RESOLUTION #JPA 18-19

A RESOLUTION OF THE MARCH JOINT POWERS COMMISSION OF THE MARCH JOINT POWERS AUTHORITY ADOPTING GENERAL PLAN AMENDMENT NO. 17-02 (GPA 17-02), PLOT PLAN NO. 17-05 (PP 17-05), AND CONDITIONAL USE PERMIT (CUP 17-08), (CUP 17-09), (CUP 17-10), (CUP 17-11), (CUP 17-12), (CUP 17-13), (CUP 17-14), (CUP 17-15) AND (CUP 17-16) FOR THE DEVELOPMENT OF ELEVEN (11) BUILDINGS ON 13.60 ACRES WITHIN PLANNING AREA 6 OF THE MERIDIAN SPECIFIC PLAN AMENDMENT AREA (SP-5)

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

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

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

WHEREAS, in August 2010, the Authority approved the Meridian Specific Plan Amendment (SP-5), which implemented revisions to a 257.7 acre portion of the larger March Business Center Specific Plan's North Campus area, including revisions to land use and development regulations and land use designations; and

WHEREAS, MS Van Buren II LLC c/o Silagi Development ("Applicant") proposes the development of 13.60 acres within Planning Area 6 of the Meridian Specific Plan Amendment (SP-5), including the development of 11 buildings totaling approximately 162,041 square feet for office, warehouse and retail uses ("Project"); and

WHEREAS, on August 28, 2017, Applicant submitted certain land use applications (collectively, the "Project Entitlements") requesting the following:

1. A General Plan Amendment application (GPA 17-02) to update gross acreages and buildout capacity as it relates to the Commercial land use designation section found in Table 1-1 "Buildout March JPA Planning Area Proposed with SP-5, A4" of the General Plan. Specifically, under the Commerce land use designation, the gross acreage for office has been revised from 137 acres to 126.15 acres and the gross acreage for mixed use has been revised from 88 acres to 98.85 acres to account for the change in zoning to Unit 4, Lot 8, Lot 10 and Lot 11 from Office to Mixed Use. Additionally, the Buildout Capacity for Office has been reduced from 1,790,316 sf to 1,246,000 sf and Mixed Use has been increased from 1,048,000 sf to 1,162,595 sf with a revised subtotal of 7,174,911 sf and a grand total of 32,957,626 sf. As a result to the changes in zone, the General Plan Land Use map (Figure II-3A) will also be updated.

2. A Plot Plan No. 17-05 application (PP 17-05) for the development of eleven (11) buildings totaling 162,041 sf on 13.60 acres in the southernmost portion of the Meridian Specific Plan. The development proposes four (4) wholesale storage and distribution buildings, five (5) industrial/flex/showroom buildings, one (1) two-story office building and one (1) retail building.

3. Nine (9) Conditional Use Permit application (CUP 17-08), (CUP 17-09), (CUP 17-10), (CUP 17-11), (CUP 17-12), (CUP 17-13), (CUP 17-14), (CUP 17-15) and (CUP 17-16) to allow speculative Building's one (1) through nine (9) to potentially operate as a Business Enterprise use in the Mixed Use zone. Business Enterprise uses are considered a conditionally permitted use in the Mixed Use zone and requires a Conditional Use permit.

WHEREAS, in addition to the foregoing, on August 28, 2017, Applicant submitted a land use application for a Specific Plan Amendment (SP-5, A4), which is subject to separate approval. Any approval of General Plan Amendment 17-02 (GPA 17-02), Plot Plan No. 17-05 (PP 17-05), and Conditional Use Permit (CUP 17-08), (CUP 17-09), (CUP 17-10), (CUP 17-11), (CUP 17-12), (CUP 17-13), (CUP 17-14), (CUP 17-15) and (CUP 17-16) shall be conditioned on the subsequent approval of Specific Plan No. 5, Amendment No. 4 (SP-5, A4); and

WHEREAS, this General Plan Amendment (GPA 17-02), Plot Plan (PP 17-05) and Conditional Use Permit (CUP 17-08), (CUP 17-09), (CUP 17-10), (CUP 17-11), (CUP 17-12), (CUP 17-13), (CUP 17-14), (CUP 17-15) along with Specific Plan No.5, Amendment No. 4 (SP-5, A4 – considered separately) collectively constitute the "Project" for purposes of the California Environmental Quality Act (Pub. Resources Code, § 2100 et seq.) ("CEQA"); and

WHEREAS, in accordance with CEQA and the State CEQA Guidelines (Cal. Code Regs., tit. 14, § 15000 et seq.), March JPA staff prepared and the March Joint Powers Commission ("Commission") certified a Final Environmental Impact Report for the March Business Center Specific Plan (SP-1) (SCH # 2002071089) ("FEIR"); and

WHEREAS, in accordance with CEQA and the State CEQA Guidelines, March JPA staff prepared and the Commission certified a Subsequent Environmental Impact Report for the Meridian Specific Plan Amendment (SP-5) (SCH #2009071069) ("SEIR"); and

WHEREAS, the Addendum to the certified SEIR was prepared pursuant to CEQA, the State CEQA Guidelines, and the March JPA's Local CEQA Guidelines; and

WHEREAS, in accordance with CEQA and the State CEQA Guidelines, March JPA staff has prepared and pursuant to Resolution # JPA 18-18 the Commission has adopted an Addendum to the certified SEIR for the Meridian Specific Plan Amendment (SP-5) for the Project Entitlements; and

WHEREAS, on September 12, 2018, 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 18-18 the Commission has considered and adopted an Addendum to the 2010 SEIR for the Meridian Specific Plan Amendment (SP-5) (SCH # 2009071069) for the Project, including General Plan Amendment (GPA 17-02), Plot Plan No. 17-05 (PP 17-05) and Conditional Use Permits (CUP 17-08), (CUP 17-09), (CUP 17-10), (CUP 17-11), (CUP 17-12), (CUP 17-13), (CUP 17-14), (CUP 17-15) and (CUP 17-16) in accordance with the requirements of CEQA, the State CEQA Guidelines, and the March JPA Local CEQA Guidelines. As the decision-making body for the Project, the Commission has reviewed and considered the FEIR, the SEIR, the Addendum to the SEIR, the Initial Study, any oral or written comments received, and the administrative record prior to taking action on the Project, including action on General Plan Amendment (GPA 17-02), Plot Plan No. 17-05 (PP 17-05) and Conditional Use Permits (CUP 17-08), (CUP 17-09), (CUP 17-10), (CUP 17-11), (CUP 17-12), (CUP 17-13), (CUP 17-14), (CUP 17-15) and (CUP 17-16).

SECTION 3. Findings for General Plan Amendment (GPA 17-02). Based on the entire record before the Commission and all written and oral evidence presented to the Commission, the Commission makes the following findings for approval of General Plan Amendment (GPA 17-02) in accordance with Section 9.02.040 of the March JPA Development Code and Section 65358 of the California Government Code:

1. The proposed General Plan Amendment (GPA 17-02) is consistent with existing goals, objective, policies, and programs of the General Plan for the following reasons:

1. GPA 17-02 is integrated and compatible with the Land Use Element in that an amendment to establish a "Specific Plan" land use designation will accommodate implementation of the Meridian Specific Plan which will provide an appropriate orientation and relationship between land uses within and adjacent to the Specific Plan Area and promotes orderly development beyond the Specific Plan Area's boundaries due to the development of the Specific Plan Area as a cohesive and coordinated development that includes the following elements:

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

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

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

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

(e) Provides detailed development regulations for the Project.

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

2. Moreover, GPA 17-02 coupled with the adoption of the Specific Plan's development, performance, and design standards will govern future development of the area and will ensure consistent and context-sensitive land use, landscape design, and architectural treatments, and will provide for logical development phasing and adequate and efficient provision of needed public services and facilities. Furthermore the General Plan Amendment, coupled with the adoption of the Plot Plan will serve as a tool for the March JPA to implement the provisions of its General Plan as it applies to the Specific Plan Area.

3. GPA 17-02 is integrated and compatible with the Transportation Element in that the intensity and distribution of uses within the Specific Plan Area will generate traffic that is anticipated and accommodated in the Transportation Element; however, the Specific Plan will better define minor arterials and bike lanes within the Specific Plan Area that will reflect the design of road, intersection and bike lane improvements that will improve the level of service of the circulation system in and around the Specific Plan Area.

4. GPA 17-02 will not impact the Housing Element as housing is not a component of the Specific Plan.

5. GPA 17-02 is integrated and compatible with the Resource Management Element in that it provides for the orderly conservation, development, and utilization of natural resources as stated within the Resource Management Element including the protection of groundwater resources, the control of flooding, the preservation of native vegetation and mature trees, development and maintenance of recreational facilities as economically feasible, and in that it meets the needs of the community for recreational activities, relaxation and social interaction, establishes standards for scenic corridors, trails and vistas that contribute to the quality of the JPA Planning Area.

6. GPA 17-02 is integrated and compatible with the Noise Element in that it provides a pattern of land uses that minimizes the exposure of community residents to excessive and unwanted noise due to the prohibition of noise sensitive residential uses within the area impacted by aviation activities, promotes alternative modes of travel, discourages noise sensitive commercial uses, and incorporates mass transit to reduce noise generated from vehicles.

7. GPA 17-02 is integrated and compatible with the Safety Risk Management Element in that it provides an appropriate land use distribution and orientation that protects the

community from unreasonable risks associated with seismic, geologic, flood, and wildfire hazards because GPA 17-02 is consistent with existing goals for compliance with seismic standards, master drainage plan standards, fire flow standards and other public safety objectives identified within the existing General Plan.

8. GPA 17-02 is consistent with the applicable airport land use plan in accordance with Government Code section 65302.3 because the development proposed along with GPA 17-02 has been reviewed by the Riverside County Airport Land Use Commission and has been determined by the Riverside County Land Use Commission to be consistent with the Riverside County Airport Land Use Plan (ALUP) and because the accompanying Specific Plan has been conditioned to be developed consistent with FAA regulations. GPA 17-02 relies on the approved Air Installation Compatible Use Zone (AICUZ) Study and Airport Layout Plan (ALP) to establish land use policies that will ensure the compatibility of land uses with the projected military and commercial aviation uses of the airfield.

9. Based on the entire record before the Commission and all written and oral evidence presented to the Commission, the Commission finds that GPA 17-02 is in the public interest because it will provide for the development of the Specific Plan Area as a desirable business park use that is compatible with and complementary to the adjacent March Business Center South Campus master planned development.

10. GPA 17-02 will not adversely affect the public health, safety or general welfare as the Project is designed for sufficient access by the general public and employees. Additionally, the Riverside County Fire Department has determined that the Project meets the design requirements for fire access and circulation. Furthermore, sufficient accessible parking and accessible paths of travel in and around the Project has been designed to assure further safety.

SECTION 4. Findings for Plot Plan No. 17-05 (PP 17-05). 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. 17-05 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 #2009071069); and

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

4. The location, design, and operation of the proposed Project will be compatible with existing and planned land uses in the vicinity because the Project maximizes redevelopment

opportunities on former military properties by developing a much-needed regional job center in a housing rich area.

SECTION 5. Findings for Conditional Use Permit (CUP 17-08), (CUP 17-09), (CUP 17-10), (CUP 17-11), (CUP 17-12), (CUP 17-13), (CUP 17-14), (CUP 17-15) and (CUP 17-16). 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 (CUP 17-08), (CUP 17-09), (CUP 17-10), (CUP 17-11), (CUP 17-12), (CUP 17-13), (CUP 17-14), (CUP 17-15) and (CUP 17-16) in accordance with Section 9.02.060 of the March JPA Development Code:

1. The proposed Project is consistent with the goals, objectives, policies and programs of the March JPA General Plan because the proposed Project is a part of a balanced mix of land uses that contribute to the regional setting and expands upon the existing physical and economic potential of the General Plan and the Meridian Specific Plan Amendment (SP-5) and will systematically implement the goals and objective of the General Plan and the Meridian Specific Plan (SP-5); and

2. The proposed Project complies with all applicable zoning and other regulations because the Project complies with all the requirements of Section 9.02.060 and 9.11.070 of the March JPA Development Code and the requirements of the Meridian Specific Plan (SP-5); and

3. The proposed Project will not be detrimental to the public health, safety, or welfare or materially injurious to properties or improvements in the vicinity because the Project is consistent with Chapters 9.04 (Commercial Districts), Chapter 9.05 (Industrial Districts), Chapter 9.13 (Specific Plan) and the Meridian Specific Plan Amendment (SP-5). The Project will include Business Enterprise, Business Park, Office and Commercial uses and shall be limited to 100 average people/acre and 250 people/single-acre since the Project is located in Airport Compatibility Zone C1 as per the March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan adopted on November 13, 2014; and

4. The location, design, and operation of the proposed Project will be compatible with existing and planned land uses in the vicinity as the Project is consistent with the requirements of the Meridian Specific Plan Amendment (SP-5), which ensures that the proposed development is compatible with existing and planned development in the vicinity.

SECTION 6. Approval of Project Entitlements. Based on the entire record before the Commission, all written and oral evidence presented to the Commission, and the findings made in this Resolution, the Commission hereby approves the Project Entitlements, including General Plan Amendment (GPA 17-02), Plot Plan No. 17-05 (PP 17-05) and Conditional Use Permit (CUP 17-08), (CUP 17-09), (CUP 17-10), (CUP 17-11), (CUP 17-12), (CUP 17-13), (CUP 17-14), (CUP 17-15) and (CUP 17-16) as shown on Exhibit "A", attached hereto and incorporated herein by this reference, subject to the Conditions of Approval, as shown on the attached Exhibit "B", attached hereto and incorporated herein by this reference.

SECTION 7. Notice of Determination. The Commission directs March JPA staff to prepare, execute, and file a Notice of Determination with the Riverside County Clerk within five (5) working days of the passage and adoption of this Resolution.

SECTION 8. Custodian of Records. The documents and materials that constitute the record of proceedings on which these findings are based are located at the Office of the Planning Manager, March JPA, 14205 Meridian Parkway, Suite 140, Riverside, CA 92518.

SECTION 9. Execution of Resolution. The Chair of the Commission of March JPA shall sign this Resolution and the Clerk of March JPA shall attest and certify to the passage and adoption thereof.

SECTION 10. Effective Date. This Resolution shall be effective upon its adoption.

PASSED, APPROVED, AND ADOPTED this 12th day of September, 2018.

