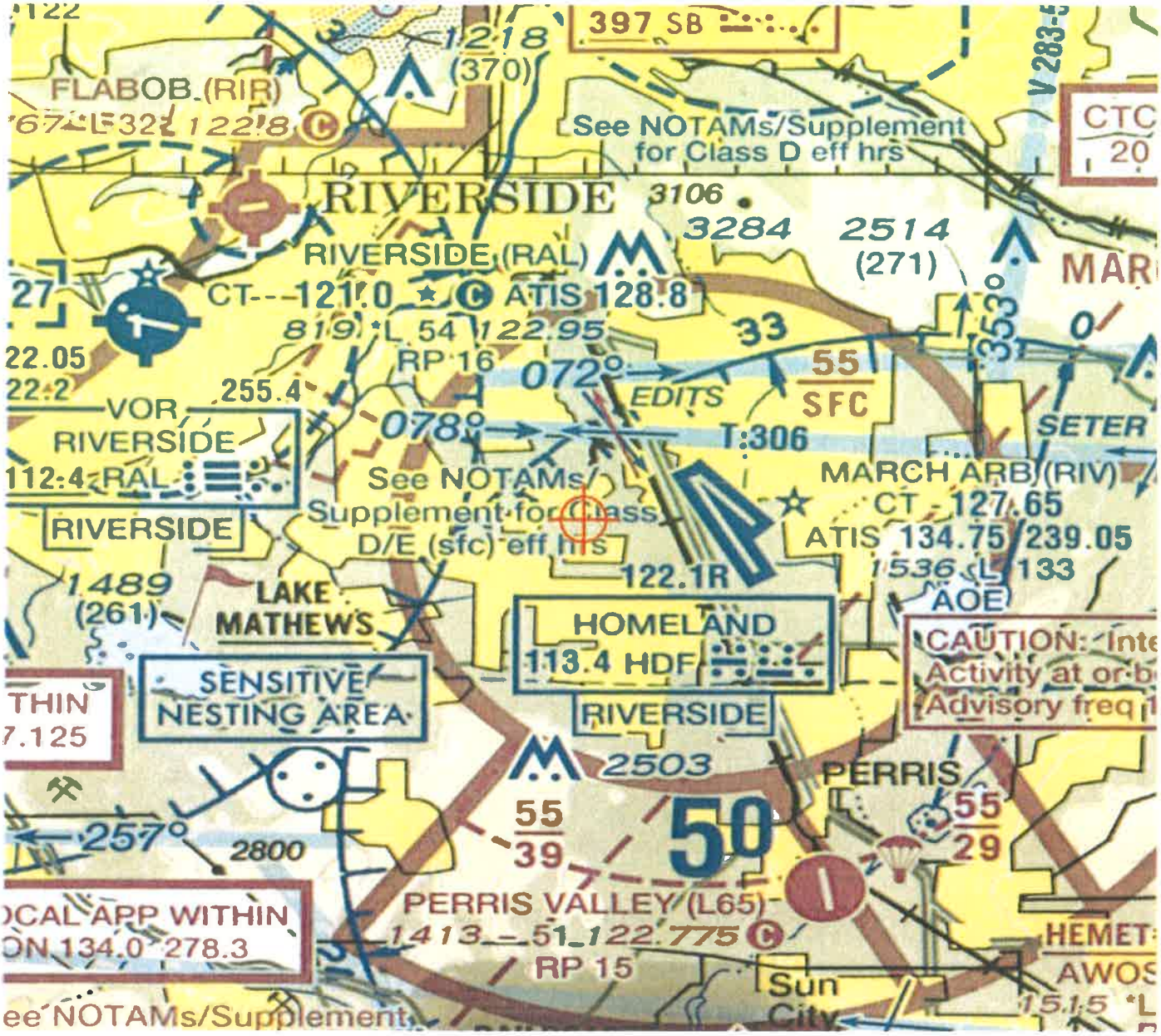
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7. CONDITIONS

Within five days after the structure reaches its greatest height, the proponent is required to file an FAA form 7460-2, Actual Construction notification, at the OE/AAA website (http://oeaaa.faa.gov). This actual construction notification will be the source document detailing the site location, site elevation, structure height, and date structure was built for the FAA to map the structure on aeronautical charts and update the national obstruction database.

TOPO Map for ASN 2020-AWP-2967-OE




397 SB
12.18
(370)
FLABOB (RIR)
See NOTAMs/Supplement
for Class D eff hrs
RIVERSIDE
3106
3284
2514
(271)
RIVERSIDE (RAL)
CT 121.0
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122.95
RP 16
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RIVERSIDE
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See NOTAMs/
Supplement for Class
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CAUTION:
Activity at or
Advisory freq
CAL APP WITHIN
ON 134.0 278.3
ee NOTAMs/Supplement

Mail Processing Center
Federal Aviation Administration
Southwest Regional Office
Obstruction Evaluation Group
10101 Hillwood Parkway
Fort Worth, TX 76177

Aeronautical Study No.
2020-AWP-2968-OE

Issued Date: 04/20/2020

Timothy Reeves
MERIDIAN PARK LLC
1156 N. MOUNTAIN AVENUE
Upland, CA 91786

**** DETERMINATION OF NO HAZARD TO AIR NAVIGATION ****

The Federal Aviation Administration has conducted an aeronautical study under the provisions of 49 U.S.C., Section 44718 and if applicable Title 14 of the Code of Federal Regulations, part 77, concerning:

Structure:	Building MAJOR A & SHOPS - PT G
Location:	Riverside, CA
Latitude:	33-53-07.84N NAD 83
Longitude:	117-18-01.61W
Heights:	1724 feet site elevation (SE)
	22 feet above ground level (AGL)
	1746 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure would have no substantial adverse effect on the safe and efficient utilization of the navigable airspace by aircraft or on the operation of air navigation facilities. Therefore, pursuant to the authority delegated to me, it is hereby determined that the structure would not be a hazard to air navigation provided the following condition(s) 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)

See attachment for additional condition(s) or information.

Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking/ lighting are accomplished on a voluntary basis, we recommend it be installed in accordance with FAA Advisory circular 70/7460-1 L Change 2.

This determination expires on 10/20/2021 unless:

(a) the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
(b) extended, revised, or terminated by the issuing office.

(c) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within 6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE E-FILED AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE. AFTER RE-EVALUATION OF CURRENT OPERATIONS IN THE AREA OF THE STRUCTURE TO DETERMINE THAT NO SIGNIFICANT AERONAUTICAL CHANGES HAVE OCCURRED, YOUR DETERMINATION MAY BE ELIGIBLE FOR ONE EXTENSION OF THE EFFECTIVE PERIOD.

This determination is subject to review if an interested party files a petition that is received by the FAA on or before May 20, 2020. In the event a petition for review is filed, it must contain a full statement of the basis upon which it is made and be submitted to the Manager of the Rules and Regulations Group. Petitions can be submitted via mail to Federal Aviation Administration, 800 Independence Ave, SW, Washington, DC 20591, via email at OEPetitions@faa.gov, or via facsimile (202) 267-9328.

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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, except those frequencies specified in the Colo Void Clause Coalition; Antenna System Co-Location; Voluntary Best Practices, effective 21 Nov 2007, will void this determination. Any future construction or alteration, including increase to heights, power or the addition of other transmitters, requires separate notice to the FAA. This determination includes all previously filed frequencies and power for this structure.

If construction or alteration is dismantled or destroyed, you must submit notice to the FAA within 5 days after the construction or alteration is dismantled or destroyed.

This determination does include temporary construction equipment such as cranes, derricks, etc., which may be used during actual construction of the structure. However, this equipment shall not exceed the overall heights as indicated above. Equipment which has a height greater than the studied structure requires separate notice to the FAA.

This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

This aeronautical study considered and analyzed the impact on existing and proposed arrival, departure, and en route procedures for aircraft operating under both visual flight rules and instrument flight rules; the impact on all existing and planned public-use airports, military airports and aeronautical facilities; and the cumulative impact resulting from the studied structure when combined with the impact of other existing or proposed structures. The study disclosed that the described structure would have no substantial adverse effect on air navigation.

An account of the study findings, aeronautical objections received by the FAA during the study (if any), and the basis for the FAA's decision in this matter can be found on the following page(s).

If we can be of further assistance, please contact Paul Holmquist, at (206) 231-2990, or paul.holmquist@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2020-AWP-2968-OE.

Signature Control No: 433183416-437089235 (DNH)
Mike Helvey
Manager, Obstruction Evaluation Group

Attachment(s)
Additional Information
Map(s)

Abbreviations

AGL - above ground level	AMSL - above mean sea level	RWY - runway
VFR - visual flight rules	IFR - instrument flight rules	NM - nautical mile
ASN- Aeronautical Study Number	CAT - category aircraft	

Part 77 - Title 14 Code of Federal Regulations (CFR) Part 77, Safe, Efficient Use and Preservation of the Navigable Airspace

1. LOCATION OF PROPOSED CONSTRUCTION

The proposed 38 foot AGL (1763 foot AMSL/maximum height) building would be located approximately, at the closest point, 9805 feet (1.6 NM) west southwest of the RWY 14 threshold at March ARB Airport, Riverside, CA. The RIV airport elevation is 1536 feet AMSL. 20 separate studies were submitted for study of this proposed business park. Separate determinations for each study can be found at the OE/AAA website (http://oeaaa.faa.gov).

The proposed structure was studied as 20 points which were assigned the following Aeronautical Study Number (ASNs) and are described as follows

ASN	Structure Name	AGL/AMSL	Latitude/Longitude
2020-AWP-2962-OE	MAJOR A & SHOPS - PT A	38 / 1763	33-53-09.18N / 117-18-03.83W
2020-AWP-2963-OE	MAJOR A & SHOPS - PT B	35 / 1760	33-53-09.07N / 117-18-03.14W
2020-AWP-2964-OE	MAJOR A & SHOPS - PT C	28 / 1753	33-53-08.84N / 117-18-02.50W
2020-AWP-2965-OE	MAJOR A & SHOPS - PT D	26 / 1750	33-53-08.73N / 117-18-01.99W
2020-AWP-2966-OE	MAJOR A & SHOPS - PT E	28 / 1752	33-53-08.59N / 117-18-01.02W
2020-AWP-2967-OE	MAJOR A & SHOPS - PT F	22 / 1746	33-53-07.78N / 117-18-01.19W
2020-AWP-2968-OE	MAJOR A & SHOPS - PT G	22 / 1746	33-53-07.84N / 117-18-01.61W
2020-AWP-2969-OE	MAJOR A & SHOPS - PT H	30 / 1755	33-53-07.47N / 117-18-02.46W
2020-AWP-2970-OE	MAJOR A & SHOPS - PT I	30 / 1755	33-53-07.14N / 117-18-02.35W
2020-AWP-2971-OE	MAJOR A & SHOPS - PT J	30 / 1755	33-53-07.05N / 117-18-02.76W
2020-AWP-2972-OE	MAJOR A & SHOPS - PT K	32 / 1757	33-53-07.26N / 117-18-04.22W
2020-AWP-2973-OE	MAJOR A & SHOPS - PT L	32 / 1757	33-53-07.35N / 117-18-04.83W
2020-AWP-2974-OE	MAJOR A & SHOPS - PT M	28 / 1753	33-53-07.47N / 117-18-05.61W
2020-AWP-2975-OE	MAJOR A & SHOPS - PT N	23 / 1748	33-53-08.61N / 117-18-06.68W
2020-AWP-2976-OE	MAJOR A & SHOPS - PT O	23 / 1748	33-53-08.67N / 117-18-07.12W
2020-AWP-2977-OE	MAJOR A & SHOPS - PT P	32 / 1757	33-53-09.40N / 117-18-06.97W
2020-AWP-2978-OE	MAJOR A & SHOPS - PT Q	26 / 1751	33-53-09.30N / 117-18-05.68W
2020-AWP-2979-OE	MAJOR A & SHOPS - PT R	26 / 1751	33-53-09.37N / 117-18-06.18W
2020-AWP-2980-OE	MAJOR A & SHOPS - PT S	32 / 1757	33-53-09.24N / 117-18-05.23W
2020-AWP-2981-OE	MAJOR A & SHOPS - PT T	28 / 1753	33-53-09.29N / 117-18-04.63W

2. OBSTRUCTION STANDARDS EXCEEDED

The structure is identified as an obstruction under the following Part 77 standards:

a. Section 77.19(a): Horizontal Surface-a height exceeding a horizontal plane 150 feet above the established airport elevation. The structure would exceed the RIV Horizontal Surface by the following:

ASN	Exceeds the RIV Horizontal Surface by (feet)
2020-AWP-2963-OE	74
2020-AWP-2964-OE	67
2020-AWP-2965-OE	64
2020-AWP-2966-OE	66
2020-AWP-2967-OE	60
2020-AWP-2968-OE	60
2020-AWP-2969-OE	69
2020-AWP-2970-OE	69

b. Section 77.19(b) -- Conical Surface: a surface extending outward and upward from the periphery of the Part 77 Horizontal Surface at a slope of 20:1 for a horizontal distance of 4,000 feet. The proposed structure would exceed the RIV Conical Surface by the following:

ASN	Exceeds the RIV Conical Surface by (feet)
2020-AWP-2962-OE	77
2020-AWP-2971-OE	69
2020-AWP-2972-OE	66
2020-AWP-2973-OE	64
2020-AWP-2974-OE	57
2020-AWP-2975-OE	50
2020-AWP-2976-OE	49
2020-AWP-2977-OE	60
2020-AWP-2978-OE	58
2020-AWP-2979-OE	57
2020-AWP-2980-OE	66
2020-AWP-2981-OE	65

3. EFFECT ON AERONAUTICAL OPERATIONS

a. The impact on arrival, departure, and en route procedures for aircraft operating under VFR: No substantial adverse effect due to an internal FAA evaluation. The proposed structure would exceed the RIV Horizontal Surface by a maximum of 74 feet and the RIV Conical Surface by a maximum of 77 feet

There are no effects on the VFR traffic pattern airspace.
There are no effects on any existing or proposed arrival, departure, or en route IFR/VFR minimum flight altitudes.

b. The impact on arrival, departure, and en route procedures for aircraft operating under IFR: None.

c. The cumulative impact of the proposed structures, when combined with other proposed and existing structures, is not considered to be significant. Study did not disclose any significant adverse effect on existing

or proposed public-use or military airports or navigational facilities, nor would the proposals affect the capacity of any known existing or planned public-use or military airport.

The RIV Airport Master Record can be viewed/downloaded https://adip.faa.gov/agis/public/#/airportData/RIV. It states there are 4 single-engine, 2 multi-engine, 0 jet, 0 helicopter, 0 military, 0 ultra- light and 0 glider aircraft based there. No annual operational data is available.

4. CIRCULATION AND COMMENTS RECEIVED

The proposal was not circularized for public aeronautical comment because internal FAA evaluation finds that the adverse effect of this structure is known. Structures of similar and greater height exist in the area. There would be no derogation of the navigable airspace overlying the site. Existing obstacles and terrain control the development of future approach and departure instrument Terminal Procedures at RIV. Therefore, no further attempt to negotiate the structure to a lower height was considered necessary. This does not affect the right to petition for review determinations regarding structures which exceed the subject obstruction standards.

5. DETERMINATION - NO HAZARD TO AIR NAVIGATION

It is determined that the proposed construction would not have a substantial adverse effect on the safe and efficient utilization of the navigable airspace by aircraft or on any air navigation facility and would not be a hazard to air navigation provided the conditions set forth in this determination are met.

6. BASIS FOR DECISION

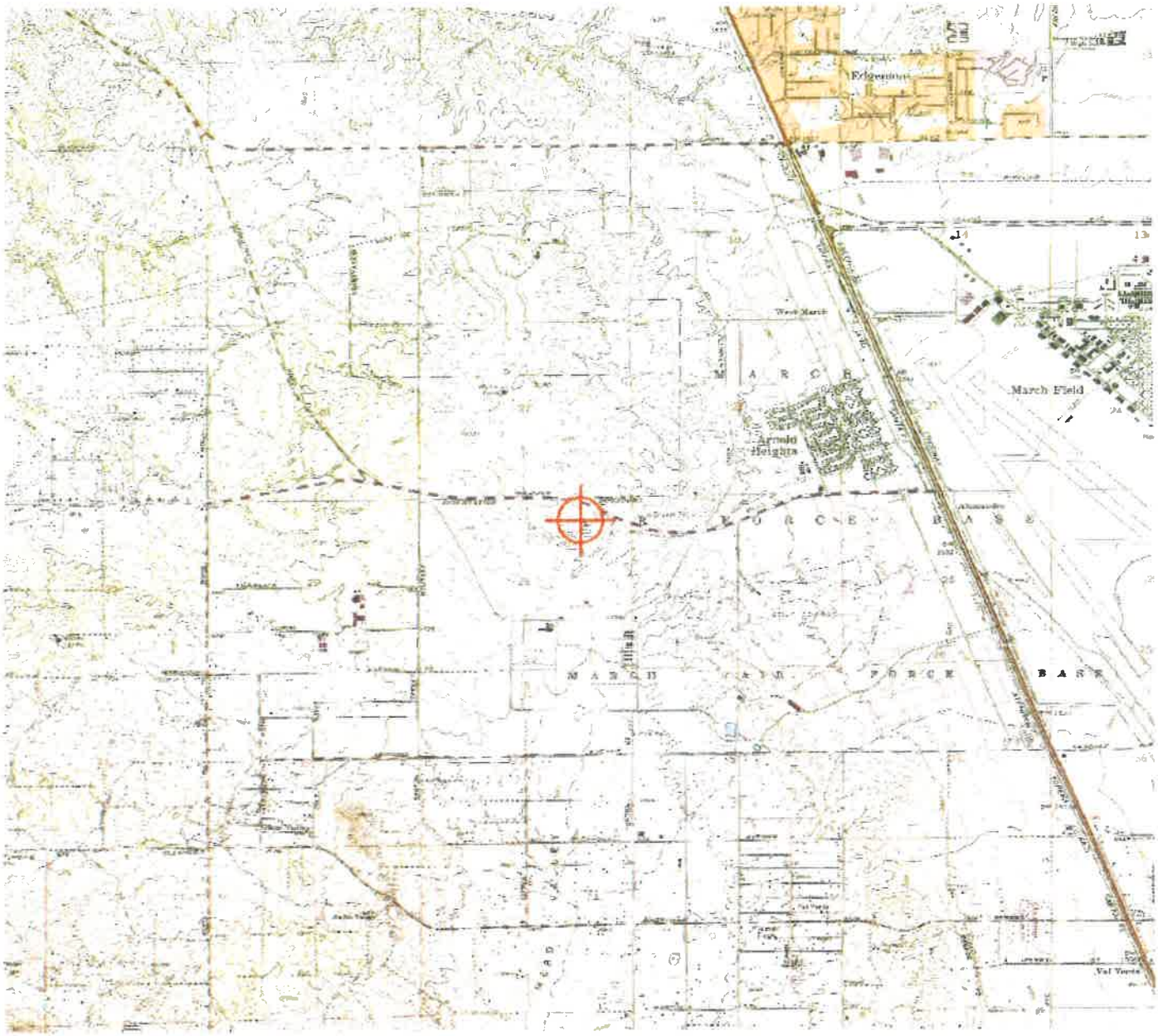
Study for possible VFR effect disclosed that the proposed structure would not have a substantial adverse effect on any existing or proposed arrival or departure VFR operations or procedures. In this case, the proposed project would exceed the RIV Part 77 Horizontal Surface by maximum of 74 feet and the RIV Conical Surface by 77 feet. However, this proposal would be located in the vicinity of other structures of similar or greater height. No other VFR issues were identified and there are no IFR effects. There are no physical or electromagnetic effects on the operation of air navigation and communications facilities and there are no effects on any airspace and routes used by the military. The incorporation of obstruction marking and lighting was considered but not deemed necessary.

This determination, issued in accordance with Part 77, concerns the effect of the proposal on the safe and efficient use of the navigable airspace by aircraft and does not relieve the sponsor of any compliance responsibilities relating to laws, ordinances, or regulations of any Federal, state, or local governmental bodies. Determinations, which are issued in accordance with Part 77, do not supersede or override any state, county, or local laws, avigation easements, or ordinances, or local zoning maximum heights.

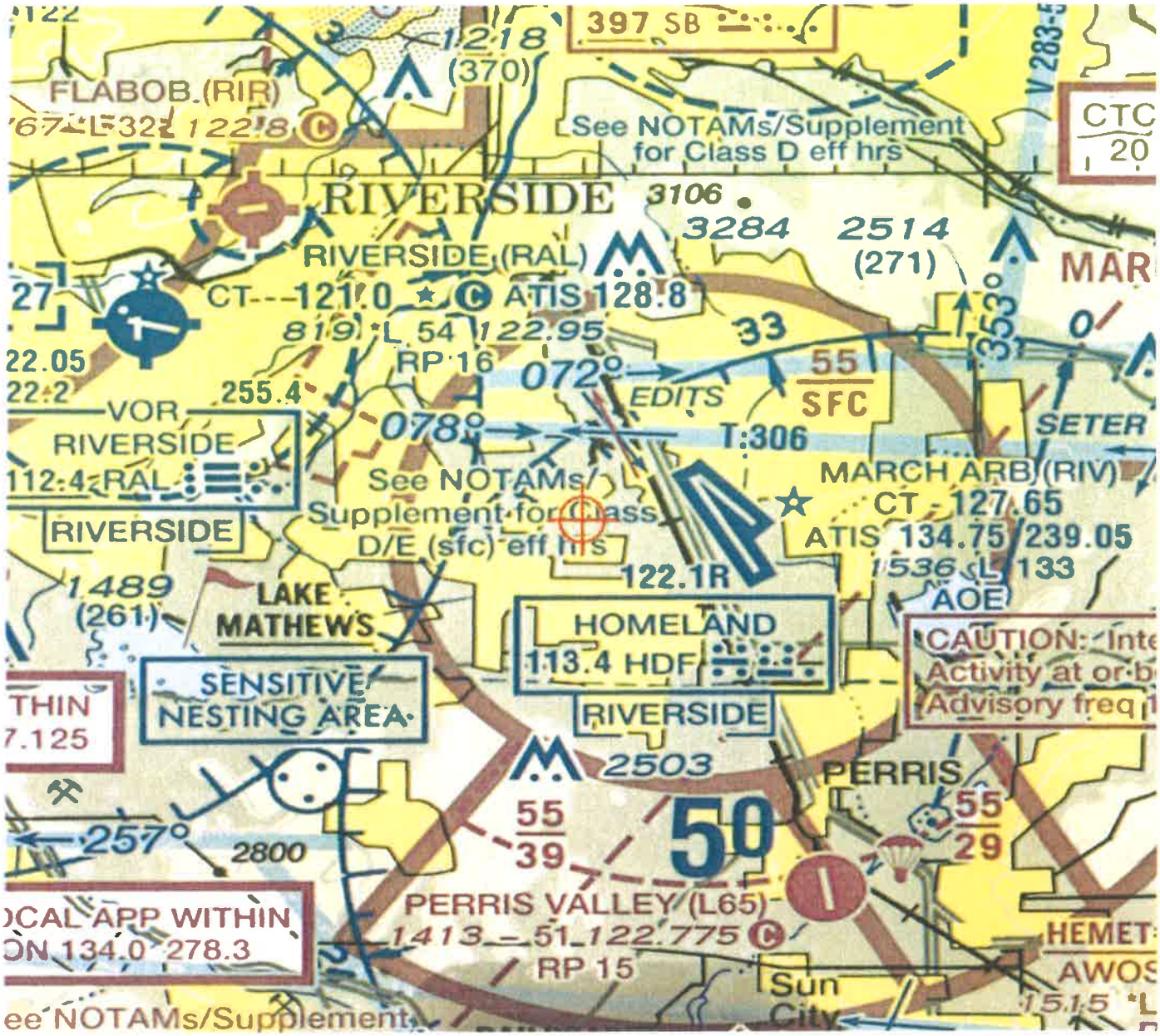
7. CONDITIONS

Within five days after the structure reaches its greatest height, the proponent is required to file an FAA form 7460-2, Actual Construction notification, at the OE/AAA website (http://oeaaa.faa.gov). This actual construction notification will be the source document detailing the site location, site elevation, structure height, and date structure was built for the FAA to map the structure on aeronautical charts and update the national obstruction database.

TOPO Map for ASN 2020-AWP-2968-OE



Sectional Map for ASN 2020-AWP-2968-OE



Mail Processing Center
Federal Aviation Administration
Southwest Regional Office
Obstruction Evaluation Group
10101 Hillwood Parkway
Fort Worth, TX 76177

Aeronautical Study No.
2020-AWP-2969-OE

Issued Date: 04/20/2020

Timothy Reeves
MERIDIAN PARK LLC
1156 N. MOUNTAIN AVENUE
Upland, CA 91786

**** DETERMINATION OF NO HAZARD TO AIR NAVIGATION ****

The Federal Aviation Administration has conducted an aeronautical study under the provisions of 49 U.S.C., Section 44718 and if applicable Title 14 of the Code of Federal Regulations, part 77, concerning:

Structure:	Building MAJOR A & SHOPS - PT H
Location:	Riverside, CA
Latitude:	33-53-07.47N NAD 83
Longitude:	117-18-02.46W
Heights:	1725 feet site elevation (SE)
	30 feet above ground level (AGL)
	1755 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure would have no substantial adverse effect on the safe and efficient utilization of the navigable airspace by aircraft or on the operation of air navigation facilities. Therefore, pursuant to the authority delegated to me, it is hereby determined that the structure would not be a hazard to air navigation provided the following condition(s) 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)

See attachment for additional condition(s) or information.

Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking/ lighting are accomplished on a voluntary basis, we recommend it be installed in accordance with FAA Advisory circular 70/7460-1 L Change 2.

This determination expires on 10/20/2021 unless:

(a) the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
(b) extended, revised, or terminated by the issuing office.

(c) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within 6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE E-FILED AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE. AFTER RE-EVALUATION OF CURRENT OPERATIONS IN THE AREA OF THE STRUCTURE TO DETERMINE THAT NO SIGNIFICANT AERONAUTICAL CHANGES HAVE OCCURRED, YOUR DETERMINATION MAY BE ELIGIBLE FOR ONE EXTENSION OF THE EFFECTIVE PERIOD.

This determination is subject to review if an interested party files a petition that is received by the FAA on or before May 20, 2020. In the event a petition for review is filed, it must contain a full statement of the basis upon which it is made and be submitted to the Manager of the Rules and Regulations Group. Petitions can be submitted via mail to Federal Aviation Administration, 800 Independence Ave, SW, Washington, DC 20591, via email at OEPetitions@faa.gov, or via facsimile (202) 267-9328.

This determination becomes final on May 30, 2020 unless a petition is timely filed. In which case, this determination will not become final pending disposition of the petition. Interested parties will be notified of the grant of any review. For any questions regarding your petition, please contact Rules and Regulations Group via telephone – 202-267-8783.

This determination is based, in part, on the foregoing description which includes specific coordinates, heights, frequency(ies) and power. Any changes in coordinates, heights and frequencies or use of greater power, except those frequencies specified in the Colo Void Clause Coalition; Antenna System Co-Location; Voluntary Best Practices, effective 21 Nov 2007, will void this determination. Any future construction or alteration, including increase to heights, power or the addition of other transmitters, requires separate notice to the FAA. This determination includes all previously filed frequencies and power for this structure.

If construction or alteration is dismantled or destroyed, you must submit notice to the FAA within 5 days after the construction or alteration is dismantled or destroyed.

This determination does include temporary construction equipment such as cranes, derricks, etc., which may be used during actual construction of the structure. However, this equipment shall not exceed the overall heights as indicated above. Equipment which has a height greater than the studied structure requires separate notice to the FAA.

This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

This aeronautical study considered and analyzed the impact on existing and proposed arrival, departure, and en route procedures for aircraft operating under both visual flight rules and instrument flight rules; the impact on all existing and planned public-use airports, military airports and aeronautical facilities; and the cumulative impact resulting from the studied structure when combined with the impact of other existing or proposed structures. The study disclosed that the described structure would have no substantial adverse effect on air navigation.

An account of the study findings, aeronautical objections received by the FAA during the study (if any), and the basis for the FAA's decision in this matter can be found on the following page(s).

If we can be of further assistance, please contact Paul Holmquist, at (206) 231-2990, or paul.holmquist@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2020-AWP-2969-OE.

Signature Control No: 433183418-437089232 (DNH)
Mike Helvey
Manager, Obstruction Evaluation Group

Attachment(s)
Additional Information
Map(s)

Abbreviations

AGL - above ground level | AMSL - above mean sea level | RWY - runway
VFR - visual flight rules | IFR - instrument flight rules | NM - nautical mile
ASN- Aeronautical Study Number | CAT - category aircraft

Part 77 - Title 14 Code of Federal Regulations (CFR) Part 77, Safe, Efficient Use and Preservation of the Navigable Airspace

1. LOCATION OF PROPOSED CONSTRUCTION

The proposed 38 foot AGL (1763 foot AMSL/maximum height) building would be located approximately, at the closest point, 9805 feet (1.6 NM) west southwest of the RWY 14 threshold at March ARB Airport, Riverside, CA. The RIV airport elevation is 1536 feet AMSL. 20 separate studies were submitted for study of this proposed business park. Separate determinations for each study can be found at the OE/AAA website (http://oeaaa.faa.gov).

The proposed structure was studied as 20 points which were assigned the following Aeronautical Study Number (ASNs) and are described as follows

ASN	Structure Name	AGL/AMSL	Latitude/Longitude
2020-AWP-2962-OE	MAJOR A & SHOPS - PT A	38 / 1763	33-53-09.18N / 117-18-03.83W
2020-AWP-2963-OE	MAJOR A & SHOPS - PT B	35 / 1760	33-53-09.07N / 117-18-03.14W
2020-AWP-2964-OE	MAJOR A & SHOPS - PT C	28 / 1753	33-53-08.84N / 117-18-02.50W
2020-AWP-2965-OE	MAJOR A & SHOPS - PT D	26 / 1750	33-53-08.73N / 117-18-01.99W
2020-AWP-2966-OE	MAJOR A & SHOPS - PT E	28 / 1752	33-53-08.59N / 117-18-01.02W
2020-AWP-2967-OE	MAJOR A & SHOPS - PT F	22 / 1746	33-53-07.78N / 117-18-01.19W
2020-AWP-2968-OE	MAJOR A & SHOPS - PT G	22 / 1746	33-53-07.84N / 117-18-01.61W
2020-AWP-2969-OE	MAJOR A & SHOPS - PT H	30 / 1755	33-53-07.47N / 117-18-02.46W
2020-AWP-2970-OE	MAJOR A & SHOPS - PT I	30 / 1755	33-53-07.14N / 117-18-02.35W
2020-AWP-2971-OE	MAJOR A & SHOPS - PT J	30 / 1755	33-53-07.05N / 117-18-02.76W
2020-AWP-2972-OE	MAJOR A & SHOPS - PT K	32 / 1757	33-53-07.26N / 117-18-04.22W
2020-AWP-2973-OE	MAJOR A & SHOPS - PT L	32 / 1757	33-53-07.35N / 117-18-04.83W
2020-AWP-2974-OE	MAJOR A & SHOPS - PT M	28 / 1753	33-53-07.47N / 117-18-05.61W
2020-AWP-2975-OE	MAJOR A & SHOPS - PT N	23 / 1748	33-53-08.61N / 117-18-06.68W
2020-AWP-2976-OE	MAJOR A & SHOPS - PT O	23 / 1748	33-53-08.67N / 117-18-07.12W
2020-AWP-2977-OE	MAJOR A & SHOPS - PT P	32 / 1757	33-53-09.40N / 117-18-06.97W
2020-AWP-2978-OE	MAJOR A & SHOPS - PT Q	26 / 1751	33-53-09.30N / 117-18-05.68W
2020-AWP-2979-OE	MAJOR A & SHOPS - PT R	26 / 1751	33-53-09.37N / 117-18-06.18W
2020-AWP-2980-OE	MAJOR A & SHOPS - PT S	32 / 1757	33-53-09.24N / 117-18-05.23W
2020-AWP-2981-OE	MAJOR A & SHOPS - PT T	28 / 1753	33-53-09.29N / 117-18-04.63W

2. OBSTRUCTION STANDARDS EXCEEDED

The structure is identified as an obstruction under the following Part 77 standards:

a. Section 77.19(a): Horizontal Surface-a height exceeding a horizontal plane 150 feet above the established airport elevation. The structure would exceed the RIV Horizontal Surface by the following:

ASN	Exceeds the RIV Horizontal Surface by (feet)
2020-AWP-2963-OE	74
2020-AWP-2964-OE	67
2020-AWP-2965-OE	64
2020-AWP-2966-OE	66
2020-AWP-2967-OE	60
2020-AWP-2968-OE	60
2020-AWP-2969-OE	69
2020-AWP-2970-OE	69

b. Section 77.19(b) -- Conical Surface: a surface extending outward and upward from the periphery of the Part 77 Horizontal Surface at a slope of 20:1 for a horizontal distance of 4,000 feet. The proposed structure would exceed the RIV Conical Surface by the following:

ASN	Exceeds the RIV Conical Surface by (feet)
2020-AWP-2962-OE	77
2020-AWP-2971-OE	69
2020-AWP-2972-OE	66
2020-AWP-2973-OE	64
2020-AWP-2974-OE	57
2020-AWP-2975-OE	50
2020-AWP-2976-OE	49
2020-AWP-2977-OE	60
2020-AWP-2978-OE	58
2020-AWP-2979-OE	57
2020-AWP-2980-OE	66
2020-AWP-2981-OE	65

3. EFFECT ON AERONAUTICAL OPERATIONS

a. The impact on arrival, departure, and en route procedures for aircraft operating under VFR: No substantial adverse effect due to an internal FAA evaluation. The proposed structure would exceed the RIV Horizontal Surface by a maximum of 74 feet and the RIV Conical Surface by a maximum of 77 feet

There are no effects on the VFR traffic pattern airspace.
There are no effects on any existing or proposed arrival, departure, or en route IFR/VFR minimum flight altitudes.

b. The impact on arrival, departure, and en route procedures for aircraft operating under IFR: None.

c. The cumulative impact of the proposed structures, when combined with other proposed and existing structures, is not considered to be significant. Study did not disclose any significant adverse effect on existing

or proposed public-use or military airports or navigational facilities, nor would the proposals affect the capacity of any known existing or planned public-use or military airport.

The RIV Airport Master Record can be viewed/downloaded https://adip.faa.gov/agis/public/#/airportData/RIV. It states there are 4 single-engine, 2 multi-engine, 0 jet, 0 helicopter, 0 military, 0 ultra- light and 0 glider aircraft based there. No annual operational data is available.

4. CIRCULATION AND COMMENTS RECEIVED

The proposal was not circularized for public aeronautical comment because internal FAA evaluation finds that the adverse effect of this structure is known. Structures of similar and greater height exist in the area. There would be no derogation of the navigable airspace overlying the site. Existing obstacles and terrain control the development of future approach and departure instrument Terminal Procedures at RIV. Therefore, no further attempt to negotiate the structure to a lower height was considered necessary. This does not affect the right to petition for review determinations regarding structures which exceed the subject obstruction standards.

5. DETERMINATION - NO HAZARD TO AIR NAVIGATION

It is determined that the proposed construction would not have a substantial adverse effect on the safe and efficient utilization of the navigable airspace by aircraft or on any air navigation facility and would not be a hazard to air navigation provided the conditions set forth in this determination are met.

6. BASIS FOR DECISION

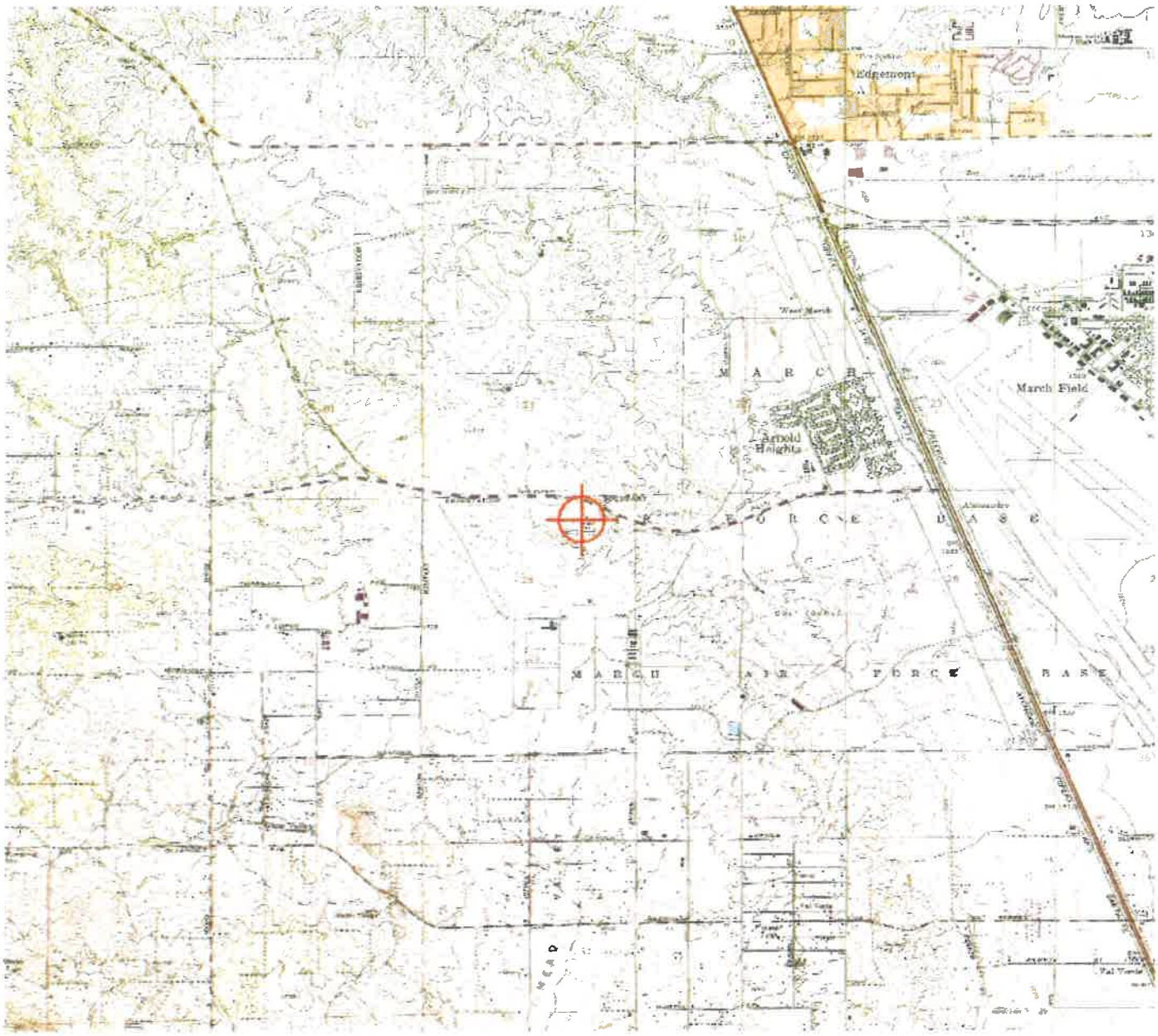
Study for possible VFR effect disclosed that the proposed structure would not have a substantial adverse effect on any existing or proposed arrival or departure VFR operations or procedures. In this case, the proposed project would exceed the RIV Part 77 Horizontal Surface by maximum of 74 feet and the RIV Conical Surface by 77 feet. However, this proposal would be located in the vicinity of other structures of similar or greater height. No other VFR issues were identified and there are no IFR effects. There are no physical or electromagnetic effects on the operation of air navigation and communications facilities and there are no effects on any airspace and routes used by the military. The incorporation of obstruction marking and lighting was considered but not deemed necessary.

This determination, issued in accordance with Part 77, concerns the effect of the proposal on the safe and efficient use of the navigable airspace by aircraft and does not relieve the sponsor of any compliance responsibilities relating to laws, ordinances, or regulations of any Federal, state, or local governmental bodies. Determinations, which are issued in accordance with Part 77, do not supersede or override any state, county, or local laws, avigation easements, or ordinances, or local zoning maximum heights.

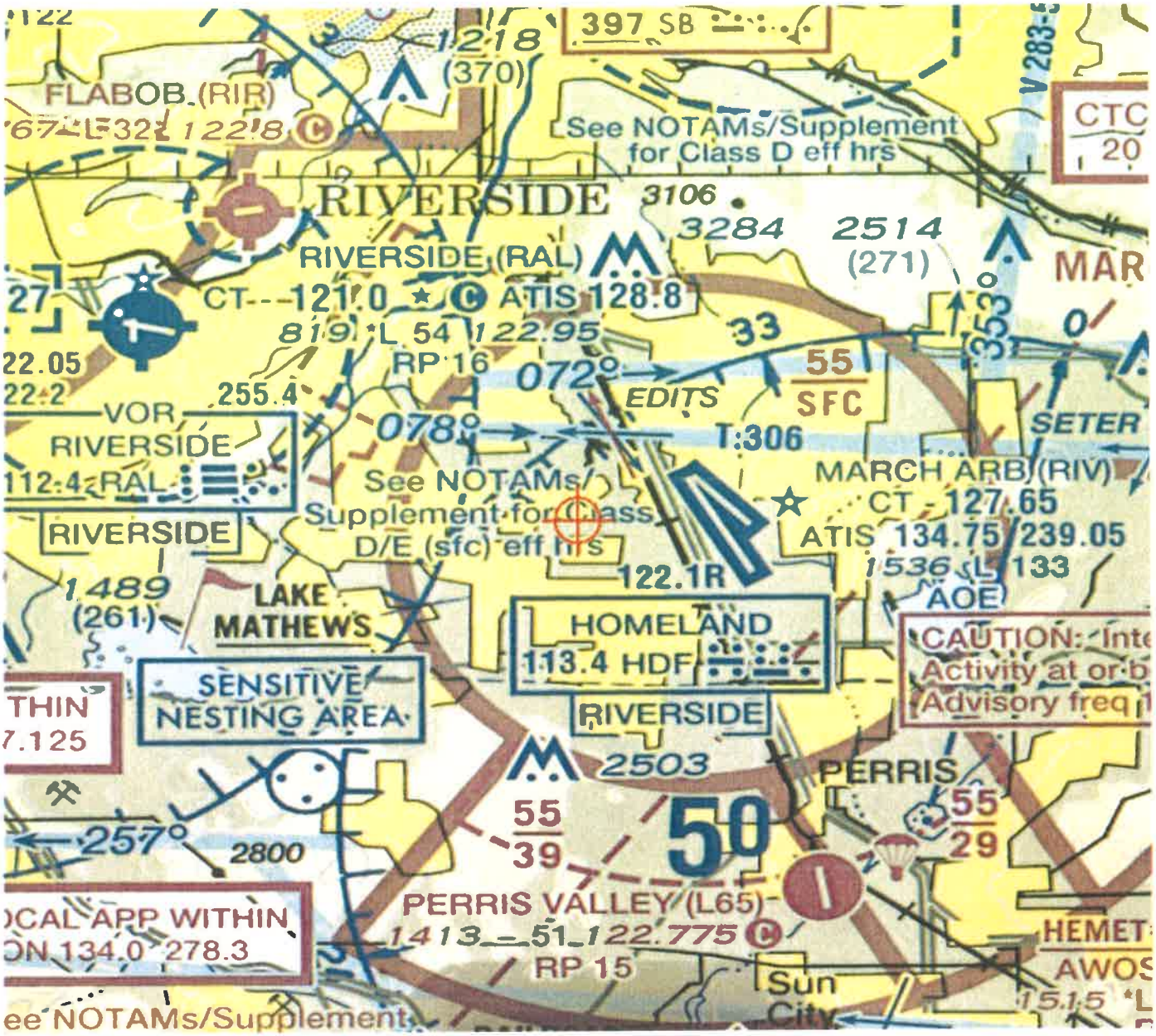
7. CONDITIONS

Within five days after the structure reaches its greatest height, the proponent is required to file an FAA form 7460-2, Actual Construction notification, at the OE/AAA website (http://oeaaa.faa.gov). This actual construction notification will be the source document detailing the site location, site elevation, structure height, and date structure was built for the FAA to map the structure on aeronautical charts and update the national obstruction database.

TOPO Map for ASN 2020-AWP-2969-OE



Sectional Map for ASN 2020-AWP-2969-OE



Mail Processing Center
Federal Aviation Administration
Southwest Regional Office
Obstruction Evaluation Group
10101 Hillwood Parkway
Fort Worth, TX 76177

Aeronautical Study No.
2020-AWP-2970-OE

Issued Date: 04/20/2020

Timothy Reeves
MERIDIAN PARK LLC
1156 N. MOUNTAIN AVENUE
Upland, CA 91786

**** DETERMINATION OF NO HAZARD TO AIR NAVIGATION ****

The Federal Aviation Administration has conducted an aeronautical study under the provisions of 49 U.S.C., Section 44718 and if applicable Title 14 of the Code of Federal Regulations, part 77, concerning:

Structure:	Building MAJOR A & SHOPS - PT I
Location:	Riverside, CA
Latitude:	33-53-07.14N NAD 83
Longitude:	117-18-02.35W
Heights:	1725 feet site elevation (SE)
	30 feet above ground level (AGL)
	1755 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure would have no substantial adverse effect on the safe and efficient utilization of the navigable airspace by aircraft or on the operation of air navigation facilities. Therefore, pursuant to the authority delegated to me, it is hereby determined that the structure would not be a hazard to air navigation provided the following condition(s) 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)

See attachment for additional condition(s) or information.

Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking/ lighting are accomplished on a voluntary basis, we recommend it be installed in accordance with FAA Advisory circular 70/7460-1 L Change 2.

This determination expires on 10/20/2021 unless:

(a) the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
(b) extended, revised, or terminated by the issuing office.

(c) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within 6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE E-FILED AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE. AFTER RE-EVALUATION OF CURRENT OPERATIONS IN THE AREA OF THE STRUCTURE TO DETERMINE THAT NO SIGNIFICANT AERONAUTICAL CHANGES HAVE OCCURRED, YOUR DETERMINATION MAY BE ELIGIBLE FOR ONE EXTENSION OF THE EFFECTIVE PERIOD.

This determination is subject to review if an interested party files a petition that is received by the FAA on or before May 20, 2020. In the event a petition for review is filed, it must contain a full statement of the basis upon which it is made and be submitted to the Manager of the Rules and Regulations Group. Petitions can be submitted via mail to Federal Aviation Administration, 800 Independence Ave, SW, Washington, DC 20591, via email at OEPetitions@faa.gov, or via facsimile (202) 267-9328.

This determination becomes final on May 30, 2020 unless a petition is timely filed. In which case, this determination will not become final pending disposition of the petition. Interested parties will be notified of the grant of any review. For any questions regarding your petition, please contact Rules and Regulations Group via telephone – 202-267-8783.

This determination is based, in part, on the foregoing description which includes specific coordinates, heights, frequency(ies) and power. Any changes in coordinates, heights and frequencies or use of greater power, except those frequencies specified in the Colo Void Clause Coalition; Antenna System Co-Location; Voluntary Best Practices, effective 21 Nov 2007, will void this determination. Any future construction or alteration, including increase to heights, power or the addition of other transmitters, requires separate notice to the FAA. This determination includes all previously filed frequencies and power for this structure.

If construction or alteration is dismantled or destroyed, you must submit notice to the FAA within 5 days after the construction or alteration is dismantled or destroyed.

This determination does include temporary construction equipment such as cranes, derricks, etc., which may be used during actual construction of the structure. However, this equipment shall not exceed the overall heights as indicated above. Equipment which has a height greater than the studied structure requires separate notice to the FAA.

This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

This aeronautical study considered and analyzed the impact on existing and proposed arrival, departure, and en route procedures for aircraft operating under both visual flight rules and instrument flight rules; the impact on all existing and planned public-use airports, military airports and aeronautical facilities; and the cumulative impact resulting from the studied structure when combined with the impact of other existing or proposed structures. The study disclosed that the described structure would have no substantial adverse effect on air navigation.

An account of the study findings, aeronautical objections received by the FAA during the study (if any), and the basis for the FAA's decision in this matter can be found on the following page(s).

If we can be of further assistance, please contact Paul Holmquist, at (206) 231-2990, or paul.holmquist@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2020-AWP-2970-OE.

Signature Control No: 433183430-437089236 (DNH)
Mike Helvey
Manager, Obstruction Evaluation Group

Attachment(s)
Additional Information
Map(s)

Abbreviations

AGL - above ground level | AMSL - above mean sea level | RWY - runway
VFR - visual flight rules | IFR - instrument flight rules | NM - nautical mile
ASN- Aeronautical Study Number | CAT - category aircraft

Part 77 - Title 14 Code of Federal Regulations (CFR) Part 77, Safe, Efficient Use and Preservation of the Navigable Airspace

1. LOCATION OF PROPOSED CONSTRUCTION

The proposed 38 foot AGL (1763 foot AMSL/maximum height) building would be located approximately, at the closest point, 9805 feet (1.6 NM) west southwest of the RWY 14 threshold at March ARB Airport, Riverside, CA. The RIV airport elevation is 1536 feet AMSL. 20 separate studies were submitted for study of this proposed business park. Separate determinations for each study can be found at the OE/AAA website (http://oeaaa.faa.gov).

The proposed structure was studied as 20 points which were assigned the following Aeronautical Study Number (ASNs) and are described as follows

ASN	Structure Name	AGL/AMSL	Latitude/Longitude
2020-AWP-2962-OE	MAJOR A & SHOPS - PT A	38 / 1763	33-53-09.18N / 117-18-03.83W
2020-AWP-2963-OE	MAJOR A & SHOPS - PT B	35 / 1760	33-53-09.07N / 117-18-03.14W
2020-AWP-2964-OE	MAJOR A & SHOPS - PT C	28 / 1753	33-53-08.84N / 117-18-02.50W
2020-AWP-2965-OE	MAJOR A & SHOPS - PT D	26 / 1750	33-53-08.73N / 117-18-01.99W
2020-AWP-2966-OE	MAJOR A & SHOPS - PT E	28 / 1752	33-53-08.59N / 117-18-01.02W
2020-AWP-2967-OE	MAJOR A & SHOPS - PT F	22 / 1746	33-53-07.78N / 117-18-01.19W
2020-AWP-2968-OE	MAJOR A & SHOPS - PT G	22 / 1746	33-53-07.84N / 117-18-01.61W
2020-AWP-2969-OE	MAJOR A & SHOPS - PT H	30 / 1755	33-53-07.47N / 117-18-02.46W
2020-AWP-2970-OE	MAJOR A & SHOPS - PT I	30 / 1755	33-53-07.14N / 117-18-02.35W
2020-AWP-2971-OE	MAJOR A & SHOPS - PT J	30 / 1755	33-53-07.05N / 117-18-02.76W
2020-AWP-2972-OE	MAJOR A & SHOPS - PT K	32 / 1757	33-53-07.26N / 117-18-04.22W
2020-AWP-2973-OE	MAJOR A & SHOPS - PT L	32 / 1757	33-53-07.35N / 117-18-04.83W
2020-AWP-2974-OE	MAJOR A & SHOPS - PT M	28 / 1753	33-53-07.47N / 117-18-05.61W
2020-AWP-2975-OE	MAJOR A & SHOPS - PT N	23 / 1748	33-53-08.61N / 117-18-06.68W
2020-AWP-2976-OE	MAJOR A & SHOPS - PT O	23 / 1748	33-53-08.67N / 117-18-07.12W
2020-AWP-2977-OE	MAJOR A & SHOPS - PT P	32 / 1757	33-53-09.40N / 117-18-06.97W
2020-AWP-2978-OE	MAJOR A & SHOPS - PT Q	26 / 1751	33-53-09.30N / 117-18-05.68W
2020-AWP-2979-OE	MAJOR A & SHOPS - PT R	26 / 1751	33-53-09.37N / 117-18-06.18W
2020-AWP-2980-OE	MAJOR A & SHOPS - PT S	32 / 1757	33-53-09.24N / 117-18-05.23W
2020-AWP-2981-OE	MAJOR A & SHOPS - PT T	28 / 1753	33-53-09.29N / 117-18-04.63W

2. OBSTRUCTION STANDARDS EXCEEDED

The structure is identified as an obstruction under the following Part 77 standards:

a. Section 77.19(a): Horizontal Surface-a height exceeding a horizontal plane 150 feet above the established airport elevation. The structure would exceed the RIV Horizontal Surface by the following:

ASN	Exceeds the RIV Horizontal Surface by (feet)
2020-AWP-2963-OE	74
2020-AWP-2964-OE	67
2020-AWP-2965-OE	64
2020-AWP-2966-OE	66
2020-AWP-2967-OE	60
2020-AWP-2968-OE	60
2020-AWP-2969-OE	69
2020-AWP-2970-OE	69

b. Section 77.19(b) -- Conical Surface: a surface extending outward and upward from the periphery of the Part 77 Horizontal Surface at a slope of 20:1 for a horizontal distance of 4,000 feet. The proposed structure would exceed the RIV Conical Surface by the following:

ASN	Exceeds the RIV Conical Surface by (feet)
2020-AWP-2962-OE	77
2020-AWP-2971-OE	69
2020-AWP-2972-OE	66
2020-AWP-2973-OE	64
2020-AWP-2974-OE	57
2020-AWP-2975-OE	50
2020-AWP-2976-OE	49
2020-AWP-2977-OE	60
2020-AWP-2978-OE	58
2020-AWP-2979-OE	57
2020-AWP-2980-OE	66
2020-AWP-2981-OE	65

3. EFFECT ON AERONAUTICAL OPERATIONS

a. The impact on arrival, departure, and en route procedures for aircraft operating under VFR: No substantial adverse effect due to an internal FAA evaluation. The proposed structure would exceed the RIV Horizontal Surface by a maximum of 74 feet and the RIV Conical Surface by a maximum of 77 feet

There are no effects on the VFR traffic pattern airspace.
There are no effects on any existing or proposed arrival, departure, or en route IFR/VFR minimum flight altitudes.

b. The impact on arrival, departure, and en route procedures for aircraft operating under IFR: None.

c. The cumulative impact of the proposed structures, when combined with other proposed and existing structures, is not considered to be significant. Study did not disclose any significant adverse effect on existing

or proposed public-use or military airports or navigational facilities, nor would the proposals affect the capacity of any known existing or planned public-use or military airport.

The RIV Airport Master Record can be viewed/downloaded https://adip.faa.gov/agis/public/#/airportData/RIV. It states there are 4 single-engine, 2 multi-engine, 0 jet, 0 helicopter, 0 military, 0 ultra- light and 0 glider aircraft based there. No annual operational data is available.

4. CIRCULATION AND COMMENTS RECEIVED

The proposal was not circularized for public aeronautical comment because internal FAA evaluation finds that the adverse effect of this structure is known. Structures of similar and greater height exist in the area. There would be no derogation of the navigable airspace overlying the site. Existing obstacles and terrain control the development of future approach and departure instrument Terminal Procedures at RIV. Therefore, no further attempt to negotiate the structure to a lower height was considered necessary. This does not affect the right to petition for review determinations regarding structures which exceed the subject obstruction standards.

5. DETERMINATION - NO HAZARD TO AIR NAVIGATION

It is determined that the proposed construction would not have a substantial adverse effect on the safe and efficient utilization of the navigable airspace by aircraft or on any air navigation facility and would not be a hazard to air navigation provided the conditions set forth in this determination are met.

6. BASIS FOR DECISION

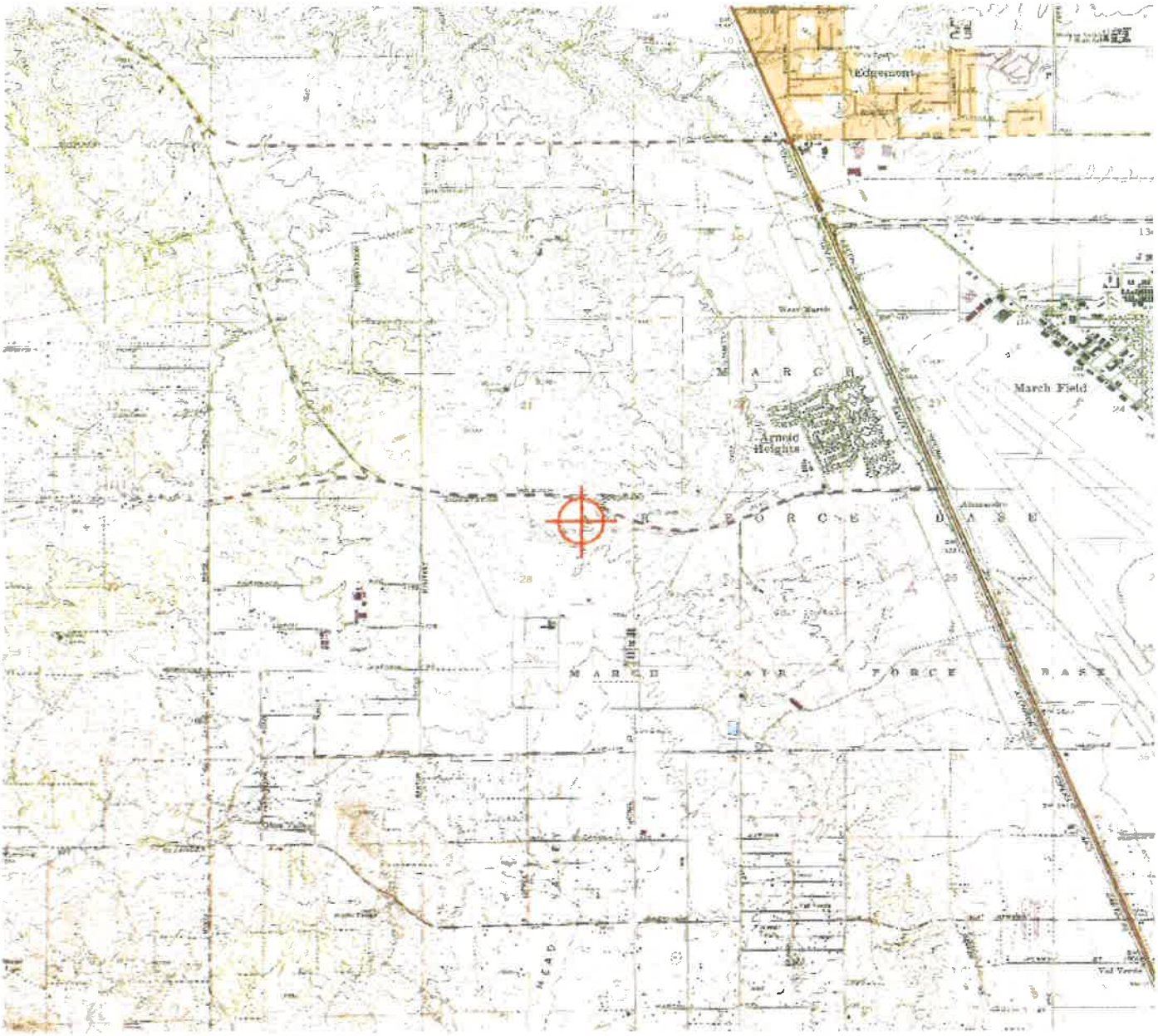
Study for possible VFR effect disclosed that the proposed structure would not have a substantial adverse effect on any existing or proposed arrival or departure VFR operations or procedures. In this case, the proposed project would exceed the RIV Part 77 Horizontal Surface by maximum of 74 feet and the RIV Conical Surface by 77 feet. However, this proposal would be located in the vicinity of other structures of similar or greater height. No other VFR issues were identified and there are no IFR effects. There are no physical or electromagnetic effects on the operation of air navigation and communications facilities and there are no effects on any airspace and routes used by the military. The incorporation of obstruction marking and lighting was considered but not deemed necessary.

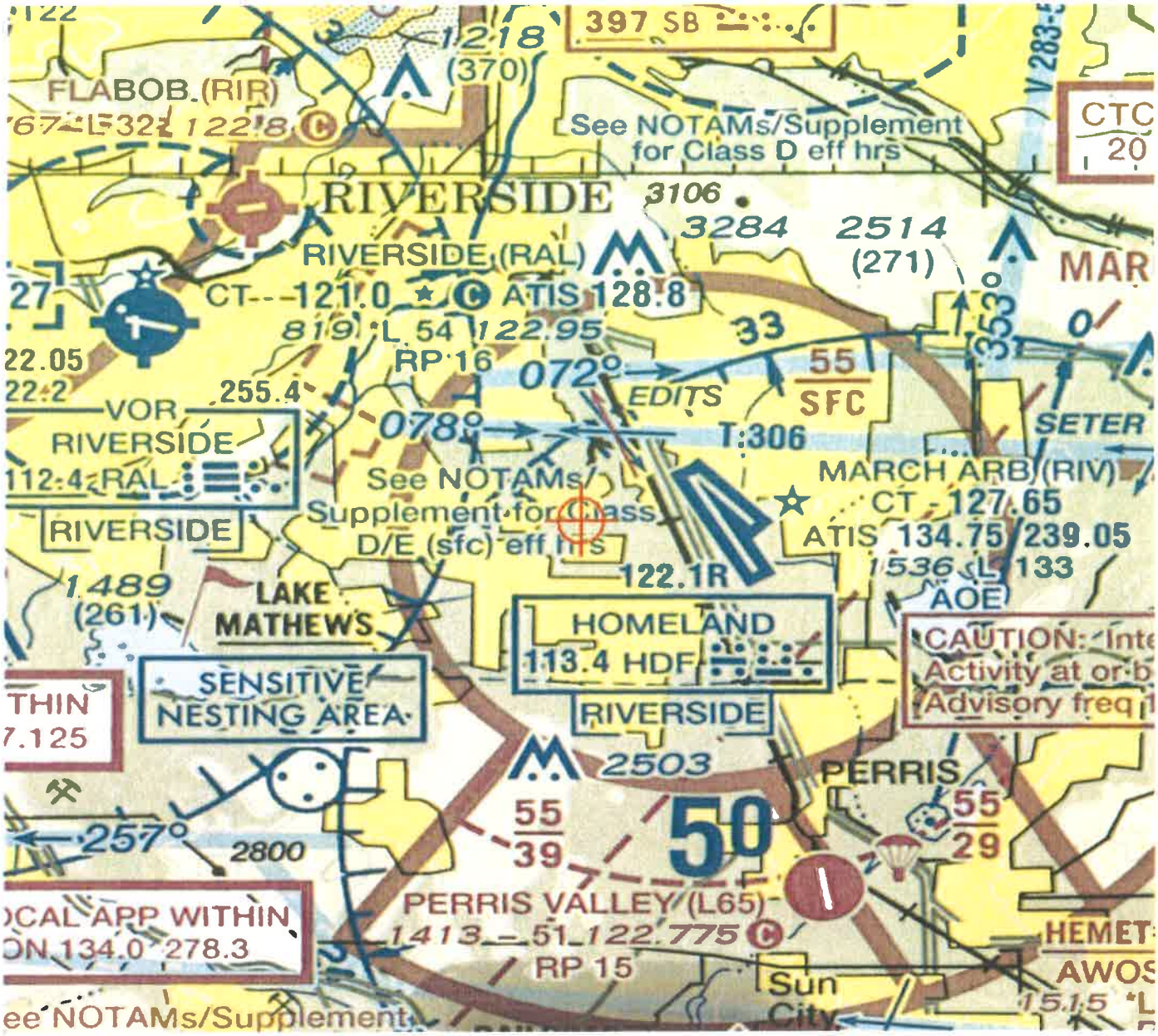
This determination, issued in accordance with Part 77, concerns the effect of the proposal on the safe and efficient use of the navigable airspace by aircraft and does not relieve the sponsor of any compliance responsibilities relating to laws, ordinances, or regulations of any Federal, state, or local governmental bodies. Determinations, which are issued in accordance with Part 77, do not supersede or override any state, county, or local laws, avigation easements, or ordinances, or local zoning maximum heights.

7. CONDITIONS

Within five days after the structure reaches its greatest height, the proponent is required to file an FAA form 7460-2, Actual Construction notification, at the OE/AAA website (http://oeaaa.faa.gov). This actual construction notification will be the source document detailing the site location, site elevation, structure height, and date structure was built for the FAA to map the structure on aeronautical charts and update the national obstruction database.

TOPO Map for ASN 2020-AWP-2970-OE




FLABOB (RIR)
1218
(370)
397 SB
See NOTAMs/Supplement
for Class D eff hrs
CTC
20
RIVERSIDE
3106
3284
2514
(271)
MAR
RIVERSIDE (RAL)
CT 121.0
ATIS 128.8
819
L 54
122.95
RP 16
072°
078°
EDITS
55
SFC
T-306
SETER
VOR
RIVERSIDE
112.4 RAL
255.4
See NOTAMs/
Supplement for Class
D/E (sfc) eff hrs
MARCH ARB (RIV)
CT 127.65
ATIS 134.75 239.05
1536 L 133
AOE
RIVERSIDE
122.1R
1489
(261)
LAKE
MATHEWS
HOMELAND
113.4 HDF
CAUTION: Inte
Activity at or b
Advisory freq
SENSITIVE
NESTING AREA
RIVERSIDE
2503
PERRIS
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50
55
29
257°
2800
PERRIS VALLEY (L65)
1413 51 122.775
RP 15
HEMET
AWOS
Sun
City
15.15
ee NOTAMs/Supplement

Mail Processing Center
Federal Aviation Administration
Southwest Regional Office
Obstruction Evaluation Group
10101 Hillwood Parkway
Fort Worth, TX 76177

Aeronautical Study No.
2020-AWP-2971-OE

Issued Date: 04/20/2020

Timothy Reeves
MERIDIAN PARK LLC
1156 N. MOUNTAIN AVENUE
Upland, CA 91786

** DETERMINATION OF NO HAZARD TO AIR NAVIGATION **

The Federal Aviation Administration has conducted an aeronautical study under the provisions of 49 U.S.C., Section 44718 and if applicable Title 14 of the Code of Federal Regulations, part 77, concerning:

Structure:	Building MAJOR A & SHOPS - PT J
Location:	Riverside, CA
Latitude:	33-53-07.05N NAD 83
Longitude:	117-18-02.76W
Heights:	1725 feet site elevation (SE)
	30 feet above ground level (AGL)
	1755 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure would have no substantial adverse effect on the safe and efficient utilization of the navigable airspace by aircraft or on the operation of air navigation facilities. Therefore, pursuant to the authority delegated to me, it is hereby determined that the structure would not be a hazard to air navigation provided the following condition(s) 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)

See attachment for additional condition(s) or information.

Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking/ lighting are accomplished on a voluntary basis, we recommend it be installed in accordance with FAA Advisory circular 70/7460-1 L Change 2.

This determination expires on 10/20/2021 unless:

(a) the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
(b) extended, revised, or terminated by the issuing office.

(c) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within 6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE E-FILED AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE. AFTER RE-EVALUATION OF CURRENT OPERATIONS IN THE AREA OF THE STRUCTURE TO DETERMINE THAT NO SIGNIFICANT AERONAUTICAL CHANGES HAVE OCCURRED, YOUR DETERMINATION MAY BE ELIGIBLE FOR ONE EXTENSION OF THE EFFECTIVE PERIOD.

This determination is subject to review if an interested party files a petition that is received by the FAA on or before May 20, 2020. In the event a petition for review is filed, it must contain a full statement of the basis upon which it is made and be submitted to the Manager of the Rules and Regulations Group. Petitions can be submitted via mail to Federal Aviation Administration, 800 Independence Ave, SW, Washington, DC 20591, via email at OEPetitions@faa.gov, or via facsimile (202) 267-9328.

This determination becomes final on May 30, 2020 unless a petition is timely filed. In which case, this determination will not become final pending disposition of the petition. Interested parties will be notified of the grant of any review. For any questions regarding your petition, please contact Rules and Regulations Group via telephone – 202-267-8783.

This determination is based, in part, on the foregoing description which includes specific coordinates, heights, frequency(ies) and power. Any changes in coordinates, heights and frequencies or use of greater power, except those frequencies specified in the Colo Void Clause Coalition; Antenna System Co-Location; Voluntary Best Practices, effective 21 Nov 2007, will void this determination. Any future construction or alteration, including increase to heights, power or the addition of other transmitters, requires separate notice to the FAA. This determination includes all previously filed frequencies and power for this structure.

If construction or alteration is dismantled or destroyed, you must submit notice to the FAA within 5 days after the construction or alteration is dismantled or destroyed.

This determination does include temporary construction equipment such as cranes, derricks, etc., which may be used during actual construction of the structure. However, this equipment shall not exceed the overall heights as indicated above. Equipment which has a height greater than the studied structure requires separate notice to the FAA.

This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

This aeronautical study considered and analyzed the impact on existing and proposed arrival, departure, and en route procedures for aircraft operating under both visual flight rules and instrument flight rules; the impact on all existing and planned public-use airports, military airports and aeronautical facilities; and the cumulative impact resulting from the studied structure when combined with the impact of other existing or proposed structures. The study disclosed that the described structure would have no substantial adverse effect on air navigation.

An account of the study findings, aeronautical objections received by the FAA during the study (if any), and the basis for the FAA's decision in this matter can be found on the following page(s).

If we can be of further assistance, please contact Paul Holmquist, at (206) 231-2990, or paul.holmquist@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2020-AWP-2971-OE.

Signature Control No: 433183435-437089243 (DNH)
Mike Helvey
Manager, Obstruction Evaluation Group

Attachment(s)
Additional Information
Map(s)

Additional information for ASN 2020-AWP-2971-OE

Abbreviations

AGL - above ground level | AMSL - above mean sea level | RWY - runway
VFR - visual flight rules | IFR - instrument flight rules | NM - nautical mile
ASN- Aeronautical Study Number | CAT - category aircraft
Part 77 - Title 14 Code of Federal Regulations (CFR) Part 77, Safe, Efficient Use and Preservation of the Navigable Airspace

1. LOCATION OF PROPOSED CONSTRUCTION

The proposed 38 foot AGL (1763 foot AMSL/maximum height) building would be located approximately, at the closest point, 9805 feet (1.6 NM) west southwest of the RWY 14 threshold at March ARB Airport, Riverside, CA. The RIV airport elevation is 1536 feet AMSL. 20 separate studies were submitted for study of this proposed business park. Separate determinations for each study can be found at the OE/AAA website (http://oeaaa.faa.gov).

The proposed structure was studied as 20 points which were assigned the following Aeronautical Study Number (ASNs) and are described as follows

ASN	Structure Name	AGL/AMSL	Latitude/Longitude
2020-AWP-2962-OE	MAJOR A & SHOPS - PT A	38 / 1763	33-53-09.18N / 117-18-03.83W
2020-AWP-2963-OE	MAJOR A & SHOPS - PT B	35 / 1760	33-53-09.07N / 117-18-03.14W
2020-AWP-2964-OE	MAJOR A & SHOPS - PT C	28 / 1753	33-53-08.84N / 117-18-02.50W
2020-AWP-2965-OE	MAJOR A & SHOPS - PT D	26 / 1750	33-53-08.73N / 117-18-01.99W
2020-AWP-2966-OE	MAJOR A & SHOPS - PT E	28 / 1752	33-53-08.59N / 117-18-01.02W
2020-AWP-2967-OE	MAJOR A & SHOPS - PT F	22 / 1746	33-53-07.78N / 117-18-01.19W
2020-AWP-2968-OE	MAJOR A & SHOPS - PT G	22 / 1746	33-53-07.84N / 117-18-01.61W
2020-AWP-2969-OE	MAJOR A & SHOPS - PT H	30 / 1755	33-53-07.47N / 117-18-02.46W
2020-AWP-2970-OE	MAJOR A & SHOPS - PT I	30 / 1755	33-53-07.14N / 117-18-02.35W
2020-AWP-2971-OE	MAJOR A & SHOPS - PT J	30 / 1755	33-53-07.05N / 117-18-02.76W
2020-AWP-2972-OE	MAJOR A & SHOPS - PT K	32 / 1757	33-53-07.26N / 117-18-04.22W
2020-AWP-2973-OE	MAJOR A & SHOPS - PT L	32 / 1757	33-53-07.35N / 117-18-04.83W
2020-AWP-2974-OE	MAJOR A & SHOPS - PT M	28 / 1753	33-53-07.47N / 117-18-05.61W
2020-AWP-2975-OE	MAJOR A & SHOPS - PT N	23 / 1748	33-53-08.61N / 117-18-06.68W
2020-AWP-2976-OE	MAJOR A & SHOPS - PT O	23 / 1748	33-53-08.67N / 117-18-07.12W
2020-AWP-2977-OE	MAJOR A & SHOPS - PT P	32 / 1757	33-53-09.40N / 117-18-06.97W
2020-AWP-2978-OE	MAJOR A & SHOPS - PT Q	26 / 1751	33-53-09.30N / 117-18-05.68W
2020-AWP-2979-OE	MAJOR A & SHOPS - PT R	26 / 1751	33-53-09.37N / 117-18-06.18W
2020-AWP-2980-OE	MAJOR A & SHOPS - PT S	32 / 1757	33-53-09.24N / 117-18-05.23W
2020-AWP-2981-OE	MAJOR A & SHOPS - PT T	28 / 1753	33-53-09.29N / 117-18-04.63W

2. OBSTRUCTION STANDARDS EXCEEDED

The structure is identified as an obstruction under the following Part 77 standards:

a. Section 77.19(a): Horizontal Surface-a height exceeding a horizontal plane 150 feet above the established airport elevation. The structure would exceed the RIV Horizontal Surface by the following:

ASN	Exceeds the RIV Horizontal Surface by (feet)
2020-AWP-2963-OE	74
2020-AWP-2964-OE	67
2020-AWP-2965-OE	64
2020-AWP-2966-OE	66
2020-AWP-2967-OE	60
2020-AWP-2968-OE	60
2020-AWP-2969-OE	69
2020-AWP-2970-OE	69

b. Section 77.19(b) -- Conical Surface: a surface extending outward and upward from the periphery of the Part 77 Horizontal Surface at a slope of 20:1 for a horizontal distance of 4,000 feet. The proposed structure would exceed the RIV Conical Surface by the following:

ASN	Exceeds the RIV Conical Surface by (feet)
2020-AWP-2962-OE	77
2020-AWP-2971-OE	69
2020-AWP-2972-OE	66
2020-AWP-2973-OE	64
2020-AWP-2974-OE	57
2020-AWP-2975-OE	50
2020-AWP-2976-OE	49
2020-AWP-2977-OE	60
2020-AWP-2978-OE	58
2020-AWP-2979-OE	57
2020-AWP-2980-OE	66
2020-AWP-2981-OE	65

3. EFFECT ON AERONAUTICAL OPERATIONS

a. The impact on arrival, departure, and en route procedures for aircraft operating under VFR: No substantial adverse effect due to an internal FAA evaluation. The proposed structure would exceed the RIV Horizontal Surface by a maximum of 74 feet and the RIV Conical Surface by a maximum of 77 feet

There are no effects on the VFR traffic pattern airspace.
There are no effects on any existing or proposed arrival, departure, or en route IFR/VFR minimum flight altitudes.

b. The impact on arrival, departure, and en route procedures for aircraft operating under IFR: None.

c. The cumulative impact of the proposed structures, when combined with other proposed and existing structures, is not considered to be significant. Study did not disclose any significant adverse effect on existing

or proposed public-use or military airports or navigational facilities, nor would the proposals affect the capacity of any known existing or planned public-use or military airport.

The RIV Airport Master Record can be viewed/downloaded https://adip.faa.gov/agis/public/#/airportData/RIV. It states there are 4 single-engine, 2 multi-engine, 0 jet, 0 helicopter, 0 military, 0 ultra- light and 0 glider aircraft based there. No annual operational data is available.

4. CIRCULATION AND COMMENTS RECEIVED

The proposal was not circularized for public aeronautical comment because internal FAA evaluation finds that the adverse effect of this structure is known. Structures of similar and greater height exist in the area. There would be no derogation of the navigable airspace overlying the site. Existing obstacles and terrain control the development of future approach and departure instrument Terminal Procedures at RIV. Therefore, no further attempt to negotiate the structure to a lower height was considered necessary. This does not affect the right to petition for review determinations regarding structures which exceed the subject obstruction standards.

5. DETERMINATION - NO HAZARD TO AIR NAVIGATION

It is determined that the proposed construction would not have a substantial adverse effect on the safe and efficient utilization of the navigable airspace by aircraft or on any air navigation facility and would not be a hazard to air navigation provided the conditions set forth in this determination are met.

6. BASIS FOR DECISION

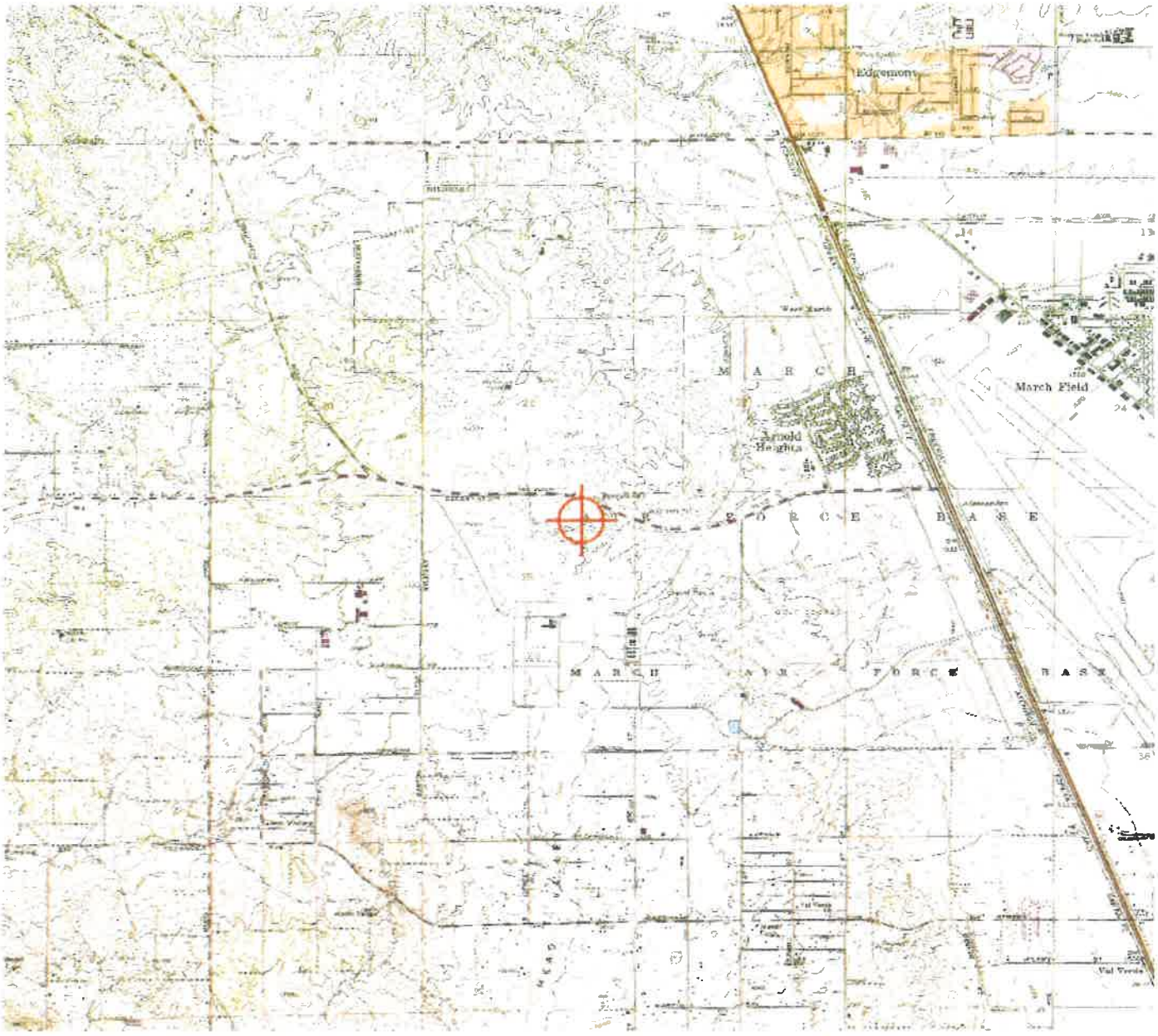
Study for possible VFR effect disclosed that the proposed structure would not have a substantial adverse effect on any existing or proposed arrival or departure VFR operations or procedures. In this case, the proposed project would exceed the RIV Part 77 Horizontal Surface by maximum of 74 feet and the RIV Conical Surface by 77 feet. However, this proposal would be located in the vicinity of other structures of similar or greater height. No other VFR issues were identified and there are no IFR effects. There are no physical or electromagnetic effects on the operation of air navigation and communications facilities and there are no effects on any airspace and routes used by the military. The incorporation of obstruction marking and lighting was considered but not deemed necessary.

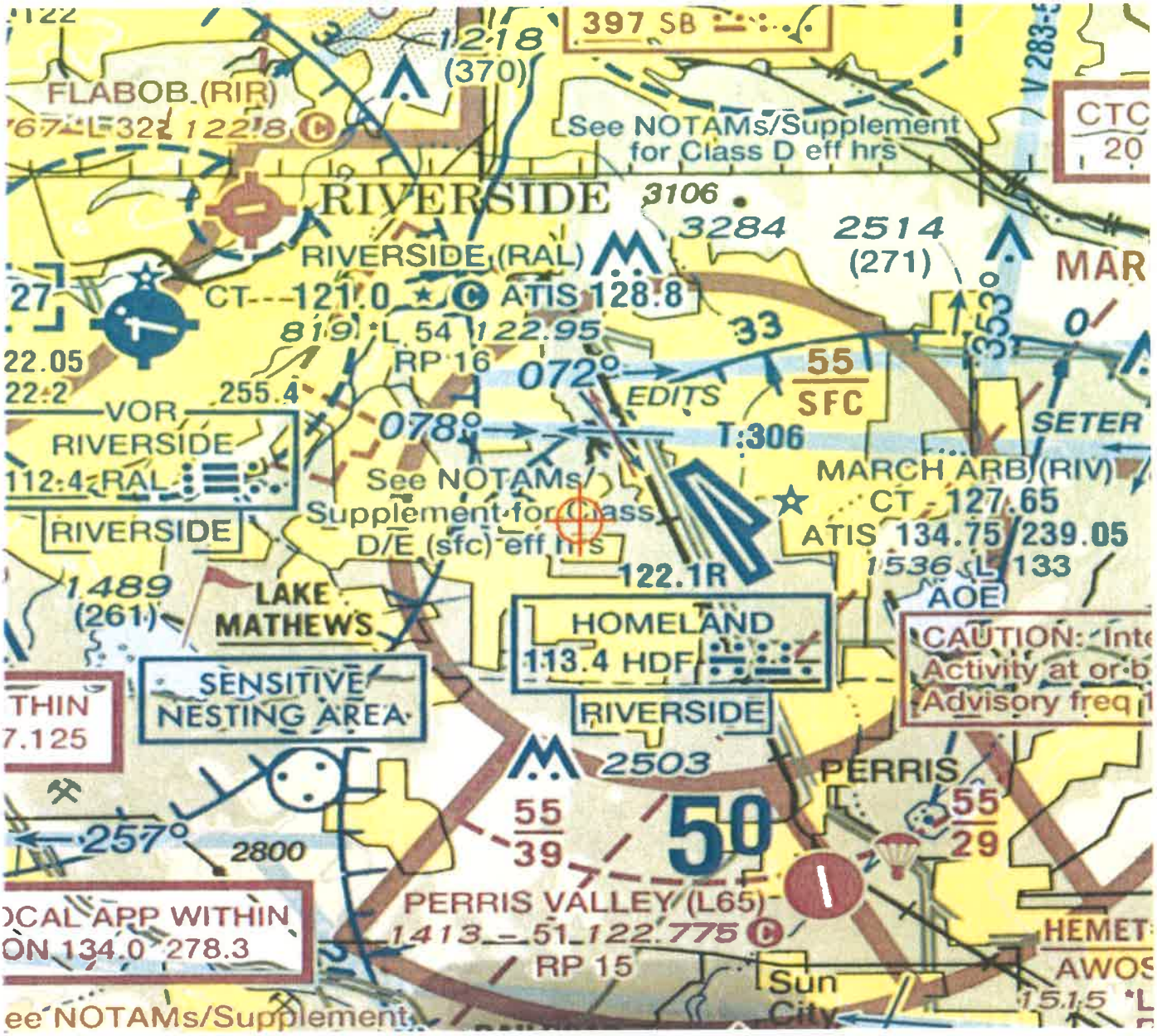
This determination, issued in accordance with Part 77, concerns the effect of the proposal on the safe and efficient use of the navigable airspace by aircraft and does not relieve the sponsor of any compliance responsibilities relating to laws, ordinances, or regulations of any Federal, state, or local governmental bodies. Determinations, which are issued in accordance with Part 77, do not supersede or override any state, county, or local laws, avigation easements, or ordinances, or local zoning maximum heights.

7. CONDITIONS

Within five days after the structure reaches its greatest height, the proponent is required to file an FAA form 7460-2, Actual Construction notification, at the OE/AAA website (http://oeaaa.faa.gov). This actual construction notification will be the source document detailing the site location, site elevation, structure height, and date structure was built for the FAA to map the structure on aeronautical charts and update the national obstruction database.

TOPO Map for ASN 2020-AWP-2971-OE




FLABOB (RIR)
1218
(370)
397 SB
See NOTAMs/Supplement
for Class D eff hrs
RIVERSIDE
3106
3284
2514
(271)
RIVERSIDE (RAL)
CT 121.0
ATIS 128.8
122.95
RP 16
072°
EDITS
55
SFC
078°
T-306
VOR
RIVERSIDE
112.4 RAL
See NOTAMs/
Supplement for Class
D/E (sfc) eff hrs
MARCH ARB (RIV)
CT 127.65
ATIS 134.75 239.05
122.1R
1489
(261)
LAKE
MATHEWS
HOMELAND
113.4 HDF
SENSITIVE
NESTING AREA
RIVERSIDE
2503
PERRIS
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39
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29
257°
2800
PERRIS VALLEY (L65)
1413 – 51 122.775
RP 15
Sun
City
AOE
SETER
MAR
CTC
20
THIN
7.125
CAL APP WITHIN
ON 134.0 278.3
ee NOTAMs/Supplement
HEMET
AWOS

Mail Processing Center
Federal Aviation Administration
Southwest Regional Office
Obstruction Evaluation Group
10101 Hillwood Parkway
Fort Worth, TX 76177

Aeronautical Study No.
2020-AWP-2972-OE

Issued Date: 04/20/2020

Timothy Reeves
MERIDIAN PARK LLC
1156 N. MOUNTAIN AVENUE
Upland, CA 91786

** DETERMINATION OF NO HAZARD TO AIR NAVIGATION **

The Federal Aviation Administration has conducted an aeronautical study under the provisions of 49 U.S.C., Section 44718 and if applicable Title 14 of the Code of Federal Regulations, part 77, concerning:

Structure:	Building MAJOR A & SHOPS - PT K
Location:	Riverside, CA
Latitude:	33-53-07.26N NAD 83
Longitude:	117-18-04.22W
Heights:	1725 feet site elevation (SE)
	32 feet above ground level (AGL)
	1757 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure would have no substantial adverse effect on the safe and efficient utilization of the navigable airspace by aircraft or on the operation of air navigation facilities. Therefore, pursuant to the authority delegated to me, it is hereby determined that the structure would not be a hazard to air navigation provided the following condition(s) 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)

See attachment for additional condition(s) or information.

Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking/ lighting are accomplished on a voluntary basis, we recommend it be installed in accordance with FAA Advisory circular 70/7460-1 L Change 2.

This determination expires on 10/20/2021 unless:

(a) the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
(b) extended, revised, or terminated by the issuing office.

(c) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within 6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE E-FILED AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE. AFTER RE-EVALUATION OF CURRENT OPERATIONS IN THE AREA OF THE STRUCTURE TO DETERMINE THAT NO SIGNIFICANT AERONAUTICAL CHANGES HAVE OCCURRED, YOUR DETERMINATION MAY BE ELIGIBLE FOR ONE EXTENSION OF THE EFFECTIVE PERIOD.

This determination is subject to review if an interested party files a petition that is received by the FAA on or before May 20, 2020. In the event a petition for review is filed, it must contain a full statement of the basis upon which it is made and be submitted to the Manager of the Rules and Regulations Group. Petitions can be submitted via mail to Federal Aviation Administration, 800 Independence Ave, SW, Washington, DC 20591, via email at OEPetitions@faa.gov, or via facsimile (202) 267-9328.

This determination becomes final on May 30, 2020 unless a petition is timely filed. In which case, this determination will not become final pending disposition of the petition. Interested parties will be notified of the grant of any review. For any questions regarding your petition, please contact Rules and Regulations Group via telephone – 202-267-8783.

This determination is based, in part, on the foregoing description which includes specific coordinates, heights, frequency(ies) and power. Any changes in coordinates, heights and frequencies or use of greater power, except those frequencies specified in the Colo Void Clause Coalition; Antenna System Co-Location; Voluntary Best Practices, effective 21 Nov 2007, will void this determination. Any future construction or alteration, including increase to heights, power or the addition of other transmitters, requires separate notice to the FAA. This determination includes all previously filed frequencies and power for this structure.

If construction or alteration is dismantled or destroyed, you must submit notice to the FAA within 5 days after the construction or alteration is dismantled or destroyed.

This determination does include temporary construction equipment such as cranes, derricks, etc., which may be used during actual construction of the structure. However, this equipment shall not exceed the overall heights as indicated above. Equipment which has a height greater than the studied structure requires separate notice to the FAA.

This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

This aeronautical study considered and analyzed the impact on existing and proposed arrival, departure, and en route procedures for aircraft operating under both visual flight rules and instrument flight rules; the impact on all existing and planned public-use airports, military airports and aeronautical facilities; and the cumulative impact resulting from the studied structure when combined with the impact of other existing or proposed structures. The study disclosed that the described structure would have no substantial adverse effect on air navigation.

An account of the study findings, aeronautical objections received by the FAA during the study (if any), and the basis for the FAA's decision in this matter can be found on the following page(s).

If we can be of further assistance, please contact Paul Holmquist, at (206) 231-2990, or paul.holmquist@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2020-AWP-2972-OE.

Signature Control No: 433183437-437089242 (DNH)
Mike Helvey
Manager, Obstruction Evaluation Group

Attachment(s)
Additional Information
Map(s)

Abbreviations

AGL - above ground level	AMSL - above mean sea level	RWY - runway
VFR - visual flight rules	IFR - instrument flight rules	NM - nautical mile
ASN- Aeronautical Study Number	CAT - category aircraft	

Part 77 - Title 14 Code of Federal Regulations (CFR) Part 77, Safe, Efficient Use and Preservation of the Navigable Airspace

1. LOCATION OF PROPOSED CONSTRUCTION

The proposed 38 foot AGL (1763 foot AMSL/maximum height) building would be located approximately, at the closest point, 9805 feet (1.6 NM) west southwest of the RWY 14 threshold at March ARB Airport, Riverside, CA. The RIV airport elevation is 1536 feet AMSL. 20 separate studies were submitted for study of this proposed business park. Separate determinations for each study can be found at the OE/AAA website (http://oeaaa.faa.gov).

The proposed structure was studied as 20 points which were assigned the following Aeronautical Study Number (ASNs) and are described as follows

ASN	Structure Name	AGL/AMSL	Latitude/Longitude
2020-AWP-2962-OE	MAJOR A & SHOPS - PT A	38 / 1763	33-53-09.18N / 117-18-03.83W
2020-AWP-2963-OE	MAJOR A & SHOPS - PT B	35 / 1760	33-53-09.07N / 117-18-03.14W
2020-AWP-2964-OE	MAJOR A & SHOPS - PT C	28 / 1753	33-53-08.84N / 117-18-02.50W
2020-AWP-2965-OE	MAJOR A & SHOPS - PT D	26 / 1750	33-53-08.73N / 117-18-01.99W
2020-AWP-2966-OE	MAJOR A & SHOPS - PT E	28 / 1752	33-53-08.59N / 117-18-01.02W
2020-AWP-2967-OE	MAJOR A & SHOPS - PT F	22 / 1746	33-53-07.78N / 117-18-01.19W
2020-AWP-2968-OE	MAJOR A & SHOPS - PT G	22 / 1746	33-53-07.84N / 117-18-01.61W
2020-AWP-2969-OE	MAJOR A & SHOPS - PT H	30 / 1755	33-53-07.47N / 117-18-02.46W
2020-AWP-2970-OE	MAJOR A & SHOPS - PT I	30 / 1755	33-53-07.14N / 117-18-02.35W
2020-AWP-2971-OE	MAJOR A & SHOPS - PT J	30 / 1755	33-53-07.05N / 117-18-02.76W
2020-AWP-2972-OE	MAJOR A & SHOPS - PT K	32 / 1757	33-53-07.26N / 117-18-04.22W
2020-AWP-2973-OE	MAJOR A & SHOPS - PT L	32 / 1757	33-53-07.35N / 117-18-04.83W
2020-AWP-2974-OE	MAJOR A & SHOPS - PT M	28 / 1753	33-53-07.47N / 117-18-05.61W
2020-AWP-2975-OE	MAJOR A & SHOPS - PT N	23 / 1748	33-53-08.61N / 117-18-06.68W
2020-AWP-2976-OE	MAJOR A & SHOPS - PT O	23 / 1748	33-53-08.67N / 117-18-07.12W
2020-AWP-2977-OE	MAJOR A & SHOPS - PT P	32 / 1757	33-53-09.40N / 117-18-06.97W
2020-AWP-2978-OE	MAJOR A & SHOPS - PT Q	26 / 1751	33-53-09.30N / 117-18-05.68W
2020-AWP-2979-OE	MAJOR A & SHOPS - PT R	26 / 1751	33-53-09.37N / 117-18-06.18W
2020-AWP-2980-OE	MAJOR A & SHOPS - PT S	32 / 1757	33-53-09.24N / 117-18-05.23W
2020-AWP-2981-OE	MAJOR A & SHOPS - PT T	28 / 1753	33-53-09.29N / 117-18-04.63W

2. OBSTRUCTION STANDARDS EXCEEDED

The structure is identified as an obstruction under the following Part 77 standards:

a. Section 77.19(a): Horizontal Surface-a height exceeding a horizontal plane 150 feet above the established airport elevation. The structure would exceed the RIV Horizontal Surface by the following:

ASN	Exceeds the RIV Horizontal Surface by (feet)
2020-AWP-2963-OE	74
2020-AWP-2964-OE	67
2020-AWP-2965-OE	64
2020-AWP-2966-OE	66
2020-AWP-2967-OE	60
2020-AWP-2968-OE	60
2020-AWP-2969-OE	69
2020-AWP-2970-OE	69

b. Section 77.19(b) -- Conical Surface: a surface extending outward and upward from the periphery of the Part 77 Horizontal Surface at a slope of 20:1 for a horizontal distance of 4,000 feet. The proposed structure would exceed the RIV Conical Surface by the following:

ASN	Exceeds the RIV Conical Surface by (feet)
2020-AWP-2962-OE	77
2020-AWP-2971-OE	69
2020-AWP-2972-OE	66
2020-AWP-2973-OE	64
2020-AWP-2974-OE	57
2020-AWP-2975-OE	50
2020-AWP-2976-OE	49
2020-AWP-2977-OE	60
2020-AWP-2978-OE	58
2020-AWP-2979-OE	57
2020-AWP-2980-OE	66
2020-AWP-2981-OE	65

3. EFFECT ON AERONAUTICAL OPERATIONS

a. The impact on arrival, departure, and en route procedures for aircraft operating under VFR: No substantial adverse effect due to an internal FAA evaluation. The proposed structure would exceed the RIV Horizontal Surface by a maximum of 74 feet and the RIV Conical Surface by a maximum of 77 feet

There are no effects on the VFR traffic pattern airspace.
There are no effects on any existing or proposed arrival, departure, or en route IFR/VFR minimum flight altitudes.

b. The impact on arrival, departure, and en route procedures for aircraft operating under IFR: None.

c. The cumulative impact of the proposed structures, when combined with other proposed and existing structures, is not considered to be significant. Study did not disclose any significant adverse effect on existing

or proposed public-use or military airports or navigational facilities, nor would the proposals affect the capacity of any known existing or planned public-use or military airport.

The RIV Airport Master Record can be viewed/downloaded https://adip.faa.gov/agis/public/#/airportData/RIV. It states there are 4 single-engine, 2 multi-engine, 0 jet, 0 helicopter, 0 military, 0 ultra- light and 0 glider aircraft based there. No annual operational data is available.

4. CIRCULATION AND COMMENTS RECEIVED

The proposal was not circularized for public aeronautical comment because internal FAA evaluation finds that the adverse effect of this structure is known. Structures of similar and greater height exist in the area. There would be no derogation of the navigable airspace overlying the site. Existing obstacles and terrain control the development of future approach and departure instrument Terminal Procedures at RIV. Therefore, no further attempt to negotiate the structure to a lower height was considered necessary. This does not affect the right to petition for review determinations regarding structures which exceed the subject obstruction standards.

5. DETERMINATION - NO HAZARD TO AIR NAVIGATION

It is determined that the proposed construction would not have a substantial adverse effect on the safe and efficient utilization of the navigable airspace by aircraft or on any air navigation facility and would not be a hazard to air navigation provided the conditions set forth in this determination are met.

6. BASIS FOR DECISION

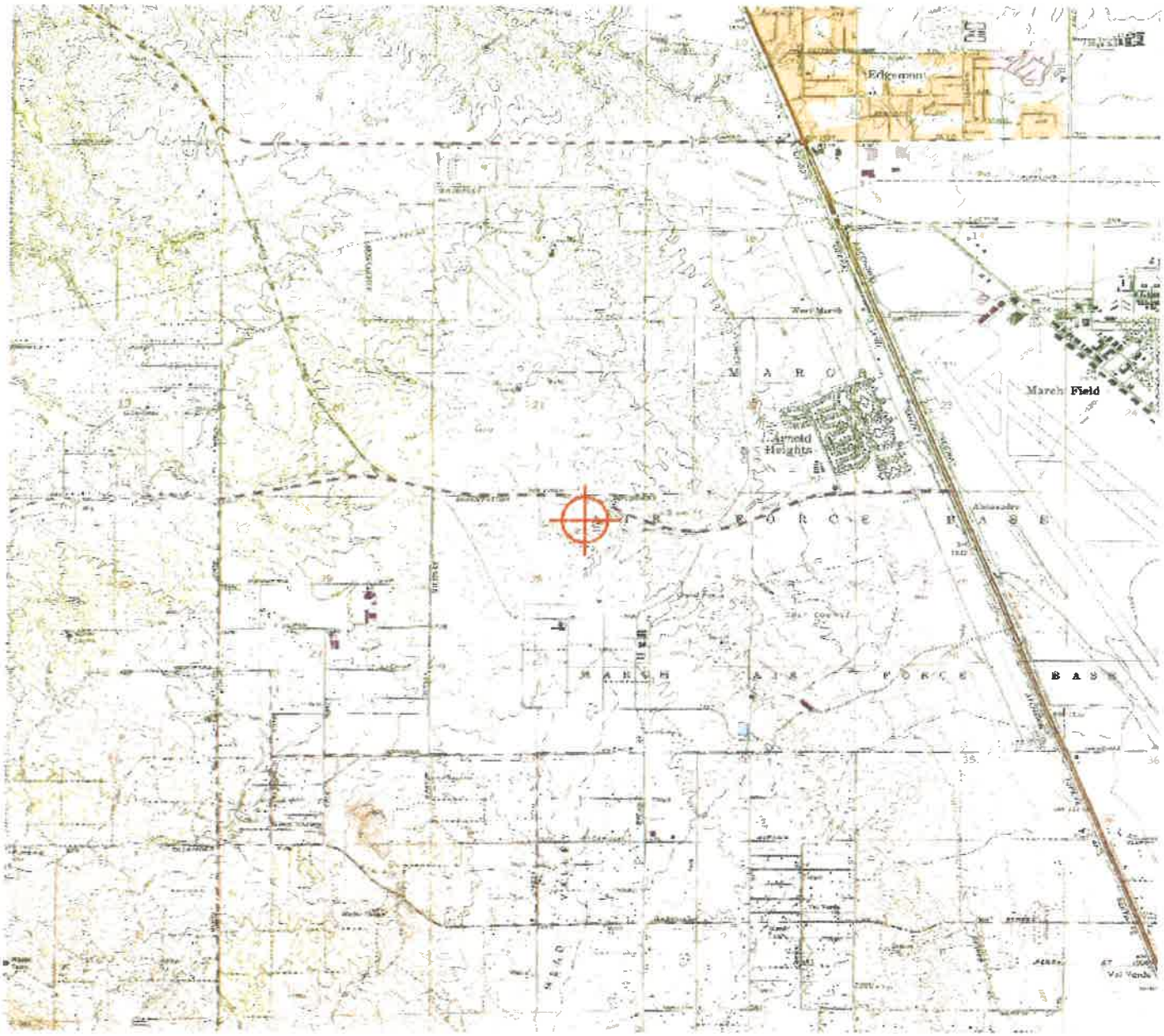
Study for possible VFR effect disclosed that the proposed structure would not have a substantial adverse effect on any existing or proposed arrival or departure VFR operations or procedures. In this case, the proposed project would exceed the RIV Part 77 Horizontal Surface by maximum of 74 feet and the RIV Conical Surface by 77 feet. However, this proposal would be located in the vicinity of other structures of similar or greater height. No other VFR issues were identified and there are no IFR effects. There are no physical or electromagnetic effects on the operation of air navigation and communications facilities and there are no effects on any airspace and routes used by the military. The incorporation of obstruction marking and lighting was considered but not deemed necessary.

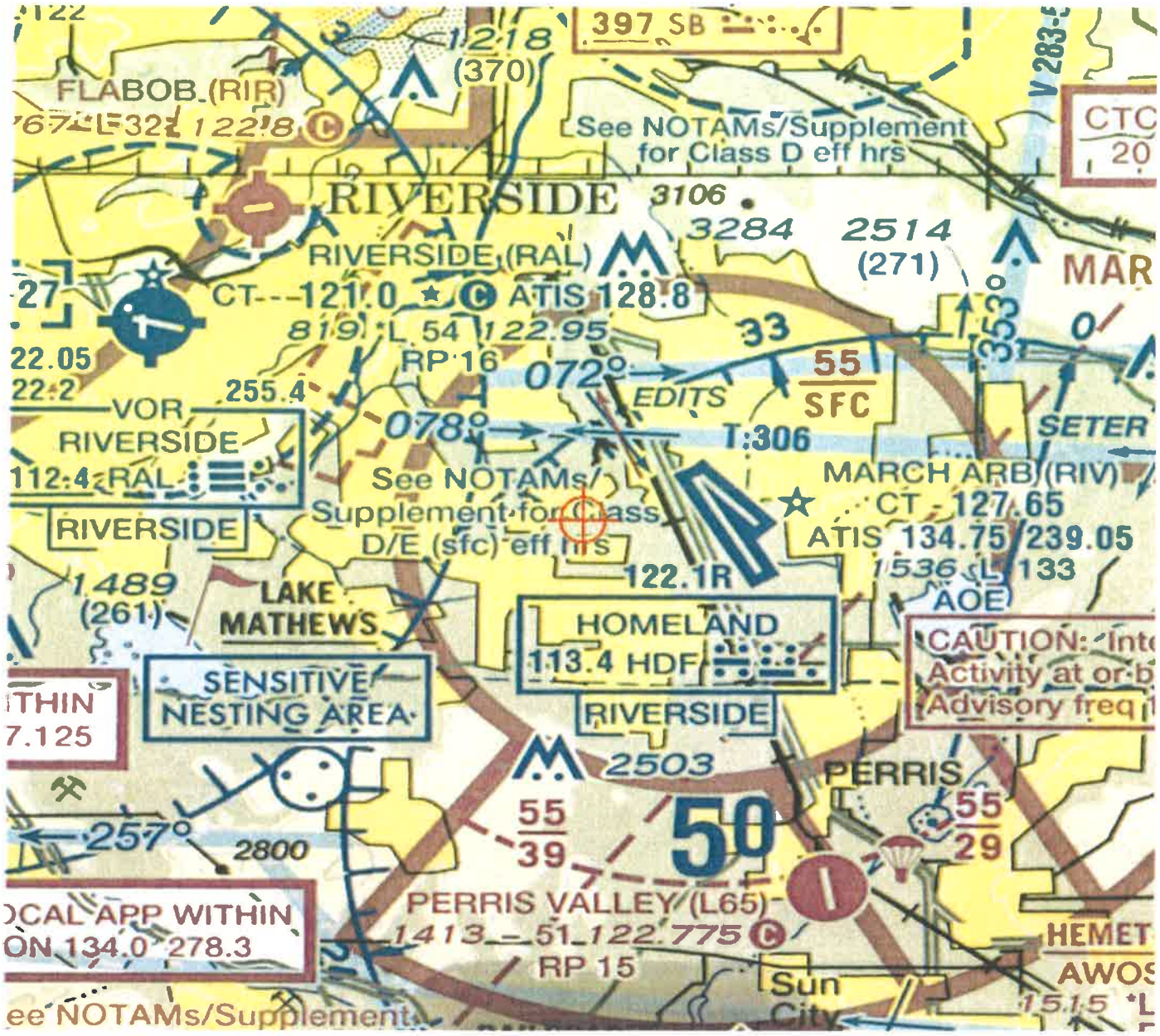
This determination, issued in accordance with Part 77, concerns the effect of the proposal on the safe and efficient use of the navigable airspace by aircraft and does not relieve the sponsor of any compliance responsibilities relating to laws, ordinances, or regulations of any Federal, state, or local governmental bodies. Determinations, which are issued in accordance with Part 77, do not supersede or override any state, county, or local laws, avigation easements, or ordinances, or local zoning maximum heights.

7. CONDITIONS

Within five days after the structure reaches its greatest height, the proponent is required to file an FAA form 7460-2, Actual Construction notification, at the OE/AAA website (http://oeaaa.faa.gov). This actual construction notification will be the source document detailing the site location, site elevation, structure height, and date structure was built for the FAA to map the structure on aeronautical charts and update the national obstruction database.

TOPO Map for ASN 2020-AWP-2972-OE




397 SB
(370)
FLABOB (RIR)
See NOTAMs/Supplement
for Class D eff hrs
RIVERSIDE
3106
3284
2514
(271)
RIVERSIDE (RAL)
CT 121.0
ATIS 128.8
122.95
RP 16
072°
EDITS
55
SFC
078°
T:306
VOR
RIVERSIDE
112.4 RAL
255.4
See NOTAMs/
Supplement for Class
D/E (sfc) eff hrs
MARCH ARB (RIV)
CT 127.65
ATIS 134.75 239.05
122.1R
1489
(261)
LAKE
MATHEWS
HOMELAND
113.4 HDF
AOE
SENSITIVE
NESTING AREA
RIVERSIDE
2503
PERRIS
55
39
50
55
29
257°
2800
PERRIS VALLEY (L65)
1413 51 122.775
RP 15
Sun
City
ee NOTAMs/Supplement

Mail Processing Center
Federal Aviation Administration
Southwest Regional Office
Obstruction Evaluation Group
10101 Hillwood Parkway
Fort Worth, TX 76177

Aeronautical Study No.
2020-AWP-2973-OE

Issued Date: 04/20/2020

Timothy Reeves
MERIDIAN PARK LLC
1156 N. MOUNTAIN AVENUE
Upland, CA 91786

** DETERMINATION OF NO HAZARD TO AIR NAVIGATION **

The Federal Aviation Administration has conducted an aeronautical study under the provisions of 49 U.S.C., Section 44718 and if applicable Title 14 of the Code of Federal Regulations, part 77, concerning:

Structure:	Building MAJOR A & SHOPS - PT L
Location:	Riverside, CA
Latitude:	33-53-07.35N NAD 83
Longitude:	117-18-04.83W
Heights:	1725 feet site elevation (SE)
	32 feet above ground level (AGL)
	1757 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure would have no substantial adverse effect on the safe and efficient utilization of the navigable airspace by aircraft or on the operation of air navigation facilities. Therefore, pursuant to the authority delegated to me, it is hereby determined that the structure would not be a hazard to air navigation provided the following condition(s) 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)

See attachment for additional condition(s) or information.

Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking/ lighting are accomplished on a voluntary basis, we recommend it be installed in accordance with FAA Advisory circular 70/7460-1 L Change 2.

This determination expires on 10/20/2021 unless:

(a) the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
(b) extended, revised, or terminated by the issuing office.

(c) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within 6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE E-FILED AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE. AFTER RE-EVALUATION OF CURRENT OPERATIONS IN THE AREA OF THE STRUCTURE TO DETERMINE THAT NO SIGNIFICANT AERONAUTICAL CHANGES HAVE OCCURRED, YOUR DETERMINATION MAY BE ELIGIBLE FOR ONE EXTENSION OF THE EFFECTIVE PERIOD.

This determination is subject to review if an interested party files a petition that is received by the FAA on or before May 20, 2020. In the event a petition for review is filed, it must contain a full statement of the basis upon which it is made and be submitted to the Manager of the Rules and Regulations Group. Petitions can be submitted via mail to Federal Aviation Administration, 800 Independence Ave, SW, Washington, DC 20591, via email at OEPetitions@faa.gov, or via facsimile (202) 267-9328.

This determination becomes final on May 30, 2020 unless a petition is timely filed. In which case, this determination will not become final pending disposition of the petition. Interested parties will be notified of the grant of any review. For any questions regarding your petition, please contact Rules and Regulations Group via telephone – 202-267-8783.

This determination is based, in part, on the foregoing description which includes specific coordinates, heights, frequency(ies) and power. Any changes in coordinates, heights and frequencies or use of greater power, except those frequencies specified in the Colo Void Clause Coalition; Antenna System Co-Location; Voluntary Best Practices, effective 21 Nov 2007, will void this determination. Any future construction or alteration, including increase to heights, power or the addition of other transmitters, requires separate notice to the FAA. This determination includes all previously filed frequencies and power for this structure.

If construction or alteration is dismantled or destroyed, you must submit notice to the FAA within 5 days after the construction or alteration is dismantled or destroyed.

This determination does include temporary construction equipment such as cranes, derricks, etc., which may be used during actual construction of the structure. However, this equipment shall not exceed the overall heights as indicated above. Equipment which has a height greater than the studied structure requires separate notice to the FAA.

This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

This aeronautical study considered and analyzed the impact on existing and proposed arrival, departure, and en route procedures for aircraft operating under both visual flight rules and instrument flight rules; the impact on all existing and planned public-use airports, military airports and aeronautical facilities; and the cumulative impact resulting from the studied structure when combined with the impact of other existing or proposed structures. The study disclosed that the described structure would have no substantial adverse effect on air navigation.

An account of the study findings, aeronautical objections received by the FAA during the study (if any), and the basis for the FAA's decision in this matter can be found on the following page(s).

If we can be of further assistance, please contact Paul Holmquist, at (206) 231-2990, or paul.holmquist@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2020-AWP-2973-OE.

Signature Control No: 433183438-437089249 (DNH)
Mike Helvey
Manager, Obstruction Evaluation Group

Attachment(s)
Additional Information
Map(s)

Abbreviations

AGL - above ground level | AMSL - above mean sea level | RWY - runway
VFR - visual flight rules | IFR - instrument flight rules | NM - nautical mile
ASN- Aeronautical Study Number | CAT - category aircraft
Part 77 - Title 14 Code of Federal Regulations (CFR) Part 77, Safe, Efficient Use and Preservation of the Navigable Airspace

1. LOCATION OF PROPOSED CONSTRUCTION

The proposed 38 foot AGL (1763 foot AMSL/maximum height) building would be located approximately, at the closest point, 9805 feet (1.6 NM) west southwest of the RWY 14 threshold at March ARB Airport, Riverside, CA. The RIV airport elevation is 1536 feet AMSL. 20 separate studies were submitted for study of this proposed business park. Separate determinations for each study can be found at the OE/AAA website (http://oeaaa.faa.gov).

The proposed structure was studied as 20 points which were assigned the following Aeronautical Study Number (ASNs) and are described as follows

ASN	Structure Name	AGL/AMSL	Latitude/Longitude
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2020-AWP-2973-OE	MAJOR A & SHOPS - PT L	32 / 1757	33-53-07.35N / 117-18-04.83W
2020-AWP-2974-OE	MAJOR A & SHOPS - PT M	28 / 1753	33-53-07.47N / 117-18-05.61W
2020-AWP-2975-OE	MAJOR A & SHOPS - PT N	23 / 1748	33-53-08.61N / 117-18-06.68W
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2020-AWP-2977-OE	MAJOR A & SHOPS - PT P	32 / 1757	33-53-09.40N / 117-18-06.97W
2020-AWP-2978-OE	MAJOR A & SHOPS - PT Q	26 / 1751	33-53-09.30N / 117-18-05.68W
2020-AWP-2979-OE	MAJOR A & SHOPS - PT R	26 / 1751	33-53-09.37N / 117-18-06.18W
2020-AWP-2980-OE	MAJOR A & SHOPS - PT S	32 / 1757	33-53-09.24N / 117-18-05.23W
2020-AWP-2981-OE	MAJOR A & SHOPS - PT T	28 / 1753	33-53-09.29N / 117-18-04.63W

2. OBSTRUCTION STANDARDS EXCEEDED

The structure is identified as an obstruction under the following Part 77 standards:

a. Section 77.19(a): Horizontal Surface-a height exceeding a horizontal plane 150 feet above the established airport elevation. The structure would exceed the RIV Horizontal Surface by the following:

ASN	Exceeds the RIV Horizontal Surface by (feet)
2020-AWP-2963-OE	74
2020-AWP-2964-OE	67
2020-AWP-2965-OE	64
2020-AWP-2966-OE	66
2020-AWP-2967-OE	60
2020-AWP-2968-OE	60
2020-AWP-2969-OE	69
2020-AWP-2970-OE	69

b. Section 77.19(b) -- Conical Surface: a surface extending outward and upward from the periphery of the Part 77 Horizontal Surface at a slope of 20:1 for a horizontal distance of 4,000 feet. The proposed structure would exceed the RIV Conical Surface by the following:

ASN	Exceeds the RIV Conical Surface by (feet)
2020-AWP-2962-OE	77
2020-AWP-2971-OE	69
2020-AWP-2972-OE	66
2020-AWP-2973-OE	64
2020-AWP-2974-OE	57
2020-AWP-2975-OE	50
2020-AWP-2976-OE	49
2020-AWP-2977-OE	60
2020-AWP-2978-OE	58
2020-AWP-2979-OE	57
2020-AWP-2980-OE	66
2020-AWP-2981-OE	65

3. EFFECT ON AERONAUTICAL OPERATIONS

a. The impact on arrival, departure, and en route procedures for aircraft operating under VFR: No substantial adverse effect due to an internal FAA evaluation. The proposed structure would exceed the RIV Horizontal Surface by a maximum of 74 feet and the RIV Conical Surface by a maximum of 77 feet

There are no effects on the VFR traffic pattern airspace.
There are no effects on any existing or proposed arrival, departure, or en route IFR/VFR minimum flight altitudes.

b. The impact on arrival, departure, and en route procedures for aircraft operating under IFR: None.

c. The cumulative impact of the proposed structures, when combined with other proposed and existing structures, is not considered to be significant. Study did not disclose any significant adverse effect on existing

or proposed public-use or military airports or navigational facilities, nor would the proposals affect the capacity of any known existing or planned public-use or military airport.

The RIV Airport Master Record can be viewed/downloaded https://adip.faa.gov/agis/public/#/airportData/RIV. It states there are 4 single-engine, 2 multi-engine, 0 jet, 0 helicopter, 0 military, 0 ultra- light and 0 glider aircraft based there. No annual operational data is available.

4. CIRCULATION AND COMMENTS RECEIVED

The proposal was not circularized for public aeronautical comment because internal FAA evaluation finds that the adverse effect of this structure is known. Structures of similar and greater height exist in the area. There would be no derogation of the navigable airspace overlying the site. Existing obstacles and terrain control the development of future approach and departure instrument Terminal Procedures at RIV. Therefore, no further attempt to negotiate the structure to a lower height was considered necessary. This does not affect the right to petition for review determinations regarding structures which exceed the subject obstruction standards.

5. DETERMINATION - NO HAZARD TO AIR NAVIGATION

It is determined that the proposed construction would not have a substantial adverse effect on the safe and efficient utilization of the navigable airspace by aircraft or on any air navigation facility and would not be a hazard to air navigation provided the conditions set forth in this determination are met.

6. BASIS FOR DECISION

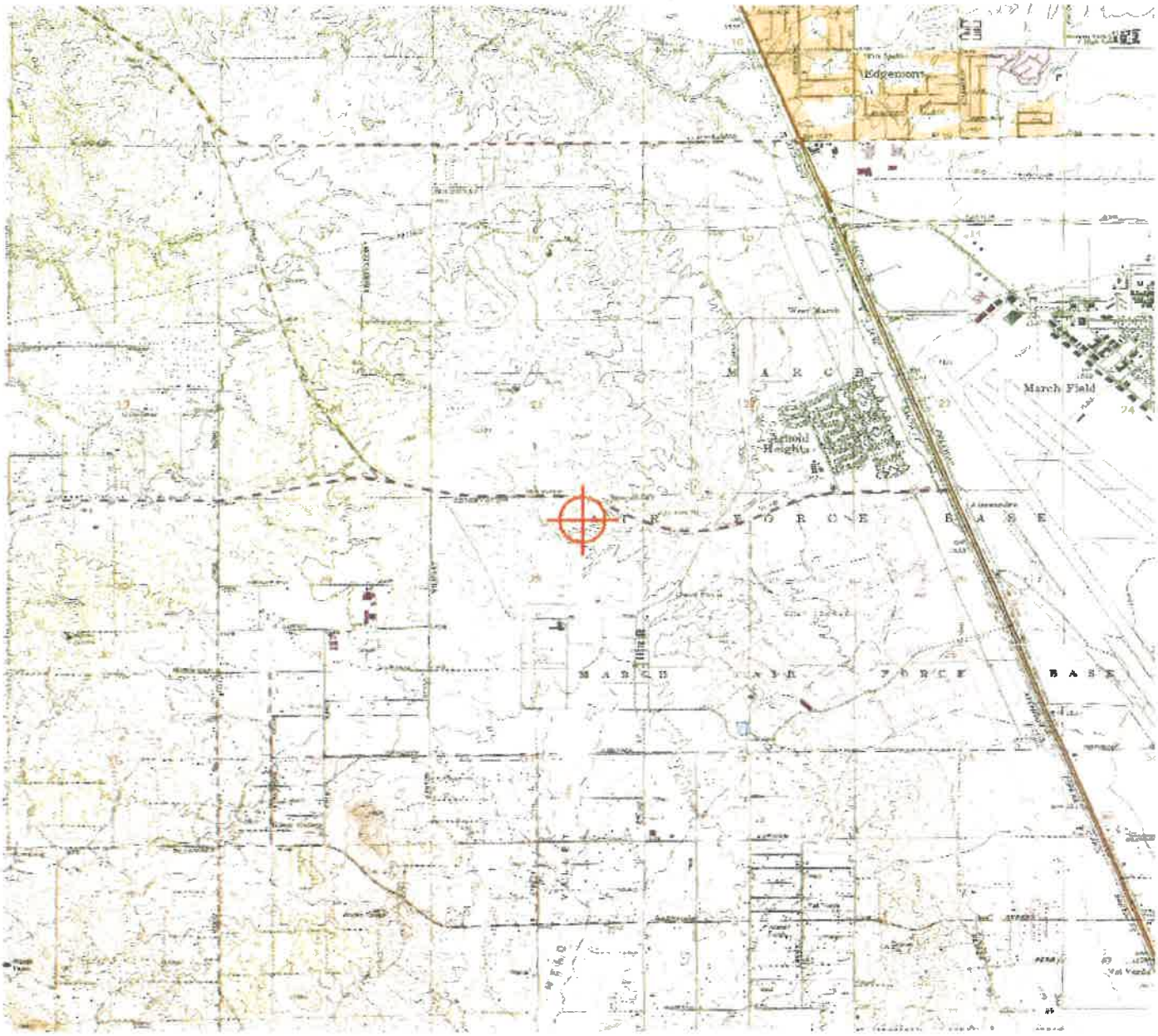
Study for possible VFR effect disclosed that the proposed structure would not have a substantial adverse effect on any existing or proposed arrival or departure VFR operations or procedures. In this case, the proposed project would exceed the RIV Part 77 Horizontal Surface by maximum of 74 feet and the RIV Conical Surface by 77 feet. However, this proposal would be located in the vicinity of other structures of similar or greater height. No other VFR issues were identified and there are no IFR effects. There are no physical or electromagnetic effects on the operation of air navigation and communications facilities and there are no effects on any airspace and routes used by the military. The incorporation of obstruction marking and lighting was considered but not deemed necessary.

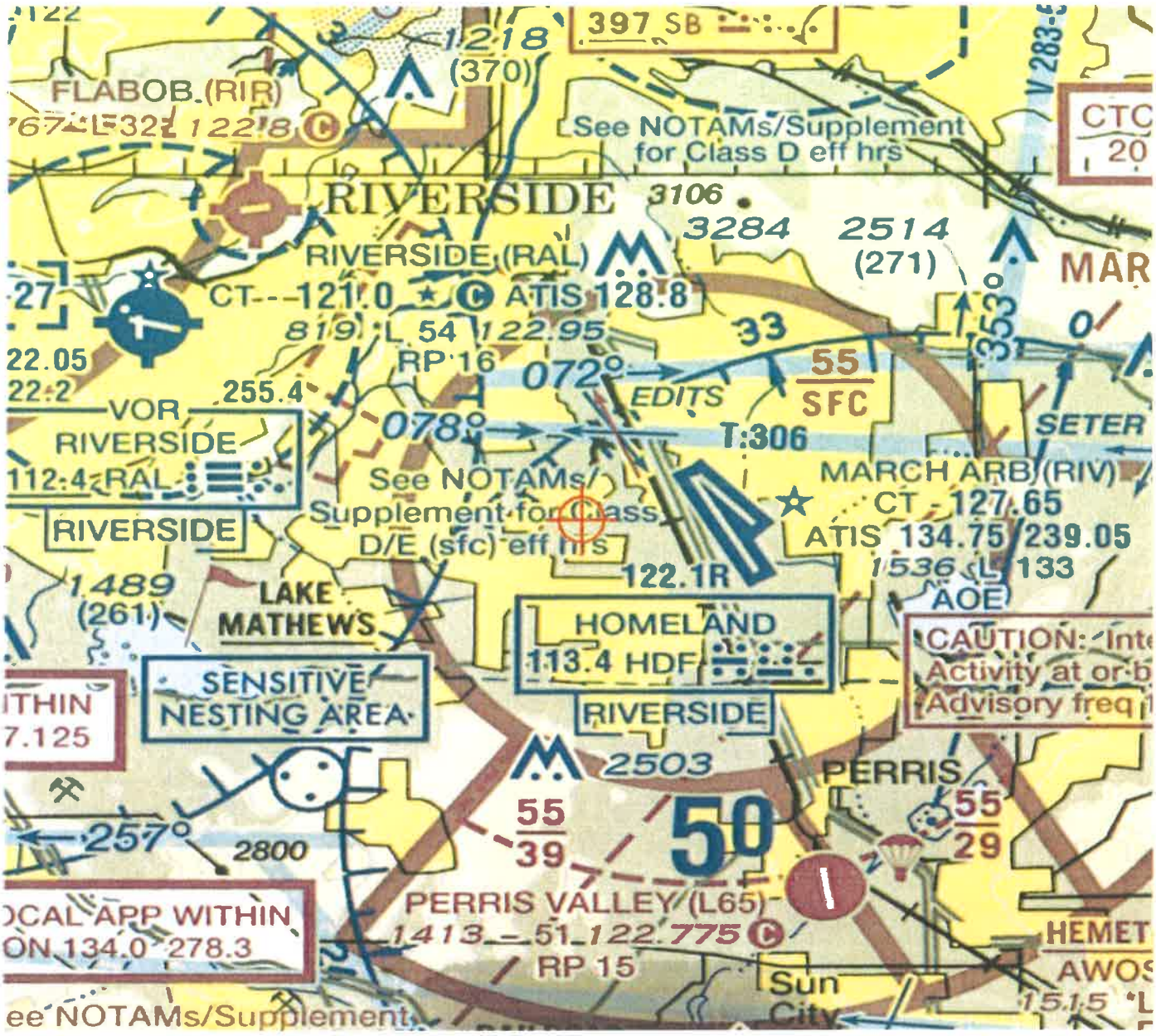
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7. CONDITIONS

Within five days after the structure reaches its greatest height, the proponent is required to file an FAA form 7460-2, Actual Construction notification, at the OE/AAA website (http://oeaaa.faa.gov). This actual construction notification will be the source document detailing the site location, site elevation, structure height, and date structure was built for the FAA to map the structure on aeronautical charts and update the national obstruction database.

TOPO Map for ASN 2020-AWP-2973-OE




FLABOB (RIR)
1218
(370)
397 SB
See NOTAMs/Supplement
for Class D eff hrs
RIVERSIDE
3106
3284
2514
(271)
RIVERSIDE (RAL)
CT 121.0
ATIS 128.8
819
L 54
122.95
RP 16
072°
EDITS
55
SFC
33
T:306
078°
VOR
RIVERSIDE
112.4 RAL
255.4
See NOTAMs/
Supplement for Class
D/E (sfc) eff hrs
RIVERSIDE
MARCH ARB (RIV)
CT 127.65
ATIS 134.75 239.05
1536
122.1R
1489
(261)
LAKE
MATHEWS
HOMELAND
113.4 HDF
AOE
CAUTION: Inte
Activity at or b
Advisory freq
SENSITIVE
NESTING AREA
RIVERSIDE
2503
PERRIS
55
39
50
55
29
257°
2800
PERRIS VALLEY (L65)
1413 51 122.775
RP 15
Sun
City
HEMET
AWOS
1515
ee NOTAMs/Supplement

Mail Processing Center
Federal Aviation Administration
Southwest Regional Office
Obstruction Evaluation Group
10101 Hillwood Parkway
Fort Worth, TX 76177

Aeronautical Study No.
2020-AWP-2974-OE

Issued Date: 04/20/2020

Timothy Reeves
MERIDIAN PARK LLC
1156 N. MOUNTAIN AVENUE
Upland, CA 91786

**** DETERMINATION OF NO HAZARD TO AIR NAVIGATION ****

The Federal Aviation Administration has conducted an aeronautical study under the provisions of 49 U.S.C., Section 44718 and if applicable Title 14 of the Code of Federal Regulations, part 77, concerning:

Structure:	Building MAJOR A & SHOPS - PT M
Location:	Riverside, CA
Latitude:	33-53-07.47N NAD 83
Longitude:	117-18-05.61W
Heights:	1725 feet site elevation (SE)
	28 feet above ground level (AGL)
	1753 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure would have no substantial adverse effect on the safe and efficient utilization of the navigable airspace by aircraft or on the operation of air navigation facilities. Therefore, pursuant to the authority delegated to me, it is hereby determined that the structure would not be a hazard to air navigation provided the following condition(s) 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)

See attachment for additional condition(s) or information.

Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking/ lighting are accomplished on a voluntary basis, we recommend it be installed in accordance with FAA Advisory circular 70/7460-1 L Change 2.

This determination expires on 10/20/2021 unless:

(a) the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
(b) extended, revised, or terminated by the issuing office.

(c) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within 6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE E-FILED AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE. AFTER RE-EVALUATION OF CURRENT OPERATIONS IN THE AREA OF THE STRUCTURE TO DETERMINE THAT NO SIGNIFICANT AERONAUTICAL CHANGES HAVE OCCURRED, YOUR DETERMINATION MAY BE ELIGIBLE FOR ONE EXTENSION OF THE EFFECTIVE PERIOD.

This determination is subject to review if an interested party files a petition that is received by the FAA on or before May 20, 2020. In the event a petition for review is filed, it must contain a full statement of the basis upon which it is made and be submitted to the Manager of the Rules and Regulations Group. Petitions can be submitted via mail to Federal Aviation Administration, 800 Independence Ave, SW, Washington, DC 20591, via email at OEPetitions@faa.gov, or via facsimile (202) 267-9328.

This determination becomes final on May 30, 2020 unless a petition is timely filed. In which case, this determination will not become final pending disposition of the petition. Interested parties will be notified of the grant of any review. For any questions regarding your petition, please contact Rules and Regulations Group via telephone – 202-267-8783.

This determination is based, in part, on the foregoing description which includes specific coordinates, heights, frequency(ies) and power. Any changes in coordinates, heights and frequencies or use of greater power, except those frequencies specified in the Colo Void Clause Coalition; Antenna System Co-Location; Voluntary Best Practices, effective 21 Nov 2007, will void this determination. Any future construction or alteration, including increase to heights, power or the addition of other transmitters, requires separate notice to the FAA. This determination includes all previously filed frequencies and power for this structure.

If construction or alteration is dismantled or destroyed, you must submit notice to the FAA within 5 days after the construction or alteration is dismantled or destroyed.

This determination does include temporary construction equipment such as cranes, derricks, etc., which may be used during actual construction of the structure. However, this equipment shall not exceed the overall heights as indicated above. Equipment which has a height greater than the studied structure requires separate notice to the FAA.

This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

This aeronautical study considered and analyzed the impact on existing and proposed arrival, departure, and en route procedures for aircraft operating under both visual flight rules and instrument flight rules; the impact on all existing and planned public-use airports, military airports and aeronautical facilities; and the cumulative impact resulting from the studied structure when combined with the impact of other existing or proposed structures. The study disclosed that the described structure would have no substantial adverse effect on air navigation.

An account of the study findings, aeronautical objections received by the FAA during the study (if any), and the basis for the FAA's decision in this matter can be found on the following page(s).

If we can be of further assistance, please contact Paul Holmquist, at (206) 231-2990, or paul.holmquist@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2020-AWP-2974-OE.

Signature Control No: 433183439-437089244 (DNH)
Mike Helvey
Manager, Obstruction Evaluation Group

Attachment(s)
Additional Information
Map(s)

Abbreviations

AGL - above ground level | AMSL - above mean sea level | RWY - runway
VFR - visual flight rules | IFR - instrument flight rules | NM - nautical mile
ASN- Aeronautical Study Number | CAT - category aircraft
Part 77 - Title 14 Code of Federal Regulations (CFR) Part 77, Safe, Efficient Use and Preservation of the Navigable Airspace

1. LOCATION OF PROPOSED CONSTRUCTION

The proposed 38 foot AGL (1763 foot AMSL/maximum height) building would be located approximately, at the closest point, 9805 feet (1.6 NM) west southwest of the RWY 14 threshold at March ARB Airport, Riverside, CA. The RIV airport elevation is 1536 feet AMSL. 20 separate studies were submitted for study of this proposed business park. Separate determinations for each study can be found at the OE/AAA website (http://oeaaa.faa.gov).

The proposed structure was studied as 20 points which were assigned the following Aeronautical Study Number (ASNs) and are described as follows

ASN	Structure Name	AGL/AMSL	Latitude/Longitude
2020-AWP-2962-OE	MAJOR A & SHOPS - PT A	38 / 1763	33-53-09.18N / 117-18-03.83W
2020-AWP-2963-OE	MAJOR A & SHOPS - PT B	35 / 1760	33-53-09.07N / 117-18-03.14W
2020-AWP-2964-OE	MAJOR A & SHOPS - PT C	28 / 1753	33-53-08.84N / 117-18-02.50W
2020-AWP-2965-OE	MAJOR A & SHOPS - PT D	26 / 1750	33-53-08.73N / 117-18-01.99W
2020-AWP-2966-OE	MAJOR A & SHOPS - PT E	28 / 1752	33-53-08.59N / 117-18-01.02W
2020-AWP-2967-OE	MAJOR A & SHOPS - PT F	22 / 1746	33-53-07.78N / 117-18-01.19W
2020-AWP-2968-OE	MAJOR A & SHOPS - PT G	22 / 1746	33-53-07.84N / 117-18-01.61W
2020-AWP-2969-OE	MAJOR A & SHOPS - PT H	30 / 1755	33-53-07.47N / 117-18-02.46W
2020-AWP-2970-OE	MAJOR A & SHOPS - PT I	30 / 1755	33-53-07.14N / 117-18-02.35W
2020-AWP-2971-OE	MAJOR A & SHOPS - PT J	30 / 1755	33-53-07.05N / 117-18-02.76W
2020-AWP-2972-OE	MAJOR A & SHOPS - PT K	32 / 1757	33-53-07.26N / 117-18-04.22W
2020-AWP-2973-OE	MAJOR A & SHOPS - PT L	32 / 1757	33-53-07.35N / 117-18-04.83W
2020-AWP-2974-OE	MAJOR A & SHOPS - PT M	28 / 1753	33-53-07.47N / 117-18-05.61W
2020-AWP-2975-OE	MAJOR A & SHOPS - PT N	23 / 1748	33-53-08.61N / 117-18-06.68W
2020-AWP-2976-OE	MAJOR A & SHOPS - PT O	23 / 1748	33-53-08.67N / 117-18-07.12W
2020-AWP-2977-OE	MAJOR A & SHOPS - PT P	32 / 1757	33-53-09.40N / 117-18-06.97W
2020-AWP-2978-OE	MAJOR A & SHOPS - PT Q	26 / 1751	33-53-09.30N / 117-18-05.68W
2020-AWP-2979-OE	MAJOR A & SHOPS - PT R	26 / 1751	33-53-09.37N / 117-18-06.18W
2020-AWP-2980-OE	MAJOR A & SHOPS - PT S	32 / 1757	33-53-09.24N / 117-18-05.23W
2020-AWP-2981-OE	MAJOR A & SHOPS - PT T	28 / 1753	33-53-09.29N / 117-18-04.63W

2. OBSTRUCTION STANDARDS EXCEEDED

The structure is identified as an obstruction under the following Part 77 standards:

a. Section 77.19(a): Horizontal Surface-a height exceeding a horizontal plane 150 feet above the established airport elevation. The structure would exceed the RIV Horizontal Surface by the following:

ASN	Exceeds the RIV Horizontal Surface by (feet)
2020-AWP-2963-OE	74
2020-AWP-2964-OE	67
2020-AWP-2965-OE	64
2020-AWP-2966-OE	66
2020-AWP-2967-OE	60
2020-AWP-2968-OE	60
2020-AWP-2969-OE	69
2020-AWP-2970-OE	69

b. Section 77.19(b) -- Conical Surface: a surface extending outward and upward from the periphery of the Part 77 Horizontal Surface at a slope of 20:1 for a horizontal distance of 4,000 feet. The proposed structure would exceed the RIV Conical Surface by the following:

ASN	Exceeds the RIV Conical Surface by (feet)
2020-AWP-2962-OE	77
2020-AWP-2971-OE	69
2020-AWP-2972-OE	66
2020-AWP-2973-OE	64
2020-AWP-2974-OE	57
2020-AWP-2975-OE	50
2020-AWP-2976-OE	49
2020-AWP-2977-OE	60
2020-AWP-2978-OE	58
2020-AWP-2979-OE	57
2020-AWP-2980-OE	66
2020-AWP-2981-OE	65

3. EFFECT ON AERONAUTICAL OPERATIONS

a. The impact on arrival, departure, and en route procedures for aircraft operating under VFR: No substantial adverse effect due to an internal FAA evaluation. The proposed structure would exceed the RIV Horizontal Surface by a maximum of 74 feet and the RIV Conical Surface by a maximum of 77 feet

There are no effects on the VFR traffic pattern airspace.
There are no effects on any existing or proposed arrival, departure, or en route IFR/VFR minimum flight altitudes.

b. The impact on arrival, departure, and en route procedures for aircraft operating under IFR: None.

c. The cumulative impact of the proposed structures, when combined with other proposed and existing structures, is not considered to be significant. Study did not disclose any significant adverse effect on existing

or proposed public-use or military airports or navigational facilities, nor would the proposals affect the capacity of any known existing or planned public-use or military airport.

The RIV Airport Master Record can be viewed/downloaded https://adip.faa.gov/agis/public/#/airportData/RIV. It states there are 4 single-engine, 2 multi-engine, 0 jet, 0 helicopter, 0 military, 0 ultra- light and 0 glider aircraft based there. No annual operational data is available.

4. CIRCULATION AND COMMENTS RECEIVED

The proposal was not circularized for public aeronautical comment because internal FAA evaluation finds that the adverse effect of this structure is known. Structures of similar and greater height exist in the area. There would be no derogation of the navigable airspace overlying the site. Existing obstacles and terrain control the development of future approach and departure instrument Terminal Procedures at RIV. Therefore, no further attempt to negotiate the structure to a lower height was considered necessary. This does not affect the right to petition for review determinations regarding structures which exceed the subject obstruction standards.

5. DETERMINATION - NO HAZARD TO AIR NAVIGATION

It is determined that the proposed construction would not have a substantial adverse effect on the safe and efficient utilization of the navigable airspace by aircraft or on any air navigation facility and would not be a hazard to air navigation provided the conditions set forth in this determination are met.

6. BASIS FOR DECISION

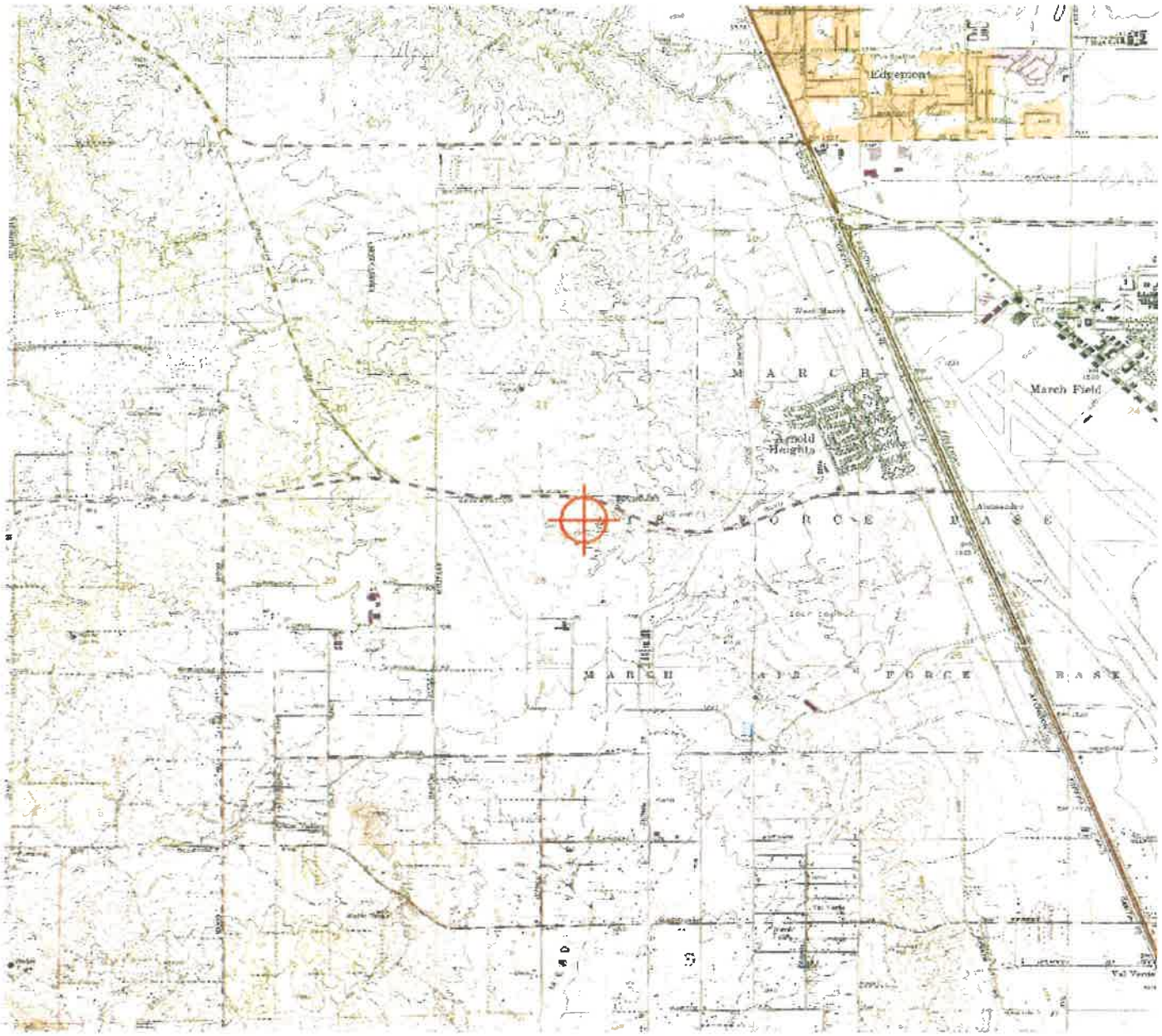
Study for possible VFR effect disclosed that the proposed structure would not have a substantial adverse effect on any existing or proposed arrival or departure VFR operations or procedures. In this case, the proposed project would exceed the RIV Part 77 Horizontal Surface by maximum of 74 feet and the RIV Conical Surface by 77 feet. However, this proposal would be located in the vicinity of other structures of similar or greater height. No other VFR issues were identified and there are no IFR effects. There are no physical or electromagnetic effects on the operation of air navigation and communications facilities and there are no effects on any airspace and routes used by the military. The incorporation of obstruction marking and lighting was considered but not deemed necessary.

This determination, issued in accordance with Part 77, concerns the effect of the proposal on the safe and efficient use of the navigable airspace by aircraft and does not relieve the sponsor of any compliance responsibilities relating to laws, ordinances, or regulations of any Federal, state, or local governmental bodies. Determinations, which are issued in accordance with Part 77, do not supersede or override any state, county, or local laws, avigation easements, or ordinances, or local zoning maximum heights.

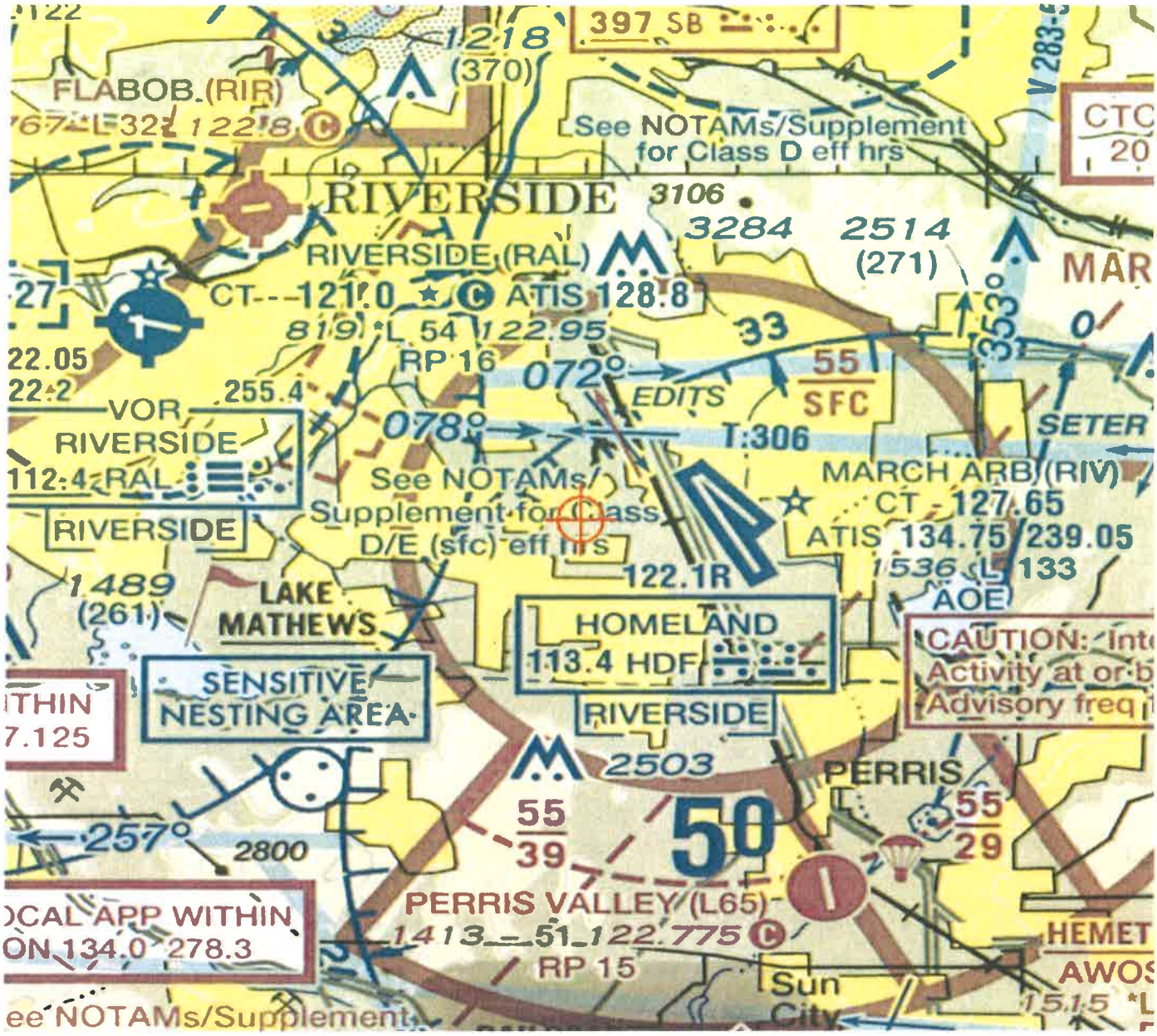
7. CONDITIONS

Within five days after the structure reaches its greatest height, the proponent is required to file an FAA form 7460-2, Actual Construction notification, at the OE/AAA website (http://oeaaa.faa.gov). This actual construction notification will be the source document detailing the site location, site elevation, structure height, and date structure was built for the FAA to map the structure on aeronautical charts and update the national obstruction database.

TOPO Map for ASN 2020-AWP-2974-OE



Sectional Map for ASN 2020-AWP-2974-OE



Mail Processing Center
Federal Aviation Administration
Southwest Regional Office
Obstruction Evaluation Group
10101 Hillwood Parkway
Fort Worth, TX 76177

Aeronautical Study No.
2020-AWP-2975-OE

Issued Date: 04/20/2020

Timothy Reeves
MERIDIAN PARK LLC
1156 N. MOUNTAIN AVENUE
Upland, CA 91786

**** DETERMINATION OF NO HAZARD TO AIR NAVIGATION ****

The Federal Aviation Administration has conducted an aeronautical study under the provisions of 49 U.S.C., Section 44718 and if applicable Title 14 of the Code of Federal Regulations, part 77, concerning:

Structure:	Building MAJOR A & SHOPS - PT N
Location:	Riverside, CA
Latitude:	33-53-08.61N NAD 83
Longitude:	117-18-06.68W
Heights:	1725 feet site elevation (SE)
	23 feet above ground level (AGL)
	1748 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure would have no substantial adverse effect on the safe and efficient utilization of the navigable airspace by aircraft or on the operation of air navigation facilities. Therefore, pursuant to the authority delegated to me, it is hereby determined that the structure would not be a hazard to air navigation provided the following condition(s) 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)

See attachment for additional condition(s) or information.

Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking/ lighting are accomplished on a voluntary basis, we recommend it be installed in accordance with FAA Advisory circular 70/7460-1 L Change 2.

This determination expires on 10/20/2021 unless:

(a) the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
(b) extended, revised, or terminated by the issuing office.

(c) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within 6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE E-FILED AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE. AFTER RE-EVALUATION OF CURRENT OPERATIONS IN THE AREA OF THE STRUCTURE TO DETERMINE THAT NO SIGNIFICANT AERONAUTICAL CHANGES HAVE OCCURRED, YOUR DETERMINATION MAY BE ELIGIBLE FOR ONE EXTENSION OF THE EFFECTIVE PERIOD.

This determination is subject to review if an interested party files a petition that is received by the FAA on or before May 20, 2020. In the event a petition for review is filed, it must contain a full statement of the basis upon which it is made and be submitted to the Manager of the Rules and Regulations Group. Petitions can be submitted via mail to Federal Aviation Administration, 800 Independence Ave, SW, Washington, DC 20591, via email at OEPetitions@faa.gov, or via facsimile (202) 267-9328.

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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, except those frequencies specified in the Colo Void Clause Coalition; Antenna System Co-Location; Voluntary Best Practices, effective 21 Nov 2007, will void this determination. Any future construction or alteration, including increase to heights, power or the addition of other transmitters, requires separate notice to the FAA. This determination includes all previously filed frequencies and power for this structure.

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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.

This aeronautical study considered and analyzed the impact on existing and proposed arrival, departure, and en route procedures for aircraft operating under both visual flight rules and instrument flight rules; the impact on all existing and planned public-use airports, military airports and aeronautical facilities; and the cumulative impact resulting from the studied structure when combined with the impact of other existing or proposed structures. The study disclosed that the described structure would have no substantial adverse effect on air navigation.

An account of the study findings, aeronautical objections received by the FAA during the study (if any), and the basis for the FAA's decision in this matter can be found on the following page(s).

If we can be of further assistance, please contact Paul Holmquist, at (206) 231-2990, or paul.holmquist@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2020-AWP-2975-OE.

Signature Control No: 433183445-437089234 (DNH)
Mike Helvey
Manager, Obstruction Evaluation Group

Attachment(s)
Additional Information
Map(s)

Abbreviations

AGL - above ground level	AMSL - above mean sea level	RWY - runway
VFR - visual flight rules	IFR - instrument flight rules	NM - nautical mile
ASN- Aeronautical Study Number	CAT - category aircraft	

Part 77 - Title 14 Code of Federal Regulations (CFR) Part 77, Safe, Efficient Use and Preservation of the Navigable Airspace

1. LOCATION OF PROPOSED CONSTRUCTION

The proposed 38 foot AGL (1763 foot AMSL/maximum height) building would be located approximately, at the closest point, 9805 feet (1.6 NM) west southwest of the RWY 14 threshold at March ARB Airport, Riverside, CA. The RIV airport elevation is 1536 feet AMSL. 20 separate studies were submitted for study of this proposed business park. Separate determinations for each study can be found at the OE/AAA website (http://oeaaa.faa.gov).

The proposed structure was studied as 20 points which were assigned the following Aeronautical Study Number (ASNs) and are described as follows

ASN	Structure Name	AGL/AMSL	Latitude/Longitude
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2020-AWP-2981-OE	MAJOR A & SHOPS - PT T	28 / 1753	33-53-09.29N / 117-18-04.63W

2. OBSTRUCTION STANDARDS EXCEEDED

The structure is identified as an obstruction under the following Part 77 standards:

a. Section 77.19(a): Horizontal Surface-a height exceeding a horizontal plane 150 feet above the established airport elevation. The structure would exceed the RIV Horizontal Surface by the following:

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2020-AWP-2968-OE	60
2020-AWP-2969-OE	69
2020-AWP-2970-OE	69

b. Section 77.19(b) -- Conical Surface: a surface extending outward and upward from the periphery of the Part 77 Horizontal Surface at a slope of 20:1 for a horizontal distance of 4,000 feet. The proposed structure would exceed the RIV Conical Surface by the following:

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2020-AWP-2972-OE	66
2020-AWP-2973-OE	64
2020-AWP-2974-OE	57
2020-AWP-2975-OE	50
2020-AWP-2976-OE	49
2020-AWP-2977-OE	60
2020-AWP-2978-OE	58
2020-AWP-2979-OE	57
2020-AWP-2980-OE	66
2020-AWP-2981-OE	65

3. EFFECT ON AERONAUTICAL OPERATIONS

a. The impact on arrival, departure, and en route procedures for aircraft operating under VFR: No substantial adverse effect due to an internal FAA evaluation. The proposed structure would exceed the RIV Horizontal Surface by a maximum of 74 feet and the RIV Conical Surface by a maximum of 77 feet

There are no effects on the VFR traffic pattern airspace.
There are no effects on any existing or proposed arrival, departure, or en route IFR/VFR minimum flight altitudes.

b. The impact on arrival, departure, and en route procedures for aircraft operating under IFR: None.

c. The cumulative impact of the proposed structures, when combined with other proposed and existing structures, is not considered to be significant. Study did not disclose any significant adverse effect on existing

or proposed public-use or military airports or navigational facilities, nor would the proposals affect the capacity of any known existing or planned public-use or military airport.

The RIV Airport Master Record can be viewed/downloaded https://adip.faa.gov/agis/public/#/airportData/RIV. It states there are 4 single-engine, 2 multi-engine, 0 jet, 0 helicopter, 0 military, 0 ultra- light and 0 glider aircraft based there. No annual operational data is available.

4. CIRCULATION AND COMMENTS RECEIVED

The proposal was not circularized for public aeronautical comment because internal FAA evaluation finds that the adverse effect of this structure is known. Structures of similar and greater height exist in the area. There would be no derogation of the navigable airspace overlying the site. Existing obstacles and terrain control the development of future approach and departure instrument Terminal Procedures at RIV. Therefore, no further attempt to negotiate the structure to a lower height was considered necessary. This does not affect the right to petition for review determinations regarding structures which exceed the subject obstruction standards.

5. DETERMINATION - NO HAZARD TO AIR NAVIGATION

It is determined that the proposed construction would not have a substantial adverse effect on the safe and efficient utilization of the navigable airspace by aircraft or on any air navigation facility and would not be a hazard to air navigation provided the conditions set forth in this determination are met.

6. BASIS FOR DECISION

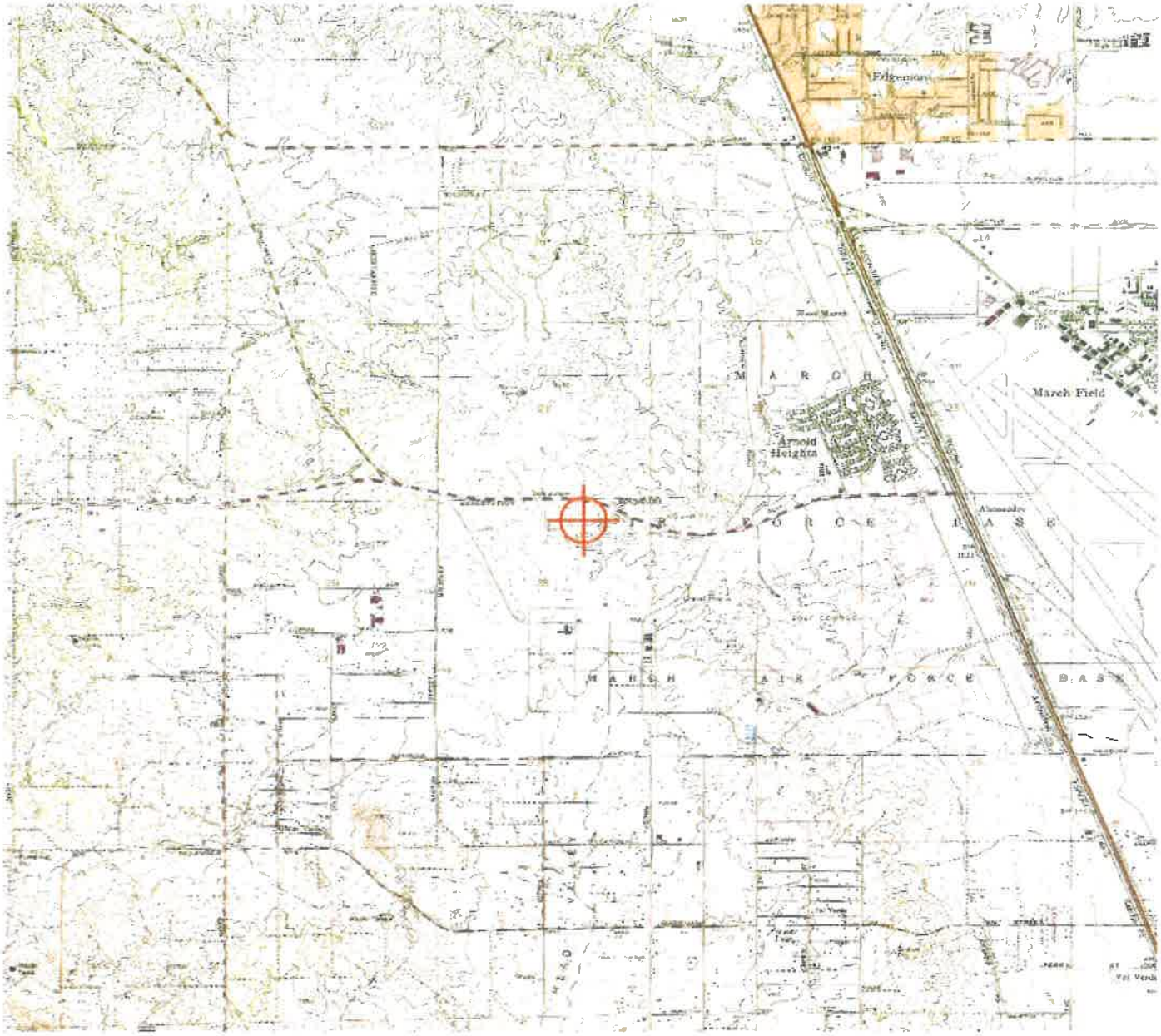
Study for possible VFR effect disclosed that the proposed structure would not have a substantial adverse effect on any existing or proposed arrival or departure VFR operations or procedures. In this case, the proposed project would exceed the RIV Part 77 Horizontal Surface by maximum of 74 feet and the RIV Conical Surface by 77 feet. However, this proposal would be located in the vicinity of other structures of similar or greater height. No other VFR issues were identified and there are no IFR effects. There are no physical or electromagnetic effects on the operation of air navigation and communications facilities and there are no effects on any airspace and routes used by the military. The incorporation of obstruction marking and lighting was considered but not deemed necessary.

This determination, issued in accordance with Part 77, concerns the effect of the proposal on the safe and efficient use of the navigable airspace by aircraft and does not relieve the sponsor of any compliance responsibilities relating to laws, ordinances, or regulations of any Federal, state, or local governmental bodies. Determinations, which are issued in accordance with Part 77, do not supersede or override any state, county, or local laws, avigation easements, or ordinances, or local zoning maximum heights.

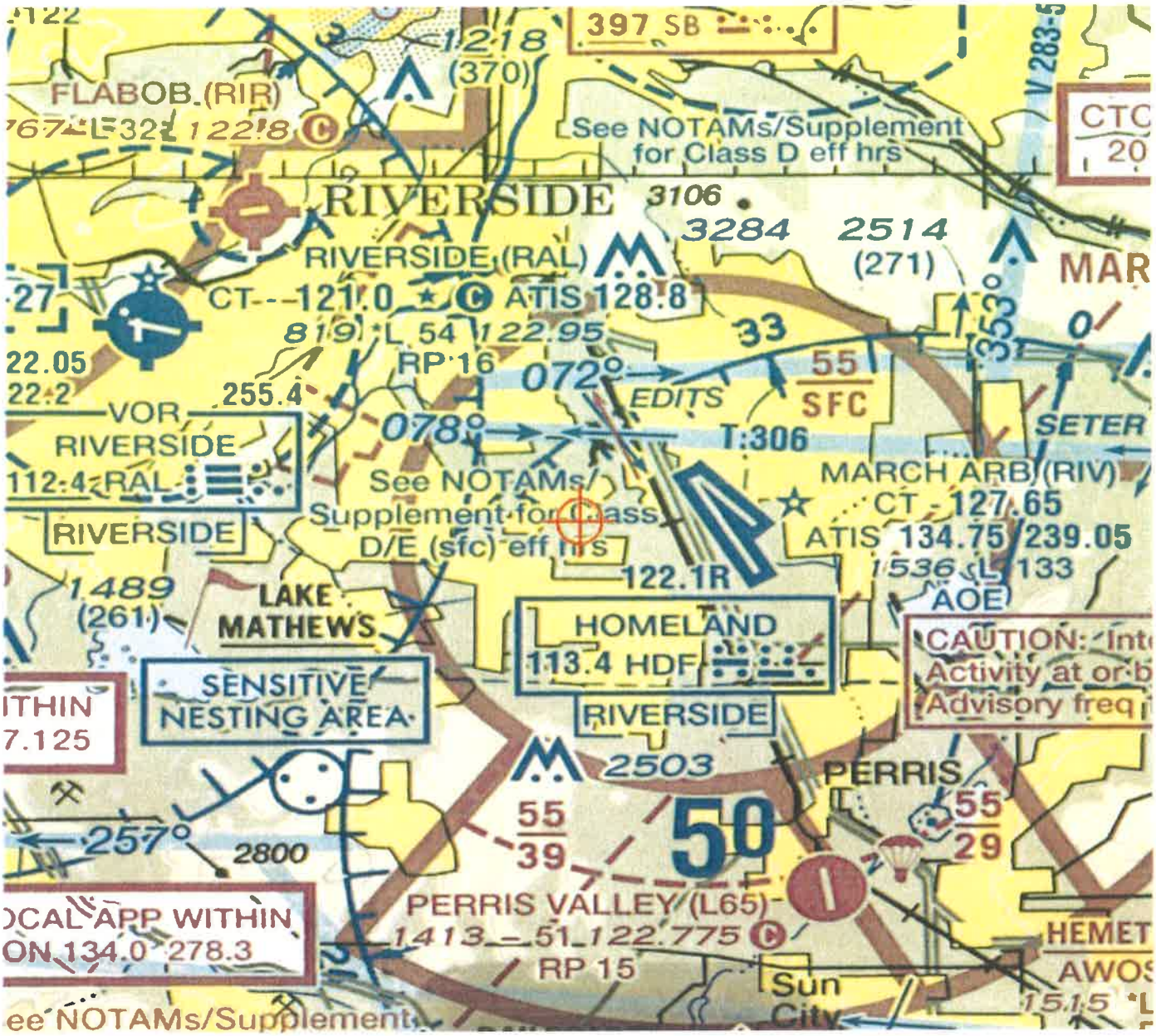
7. CONDITIONS

Within five days after the structure reaches its greatest height, the proponent is required to file an FAA form 7460-2, Actual Construction notification, at the OE/AAA website (http://oeaaa.faa.gov). This actual construction notification will be the source document detailing the site location, site elevation, structure height, and date structure was built for the FAA to map the structure on aeronautical charts and update the national obstruction database.

TOPO Map for ASN 2020-AWP-2975-OE



Sectional Map for ASN 2020-AWP-2975-OE



Mail Processing Center
Federal Aviation Administration
Southwest Regional Office
Obstruction Evaluation Group
10101 Hillwood Parkway
Fort Worth, TX 76177

Aeronautical Study No.
2020-AWP-2976-OE

Issued Date: 04/20/2020

Timothy Reeves
MERIDIAN PARK LLC
1156 N. MOUNTAIN AVENUE
Upland, CA 91786

**** DETERMINATION OF NO HAZARD TO AIR NAVIGATION ****

The Federal Aviation Administration has conducted an aeronautical study under the provisions of 49 U.S.C., Section 44718 and if applicable Title 14 of the Code of Federal Regulations, part 77, concerning:

Structure:	Building MAJOR A & SHOPS - PT O
Location:	Riverside, CA
Latitude:	33-53-08.67N NAD 83
Longitude:	117-18-07.12W
Heights:	1725 feet site elevation (SE)
	23 feet above ground level (AGL)
	1748 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure would have no substantial adverse effect on the safe and efficient utilization of the navigable airspace by aircraft or on the operation of air navigation facilities. Therefore, pursuant to the authority delegated to me, it is hereby determined that the structure would not be a hazard to air navigation provided the following condition(s) 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)

See attachment for additional condition(s) or information.

Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking/ lighting are accomplished on a voluntary basis, we recommend it be installed in accordance with FAA Advisory circular 70/7460-1 L Change 2.

This determination expires on 10/20/2021 unless:

(a) the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
(b) extended, revised, or terminated by the issuing office.

(c) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within 6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE E-FILED AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE. AFTER RE-EVALUATION OF CURRENT OPERATIONS IN THE AREA OF THE STRUCTURE TO DETERMINE THAT NO SIGNIFICANT AERONAUTICAL CHANGES HAVE OCCURRED, YOUR DETERMINATION MAY BE ELIGIBLE FOR ONE EXTENSION OF THE EFFECTIVE PERIOD.

This determination is subject to review if an interested party files a petition that is received by the FAA on or before May 20, 2020. In the event a petition for review is filed, it must contain a full statement of the basis upon which it is made and be submitted to the Manager of the Rules and Regulations Group. Petitions can be submitted via mail to Federal Aviation Administration, 800 Independence Ave, SW, Washington, DC 20591, via email at OEPetitions@faa.gov, or via facsimile (202) 267-9328.

This determination becomes final on May 30, 2020 unless a petition is timely filed. In which case, this determination will not become final pending disposition of the petition. Interested parties will be notified of the grant of any review. For any questions regarding your petition, please contact Rules and Regulations Group via telephone – 202-267-8783.

This determination is based, in part, on the foregoing description which includes specific coordinates, heights, frequency(ies) and power. Any changes in coordinates, heights and frequencies or use of greater power, except those frequencies specified in the Colo Void Clause Coalition; Antenna System Co-Location; Voluntary Best Practices, effective 21 Nov 2007, will void this determination. Any future construction or alteration, including increase to heights, power or the addition of other transmitters, requires separate notice to the FAA. This determination includes all previously filed frequencies and power for this structure.

If construction or alteration is dismantled or destroyed, you must submit notice to the FAA within 5 days after the construction or alteration is dismantled or destroyed.

This determination does include temporary construction equipment such as cranes, derricks, etc., which may be used during actual construction of the structure. However, this equipment shall not exceed the overall heights as indicated above. Equipment which has a height greater than the studied structure requires separate notice to the FAA.

This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

This aeronautical study considered and analyzed the impact on existing and proposed arrival, departure, and en route procedures for aircraft operating under both visual flight rules and instrument flight rules; the impact on all existing and planned public-use airports, military airports and aeronautical facilities; and the cumulative impact resulting from the studied structure when combined with the impact of other existing or proposed structures. The study disclosed that the described structure would have no substantial adverse effect on air navigation.

An account of the study findings, aeronautical objections received by the FAA during the study (if any), and the basis for the FAA's decision in this matter can be found on the following page(s).

If we can be of further assistance, please contact Paul Holmquist, at (206) 231-2990, or paul.holmquist@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2020-AWP-2976-OE.

Signature Control No: 433183450-437089241 (DNH)
Mike Helvey
Manager, Obstruction Evaluation Group

Attachment(s)
Additional Information
Map(s)

Abbreviations

AGL - above ground level | AMSL - above mean sea level | RWY - runway
VFR - visual flight rules | IFR - instrument flight rules | NM - nautical mile
ASN- Aeronautical Study Number | CAT - category aircraft
Part 77 - Title 14 Code of Federal Regulations (CFR) Part 77, Safe, Efficient Use and Preservation of the Navigable Airspace

1. LOCATION OF PROPOSED CONSTRUCTION

The proposed 38 foot AGL (1763 foot AMSL/maximum height) building would be located approximately, at the closest point, 9805 feet (1.6 NM) west southwest of the RWY 14 threshold at March ARB Airport, Riverside, CA. The RIV airport elevation is 1536 feet AMSL. 20 separate studies were submitted for study of this proposed business park. Separate determinations for each study can be found at the OE/AAA website (http://oeaaa.faa.gov).

The proposed structure was studied as 20 points which were assigned the following Aeronautical Study Number (ASNs) and are described as follows

ASN	Structure Name	AGL/AMSL	Latitude/Longitude
2020-AWP-2962-OE	MAJOR A & SHOPS - PT A	38 / 1763	33-53-09.18N / 117-18-03.83W
2020-AWP-2963-OE	MAJOR A & SHOPS - PT B	35 / 1760	33-53-09.07N / 117-18-03.14W
2020-AWP-2964-OE	MAJOR A & SHOPS - PT C	28 / 1753	33-53-08.84N / 117-18-02.50W
2020-AWP-2965-OE	MAJOR A & SHOPS - PT D	26 / 1750	33-53-08.73N / 117-18-01.99W
2020-AWP-2966-OE	MAJOR A & SHOPS - PT E	28 / 1752	33-53-08.59N / 117-18-01.02W
2020-AWP-2967-OE	MAJOR A & SHOPS - PT F	22 / 1746	33-53-07.78N / 117-18-01.19W
2020-AWP-2968-OE	MAJOR A & SHOPS - PT G	22 / 1746	33-53-07.84N / 117-18-01.61W
2020-AWP-2969-OE	MAJOR A & SHOPS - PT H	30 / 1755	33-53-07.47N / 117-18-02.46W
2020-AWP-2970-OE	MAJOR A & SHOPS - PT I	30 / 1755	33-53-07.14N / 117-18-02.35W
2020-AWP-2971-OE	MAJOR A & SHOPS - PT J	30 / 1755	33-53-07.05N / 117-18-02.76W
2020-AWP-2972-OE	MAJOR A & SHOPS - PT K	32 / 1757	33-53-07.26N / 117-18-04.22W
2020-AWP-2973-OE	MAJOR A & SHOPS - PT L	32 / 1757	33-53-07.35N / 117-18-04.83W
2020-AWP-2974-OE	MAJOR A & SHOPS - PT M	28 / 1753	33-53-07.47N / 117-18-05.61W
2020-AWP-2975-OE	MAJOR A & SHOPS - PT N	23 / 1748	33-53-08.61N / 117-18-06.68W
2020-AWP-2976-OE	MAJOR A & SHOPS - PT O	23 / 1748	33-53-08.67N / 117-18-07.12W
2020-AWP-2977-OE	MAJOR A & SHOPS - PT P	32 / 1757	33-53-09.40N / 117-18-06.97W
2020-AWP-2978-OE	MAJOR A & SHOPS - PT Q	26 / 1751	33-53-09.30N / 117-18-05.68W
2020-AWP-2979-OE	MAJOR A & SHOPS - PT R	26 / 1751	33-53-09.37N / 117-18-06.18W
2020-AWP-2980-OE	MAJOR A & SHOPS - PT S	32 / 1757	33-53-09.24N / 117-18-05.23W
2020-AWP-2981-OE	MAJOR A & SHOPS - PT T	28 / 1753	33-53-09.29N / 117-18-04.63W

2. OBSTRUCTION STANDARDS EXCEEDED

The structure is identified as an obstruction under the following Part 77 standards:

a. Section 77.19(a): Horizontal Surface-a height exceeding a horizontal plane 150 feet above the established airport elevation. The structure would exceed the RIV Horizontal Surface by the following:

ASN	Exceeds the RIV Horizontal Surface by (feet)
2020-AWP-2963-OE	74
2020-AWP-2964-OE	67
2020-AWP-2965-OE	64
2020-AWP-2966-OE	66
2020-AWP-2967-OE	60
2020-AWP-2968-OE	60
2020-AWP-2969-OE	69
2020-AWP-2970-OE	69

b. Section 77.19(b) -- Conical Surface: a surface extending outward and upward from the periphery of the Part 77 Horizontal Surface at a slope of 20:1 for a horizontal distance of 4,000 feet. The proposed structure would exceed the RIV Conical Surface by the following:

ASN	Exceeds the RIV Conical Surface by (feet)
2020-AWP-2962-OE	77
2020-AWP-2971-OE	69
2020-AWP-2972-OE	66
2020-AWP-2973-OE	64
2020-AWP-2974-OE	57
2020-AWP-2975-OE	50
2020-AWP-2976-OE	49
2020-AWP-2977-OE	60
2020-AWP-2978-OE	58
2020-AWP-2979-OE	57
2020-AWP-2980-OE	66
2020-AWP-2981-OE	65

3. EFFECT ON AERONAUTICAL OPERATIONS

a. The impact on arrival, departure, and en route procedures for aircraft operating under VFR: No substantial adverse effect due to an internal FAA evaluation. The proposed structure would exceed the RIV Horizontal Surface by a maximum of 74 feet and the RIV Conical Surface by a maximum of 77 feet

There are no effects on the VFR traffic pattern airspace.
There are no effects on any existing or proposed arrival, departure, or en route IFR/VFR minimum flight altitudes.

b. The impact on arrival, departure, and en route procedures for aircraft operating under IFR: None.

c. The cumulative impact of the proposed structures, when combined with other proposed and existing structures, is not considered to be significant. Study did not disclose any significant adverse effect on existing

or proposed public-use or military airports or navigational facilities, nor would the proposals affect the capacity of any known existing or planned public-use or military airport.

The RIV Airport Master Record can be viewed/downloaded https://adip.faa.gov/agis/public/#/airportData/RIV. It states there are 4 single-engine, 2 multi-engine, 0 jet, 0 helicopter, 0 military, 0 ultra- light and 0 glider aircraft based there. No annual operational data is available.

4. CIRCULATION AND COMMENTS RECEIVED

The proposal was not circularized for public aeronautical comment because internal FAA evaluation finds that the adverse effect of this structure is known. Structures of similar and greater height exist in the area. There would be no derogation of the navigable airspace overlying the site. Existing obstacles and terrain control the development of future approach and departure instrument Terminal Procedures at RIV. Therefore, no further attempt to negotiate the structure to a lower height was considered necessary. This does not affect the right to petition for review determinations regarding structures which exceed the subject obstruction standards.

5. DETERMINATION - NO HAZARD TO AIR NAVIGATION

It is determined that the proposed construction would not have a substantial adverse effect on the safe and efficient utilization of the navigable airspace by aircraft or on any air navigation facility and would not be a hazard to air navigation provided the conditions set forth in this determination are met.

6. BASIS FOR DECISION

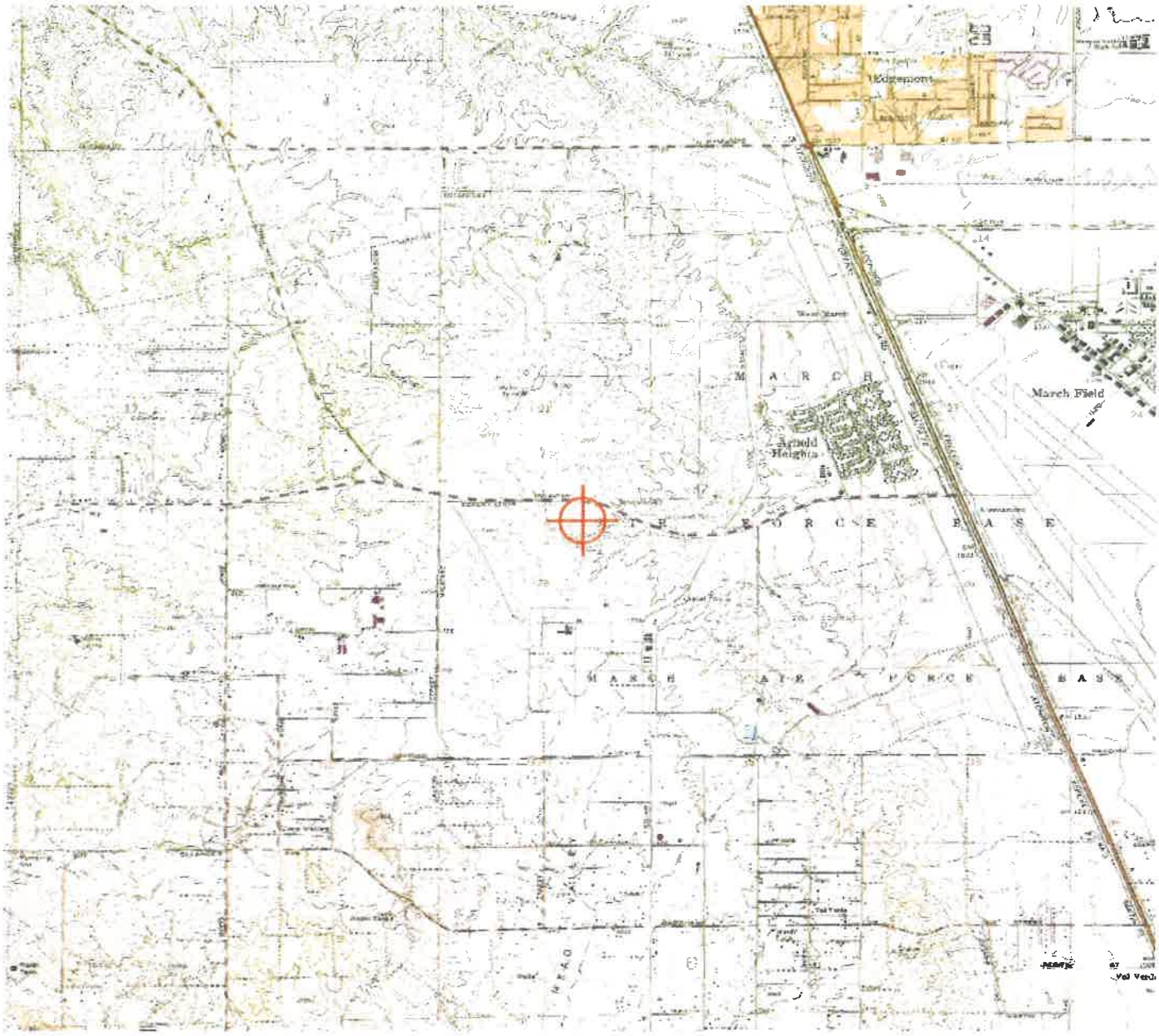
Study for possible VFR effect disclosed that the proposed structure would not have a substantial adverse effect on any existing or proposed arrival or departure VFR operations or procedures. In this case, the proposed project would exceed the RIV Part 77 Horizontal Surface by maximum of 74 feet and the RIV Conical Surface by 77 feet. However, this proposal would be located in the vicinity of other structures of similar or greater height. No other VFR issues were identified and there are no IFR effects. There are no physical or electromagnetic effects on the operation of air navigation and communications facilities and there are no effects on any airspace and routes used by the military. The incorporation of obstruction marking and lighting was considered but not deemed necessary.

This determination, issued in accordance with Part 77, concerns the effect of the proposal on the safe and efficient use of the navigable airspace by aircraft and does not relieve the sponsor of any compliance responsibilities relating to laws, ordinances, or regulations of any Federal, state, or local governmental bodies. Determinations, which are issued in accordance with Part 77, do not supersede or override any state, county, or local laws, avigation easements, or ordinances, or local zoning maximum heights.

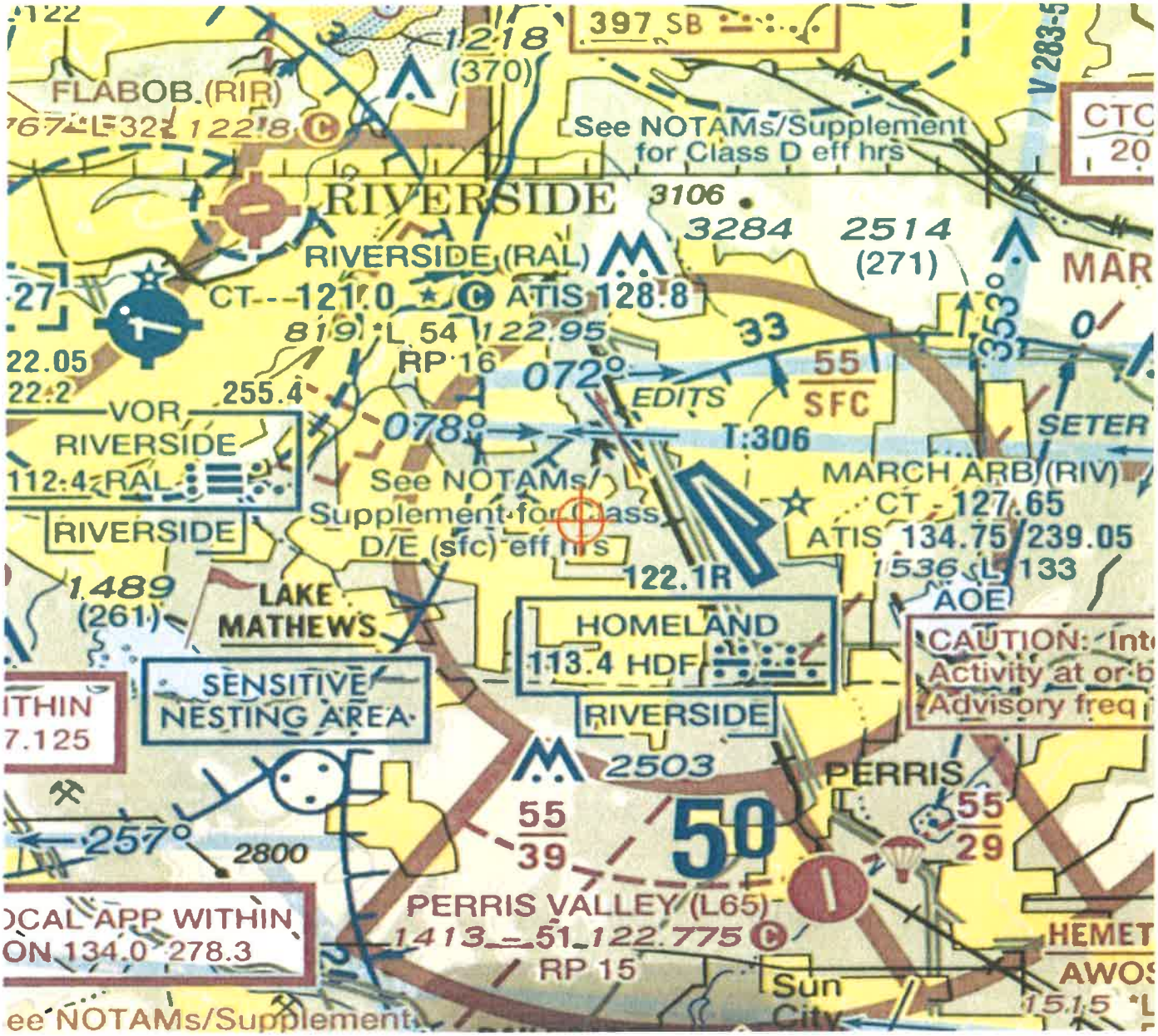
7. CONDITIONS

Within five days after the structure reaches its greatest height, the proponent is required to file an FAA form 7460-2, Actual Construction notification, at the OE/AAA website (http://oeaaa.faa.gov). This actual construction notification will be the source document detailing the site location, site elevation, structure height, and date structure was built for the FAA to map the structure on aeronautical charts and update the national obstruction database.

TOPO Map for ASN 2020-AWP-2976-OE



Sectional Map for ASN 2020-AWP-2976-OE



Mail Processing Center
Federal Aviation Administration
Southwest Regional Office
Obstruction Evaluation Group
10101 Hillwood Parkway
Fort Worth, TX 76177

Aeronautical Study No.
2020-AWP-2977-OE

Issued Date: 04/20/2020

Timothy Reeves
MERIDIAN PARK LLC
1156 N. MOUNTAIN AVENUE
Upland, CA 91786

**** DETERMINATION OF NO HAZARD TO AIR NAVIGATION ****

The Federal Aviation Administration has conducted an aeronautical study under the provisions of 49 U.S.C., Section 44718 and if applicable Title 14 of the Code of Federal Regulations, part 77, concerning:

Structure:	Building MAJOR A & SHOPS - PT P
Location:	Riverside, CA
Latitude:	33-53-09.40N NAD 83
Longitude:	117-18-06.97W
Heights:	1725 feet site elevation (SE)
	32 feet above ground level (AGL)
	1757 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure would have no substantial adverse effect on the safe and efficient utilization of the navigable airspace by aircraft or on the operation of air navigation facilities. Therefore, pursuant to the authority delegated to me, it is hereby determined that the structure would not be a hazard to air navigation provided the following condition(s) 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)

See attachment for additional condition(s) or information.

Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking/ lighting are accomplished on a voluntary basis, we recommend it be installed in accordance with FAA Advisory circular 70/7460-1 L Change 2.

This determination expires on 10/20/2021 unless:

(a) the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
(b) extended, revised, or terminated by the issuing office.

(c) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within 6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE E-FILED AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE. AFTER RE-EVALUATION OF CURRENT OPERATIONS IN THE AREA OF THE STRUCTURE TO DETERMINE THAT NO SIGNIFICANT AERONAUTICAL CHANGES HAVE OCCURRED, YOUR DETERMINATION MAY BE ELIGIBLE FOR ONE EXTENSION OF THE EFFECTIVE PERIOD.

This determination is subject to review if an interested party files a petition that is received by the FAA on or before May 20, 2020. In the event a petition for review is filed, it must contain a full statement of the basis upon which it is made and be submitted to the Manager of the Rules and Regulations Group. Petitions can be submitted via mail to Federal Aviation Administration, 800 Independence Ave, SW, Washington, DC 20591, via email at OEPetitions@faa.gov, or via facsimile (202) 267-9328.

This determination becomes final on May 30, 2020 unless a petition is timely filed. In which case, this determination will not become final pending disposition of the petition. Interested parties will be notified of the grant of any review. For any questions regarding your petition, please contact Rules and Regulations Group via telephone – 202-267-8783.

This determination is based, in part, on the foregoing description which includes specific coordinates, heights, frequency(ies) and power. Any changes in coordinates, heights and frequencies or use of greater power, except those frequencies specified in the Colo Void Clause Coalition; Antenna System Co-Location; Voluntary Best Practices, effective 21 Nov 2007, will void this determination. Any future construction or alteration, including increase to heights, power or the addition of other transmitters, requires separate notice to the FAA. This determination includes all previously filed frequencies and power for this structure.

If construction or alteration is dismantled or destroyed, you must submit notice to the FAA within 5 days after the construction or alteration is dismantled or destroyed.

This determination does include temporary construction equipment such as cranes, derricks, etc., which may be used during actual construction of the structure. However, this equipment shall not exceed the overall heights as indicated above. Equipment which has a height greater than the studied structure requires separate notice to the FAA.

This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

This aeronautical study considered and analyzed the impact on existing and proposed arrival, departure, and en route procedures for aircraft operating under both visual flight rules and instrument flight rules; the impact on all existing and planned public-use airports, military airports and aeronautical facilities; and the cumulative impact resulting from the studied structure when combined with the impact of other existing or proposed structures. The study disclosed that the described structure would have no substantial adverse effect on air navigation.

An account of the study findings, aeronautical objections received by the FAA during the study (if any), and the basis for the FAA's decision in this matter can be found on the following page(s).

If we can be of further assistance, please contact Paul Holmquist, at (206) 231-2990, or paul.holmquist@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2020-AWP-2977-OE.

Signature Control No: 433183452-437089240 (DNH)
Mike Helvey
Manager, Obstruction Evaluation Group

Attachment(s)
Additional Information
Map(s)

Additional information for ASN 2020-AWP-2977-OE

Abbreviations

AGL - above ground level | AMSL - above mean sea level | RWY - runway
VFR - visual flight rules | IFR - instrument flight rules | NM - nautical mile
ASN- Aeronautical Study Number | CAT - category aircraft

Part 77 - Title 14 Code of Federal Regulations (CFR) Part 77, Safe, Efficient Use and Preservation of the Navigable Airspace

1. LOCATION OF PROPOSED CONSTRUCTION

The proposed 38 foot AGL (1763 foot AMSL/maximum height) building would be located approximately, at the closest point, 9805 feet (1.6 NM) west southwest of the RWY 14 threshold at March ARB Airport, Riverside, CA. The RIV airport elevation is 1536 feet AMSL. 20 separate studies were submitted for study of this proposed business park. Separate determinations for each study can be found at the OE/AAA website (http://oeaaa.faa.gov).

The proposed structure was studied as 20 points which were assigned the following Aeronautical Study Number (ASNs) and are described as follows

ASN	Structure Name	AGL/AMSL	Latitude/Longitude
2020-AWP-2962-OE	MAJOR A & SHOPS - PT A	38 / 1763	33-53-09.18N / 117-18-03.83W
2020-AWP-2963-OE	MAJOR A & SHOPS - PT B	35 / 1760	33-53-09.07N / 117-18-03.14W
2020-AWP-2964-OE	MAJOR A & SHOPS - PT C	28 / 1753	33-53-08.84N / 117-18-02.50W
2020-AWP-2965-OE	MAJOR A & SHOPS - PT D	26 / 1750	33-53-08.73N / 117-18-01.99W
2020-AWP-2966-OE	MAJOR A & SHOPS - PT E	28 / 1752	33-53-08.59N / 117-18-01.02W
2020-AWP-2967-OE	MAJOR A & SHOPS - PT F	22 / 1746	33-53-07.78N / 117-18-01.19W
2020-AWP-2968-OE	MAJOR A & SHOPS - PT G	22 / 1746	33-53-07.84N / 117-18-01.61W
2020-AWP-2969-OE	MAJOR A & SHOPS - PT H	30 / 1755	33-53-07.47N / 117-18-02.46W
2020-AWP-2970-OE	MAJOR A & SHOPS - PT I	30 / 1755	33-53-07.14N / 117-18-02.35W
2020-AWP-2971-OE	MAJOR A & SHOPS - PT J	30 / 1755	33-53-07.05N / 117-18-02.76W
2020-AWP-2972-OE	MAJOR A & SHOPS - PT K	32 / 1757	33-53-07.26N / 117-18-04.22W
2020-AWP-2973-OE	MAJOR A & SHOPS - PT L	32 / 1757	33-53-07.35N / 117-18-04.83W
2020-AWP-2974-OE	MAJOR A & SHOPS - PT M	28 / 1753	33-53-07.47N / 117-18-05.61W
2020-AWP-2975-OE	MAJOR A & SHOPS - PT N	23 / 1748	33-53-08.61N / 117-18-06.68W
2020-AWP-2976-OE	MAJOR A & SHOPS - PT O	23 / 1748	33-53-08.67N / 117-18-07.12W
2020-AWP-2977-OE	MAJOR A & SHOPS - PT P	32 / 1757	33-53-09.40N / 117-18-06.97W
2020-AWP-2978-OE	MAJOR A & SHOPS - PT Q	26 / 1751	33-53-09.30N / 117-18-05.68W
2020-AWP-2979-OE	MAJOR A & SHOPS - PT R	26 / 1751	33-53-09.37N / 117-18-06.18W
2020-AWP-2980-OE	MAJOR A & SHOPS - PT S	32 / 1757	33-53-09.24N / 117-18-05.23W
2020-AWP-2981-OE	MAJOR A & SHOPS - PT T	28 / 1753	33-53-09.29N / 117-18-04.63W

2. OBSTRUCTION STANDARDS EXCEEDED

The structure is identified as an obstruction under the following Part 77 standards:

a. Section 77.19(a): Horizontal Surface-a height exceeding a horizontal plane 150 feet above the established airport elevation. The structure would exceed the RIV Horizontal Surface by the following:

ASN	Exceeds the RIV Horizontal Surface by (feet)
2020-AWP-2963-OE	74
2020-AWP-2964-OE	67
2020-AWP-2965-OE	64
2020-AWP-2966-OE	66
2020-AWP-2967-OE	60
2020-AWP-2968-OE	60
2020-AWP-2969-OE	69
2020-AWP-2970-OE	69

b. Section 77.19(b) -- Conical Surface: a surface extending outward and upward from the periphery of the Part 77 Horizontal Surface at a slope of 20:1 for a horizontal distance of 4,000 feet. The proposed structure would exceed the RIV Conical Surface by the following:

ASN	Exceeds the RIV Conical Surface by (feet)
2020-AWP-2962-OE	77
2020-AWP-2971-OE	69
2020-AWP-2972-OE	66
2020-AWP-2973-OE	64
2020-AWP-2974-OE	57
2020-AWP-2975-OE	50
2020-AWP-2976-OE	49
2020-AWP-2977-OE	60
2020-AWP-2978-OE	58
2020-AWP-2979-OE	57
2020-AWP-2980-OE	66
2020-AWP-2981-OE	65

3. EFFECT ON AERONAUTICAL OPERATIONS

a. The impact on arrival, departure, and en route procedures for aircraft operating under VFR: No substantial adverse effect due to an internal FAA evaluation. The proposed structure would exceed the RIV Horizontal Surface by a maximum of 74 feet and the RIV Conical Surface by a maximum of 77 feet

There are no effects on the VFR traffic pattern airspace.
There are no effects on any existing or proposed arrival, departure, or en route IFR/VFR minimum flight altitudes.

b. The impact on arrival, departure, and en route procedures for aircraft operating under IFR: None.

c. The cumulative impact of the proposed structures, when combined with other proposed and existing structures, is not considered to be significant. Study did not disclose any significant adverse effect on existing

or proposed public-use or military airports or navigational facilities, nor would the proposals affect the capacity of any known existing or planned public-use or military airport.

The RIV Airport Master Record can be viewed/downloaded https://adip.faa.gov/agis/public/#/airportData/RIV. It states there are 4 single-engine, 2 multi-engine, 0 jet, 0 helicopter, 0 military, 0 ultra- light and 0 glider aircraft based there. No annual operational data is available.

4. CIRCULATION AND COMMENTS RECEIVED

The proposal was not circularized for public aeronautical comment because internal FAA evaluation finds that the adverse effect of this structure is known. Structures of similar and greater height exist in the area. There would be no derogation of the navigable airspace overlying the site. Existing obstacles and terrain control the development of future approach and departure instrument Terminal Procedures at RIV. Therefore, no further attempt to negotiate the structure to a lower height was considered necessary. This does not affect the right to petition for review determinations regarding structures which exceed the subject obstruction standards.

5. DETERMINATION - NO HAZARD TO AIR NAVIGATION

It is determined that the proposed construction would not have a substantial adverse effect on the safe and efficient utilization of the navigable airspace by aircraft or on any air navigation facility and would not be a hazard to air navigation provided the conditions set forth in this determination are met.

6. BASIS FOR DECISION

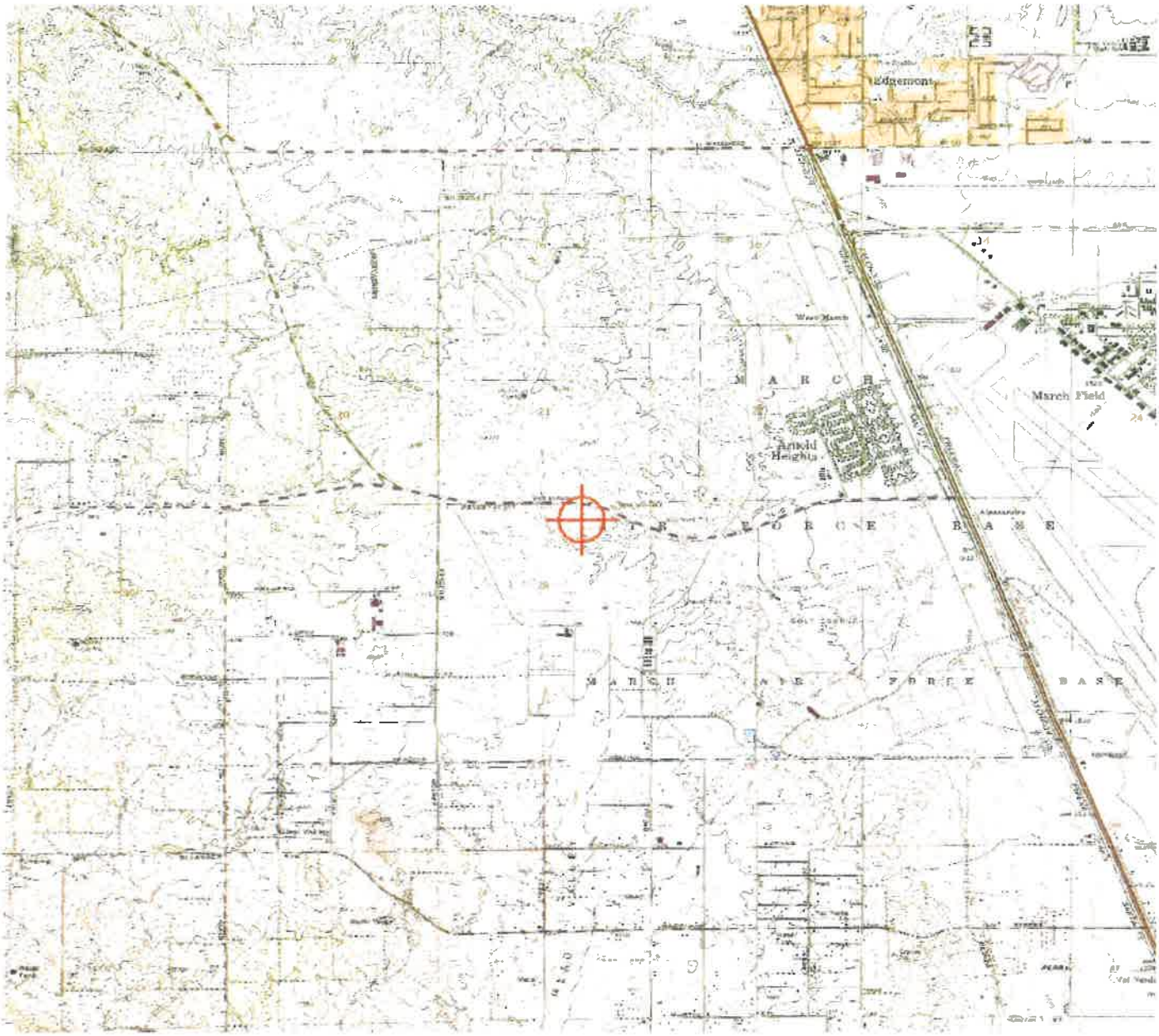
Study for possible VFR effect disclosed that the proposed structure would not have a substantial adverse effect on any existing or proposed arrival or departure VFR operations or procedures. In this case, the proposed project would exceed the RIV Part 77 Horizontal Surface by maximum of 74 feet and the RIV Conical Surface by 77 feet. However, this proposal would be located in the vicinity of other structures of similar or greater height. No other VFR issues were identified and there are no IFR effects. There are no physical or electromagnetic effects on the operation of air navigation and communications facilities and there are no effects on any airspace and routes used by the military. The incorporation of obstruction marking and lighting was considered but not deemed necessary.

This determination, issued in accordance with Part 77, concerns the effect of the proposal on the safe and efficient use of the navigable airspace by aircraft and does not relieve the sponsor of any compliance responsibilities relating to laws, ordinances, or regulations of any Federal, state, or local governmental bodies. Determinations, which are issued in accordance with Part 77, do not supersede or override any state, county, or local laws, avigation easements, or ordinances, or local zoning maximum heights.

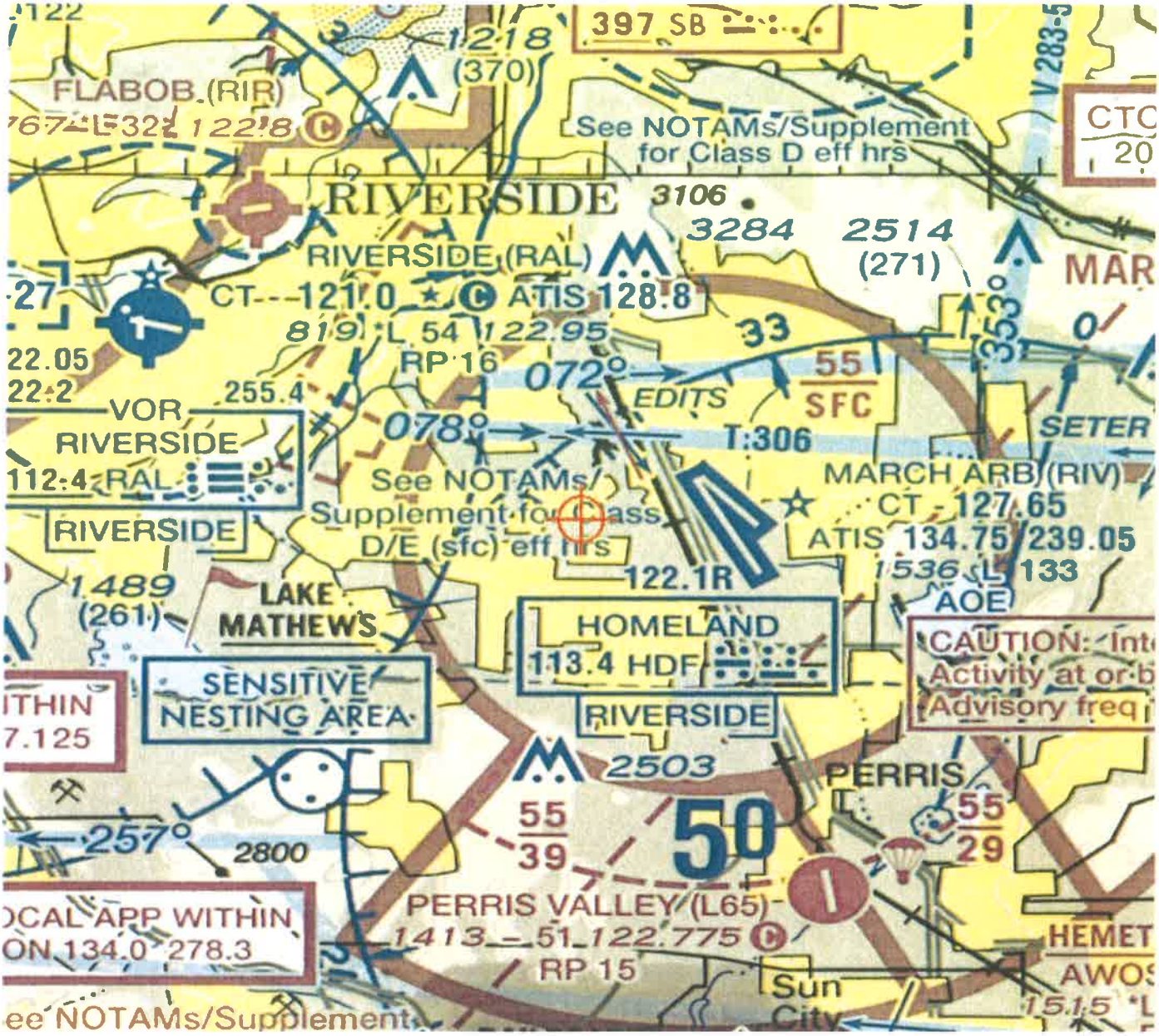
7. CONDITIONS

Within five days after the structure reaches its greatest height, the proponent is required to file an FAA form 7460-2, Actual Construction notification, at the OE/AAA website (http://oeaaa.faa.gov). This actual construction notification will be the source document detailing the site location, site elevation, structure height, and date structure was built for the FAA to map the structure on aeronautical charts and update the national obstruction database.

TOPO Map for ASN 2020-AWP-2977-OE



Sectional Map for ASN 2020-AWP-2977-OE



Mail Processing Center
Federal Aviation Administration
Southwest Regional Office
Obstruction Evaluation Group
10101 Hillwood Parkway
Fort Worth, TX 76177

Aeronautical Study No.
2020-AWP-2978-OE

Issued Date: 04/20/2020

Timothy Reeves
MERIDIAN PARK LLC
1156 N. MOUNTAIN AVENUE
Upland, CA 91786

**** DETERMINATION OF NO HAZARD TO AIR NAVIGATION ****

The Federal Aviation Administration has conducted an aeronautical study under the provisions of 49 U.S.C., Section 44718 and if applicable Title 14 of the Code of Federal Regulations, part 77, concerning:

Structure:	Building MAJOR A & SHOPS - PT Q
Location:	Riverside, CA
Latitude:	33-53-09.30N NAD 83
Longitude:	117-18-05.68W
Heights:	1725 feet site elevation (SE)
	26 feet above ground level (AGL)
	1751 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure would have no substantial adverse effect on the safe and efficient utilization of the navigable airspace by aircraft or on the operation of air navigation facilities. Therefore, pursuant to the authority delegated to me, it is hereby determined that the structure would not be a hazard to air navigation provided the following condition(s) 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)

See attachment for additional condition(s) or information.

Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking/ lighting are accomplished on a voluntary basis, we recommend it be installed in accordance with FAA Advisory circular 70/7460-1 L Change 2.

This determination expires on 10/20/2021 unless:

(a) the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
(b) extended, revised, or terminated by the issuing office.

(c) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within 6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE E-FILED AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE. AFTER RE-EVALUATION OF CURRENT OPERATIONS IN THE AREA OF THE STRUCTURE TO DETERMINE THAT NO SIGNIFICANT AERONAUTICAL CHANGES HAVE OCCURRED, YOUR DETERMINATION MAY BE ELIGIBLE FOR ONE EXTENSION OF THE EFFECTIVE PERIOD.

This determination is subject to review if an interested party files a petition that is received by the FAA on or before May 20, 2020. In the event a petition for review is filed, it must contain a full statement of the basis upon which it is made and be submitted to the Manager of the Rules and Regulations Group. Petitions can be submitted via mail to Federal Aviation Administration, 800 Independence Ave, SW, Washington, DC 20591, via email at OEPetitions@faa.gov, or via facsimile (202) 267-9328.

This determination becomes final on May 30, 2020 unless a petition is timely filed. In which case, this determination will not become final pending disposition of the petition. Interested parties will be notified of the grant of any review. For any questions regarding your petition, please contact Rules and Regulations Group via telephone – 202-267-8783.

This determination is based, in part, on the foregoing description which includes specific coordinates, heights, frequency(ies) and power. Any changes in coordinates, heights and frequencies or use of greater power, except those frequencies specified in the Colo Void Clause Coalition; Antenna System Co-Location; Voluntary Best Practices, effective 21 Nov 2007, will void this determination. Any future construction or alteration, including increase to heights, power or the addition of other transmitters, requires separate notice to the FAA. This determination includes all previously filed frequencies and power for this structure.

If construction or alteration is dismantled or destroyed, you must submit notice to the FAA within 5 days after the construction or alteration is dismantled or destroyed.

This determination does include temporary construction equipment such as cranes, derricks, etc., which may be used during actual construction of the structure. However, this equipment shall not exceed the overall heights as indicated above. Equipment which has a height greater than the studied structure requires separate notice to the FAA.

This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

This aeronautical study considered and analyzed the impact on existing and proposed arrival, departure, and en route procedures for aircraft operating under both visual flight rules and instrument flight rules; the impact on all existing and planned public-use airports, military airports and aeronautical facilities; and the cumulative impact resulting from the studied structure when combined with the impact of other existing or proposed structures. The study disclosed that the described structure would have no substantial adverse effect on air navigation.

An account of the study findings, aeronautical objections received by the FAA during the study (if any), and the basis for the FAA's decision in this matter can be found on the following page(s).

If we can be of further assistance, please contact Paul Holmquist, at (206) 231-2990, or paul.holmquist@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2020-AWP-2978-OE.

Signature Control No: 433183453-437089248 (DNH)
Mike Helvey
Manager, Obstruction Evaluation Group

Attachment(s)
Additional Information
Map(s)

Additional information for ASN 2020-AWP-2978-OE

Abbreviations

AGL - above ground level | AMSL - above mean sea level | RWY - runway
VFR - visual flight rules | IFR - instrument flight rules | NM - nautical mile
ASN- Aeronautical Study Number | CAT - category aircraft
Part 77 - Title 14 Code of Federal Regulations (CFR) Part 77, Safe, Efficient Use and Preservation of the Navigable Airspace

1. LOCATION OF PROPOSED CONSTRUCTION

The proposed 38 foot AGL (1763 foot AMSL/maximum height) building would be located approximately, at the closest point, 9805 feet (1.6 NM) west southwest of the RWY 14 threshold at March ARB Airport, Riverside, CA. The RIV airport elevation is 1536 feet AMSL. 20 separate studies were submitted for study of this proposed business park. Separate determinations for each study can be found at the OE/AAA website (http://oeaaa.faa.gov).

The proposed structure was studied as 20 points which were assigned the following Aeronautical Study Number (ASNs) and are described as follows

ASN	Structure Name	AGL/AMSL	Latitude/Longitude
2020-AWP-2962-OE	MAJOR A & SHOPS - PT A	38 / 1763	33-53-09.18N / 117-18-03.83W
2020-AWP-2963-OE	MAJOR A & SHOPS - PT B	35 / 1760	33-53-09.07N / 117-18-03.14W
2020-AWP-2964-OE	MAJOR A & SHOPS - PT C	28 / 1753	33-53-08.84N / 117-18-02.50W
2020-AWP-2965-OE	MAJOR A & SHOPS - PT D	26 / 1750	33-53-08.73N / 117-18-01.99W
2020-AWP-2966-OE	MAJOR A & SHOPS - PT E	28 / 1752	33-53-08.59N / 117-18-01.02W
2020-AWP-2967-OE	MAJOR A & SHOPS - PT F	22 / 1746	33-53-07.78N / 117-18-01.19W
2020-AWP-2968-OE	MAJOR A & SHOPS - PT G	22 / 1746	33-53-07.84N / 117-18-01.61W
2020-AWP-2969-OE	MAJOR A & SHOPS - PT H	30 / 1755	33-53-07.47N / 117-18-02.46W
2020-AWP-2970-OE	MAJOR A & SHOPS - PT I	30 / 1755	33-53-07.14N / 117-18-02.35W
2020-AWP-2971-OE	MAJOR A & SHOPS - PT J	30 / 1755	33-53-07.05N / 117-18-02.76W
2020-AWP-2972-OE	MAJOR A & SHOPS - PT K	32 / 1757	33-53-07.26N / 117-18-04.22W
2020-AWP-2973-OE	MAJOR A & SHOPS - PT L	32 / 1757	33-53-07.35N / 117-18-04.83W
2020-AWP-2974-OE	MAJOR A & SHOPS - PT M	28 / 1753	33-53-07.47N / 117-18-05.61W
2020-AWP-2975-OE	MAJOR A & SHOPS - PT N	23 / 1748	33-53-08.61N / 117-18-06.68W
2020-AWP-2976-OE	MAJOR A & SHOPS - PT O	23 / 1748	33-53-08.67N / 117-18-07.12W
2020-AWP-2977-OE	MAJOR A & SHOPS - PT P	32 / 1757	33-53-09.40N / 117-18-06.97W
2020-AWP-2978-OE	MAJOR A & SHOPS - PT Q	26 / 1751	33-53-09.30N / 117-18-05.68W
2020-AWP-2979-OE	MAJOR A & SHOPS - PT R	26 / 1751	33-53-09.37N / 117-18-06.18W
2020-AWP-2980-OE	MAJOR A & SHOPS - PT S	32 / 1757	33-53-09.24N / 117-18-05.23W
2020-AWP-2981-OE	MAJOR A & SHOPS - PT T	28 / 1753	33-53-09.29N / 117-18-04.63W

2. OBSTRUCTION STANDARDS EXCEEDED

The structure is identified as an obstruction under the following Part 77 standards:

a. Section 77.19(a): Horizontal Surface-a height exceeding a horizontal plane 150 feet above the established airport elevation. The structure would exceed the RIV Horizontal Surface by the following:

ASN	Exceeds the RIV Horizontal Surface by (feet)
2020-AWP-2963-OE	74
2020-AWP-2964-OE	67
2020-AWP-2965-OE	64
2020-AWP-2966-OE	66
2020-AWP-2967-OE	60
2020-AWP-2968-OE	60
2020-AWP-2969-OE	69
2020-AWP-2970-OE	69

b. Section 77.19(b) -- Conical Surface: a surface extending outward and upward from the periphery of the Part 77 Horizontal Surface at a slope of 20:1 for a horizontal distance of 4,000 feet. The proposed structure would exceed the RIV Conical Surface by the following:

ASN	Exceeds the RIV Conical Surface by (feet)
2020-AWP-2962-OE	77
2020-AWP-2971-OE	69
2020-AWP-2972-OE	66
2020-AWP-2973-OE	64
2020-AWP-2974-OE	57
2020-AWP-2975-OE	50
2020-AWP-2976-OE	49
2020-AWP-2977-OE	60
2020-AWP-2978-OE	58
2020-AWP-2979-OE	57
2020-AWP-2980-OE	66
2020-AWP-2981-OE	65

3. EFFECT ON AERONAUTICAL OPERATIONS

a. The impact on arrival, departure, and en route procedures for aircraft operating under VFR: No substantial adverse effect due to an internal FAA evaluation. The proposed structure would exceed the RIV Horizontal Surface by a maximum of 74 feet and the RIV Conical Surface by a maximum of 77 feet

There are no effects on the VFR traffic pattern airspace.
There are no effects on any existing or proposed arrival, departure, or en route IFR/VFR minimum flight altitudes.

b. The impact on arrival, departure, and en route procedures for aircraft operating under IFR: None.

c. The cumulative impact of the proposed structures, when combined with other proposed and existing structures, is not considered to be significant. Study did not disclose any significant adverse effect on existing

or proposed public-use or military airports or navigational facilities, nor would the proposals affect the capacity of any known existing or planned public-use or military airport.

The RIV Airport Master Record can be viewed/downloaded https://adip.faa.gov/agis/public/#/airportData/RIV. It states there are 4 single-engine, 2 multi-engine, 0 jet, 0 helicopter, 0 military, 0 ultra- light and 0 glider aircraft based there. No annual operational data is available.

4. CIRCULATION AND COMMENTS RECEIVED

The proposal was not circularized for public aeronautical comment because internal FAA evaluation finds that the adverse effect of this structure is known. Structures of similar and greater height exist in the area. There would be no derogation of the navigable airspace overlying the site. Existing obstacles and terrain control the development of future approach and departure instrument Terminal Procedures at RIV. Therefore, no further attempt to negotiate the structure to a lower height was considered necessary. This does not affect the right to petition for review determinations regarding structures which exceed the subject obstruction standards.

5. DETERMINATION - NO HAZARD TO AIR NAVIGATION

It is determined that the proposed construction would not have a substantial adverse effect on the safe and efficient utilization of the navigable airspace by aircraft or on any air navigation facility and would not be a hazard to air navigation provided the conditions set forth in this determination are met.