Michael M. Vargas, Vice Chairman
March Joint Powers Authority Commission

ATTEST:

I, Carey L. Allen, Clerk of the March Joint Powers Commission, do hereby certify that the foregoing Resolution #JPA 18-19 was adopted by the March Joint Powers Commission of the March Joint Powers Authority at a regular meeting thereof held on September 12, 2018, by the following vote of the Commission:

AYES:	Melendrez (2 votes), Baca (2 votes), Jeffries, Vargas (2 votes)
NOES:	None
ABSENT:	Cabrera, Rogers, Gardner, Ashley
ABSTAIN:	None

Dated: September 12, 2018

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

EXHIBIT "A"

Addendum

ADDENDUM TO THE MERIDIAN SPECIFIC PLAN AMENDMENT (SP-5) SUBSEQUENT EIR

Final Program Environmental Impact Report

(SCH No. 2009071069)

1 Introduction

This document is an Addendum to the Subsequent Environmental Impact Report (EIR) prepared by March Joint Powers Authority (March JPA) (SCH #2009071069) for the Meridian Specific Plan Amendment (SP-5). The Subsequent EIR evaluated the potential environmental effects of implementing SP-5, which modified land uses in response to changes in market conditions since the certification of the 2003 March Business Center Final Focused EIR (SCH 2002071089), and to accommodate the Sysco Distribution Facility on Lot 16 within the Specific Plan area. The Subsequent EIR was certified in July of 2010 by the March JPA Commission, which acted as the Lead Agency pursuant to the California Environmental Quality Act (CEQA) (*CEQA Guidelines* Title 14, California Code of Regulations, Section 15300 et. seq).

The proposed Project ("Project") will accomplish the following:

1. Approve General Plan Amendment (GPA 17-02), Specific Plan Amendment (SPA 17-01), Plot Plan (PP 17-05), and Conditional Use Permits (CUP 17-08), (CUP 17-09), (CUP 17-10), (CUP 17-11), (CUP 17-12), (CUP 17-13), (CUP 17-14), (CUP 17-15), (CUP 17-16) for the development of eleven buildings. The proposed Project would develop eleven concrete tilt-up buildings and would require a zone change for Unit 4-Lots 8, 10 and 11 from Office (OF) to Mixed Use (MU); Unit 4-Lot 9 would remain zoned for OF use. Lots 8, 10, and 11 would include nine buildings that would operate as a conditionally permitted business enterprise use, business park and one building that would operate as a permitted retail use. Lot 9 would include one building that would operate as a permitted office use. Buildings 1 through 9 and the Retail Building would be located within the MU zone and would have a maximum height of 24 feet. The Office Building would be located within the OF zone and would have a maximum height of 36 feet.

The following discussion further outlines the elements associated with proposed Project.

2 Project Proposal

The proposed Project is located on Unit 4, Lots 8, 9, 10, and 11 within the Meridian Specific Plan (SP-5). The Project site is currently designated Meridian Specific Plan Amendment (SP-5) in the General Plan and zoned OF in the Meridian SP-5. The Project Site is east and south of Economic Drive, west of Meridian Parkway and north of Van Buren Boulevard. The proposed Project would develop eleven concrete tilt-up buildings with a combined square footage of 162,041 square feet (sf).

General Plan Amendment (GPA 17-02): The General Plan Amendment (GPA 17-02) would allow for a decrease of land zoned as OF and an increase of land zoned as MU within the March JPA Planning Area. Inclusive of the proposed Project and upon approval of GPA 17-02, the March JPA Planning Area would allow for 126.15 gross acres of land zoned as OF and 98.85 gross acres of land zoned as MU.

Specific Plan Amendment (SP-5, Amendment 4): The Specific Plan Amendment (SP-5, Amendment 4) would allow for the zone change of approximately 10.85 acres from SP-5 OF to SP-5 MU. Approximately 2.75 acres would remain designated as SP-5 OF. The associated Specific Plan Amendment would require modifications to three figures in the Specific Plan; Figure II-3 would be revised to identify the General Plan land uses prior to the changes proposed by the project, Figure II-4 would be revised to identify the existing zoning prior to the changes proposed by the project, and Figure II-4a would identify the revised zoning resulting from the proposed Project.

Plot Plan (PP 17-05): Plot Plan (PP 17-05) would allow for the development of eleven concrete tilt-up buildings ranging from 7,180 sf to 32,628 sf for a total of 162,041 sf. The proposed Project would require 355 parking stalls and would provide a total of 590 parking stalls including 514 standard stalls, 27 handicap stalls, and 49 electric vehicle stalls. Ten of the proposed buildings (Buildings 1 through 9 and the Retail Building) would be located on land previously zoned as OF and rezoned as MU. Buildings within the MU zone would total 194,669 sf; 9,054 of which would be for retail use. The buildings within the MU zone would operate as a combination of permitted retail and conditionally permitted business enterprise uses within the MU designation. The buildings proposed within the MU zone would have a maximum height of 24 feet. One 32,628 sf building would be located within the OF zone. The Office Building would have a maximum height of 36 feet and would be two levels, each consisting of 16,314 sf.

Conditional Use Permits (CUP 17-08), (CUP 17-09), (CUP 17-10), (CUP 17-11), (CUP 17-12), (CUP 17-13), (CUP 17-14), (CUP 17-15), and (CUP 17-16): Conditional Use Permit (CUP 17-08), (CUP 17-09), (CUP 17-10), (CUP 17-11), (CUP 17-12), (CUP 17-13), (CUP 17-14), (CUP 17-15), and (CUP 17-16) would allow for Buildings 1 through 9 to operate as business enterprise uses among other permitted uses within the MU zone. Business enterprise uses typically include wholesale, storage, and warehousing services with up to 25% retail. Each building will require a CUP in order for the conditionally permitted land use to be regulated by

the lead agency. The maximum Floor Area Ratio (FAR) would be 0.35 for the proposed Project, which meets the requirements of the MU zone.

The following figures provide a visual representation of the location of the Project and its proposed site plan.



8a

Source: Google Earth, 2017

60 **FIGURE 1**: Project Vicinity
MS Van Buren Site B
March Joint Powers Authority

Kimley»Horn



8a

FIGURE 2: Site Plan
MS Van Buren Site B
March Joint Powers Authority

Kimley»Horn

The following **Table 1** illustrates the overall development of Unit 4, Lots 8, 9, 10, and 11, which would develop eleven concrete tilt-up buildings with a combined square footage of 162,041 sf on 13.6 acres. Specific details of the proposed Project are outlined in Table 1 below.

TABLE 1
PROJECT SUMMARY

	Zoning	Retail (sf)	Office (sf)	Warehouse (sf)	Total Building (sf)	Auto Parking Required	Auto Parking Stalls Provided	Landscaping (% of site)
Retail	Mixed Use	9,054	0	0	9,054	26	41	47.5%
Building 1	Mixed Use	0	1,155	26,223	27,378	31	61	24.9%
Building 2	Mixed Use	0	1,155	8,265	9,420	13	20	9.8%
Building 3	Mixed Use	0	1,155	12,985	14,140	17	25	29.4%
Building 4	Mixed Use	0	1,155	7,825	8,980	12	17	29.9%
Building 5	Mixed Use	0	1,155	6,025	7,180	11	15	12.2%
Building 6	Mixed Use	0	3,000	6,600	9,600	16	29	16.8%
Building 7	Mixed Use	0	3,000	9,000	12,000	18	50	29.1%
Building 8	Mixed Use	0	3,000	9,000	12,000	18	37	31.2%
Building 9	Mixed Use	0	5,000	14,661	19,661	30	103	24.0%
Office Building	Office	0	32,628	0	32,628	163	192	21.3%

As outlined in *CEQA Guidelines* Section 15164 and 15163, an Addendum to an EIR may be prepared for a project that has already been approved and when no additional significant environmental effects or a substantial increase in the severity of previously identified significant effects would occur. It has been determined that an Addendum is the appropriate level of documentation for approval of the proposed Project under CEQA.

3 Purpose of the Addendum

Under CEQA, the Lead Agency is required to prepare an Addendum to a previously-certified EIR if some changes or additions are necessary to a prior certified EIR, but none of the conditions calling for preparation of a Subsequent EIR have occurred (*CEQA Guidelines* Section 15164). Once an EIR has been certified, a subsequent or Subsequent EIR is only required when the Lead Agency determines that one of the following conditions has been met:

(1) Substantial changes are proposed in the project which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;

(2) Substantial changes occur with respect to the circumstances under which the project is undertaken which will require major revisions of the previous EIR or Negative Declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or

(3) New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time of the previous EIR was certified as complete or the Negative Declaration was adopted, shows any of the following:

A. The project will have one or more significant effects not discussed in the previous EIR or Negative Declaration;

B. Significant effects previously examined will be substantially more severe than shown in the previous EIR;

C. Mitigation measures or alternative previously found not to be feasible would in fact be feasible, and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative; or

D. Mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.

CEQA recommends that a brief explanation of the decision to prepare an Addendum rather than a subsequent or Subsequent EIR be included in the record for a proposed project (*CEQA Guidelines* Section 15164(e)). This Addendum has been prepared because the proposed (GPA 17-02), Specific Plan Amendment (SPA 17-01), Plot Plan (PP 17-05), and Conditional Use Permits (CUP 17-08), (CUP 17-09), (CUP 17-10), (CUP 17-11), (CUP 17-12), (CUP 17-13), (CUP 17-14), (CUP 17-15), (CUP 17-16), herein referred to as the "proposed Project", are consistent with the overall project evaluated in the Subsequent EIR (SCH #2009071069).

The proposed Project does not require major revisions to the Subsequent EIR due to no new significant impacts or substantial increases in the severity of previously identified significant impacts. The anticipated environmental impacts of the proposed Project, as explained in detail in the following analysis, have been analyzed and mitigated accordingly in the previous Subsequent EIR prepared for the March Business Center Specific Plan Amendment certified in July 2010, and there have been no new circumstances since that time that would result in new or more severe significant environmental impacts. Lastly, as evaluated in the supporting analysis of this Addendum, mitigation measures that have been previously identified would adequately reduce impacts to less than significant levels. Those mitigation measures that have been identified in the Final Subsequent EIR and are applicable to the proposed Project are identified within this analysis.

Per *CEQA Guidelines* Section 15163(c) or (e), an Addendum need not be circulated for public review, but can be included in or attached to the Final EIR. Prior to approval of the proposed Project, March JPA will consider this Addendum together with the Final EIR when making a decision regarding the proposed Project.

4 Overview of Environmental Analysis

As mentioned in Section 1 of this Addendum, the Project will accomplish the following actions:

Plot Plan (PP 17-05): Plot Plan (PP 17-05) proposes eleven buildings that are to be established in the Mixed Use and Office designations of the Meridian Business Park. Unit 4-Lot 9 would remain zoned for OF use. Lots 8, 10, and 11 would include nine buildings that would operate as business enterprise uses and one building that would operate as a retail use.

Buildings 1 through 9 would require a zone change to MU and would operate as business enterprise uses among other permitted uses upon approval of Conditional Use Permits (CUP 17-08), (CUP 17-09), (CUP 17-10), (CUP 17-11), (CUP 17-12), (CUP 17-13), (CUP 17-14), (CUP 17-15), (CUP 17-16) described below. One building would operate as a permitted retail use within the MU zone and one building would operate as an office use within the OF zone. The buildings would range from approximately 7,180 sf to 32,628 sf and up to approximately 24 feet in height within the MU zone and 36 feet in height within the OF zone. Vehicular access would be provided at two driveway locations on Economic Drive, one driveway location on Meridian Parkway and one driveway location on Van Buren Boulevard. Both driveway locations on Economic Drive would provide full access to the site. The driveway locations on Van Buren Boulevard and Meridian Parkway would provide right-in right-out access to the Project site. All points of ingress/egress would be unsignalized. The proposed Project would require 355 parking stalls and would provide a total of 590 parking stalls including 514 standard stalls, 27 handicap stalls, and 49 electric vehicle stalls.

Conditional Use Permits (CUP 17-08), (CUP 17-09), (CUP 17-10), (CUP 17-11), (CUP 17-12), (CUP 17-13), (CUP 17-14), (CUP 17-15), (CUP 17-16) Conditional Use Permit (CUP 17-08), (CUP 17-09), (CUP 17-10), (CUP 17-11), (CUP 17-12), (CUP 17-13), (CUP 17-14), (CUP 17-15), (CUP 17-16) would allow for Buildings 1 through 9 to operate as business enterprise uses within the MU zone. Upon approval of General Plan Amendment (GPA 17-02) and Specific Plan Amendment (SP-5, Amendment 4), Buildings 1 through 9 would be located in a MU zone and could operate as business enterprise uses with a CUP. The CUP is subject to approval by the March JPA. Business enterprise uses typically include wholesale, storage, and warehousing services with up to 25% retail. The maximum Floor Area Ratio (FAR) would be 0.35 for the proposed Project, which meets the requirements of the MU zone.

The buildings would range from approximately 7,180 sf to 32,628 sf and up to approximately 24 feet in building height within the MU zone and approximately 36 feet in building height within the OF zone. Landscaping for the Project would total 156,399 sf and would exceed the March JPA minimum site landscaping requirement of twenty percent for sites within the MU zone and ten percent for sites within the OF zone. In compliance with the Meridian SP-5, the Project would use reclaimed water for irrigation and include drought tolerant plant materials. Irrigation would be moisture sensitive to limit irrigation during times of heavy rains and would be designed according to the specifications delineated in the MJPA Development Code.

All of the buildings are currently planned as "speculative buildings." Therefore, the future tenant(s) of the buildings are not currently known. Without knowing the future tenants, an exact number of future employees or hours of operation cannot be determined. Therefore, this Initial Study and associated technical reports use conservative potential on-site employees, hours of operation, and vehicular traffic generation based on the Project's proposed square footage and use.

Construction of the proposed Project is expected to commence in September 2019 with a duration of approximately 8 months. The Project would be operational in 2020. The cut and fill quantity during grading would be 12,000 cubic yards (cy). Earthwork is expected to be balanced on-site with no need for import or export of material.

Parking for each building either meets or exceeds the March JPA requirements. Vehicular access would be provided at two driveway locations on Economic Drive, one driveway location on Meridian Parkway and one driveway location on Van Buren Boulevard. Both driveway locations on Economic Drive would provide full access to the site. The driveway locations on Van Buren Boulevard and Meridian Parkway would provide right-in right-out access to the Project site. All points of ingress/egress would be unsignalized.