6. BASIS FOR DECISION

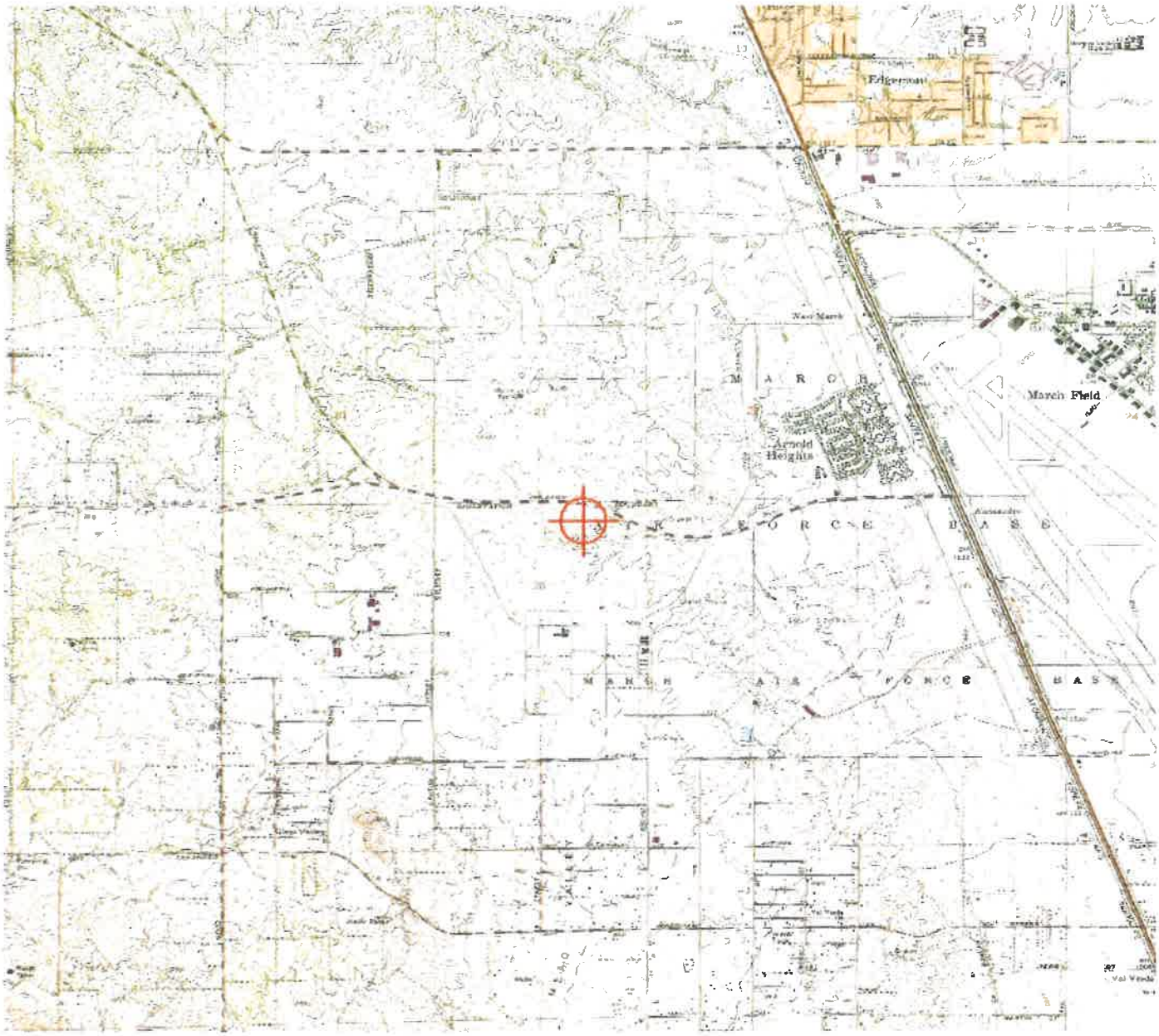
Study for possible VFR effect disclosed that the proposed structure would not have a substantial adverse effect on any existing or proposed arrival or departure VFR operations or procedures. In this case, the proposed project would exceed the RIV Part 77 Horizontal Surface by maximum of 74 feet and the RIV Conical Surface by 77 feet. However, this proposal would be located in the vicinity of other structures of similar or greater height. No other VFR issues were identified and there are no IFR effects. There are no physical or electromagnetic effects on the operation of air navigation and communications facilities and there are no effects on any airspace and routes used by the military. The incorporation of obstruction marking and lighting was considered but not deemed necessary.

This determination, issued in accordance with Part 77, concerns the effect of the proposal on the safe and efficient use of the navigable airspace by aircraft and does not relieve the sponsor of any compliance responsibilities relating to laws, ordinances, or regulations of any Federal, state, or local governmental bodies. Determinations, which are issued in accordance with Part 77, do not supersede or override any state, county, or local laws, avigation easements, or ordinances, or local zoning maximum heights.

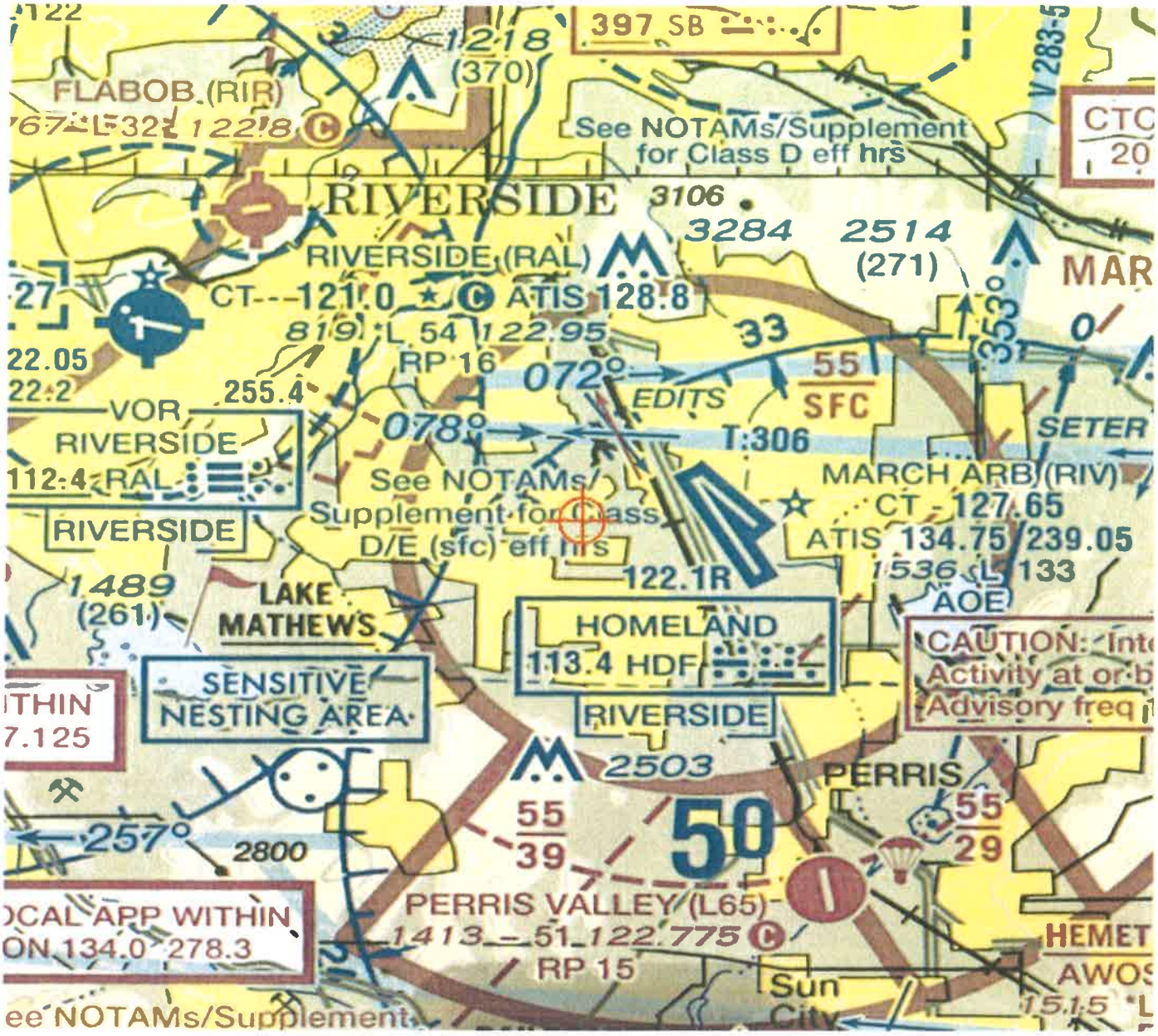
7. CONDITIONS

Within five days after the structure reaches its greatest height, the proponent is required to file an FAA form 7460-2, Actual Construction notification, at the OE/AAA website (http://oeaaa.faa.gov). This actual construction notification will be the source document detailing the site location, site elevation, structure height, and date structure was built for the FAA to map the structure on aeronautical charts and update the national obstruction database.

TOPO Map for ASN 2020-AWP-2978-OE



Sectional Map for ASN 2020-AWP-2978-OE



Mail Processing Center
Federal Aviation Administration
Southwest Regional Office
Obstruction Evaluation Group
10101 Hillwood Parkway
Fort Worth, TX 76177

Aeronautical Study No.
2020-AWP-2980-OE

Issued Date: 04/20/2020

Timothy Reeves
MERIDIAN PARK LLC
1156 N. MOUNTAIN AVENUE
Upland, CA 91786

**** DETERMINATION OF NO HAZARD TO AIR NAVIGATION ****

The Federal Aviation Administration has conducted an aeronautical study under the provisions of 49 U.S.C., Section 44718 and if applicable Title 14 of the Code of Federal Regulations, part 77, concerning:

Structure:	Building MAJOR A & SHOPS - PT S
Location:	Riverside, CA
Latitude:	33-53-09.24N NAD 83
Longitude:	117-18-05.23W
Heights:	1725 feet site elevation (SE)
	32 feet above ground level (AGL)
	1757 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure would have no substantial adverse effect on the safe and efficient utilization of the navigable airspace by aircraft or on the operation of air navigation facilities. Therefore, pursuant to the authority delegated to me, it is hereby determined that the structure would not be a hazard to air navigation provided the following condition(s) 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)

See attachment for additional condition(s) or information.

Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking/ lighting are accomplished on a voluntary basis, we recommend it be installed in accordance with FAA Advisory circular 70/7460-1 L Change 2.

This determination expires on 10/20/2021 unless:

(a) the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
(b) extended, revised, or terminated by the issuing office.

(c) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within 6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE E-FILED AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE. AFTER RE-EVALUATION OF CURRENT OPERATIONS IN THE AREA OF THE STRUCTURE TO DETERMINE THAT NO SIGNIFICANT AERONAUTICAL CHANGES HAVE OCCURRED, YOUR DETERMINATION MAY BE ELIGIBLE FOR ONE EXTENSION OF THE EFFECTIVE PERIOD.

This determination is subject to review if an interested party files a petition that is received by the FAA on or before May 20, 2020. In the event a petition for review is filed, it must contain a full statement of the basis upon which it is made and be submitted to the Manager of the Rules and Regulations Group. Petitions can be submitted via mail to Federal Aviation Administration, 800 Independence Ave, SW, Washington, DC 20591, via email at OEPetitions@faa.gov, or via facsimile (202) 267-9328.

This determination becomes final on May 30, 2020 unless a petition is timely filed. In which case, this determination will not become final pending disposition of the petition. Interested parties will be notified of the grant of any review. For any questions regarding your petition, please contact Rules and Regulations Group via telephone – 202-267-8783.

This determination is based, in part, on the foregoing description which includes specific coordinates, heights, frequency(ies) and power. Any changes in coordinates, heights and frequencies or use of greater power, except those frequencies specified in the Colo Void Clause Coalition; Antenna System Co-Location; Voluntary Best Practices, effective 21 Nov 2007, will void this determination. Any future construction or alteration, including increase to heights, power or the addition of other transmitters, requires separate notice to the FAA. This determination includes all previously filed frequencies and power for this structure.

If construction or alteration is dismantled or destroyed, you must submit notice to the FAA within 5 days after the construction or alteration is dismantled or destroyed.

This determination does include temporary construction equipment such as cranes, derricks, etc., which may be used during actual construction of the structure. However, this equipment shall not exceed the overall heights as indicated above. Equipment which has a height greater than the studied structure requires separate notice to the FAA.

This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

This aeronautical study considered and analyzed the impact on existing and proposed arrival, departure, and en route procedures for aircraft operating under both visual flight rules and instrument flight rules; the impact on all existing and planned public-use airports, military airports and aeronautical facilities; and the cumulative impact resulting from the studied structure when combined with the impact of other existing or proposed structures. The study disclosed that the described structure would have no substantial adverse effect on air navigation.

An account of the study findings, aeronautical objections received by the FAA during the study (if any), and the basis for the FAA's decision in this matter can be found on the following page(s).

If we can be of further assistance, please contact Paul Holmquist, at (206) 231-2990, or paul.holmquist@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2020-AWP-2980-OE.

Signature Control No: 433183455-437089237 (DNH)
Mike Helvey
Manager, Obstruction Evaluation Group

Attachment(s)
Additional Information
Map(s)

Additional information for ASN 2020-AWP-2980-OE

Abbreviations

AGL - above ground level | AMSL - above mean sea level | RWY - runway
VFR - visual flight rules | IFR - instrument flight rules | NM - nautical mile
ASN- Aeronautical Study Number | CAT - category aircraft

Part 77 - Title 14 Code of Federal Regulations (CFR) Part 77, Safe, Efficient Use and Preservation of the Navigable Airspace

1. LOCATION OF PROPOSED CONSTRUCTION

The proposed 38 foot AGL (1763 foot AMSL/maximum height) building would be located approximately, at the closest point, 9805 feet (1.6 NM) west southwest of the RWY 14 threshold at March ARB Airport, Riverside, CA. The RIV airport elevation is 1536 feet AMSL. 20 separate studies were submitted for study of this proposed business park. Separate determinations for each study can be found at the OE/AAA website (http://oeaaa.faa.gov).

The proposed structure was studied as 20 points which were assigned the following Aeronautical Study Number (ASNs) and are described as follows

ASN	Structure Name	AGL/AMSL	Latitude/Longitude
2020-AWP-2962-OE	MAJOR A & SHOPS - PT A	38 / 1763	33-53-09.18N / 117-18-03.83W
2020-AWP-2963-OE	MAJOR A & SHOPS - PT B	35 / 1760	33-53-09.07N / 117-18-03.14W
2020-AWP-2964-OE	MAJOR A & SHOPS - PT C	28 / 1753	33-53-08.84N / 117-18-02.50W
2020-AWP-2965-OE	MAJOR A & SHOPS - PT D	26 / 1750	33-53-08.73N / 117-18-01.99W
2020-AWP-2966-OE	MAJOR A & SHOPS - PT E	28 / 1752	33-53-08.59N / 117-18-01.02W
2020-AWP-2967-OE	MAJOR A & SHOPS - PT F	22 / 1746	33-53-07.78N / 117-18-01.19W
2020-AWP-2968-OE	MAJOR A & SHOPS - PT G	22 / 1746	33-53-07.84N / 117-18-01.61W
2020-AWP-2969-OE	MAJOR A & SHOPS - PT H	30 / 1755	33-53-07.47N / 117-18-02.46W
2020-AWP-2970-OE	MAJOR A & SHOPS - PT I	30 / 1755	33-53-07.14N / 117-18-02.35W
2020-AWP-2971-OE	MAJOR A & SHOPS - PT J	30 / 1755	33-53-07.05N / 117-18-02.76W
2020-AWP-2972-OE	MAJOR A & SHOPS - PT K	32 / 1757	33-53-07.26N / 117-18-04.22W
2020-AWP-2973-OE	MAJOR A & SHOPS - PT L	32 / 1757	33-53-07.35N / 117-18-04.83W
2020-AWP-2974-OE	MAJOR A & SHOPS - PT M	28 / 1753	33-53-07.47N / 117-18-05.61W
2020-AWP-2975-OE	MAJOR A & SHOPS - PT N	23 / 1748	33-53-08.61N / 117-18-06.68W
2020-AWP-2976-OE	MAJOR A & SHOPS - PT O	23 / 1748	33-53-08.67N / 117-18-07.12W
2020-AWP-2977-OE	MAJOR A & SHOPS - PT P	32 / 1757	33-53-09.40N / 117-18-06.97W
2020-AWP-2978-OE	MAJOR A & SHOPS - PT Q	26 / 1751	33-53-09.30N / 117-18-05.68W
2020-AWP-2979-OE	MAJOR A & SHOPS - PT R	26 / 1751	33-53-09.37N / 117-18-06.18W
2020-AWP-2980-OE	MAJOR A & SHOPS - PT S	32 / 1757	33-53-09.24N / 117-18-05.23W
2020-AWP-2981-OE	MAJOR A & SHOPS - PT T	28 / 1753	33-53-09.29N / 117-18-04.63W

2. OBSTRUCTION STANDARDS EXCEEDED

The structure is identified as an obstruction under the following Part 77 standards:

a. Section 77.19(a): Horizontal Surface-a height exceeding a horizontal plane 150 feet above the established airport elevation. The structure would exceed the RIV Horizontal Surface by the following:

ASN	Exceeds the RIV Horizontal Surface by (feet)
2020-AWP-2963-OE	74
2020-AWP-2964-OE	67
2020-AWP-2965-OE	64
2020-AWP-2966-OE	66
2020-AWP-2967-OE	60
2020-AWP-2968-OE	60
2020-AWP-2969-OE	69
2020-AWP-2970-OE	69

b. Section 77.19(b) -- Conical Surface: a surface extending outward and upward from the periphery of the Part 77 Horizontal Surface at a slope of 20:1 for a horizontal distance of 4,000 feet. The proposed structure would exceed the RIV Conical Surface by the following:

ASN	Exceeds the RIV Conical Surface by (feet)
2020-AWP-2962-OE	77
2020-AWP-2971-OE	69
2020-AWP-2972-OE	66
2020-AWP-2973-OE	64
2020-AWP-2974-OE	57
2020-AWP-2975-OE	50
2020-AWP-2976-OE	49
2020-AWP-2977-OE	60
2020-AWP-2978-OE	58
2020-AWP-2979-OE	57
2020-AWP-2980-OE	66
2020-AWP-2981-OE	65

3. EFFECT ON AERONAUTICAL OPERATIONS

a. The impact on arrival, departure, and en route procedures for aircraft operating under VFR: No substantial adverse effect due to an internal FAA evaluation. The proposed structure would exceed the RIV Horizontal Surface by a maximum of 74 feet and the RIV Conical Surface by a maximum of 77 feet

There are no effects on the VFR traffic pattern airspace.
There are no effects on any existing or proposed arrival, departure, or en route IFR/VFR minimum flight altitudes.

b. The impact on arrival, departure, and en route procedures for aircraft operating under IFR: None.

c. The cumulative impact of the proposed structures, when combined with other proposed and existing structures, is not considered to be significant. Study did not disclose any significant adverse effect on existing

or proposed public-use or military airports or navigational facilities, nor would the proposals affect the capacity of any known existing or planned public-use or military airport.

The RIV Airport Master Record can be viewed/downloaded https://adip.faa.gov/agis/public/#/airportData/RIV. It states there are 4 single-engine, 2 multi-engine, 0 jet, 0 helicopter, 0 military, 0 ultra- light and 0 glider aircraft based there. No annual operational data is available.

4. CIRCULATION AND COMMENTS RECEIVED

The proposal was not circularized for public aeronautical comment because internal FAA evaluation finds that the adverse effect of this structure is known. Structures of similar and greater height exist in the area. There would be no derogation of the navigable airspace overlying the site. Existing obstacles and terrain control the development of future approach and departure instrument Terminal Procedures at RIV. Therefore, no further attempt to negotiate the structure to a lower height was considered necessary. This does not affect the right to petition for review determinations regarding structures which exceed the subject obstruction standards.

5. DETERMINATION - NO HAZARD TO AIR NAVIGATION

It is determined that the proposed construction would not have a substantial adverse effect on the safe and efficient utilization of the navigable airspace by aircraft or on any air navigation facility and would not be a hazard to air navigation provided the conditions set forth in this determination are met.

6. BASIS FOR DECISION

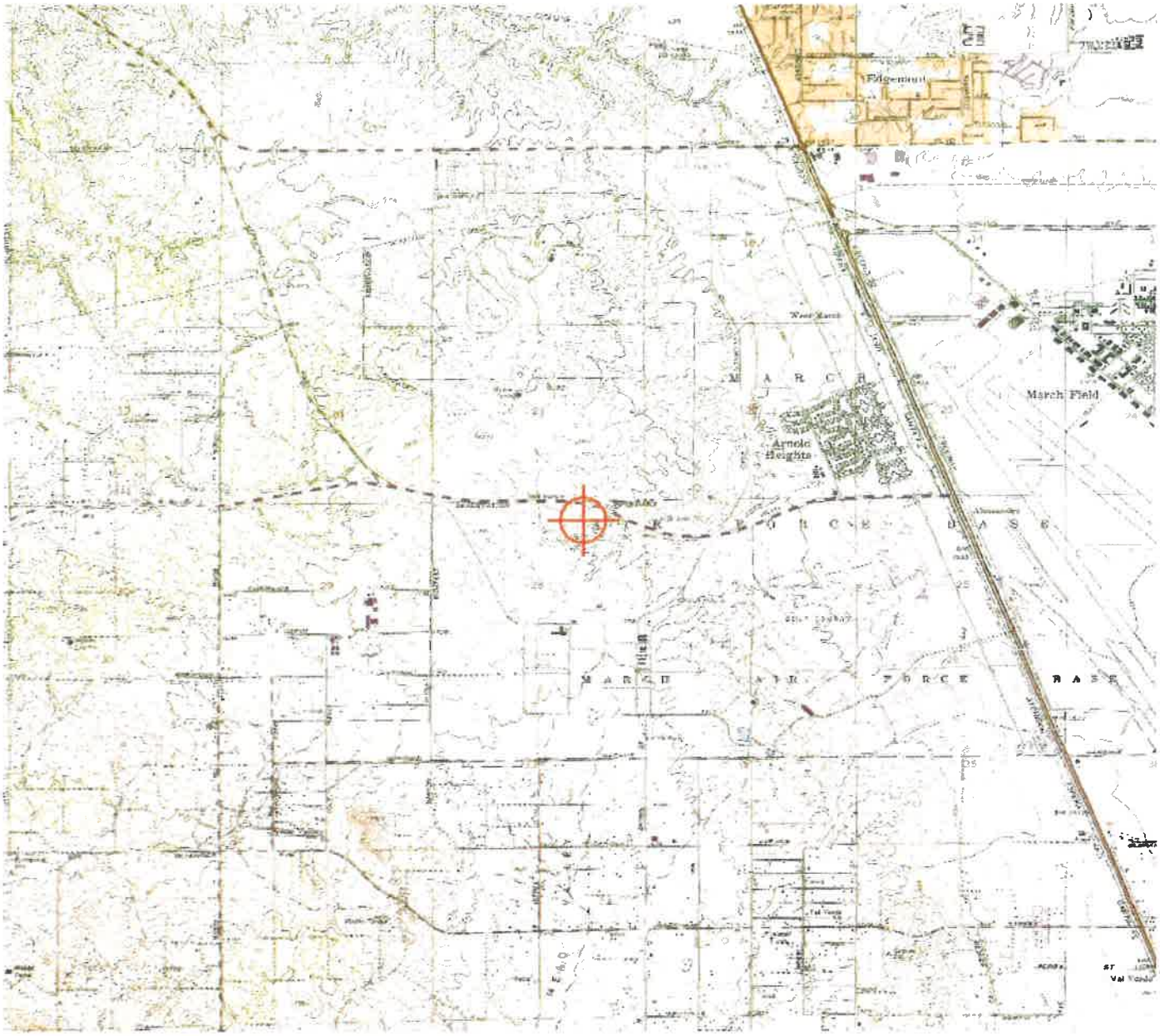
Study for possible VFR effect disclosed that the proposed structure would not have a substantial adverse effect on any existing or proposed arrival or departure VFR operations or procedures. In this case, the proposed project would exceed the RIV Part 77 Horizontal Surface by maximum of 74 feet and the RIV Conical Surface by 77 feet. However, this proposal would be located in the vicinity of other structures of similar or greater height. No other VFR issues were identified and there are no IFR effects. There are no physical or electromagnetic effects on the operation of air navigation and communications facilities and there are no effects on any airspace and routes used by the military. The incorporation of obstruction marking and lighting was considered but not deemed necessary.

This determination, issued in accordance with Part 77, concerns the effect of the proposal on the safe and efficient use of the navigable airspace by aircraft and does not relieve the sponsor of any compliance responsibilities relating to laws, ordinances, or regulations of any Federal, state, or local governmental bodies. Determinations, which are issued in accordance with Part 77, do not supersede or override any state, county, or local laws, avigation easements, or ordinances, or local zoning maximum heights.

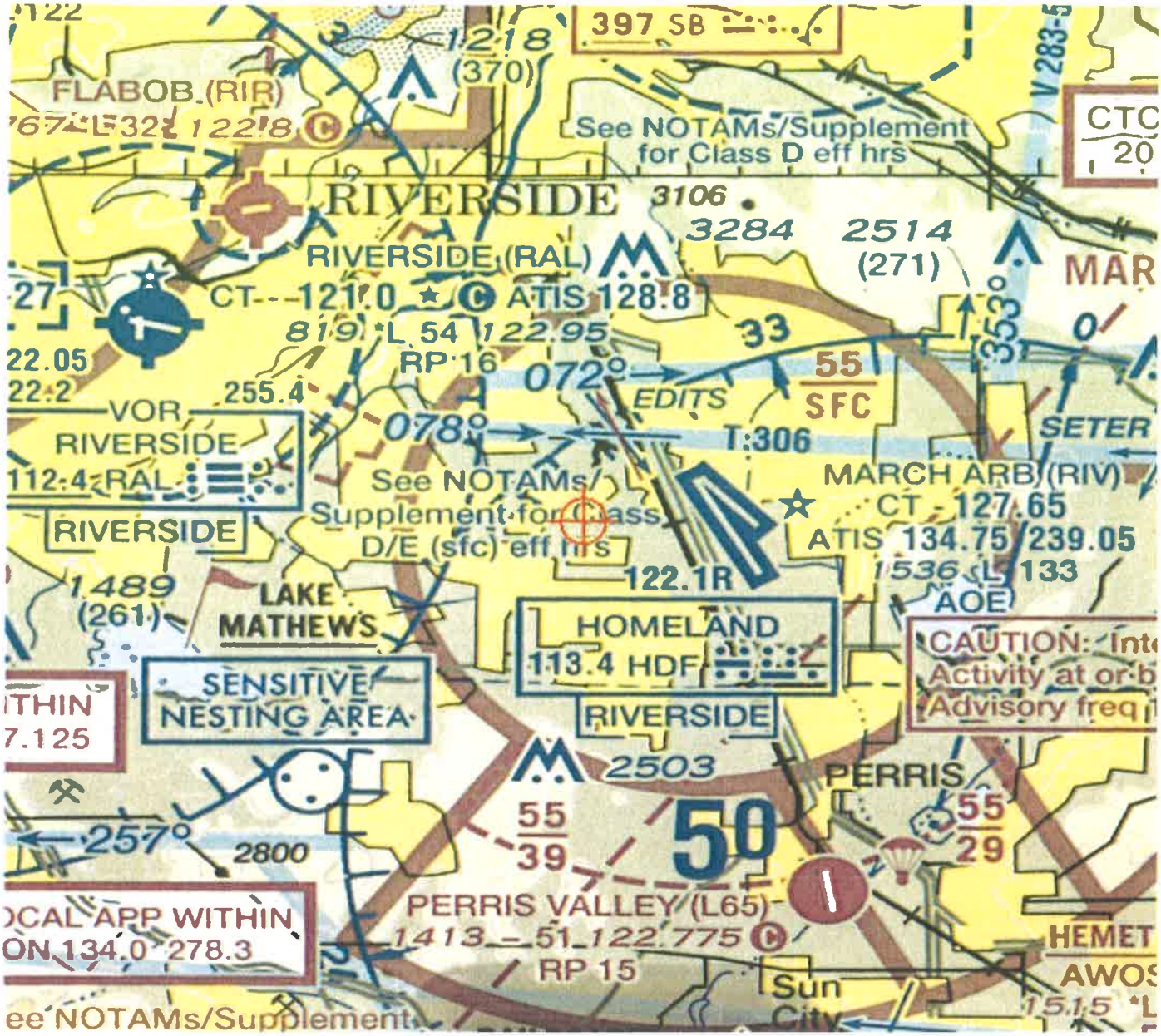
7. CONDITIONS

Within five days after the structure reaches its greatest height, the proponent is required to file an FAA form 7460-2, Actual Construction notification, at the OE/AAA website (http://oeaaa.faa.gov). This actual construction notification will be the source document detailing the site location, site elevation, structure height, and date structure was built for the FAA to map the structure on aeronautical charts and update the national obstruction database.

TOPO Map for ASN 2020-AWP-2980-OE



Sectional Map for ASN 2020-AWP-2980-OE



Mail Processing Center
Federal Aviation Administration
Southwest Regional Office
Obstruction Evaluation Group
10101 Hillwood Parkway
Fort Worth, TX 76177

Aeronautical Study No.
2020-AWP-2981-OE

Issued Date: 04/20/2020

Timothy Reeves
MERIDIAN PARK LLC
1156 N. MOUNTAIN AVENUE
Upland, CA 91786

** DETERMINATION OF NO HAZARD TO AIR NAVIGATION **

The Federal Aviation Administration has conducted an aeronautical study under the provisions of 49 U.S.C., Section 44718 and if applicable Title 14 of the Code of Federal Regulations, part 77, concerning:

Structure:	Building MAJOR A & SHOPS - PT T
Location:	Riverside, CA
Latitude:	33-53-09.29N NAD 83
Longitude:	117-18-04.63W
Heights:	1725 feet site elevation (SE)
	28 feet above ground level (AGL)
	1753 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure would have no substantial adverse effect on the safe and efficient utilization of the navigable airspace by aircraft or on the operation of air navigation facilities. Therefore, pursuant to the authority delegated to me, it is hereby determined that the structure would not be a hazard to air navigation provided the following condition(s) 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)

See attachment for additional condition(s) or information.

Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking/ lighting are accomplished on a voluntary basis, we recommend it be installed in accordance with FAA Advisory circular 70/7460-1 L Change 2.

This determination expires on 10/20/2021 unless:

(a) the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
(b) extended, revised, or terminated by the issuing office.

(c) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within 6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE E-FILED AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE. AFTER RE-EVALUATION OF CURRENT OPERATIONS IN THE AREA OF THE STRUCTURE TO DETERMINE THAT NO SIGNIFICANT AERONAUTICAL CHANGES HAVE OCCURRED, YOUR DETERMINATION MAY BE ELIGIBLE FOR ONE EXTENSION OF THE EFFECTIVE PERIOD.

This determination is subject to review if an interested party files a petition that is received by the FAA on or before May 20, 2020. In the event a petition for review is filed, it must contain a full statement of the basis upon which it is made and be submitted to the Manager of the Rules and Regulations Group. Petitions can be submitted via mail to Federal Aviation Administration, 800 Independence Ave, SW, Washington, DC 20591, via email at OEPetitions@faa.gov, or via facsimile (202) 267-9328.

This determination becomes final on May 30, 2020 unless a petition is timely filed. In which case, this determination will not become final pending disposition of the petition. Interested parties will be notified of the grant of any review. For any questions regarding your petition, please contact Rules and Regulations Group via telephone – 202-267-8783.

This determination is based, in part, on the foregoing description which includes specific coordinates, heights, frequency(ies) and power. Any changes in coordinates, heights and frequencies or use of greater power, except those frequencies specified in the Colo Void Clause Coalition; Antenna System Co-Location; Voluntary Best Practices, effective 21 Nov 2007, will void this determination. Any future construction or alteration, including increase to heights, power or the addition of other transmitters, requires separate notice to the FAA. This determination includes all previously filed frequencies and power for this structure.

If construction or alteration is dismantled or destroyed, you must submit notice to the FAA within 5 days after the construction or alteration is dismantled or destroyed.

This determination does include temporary construction equipment such as cranes, derricks, etc., which may be used during actual construction of the structure. However, this equipment shall not exceed the overall heights as indicated above. Equipment which has a height greater than the studied structure requires separate notice to the FAA.

This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

This aeronautical study considered and analyzed the impact on existing and proposed arrival, departure, and en route procedures for aircraft operating under both visual flight rules and instrument flight rules; the impact on all existing and planned public-use airports, military airports and aeronautical facilities; and the cumulative impact resulting from the studied structure when combined with the impact of other existing or proposed structures. The study disclosed that the described structure would have no substantial adverse effect on air navigation.

An account of the study findings, aeronautical objections received by the FAA during the study (if any), and the basis for the FAA's decision in this matter can be found on the following page(s).

If we can be of further assistance, please contact Paul Holmquist, at (206) 231-2990, or paul.holmquist@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2020-AWP-2981-OE.

Signature Control No: 433183460-437089233 (DNH)
Mike Helvey
Manager, Obstruction Evaluation Group

Attachment(s)
Additional Information
Map(s)

Additional information for ASN 2020-AWP-2981-OE

Abbreviations

AGL - above ground level | AMSL - above mean sea level | RWY - runway
VFR - visual flight rules | IFR - instrument flight rules | NM - nautical mile
ASN- Aeronautical Study Number | CAT - category aircraft

Part 77 - Title 14 Code of Federal Regulations (CFR) Part 77, Safe, Efficient Use and Preservation of the Navigable Airspace

1. LOCATION OF PROPOSED CONSTRUCTION

The proposed 38 foot AGL (1763 foot AMSL/maximum height) building would be located approximately, at the closest point, 9805 feet (1.6 NM) west southwest of the RWY 14 threshold at March ARB Airport, Riverside, CA. The RIV airport elevation is 1536 feet AMSL. 20 separate studies were submitted for study of this proposed business park. Separate determinations for each study can be found at the OE/AAA website (http://oeaaa.faa.gov).

The proposed structure was studied as 20 points which were assigned the following Aeronautical Study Number (ASNs) and are described as follows

ASN	Structure Name	AGL/AMSL	Latitude/Longitude
2020-AWP-2962-OE	MAJOR A & SHOPS - PT A	38 / 1763	33-53-09.18N / 117-18-03.83W
2020-AWP-2963-OE	MAJOR A & SHOPS - PT B	35 / 1760	33-53-09.07N / 117-18-03.14W
2020-AWP-2964-OE	MAJOR A & SHOPS - PT C	28 / 1753	33-53-08.84N / 117-18-02.50W
2020-AWP-2965-OE	MAJOR A & SHOPS - PT D	26 / 1750	33-53-08.73N / 117-18-01.99W
2020-AWP-2966-OE	MAJOR A & SHOPS - PT E	28 / 1752	33-53-08.59N / 117-18-01.02W
2020-AWP-2967-OE	MAJOR A & SHOPS - PT F	22 / 1746	33-53-07.78N / 117-18-01.19W
2020-AWP-2968-OE	MAJOR A & SHOPS - PT G	22 / 1746	33-53-07.84N / 117-18-01.61W
2020-AWP-2969-OE	MAJOR A & SHOPS - PT H	30 / 1755	33-53-07.47N / 117-18-02.46W
2020-AWP-2970-OE	MAJOR A & SHOPS - PT I	30 / 1755	33-53-07.14N / 117-18-02.35W
2020-AWP-2971-OE	MAJOR A & SHOPS - PT J	30 / 1755	33-53-07.05N / 117-18-02.76W
2020-AWP-2972-OE	MAJOR A & SHOPS - PT K	32 / 1757	33-53-07.26N / 117-18-04.22W
2020-AWP-2973-OE	MAJOR A & SHOPS - PT L	32 / 1757	33-53-07.35N / 117-18-04.83W
2020-AWP-2974-OE	MAJOR A & SHOPS - PT M	28 / 1753	33-53-07.47N / 117-18-05.61W
2020-AWP-2975-OE	MAJOR A & SHOPS - PT N	23 / 1748	33-53-08.61N / 117-18-06.68W
2020-AWP-2976-OE	MAJOR A & SHOPS - PT O	23 / 1748	33-53-08.67N / 117-18-07.12W
2020-AWP-2977-OE	MAJOR A & SHOPS - PT P	32 / 1757	33-53-09.40N / 117-18-06.97W
2020-AWP-2978-OE	MAJOR A & SHOPS - PT Q	26 / 1751	33-53-09.30N / 117-18-05.68W
2020-AWP-2979-OE	MAJOR A & SHOPS - PT R	26 / 1751	33-53-09.37N / 117-18-06.18W
2020-AWP-2980-OE	MAJOR A & SHOPS - PT S	32 / 1757	33-53-09.24N / 117-18-05.23W
2020-AWP-2981-OE	MAJOR A & SHOPS - PT T	28 / 1753	33-53-09.29N / 117-18-04.63W

2. OBSTRUCTION STANDARDS EXCEEDED

The structure is identified as an obstruction under the following Part 77 standards:

a. Section 77.19(a): Horizontal Surface-a height exceeding a horizontal plane 150 feet above the established airport elevation. The structure would exceed the RIV Horizontal Surface by the following:

ASN	Exceeds the RIV Horizontal Surface by (feet)
2020-AWP-2963-OE	74
2020-AWP-2964-OE	67
2020-AWP-2965-OE	64
2020-AWP-2966-OE	66
2020-AWP-2967-OE	60
2020-AWP-2968-OE	60
2020-AWP-2969-OE	69
2020-AWP-2970-OE	69

b. Section 77.19(b) -- Conical Surface: a surface extending outward and upward from the periphery of the Part 77 Horizontal Surface at a slope of 20:1 for a horizontal distance of 4,000 feet. The proposed structure would exceed the RIV Conical Surface by the following:

ASN	Exceeds the RIV Conical Surface by (feet)
2020-AWP-2962-OE	77
2020-AWP-2971-OE	69
2020-AWP-2972-OE	66
2020-AWP-2973-OE	64
2020-AWP-2974-OE	57
2020-AWP-2975-OE	50
2020-AWP-2976-OE	49
2020-AWP-2977-OE	60
2020-AWP-2978-OE	58
2020-AWP-2979-OE	57
2020-AWP-2980-OE	66
2020-AWP-2981-OE	65

3. EFFECT ON AERONAUTICAL OPERATIONS

a. The impact on arrival, departure, and en route procedures for aircraft operating under VFR: No substantial adverse effect due to an internal FAA evaluation. The proposed structure would exceed the RIV Horizontal Surface by a maximum of 74 feet and the RIV Conical Surface by a maximum of 77 feet

There are no effects on the VFR traffic pattern airspace.
There are no effects on any existing or proposed arrival, departure, or en route IFR/VFR minimum flight altitudes.

b. The impact on arrival, departure, and en route procedures for aircraft operating under IFR: None.

c. The cumulative impact of the proposed structures, when combined with other proposed and existing structures, is not considered to be significant. Study did not disclose any significant adverse effect on existing

or proposed public-use or military airports or navigational facilities, nor would the proposals affect the capacity of any known existing or planned public-use or military airport.

The RIV Airport Master Record can be viewed/downloaded https://adip.faa.gov/agis/public/#/airportData/RIV. It states there are 4 single-engine, 2 multi-engine, 0 jet, 0 helicopter, 0 military, 0 ultra- light and 0 glider aircraft based there. No annual operational data is available.

4. CIRCULATION AND COMMENTS RECEIVED

The proposal was not circularized for public aeronautical comment because internal FAA evaluation finds that the adverse effect of this structure is known. Structures of similar and greater height exist in the area. There would be no derogation of the navigable airspace overlying the site. Existing obstacles and terrain control the development of future approach and departure instrument Terminal Procedures at RIV. Therefore, no further attempt to negotiate the structure to a lower height was considered necessary. This does not affect the right to petition for review determinations regarding structures which exceed the subject obstruction standards.

5. DETERMINATION - NO HAZARD TO AIR NAVIGATION

It is determined that the proposed construction would not have a substantial adverse effect on the safe and efficient utilization of the navigable airspace by aircraft or on any air navigation facility and would not be a hazard to air navigation provided the conditions set forth in this determination are met.

6. BASIS FOR DECISION

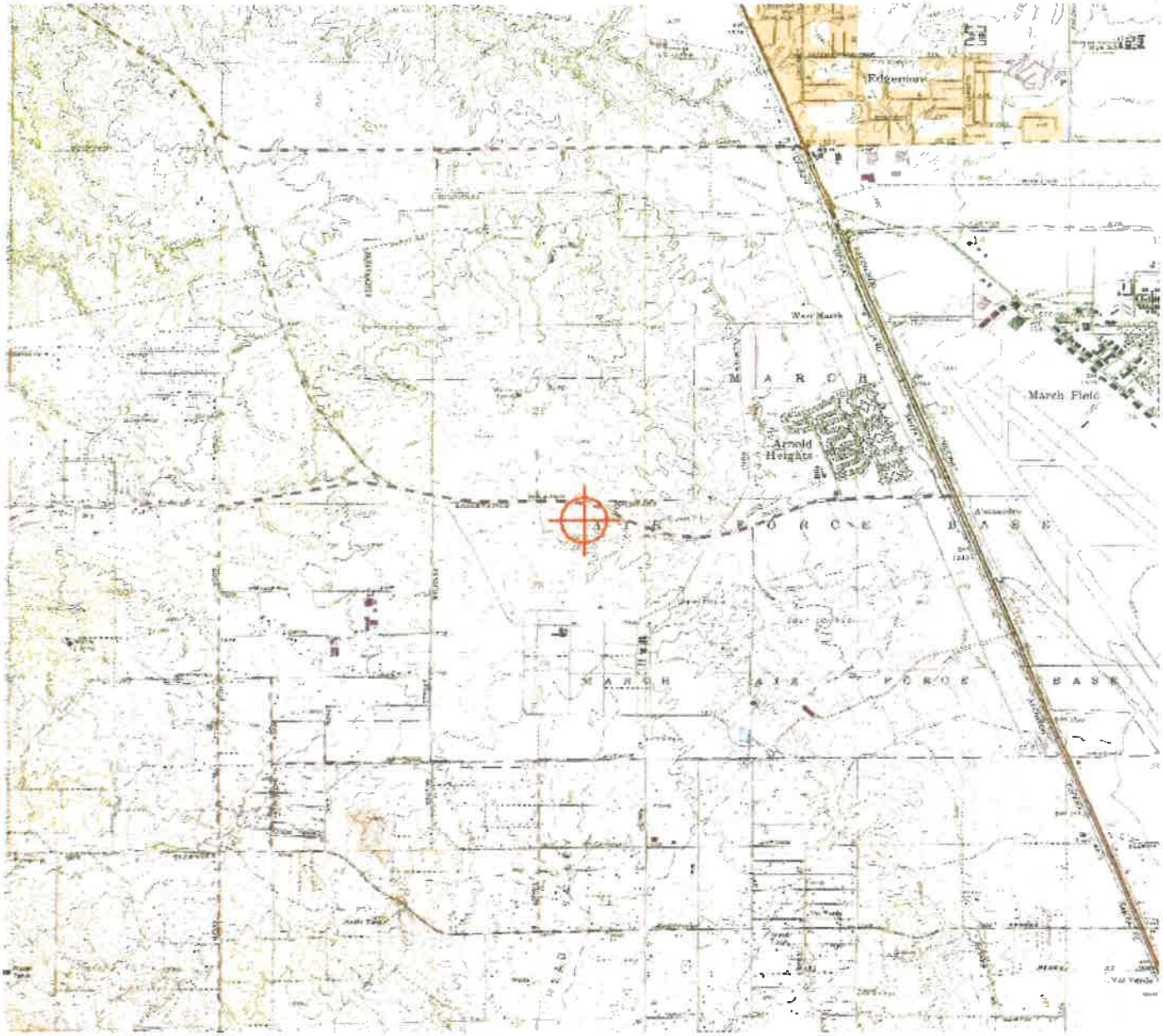
Study for possible VFR effect disclosed that the proposed structure would not have a substantial adverse effect on any existing or proposed arrival or departure VFR operations or procedures. In this case, the proposed project would exceed the RIV Part 77 Horizontal Surface by maximum of 74 feet and the RIV Conical Surface by 77 feet. However, this proposal would be located in the vicinity of other structures of similar or greater height. No other VFR issues were identified and there are no IFR effects. There are no physical or electromagnetic effects on the operation of air navigation and communications facilities and there are no effects on any airspace and routes used by the military. The incorporation of obstruction marking and lighting was considered but not deemed necessary.

This determination, issued in accordance with Part 77, concerns the effect of the proposal on the safe and efficient use of the navigable airspace by aircraft and does not relieve the sponsor of any compliance responsibilities relating to laws, ordinances, or regulations of any Federal, state, or local governmental bodies. Determinations, which are issued in accordance with Part 77, do not supersede or override any state, county, or local laws, avigation easements, or ordinances, or local zoning maximum heights.

7. CONDITIONS

Within five days after the structure reaches its greatest height, the proponent is required to file an FAA form 7460-2, Actual Construction notification, at the OE/AAA website (http://oeaaa.faa.gov). This actual construction notification will be the source document detailing the site location, site elevation, structure height, and date structure was built for the FAA to map the structure on aeronautical charts and update the national obstruction database.

TOPO Map for ASN 2020-AWP-2981-OE



Sectional Map for ASN 2020-AWP-2981-OE

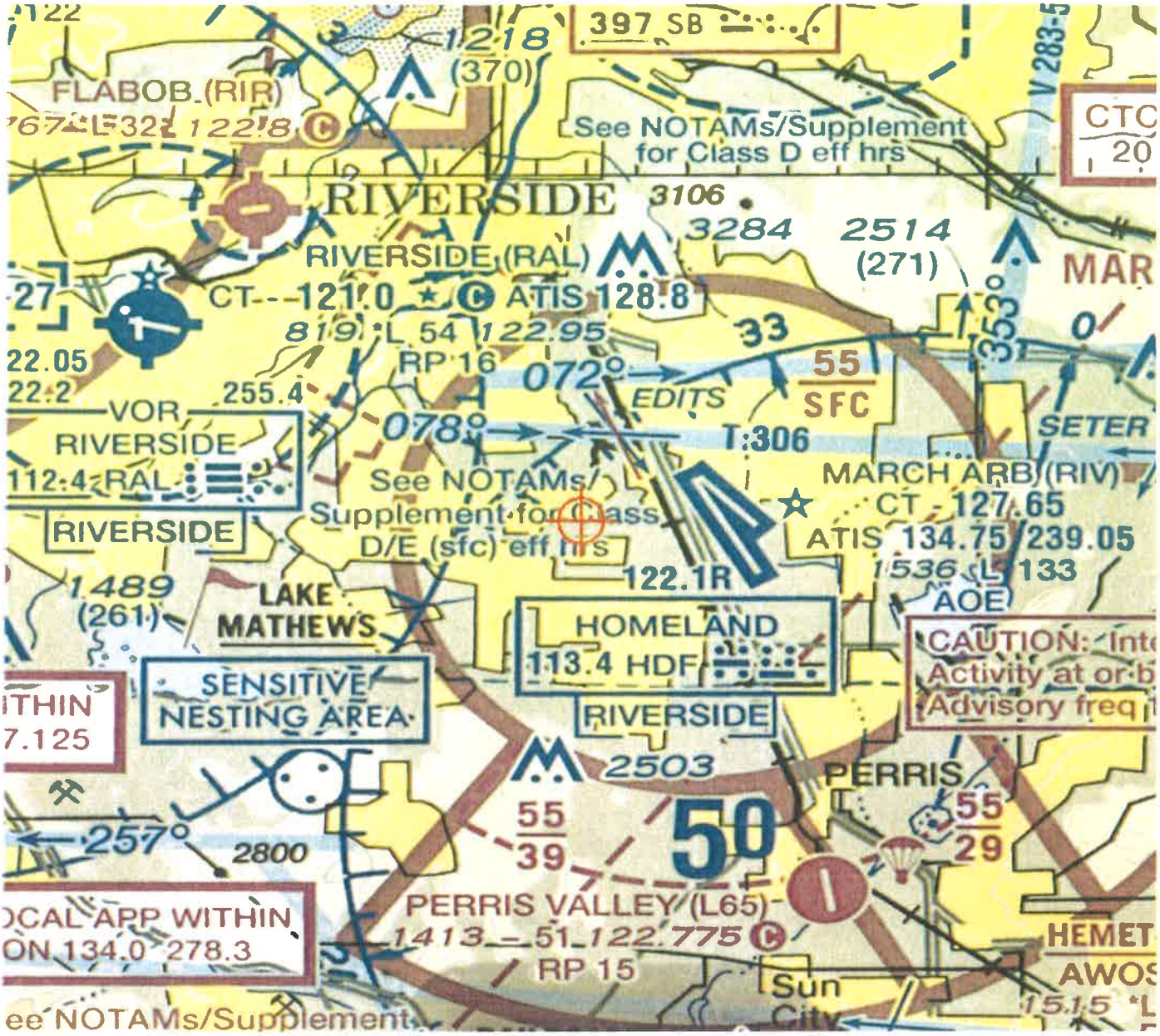


EXHIBIT A17

Plot Plan 20-04 FAA – Determination of No Hazard to Air Navigation letters dated April 03, 2020

Mail Processing Center
Federal Aviation Administration
Southwest Regional Office
Obstruction Evaluation Group
10101 Hillwood Parkway
Fort Worth, TX 76177

Aeronautical Study No.
2020-AWP-650-OE

Issued Date: 04/03/2020

Timothy Reeves
MERIDIAN PARK LLC
1156 N. MOUNTAIN AVENUE
Upland, CA 91786

**** DETERMINATION OF NO HAZARD TO AIR NAVIGATION ****

The Federal Aviation Administration has conducted an aeronautical study under the provisions of 49 U.S.C., Section 44718 and if applicable Title 14 of the Code of Federal Regulations, part 77, concerning:

Structure:	Building BLDG D
Location:	Riverside, CA
Latitude:	33-53-05.58N NAD 83
Longitude:	117-18-29.47W
Heights:	1751 feet site elevation (SE) 49 feet above ground level (AGL) 1800 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure would have no substantial adverse effect on the safe and efficient utilization of the navigable airspace by aircraft or on the operation of air navigation facilities. Therefore, pursuant to the authority delegated to me, it is hereby determined that the structure would not be a hazard to air navigation provided the following condition(s) 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)

See attachment for additional condition(s) or information.

Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking/ lighting are accomplished on a voluntary basis, we recommend it be installed in accordance with FAA Advisory circular 70/7460-1 L Change 2.

This determination expires on 10/03/2021 unless:

(a) the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
(b) extended, revised, or terminated by the issuing office.

(c) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within 6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE E-FILED AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE. AFTER RE-EVALUATION OF CURRENT OPERATIONS IN THE AREA OF THE STRUCTURE TO DETERMINE THAT NO SIGNIFICANT AERONAUTICAL CHANGES HAVE OCCURRED, YOUR DETERMINATION MAY BE ELIGIBLE FOR ONE EXTENSION OF THE EFFECTIVE PERIOD.

This determination is subject to review if an interested party files a petition that is received by the FAA on or before May 03, 2020. In the event a petition for review is filed, it must contain a full statement of the basis upon which it is made and be submitted to the Manager of the Rules and Regulations Group. Petitions can be submitted via mail to Federal Aviation Administration, 800 Independence Ave, SW, Washington, DC 20591, via email at OEPetitions@faa.gov, or via facsimile (202) 267-9328.

This determination becomes final on May 13, 2020 unless a petition is timely filed. In which case, this determination will not become final pending disposition of the petition. Interested parties will be notified of the grant of any review. For any questions regarding your petition, please contact Rules and Regulations Group via telephone – 202-267-8783.

This determination is based, in part, on the foregoing description which includes specific coordinates, heights, frequency(ies) and power. Any changes in coordinates, heights and frequencies or use of greater power, except those frequencies specified in the Colo Void Clause Coalition; Antenna System Co-Location; Voluntary Best Practices, effective 21 Nov 2007, will void this determination. Any future construction or alteration, including increase to heights, power or the addition of other transmitters, requires separate notice to the FAA. This determination includes all previously filed frequencies and power for this structure.

If construction or alteration is dismantled or destroyed, you must submit notice to the FAA within 5 days after the construction or alteration is dismantled or destroyed.

This determination does include temporary construction equipment such as cranes, derricks, etc., which may be used during actual construction of the structure. However, this equipment shall not exceed the overall heights as indicated above. Equipment which has a height greater than the studied structure requires separate notice to the FAA.

This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

This aeronautical study considered and analyzed the impact on existing and proposed arrival, departure, and en route procedures for aircraft operating under both visual flight rules and instrument flight rules; the impact on all existing and planned public-use airports, military airports and aeronautical facilities; and the cumulative impact resulting from the studied structure when combined with the impact of other existing or proposed structures. The study disclosed that the described structure would have no substantial adverse effect on air navigation.

An account of the study findings, aeronautical objections received by the FAA during the study (if any), and the basis for the FAA's decision in this matter can be found on the following page(s).

If we can be of further assistance, please contact Paul Holmquist, at (206) 231-2990, or paul.holmquist@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2020-AWP-650-OE.

Signature Control No: 428282695-435508428 (DNH)
Mike Helvey
Manager, Obstruction Evaluation Group

Attachment(s)
Additional Information
Map(s)

Additional information for ASN 2020-AWP-650-OE

Abbreviations

AGL - above ground level	AMSL - above mean sea level	RWY - runway
VFR - visual flight rules	IFR - instrument flight rules	NM - nautical mile
ASN- Aeronautical Study Number	CAT - category aircraft	
MDA - minimum descent altitude	DA - decision altitude	

Part 77 - Title 14 Code of Federal Regulations (CFR) Part 77, Safe, Efficient Use and Preservation of the Navigable Airspace

1. LOCATION OF PROPOSED CONSTRUCTION

Proposed is a 49 foot AGL (1800 feet AMSL) building to be located approximately 12,126 feet (1.99 NM) west southwest of the RWY 14 threshold at March ARB Airport, Riverside, CA. The RIV airport elevation is 1536 feet AMSL.

2. OBSTRUCTION STANDARDS EXCEEDED

The structure is identified as an obstruction under the following Part 77 standards:

Section 77.19(b) -- Conical Surface: a surface extending outward and upward from the periphery of the Part 77 Horizontal Surface at a slope of 20:1 for a horizontal distance of 4,000 feet. The proposed structure would exceed the RIV Conical Surface by 7 feet.

3. EFFECT ON AERONAUTICAL OPERATIONS

a. The impact on arrival, departure, and en route procedures for aircraft operating under VFR: No substantial adverse effect due to an internal FAA evaluation. The proposed structure would exceed the RIV Conical Surface by 7 feet..

There are no effects on the VFR traffic pattern airspace.
There are no effects on any existing or proposed arrival, departure, or en route IFR/VFR minimum flight altitudes.

b. The impact on arrival, departure, and en route procedures for aircraft operating under IFR: None.

c. The cumulative impact of the proposed structures, when combined with other proposed and existing structures, is not considered to be significant. Study did not disclose any significant adverse effect on existing or proposed public-use or military airports or navigational facilities, nor would the proposals affect the capacity of any known existing or planned public-use or military airport.

The RIV Airport Master Record can be viewed/downloaded https://adip.faa.gov/agis/public/#/airportData/RIV. It states there are 4 single-engine, 2 multi-engine, 0 jet, 0 helicopter, 0 military, 0 ultra- light and 0 glider aircraft based there. No annual operational data is available.

4. CIRCULATION AND COMMENTS RECEIVED

The proposal was not circularized for public aeronautical comment because internal FAA evaluation finds that the adverse effect of this structure is known. Structures of similar height exist in the area. There would be no

derogation of the navigable airspace overlying the site. Existing obstacles and terrain control the development of future approach and departure instrument Terminal Procedures at RIV. Therefore, no further attempt to negotiate the structure to a lower height was considered necessary. This does not affect the right to petition for review determinations regarding structures which exceed the subject obstruction standards.

5. DETERMINATION - NO HAZARD TO AIR NAVIGATION

It is determined that the proposed construction would not have a substantial adverse effect on the safe and efficient utilization of the navigable airspace by aircraft or on any air navigation facility and would not be a hazard to air navigation provided the conditions set forth in this determination are met.

6. BASIS FOR DECISION

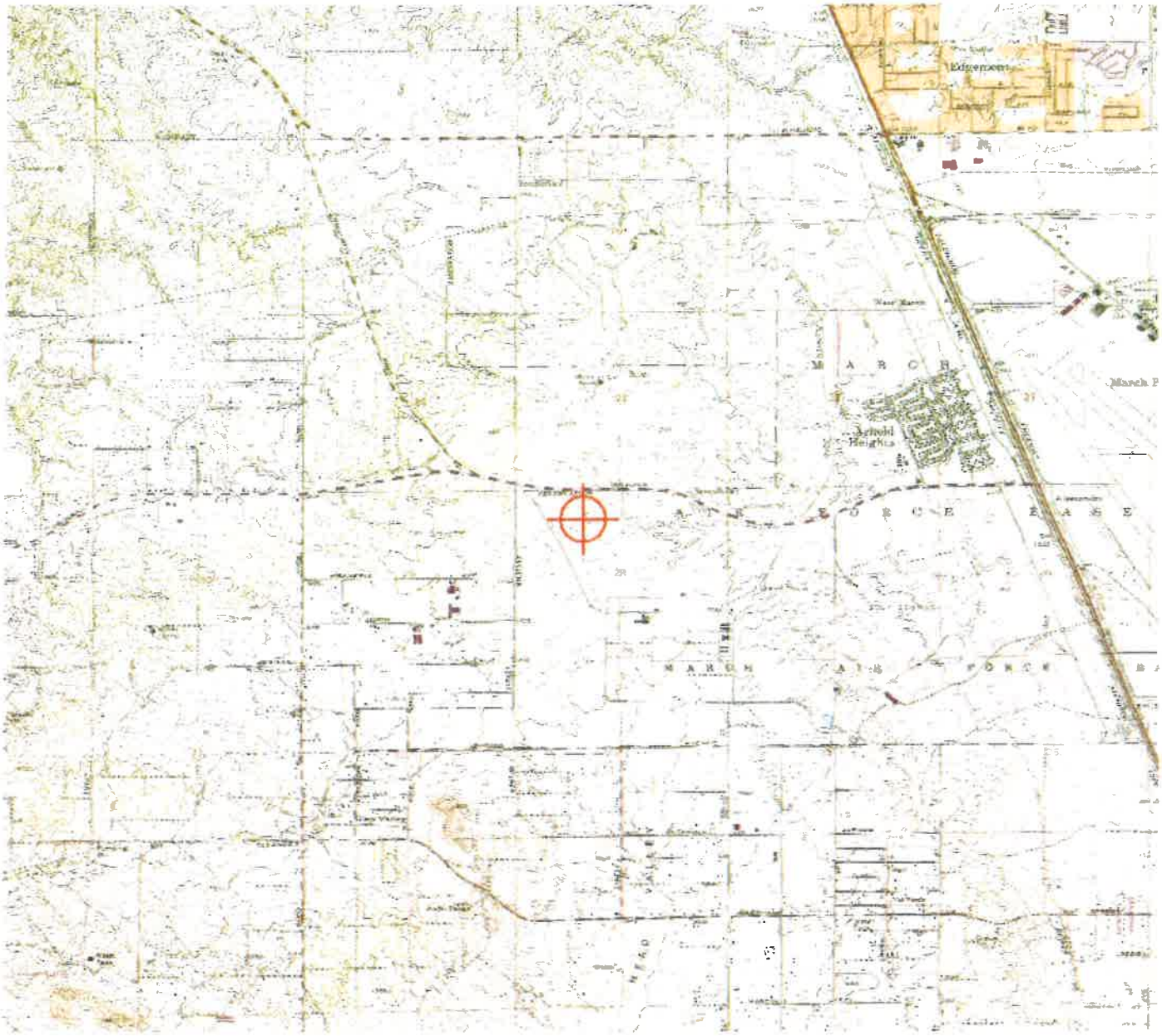
Study for possible VFR effect disclosed that the proposed structure would not have a substantial adverse effect on any existing or proposed arrival or departure VFR operations or procedures. In this case, the proposed project would exceed the RIV Part 77 Conical Surface by 7 feet. However, this proposal would be located in the vicinity of other structures of similar or greater height. No other VFR issues could be identified and there are no IFR effects. The incorporation of obstruction marking and lighting was considered but not deemed necessary.

This determination, issued in accordance with Part 77, concerns the effect of the proposal on the safe and efficient use of the navigable airspace by aircraft and does not relieve the sponsor of any compliance responsibilities relating to laws, ordinances, or regulations of any Federal, state, or local governmental bodies. Determinations, which are issued in accordance with Part 77, do not supersede or override any state, county, or local laws, avigation easements, or ordinances, or local zoning maximum heights.

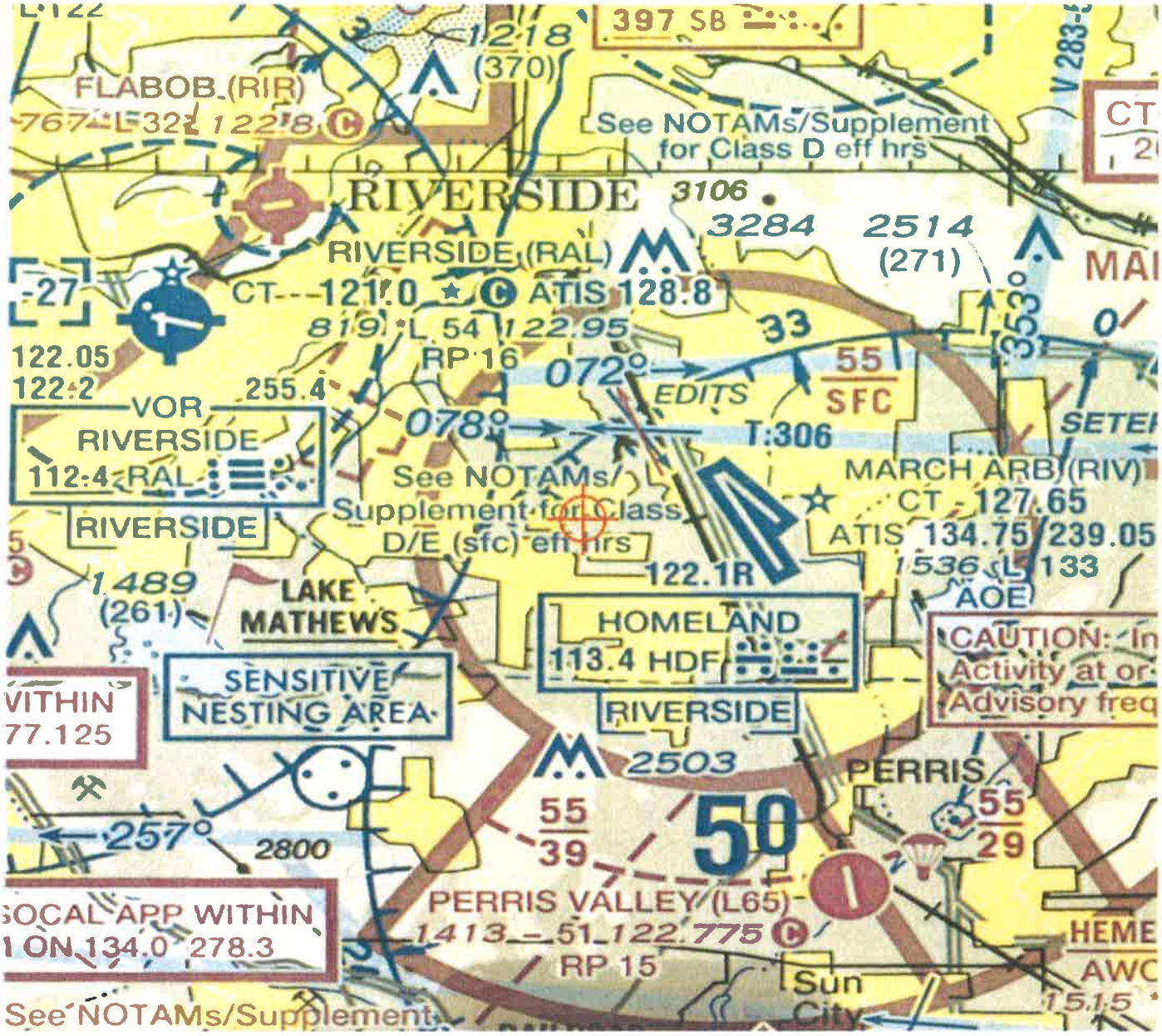
7. CONDITIONS

Within five days after the structure reaches its greatest height, the proponent is required to file an FAA form 7460-2, Actual Construction notification, at the OE/AAA website (http://oeaaa.faa.gov). This actual construction notification will be the source document detailing the site location, site elevation, structure height, and date structure was built for the FAA to map the structure on aeronautical charts and update the national obstruction database.

TOPO Map for ASN 2020-AWP-650-OE



Sectional Map for ASN 2020-AWP-650-OE



Mail Processing Center
Federal Aviation Administration
Southwest Regional Office
Obstruction Evaluation Group
10101 Hillwood Parkway
Fort Worth, TX 76177

Aeronautical Study No.
2020-AWP-2186-OE

Issued Date: 04/03/2020

Timothy Reeves
MERIDIAN PARK LLC
1156 N. MOUNTAIN AVENUE
Upland, CA 91786

** DETERMINATION OF NO HAZARD TO AIR NAVIGATION **

The Federal Aviation Administration has conducted an aeronautical study under the provisions of 49 U.S.C., Section 44718 and if applicable Title 14 of the Code of Federal Regulations, part 77, concerning:

Structure:	Building BLDG D - NORTHWEST CORNER
Location:	Riverside, CA
Latitude:	33-53-05.60N NAD 83
Longitude:	117-18-38.20W
Heights:	1751 feet site elevation (SE)
	49 feet above ground level (AGL)
	1800 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does not exceed obstruction standards and would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

It is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be e-filed any time the project is abandoned or:

_____ At least 10 days prior to start of construction (7460-2, Part 1)
__X__ Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking/ lighting are accomplished on a voluntary basis, we recommend it be installed in accordance with FAA Advisory circular 70/7460-1 L Change 2.

This determination expires on 10/03/2021 unless:

(a) the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
(b) extended, revised, or terminated by the issuing office.
(c) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within 6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE E-FILED AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE. AFTER RE-EVALUATION OF CURRENT OPERATIONS IN THE AREA OF THE STRUCTURE TO DETERMINE THAT NO SIGNIFICANT AERONAUTICAL CHANGES HAVE OCCURRED, YOUR DETERMINATION MAY BE ELIGIBLE FOR ONE EXTENSION OF THE EFFECTIVE PERIOD.

This determination is based, in part, on the foregoing description which includes specific coordinates, heights, frequency(ies) and power. Any changes in coordinates, heights, and frequencies or use of greater power, except those frequencies specified in the Colo Void Clause Coalition; Antenna System Co-Location; Voluntary Best Practices, effective 21 Nov 2007, will void this determination. Any future construction or alteration, including increase to heights, power, or the addition of other transmitters, requires separate notice to the FAA.This determination includes all previously filed frequencies and power for this structure.

If construction or alteration is dismantled or destroyed, you must submit notice to the FAA within 5 days after the construction or alteration is dismantled or destroyed.

This determination does include temporary construction equipment such as cranes, derricks, etc., which may be used during actual construction of the structure. However, this equipment shall not exceed the overall heights as indicated above. Equipment which has a height greater than the studied structure requires separate notice to the FAA.

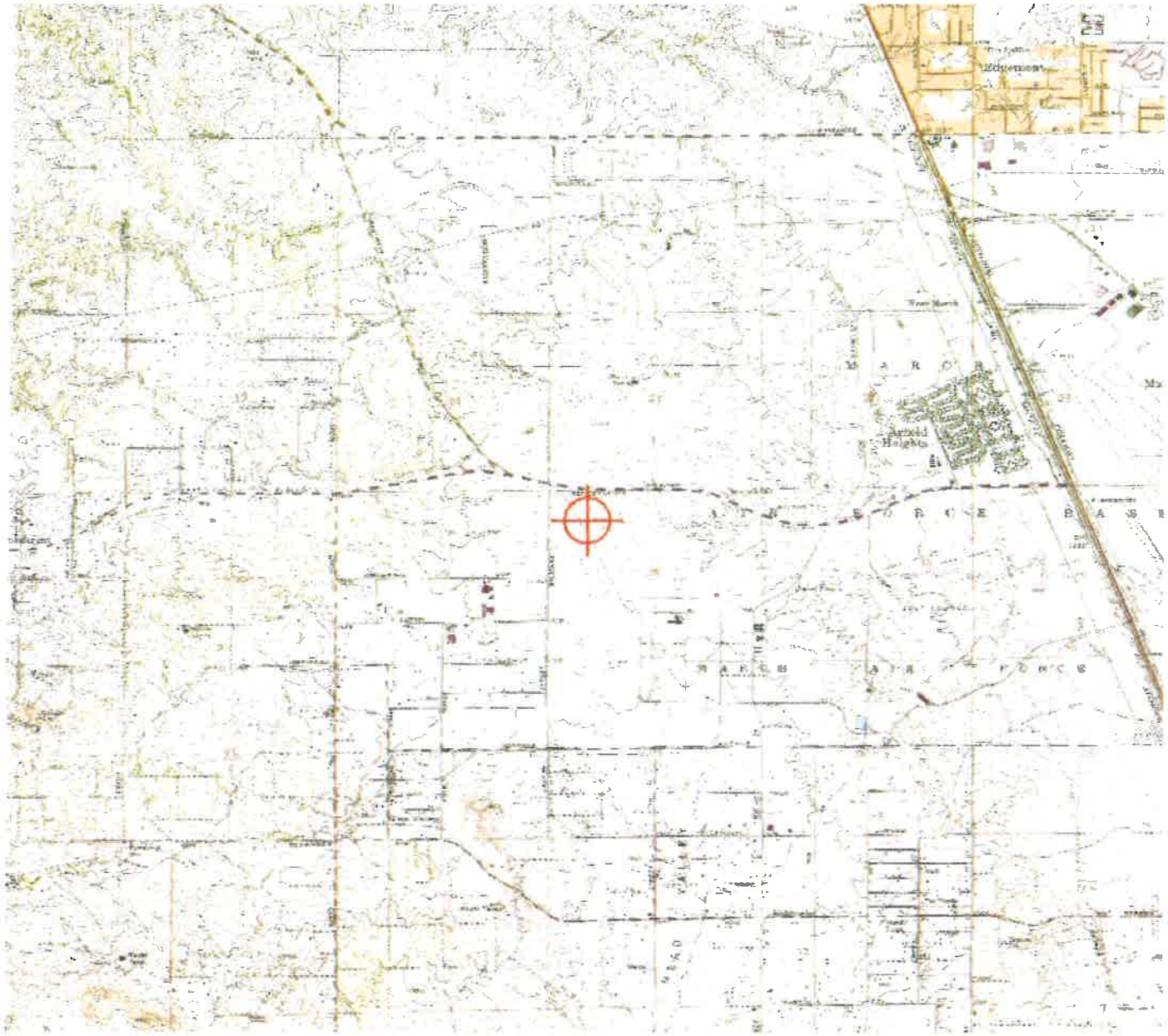
This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

If we can be of further assistance, please contact our office at (206) 231-2990, or paul.holmquist@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2020-AWP-2186-OE.

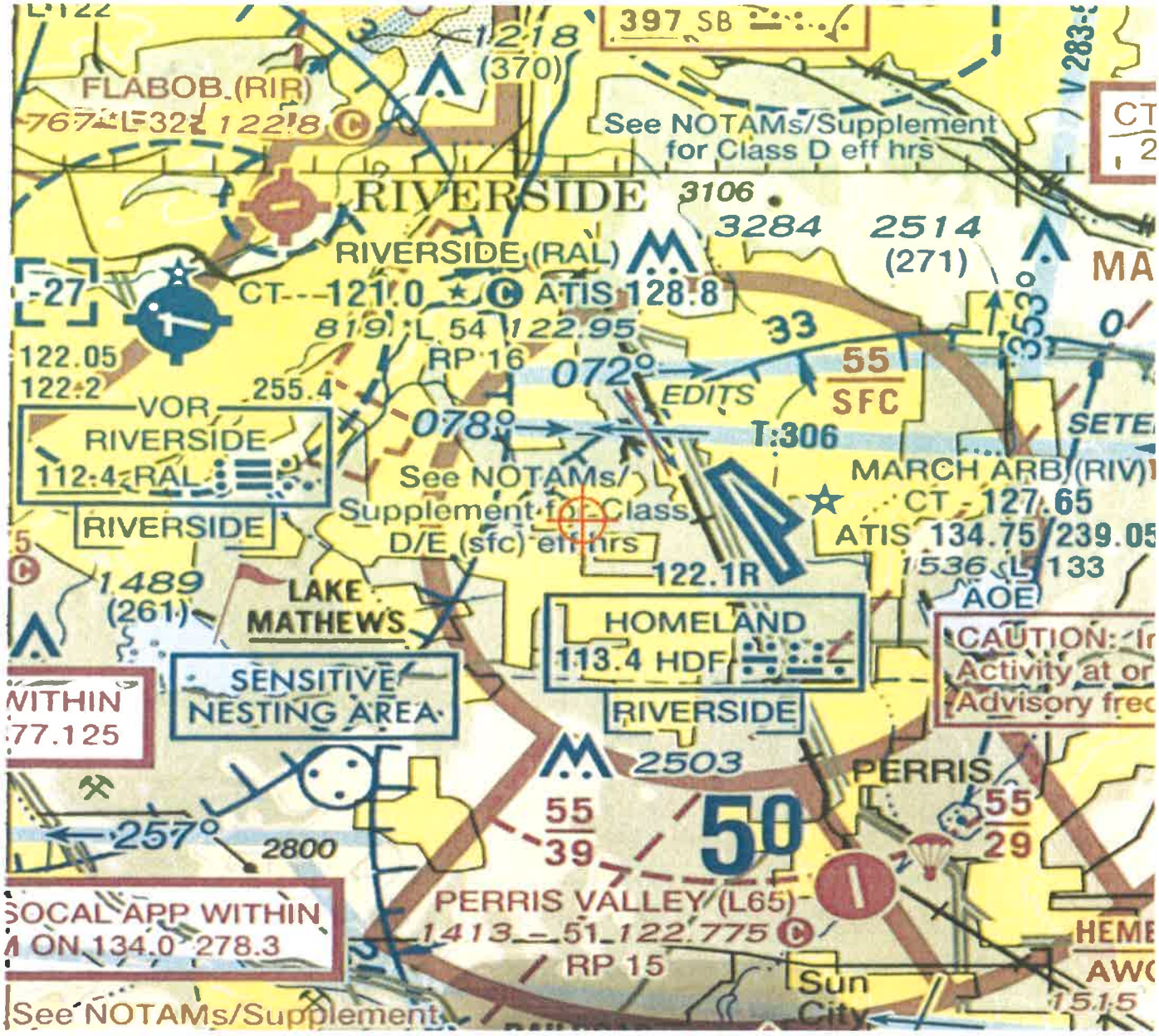
Signature Control No: 431390464-435510077 (DNE)
Paul Holmquist
Specialist

Attachment(s)
Map(s)

TOPO Map for ASN 2020-AWP-2186-OE



Sectional Map for ASN 2020-AWP-2186-OE



Mail Processing Center
Federal Aviation Administration
Southwest Regional Office
Obstruction Evaluation Group
10101 Hillwood Parkway
Fort Worth, TX 76177

Aeronautical Study No.
2020-AWP-2185-OE

Issued Date: 04/03/2020

Timothy Reeves
MERIDIAN PARK LLC
1156 N. MOUNTAIN AVENUE
Upland, CA 91786

**** DETERMINATION OF NO HAZARD TO AIR NAVIGATION ****

The Federal Aviation Administration has conducted an aeronautical study under the provisions of 49 U.S.C., Section 44718 and if applicable Title 14 of the Code of Federal Regulations, part 77, concerning:

Structure:	Building BLDG D - SOUTHEAST CORNER
Location:	Riverside, CA
Latitude:	33-52-54.70N NAD 83
Longitude:	117-18-29.50W
Heights:	1751 feet site elevation (SE) 49 feet above ground level (AGL) 1800 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does not exceed obstruction standards and would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

It is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be e-filed any time the project is abandoned or:

_____ At least 10 days prior to start of construction (7460-2, Part 1)
__X__ Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking/ lighting are accomplished on a voluntary basis, we recommend it be installed in accordance with FAA Advisory circular 70/7460-1 L Change 2.

This determination expires on 10/03/2021 unless:

(a) the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
(b) extended, revised, or terminated by the issuing office.
(c) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within 6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE E-FILED AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE. AFTER RE-EVALUATION OF CURRENT OPERATIONS IN THE AREA OF THE STRUCTURE TO DETERMINE THAT NO SIGNIFICANT AERONAUTICAL CHANGES HAVE OCCURRED, YOUR DETERMINATION MAY BE ELIGIBLE FOR ONE EXTENSION OF THE EFFECTIVE PERIOD.

This determination is based, in part, on the foregoing description which includes specific coordinates, heights, frequency(ies) and power. Any changes in coordinates, heights, and frequencies or use of greater power, except those frequencies specified in the Colo Void Clause Coalition; Antenna System Co-Location; Voluntary Best Practices, effective 21 Nov 2007, will void this determination. Any future construction or alteration, including increase to heights, power, or the addition of other transmitters, requires separate notice to the FAA.This determination includes all previously filed frequencies and power for this structure.

If construction or alteration is dismantled or destroyed, you must submit notice to the FAA within 5 days after the construction or alteration is dismantled or destroyed.

This determination does include temporary construction equipment such as cranes, derricks, etc., which may be used during actual construction of the structure. However, this equipment shall not exceed the overall heights as indicated above. Equipment which has a height greater than the studied structure requires separate notice to the FAA.

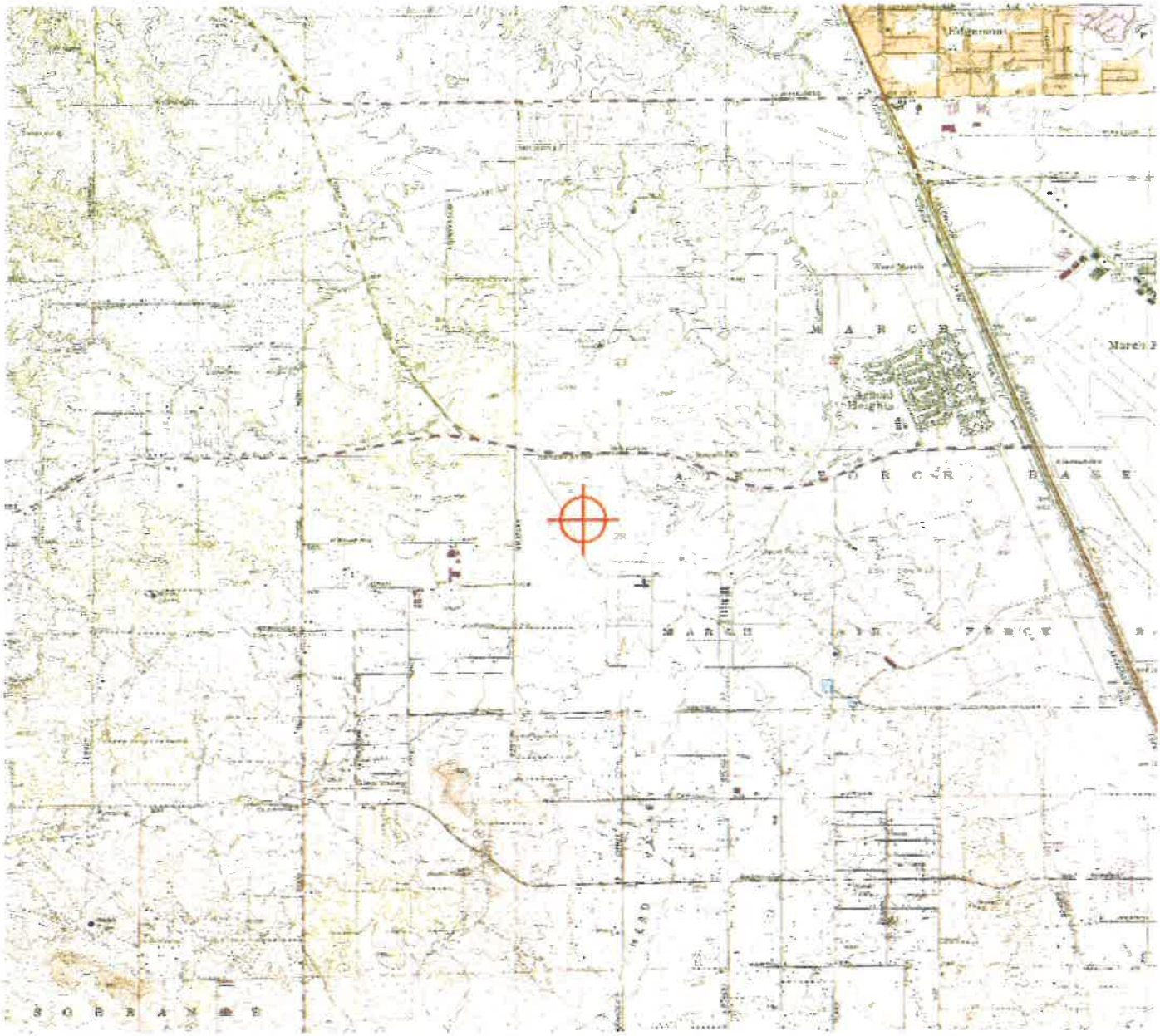
This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

If we can be of further assistance, please contact our office at (206) 231-2990, or paul.holmquist@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2020-AWP-2185-OE.

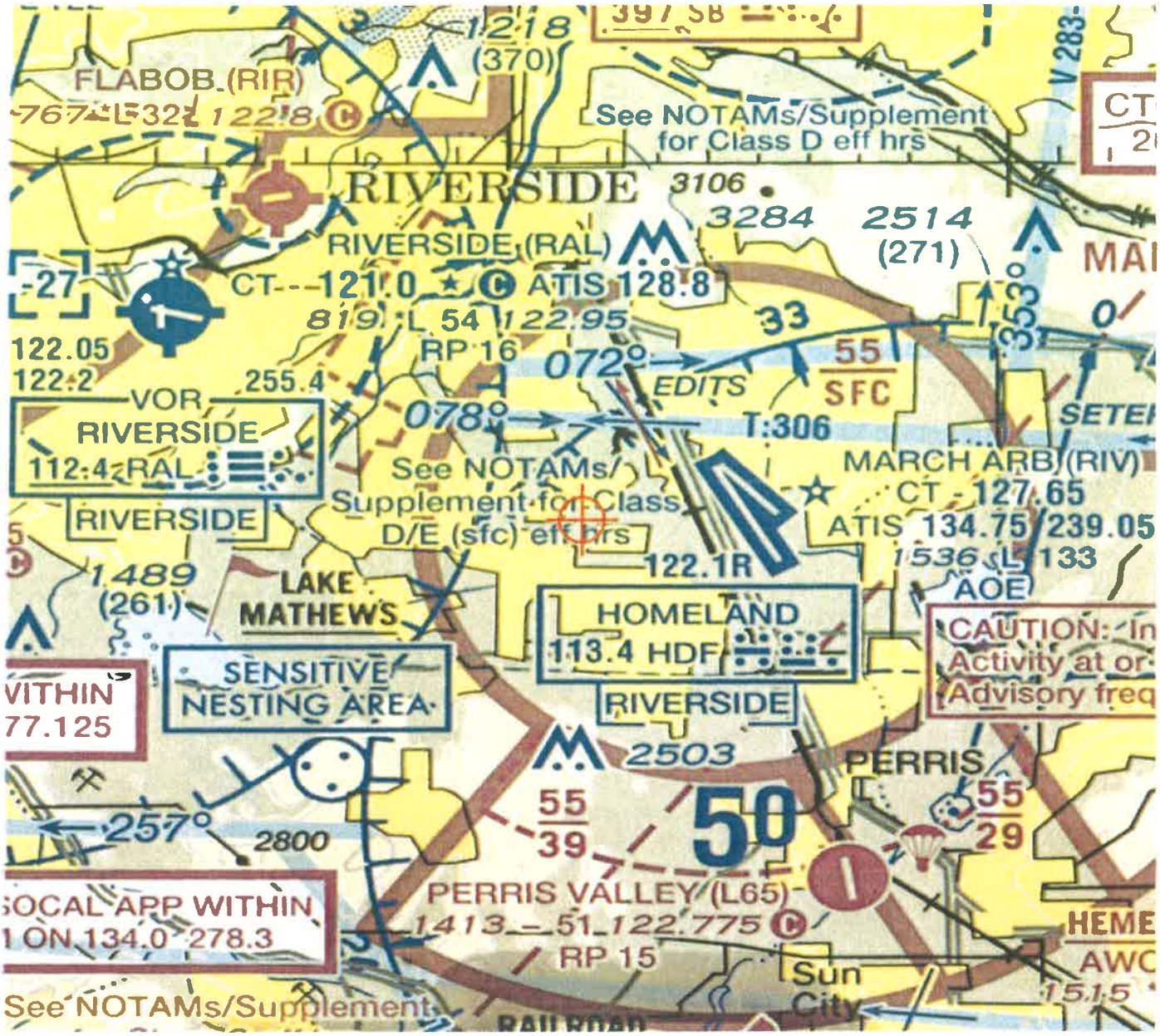
Signature Control No: 431390463-435510079 (DNE)
Paul Holmquist
Specialist

Attachment(s)
Map(s)

TOPO Map for ASN 2020-AWP-2185-OE



Sectional Map for ASN 2020-AWP-2185-OE



Mail Processing Center
Federal Aviation Administration
Southwest Regional Office
Obstruction Evaluation Group
10101 Hillwood Parkway
Fort Worth, TX 76177

Aeronautical Study No.
2020-AWP-2187-OE

Issued Date: 04/03/2020

Timothy Reeves
MERIDIAN PARK LLC
1156 N. MOUNTAIN AVENUE
Upland, CA 91786

** DETERMINATION OF NO HAZARD TO AIR NAVIGATION **

The Federal Aviation Administration has conducted an aeronautical study under the provisions of 49 U.S.C., Section 44718 and if applicable Title 14 of the Code of Federal Regulations, part 77, concerning:

Structure:	Building BLDG D - SOUTHWEST CORNER
Location:	Riverside, CA
Latitude:	33-52-54.70N NAD 83
Longitude:	117-18-38.30W
Heights:	1751 feet site elevation (SE)
	49 feet above ground level (AGL)
	1800 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does not exceed obstruction standards and would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

It is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be e-filed any time the project is abandoned or:

_____ At least 10 days prior to start of construction (7460-2, Part 1)
__X__ Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking/ lighting are accomplished on a voluntary basis, we recommend it be installed in accordance with FAA Advisory circular 70/7460-1 L Change 2.

This determination expires on 10/03/2021 unless:

(a) the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
(b) extended, revised, or terminated by the issuing office.
(c) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within 6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE E-FILED AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE. AFTER RE-EVALUATION OF CURRENT OPERATIONS IN THE AREA OF THE STRUCTURE TO DETERMINE THAT NO SIGNIFICANT AERONAUTICAL CHANGES HAVE OCCURRED, YOUR DETERMINATION MAY BE ELIGIBLE FOR ONE EXTENSION OF THE EFFECTIVE PERIOD.

This determination is based, in part, on the foregoing description which includes specific coordinates, heights, frequency(ies) and power. Any changes in coordinates, heights, and frequencies or use of greater power, except those frequencies specified in the Colo Void Clause Coalition; Antenna System Co-Location; Voluntary Best Practices, effective 21 Nov 2007, will void this determination. Any future construction or alteration, including increase to heights, power, or the addition of other transmitters, requires separate notice to the FAA.This determination includes all previously filed frequencies and power for this structure.

If construction or alteration is dismantled or destroyed, you must submit notice to the FAA within 5 days after the construction or alteration is dismantled or destroyed.

This determination does include temporary construction equipment such as cranes, derricks, etc., which may be used during actual construction of the structure. However, this equipment shall not exceed the overall heights as indicated above. Equipment which has a height greater than the studied structure requires separate notice to the FAA.

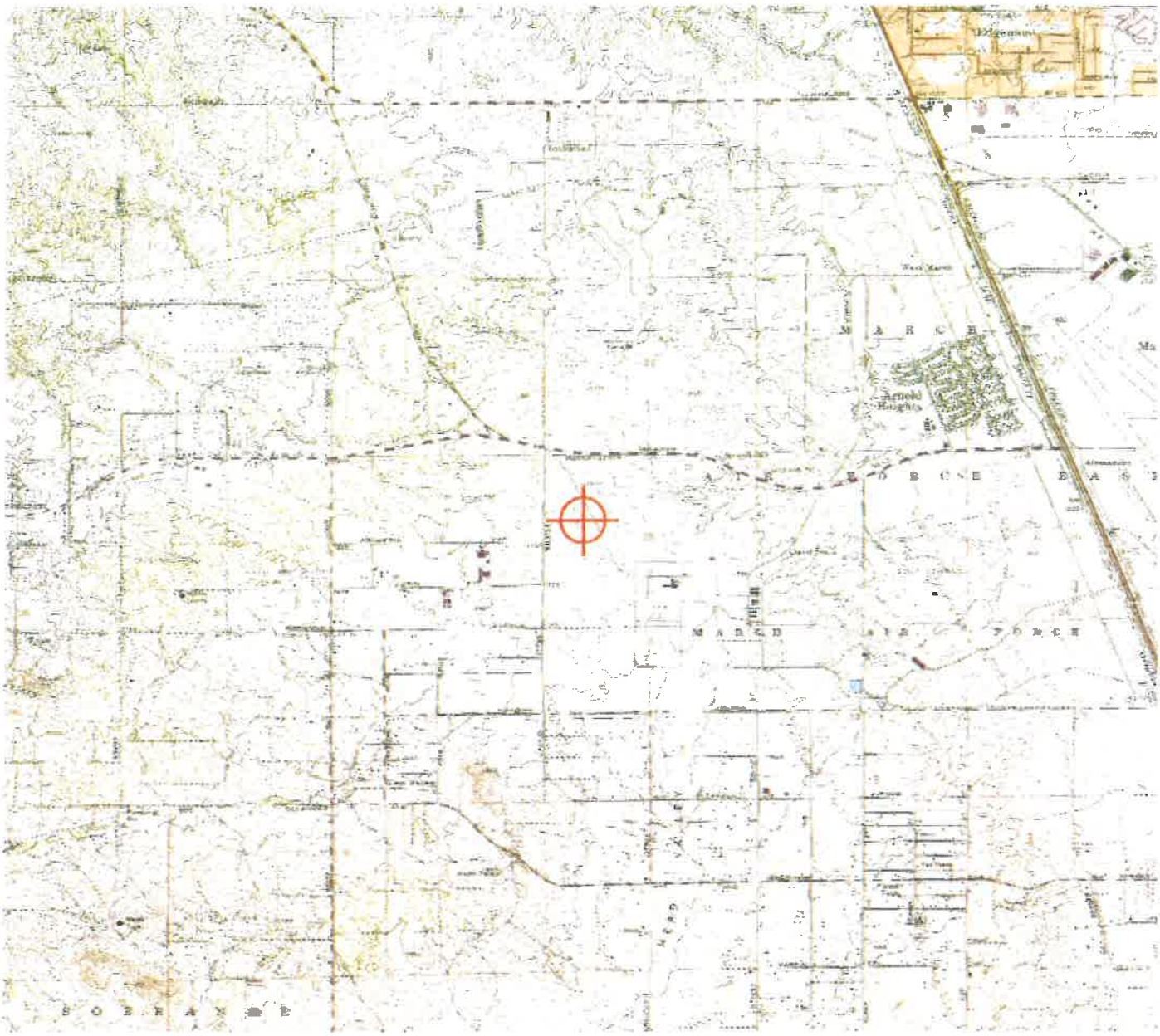
This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

If we can be of further assistance, please contact our office at (206) 231-2990, or paul.holmquist@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2020-AWP-2187-OE.

Signature Control No: 431390473-435510078 (DNE)
Paul Holmquist
Specialist

Attachment(s)
Map(s)

TOPO Map for ASN 2020-AWP-2187-OE



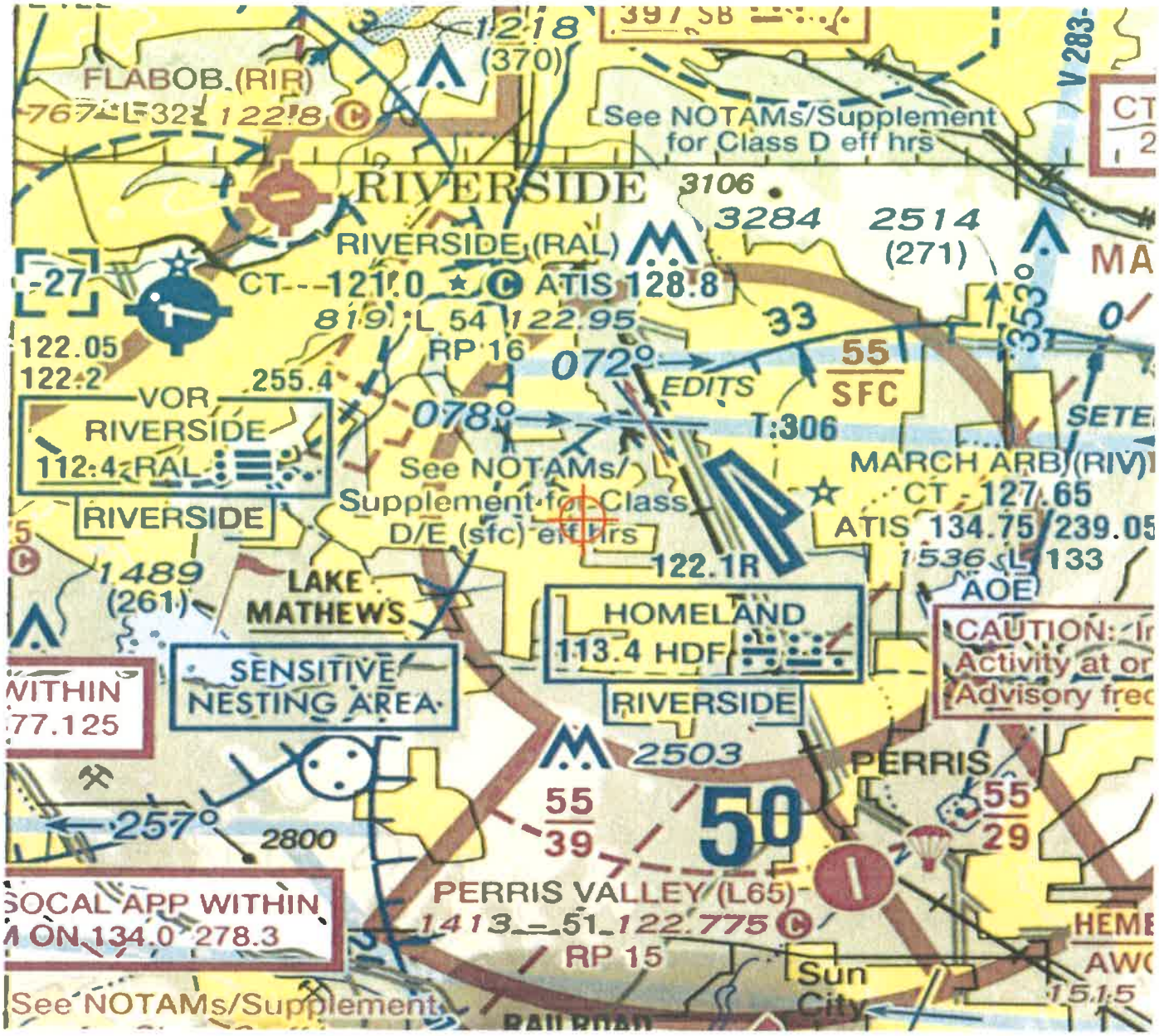

FLABOB (RIR)
See NOTAMs/Supplement for Class D eff hrs
RIVERSIDE
RIVERSIDE (RAL)
CT 121.0
ATIS 128.8
122.95
RP 16
072°
078°
EDITS
SFC
VOR
RIVERSIDE
112.4 RAL
See NOTAMs/ Supplement for Class D/E (sfc) eff hrs
122.1R
MARCH ARB (RIV)
CT 127.65
ATIS 134.75 239.05
AOE
LAKE MATHEWS
HOMELAND
113.4 HDF
SENSITIVE NESTING AREA
RIVERSIDE
PERRIS
257°
2800
PERRIS VALLEY (L65)
RP 15
Sun City
SOCAL APP WITHIN
ON 134.0 278.3
See NOTAMs/Supplement

EXHIBIT A18

Plot Plan 20-05 FAA – Determination of No Hazard to Air Navigation letters dated May 04, 2020

Mail Processing Center
Federal Aviation Administration
Southwest Regional Office
Obstruction Evaluation Group
10101 Hillwood Parkway
Fort Worth, TX 76177

Aeronautical Study No.
2020-AWP-4776-OE

Issued Date: 05/04/2020

Timothy Reeves
MERIDIAN PARK LLC
1156 N. MOUNTAIN AVENUE
Upland, CA 91786

** DETERMINATION OF NO HAZARD TO AIR NAVIGATION **

The Federal Aviation Administration has conducted an aeronautical study under the provisions of 49 U.S.C., Section 44718 and if applicable Title 14 of the Code of Federal Regulations, part 77, concerning:

Structure:	Light Pole DP Light 1
Location:	Riverside, CA
Latitude:	33-52-56.30N NAD 83
Longitude:	117-18-49.25W
Heights:	1755 feet site elevation (SE) 20 feet above ground level (AGL) 1775 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does not exceed obstruction standards and would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

It is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be e-filed any time the project is abandoned or:

_____ At least 10 days prior to start of construction (7460-2, Part 1)
__X__ Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking/ lighting are accomplished on a voluntary basis, we recommend it be installed in accordance with FAA Advisory circular 70/7460-1 L Change 2.

This determination expires on 11/04/2021 unless:

(a) the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
(b) extended, revised, or terminated by the issuing office.
(c) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within 6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE E-FILED AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE. AFTER RE-EVALUATION OF CURRENT OPERATIONS IN THE AREA OF THE STRUCTURE TO DETERMINE THAT NO SIGNIFICANT AERONAUTICAL CHANGES HAVE OCCURRED, YOUR DETERMINATION MAY BE ELIGIBLE FOR ONE EXTENSION OF THE EFFECTIVE PERIOD.

This determination is based, in part, on the foregoing description which includes specific coordinates, heights, frequency(ies) and power. Any changes in coordinates, heights, and frequencies or use of greater power, except those frequencies specified in the Colo Void Clause Coalition; Antenna System Co-Location; Voluntary Best Practices, effective 21 Nov 2007, will void this determination. Any future construction or alteration, including increase to heights, power, or the addition of other transmitters, requires separate notice to the FAA.This determination includes all previously filed frequencies and power for this structure.

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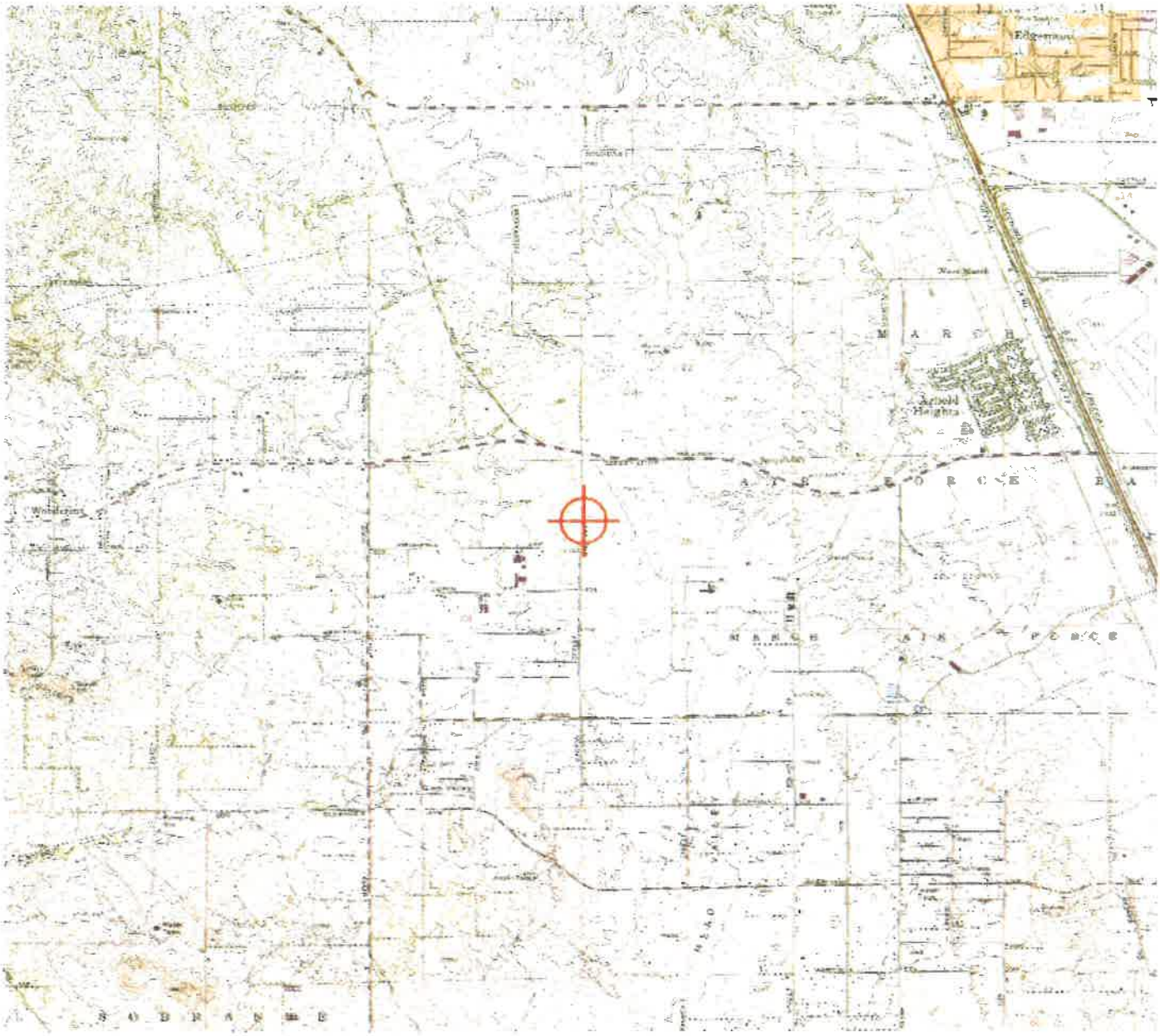
This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

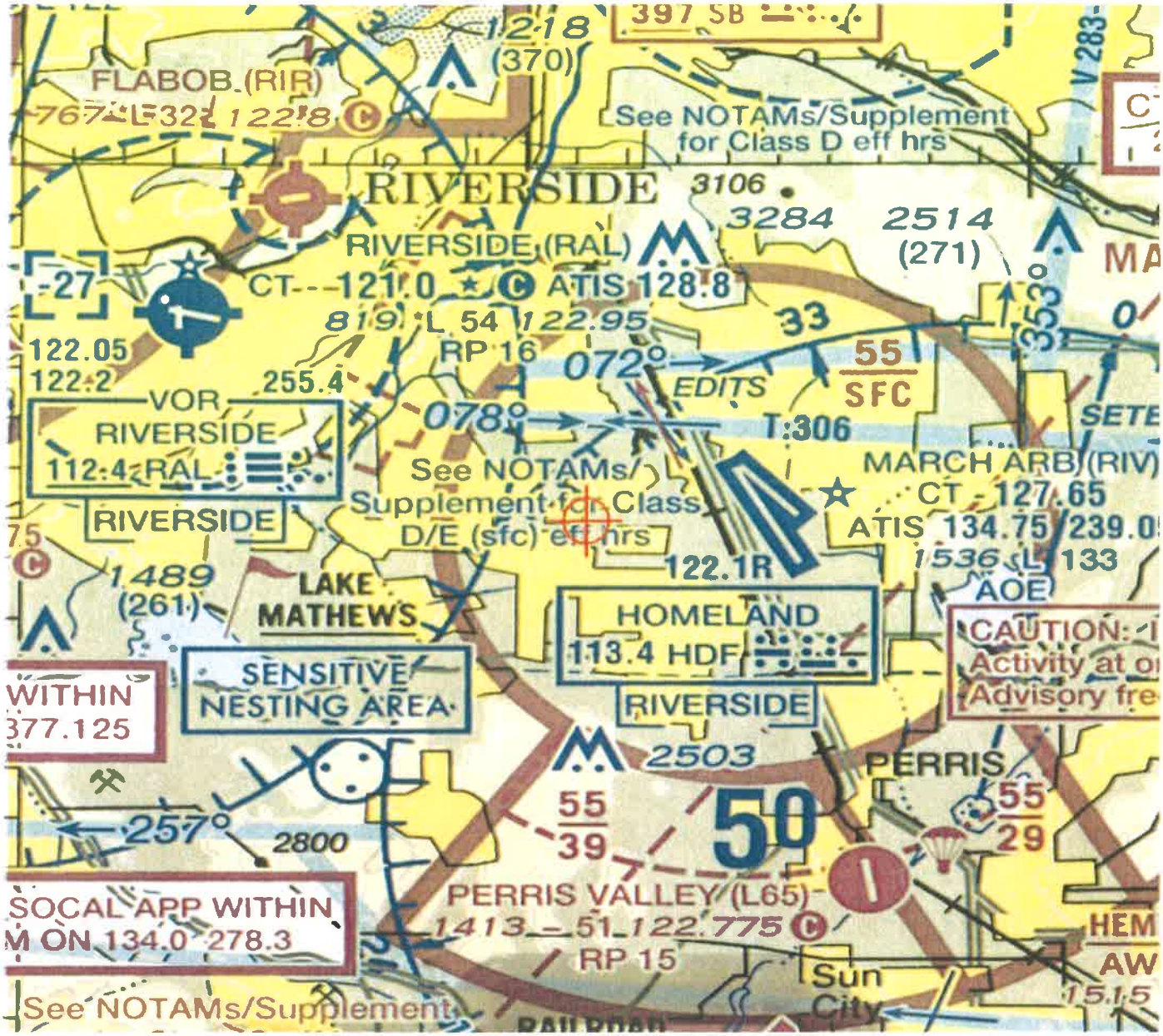
If we can be of further assistance, please contact our office at (206) 231-2990, or paul.holmquist@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2020-AWP-4776-OE.

Signature Control No: 437484997-438716941 (DNE)
Paul Holmquist
Specialist

Attachment(s)
Map(s)

TOPO Map for ASN 2020-AWP-4776-OE




FLABOB (RIR)
See NOTAMs/Supplement for Class D eff hrs
RIVERSIDE
RIVERSIDE (RAL)
CT 121.0
ATIS 128.8
122.95
RP 16
072°
078°
EDITS
55 SFC
T-306
VOR
RIVERSIDE
112.4 RAL
See NOTAMs/ Supplement for Class D/E (sfc) eff hrs
122.1R
MARCH ARB (RIV)
CT 127.65
ATIS 134.75
LAKE MATHEWS
HOMELAND
113.4 HDF
SENSITIVE NESTING AREA
RIVERSIDE
2503
PERRIS
55/39
55/29
257°
2800
PERRIS VALLEY (L65)
122.775
RP 15
Sun City
SOCAL APP WITHIN
ON 134.0 278.3
See NOTAMs/Supplement
CAUTION:
Activity at or
Advisory fre
AOE

Mail Processing Center
Federal Aviation Administration
Southwest Regional Office
Obstruction Evaluation Group
10101 Hillwood Parkway
Fort Worth, TX 76177

Aeronautical Study No.
2020-AWP-4777-OE

Issued Date: 05/04/2020

Timothy Reeves
MERIDIAN PARK LLC
1156 N. MOUNTAIN AVENUE
Upland, CA 91786

**** DETERMINATION OF NO HAZARD TO AIR NAVIGATION ****

The Federal Aviation Administration has conducted an aeronautical study under the provisions of 49 U.S.C., Section 44718 and if applicable Title 14 of the Code of Federal Regulations, part 77, concerning:

Structure:	Light Pole DP Light 2
Location:	Riverside, CA
Latitude:	33-52-56.30N NAD 83
Longitude:	117-18-48.29W
Heights:	1755 feet site elevation (SE) 20 feet above ground level (AGL) 1775 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does not exceed obstruction standards and would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

It is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be e-filed any time the project is abandoned or:

_____ At least 10 days prior to start of construction (7460-2, Part 1)
__X__ Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking/ lighting are accomplished on a voluntary basis, we recommend it be installed in accordance with FAA Advisory circular 70/7460-1 L Change 2.

This determination expires on 11/04/2021 unless:

(a) the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
(b) extended, revised, or terminated by the issuing office.
(c) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within 6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

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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, except those frequencies specified in the Colo Void Clause Coalition; Antenna System Co-Location; Voluntary Best Practices, effective 21 Nov 2007, will void this determination. Any future construction or alteration, including increase to heights, power, or the addition of other transmitters, requires separate notice to the FAA.This determination includes all previously filed frequencies and power for this structure.

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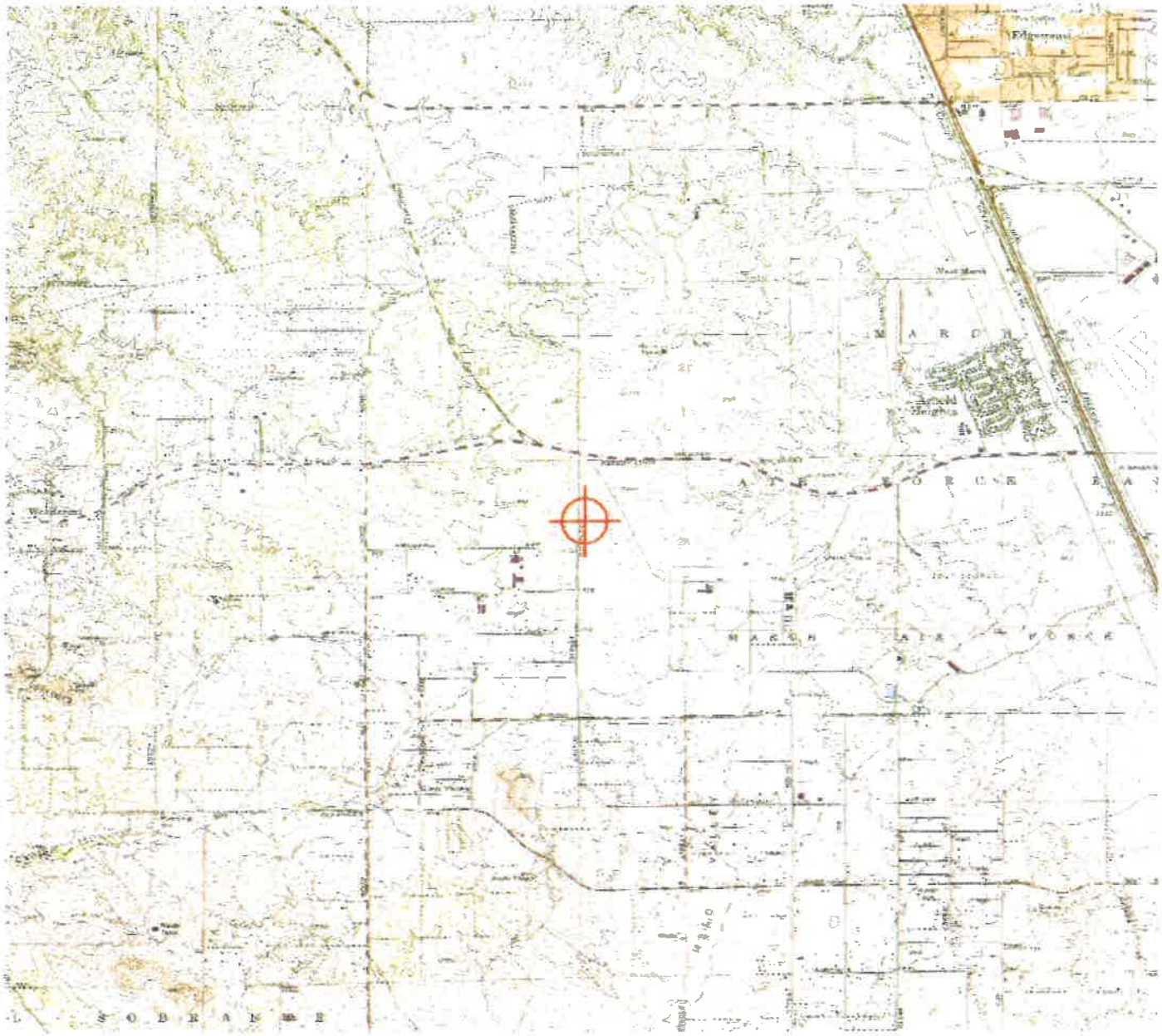
This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

If we can be of further assistance, please contact our office at (206) 231-2990, or paul.holmquist@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2020-AWP-4777-OE.

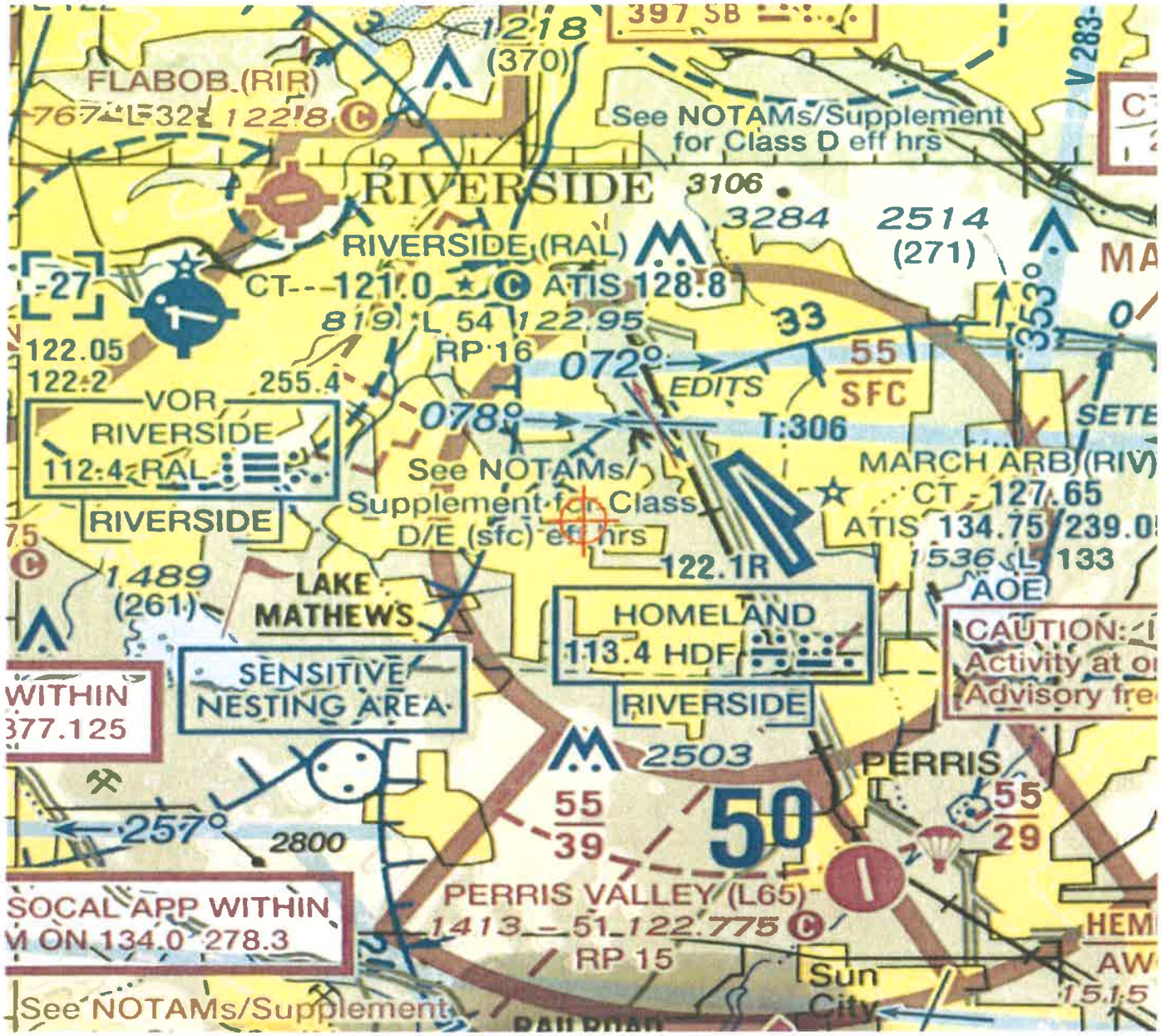
Signature Control No: 437485535-438716940 (DNE)
Paul Holmquist
Specialist

Attachment(s)
Map(s)

TOPO Map for ASN 2020-AWP-4777-OE



Sectional Map for ASN 2020-AWP-4777-OE



Mail Processing Center
Federal Aviation Administration
Southwest Regional Office
Obstruction Evaluation Group
10101 Hillwood Parkway
Fort Worth, TX 76177

Aeronautical Study No.
2020-AWP-4787-OE

Issued Date: 05/04/2020

Timothy Reeves
MERIDIAN PARK LLC
1156 N. MOUNTAIN AVENUE
Upland, CA 91786

**** DETERMINATION OF NO HAZARD TO AIR NAVIGATION ****

The Federal Aviation Administration has conducted an aeronautical study under the provisions of 49 U.S.C., Section 44718 and if applicable Title 14 of the Code of Federal Regulations, part 77, concerning:

Structure:	Light Pole DP Light 3
Location:	Riverside, CA
Latitude:	33-52-56.30N NAD 83
Longitude:	117-18-47.18W
Heights:	1756 feet site elevation (SE)
	20 feet above ground level (AGL)
	1776 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does not exceed obstruction standards and would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

It is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be e-filed any time the project is abandoned or:

_____ At least 10 days prior to start of construction (7460-2, Part 1)
__X__ Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking/ lighting are accomplished on a voluntary basis, we recommend it be installed in accordance with FAA Advisory circular 70/7460-1 L Change 2.

This determination expires on 11/04/2021 unless:

(a) the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
(b) extended, revised, or terminated by the issuing office.
(c) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within 6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE E-FILED AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE. AFTER RE-EVALUATION OF CURRENT OPERATIONS IN THE AREA OF THE STRUCTURE TO DETERMINE THAT NO SIGNIFICANT AERONAUTICAL CHANGES HAVE OCCURRED, YOUR DETERMINATION MAY BE ELIGIBLE FOR ONE EXTENSION OF THE EFFECTIVE PERIOD.

This determination is based, in part, on the foregoing description which includes specific coordinates, heights, frequency(ies) and power. Any changes in coordinates, heights, and frequencies or use of greater power, except those frequencies specified in the Colo Void Clause Coalition; Antenna System Co-Location; Voluntary Best Practices, effective 21 Nov 2007, will void this determination. Any future construction or alteration, including increase to heights, power, or the addition of other transmitters, requires separate notice to the FAA.This determination includes all previously filed frequencies and power for this structure.

If construction or alteration is dismantled or destroyed, you must submit notice to the FAA within 5 days after the construction or alteration is dismantled or destroyed.

This determination does include temporary construction equipment such as cranes, derricks, etc., which may be used during actual construction of the structure. However, this equipment shall not exceed the overall heights as indicated above. Equipment which has a height greater than the studied structure requires separate notice to the FAA.

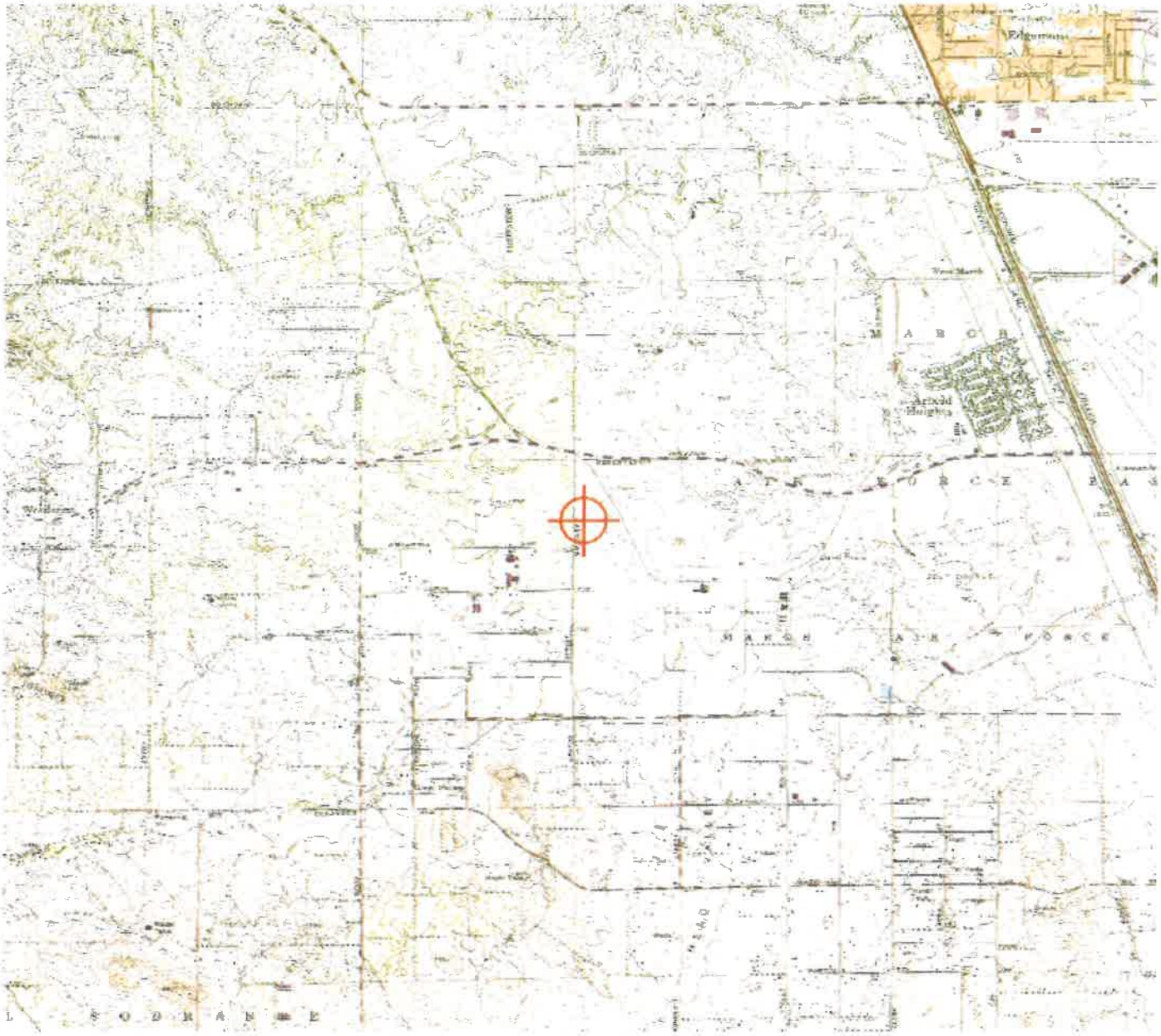
This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

If we can be of further assistance, please contact our office at (206) 231-2990, or paul.holmquist@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2020-AWP-4787-OE.

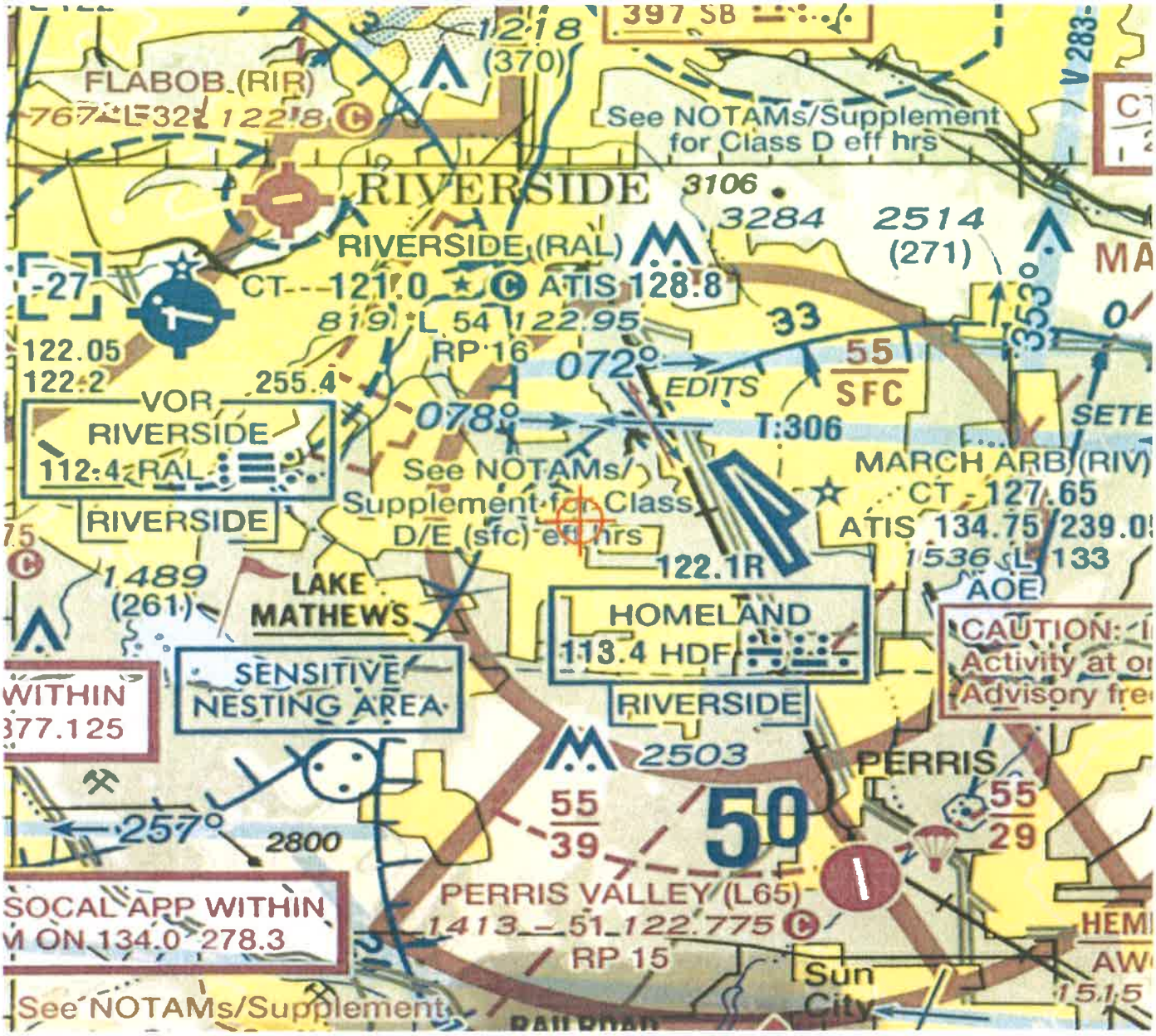
Signature Control No: 437486149-438716939 (DNE)
Paul Holmquist
Specialist

Attachment(s)
Map(s)

TOPO Map for ASN 2020-AWP-4787-OE



Sectional Map for ASN 2020-AWP-4787-OE



Mail Processing Center
Federal Aviation Administration
Southwest Regional Office
Obstruction Evaluation Group
10101 Hillwood Parkway
Fort Worth, TX 76177

Aeronautical Study No.
2020-AWP-4788-OE

Issued Date: 05/04/2020

Timothy Reeves
MERIDIAN PARK LLC
1156 N. MOUNTAIN AVENUE
Upland, CA 91786

**** DETERMINATION OF NO HAZARD TO AIR NAVIGATION ****

The Federal Aviation Administration has conducted an aeronautical study under the provisions of 49 U.S.C., Section 44718 and if applicable Title 14 of the Code of Federal Regulations, part 77, concerning:

Structure:	Light Pole DP Light 4
Location:	Riverside, CA
Latitude:	33-52-56.29N NAD 83
Longitude:	117-18-45.85W
Heights:	1757 feet site elevation (SE) 20 feet above ground level (AGL) 1777 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does not exceed obstruction standards and would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

It is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be e-filed any time the project is abandoned or:

_____ At least 10 days prior to start of construction (7460-2, Part 1)
__X__ Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking/ lighting are accomplished on a voluntary basis, we recommend it be installed in accordance with FAA Advisory circular 70/7460-1 L Change 2.

This determination expires on 11/04/2021 unless:

(a) the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
(b) extended, revised, or terminated by the issuing office.
(c) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within 6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE E-FILED AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE. AFTER RE-EVALUATION OF CURRENT OPERATIONS IN THE AREA OF THE STRUCTURE TO DETERMINE THAT NO SIGNIFICANT AERONAUTICAL CHANGES HAVE OCCURRED, YOUR DETERMINATION MAY BE ELIGIBLE FOR ONE EXTENSION OF THE EFFECTIVE PERIOD.

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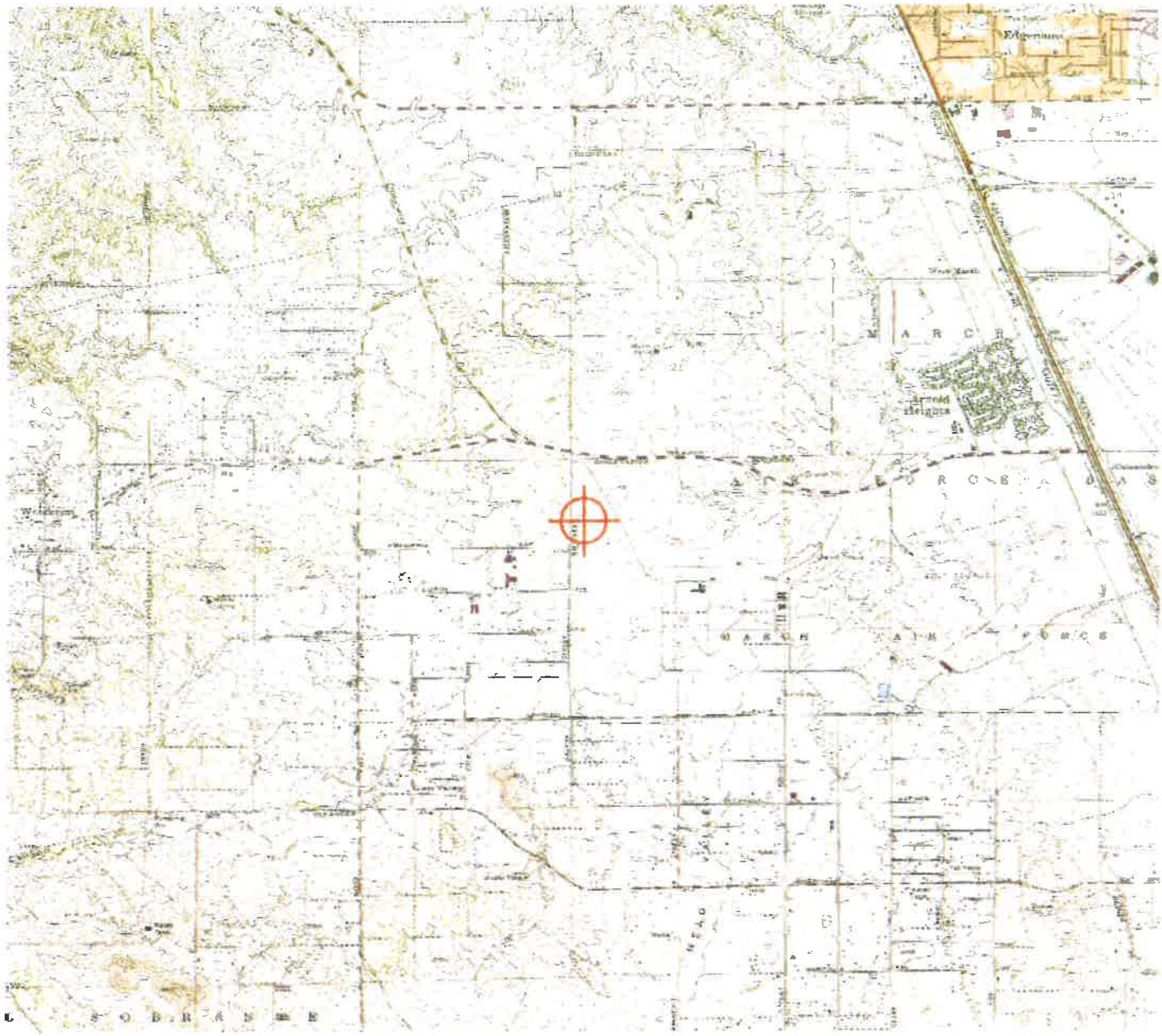
This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

If we can be of further assistance, please contact our office at (206) 231-2990, or paul.holmquist@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2020-AWP-4788-OE.

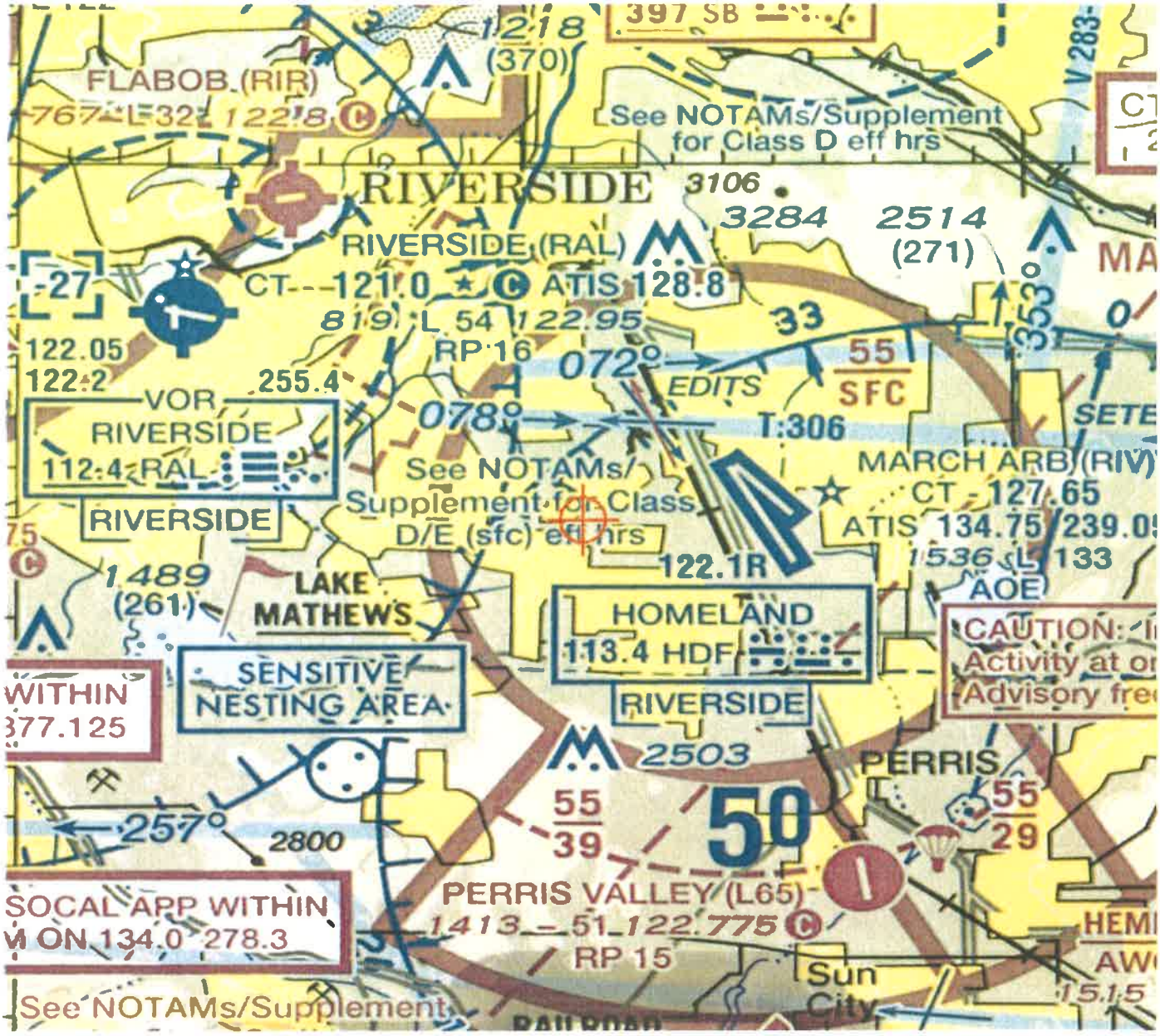
Signature Control No: 437486582-438716947 (DNE)
Paul Holmquist
Specialist

Attachment(s)
Map(s)

TOPO Map for ASN 2020-AWP-4788-OE



Sectional Map for ASN 2020-AWP-4788-OE



Mail Processing Center
Federal Aviation Administration
Southwest Regional Office
Obstruction Evaluation Group
10101 Hillwood Parkway
Fort Worth, TX 76177

Aeronautical Study No.
2020-AWP-4789-OE

Issued Date: 05/04/2020

Timothy Reeves
MERIDIAN PARK LLC
1156 N. MOUNTAIN AVENUE
Upland, CA 91786

**** DETERMINATION OF NO HAZARD TO AIR NAVIGATION ****

The Federal Aviation Administration has conducted an aeronautical study under the provisions of 49 U.S.C., Section 44718 and if applicable Title 14 of the Code of Federal Regulations, part 77, concerning:

Structure:	Light Pole DP Light 5
Location:	Riverside, CA
Latitude:	33-52-56.28N NAD 83
Longitude:	117-18-44.76W
Heights:	1758 feet site elevation (SE)
	20 feet above ground level (AGL)
	1778 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does not exceed obstruction standards and would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

It is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be e-filed any time the project is abandoned or:

_____ At least 10 days prior to start of construction (7460-2, Part 1)
__X__ Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking/ lighting are accomplished on a voluntary basis, we recommend it be installed in accordance with FAA Advisory circular 70/7460-1 L Change 2.

This determination expires on 11/04/2021 unless:

(a) the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
(b) extended, revised, or terminated by the issuing office.
(c) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within 6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE E-FILED AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE. AFTER RE-EVALUATION OF CURRENT OPERATIONS IN THE AREA OF THE STRUCTURE TO DETERMINE THAT NO SIGNIFICANT AERONAUTICAL CHANGES HAVE OCCURRED, YOUR DETERMINATION MAY BE ELIGIBLE FOR ONE EXTENSION OF THE EFFECTIVE PERIOD.

This determination is based, in part, on the foregoing description which includes specific coordinates, heights, frequency(ies) and power. Any changes in coordinates, heights, and frequencies or use of greater power, except those frequencies specified in the Colo Void Clause Coalition; Antenna System Co-Location; Voluntary Best Practices, effective 21 Nov 2007, will void this determination. Any future construction or alteration, including increase to heights, power, or the addition of other transmitters, requires separate notice to the FAA.This determination includes all previously filed frequencies and power for this structure.

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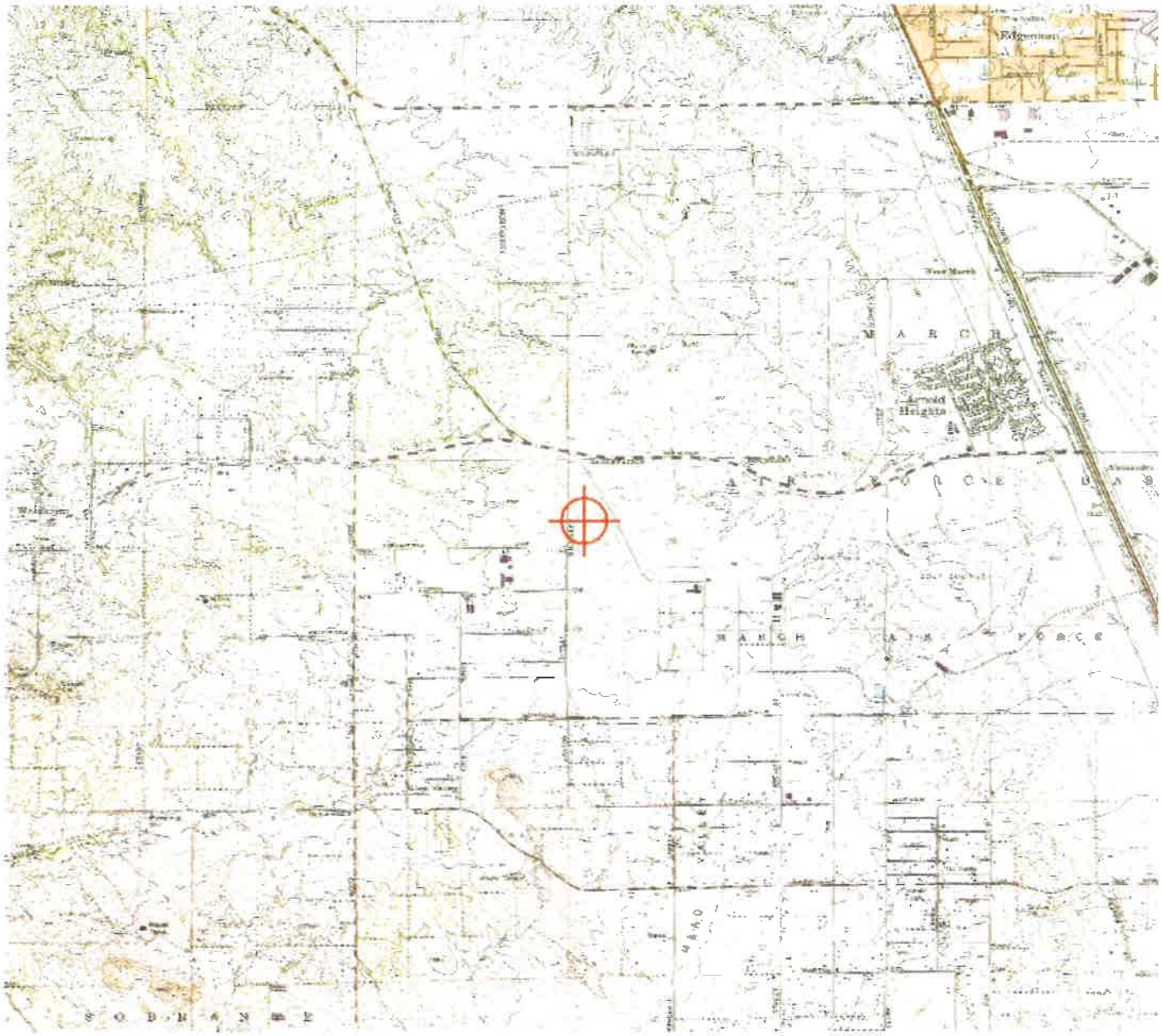
This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

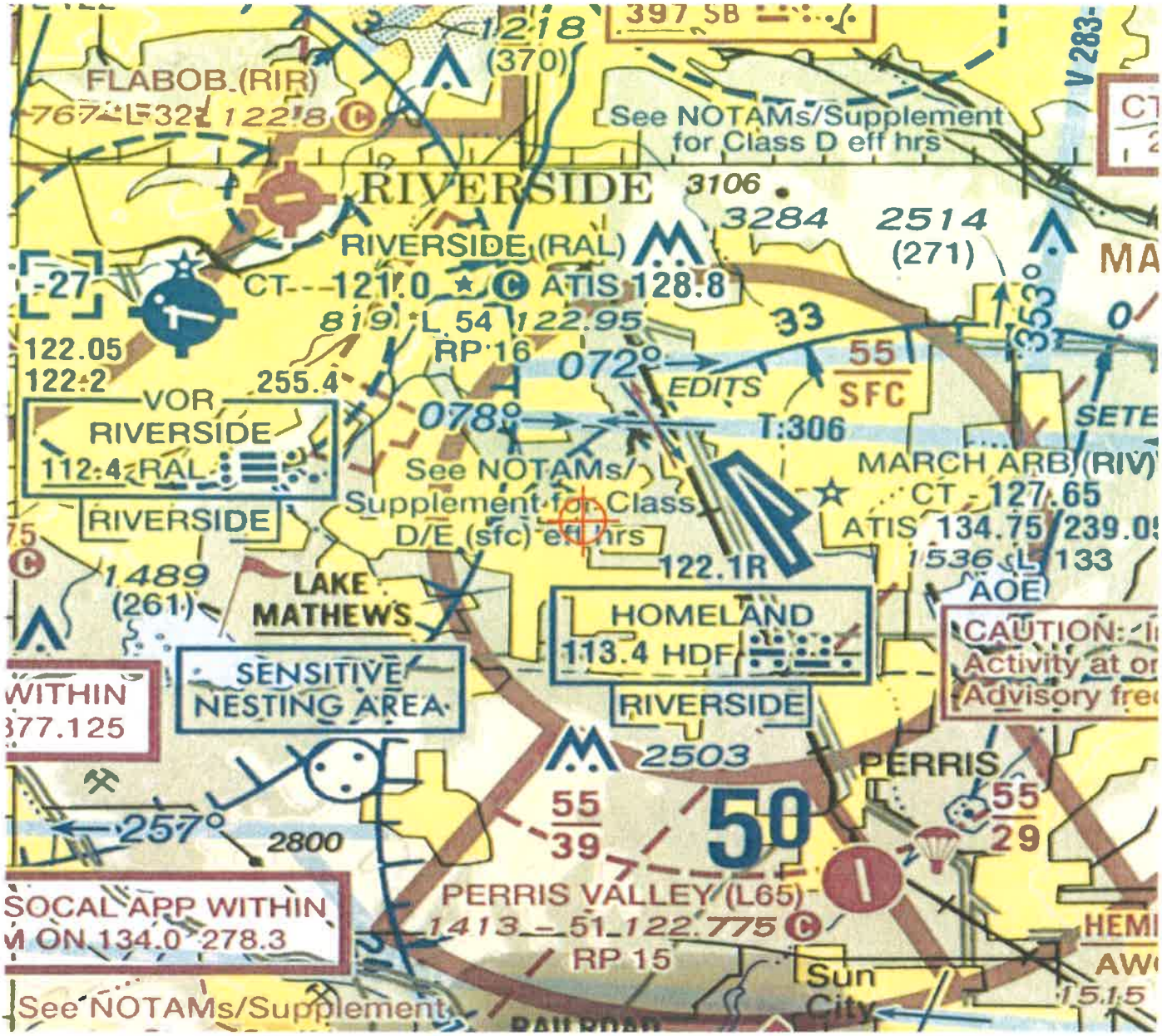
If we can be of further assistance, please contact our office at (206) 231-2990, or paul.holmquist@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2020-AWP-4789-OE.

Signature Control No: 437487148-438716945 (DNE)
Paul Holmquist
Specialist

Attachment(s)
Map(s)

TOPO Map for ASN 2020-AWP-4789-OE




FLABOB (RIR)
See NOTAMs/Supplement for Class D eff hrs
RIVERSIDE
RIVERSIDE (RAL)
CT 121.0
ATIS 128.8
122.95
RP 16
072°
EDITS
55 SFC
T-306
VOR
RIVERSIDE
112.4 RAL
078°
See NOTAMs/ Supplement for Class D/E (sfc) eff hrs
122.1R
MARCH ARB (RIV)
CT 127.65
ATIS 134.75
LAKE MATHEWS
HOMELAND
113.4 HDF
SENSITIVE NESTING AREA
RIVERSIDE
2503
PERRIS
257°
2800
55 39
50
55 29
PERRIS VALLEY (L65)
RP 15
Sun City
SOCAL APP WITHIN
ON 134.0 278.3
See NOTAMs/Supplement
CAUTION:
Activity at or
Advisory fre
AOE

Mail Processing Center
Federal Aviation Administration
Southwest Regional Office
Obstruction Evaluation Group
10101 Hillwood Parkway
Fort Worth, TX 76177

Aeronautical Study No.
2020-AWP-4790-OE

Issued Date: 05/04/2020

Timothy Reeves
MERIDIAN PARK LLC
1156 N. MOUNTAIN AVENUE
Upland, CA 91786

** DETERMINATION OF NO HAZARD TO AIR NAVIGATION **

The Federal Aviation Administration has conducted an aeronautical study under the provisions of 49 U.S.C., Section 44718 and if applicable Title 14 of the Code of Federal Regulations, part 77, concerning:

Structure:	Light Pole DP Light 6
Location:	Riverside, CA
Latitude:	33-52-56.28N NAD 83
Longitude:	117-18-43.81W
Heights:	1757 feet site elevation (SE) 20 feet above ground level (AGL) 1777 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does not exceed obstruction standards and would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

It is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be e-filed any time the project is abandoned or:

_____ At least 10 days prior to start of construction (7460-2, Part 1)
__X__ Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking/ lighting are accomplished on a voluntary basis, we recommend it be installed in accordance with FAA Advisory circular 70/7460-1 L Change 2.

This determination expires on 11/04/2021 unless:

(a) the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
(b) extended, revised, or terminated by the issuing office.
(c) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within 6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE E-FILED AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE. AFTER RE-EVALUATION OF CURRENT OPERATIONS IN THE AREA OF THE STRUCTURE TO DETERMINE THAT NO SIGNIFICANT AERONAUTICAL CHANGES HAVE OCCURRED, YOUR DETERMINATION MAY BE ELIGIBLE FOR ONE EXTENSION OF THE EFFECTIVE PERIOD.

This determination is based, in part, on the foregoing description which includes specific coordinates, heights, frequency(ies) and power. Any changes in coordinates, heights, and frequencies or use of greater power, except those frequencies specified in the Colo Void Clause Coalition; Antenna System Co-Location; Voluntary Best Practices, effective 21 Nov 2007, will void this determination. Any future construction or alteration, including increase to heights, power, or the addition of other transmitters, requires separate notice to the FAA.This determination includes all previously filed frequencies and power for this structure.

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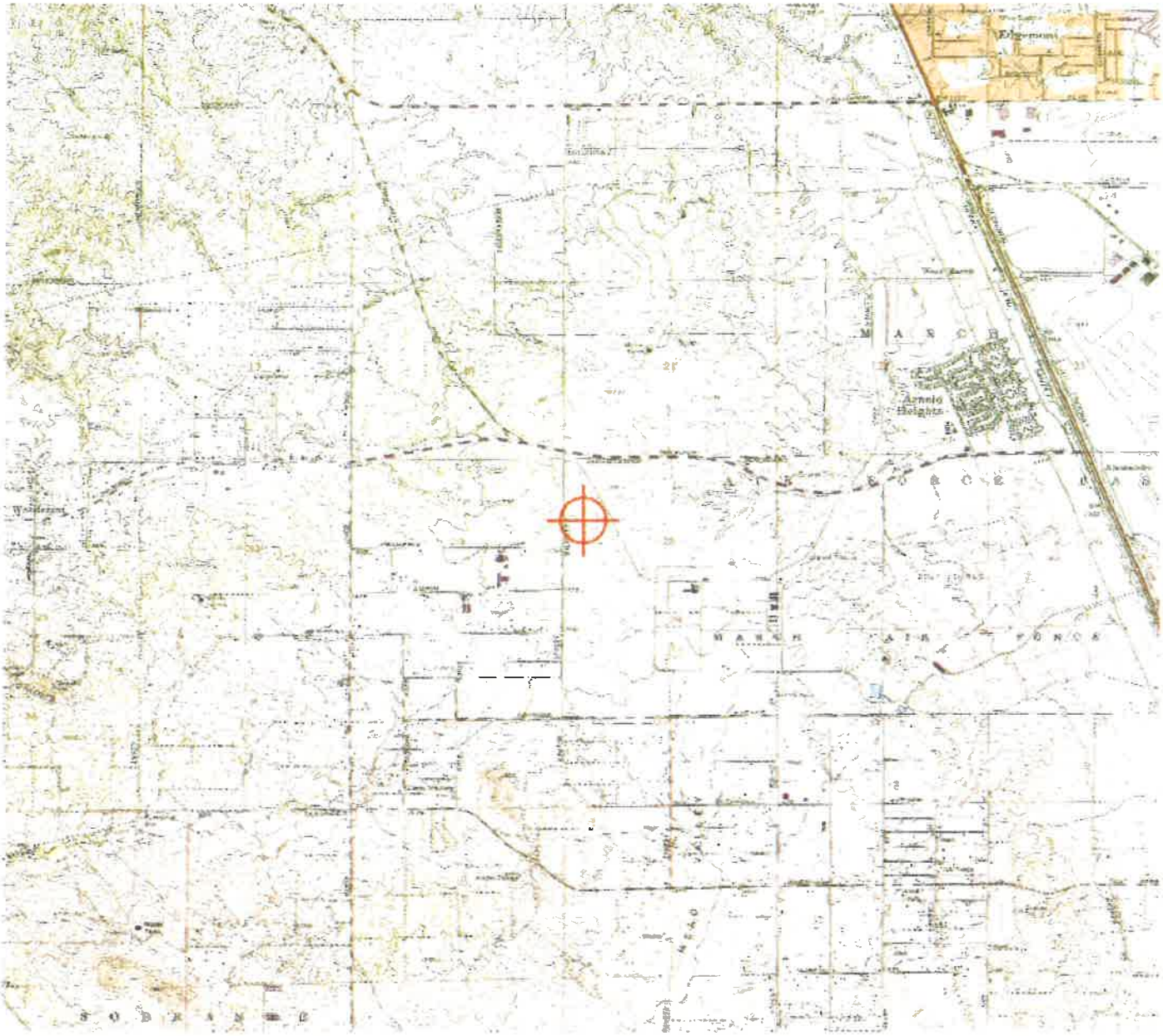
This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

If we can be of further assistance, please contact our office at (206) 231-2990, or paul.holmquist@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2020-AWP-4790-OE.

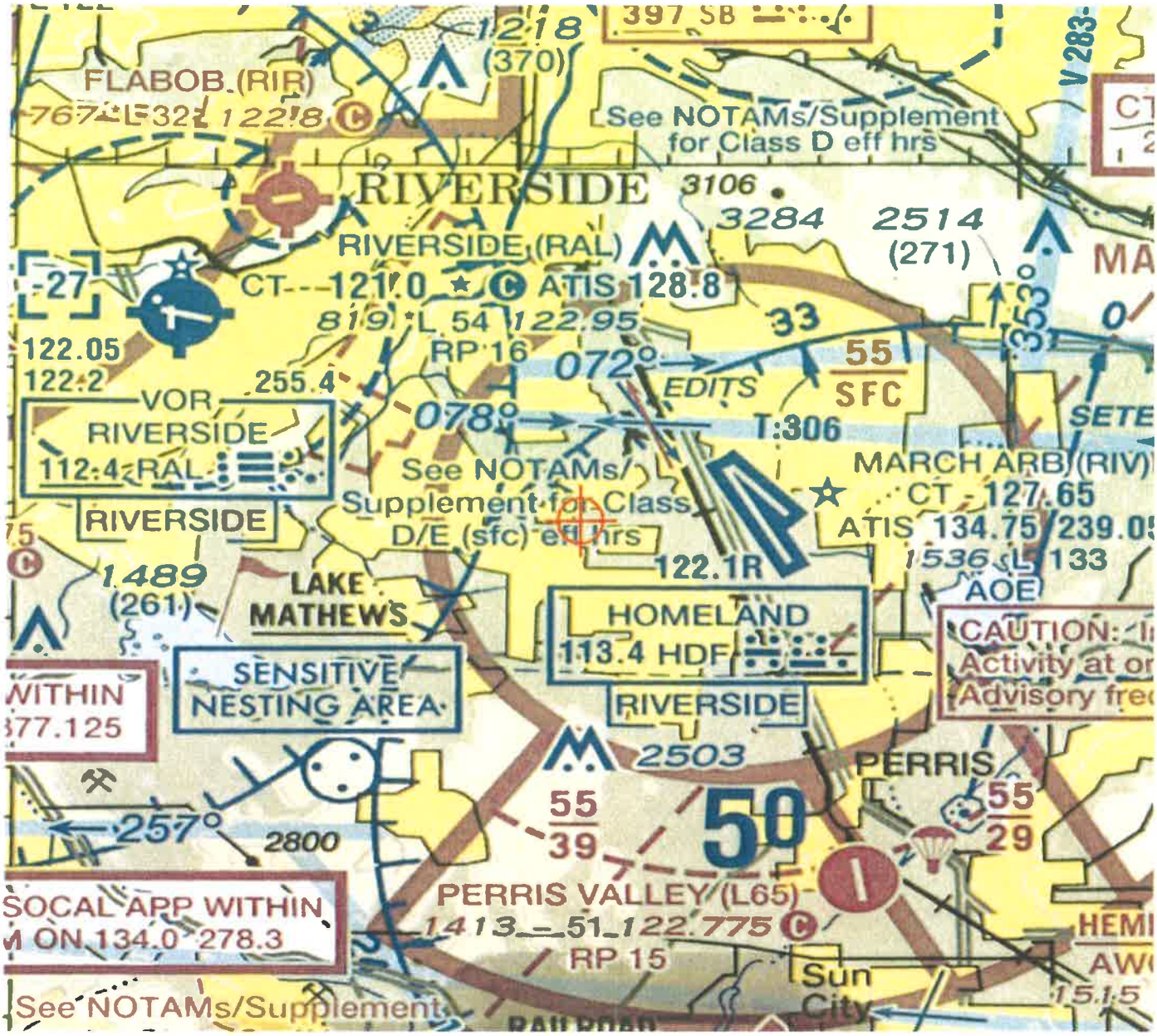
Signature Control No: 437487508-438716942 (DNE)
Paul Holmquist
Specialist

Attachment(s)
Map(s)

TOPO Map for ASN 2020-AWP-4790-OE



Sectional Map for ASN 2020-AWP-4790-OE



Mail Processing Center
Federal Aviation Administration
Southwest Regional Office
Obstruction Evaluation Group
10101 Hillwood Parkway
Fort Worth, TX 76177

Aeronautical Study No.
2020-AWP-4791-OE

Issued Date: 05/04/2020

Timothy Reeves
MERIDIAN PARK LLC
1156 N. MOUNTAIN AVENUE
Upland, CA 91786

**** DETERMINATION OF NO HAZARD TO AIR NAVIGATION ****

The Federal Aviation Administration has conducted an aeronautical study under the provisions of 49 U.S.C., Section 44718 and if applicable Title 14 of the Code of Federal Regulations, part 77, concerning:

Structure:	Light Pole DP Light 7
Location:	Riverside, CA
Latitude:	33-52-56.28N NAD 83
Longitude:	117-18-42.70W
Heights:	1757 feet site elevation (SE)
	20 feet above ground level (AGL)
	1777 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does not exceed obstruction standards and would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

It is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be e-filed any time the project is abandoned or:

_____ At least 10 days prior to start of construction (7460-2, Part 1)
__X__ Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking/ lighting are accomplished on a voluntary basis, we recommend it be installed in accordance with FAA Advisory circular 70/7460-1 L Change 2.

This determination expires on 11/04/2021 unless:

(a) the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
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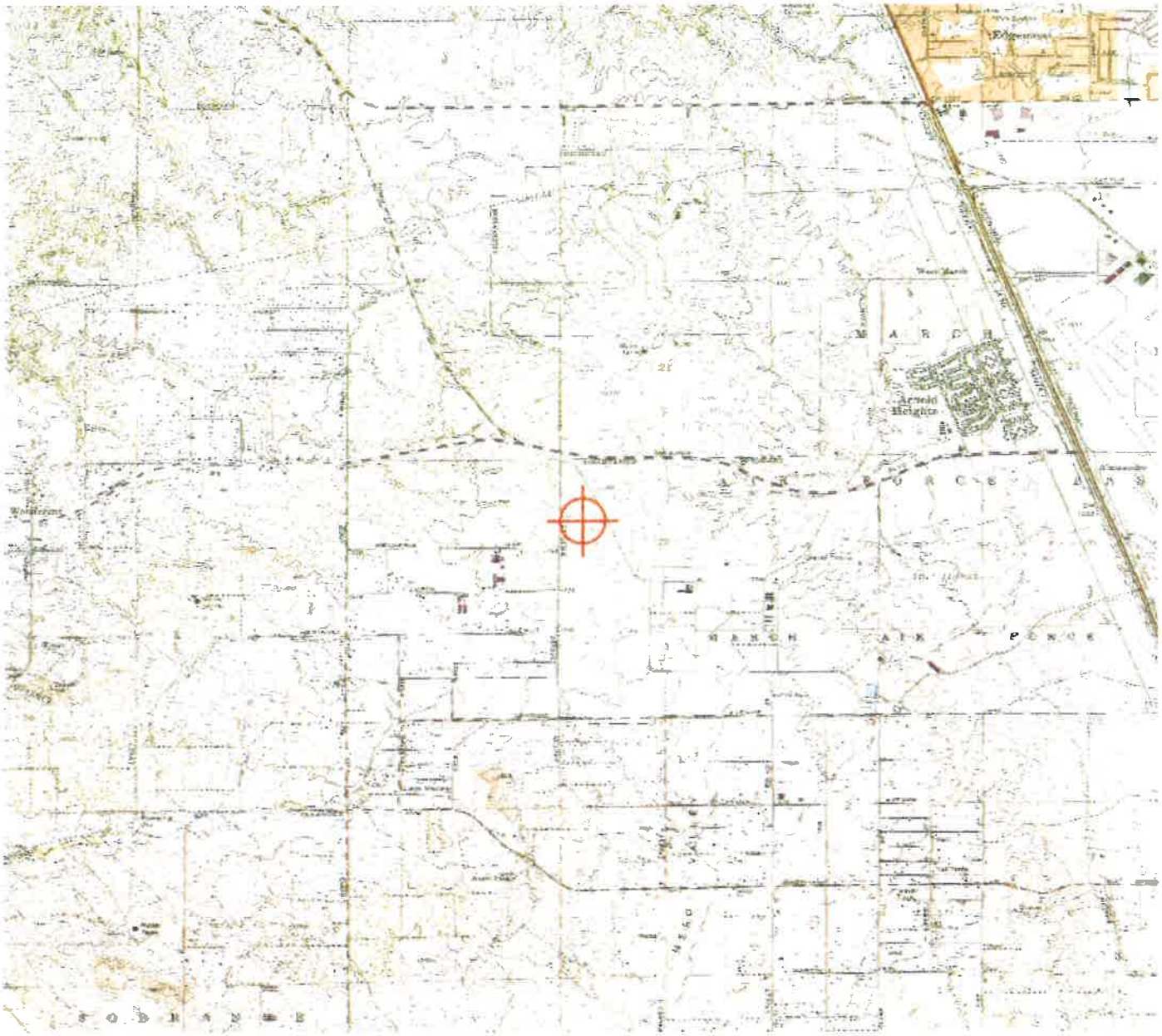
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If we can be of further assistance, please contact our office at (206) 231-2990, or paul.holmquist@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2020-AWP-4791-OE.

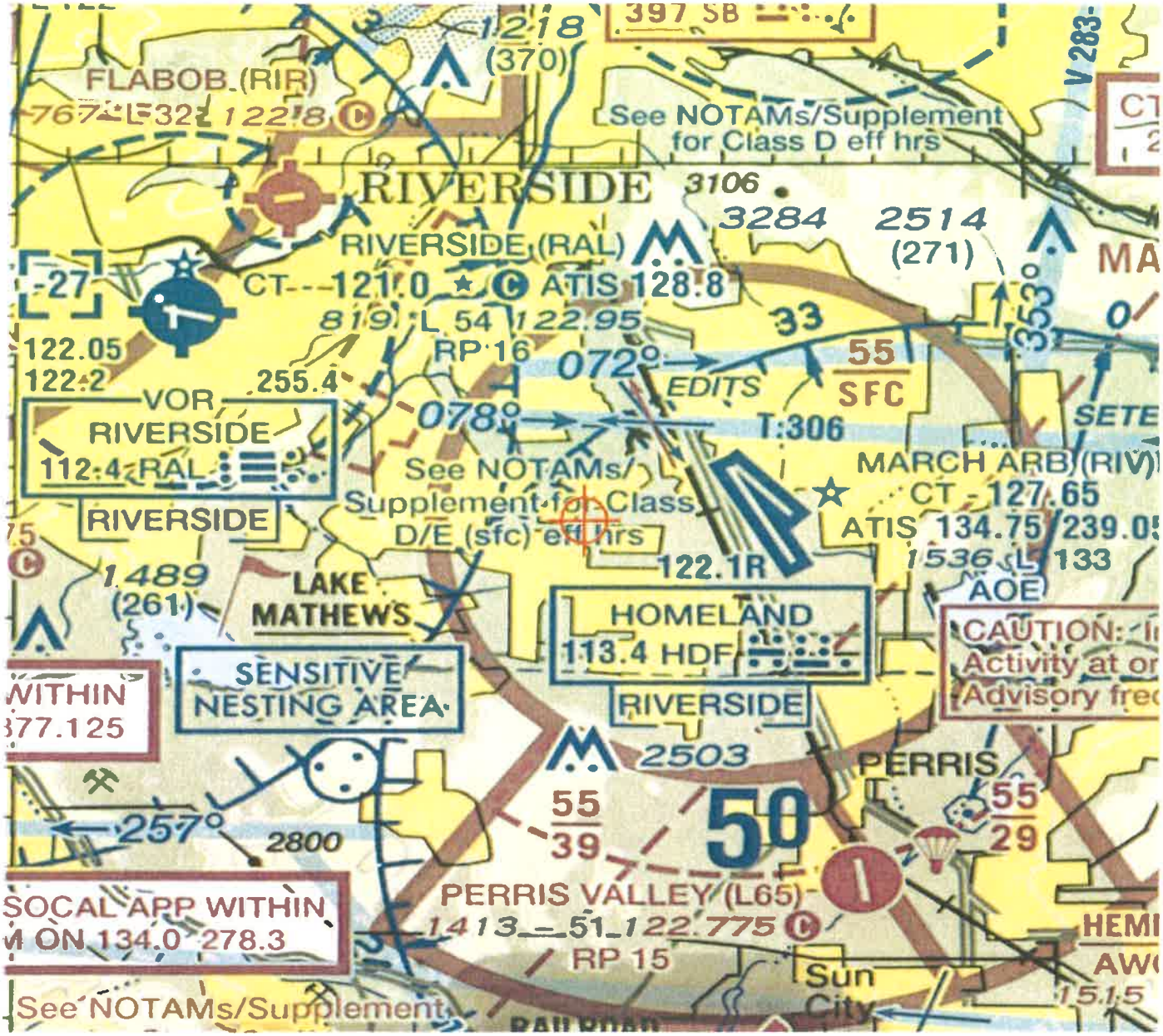
Signature Control No: 437487982-438716955 (DNE)
Paul Holmquist
Specialist

Attachment(s)
Map(s)

TOPO Map for ASN 2020-AWP-4791-OE



Sectional Map for ASN 2020-AWP-4791-OE



Mail Processing Center
Federal Aviation Administration
Southwest Regional Office
Obstruction Evaluation Group
10101 Hillwood Parkway
Fort Worth, TX 76177

Aeronautical Study No.
2020-AWP-4775-OE

Issued Date: 05/04/2020

Timothy Reeves
MERIDIAN PARK LLC
1156 N. MOUNTAIN AVENUE
Upland, CA 91786

**** DETERMINATION OF NO HAZARD TO AIR NAVIGATION ****

The Federal Aviation Administration has conducted an aeronautical study under the provisions of 49 U.S.C., Section 44718 and if applicable Title 14 of the Code of Federal Regulations, part 77, concerning:

Structure:	Light Pole DP Light 8
Location:	Riverside, CA
Latitude:	33-52-56.27N NAD 83
Longitude:	117-18-41.84W
Heights:	1758 feet site elevation (SE)
	20 feet above ground level (AGL)
	1778 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does not exceed obstruction standards and would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

It is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be e-filed any time the project is abandoned or:

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Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking/ lighting are accomplished on a voluntary basis, we recommend it be installed in accordance with FAA Advisory circular 70/7460-1 L Change 2.

This determination expires on 11/04/2021 unless:

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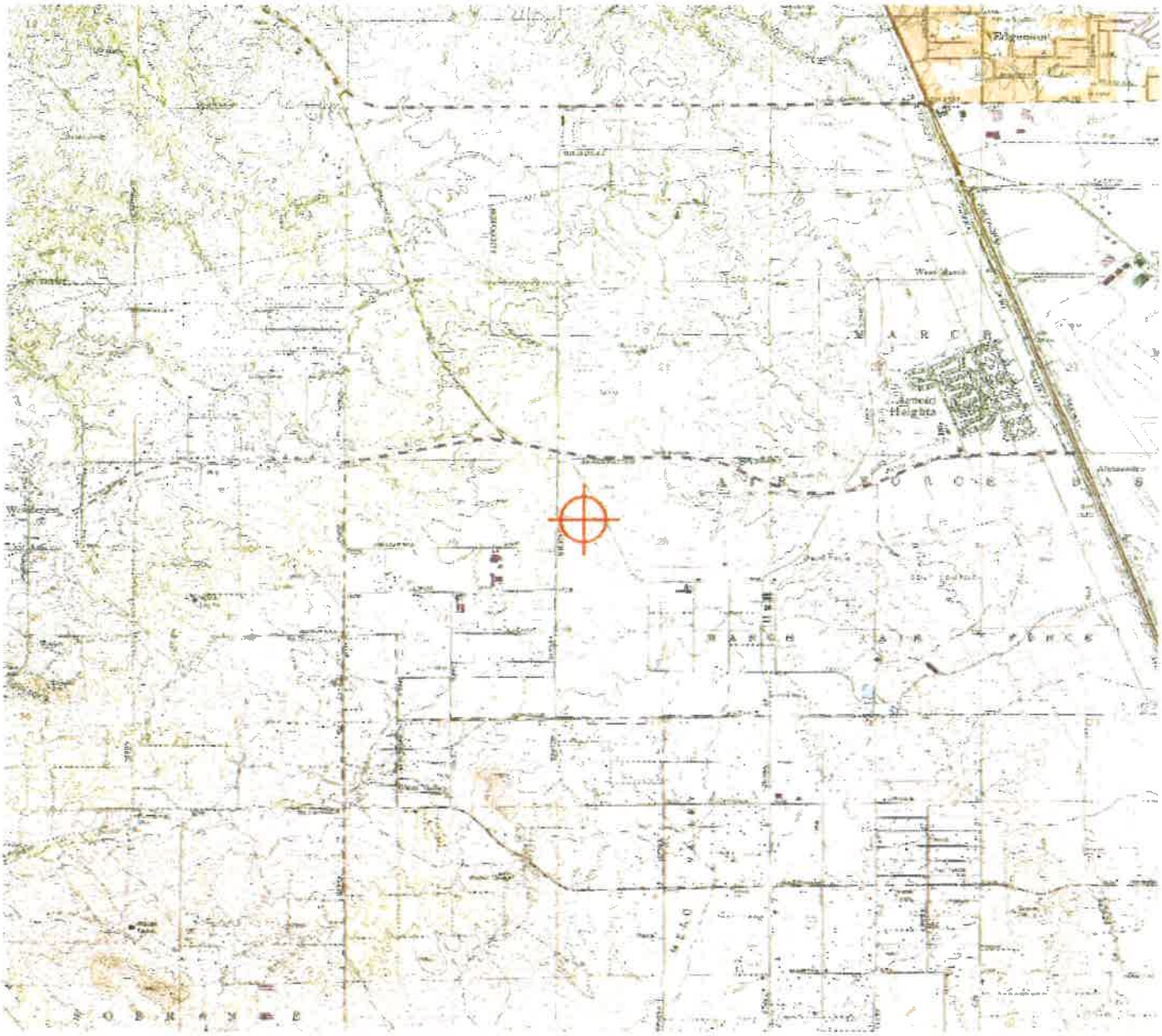
This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

If we can be of further assistance, please contact our office at (206) 231-2990, or paul.holmquist@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2020-AWP-4775-OE.

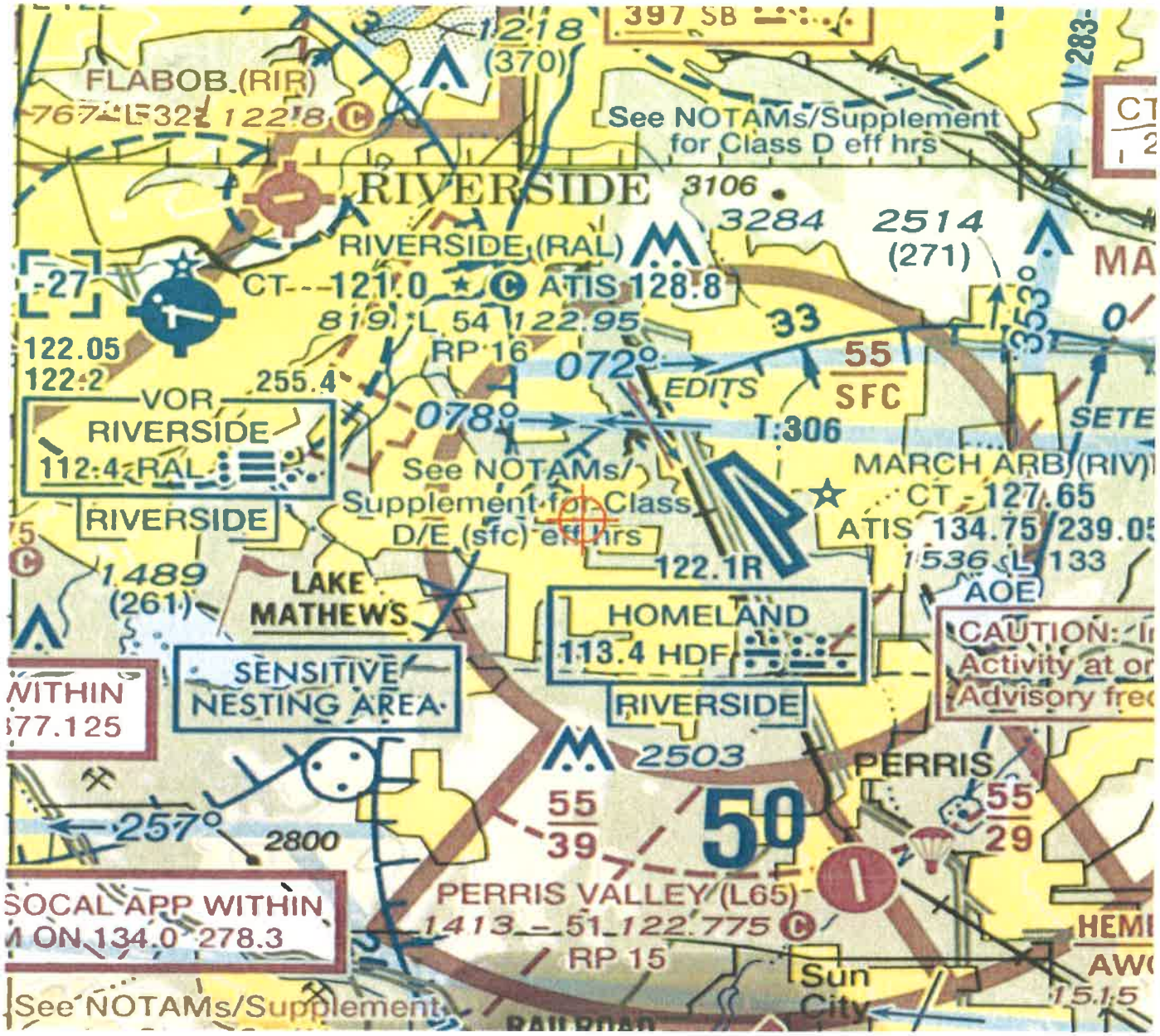
Signature Control No: 437483471-438716944 (DNE)
Paul Holmquist
Specialist

Attachment(s)
Map(s)

TOPO Map for ASN 2020-AWP-4775-OE



Sectional Map for ASN 2020-AWP-4775-OE



Mail Processing Center
Federal Aviation Administration
Southwest Regional Office
Obstruction Evaluation Group
10101 Hillwood Parkway
Fort Worth, TX 76177

Aeronautical Study No.
2020-AWP-4792-OE

Issued Date: 05/04/2020

Timothy Reeves
MERIDIAN PARK LLC
1156 N. MOUNTAIN AVENUE
Upland, CA 91786

**** DETERMINATION OF NO HAZARD TO AIR NAVIGATION ****

The Federal Aviation Administration has conducted an aeronautical study under the provisions of 49 U.S.C., Section 44718 and if applicable Title 14 of the Code of Federal Regulations, part 77, concerning:

Structure:	Light Pole DP Light 9
Location:	Riverside, CA
Latitude:	33-52-55.98N NAD 83
Longitude:	117-18-48.63W
Heights:	1756 feet site elevation (SE)
	20 feet above ground level (AGL)
	1776 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does not exceed obstruction standards and would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

It is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be e-filed any time the project is abandoned or:

_____ At least 10 days prior to start of construction (7460-2, Part 1)
__X__ Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking/ lighting are accomplished on a voluntary basis, we recommend it be installed in accordance with FAA Advisory circular 70/7460-1 L Change 2.

This determination expires on 11/04/2021 unless:

(a) the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
(b) extended, revised, or terminated by the issuing office.
(c) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within 6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE E-FILED AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE. AFTER RE-EVALUATION OF CURRENT OPERATIONS IN THE AREA OF THE STRUCTURE TO DETERMINE THAT NO SIGNIFICANT AERONAUTICAL CHANGES HAVE OCCURRED, YOUR DETERMINATION MAY BE ELIGIBLE FOR ONE EXTENSION OF THE EFFECTIVE PERIOD.

This determination is based, in part, on the foregoing description which includes specific coordinates, heights, frequency(ies) and power. Any changes in coordinates, heights, and frequencies or use of greater power, except those frequencies specified in the Colo Void Clause Coalition; Antenna System Co-Location; Voluntary Best Practices, effective 21 Nov 2007, will void this determination. Any future construction or alteration, including increase to heights, power, or the addition of other transmitters, requires separate notice to the FAA.This determination includes all previously filed frequencies and power for this structure.

If construction or alteration is dismantled or destroyed, you must submit notice to the FAA within 5 days after the construction or alteration is dismantled or destroyed.

This determination does include temporary construction equipment such as cranes, derricks, etc., which may be used during actual construction of the structure. However, this equipment shall not exceed the overall heights as indicated above. Equipment which has a height greater than the studied structure requires separate notice to the FAA.

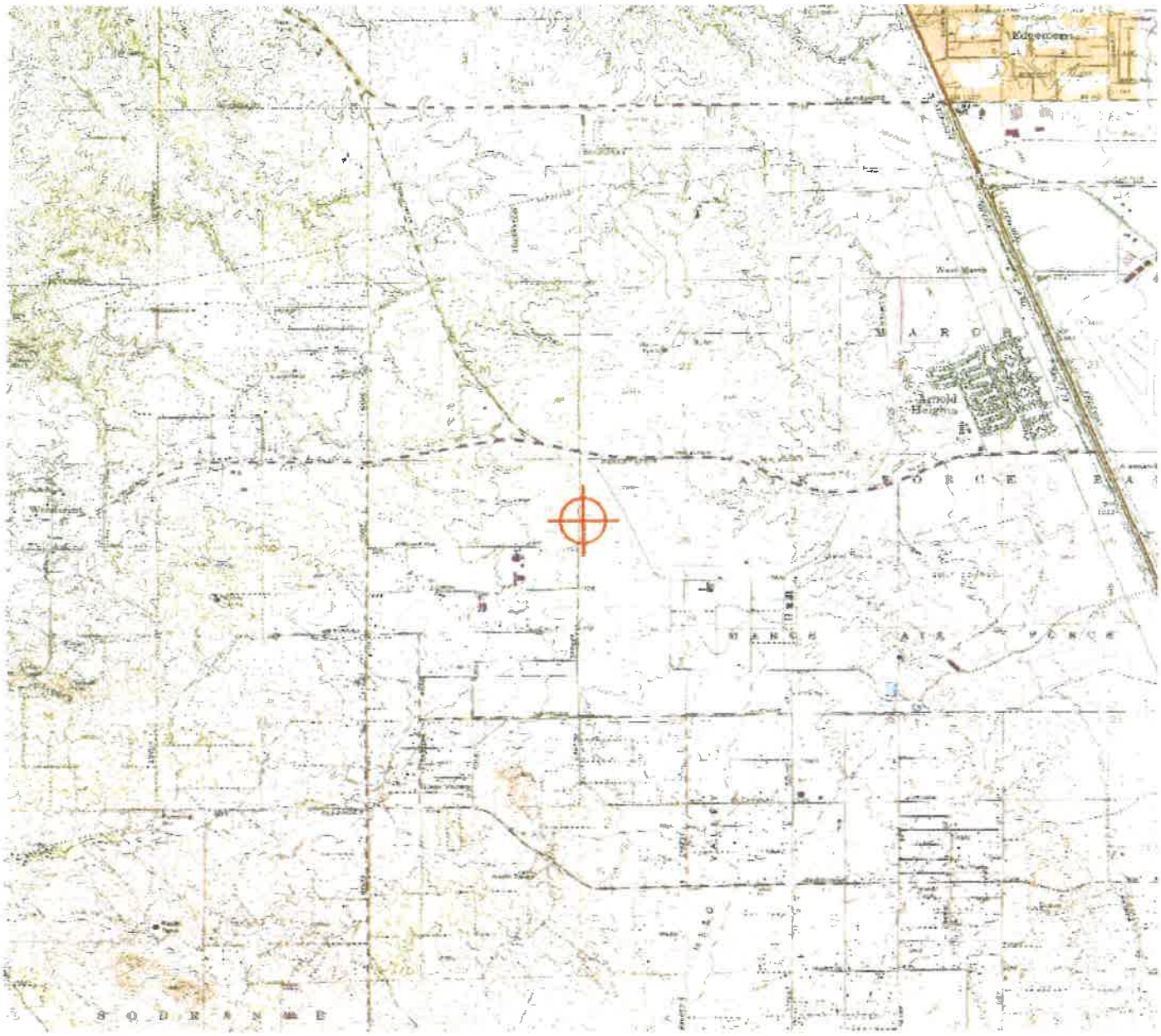
This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

If we can be of further assistance, please contact our office at (206) 231-2990, or paul.holmquist@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2020-AWP-4792-OE.

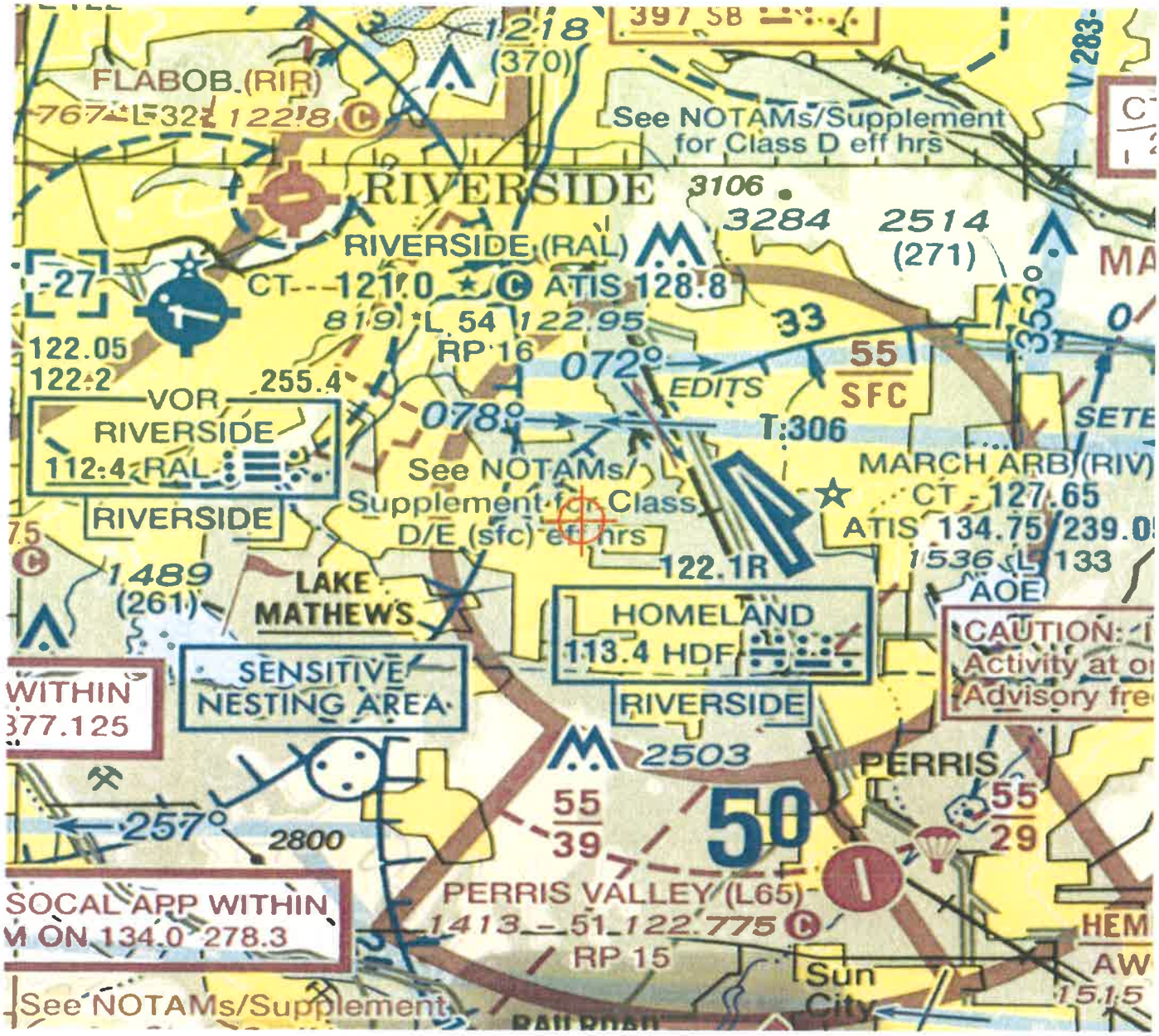
Signature Control No: 437488477-438716954 (DNE)
Paul Holmquist
Specialist

Attachment(s)
Map(s)

TOPO Map for ASN 2020-AWP-4792-OE



Sectional Map for ASN 2020-AWP-4792-OE



Mail Processing Center
Federal Aviation Administration
Southwest Regional Office
Obstruction Evaluation Group
10101 Hillwood Parkway
Fort Worth, TX 76177

Aeronautical Study No.
2020-AWP-4793-OE

Issued Date: 05/04/2020

Timothy Reeves
MERIDIAN PARK LLC
1156 N. MOUNTAIN AVENUE
Upland, CA 91786

** DETERMINATION OF NO HAZARD TO AIR NAVIGATION **

The Federal Aviation Administration has conducted an aeronautical study under the provisions of 49 U.S.C., Section 44718 and if applicable Title 14 of the Code of Federal Regulations, part 77, concerning:

Structure:	Light Pole DP Light 10
Location:	Riverside, CA
Latitude:	33-52-55.50N NAD 83
Longitude:	117-18-49.14W
Heights:	1757 feet site elevation (SE) 20 feet above ground level (AGL) 1777 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does not exceed obstruction standards and would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

It is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be e-filed any time the project is abandoned or:

_____ At least 10 days prior to start of construction (7460-2, Part 1)
__X__ Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking/ lighting are accomplished on a voluntary basis, we recommend it be installed in accordance with FAA Advisory circular 70/7460-1 L Change 2.

This determination expires on 11/04/2021 unless:

(a) the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
(b) extended, revised, or terminated by the issuing office.
(c) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within 6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE E-FILED AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE. AFTER RE-EVALUATION OF CURRENT OPERATIONS IN THE AREA OF THE STRUCTURE TO DETERMINE THAT NO SIGNIFICANT AERONAUTICAL CHANGES HAVE OCCURRED, YOUR DETERMINATION MAY BE ELIGIBLE FOR ONE EXTENSION OF THE EFFECTIVE PERIOD.

This determination is based, in part, on the foregoing description which includes specific coordinates, heights, frequency(ies) and power. Any changes in coordinates, heights, and frequencies or use of greater power, except those frequencies specified in the Colo Void Clause Coalition; Antenna System Co-Location; Voluntary Best Practices, effective 21 Nov 2007, will void this determination. Any future construction or alteration, including increase to heights, power, or the addition of other transmitters, requires separate notice to the FAA.This determination includes all previously filed frequencies and power for this structure.

If construction or alteration is dismantled or destroyed, you must submit notice to the FAA within 5 days after the construction or alteration is dismantled or destroyed.

This determination does include temporary construction equipment such as cranes, derricks, etc., which may be used during actual construction of the structure. However, this equipment shall not exceed the overall heights as indicated above. Equipment which has a height greater than the studied structure requires separate notice to the FAA.

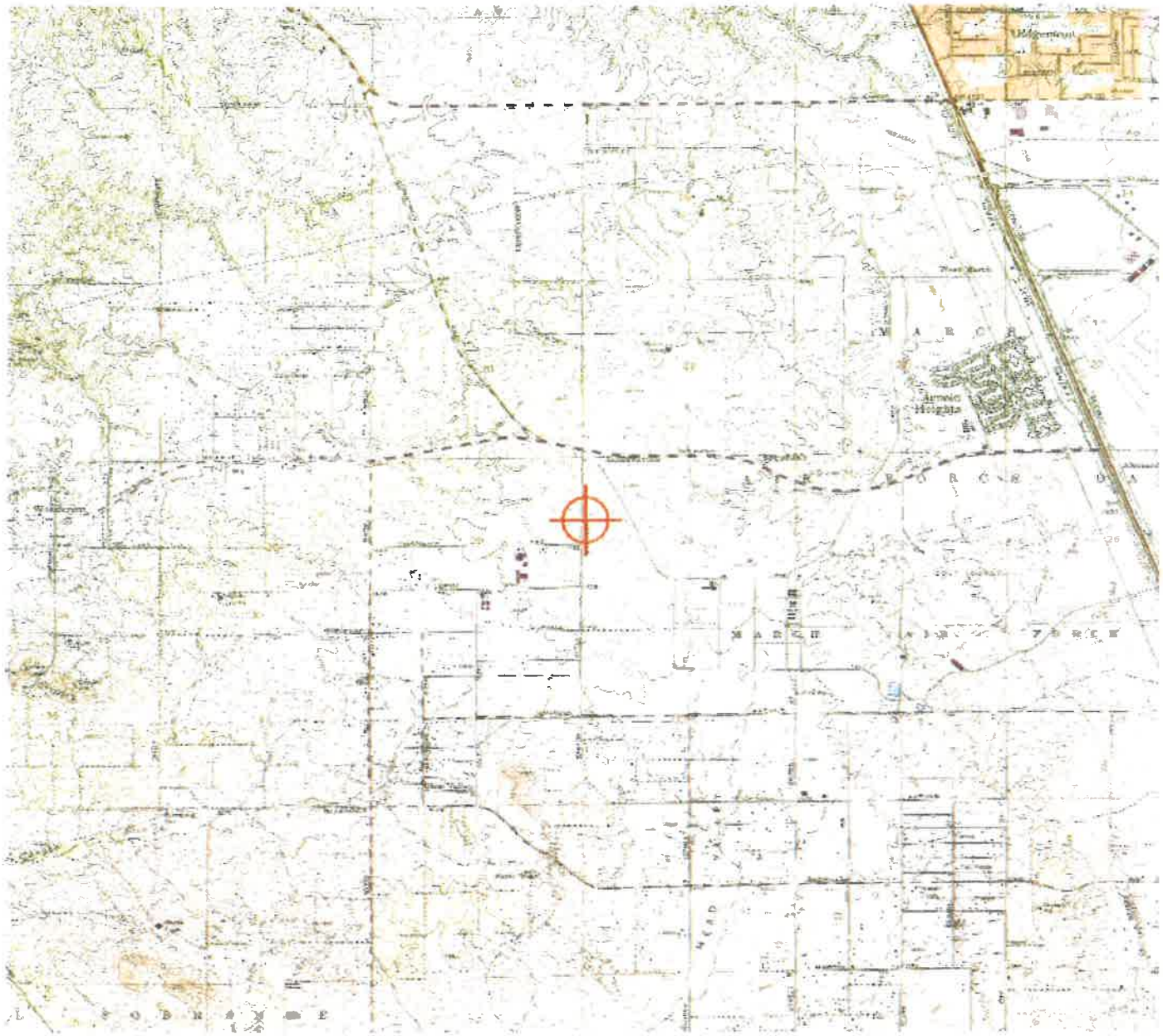
This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

If we can be of further assistance, please contact our office at (206) 231-2990, or paul.holmquist@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2020-AWP-4793-OE.

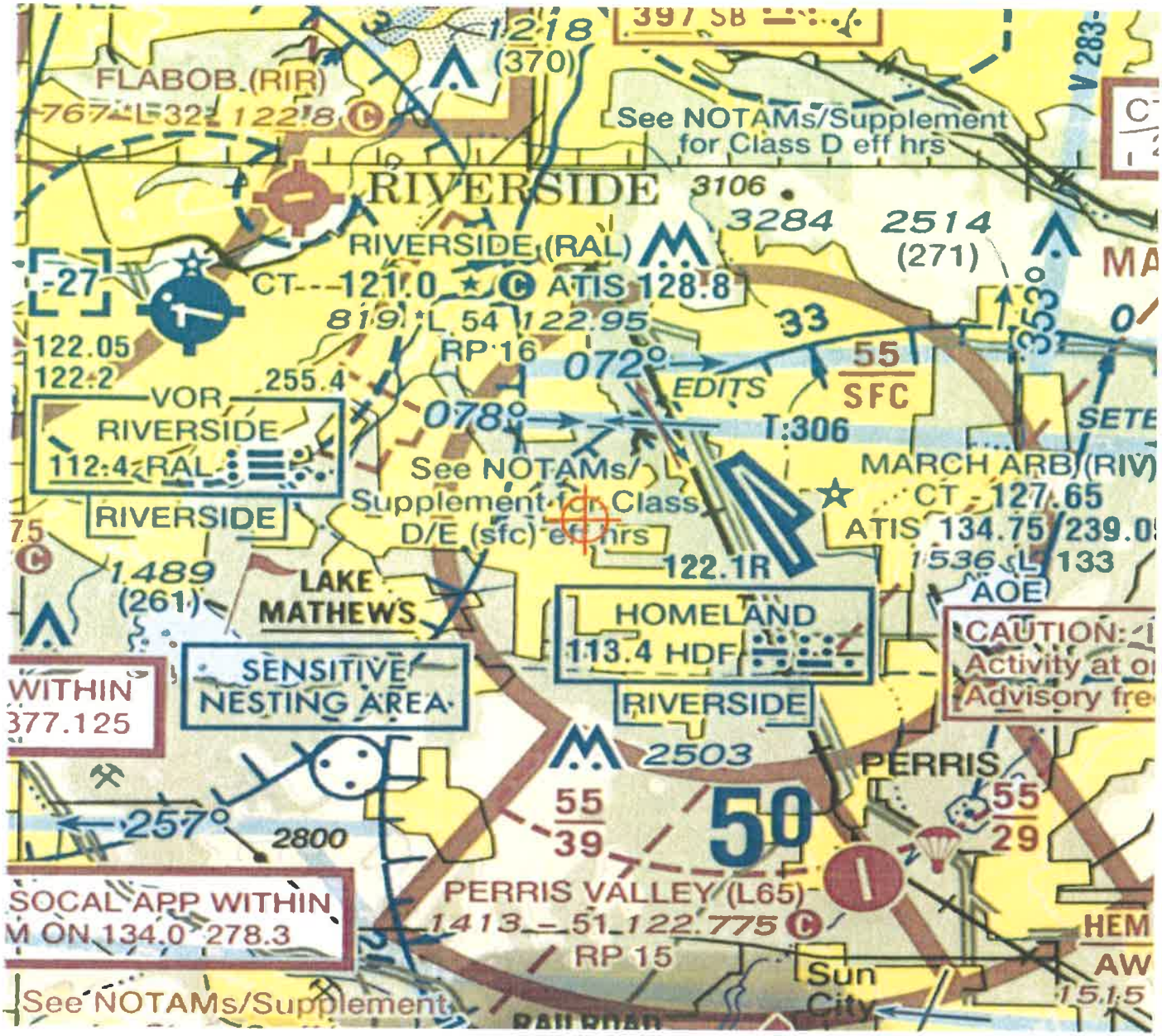
Signature Control No: 437489617-438716951 (DNE)
Paul Holmquist
Specialist

Attachment(s)
Map(s)

TOPO Map for ASN 2020-AWP-4793-OE



Sectional Map for ASN 2020-AWP-4793-OE



Mail Processing Center
Federal Aviation Administration
Southwest Regional Office
Obstruction Evaluation Group
10101 Hillwood Parkway
Fort Worth, TX 76177

Aeronautical Study No.
2020-AWP-4794-OE

Issued Date: 05/04/2020

Timothy Reeves
MERIDIAN PARK LLC
1156 N. MOUNTAIN AVENUE
Upland, CA 91786

**** DETERMINATION OF NO HAZARD TO AIR NAVIGATION ****

The Federal Aviation Administration has conducted an aeronautical study under the provisions of 49 U.S.C., Section 44718 and if applicable Title 14 of the Code of Federal Regulations, part 77, concerning:

Structure:	Light Pole DP Light 11
Location:	Riverside, CA
Latitude:	33-52-55.49N NAD 83
Longitude:	117-18-48.24W
Heights:	1758 feet site elevation (SE)
	20 feet above ground level (AGL)
	1778 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does not exceed obstruction standards and would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

It is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be e-filed any time the project is abandoned or:

_____ At least 10 days prior to start of construction (7460-2, Part 1)
__X__ Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking/ lighting are accomplished on a voluntary basis, we recommend it be installed in accordance with FAA Advisory circular 70/7460-1 L Change 2.

This determination expires on 11/04/2021 unless:

(a) the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
(b) extended, revised, or terminated by the issuing office.
(c) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within 6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE E-FILED AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE. AFTER RE-EVALUATION OF CURRENT OPERATIONS IN THE AREA OF THE STRUCTURE TO DETERMINE THAT NO SIGNIFICANT AERONAUTICAL CHANGES HAVE OCCURRED, YOUR DETERMINATION MAY BE ELIGIBLE FOR ONE EXTENSION OF THE EFFECTIVE PERIOD.

This determination is based, in part, on the foregoing description which includes specific coordinates, heights, frequency(ies) and power. Any changes in coordinates, heights, and frequencies or use of greater power, except those frequencies specified in the Colo Void Clause Coalition; Antenna System Co-Location; Voluntary Best Practices, effective 21 Nov 2007, will void this determination. Any future construction or alteration, including increase to heights, power, or the addition of other transmitters, requires separate notice to the FAA.This determination includes all previously filed frequencies and power for this structure.

If construction or alteration is dismantled or destroyed, you must submit notice to the FAA within 5 days after the construction or alteration is dismantled or destroyed.

This determination does include temporary construction equipment such as cranes, derricks, etc., which may be used during actual construction of the structure. However, this equipment shall not exceed the overall heights as indicated above. Equipment which has a height greater than the studied structure requires separate notice to the FAA.

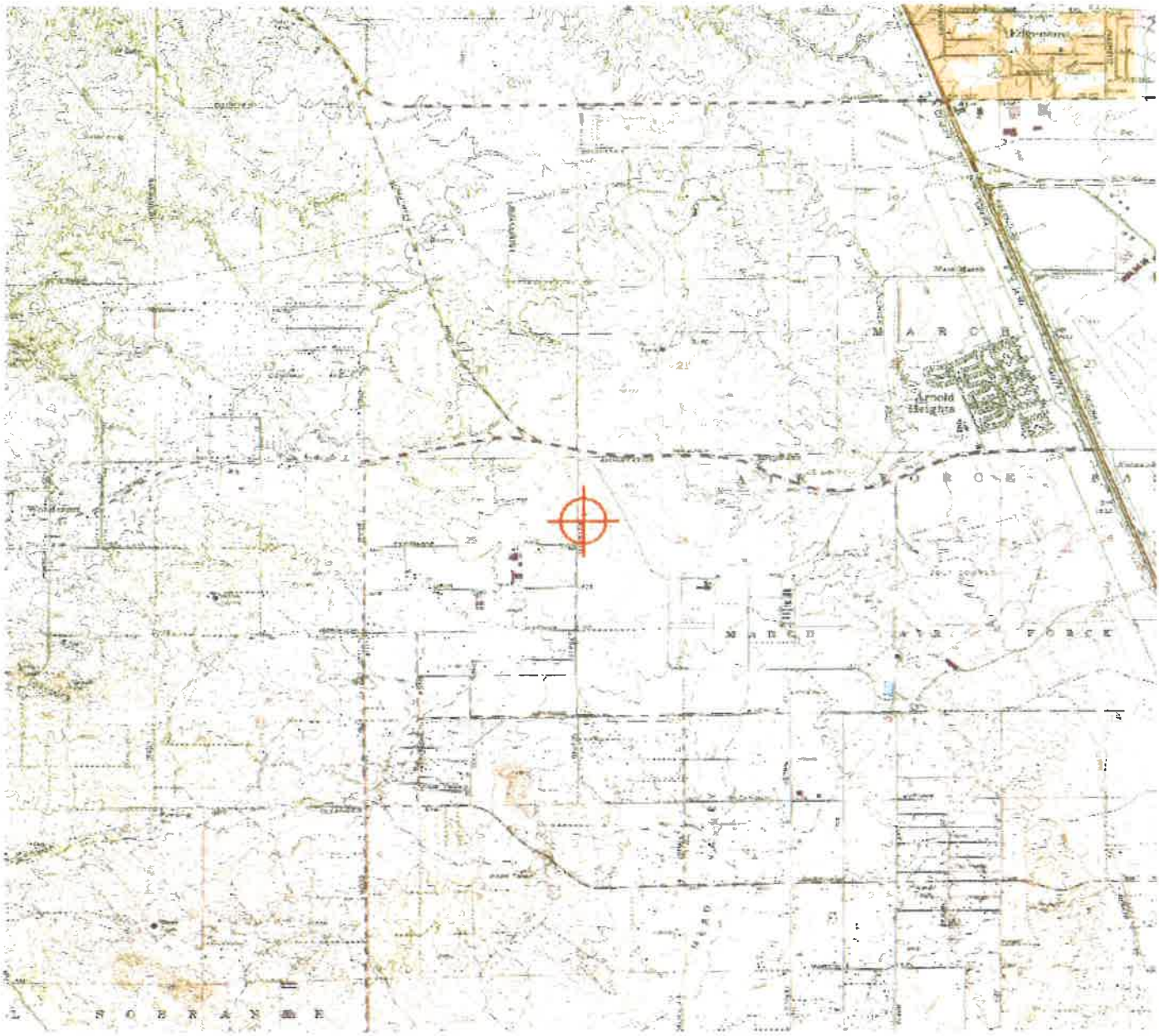
This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

If we can be of further assistance, please contact our office at (206) 231-2990, or paul.holmquist@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2020-AWP-4794-OE.

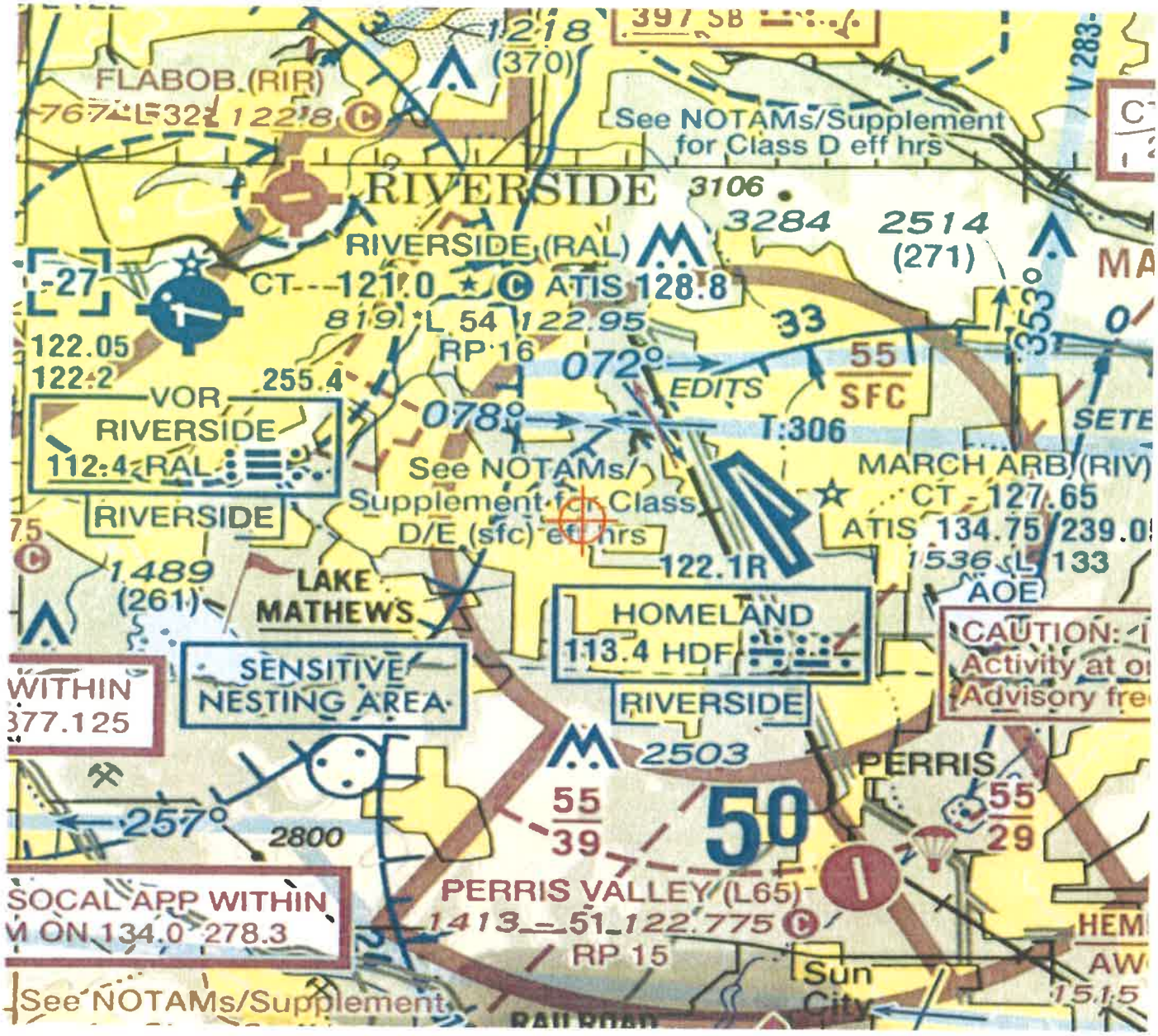
Signature Control No: 437490469-438716956 (DNE)
Paul Holmquist
Specialist

Attachment(s)
Map(s)

TOPO Map for ASN 2020-AWP-4794-OE



Sectional Map for ASN 2020-AWP-4794-OE



Mail Processing Center
Federal Aviation Administration
Southwest Regional Office
Obstruction Evaluation Group
10101 Hillwood Parkway
Fort Worth, TX 76177

Aeronautical Study No.
2020-AWP-4795-OE

Issued Date: 05/04/2020

Timothy Reeves
MERIDIAN PARK LLC
1156 N. MOUNTAIN AVENUE
Upland, CA 91786

**** DETERMINATION OF NO HAZARD TO AIR NAVIGATION ****

The Federal Aviation Administration has conducted an aeronautical study under the provisions of 49 U.S.C., Section 44718 and if applicable Title 14 of the Code of Federal Regulations, part 77, concerning:

Structure:	Light Pole DP Light 12
Location:	Riverside, CA
Latitude:	33-52-55.68N NAD 83
Longitude:	117-18-45.93W
Heights:	1758 feet site elevation (SE)
	20 feet above ground level (AGL)
	1778 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does not exceed obstruction standards and would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

It is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be e-filed any time the project is abandoned or:

_____ At least 10 days prior to start of construction (7460-2, Part 1)
__X__ Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking/ lighting are accomplished on a voluntary basis, we recommend it be installed in accordance with FAA Advisory circular 70/7460-1 L Change 2.

This determination expires on 11/04/2021 unless:

(a) the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
(b) extended, revised, or terminated by the issuing office.
(c) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within 6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

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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, except those frequencies specified in the Colo Void Clause Coalition; Antenna System Co-Location; Voluntary Best Practices, effective 21 Nov 2007, will void this determination. Any future construction or alteration, including increase to heights, power, or the addition of other transmitters, requires separate notice to the FAA.This determination includes all previously filed frequencies and power for this structure.

If construction or alteration is dismantled or destroyed, you must submit notice to the FAA within 5 days after the construction or alteration is dismantled or destroyed.

This determination does include temporary construction equipment such as cranes, derricks, etc., which may be used during actual construction of the structure. However, this equipment shall not exceed the overall heights as indicated above. Equipment which has a height greater than the studied structure requires separate notice to the FAA.

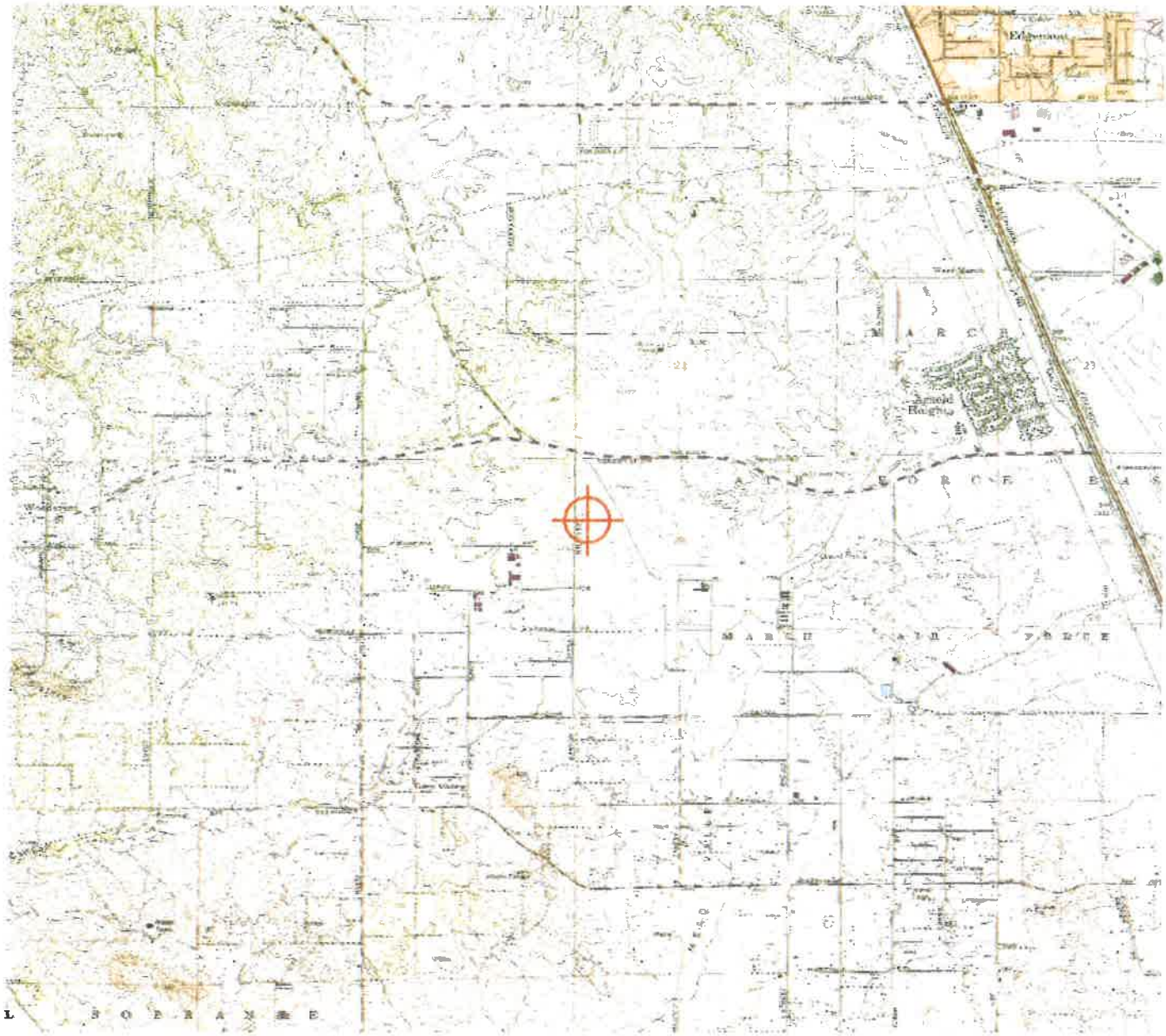
This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

If we can be of further assistance, please contact our office at (206) 231-2990, or paul.holmquist@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2020-AWP-4795-OE.

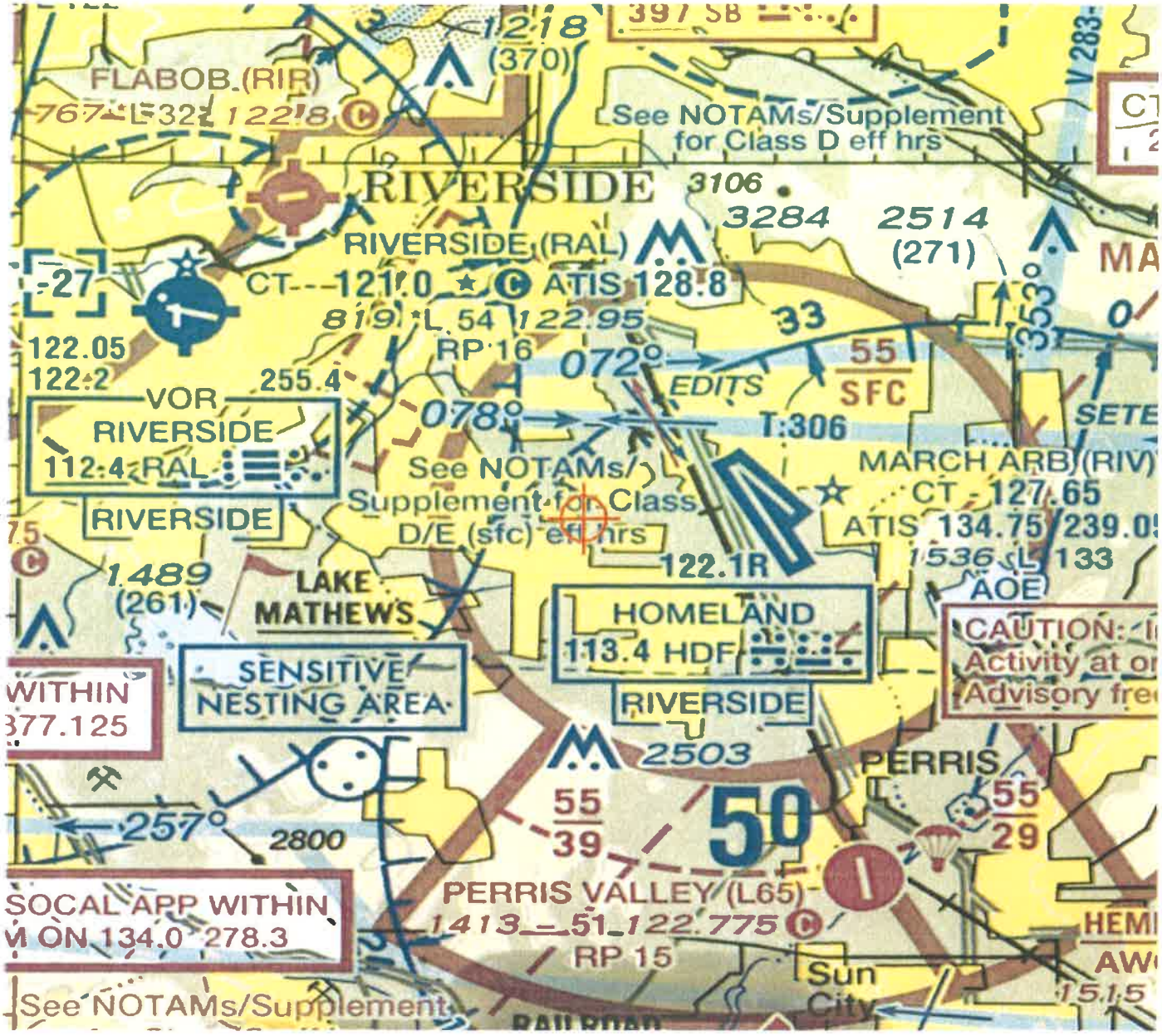
Signature Control No: 437490840-438716938 (DNE)
Paul Holmquist
Specialist

Attachment(s)
Map(s)

TOPO Map for ASN 2020-AWP-4795-OE



Sectional Map for ASN 2020-AWP-4795-OE



Mail Processing Center
Federal Aviation Administration
Southwest Regional Office
Obstruction Evaluation Group
10101 Hillwood Parkway
Fort Worth, TX 76177

Aeronautical Study No.
2020-AWP-4796-OE

Issued Date: 05/04/2020

Timothy Reeves
MERIDIAN PARK LLC
1156 N. MOUNTAIN AVENUE
Upland, CA 91786

** DETERMINATION OF NO HAZARD TO AIR NAVIGATION **

The Federal Aviation Administration has conducted an aeronautical study under the provisions of 49 U.S.C., Section 44718 and if applicable Title 14 of the Code of Federal Regulations, part 77, concerning:

Structure:	Light Pole DP Light 13
Location:	Riverside, CA
Latitude:	33-52-55.67N NAD 83
Longitude:	117-18-44.69W
Heights:	1758 feet site elevation (SE) 20 feet above ground level (AGL) 1778 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does not exceed obstruction standards and would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

It is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be e-filed any time the project is abandoned or:

_____ At least 10 days prior to start of construction (7460-2, Part 1)
__X__ Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking/ lighting are accomplished on a voluntary basis, we recommend it be installed in accordance with FAA Advisory circular 70/7460-1 L Change 2.