The Meridian Subsequent EIR evaluated and analyzed the potential environmental impacts associated with the implementation of the Specific Plan portion known as the North Campus. This Addendum has been prepared to identify certain minor changes and additional information that March JPA would like to add to the Final EIR in connection with the proposed Project activities necessary to entitle the 13.6-acre Mixed Use and Office development. As further described below, the proposed Project does not involve new significant environmental effects or substantially increase the severity of a previously identified significant effect in the Final Subsequent EIR. The resource areas that were evaluated in the Subsequent EIR are presented below and evaluated in this Addendum.

- Aesthetics
- Agricultural Resources
- Air Quality
- Biological Resources
- Cultural Resources
- Geology and Soils
- Greenhouse Gas Emissions
- Hazards & Hazardous Materials
- Hydrology/Water Quality
- Land Use and Planning

- Mineral Resources
- Noise
- Population/Housing
- Public Services
- Recreation
- Transportation and Traffic
- Tribal Cultural Resources
- Utilities & Service Systems

This document compares the environmental effects of implementing the proposed Project to determine the extent to which the evaluations of the Subsequent EIR adequately address the impacts of the proposed Project. This Addendum incorporates mitigation measures from the Subsequent EIR, where applicable. In summary, the proposed Project would not result in any new significant environmental impacts or substantially increase the severity of significant unavoidable impacts evaluated in the Subsequent EIR. The Environmental Checklist presented in the associated Initial Study summarizes the differences between the Addendum and the Subsequent EIR, and the Initial Study provides the supporting analysis. The anticipated environmental impacts of the proposed Project are consistent with the analysis contained in the Subsequent EIR. In addition, the proposed Project would not result in any additional impacts, would not require additional mitigation measures, and would incorporate and implement the mitigation measures required in the Subsequent EIR to reduce impacts to less than significant levels.

EXHIBIT "B"

Initial Study

SUPPLEMENTAL ENVIRONMENTAL CHECKLIST FORM

FOR USE WHEN THE AUTHORITY IS REVIEWING SUBSEQUENT DISCRETIONARY DOCUMENTS PURSUANT TO A PREVIOUSLY APPROVED OR CERTIFIED ENVIRONMENTAL DOCUMENT

1. **Project Title:** MS Van Buren Site B (Unit 4-Lots 8, 9, 10, 11)

2. **Lead Agency Name and Address:**

March Joint Powers Authority
14205 Meridian Parkway, Suite 140
Riverside, CA 92518

3. **Contact Person and Phone Number:** Lauren Sotelo (951) 656-7000

4. **Project Location:** Northwest corner of Meridian Parkway and Van Buren Boulevard (Figures 1-3)

5. **Project Sponsor's Name and Address:**

MS Van Buren II, LLC
101 Hodencamp Rd., Suite 200
Thousand Oaks, CA 91360

6. **General Plan Designation:** Specific Plan Amendment (SP-5) 7. **Zoning:** Office (OF)

8. **Previous Environmental Document:** Please describe the previously adopted ND or MND or the previously certified EIR (include the date the document was adopted or certified, the date the project was approved by the Authority, the date the NOD was filed with the County of Riverside, and a summary of potentially significant effects identified in the CEQA document).

March Air Force Base (AFB) was initially established as a military training field in February of 1918. March AFB was chosen for realignment in 1993, which resulted in a reduction of forces and re-designation of the base as an Air Reserve Base (ARB). The change in use required less acreage by the ARB and the March Joint Powers Authority (JPA) was formed by the cities of Moreno Valley, Perris, Riverside, and the County of Riverside to jointly oversee the management of the remaining land. A General Plan and associated Master EIR for the JPA Planning area, including March ARB, were prepared and approved in 1999. The March Business Center Specific Plan and Final Environmental Impact Report (2003 Focused EIR) (SCH #2002071089) were adopted and certified in February 2003. Following the adoption and certification of the March Business Center Specific Plan and 2003 Focused EIR, entitlements and development commenced on the North Campus, the portion of the planning area north of Van Buren Boulevard. South Campus, the portion of the planning area south of Van Buren Boulevard, has been mass graded and development has commenced.

The Project area has since been marketed and become known to the public as "Meridian". The Meridian Specific Plan Amendment (SP-5) was prepared to document proposed modifications to the Specific Plan area. The associated Subsequent EIR (SEIR) (SCH#2009071069) was prepared to evaluate the impacts resulting from the adoption of Meridian SP-5. Modification to Meridian SP-5 included changes to land use designations, lot layout, site access and internal circulation and further modifications to accommodate a distribution facility within Lot 16. The Meridian SP-5 focused on undeveloped lots within the North Campus and did not include proposed changes for South Campus.

The Meridian Specific Plan Amendment (SP-5) Subsequent Environmental Impact Report (SEIR) was certified in July 2010. When a lead agency has already prepared an EIR, CEQA mandates that "no subsequent or supplemental environmental impact report shall be required by the lead agency or any responsible agency, unless one or more of the following events occurs: (a) substantial changes are proposed in the project which will require major revisions of the environmental impact report; (b) substantial changes occur with respect to the circumstances under which the project is being undertaken which would require major revisions in the environmental impact report; (c) new information, which was not known and could not have been known at the time the environmental impact report was certified as complete, becomes available." (Cal. Pub. Res. Code, § 21166). CEQA Guidelines Section 15162 clarifies that a subsequent EIR or supplemental EIR is only required when "substantial changes" occur to a project or the circumstances surrounding a project, or "new information"

about a project implicates "new significant environmental effects" or a "substantial increase in the severity of previously significant effects." (State CEQA Guidelines, §15162.) The Project will consist of eleven concrete tilt-up buildings that are up to approximately 36 feet in height. The Project site is currently designated Meridian Specific Plan Amendment (SP-5) in the General Plan and zoned Office (OF) in the Meridian SP-5. The proposed Project would require a zone change to Mixed Use (MU) and would operate as a combination of permitted business park, retail, and office. Also, the applicant is seeking the approval of Conditional Use Permits (CUP) to allow for Buildings 1 through Building 9 to potentially operate as a Business Enterprise among other permitted uses in the MU zone. The existing zoning for the proposed Project is shown in Figure 4 and proposed zoning is shown in Figure 5. CEQA Guidelines Appendix G Checklist is used in this Initial Study to demonstrate that the previously certified EIR adequately addresses the potential impacts of the Project.

The proposed Project is located in Unit 4-Lots 8, 9, 10, and 11 of the Meridian North Campus Specific Plan (SP-5).

The environmental impacts and level of significance for each resource area analyzed in the Meridian SP-5 SEIR are noted below:

- Air Quality – Significant and Unavoidable
- Biological Resources – Less than Significant
- Climate Change and Greenhouse Gases – Significant and Unavoidable
- Cultural Resources – Less than Significant
- Geology and Soils – Less than Significant
- Hazards and Hazardous Materials – Less than Significant
- Hydrology/Water Quality – Less than Significant
- Land Use and Planning – Less than Significant
- Noise – Less than Significant
- Public Services – Less than Significant
- Transportation/Traffic – Significant and Unavoidable
- Utilities and Service Systems – Less than Significant

Purpose of This Document

The purpose of this document is to evaluate whether the proposed Project as currently proposed would result in any new or substantially greater significant effects or require any new mitigation measures not identified in the SP-5 SEIR prepared for the original project. This document, together with the SP-5 SEIR will be used by the JPA when considering approval of the proposed Project.

Addendum to the Meridian SP-5 SEIR (SEIR)

The Meridian SP-5 SEIR is the relevant environmental document for the proposed Project for the following reasons:

- The Meridian SP-5 SEIR evaluated development of the proposed Project site with Office uses in the same location within the Specific Plan as the proposed Project; and
- There have been no significant changes with regard to the surrounding land uses that would result in new impacts from what was previously disclosed in the SEIR; and
- There have been no changes to the General Plan designation or zoning classification on the project site from what was previously evaluated in the Meridian SP-5 SEIR; and
- There have been no changes in circumstances in which new information is now available that was not available at the time the Meridian SP-5 SEIR was adopted such that new or more significant impacts would occur.

Therefore, the Meridian SP-5 SEIR certified by the JPA in 2010 retains informational value regarding the potential impacts associated with the proposed development of retail, office, mixed use and business park uses. The JPA is the Lead Agency under CEQA and has prepared this document in order to serve as an Addendum to address the potential for new or more severe environmental impacts as a result of the proposed Project changes when compared to the baseline assuming buildout of the original project.

CEQA Framework for Addendum

For a proposed project with modification from an original approved project, State CEQA Guidelines (Sections 15162 and 15164) provide that an Addendum to a certified EIR may be prepared if only minor technical changes or additions are necessary or none of the following conditions calling for the preparation of a subsequent EIR have occurred:

- Substantial changes in the project which require major revisions to the SEIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;
- Substantial changes with respect to the circumstances under which the project is undertaken which require major revisions to the SEIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or
- New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time of SEIR certification, shows any of the following:
  - A. The project will have one or more significant effects not discussed in the SEIR,
  - B. The project will result in impacts substantially more severe than those disclosed in the SEIR,
  - C. Mitigation measures or alternatives previously found not to be feasible would in fact be feasible and would substantially reduce one or more significant effects of the project, but the project proponent declines to adopt the mitigation measure or alternative, or
  - D. Mitigation measures or alternatives that are considerably different from those analyzed in the SEIR would substantially reduce one or more significant effects on the environment, but the project proponent declines to adopt the mitigation measure or alternative.

Based on the analysis and evaluation provided in this Addendum, no new significant impacts would occur as a result of the proposed Project, nor there any substantial increase in the severity of any previously-identified significant environmental impact. In addition, no new information of substantial importance shows that mitigation measures or alternatives that were previously found not to be feasible or that are considerably different from those analyzed in the Meridian SP-5 SEIR would substantially reduce one or more significant effects on the environment. Therefore, no conditions described in Section 15162 of the CEQA Guidelines has occurred. For this reason, an addendum is the appropriate document that will comply with CEQA requirements for the proposed Project.

In addition to the Meridian SP-5 SEIR, there are other planning and environmental documents that guide redevelopment within the Meridian Specific Plan which are applicable to the proposed Project. These documents are summarized as follows:

- Final Environmental Impact Statement: Disposal of Portions of March Air Force Base (February 1996)
- Final Environmental Impact Report for the March Air Force Base Redevelopment Project (June 1996)
- Redevelopment Plan for the March Air Force Base Redevelopment Project (June 1996)
- March Joint Powers Authority Development Code (November 2012)
- General Plan of the March Joint Powers Authority (September 1999)
- Master Environmental Impact Report for the General Plan of the March Joint Powers Authority (September 1999)
- March Business Center Specific Plan (February 2003)
- March JPA General Plan Amendment (February 2003)
- March Business Center Focused Environmental Impact Report (February 2003)
- March Business Center Design Guidelines (November 2003)
- March JPA General Plan Amendment (Meridian SP-5) (July 2010)
- March JPA General Plan Amendment (Meridian SP-5) Final Subsequent Environmental Impact Report (July 2010)
- Addendum to the Meridian North Campus SP-5 SEIR for Plot Plan 15-01-JM Realty Group/Bombay Partners (September 2015)
- Addendum to the Meridian North Campus SP-5 SEIR for Plot Plan 17-03–MS Van Buren, LLC (October 2017)

Description of Project: (Describe the previously approved project and the authorized entitlements/ discretionary actions. Describe whether the subsequent discretionary action now proposed was considered in the previously approved CEQA document and describe any differences between the proposed action and the approved project.)

Project Background

The JPA was formed by the cities of Moreno Valley, Perris, Riverside, and the County of Riverside to jointly oversee the management of surplus land subsequent to the 1996 March AFB re-designation. The March Business Center Specific Plan is located west of Interstate 215 and south of Alessandro Boulevard, within the March JPA planning area. The previously approved March Business Center Specific Plan is divided into a north and South Campus separated by Van Buren Boulevard. The environmental impacts of the March Business Center Specific Plan were evaluated in an FEIR certified in February 2003 (2003 Focused EIR). An amendment to the North Campus of the Meridian Specific Plan (Meridian SP-5) provided land use guidelines for the Specific Plan area and was adopted in July 2010. A corresponding Environmental Impact Report (Meridian SP-5 SEIR) was prepared and certified in July 2010. The Meridian SP-5 SEIR evaluated the environmental impacts associated with the Meridian SP-5. The Meridian SP-5 focused on undeveloped lots within the North Campus.

Project Location

The proposed Project ("Project") is located on 13.6 acres within the Meridian SP-5 Planning Area. The proposed Project is located in Unit 4-Lots 8, 9, 10, and 11 of Planning Area 6 of Planning Region C in the Meridian SP-5 planning area. The Project site is located east and south of Economic Drive, west of Meridian Parkway and north of Van Buren Boulevard.

Project Description

The proposed Project would develop eleven concrete tilt-up buildings with a combined square footage of 162,041 square feet (sf) and would require a zone change for Unit 4-Lots 8, 10 and 11 from Office (OF) to Mixed Use (MU); Unit 4-Lot 9 would remain zoned for OF use. Lots 8, 10, and 11 would include nine buildings that would operate with permitted business park or business enterprise uses and one building that would operate as a retail use. Lot 9 would include one building that would operate as an office use. The maximum Floor Area Ratio (FAR) would be 0.35 for the proposed Project, which meets the requirements of the MU and OF zoning requirements. A summary of project land uses and ITE traffic generation categories is shown below in **Table 1, Project Summary.**

Table 1
Project Summary

Building	Specific Plan Land Use	ITE Traffic Generation Category	Sq/Ft
Retail Building	Mixed Use	Retail (814) **	9,054
Buildings 1 - 9	Mixed Use	Business Park (770) ***	120,359
Office Building	Office	General Office Building (710)	32,628
Total			**162,041**

** Similar to the Commercial zoning district in SP-5, ITE Category 814 (Specialty Retail Center) assumes a mix of retail uses, including small restaurants. Accordingly, for traffic analysis purposes, restaurants in the Retail Building are accounted for twice, once through ITE restaurant category 993, and again through retail category 814. Accordingly, the traffic generation calculations are considered conservative. Regardless, restaurant uses are limited to 1,235 s/f of dining area in The Retail Building.

***Similar to the Mixed Use zoning district, ITE Category 770 (Business Park) provides for a mix of uses, as identified in the ITE description: "business parks consist of a group of flex type or incubator one- or two-story buildings served by a common roadway system. The tenant space is flexible and lends itself to a variety of uses; the rear side of the building is usually served by a garage door. Tenants may be start-up companies or small mature companies that require a variety of space. The space may include offices; retail and wholesale stores; restaurants; recreation areas, and warehousing, manufacturing, light industrial, or scientific research functions. The average mix is 20 to 30 percent office/commercial and 70 to 80 percent industrial/warehousing." Further review is required by the Airport Land Use Commission for any proposed restaurant use in the Mixed Use zoning district.

The proposed Project would require approval by the March JPA of a General Plan Amendment, a Specific Plan Amendment, a Master Plot Plan, and Conditional Use Permits for Buildings 1 through 9. The Master Plot Plan (PP 17-05) would allow for the development of eleven concrete tilt-up buildings ranging from 7,180 sf to 32,628 sf for a total of 162,041 sf. The proposed Project would require 355 parking stalls and would provide a total of 590 parking stalls including 514 standard stalls, 27 handicap stalls, and 49 electric vehicle stalls. Ten of the proposed buildings (Buildings 1-9 and the Retail Building) would be located on land previously zoned as OF

and rezoned as MU. Buildings within the MU zone would total 194,669 sf; 9,054 of which would be for retail use. The buildings within the MU zone would operate as a combination of permitted business park, retail, office, and the conditionally permitted business enterprise use which would require a CUP within the MU zone. The buildings proposed within the MU zone would have a maximum height of 24 feet. One 32,628 sf building would be located within the OF zone. The Office Building would have a maximum height of 36 feet and would be two levels, each consisting of 16,314 sf.

The General Plan Amendment (GPA 17-02) would allow for a decrease of land zoned as OF and an increase of land zoned as MU within the March JPA Planning Area. Inclusive of the proposed Project and upon approval of GPA 17-02, the March JPA Planning Area would allow for 126.15 gross acres of land zoned as OF and 98.85 gross acres of land zoned as MU. The Specific Plan Amendment (SP-5, Amendment 4) would allow for the zone change of approximately 10.85 acres from SP-5 OF to SP-5 MU. Approximately 2.75 acres would remain designated as SP-5 OF.

The associated Specific Plan Amendment would require modifications to three figures in the Specific Plan; Figure II-3 would be revised to identify the General Plan land uses prior to the changes proposed by the project, Figure II-4 would be revised to identify the existing zoning prior to the changes proposed by the project, and Figure II-4a would identify the revised zoning resulting from the proposed Project.

The Conditional Use Permits would allow for Buildings 1 through 9 to potentially operate as a business enterprise use among other permitted uses within the MU zone.

Landscaping for the Project would total 156,399 sf and would exceed the March JPA minimum site landscaping requirement of 20 percent for sites within the MU zone and ten percent for sites within the OF zone. In compliance with the Meridian SP-5, the Project would use reclaimed water for irrigation, include drought tolerant plant materials, and maintenance of landscaped areas would be maintained by the individual parcel tenant. Irrigation would be moisture sensitive to limit irrigation during times of heavy rains and would be designed according to the specifications delineated in the MJPA Development Code.

All of the buildings are currently planned as "speculative buildings." Therefore, the future tenant(s) of the buildings are not currently known. Without knowing the future tenants, an exact number of future employees or hours of operation cannot be determined. Therefore, this Initial Study and associated technical reports use conservative potential on-site employees, hours of operation, and vehicular traffic generation based on the Project's proposed square footage and use.

Construction of the proposed Project is expected to commence in September 2019 with a duration of approximately 8 months. The Project would be operational in 2020. The cut and fill quantity during grading would be 12,000 cubic yards (cy). Earthwork is expected to be balanced on-site with no need for import or export of material.

Vehicular access would be provided at two driveway locations on Economic Drive, one driveway location on Meridian Parkway and one driveway location on Van Buren Boulevard. Both driveway locations on Economic Drive would provide full access to the site. The driveway locations on Van Buren Boulevard and Meridian Parkway would provide right-in right-out access to the Project site. Riverside County TLMA approval is required for the driveway cut along Van Buren Boulevard. All points of ingress/egress would be unsignalized.

9. **Surrounding Land Uses and Setting:** (Briefly describe the project's surroundings.)

The Project site is currently vacant and was mass graded as part of the Meridian Business Park Unit 4 Phasing plan. Surrounding uses to the Project site include a vacant parcel entitled for Business Park uses and an occupied industrial facility to the north, vacant parcels entitled for Mixed Use to the east, an entitled three-story office building to the west, and the Riverside National Cemetery to the south beyond Van Buren Boulevard. The Project site is currently designated Meridian Specific Plan Amendment (SP-5) in the General Plan and zoned Office (OF) in the Meridian SP-5.

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

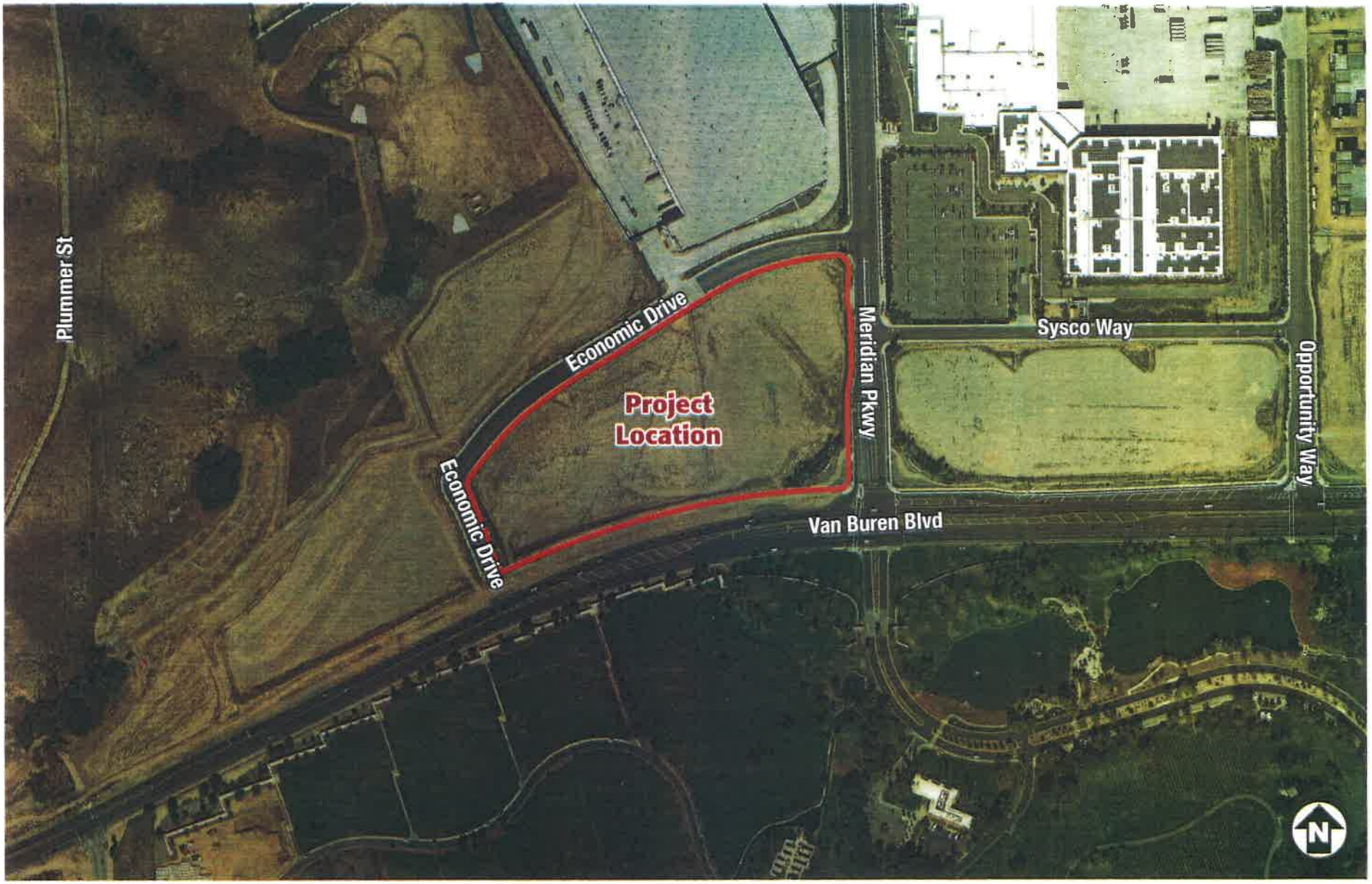
A National Pollutant Discharge Elimination System permit would be required to be obtained from the Santa Ana Regional Water Quality Control Board (RWQCB).



Source: Google Maps, 2017

FIGURE 1: Regional Location Map
MS Van Buren Site B
March Joint Powers Authority

Kimley»Horn



Source: Google Earth, 2017

FIGURE 2: Project Vicinity
MS Van Buren Site B
March Joint Powers Authority

Kimley»Horn



8a

FIGURE 3: Site Plan
MIS Van Buren Site B
March Joint Powers Authority

Kimley»Horn

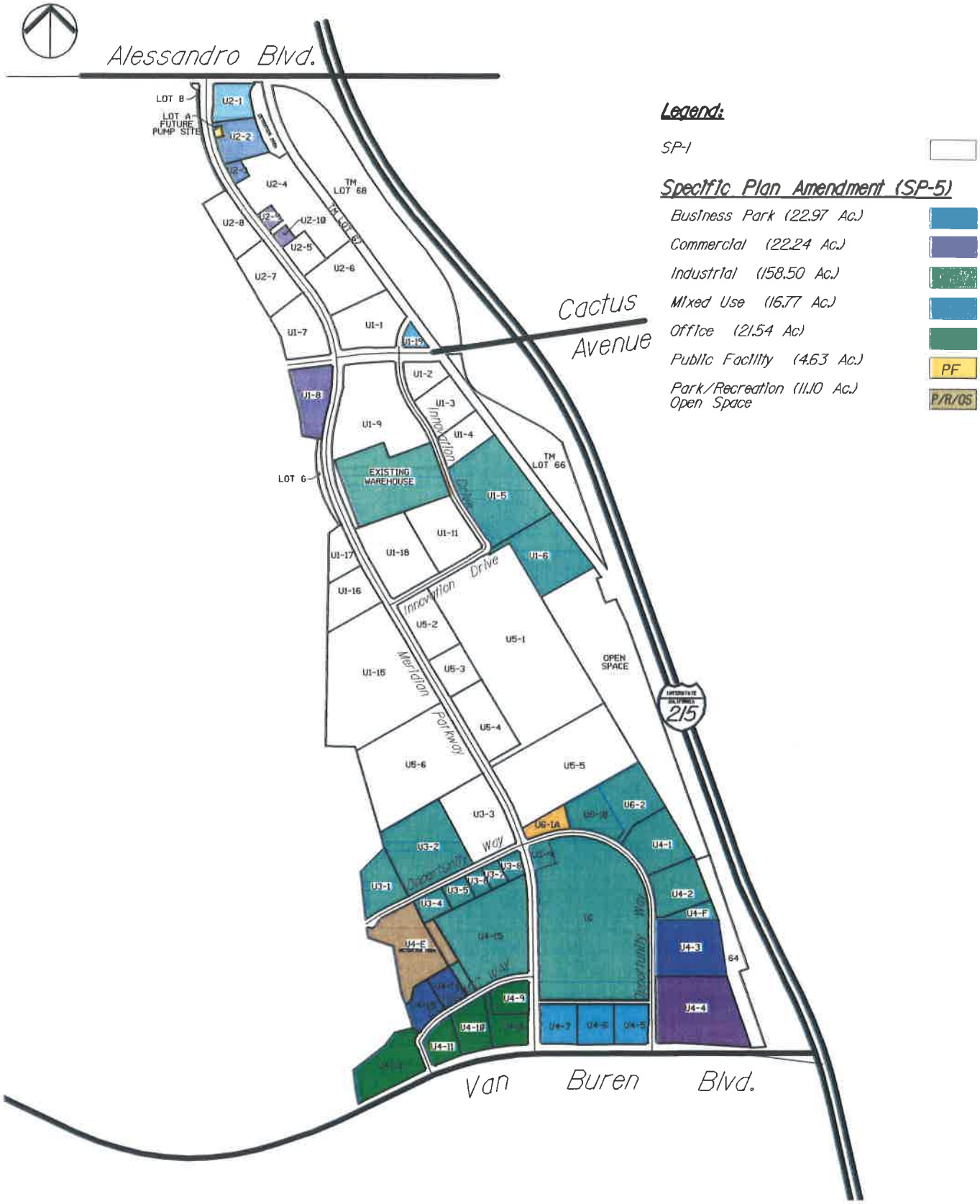


FIGURE 4: Existing Specific Plan Zoning for North Campus
MS Van Buren Site B
March Joint Powers Authority