This determination expires on 11/04/2021 unless:

(a) the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
(b) extended, revised, or terminated by the issuing office.
(c) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within 6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE E-FILED AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE. AFTER RE-EVALUATION OF CURRENT OPERATIONS IN THE AREA OF THE STRUCTURE TO DETERMINE THAT NO SIGNIFICANT AERONAUTICAL CHANGES HAVE OCCURRED, YOUR DETERMINATION MAY BE ELIGIBLE FOR ONE EXTENSION OF THE EFFECTIVE PERIOD.

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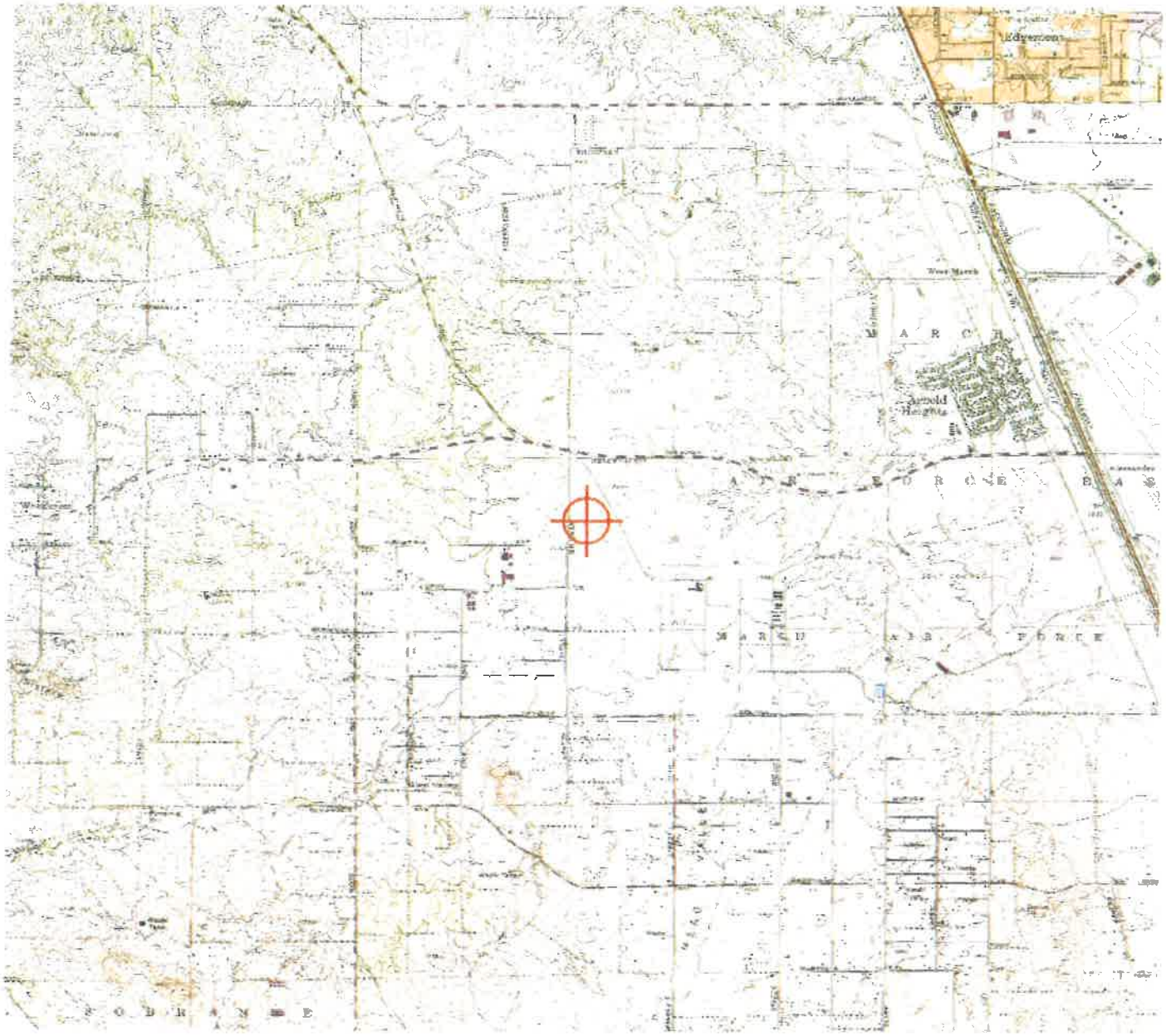
This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

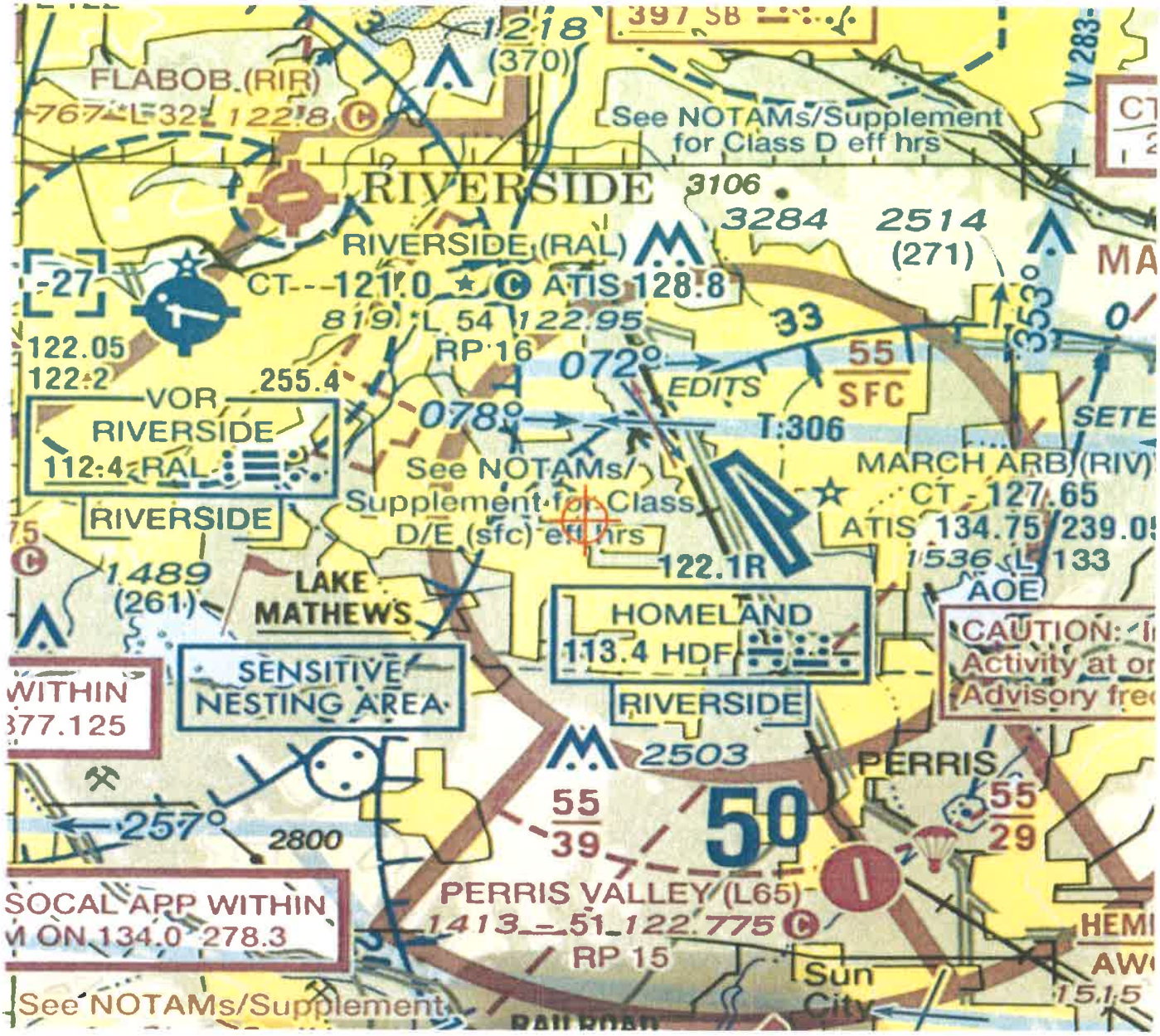
If we can be of further assistance, please contact our office at (206) 231-2990, or paul.holmquist@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2020-AWP-4796-OE.

Signature Control No: 437491221-438716957 (DNE)
Paul Holmquist
Specialist

Attachment(s)
Map(s)

TOPO Map for ASN 2020-AWP-4796-OE




FLABOB (RIR)
See NOTAMs/Supplement for Class D eff hrs
RIVERSIDE
RIVERSIDE (RAL)
CT 121.0
ATIS 128.8
122.95
RP 16
072°
EDITS
55 SFC
T:306
VOR
RIVERSIDE
112.4 RAL
See NOTAMs/ Supplement for Class D/E (sfc) eff hrs
122.1R
MARCH ARB (RIV)
CT 127.65
ATIS 134.75
RIVERSIDE
LAKE MATHEWS
HOMELAND
113.4 HDF
SENSITIVE NESTING AREA
RIVERSIDE
2503
PERRIS
257°
2800
55 39
50
55 29
SOCAL APP WITHIN
ON 134.0 278.3
PERRIS VALLEY (L65)
122.775
RP 15
Sun City
See NOTAMs/Supplement
AOE
CAUTION:
Activity at
Advisory

Mail Processing Center
Federal Aviation Administration
Southwest Regional Office
Obstruction Evaluation Group
10101 Hillwood Parkway
Fort Worth, TX 76177

Aeronautical Study No.
2020-AWP-4797-OE

Issued Date: 05/04/2020

Timothy Reeves
MERIDIAN PARK LLC
1156 N. MOUNTAIN AVENUE
Upland, CA 91786

**** DETERMINATION OF NO HAZARD TO AIR NAVIGATION ****

The Federal Aviation Administration has conducted an aeronautical study under the provisions of 49 U.S.C., Section 44718 and if applicable Title 14 of the Code of Federal Regulations, part 77, concerning:

Structure:	Light Pole DP Light 14
Location:	Riverside, CA
Latitude:	33-52-54.88N NAD 83
Longitude:	117-18-49.14W
Heights:	1758 feet site elevation (SE)
	20 feet above ground level (AGL)
	1778 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does not exceed obstruction standards and would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

It is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be e-filed any time the project is abandoned or:

_____ At least 10 days prior to start of construction (7460-2, Part 1)
__X__ Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking/ lighting are accomplished on a voluntary basis, we recommend it be installed in accordance with FAA Advisory circular 70/7460-1 L Change 2.

This determination expires on 11/04/2021 unless:

(a) the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
(b) extended, revised, or terminated by the issuing office.
(c) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within 6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE E-FILED AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE. AFTER RE-EVALUATION OF CURRENT OPERATIONS IN THE AREA OF THE STRUCTURE TO DETERMINE THAT NO SIGNIFICANT AERONAUTICAL CHANGES HAVE OCCURRED, YOUR DETERMINATION MAY BE ELIGIBLE FOR ONE EXTENSION OF THE EFFECTIVE PERIOD.

This determination is based, in part, on the foregoing description which includes specific coordinates, heights, frequency(ies) and power. Any changes in coordinates, heights, and frequencies or use of greater power, except those frequencies specified in the Colo Void Clause Coalition; Antenna System Co-Location; Voluntary Best Practices, effective 21 Nov 2007, will void this determination. Any future construction or alteration, including increase to heights, power, or the addition of other transmitters, requires separate notice to the FAA.This determination includes all previously filed frequencies and power for this structure.

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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.

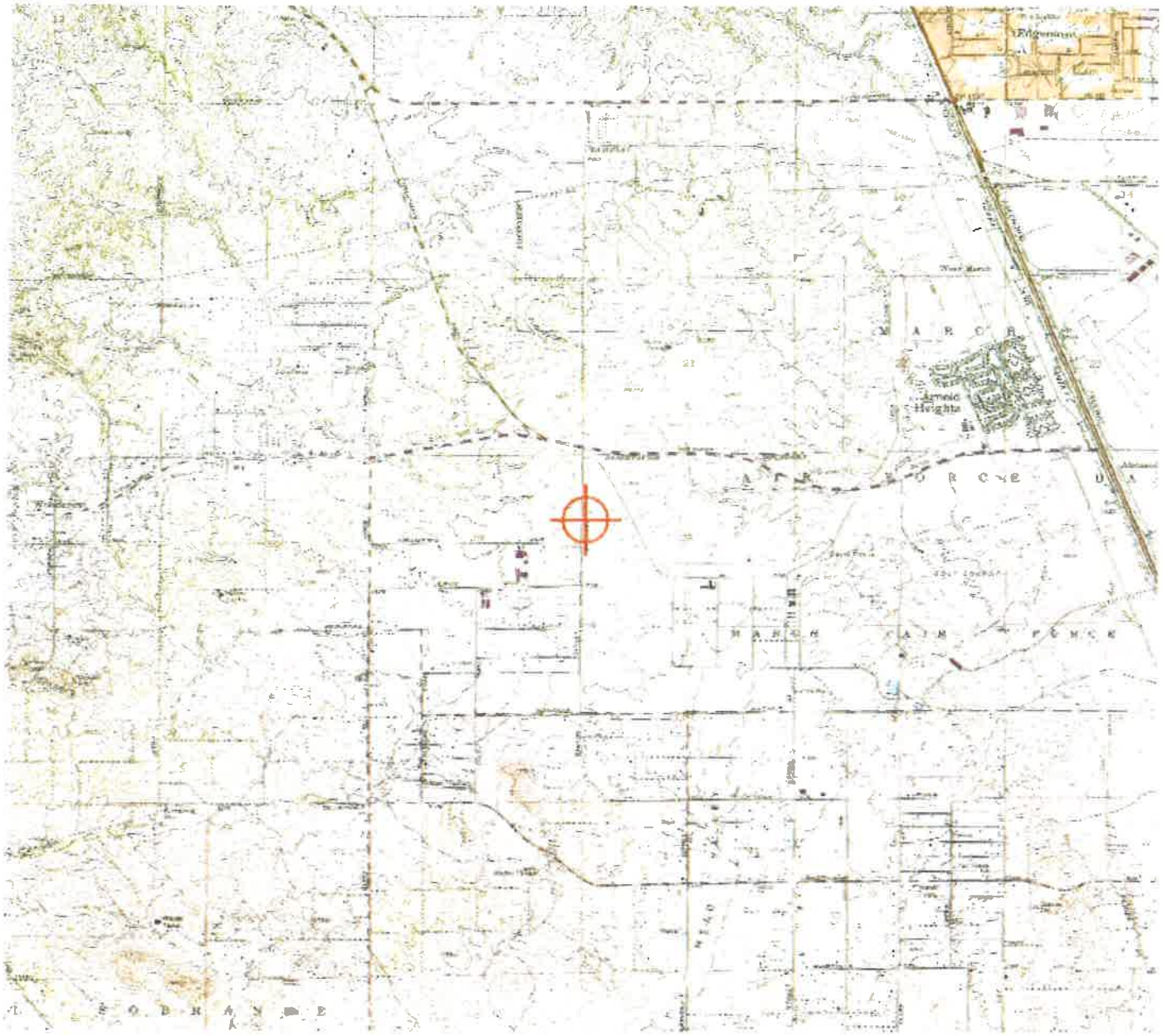
This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

If we can be of further assistance, please contact our office at (206) 231-2990, or paul.holmquist@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2020-AWP-4797-OE.

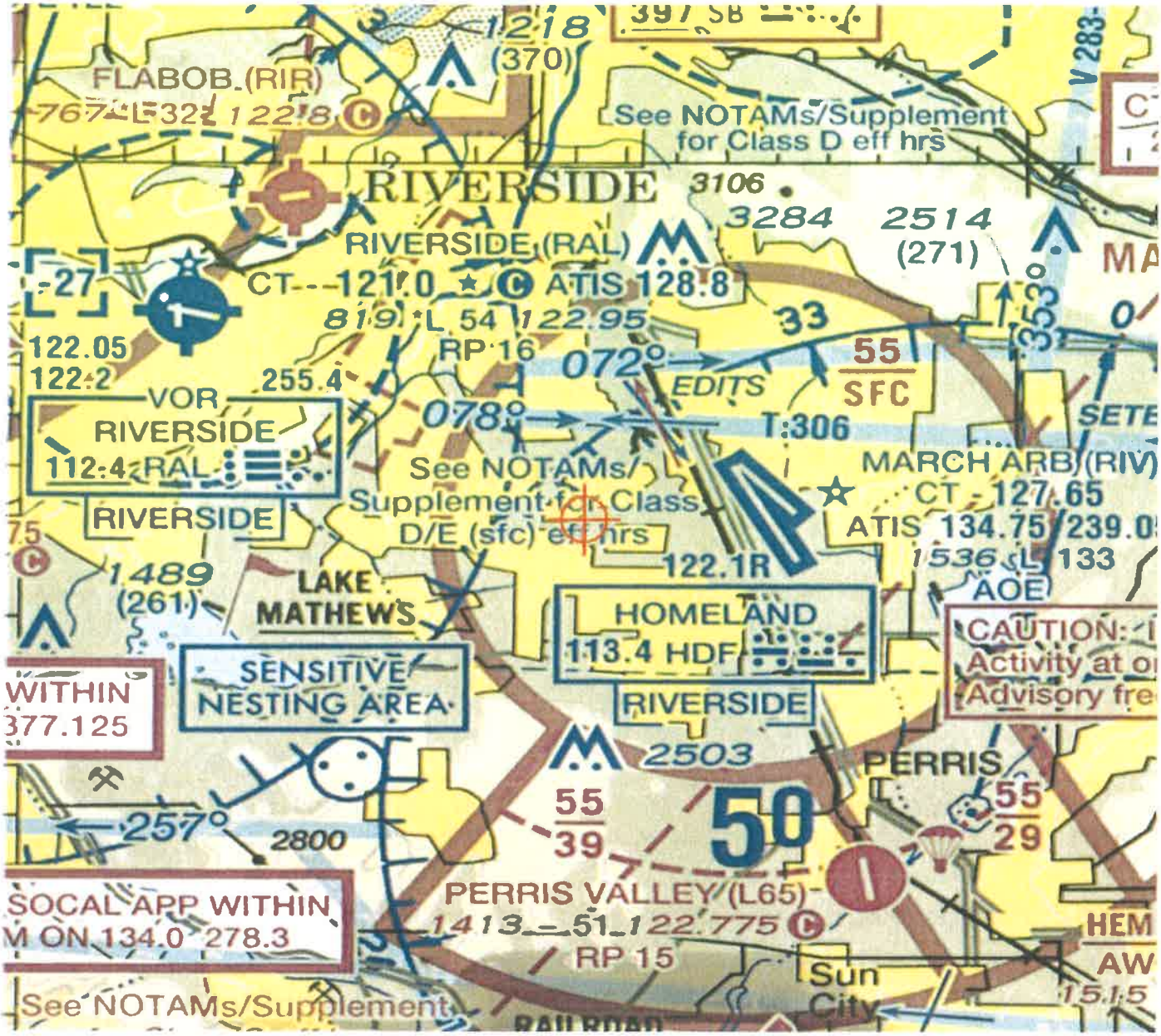
Signature Control No: 437491603-438716946 (DNE)
Paul Holmquist
Specialist

Attachment(s)
Map(s)

TOPO Map for ASN 2020-AWP-4797-OE



Sectional Map for ASN 2020-AWP-4797-OE



Mail Processing Center
Federal Aviation Administration
Southwest Regional Office
Obstruction Evaluation Group
10101 Hillwood Parkway
Fort Worth, TX 76177

Aeronautical Study No.
2020-AWP-4798-OE

Issued Date: 05/04/2020

Timothy Reeves
MERIDIAN PARK LLC
1156 N. MOUNTAIN AVENUE
Upland, CA 91786

**** DETERMINATION OF NO HAZARD TO AIR NAVIGATION ****

The Federal Aviation Administration has conducted an aeronautical study under the provisions of 49 U.S.C., Section 44718 and if applicable Title 14 of the Code of Federal Regulations, part 77, concerning:

Structure:	Light Pole DP Light 15
Location:	Riverside, CA
Latitude:	33-52-55.01N NAD 83
Longitude:	117-18-48.25W
Heights:	1758 feet site elevation (SE)
	20 feet above ground level (AGL)
	1778 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does not exceed obstruction standards and would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

It is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be e-filed any time the project is abandoned or:

_____ At least 10 days prior to start of construction (7460-2, Part 1)
__X__ Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking/ lighting are accomplished on a voluntary basis, we recommend it be installed in accordance with FAA Advisory circular 70/7460-1 L Change 2.

This determination expires on 11/04/2021 unless:

(a) the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
(b) extended, revised, or terminated by the issuing office.
(c) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within 6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

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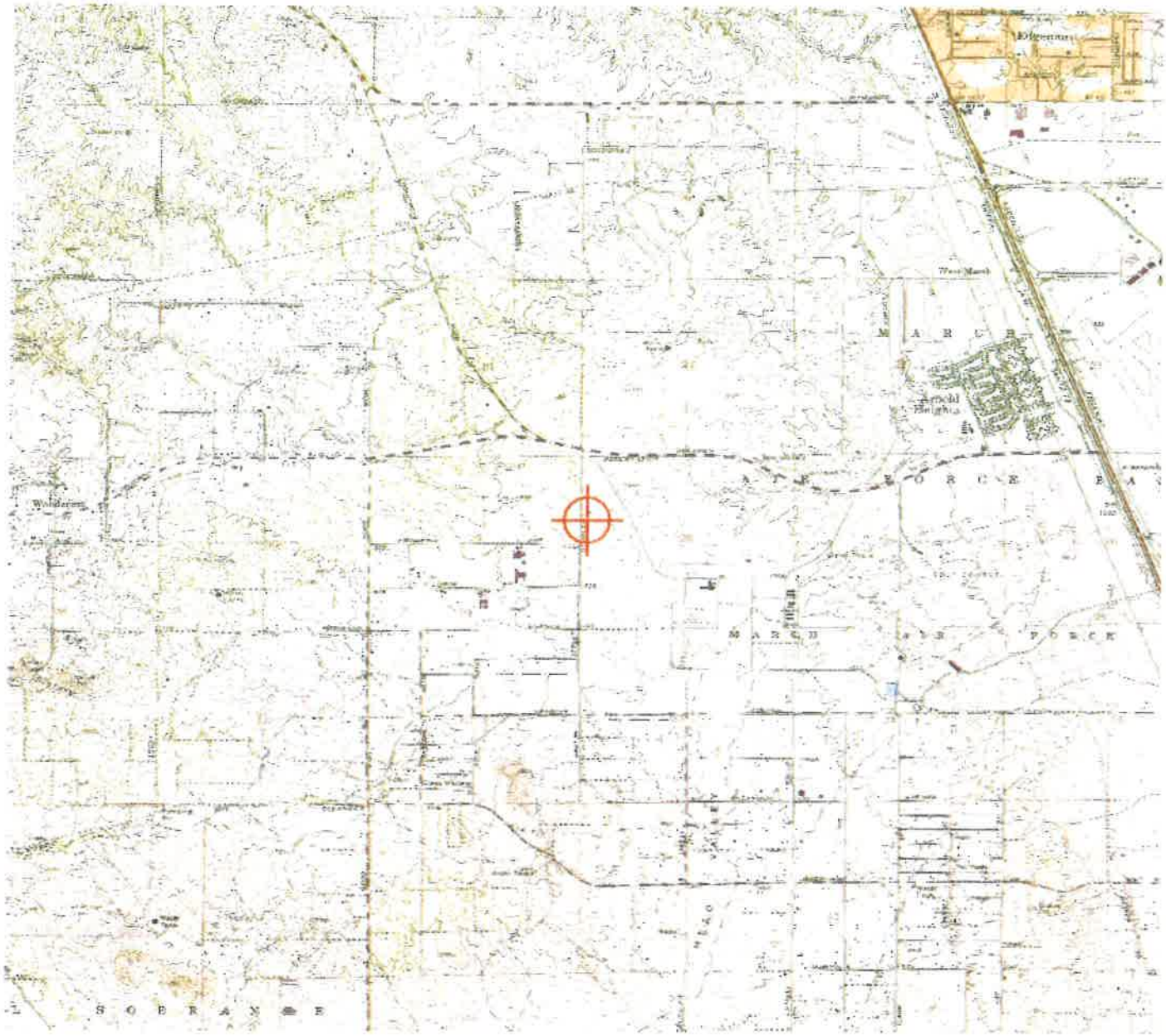
This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

If we can be of further assistance, please contact our office at (206) 231-2990, or paul.holmquist@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2020-AWP-4798-OE.

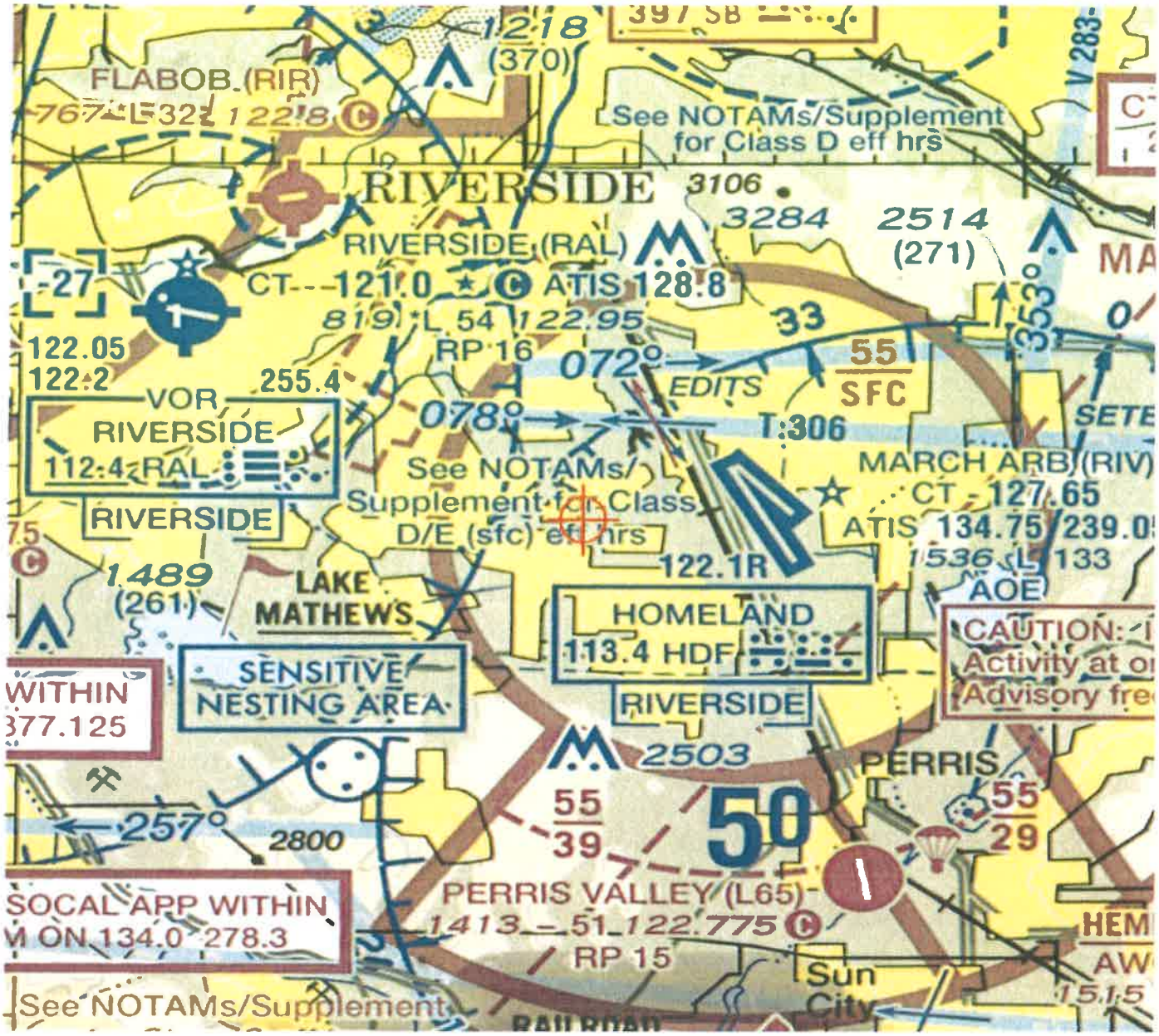
Signature Control No: 437491951-438716948 (DNE)
Paul Holmquist
Specialist

Attachment(s)
Map(s)

TOPO Map for ASN 2020-AWP-4798-OE



Sectional Map for ASN 2020-AWP-4798-OE



Mail Processing Center
Federal Aviation Administration
Southwest Regional Office
Obstruction Evaluation Group
10101 Hillwood Parkway
Fort Worth, TX 76177

Aeronautical Study No.
2020-AWP-4799-OE

Issued Date: 05/04/2020

Timothy Reeves
MERIDIAN PARK LLC
1156 N. MOUNTAIN AVENUE
Upland, CA 91786

**** DETERMINATION OF NO HAZARD TO AIR NAVIGATION ****

The Federal Aviation Administration has conducted an aeronautical study under the provisions of 49 U.S.C., Section 44718 and if applicable Title 14 of the Code of Federal Regulations, part 77, concerning:

Structure:	Light Pole DP Light 16
Location:	Riverside, CA
Latitude:	33-52-54.26N NAD 83
Longitude:	117-18-48.94W
Heights:	1758 feet site elevation (SE) 20 feet above ground level (AGL) 1778 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does not exceed obstruction standards and would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

It is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be e-filed any time the project is abandoned or:

_____ At least 10 days prior to start of construction (7460-2, Part 1)
__X__ Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking/ lighting are accomplished on a voluntary basis, we recommend it be installed in accordance with FAA Advisory circular 70/7460-1 L Change 2.

This determination expires on 11/04/2021 unless:

(a) the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
(b) extended, revised, or terminated by the issuing office.
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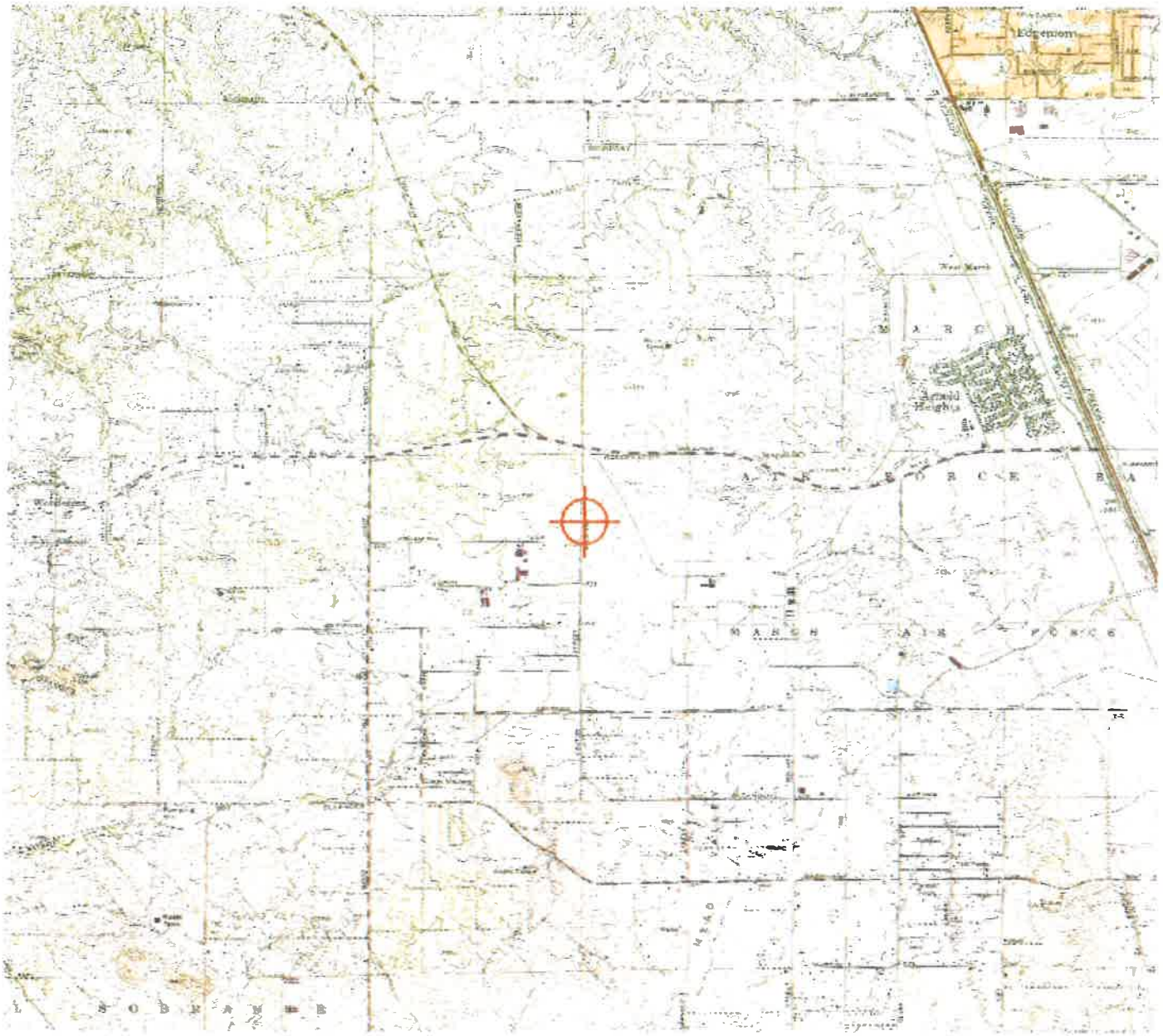
This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

If we can be of further assistance, please contact our office at (206) 231-2990, or paul.holmquist@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2020-AWP-4799-OE.

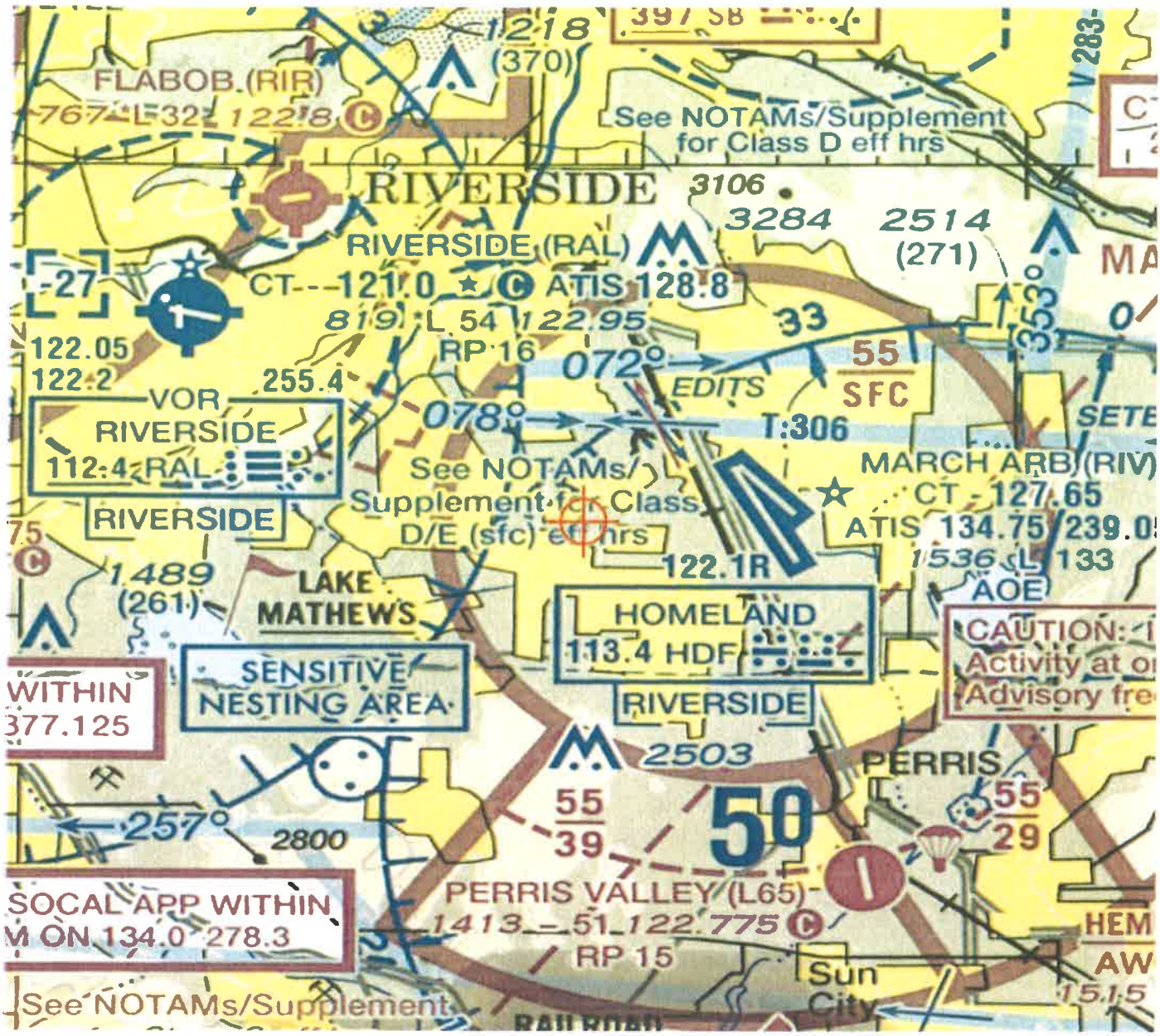
Signature Control No: 437492667-438716953 (DNE)
Paul Holmquist
Specialist

Attachment(s)
Map(s)

TOPO Map for ASN 2020-AWP-4799-OE



Sectional Map for ASN 2020-AWP-4799-OE



Mail Processing Center
Federal Aviation Administration
Southwest Regional Office
Obstruction Evaluation Group
10101 Hillwood Parkway
Fort Worth, TX 76177

Aeronautical Study No.
2020-AWP-4800-OE

Issued Date: 05/04/2020

Timothy Reeves
MERIDIAN PARK LLC
1156 N. MOUNTAIN AVENUE
Upland, CA 91786

**** DETERMINATION OF NO HAZARD TO AIR NAVIGATION ****

The Federal Aviation Administration has conducted an aeronautical study under the provisions of 49 U.S.C., Section 44718 and if applicable Title 14 of the Code of Federal Regulations, part 77, concerning:

Structure:	Light Pole DP Light 17
Location:	Riverside, CA
Latitude:	33-52-54.34N NAD 83
Longitude:	117-18-48.23W
Heights:	1758 feet site elevation (SE) 20 feet above ground level (AGL) 1778 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does not exceed obstruction standards and would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

It is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be e-filed any time the project is abandoned or:

_____ At least 10 days prior to start of construction (7460-2, Part 1)
__X__ Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking/ lighting are accomplished on a voluntary basis, we recommend it be installed in accordance with FAA Advisory circular 70/7460-1 L Change 2.

This determination expires on 11/04/2021 unless:

(a) the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
(b) extended, revised, or terminated by the issuing office.
(c) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within 6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

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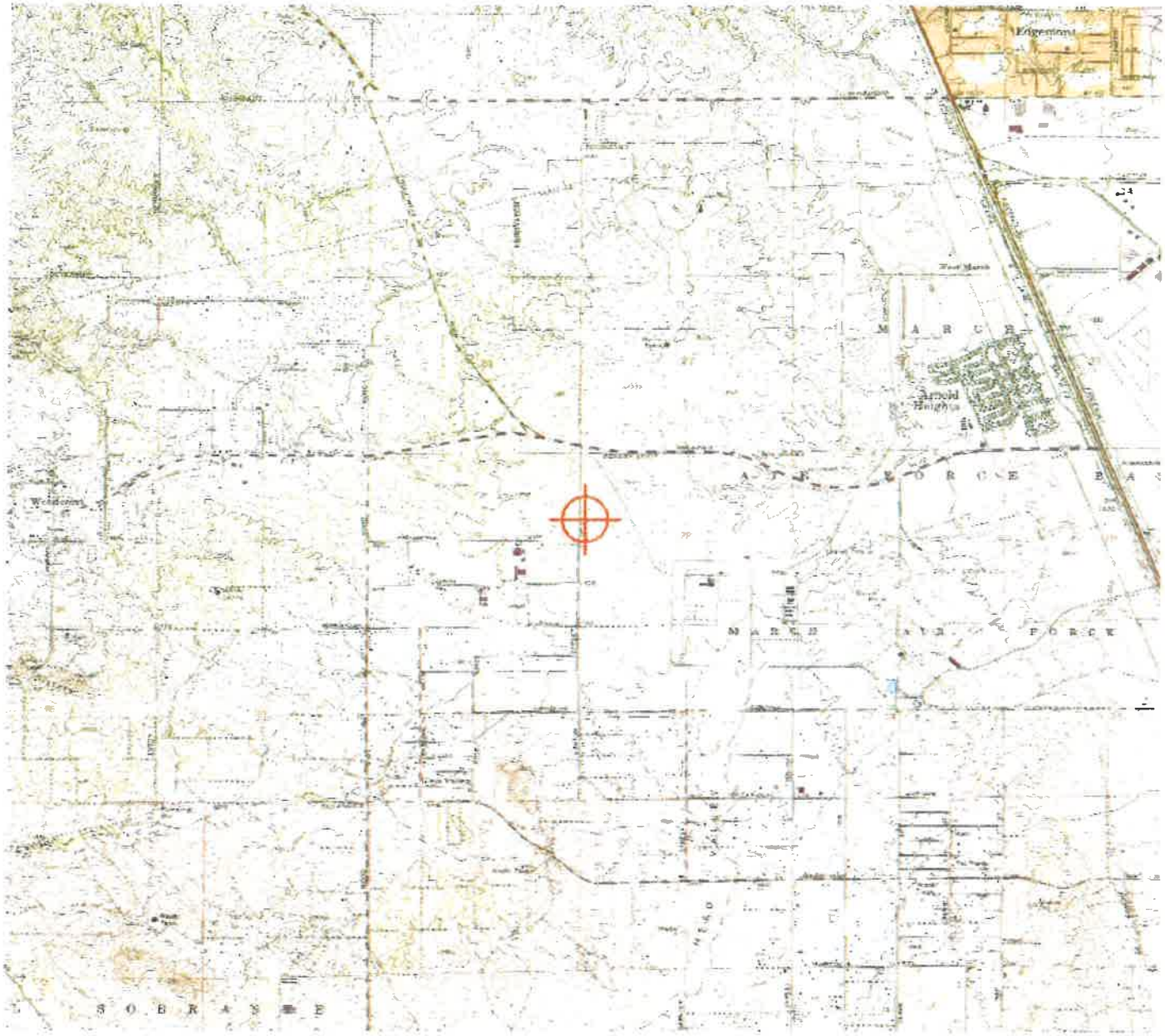
This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

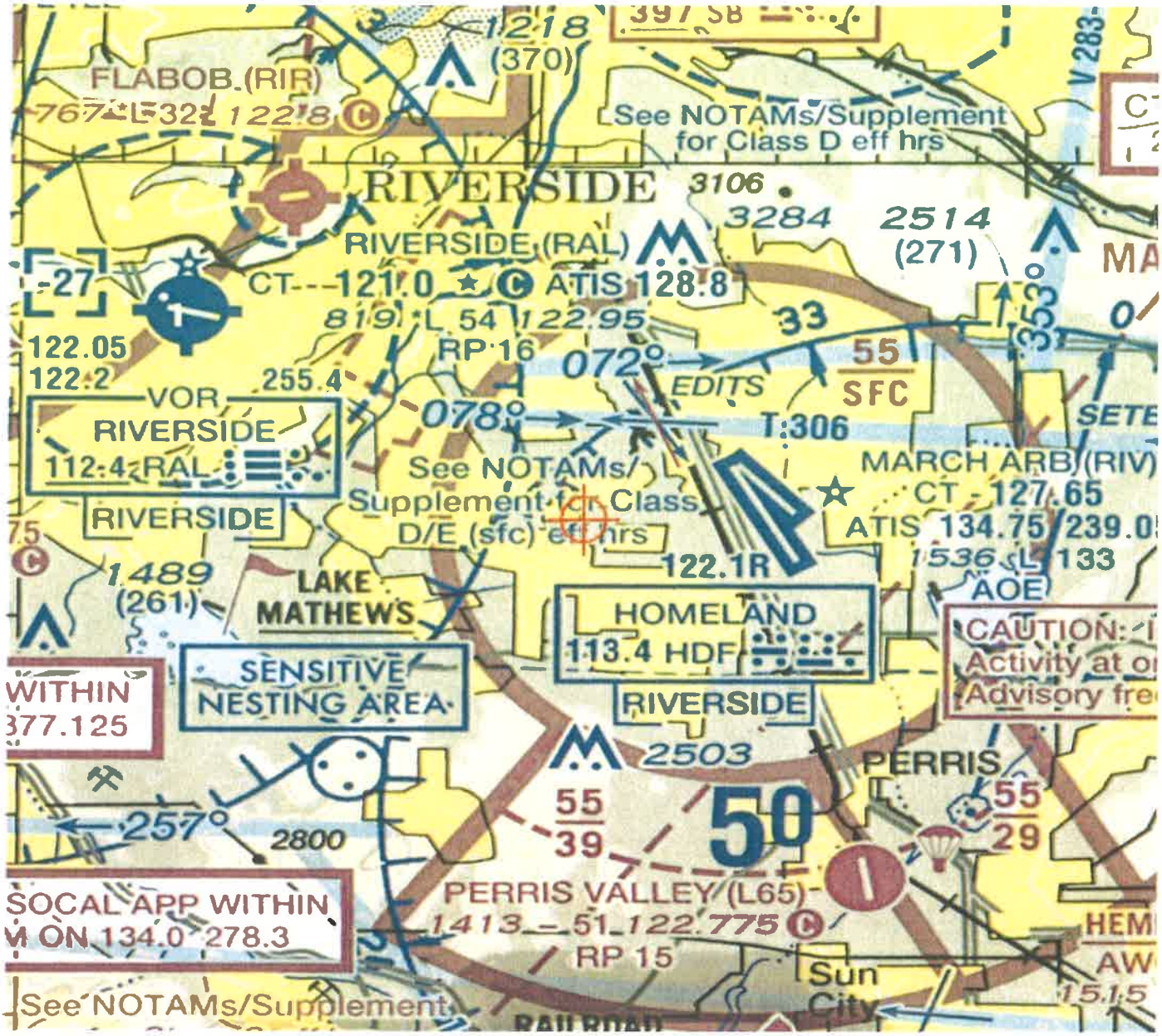
If we can be of further assistance, please contact our office at (206) 231-2990, or paul.holmquist@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2020-AWP-4800-OE.

Signature Control No: 437493598-438716950 (DNE)
Paul Holmquist
Specialist

Attachment(s)
Map(s)

TOPO Map for ASN 2020-AWP-4800-OE




FLABOB (RIR)
1218
(370)
See NOTAMs/Supplement
for Class D eff hrs
RIVERSIDE
3106
3284
2514
(271)
RIVERSIDE (RAL)
CT 121.0
ATIS 128.8
122.95
RP 16
122.05
122.2
VOR
255.4
RIVERSIDE
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072°
078°
EDITS
55
SFC
T-306
See NOTAMs/
Supplement for Class
D/E (sfc) eff hrs
MARCH ARB (RIV)
CT 127.65
ATIS 134.75
122.1R
1489
(261)
LAKE
MATHEWS
HOMELAND
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AOE
CAUTION:
Activity at
Advisory
WITHIN
377.125
SENSITIVE
NESTING AREA
RIVERSIDE
2503
PERRIS
257°
2800
55
39
50
55
29
SOCAL APP WITHIN
ON 134.0 278.3
PERRIS VALLEY (L65)
1413 51 122.775
RP 15
Sun
City
See NOTAMs/Supplement

Mail Processing Center
Federal Aviation Administration
Southwest Regional Office
Obstruction Evaluation Group
10101 Hillwood Parkway
Fort Worth, TX 76177

Aeronautical Study No.
2020-AWP-4801-OE

Issued Date: 05/04/2020

Timothy Reeves
MERIDIAN PARK LLC
1156 N. MOUNTAIN AVENUE
Upland, CA 91786

** DETERMINATION OF NO HAZARD TO AIR NAVIGATION **

The Federal Aviation Administration has conducted an aeronautical study under the provisions of 49 U.S.C., Section 44718 and if applicable Title 14 of the Code of Federal Regulations, part 77, concerning:

Structure:	Light Pole DP Light 18
Location:	Riverside, CA
Latitude:	33-52-54.69N NAD 83
Longitude:	117-18-45.93W
Heights:	1758 feet site elevation (SE)
	20 feet above ground level (AGL)
	1778 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does not exceed obstruction standards and would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

It is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be e-filed any time the project is abandoned or:

_____ At least 10 days prior to start of construction (7460-2, Part 1)
__X__ Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking/ lighting are accomplished on a voluntary basis, we recommend it be installed in accordance with FAA Advisory circular 70/7460-1 L Change 2.

This determination expires on 11/04/2021 unless:

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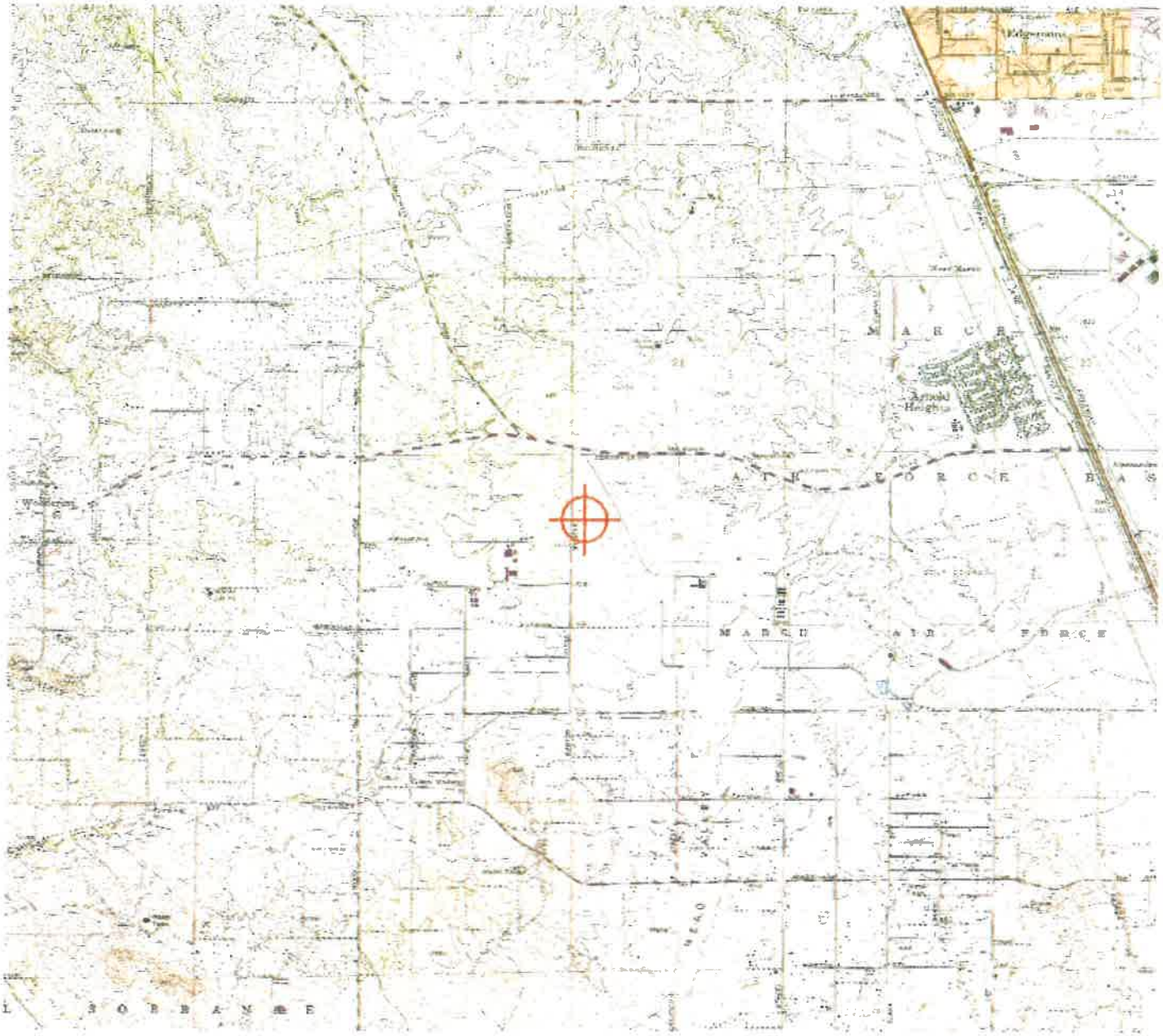
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If we can be of further assistance, please contact our office at (206) 231-2990, or paul.holmquist@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2020-AWP-4801-OE.

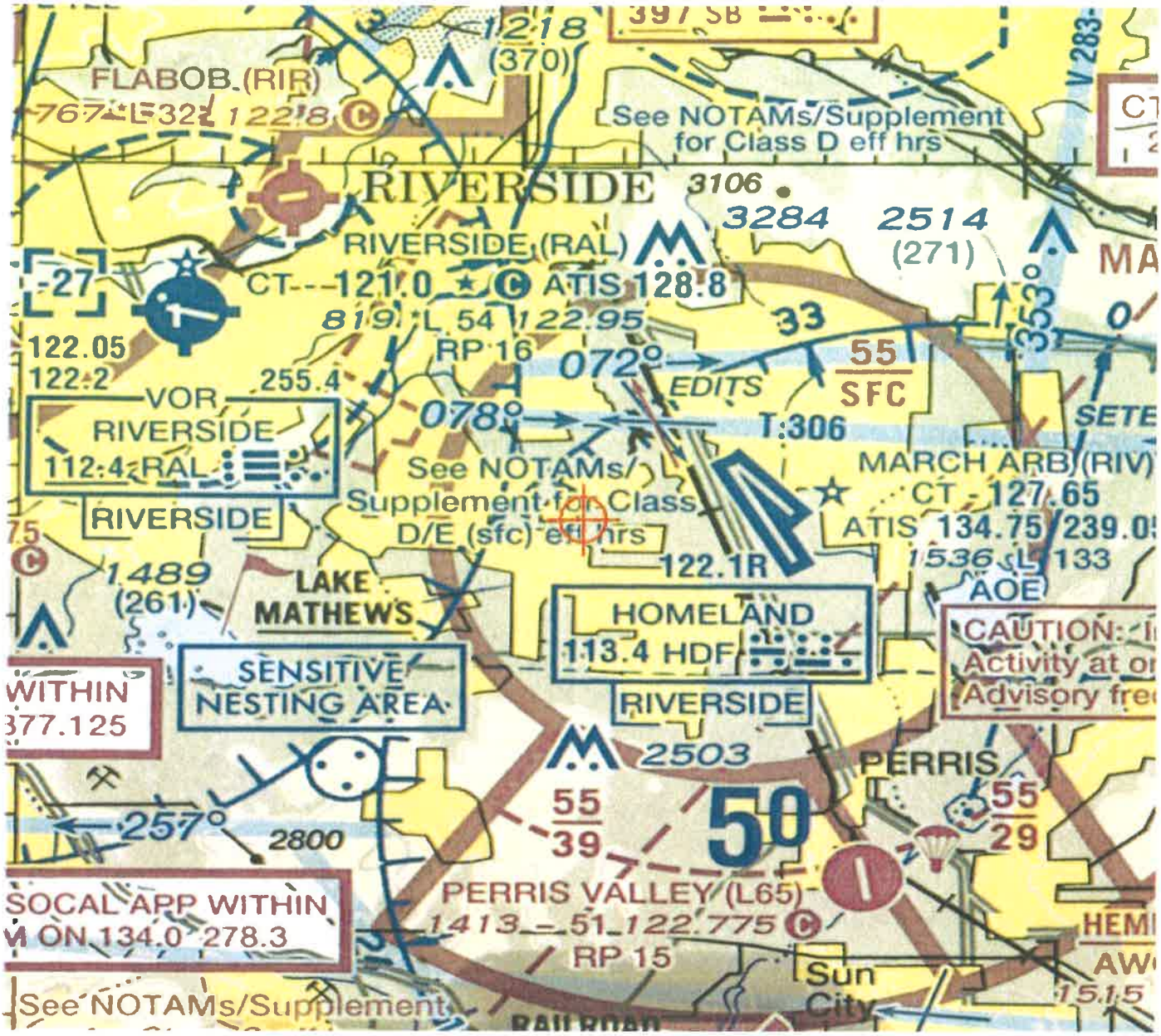
Signature Control No: 437494078-438716949 (DNE)
Paul Holmquist
Specialist

Attachment(s)
Map(s)

TOPO Map for ASN 2020-AWP-4801-OE



Sectional Map for ASN 2020-AWP-4801-OE



Mail Processing Center
Federal Aviation Administration
Southwest Regional Office
Obstruction Evaluation Group
10101 Hillwood Parkway
Fort Worth, TX 76177

Aeronautical Study No.
2020-AWP-4802-OE

Issued Date: 05/04/2020

Timothy Reeves
MERIDIAN PARK LLC
1156 N. MOUNTAIN AVENUE
Upland, CA 91786

**** DETERMINATION OF NO HAZARD TO AIR NAVIGATION ****

The Federal Aviation Administration has conducted an aeronautical study under the provisions of 49 U.S.C., Section 44718 and if applicable Title 14 of the Code of Federal Regulations, part 77, concerning:

Structure:	Light Pole DP Light 19
Location:	Riverside, CA
Latitude:	33-52-54.68N NAD 83
Longitude:	117-18-44.70W
Heights:	1759 feet site elevation (SE) 20 feet above ground level (AGL) 1779 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does not exceed obstruction standards and would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

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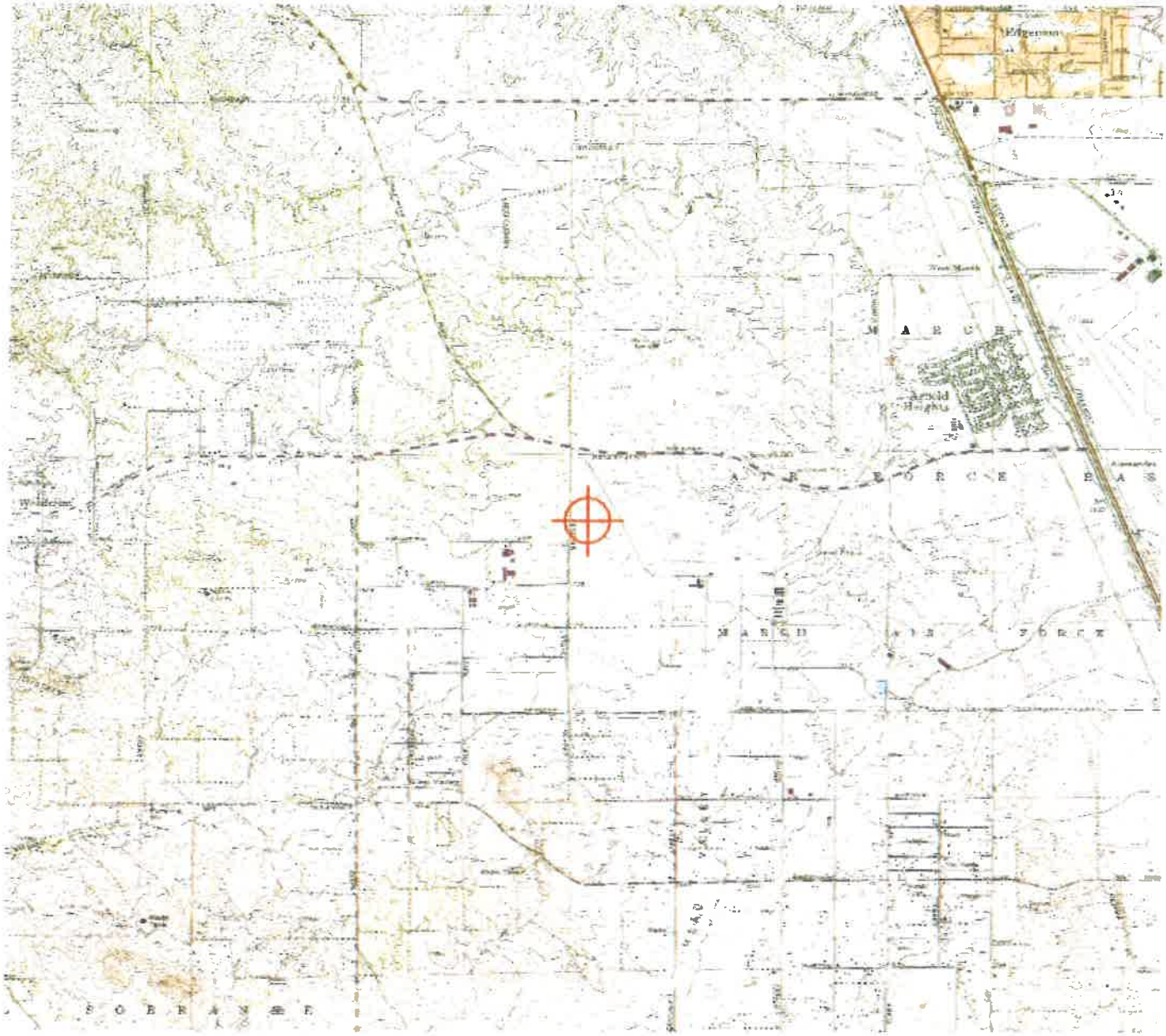
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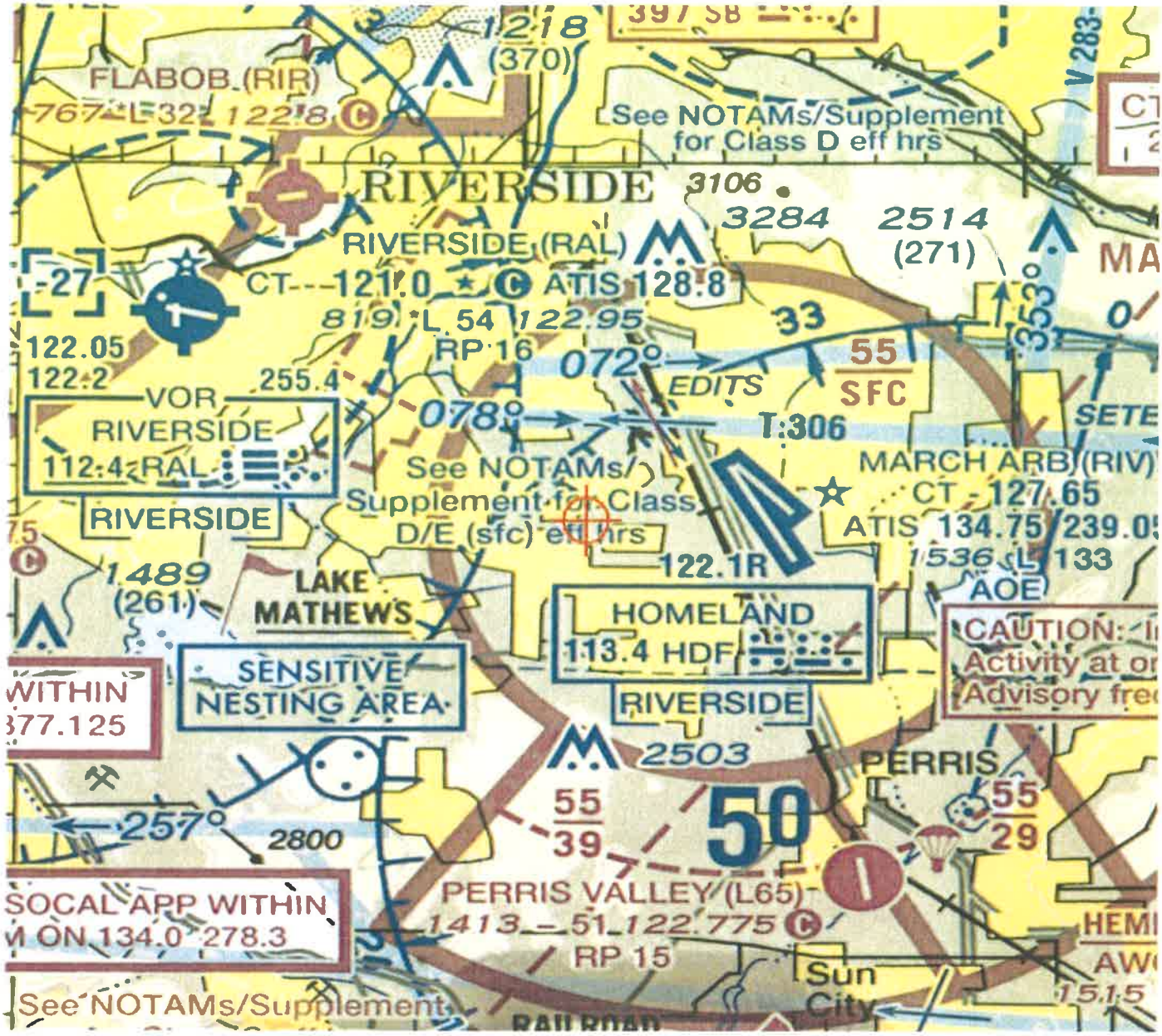
If we can be of further assistance, please contact our office at (206) 231-2990, or paul.holmquist@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2020-AWP-4802-OE.

Signature Control No: 437494539-438716943 (DNE)
Paul Holmquist
Specialist

Attachment(s)
Map(s)

TOPO Map for ASN 2020-AWP-4802-OE




FLABOB (RIR)
767 L 32 122.8
12.18
(370)
See NOTAMs/Supplement
for Class D eff hrs
RIVERSIDE
3106
3284
2514
(271)
RIVERSIDE (RAL)
CT 121.0 ATIS 128.8
819 L 54 122.95
RP 16
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EDITS
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SFC
T-306
See NOTAMs/
Supplement for Class
D/E (sfc) eff hrs
MARCH ARB (RIV)
CT 127.65
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1536 L 133
AOE
122.1R
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377.125
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SOCAL APP WITHIN
ON 134.0 278.3
PERRIS VALLEY (L65)
1413 L 51 122.775
RP 15
Sun
City
See NOTAMs/Supplement

Mail Processing Center
Federal Aviation Administration
Southwest Regional Office
Obstruction Evaluation Group
10101 Hillwood Parkway
Fort Worth, TX 76177

Aeronautical Study No.
2020-AWP-4774-OE

Issued Date: 05/04/2020

Timothy Reeves
MERIDIAN PARK LLC
1156 N. MOUNTAIN AVENUE
Upland, CA 91786

**** DETERMINATION OF NO HAZARD TO AIR NAVIGATION ****

The Federal Aviation Administration has conducted an aeronautical study under the provisions of 49 U.S.C., Section 44718 and if applicable Title 14 of the Code of Federal Regulations, part 77, concerning:

Structure:	Light Pole DP Light 20
Location:	Riverside, CA
Latitude:	33-52-54.58N NAD 83
Longitude:	117-18-42.02W
Heights:	1759 feet site elevation (SE) 20 feet above ground level (AGL) 1779 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does not exceed obstruction standards and would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

It is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be e-filed any time the project is abandoned or:

_____ At least 10 days prior to start of construction (7460-2, Part 1)
__X__ Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking/ lighting are accomplished on a voluntary basis, we recommend it be installed in accordance with FAA Advisory circular 70/7460-1 L Change 2.

This determination expires on 11/04/2021 unless:

(a) the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
(b) extended, revised, or terminated by the issuing office.
(c) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within 6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE E-FILED AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE. AFTER RE-EVALUATION OF CURRENT OPERATIONS IN THE AREA OF THE STRUCTURE TO DETERMINE THAT NO SIGNIFICANT AERONAUTICAL CHANGES HAVE OCCURRED, YOUR DETERMINATION MAY BE ELIGIBLE FOR ONE EXTENSION OF THE EFFECTIVE PERIOD.

This determination is based, in part, on the foregoing description which includes specific coordinates, heights, frequency(ies) and power. Any changes in coordinates, heights, and frequencies or use of greater power, except those frequencies specified in the Colo Void Clause Coalition; Antenna System Co-Location; Voluntary Best Practices, effective 21 Nov 2007, will void this determination. Any future construction or alteration, including increase to heights, power, or the addition of other transmitters, requires separate notice to the FAA.This determination includes all previously filed frequencies and power for this structure.

If construction or alteration is dismantled or destroyed, you must submit notice to the FAA within 5 days after the construction or alteration is dismantled or destroyed.

This determination does include temporary construction equipment such as cranes, derricks, etc., which may be used during actual construction of the structure. However, this equipment shall not exceed the overall heights as indicated above. Equipment which has a height greater than the studied structure requires separate notice to the FAA.

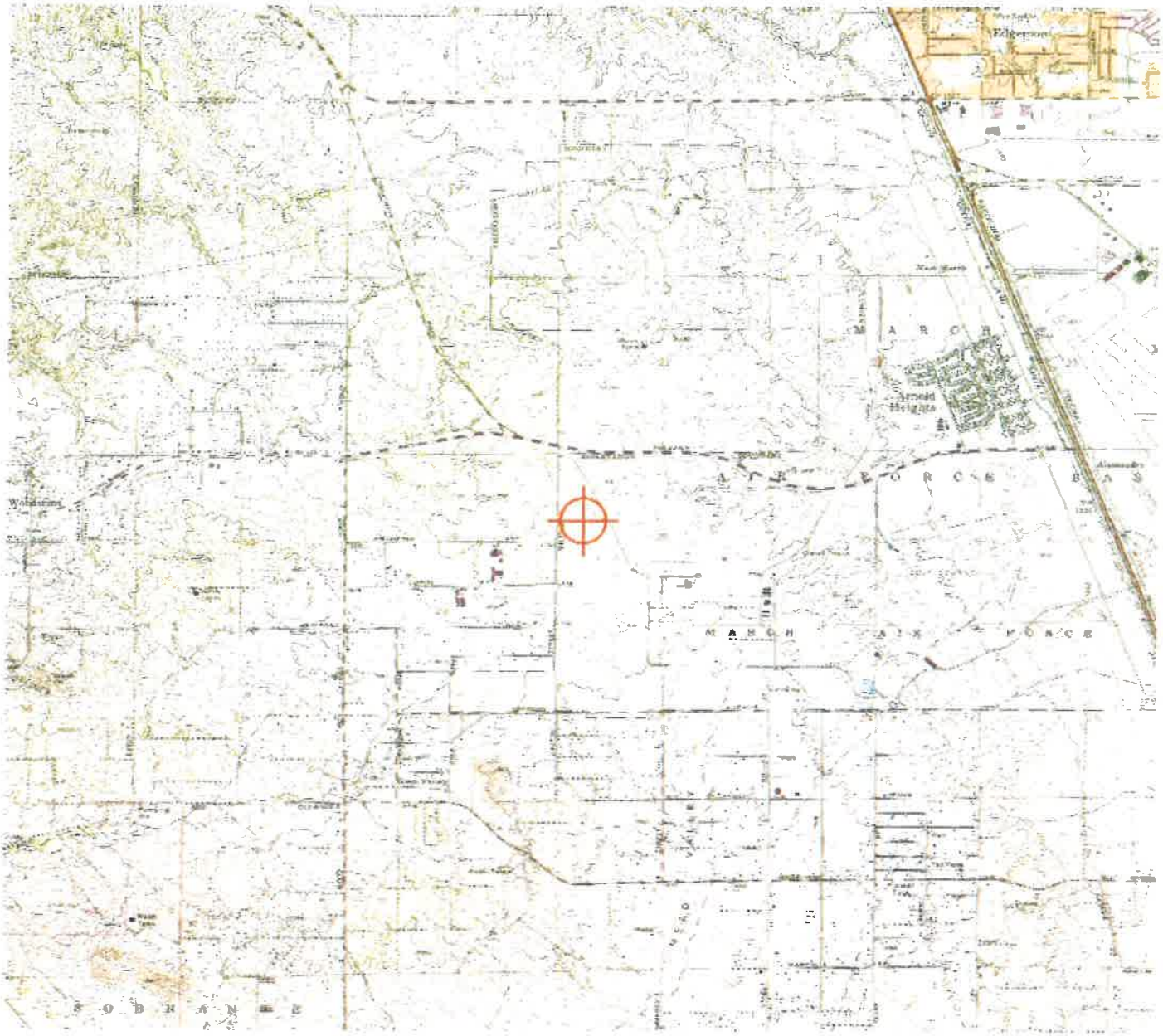
This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

If we can be of further assistance, please contact our office at (206) 231-2990, or paul.holmquist@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2020-AWP-4774-OE.

Signature Control No: 437482667-438716952 (DNE)
Paul Holmquist
Specialist

Attachment(s)
Map(s)

TOPO Map for ASN 2020-AWP-4774-OE



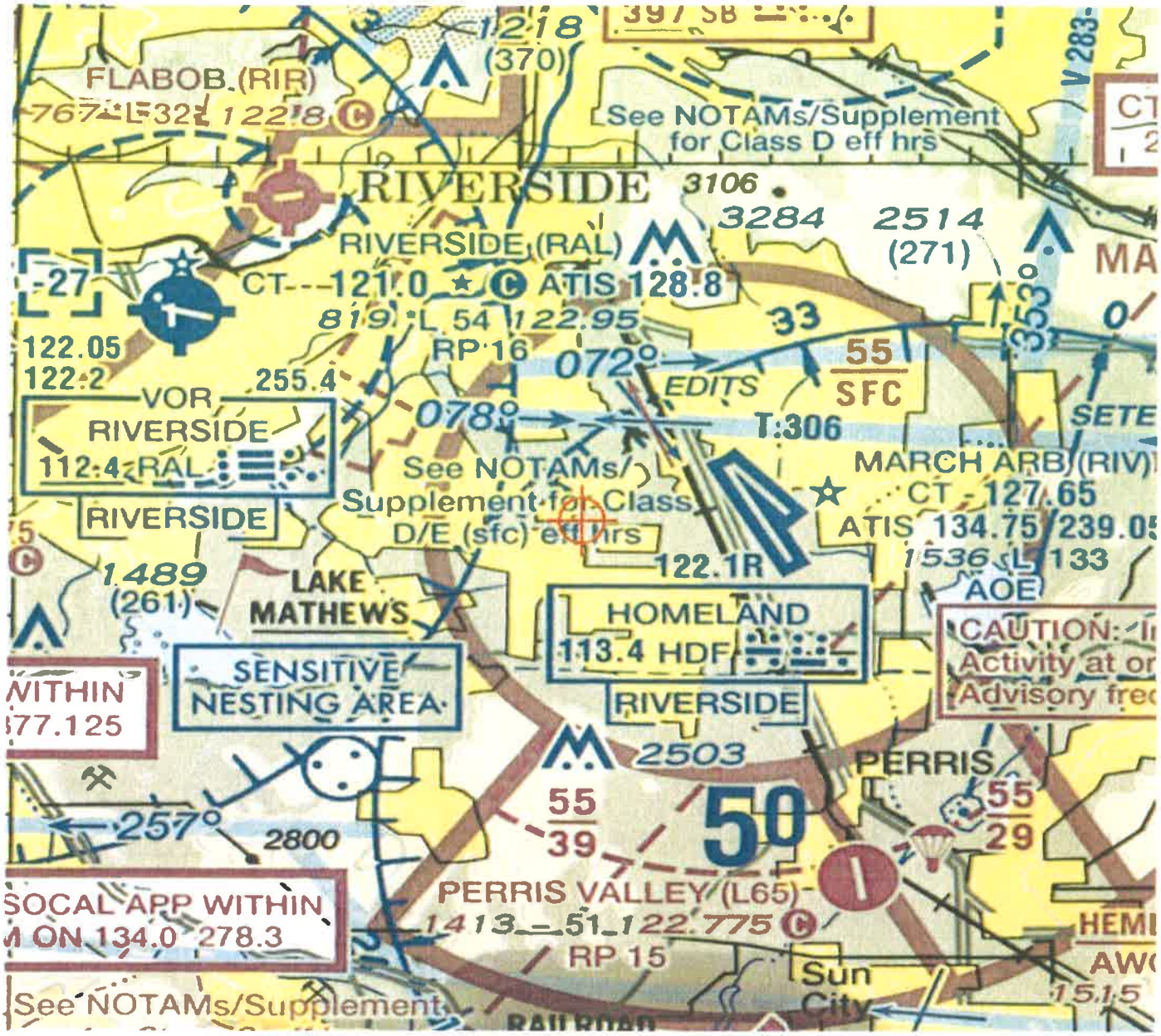

FLABOB (RIR)
See NOTAMs/Supplement for Class D eff hrs
RIVERSIDE
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(271)
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CT 121.0
ATIS 128.8
122.95
RP 16
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122.05
122.2
VOR
RIVERSIDE
112.4 RAL
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T:306
See NOTAMs/ Supplement for Class D/E (sfc) eff hrs
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ATIS 134.75 239.05
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ON 134.0 278.3
PERRIS VALLEY (L65)
1413 51 122.775
RP 15
Sun City
See NOTAMs/Supplement

EXHIBIT A19

Plot Plan 20-03 Building and Safety Conditions March 04, 2020

Building and Safety Conditions of Approval

Date:	**March 4, 2020**
Applicant:	**Lewis Retail**
Applicants Address:	**1156 North Mountain Avenue, Upland, CA**
Site Location:	**South Campus Phase II, SWC Van Buren & Orange Meridian, Ca**
Project:	**Plot Plan PP 20-03**

Please contact March JPA Building & Safety at 951-656-7000 for direction on how to submit your building application as well as how to submit plans for electronic plan review. Please visit Marchjpa.com to download forms for building permit application.

Provide the following plans and documents.

Building & Safety electronic submittals required for first plan review.

(1) Architectural Plans
(1) Structural Plans
(1) Structural Calculations
(1) Plot/Site Plans
(1) Electrical Plans
(1) Electrical Load Calculations
(1) Plumbing Plans/Isometrics, Water, Sewer and Gas
(1) Mechanical Plans
(1) Mechanical Duct Layout Plans
(1) Roof and Floor Truss Plans
(1) Title 24 Energy Calculations
(1) Approved Rough and Precise Grading Plans
(1) Approved Water Quality Management Plan, (WQMP) and Erosion Control Plan
(1) Approved Stormwater Pollution Prevention Plan
(1) Approved Health Department Plans for Food Preparation Establishments

Building & Safety General Information

All structures shall be designed in accordance with the 2019 California Building Code, 2019 California Mechanical Code, 2019 California Plumbing Code, and the 2019 California Electrical Code, and the 2019 California Green Buildings Standards adopted by the State of California.

The Developer/Owner is responsible for the coordination of the final occupancy. The Developer/Owner shall obtain clearances from each department and division prior to requesting a final building inspection from Building & Safety. Each agency shall sign the bottom of the Building & Safety Job Card.

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

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

Temporary toilet facilities shall be provided for construction workers. The toilet facilities shall be maintained in a sanitary condition. Construction toilet facilities of the non sewer type shall conform to ANSI requirements.

Construction projects which require temporary electrical power shall obtain an Electrical Permit from Building & Safety. No temporary electrical power will be granted to a project unless one of the following items are in place and approved by Building & Safety and the Planning Department.

(A) Installation of a construction trailer, or,
(B) Security fenced area where the electrical power will be located.

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

Site development shall be designed to provide access to all entrances and exterior ground floors exits and access to normal paths of travel, and where necessary to provide access. Paths of travel shall incorporate (but not limited to) exterior stairs, landings, walks and sidewalks, pedestrian ramps, curb ramps, warning curbs, detectable warning, signage, gates, lifts and walking surface materials. The accessible route(s) of travel shall be the most practical direct route between accessible building entrances, site facilities, accessible parking, public sidewalks, and the accessible entrance(s) to the site, California Building Code, (CBC) Chapter 11, Sections, 11A and 11B.

March JPA enforces the State of California provisions of the California Building Code disabled access requirements. The Federal Americans with Disabilities Act (ADA) standards may differ in some cases from the California State requirements, therefore it is the building owner's responsibility to be aware of those differences and comply accordingly.

Site facilities such as parking open or covered, recreation facilities, and trash dumpster areas, guard shacks and common use areas shall be accessible per the CBC, Chapter 11.

Pursuant to the California Business and Professions Code Section 6737, most projects are required to be designed by a California Licensed Architect or Engineer. The project owner or developer should review the section of the California Codes and comply with the regulation.

Building & Safety, (Willdan Engineering) will review building plans, inspect all foundation work, structural work on the building to include plumbing and electrical in the building and on site, 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 path of travel 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 common use structures on the site.

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

Storm Water, (CG Recourse Management) will inspect the Storm Water requirements on and off site.

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

Building & Safety Conditions

Prior to the issuance of a building permit, the applicant shall pay all Development Improvement Fee's; this also includes school fees and outside agency fees such as sewer water and utilities. Copies of receipts shall be provided to Building & Safety prior to permit issuance.

All on site utilities shall be underground to the new proposed structure unless prior approval has been obtained by the utility company and March JPA.

Prior to issuance of building permits, on site water service shall be installed and approved by the responsible agency. On site fire hydrants shall be approved by the Fire Department. No flammable materials will be allowed on the site until the fire hydrants are established and approved.

Prior to issuance of building permits, site grading certification and pad certifications shall be submitted to Building & Safety. Prior to concrete placement, submit a certification for the finish floor elevation and setbacks of the structures. The certification needs to reflect that the structure is in conformance with the precise grading plans. Compaction reports shall accompany pad certifications. The certifications are required to be signed by the engineer of record.

Prior to issuance of building permits, provide Building & Safety with a Will Service Letter from Western Municipal Water District.

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

Special inspectors and structural observation inspectors that are required by the building code shall register with Building & Safety. The special inspectors shall provide a copy of their certifications as well as a copy of their driver's license before they start work as an inspector on the project. Special inspectors are required to provide a hard copy of the reports in the construction office daily for the inspectors use. The special inspectors shall make all necessary and required inspections before March JPA inspectors provide periodic inspections.

A Certificate of Occupancy will be granted to the Developer/Owner when the building is 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 may issue a permit for the tenant improvement prior to completion of the original building permit if all other agencies agree to allow the permit to be issued and the plans for the tenant improvement have been approved.

EXHIBIT A20

Plot Plan 20-03 Riverside County Fire Conditions August 11, 2020

CAL FIRE – RIVERSIDE UNIT
RIVERSIDE COUNTY FIRE DEPARTMENT

BILL WEISER - Fire Chief
2300 Market Street Ste. #150, Riverside, CA 92501 • (951) 955-4777
• Fax (951) 955-4886
www.rvcfire.org

Proudly serving the unincorporated areas of riverside county and the cities of:

Banning
Beaumont
Canyon lake
Coachella
Desert Hot Springs
Eastvale
Indian Wells
Indio
Jurupa Valley
Lake Elsinore
La Quinta
Menifee
Moreno Valley
Norco
Palm Desert
Perris
Rancho Mirage
Rubidoux CSD
San Jacinto
Temecula
Wildomar

BOARD OF SUPERVISORS:

Kevin jeffries
District 1

Karen spiegel
District 2

Charles Washington
District 3

v. manuel perez
district 4

jeff hewitt
district 5

August 11, 2020

March JPA
Lauren Sotelo, Senior Planner
14205 Meridian Pkwy. Suite 140
Riverside, CA 92518

Case Number: P20-03 Conditions of Approval

Ms. Sotelo,

The Riverside County Fire Department has reviewed the Site Development plans and find them acceptable with the conditions below. Final conditions will be addressed when final site and building plans are reviewed:

- Prior to issuance of Certificate of Occupancy or Building Final, the applicant/developer shall install a fire sprinkler system based on the information provided. Fire sprinkler plans shall be submitted and approved by the Office of the Fire Marshal prior to installation. (CFC Section 903)

- Prior to issuance of Certificate of Occupancy or Building Final, the applicant/developer shall install a monitored manual/automatic fire alarm system in accordance with CFC Section 907. Plans shall be submitted and approved by the Office of the Fire Marshal prior to installation. (CFC Section 907)

- Prior to issuance of Certificate of Occupancy or Building Final, all commercial buildings shall display street numbers in a prominent location on the address side and additional locations as required to facilitate emergency response. The numerals shall be a minimum of twelve inches in height. (CFC 505.1)

- Prior to issuance of Certificate of Occupancy or Building Final, the applicant/developer shall be responsible for obtaining underground and/or above ground tank permits for the storage of combustible liquids, flammable liquids, or any other hazardous materials from the Office of the Fire Marshal. (CFC 105)

- Prior to issuance of Certificate of Occupancy, approval shall be required from the Office of the Fire Marshal to maintain, store, use, or handle hazardous materials regulated by the fire code and to install equipment used in connection with such activities. (CFC 105)

- Final fire and life safety conditions will be addressed when the Office of the Fire Marshal reviews building plans. These conditions will be based on occupancy, use, California Building Code (CBC), California Fire Code (CFC), and related codes, which are in effect at the time of building plan submittal.

- Minimum fire flow for the construction of all commercial buildings is required per CFC Appendix B and Table B105.1. Prior to building permit issuance, the applicant/developer shall provide documentation to show there exists a water system capable of delivering the fire flow based on the information given. Subsequent design changes may increase or decrease the required fire flow.

- Prior to building construction, fire apparatus access roads extending beyond 150 feet which have not been completed shall have a turnaround capable of accommodating fire apparatus. (CFC 503.2.5)

- During phased construction, fire apparatus access roads extending beyond 150 feet which have not been completed shall have a turn-around capable of accommodating fire apparatus. (CFC 503.1 and 503.2.5)

- If construction is phased, each phase shall provide approved emergency vehicular access for fire protection prior to any building construction. (CFC 501.4)

- Prior to issuance of Building Permits, an approved site plan for fire apparatus access roads and signage shall be submitted and approved by the Office of the Fire Marshal. (CFC 501.3)

- The Fire Apparatus Access Road shall be (all weather surface) capable of sustaining an imposed load of 75,000 lbs. GVW. The fire apparatus access road or temporary access road shall be reviewed and approved by the Office of the Fire Marshal and in place during the time of construction. (CFC 501.4)

- Fire apparatus access roads shall have an unobstructed width of not less than twenty–four (24) feet as approved by the Office of the Fire Marshal and an unobstructed vertical clearance of not less the thirteen (13) feet six (6) inches or 15 feet if project is located in a State Responsibility Area Fire Hazard Zone. (CFC 503.2.1)

- Prior to issuance of a Certificate of Occupancy or Building Final, a "Knox Box Rapid Entry System" shall be provided. The Knox-Box shall be installed in an accessible location approved by the Fire Code Official. All electronically operated gates shall be provided with Knox key switches and automatic sensors for access by emergency personnel. (CFC 506.1)

- The minimum number of fire hydrants required, as well as the location and spacing of fire hydrants, shall comply with the C.F.C. and NFPA 24. Fire hydrants shall be located no closer than 40 feet from a building. A fire hydrant shall be located within

200 feet of the fire department connection for buildings protected with a fire sprinkler system. The size and number of outlets required for the approved fire hydrants are (6" x 4" x 2 ½" x 2 ½") (CFC 507.5.1, 507.5.7, Appendix C, NFPA 24-7.2.3)

- Prior to issuance of Certificate of Occupancy or Building Final, "Blue Reflective Markers" shall be installed to identify fire hydrant locations in accordance with City specifications. (CFC 509.1)

- Prior to issuance of Building Permits, the applicant/developer shall furnish one copy of the water system plans to the Office of the Fire Marshal for review and approval.

- The required water system, including fire hydrants, shall be installed, made serviceable, and be accepted by the Office of the Fire Marshal prior to beginning construction. They shall be maintained accessible.

- Existing fire hydrants on public streets are allowed to be considered available. Existing fire hydrants on adjacent properties shall not be considered available unless fire apparatus access roads extend between properties and easements are established to prevent obstruction of such roads. (CFC 507, 501.3)

- Fire safety during construction shall comply with the requirements of Chapter 33. (CFC Chapter 33 & CBC Chapter 33)

- Requests for installation of traffic calming designs/devices on fire apparatus access roads shall be submitted and approved by the Office of the Fire Marshal.

EXHIBIT A21

Plot Plan 20-03 Riverside County Flood Control Conditions March 05, 2020

JASON E. UHLEY
General Manager-Chief Engineer

1995 MARKET STREET
RIVERSIDE, CA 92501
951.955.1200
FAX 951.788.9965
www.rcflood.org

230032

RIVERSIDE COUNTY FLOOD CONTROL
AND WATER CONSERVATION DISTRICT

March 5, 2020

March Joint Powers Authority
14205 Meridian Parkway, Suite 140
Riverside, CA 92518

Attention: Lauren Sotelo

Re: Plot Plan 20-03
SWC of Van Buren and Orange Terrace

The Riverside County Flood Control and Water Conservation District (District) does not normally recommend conditions for land divisions or other land use cases in incorporated cities. The District also does not plan check City land use cases or provide State Division of Real Estate letters or other flood hazard reports for such cases. District comments/recommendations for such cases are normally limited to items of specific interest to the District including District Master Drainage Plan facilities, other regional flood control and drainage facilities which could be considered a logical component or extension of a master plan system, and District Area Drainage Plan fees (development mitigation fees). In addition, information of a general nature is provided.

The District's review is based on the above-referenced project transmittal, received February 25, 2020. The District **has not** reviewed the proposed project in detail, and the following comments do not in any way constitute or imply District approval or endorsement of the proposed project with respect to flood hazard, public health and safety, or any other such issue:

☒ This project would not be impacted by District Master Drainage Plan facilities, nor are other facilities of regional interest proposed.

☐ This project involves District proposed Master Drainage Plan facilities, namely, _____. The District will accept ownership of such facilities on written request of the City. Facilities must be constructed to District standards, and District plan check and inspection will be required for District acceptance. Plan check, inspection, and administrative fees will be required.

☐ This project proposes channels, storm drains 36 inches or larger in diameter, or other facilities that could be considered regional in nature and/or a logical extension of the adopted _____ Master Drainage Plan. The District would consider accepting ownership of such facilities on written request of the City. Facilities must be constructed to District standards, and District plan check and inspection will be required for District acceptance. Plan check, inspection, and administrative fees will be required.

☒ This project is located within the limits of the District's Perris Valley Area Drainage Plan for which drainage fees have been adopted. If the project is proposing to create additional impervious surface area, applicable fees should be paid by cashier's check or money order only to the Flood Control District or City prior to issuance of grading or building permits. Fees to be paid should be at the rate in effect at the time of issuance of the actual permit.

☐ An encroachment permit shall be obtained for any construction related activities occurring within District right of way or facilities, namely, . For further information, contact the District's Encroachment Permit Section at 951.955.1266.

☐ The District's previous comments are still valid.

GENERAL INFORMATION

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

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

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

Very truly yours,

Deborah de Chambeau

DEBORAH DE CHAMBEAU
Engineering Project Manager

ec: Riverside County Planning Department
Attn: Jason Killebrew

SLJ:rlp

EXHIBIT A22

Plot Plan 20-03 Trilake Conditions September 11, 2020

CONDITIONS OF APPROVAL

MJ-000
September 11, 2020
The Commons Phase II, Plot Plan 20 03

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 Power Authority requirements and Standards and pursuant to exhibits identified and shown on site plan. It is understood that the site plan correctly shows all existing and proposed easements, traveled ways, rights-of-way, and drainage course with appropriate Q's and that their omission may require the site plan to be resubmitted for further consideration.

General Conditions:

1. The project's grading shall be in a manner to perpetuate existing natural drainage patterns. Any deviation from this, concentration or increase in runoff, must have approval from adjacent property owners and MJPA. Drainage easements shall be obtained from affected property owners. The applicant shall accept the offsite runoff and convey it to an adequate outlet. Emergency escape paths shall be provided for all sump conditions.

2. Prior to the commencement of any construction or installation of fencing in the public rights-of-way, an encroachment permit shall be obtained.

Prior to Issuance of Grading Permit:

3. The developer/property owner shall submit the following to MJPA for review and approval:

   a. Onsite Grading Plan and Erosion Control Plan
   b. Drainage Plan, Hydrology and Hydraulic Report for onsite and offsite improvements
   c. Final WQMP (for reference)

The project's design shall be in compliance with WMWD, Riverside County Flood Control, and Water Conservation District, Riverside County, Caltrans, MJPA and ADA most recent standards, criteria and requirements and in effect at the time of construction and coordinated with approved plans for adjacent developments.

4. The incremental increase in runoff volume between developed and undeveloped state for the 85th percentile storm, shall be retained within onsite private detention facilities. A geotechnical report showing onsite infiltration rates shall be included for any onsite retention.

Prior to Issuance of Building Permit:

5. The developer/property owner shall secure MJPA's and appropriate agency's approval of the improvement plans.

6. The developer/property owner shall provide water and sewer service to this project in accordance with the requirement of the appropriate utility purveyors. This project is within Western Municipal Water District (WMWD) service area. Water and sewer improvements shall be installed per WMWD Standards and Fire Department requirements. Fire Department and WMWD approval required prior to MJPA approval.

7. Onsite fire hydrants shall be installed as determined by the Fire Department.

8. All rights-of-way shall be offered to the public and shall continue in force until MJPA accepts or abandons such offers.

9. All weather access shall be provided to the proposed buildings per Fire Department standards.

10. The developer/property owner shall submit a compaction certification from the Soils Engineer in compliance with the approved geotechnical/soils report.

Prior to Issuance of First Certificate of Occupancy:

11. Unless currently annexed, this project shall annex to existing landscape, lighting, and drainage maintenance districts established by MJPA. Owner shall be responsible to pay towards maintenance of all offsite facilities including drainage improvements as determined by the Districts. Onsite underground basin(s), pipes, lights and landscape shall be maintained by owner.

12. The existing improvements or appurtenances along Van Buren Avenue and orange Terrace Parkway if damaged during construction of this project shall be removed and replaced to the satisfaction of MJPA.

Stuart E. McKibbin
MJPA Engineer

EXHIBIT A23

Plot Plan 20-03 Western Municipal Water District Memo August 26, 2020

Craig D. Miller
General Manager

Robert Stockton | Gracie Torres | Brenda Dennstedt | Donald D. Galleano | S.R. "Al" Lopez
Division 1 | Division 2 | Division 3 | Division 4 | Division 5

WESTERN MUNICIPAL WATER DISTRICT
Securing Your Water Supply

August 26, 2020

Lauren Sotelo
Associate Planner
March Joint Powers Authority
14205 Meridian Pkwy., Suite 140
Riverside, CA 92518

CONDITIONS OF APPROVAL
ADDENDUM #1 OF THE COMMONS PHASE II AND VILLAGE WEST EXTENSION PORTION OF MARCH BUSINESS CENTER SOUTH CAMPAS SPECIFIC PLAN (SP-1, A7); PLOT PLAN: PP20-03
TRANSMITTAL OF AUGUST 3, 2020

Western Municipal Water District (Western) has reviewed the transmittal for the above-mentioned Addendum #1 of PP 20-03 receive on or about August 3, and we have no conditions on the property.

Thank you for giving Western the opportunity to review this application. Should you have any questions regarding this matter, please contact Development Services at (951) 571-7100.

Tom Scott

Thomas G. Scott, P.E.
Principal Engineer

Sent Via Email:
sotelo@marchjpa.com

EXHIBIT A24

Plot Plan 20-04 Building and Safety Conditions March 05, 2020

Building and Safety Conditions of Approval

Date:	**March 5, 2020**
Applicant:	**Meridian Park LLC.**
Site Location:	**South Campus Building "D"**
Project:	**Plot Plan 20-04**

Please contact March JPA Building & Safety at 951-656-7000 for direction on how to submit your building application as well as how to submit plans for electronic plan review. Please visit Marchjpa com to download forms for building permit application.

Provide the following plans and documents.

Building & Safety electronic submittals required for first plan review.

(1) Architectural Plans
(1) Structural Plans
(1) Structural Calculations
(1) Plot/Site Plans
(1) Electrical Plans
(1) Electrical Load Calculations
(1) Plumbing Plans/Isometrics, Water, Sewer and Gas
(1) Mechanical Plans
(1) Mechanical Duct Layout Plans
(1) Roof and Floor Truss Plans
(1) Title 24 Energy Calculations
(1) Approved Rough and Precise Grading Plans
(1) Approved Water Quality Management Plan, (WQMP) and Erosion Control Plan
(1) Approved Stormwater Pollution Prevention Plan

Building & Safety General Information

All structures shall be designed in accordance with the 2019 California Building Code, 2019 California Mechanical Code, 2019 California Plumbing Code, and the 2019 California Electrical Code, and the 2019 California Green Buildings Standards adopted by the State of California.

The Developer/Owner is responsible for the coordination of the final occupancy. The Developer/Owner shall obtain clearances from each department and division prior to requesting a final building inspection from Building & Safety. Each agency shall sign the bottom of the Building & Safety Job Card.

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

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

Temporary toilet facilities shall be provided for construction workers. The toilet facilities shall be maintained in a sanitary condition. Construction toilet facilities of the non sewer type shall conform to ANSI requirements.

Construction projects which require temporary electrical power shall obtain an Electrical Permit from Building & Safety. No temporary electrical power will be granted to a project unless one of the following items are in place and approved by Building & Safety and the Planning Department.

(A) Installation of a construction trailer, or,
(B) Security fenced area where the electrical power will be located.

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

Site development shall be designed to provide access to all entrances and exterior ground floors exits and access to normal paths of travel, and where necessary to provide access. Paths of travel shall incorporate (but not limited to) exterior stairs, landings, walks and sidewalks, pedestrian ramps, curb ramps, warning curbs, detectable warning, signage, gates, lifts and walking surface materials. The accessible route(s) of travel shall be the most practical direct route between accessible building entrances, site facilities, accessible parking, public sidewalks, and the accessible entrance(s) to the site, California Building Code, (CBC) Chapter 11, Sections, 11A and 11B.

March JPA enforces the State of California provisions of the California Building Code disabled access requirements. The Federal Americans with Disabilities Act (ADA) standards may differ in some cases from the California State requirements, therefore it is the building owner's responsibility to be aware of those differences and comply accordingly.

Site facilities such as parking open or covered, recreation facilities, and trash dumpster areas, guard shacks and common use areas shall be accessible per the CBC, Chapter 11.

Separate plan submittals and permits are required for all accessory structures; example would be, patios, block walls, play equipment and storage buildings.
Pursuant to the California Business and Professions Code Section 6737, most projects are required to be designed by a California Licensed Architect or Engineer. The project

owner or developer should review the section of the California Codes and comply with the regulation.

Building & Safety, (Willdan Engineering) will review building plans, inspect all foundation work, structural work on the building to include plumbing and electrical in the building and on site, 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 path of travel 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 common use structures on the site.

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

Storm Water, (CG Recourse Management) will inspect the Storm Water requirements on and off site.

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

Building & Safety Conditions

Prior to the issuance of a building permit, the applicant shall pay all Development Improvement Fee's; this also includes school fees and outside agency fees such as sewer water and utilities. Copies of receipts shall be provided to Building & Safety prior to permit issuance.

All on site utilities shall be underground to the new proposed structure unless prior approval has been obtained by the utility company and March JPA.

Prior to issuance of building permits, on site water service shall be installed and approved by the responsible agency. On site fire hydrants shall be approved by the Fire Department. No flammable materials will be allowed on the site until the fire hydrants are established and approved.

Prior to issuance of building permits, site grading certification and pad certifications shall be submitted to Building & Safety. Prior to concrete placement, submit a certification for the finish floor elevation and setbacks of the structures. The certification needs to reflect that the structure is in conformance with the precise grading plans. Compaction reports shall accompany pad certifications. The certifications are required to be signed by the engineer of record.

Prior to issuance of building permits, provide Building & Safety with a Will Service Letter from Western Municipal Water District.

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

Special inspectors and structural observation inspectors that are required by the building code shall register with Building & Safety. The special inspectors shall provide a copy of their certifications as well as a copy of their driver's license before they start work as an inspector on the project. Special inspectors are required to provide a hard copy of the reports in the construction office daily for the inspectors use. The special inspectors shall make all necessary and required inspections before March JPA inspectors provide periodic inspections.

A Certificate of Occupancy will be granted to the Developer/Owner when the building is 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 may issue a permit for the tenant improvement prior to completion of the original building permit if all other agencies agree to allow the permit to be issued and the plans for the tenant improvement have been approved.

EXHIBIT A25

Plot Plan 20-04 Riverside County Fire Conditions December 16, 2020

CAL FIRE – RIVERSIDE UNIT
RIVERSIDE COUNTY FIRE DEPARTMENT

BILL WEISER - Fire Chief
2300 Market Street Ste. #150, Riverside, CA 92501 • (951) 955-4777
• Fax (951) 955-4886
www.rvcfire.org

Proudly serving the unincorporated areas of riverside county and the cities of:

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Menifee
Moreno Valley
Norco
Palm Desert
Perris
Rancho Mirage
Rubidoux CSD
San Jacinto
Temecula
Wildomar

BOARD OF SUPERVISORS:

Kevin jeffries
District 1

Karen spiegel
District 2

Charles Washington
District 3

v. manuel perez
district 4

jeff hewitt
district 5

December 16, 2020

March JPA
Attn: Lauren Sotelo, Planner
14205 Meridian Parkway, Suite 140
Riverside, CA 92518

Case Number: PP20-04 Conditions of Approval

Ms. Sotelo,

The Riverside County Fire Department has reviewed the Site Development plans and find them acceptable with the conditions below. Final conditions will be addressed when final site and building plans are reviewed:

- Prior to issuance of Certificate of Occupancy or Building Final, the applicant/developer shall install a fire sprinkler system based on the information provided. Fire sprinkler plans shall be submitted and approved by the Office of the Fire Marshal prior to installation. (CFC Section 903)

- Prior to issuance of Certificate of Occupancy or Building Final, all commercial buildings shall display street numbers in a prominent location on the address side and additional locations as required to facilitate emergency response. The numerals shall be a minimum of twelve inches in height. (CFC 505.1)

- Final fire and life safety conditions will be addressed when the Office of the Fire Marshal reviews building plans. These conditions will be based on occupancy, use, California Building Code (CBC), California Fire Code (CFC), and related codes, which are in effect at the time of building plan submittal.

- Minimum fire flow for the construction of all commercial buildings is required per CFC Appendix B and Table B105.1. Prior to building permit issuance, the applicant/developer shall provide documentation to show there exists a water system capable of delivering 4000 gpm at 20psi for four hours. Subsequent design changes may increase or decrease the required fire flow.

- Prior to building construction, fire apparatus access roads extending beyond 150 feet which have not been completed shall have a turnaround capable of accommodating fire apparatus. (CFC 503.2.5)

- During phased construction, fire apparatus access roads extending beyond 150 feet which have not been completed shall have a turn-around capable of accommodating fire apparatus. (CFC 503.1 and 503.2.5)

- If construction is phased, each phase shall provide approved emergency vehicular access for fire protection prior to any building construction. (CFC 501.4)

- Prior to issuance of Building Permits, an approved site plan for fire apparatus access roads and signage shall be submitted and approved by the Office of the Fire Marshal. (CFC 501.3)

- The Fire Apparatus Access Road shall be (all weather surface) capable of sustaining an imposed load of 75,000 lbs. GVW. The fire apparatus access road or temporary access road shall be reviewed and approved by the Office of the Fire Marshal and in place during the time of construction. (CFC 501.4)

- Fire apparatus access roads shall have an unobstructed width of not less than twenty–four (24) feet as approved by the Office of the Fire Marshal and an unobstructed vertical clearance of not less the thirteen (13) feet six (6) inches or 15 feet if project is located in a State Responsibility Area Fire Hazard Zone. (CFC 503.2.1)

- The minimum number of fire hydrants required, as well as the location and spacing of fire hydrants, shall comply with the C.F.C. and NFPA 24. Fire hydrants shall be located no closer than 40 feet from a building. A fire hydrant shall be located within 200 feet of the fire department connection for buildings protected with a fire sprinkler system. The size and number of outlets required for the approved fire hydrants are (6" x 4" x 2 ½" x 2 ½") (CFC 507.5.1, 507.5.7, Appendix C, NFPA 24-7.2.3)

- Prior to issuance of Certificate of Occupancy or Building Final, "Blue Reflective Markers" shall be installed to identify fire hydrant locations in accordance with City specifications. (CFC 509.1)

- Prior to issuance of Building Permits, the applicant/developer shall furnish one copy of the water system plans to the Office of the Fire Marshal for review and approval.

- The required water system, including fire hydrants, shall be installed, made serviceable, and be accepted by the Office of the Fire Marshal prior to beginning construction. They shall be maintained accessible.

- Existing fire hydrants on public streets are allowed to be considered available. Existing fire hydrants on adjacent properties shall not be considered available unless fire apparatus access roads extend between properties and easements are established to prevent obstruction of such roads. (CFC 507, 501.3)

- Fire safety during construction shall comply with the requirements of Chapter 33. (CFC Chapter 33 & CBC Chapter 33)

- Requests for installation of traffic calming designs/devices on fire apparatus access roads shall be submitted and approved by the Office of the Fire Marshal.

EXHIBIT A26

Plot Plan 20-04 Riverside County Flood Control Conditions March 05, 2020

JASON E. UHLEY
General Manager-Chief Engineer

1995 MARKET STREET
RIVERSIDE, CA 92501
951.955.1200
FAX 951.788.9965
www.rcflood.org

230033

RIVERSIDE COUNTY FLOOD CONTROL
AND WATER CONSERVATION DISTRICT

March 5, 2020

March Joint Powers Authority
14205 Meridian Parkway, Suite 140
Riverside, CA 92518

Attention: Lauren Sotelo

Re: Plot Plan 20-04, Intersection of Coyote Bush Road and Krameria Avenue

The Riverside County Flood Control and Water Conservation District (District) does not normally recommend conditions for land divisions or other land use cases in incorporated cities. The District also does not plan check City land use cases or provide State Division of Real Estate letters or other flood hazard reports for such cases. District comments/recommendations for such cases are normally limited to items of specific interest to the District including District Master Drainage Plan facilities, other regional flood control and drainage facilities which could be considered a logical component or extension of a master plan system, and District Area Drainage Plan fees (development mitigation fees). In addition, information of a general nature is provided.

The District's review is based on the above-referenced project transmittal, received February 25, 2020. The District **has not** reviewed the proposed project in detail, and the following comments do not in any way constitute or imply District approval or endorsement of the proposed project with respect to flood hazard, public health and safety, or any other such issue:

☒ This project would not be impacted by District Master Drainage Plan facilities, nor are other facilities of regional interest proposed.

☐ This project involves District proposed Master Drainage Plan facilities, namely, _____. The District will accept ownership of such facilities on written request of the City. Facilities must be constructed to District standards, and District plan check and inspection will be required for District acceptance. Plan check, inspection, and administrative fees will be required.

☐ This project proposes channels, storm drains 36 inches or larger in diameter, or other facilities that could be considered regional in nature and/or a logical extension of the adopted _____ Master Drainage Plan. The District would consider accepting ownership of such facilities on written request of the City. Facilities must be constructed to District standards, and District plan check and inspection will be required for District acceptance. Plan check, inspection, and administrative fees will be required.

☒ This project is located within the limits of the District's Perris Valley and Lake Mathews Area Drainage Plans for which drainage fees have been adopted. If the project is proposing to create additional impervious surface area, applicable fees should be paid by cashier's check or money order only to the Flood Control District or City prior to issuance of grading or building permits. Fees to be paid should be at the rate in effect at the time of issuance of the actual permit.