Kimley»Horn

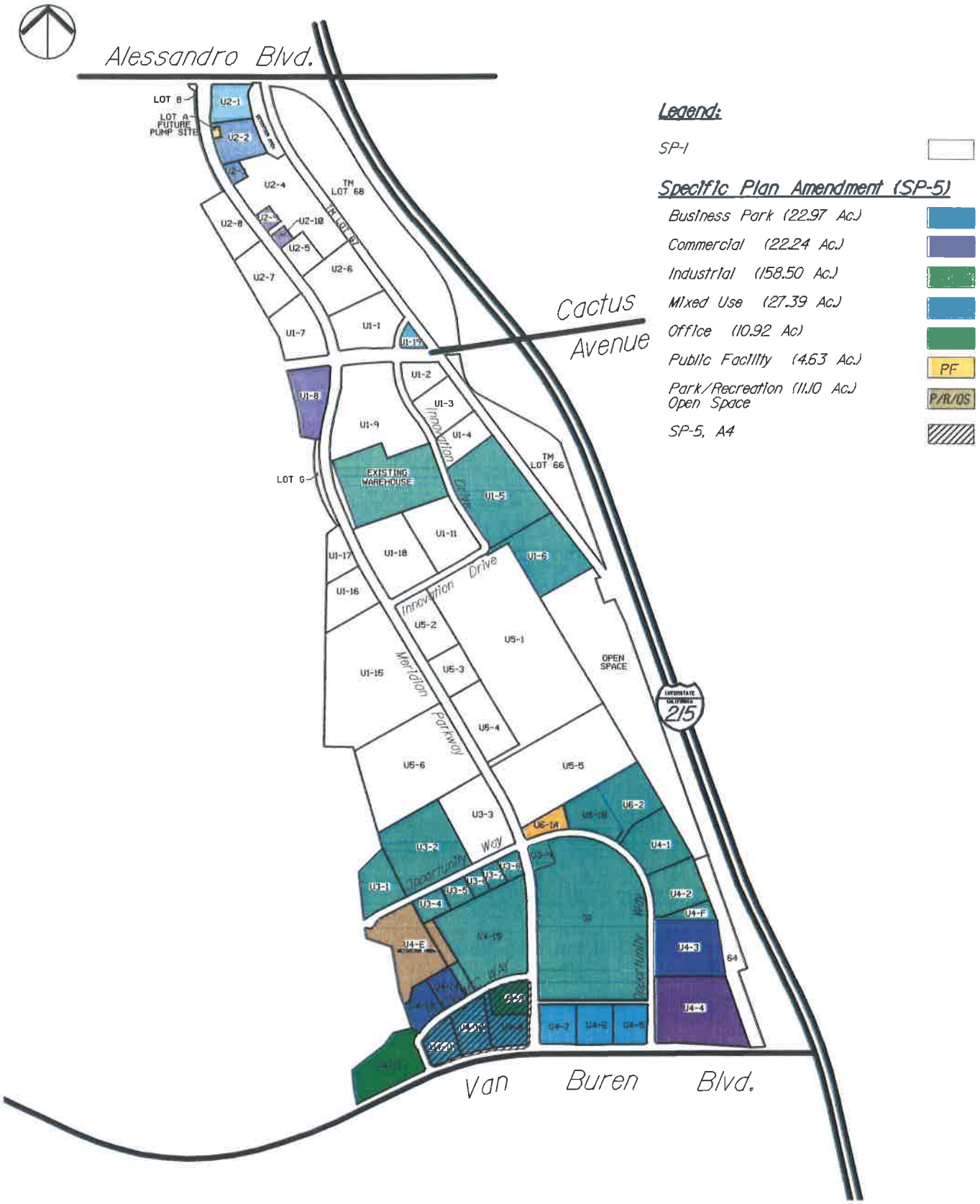


FIGURE 5: Proposed Specific Plan Zoning for North Campus
MS Van Buren Site B
March Joint Powers Authority

Kimley»Horn

NEW SIGNIFICANT ENVIRONMENTAL EFFECTS OR SUBSTANTIALLY MORE SEVERE SIGNIFICANT ENVIRONMENTAL EFFECTS COMPARED TO THOSE IDENTIFIED IN THE PREVIOUS CEQA DOCUMENT. The subject areas checked below were determined to be new significant environmental effects or to be previously identified effects that have a substantial increase in severity either due to a change in project, change in circumstances or new information of substantial importance, as indicated by the checklist and discussion on the following pages.

☐ Aesthetics	☐ Agriculture Resources	☐ Air Quality
☐ Biological Resources	☐ Cultural Resources	☐ Geology / Soils
☐ Greenhouse Gas Emissions	☐ Hazards & Hazardous Materials	☐ Hydrology / Water Quality
☐ Land Use / Planning	☐ Mineral Resources	☐ Noise
☐ Population / Housing	☐ Public Services	☐ Recreation
☐ Transportation / Traffic	☐ Tribal Cultural Resources	☐ Utilities / Service Systems
☐ Mandatory Findings of Significance		

DETERMINATION (To be completed by the Lead Agency):

On the basis of this initial evaluation:

☐ No substantial changes are proposed in the project and there are no substantial changes in the circumstances under which the project will be undertaken that will require major revisions to the previous approved ND or MND or certified EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects. Also, there is no "new information of substantial importance" as that term is used in CEQA Guidelines Section 15162(a)(3). Therefore, the previously adopted ND or MND or previously certified EIR is adequately discusses the potential impacts of the project without modification.

☒ No substantial changes are proposed in the project and there are no substantial changes in the circumstances under which the project will be undertaken that will require major revisions to the previous approved ND or MND or certified EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects. Also, there is no "new information of substantial importance" as that term is used in CEQA Guidelines Section 15162(a)(3). Therefore, the previously adopted ND, MND or previously certified EIR adequately discusses the potential impacts of the project; however, minor changes require the preparation of an ADDENDUM.

☐ Substantial changes are proposed in the project or there are substantial changes in the circumstances under which the project will be undertaken that will require major revisions to the previous ND, MND or EIR due to the involvement of significant new environmental effects or a substantial increase in the severity of previously identified significant effects. Or, there is "new information of substantial importance," as that term is used in CEQA Guidelines Section 15162(a)(3). However, all new potentially significant environmental effects or substantial increases in the severity of previously identified significant effects are clearly reduced to below a level of significance through the incorporation of mitigation measures agreed to by the project applicant. Therefore, a SUBSEQUENT MND is required.

☐ Substantial changes are proposed in the project or there are substantial changes in the circumstances under which the project will be undertaken that will require major revisions to the previous environmental document due to the involvement of significant new environmental effects or a substantial increase in the severity of previously identified significant effects. Or, there is "new information of substantial importance," as that term is used in CEQA Guidelines Section 15162(a)(3). However, only minor changes or additions or changes would be necessary to make the previous EIR adequate for the project in the changed situation. Therefore, a SUPPLEMENTAL EIR is required.

☐ Substantial changes are proposed in the project or there are substantial changes in the circumstances under which the project will be undertaken that will require major revisions to the previous environmental document due to the involvement of significant new environmental effects or a substantial increase in the severity of previously identified significant effects. Or, there is "new information of substantial importance," as that term is used in CEQA Guidelines Section 15162(a)(3). Therefore, a SUBSEQUENT EIR is required.

Signature	Date
Printed Name	For

EVALUATION OF ENVIRONMENTAL IMPACTS:

1) A finding of "No New Impact/No Impact" means that the potential impact was fully analyzed and/or mitigated in the prior CEQA document and no new or different impacts will result from the proposed activity. A brief explanation is required for all answers except "No New Impact/No Impact" answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A "No New Impact/No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g. the project falls outside a fault rupture zone). A "No New Impact/No Impact" answer should be explained where it is based on project-specific factors as well as general standards (e.g. the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).

2) A finding of "New Mitigation is Required" means that the project have a new potentially significant impact on the environment or a substantially more severe impact than analyzed in the previously approved or certified CEQA document and that new mitigation is required to address the impact.

3) A finding of "New Potentially Significant Impact" means that the project may have a new potentially significant impact on the environment or a substantially more severe impact than analyzed in the previously approved or certified CEQA document that cannot be mitigated to below a level of significance or be avoided.

4) A finding of "Reduced Impact" means that a previously infeasible mitigation measure is now available, or a previously infeasible alternative is now available that will reduce a significant impact identified in the previously prepared environmental document.

5) All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.

6) Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration. Section 15063(c)(3)(D). In this case, a brief discussion should identify the following:

   a) Earlier Analyses Used. Identify and state where they are available for review.

   b) Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis. Describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the proposed action.

   c) Infeasible Mitigation Measures. Since the previous EIR was certified or previous ND or MND was adopted, discuss any mitigation measures or alternatives previously found not to be feasible that would in fact be feasible or that are considerably different from those previously analyzed and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measures or alternatives.

   d) Changes in Circumstances. Since the previous EIR was certified or previous ND or MND was adopted, discuss any changes in the project, changes in circumstances under which the project is undertaken and/or "new information of substantial importance" that cause a change in conclusion regarding one or more effects discussed in the original document.

7) Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g. general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.

8) Supporting Information Sources. A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.

9) This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project's environmental effects in whatever format is selected.

10) The explanation of each issue should identify:

a) the significance criteria or threshold, if any, used to evaluate each question;

b) differences between the proposed activity and the previously approved project described in the approved ND or MND or certified EIR; and

c) the previously approved mitigation measure identified, if any, to reduce the impact to less than significance.

Issues:		New Potentially Significant Impact	New Mitigation is Required	No New Impact/No Impact	Reduced Impact
I.	AESTHETICS. Would the project:				
a)	Have a substantial adverse effect on a scenic vista?	☐	☐	☒	☐
b)	Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	☐	☐	☒	☐
c)	Substantially degrade the existing visual character or quality of the site and its surroundings?	☐	☐	☒	☐
d)	Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	☐	☐	☒	☐

Findings:

The Meridian SP-5 SEIR concluded that the Specific Plan amendment, which includes the site of proposed Project, would result in less than significant impacts to aesthetics. The Meridian SP-5 SEIR found that the Specific Plan area does not include scenic highways and no on-site rock outcroppings or historic buildings located within the Project area are within a state scenic highway. Furthermore, the Meridian SP-5 SEIR found that compliance with the March Business Center Specific Plan, Design Guidelines, Landscape Concept Plan and Development Code would ensure that conflicts and incompatibilities between land uses and associated aesthetic impacts would not occur. The Meridian SP-5 SEIR concluded that the Specific Plan Amendment was consistent with the March JPA General Plan and would result in less than significant impacts.

a, b, & c) The Project site is located on a graded area (rough graded per the March Business Center Tentative Parcel Map for portions of the Meridian North Campus). As a result, there are no trees or rock outcroppings located on the Project site. The nearest eligible state scenic highway is a portion of I-215 located approximately four miles to the south of the proposed Project. The City of Riverside identifies Alessandro Boulevard and Van Buren Boulevard as scenic boulevards. Van Buren Boulevard is also recognized by the County of Riverside and March JPA as a scenic boulevard. The Project site is immediately adjacent to Van Buren Boulevard to the south and approximately 1 mile to the south of Alessandro Boulevard. The Project site will be conditioned to provide pedestrian-scale lighting and a unified landscape theme within the public right-of-way fronting Van Buren Boulevard. The 2003 Focused EIR and the Meridian SP-5 SEIR both evaluated the impacts related to scenic boulevards/corridors and found that the Meridian Specific Plan and the Meridian SP-5 would adhere to regional standards and design guidelines, including any applicable mitigation measures. Furthermore, development was found to be consistent with neighboring jurisdictions, particularly in relation to FAR, which would help to retain a similar scale of development, including the proposed Project which is located along Van Buren Boulevard.

The Meridian SP-5 SEIR found that the changes implemented in the Meridian SP-5 Specific Plan would not result in significant impacts as implementation of the Meridian SP-5 Specific Plan would generally replace smaller lot business park development with larger lot distribution warehouses or other industrial land uses. The Meridian SP-5 SEIR found the overall appearance of development in the Meridian SP-5 project area to be the same as described in the 2003 Focused EIR. Similarly, implementation of the proposed Project would result in minimal changes to visual impacts. Although the MU and OF zones have different allowed uses, the JPA Development Regulations for lot development for both zones are very similar. They have the same minimum lot size, street frontage, lot width, and setback requirements with the exception of a 25-foot front yard setback within the OF zone and a 20-foot front yard setback within the MU zone. Both zones allow for buildings up to three stories high;

the MU allows for a maximum building height of 50 feet and the OF zone allows for a maximum building height of 60 feet (subject to FAA Part 77 clearance and consistency with the Joint Land Use Study). Furthermore, both zones have a minimum landscaping requirement of 20 percent. Therefore, the similarity of the development requirements between the OF and MU zones would result in a minimal impact to the visual character of the surrounding area, and would be consistent with the analysis in the Meridian SP-5 SEIR. The proposed Project would be similar to other uses along Van Buren Boulevard including existing business park developments; and therefore, would not significantly affect aesthetics. The Project is also subject to the landscaping and other applicable requirements outlined in the approved March Business Center Design Guidelines. Adherence to these requirements would reduce aesthetic impacts to a less than significant level. There are no new impacts as a result of the proposed Project, and therefore no further environmental review is required.

d) In accordance with the requirements of the existing March Business Center Design Guidelines, all Project lighting is required to be high-pressure sodium, low pressure sodium, or Lighting Emitting Diode (LED) not to exceed 100 Kelvin of 2,700 Kelvin with full cut-off fixtures directing light into the Project site. No light would be emitted above the height of light fixture and all lighting would be mounted at a maximum of 25 feet above final grade. There would be no significant impact to day or nighttime views, as the Project would comply with the requirements of the approved March Business Center Design Guidelines. The Project would comply with the requirements of the Specific Plan with respect to new sources of light and glare. Therefore, no new impact not previously addressed in the Meridian SP-5 SEIR would result. No further environmental review is required.

Mitigation Measures:

Pursuant to CEQA Section 15178, all Meridian SP-5 SEIR mitigation measures pertaining to this resource or Project are incorporated herein by reference and can be reviewed upon request at the March JPA, 14205 Meridian Parkway, Suite 140, Riverside, CA 92518, (951) 656-7000. Mitigation Measure I-1 from the Meridian SP-5 SEIR would be applicable to the proposed Project. The analysis did not identify any additional impacts associated with the Project; accordingly, no additional mitigation measures beyond those identified in the Meridian SP-5 SEIR are required.

2003 Focused EIR Applicable Mitigation Measures:

Mitigation I-1: All projects are required to comply with the March Business Center Specific Plan, Design Guidelines, landscape concept plan and Development Code, which will ensure the following:

- Conflicts and incompatibilities between land uses will not occur through the use of landscaped setbacks, 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.
- Enhance and preserve natural and man-made features, such as major roadways, rail line, drainage courses, utility corridors, groups of rock outcroppings, and tree rows to create boundaries, entryways, and separate entities for distinct geographic portions of the Specific Plan.
- Preservation of Van Buren Boulevard and Alessandro Boulevard scenic corridors and enhancement of the gateway treatment at the Riverside National Cemetery.

Issues:		New Potentially Significant Impact	New Mitigation is Required	No New Impact/No Impact	Reduced Impact
II.	AGRICULTURE AND FOREST RESOURCES. In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest protocols adopted by the California Air Resources Board. Would the project:				
a)	Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	☐	☐	☒	☐
b)	Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☒	☐
c)	Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	☐	☐	☒	☐
d)	Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☒	☐

Issues:		New Potentially Significant Impact	New Mitigation is Required	No New Impact/No Impact	Reduced Impact
e)	Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	☐	☐	☒	☐

Findings:

The Meridian SP-5 SEIR concluded that the Specific Plan amendment, which includes the proposed Project, does not contain agricultural resources or land under Williamson Act contract. However, in 2010, Appendix G of the CEQA Guidelines was amended to include Forest Resources in addition to Agricultural Resources. The 2003 Focused EIR did not address Forest Resources. Although the soils found within the Specific Plan area contain characteristics that make them eligible as Farmlands of Statewide Importance, the lack of irrigation and level of previous disturbance as a result of development of the March AFB resulted in the determination by the United States Department of Agriculture Natural Resources Conservation Service that no prime, unique, statewide or locally important farmland are present within the Planning Area, which includes the previously approved Specific Plan area and proposed Project.

a) The Project site is not designated by the California Natural Resources Agency as farmland of any type and is not the subject of a Williamson Act contract. Therefore, no impact would occur in this regard as a result of the proposed Project.

b) The Project site and surrounding area does not contain agricultural resources or land under Williamson Act contract. Therefore, no impact would occur in this regard as a result of the proposed Project.

c, d, & e) The Project site does not contain forest land; therefore, no impact would occur in regards to changing forest land to a non-forest use.

Mitigation Measures:

Pursuant to CEQA Section 15178, all Meridian SP-5 SEIR mitigation measures pertaining to this resource or Project are incorporated herein by reference. However, there are no identified impacts, and thus no corresponding mitigation measures for agricultural and forest resources. The analysis herein did not identify any additional impacts associated with the proposed Project; accordingly, no new mitigation is required.

Issues:		New Potentially Significant Impact	New Mitigation is Required	No New Impact/No Impact	Reduced Impact
III.	AIR QUALITY. Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:				
a)	Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	☒	☐
b)	Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	☐	☐	☒	☐
c)	Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	☐	☐	☒	☐
d)	Expose sensitive receptors to substantial pollutant concentrations?	☐	☐	☒	☐
e)	Create objectionable odors affecting a substantial number of people?	☐	☐	☒	☐

Findings:

The Project is located within the Riverside County portion of the South Coast Air Basin (SCAB), which is designated under National Ambient Air Quality Standards (NAAQS) as an extreme non-attainment area for ozone and a moderate non-attainment area for particulate matter less than or equal to 2.5 microns ($PM_{2.5}$). The SCAB is a federal attainment/maintenance area for carbon monoxide (CO), particulate matter less than or equal to 10 microns (PM_{10}), nitrogen dioxide (NO_2). The Riverside County portion of the SCAB is in federal attainment for sulfur dioxide (SO_2) and lead. Under the California Ambient Air Quality Standards (CAAQS), the SCAB is designated as a non-attainment area for ozone (both the 1- and 8-hour standards), PM_{10}, and $PM_{2.5}$. The Riverside County portion of the SCAB is in attainment of the CAAQS for CO, NO_2, SO_2, and lead. *Meridian Site A (Unit 4, Lots 8, 9, 10, and 11) Addendum – Air Quality and Greenhouse Gas Emissions Memorandum* was prepared for the proposed Project by Michael Baker International (May 2018). The report is provided in **Appendix A**; the results and conclusions of the report are summarized herein.

a) The proposed Project would develop 32,628 sf of OF and 129,359 sf of MU (9,054 sf of retail uses and 120,359 sf of business park or the conditionally permitted business enterprise uses). The proposed Project would require a Specific Plan Amendment to allow for the zone change of approximately 10.85 acres from SP-5 OF to SP-5 MU. According to the *Meridian Unit 4, Lots 8, 9, 10, and 11 Traffic Consistency Memorandum* (Traffic Consistency Memo) prepared by Kimley-Horn and Associates (May 1, 2018), the proposed Project is currently zoned as OF and was originally assumed in the Meridian SP-5 as a combination of general office building (131,029 sf) and

medical office (42,793 sf). Accordingly, 3,913 daily trips were originally assumed in the SPA traffic study for Unit 4-Lots 8, 9, 10 and 11. With the proposed Project re-zoning of Unit 4-Lots 8, 10, and 11 from OF to MU, the potential users of the buildings become more diverse. While the proposed Project encompasses a variety of potential users, additional analysis was conducted to quantify the amount of retail-specific square footage that could be allowed on this site rather than using a pre-determined site mix. The addition of retail components is encouraged to support internal capture trip patterns within North Campus.

A maximum trip generation was established in order to determine maximum intensities allowed on the Project site. Each of the parcels within Planning Area 6 of Planning Region C were evaluated for available trips, as noted below:

- **Unit 4-Lot 8, 9, 10 & 11:** As noted previously, 3,913 daily trips were originally assumed for the project's parcels (U4-8,9,10,11) and remain available for this development.
- **Unit 4-Lot 12:** Unit 4-Lot 12 has been approved for 74,922 square feet of general office building which equates to the generation of 1,209 total gross average daily trip (ADT) and 929 external ADT. Supplementary trips are being reserved for potential future development of a general office building up to 88,000 sf on Unit 4-Lot 12, which could generate up to 1,209 total gross ADT and 1,051external ADT. Estimates in the Meridian SP 5 for Unit 4-Lot 12 assumed 3,893 total gross ADT. This results in 2,684 trips that were not used by that development and are available for use on other lots within Planning Area 6. As identified in the letter dated May 1, 2018 and included in Appendix F, the property owner (Prime Six, LLC), has authorized the transfer of 2,684 trips from Unit 4-Lot 12 to Unit 4-Lots 8, 9, 10 and 11.
- **Unit 4-Lots 13 & 14:** At the time of this evaluation, there are no specific projects in development or proposed for development on Unit 4-Lots 13 or 14. Therefore, it is assumed that the original budgeted trips for these two parcels would still provide a realistic and feasible development and no trip estimate changes are made for these two lots. No trips would be available for transfer from Unit 4-Lots 13 and 14.

As a result, adding the 3,913 allocated trips for Unit 4-Lots 8,9,10, and 11 with the 2,684 excess trips from Unit 4-Lot 12, there is assumed to be 6,597 gross ADT available for build-out of the proposed Project site.

Five potential mixes of land use were determined with the 6,597 daily trip limit and 5,739 external trip limits in place. The five additional scenarios identified in the Traffic Consistency Memo include:

- Scenario 1 – All Business Park in Buildings 1 through 9 (4,159 external ADT)
- Scenario 2 – 25 percent of Mixed Use Parcels as Retail (3,236 external ADT)
- Scenario 3 – Maximum Restaurant in Retail Building and Outside of Retail Building (6,597 external ADT)
- Scenario 4 – Maximum Restaurant Outside of Retail Building Only (6,597 external ADT)
- Scenario 5 – All Office in Buildings 1 – 9 (4,162 external ADT)

As shown in the Traffic Consistency Memo, the proposed Project and four additional development scenarios for the proposed Project would not exceed the allowable 5,739 external ADT limit.

The proposed Project does not involve any uses that would increase population beyond that considered in the General Plan and/or Meridian Specific Plan. The proposed Project would be required to comply with applicable Mitigation Measures C-9 through C-13, and IV.C-1 through IV.C-13, which would help reduce operational emissions. As the proposed Project would not generate more vehicle or truck trips than previously analyzed in the adopted SIER, and would not increase the population growth projections accounted for in the SCAQMD's Air Quality Management Plan (AQMP), no new impacts would occur in this regard.

b) The Meridian SP-5 SEIR determined that construction and operational emissions for Meridian SP-5 would exceed SCAQMD thresholds for ROG, NO_X, CO, PM_{10}, and $PM_{2.5}$ with mitigation incorporated.

Short-Term Construction Emissions

Construction related activities for the proposed Project would generate short-term air quality impacts. Construction of the proposed Project is expected to occur between September 2019 and April 2020. Grading activities would require approximately 12,000 cubic yards of balanced earthwork on the Project site; no soil import or export would be required. Construction equipment would include tractors, dozers, graders, water trucks, excavators, backhoes, pavers, rollers, loaders, and trenchers. Exhaust emission factors for typical diesel-powered heavy equipment are based on the California Emissions Estimator Model (CalEEMod) program defaults. Variables factored into estimating the total construction emissions include the level of activity, length of construction period, number of pieces and types of equipment in use, site characteristics, weather conditions,

number of construction personnel, and the amount of materials to be transported on- or off-site. Refer to Appendix A, Air Quality/Greenhouse Gas Data, for the CalEEMod modeling outputs and results. **Table 2, Construction Related Emissions**, presents the anticipated daily short-term construction emissions.

As indicated in Table 2, impacts would be less than significant for all criteria pollutants during construction. Implementation of standard SCAQMD measures (e.g., SCAQMD Rule 403) would further reduce these emissions. Thus, construction related air emissions for the proposed Project would be less than significant.

Table 2
Construction Related Emissions

Emissions Source	Pollutant (pounds/day)[1]					
	ROG	NO_X	CO	SO_2	PM_{10}	$PM_{2.5}$
2019						
Unmitigated Emissions	3.23	35.85	21.90	0.04	8.14	4.84
Mitigated Emissions[2,3]	3.23	35.85	21.90	0.04	4.07	2.71
SCAQMD Thresholds	*75*	*100*	*550*	*150*	*150*	*55*
Is Threshold Exceeded After Mitigation?	***No***	***No***	***No***	***No***	***No***	***No***
2020						
Unmitigated Emissions	33.42	26.58	23.50	0.05	2.62	1.68
Mitigated Emissions[2,3]	33.42	26.58	23.50	0.05	2.36	1.62
SCAQMD Thresholds	*75*	*100*	*550*	*150*	*150*	*55*
Is Threshold Exceeded After Mitigation?	***No***	***No***	***No***	***No***	***No***	***No***

Notes:
1. Emissions were calculated using CalEEMod, as recommended by the SCAQMD.
2. The reduction/credits for construction emission mitigations are based on mitigation included in CalEEMod. However, compliance with SCAQMD rules would still be required. The reduction/credits for construction emission mitigations are based on mitigation included in the CalEEMod model and as typically required by the SCAQMD through Rule 403. The mitigation includes the following: properly maintain mobile and other construction equipment; replace ground cover in disturbed areas quickly; water exposed surfaces three times daily; cover stock piles with tarps; water all haul roads twice daily; and limit speeds on unpaved roads to 15 miles per hour.
3. Refer to Appendix A, *Air Quality/Greenhouse Gas Data*, of the *Air Quality and Greenhouse Gas Emissions Memorandum* (Appendix A of this Intimal Study), for assumptions used in this analysis.

Source: MBI, 2018

Operational Emissions

As noted in the Traffic Consistency Memorandum, although the proposed Project would not be consistent with the zoning originally assumed in the adopted Meridian SP-5 SEIR, the transfer of trips from Unit 4-Lot 12 to the proposed Project would result in less traffic within Planning Area 6 of the Meridian SP-5 than originally assumed. However, the overall maximum daily operational emissions for Meridian SP-5 (including the proposed Project) would be well above SCAQMD's daily emissions thresholds. Therefore, impacts would remain significant and unavoidable in this regard. No new impacts would occur.

c) The SCAQMD has set forth both a methodological framework as well as significance thresholds for the assessment of a project's cumulative operational air quality impacts. The SCAQMD's approach for assessing cumulative impacts is based on the SCAQMD's AQMP forecasts of attainment of National Ambient Air Quality Standards (NAAQS) in accordance with the requirements of the Federal and State Clean Air Acts (CAAs). This forecast also takes into account SCAG's AQMP forecasted future regional growth. As such, the analysis of cumulative impacts focuses on determining whether the proposed Project is consistent with the growth assumptions upon which the SCAQMD's AQMP is based. If the proposed Project is consistent with the growth assumptions, then future development would not impede the attainment of NAAQS and a significant cumulative air quality impact would not occur.

d) As discussed above, the proposed Project's short-term construction emissions would be below SCAQMD thresholds; refer to Table 2. However, based on the project size and trip generation, operational emissions from the proposed Project are anticipated to be similar to those considered in the Meridian SP-5 SEIR, which were determined to exceed SCAQMD's daily emissions thresholds for ROG, NO_X, CO, PM_{10}, and $PM_{2.5}$ with mitigation incorporated. As such, the proposed Project's operational emissions would contribute to a net increase for criteria pollutants that are nonattainment in the SCAB (i.e., O3, PM_{10}, and $PM_{2.5}$), and a cumulatively considerable air quality impact would occur. However, no new impacts would occur.

Sensitive receptors are members of the population that are particularly sensitive to the effects of air pollutants, such as children, the elderly, and people with illnesses. Examples of land uses where sensitive receptors are typically located include residences, schools, hospitals, and daycare centers. The California Air Resources Board (CARB) has identified the following groups of individuals as the most likely to be affected by air pollution: the elderly over 65, children under 14, athletes, and persons with cardiovascular and chronic respiratory diseases such as asthma, emphysema, and bronchitis.

Sensitive receptors near the Project site include surrounding residences to the west. In order to identify impacts to sensitive receptors, the SCAQMD recommends addressing localized significance thresholds (LSTs) for construction and operations impacts (area sources only). The CO hotspot analysis following the LST analysis addresses localized mobile source impacts.

Localized Significance Thresholds

LSTs were developed in response to SCAQMD Governing Boards' Environmental Justice Enhancement Initiative (I-4). The SCAQMD provided the Final Localized Significance Threshold Methodology (dated June 2003 [revised 2008]) for guidance. The LST methodology assists lead agencies in analyzing localized air quality impacts. The SCAQMD provides the LST screening lookup tables for one, two, and five-acre projects emitting CO, NO_X, $PM_{2.5}$, or PM_{10}. The LST methodology and associated mass rates are not designed to evaluate localized impacts from mobile sources traveling over the roadways. The SCAQMD recommends that any project over five acres should perform air quality dispersion modeling to assess impacts to nearby sensitive receptors. The proposed Project is located within Sensitive Receptor Area (SRA) 23, Metropolitan Riverside County.

Construction

Based on the SCAQMD guidance on applying CalEEMod to LSTs, the Project would disturb a maximum of 5 acres of land per day. Therefore, the LST thresholds for five acres were utilized for the construction LST analysis. As the nearest sensitive uses are approximately 2,485 feet to the west of the Project site, the LST value for 500 meters was conservatively utilized. **Table 3, Localized Significance of Construction Emissions**, shows the localized unmitigated and mitigated construction-related emissions. As seen in Table 3, mitigated on-site emissions would not exceed the LSTs for SRA 23.

Table 3
Localized Significance of Construction Emissions

Source	Pollutant (pounds/day)			
	NO_X	CO	PM_{10}	$PM_{2.5}$
2019				
Total Unmitigated On-Site Emissions[1,2]	28.35	17.16	7.80	4.64
Total Mitigated On-Site Emissions[1,2]	28.35	17.16	3.77	2.53
Localized Significance Threshold[3]	975	23,482	207	105
Thresholds Exceeded?	***No***	***No***	***No***	***No***
2020				
Total Unmitigated On-Site Emissions[4]	19.19	16.85	1.12	1.05
Total Mitigated On-Site Emissions[4]	19.19	16.85	1.12	1.05
Localized Significance Threshold[3]	975	23,482	207	105
Thresholds Exceeded?	***No***	***No***	***No***	***No***

Notes:
1. The grading phase emissions are presented as the worst case scenario for NO_X, PM_{10}, and $PM_{2.5}$.
2. The building construction emissions are presented as the worst case scenario for CO.
3. The Localized Significance Threshold was determined using Appendix C of the SCAQMD *Final Localized Significant Threshold Methodology* guidance document for pollutants NO_X, CO, PM_{10}, and $PM_{2.5}$. The Localized Significance Threshold was based on the anticipated daily acreage disturbance for construction (approximately five acres; therefore the five-acre threshold was used) and the source receptor area (SRA 23).
4. The building construction emissions are presented as the worst case scenario for NO_X, CO, PM_{10}, and $PM_{2.5}$.