☐ An encroachment permit shall be obtained for any construction related activities occurring within District right of way or facilities, namely, _____. For further information, contact the District's Encroachment Permit Section at 951.955.1266.

☐ The District's previous comments are still valid.

GENERAL INFORMATION

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

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

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

Very truly yours,

Deborah de Chambeau

DEBORAH DE CHAMBEAU
Engineering Project Manager

ec: Riverside County Planning Department
Attn: Jason Killebrew

SLJ:rlp

EXHIBIT A27

Plot Plan 20-04 Trilake Conditions December 14, 2020

CONDITIONS OF APPROVAL

MJ-116
December 14, 2020
South Campus Building D, Plot Plan 20-04
Meridian South Campus Specific Plan
NW Corner of Krameria Avenue and Coyote Bush Road
APN 294-100-027 & -031

With respect to the Conditions of Approval for the above referenced project, the March Joint Powers Authority (MJPA) requires that the applicant provide the following improvements and/or dedications in accordance with MJPA requirements and standards and pursuant to exhibits identified and shown on the site plan. It is understood that the site plan correctly shows all existing and proposed easements, traveled ways, rights-of-way, and drainage courses with appropriate Q's and their omission may require the site plan to be resubmitted for further consideration.

General Conditions:

1. The project's grading shall be in a manner to perpetuate existing natural drainage patterns. Any deviation from this, concentration or increase in runoff must have approval of adjacent property owners and MJPA. Drainage easements shall be obtained from affected property owners. The applicant shall accept the offsite runoff and convey it to an adequate outlet. Emergency escape paths shall be provided for all sump conditions.

2. Prior to commencement of any construction or installation of fencing in the public right-of-way, an encroachment permit shall be obtained.

Prior to Issuance of Grading Permit:

3. Truck access shall be from Krameria Avenue, Coyote Bush Road, and Village West Drive north of Krameria Avenue. Truck access is restricted on Gless Ranch Road extension east of Barton Street. Traffic diverters/raised medians to negate truck access shall be

constructed as designed by the project's Traffic Engineer and as approved by MJPA Engineer and City of Riverside Public Works Department.

4. The driveway on Coyote Bush Road shall be designated for truck access only.

5. The westerly driveway on Krameria Avenue shall be designated for truck access and restricted to right-in/left-out only.

6. Concrete pavement shall be provided on Coyote Bush Road and Krameria Avenue at the truck designated points of access to withstand truck traffic.

7. The easterly driveway on Krameria Avenue shall be designated for auto access only.

8. The developer/property owner shall submit the following to MJPA for review and approval:

   a. Onsite Grading Plan and Erosion Control Plan
   b. Street Improvement Plan
   c. Signing & Striping Plan
   d. Drainage Plan, Hydrology and Hydraulic Report for onsite and offsite improvements
   e. Final WQMP (for reference)

   The project's design shall be in compliance with WMWD, Riverside County Flood Control and Water Conservation District (RCFCD), Riverside County, Caltrans, MJPA and ADA most recent standards, criteria and requirements and in effect at the time of construction and coordinated with the approved plans for adjacent developments.

9. The incremental increase in runoff volume between developed and undeveloped state for the 85th percentile storm, shall be retained within onsite private detention facilities.

Prior to issuance of Building Permit:

10. The developer/property owner shall secure MJPA's and appropriate agencies' approval of the improvement plans.

11. The developer/property owner shall provide water and sewer service to this project in accordance with the requirements of the appropriate utility purveyors. This project is within Western Municipal Water District (WMWD) service area. Water and sewer improvements shall be installed per WMWD Standards and Fire

Department requirements. Fire Department and WMWD approvals are required prior to MJPA approval.

12. Onsite fire hydrants shall be installed as determined by the Fire Department.

13. All rights-of-way shall be offered to the public and shall continue in force until MJPA accepts or abandons such offers.

14. All weather access shall be provided to the proposed buildings per Fire Department standards.

15. The developer/property owner shall submit a compaction certification from the Soils engineer in compliance with the approved geotechnical/soils report.

Prior to issuance of Certificate of Occupancy:

16. Unless currently annexed, this project shall annex to existing landscape, lighting, and drainage maintenance districts established by MJPA. The property owner shall be responsible to pay towards maintenance of all offsite facilities including drainage improvements as determined by the Districts. Onsite underground basin(s), pipes, lights and landscape shall be maintained by the property owner.

17. Gless Ranch Road (Enhanced Local Street – 66'/44') within a 66-foot full width dedicated right-of-way shall be improved to provide for a 44-foot asphalt paving (using a TI of 6.5 and PG 64-10), 6-inch curb and gutter at 22 feet on both sides of the centerline with 6-foot wide sidewalk and street lights.

18. Caroline Way (Industrial Collector – 78'/56') within a 78-foot full width dedicated right-of-way shall be improved to provide for a 56-foot concrete paving (using a TI of 8.0), 6-inch curb and gutter at 39 feet on both sides of the centerline with 6-foot wide sidewalk and street lights.

19. Krameria Avenue and Coyote Bush Road shall be fully improved in compliance with Meridian South Campus Specific Plan Street Improvement Plan.

20. Truck diverters/raised medians restricting truck turning movements shall be constructed on Gless Ranch Road.

21. The existing improvements on Barton Road, Krameria Avenue, and Coyote Bush Road, if damaged during construction, shall be removed and replaced to the satisfaction of MJPA.

22. Striping shall be refreshed along the site to the limits determined by MJPA's inspector

Stuart E. McKibbin
MJPA Engineer

EXHIBIT A28

Plot Plan 20-04 WMWD Conditions August 14, 2020

Craig D. Miller
General Manager

Steven K. Adams
Division 1

Gracie Torres
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

August 14, 2020

Lauren Sotelo
Senior Planner
March Joint Powers Authority
14205 Meridian Pkwy., Suite 140
Riverside, CA 92518
sotelo@marchjpa.com

VIA EMAIL

CONDITIONS OF APPROVAL FOR PLOT PLAN 20-04 – SOUTH CAMPUS BUILDING D AND CAROLINE WAY STREET IMPROVEMENTS

This letter is in response to attached Project Transmittal dated July 30, 2020, Western Municipal Water District's (Western) Conditions of Approval for the above reference project are as follows:

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

2. All applicable Added Facilities Charges (for water facilities), Sewer Connection Fees, and Meter Installation Fees must be paid as well as Cross Connection Testing and regulatory compliance approved prior to the installation of any water meter.

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

4. Western, as a member agency of Metropolitan Water District of Southern California (MWD) will enforce MWD's Plan for Water Use Efficiency Guideline requirements for water conservation.

5. The property is located within the 1900 Pressure Zone. Currently, Western has an existing 18" water pipeline located along Coyote Bush Road per Western's GIS (attached) and other potable pipelines as shown on Meridian South Campus – Phase III Building D plans (attached) for service connections to the proposed project. The available Fire Flow must be determined by a flow test or fire flow modeling.

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

7. Western has an existing 8" recycled water pipeline in Coyote Bush Road per Western's GIS exhibit (attached) and other recycled pipelines as shown on Meridian South Campus – Phase III Building D plans (attached), these recycled water lines and service are not available for service connection to the proposed project.

8. Western has an existing 15" sewer pipeline in Coyote Bush Road per Western's GIS exhibit (attached) and other sewer pipelines as shown on Meridian South Campus – Phase III Building D plans (attached) for service connection to the proposed project.

9. Developer to submit a 22" x 34" preliminary onsite and/or offsite Master Utility Plan for water and sewer plan layout to Western before formal submittal of Water, Sewer and/or Recycled Improvement Plans for approval.

10. Preliminary Master Utility Plan with water and sewer plans shall show the following items:

    a. Include existing survey data;
    b. 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 and adjacent streets;
    c. Delineate all easements within project boundaries and adjacent streets;
    d. Delineate all proposed and existing lots, streets, and storm drains;
    e. Delineate all proposed water, sewer and/or recycled water facilities within project boundaries and adjacent streets. Include pipeline diameters and type of material;
    f. Confirm Western's minimum requirements for depth of pipelines below street subgrade and pavement section is maintained during grading and prior to setting final grades; and
    g. The project is proposing a 12" backflow preventer. This will be required to be a Reduced Pressure Detector Assembly (RPDA) and may not be available in the proposed size. Please confirm. This may require the installation of two parallel RPDA's.

11. Developer to submit a detailed engineer's construction cost estimate to Western for review and approval. Once approved, developer shall make a deposit for plan checking services for Water, Sewer and/or Recycled Water Improvement Plans.

12. Water, Sewer and/or Recycled Water Improvement Plans shall be designed per Western's Standard Specifications. Please review Western's Developer Handbook for submittal formats and requirements online at:

    http://www.wmwd.com/162/Developer-Handbook

13. Water, Sewer and Recycled Water Commercial Plans for connections only shall be designed per Western's Standards and Specifications. Please review Western's Commercial Plan Check Package for submittal formats and requirements online at:

    http://www.wmwd.com/DocumentCenter/Home/View/237

14. Developer to submit grading plans for Western's review and approval before grading permit is issued. Prior to grading and setting grades please ensure that the required depth of pipe is maintained as required by Western as measured below street subgrade.

15. Water, Sewer and/or Recycled Water Improvement Plans or Commercial Plans shall not be approved until all items mentioned above are received and approved by Western.

16. The developer is responsible for installing, paying all costs and obtaining an encroachment permit from the local jurisdiction having authority over installation of water, sewer and/or recycled water facilities including laterals in the public right-of-way. If the customer chooses to cross private property then the customer is responsible to obtain private easements from adjacent property owners. Proof of private easement must be provided to Western prior to plan approval.

17. Provide and/or pay for all applicable cost and fees including connection facilities, relocation of facilities, and additional facilities that may be necessary to accommodate applicant's proposed water and sewer usage, while maintaining resiliency of pipelines within Western's distribution system. This may include the upsizing of pipelines, installation of pressure reduction, and/or pump stations (subject to the application of appropriate credits for additional facilities provided by applicant).

18. For water, sewer and/or recycled water service by Western, the developer must comply with the "Standard Conditions," and all applicable Rules, Regulations, and General Policies of Western at the time of construction.

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

Thank you for giving Western the opportunity to submit these items as part of the Conditions of Approval.

Tom Scott

THOMAS G. SCOTT, P.E.
Principal Engineer

TGS:dsc:tp;sc

Attachments:
1. Transmittal from March Joint Powers Authority Dated July 30, 2020
2. WMWD GIS Water, Sewer & Recycled Water Exhibit
3. South Campus – Phase III Building D plans (Sheet 1 to 4)

TRANSMITTAL

TO:	REVIEW AGENCIES
FROM:	LAUREN SOTELO, SENIOR PLANNER
DATE:	JULY 30, 2020
SUBJECT:	ADDENDUM #1 SOUTH CAMPUS BUILDING D AND CAROLINE WAY STREET IMPROVEMENTS
CASE NO:	PLOT PLAN 20-04

REVIEWING AGENCIES:

☒ Adria Reinertson, Riv. Co. Fire
☒ Danny Whaley, March JPA
☒ Cassandra Sanchez, Trilake Consultants
☒ Erik Ruehr, VRPA Technologies
☒ Diahann Castellon, WMWD

Based on the comments provided on the initial Plot Plan submittal, the applicant's team has revised and resubmitted the Plot Plan for subsequent review and/or Conditions of Approval by the aforementioned departments. Provided below is a summary of the proposed Plot Plan.

- **Plot Plan 20-04 (PP 20-04):** The Applicant, Meridian South, LLC. is proposing to develop an 800,000 SF speculative industrial building "Building D" on 36.5 acres west of Coyote Bush Road and north of Krameria Avenue in the proposed Industrial zone. This plot plan would include the construction of the Caroline Way street improvements.

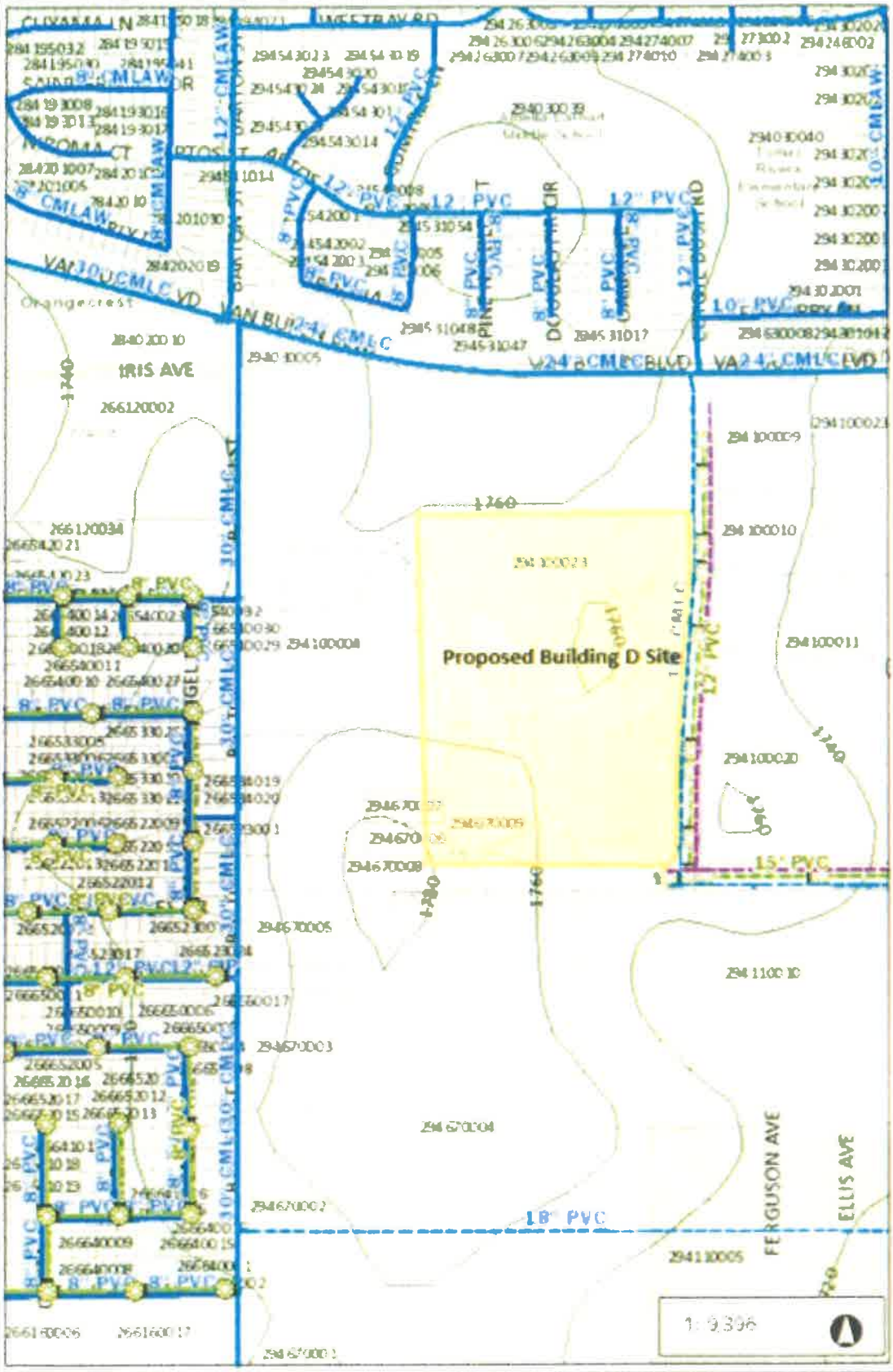
This project is one of several applications. Additional applications include a General Plan Amendment, Specific Plan Amendment, two other Plot Plans, a Conditional Use Permit and a Tentative Parcel Map.

Please refer to the attached Project Description for additional information about the Project. March JPA requests that all comments or Conditions of Approval, should you have any, be submitted no later than **Thursday, August 13, 2020**. Please contact Lauren Sotelo, Senior Planner at (951) 656-7000 for further information or if you have any questions that you would like to discuss.

ATTACHMENT(S):

1. Project Description
2. Conceptual Design Plan
3. Conceptual Grading Plan
4. Conceptual Utility Plan **(Fire, Trilake, and WMWD only)**
5. Conceptual Landscape Plans **(LLMD only)**
6. Response to Comments **(Trilake, LLMD, Fire, and VRPA only)**
7. Approved Water Supply Assessment 04/15/2020 **(WMWD only – electronic copy to be provided)**

WMWD GIS Water, Sewer & Recycled Water Exhibit



Legend

- Tentative Potable Fire Hydrant
- Tentative Potable Water Syste
  - Butterfly
  - Gate
  - Plug
- Tentative Potable Control Valv
- Tentative Potable Mains
  - Transmission Main
  - Distribution Main
  - Blow Off
- TentativeRecycled Control Val
- Tentative Recycled Sytem Val
  - Butterfly
  - Gate
  - Plug
- Tentative Recycled Main Lines
- Tentative Sewer Manholes
- Tentative Sewer Gravity Mains
  - Collector
  - Trunk
- Sewer Manholes
- Sewer Gravity Mains
  - Collector
  - Trunk
  - Overflow Siphon
- Potable Fire Hydrants

Notes

Meridian South Campus
Building D Site
Conditions of Approval

This map is a user generated static output from an Internet mapping site and is for reference only. Data layers that appear on this map may or may not be accurate, current, or otherwise reliable.

THIS MAP IS NOT TO BE USED FOR NAVIGATION

0 0.15 0.3 Miles

WGS_1984_Web_Mercator_Auxiliary_Sphere
© Latitude Geographics Group Ltd.

STANDARD JPA NOTES

SHEET INDEX

PROJECT DATA

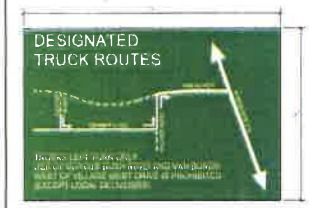
PROJECT DESCRIPTION

GENERAL PROJECT INFORMATION

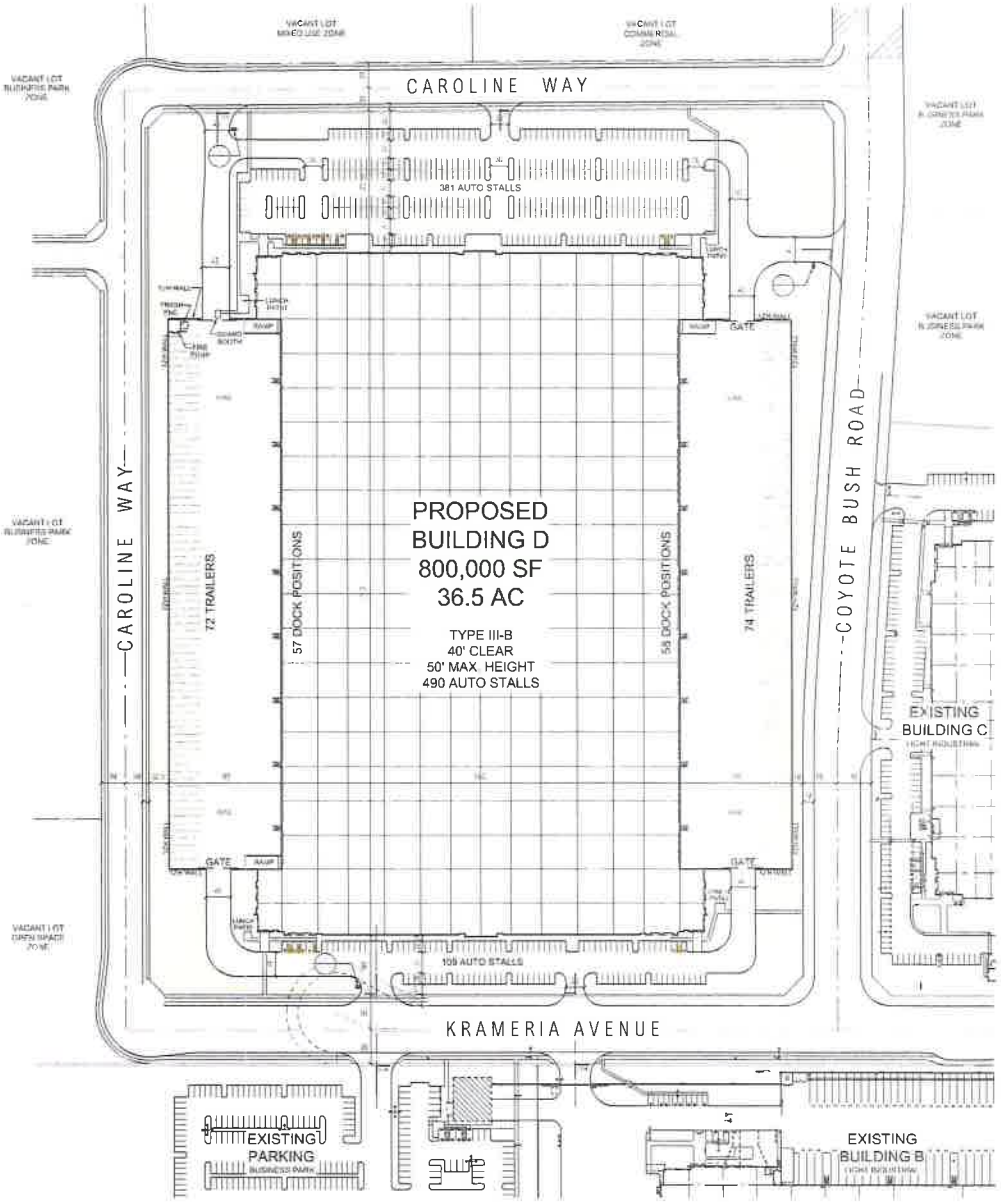
CODE ANALYSIS

UTILITY PROVIDERS

VICINITY MAP



TRUCK ROUTE SIGN 1



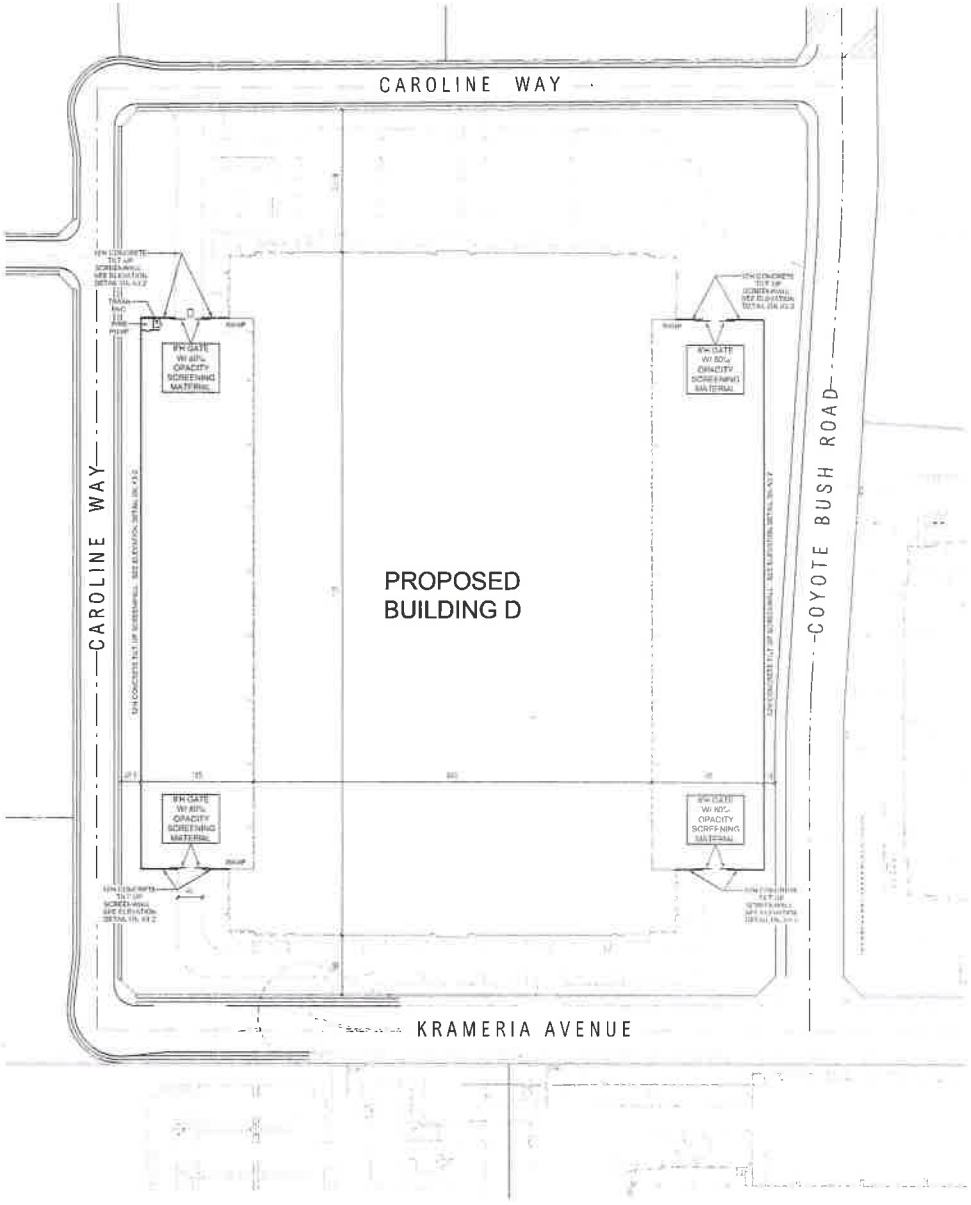
RGA

MERIDIAN

SOUTH CAMPUS - BUILDING D - PLOT PLAN

MERIDIAN PARK LLC

A1-1-P



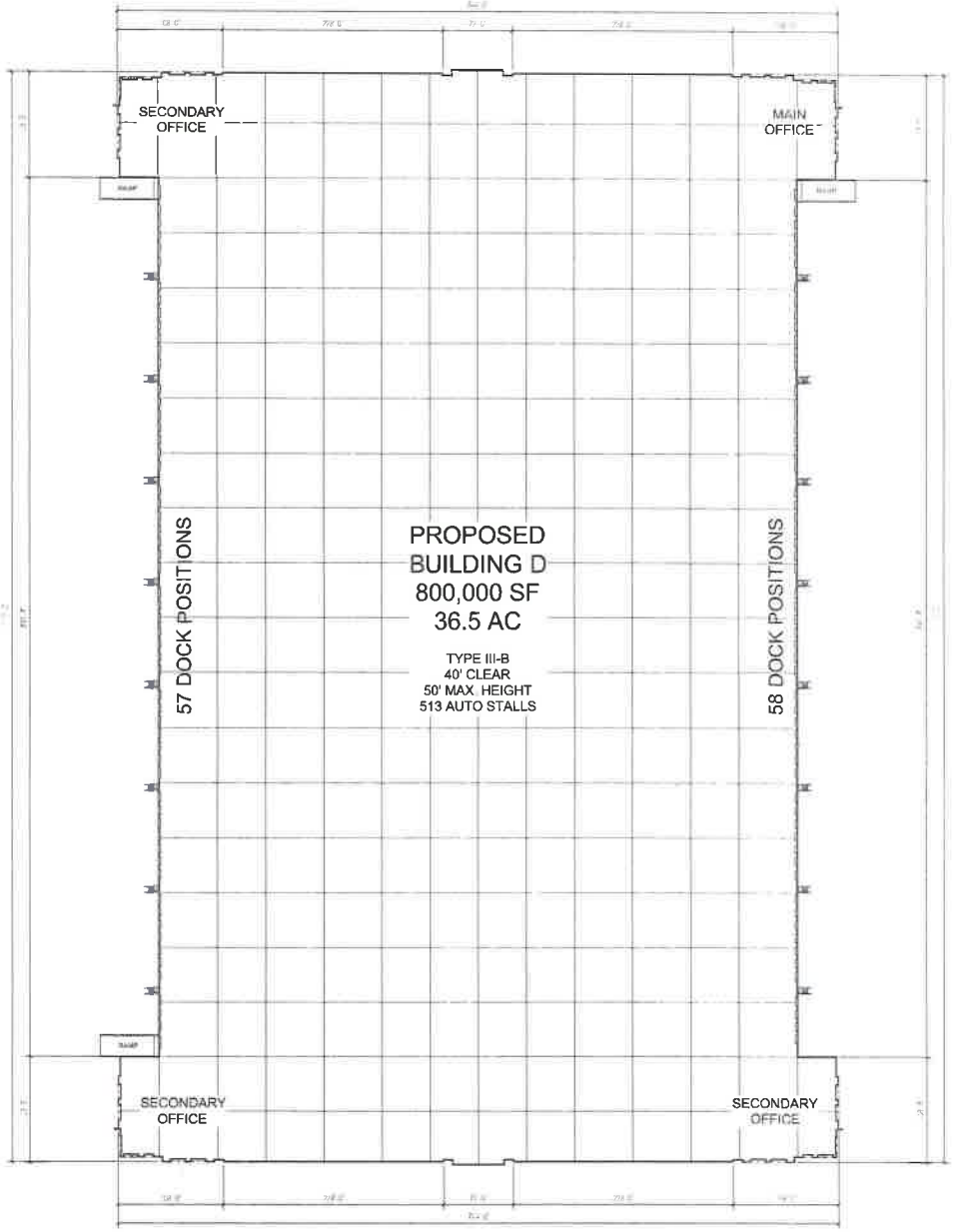
RGA

MERIDIAN

SOUTH CAMPUS - BUILDING D - FENCE PLAN

MERIDIAN PARK LLC

A1-2-P



RGA

MERIDIAN

SOUTH CAMPUS - BUILDING D - FLOOR PLAN

MERIDIAN PARK LLC

A2-1-P



NORTH ELEVATION



WEST ELEVATION



SOUTH ELEVATION



EAST ELEVATION

RGA

MERIDIAN

SOUTH CAMPUS - BUILDING D - ELEVATIONS

MERIDIAN PARK LLC

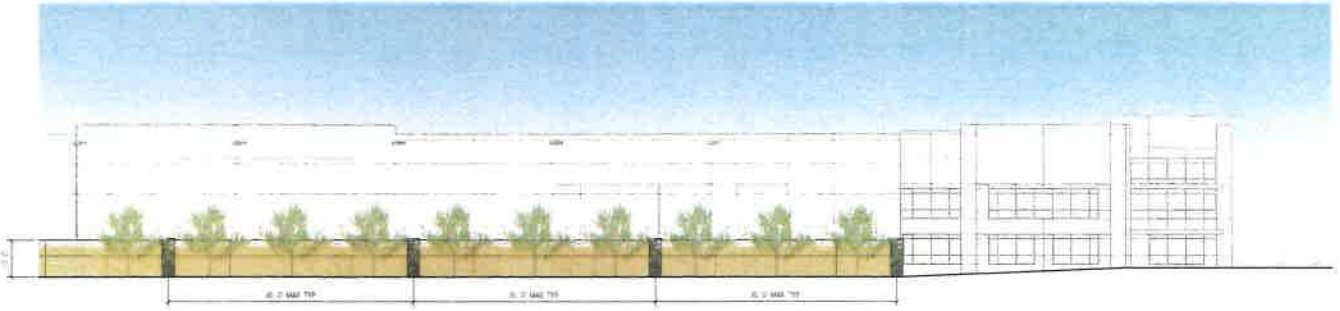
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NORTH ELEVATION ENLARGEMENTS
(SOUTH SIMILAR)



EAST ELEVATION ENLARGEMENT
(WEST SIMILAR)



SCREENWALL ELEVATIONS
(TYPICAL)

RGA

MERIDIAN

SOUTH CAMPUS - BUILDING D - ELEVATIONS

MERIDIAN PARK LLC

A3-2-P

EXHIBIT A29

Urban Crossroads Memo Regarding Caroline Way November 11, 2020

November 11, 2020

Ms. Lauren Sotelo
March Joint Powers Authority
14205 Meridian Parkway, Suite 140
Riverside, CA 92518

SUBJECT: MERIDIAN SOUTH CAMPUS SPECIFIC PLAN AMENDMENT - CAROLINE WAY

Dear Ms. Lauren Sotelo:

The proposed Meridian South Campus Specific Plan Amendment (**Project**) is located within the southwestern portion of the March Joint Powers Authority (**March JPA**) jurisdiction. The March JPA has requested Urban Crossroads perform a sight distance analysis for the two Building D driveways near the knuckles (bends in the roadway) on Caroline Way to identify design recommendations.

At unsignalized intersections, sight distance must provide a clear line of sight between the driver of the vehicle waiting on the minor road (driveway) and the driver of an approaching vehicle. Adequate visibility for vehicular and pedestrian traffic can be provided at each Project driveway by limiting sight obstructions within the limited use area. The limited use area is determined by starting with a point located 15-feet back from the edge of the traveled way which represents the position of the driver in a vehicle waiting to exit the driveway (minor approach) then a line is drawn to the center of the farthest lane (representing the location of an approaching vehicle) at the required distance per Standard No. 821 along the major roadway (Caroline Way) in both directions of travel. The sight distance is based on the design speed. For the purposes of this analysis, a 150-foot stopping sight distance has been utilized for private roads/driveways (per Standard No. 821 for a 25 MPH roadway). The 150-foot stopping sight distance allows waiting vehicles to either cross all lanes of through traffic by turning left or cross the near lanes by turning right without requiring through traffic to radically alter their speed.

The sight distance for the northern and southern truck driveways of Building D near the knuckles of Caroline Way are identified on Attachment 1. Also identified is the limited use area (shaded in green). It is recommended that any landscaping/hardscape within the limited use area not exceed 30-inches in height. The limited use area (as shown on Attachment 1) should be kept clear of any landscaping or any other obstructions that may impede the visibility of the driver, including but not limited to trees, walls, and/or vegetation.

RECOMMENDATIONS

We offer the following additional recommendations for Building D/Caroline Way:

- No stop signs are to be placed on the knuckles along Caroline Way.
- Install curve warning signs (W1-1) on both approaches at the knuckles on Caroline Way in conjunction with chevron signs (W1-8) (a total of 8 signs). Attachment 2 shows the placement of the recommended curve warning and chevron signs.
- Install a stop sign on Caroline Way (eastbound egress) at the Coyote Bush Road intersection.
- Install a concrete traffic diverter island at the intersection of Barton Street and Gless Ranch Road to prohibit truck access (see Attachment 3).
- Install "No Trucks" signage along Caroline Way approaching Gless Ranch Road and along Gless Ranch Road.

If you have any questions, please contact me directly at (949) 861-0177.

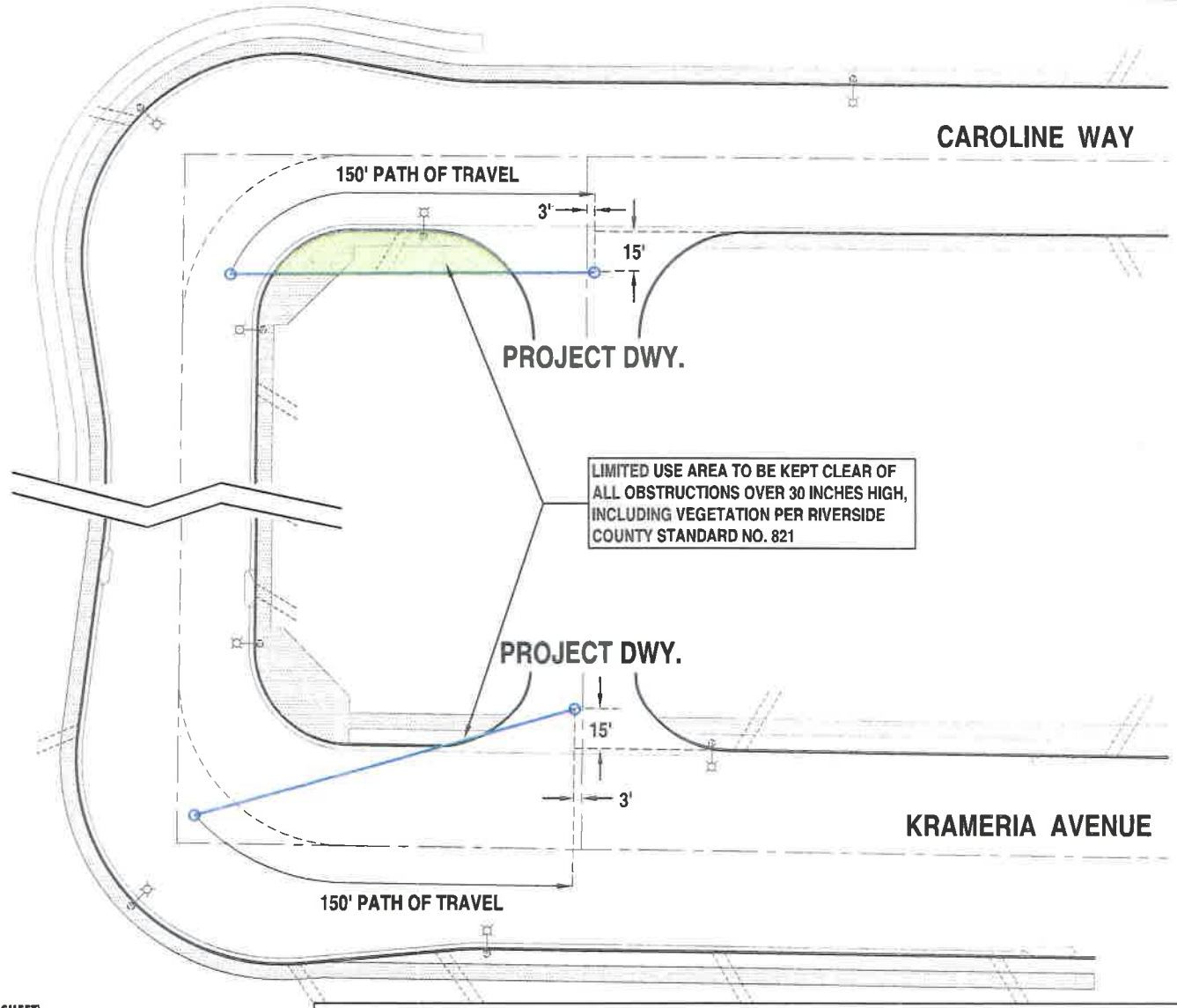
Respectfully submitted,

URBAN CROSSROADS, INC.

Charlene So

Charlene So, PE
Associate Principal

ATTACHMENT 1: SIGHT DISTANCE ASSESSMENT



SCALE: 1" = 40' (ON 11" x 17" SHEET)

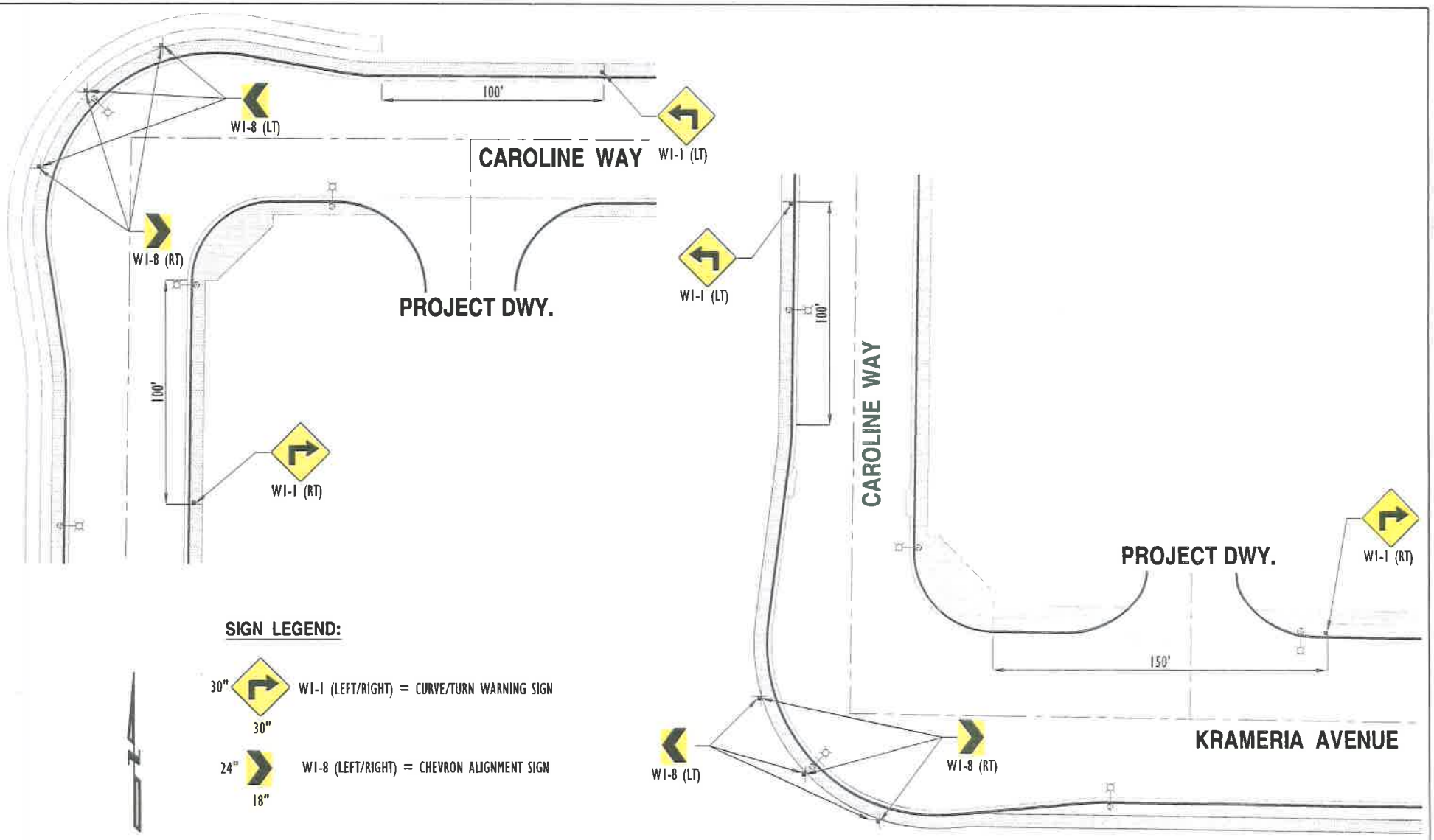
0 20 40 80 120

EXHIBIT A: BUILDING D INTERSECTION SIGHT DISTANCE AT PROJECT DRIVEWAY & CAROLINE WAY AND PROJECT DRIVEWAY & KRAMERIA AVENUE

URBAN CROSSROADS
WWW.URBANXROADS.COM
TELEPHONE: 949-660-1994

DESIGN\12759-BldgDSight_A.dwg - 11/4/20 - DG

ATTACHMENT 2: CURVE WARNING SIGN PLACEMENT ALONG CAROLINE WAY



SIGN LEGEND:

30" × 30" — W1-1 (LEFT/RIGHT) = CURVE/TURN WARNING SIGN

24" × 18" — W1-8 (LEFT/RIGHT) = CHEVRON ALIGNMENT SIGN

SCALE: 1" = 40' (ON 11" x 17" SHEET)

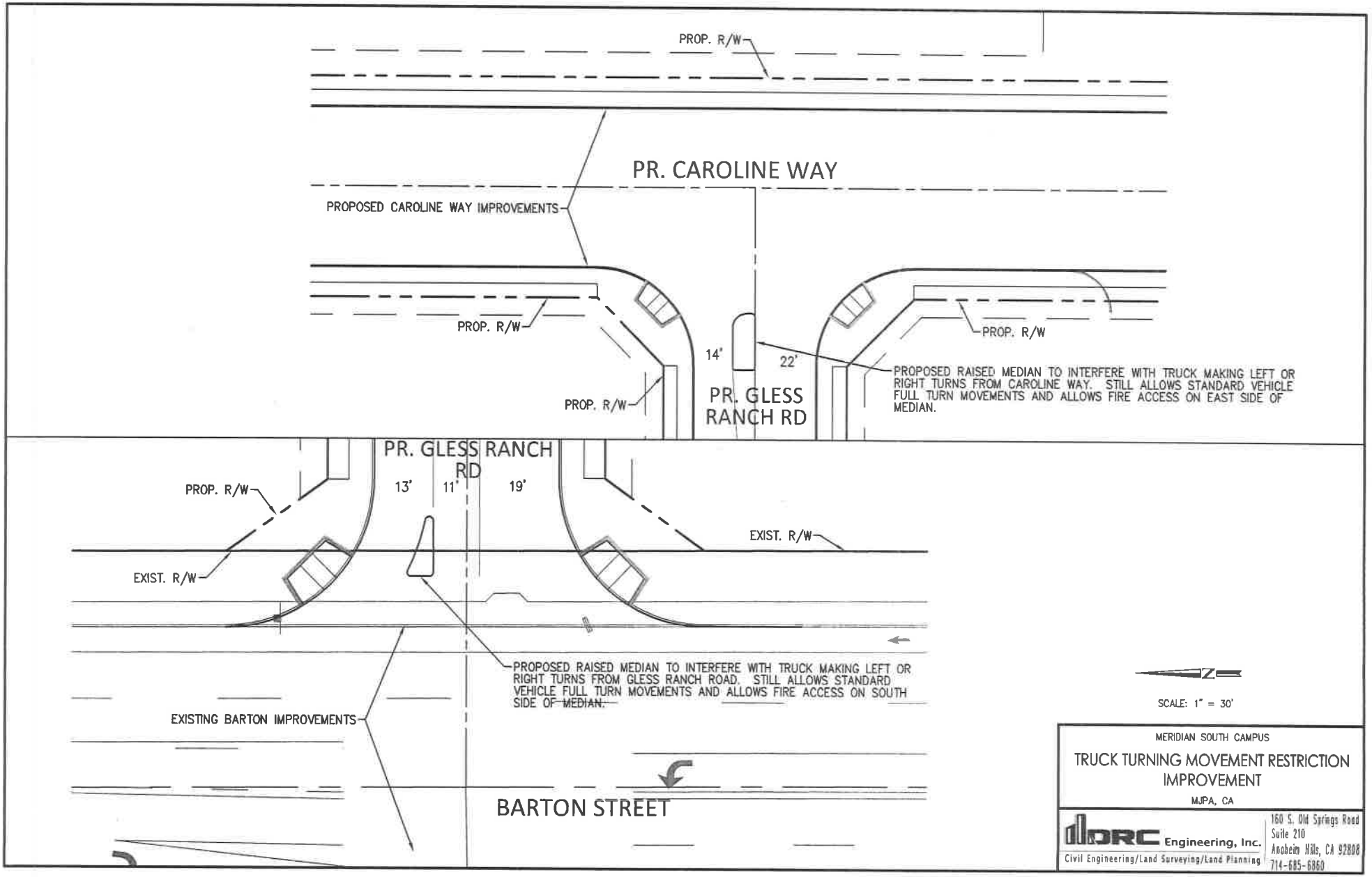
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EXHIBIT B: BUILDING D KNUCKLE SIGNING AT CAROLINE WAY AND KRAMERIA AVENUE

URBAN CROSSROADS
WWW.URBANCROADS.COM
TELEPHONE: 949-660-1994

DESIGN\12759-BldgDSight_A2.dwg - 11/6/20 - DG

ATTACHMENT 3: TRAFFIC DIVERTER AT BARTON STREET AND GLESS RANCH ROAD



MERIDIAN SOUTH CAMPUS

TRUCK TURNING MOVEMENT RESTRICTION IMPROVEMENT

MJPA, CA

ORC Engineering, Inc.
Civil Engineering/Land Surveying/Land Planning
160 S. Old Springs Road
Suite 210
Anaheim Hills, CA 92808
714-685-6860

EXHIBIT A30

Plot Plan 20-05 Building and Safety Conditions March 02, 2020

Building and Safety Conditions of Approval

Date:	**March 2, 2020**
Applicant:	**Hirsch & Associates, Inc.**
Applicants Address:	**2221 East Winston Road, Suite A, Anaheim, CA 92806**
Site Location:	**Eastern Side of Barton St, across from Santa Inez Way**
Project:	**Plot Plan No. 20-05, Dog Park**

Please contact March JPA Building & Safety at 951-656-7000 for direction on how to submit your building application as well as how to submit plans for electronic plan review. Please visit Marchjpa.com to download forms for building permit application.

Building & Safety General Information

All structures and accommodations shall be designed in accordance with the 2019 California Building Code, 2019 California Mechanical Code, 2019 California Plumbing Code, and the 2019 California Electrical Code, and the 2019 California Green Buildings Standards adopted by the State of California.

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

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

Temporary toilet facilities shall be provided for construction workers. The toilet facilities shall be maintained in a sanitary condition. Construction toilet facilities of the non sewer type shall conform to ANSI requirements.

Construction projects which require temporary electrical power shall obtain an Electrical Permit from Building & Safety. No temporary electrical power will be granted to a project unless one of the following items are in place and approved by Building & Safety and the Planning Department.

(A) Installation of a construction trailer, or,
(B) Security fenced area where the electrical power will be located.

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

Site development shall be designed to provide access to all entrances and exterior ground floors exits and access to normal paths of travel, and where necessary to provide access. Paths of travel shall incorporate (but not limited to) exterior stairs, landings, walks and sidewalks, pedestrian ramps, curb ramps, warning curbs, detectable warning, signage, gates, lifts and walking surface materials. The accessible route(s) of travel shall be the most practical direct route between accessible building entrances, site facilities, accessible parking, public sidewalks, and the accessible entrance(s) to the site, California Building Code, (CBC) Chapter 11, Sections, 11A and 11B.

March JPA enforces the State of California provisions of the California Building Code disabled access requirements. The Federal Americans with Disabilities Act (ADA) standards may differ in some cases from the California State requirements, therefore it is the building owner's responsibility to be aware of those differences and comply accordingly.

Site facilities such as parking open or covered, recreation facilities, and trash dumpster areas, guard shacks and common use areas shall be accessible per the CBC, Chapter 11.

Separate plan submittals and permits are required for all accessory structures; example would be trash enclosures, patios, block walls, play equipment and storage buildings.

Pursuant to the California Business and Professions Code Section 6737, most projects are required to be designed by a California Licensed Architect or Engineer. The project owner or developer should review the section of the California Codes and comply with the regulation.

Building & Safety, (Willdan Engineering) will review building plans, inspect all foundation work, structural work on the building to include plumbing and electrical in the building and on site, 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 path of travel 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 common use structures on the site.

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

Storm Water, (CG Recourse Management) will inspect the Storm Water requirements on and off site.

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

Building & Safety Conditions

All on site utilities shall be underground unless prior approval has been obtained by the utility company and March JPA.

Prior to issuance of building permits, on site water service shall be installed and approved by the responsible agency. On site fire hydrants shall be approved by the Fire Department. No flammable materials will be allowed on the site until the fire hydrants are established and approved.

Prior to issuance of building permits, provide Building & Safety with a Will Service Letter from Western Municipal Water District.

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

An electrical permit will be required for the LED light standards on site. Inspections will be performed on the light standard foundations.

An inspection on the site disabled access will be required by a California Access Specialist, (CASp) prior to final use of the dog park. This inspection can be performed by Building & Safety after a permit is obtained for the inspection.

EXHIBIT A31

Plot Plan 20-05 Riverside County Flood Control Conditions March 05, 2020

JASON E. UHLEY
General Manager-Chief Engineer

1995 MARKET STREET
RIVERSIDE, CA 92501
951.955.1200
FAX 951.788.9965
www.rcflood.org

230034

RIVERSIDE COUNTY FLOOD CONTROL
AND WATER CONSERVATION DISTRICT

March 5, 2020

March Joint Powers Authority
14205 Meridian Parkway, Suite 140
Riverside, CA 92518

Attention: Lauren Sotelo

Re: Plot Plan 20-05, Dog Park

The Riverside County Flood Control and Water Conservation District (District) does not normally recommend conditions for land divisions or other land use cases in incorporated cities. The District also does not plan check City land use cases or provide State Division of Real Estate letters or other flood hazard reports for such cases. District comments/recommendations for such cases are normally limited to items of specific interest to the District including District Master Drainage Plan facilities, other regional flood control and drainage facilities which could be considered a logical component or extension of a master plan system, and District Area Drainage Plan fees (development mitigation fees). In addition, information of a general nature is provided.

The District's review is based on the above-referenced project transmittal, received February 25, 2020. The District **has not** reviewed the proposed project in detail, and the following comments do not in any way constitute or imply District approval or endorsement of the proposed project with respect to flood hazard, public health and safety, or any other such issue:

☒ This project would not be impacted by District Master Drainage Plan facilities, nor are other facilities of regional interest proposed.

☐ This project involves District proposed Master Drainage Plan facilities, namely, _____. The District will accept ownership of such facilities on written request of the City. Facilities must be constructed to District standards, and District plan check and inspection will be required for District acceptance. Plan check, inspection, and administrative fees will be required.

☐ This project proposes channels, storm drains 36 inches or larger in diameter, or other facilities that could be considered regional in nature and/or a logical extension of the adopted _____ Master Drainage Plan. The District would consider accepting ownership of such facilities on written request of the City. Facilities must be constructed to District standards, and District plan check and inspection will be required for District acceptance. Plan check, inspection, and administrative fees will be required.

☒ This project is located within the limits of the District's Lake Mathews Area Drainage Plan for which drainage fees have been adopted. If the project is proposing to create additional impervious surface area, applicable fees should be paid by cashier's check or money order only to the Flood Control District or City prior to issuance of grading or building permits. Fees to be paid should be at the rate in effect at the time of issuance of the actual permit.

☐ An encroachment permit shall be obtained for any construction related activities occurring within District right of way or facilities, namely, _____. For further information, contact the District's Encroachment Permit Section at 951.955.1266.

☐ The District's previous comments are still valid.

GENERAL INFORMATION

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

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

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

Very truly yours,

Deborah de Chambeau

DEBORAH DE CHAMBEAU
Engineering Project Manager

ec: Riverside County Planning Department
Attn: Jason Killebrew

SLJ:rlp

EXHIBIT A32

Plot Plan 20-05 Trilake Conditions March 25, 2020

CONDITIONS OF APPROVAL

MJ-110
March 25, 2020
South Campus Dog Park, Plot Plan 20-05

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 Power Authority requirements and Standards and pursuant to exhibits identified and shown on site plan. It is understood that the site plan correctly shows all existing and proposed easements, traveled ways, rights-of-way, and drainage course with appropriate Q's and that their omission may require the site plan to be resubmitted for further consideration.

General Conditions:

1. The project's grading shall be in a manner to perpetuate existing natural drainage patterns. Any deviation from this, concentration or increase in runoff, must have approval from adjacent property owners and MJPA. Drainage easements shall be obtained from affected property owners. The application shall accept the offsite runoff and convey it to an adequate outlet. Emergency escape paths shall be provided for all sump conditions.

2. Prior to issuance of any permit, the developer/property owner shall secure MJPA's and appropriate agency's approval of the improvement plans.

3. Prior to the commencement of any construction or installation of fencing in the public rights-of-way, an encroachment permit shall be obtained.

Prior to Issuance of Grading Permit:

4. The developer/property owner shall submit the following to MJPA for review and approval:

a. Onsite Grading Plan and Erosion Control Plan
b. Drainage Plan, Hydrology and Hydraulic Report
c. Final WQMP (for reference)

The project's design shall be in compliance with WMWD, Riverside County Flood Control, and Water Conservation District, Riverside County, Caltrans, MJPA and ADA most recent standards, criteria and requirements and in effect at the time of construction and coordinated with approved plans for adjacent developments.

5. The developer/property owner shall provide water and sewer service to this project in accordance with the requirement of the appropriate utility purveyors. This project is within Western Municipal Water District (WMWD) service area. Water and sewer improvements shall be installed per WMWD Standards and Fire Department requirements. Fire Department and WMWD approval required prior to MJPA approval.

6. Onsite fire hydrants shall be installed as determined by the Fire Department.

7. The incremental increase in runoff volume between developed and undeveloped state for the 85th percentile storm, shall be retained within onsite private detention facilities.

8. All rights-of-way shall be offered to the public and shall continue in force until MJPA accepts or abandons such offers.

9. This project shall be added to the existing landscape, lighting and drainage maintenance districts established by MJP. Owner shall be responsible to work with MJPA to include improvements for maintenance. Contact MJPA to begin this process.

10. Obtain an encroachment permit from the County of Riverside and furnish a copy to MJPA.

Stuart E. McKibbin
MJPA Engineer

EXHIBIT A33

Plot Plan 20-05 Western Municipal Water District Conditions June 26, 2020

Craig D. Miller
General Manager

Vacant
Division 1

Gracie Torres
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

June 26, 2020

Lauren Sotello
Senior Planner
March Joint Powers Authority
14205 Meridian Pkwy., Suite 140
Riverside, CA 92518

CONDITIONS OF APPROVAL FOR MERIDIAN SOUTH CAMPUS DOG PARK

This letter is in response to your Project Transmittal date d February 24, 2020, Western Municipal Water District's (Western) Conditions of Approval for the above reference project are as follows:

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

2. All applicable Added Facilities Charges (for water facilities), Sewer Connection Fees, and Meter Installation Fees must be paid as well as Cross Connection Testing and regulatory compliance approved prior to the installation of any water meter.

3. Proposed facilities for water, sewer and water services as well as onsite irrigation facilities must be designed by a Registered Civil Engineer, and reviewed and approved by Western. Deposit for plan review must be received prior to plan submittals and deposit for inspection services must be received prior to approval of the plans.

4. Western, as a member agency of Metropolitan Water District of Southern California (MWD) will enforce MWD's Plan for Water Use Efficiency Guideline requirements for water conservation.

5. The property is located within the 1900 Pressure Zone. Currently, Western has an existing 30-inch water pipeline located in for service in Barton Street in the 1837 pressure zone for connection to the proposed project. This water pipe is only available for connection of additional water mains 8-inch or greater. The available Fire Flow must be determined by a flow test or fire flow modeling.

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

7. Western has no existing recycled water available in this area for service connection to the proposed project.

8. Western has no existing sewer pipeline along the frontages of these properties for service connection to the proposed project. Sewer pipeline shall be extended to the project boundary for service with required property rights to the satisfaction of Western and per Western Development Guidelines and Specifications.

9. Developer to submit a 22" x 34" preliminary onsite and/or offsite plan of water, sewer and/or recycled water plan layout to Western before formal submittal of Water, Sewer and/or Recycled Improvement Plans.

10. Preliminary water and sewer plans shall show the following items:
    a. Delineate all existing utility facilities (i.e.; pipe diameter, pipe material, manholes, water meters, air/vac, blow-off, fire hydrants, valves, sewer, gas, communication, electrical, etc.) within project boundaries.
    b. Delineate all easements within project boundaries.
    c. Delineate all proposed and existing lots, streets, and storm drains.
    d. Delineate all proposed water, sewer and/or recycled water facilities within project boundaries. Include pipeline diameters and type of material.

11. Developer to submit a detailed engineer's construction cost estimate to Western for review and approval. Once approved, developer shall make a deposit for plan checking services for Water, Sewer and/or Recycled Water Improvement Plans.

12. Water, Sewer and/or Recycled Water Improvement Plans shall be designed per Western's Standard Specifications. Please review Western's Developer Handbook for submittal formats and requirements online at:

    http://www.wmwd.com/162/Developer-Handbook

13. Water, Sewer and Recycled Water Commercial Plans for connections only shall be designed per Western's Standards and Specifications. Please review Western's Commercial Plan Check Package for submittal formats and requirements online at:

    http://www.wmwd.com/DocumentCenter/Home/View/237

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

15. Water and Sewer Improvement Plans shall not be approved until all items mentioned above are received and approved by Western.

16. The developer is responsible for installing, paying all costs and obtaining an encroachment permit from the local jurisdiction having authority over installation of water and sewer facilities including laterals in the public right-of-way. If the customer chooses to cross private property then the customer is responsible to obtain private easements from adjacent property owners. Proof of private easement must be provided to Western prior to plan approval.

17. Provide and/or pay for all applicable cost and fees including connection facilities, relocation of facilities, and additional facilities that may be necessary to accommodate applicant's proposed water and sewer usage, while maintaining resiliency of pipelines within Western's distribution system. This may include

the upsizing of pipelines, installation of pressure reduction, and/or pump stations (subject to the application of appropriate credits for additional facilities provided by applicant).

18. For water and sewer service by Western, the developer must comply with the "Standard Conditions," and all applicable Rules, Regulations, and General Policies of Western at the time of construction.

19. Extension of water, sewer and recycled water along property frontages shall be installed, sized and dedicated as required by Western.

Contact Western's Development Services Department at (951) 571-7100 for further information. Thank you for providing Western the opportunity to submit these items as part of the Conditions of Approval.

Tom Scott

Thomas Scott, P.E.
Principal Engineer

Attachments:

Transmittal Notice (2/24/20)
Meridian South Dog Park Condition Exhibit (WMWD GIS)

MARCH JOINT POWERS AUTHORITY

TD 3-10-20

TRANSMITTAL

RECEIVED
FEB 25 2020
WMWD/Engineering

TO: REVIEW AGENCIES
FROM: LAUREN SOTELO, SENIOR PLANNER
DATE: FEBRUARY 24, 2020
SUBJECT: SOUTH CAMPUS DOG PARK
CASE NO: PLOT PLAN 20-05

REVIEWING AGENCIES:

- ☒ Adria Reinertson, Riv. Co. Fire
- ☒ Community Planner, March ARB
- ☒ Danny Whaley, March JPA
- ☒ Cynthia Gabaldon, CGRME
- ☒ Teri Patton, WMWD
- ☒ Deborah de Chambeau, Riv. Co. Flood Control
- ☒ Service Planner, SCE – Planning
- ☒ Cassandra Sanchez, Trilake Consultants
- ☒ Rich Shields, Willdan Engineering
- ☒ Georgiena Vivian, VRPA Consultants

March JPA has received the following application for a Project proposed off Van Buren Boulevard within the March Business Center South Campus Specific Plan (SP-1, A7).

Plot Plan (PP 20-05): A Plot Plan is proposed to construct a 6.2 acre dog park and paseo on the eastern side of Barton Street across from the Santa Inez Way and Barton Street intersection. The Dog Park and paseo would extend to Caroline Way and provide an open space connection to Krameria Avenue.

Please refer to the attached Project Description for additional information about the Project. March JPA requests that all comments or Conditions of Approval, should you have any, be submitted no later than **Monday, March 09, 2020**. Please contact Lauren Sotelo, Senior Planner at (951) 656-7000 for further information or if you have any questions that you would like to discuss.

Thank you for your time.

ATTACHMENT(S):

1. Project Description
2. Architectural Design Plans
3. Conceptual Grading Plans (Trilake, WMWD and Flood only)
4. Hydrology Report (Trilake, Flood Control and MARB only)

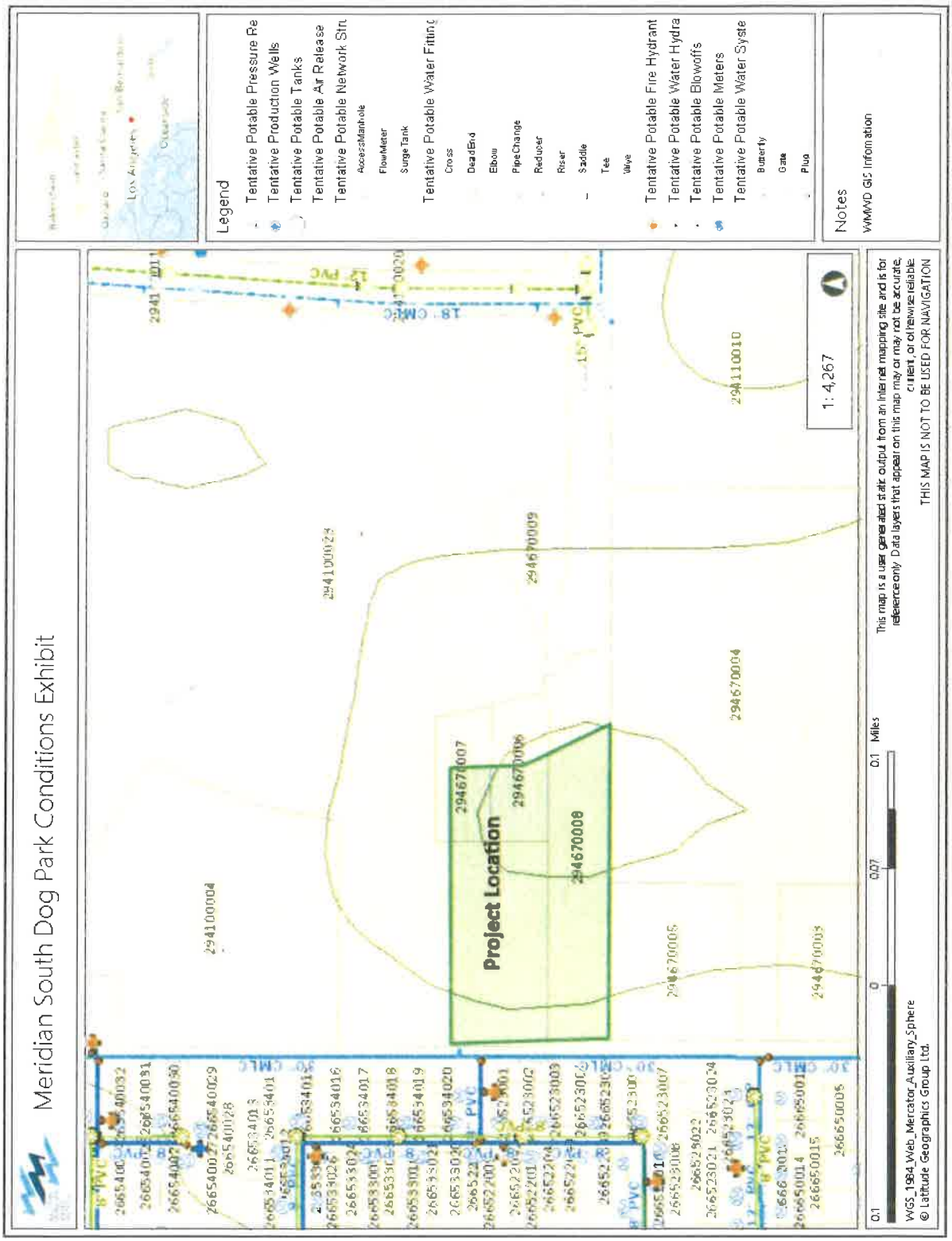

Meridian South Dog Park Conditions Exhibit
Legend
Tentative Potable Pressure Re
Tentative Production Wells
Tentative Potable Tanks
Tentative Potable Air Release
Tentative Potable Network Str
AccessManhole
FlowMeter
SurgeTank
Tentative Potable Water Fittin
Cross
DeadEnd
Elbow
PipeChange
Reducer
Riser
Saddle
Tee
Valve
Tentative Potable Fire Hydrant
Tentative Potable Water Hydra
Tentative Potable Blowoffs
Tentative Potable Meters
Tentative Potable Water Syste
Butterfly
Gate
Plug
Notes
WMWD GIS Information
Project Location
1: 4,267
0.1 0 0.07 0.1 Miles
This map is a user generated static output from an Internet mapping site and is for reference only. Data layers that appear on this map may or may not be accurate, current, or otherwise reliable.
THIS MAP IS NOT TO BE USED FOR NAVIGATION
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© Latitude Geographics Group Ltd.

EXHIBIT A34

TPM 20-02 Riverside County TLMA Conditions December 03, 2020

Village West Drive Extension
Conditions of Approval for MJPA Consideration

VILLAGE WEST DRIVE

Village West Drive (from Lemay Drive to Nandina Avenue) shall be improved to provide a 42-foot full-width AC paved section to accommodate two 12-foot travel lanes, 6-foot wide bike lanes (both sides), and a 3-foot buffer within a 96-foot dedicated road right-of-way. This cross-section design shall be maintained for the length of the road segment. The design shall utilize a horizontal alignment that avoids any unnecessary curves.

NOTES:

1. Consistent with the trip distribution, the Village West Drive south of Lemay Drive is intended for passenger cars only. Heavy trucks are to be routed northerly on Village West Drive to Van Buren Blvd.
2. The applicant shall install signage and include disclosures to prospective tenants/operators to restrict heavy trucks from using the southerly extension of Village West Drive. Additional enforcement measures may be necessary once the extension is completed. This may include contracting with CHP to conduct enforcement.
3. All-way stop control shall be utilized at the intersection of Village West Drive and Nandina Avenue.
4. As identified in the Meridian South Campus Specific Plan Draft Subsequent DEIR, the applicant shall provide a fair share contribution of $52,100 for future a traffic signal and turn lanes.

Village West Drive/Clark Street & Nandina Avenue (Intersection #26) **- The Project applicant has agreed to pay its fair share toward the following improvements:**

- Install a traffic signal
- Add a northbound left-turn lane
- Add a southbound left-turn lane

NANDINA AVENUE

As identified in the Meridian South Campus Specific Plan Draft Subsequent DEIR, the applicant shall provide its fair share contribution of $57,400 to be directed towards implementing an interim 2-lane roadway improvement on Nandina Avenue.

Nandina Avenue is an east-west oriented roadway located along the Project's southern boundary. The Project would contribute towards implementation of interim roadway improvement to the standards of a two-lane Industrial Collector between Village West Drive/Clark Street and Decker Road. As such, the Project's fair share contribution would be approximately $57,377 (i.e., 2.48% of $2,313,600), which is estimated to be the cost of grading, paving, curb and gutter improvements, sidewalk improvements, culverts, and the installation of streetlights for an Industrial Collector.

By: K. Tsang, 12/03/2020

EXHIBIT A35

TPM 20-02 Riverside County Flood Control Conditions March 05, 2020

JASON E. UHLEY
General Manager-Chief Engineer

1995 MARKET STREET
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230031

RIVERSIDE COUNTY FLOOD CONTROL
AND WATER CONSERVATION DISTRICT

March 5, 2020

March Joint Powers Authority
14205 Meridian Parkway, Suite 140
Riverside, CA 92518

Attention: Lauren Sotelo

Re: TPM 20-02, APNs 294-100-005 294-110-006 and 007; 294-120-002 and 003; 294-130-010 and 011

The Riverside County Flood Control and Water Conservation District (District) does not normally recommend conditions for land divisions or other land use cases in incorporated cities. The District also does not plan check City land use cases or provide State Division of Real Estate letters or other flood hazard reports for such cases. District comments/recommendations for such cases are normally limited to items of specific interest to the District including District Master Drainage Plan facilities, other regional flood control and drainage facilities which could be considered a logical component or extension of a master plan system, and District Area Drainage Plan fees (development mitigation fees). In addition, information of a general nature is provided.

The District's review is based on the above-referenced project transmittal, received February 25, 2020. The District **has not** reviewed the proposed project in detail, and the following comments do not in any way constitute or imply District approval or endorsement of the proposed project with respect to flood hazard, public health and safety, or any other such issue:

☒ This project would not be impacted by District Master Drainage Plan facilities, nor are other facilities of regional interest proposed.

☐ This project involves District proposed Master Drainage Plan facilities, namely, _____. The District will accept ownership of such facilities on written request of the City. Facilities must be constructed to District standards, and District plan check and inspection will be required for District acceptance. Plan check, inspection, and administrative fees will be required.

☐ This project proposes channels, storm drains 36 inches or larger in diameter, or other facilities that could be considered regional in nature and/or a logical extension of the adopted _____ Master Drainage Plan. The District would consider accepting ownership of such facilities on written request of the City. Facilities must be constructed to District standards, and District plan check and inspection will be required for District acceptance. Plan check, inspection, and administrative fees will be required.

☒ This project is located within the limits of the District's Perris Valley and Lake Mathews Area Drainage Plans for which drainage fees have been adopted. If the project is proposing to create additional impervious surface area, applicable fees should be paid by cashier's check or money order only to the Flood Control District or City prior to issuance of grading or building permits. Fees to be paid should be at the rate in effect at the time of issuance of the actual permit.

☐ An encroachment permit shall be obtained for any construction related activities occurring within District right of way or facilities, namely, _____. For further information, contact the District's Encroachment Permit Section at 951.955.1266.

☐ The District's previous comments are still valid.

GENERAL INFORMATION

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

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

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

Very truly yours,

Deborah de Chambeau

DEBORAH DE CHAMBEAU
Engineering Project Manager

ec: Riverside County Planning Department
Attn: Jason Killebrew

SLJ:mc

EXHIBIT A36

TPM 20-02 Trilake Conditions January 12, 2021

CONDITIONS OF APPROVAL

MJ-000
January 12, 2021
Meridian Park South Campus, TTM 37878
(Plan Check # 20-000-02)

With respect to the Conditions of Approval for the above referenced project, the MJPA requires that the applicant provide the following improvements and/or dedications in accordance with the March Joint Powers Authority requirements and standards and pursuant to Conditions of Approval for Tract No. 37878 and the associated specific plan. It is understood that the site plan correctly shows all existing easements, traveled ways and drainage courses with appropriate Q's and that their omission may require the map to be resubmitted for further consideration. The following conditions are essential components of Tract No. 37878 and the associated specific plan and a condition of approval applying to one entitlement is as binding as though applying to 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 March JPA Engineer, whose determination shall be binding. 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 permits shall be obtained from all affected agencies.

General Conditions:

1. The project's grading shall be in a manner to perpetuate existing natural drainage patterns. Any deviation from this, concentration or increase in runoff, must have approval from adjacent property owners and MJPA. Drainage easements shall be obtained from affected property owners. The applicant shall accept the offsite runoff and convey it to an adequate outlet. Emergency escape paths shall be provided for all sump conditions.

2. Prior to issuance of any permit, the developer/property owner shall secure MJPA's and appropriate agency's approval of the improvement plans.

3. Prior to the commencement of any construction or installation of fencing in the public rights-of-way, an encroachment permit shall be obtained.

4. Building shall be floodproofed and the finished floor constructed a minimum of 1 foot above the adjacent finished grade.

5. The project shall comply with all mitigation measures identified in the approved Traffic Impact Analysis to the satisfaction of the March JPA Engineer.

6. The applicant shall be responsible for all costs associated with offsite right-of-way acquisition, including any costs associated with the eminent domain process if necessary.

7. All offsite improvement plans including Village West Drive shall be reviewed and approved by the March JPA, Riverside County TLMA, and Veteran's Administration prior to issuance of permit and approval by March JPA.

8. All street signs shall be per March JPA blue street signs with March JPA logo on them.

9. Since extension of Village West Drive is a TUMF eligible improvement, the Developer shall enter into a Reimbursement Agreement with Riverside County for TUMF fees prior to construction.

10. Traffic indexes shall be calculated based on a traffic study. A minimum Traffic Index of 8.5 shall be used for Village West Drive.

11. The developer/property owner shall provide an access opening from Village West Drive for the March Air Reserve Base (MARB) firing range, per County of Riverside standards.

Prior to Issuance of Grading Permit:

12. The developer/property owner shall submit the following to MJPA for review and approval:

    a. Onsite Grading Plan and Erosion Control Plan
    b. Drainage Plan, Hydrology and Hydraulic Report for onsite and offsite improvements
    c. Street Improvement Plans

d. Signing, Striping
e. Final WQMP (for reference)

No grading shall be performed without the prior issuance of a Grading Permit by the MJPA.

The project's design shall be in compliance with WMWD, Riverside County Flood Control and Water Conservation District, Riverside County, Caltrans, MJPA and ADA most recent standards, criteria and requirements and in effect at the time of construction and coordinated with approved plans for adjacent developments.

13. It shall be the sole responsibility of the developer/property owner to obtain any and all easements and/or permissions necessary to perform the grading required for the project. A notarized letter of permission from all affected property owners or easement holders, or encroachment permit, is required for all offsite grading.

14. Written permission shall be obtained from any affected property owners allowing for proposed grading outside of the project boundaries.

15. All grading shall conform to the California Building Code, Ordinance 457, and all other relevant laws, rules and regulations governing grading in the March JPA jurisdiction.

16. Improvement plans for underground utilities (e.g. water, sewer, electrical, gas, telecommunications, etc.) to be placed in public right-of-way or easement that will be owned and maintained by other entities shall be reviewed by the March JPA. March JPA shall have a place on the Title Sheet to accept the plans with a statement "The March JPA's acceptance is limited to the placement of utilities relative to public infrastructure clearances, uses and future plans within the public right-of-way."

Prior to Map Recordation:

17. The developer/property owner shall comply with the Conditions of Approval associated with Tract Map 37878 including the extension of Village West Drive prior to issuance of the first grading permit or execution of the public improvement agreement and security, the amount of security shall be 110% of an engineer's estimate as approved by the March JPA Engineer.

18. The Developer/property owner shall sign the consent and waiver form to join the Landscape, Lighting, and Drainage Maintenance Districts established by March JPA as appropriate.

19. Per the Focused Assessment Analysis for Village West Drive Extension and Nandina Avenue, the developer/property owner shall pay the fair share contribution of $57,377.00 to the County of Riverside for the Village West Drive/Clark Street and Decker Road interim roadway improvements.

20. The developer/property owner shall show all easements per the Title Report to the satisfaction of the March JPA Engineer. Any conflict with existing easements resulting in the site being redesigned potentially requires a minor change or amendment approval by Planning Commission.

21. All rights-of-way shall be offered to the public in perpetuity and shall be free from all encumbrances as approved by the March JPA Engineer.

Prior to Issuance of Building Permit:

22. The developer/property owner shall provide water and sewer service to this project in accordance with the requirement of the appropriate utility purveyors. This project is within Western Municipal Water District (WMWD) service area. Water and sewer improvements shall be installed per WMWD Standards and Fire Department requirements. Fire Department and WMWD approval required prior to MJPA approval.

23. Onsite fire hydrants shall be installed as determined by the Fire Department.

24. All weather access per Fire Department standards shall be provided to the proposed buildings per the Precise Grading Plan.

25. Driveway approaches shall be installed per Riverside County standards for commercial driveways in compliance with ADA requirements and standards.

26. Streetlights may be required per Riverside County and JPA. Streetlights shall be located along all streets.

27. The incremental increase in runoff volume between developed and undeveloped state for the 85th percentile storm, shall be retained within onsite private detention facilities.

28. The developer/property owner shall submit a compaction certification from the Soils Engineer in compliance with the approved geotechnical/soils report.

29. Driveways shall be County of Riverside Standard 207A.

30. All necessary measures to control dust shall be implemented by the Applicant during grading to the satisfaction of the March JPA Engineer. A PM10 plan may be required at the time a grading permit is issued.

Prior to Issuance of First Certificate of Occupancy:

31. The developer/property owner shall provide for utility trench surface repair as direction by the March JPA Engineer.

32. Associated existing signing and striping shall be refreshed and any appurtenances damaged or broken during the development shall be repaired or removed and replaced by the developer/property owner to the satisfaction of the March JPA Engineer. Any survey monuments damaged or destroyed shall be reset by a qualified professional pursuant to the California Business and Professional Code 8771.

33. Any appurtenances damaged or broken shall be repaired to the satisfaction of the March JPA Engineer.

34. The developer/property owner shall pay all outstanding fees, including but not limited to, plan check and inspection fees, development impact and mitigation fees to riverside County Flood Control and Water Conservation District, fees associated with the Transportation Uniform Mitigation Fee (TUMF), Quimby (parkland in-lieu) Fee, and Development Impact Fees (DIF).

35. Construction shall be completed prior to issuance of the first Certificate of Occupancy.

Stuart E. McKibbin
MJPA Engineer

EXHIBIT A37

TPM 20-02 Western Municipal Water District Conditions August 19, 2020

Craig D. Miller
General Manager

Steven K. Adams Division 1 | Gracie Torres 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

August 19, 2020

Lauren Sotelo
Senior Planner
March Joint Powers Authority
14205 Meridian Pkwy., Suite 140
Riverside, CA 92518

CONDITIONS OF APPROVAL
PLOT PLAN 20-04 – TENTATIVE PARCEL MAP 37878

This letter is in response to the request for comments and Conditions of Approval of the attached Project Transmittal dated July 30, 2020. Western Municipal Water District's (Western) Conditions of Approval for the above reference project are as follows:

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

2. All applicable Added Facilities Charges (for water facilities), Sewer Connection Fees, and Meter Installation Fees must be paid as well as Cross Connection Testing and regulatory compliance approved prior to the installation of any water meter.

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

4. Western, as a member agency of Metropolitan Water District of Southern California (MWD) will enforce MWD's Plan for Water Use Efficiency Guideline requirements for water conservation.

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

6. Developer to submit a 22" x 34" preliminary Master Utility Plan of onsite and/or offsite plan of water, sewer and/or recycled water plan layout to Western for approval before formal submittal of Water, Sewer and/or Recycled Improvement Plans.

7. Master Utility Plan shall show the following items:
    a. Provide basis of survey with date, surveyor information, datum (benchmark) and basis of bearing.
    b. 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 and along project boundaries and near any off-site improvements. Show existing water and sewer facilities with reference to Western record documents.
    c. Delineate all easements within project boundaries with metes and bounds, width of easements (if needed), owners of interest and brief description of easement purposes.
    d. Delineate all proposed and existing lots, streets, and storm drains.
    e. Delineate all proposed water, sewer and/or recycled water facilities within project boundaries. Include pipeline diameters and type of material.
    f. Show how each parcel is served with water, sewer and recycled water in accordance with Western Rules and Regulations Governing Water Service and Users (Ordinance 392).
    g. Show water, sewer and recycled water pipelines proposed and included in all subdivision streets of Van Buren Boulevard, Barton Street, Bandit Boulevard, Caroline Way, Coyote Bush Road, Krameria Avenue, Bundy Avenue and Village West Drive and to subdivision boundaries.
    h. Show recycled water pipeline connection to existing recycled water at Lurin Avenue. and stubbed for future connection at Gless Ranch Road in accordance with Western 2014 Recycled Water Master Plan.
    i. Show private onsite irrigation pumps for recycled water irrigation for areas above 1717 feet in elevation. Show new potable water irrigation services and meters for existing recycled water services that are unusable at existing developed parcels.
    j. Show location of water meters, sizes and location and sizes of RPDA's (reduced pressure detector assemblies for fire services). The Master Utility Plan will be used for meter fees and meter drop requests.

8. 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.

9. 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

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

11. 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.

12. 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.

13. Provide and/or pay for all applicable cost and fees including connection facilities, relocation of facilities, and additional facilities that may be necessary to accommodate applicant's proposed water and sewer usage, while maintaining resiliency of pipelines within Western's distribution system. This may include the upsizing of pipelines, installation of pressure reduction, and/or pump stations (subject to the application of appropriate credits for additional facilities provided by applicant).

14. 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.

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

Thank you for giving Western the opportunity to submit these items as part of the Conditions of Approval.

Tom Scott

THOMAS G. SCOTT
Principal Engineer

TGS:dsc:tp

Enclosure:
Transmittal of Addendum #1 South Campus Parcel Map

Sent Via Email:
sotelo@marchjpa.com

MARCH JOINT POWERS AUTHORITY

TRANSMITTAL

TO:	**REVIEW AGENCIES**
FROM:	**LAUREN SOTELO, SENIOR PLANNER**
DATE:	**AUGUST 03, 2020**
SUBJECT:	**ADDENDUM #1 SOUTH CAMPUS PARCEL MAP**
CASE NO:	**TENATIVE PARCEL MAP 20-02**

REVIEWING AGENCIES:

- Diahann Castellon, WMWD
- Danny Whaley, March JPA

Based on the comments provided on the initial Plot Plan submittal, the applicant's team has revised and resubmitted the Plot Plan for subsequent review and/or Conditions of Approval by the aforementioned departments. Provided below is a summary of the proposed Plot Plan.

> **Tentative Parcel Map (TPM 20-02):** A Tentative Parcel Map is proposed in order to consolidate and reorder parcels as part of the proposed Project.

This project is one of several applications. Additional applications include a General Plan Amendment, Specific Plan Amendment, two other Plot Plans, a Conditional Use Permit and a Tentative Parcel Map.

Please refer to the attached Project Description for additional information about the Project. March JPA requests that all comments or Conditions of Approval, should you have any, be submitted no later than **Monday, August 17, 2020**. Please contact Lauren Sotelo, Senior Planner at (951) 656-7000 for further information or if you have any questions that you would like to discuss.
Thank you for your time.

ATTACHMENT(S):

1. Project Description
2. Revised South Campus Tentative Parcel Map
3. Response to Comments **(LLMD only)**
4. Approved Water Supply Assessment 04/15/2020 **(WMWD only – electronic copy to be provided)**

EXHIBIT "B"

Conditions of Approval

EXHIBIT B1

Plot Plan 20-03 Conditions of Approval

Conditions of Approval

The Commons Phase II and Village West Drive Extension
Plot Plan 20-03

PLANNING DEPARTMENT, MARCH JOINT POWERS AUTHORITY

General Planning Conditions:

1. Approvals – This project is not deemed approved until these Conditions of Approval are signed by the applicant and returned to the JPA Office for filing. Furthermore, the effectiveness of these approvals is conditioned upon the subsequent approval of the Specific Plan Amendment through Ordinance #JPA 21-01.

2. The site shall be developed in accordance with the approved Plot Plan 20-03 on file in the Planning Division, General Plan (GP 20-01), the Amended March Business Center Specific Plan (SP-1, A8), Tentative Parcel Map 37878 (TPM 20-02) the JPA Development Code regulations, and the conditions contained herein. Prior to any use of the site or business activity being commenced thereon, all Conditions of Approval shall be completed to the satisfaction of the Planning Director or designee. Building and structural elevations shall comply with the color scheme and materials approved with Plot Plan 20-03. (MJPA 9.14.020)

3. The Applicant shall indemnify, protect, defend, and hold harmless March JPA and its constituent public agency members, officers, employees, attorneys, and agents from any and all actual or alleged claims, actions, proceedings, against March JPA to attack, set aside, void, annul, or seek monetary damages arising out of the approval of the Applicant's proposed development or related approval, including but not limited to CEQA approvals, permits, variances, design plans, plot plans, maps, licenses and amendments. March JPA shall promptly notify the Applicant of any and all claims, actions, and proceedings, covered by this Agreement. This indemnification shall include, but not be limited to, damages, fees, and/or costs awarded against March JPA, if any, and cost of suit, attorney's fees and other costs, liabilities and expenses incurred in connection with such claim, action, or proceeding whether incurred by Applicant, March JPA, and/or any parties bringing such forth.

4. The Plot Plan approval shall expire three years after the date of approval unless substantial construction contemplated by this approval has occurred within the three-year period, which is thereafter pursued to completion, or the March Joint Powers Authority has extended approval, otherwise the approval shall become null and void. (MJPA 9.02.230)

5. This development is located within Specific Plan SP-1, A8. Requirements of the March Business Center Specific Plan including the permitted uses, development standards, the

March Business Center Design Guidelines, and the Conditions of Approval shall prevail unless modified herein. (MJPA 9.13)

6. Plot Plan 20-05 shall adhere to the adopted Mitigation Monitoring and Reporting Program (MMRP) as part of the South Campus Specific Plan and Village West Drive Extension Project Subsequent Environmental Impact Report (SCH# 2020059028)

7. 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)

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. Preconstruction surveys will be conducted for burrowing owls prior to grading. These surveys shall conform to the survey protocol established by the California Burrowing Owl Consortium (1993). Preconstruction surveys shall be conducted no more than 30 days prior to the initiation of construction activities and at a 30-day intervals if construction activities have not been initiated in an area. If Burrowing Owls are observed within the Project area

then passive relocation measures will be implemented consistent with the survey protocol identified above. (MMRP)

14. The project applicant shall incorporate the following measures to help reduce the project's potential solid waste impacts and to help in the County's effort to comply with State law in diverting solid waste from landfill disposal. Green waste generated by the project should be kept separate from other waste types in order that it can be recycled through the practice of grass recycling (where lawn clippings from a mulching type mower are left on the lawn) or onsite composting or directed to local wood grinding and/or composting operations. All projects shall provide adequate area(s) for the collections and loading of recyclable materials. Prior to building permit issuance, the applicant shall submit a Recyclables Collection and Loading Area Plot Plan to the March JPA for review and approval. (MMRP)

15. Prior to individual lot development approval by the March JPA, the developer will coordinate with March JPA and WMWD to obtain the water demand for the proposed development to assure that the development is consistent with the water budget and Water Supply Assessment for the Project. (MMRP)

16. Uses located in proximity of noise sensitive uses shall comply with the noise mitigation measures identified in the March Business Center EIR. (MMRP)

17. All uses shall comply with the noise emission criteria identified in the March JPA Development Code. (MMRP)

18. All development shall use proper erosion control measures during and following construction. (MMRP)

19. Revegetate graded area with native plants compatible to the area to prevent erosion. (MMRP)

20. All projects are required to comply with the March Business Center Specific Plan, SP-1, A8, March Business Center Design Guidelines, landscape concept plan, and Development Code to ensure the preservation of Van Buren Boulevard and Alessandro Boulevard scenic corridors and enhancement of the gateway treatment at the Riverside National Cemetery.

Planning Conditions to be Performed Prior to Issuance of a Public Works Permit for the Street Improvement Plans for Village West Drive Extension:

21. NEPA review for the extension of Village West Drive must begin prior to third quarter 2021.

22. Real Estate review by the Veteran's Administration for the extension of Village West Drive must begin the quarter following approval of the NEPA document and required by the Federal Government prior to the construction of the roadway.

23. All new streets are to have MJPA designed street signs in blue with March JPA logo.

24. All applicable Conditions of Approval **AND** Mitigation Measures shall be added to the plans prior to issuance of a Public Works permit.

25. Truck Signage to be added at the intersection of Village West Drive and Krameria Avenue to prevent trucks from traveling south on Village West Drive toward Nandina Avenue. Additionally, Truck Signage shall be added to Van Buren Boulevard informing drivers that Village West Drive is the required semi-truck trailer access for the south campus. The Developer shall work with the JPA Staff on exact wording.

26. Prior to a public works permit for the extension of Village West Drive, the developer is to pay a fair share contribution of $57,377 to the County of Riverside for the Village West Drive/Clark Street and Decker Road interim roadway improvements.

27. Improvements in the form of black aluminum fencing and gates will be required at both sides of the roadway and will require approval by the County of Riverside and Veterans Administration.

28. Landscape is not proposed along the extension of Village West Drive, however a decorative rock design will be required along both sides of the roadway and will require approval by the County of Riverside and Veterans Administration.

29. The developer/owner is to submit the Village West Drive Extension street improvement plans to the County of Riverside for supplemental review and approval.

30. Prior to a Public Works Permit issuance, the developer/owner is to submit the Village West Drive Extension street improvement plans to the Veterans Administration for supplemental review and approval.

31. Consistent with "Addendum Regarding Construction and Use of Facilities" Section 5b Meridian South, LLC will design and build an underpass or overpass to the specifications required by the County of Riverside and the Veteran's Administration.

32. Conditions relating to the extension of Village West Drive by Trilake Engineering issued within Tentative Parcel Map 20-02 shall be adhered to.

Planning Conditions to be Performed Prior to Issuance of ANY Permit for the Commons Phase II Retail Center:

33. All new Landscape Lighting and Maintenance District (LLMD areas are to be annexed into the LLMD prior to any permit issuance.

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

Planning Conditions to be Performed Prior to Issuance of Grading Permits for the Commons Phase II Retail Center:

35. All applicable Conditions of Approval **AND** Mitigation Measures shall be added to the plans prior to issuance of a grading permit.

36. All LLMD requirements are to be listed on the grading plans and prior to permit issuance.

37. If construction activity is planned during nesting/breeding season, a qualified environmental scientist shall conduct a field review of the affected areas prior to vegetation clearing activity assess the areas for occupancy by the least bell's vireo. (MMRP)

38. Detention basins and improvements to the storm drain system shall be constructed to reduce peak flows to less than those associated with the existing conditions in accordance with the approved Drainage Plan.

39. Prior to grading permit issuance, all construction plans must meet the requirements of the Compensatory Mitigation and Monitoring Plan dated April 08, 2010 for development adjacent to the Least Bell's Vireo habitat area identified as Conservation Easement #2.

40. The Orange Terrace Parkway cul-de-sac design and landscaping is to remain as previously approved through Plot Plan 18-02 entitlements on October, 10, 2018.

41. The Common's Phase II cul-de-sac to be red curbed.

Planning Conditions to be Performed Prior to Issuance of Building Permits for the Commons Phase II Retail Center:

42. Prior to issuance of a building permit, the Final Map 37878 must be recorded making all Plot Plans a "legal" parcel for development.

43. All applicable Conditions of Approval **AND** Mitigation Measures shall be added to the plans prior to issuance of a Building permit.

44. All proposed aluminum fencing at the Commons Phase II retail center is to be designed consistent with Figure III-3 Wall Detail of the March Business Center Specific Plan (SP-1)

45. If the architect has difficulty obtaining March JPA's standard for stacked stone at the pilasters. The following is also an approved option by the MJPA Planning Director: Cultured Stone: Limestone 'Suede' Drystack without mortar.

46. The speculative Grocery Store and Shops 2 and 3 buildings are to incorporate faux glazed windows in the north exterior elevation as per the entitlement approvals.

47. Prior to obtaining a building permit, a site/building-specific acoustical report shall be prepared by an acoustical engineer or professional acoustician showing that interior noise levels within all habitable rooms do not exceed 45dB Ldn or CNEL for all new noise sensitive receptors (inclusive or transient lodging, educational facilities, and childcare facilities) which are identified in Figure IV. H-3, State of California Noise Compatibility Chart. Normally Unacceptable Uses identified in Figure IV. H-3, State of California Noise Compatibility Chart shall not be allowed. The recommendations of the noise report shall be specific window treatments, such as dual glazing, and mechanical ventilation when the 45 dBA CNEL limit can only be achieved with a closed window condition. (MMRP)

48. Office areas and noise sensitive uses within the 65 dB CNEL noise contour shall provide noise attenuation to provide an interior noise level of 45 dB CNEL, as certified by an acoustical engineer or architect. (MMRP)

49. 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 March Business Center FEIR (SCH 2002071089). (MMRP)

50. 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)

51. Prior to issuance of building permits, the developer or developer's successor-in-interest shall pay the applicable March JPA Development Impact Fee (DIF).

52. The Project shall contribute on a fair share basis toward the cumulative off-site impacts identified in Specific Plan Chapter IV.B Transportation/Traffic of the March Business Center Final Focused Environmental Impact Report. (MMRP)

53. 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.

54. 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)

55. Prior to issuance of building permits, the Planning Division shall review and approve a computer-generated, point-by-point exterior lighting analysis plan as a component of the construction plan review. The lighting plan shall be generated on the site plan and shall be integrated with the final landscape plan. The plan shall indicate the manufacturer's specifications for fully shielded light fixtures and shall include fixture catalog cuts, light cut-off shielding details, wattage, illumination type (high or low pressure sodium only), location, and height. The lighting shall not exceed a 750-watt maximum, shall not be mounted more than 25' above finished grade, and site lighting of parking lots shall be limited to high pressure sodium lighting. As an option, LED lighting at 2,700 Kelvin or within 100 Kelvin shall be permitted. The lighting shall be designed in such a manner so that it does not exceed 0.5 candle/foot^2 illumination beyond the property line. (MJPA 9.08.100)

56. The project construction plan submittal shall contain an on-site traffic striping and signage plan which shall be reviewed and approved by the Planning Department prior to issuance of the building permits.

57. CEQA Review of stationary source emissions other than natural gas and electricity shall be done on all developments emitting stationary source air pollutants. In addition, all developments involving stationary source emissions shall obtain permits to construct and operate from the SCAQMD. (MMRP).

Planning Conditions to be Performed Prior to Landscape Permit Issuance for the Commons Phase II Retail Center:

58. All applicable Conditions of Approval **AND** Mitigation Measures shall be added to the landscape plans prior to issuance of landscape permit.

59. The Orange Terrace Parkway cul-de-sac landscape design is to remain as previously approved through Plot Plan 18-02 entitlements on October, 10, 2018.

60. All trellises proposed against the buildings as a decorative element are to have vine plantings.

61. All medians within Phase II of the Orange Terrace Parkway shall be landscaped – no concrete and/or boulders will be allowed in the Phase II design.

62. The extension of Orange Terrace Parkway is a private road and will require matching landscaping on both sides of the roadway. All proposed driveway cuts to the proposed 10.8 AC Mixed Use parcel are to have bollards and chains installed.

63. All proposed aluminum fencing at the Commons Phase II retail center is to be designed consistent with Figure III-3 Wall Detail of the March Business Center Specific Plan (SP-1). Pilasters will be required.

64. If the architect has difficulty obtaining March JPA's standard for stacked stone at the pilasters. The following is also an approved option by the MJPA Planning Director: Cultured Stone: Limestone 'Suede' Drystack without mortar.

65. A total of six (6) trellis units will be installed in the pathway in the Grocery store parking lot and designed per the satisfaction of the MJPA Planning Department.

66. The pathway in the parking lot that includes the trellises shall be concrete or pavers.

67. Sidewalk along the extension of Village West Drive shall connect to the graded area behind the grocery store.

68. The portion of the no man's land behind the grocery store that is NOT sloped shall have similar plantings to the grocery store and not hydroseeded.

Planning Conditions to be Performed Prior to Issuance of Certificate of Occupancy for the Commons Phase II Retail Center:

69. Prior to issuance of a Certificate of Occupancy, the developer/owner shall submit an amended sign program adding signage for the Phase II retail center.

70. Prior to issuance of a Certificate of Occupancy, the developer/owner shall prepare CC&R's that describe how all common driveways, utilities, detention basins, common landscaping and open spaces, if any, are to be maintained in perpetuity for the retail center. Review and approval by MJPA legal counsel will be required.

71. Prior to issuance of a Certificate of Occupancy, the developer/property owner is to provide a clearance letter or email from Riverside County Health Department for food and tobacco sales at the speculative grocery store.

72. Prior to issuance of a Certificate of Occupancy, the developer/property owner is to provide ABC Licensing documentation and permit copies related to Conditional Use Permit (CUP 20-02) to the MJPA Planning Department.

73. Final inspections by all departments are required prior to job card final and/or a certificate of occupancy request.

74. Prior to the issuance of a Certificate of Occupancy, all applicable mitigation measures must be fulfilled as identified in the South Campus Specific Plan and Village West Drive Extension Project Final SEIR (SCH# 2020059028).

75. 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 and 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)

76. Prior to issuance of a Certificate of Occupancy, Signage shall be provided at the Van Buren Boulevard intersections with Coyote Bush Road and Orange Terrace to discourage truck traffic on residential streets in the Orangecrest development. (MMRP)

77. 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.)

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

79. Prior to Certificate of Occupancy, the Planning Division shall review and approve the location and method of enclosure or screening of transformer cabinets, commercial gas meters and back flow preventers as components of the construction plan review. Location and screening shall comply with the following criteria: All transformer cabinets and commercial gas meters shall not be located within driveway/street view triangles in such a way that they obscure traffic visibility. Service Electrical Systems shall be fully enclosed and incorporated into the overall architectural design of the building(s). Back-flow preventers and gas meters shall be screened by landscaping that will provide appropriate landscape screening upon maturity. (MJPA Design Guidelines)

80. 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 and employee lounge. (MMRP)

81. Prior to Certificate of Occupancy, each development incorporating truck docks shall install one a 6-sq/ft. sign for each four roll-up dock doors identifying the maximum 5-minute diesel idling time. All signs shall be installed on the building at eye level in a manner to clearly convey the maximum diesel idling time. (CARB)

82. Prior to the issuance of the Certificate of Occupancy, the Developer shall replace existing internally illuminated blade signs with signs with new March JPA logo on the traffic signals at the intersection of Village West Drive and Van Buren Boulevard, Orange Terrace Parkway and Van Buren Boulevard (south side signal only) and Coyote Bush and Van Buren Boulevard (southside only).

83. Prior to the issuance of the Certificate of Occupancy, all onsite pump stations and detention basins must be fenced per March JPA's standard fence detail.

Landscape Provisions (Timing Varies)

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

85. Prior to the issuance of the Certificate of Occupancy, the applicant shall provide a letter from the landscape architect identifying that all landscape has been installed consistent with the approved landscape plan and that the landscape complies with the provisions of the March JPA Landscape Irrigation Efficiency Ordinance JPA#16-02.

86. The landscape irrigation schedule, identifying appropriate watering times, duration and quantities, for 1) initial landscaping and 2) established landscape, shall be continually available at the site in perpetuity, in a convenient location near the irrigation controlling unit. (JPA ORD. #16-02)

87. All on site landscape irrigation shall be designed and constructed to meet non-potable "Purple Pipe" standards for reclaimed water systems. (MMRP)

88. 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)

89. The facility shall incorporate an on-site green/landscape waste recycling/mulching area, or as an option the facility operator may identify in writing how green/landscape waste recycled off-site. (MMRP)

90. 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.

91. All LLMD pressure main line and laterals crossing beneath paved areas shall be encased in schedule 40 PVC sleeves twice the diameter of the pipe. Sleeves shall be placed as a depth of 24" beneath finished surface, measured from the top of sleeve. Control wires shall be in separate sleeves with a minimum diameter of two inches. Wire sleeves shall be sized so that wire bundles may be pulled without binding. On each side of paved areas, a 10" round valve box with wire connections shall be installed. Pin tie connectors shall be used in wire connection box and must be branded on the valve box lid with "SW" for future identification.

92. 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.

93. LLMD irrigation damaged by construction activities shall be repaired by a qualified irrigation technician within twenty four (24) hours to ensure LLMD plant material does not incur additional damage or loss or a $500 fine per day will be assessed until completed. Alternatively, the MJPA can have their LLMD contractor repair any damage and bill the owner directly at the request of the owner.

94. All damaged LLMD plant material shall be replaced with like sized material within three (3) business days unless an extension is approved, in writing, by the LLMD manager.

95. 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.

96. No contractor parking will be allowed on the MJPA streets at any time during construction.

97. No construction personnel or subcontractors may conduct their break time in the LLMD area. Cost for damages will apply as per COA #94.

98. No Certificate of Occupancy will be issued until all LLMD irrigation and/or plantings are restored in-kind and to the satisfaction of the MJPA Operations Director and any outstanding fines are paid in full.

99. Prior to construction or encroachment into the LLMD, the MJPA's LLMD Staff must be notified for LLMD pre-inspection and schedule of work.

NPDES Provisions (Timing Varies)

100. Consistent with the requirements of the NPDES Guidelines, the applicant/owner will record a NPDES Maintenance Covenant and Agreement verifying that the property owners or association will have maintenance responsibility for the on-site storm water treatment in perpetuity.

101. 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.

102. 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.

103. 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.

104. Prior to the issuance of building permits, the developer or developer's successor-in-interest shall submit and receive approval of a Storm Water Management Plan addressing long term development storm water mitigation measures.

105. 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).

106. The development shall be subject to all requirements of the March JPA NPDES Guidelines, Provision 1.8, which establishes stormwater/urban runoff management and discharge controls. These ensure compliance with federal regulations, subsequent amendments, revisions, or ordinances.

107. 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)

108. Preferential parking spaces shall be offered to car pools and van pools. (MMRP)

109. 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)

110. Employers with over 250 employees shall provide on-site food vending machines, refrigerator, microwave oven and mail facilities and use reasonable effort to provide an ATM, on-site computer, internet connection, and other services to reduce the need for employees to leave for services during business hours. (MMRP)

111. 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 the 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)

112. The operator shall cooperate with March JPA in 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.

113. The March Business Center shall require implementation of parking ratios that limit the need for on-street parking. These ratios are identified in the Specific Plan. (MMRP)

114. The project shall provide for bicycle facilities to accommodate non-motorized circulation on the site and connectivity to routes in the Cities of Riverside and Moreno Valley. (MMRP)

115. Project shall provide a parking lot design that includes clearly marked and shaded pedestrian pathways between transit facilities and building entrances. (MMRP)

116. Project shall annually file a Transportation Demand Management Plan to address available trip reductions strategies. (MMRP)

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

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

119. Buildings shall be designed to reduce energy usage by utilizing solar or low emissions water heaters, double paned glass windows, using light colored roofing materials, orienting buildings north and increasing wall and attic insulation above Title 24 requirements. (MMRP)

120. Restrict idling emission from trucks by using auxiliary power units and electrification at the industrial warehouse facilities.

121. Prior to issuance of grading or building permit, the Construction Contractor shall submit a Construction Management Plan identifying compliance with all construction mitigation measures identified in the project EIR.(MMRP)

122. All construction activities shall be limited to between 7:00 a.m. and 8:00 p.m. as feasible. (MEIR)

COUNTY OF RIVERSIDE TLMA DEPARTMENT

VILLAGE WEST DRIVE

123. Village West Drive (from Lemay Drive to Nandina Avenue) shall be improved to provide a 42-foot full-width AC paved section to accommodate two 12-foot travel lanes, 6-foot wide bike lanes (both sides), and a 3-foot buffer within a 96-foot dedicated road right-of-way. This cross-section design shall be maintained for the length of the road segment. The design shall utilize a horizontal alignment that avoids any unnecessary curves.

NOTES:

124. Consistent with the trip distribution, the Village West Drive south of Lemay Drive is intended for passenger cars only. Heavy trucks are to be routed northerly on Village West Drive to Van Buren Blvd.

125. The applicant shall install signage and include disclosures to prospective tenants/operators to restrict heavy trucks from using the southerly extension of Village West Drive. Additional enforcement measures may be necessary once the extension is completed. This may include contracting with CHP to conduct enforcement.

126. All-way stop control shall be utilized at the intersection of Village West Drive and Nandina Avenue.

127. As identified in the Meridian South Campus Specific Plan Draft Subsequent DEIR, the applicant shall provide a fair share contribution of $52,100 for future a traffic signal and turn lanes.

Village West Drive/Clark Street & Nandina Avenue (Intersection #26) - The Project applicant has agreed to pay its fair share toward the following improvements:

- Install a traffic signal
- Add a northbound left-turn lane
- Add a southbound left-turn lane

NANDINA AVENUE

128. As identified in the Meridian South Campus Specific Plan Draft Subsequent DEIR, the applicant shall provide its fair share contribution of $57,400 to be directed towards implementing an interim 2-lane roadway improvement on Nandina Avenue.

Nandina Avenue is an east-west oriented roadway located along the Project's southern boundary. The Project would contribute towards implementation of interim roadway improvement to the standards of a two-lane Industrial Collector between Village West Drive/Clark Street and Decker Road. As such, the Project's fair share contribution would be approximately $57,377 (i.e., 2.48% of $2,313,600), which is estimated to be the cost of grading, paving, curb and gutter improvements, sidewalk improvements, culverts, and the installation of streetlights for an Industrial Collector.

ENGINEERING DEPARTMENT, TRILAKE CONSULTANTS

With respect to the Conditions of Approval for the above reference project, the MJPA requires that the applicant provide the following improvements and/or dedications in accordance with the March Joint Powers Authority requirements and Standards and pursuant to exhibits identified and shown on the site plan. It is understood that the site plan correctly shows all existing and proposed easements, traveled ways, rights-of-way, and drainage course with appropriate Q's and that their omission may require the site plan to be resubmitted for further consideration.

General Conditions:

129. The project's grading shall be in a manner to perpetuate existing natural drainage patterns. Any deviation from this, concentration or increase in runoff, must have approval from adjacent property owners and MJPA. Drainage easements shall be obtained from affected property owners. The applicant shall accept the offsite runoff and convey it to an adequate outlet. Emergency escape paths shall be provided for all sump conditions.

130. Prior to the commencement of any construction or installation of fencing in the public rights-of-way, an encroachment permit shall be obtained.

Prior to Issuance of Grading Permit:

131. The developer/property owner shall submit the following to MJPA for review/approval:

a. Onsite Grading Plan and Erosion Control Plan
b. Drainage Plan, Hydrology and Hydraulic Report for onsite and offsite improvements
c. Final WQMP (for reference)

132. The project's design shall be in compliance with WMWD, Riverside County Flood Control, and Water Conservation District, Riverside County, Caltrans, MJPA and ADA

most recent standards, criteria and requirements and in effect at the time of construction and coordinated with approved plans for adjacent developments.