Source: MBI, 2018

Operations - Health Risk Assessment

A Health Risk Assessment (HRA) for the proposed Project was prepared in accordance with the requirements of the SCAQMD and guidance from the Office of Environmental Health Hazard Assessment (OEHHA) to determine if health risks are likely to occur from the proposed Project. Specifically, the HRA addresses the potential for significant health risks associated with diesel particulate emissions from truck traffic generated by the operations within the proposed Project area. The HRA focused on emissions of diesel particulate from trucks, as diesel particulate is the risk driver within the SCAB. In order to determine whether or not a proposed Project would cause a significant effect on the environment, the impact of the Project must be determined by examining the

types and levels of air toxics generated and the associated impacts on factors that affect air quality. While the final determination of significance thresholds is within the purview of the lead agency pursuant to the State CEQA Guidelines, the SCAQMD recommends that the following air pollution thresholds be used by lead agencies in determining whether the proposed Project is significant. If the lead agency finds that the proposed Project has the potential to exceed the air pollution thresholds, the proposed Project should be considered significant. The thresholds for air toxic emissions are as follows.

- Cancer Risk: Emit carcinogenic or toxic contaminants that exceed the maximum individual cancer risk of 10 in one million.
- Non-Cancer Risk: Emit toxic contaminants that exceed the maximum hazard quotient of 1 in one million.

The SCAQMD has also established non-carcinogenic risk parameters for use in HRAs. Noncarcinogenic risks are quantified by calculating a "hazard index," expressed as the ratio between the ambient pollutant concentration and its toxicity or Reference Exposure Level (REL). An REL is a concentration at or below which health effects are not likely to occur. A hazard index less of than one (1.0) means that adverse health effects are not expected. Within this analysis, non-carcinogenic exposures of less than 1.0 are considered less than significant.

Air dispersion modeling for the HRA was performed using the U.S. EPA AERMOD dispersion model. AERMOD is a steady-state, multiple-source, Gaussian dispersion model designed for use with emission sources situated in terrain where ground elevations can exceed the stack heights of the emission sources (not a factor in this case). AERMOD requires hourly meteorological data consisting of wind vector, wind speed, temperature, stability class, and mixing height. Surface and upper air meteorological data from the Perris Monitoring Station provided by the SCAQMD was selected as being the most representative meteorology.

Carcinogenic Hazards

An HRA was prepared in 2010 for the adopted Meridian SP-5 SEIR and assumed a maximum of 3,547 daily truck trips for the entire Meridian SP-5 project area. Meridian SP-5 project-level impacts with regard to the HRA were determined to be less than significant. Although Planning Region C, Area 6 was not originally allocated any truck trips, minor adjustments to the land uses within the Project area would result in truck trips at Unit 4-Lots 8, 9, 10 and 11. It should be noted that these minor modifications would not result in additional truck trips beyond what was previously analyzed for the Meridian SP-5 SEIR. Nonetheless, a health risk assessment and dispersion modeling was conducted for the proposed Project to determine if the truck trips occurring at the Project site due to minor land use modifications would result in new health risk impacts.

Since the proposed business park use at the Project site often includes some small industrial/warehousing type of operations, it is assumed that two percent of business park trips would be delivery trucks and other smaller trucks that may be diesel powered. The truck trips would not include 4- or 5-axle trucks due to the size and configuration of the Project site. Any truck trips would primarily consist of 2-axle parcel delivery vehicles.

Based on the modeling results for the proposed Project, the maximum annual average diesel PM_{10} emission concentrations resulting from operation of the Project (31 daily truck deliveries) would be 0.001 $\mu g/m^3$ at the greatest. The maximum pollutant concentration would be experienced along Van Buren Boulevard to the south of the Project site near the Van Buren Boulevard access driveway. The expected annual average diesel PM_{10} emission concentrations at the closest sensitive receptors (residential uses approximately 2,500 feet to the west of the Project site) would be 0.00 $\mu g/m^3$.[1] Cancer risk calculations are based on 70-, 30-, and 9-year exposure periods. The highest calculated carcinogenic risk from the Project is 0.41 per million for 70-year exposure, 0.35 per million for 30-year exposure, and 0.25 per million for 9-year exposure. The highest calculated carcinogenic risk for employees at the Riverside National Cemetery located to the south of the Project site across Van Buren Boulevard would be 0.10 per million for the 30-year worker exposure. As such, impacts related to cancer risk and PM_{10} concentrations from heavy trucks would be less than significant at the nearest residences to the west, and for the employees to the south of the Project site.

Non-Carcinogenic Hazards

The significance thresholds for toxic air contaminant (TAC) exposure also require an evaluation of non-cancer risk stated in terms of a hazard index. Non-cancer chronic impacts are calculated by dividing the annual average concentration by the Reference Exposure Level (REL) for that substance. The REL is defined as the concentration at which no adverse non-cancer health effects are anticipated. The potential for acute non-cancer hazards is evaluated by comparing the maximum short-term exposure level to an acute REL. RELs are designed to protect sensitive individuals within the population. The calculation of acute non-cancer impacts is similar to the procedure for chronic non-cancer impacts.

[1] The calculations conservatively assume no cleaner technology with lower emissions in future years.

An acute or chronic hazard index of 1.0 is considered individually significant. The hazard index is calculated by dividing the acute or chronic exposure by the reference exposure level. The highest maximum chronic and acute hazard index associated with the emissions from the project would be 0.00008 and 0.0002 respectively. Therefore, non-carcinogenic hazards are calculated to be within acceptable limits and a less than significant impact would occur.

Health Risk Assessment Summary

As described above, minor adjustments to the land uses within the Project area would result in truck trips at Site B. These minor modifications would not result in additional truck trips beyond what was previously analysis for the Meridian SP-5 SEIR. Therefore, the minor project modifications would only relocate truck trips within the Meridian SP-5 Specific Plan area. Trucks would still access the Meridian SP-5 Specific Plan area along Van Buren Boulevard and Meridian Parkway. Additionally, although the minor modifications would essentially move trucks idling at Site B closer to worker receptors to the south, the primary area where the worker receptors would be located would be over 900 feet away. The CARB *Air Quality and Land Use Handbook* identifies a 1,000-foot screening distance from distribution centers. CARB also states that relative exposure and health risk drops substantially within the first 300 feet from the source.

As noted above, the Site B Health Risk Assessment determined that the risk levels for worker exposure would be 0.10 in one million, which is far below the 10 in one million threshold. This risk level is less than two percent (1.11 percent) of the risk levels analyzed in the Meridian SP-5 SEIR HRA (9.02 in one million). Furthermore, when combined with the risk levels analyzed in the Meridian SP-5 SEIR HRA, risk levels from the entire Meridian SP-5 area at the Cemetery offices would be 9.12 in one million. It should be noted that this is an extremely conservative assessment, because these risk levels are not additive. The project would not create new truck trips for the overall Meridian SP-5 Specific Plan area, but would only reallocate truck trips through minor land use modifications. Additionally, the emissions analyzed in the 2010 HRA for the Meridian SP-5 SEIR were based on EMFAC2007 emissions factors and did not include emissions reductions from regulatory and technological improvements that are currently in place today. For example, CARB has been implementing the Diesel Risk Reduction Plan, which will reduce diesel emissions by 80 percent by 2020. The proposed modifications associated with Site B would not create any new impacts and would not create a project-level or cumulative health risk impact.

e) As discussed in the Meridian SP-5 SEIR, all development within the Meridian Specific Plan area (including the proposed Project) would be required to comply with SCAQMD Rule 402, Nuisance. Compliance with SCAQMD Rule 402 would ensure that odorous emissions from the proposed Project would not cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public, or which endanger the comfort, repose, health or safety of any such persons or the public, or which cause, or have a natural tendency to cause, injury or damage to business or property. As such, a less than significant impact would occur in this regard.

Mitigation Measures:

Pursuant to CEQA Section 15178, all Meridian SP-5 SEIR mitigation measures pertaining to this resource or Project are incorporated herein by reference and can be reviewed upon request at the March JPA, 14205 Meridian Parkway, Suite 140, Riverside, CA 92518, (951) 656-7000. Mitigation Measures C-1 through C-14, and IV.C-1-1 through IV.C-1-13, IV. C-1-19 and IV. C-4-1 from the SP-5 SEIR would be applicable to the proposed Project. The analysis did not identify any additional or substantially more severe impacts associated with the Project; accordingly, no additional mitigation measures beyond those identified in the Meridian SP-5 SEIR are required.

2003 Focused EIR Applicable Mitigation Measures:

Mitigation C-1: Preferential parking spaces shall be offered to car pools and van pools.

Mitigation C-2: Employers shall implement a compressed workweek schedule when feasible.

Mitigation C-3: Employers with 250 employees or more shall develop a trip reduction plan to increase vehicle occupancy.

Mitigation C-4: Employers shall provide on-site child care facilities when feasible.

Mitigation C-5: Design elements shall be designed to reduce vehicle queuing when entering and exiting parking structures.

Mitigation C-6: Projects shall provide for video conferencing facilities to the extent possible.

Mitigation C-7: Businesses shall minimize the use of fleet vehicles during smog alerts, and encourage the use of alternative fuel vehicles.

Mitigation C-8: Buildings shall be designed to reduce energy usage by utilizing solar or low emission water.

Mitigation C-9: CEQA Review of stationary source emissions other than natural gas and electricity shall be performed on all projects with the possibility of emitting air pollutants. In addition, all projects involving stationary source emissions shall obtain permits to construct and operate from the SCAQMD.

Mitigation C-10: Trucks hauling dirt, sand, gravel or soil are to be covered or should maintain at least two feet of freeboard in accordance with Section 23114 of the California Vehicle Code.

Mitigation C-11: Construction access roads to the main roads should be paved to avoid dirt being carried on to the roadway.

Mitigation C-12: A construction relations officer should be appointed to act as a community liaison to oversee on-site construction activity and all emissions and congestion related matters.

Mitigation C-13: Restrict idling emission from trucks by using auxiliary power units and electrification at the industrial warehouse facilities.

Mitigation C-14: Landscape with appropriate drought-tolerant

2010 SP-5 SEIR Applicable Mitigation Measures:

Mitigation IV.C-1-1: Disturbed areas shall be covered with non-toxic soil stabilizers to inactive areas (previously graded areas inactive for ten days or more).

Mitigation IV.C-1-2: All disturbed areas shall be stabilized with the use of erosion control BMPs or a uniform established vegetative cover of 70 percent.

Mitigation IV.C-1-3: The construction contractor shall ensure that all trucks hauling dirt, sand, soil, or other loose materials are covered or shall maintain at least two feet of freeboard.

Mitigation IV.C-1-4: The construction contractor shall ensure that a reduced speed on unpaved roads shall be limited to 15 miles per hour or less.

Mitigation IV.C-1-5: The construction contractor shall manage haul road dust through the use of watering at least three times daily with equipment complying with SCAQMD Rule 1186 and 1186.1.

Mitigation IV.C-1-6: The construction contractor shall develop a fugitive dust control plan in accordance with the requirements of SCAQMD Rule 403.

Mitigation IV.C-1-7: The construction contractor shall be required to comply with SCAQMD Rule 2449 and be registered with the SCAQMD as a condition of permits.

Mitigation IV.C-1-8: The construction contractor shall utilize "Super-Compliant" VOC paints, which are defined in SCAQMD's Rule 1113. "Super-Compliant" VOC paints contain 10 grams/liter of VOCs or less.

Mitigation IV.C-1-9: The construction contractor shall ensure that a minimum of 50 percent of all construction vehicles engaged in mass grading activities shall be Tier 2, Tier 3, or higher.

Mitigation IV.C-1-10: The construction contractor shall utilize utility power from power lines/poles where available and feasible. In the unlikely event power for a pole is unavailable, a generator may be used.

Mitigation IV.C-1-11: The construction contractor shall be required to provide evidence that all construction equipment is properly maintained to reduce NO_X emissions to the extent possible.

Mitigation IV.C-1-12: The General Contractor shall post a publicly visible sign with a telephone number to contact regarding dust complaints.

Mitigation IV.C-1-13: No more than 100 acres shall be graded simultaneously on any single day during the initial development phase of construction. The construction contractor shall also ensure that the total building square footage constructed within the project does not exceed the building area identified in Table IV.C-4 (i.e., foundation construction, building construction, architectural coatings application) be conducted simultaneously on any single day.

Mitigation IV.C-1-19: The Project Applicant shall ensure that the equipment, machinery, activities and uses developed within the proposed Project area are consistent with the emissions budget listed in Table III-1, contained in Chapter III, Project Description of the Meridian SP-5 SEIR and as analyzed in the air quality technical study. Equipment, machinery, activities and uses in excess of those listed in Table III- 1 would necessitate additional environmental review.

Mitigation IV.C-4-1: All development shall comply with SCAQMD Rule 402. Any potential use on the Rule 402 list of uses shall require further environmental review.