133. The incremental increase in runoff volume between developed and undeveloped state for the 85th percentile storm, shall be retained within onsite private detention facilities. A geotechnical report showing onsite infiltration rates shall be included for any onsite retention.

Prior to Issuance of Building Permit:

134. The developer/property owner shall secure MJPA's and appropriate agency's approval of the improvement plans.

135. The developer/property owner shall provide water and sewer service to this project in accordance with the requirement of the appropriate utility purveyors. This project is within Western Municipal Water District (WMWD) service area. Water and sewer improvements shall be installed per WMWD Standards and Fire Department requirements. Fire Department and WMWD approval required prior to MJPA approval.

136. Onsite fire hydrants shall be installed as determined by the Fire Department.

137. All right-of-way shall be offered to the public and shall continue in force until MJPA accepts or abandons such offers.

138. All weather access shall be provided to the proposed buildings per Fire Department standards.

139. The developer/property owner shall submit a compaction certification from the Soils Engineer in compliance with the approved geotechnical/soils report.

Prior to Issuance of First Certificate of Occupancy:

140. Unless currently annexed, this project shall annex to existing landscape, lighting and drainage maintenance districts established by MJPA. Owner shall be responsible to pay towards maintenance of all offsite facilities including drainage improvements as determined by the Districts. Onsite underground basin(s), pipes, lights and landscape shall be maintained by owner.

141. The existing improvements or appurtenances along Van Buren Avenue and Orange Terrace Parkway if damaged during construction of this project shall be removed and replaced to the satisfaction of MJPA.

BUILDING DEPARTMENT, WILLDAN

Please contact March JPA Building & Safety at 951-656-7000 for direction on how to submit your building application as well as how to submit plans for electronic plan review. Please visit Marchjpa.com to download forms for building permit application.

Provide the following plans and documents.

Building & Safety electronic submittals required for first plan review.

(1) Architectural Plans
(1) Structural Plans
(1) Structural Calculations
(1) Plot/Site Plans
(1) Electrical Plans
(1) Electrical Load Calculations
(1) Plumbing Plans/Isometrics, Water, Sewer and Gas
(1) Mechanical Plans
(1) Mechanical Duct Layout Plans
(1) Roof and Floor Truss Plans
(1) Title 24 Energy Calculations
(1) Approved Rough and Precise Grading Plans
(1) Approved Water Quality Management Plan, (WQMP) and Erosion Control Plan
(1) Approved Stormwater Pollution Prevention Plan
(1) Approved Health Department Plans for Food Preparation Establishments

Building & Safety General Information

142. All structures shall be designed in accordance with the 2019 California Building Code, 2019 California Mechanical Code, 2019 California Plumbing Code, and the 2019 California Electrical Code, and the 2019 California Green Buildings Standards adopted by the State of California.

143. The Developer/Owner is responsible for the coordination of the final occupancy. The Developer/Owner shall obtain clearances from each department and division prior to requesting a final building inspection from Building & Safety. Each agency shall sign the bottom of the Building & Safety Job Card.

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

145. All construction sites must be protected by a security fence and screening. The fencing and screening shall be maintained always to protect pedestrians.

146. Temporary toilet facilities shall be provided for construction workers. The toilet facilities shall be maintained in a sanitary condition. Construction toilet facilities of the non sewer type shall conform to ANSI requirements.

147. Construction projects which require temporary electrical power shall obtain an Electrical Permit from Building & Safety. No temporary electrical power will be granted to a project unless one of the following items are in place and approved by Building & Safety and the Planning Department.

148. Installation of a construction trailer, or, Security fenced area where the electrical power will be located.

149. Installation of construction/sales trailers must be located on private property. No trailers can be in the public street right of way.

150. Site development shall be designed to provide access to all entrances and exterior ground floors exits and access to normal paths of travel, and where necessary to provide access. Paths of travel shall incorporate (but not limited to) exterior stairs, landings, walks and sidewalks, pedestrian ramps, curb ramps, warning curbs, detectable warning, signage, gates, lifts and walking surface materials. The accessible route(s) of travel shall be the most practical direct route between accessible building entrances, site facilities, accessible parking, public sidewalks, and the accessible entrance(s) to the site, California Building Code, (CBC) Chapter 11, Sections, 11A and 11B.

151. March JPA enforces the State of California provisions of the California Building Code disabled access requirements. The Federal Americans with Disabilities Act (ADA) standards may differ in some cases from the California State requirements, therefore it is the building owner's responsibility to be aware of those differences and comply accordingly.

152. Site facilities such as parking open or covered, recreation facilities, and trash dumpster areas, guard shacks and common use areas shall be accessible per the CBC, Chapter 11.

153. 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.

154. Building & Safety, (Willdan Engineering) will review building plans, inspect all foundation work, structural work on the building to include plumbing and electrical in the building and on site, 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 path of travel 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 common use structures on the site.

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

156. Storm Water, (CG Recourse Management) will inspect the Storm Water requirements on and off site.

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

Building & Safety Conditions

158. Prior to the issuance of a building permit, the applicant shall pay all Development Improvement Fee's; this also includes school fees and outside agency fees such as sewer water and utilities. Copies of receipts shall be provided to Building & Safety prior to permit issuance.

159. All on site utilities shall be underground to the new proposed structure unless prior approval has been obtained by the utility company and March JPA.

160. 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.

161. Prior to issuance of building permits, site grading certification and pad certifications shall be submitted to Building & Safety. Prior to concrete placement, submit a certification for the finish floor elevation and setbacks of the structures. The certification needs to reflect that the structure is in conformance with the precise grading plans. Compaction reports shall accompany pad certifications. The certifications are required to be signed by the engineer of record.

162. Prior to issuance of building permits, provide Building & Safety with a Will Service Letter from Western Municipal Water District.

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

164. Special inspectors and structural observation inspectors that are required by the building code shall register with Building & Safety. The special inspectors shall provide a copy of their certifications as well as a copy of their driver's license before they start work as an inspector on the project. Special inspectors are required to provide a hard copy of the reports in the construction office daily for the inspectors use. The special inspectors shall make all necessary and required inspections before March JPA inspectors provide periodic inspections.

165. A Certificate of Occupancy will be granted to the Developer/Owner when the building is 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 may issue a permit for the tenant improvement prior to completion of the original building permit if all other agencies agree to allow the permit to be issued and the plans for the tenant improvement have been approved.

FIRE MARSHALL, RIVERSIDE COUNTY FIRE DEPARTMENT

The Riverside County Fire Department has reviewed the Site Development plans and find them acceptable with the conditions below. Final conditions will be addressed when final site and building plans are reviewed:

166. Prior to issuance of Certificate of Occupancy or Building Final, the applicant/developer shall install a fire sprinkler system based on the information provided. Fire sprinkler plans shall be submitted and approved by the Office of the Fire Marshal prior to installation. (CFC Section 903)

167. Prior to issuance of Certificate of Occupancy or Building Final, the applicant/developer shall install a monitored manual/automatic fire alarm system in accordance with CFC Section 907. Plans shall be submitted and approved by the Office of the Fire Marshal prior to installation. (CFC Section 907)

168. Prior to issuance of Certificate of Occupancy or Building Final, all commercial buildings shall display street numbers in a prominent location on the address side and

additional locations as required to facilitate emergency response. The numerals shall be a minimum of twelve inches in height. (CFC 505.1)

169. Prior to issuance of Certificate of Occupancy or Building Final, the applicant/developer shall be responsible for obtaining underground and/or above ground tank permits for the storage of combustible liquids, flammable liquids, or any other hazardous materials from the Office of the Fire Marshal. (CFC 105)

170. Prior to issuance of Certificate of Occupancy, approval shall be required from the Office of the Fire Marshal to maintain, store, use, or handle hazardous materials regulated by the fire code and to install equipment used in connection with such activities. (CFC 105)

171. Final fire and life safety conditions will be addressed when the Office of the Fire Marshal reviews building plans. These conditions will be based on occupancy, use, California Building Code (CBC), California Fire Code (CFC), and related codes, which are in effect at the time of building plan submittal.

172. Minimum fire flow for the construction of all commercial buildings is required per CFC Appendix B and Table B105.1. Prior to building permit issuance, the applicant/developer shall provide documentation to show there exists a water system capable of delivering the fire flow based on the information given. Subsequent design changes may increase or decrease the required fire flow.

173. Prior to building construction, fire apparatus access roads extending beyond 150 feet which have not been completed shall have a turnaround capable of accommodating fire apparatus. (CFC 503.2.5)

174. During phased construction, fire apparatus access roads extending beyond 150 feet which have not been completed shall have a turn-around capable of accommodating fire apparatus. (CFC 503.1 and 503.2.5)

175. If construction is phased, each phase shall provide approved emergency vehicular access for fire protection prior to any building construction. (CFC 501.4)

176. Prior to issuance of Building Permits, an approved site plan for fire apparatus access roads and signage shall be submitted and approved by the Office of the Fire Marshal. (CFC 501.3)

177. The Fire Apparatus Access Road shall be (all weather surface) capable of sustaining an imposed load of 75,000 lbs. GVW. The fire apparatus access road or temporary access road shall be reviewed and approved by the Office of the Fire Marshal and in place during the time of construction. (CFC 501.4)

178. Fire apparatus access roads shall have an unobstructed width of not less than twenty–four (24) feet as approved by the Office of the Fire Marshal and an unobstructed vertical clearance of not less the thirteen (13) feet six (6) inches or 15 feet if project is located in a State Responsibility Area Fire Hazard Zone. (CFC 503.2.1)

179. Prior to issuance of a Certificate of Occupancy or Building Final, a "Knox Box Rapid Entry System" shall be provided. The Knox-Box shall be installed in an accessible location approved by the Fire Code Official. All electronically operated gates shall be provided with Knox key switches and automatic sensors for access by emergency personnel. (CFC 506.1)

180. The minimum number of fire hydrants required, as well as the location and spacing of fire hydrants, shall comply with the C.F.C. and NFPA 24. Fire hydrants shall be located no closer than 40 feet from a building. A fire hydrant shall be located within 200 feet of the fire department connection for buildings protected with a fire sprinkler system. The size and number of outlets required for the approved fire hydrants are (6" x 4" x 2 ½" x 2 ½") (CFC 507.5.1, 507.5.7, Appendix C, NFPA 24-7.2.3)

181. Prior to issuance of Certificate of Occupancy or Building Final, "Blue Reflective Markers" shall be installed to identify fire hydrant locations in accordance with City specifications. (CFC 509.1)

182. Prior to issuance of Building Permits, the applicant/developer shall furnish one copy of the water system plans to the Office of the Fire Marshal for review and approval.

183. The required water system, including fire hydrants, shall be installed, made serviceable, and be accepted by the Office of the Fire Marshal prior to beginning construction. They shall be maintained accessible.

184. Existing fire hydrants on public streets are allowed to be considered available. Existing fire hydrants on adjacent properties shall not be considered available unless fire apparatus access roads extend between properties and easements are established to prevent obstruction of such roads. (CFC 507, 501.3)

185. Fire safety during construction shall comply with the requirements of Chapter 33. (CFC Chapter 33 & CBC Chapter 33)

186. Requests for installation of traffic calming designs/devices on fire apparatus access roads shall be submitted and approved by the Office of the Fire Marshal.

RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION

187. Any outdoor lighting installed shall be hooded or shielded so as to prevent either the spillage of lumens or reflection into the sky. Outdoor lighting shall be downward facing.

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

a) Any use which would direct a steady light or flashing light of red, white, green, or amber colors associated with airport operations toward an aircraft engaged in an initial straight climb following takeoff or toward an aircraft engaged in a straight final approach toward a landing at an airport, other than an FAA-approved navigational signal light or visual approach slope indicator.

b) Any use which would cause sunlight to be reflected towards an aircraft engaged in an initial straight climb following takeoff or towards an aircraft engaged in a straight final approach towards a landing at an airport.

c) Any use which would generate smoke or water vapor or which would attract large concentrations of birds, or which may otherwise affect safe air navigation within the area. (Such uses include landscaping utilizing water features, aquaculture, production of cereal grains, sunflower, and row crops, composting operations, trash transfer stations that are open on one or more sides, recycling centers containing putrescible wastes, construction and demolition debris facilities, fly ash disposal, and incinerators.)

d) Any use which would generate electrical interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation.

e) Hazards to flight. Children's schools are discouraged in Compatibility Zone C2.

189. Prior to issuance of any building permits, the landowner shall convey and have recorded an avigation easement to the March Inland Port Airport Authority. Contact March Joint Powers Authority at (951) 656-7000 for additional information.

190. The attached notice shall be provided to all prospective purchasers of the proposed parcels and tenants or lessees of the buildings.

191. Any proposed aboveground or ground-level detention basins on the site (including water quality management basins) shall be designed so as to provide for maximum 48-hour detention period following the conclusion of the storm event for the design storm (may be less, but not more), and to remain totally dry between rainfalls. Vegetation in and around such detention basins that would provide food or cover for bird species that would be incompatible with airport operations shall not be utilized in project landscaping.

192. March Air Reserve Base must be notified of any land use having an electromagnetic radiation component to assess whether a potential conflict with Air Base radio communications could result. Sources of electromagnetic radiation include radio wave transmission in conjunction with remote equipment inclusive of irrigation controllers, access gates, etc…

193. This project has been evaluated as including an industrial building consisting of 800,000 square feet of industrial manufacturing area, and a commercial development consisting of a 44,200 square foot grocery store, 4053 square feet of restaurant area, and 13,083 square feet of retail area. Any increase in building area, change in use or modification of the tentative parcel map lot lines and areas will require an amended review by the Airport Land Use Commission.

194. This project does not propose rooftop solar panels at this time. However, if the project were to propose solar rooftop panels in the future, the applicant/developer shall prepare a solar glare study that analyzes glare impacts, and this study shall be reviewed by the Airport Land Use Commission and March Air Reserve Base.

The following Conditions apply to the proposed Industrial building:

195. The Federal Aviation Administration has conducted aeronautical studies of the proposed commercial buildings (Aeronautical Study Nos. 2020-AWP-2962-OE and 2020-AWP-2981-OE) and has determined that neither marking nor lighting of the structure(s) is necessary for aviation safety. However, if marking and/or lighting (if any) shall be installed

in accordance with FAA Advisory Circular 70/7460-1 L Change 1 and shall be maintained in accordance therewith for the life of the project.

196. The proposed building shall not exceed a height of 38 feet above ground level and a maximum elevation at top point of 1,763 feet above mean sea level.

197. The building coordinates, and the maximum height and top point elevation specified above shall not be amended without further review by the Airport Land Use Commission and the Federal Aviation Administration; provided, however, that reduction in structure height or elevation shall not require further review by the Airport Land Use Commission.

198. Temporary construction equipment used during actual construction of the industrial building shall not exceed 38 feet in height and maximum elevation of 1,763 feet above mean sea level, unless separate notice is provided to the Federal Aviation Administration through the Form 7460-1 process.

199. Within five (5) days after construction of any individual building reaches its greatest height, FAA Form 7460-2 (Part II), Notice of Actual Construction or Alteration, shall be completed by the project proponent or his/her designee and e-filed with the Federal Aviation Administration. (Go to https://oeaaa.faa.gov for instructions.) This requirement is also applicable in the event the project is abandoned or a decision is made not to construct the applicable structure(s).

WESTERN MUNICIPAL WATER DISTRICT

In a letter dated August 26, 2020, Western Municipal Water District mentioned that they reviewed the transmittal for Plot Plan 20-03 The Commons Phase II and Village West Drive Extension and have no conditions to apply to the property.

RIVERSIDE COUNTY FLOOD CONTROL

In a letter dated March 05, 2020, Riverside County Flood Control provided the following Conditions to Plot Plan 20-04, Intersection of Coyote Bush Road and Krameria Avenue.

200. This project would not be impacted by District Master Drainage Plan facilities, nor are other facilities of regional interest proposed.

201. This project is located within the limits of the District's Perris Valley and Lake Mathews Area Drainage Plans for which drainage fees have been adopted. If the project is proposing to create additional impervious surface area, applicable fees should be paid by cashier's check or money order only to the Flood Control District or City prior to the issuance of grading or building permits. Fees to be paid should be at the rate in effect at the time of issuance of the actual permit.

General Information

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

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

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

UNITED STATES POSTAL SERVICE

1. Prior to the issuance of building permits, the developer shall contact the U.S. Postal Service to determine the appropriate type and location of mailboxes.

Exhibit A

Standard March JPA Operation Mitigation Measures
To be placed on the cover sheet of all construction plan submittals

1. Future uses shall comply with all applicable permitting requirements for new or modified emission sources subject to SCAQMD rules and regulations.

2. All internal combustion engine-driven equipment will be properly maintained and tuned according to manufactures specifications.

3. Hazardous materials certified handler and disposal service shall conduct the disposal and servicing of any hazardous materials.

4. All landscaped areas shall be maintained in a healthy and thriving condition, free from weeds, trash and debris by the developer or the developer's successor-in-interest. The developer, or the developer's successor-in-interest, shall be responsible for maintaining any undeveloped portion of the site in a manner that provides for the control of weeds, erosion and dust.

5. Green waste generated by the Development shall be kept separate from other waste types in order that it can be recycled for onsite composting or directed to local wood grinding and/or composting facility.

6. Any graffiti located onsite shall be removed within 72 hours. The site shall be maintained in a graffiti-free state at all times

OWNERS ACCEPTANCE OF CONDITIONS OF APPROVAL FOR PLOT PLAN 20-03

Owner/Applicant's Signature **Date**

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

EXHIBIT B2

Plot Plan 20-04 Conditions of Approval

Conditions of Approval

South Campus Building D and Caroline Way Street Improvements
Plot Plan 20-04

PLANNING DEPARTMENT, MARCH JOINT POWERS AUTHORITY

General Planning Conditions:

1. Approvals – This project is not deemed approved until these Conditions of Approval are signed by the applicant and returned to the JPA Office for filing. Furthermore the effectiveness of these approvals is conditioned upon the subsequent approval of Specific Plan Amendment through Ordinance #JPA 21-01.

2. The site shall be developed in accordance with the approved Plot Plan 20-04 on file in the Planning Division, General Plan (GP 20-01), the Amended March Business Center Specific Plan (SP-1, A8), Tentative Parcel Map 37878 (TPM 20-02) the JPA Development Code regulations, and the conditions contained herein. Prior to any use of the site or business activity being commenced thereon, all Conditions of Approval shall be completed to the satisfaction of the Planning Director or designee. Building and structural elevations shall comply with the color scheme and materials approved with Plot Plan 20-04. (MJPA 9.14.020)

3. The Applicant shall indemnify, protect, defend, and hold harmless March JPA and its constituent public agency members, officers, employees, attorneys, and agents from any and all actual or alleged claims, actions, proceedings, against March JPA to attack, set aside, void, annul, or seek monetary damages arising out of the approval of the Applicant's proposed development or related approval, including but not limited to CEQA approvals, permits, variances, design plans, plot plans, maps, licenses and amendments. March JPA shall promptly notify the Applicant of any and all claims, actions, and proceedings, covered by this Agreement. This indemnification shall include, but not be limited to, damages, fees, and/or costs awarded against March JPA, if any, and cost of suit, attorney's fees and other costs, liabilities and expenses incurred in connection with such claim, action, or proceeding whether incurred by Applicant, March JPA, and/or any parties bringing such forth.

4. The Plot Plan approval shall expire three years after the date of approval unless substantial construction contemplated by this approval has occurred within the three-year period, which is thereafter pursued to completion, or the March Joint Powers Authority has extended approval, otherwise the approval shall become null and void. (MJPA 9.02.230)

5. This development is located within Specific Plan SP-1, A8. Requirements of the March Business Center Specific Plan including the permitted uses, development standards, the

March Business Center Design Guidelines, and the Conditions of Approval shall prevail unless modified herein. (MJPA 9.13)

6. Plot Plan 20-05 shall adhere to the adopted Mitigation Monitoring and Reporting Program (MMRP) as part of the South Campus Specific Plan and Village West Drive Extension Project Subsequent Environmental Impact Report (SCH# 2020059028)

7. 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)

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. Preconstruction surveys will be conducted for burrowing owls prior to grading. These surveys shall conform to the survey protocol established by the California Burrowing Owl Consortium (1993). Preconstruction surveys shall be conducted no more than 30 days prior to the initiation of construction activities and at a 30-day intervals if construction activities

have not been initiated in an area. If Burrowing Owls are observed within the Project area then passive relocation measures will be implemented consistent with the survey protocol identified above. (MMRP)

14. The project applicant shall incorporate the following measures to help reduce the project's potential solid waste impacts and to help in the County's effort to comply with State law in diverting solid waste from landfill disposal. Green waste generated by the project should be kept separate from other waste types in order that it can be recycled through the practice of grass recycling (where lawn clippings from a mulching type mower are left on the lawn) or onsite composting or directed to local wood grinding and/or composting operations. All projects shall provide adequate area(s) for the collections and loading of recyclable materials. Prior to building permit issuance, the applicant shall submit a Recyclables Collection and Loading Area Plot Plan to the March JPA for review and approval. (MMRP)

15. Prior to individual lot development approval by the March JPA, the developer will coordinate with March JPA and WMWD to obtain the water demand for the proposed development to assure that the development is consistent with the water budget and Water Supply Assessment for the Project. (MMRP)

16. Uses located in proximity of noise sensitive uses shall comply with the noise mitigation measures identified in the March Business Center EIR. (MMRP)

17. All uses shall comply with the noise emission criteria identified in the March JPA Development Code. (MMRP)

18. All development shall use proper erosion control measures during and following construction. (MMRP)

19. Revegetate graded area with native plants compatible to the area to prevent erosion. (MMRP)

Planning Conditions to be Performed Prior to Issuance of ANY Permit:

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

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

21. All new Landscape Lighting and Maintenance District (LLMD areas are to be annexed into the LLMD prior to any permit issuance.

22. All applicable Conditions of Approval **AND** Mitigation Measures shall be added to the plans prior to issuance of a grading permit.

23. All LLMD requirements are to be listed on the grading plans and prior to permit issuance.

24. If construction activity is planned during nesting/breeding season, a qualified environmental scientist shall conduct a field review of the affected areas prior to vegetation clearing activity assess the areas for occupancy by the least bell's vireo. (MMRP)

25. Detention basins and improvements to the storm drain system shall be constructed to reduce peak flows to less than those associated with the existing conditions in accordance with the approved Drainage Plan.

Planning Conditions to be Performed Prior to Issuance of a Public Works Permit for the Street Improvement Plans for Caroline Way and Gless Ranch Road:

26. A signage plan for all new streets is to be submitted and reviewed by March JPA Planning and VRPA prior to the issuance of a public works permit for the street improvement plans.

27. All new streets are to have MJPA designed street signs in blue with March JPA logo.

28. All applicable Conditions of Approval **AND** Mitigation Measures shall be added to the plans prior to issuance of a Public Works permit.

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

29. Prior to issuance of a building permit, the Final Map 37878 must be recorded making all Plot Plans a "legal" parcel for development.

30. All applicable Conditions of Approval **AND** Mitigation Measures shall be added to the plans prior to issuance of a Building permit.

31. A revised truck route sign will need to be designed and approved by March JPA Planning Once approved, the revised truck route sign will need to be placed as a detail on the shell building construction drawings.

32. Prior to building permit issuance, the building plans must identify the truck yards to be concrete paving.

33. All proposed lunch patio areas to include lunch tables and/or benches. Combination of the two is recommended.

34. All trash enclosures are to be located inside the truck yard.

35. If the architect has difficulty obtaining March JPA's standard for stacked stone at the pilasters. The following is also an approved option by the MJPA Planning Director: Cultured Stone: Limestone 'Suede' Drystack without mortar.

36. Prior to obtaining a building permit, a site/building-specific acoustical report shall be prepared by an acoustical engineer or professional acoustician showing that interior noise levels within all habitable rooms do not exceed 45dB Ldn or CNEL for all new noise sensitive receptors (inclusive or transient lodging, educational facilities, and childcare facilities) which are identified in Figure IV. H-3, State of California Noise Compatibility Chart. Normally Unacceptable Uses identified in Figure IV. H-3, State of California Noise Compatibility Chart shall not be allowed. The recommendations of the noise report shall be specific window treatments, such as dual glazing, and mechanical ventilation when the 45 dBA CNEL limit can only be achieved with a closed window condition. (MMRP)

37. Office areas and noise sensitive uses within the 65 dB CNEL noise contour shall provide noise attenuation to provide an interior noise level of 45 dB CNEL, as certified by an acoustical engineer or architect. (MMRP)

38. 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 March Business Center FEIR (SCH 2002071089). (MMRP)

39. 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)

40. Prior to issuance of building permits, the developer or developer's successor-in-interest shall pay the applicable March JPA Development Impact Fee (DIF).

41. The Project shall contribute on a fair share basis toward the cumulative off-site impacts identified in Specific Plan Chapter IV.B Transportation/Traffic of the March Business Center Final Focused Environmental Impact Report. (MMRP)

42. 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.

43. 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)

44. Prior to issuance of building permits, the Planning Division shall review and approve a computer-generated, point-by-point exterior lighting analysis plan as a component of the construction plan review. The lighting plan shall be generated on the site plan and shall be integrated with the final landscape plan. The plan shall indicate the manufacturer's specifications for fully shielded light fixtures and shall include fixture catalog cuts, light cut-off shielding details, wattage, illumination type (high or low pressure sodium only), location, and height. The lighting shall not exceed a 750-watt maximum, shall not be mounted more than 25' above finished grade, and site lighting of parking lots shall be limited to high pressure sodium lighting. As an option, LED lighting at 2,700 Kelvin or within 100 Kelvin shall be permitted. The lighting shall be designed in such a manner so that it does not exceed 0.5 candle/foot^2 illumination beyond the property line. (MJPA 9.08.100)

45. The project construction plan submittal shall contain an on-site traffic striping and signage plan which shall be reviewed and approved by the Planning Department prior to issuance of the building permits.

46. CEQA Review of stationary source emissions other than natural gas and electricity shall be done on all developments emitting stationary source air pollutants. In addition, all developments involving stationary source emissions shall obtain permits to construct and operate from the SCAQMD. (MMRP)

Planning Conditions to be Performed Prior to Landscape Plan Issuance:

47. All applicable Conditions of Approval **AND** Mitigation Measures shall be added to the landscape plans prior to issuance of landscape permit.

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

48. Final inspections by all departments are required prior to job card final and/or a certificate of occupancy request.

49. Prior to the issuance of a Certificate of Occupancy, all applicable mitigation measures must be fulfilled as identified in the South Campus Specific Plan and Village West Drive Extension Project Final SEIR (SCH# 2020059028).

50. Prior to the issuance of a Certificate of Occupancy, the tenant will need to submit a "Stacking Plan" analyzing how queue of trucks will take place in and around the project site. The stacking plan will need to be submitted with the tenants Certificate of Occupancy application.

51. Prior to certificate of occupancy, an agreement will need to be in place with either the Riverside County Sheriff's Department or California Highway Patrol for truck enforcement within the South Campus area.

52. Prior to the issuance of a Certificate of Occupancy, the March JPA will need to adopt a revised truck route ordinance to incorporate Caroline Way as a truck route. The revised truck route design will be included as an exhibit to this ordinance.

53. 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 and 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)

54. Prior to issuance of a Certificate of Occupancy, Signage shall be provided at the Van Buren Boulevard intersections with Coyote Bush Road and Orange Terrace to discourage truck traffic on residential streets in the Orangecrest development. (MMRP)

55. 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.)

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

57. Prior to Certificate of Occupancy, the Planning Division shall review and approve the location and method of enclosure or screening of transformer cabinets, commercial gas meters and back flow preventers as components of the construction plan review. Location and screening shall comply with the following criteria: All transformer cabinets and commercial gas meters shall not be located within driveway/street view triangles in such a way that they obscure traffic visibility. Service Electrical Systems shall be fully enclosed and incorporated into the overall architectural design of the building(s). Back-flow preventers and gas meters shall be screened by landscaping that will provide appropriate landscape screening upon maturity. (MJPA Design Guidelines)

58. 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 and employee lounge. (MMRP)

59. Prior to Certificate of Occupancy, each development incorporating truck docks shall install one a 6-sq/ft. sign for each four roll-up dock doors identifying the maximum 5-minute diesel idling time. All signs shall be installed on the building at eye level in a manner to clearly convey the maximum diesel idling time. (CARB)

60. Prior to the issuance of the Certificate of Occupancy, all onsite pump stations and detention basins must be fenced per March JPA's standard fence detail.

Landscape Provisions (Timing Varies)

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

62. Prior to the issuance of the Certificate of Occupancy, the applicant shall provide a letter from the landscape architect identifying that all landscape has been installed consistent with the approved landscape plan and that the landscape complies with the provisions of the March JPA Landscape Irrigation Efficiency Ordinance JPA#16-02.

63. The landscape irrigation schedule, identifying appropriate watering times, duration and quantities, for 1) initial landscaping and 2) established landscape, shall be continually available at the site in perpetuity, in a convenient location near the irrigation controlling unit. (JPA ORD. #16-02)

64. All on site landscape irrigation shall be designed and constructed to meet non-potable "Purple Pipe" standards for reclaimed water systems. (MMRP)

65. All on-site parking shall be screened by one of the following methods: 1) 30" parking screen wall; 2) continuous landscape shrub; or 3) combination of shrub, wall and earthen berm. (MJPA Design Guidelines)

66. The facility shall incorporate an on-site green/landscape waste recycling/mulching area, or as an option the facility operator may identify in writing how green/landscape waste recycled off-site. (MMRP)

67. Prior to site grading, the grading contractor shall contact the March JPA Landscape and Lighting Maintenance District (LLMD) manager at (951) 656-7000 to coordinate all activity and impacts upon LLMD facilities within the public right-of-way and landscape easements. The coordination shall assure uninterrupted operation of the LLMD irrigation system and shall identify any impacts on LLMD mainlines, wires, laterals and irrigation components, inclusive of the need to move or sleeve LLMD facilities as determined by the LLMD manager.

68. All LLMD pressure main line and laterals crossing beneath paved areas shall be encased in schedule 40 PVC sleeves twice the diameter of the pipe. Sleeves shall be placed as a depth of 24" beneath finished surface, measured from the top of sleeve. Control wires shall be in separate sleeves with a minimum diameter of two inches. Wire sleeves shall be sized so that wire bundles may be pulled without binding. On each side of paved areas, a 10" round valve box with wire connections shall be installed. Pin tie connectors shall be used in wire connection box and must be branded on the valve box lid with "SW" for future identification.

69. All changes to the LLMD easement area shall be completed in accordance with the approved LLMD landscape plans and an "as built" drawing shall be submitted and approved upon completion and inspection of work. All repairs and/or installations in the LLMD right-of-way and easement areas must be inspected by the LLMD manager.

70. LLMD irrigation damaged by construction activities shall be repaired by a qualified irrigation technician within twenty four (24) hours to ensure LLMD plant material does not incur additional damage or loss or a $500 fine per day will be assessed until completed. Alternatively, the MJPA can have their LLMD contractor repair any damage and bill the owner directly at the request of the owner.

71. All damaged LLMD plant material shall be replaced with like sized material within three (3) business days unless an extension is approved, in writing, by the LLMD manager.

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

73. No contractor parking will be allowed on the MJPA streets at any time during construction.

74. No construction personnel or subcontractors may conduct their break time in the LLMD area. Cost for damages will apply as per COA #41.

75. No Certificate of Occupancy will be issued until all LLMD irrigation and/or plantings are restored in-kind and to the satisfaction of the MJPA Operations Director and any outstanding fines are paid in full.

76. Prior to any construction or encroachment into the LLMD, the MJPA LLMD Staff must be notified for LLMD pre-inspection and schedule of work.

NPDES Provisions (Timing Varies)

77. Consistent with the requirements of the NPDES Guidelines, the applicant/owner will record a NPDES Maintenance Covenant and Agreement verifying that the property owners or association will have maintenance responsibility for the on-site storm water treatment in perpetuity.

78. Prior to the issuance of grading or building permits, the developer shall submit evidence of an approved Storm Water Pollution Prevention Plan (SWPPP) approved by the State Water Resources Control Board.

79. At all times during construction, the approved Storm Water Pollution Prevention Plan (SWPPP) shall be located in the construction office, and available for review of development compliance.

80. During construction, the developer or designee shall be responsible for: 1) storm water sampling for all storm events where storm water leaves the site and 2) storm water reporting to the State Water Resources Control Board as required by applicable law.

81. Prior to the issuance of building permits, the developer or developer's successor-in-interest shall submit and receive approval of a Storm Water Management Plan addressing long term development storm water mitigation measures.

82. The future site user is responsible for obtaining a NPDES General Industrial Activities Permit (Order No. 97-03-DWQ, CAS000001) for businesses that have applicable Standard Industrial Codes (SIC code).

83. The development shall be subject to all requirements of the March JPA NPDES Guidelines, Provision 1.8, which establishes stormwater/urban runoff management and discharge

controls. These ensure compliance with federal regulations, subsequent amendments, revisions, or ordinances.

84. 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)

85. Preferential parking spaces shall be offered to car pools and van pools. (MMRP)

86. 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)

87. Employers with over 250 employees shall provide on-site food vending machines, refrigerator, microwave oven and mail facilities and use reasonable effort to provide an ATM, on-site computer, internet connection, and other services to reduce the need for employees to leave for services during business hours. (MMRP)

88. 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 the 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)

89. The operator shall cooperate with March JPA in 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.

90. The March Business Center shall require implementation of parking ratios that limit the need for on-street parking. These ratios are identified in the Specific Plan. (MMRP)

91. The project shall provide for bicycle facilities to accommodate non-motorized circulation on the site and connectivity to routes in the Cities of Riverside and Moreno Valley. (MMRP)

92. Project shall provide a parking lot design that includes clearly marked and shaded pedestrian pathways between transit facilities and building entrances. (MMRP)

93. Project shall annually file a Transportation Demand Management Plan to address available trip reductions strategies. (MMRP)

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

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

96. Buildings shall be designed to reduce energy usage by utilizing solar or low emissions water heaters, double paned glass windows, using light colored roofing materials, orienting buildings north and increasing wall and attic insulation above Title 24 requirements. (MMRP)

97. Restrict idling emission from trucks by using auxiliary power units and electrification at the industrial warehouse facilities.

98. Prior to issuance of grading or building permit, the Construction Contractor shall submit a Construction Management Plan identifying compliance with all construction mitigation measures identified in the project EIR.(MMRP)

99. All construction activities shall be limited to between 7:00 a.m. and 8:00 p.m. as feasible. (MEIR)

ENGINEERING DEPARTMENT, TRILAKE CONSULTANTS

With Respect to the Conditions of Approval for the above referenced project, the March Joint Powers Authority (MJPA) requires that the applicant provide the following improvements and/or dedications in accordance with MJPA requirements and standards pursuant to exhibits identified and shown on the site plan. It is understood that the site plan correctly shows all existing and proposed easements, traveled ways, rights-of-way, and drainage courses with appropriate Q's and their omission may require the site plan to be resubmitted for further consideration.

General Conditions:

100. The project's grading shall be in a manner to perpetuate existing natural drainage patterns. Any deviation from this, concentration or increase in runoff must have approval of adjacent property owners. The applicant shall accept the offsite runoff and convey it to an adequate outlet. Emergency escape paths shall be provided for all sump conditions.

101. Prior to commencement of any construction or installation of fencing in the public right-of-way, an encroachment permit shall be obtained.

Prior to Issuance of a Grading Permit:

102. Truck access shall be from Krameria Avenue, Coyote Bush Road, and Village West Drive north of Krameria Avenue, Truck access is restricted on Gless Ranch Road extension east of Barton Street. Traffic diverters/raised medians to negate truck access shall be constructed as designed by the project's Traffic Engineer and as approved by MJPA Engineer and City of Riverside Public Works Department.

103. The driveway on Coyote Bush Road shall be designated for truck access only.

104. The westerly driveway on Krameria Avenue shall be designated for truck access and restricted to right-in/left-out only.

105. Concrete pavement shall be provided on Coyote Bush Road and Krameria Avenue at the truck designated points of access to withstand truck traffic.

106. The easterly driveway on Krameria Avenue shall be designated for auto access only.

107. The developer/property owner shall submit the following to MJPA for review and approval:

a. Onsite Grading Plan and Erosion Control Plan
b. Street Improvement Plan
c. Signing and Striping Plan
d. Drainage Plan, Hydrology and Hydraulic Report for onsite and offsite improvements
e. Final WQMP (for reference)

The projects design shall be in compliance with WMWD, Riverside County Flood Control and Water Conservation District (RCFCD), Riverside County , Caltrans, MJPA and ADA most recent standards, criteria and requirements and in effect at the time of construction and coordinated with the approved plans for adjacent developments.

108. The incremental increase in runoff volume between developed and undeveloped state for the 85th percentile storm, shall be retained within onsite private detention facilities.

Prior to issuance of Building Permit:

109. The developer/property owner shall secure MJPA's and appropriate agencies' approval of the improvement plans.

110. The developer/property owner shall provide water and sewer service to this project in accordance with the requirements of the appropriate utility purveyors. This project is within Western Municipal Water District (WMWD) service area. Water and sewer improvements shall be installed per WMWD Standards and Fire Department requirements. Fire Department and WMWD approvals are required prior to MJPA approval.

111. Onsite fire hydrants shall be installed ad determined by the Fire Department.

112. All weather access shall be provided to the proposed buildings per Fire Department standards.

113. The developer/property owner shall submit a compaction certification from the Soils engineer in compliance with the approved geotechnical/soils report.

Prior to Issuance of Certificate of Occupancy:

114. Unless currently annexed, this project shall annex to existing landscape, lighting and drainage maintenance districts established by MJPA. The property owner shall be responsible to pay towards maintenance of all offsite facilities including drainage improvements as determined by the Districts. Onsite underground basin(s), pipes, lights and landscape shall be maintained by the property owner.

115. Gless Ranch Road (Enhanced Local Street – 66'/44') within a 66-foot full width dedicated right-of-way shall be improved to proveid a 44-foot asphalt paving (using TI of 6.5 and PG 64-10). 6-inch curb and gutter at 22 feet on both sides of the centerline with 6-foot wide sidewalk and street lights.

116. Caroline Way (Industrial Collector – 78'/56') within a 78-foot full width dedicated right-of-way shall be improved to provide for a 56-foot concrete paving (using TI of 8.0), 6-ionch curb and gutter at 39 feet on both sides of the centerline with 6-foot wide sidewalk and street lights.

117. Krameria Avenue and Coyote Bush Road shall be fully improved in compliance with Meridian South Campus Specific Plan Street Improvement Plan.

118. Truck diveters/raised medians restricting truck turing movements shall be constructed on Gless Ranch Road.

119. The existing improvements on Barton Road, Krameria Avenue, and Coyote Bush Road, if damaged during construction, shall be removed and replaced to the satisfaction of MJPA.

120. Striping shall be refreshed along the site to the limits determined by MJPA's inspector.

BUILDING DEPARTMENT, WILLDAN

Please contact March JPA Building & Safety at 951-656-7000 for direction on how to submit your building application as well as how to submit plans for electronic plan review. Please visit Marchjpa.com to download forms for building permit application.

Provide the following plans and documents.

Building & Safety electronic submittals required for first plan review.

(1) Architectural Plans
(1) Structural Plans
(1) Structural Calculations
(1) Plot/Site Plans
(1) Electrical Plans
(1) Electrical Load Calculations
(1) Plumbing Plans/Isometrics, Water, Sewer and Gas
(1) Mechanical Plans
(1) Mechanical Duct Layout Plans
(1) Roof and Floor Truss Plans
(1) Title 24 Energy Calculations
(1) Approved Rough and Precise Grading Plans

(1) Approved Water Quality Management Plan, (WQMP) and Erosion Control Plan
(1) Approved Stormwater Pollution Prevention Plan

Building & Safety General Information

121. All structures shall be designed in accordance with the 2019 California Building Code, 2019 California Mechanical Code, 2019 California Plumbing Code, and the 2019 California Electrical Code, and the 2019 California Green Buildings Standards adopted by the State of California.

122. The Developer/Owner is responsible for the coordination of the final occupancy. The Developer/Owner shall obtain clearances from each department and division prior to requesting a final building inspection from Building & Safety. Each agency shall sign the bottom of the Building & Safety Job Card.

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

124. All construction sites must be protected by a security fence and screening. The fencing and screening shall be maintained always to protect pedestrians.

125. Temporary toilet facilities shall be provided for construction workers. The toilet facilities shall be maintained in a sanitary condition. Construction toilet facilities of the non sewer type shall conform to ANSI requirements.

126. Construction projects which require temporary electrical power shall obtain an Electrical Permit from Building & Safety. No temporary electrical power will be granted to a project unless one of the following items are in place and approved by Building & Safety and the Planning Department.

- Installation of a construction trailer, or,
- Security fenced area where the electrical power will be located.
- Installation of construction/sales trailers must be located on private property. No trailers can be in the public street right of way.

127. Site development shall be designed to provide access to all entrances and exterior ground floors exits and access to normal paths of travel, and where necessary to provide access. Paths of travel shall incorporate (but not limited to) exterior stairs, landings, walks and sidewalks, pedestrian ramps, curb ramps, warning curbs, detectable warning, signage, gates, lifts and walking surface materials. The accessible route(s) of travel shall

be the most practical direct route between accessible building entrances, site facilities, accessible parking, public sidewalks, and the accessible entrance(s) to the site, California Building Code, (CBC) Chapter 11, Sections, 11A and 11B.

128. March JPA enforces the State of California provisions of the California Building Code disabled access requirements. The Federal Americans with Disabilities Act (ADA) standards may differ in some cases from the California State requirements, therefore it is the building owner's responsibility to be aware of those differences and comply accordingly.

129. Site facilities such as parking open or covered, recreation facilities, and trash dumpster areas, guard shacks and common use areas shall be accessible per the CBC, Chapter 11.

130. Separate plan submittals and permits are required for all accessory structures; example would be, patios, block walls, and play equipment and storage buildings. 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.

131. Building & Safety, (Willdan Engineering) will review building plans, inspect all foundation work, structural work on the building to include plumbing and electrical in the building and on site, 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 path of travel 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 common use structures on the site.

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

133. Storm Water, (CG Recourse Management) will inspect the Storm Water requirements on and off site.

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

Building & Safety Conditions

135. Prior to the issuance of a building permit, the applicant shall pay all Development Improvement Fee's; this also includes school fees and outside agency fees such as sewer water and utilities. Copies of receipts shall be provided to Building & Safety prior to permit issuance.

136. All on site utilities shall be underground to the new proposed structure unless prior approval has been obtained by the utility company and March JPA.

137. 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.

138. Prior to issuance of building permits, site grading certification and pad certifications shall be submitted to Building & Safety. Prior to concrete placement, submit a certification for the finish floor elevation and setbacks of the structures. The certification needs to reflect that the structure is in conformance with the precise grading plans. Compaction reports shall accompany pad certifications. The certifications are required to be signed by the engineer of record.

139. Prior to issuance of building permits, provide Building & Safety with a Will Service Letter from Western Municipal Water District.

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

141. Special inspectors and structural observation inspectors that are required by the building code shall register with Building & Safety. The special inspectors shall provide a copy of their certifications as well as a copy of their driver's license before they start work as an inspector on the project. Special inspectors are required to provide a hard copy of the reports in the construction office daily for the inspectors use. The special inspectors shall make all necessary and required inspections before March JPA inspectors provide periodic inspections.

142. A Certificate of Occupancy will be granted to the Developer/Owner when the building is 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 may issue a permit for the tenant improvement prior to completion of the original

building permit if all other agencies agree to allow the permit to be issued and the plans for the tenant improvement have been approved.

FIRE MARSHALL, RIVERSIDE COUNTY FIRE DEPARTMENT

The Riverside County Fire Department has reviewed the Site Development plans and find them acceptable with the conditions below. Final conditions will be addressed when final site and building plans are reviewed:

143. Prior to issuance of Certificate of Occupancy or Building Final, the applicant/developer shall install a fire sprinkler system based on the information provided. Fire sprinkler plans shall be submitted and approved by the Office of the Fire Marshal prior to installation. (CFC Section 903)

144. Prior to issuance of Certificate of Occupancy or Building Final, all commercial buildings shall display street numbers in a prominent location on the address side and additional locations as required to facilitate emergency response. The numerals shall be a minimum of twelve inches in height. (CFC 505.1)

145. Final fire and life safety conditions will be addressed when the Office of the Fire Marshal reviews building plans. These conditions will be based on occupancy, use, California Building Code (CBC), California Fire Code (CFC), and related codes, which are in effect at the time of building plan submittal.

146. Minimum fire flow for the construction of all commercial buildings is required per CFC Appendix B and Table B105.1. Prior to building permit issuance, the applicant/developer shall provide documentation to show there exists a water system capable of delivering 4000 gpm at 20psi for four hours. Subsequent design changes may increase or decrease the required fire flow.

147. Prior to building construction, fire apparatus access roads extending beyond 150 feet which have not been completed shall have a turnaround capable of accommodating fire apparatus. (CFC 503.2.5)

148. During phased construction, fire apparatus access roads extending beyond 150 feet which have not been completed shall have a turn-around capable of accommodating fire apparatus. (CFC 503.1 and 503.2.5)

149. If construction is phased, each phase shall provide approved emergency vehicular access for fire protection prior to any building construction. (CFC 501.4)

150. Prior to issuance of Building Permits, an approved site plan for fire apparatus access roads and signage shall be submitted and approved by the Office of the Fire Marshal. (CFC 501.3)

151. The Fire Apparatus Access Road shall be (all weather surface) capable of sustaining an imposed load of 75,000 lbs. GVW. The fire apparatus access road or temporary access road shall be reviewed and approved by the Office of the Fire Marshal and in place during the time of construction. (CFC 501.4)

152. Fire apparatus access roads shall have an unobstructed width of not less than twenty–four (24) feet as approved by the Office of the Fire Marshal and an unobstructed vertical clearance of not less the thirteen (13) feet six (6) inches or 15 feet if project is located in a State Responsibility Area Fire Hazard Zone. (CFC 503.2.1)

153. The minimum number of fire hydrants required, as well as the location and spacing of fire hydrants, shall comply with the C.F.C. and NFPA 24. Fire hydrants shall be located no closer than 40 feet from a building. A fire hydrant shall be located within 200 feet of the fire department connection for buildings protected with a fire sprinkler system. The size and number of outlets required for the approved fire hydrants are (6" x 4" x 2 ½" x 2 ½") (CFC 507.5.1, 507.5.7, Appendix C, NFPA 24-7.2.3)

154. Prior to issuance of Certificate of Occupancy or Building Final, "Blue Reflective Markers" shall be installed to identify fire hydrant locations in accordance with City specifications. (CFC 509.1)

155. Prior to issuance of Building Permits, the applicant/developer shall furnish one copy of the water system plans to the Office of the Fire Marshal for review and approval.

156. The required water system, including fire hydrants, shall be installed, made serviceable, and be accepted by the Office of the Fire Marshal prior to beginning construction. They shall be maintained accessible.

157. Existing fire hydrants on public streets are allowed to be considered available. Existing fire hydrants on adjacent properties shall not be considered available unless fire apparatus access roads extend between properties and easements are established to prevent obstruction of such roads. (CFC 507, 501.3)

158. Fire safety during construction shall comply with the requirements of Chapter 33. (CFC Chapter 33 & CBC Chapter 33)

159. Requests for installation of traffic calming designs/devices on fire apparatus access roads shall be submitted and approved by the Office of the Fire Marshal.

RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION

160. Any outdoor lighting installed shall be hooded or shielded so as to prevent either the spillage of lumens or reflection into the sky. Outdoor lighting shall be downward facing.

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

a) Any use which would direct a steady light or flashing light of red, white, green, or amber colors associated with airport operations toward an aircraft engaged in an initial straight climb following takeoff or toward an aircraft engaged in a straight final approach toward a landing at an airport, other than an FAA-approved navigational signal light or visual approach slope indicator.

b) Any use which would cause sunlight to be reflected towards an aircraft engaged in an initial straight climb following takeoff or towards an aircraft engaged in a straight final approach towards a landing at an airport.

c) Any use which would generate smoke or water vapor or which would attract large concentrations of birds, or which may otherwise affect safe air navigation within the area. (Such uses include landscaping utilizing water features, aquaculture, production of cereal grains, sunflower, and row crops, composting operations, trash transfer stations that are open on one or more sides, recycling centers containing putrescible wastes, construction and demolition debris facilities, fly ash disposal, and incinerators.)

d) Any use which would generate electrical interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation.

e) Hazards to flight. Children's schools are discouraged in Compatibility Zone C2.

162. Prior to issuance of any building permits, the landowner shall convey and have recorded an avigation easement to the March Inland Port Airport Authority. Contact March Joint Powers Authority at (951) 656-7000 for additional information.

163. The attached notice shall be provided to all prospective purchasers of the proposed parcels and tenants or lessees of the buildings.

164. Any proposed aboveground or ground-level detention basins on the site (including water quality management basins) shall be designed so as to provide for maximum 48-hour detention period following the conclusion of the storm event for the design storm (may be less, but not more), and to remain totally dry between rainfalls. Vegetation in and around such detention basins that would provide food or cover for bird species that would be incompatible with airport operations shall not be utilized in project landscaping.

165. March Air Reserve Base must be notified of any land use having an electromagnetic radiation component to assess whether a potential conflict with Air Base radio communications could result. Sources of electromagnetic radiation include radio wave transmission in conjunction with remote equipment inclusive of irrigation controllers, access gates, etc…

166. This project has been evaluated as including an industrial building consisting of 800,000 square feet of industrial manufacturing area, and a commercial development consisting of a 44,200 square foot grocery store, 4053 square feet of restaurant area, and 13,083 square feet of retail area. Any increase in building area, change in use or modification of the tentative parcel map lot lines and areas will require an amended review by the Airport Land Use Commission.

167. This project does not propose rooftop solar panels at this time. However, if the project were to propose solar rooftop panels in the future, the applicant/developer shall prepare a solar glare study that analyzes glare impacts, and this study shall be reviewed by the Airport Land Use Commission and March Air Reserve Base.

The following Conditions apply to the proposed Industrial building:

168. The Federal Aviation Administration has conducted aeronautical studies of the proposed industrial building (Aeronautical Study Nos. 2020-AWP-650-OE, 2020-AWP-2185-OE, 2020-AWP-2186-OE, AND 2020-AWP-2187-OE) and has determined that

neither marking nor lighting of the structure(s) is necessary for aviation safety. However, if marking and/or lighting (if any) shall be installed in accordance with FAA Advisory Circular 70/7460-1 L Change 1 and shall be maintained in accordance therewith for the life of the project.

169. The proposed building shall not exceed a height of 49 feet above ground level and a maximum elevation at top point of 1,800 feet above mean sea level.

170. The building coordinates, and the maximum height and top point elevation specified above shall not be amended without further review by the Airport Land Use Commission and the Federal Aviation Administration; provided, however, that reduction in structure height or elevation shall not require further review by the Airport Land Use Commission.

171. Temporary construction equipment used during actual construction of the industrial building shall not exceed 49 feet in height and maximum elevation of 1,800 feet above mean sea level, unless separate notice is provided to the Federal Aviation Administration through the Form 7460-1 process.

172. Within five (5) days after construction of any individual building reaches its greatest height, FAA Form 7460-2 (Part II), Notice of Actual Construction or Alteration, shall be completed by the project proponent or his/her designee and e-filed with the Federal Aviation Administration. (Go to https://oeaaa.faa.gov for instructions.) This requirement is also applicable in the event the project is abandoned or a decision is made not to construct the applicable structure(s).

WESTERN MUNICIPAL WATER DISTRICT

In a letter dated August 14, 2020, Western Municipal Water District is applying the following Conditions of approval for Plot Plan 20-04 – South Campus Building D and Caroline Way Street Improvements.

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

174. 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.

175. 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.

176. 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.

177. The property is located within the 1900 Pressure Zone. Currently, Western has an existing 18-inch water pipeline located in both Krameria Avenue and Coyote Bush Road per Western's GIS 9attached) and other potable pipleines as shown on Meridian South Camus – Phase III Building D plans (attached) for service connections to the proposed project. The available Fire Flow must be determined by a flow test or fire flow modeling.

178. Western has an existing 8-inch recycled water pipeline in Coyote Bush Road per Western's GIS exhibit (attached) and other recycled pipelines as shown on Meridian South Campus- Phase III Building D plans (attached), these recycled water lines and service are not available for service connection to the proposed project.

179. Western has an existing 15-inch sewer pipeline in Coyote Bush Road per Western's GIS exhibit (attached) and other sewer pipelines as shown on Meridian South Campus – Phase III Building D plans (attached) for service connection to the proposed project.

180. Developer to submit a 22" x 34" preliminary onsite and/or offsite plan for water, sewer, and recycle water plan layout to Western before formal submittal of Water, Sewer and/or Recycled Improvement Plans.

181. Preliminary Master Utility Plan with water and sewer plans shall show the following items:

a) Include existing survey data;

b) 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 the project boundaries and adjacent streets.

c) Delineate all easements within the project boundaries and adjacent streets.

d) Delineate all proposed and existing lots, streets, and storm drains.

e) Delineate all proposed water, sewer, and/or recycled water facilities within project boundaries and adjacent streets. Include pipeline diameters and type of material.

f) Confirm Western's minimum requirements for depth of pipelines below street subgrade and pavement section is maintained during grading and prior to setting final grades; and

g) The project is proposing a 12" backflow preventer. This will be required to be a Reduced Pressure Detector Assembly (RPDA) and may not be available in the proposed size. Please confirm. This may require the installation of two parallel RPDA's.

182. 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.

183. 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

184. 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

185. Developer to submit grading plans for Western's review and approval before grading permit is issued. Prior to grading and setting grades please ensure that the required depth of pipe is maintained as required by Western as measured below street subgrade.

186. 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.

187. 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 is responsible to obtain private easements from adjacent property owners. Proof of private easement must be provided to Western prior to plan approval.

188. Provide and/or pay for all applicable cost and fees including connection fees, relocation of facilities, and additional facilities that may be necessary to accommodate applicant's proposed water and sewer usage, while maintaining resiliency of pipelines within Western's distribution system. This may include the upsizing of pipeline, installation of pressure reduction, and or pump stations (subject to the application of appropriate credits for additional facilities provided by the applicant).

189. 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.

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

RIVERSIDE COUNTY FLOOD CONTROL

In a letter dated March 05, 2020, Riverside County Flood Control provided the following Conditions to Plot Plan 20-04, Intersection of Coyote Bush Road and Krameria Avenue.

191. This project would not be impacted by District Master Drainage Plan facilities, nor are other facilities of regional interest proposed.

192. This project is located within the limits of the District's Perris Valley and Lake Mathews Area Drainage Plans for which drainage fees have been adopted. If the project is proposing to create additional impervious surface area, applicable fees should be paid by cashier's check or money order only to the Flood Control District or City prior to the issuance of grading or building permits. Fees to be paid should be at the rate in effect at the time of issuance of the actual permit.

General Information

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

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

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

UNITED STATES POSTAL SERVICE

1. Prior to the issuance of building permits, the developer shall contact the U.S. Postal Service to determine the appropriate type and location of mailboxes.

Exhibit A

Standard March JPA Operation Mitigation Measures
To be placed on the cover sheet of all construction plan submittals

1. Future uses shall comply with all applicable permitting requirements for new or modified emission sources subject to SCAQMD rules and regulations.

2. All internal combustion engine-driven equipment will be properly maintained and tuned according to manufactures specifications.

3. Hazardous materials certified handler and disposal service shall conduct the disposal and servicing of any hazardous materials.

4. All landscaped areas shall be maintained in a healthy and thriving condition, free from weeds, trash and debris by the developer or the developer's successor-in-interest. The developer, or the developer's successor-in-interest, shall be responsible for maintaining any undeveloped portion of the site in a manner that provides for the control of weeds, erosion and dust.

5. Green waste generated by the Development shall be kept separate from other waste types in order that it can be recycled for onsite composting or directed to local wood grinding and/or composting facility.

6. Any graffiti located onsite shall be removed within 72 hours. The site shall be maintained in a graffiti-free state at all times.

OWNERS ACCEPTANCE OF CONDITIONS OF APPROVAL FOR PLOT PLAN 20-04

Owner/Applicant's Signature	**Date**
Owner/Applicant's Printed Name	**Owner/Applicant's Title/Position**

EXHIBIT B3

Plot Plan 20-05 Conditions of Approval

Conditions of Approval

Plot Plan 20-05

South Campus Dog Park and Paseo

PLANNING DEPARTMENT, MARCH JOINT POWERS AUTHORITY

General Planning Conditions:

1. Approvals – This project is not deemed approved until these Conditions of Approval are signed by the applicant and returned to the JPA Office for filing. Furthermore the effectiveness of these approvals is conditioned upon the subsequent approval of Specific Plan Amendment through Ordinance #JPA 21-01.

2. The site shall be developed in accordance with the approved Plot Plan 20-05 on file in the Planning Division, General Plan (GP 20-01), the Amended March Business Center Specific Plan (SP-1, A8), Tentative Parcel Map 37878 (TPM 20-02) the JPA Development Code regulations, and the conditions contained herein. Prior to any use of the site or business activity being commenced thereon, all Conditions of Approval shall be completed to the satisfaction of the Planning Director or designee. Building and structural elevations shall comply with the color scheme and materials approved with Plot Plan 20-05. (MJPA 9.14.020)

3. The Applicant shall indemnify, protect, defend, and hold harmless March JPA and its constituent public agency members, officers, employees, attorneys, and agents from any and all actual or alleged claims, actions, proceedings, against March JPA to attack, set aside, void, annul, or seek monetary damages arising out of the approval of the Applicant's proposed development or related approval, including but not limited to CEQA approvals, permits, variances, design plans, plot plans, maps, licenses and amendments. March JPA shall promptly notify the Applicant of any and all claims, actions, and proceedings, covered by this Agreement. This indemnification shall include, but not be limited to, damages, fees, and/or costs awarded against March JPA, if any, and cost of suit, attorney's fees and other costs, liabilities and expenses incurred in connection with such claim, action, or proceeding whether incurred by Applicant, March JPA, and/or any parties bringing such forth.

4. The Plot Plan approval shall expire three years after the date of approval unless substantial construction contemplated by this approval has occurred within the three-year period, which is thereafter pursued to completion, or the March Joint Powers Authority has extended approval, otherwise the approval shall become null and void. (MJPA 9.02.230)

5. This development is located within Specific Plan SP-1, A8. Requirements of the March Business Center Specific Plan including the permitted uses, development standards, the

March Business Center Design Guidelines, and the Conditions of Approval shall prevail unless modified herein. (MJPA 9.13)

6. Plot Plan 20-05 shall adhere to the adopted Mitigation Monitoring and Reporting Program (MMRP) as part of the South Campus Specific Plan and Village West Drive Extension Project Subsequent Environmental Impact Report (SCH#2020059028).

7. 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)

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. Preconstruction surveys will be conducted for burrowing owls prior to grading. These surveys shall conform to the survey protocol established by the California Burrowing Owl Consortium (1993). Preconstruction surveys shall be conducted no more than 30 days prior to the initiation of construction activities and at a 30-day intervals if construction activities have not been initiated in an area. If Burrowing Owls are observed within the Project area then passive relocation measures will be implemented consistent with the survey protocol identified above. (MMRP)

13. The project applicant shall incorporate the following measures to help reduce the project's potential solid waste impacts and to help in the County's effort to comply with State law in diverting solid waste from landfill disposal. Green waste generated by the project should be kept separate from other waste types in order that it can be recycled through the practice of grass recycling (where lawn clippings from a mulching type mower are left on the 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)

14. 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)

15. Uses located in proximity of noise sensitive uses shall comply with the noise mitigation measures identified in the March Business Center EIR. (MMRP)

16. All uses shall comply with the noise emission criteria identified in the March JPA Development Code. (MMRP)

17. All development shall use proper erosion control measures during and following construction. (MMRP)

18. Revegetate graded area with native plants compatible to the area to prevent erosion. (MMRP)

Planning Conditions to be Performed Prior to Issuance of Any Permit:

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

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

20. All applicable Conditions of Approval **AND** Mitigation Measures shall be added to the plans prior to issuance of a grading permit.

21. If construction activity is planned during nesting/breeding season, a qualified environmental scientist shall conduct a field review of the affected areas prior to vegetation clearing activity assess the areas for occupancy by the least bell's vireo. (MMRP)

22. Detention basins and improvements to the storm drain system shall be constructed to reduce peak flows to less than those associated with the existing conditions in accordance with the approved Drainage Plan.

Planning Conditions to be Performed Prior to Issuance of Landscape Permit:

23. Prior to issuance of a building permit, the Final Map 37878 must be recorded making all Plot Plans a "legal" parcel for development.

24. All Conditions of Approval **AND** applicable Mitigation Measures shall be added to the plans prior to the issuance of a landscape permit.

25. All new Landscape Lighting and Maintenance District (LLMD) areas are to be annexed into the LLMD prior to any permit issuance.

26. A Sign Program for the dog park shall be submitted simultaneously with construction drawings and shall be approved prior to building permit issuance.

27. All stabilized decomposed granite paving areas shall be separated by a 6-inch concrete mow curb on both sides 1) between the shrubs and DG and 2) between the St. Augustine and DG at the Dog Park.

28. All trees to be planted in the Dog Park and Paseo are to be irrigated using bubblers and root zone kits. All trees to be irrigated using their own dedicated valves. Water calculation harts shall be adjusted accordingly.

29. Both the northern and southern property lines shall have installed March JPA's standard fence detail with decorative columns as per Figure III-3 of the March Business Center Specific Plan (SP-1, A8). Specifically, the fence shall be designed 80-feet on center with an 8-foot high black steel or black aluminum with decorative columns and Boral Drystack Ledgestone-Suede.

30. If the architect has difficulty obtaining March JPA's standard for stacked stone at the pilasters. The following is also an approved option by the MJPA Planning Director: Cultured Stone: Limestone 'Suede' Drystack without mortar.

31. All dog park amenities are to be similarly designed and similar in color.

32. A total of 6 dog waste stations are called out on the design plans but only 3 are shown. The 3 missing dog waste stations shall be identified on the construction drawings for compliance. Additionally, they shall be black in color.

33. The design plans are still unclear as to where the benches will be located within the tree lined alley. A total of 12 will be required within the alley.

34. The proposed aluminum dog silhouettes will be located on the small and large dog park fencing and powder-coated black.

35. All dog park amenities are to be constructed of recycled structural composite lumber. No wood.

36. White roses to be incorporated into the frontage landscape and specifically around future dog park monument sign.

37. 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)

38. Prior to issuance of building permits, the developer or developer's successor-in-interest shall pay the applicable March JPA Development Impact Fee (DIF).

39. The Project shall contribute on a fair share basis toward the cumulative off-site impacts identified in Specific Plan Chapter IV.B Transportation/Traffic of the March Business Center Final Focused Environmental Impact Report. (MMRP)

40. 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.

41. Prior to issuance of building permits, the Planning Division shall review and approve a computer-generated, point-by-point exterior lighting analysis plan as a component of the construction plan review. The lighting plan shall be generated on the site plan and shall be integrated with the final landscape plan. The plan shall indicate the manufacturer's specifications for fully shielded light fixtures and shall include fixture catalog cuts, light cut-off shielding details, wattage, illumination type (high or low pressure sodium only), location, and height. The lighting shall not exceed a 750-watt maximum, shall not be

mounted more than 25' above finished grade, and site lighting of parking lots shall be limited to high pressure sodium lighting. As an option, LED lighting at 2,700 Kelvin or within 100 Kelvin shall be permitted. The lighting shall be designed in such a manner so that it does not exceed 0.5 candle/foot^2 illumination beyond the property line. (MJPA 9.08.100)

42. The project construction plan submittal shall contain an on-site traffic striping and signage plan which shall be reviewed and approved by the Planning Department prior to issuance of the building permits.

Planning Conditions to be Performed Prior to Planning Final of the Landscape Permit:

43. Final inspections by all departments are required prior to job card final and/or a certificate of occupancy request.

44. Prior to issuance of a Certificate of Occupancy the Working Military Dog plaques are to be installed and designed per the invoice from Fossil Industries quote dated 9-16-2020.

45. Prior to dedication of the dog park, the Developer shall work with JPA Staff on appropriate JPA logo signage to be used to name the new paseo, and signage shall be placed at all points of entry into the paseo, namely at Krameria Avenue and Barton Street entrances.

46. Prior to the issuance of the Certificate of Occupancy, all onsite pump stations and detention basins must be fenced per March JPA's standard fence detail.

Landscape Provisions (Timing Varies)

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

48. Prior to the issuance of the Certificate of Occupancy, the applicant shall provide a letter from the landscape architect identifying that all landscape has been installed consistent with the approved landscape plan and that the landscape complies with the provisions of the March JPA Landscape Irrigation Efficiency Ordinance JPA#16-02.

49. The landscape irrigation schedule, identifying appropriate watering times, duration and quantities, for 1) initial landscaping and 2) established landscape, shall be continually

available at the site in perpetuity, in a convenient location near the irrigation controlling unit. (JPA ORD. #16-02)

50. All on site landscape irrigation shall be designed and constructed to meet non-potable "Purple Pipe" standards for reclaimed water systems. (MMRP)

51. The facility shall incorporate an on-site green/landscape waste recycling/mulching area, or as an option the facility operator may identify in writing how green/landscape waste recycled off-site. (MMRP)

52. 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.

53. All LLMD pressure main line and laterals crossing beneath paved areas shall be encased in schedule 40 PVC sleeves twice the diameter of the pipe. Sleeves shall be placed as a depth of 24" beneath finished surface, measured from the top of sleeve. Control wires shall be in separate sleeves with a minimum diameter of two inches. Wire sleeves shall be sized so that wire bundles may be pulled without binding. On each side of paved areas, a 10" round valve box with wire connections shall be installed. Pin tie connectors shall be used in wire connection box and must be branded on the valve box lid with "SW" for future identification.

54. 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.

55. All LLMD irrigation damaged by construction activities shall be repaired by a qualified irrigation technician within twenty four (24) hours to ensure LLMD plant material does not incur additional damage or loss or a $500 fine per day will be assessed until completed. Alternatively, the MJPA can have their LLMD contractor repair any damage and bill owner directly at the request of the owner.

56. 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.

57. 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.

58. No contractor parking will be allowed on the MJPA streets at any time during construction.

59. No construction personnel or subcontractors may conduct their break time in the LLMD area. Cost for damages will apply as per COA 56.

60. No Certificate of Occupancy will be issued until all LLMD irrigation and/or plantings are restored in-kind and to the satisfaction of the MJPA Operations Director and any outstanding fines are paid in full.

61. Prior to any construction or encroachment into the LLMD, the MJPA must be notified for LLMD pre-inspection and schedule of work.

NPDES Provisions (Timing Varies)

62. Consistent with the requirements of the NPDES Guidelines, the applicant/owner will record a NPDES Maintenance Covenant and Agreement verifying that the property owners or association will have maintenance responsibility for the on-site storm water treatment in perpetuity.

63. 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.

64. 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.

65. 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.

66. Prior to the issuance of building permits, the developer or developer's successor-in-interest shall submit and receive approval of a Storm Water Management Plan addressing long term development storm water mitigation measures.

67. 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).

68. The development shall be subject to all requirements of the March JPA NPDES Guidelines, Provision I.8, which establishes stormwater/urban runoff management and discharge

controls. These ensure compliance with federal regulations, subsequent amendments, revisions, or ordinances.

69. 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)

70. Preferential parking spaces shall be offered to car pools and van pools. (MMRP)

71. The March Business Center shall require implementation of parking ratios that limit the need for on-street parking. These ratios are identified in the Specific Plan. (MMRP)

72. The project shall provide for bicycle facilities to accommodate non-motorized circulation on the site and connectivity to routes in the Cities of Riverside and Moreno Valley. (MMRP)

73. Project shall provide a parking lot design that includes clearly marked and shaded pedestrian pathways between transit facilities and building entrances. (MMRP)

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

75. Prior to issuance of grading or building permit, the Construction Contractor shall submit a Construction Management Plan identifying compliance with all construction mitigation measures identified in the project EIR.(MMRP)

76. All construction activities shall be limited to between 7:00 a.m. and 8:00 p.m. as feasible. (MEIR)

ENGINEERING DEPARTMENT, TRILAKE CONSULTANTS

In a letter dated March 25, 2020 Trilake Consultants provided the following conditions of approval: With respect to the Conditions of Approval for the above referenced project, the MJPA requires that the applicant provide the following improvements and/or dedications in accordance with the March Joint Powers Authority requirements and Standards and pursuant to exhibits

identified and shown on the site plan. It is understood that the site plan correctly shows all existing and proposed easements, traveled way, rights-of-way, and drainage courses with appropriate Q's and that their omission may require the site plan to be resubmitted for further consideration.

The construction of street improvements including storm drain, water, sewer, street lighting, and other related improvements are a requirement of this and other projects within the boundaries of Tr. 30857.

General Conditions:

77. The project's grading shall be in a manner to perpetuate existing natural drainage patterns. Any deviation from this, concentration or increase in runoff, must have approval from adjacent property owners and MJPA. Drainage easements shall be obtained from affected property owners. The application shall accept the offsite runoff and convey it to an adequate outlet. Emergency escape paths shall be provided for all sump conditions.

78. Prior to issuance of any permit, the developer/property owner shall secure MJPA's and appropriate agency's approval of the improvement plans.

79. Prior to commencement of any construction or installation of fencing in the public rights-of-way, an encroachment permit shall be obtained.

Prior to Issuance of Grading Permit:

80. The developer/property owner shall submit the following to MJPA for review and approval.
    a. Onsite Grading Plan and Erosion Control Plan
    b. Drainage Plan, Hydrology and Hydraulic Report
    c. Final WQMP (for reference)

    The project's design shall be in compliance with WMWD, Riverside County Flood Control, and Water Conservation District, Riverside County, Caltrans, MJPA and ADA most recent standards, criteria and requirement and in effect at the time of construction and coordinated with approved plans for adjacent developments.

81. The developer/property owner shall provide water and sewer service to this project in accordance with the requirement of the appropriate utility purveyors. This project is within Western Municipal Water District (WMWD) service area. Water and sewer improvements shall be installed per WMWD Standards and Fire Department Requirements. Fire Department and WMWD approval required prior to MJPA approval.

82. Onsite fire hydrants shall be installed as determined by the Fire Department.

83. The incremental increase in runoff volume between developed and undeveloped stat for the 85th percentile storm, shall be retained within onsite private detention facilities.

84. All rights-of-way shall be offered to the public and shall continue in force until MJPA accepts or abandons such offers.

85. This project shall be added to the existing landscape, lighting and drainage maintenance districts established by MJPA. Owner shall be responsible for work with MJPA to include improvements for maintenance. Contact MJPA to begin process.

BUILDING AND SAFETY DEPARTMENT, WILLDAN ENGINEERING

Please contact March JPA Building & Safety at 951-656-7000 for direction on how to submit your building application as well as how to submit plans for electronic plan review. Please visit Marchjpa.com to download forms for building permit application.

Building & Safety General Information

86. All structures and accommodations shall be designed in accordance with the 2019 California Building Code, 2019 California Mechanical Code, 2019 California Plumbing Code, and the 2019 California Electrical Code, and the 2019 California Green Buildings Standards adopted by the State of California.

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

88. All construction sites must be protected by a security fence and screening. The fencing and screening shall be maintained always to protect pedestrians.

89. Temporary toilet facilities shall be provided for construction workers. The toilet facilities shall be maintained in a sanitary condition. Construction toilet facilities of the non-sewer type shall conform to ANSI requirements.

90. Construction projects which require temporary electrical power shall obtain an Electrical Permit from Building & Safety. No temporary electrical power will be granted to a project unless one of the following items are in place and approved by Building & Safety and the Planning Department.

91. Installation of a construction trailer, or, Security fenced area where the electrical power will be located.

92. Installation of construction/sales trailers must be located on private property. No trailers can be in the public street right of way.

93. Site development shall be designed to provide access to all entrances and exterior ground floors exits and access to normal paths of travel, and where necessary to provide access. Paths of travel shall incorporate (but not limited to) exterior stairs, landings, walks and sidewalks, pedestrian ramps, curb ramps, warning curbs, detectable warning, signage, gates, lifts and walking surface materials. The accessible route(s) of travel shall be the most practical direct route between accessible building entrances, site facilities, accessible parking, public sidewalks, and the accessible entrance(s) to the site, California Building Code, (CBC) Chapter 11, Sections, 11A and 11B.

94. March JPA enforces the State of California provisions of the California Building Code disabled access requirements. The Federal Americans with Disabilities Act (ADA) standards may differ in some cases from the California State requirements, therefore it is the building owner's responsibility to be aware of those differences and comply accordingly.

95. Site facilities such as parking open or covered, recreation facilities, and trash dumpster areas, guard shacks and common use areas shall be accessible per the CBC, Chapter 11.

96. Separate plan submittals and permits are required for all accessory structures; example would be trash enclosures, patios, block walls, play equipment and storage buildings.

97. 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.

98. Building & Safety, (Willdan Engineering) will review building plans, inspect all foundation work, structural work on the building to include plumbing and electrical in the building and on site, 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 path of travel 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 common use structures on the site.

99. Engineering, (Tri Lake Engineering) will review rough and precise grading plans on site as well as all improvements in the public right of way. Tri Lake Engineering will inspect

on site utilities starting 5 foot outside of the building and well as all the curb, gutter and sidewalk construction.

100. Storm Water, (CG Recourse Management) will inspect the Storm Water requirements on and off site.

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

Building & Safety Conditions

102. All on site utilities shall be underground unless prior approval has been obtained by the utility company and March JPA.

103. Prior to issuance of building permits, on site water service shall be installed and approved by the responsible agency. On site fire hydrants shall be approved by the Fire Department. No flammable materials will be allowed on the site until the fire hydrants are established and approved.

104. Prior to issuance of building permits, provide Building & Safety with a Will Service Letter from Western Municipal Water District.

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

106. An electrical permit will be required for the LED light standards on site. Inspections will be performed on the light standard foundations.

107. An inspection on the site disabled access will be required by a California Access Specialist, (CASP) prior to final use of the dog park. This inspection can be performed by Building & Safety after a permit is obtained for the inspection.

RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION

108. Any outdoor lighting installed shall be hooded or shielded so as to prevent either the spillage of lumens or reflection into the sky. Outdoor lighting shall be downward facing.

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

a) Any use which would direct a steady light or flashing light of red, white, green, or amber colors associated with airport operations toward an aircraft engaged in an initial straight climb following takeoff or toward an aircraft engaged in a straight final approach toward a landing at an airport, other than an FAA-approved navigational signal light or visual approach slope indicator.

b) Any use which would cause sunlight to be reflected towards an aircraft engaged in an initial straight climb following takeoff or towards an aircraft engaged in a straight final approach towards a landing at an airport.

c) Any use which would generate smoke or water vapor or which would attract large concentrations of birds, or which may otherwise affect safe air navigation within the area. (Such uses include landscaping utilizing water features, aquaculture, production of cereal grains, sunflower, and row crops, composting operations, trash transfer stations that are open on one or more sides, recycling centers containing putrescible wastes, construction and demolition debris facilities, fly ash disposal, and incinerators.)

d) Any use which would generate electrical interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation.

e) Hazards to flight. Children's schools are discouraged in Compatibility Zone C2.

110. Prior to issuance of any building permits, the landowner shall convey and have recorded an avigation easement to the March Inland Port Airport Authority. Contact March Joint Powers Authority at (951) 656-7000 for additional information.

111. The attached notice shall be provided to all prospective purchasers of the proposed parcels and tenants or lessees of the buildings.

112. Any proposed aboveground or ground-level detention basins on the site (including water quality management basins) shall be designed so as to provide for a maximum 48-hour detention period following the conclusion of the storm event for the design storm (maybe less, but not more), and to remain totally dry between rainfalls. Vegetation in and around such detention basins that would provide food or cover for bird species that would be incompatible with airport operations shall not be utilized in project landscaping.

113. March Air Reserve Base must be notified of any land use having an electromagnetic radiation component to assess whether a potential conflict with Air Base radio communications could result. Sources of electromagnetic radiation include radio wave transmission in conjunction with remote equipment inclusive of irrigation controllers, access gates, etc.

114. The project has been evaluated as including an industrial building consisting of 800,000 square feet of Industrial manufacturing area, and a commercial development consisting of 44,200 square foot grocery store. 4,053 square feet of restaurant area, and 13,083 square feet of retail area. Any increase in building area will require an amended review by the Airport Land Use Commission.

115. The square footage of restaurant dining area in the "Shops 2" building shall not exceed 2,552 square feet. The square footage of restaurant dining area in the "Shops 3" building shall not exceed 1,501 square feet.

116. This project does not propose rooftop solar panels at this time. However, if the project were to propose solar rooftop panels in the future, the applicant/developer shall prepare a solar glare study that analyzes glare impacts, and this study shall be reviewed by the Airport Land Use Commission and the March Air Reserve Base.

The following Conditions apply to the proposed dog park structures:

117. The Federal Aviation Administration has conducted aeronautical studies of the proposed commercial buildings (Aeronautical Study Nos. 2020-AWP-4774-OE through 202-AWP-4777-OE, and 2020-AWP-4787-OE through 2020-AWP-4813-OE) and has determined that neither marking nor lighting of the structure(s) is necessary for aviation safety. However, if marking and/or lighting for aviation safety are accomplished on a voluntary basis, such marking and/or lighting (if any) shall be installed in accordance with FAA Advisory Circular 70/7460-1L Change 1 and shall be maintained in accordance therewith for the life of the project.

118. The proposed structures shall not exceed a height of 20 feet above ground level and a maximum elevation at top point f 1,778 feet above mean sea level.

119. The building coordinates, and the maximum height and top point elevation specified above shall not be amended without further review by the Airport Land Use Commission and the Federal Aviation Administration; provided however, that reduction in

structure height or elevation shall not require further review by the Airport Land Use Commission.

120. Temporary construction equipment used during actual construction of the structures shall not exceed 20 feet in height and a maximum elevation of 1,778 feet above mean sea level, unless separate notice is provided to the Federal Aviation Administration through the Form 7460-1 process.

121. Within five (5) days after construction of an individual building reaches its greatest height, FAA Form 7460-2 (Part II), Notice of Actual Construction or Alteration, shall be completed by the project proponent of his/her designee and e-filed with the Federal Aviation Administration. Go to https://oeaaa.faa.gov for instructions. This requirement is also applicable in the event the project is abandoned or a decision is made not to construct the applicable structure(s).

WESTERN MUNICIPAL WATER DISTRICT

In a letter dated June 26, 2020, Western Municipal Water District is applying the following Conditions of approval for Plot Plan 20-05-"South Campus Dog Park".

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

123. 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.

124. 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.

125. 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.

126. The property is located within the 1900 Pressure Zone. Currently, Western has an existing 30-inch water pipeline located in for service in Barton Street in the 1837 pressure zone for connection to the proposed project. This water pipe is only available for

connection of additional water mains 8-inch or greater. The available Fire Flow must be determined by a flow test or fire flow modeling.

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

128. Western has no existing sewer pipeline along the frontages of these properties for service connection to the proposed project. Sewer pipeline shall be extended to the project boundary for service with required property rights to the satisfaction of Western and per Western Development Guidelines and Specifications.

129. Western has no existing recycled water available in this area for service connection to the proposed project.

130. Developer to submit a 22" x 34" preliminary onsite and/or offsite plan for water, sewer, and recycle water plan layout to Western before formal submittal of Water, Sewer and/or Recycled Improvement Plans.

131. 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 the project boundaries.

b) Delineate all easements within the 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.

132. 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.

133. 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

134. 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

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

136. 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.

137. 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 is responsible to obtain private easements from adjacent property owners. Proof of private easement must be provided to Western prior to plan approval.

138. Provide and/or pay for all applicable cost and fees including connection facilities, relocation of facilities, and additional facilities that may be necessary to accommodate applicant's proposed water and sewer usage, while maintaining resiliency of pipelines within Western's distribution system. This may include the upsizing of pipelines, installation of pressure reduction, and/or pump stations (subject to the application of appropriate credits for additional facilities provided by the applicant).

139. For water and sewer 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.

140. Extension of water, sewer, and recycled water along property frontages shall be installed, sized and dedicated as required by Western.

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

RIVERSIDE COUNTY FLOOD CONTROL

In a letter dated March 05, 2020, Riverside County Flood Control provided the following Conditions to Plot Plan 20-05, Dog Park.

142. This project would not be impacted by District Master Drainage Facilities, nor are other facilities of regional interest proposed.

143. This project is located within the limits of the District's Perris Valley and Lake Mathews Area Drainage Plans for which drainage fees have been adopted. If the project is proposing to create additional impervious surface area, applicable fees should be paid by cashier's check or money order on to the Flood Control District or City prior to issuance of grading or building permits. Fees to be paid should be at the rate in effect at the time of issuance of the actual permit.

General Information:

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

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

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

Exhibit A

Standard March JPA Operation Mitigation Measures
To be placed on the cover sheet of all construction plan submittals

1. Future uses shall comply with all applicable permitting requirements for new or modified emission sources subject to SCAQMD rules and regulations.

2. All internal combustion engine-driven equipment will be properly maintained and tuned according to manufactures specifications.

3. Hazardous materials certified handler and disposal service shall conduct the disposal and servicing of any hazardous materials.

4. All landscaped areas shall be maintained in a healthy and thriving condition, free from weeds, trash and debris by the developer or the developer's successor-in-interest. The developer, or the developer's successor-in-interest, shall be responsible for maintaining any undeveloped portion of the site in a manner that provides for the control of weeds, erosion and dust.

5. Green waste generated by the Development shall be kept separate from other waste types in order that it can be recycled for onsite composting or directed to local wood grinding and/or composting facility.

6. Any graffiti located onsite shall be removed within 72 hours. The site shall be maintained in a graffiti-free state at all times.

OWNERS ACCEPTANCE OF CONDITIONS OF APPROVAL FOR PLOT PLAN 20-05

Owner/Applicant's Signature

Date

Owner/Applicant's Printed Name

Owner/Applicant's Title/Position

EXHIBIT B4

Conditional Use Permit 20-02 Conditions of Approval

Conditions of Approval

The Common's Phase II
Conditional Use Permit 20-02

PLANNING DEPARTMENT, MARCH JOINT POWERS AUTHORITY

General Planning Conditions:

1. Approvals – This project is not deemed approved until these Conditions of Approval are signed by the applicant and returned to the JPA Office for filing.

2. Description. Planning Application Conditional Use Permit No. 20-02 is to allow for the sale of beer, wine and distilled spirits exclusively for off-site consumption only and does not allow patrons to consume alcohol on-site. (Type 21 State of California ABC license) at the proposed Grocery Store to be located within "The Common's Phase II at Meridian" project located on the southeast corner of the intersection of Van Buren Boulevard and Orange Terrace Parkway, (APN: APN: 294-680-003). Planning Application Public Convenience and Necessity (PCN) No. 20-03 is an application for public convenience and necessity findings to allow for the sale of beer, wine and distilled spirits for off-premise consumption at a proposed Grocery Store located within the Common's Phase II at Meridian project as described above.

3. Indemnification. Applicant/developer shall indemnify, defend, and hold harmless the March JPA and its elected Council and, employees, volunteers, contractors, consultants, and agents from and against any and all claims, liabilities, losses, fines, penalties, and expenses, including without limitation litigation expenses and attorney's fees, arising out of either the March JPA's approval of the Project or actions related to the Property or the acts, omissions, or operations of the applicant/developer and its directors, officers, members, partners, employees, agents, contractors, and subcontractors of each person or entity comprising the applicant/developer with respect to the ownership, planning, design, construction, and maintenance of the Project and the Property for which the Project is being approved. In addition to the above, within 15 days of this approval, the developer/applicant shall enter into an indemnification agreement with the March JPA. The indemnification agreement shall be substantially the same as the form agreement currently on file with the March JPA.

4. Definitions. The words identified in the following list that appear in all capitals in the attached Conditions of Approval for Conditional Use Permit No. 20-02 shall be henceforth

defined as follows: APPROVED EXHIBIT A = Site Plan and Floor Plan for Plot Plan No. 20-03 dated January 31, 2020 and received by our office on July 27, 2020.

5. Compliance with Final SEIR Mitigation Measures. All applicable mitigation measures identified in the South Campus Specific Plan and Village West Drive Extension Project Final Subsequent Environmental Impact Report (SCH# 2020059028) must be complied with prior to certificate of occupancy of the Grocery Store.

6. Ninety (90) Days to Protest. The applicant has ninety (90) days from the date of approval of these conditions to protest, in accordance with the procedures set forth in Government Code Section 66020, the imposition of any and all fees, dedications, reservations and/or other exactions imposed on this project as a result of the approval or conditional approval of this project.

7. Comply with Specific Plan. The development of these premises shall comply with the standards of the March Business Center Specific Plan (SP-1) and all other applicable ordinances of the March JPA and State and Federal codes. The development of the premises shall conform substantially with that as shown on APPROVED EXHIBIT A 11 (Site Plan and Floor Plan layout for the Grocery Store), unless otherwise amended by these Conditions of Approval.

8. Compliance with Plot Plan 20-02. The general site development standards as well as the site design, layout, location, setbacks, landscaping, walls, and other features for the grocery store shall be in substantial conformance with those approved for Plot Plan 20-02, dated January 27, 2021.

9. Licensing. At all times during the conduct of the permitted use the permittee shall maintain and keep in effect valid licensing approval from the Department of Alcohol Beverage Control, or equivalent agency as provided by law. Should such licensing be denied, expire or lapse at any time in the future, this permit shall become null and void.

10. Alcohol Warnings. The owner and the management of the Grocery Store shall provide health warnings about the consumption of alcoholic beverages. This educational requirement may be met by posting prominent signs, decals or brochures at points of purchase.

11. Alcohol Education. The owner and the management of the Grocery Store shall educate the public regarding driving under the influence of intoxicating beverages, minimum age for purchase and consumption of alcoholic beverages, driving with open containers and the penalty associated with violation of these laws.

12. Alcohol Training. The owner and the management of the Grocery Store shall provide adequate training for all employees at the location as to these matters.

13. Hours of Operation. The hours of operation for the Grocery Store is permitted to be twenty-four (24) hours a day, seven (7) days per week.

14. Beer, Wine and Distilled Spirits Sales – Time of Sales Limitation. The sale of alcoholic beverages (beer, wine and distilled spirits) shall cease between the hours of 2:00 A.M. to 7:00 A.M. At least one employee age 21 years or older, shall be on duty between the hours of 10:00 P.M. to 7:00 A.M. to ensure compliance with this requirement.

15. State of California Department of Alcoholic Beverage Control (ABC) License. The property owner or the Grocery Store manager/operator is responsible for obtaining the appropriate ABC license. Proof of such license shall be submitted to the March JPA prior to the sales of beer, wine and distilled spirits.

16. Ceased Operations. In the event the use hereby permitted ceases operation for a period of one (1) year or more, excluding renovation and casualty, this approval shall become null and void.

17. Beer, Wine and Distilled Spirits Sales. The following development standards shall apply to the sale of beer and wine:

    A. The property owner, tenant of the premises and their management shall educate the public regarding driving under the influence of intoxicating beverages, minimum age for purchase and consumption of alcoholic beverages, driving with open containers and the penalty associated with violation of these laws. In addition, the property owner, tenant of the premises and their management shall provide health warnings about the consumption of alcoholic beverages. This educational requirement may be met by posting prominent signs, decals or brochures at points of purchase. In addition, the property owner, tenant of the premises and their management shall provide adequate training for all employees at the location as to these matters.

    B. Only beer, wine and distilled spirits is to be sold.

    C. No displays of alcoholic beverages shall be located within five feet of any building entrance or checkout counter.

D. Beer shall be sold from, or displayed in, the main, permanently affixed electrical coolers only. Alcoholic beverages sold from ice chests shall be prohibited. Wine shall be displayed near, or within the electric cooler.

E. No alcoholic beverage advertising shall be located in the parking lot; and no lighted advertising for beer, wine, or other alcoholic beverages shall be located on the exterior of buildings or within window areas.

F. No sale of alcoholic beverages shall be made from a drive-in window.

18. Off-Site Consumption Only. This approval is for the sale of beer, wine and distilled spirits for offsite consumption only.

19. No Permanent Occupancy. No permanent occupancy shall be permitted within the property approved under this conditional use permit as a principal place of residence. No person shall use the premises as a permanent mailing address nor be entitled to vote using an address within the premises as a place of residence.

20. Liquor Store Not Approved. The CUP is not for the approval of a liquor store.

21. Bar or Restaurant Not Approved. The CUP is not for the approval of a bar or restaurant.

22. Subsequent Submittals and Fees. Any subsequent submittals required by these conditions of approval, including but not limited to grading plan, building plan or mitigation monitoring review, shall be reviewed on an hourly basis (research fee), or other such review fee as may be in effect at the time of submittal. Each submittal shall be accompanied with a letter clearly indicating which condition or conditions the submittal is intended to comply with. Prior to Building Permit Issuance.

23. Security Systems. Prior to the issuance of a building permit, the applicant shall prepare a security plan for the site. Pursuant to recommendations from the Riverside County Sheriff's Department, in addition to the common burglary/security alarm system, the applicant shall also install exterior cameras to monitor all parking stalls surrounding the exterior of this store. These cameras shall be attached to the proposed light poles in the parking lot and/or the exterior of the building itself. Security cameras shall be installed in the interior of this business that records the shopping aisles as well as the counters and cash registers. The interior and exterior cameras shall be equipped with recording capabilities allowing it to save a minimum of four months of recording time. Prior to Final Occupancy

24. Security System Inspection. The Riverside County Sheriff Department and/or Planning Division of the March JPA shall verify that the security system has been installed in compliance with the Riverside County Sheriff Department's requirements prior to final occupancy.

OWNERS ACCEPTANCE OF CONDITIONS OF APPROVAL FOR CONDITIONAL USE PERMIT 20-02

Owner/Applicant's Signature **Date**

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

EXHIBIT B5

Tentative Parcel Map 20-02 Conditions of Approval

Conditions of Approval for
Tentative Parcel Map 37878 for the South Campus
Tentative Parcel Map 20-02

PLANNING DEPARTMENT

General Planning Conditions:

1. Approvals – This project is not deemed approved until these Conditions of Approval are signed by the applicant and returned to the JPA Office for filing.

2. This Tentative Parcel Map is approved, as shown on Exhibit A (dated August 25, 2020 but received on October 26, 2020), as approved by the March Joint Powers Commission on January 27, 2021.

3. This Tentative Parcel Map approval shall be effectuated within a period of two years from the March Joint Powers Commission approval date of January 27, 2021. Prior to the expiration date the applicant may apply for an extension not to exceed three year from the expiration date, January 27, 2023.

4. All conditions of approval shall be satisfied by the owner/developer. All costs associated with compliance with the conditions shall be at the owner/developer's expense.

5. This project is subject to the Mitigation Monitoring and Reporting Program for the Certified Environmental Impact Report for the South Campus Specific Plan and Village West Drive Extension Project (SCH#2020059028).

6. The Applicant shall indemnify, protect, defend, and hold harmless March JPA and its constituent public agency members, officers, employees, attorneys, and agents from any and all actual or alleged claims, actions, proceedings, against March JPA to attack, set aside, void, annul, or seek monetary damages arising out of the approval of the Applicant's proposed development or related approvals, including but not limited to CEQA approvals, permits, variances, design plans, plot plans, maps, licenses and amendments. March JPA shall promptly notify the Applicant of any and all claims, actions, and proceedings, covered by this Agreement. This indemnification shall include, but not be limited to, damages, fees and/or costs awarded against March JPA, if any, and cost of suit, attorney's fees and other costs, liabilities and expenses incurred in connection with such claim, action, or proceeding whether incurred by Applicant, March JPA, and/or any parties bringing such forth.

7. All development shall comply with the provisions of the March Business Center Design Guidelines, including height of light fixtures, limitations on glazing reflectivity, use of neutral earth tone color palette, use of Meridian theme wall when within 100' of a public right-of-way, and all other provisions.

8. Development shall abide by the building standards, intensity provisions, restrictions on use, population densities, and project noise attenuation requirements of the 2005 Air Installation Compatible Use Zone (AICUZ).

9. Any increase to the approved building heights and or increase in the building pad elevation will necessitate a revised submittal and review by the FAA through the 7460-1 process.

10. The development shall comply with the requirements of the Americans with Disabilities Act. All disabled parking spaces shall measure 14' wide to include a 9' stall and 5'loading area, by 20' length. One in every 8 disabled spaces, but in no case less than one, shall be van accessible with a minimum 9' wide space and 8' wide loading area. All signage, striping, ramps and slopes shall meet ADA requirements. Overhang of parking shall not encroach upon handicapped access routes.

11. The Project development shall comply with the Urban/Wildland Interface requirements, as set forth in Section 6.1.4 of the Western Riverside County Multiple Species Habitat Conservation Plan. In particular, the parties shall agree to implement the requirements relative to noise, drainage, barriers and night lighting, as identified in the Settlement Agreement regarding Center for Biological Diversity, et. al. v. Bartel, et. al. dated September 21, 2012.

12. All development adjacent to the Least Bell's Vireo Conservation Easement shall comply with the Biological compatibility measures pertaining to the Least Bell's Vireo habitat identified in the Meridian Least Bell's Vireo Compensatory Mitigation Monitoring Plan. (MMRP)

13. Any signs indicated on the submitted plans are not included with this approval. All signs proposed for this development shall comply with the requirements of the March Business Center Design Guidelines and the March JPA Development Code. In a multiple tenant facility, all signage shall meet the approved Sign Program for the development. (MJPA 9.12.020)

14. All new and existing utilities located on the site shall be under grounded. (MJPA 9.13.130)

15. Final Parcel Map 37878 shall convey an avigation easement to the March Inland Port Authority/March Air Reserve Base.

16. All uses shall comply with the noise emission criteria identified in Section 9.4.140 of the March JPA Development Code. (MMRP)

17. Prior to the recordation of Final Parcel Map 37878 the applicant shall prepare CC&R's that describe how all common driveways and cross access, utilities, detention basins, common landscaping and open spaces, if any, are to be maintained in perpetuity. Additionally the revised South Campus Truck Route exhibit will be included in the CCR's. Review of CCR's by March JPA Legal Counsel will be required.

Planning Conditions to be Performed Prior to Issuance of ANY Permit:

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

Planning Conditions to be Performed Prior to Issuance of a Building Permit:

19. Prior to issuance of any permit, the Final Map must be recorded making all Plot Plans a "legal" parcel for development.

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

20. Prior to issuance of a certificate of occupancy, the developer will coordinate with March JPA and WMWD to obtain the water demand for the proposed development to assure that the development is consistent with the water budget and Water Supply Assessment for the Project.

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

22. 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)

23. 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)

24. Prior to Certificate of Occupancy, each development incorporating truck docks shall install one 6-sq/ft sign for each four roll-up dock doors identifying the maximum 3-minute diesel idling time. All signs shall be installed on the building at eye level in a manner to clearly convey the maximum diesel idling time. (CARB)

ENGINEERING DEPARTMENT, TRILAKE CONSULTANTS

With respect to the Conditions of Approval for the above reference project, the MJPA requires that the applicant provide the following improvements and/or dedications in accordance with the March Joint Powers Authority requirements and standards and pursuant to Conditions of Approval for Tract No. 37878 and the associated specific plan. It is understood that the site plan correctly shows all existing easements, traveled ways and drainage courses with appropriate Q's and that their omission may require the map to be resubmitted for further consideration. The following conditions are essential components of approval applying to one entitlement is as binding as though applying to 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 March JPA Engineer, whose determination shall be binding. 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 permits shall be obtained from all affected agencies.

General Conditions:

25. The project's grading shall be in a manner to perpetuate existing natural drainage patterns. Any deviation from this, concentration or increase in runoff, must have approval from adjacent property owners and MJPA. Drainage easements shall be obtained from affected property owners. The applicant shall accept the offsite runoff and convey it to an adequate outlet. Emergency escape paths shall be provided for all sump conditions.

26. Prior to issuance of any permit, the developer/property owner shall secure MJPA's and appropriate agency's approval of the improvement plans.

27. Prior to the commencement of any construction or installation of fencing in the public rights-of-way, an encroachment permit shall be obtained.

28. Building shall be floodproofed and the finished floor constructed a minimum of 1 foot above the adjacent finished grade.

29. The project shall comply with all mitigation measures identified in the approved Traffic Impact Analysis to the satisfaction of the March JPA Engineer.

30. The applicant shall be responsible for all costs associated with the offsite right-of-way acquisition, including any costs associated with the eminent domain process if necessary.

31. All offsite improvement plans including Village West Drive shall be reviewed and approved by the March JPA, Riverside County TLMA, and Veterans Administration prior to issuance of permit and approval by March JPA.

32. All street signs shall be per March JPA blue street signs with March JPA logo on them.

33. Since extension of Village West Drive is a TUMF eligible improvement, the Developer shall enter into a Reimbursement Agreement with Riverside County for TUMF fees prior to construction.

34. Traffic indexes shall be calculated based on a traffic study. A minimum Traffic Index of 8.5 shall be used for Village West Drive.

35. The developer/property owner shall provide an access opening from Village West Drive for the March Air Reserve Base (MARB) firing range, per County of Riverside standards.

Prior to Issuance of Grading Permit:

36. The developer/property owner shall submit the following to MJPA for review and approval:
    a. Onsite Grading Plan and Erosion Control Plan
    b. Drainage Plan, Hydrology and Hydraulic Report for onsite and offsite improvements.
    c. Street Improvement Plans
    d. Signing and Striping
    e. Final WQMP (for reference)

    No grading shall be performed without the prior issuance of a Grading Permit by the MJPA.

    The project's design shall be in compliance with WMWD, Riverside County Flood Control and Water Conservation District, Riverside County, Caltrans, MJPA and ADA most recent standards, criteria and requirements and in effect at the time of construction and coordinated with approved plans for adjacent developments.

37. It shall be the sole responsibility of the developer/property owner to obtain any and all easements and/or permissions necessary to perform the grading required for the project. A notarized letter of permission from all affected property owners or easement holders, or encroachment permit, is required for all offsite grading.

38. Written permission shall be obtained from any affected property owners allowing for proposed grading outside of the project boundaries.

39. All grading shall conform to the California Building Code, Ordinance 457, and all other relevant laws, rules and regulations governing grading in the March JPA jurisdiction.

40. Improvement plans for underground utilities (e.g. water, sewer, electrical, gas, telecommunications, etc.) to be placed in public right-of-way or easement that will be owned and maintained by other entities shall be reviewed by the March JPA. March JPA shall have a place on the Title Sheet to accept the plans with a statement "The March JPA's acceptance is limited to the placement of utilities relative to public infrastructure clearances, uses and future plans within the public right-of-way."

Prior to Map Recordation:

41. The developer/property owner shall comply with the Conditions of Approval associated with Tract Map 37878 including the extension of Village West Drive prior to issuance of the first grading permit or execution of the public improvement agreement and security, the amount of security shall be 110% of an engineer's estimate as approved by the March JPA Engineer.

42. The Developer/property owner shall sign the consent and waiver form to join the Landscape, Lighting, and Drainage Maintenance Districts established by March JPA as appropriate.

43. Per the Focused Assessment Analysis for Village West Drive Extension and Nandina Avenue, the developer/property owner shall pay the fair share contribution of $57,377.00 to the County of Riverside for the Village West Drive/Clark Street and Decker Road interim roadway improvements.

44. The developer/property owner shall show all easements per the Title Report to the satisfaction of the March JPA Engineer. Any conflict with existing easements resulting in the site being redesigned potentially requires a minor change or amendment approval by the Planning Commission.

45. All rights-of-way shall be offered to the public in perpetuity and shall be free from all encumbrances as approved by the March JPA Engineer.

Prior to Issuance of Building Permit

46. The developer/property owner shall provide water and sewer service to this project in accordance with the requirement of the appropriate utility purveyors. This project is within Western Municipal Water District (WMWD) service area. Water and sewer improvements shall be installed per WMWD Standards and Fire Department requirements. Fire Department and WMWD approval required prior to MJPA approval.

47. Onsite fire hydrants shall be installed as determined by the Fire Department.

48. All weather access per Fire Department standards shall be provided to the proposed buildings per the Precise Grading Plan.

49. Driveway approaches shall be installed per Riverside County standards for commercial driveways in compliance with ADA requirements and standards.

50. Streetlights may be required per Riverside County and JPA. Streetlights shall be located along all streets.

51. The incremental increase in runoff volume between developed and undeveloped state for the 85th percentile storm, shall be retained within onsite private detention basins.

52. The developer/property owner shall submit a compaction certification from the Soils Engineer in compliance with the approved geotechnical/soils report.

53. Driveways shall be County of Riverside Standard 207A.

54. All necessary measures to control dust shall be implemented by the Applicant during grading to the satisfaction of the March JPA Engineer. A PM10 plan may be required at the time a grading permit is issued.

Prior to Issuance of First Certificate of Occupancy:

55. The developer/property owner shall provide for utility trench surface repair as direction by the March JPA Engineer.

56. Associated existing signing and striping shall be refreshed and any appurtenances damaged or broken during the development shall be repaired or removed and replaced by the developer/property owner to the satisfaction of the March JPA Engineer. Any survey monuments damaged or destroyed shall be reset by a qualified professional pursuant to the California Business and Professional Code 8771.

57. Any appurtenances damaged or broken shall be repaired to the satisfaction of the March JPA Engineer.

58. The developer/property owner shall pay all outstanding fees, including but not limited to, plan check and inspection fees, development impact and mitigation fees to Riverside County Flood Control and Water Conservation District, fees associated with the Transportation Uniform Mitigation Fee (TUMF), Quimby (parkland in-lieu) Fee, and Development Impact Fees (DIF).

59. Construction shall be completed prior to issuance of the first Certificate of Occupancy.

COUNTY OF RIVERSIDE

VILLAGE WEST DRIVE

60. Village West Drive (from Lemay Drive to Nandina Avenue) shall be improved to provide a 42-foot full-width AC paved section to accommodate two 12-foot travel lanes, 6-foot wide bike lanes (both sides), and a 3-foot buffer within a 96-foot dedicated road right-of-way. This cross-section design shall be maintained for the length of the road segment. The design shall utilize a horizontal alignment that avoids any unnecessary curves.

NOTES:

61. Consistent with the trip distribution, the Village West Drive south of Lemay Drive is intended for passenger cars only. Heavy trucks are to be routed northerly on Village West Drive to Van Buren Blvd.

62. The applicant shall install signage and include disclosures to prospective tenants/operators to restrict heavy trucks from using the southerly extension of Village West Drive. Additional enforcement measures may be necessary once the extension is completed. This may include contracting with CHP to conduct enforcement.

63. All-way stop control shall be utilized at the intersection of Village West Drive and Nandina Avenue.

64. As identified in the Meridian South Campus Specific Plan Draft Subsequent DEIR, the applicant shall provide a fair share contribution of $52,100 for future a traffic signal and turn lanes.

> ***Village West Drive/Clark Street & Nandina Avenue (Intersection #26)*** - The Project applicant has agreed to pay its fair share toward the following improvements:
>
> - Install a traffic signal
> - Add a northbound left-turn lane
> - Add a southbound left-turn lane
>
> Meridian South Campus Specific Plan and Village West Drive Extension Draft Subsequent EIR 11914
> September 2020 4.12-75

NANDINA AVENUE

65. As identified in the Meridian South Campus Specific Plan Draft Subsequent DEIR, the applicant shall provide its fair share contribution of $57,400 to be directed towards implementing an interim 2-lane roadway improvement on Nandina Avenue.

> **Nandina Avenue** is an east-west-oriented roadway located along the Project's southern boundary. The Project would contribute towards implementation of interim roadway improvement to the standards of a two-lane Industrial Collector between Village West Drive/Clark Street and Decker Road. As such, the Project's fair share contribution would be approximately $57,377 (i.e., 2.48% of $2,313,600), which is estimated to be the cost of grading, paving, curb and gutter improvements, sidewalk improvements, culverts, and the installation of streetlights for an Industrial Collector.
>
> Meridian South Campus Specific Plan and Village West Drive Extension Draft Subsequent EIR 11914
> September 2020 4.12-77

RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION

66. Any outdoor lighting installed shall be hooded or shielded so as to prevent either the spillage of lumens or reflection into the sky. Outdoor lighting shall be downward facing.

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

a) Any use which would direct a steady light or flashing light of red, white, green, or amber colors associated with airport operations toward an aircraft engaged in an initial straight climb following takeoff or toward an aircraft engaged in a straight final approach toward a landing at an airport, other than an FAA-approved navigational signal light or visual approach slope indicator.

b) Any use which would cause sunlight to be reflected towards an aircraft engaged in an initial straight climb following takeoff or towards an aircraft engaged in a straight final approach towards a landing at an airport.

c) Any use which would generate smoke or water vapor or which would attract large concentrations of birds, or which may otherwise affect safe air navigation within the area. (Such uses include landscaping utilizing water features, aquaculture, production of cereal grains, sunflower, and row crops, composting operations, trash transfer stations that are open on one or more sides, recycling centers containing putrescible wastes, construction and demolition debris facilities, fly ash disposal, and incinerators.)

d) Any use which would generate electrical interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation.

e) Hazards to flight. Children's schools are discouraged in Compatibility Zone C2.

68. Prior to issuance of any building permits, the landowner shall convey and have recorded an avigation easement to the March Inland Port Airport Authority. Contact March Joint Powers Authority at (951) 656-7000 for additional information.

69. The attached notice shall be provided to all prospective purchasers of the proposed parcels and tenants or lessees of the buildings.

70. The Project detention basins shall have the following features to limit bird activity (MMRP):

1. The basin shall drain within a six-hour period to reduce the potential for plant growth;
2. Regular maintenance activities shall include the removal of vegetation with the exception of lot 49;
3. Detention basins shall be monitored regularly to determine if they attract waterfowl or other birds;
4. A plan to discourage bird activity shall be implemented if the basins are found to be an attraction to birds.

71. March Air Reserve Base must be notified of any land use having an electromagnetic radiation component to assess whether a potential conflict with Air Base radio communications could result. Sources of electromagnetic radiation include radio wave transmission in conjunction with remote equipment inclusive of irrigation controllers, access gates, etc.

72. Any proposed aboveground or ground-level detention basins on the site (including water quality management basins) shall be designed so as to provide for maximum 48-hour detention period following the conclusion of the storm event for the design storm (may be less, but not more), and to remain totally dry between rainfalls. Vegetation in and around such detention basins that would provide food or cover for bird species that would be incompatible with airport operations shall not be utilized in project landscaping.

73. March Air Reserve Base must be notified of any land use having an electromagnetic radiation component to assess whether a potential conflict with Air Base radio communications could result. Sources of electromagnetic radiation include radio wave transmission in conjunction with remote equipment inclusive of irrigation controllers, access gates, etc…

74. This project has been evaluated as including an industrial building consisting of 800,000 square feet of industrial manufacturing area, and a commercial development consisting of a 44,200 square foot grocery store, 4053 square feet of restaurant area, and 13,083 square feet of retail area. Any increase in building area, change in use or modification of the tentative parcel map lot lines and areas will require an amended review by the Airport Land Use Commission.

75. This project does not propose rooftop solar panels at this time. However, if the project were to propose solar rooftop panels in the future, the applicant/developer shall prepare a solar glare study that analyzes glare impacts, and this study shall be reviewed by the Airport Land Use Commission and March Air Reserve Base.

WESTERN MUNICIPAL WATER DISTRICT

In a letter dated August 19, 2020, Western Municipal Water District is applying the following Conditions of approval for Tentative Parcel Map 37878.

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

77. 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.

78. 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.

79. 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.

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

81. Developer to submit a 22" x 34" preliminary onsite and/or offsite plan for water, sewer, and recycle water plan layout to Western before formal submittal of Water, Sewer and/or Recycled Improvement Plans.

82. Preliminary Master Utility Plan with water and sewer plans shall show the following items:

a) Provide basis of survey with date, surveyor information, datum (benchmark) and basis of bearing;

b) 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 the project boundaries and along project boundaries and near any offsite improvements. Show existing water and sewer facilities with reference to Western record documents.

c) Delineate all easements within project boundaries with metes and bounds, width of easements (if needed), owners of interest and brief description of easement purposes.

d) Delineate all proposed and existing lots, streets, and storm drains.

e) Delineate all proposed water, sewer, and/or recycled water facilities within project boundaries and adjacent streets. Include pipeline diameters and type of material.

f) Show how each parcel is served with water, sewer, and recycled water in accordance with Western Rules and Regulations Governing Water Service and Users (Ordinance 392).

g) Show water, sewer and recycled water pipelines proposed and included in all subdivision streets of Van Buren Boulevard, Barton Street, Bandit Boulevard, Caroline Way, Coyote Bush Road, Krameria Avenue, Bundy Avenue and Village West Drive and to subdivision boundaries.

h) Show recycled water pipeline connection to existing recycled water at Lurin Avenue and stubbed for future connection at Gless Ranch Road in accordance with Western 2014 Recycled Water Master Plan.

i) Show private onsite irrigation pumps for recycled water irrigation for areas above 1717 feet in elevation. Show new potable water irrigation services and meters for existing recycled water services that are unusable at existing developed parcels.

j) Show location of water meters, sizes and location and sizes of RPDA's (reduced pressure detector assemblies for fire services). The Master Utility Plan will be used for meter fees and meter drop requests.

83. 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.

84. 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

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

86. 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.

87. 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.

88. Provide and/or pay for all applicable cost and fees including connection facilities, relocation of facilities, and additional facilities that may be necessary to accommodate applicant's proposed water and sewer usage, while maintaining resiliency of pipelines within Western's distribution system. This may include the upsizing of pipelines, installation of pressure reduction, and/or pump stations (subject to the application of appropriate credits for additional facilities provided by the applicant).

89. 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.

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

RIVERSIDE COUNTY FLOOD CONTROL

In a letter dated March 05, 2020, Riverside County Flood Control provided the following Conditions to TPM 20-02:

91. This project would not be impacted by District Master Drainage Plan facilities, nor are other facilities of regional interest proposed.

92. This project is located within the limits of the District's Perris Valley and Lake Mathews Area Drainage Plans for which drainage fees have been adopted. If the project is proposing to create additional impervious surface area, applicable fees should be paid by cashier's check or money order only to the Flood Control District or City prior to the issuance of grading or building permits. Fees to be paid should be at the rate in effect at the time of issuance of the actual permit.

General Information

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

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

recordation, or other final approval of the project and Letter of Map Revision (LOMR) prior to occupancy.

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

OWNERS ACCEPTANCE OF CONDITIONS OF APPROVAL FOR TENTATIVE PARCEL MAP 37878 (TPM 20-02)

Owner/Applicant's Signature **Date**

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

MARCH JOINT POWERS COMMISSION
OF THE
MARCH JOINT POWERS AUTHORITY

MJPA - Public Hearing
Agenda Item No. 12a

Meeting Date: January 27, 2021

Action: **TAKE THE FOLLOWING ACTIONS AS THEY PERTAIN TO THE SOUTH CAMPUS SPECIFIC PLAN AND VILLAGE WEST DRIVE EXTENSION PROJECT: 1) ADOPT RESOLUTION #JPA 21-02 ADOPTING A STATEMENT OF OVERRIDING CONSIDERATIONS, CERTIFYING THE MERIDIAN SOUTH CAMPUS SPECIFIC PLAN AND VILLAGE WEST DRIVE EXTENSION PROJECT FINAL SUBSEQUENT ENVIRONMENTAL IMPACT REPORT (SCH # 2020059028), AND ADOPTING A MITIGATION MONITORING AND REPORTING PROGRAM FOR THE MERIDIAN SOUTH CAMPUS SPECIFIC PLAN AND VILLAGE WEST DRIVE EXTENSION PROJECT; 2) ADOPT RESOLUTION #JPA 21-03 ADOPTING GENERAL PLAN AMENDMENT NO. 20-01 (GPA 20-01), TENTATIVE PARCEL MAP 37878 (TPM 20-02), PLOT PLAN NO. 20-03 (PP 20-03), PLOT PLAN NO. 20-04 (PP 20-04), PLOT PLAN NO. 20-05 (PP 20-05), CONDITIONAL USE PERMIT 20-02 (CUP 20-02) AND PUBLIC CONVENIENCE AND NECESSITY 20-03 (PCN 20-03) FOR THE DEVELOPMENT OF 9.4-ACRES OF COMMERCIAL RETAIL DEVELOPMENT AND THE EXTENSION OF VILLAGE WEST DRIVE SOUTH OF LEMAY DRIVE TO NANDINA AVENUE, 36.5-ACRES OF INDUSTRIAL DEVELOPMENT AND THE CAROLINE WAY STREET IMPROVEMENTS, AND 6.2-ACRES OF PARKS, RECREATION AND OPEN SPACE DEVELOPMENT WITHIN THE SOUTH CAMPUS OF THE MARCH BUSINESS CENTER SPECIFIC PLAN, SUBJECT TO CONDITIONS OF APPROVAL; 3)**

INTRODUCE AND WAIVE THE FIRST READING OF ORDINANCE #JPA 21-01 APPROVING THE MARCH BUSINESS CENTER SPECIFIC PLAN NO. 1, AMENDMENT NO. 8 (SPA 20-01) AND DIRECT STAFF TO PLACE THIS ITEM ON A FUTURE COMMISSION AGENDA FOR THE SECOND READING AND FORMAL ADOPTION; AND 5) DIRECT STAFF TO FILE A NOTICE OF DETERMINATION PURSUANT TO THE MARCH JPA LOCAL CEQA GUIDELINES.

Motion:

1. Adopt Resolution #JPA 21-02 adopting a Statement of Overriding Considerations, certifying the Meridian South Campus Specific Plan and Village West Drive Extension Project Final Subsequent Environmental Impact Report (SCH# 2020059028), and adopting a Mitigation Monitoring and Reporting Program for the Meridian South Campus Specific Plan and Village West Drive Extension Project; and

2. Adopt Resolution #JPA 21-03 adopting General Plan Amendment No. 20-01 (GPA 20-01), Tentative Parcel Map 37878 (TPM 20-02), Plot Plan No. 20-03 (PP 20-03), Plot Plan 20-04 (PP 20-04), Plot Plan No. 20-05 (PP 20-05), Conditional Use Permit 20-02 (CUP 20-02) and Public Convenience and Necessity 20-03 (PCN 20-03) for the development of 9.4-acres of commercial retail development and the extension of Village West Drive south of Lemay Drive to Nandina Avenue, 36.5-acres of Industrial development and the Caroline Way street improvements, and 6.2 acres of Parks, Recreation and Open Space development within the South Campus of the March Business Center Specific Plan (SP-1), subject to Conditions of Approval; and

3. Introduce and Waive the First Reading of Ordinance #JPA 21-01, approving the March Business Center Specific Plan No. 1, Amendment No. 8 (SPA 20-01) and Direct Staff to place this item on a future Commission agenda for the second reading and formal adoption; and

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

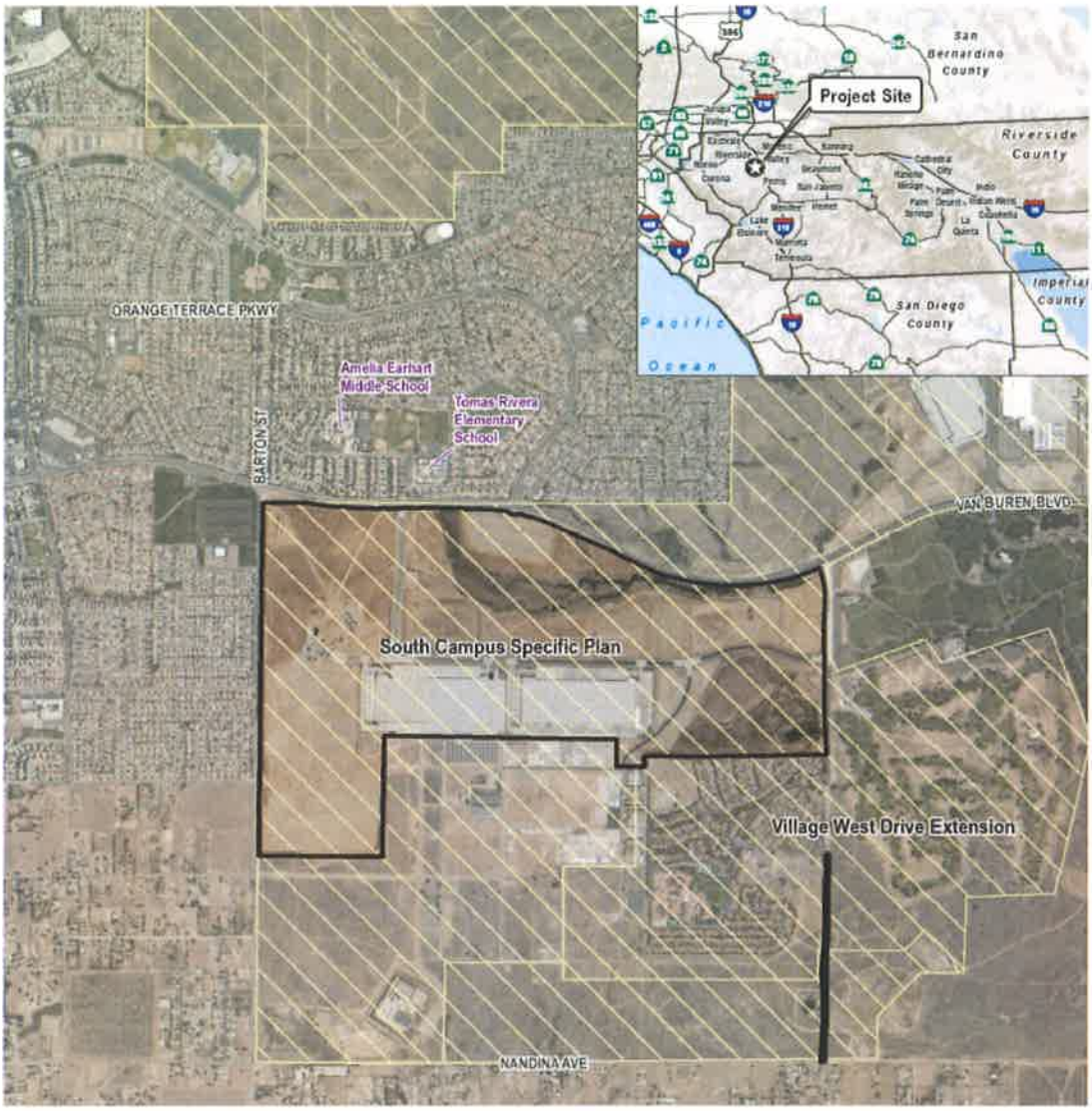
Applicant: Meridian South, LLC.

Project Location:

The project site is located in the South Campus of the March Business Center Specific Plan (SP-1), south of Van Buren Boulevard, west of Village West Drive, and east of Barton Street, in unincorporated Riverside County, California. Interstate 215 (I-215) is located approximately 1 mile east of the Project site. The extension of Village West Drive is proposed to the east and south

of the South Campus Business Park; specifically from Lemay Drive (entrance to the Westmont Village retirement community) south connecting to Nandina Avenue.

FIGURE 1: PROJECT LOCATION



Proposed Project:

On January 31, 2020, the Applicant submitted the following applications for consideration:

- **General Plan Amendment (GP 20-01):** A General Plan Amendment is proposed to update the General Plan Land Use Map to reflect 1) the rezoning of parcels in the South Campus, 2) the consolidation of parcels, and 3) to modify the layout near the northwest corner of the South Campus Business Park. Additionally, an amendment to the

Transportation Element of the General Plan will be required for the proposed roadway alignment changes and the extension of Village West Drive south to Nandina Avenue.

- **Specific Plan Amendment (SP 20-01):** The proposed Project involves amending the March Business Center Specific Plan (SP-1), in order to shift the mix of land uses in the South Campus area. The proposed modifications include 1) an update to the land use map to reflect the changes in zoning to several parcels, 2) modifications to several exhibits to reflect the changes to the street configuration, 3) amend the land use definition for "Business Enterprise" , 4) amend the land use definition of "Wholesale, Storage and Distribution- Medium", 5) amend the land use definition of "Wholesale, Storage and Distribution – Heavy", 6) add a definition for "Grocery Store", 7) add "Grocery Store" under Commercial Uses in Table III-1 and list as a permitted use (P) for the Commercial land use designation, 8) revise footnote 7 of Table III-1 as follows: 7 Within the Commercial zoning district, a use permit shall be required for single uses above 25,000 square feet of gross floor area, with the exception of grocery stores. A use permit is required for alcohol sales at grocery stores.

  Plot Plan (PP 20-03): A Plot Plan is proposed to develop a 61,336 square foot commercial development consisting of 44,200 square feet of speculative grocery store with two Shop buildings at 9,198 square feet and 7,938 square feet in the lower portion of the Commercial property near the southeast corner of Van Buren Boulevard and Orange Terrace Parkway intersection. This plot plan would include the construction of the Village West Drive extension. The improved portions of Village West Drive currently terminate at Lemay Drive south of Krameria Avenue. The proposed Project would include improvements to and the extension of Village West Drive to provide a through connection between Van Buren Boulevard to the north and Nandina Avenue to the south. Note that extension of Village West Drive would require an easement from the United States Department of Veterans Affairs (VA). To facilitate the VA's planned expansion of the Riverside National Cemetery, the Project proposes a crossing of the Village West Drive Extension, as either an overpass or underpass, which would be constructed upon completion of the NEPA review process.

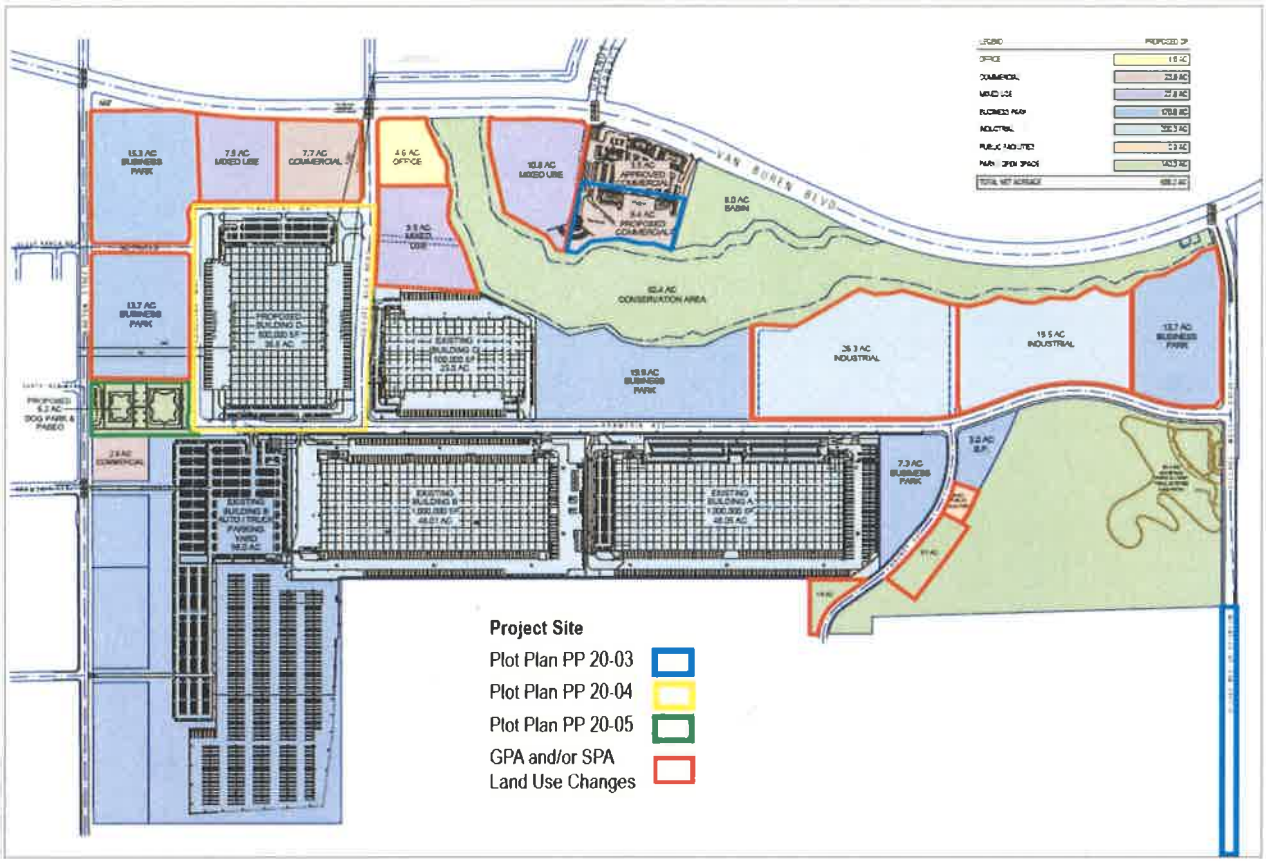
- **Plot Plan (PP 20-04):** A Plot Plan is proposed to develop an 800,000 square foot speculative industrial building "Building D" on 36.5-acres west of Coyote Bush Road and north of Krameria Avenue in the proposed Industrial zone. This plot plan would include the construction of the Caroline Way street improvements. Caroline Way would be constructed from the west end of Krameria Avenue north to the end of the proposed Building D where it would turn to the right and connect with Coyote Bush Road.

- **Plot Plan (PP 20-05):** A Plot Plan is proposed to construct a 6.2-acre dog park and paseo on the eastern side of Barton Street across from the Santa Inez Way and Barton Street intersection. The Dog Park and Paseo would extend to Caroline Way and provide an open space connection to Krameria Avenue.

- **Conditional Use Permit (CUP 20-02):** A Conditional Use Permit is proposed to allow for alcohol sales at the speculation grocery store site proposed as part of Plot Plan 20-03.

- **Tentative Parcel Map (TPM 20-02):** A Tentative Parcel Map is proposed in order to consolidate and reorder parcels as part of the proposed Project.

FIGURE 2: PROPOSED PROJECT



SOURCE: RGA 2020

DUDEK

FIGURE 3-3
Proposed Project
South Campus Specific Plan and Village West Drive Extension Draft EIR

Surrounding Area/Land Use:

Location	GP Designation/Zoning	Existing Land Use
North	City of Riverside	Existing "Commons" Retail Center
West	County of Riverside	Existing Alta Cresta Ranch Residential Community
South	County of Riverside	Existing Mead Valley Residential Community
East	Federal Property	Riverside National Cemetery

Proposed General Plan Amendment Overview:

March JPA's General Plan was adopted in 1999 to design and implement the 1997 March Air Force Base Master Reuse Plan, which included the disposal and redevelopment of approximately 4,400 acres of the former March Air Reserve Base. The General Plan identifies land use, circulation, environmental, economic, and social goals and policies as they relate to land use and development. The March JPA General Plan was amended on February 19, 2003 to be consistent with the March Business Center Specific Plan. The General Plan Land Use Map designates the Project property as appropriate for an Office, Business Park and Mixed Use, as identified by Resolution #JPA 03-02. However, the applicant is proposing an amendment to the General Plan Land Use Map in order to modify the commercial and office land use designations. The proposed changes to the General Plan Land Use Map include:

- Increase of 15.3-acres of Parks/Open Space
- Increase of 65.8-acres of Industrial
- Increase of 17.1-acres of Commercial
- Increase of 4.5-acres of Mixed Use
- Increase of 0.9-acres of Public Facilities
- Reduction of 27.4-acres of Office
- Reduction of 61.3-acres of Business Park

As a result of the proposed changes to the land use acreages, the General Plan Amendment would also modify Figures 1-4A, 1-4B, 2-1A, 2-1B, 2-2A, and 2-3B of the General Plan. Additionally, an amendment to the Transportation Element of the General Plan will be required for roadway alignment changes and the Village West Drive extension Transportation Element Amendment. The proposed street configuration changes would be as follows:

- Remove Street K, Street Q, Street T, and Street U
- Reconfigure Street Y, and rename as Caroline Way
- Reconfigure Street P and rename as Gless Ranch Road (for consistency with existing intersection at Barton Street)
- Prohibit trucks on Gless Ranch Road
- Extend Village West Drive south to Nandina Avenue

[FIGURE ON FOLLOWING PAGE]

FIGURE 3: EXISTING GENERAL PLAN LAND USE MAP

MARCH BUSINESS CENTER – SPECIFIC PLAN AMENDMENT

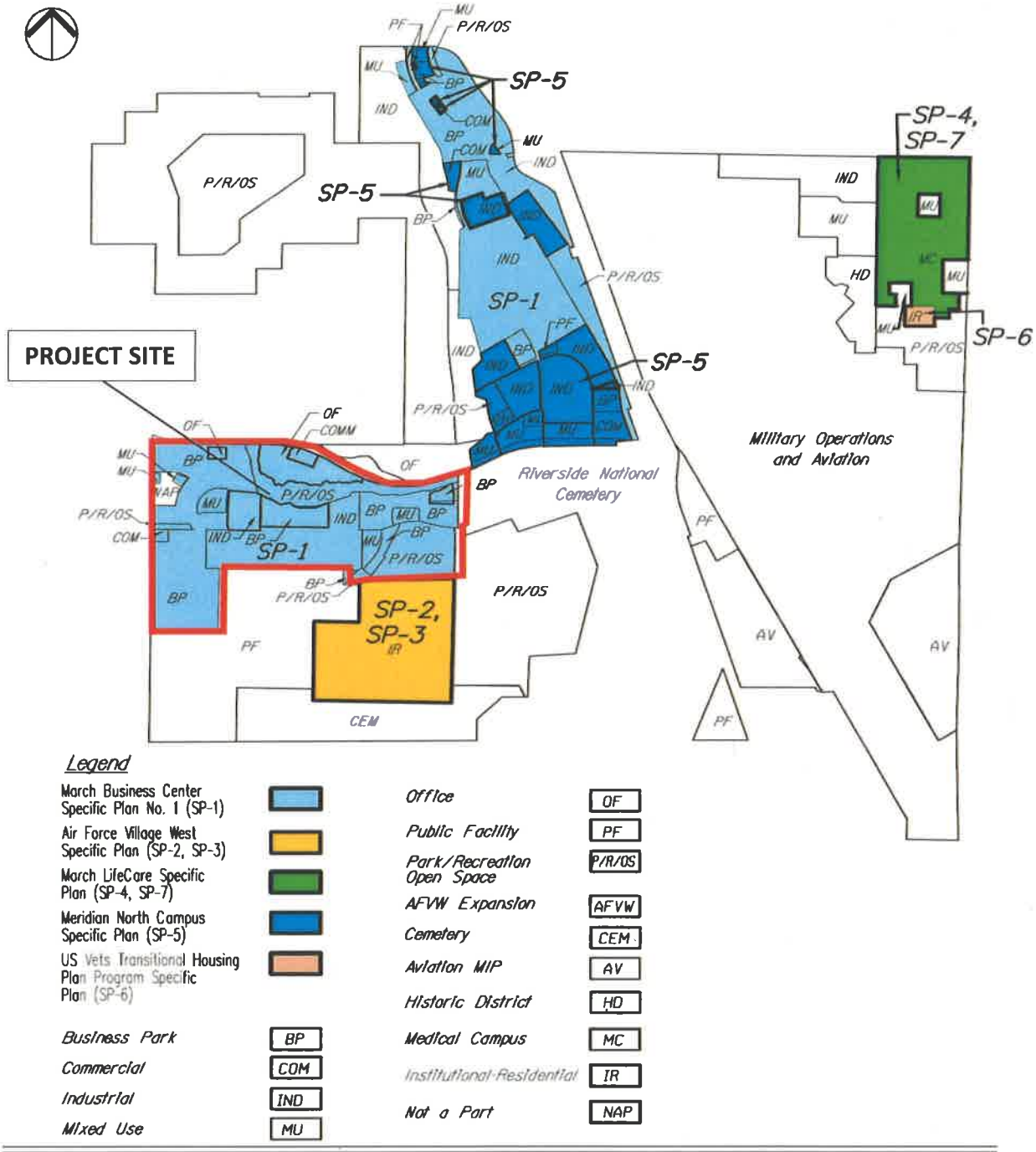
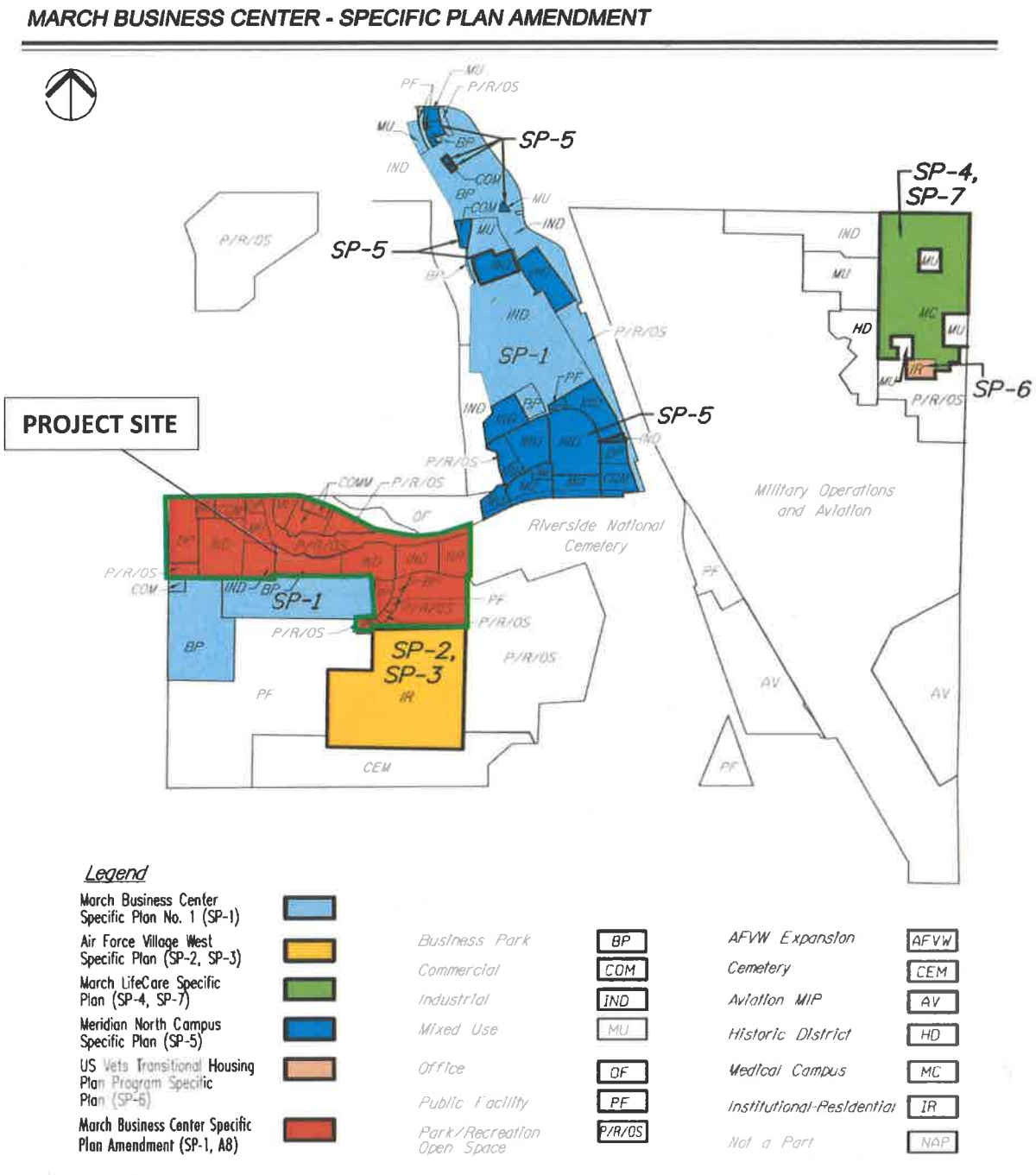


FIGURE II-3

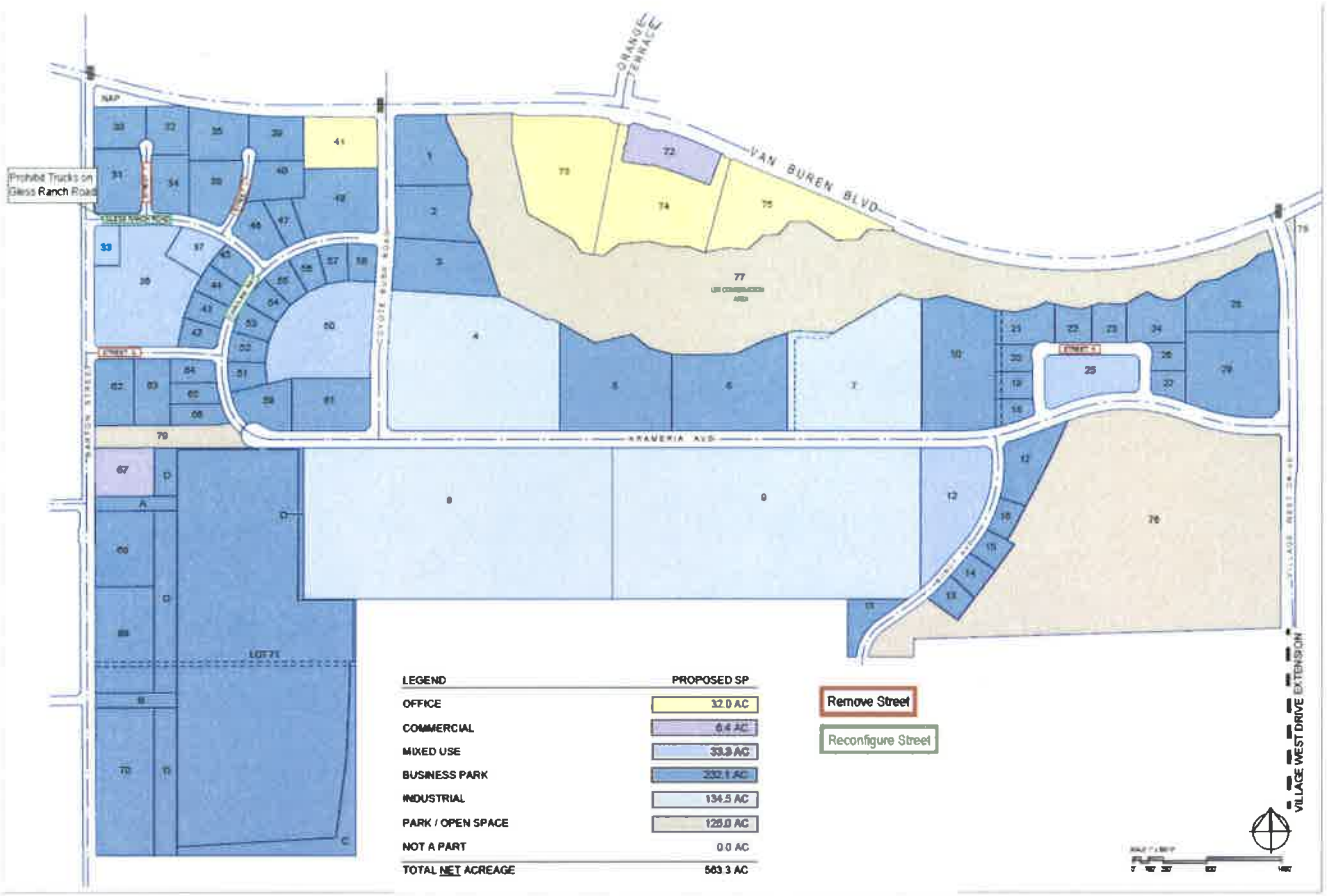
EXISTING GENERAL PLAN LAND USES

FIGURE 4: PROPOSED GENERAL PLAN LAND USE MAP



Preparation Date: January 21, 2021

FIGURE 5: PROPOSED STREET CONFIGURATION CHANGES



SOURCE: RGA 2020

DUDEK

FIGURE 3-4B
Currently Approved South Campus Configuration
South Campus Specific Plan and Village West Drive Extension Draft EIR

March Business Center Specific Plan Amendment (SPA 20-01, Amendment No. 8):

The March Business Center project was the subject of a Specific Plan and a Focused Environmental Impact Report (FEIR) certified by the March Joint Powers Commission in February 2003 (SCH# 2002071089). The adopted Specific Plan described an industrial business park to be developed on approximately 1,290-acres in the northwestern portion of Riverside County, California, on land that was formerly a part of the March Air Force Base (MAFB). The adopted Specific Plan was divided into two elements. The northern portion, referred to as the North Campus, comprises approximately 662-acres, and is bounded by Alessandro Boulevard to the north, I-215 to the east, and Van Buren Boulevard to the south. It should be noted, North Campus previously adopted SP-5 in 2010 which reconfigured a portion of North Campus' developable lots. The lots that were not included in that specific plan amendment are still a part of this Specific Plan. As such, this Specific Plan Amendment focuses on revisions to the South Campus which encompasses approximately 628-acres and is located south of Van Buren Boulevard and west of the General Old Golf Course and the Riverside National Cemetery. The

March Business Center development footprint would include 962-acres on 153 developable lots. Approximately 328-acres will be allocated for parks, landscape buffers, drainage basins, and roads.

The following land use types specified in the March JPA General Plan will be developed as part of the March Business Center project:

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

Following FEIR certification and permitting, parcel development has commenced and are now occupied. South Campus, Phase 2 is complete which includes two 1,000,000 square foot buildings currently occupied by both UPS and Amazon, installation of monument signs at the intersections of Barton Street/Van Buren Boulevard, Coyote Bush Road/Van Buren Boulevard, and Village West Drive/Van Buren Boulevard. Additional improvements included the installation of traffic devices to prevent trucks from traveling west along Van Buren Boulevard and landscaping in the public right-of-way. Specific Plan Amendment SP-1, A8 (SPA 20-01) proposes to modify the land use designations in line with the proposed General Plan Amendment, which include:

- Increase of 15.3-acres of Parks/Open Space
- Increase of 65.8-acres of Industrial
- Increase of 17.1-acres of Commercial
- Increase of 4.5-acres of Mixed Use
- Increase of 0.9-acres of Public Facilities
- Reduction of 27.4-acres of Office
- Reduction of 61.3-acres of Business Park

Provided below is a table comparing the 2003 South Campus, Current South Campus, and proposed South Campus Land Uses and the net change in acres as part of the proposed Project:

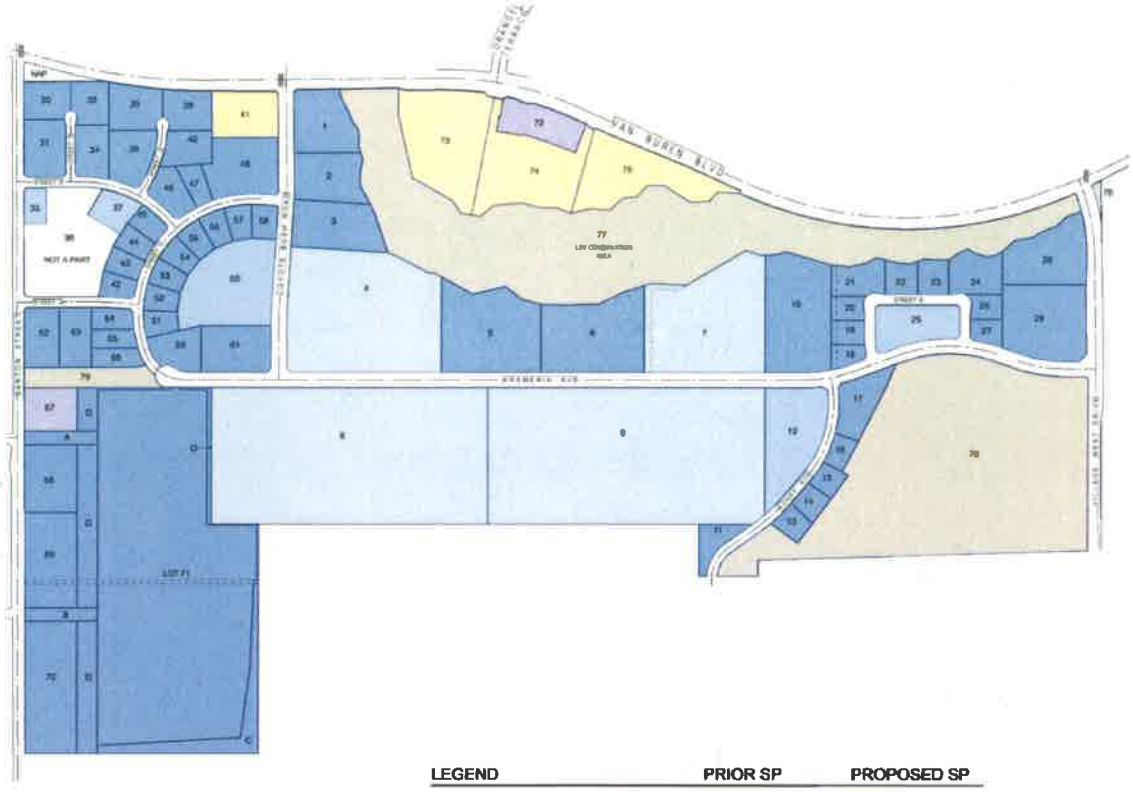
Table 1 – 2003, Current and Proposed South Campus Land Uses

Land Use	2003 South Campus (acres)	Current South Campus (acres)	Proposed South Campus (acres)	Change from Current South Campus (acres)
Office	43.9	32.0	4.6	-27.4
Commercial	12.5	6.4	23.5	+17.1
Mixed Use	48.5	23.3	27.8	+4.5
Business Park	263.2	232.1	170.8	-61.3
Industrial	146.8	134.5	200.3	+65.8
Park/Open Space	111.6	125.0	140.3	+15.3
Public Facilities**	0	0	0.9	+0.9
Total Net Acres	626.5	553.3	568.2	+14.9*

Notes:
* Change in total net acres due to inclusion of 10-acre lot previously excluded, reconfiguration of internal road system, and rounding differences.
** The requested land use change is to make the land use designation consistent with the existing electrical substation.

[FIGURE ON FOLLOWING PAGE]

FIGURE 6: EXISTING SOUTH CAMPUS ZONING MAP



LEGEND	PRIOR SP	PROPOSED SP
OFFICE	32.3 AC	32.0 AC
COMMERCIAL	8.8 AC	6.4 AC
MIXED USE	23.3 AC	23.3 AC
BUSINESS PARK	230.0 AC	232.1 AC
INDUSTRIAL	134.5 AC	134.5 AC
PARK / OPEN SPACE	125.0 AC	125.0 AC
NOT A PART	0.0 AC	0.0 AC
TOTAL NET ACREAGE	553.9 AC	553.3 AC

FIGURE II-5B

EXISTING ZONING MAP FOR SOUTH CAMPUS

FIGURE 7: PROPOSED SOUTH CAMPUS ZONING MAP

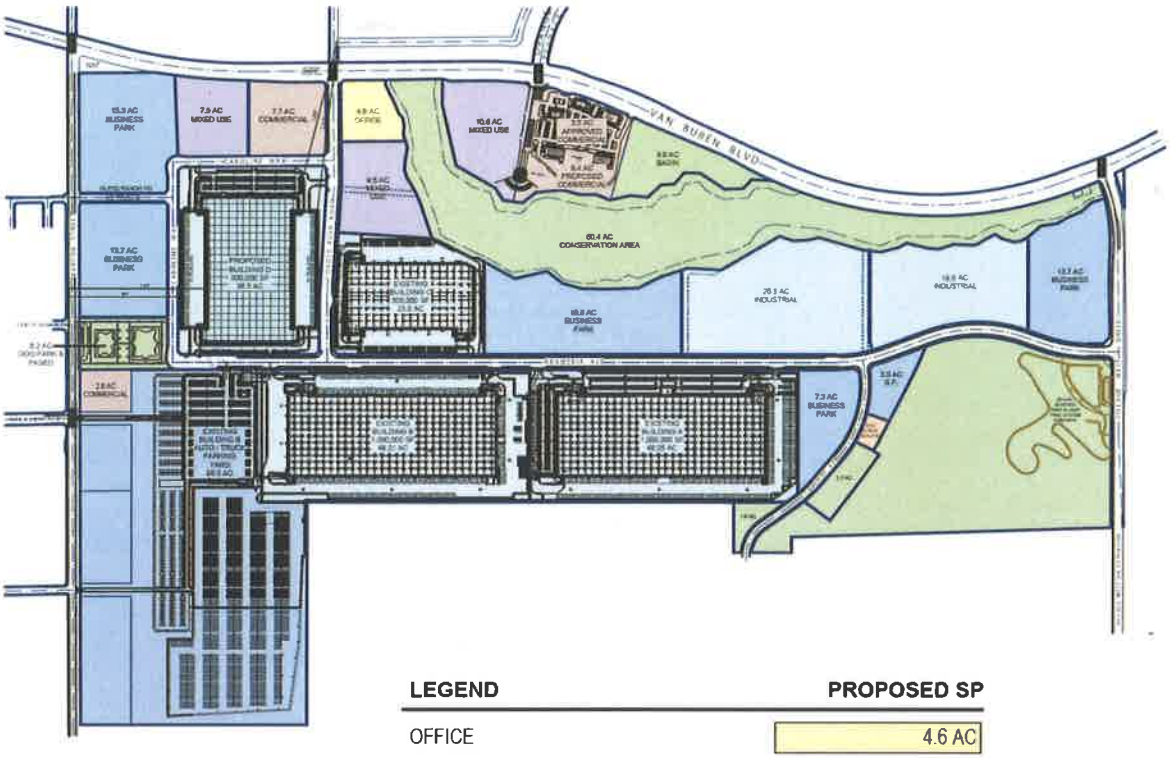


FIGURE II-5C

PROPOSED ZONING MAP FOR SOUTH CAMPUS

As a result of the proposed changes to the land use acreages, the Specific Plan Amendment would also modify Figures II-1A, II-1B, II-3, II-4, II-5A, II-5B, II-5C, III-1B, V-1, V-2, V-II, V-3, V-5A, V-5B, V-5C, V-5C1, V-5E, V-5E1, V-5F, V-5G, V-6, VI-1, VI-2, VI-3, VI-4 of the March Business Center Specific Plan (SP-1). Also, the Specific Plan Amendment SP-1, A8 (SPA 20-01)

proposes to reconfigure the roadway alignments in line with the proposed General Plan Amendment, which include:

- Remove Street K, Street Q, Street T, and Street U
- Reconfigure Street Y, and rename as Caroline Way
- Reconfigure Street P and rename as Gless Ranch Road (for consistency with intersection at Barton Street)
- Prohibit trucks on Gless Ranch Road
- Extend Village West Drive south to Nandina Avenue

Additionally, the Specific Plan Amendment SP-1, A8 (SPA 20-01) also proposes the following Specific Plan text amendments (shown as underlined text):

- Amend the definition of "Business Enterprise" as follows:

  Business Enterprise: Activities typically include: wholesale, storage, and warehousing services and storage and wholesale to retailers from the premises of finished goods and food products. Activities under this classification are typically conducted in enclosed buildings and occupy 50,000 square feet or less of building space. Within the South Campus, activities under this classification may occupy 200,000 square feet or less of divisible building space. May include incidental display and retail sales from the premises, not to exceed 25% of the building.

- Amend the definition of "Wholesale, Storage and Distribution- Medium" as follows:

  Wholesale, Storage and Distribution - Medium: Activities typically include: wholesale, storage and warehousing services, including cold storage, moving and storage services, storage and wholesaling to retailers from the premises of finished goods and food products, and distribution facilities for large scale retail firms. Activities under this classification are typically conducted in enclosed buildings and occupy greater than 50,000 square feet of building space.

- Amend the definition of "Wholesale, Storage and Distribution – Heavy" as follows:

  Wholesale, Storage and Distribution - Heavy: Activities typically include: warehousing, storage, freight handling, shipping, trucking services and terminals; storage and wholesaling from the premises of unfinished, raw or semi-refined products requiring further processing fabrication or manufacturing. Typically uses include, but are not limited to, trucking firms, cold storage, automotive storage or impound yards, and the wholesaling of metals, minerals and agricultural products.

- Add a definition for "Grocery Store as follows:

  Grocery Store: Activities include retail sales of food products, produce, and household supplies, and may include prepackaged alcoholic beverages as an incidental commodity to the establishment.

- Add "Grocery Store" under Commercial Uses in Table III-1 and list as a permitted use (P) for the Commercial land use designation.
- Revise footnote 7 of Table III-1 as follows:

7 Within the Commercial zoning district, a use permit shall be required for single uses above 25,000 square feet of gross floor area, with the exception of grocery stores. A use permit is required for alcohol sales at grocery stores.

Development Overview:

In addition to the General Plan and Specific Plan Amendments, the Applicant is proposing three (3) Plot Plans – Plot Plan 20-03 The Commons Phase II and Village West Drive Extension, Plot Plan 20-04 South Campus Building D and Caroline Way Street Improvements, and Plot Plan 20-05 South Campus Dog Park; which are geographically separated. The following is a summary of each of the proposed Plot Plan applications:

Plot Plan 20-03: The Commons Phase II and Village West Drive Extension:

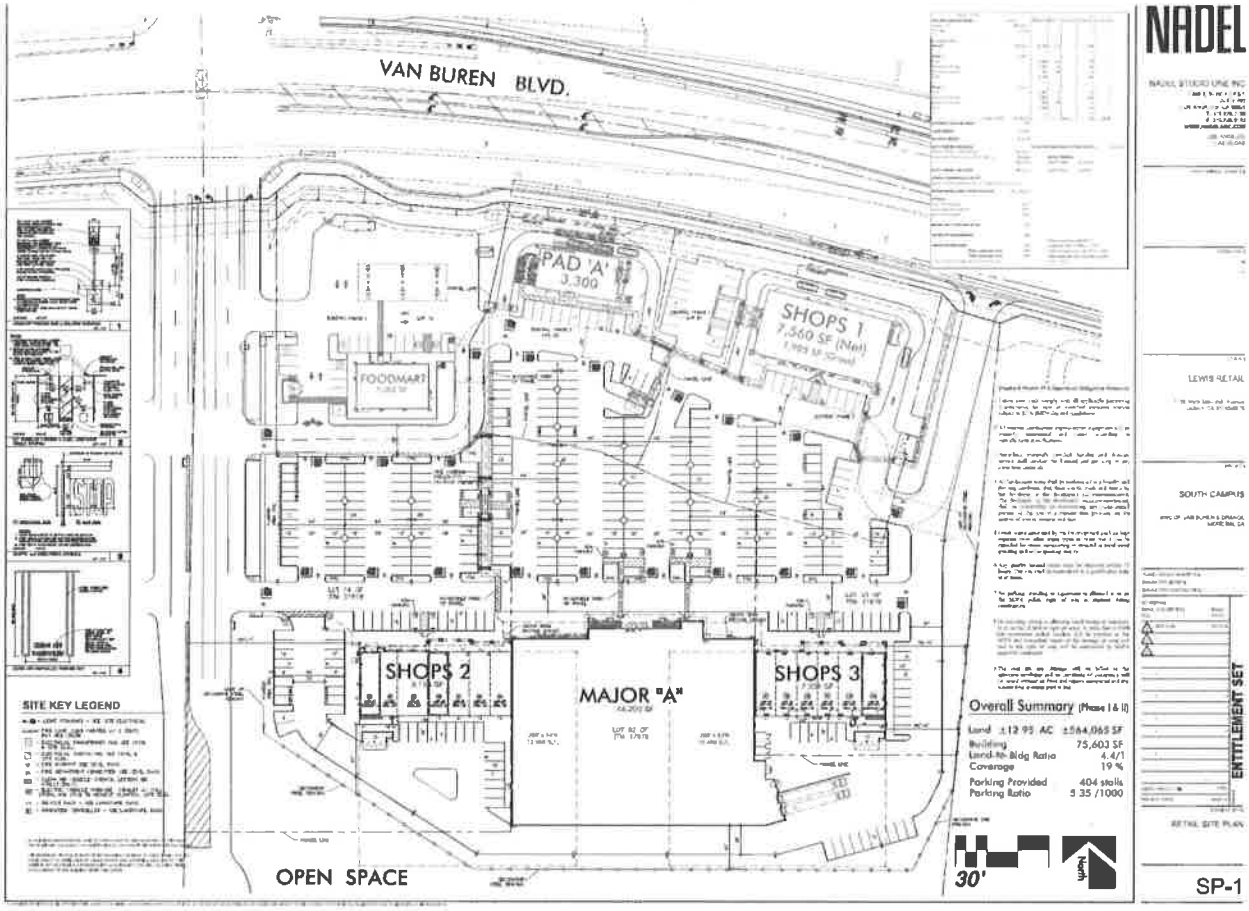
On October 18, 2018, the Joint Powers Commission approved Plot Plan 18-02 for a commercial development totaling 15,485 square feet located on Parcel 72 of Final Map 30857-9. This project is referred to as *"The Commons"* located near the southeast corner of Orange Terrace Parkway and Van Buren Boulevard. Today, the Applicant wishes to develop Parcel 74 of Final Map 30857-9 or the southern portion of the property totaling 61,336 square feet of additional commercial development, to include:

- a 44,200 speculative grocery store "Major A",
- "Shops 2" building at 9,198 square feet and
- "Shops 3" building at 7,938 square feet.

The Commons Phase II building elevations are proposed similar to the existing Phase I development to achieve a cohesive look throughout the retail center. The project is also proposing a Conditional Use Permit (CUP 20-02) to allow for alcohol sales at the speculative grocery store. Additional site improvements would include 404 parking stalls and 47% landscape.

[FIGURE ON FOLLOWING PAGE]

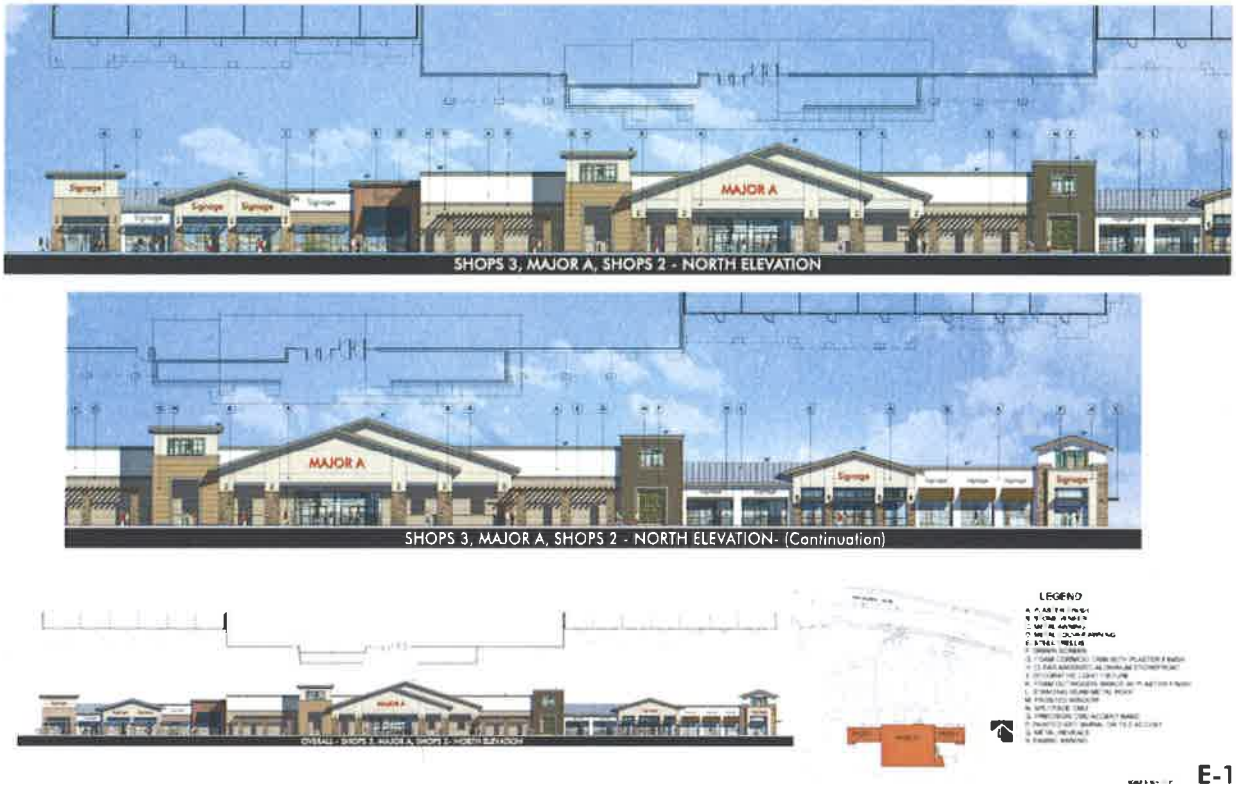
FIGURE 8: PROPOSED PLOT PLAN 20-03 SITE PLAN



[FIGURE ON FOLLOWING PAGE]

Preparation Date: January 21, 2021

FIGURE 9: PROPOSED PLOT PLAN 20-03 BUILDING ELEVATIONS

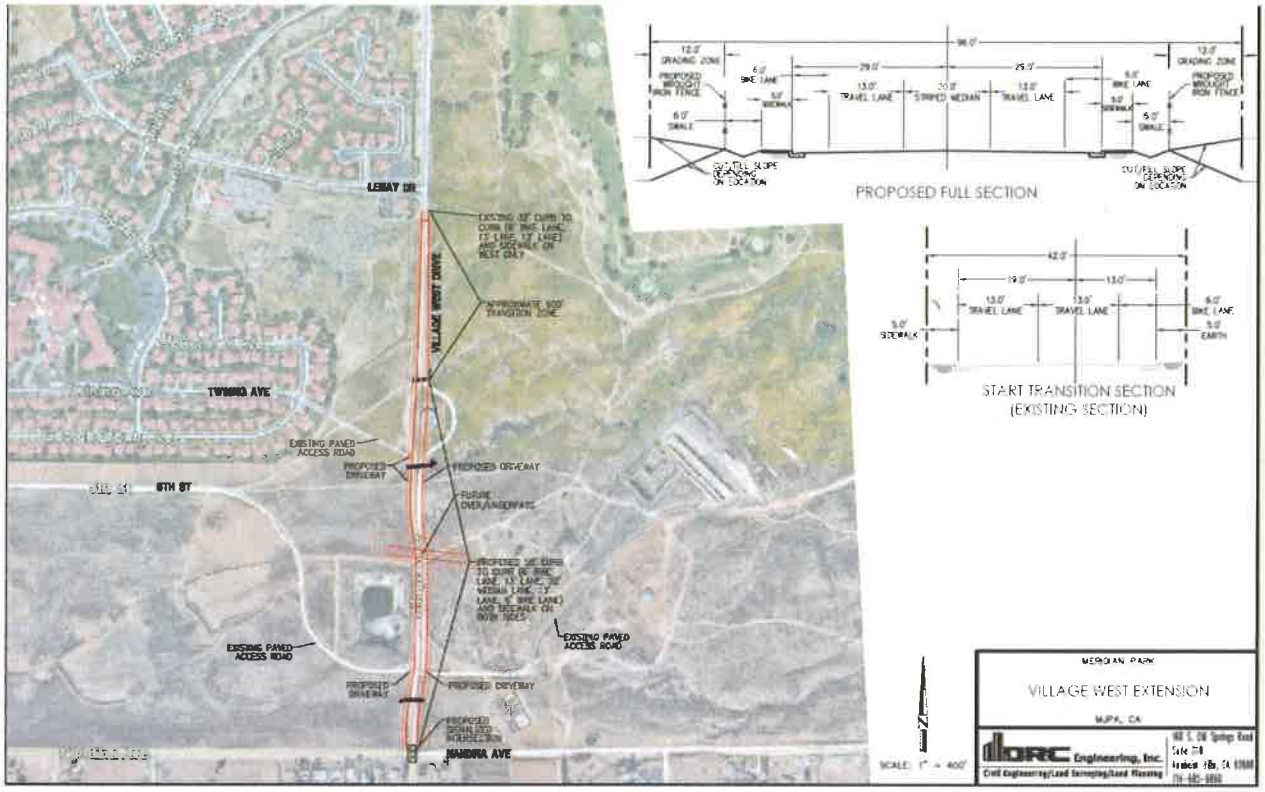


Village West Drive Extension:

The improved portions of Village West Drive currently terminate at Lemay Drive, south of Krameria Avenue (adjacent to the Westmont Village retirement community). The proposed Project would include improvements to and the extension of Village West Drive to provide a through connection between Van Buren Boulevard to the north and Nandina Avenue to the south. The extension of Village West Drive would include the removal of an abandoned water tank currently owned by Western Municipal Water District that formally served March Air Force Base, followed by the construction of two through lanes, a center striped median, and a bike lane. Sidewalks would also be provided on either side of the roadway. The total roadway width would be 54 feet, and the improvements are expected to be for 4,330 linear feet (approximately 1,720 linear feet of which is the existing roadway that runs in front of the Air Force Village West development).

The extension would require an amendment to the Transportation Element of the March JPA General Plan. Note that extension of Village West Drive will require an easement from the United States Department of Veterans Affairs (VA). To facilitate the VA's planned expansion of the Riverside National Cemetery, the Project proposes a crossing of the Village West Drive extension, as either an overpass or underpass, which would be constructed upon the completion of the NEPA review process for the roadway. Lastly, March JPA staff worked with Riverside County TLMA on the design of the roadway and they provided Conditions of Approval (Conditions #25 - 30) of the Tentative Parcel Map 20-02.

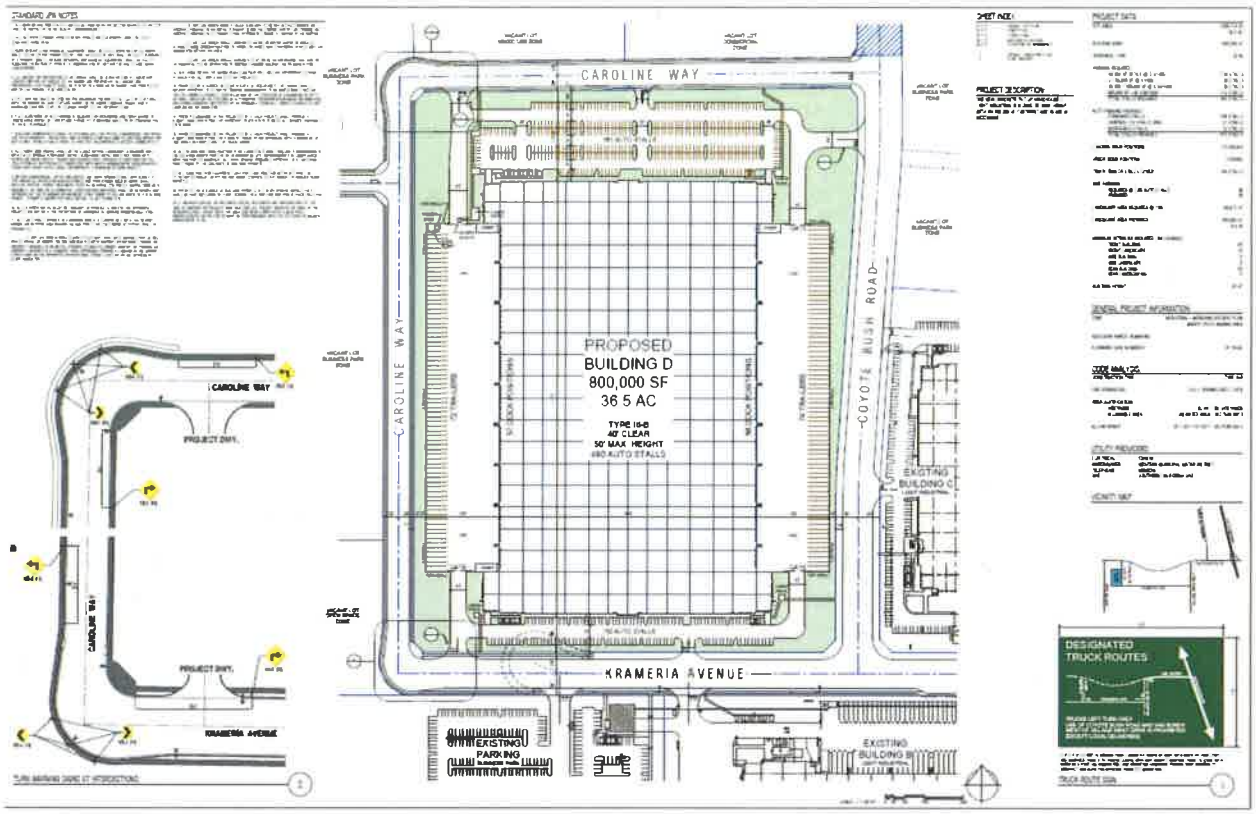
FIGURE 10: PROPOSED VILLAGE WEST EXTENSION ALIGNMENT



Building D and Caroline Way (Plot Plan 20-04):
The applicant is also proposing the construction of an 800,000 square foot speculative Industrial building on 36.5 acres west of Coyote Bush Road and north of Krameria Avenue in the proposed Industrial zoning designation. Additional improvements would include 513 automobile parking stalls, 146 truck trailer stalls, 115 dock high doors and 16.4% landscape. Access to the site would be provided through five (5) driveways, three (3) of which are service driveways along Coyote Bush Road, Caroline Way and Krameria Avenue. Condition of Approval #31 requires the March JPA Truck Route sign to be updated adding Caroline Way as a truck route. The update to the March JPA Truck Route sign is required prior to building permit issuance. The goal is to have this updated Truck Route sign be added as a detail to the construction drawings.

This plot plan would include the construction of Caroline Way to be designed as an Industrial Collector road with 78-foot full width dedicated right-of-way to include 6-inch curb and gutter at 39-feet on both sides of the centerline, 6-foot wide sidewalk and streetlights. The extension of Gless Ranch Road from the west will be designed as an Enhanced Local Street with 66-foot full width dedicated right-of-way to include 6-inch curb and gutter at 22-feet on both sides of the centerline, 6-foot wide sidewalk, streetlights and concrete traffic diverters to negate truck traffic to Barton Street.

FIGURE 11: PROPOSED PLOT PLAN 20-04 SITE PLAN



[FIGURE ON FOLLOWING PAGE]

FIGURE 12: PROPOSED PLOT PLAN 20-04 BUILDING ELEVATIONS



Dog Park and Paseo (Plot Plan 20-05):

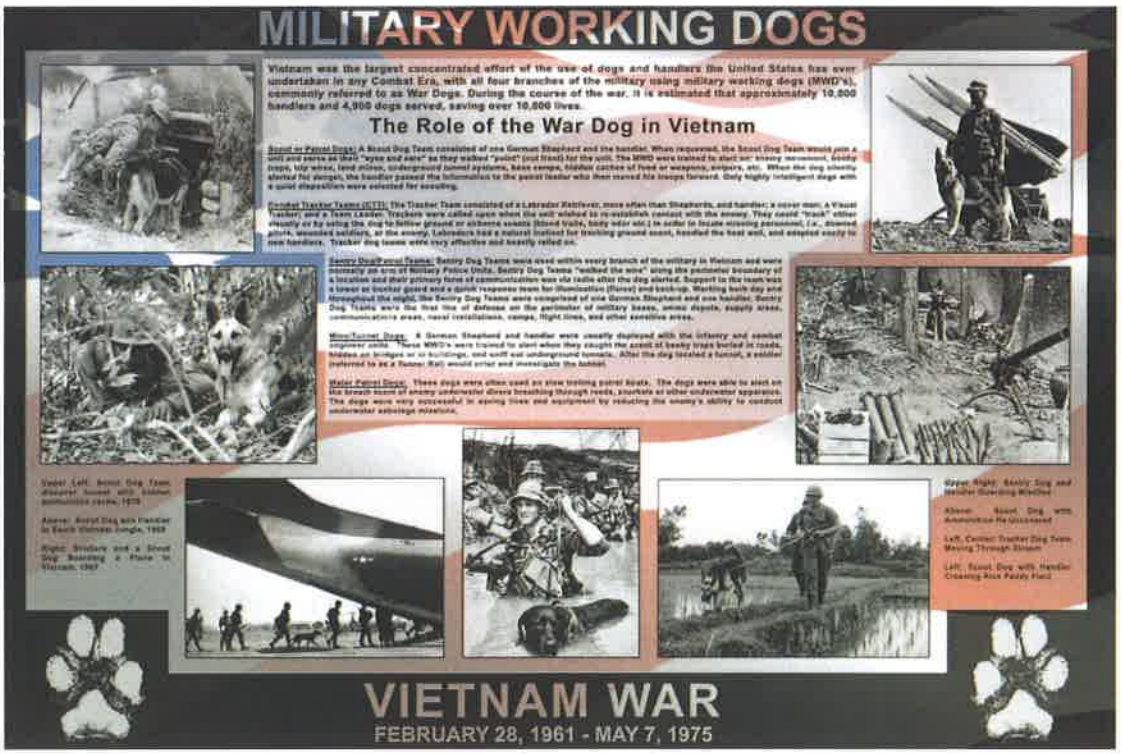
The applicant is proposing the construction of a 6.2-acre dog park and paseo proposed at the terminus of Krameria Avenue (to the east) and near the eastern side of the Santa Inez Way and the Barton Street intersection. The dog park would accommodate separate dog runs for small and large dogs and include waypoints with plaques discussing the history of military working dogs (Figure 14 below). The dog park and paseo would extend from Barton Street to Caroline Way and provide an Open Space connection to Krameria Avenue.

[FIGURE ON FOLLOWING PAGE]

FIGURE 13: PROPOSED PLOT PLAN 20-05 SITE PLAN



FIGURE 14: EXAMPLE MILITARY WORKING DOG PLAQUE



Preparation Date: January 21, 2021

Conditional Use Permit (CUP 20-02) and Public Convenience and Necessity (PCN 20-03):

Associated with Plot Plan application (PP 20-03) for The Common's Phase II, is an application for Conditional Use Permit (CUP 20-02). The CUP is necessary to allow for the speculative grocery store with the concurrent and ancillary sale of beer, wine and distilled spirits for off-premises consumption (California Department of Alcoholic Beverage Control Type 21 License) on Parcel 92. The March JPA Commission has the authority to grant the approval of the Conditional Use Permit following public notice and a public hearing pursuant to March JPA Development Code Section 9.02.060 and Section 9.02.200. In addition to the CUP requirements, the Plot Plan is also required to adhere to these development standards as it is a condition of the CUP for the sale of beer, wine and distilled spirits for off-site consumption from the speculative grocery store.

The applicant anticipates the operation of the convenience store to be 24 hours a day, 7-days per week. Furthermore, staff has also included a condition of approval requiring that beer and wine sales cease between the hours of 2:00 AM to 7:00 AM (Condition of Approval No. 14) in addition to other conditions of approval, such as requiring employee Alcohol Education, Training, and health risks and warning signs within the convenience store. Additionally, the owner/operator of the convenience store is responsible for obtaining the appropriate ABC license and provide such proof to the March Joint Powers Authority prior to commencing operations (Condition of Approval No. 15).

The location, design, and operation of the proposed speculative grocery store will be compatible with existing and planned land uses in the vicinity as uses immediately surrounding the speculative grocery store including existing commercial retail uses to the north and east, and commercial office uses to the west, and residential uses across Van Buren Boulevard to the north. Additionally, the overall adjacent uses include open space (the Least Bell's Vireo Conservation area) to the south, existing commercial retail development to the north, vacant land zoned for Mixed Use to the west, and an existing 8.0-acre detention basin to the east. The surrounding land uses are compatible with those proposed for the site due to the fact that the Grocery Store will provide retail services to the nearby businesses, those traveling to and from the I-215 Freeway along Van Buren Boulevard, and the residential area located within the City of Riverside to the north. Furthermore, the proposed project is consistent with Riverside County Ordinance No. 348, Section 18.48 which requires noticing to property owners within 1,000 feet of the project site. Additionally, the project is not situated in a manner that vehicle traffic from the facility may reasonably be believed to be a potential hazard to a school, church, public park or playground. The closest use conducting the sale of beer and wine (Type 20 Liquor License) is the 7-Eleven Gas Station and Convenience Store located at 20625 Van Buren Boulevard, located approximately 400 feet north of the Grocery Store use, which is seeking a Type 21 Liquor License. Additionally, there are currently no other Grocery Stores within the March JPA Boundaries.

Staff has determined that findings of "Public Convenience and Necessity" (PCN) will need to be made in order to allow for the sale of beer, wine and distilled spirits for off-site consumption from the proposed grocery store location. Although the off-site consumption of alcohol requires the approval of a conditional use permit, the Department of Alcoholic Beverage Control (ABC) also requires that the March JPA make findings for PCN.

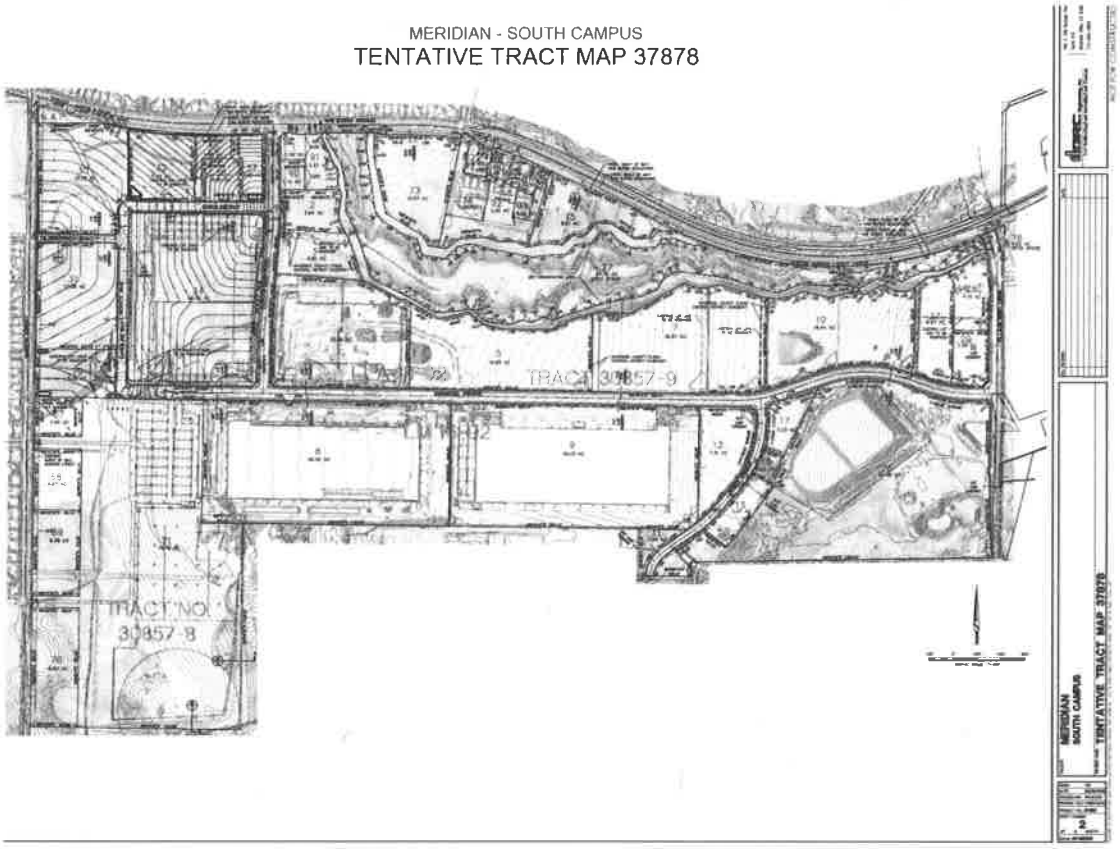
The project is located in Census Tract 467, which encompasses the entirety of the March JPA boundaries, including properties within the City of Moreno north of the March Air Reserve Base along Cactus Avenue and Alessandro Boulevard. The California ABC Board has determined that for this Census Tract No. 467, one (1) off-site (Type 21) license has been permitted and is currently active. Therefore, the granting of this liquor license would not cause this census tract to be over-concentrated by ABC's determination.

Staff has analyzed the proposal for beer, wine and distilled spirits sales at this location, and determined that the proposed project is consistent with Riverside County Ordinance No. 348, Section 18.48. The required findings address the project's proximity to schools, parks, churches, and the future operations of the applicant. The developer is proposing to construct a grocery store for a national brand and well-established grocery store chain that offers the sale of beer, wine and distilled spirits, in most if not all of its locations. Approval of the request would provide a convenience to the public as customers would be able to purchase alcoholic beverages as part of their grocery store shopping and not have to make a separate trip to a different merchant. There are no schools or churches located within 1,000 feet of this site. Thus, the finding of public convenience and necessity can be made and are found in Section 7 of Resolution #JPA 21-03 (Attachment 2).

Tentative Parcel Map 20-02:

A Tentative Parcel Map is proposed in order to consolidate and reorder parcels as part of the proposed Project.

FIGURE 15: PROPOSED TENATIVE PARCEL MAP 20-02



Compliance with Development Standards:

Proposed Development		
Development Standard	**Minimum/Maximum Required**	**Proposed Development**
Building Area for Buildings	N/A	**Plot Plan 20-03: The Common's Phase II:** 3 buildings with a combined total of 61,336-sf. **Plot Plan 20-04: South Campus Building D:** 1 building totaling 800,000-sf. **Plot Plan 20-05: South Campus Dog Park:** No building area proposed.
Gross Site Area	30,000 square feet (minimum)	**Plot Plan 20-03: The Common's Phase II:**

		Gross Site Area = 406,497-sf **Plot Plan 20-04: South Campus Building D:** Gross Site Area =1,589,718-sf **Plot Plan 20-05: South Campus Dog Park:** Gross Site Area = 269,391-sf
Number of Buildings (range in size)	N/A	**Plot Plan 20-03: The Common's Phase II:** 3 buildings: Grocery Store = 44,200-sf Shops 2 = 9,198-sf Shops 3= 7,938-sf **Plot Plan 20-04: South Campus Building D:** 1 building totaling 800,000-sf. **Plot Plan 20-05: South Campus Dog Park:** No building area proposed.
Floor Area Ratio (Maximum)	Commercial = 25% Industrial = 50%	**Plot Plan 20-03: The Common's Phase II:** FAR= 19% **Plot Plan 20-04: South Campus Building D:** FAR = 50% **Plot Plan 20-05: South Campus Dog Park:**

	Parks, Recreation and Open Space = Not Applicable	FAR = Not Applicable
Setbacks	**Commercial:** Front Yard-25 ft. Interior Side Yard-0 ft. Street Side Yard-15 ft. Rear Yard-10 ft. **Industrial:** Front Yard-20 ft. Interior Side Yard- 0 ft. Street Side Yard- 20 ft. Rear Yard- 25 ft. **Parks, Recreation and Open Space:** Not Applicable	**Plot Plan 20-03: The Common's Phase II:** **Commercial:** Front Yard- 430 ft. Interior Side Yard- 70 -77 ft. Street Side Yard- 115 ft. Rear Yard- 42-67 ft. **Plot Plan 20-04: South Campus Building D:** **Industrial:** Front Yard- 231.9 ft. Street Side Yard (east)- 221 ft. Street Side Yard (west)- 228.5 ft. Rear Yard- 116 ft. **Plot Plan 20-05: South Campus Dog Park:** **Parks, Recreation, and Open Space:** Front Yard- 114 ft. Interior Side Yard (north)- 97 ft. Interior Side Yard (south)- 97 ft. Rear Yard -
Landscape Required (Minimum)	**Commercial:** 20% or 81,893-sf **Industrial:** 10% or 158,972-sf	**Plot Plan 20-03: The Common's Phase II:** **Commercial**: 47% or 192,026-sf **Plot Plan 20-04: South Campus Building D:** **Industrial:** 16.4% or 260,000-sf

	Parks, Recreation and Open Space: Not Applicable	**Plot Plan 20-05: South Campus Dog Park:** **Parks, Recreation and Open Space:** 19% or 132,021-sf
Building Height (Maximum)	**Commercial:** 50 feet/ Up to 3 stories **Industrial:** 35 feet/Up to 2 stories* (*Table III-2 of the SP allows for an increase in height up to 80-feet where all setbacks meet or exceed the proposed building height) **Parks, Recreation and Open Space:** Not Applicable	**Plot Plan 20-03: The Common's Phase II:** **Commercial:** Grocery Store= 38 feet Shops 2= 22 feet Shops 3= 22 feet **Plot Plan 20-04: South Campus Building D:** **Industrial:** 50 feet/1 story/* (*all building setbacks as identified above exceed the proposed building height of 51 feet) **Plot Plan 20-05: South Campus Dog Park:** **Parks, Recreation and Open Space:** Not Applicable- no buildings proposed.
Parking	**Commercial:** 401 stalls **Industrial:**	Plot Plan 18-02: The Common's at Meridian: **Plot Plan 20-03: The Common's Phase II:** **Commercial:** 404 stalls of which 24 are ADA accessible. **Plot Plan 20-04: South Campus Building D:** **Industrial:**

	345 stalls **Parks, Recreation and Open Space:** Not Applicable	513 stalls of which 13 are ADA accessible. **Plot Plan 20-05: South Campus Dog Park:** **Parks, Recreation and Open Space:** 28 stalls

Conformance with March Business Center Design Guidelines:
The March Business Center Design Guidelines establish design requirements for all Projects within the March Business Center development. The Guidelines institute criteria for site planning, architecture, landscaping, lighting and project signage. The following summarizes the consistency with the aforementioned criteria:

Architecture/Color Palette:
Staff has reviewed the proposed building architecture, color palette, glazing, and landscaping, and has concluded that the proposed Plot Plans comply with the requirements of the March Business Center Design Guidelines. The Common's Phase II retail center and the 800,000 square foot industrial building will be constructed with concrete tilt-up walls consisting of an earth tone exterior color palette with prominent field and base colors. Accent colors will be integrated to add further interest to the design of each building. All roof mounted equipment will be screened by the height of the parapet. Variation in parapet height combined with the contrasting field, base, and accent colors emphasize each of the building's architectural elements. All proposed glazing is provided to enhance building frontage and is not to exceed a reflectance rate of 25%. Additional architectural elements are proposed in the Commons Phase II retail center using Dry-stack Stone, wall mounted trellises to assure an attractive development. Additionally, the Commons Phase II building elevations are proposed similar to the existing Phase I development to achieve a cohesive look throughout the retail center.

Site Landscaping:
The March Business Center Specific Plan (SP-1) requires a minimum of 20% of the Commercial Retail site to be landscaped or a combined total of 81,893 square feet. The project site has exceeded the minimum landscape requirement by providing 47% of landscaping or 192,026 square feet, which includes 7,272 square feet of decorative paving and colored concrete area. For the proposed Industrial building, the March Business Center Specific Plan (SP-1) requires a minimum of 10% of the site to be landscaped or 158,972 square feet. The Project site has exceeded the minimum landscape requirement by providing 16.4% landscape or 260,000 square feet. Additionally, all landscaping is required to be consistent with the March Business Center Design Guidelines, Section 6.0 Landscaping. It is determined that the proposed drought tolerant landscape palette is

consistent with the minimum landscape requirements of the March Business Center Specific Plan (SP-1).

Site Signage:
All signage is required to be consistent with the March Business Center Design Guidelines, including building signage and freestanding signage. To date, Project signage has not been submitted in association with the proposed Plot Plans but is required to be approved by March JPA planning staff prior to construction of any on-site signage. For The Commons Phase II project, a condition has been made (Condition # 69 of Plot Plan 20-03) to amend the existing sign program for the retail center to include the Phase II signage in order to assure a cohesive look.

Exterior Lighting:
Given the proximity to the airport, the March Business Center Design Guidelines provide specific requirements for all on-site lighting to be fully shielded fixtures (no light emitted above horizon) that meet the following standards:

- High pressure or low-pressure sodium lighting;
- Maximum of 750 watts;
- Maximum fixture height of 25' above finished grade; and
- Maximum lighting of 0.5 candle/foot^2 at the property line.

LED lighting is also permitted; however, the LED lighting must be at or within 100 Kelvin and has been made a condition of approval for all Plot Plans. Accordingly, all exterior lighting must comply with the exterior lighting requirements of the March Business Center Design Guidelines during the time of construction plan submittal.

South Campus Truck Route and Truck Counter-Measures:
The current truck route for the South Campus allows trucks to utilize Coyote Bush Road, Krameria Avenue, and Village West Drive and applies to commercial vehicles having a gross weight in excess of five tons. There are currently physical counter-measures to prevent northbound to westbound truck movements at the Village West Drive/Van Buren Boulevard and Coyote Bush Road and Van Buren Boulevard intersections. All trucks leaving the South Campus Specific Plan area are forced to head east on Van Buren Boulevard toward the I-215 freeway (Figures 16 and 17).

Today, the Applicant is proposing to amend the March Business Center Specific Plan (SP-1) to shift the mix of land uses between parcels within the South Campus Specific Plan area. As a result of these changes, Street K, Street Q, Street T, and Street U have been removed. Street Y is proposed to be reconfigured and renamed as Caroline Way. Street P is also proposed to be reconfigured and renamed as Gless Ranch Road, which serves as an extension to the existing Gless Ranch Road in the City of Riverside. As a result of the proposed street configurations, the applicant wishes to add Caroline Way to the South Campus truck route. Gless Ranch Road will be designed for passenger cars only in an effort to keep commercial trucks in excess of five tons off Barton Street. Provided below is an enlarged view of the proposed South Campus truck route (Figure 18).

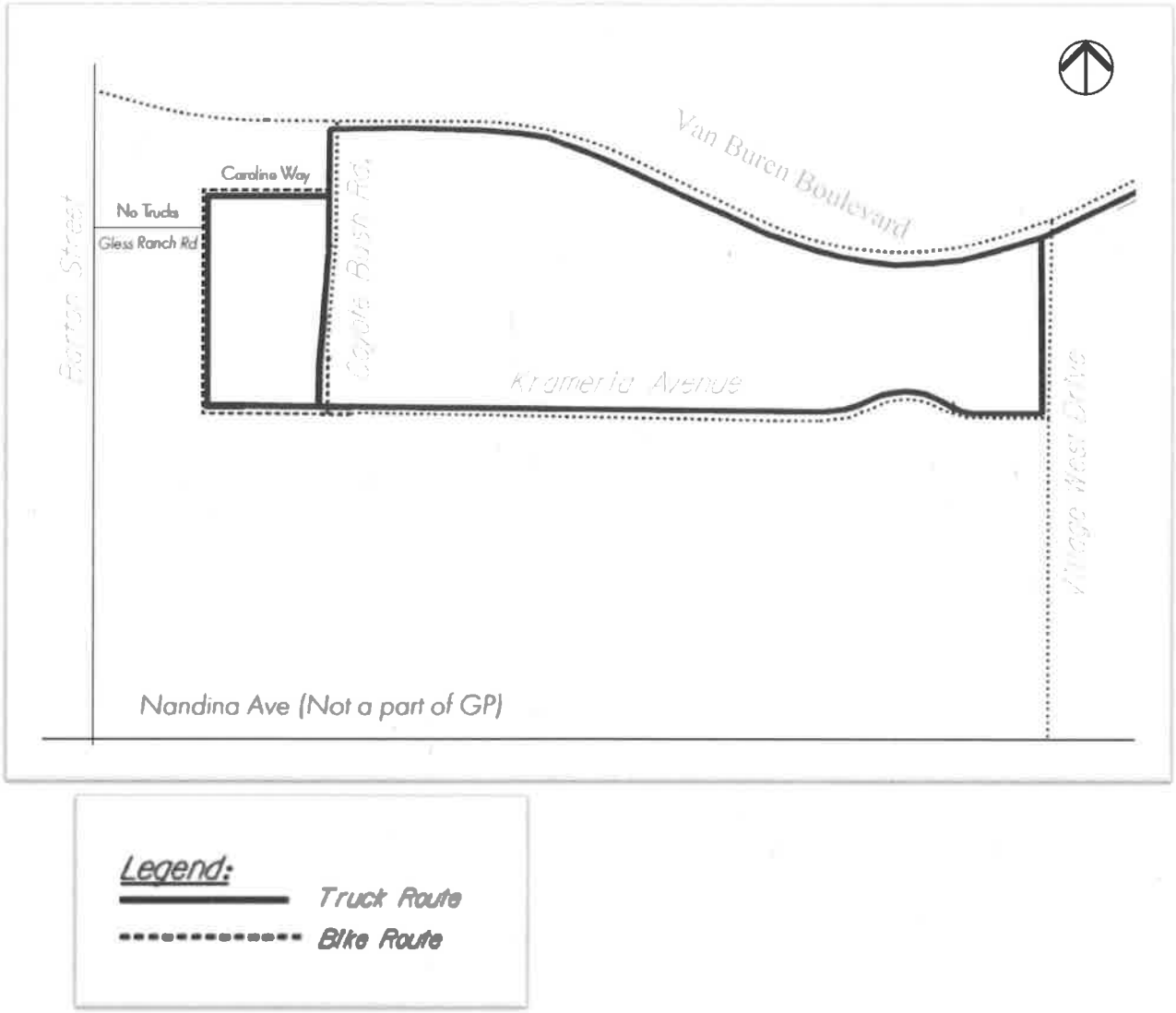
FIGURE 16: VILLAGE WEST DRIVE AND VAN BUREN BOULEVARD INTERSECTION



FIGURE 17: COYOTE BUSH ROAD AND VAN BUREN INTERSECTION



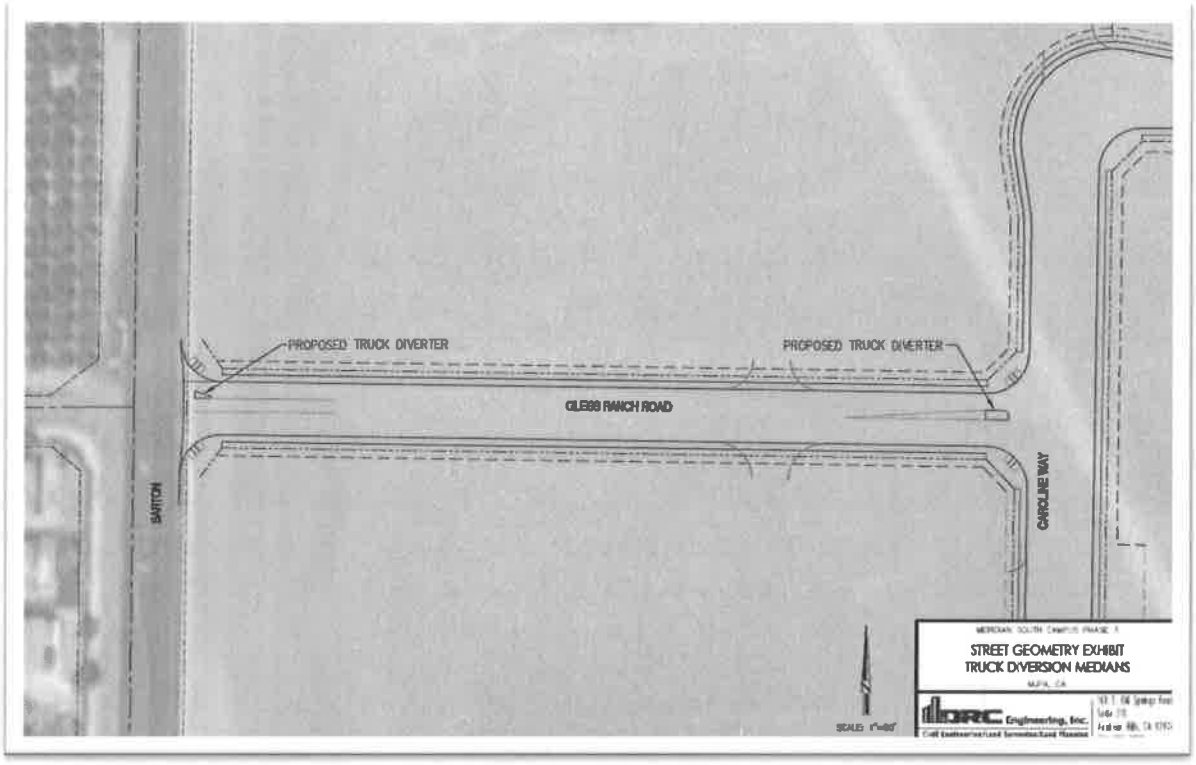
FIGURE 18: PROPOSED SOUTH CAMPUS TRUCK ROUTE



With the applicant's proposal to reconfigure the streets in the northwest corner of the Specific Plan (SP-1) area, the developer has been conditioned to add truck diverter medians along Gless Ranch Road (Condition of Approval #102 and #118 of Plot Plan 20-04). At the request of the City of Riverside, these truck diverter medians will be installed to assure trucks leaving the South Campus do not utilize Gless Ranch Road to Barton Street.

[FIGURE ON FOLLOWING PAGE]

FIGURE 19: GLESS RANCH ROAD STREET GEOMETRY EXHIBIT



March JPA Planning will also be conditioning the project to redesign the South Campus "Truck Route" sign to include Caroline Way (Condition of Approval #31 of Plot Plan 20-04). These truck route signs are posted at all service driveways points of egress (Condition of Approval 58 of Plot Plan 20-04).

Additionally, the South Campus Specific Plan and Village West Drive Extension Draft Subsequent EIR includes the following mitigation measures relating to trucks in the South Campus:

- **MM-TRA-2**. To address trucks turning left from Coyote Bush Road onto Van Buren Boulevard, the March Joint Powers Authority shall adopt a new monetary fine schedule that imposes a penalty of $2,000 for the first violation, $5,000 for the second violation, and $10,000 for the third violation.

- **MM-TRA-3**. Upon approval from the County of Riverside, the proposed Project shall install two display signs (one in each direction) on Van Buren Boulevard which that flash a drivers speed and flash "slow down" to drivers who are exceeding the allowed speed.

The Applicant has also committed to funding two years of CHP monitoring and enforcement of the South Campus truck movements and including the South Campus truck route and operation conditions as an exhibit to all future leases or land sales in the South Campus. Please see Attachment 2 A(9). March JPA staff will also notify all businesses within the South Campus Specific Plan area via a certified letter requesting compliance with the posted South Campus Truck

route in that all trucks are to use Village West Drive to Krameria Avenue exclusively and to avoid utilizing Van Buren Boulevard to Coyote Bush Road to access the South Campus.

Riverside County Airport Land Use Commission (ALUC):

On June 11, 2020, the Riverside County Airport Land Use Commission for the proposed Project "consistent" with the 2014 March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan (ALUCP). The Project site is located outside of the Accident Potential Zones identified within the 2005 March Air Installation Compatibility Use Zone Study (AICUZ). Compatibility between the airport and its surrounding environment is evaluated in terms of four aeronautical factors: noise, overflight, safety, and airspace protection. These factors are compiled and used to designate compatibility zones in the Airport Compatibility Plan for March Air Reserve Base/March Inland Port (March ARB/IP), which was adopted by the Riverside County Airport Land Use Commission in November 2014. The proposed Project is located in Compatibility Zone C2- Flight Corridor Zone and within a High Terrain Zone of the Airport Compatibility Plan. Commercial/Industrial development within Zone C2 are limited to an average land use intensity of 200 people per acre and 500 people in the most concentrated single acre.

Average Land Use Intensity: The allowed average land use intensity is 200 persons/acre. The Riverside County Airport Land Use Commission uses the following criteria to determine average intensity:

- Manufacturing/Office – 1 person per 200 square feet,
- Retail/Grocery – 1 person per 115 square feet, and
- Restaurant Dining Area- 1 person per 15 square feet.

Commercial Development (Plot Plan 20-03):
Plot Plan 20-02 proposes three (3) commercial buildings totaling 61,336 square feet on three (3) separate parcels totaling 9.45 acres. The 44,200 square foot grocery store would accommodate a total occupancy of 384 people, and an average intensity of 77 people per acre, which is consistent with the Compatibility Zone C2 criterion of 200.

Shops 2 proposes 9,128 square feet of commercial building on 3.06 acres, including 2,552 square feet of restaurant area and 6,646 square feet of retail area accommodating 228 people. Resulting in an average intensity of 75 people per acre, which is consistent with the Compatibility Zone C2 criterion of 200.

Shops 3 proposes 7,938 square feet of commercial building area on 1.39 acres, including 1,501 square feet of restaurant area, and 6,437 square feet of retail area, accommodating 156 people. Resulting in an average intensity of 112 people per acre, which is consistent with the Compatibility Zone C2 criterion of 200.

A second method for determining total occupancy involves multiplying the number of parking spaces provided or required (whichever is greater) by average vehicle occupancy (assumed to be 1.5 persons per vehicle). Based on the 394 parking stalls provided, the total occupancy would be

estimated to be 591 people. The resulting average intensity of 63 people per acre is consistent with the Compatibility Zone C2 average criterion of 200.

Industrial Development (Plot Plan 20-04):
Plot Plan 20-04 proposes an 800,000 square foot industrial manufacturing building on 36.5 acres. Resulting in a total occupancy of 4,000 people and an average intensity of 110 people per acre, which is consistent with Compatibility Zone C2 criterion of 200.

A second method for determining total occupancy involves multiply the number of parking spaces provided or required (whichever is greater) by average vehicle occupancy (assumed to be 1.5 persons per vehicle and 1.0 persons per truck trailer parking). Based on the 513 parking stalls and 148 truck trailer stalls provided, the total occupancy would be estimated to be 918 people. The resulting average intensity would be 25 people per acre, which is consistent with the Compatibility Zone C2 criterion of 200 people.

Single-Acre Land Use Intensity: Airport Compatibility Zone C2 limits maximum single-acre occupancy to 500 persons an acre. Based on the submitted site plan, the maximum single acre for the Project would consist of the 27,000-square foot floor office area and 16,500 square foot first floor warehouse area. This would result in a single-acre occupancy of 147, which is well below but consistent with the Zone C2 single-acre criterion of 500 persons/acre. Although the Development Agreement on this site exempts the site from the Riverside County Airport Land Use Commission review process, the site never-the-less meets the required density criteria for the March ARB/IP Airport Compatibility Plan.

Dog Park (Plot Plan 20-05):
Plot Plan 20-05 proposes a 6.2 acre dog park and paseo with no proposed building. The park proposes 25 parking spaces, which would result in an estimated presence of 38 people, and an average intensity of 6 people per acre, which is consistent with the Compatibility Zone C2 criterion of 200.

Commercial Development (Plot Plan 20-03):
Based on the site plan provided and the occupancies as noted above, the maximum single-acre area involving the grocery store building would include 43,560 square feet of the entire 44,200 square foot grocery store building. Thus accommodating a total occupancy of 379 people, which is consistent with the Compatibility Zones C2 single acre criterion of 500 people.

Based on the site plan provided and the occupancies as noted above, the maximum single-acre area involving Shops 2 would include the entire 9,198 square foot building and a 9,750 square foot portion of the adjacent grocery store building. Thus accommodating a total occupancy of 313 people, which is consistent with the Compatibility Zones C2 single acre criterion of 500 people.

Based on the site plan provided and the occupancies as noted above, the maximum single-acre area involving Shops 3 would include the entire 7,938 square foot building and 14,625 square feet portion of the adjacent grocery store building. Thus accommodating a total occupancy of 283 people, which is consistent with the Compatibility Zones C2 single acre criterion of 500 people.

Industrial Development (Plot Plan 20-04):
Based on the site plan provided and the occupancies noted above, the maximum single-acre area would consist of 43,560 square feet of manufacturing accommodating a total occupancy of 218 people, which is consistent with the Compatibility Zone C2 single-acre criterion of 500 people.

Dog Park (Plot Plan 20-05):
Based on the site plan provided, the dog park will have no proposed building and therefore no single acre intensity to calculate occupancy. The estimated presence of 38 persons is consistent with the Compatibility Zone C2 single-acre criterion of 500 people.

Assembly Bill 52 and Senate Bill 18 Tribal Consultation:
On February 27, 2020, March JPA staff sent formal Project notification letters to all tribes listed on the Native American Heritage Commission list dated February 24, 2020. March JPA received four (4) tribal responses and one (1) tribe requesting consultation pursuant to AB 52. On March 20, 2020, March JPA staff received a formal request to begin consultation pursuant to AB 52 from the Pechanga Tribe. On May 28, 2020 the Pechanga Cultural Resources Department staff conducted a remote consultation meeting with March JPA staff. On August 14, 2020, consultation closed with the Pechanga Tribe.

Final Subsequent EIR for the South Campus Specific Plan and Village West Drive Extension Project (State Clearinghouse Number # 2020059028):

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 South Campus Specific Plan and Village West Drive Extension Project Final Subsequent EIR ("SEIR") was prepared to inform decision makers and the public of the potential significant environmental effects associated with the Project. The purpose of this SEIR 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.

In accordance with State CEQA Guidelines section 15063, March JPA evaluated the Project by preparing an Initial Study to evaluate whether a SEIR was required. After preparation of the Initial Study, March JPA determined that a SEIR should be prepared because the Project may have a significant effect on the environment in the following areas: Air Quality (operational), Biological Resources, Geology/Soils, Hydrology/Water Quality, Land Use/Planning, Transportation and

Traffic, and Mandatory Findings of Significance. March JPA further determined that impacts to Agriculture/Forestry Resources, Cultural Resources, Mineral Resources, Population and Housing, and Public Services would be less than significant and thus need not be analyzed further in the Draft SEIR.

In accordance with State CEQA Guidelines section 15082, on May 18, 2020, March JPA sent to the Office of Planning and Research and each responsible and trustee agency a Notice of Preparation ("NOP") stating that a Subsequent Environmental Impact Report (State Clearinghouse Number # 2020059028) would be prepared. A total of ten (10) comment letters were received in response to the NOP during the 30-day NOP review period between May 18, 2020 and June 19, 2020. Pursuant to Public Resources Code section 21083.9 and State CEQA Guidelines sections 15082(c) and 15083, March JPA held a duly noticed Scoping Meeting on June 09, 2020, to solicit comments on the scope of the environmental review of the proposed Project and two (2) comments were received. Public notification was provided in the form of a mailer to all property owners within 1000-feet of the project area, servicing utilities/agencies, adjacent jurisdictions, and other responsible and regulatory agencies. Additional public notification occurred through publication of the Notice of Preparation in the Press Enterprise Legal section and posting to March JPA's website.

A Draft Subsequent Environmental Impact Report ("Draft SEIR") was prepared, incorporating comments received in response to the NOP. The Draft SEIR determined that the Project would not have significant impacts with respect to the following resources: Agriculture and Forest Resources, Energy, Mineral Resources, Population and Housing, Public Services, and Wildfire. The Draft SEIR determined that the Project would have less than significant impacts with the incorporation of mitigation measures with respect to the following resources: Aesthetics, Construction Air Quality, Biological Resources, Cultural Resources, Geology and Soils, Greenhouse Gas Emissions, Hazards and Hazardous Materials, Hydrology and Water Quality, Noise, Recreation, Tribal Cultural Resources, Utilities and Service Systems, and Land Use and Planning. The Draft SEIR further concluded that despite the incorporation of all feasible mitigation measures, the proposed Project would nonetheless result in significant and unavoidable impacts relating to Air Quality with respect to emission of oxides of nitrogen during operations and Transportation. The Draft SEIR concluded that there were no feasible mitigation measures that would reduce or minimize those impacts to less than significant levels. In accordance with State CEQA Guidelines section 15085, a Notice of Completion was prepared and filed with the Office of Planning and Research on September 03, 2020. As required by State CEQA Guidelines section 15087(a), March JPA provided a Notice of Availability of the Draft SEIR to the public at the same time that it sent Notice of Completion to the Office of Planning and Research, on September 03, 2020. During the public comment period, copies of the Draft SEIR and technical appendices were available for review and inspection at the March JPA Public Hearing Notice board in front of the office building and on the March JPA website, and at the Riverside County Clerk's Office. Pursuant to State CEQA Guidelines section 15087(e), the Draft SEIR was circulated for a 45-day review period from September 03, 2020 to October 20, 2020. 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. March JPA received eleven (11) written comment letters on the Draft SEIR during the public review period,

and an acknowledgement from the State Clearinghouse that March JPA complied with CEQA environmental review requirements.

The Final SEIR addresses the comments received during the 45-day public review period and includes minor changes to the text of the Draft SEIR in accordance with the comments that necessitated the revisions. Consistent with the Draft EIR, the Final SEIR found that the Project would result in significant and unavoidable impacts despite the incorporation of mitigation measures to Air Quality and Transportation. Consistent with the Draft EIR, the Final EIR found that with respect to all other resource areas, the Project would have either less than significant impacts or less than significant impacts with mitigation incorporated. All the mitigation measures identified in the SEIR are necessary to reduce the potentially significant impacts of the proposed Project, including reducing impacts to the level of less than significant as feasible, are set forth in the Mitigation Monitoring and Reporting Program (MMRP) in Exhibit B to Resolution #JPA 21-02.

CEQA Findings and a Statement of Overriding Considerations have been prepared regarding the Project. The Findings and Statement of Overriding Considerations are attached as Exhibit A to Resolution #JPA 21-02.

Previous TAC Review:

The March JPA Technical Advisory Committee reviewed the proposed Project on multiple occasions. Provided below are the meeting dates and items of discussion relating the proposed Project.

1) January 30, 2020 - Invitation to attend Pre-Application meeting
2) March 02, 2020 – Introduction to the proposed Project
3) October 05, 2020 – Discussion of Project and Draft Subsequent EIR
4) November 02, 2020 – Discussion of proposed reduction in office acreage
5) December 03, 2020 – Proposed South Campus Truck Route and Truck Counter-Measures
6) January 04, 2021 – Update regarding truck violations in the South Campus

Staff Recommendations:

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

1. Adopt Resolution #JPA 21-02 adopting a Statement of Overriding Considerations, certifying the Meridian South Campus Specific Plan and Village West Drive Extension Project Final Subsequent Environmental Impact Report (SCH# 2020059028), and adopting a Mitigation Monitoring and Reporting Program for the Meridian South Campus Specific Plan and Village West Drive Extension Project;

5. Adopt Resolution #JPA 21-03 adopting General Plan Amendment No. 20-01 (GPA 20-01), Tentative Parcel Map 37878 (TPM 20-02), Plot Plan No. 20-03 (PP 20-03), Plot Plan 20-04 (PP 20-04), Plot Plan No. 20-05 (PP 20-05), Conditional Use Permit 20-02 (CUP 20-02) and Public Convenience and Necessity 20-03 (PCN 20-03) for the development of 9.4-

acres of commercial retail development and the extension of Village West Drive south of Lemay Drive to Nandina Avenue, 36.5-acres of Industrial development and the Caroline Way street improvements, and 6.2 acres of Parks, Recreation and Open Space development within the South Campus of the March Business Center Specific Plan (SP-1), subject to Conditions of Approval; and

6. Introduce and Waive the First Reading of Ordinance #JPA 21-01, approving the March Business Center Specific Plan No. 1, Amendment No. 8 (SPA 20-01) and Direct Staff to place this item on a future Commission agenda for the second reading and formal adoption; and

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

Attachment(s):

1) Resolution #JPA 20-02 adopting a Statement of Overriding Considerations, certifying the Meridian South Campus Specific Plan and Village West Drive Extension Project Final Subsequent Environmental Impact Report (SCH# 2020059028), and adopting a Mitigation Monitoring and Reporting Program for the Meridian South Campus Specific Plan and Village West Drive Extension Project;
   Exhibit A: CEQA Findings
   Exhibit B: Mitigation Monitoring and Reporting Program

2) Resolution #JPA 20-03 adopting General Plan Amendment No. 20-01 (GPA 20-01), Tentative Parcel Map 37878 (TPM 20-02), Plot Plan No. 20-03 (PP 20-03), Plot Plan 20-04 (PP 20-04), Plot Plan No. 20-05 (PP 20-05), Conditional Use Permit 20-02 (CUP 20-02) and Public Convenience and Necessity 20-03 (PCN 20-03) for the development of 9.4-acres of commercial retail development and the extension of Village West Drive south of Lemay Drive to Nandina Avenue, 36.5-acres of Industrial development and the Caroline Way street improvements, and 6.2-acres of Parks, Recreation and Open Space development within the South Campus of the March Business Center Specific Plan (SP-1), subject to Conditions of Approval;
   Exhibit A: Project Entitlements
      1) Existing General Plan Land Use map
      2) Proposed General Plan Land Use map
      3) General Plan Amendment Justification Statement
      4) General Plan Amendment Consistency Table
      5) General Plan Amendment Figures
      6) Existing South Campus (SP-1) zoning map
      7) Proposed South Campus (SP-1) zoning map
      8) Applicant's Project narrative
      9) Meridian Park South, LLC letter 11-20-2020
      10) Plot Plan 20-03 Design Plans and Village West Drive Extension Alignment
      11) Conditional Use Permit 20-02 Grocery Store Floor Plan with Beer, Wine and Distilled Spirits Location

12) Plot Plan 20-04 Design Plans
13) Plot Plan 20-05 Design Plans
14) Reduced Tentative Parcel Map 37878 (TPM 20-02)
15) Riverside County ALUC ZAP1408MA20 Consistency Letter dated June 18, 2020.
16) Plot Plan 20-03 FAA – Determination of No Hazard to Air Navigation letters dated April 20, 2020
17) Plot Plan 20-04 FAA – Determination of No Hazard to Air Navigation letters dated April 03, 2020
18) Plot Plan 20-05 FAA – Determination of No Hazard to Air Navigation letters dated May 04, 2020
19) Plot Plan 20-03 Building and Safety Conditions March 04, 2020
20) Plot Plan 20-03 Riverside County Fire Conditions August 11, 2020
21) Plot Plan 20-03 Riverside County Flood Control Conditions March 05, 2020
22) Plot Plan 20-03 Trilake Conditions September 11, 2020
23) Plot Plan 20-03 Western Municipal Water District Memo August 26, 2020
24) Plot Plan 20-04 Building and Safety Conditions March 05, 2020
25) Plot Plan 20-04 Riverside County Fire Conditions December 16, 2020
26) Plot Plan 20-04 Riverside County Flood Control Conditions March 05, 2020
27) Plot Plan 20-04 Trilake Conditions December 14, 2020
28) Plot Plan 20-04 WMWD Conditions August 14, 2020
29) Urban Crossroads Memo Regarding Caroline Way November 11, 2020
30) Plot Plan 20-05 Building and Safety Conditions March 02, 2020
31) Plot Plan 20-05 Riverside County Flood Control Conditions March 05, 2020
32) Plot Plan 20-05 Trilake Conditions March 25, 2020
33) Plot Plan 20-05 Western Municipal Water District Conditions June 26, 2020
34) TPM 20-02 Riverside County TLMA Conditions December 03, 2020
35) TPM 20-02 Riverside County Flood Control Conditions March 05, 2020
36) TPM 20-02 Trilake Conditions January 12, 2021
37) TPM 20-02 Western Municipal Water District Conditions August 19, 2020

Exhibit B: Conditions of Approval

1) Plot Plan 20-03 Conditions of Approval
2) Plot Plan 20-04 Conditions of Approval
3) Plot Plan 20-05 Conditions of Approval
4) Conditional Use Permit 20-02 Conditions of Approval
5) Tentative Parcel Map 20-02 Conditions of Approval

3) Ordinance #JPA 20-01

Exhibit A: March Business Center Specific Plan (SP-1), Amendment No. 8 (SPA-20-01, A8) **(available through separate link)**

4) Draft Notice of Determination
5) South Campus Specific Plan and Village West Drive Extension Project Subsequent EIR and Appendices (SCH# 2020059028) available at www.marchjpa.com .