Issues:		New Potentially Significant Impact	New Mitigation is Required	No New Impact/No Impact	Reduced Impact
IV.	BIOLOGICAL RESOURCES. Would the project:				
a)	Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	☐	☐	☒	☐
b)	Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	☐	☐	☒	☐
c)	Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	☐	☐	☒	☐
d)	Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	☐	☐	☒	☐
e)	Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☐	☒	☐
f)	Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	☐	☐	☒	☐

Findings:

The 1999 U.S. Fish and Wildlife Service (USFWS) Biological Opinion (BO) No. 1-6-99-F-13 for the reuse of the March Air Force Base (AFB), which was also found to be consistent with CEQA in January 2000 by California Department of Fish and Wildlife (CDFW; formerly California Department of Fish and Game), addressed the federally endangered and threatened Stephen's kangaroo rat (SKR), least Bell's vireo (LBV) and mountain plover. LBV, SKR and the mountain plover are known to occur in areas of the former March AFB. The BO concluded that development of the Meridian Specific Plan, which includes the proposed Project, is not likely to jeopardize the continued existence of the SKR, LBV or mountain plover.

a & b) As discussed above, the BO concluded that development of the Meridian Specific Plan, which includes the proposed Project, is not likely to jeopardize the continued existence of the SKR, LBV or mountain plover. No critical habitat has been designated for SKR within or adjacent to the Specific Plan, and therefore none would be affected. In 2009, the USFWS prepared a BO (FWS-WRIV-09B-221-09F1185) that addressed the increased population of LBV in the Specific Plan area. The riparian forest located in the southwestern portion of the North Campus and the north portion of the South Campus of the Specific Plan is occupied by LBV. The Meridian SP-5 was determined to impact 3.0 acres of LBV habitat at full buildout. The proposed mitigation to offset impacts to LBV from the Meridian Specific Plan includes conserving restoration areas and avoiding riparian drainages and upland buffers through the recordation of a conservation easement (recorded January 17, 2014). The conservation easement includes creation and restoration of 4.2 acres of LBV habitat. In addition, the Meridian SP-5 SEIR incorporated numerous conservation measures to avoid and/or minimize potential impacts to LBV and its habitat. In accordance with Mitigation Measure IV.D.1-1 of the Meridian SP-5 SEIR, vegetation clearing would be required to be conducted outside of the LBV nesting/breeding season to avoid disturbance to nesting adult LBVs and the destruction of active nests including eggs and nestlings. Taking into consideration all of the conservation measures and proposed mitigation, the USFWS concluded in the BO that the Meridian Specific Plan, which includes the proposed Project, is not likely to jeopardize the continued existence of the LBV. The Project site is graded and therefore does not contain suitable habitat for LBV. Further, the site is not adjacent to occupied LBV habitat; and consequently, it is not subject to Mitigation Measure IV.D.1-1.

Habitat for the Western burrowing owl was identified within the Meridian Specific Plan area. This species is listed by the State as a Species of Special Concern. The Meridian SP-5 SEIR outlines measures to minimize impacts to burrowing owls including pre-construction surveys and passive relocation measures. The Project would be required to conduct pre-construction surveys for burrowing owls, per Mitigation Measure IV.D.1-2 of the Meridian SP-5 SEIR. Should burrowing owls be detected during pre-construction surveys, passive relocation measures would be implemented to ensure that impacts would be less than significant.

Upon implementation of the Meridian SP-5 SEIR mitigation measures identified above, impacts to sensitive species and habitats would be less than significant. There are no new impacts as a result of the proposed Project, and therefore no further environmental review is required.

c) There are no Section 404 jurisdictional "waters of the U.S" identified within or adjacent to the Project site; therefore, no riparian, marsh, vernal pools, or coastal environments would be impacted by the development. The proposed Project was rough graded in 2003 under the original Section 404 permit (No. 200201578- RRS) and the Streambed Alteration Agreement (6-2002-291). Any jurisdictional waters of the U.S/State were removed at that time. Therefore, there are no jurisdictional areas located within the Project site. Thus, no impacts would occur as a result of the Project. No further environmental review is required.

d) The Project site is graded; therefore, it does not provide wildlife habitat other than a potential for suitable burrowing owl habitat described above. No established native resident or migratory wildlife corridors have been identified on the subject property. Therefore, the proposed Project would not substantially interfere with the movement of native or resident migratory species or their corridors, or impede the use of native wildlife nursery sites. There are no new impacts as a result of the proposed Project. No further environmental review is required.

e & f) As stated above, the Project is consistent with the 2009 Biological Opinion and the Project site is not part of a Habitat Conservation Plan or Natural Community Conservation Plan. Moreover, the Project is consistent with the March JPA's General Plan and land use policies. There are no new impacts as a result of the proposed Project. No further environmental review is required.

Mitigation Measures:

Pursuant to CEQA Section 15178, all Meridian SP-5 SEIR mitigation measures pertaining to this resource or Project are incorporated herein by reference and can be reviewed upon request at the March JPA, 14205 Meridian Parkway, Suite 140, Riverside, CA 92518, (951) 656-7000. Mitigation Measure A-4 from the 2003 Focused EIR and Mitigation Measure IV.D.1-2 from the Meridian SP-5 SEIR would be applicable to the proposed Project. The analysis did not identify any additional impacts associated with the Project; accordingly, no additional mitigation measures beyond those identified in the Meridian SP-5 SEIR are required.

2003 Focused EIR Applicable Mitigation Measures:

Mitigation A-4: Project detention basins shall have the following features to limit bird activity:

1. All detention basins shall have a draw down within 24 hours with the exception of the East Basin and the U4-E Basin. The East Basin shall have a draw down period of 39 to 42 hours during the interim development of Unit 4. The Unit 4-E Basin shall have a draw down period of 27 to 30 hours during the interim development of Unit 4. The East Basin will be designed in the ultimate condition to include a draw down period of 28 to 30 hours. The U4-E Basin will be designed in the ultimate condition to include a draw down period of 27 to 30 hours.

2. Standing water in all detention basins outside of the specified draw down times shall be addressed through the use of positive drainage techniques (grading, wet wells, french drains are some examples) by the Project sponsor.

3. Regular maintenance activities shall include the removal of vegetation.

4. March JPA shall monitor waterfowl activity during the rainy season in all detention basins. If waterfowl issues are identified during monitoring activities, then the March JPA and Project sponsor shall implement waterfowl control measures (netting and vegetation removal are some examples).

2010 SP-5 SEIR Applicable Mitigation Measures:

Mitigation IV.D.1-2: Preconstruction surveys would be conducted for burrowing owls prior to construction. These surveys shall conform to the survey protocol established by the California Burrowing Owl Consortium (1993). Preconstruction surveys shall be conducted no more than 30 days prior to the initiation of construction activities and at 30-day intervals if construction activities have not been initiated in an area. If Burrowing Owls are observed within the Project area then passive relocation measures will be implemented consistent with the survey protocol identified above.

Issues:		New Potentially Significant Impact	New Mitigation is Required	No New Impact/No Impact	Reduced Impact
V.	CULTURAL RESOURCES. Would the project:				
a)	Cause a substantial adverse change in the significance of a historical resource as defined in § 15064.5?	☐	☐	☒	☐
b)	Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?	☐	☐	☒	☐
c)	Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☐	☒	☐
d)	Disturb any human remains, including those interred outside of formal cemeteries?	☐	☐	☒	☐
e)	Cause a substantial adverse change in the significance of a Tribal Cultural Resource as defined in Public Resources Code §21074?	☐	☐	☒	☐

Findings:

The Meridian SP-5 SEIR assessed the impacts to Cultural Resources within the Specific Plan area which includes the proposed Project area. The Cultural Resource Survey, Test, and Evaluation conducted by Tierra in December 2009 for the Meridian SP-5 SEIR discovered one previously unidentified cultural resource site, KHMR-1 in the North Campus of the Specific Plan. Based on the evaluation of KHMR-1 conducted by Tierra, no further work was recommended for KHMR-1 and the Project site is considered fully mitigated.

a-d) As discussed above, the *Cultural Resource Survey, Test, and Evaluation* conducted by Tierra concluded that no further work was recommended for KHMR-1 and the Project site is considered fully mitigated. However, the Meridian SP-5 SEIR requires a professional archaeologist and Native American monitor all initial ground disturbing activity in native soils in the Meridian SP-5 area. The proposed Project is not located within an area of native soils. As documented in the *Geotechnical Engineering Investigation* prepared for the proposed Project by NorCal Engineering (January 2017; **Appendix B**), an engineered fill soil classifying as a brown, fine to medium grained, clayey to silty sand was encountered at a depth of 1.5 to 7 feet. Mass grading of the North Campus began in 2003 and has since been completed. The rough grading resulted in the removal and replacement of native alluvial soils with the engineered fill soil documented in the *Geotechnical Engineering Investigation* prepared for the proposed Project. These grading activities, which reached depths of approximately 12 feet, did not expose any archaeological or paleontological resources on the Project site.

In the unlikely event that archaeological or paleontological resources are encountered at the time of final grading, Project construction, or any other time before Project completion, all Project work in the area of the resource shall cease until the area has been surveyed by a qualified archaeologist or paleontologist who can evaluate the nature and significance of the finds in conformance with the Cultural Resource Management Plan prepared for the March JPA General Plan, and in compliance with the existing mitigation measures for the Meridian SP-5 SEIR. The Coroner would be notified if human remains are located as required by the Public Resources Code and Health & Safety Code. There are no new impacts as a result of the proposed Project, and therefore no further environmental review is required.

Mitigation Measures:

Pursuant to CEQA Section 15178, all Meridian SP-5 SEIR mitigation measures pertaining to this resource or Project are incorporated herein by reference and can be reviewed upon request at the March JPA, 14205 Meridian Parkway, Suite 140, Riverside, CA 92518, (951) 656-7000. Mitigation Measures K1 through K5 and L-1 from the 2003 Focused EIR and Mitigation Measures IV.J-2-1 through IV.J-2-6 and IV.J-4-1 from the Meridian SP-5 SEIR would be applicable to the proposed Project. The analysis did not identify any additional impacts associated with the Project; accordingly, no additional mitigation measures beyond those identified in the Meridian SP-5 SEIR are required.

2003 Focused EIR Applicable Mitigation Measures:

Mitigation K-1: All grading should be performed in accordance with the grading guidelines outlined in the March JPA Development Code.

Mitigation K-2: All future grading and construction of the Project site shall comply with the geotechnical recommendations contained in the Preliminary Geotechnical Investigation: March Business Park Phases 1-3 prepared by Inland Foundation Engineering, Inc dated July 10, 2002. This report contains specific recommendations for mitigating geotechnical conditions related to soils earthwork, slope stability, and ground and surface waters. All recommendations contained in the report shall be incorporated into all final and engineering and grading plans.

Mitigation K-3: All future development shall use proper erosion control measures during and following construction.

Mitigation K-5: All future development of the Project site shall adhere to the Uniform Building Code and State building requirements in effect at the time specific development is proposed.

Mitigation L-1: If archaeological or paleontological resources are encountered at the time of grading or Project construction, all Project work in the area of the resource shall cease until the area has been surveyed by a qualified archaeologist or paleontologist in conformance with the Cultural Resource Management Plan.

2010 SP-5 SEIR Applicable Mitigation Measures:

Mitigation IV.J-2-1: Prior to beginning Project construction, the Project Applicant shall retain an archaeological monitor to monitor all ground-disturbing activities in native soils (as shown in Figure IV.J-1) in an effort to identify any unknown archaeological resources. Any newly discovered cultural resource deposits shall be subject to a cultural resources evaluation.

Mitigation IV.J-2-2: At least 30 days prior to beginning Project construction, the Project Applicant shall contact the Pechanga Tribe to notify the Tribe of grading, excavation and the monitoring program, and to coordinate with the MJPA and the Tribe to develop a Cultural Resources Treatment and Monitoring Agreement. The Agreement shall address the treatment of known cultural resources, the designation, responsibilities, and participation of Native American Tribal monitors during grading, excavation and ground disturbing activities in native soils; Project grading and development scheduling; terms of compensation; and treatment and final disposition of any cultural resources, sacred sites, and human remains discovered on the site.

Mitigation IV.J-2-3: Prior to beginning Project construction, the Project Archaeologist shall file a pregrading report with the MJPA to document the proposed methodology for grading activity observation. Said methodology shall include the requirement for a qualified archaeological monitor to be present and to have the authority to stop and redirect grading activities. In accordance with the agreement required in Mitigation Measure IV-J-2-2, the archaeological monitor's authority to stop and redirect grading shall be exercised in consultation with the appropriate Tribe to evaluate the significance of any archaeological resources discovered on the property. Tribal monitors shall be allowed

to monitor all grading, excavation and ground breaking activities in native soils, and shall also have the authority to stop and redirect grading activities in consultation with the Project archaeologist.

Mitigation IV.J-2-4: The landowner shall relinquish ownership of all Native American cultural resources, including sacred items and burial goods that are found on the Project area to the appropriate Tribe for proper treatment and disposition.

Mitigation IV.J-2-5: All sacred sites, should they be encountered within the Project area, shall be avoided and preserved as the preferred mitigation, if feasible.

Mitigation IV.J-2-6: If inadvertent discoveries of subsurface archaeological resources are discovered during grading, the Project sponsor, the Project Archaeologist, and the Tribe shall meet with the March JPA to assess the significance of such resources and shall meet and confer regarding the mitigation for such resources. If the Project sponsor and the Tribe cannot agree on the significance or the mitigation for such resources, the MJPA shall make the determination based on the provisions of the California Environmental Quality Act with respect to archaeological resources and shall take into account the religious beliefs, customs, and practices of the appropriate Tribe.

Mitigation IV.J-4.1: If human remains are encountered, California Health and Safety Code Section 7050.5 requires that no further disturbance shall occur until the Riverside County Coroner has made the necessary findings as to origin. Further, pursuant to California Public Resources Code Section 5097.98(b) remains shall be left in place and free from disturbance until a final decision as to the treatment and disposition has been made. If the Riverside County Coroner determines the remains to be Native American, the Native American Heritage Commission shall be contacted within a reasonable timeframe. Subsequently, the Native American Heritage Commission shall identify the "most likely descendant." The most likely descendant shall then make recommendations, and engage in consultations concerning the treatment of the remains as provided in Public Resources Code 5097.98.

Issues:		New Potentially Significant Impact	New Mitigation is Required	No New Impact/No Impact	Reduced Impact
VI.	GEOLOGY AND SOILS. Would the project:				
a)	Expose people or structures to potential substantial adverse effects, including the risk of loss, injury or death involving:	☐	☐	☒	☐
i)	Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	☐	☐	☒	☐
ii)	Strong seismic ground shaking?	☐	☐	☒	☐
iii)	Seismic-related ground failure, including liquefaction?	☐	☐	☒	☐
iv)	Landslides?	☐	☐	☒	☐
b)	Result in substantial soil erosion or the loss of topsoil?	☐	☐	☒	☐
c)	Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	☐	☐	☒	☐
d)	Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code, creating substantial risks to life or property?	☐	☐	☒	☐
e)	Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	☐	☐	☒	☐

Findings:

The Meridian SP-5 SEIR determined that potential impacts to geology and soil resources had not changed since the 2003 March Business Center Focused EIR (which includes the proposed Project) and that the mitigation measures provided in the 2003 Focused EIR remain appropriate for the Meridian Specific Plan area. Mitigation measures identified in the Meridian SP-5 SEIR are noted below. A *Geotechnical Engineering Investigation* was prepared for the proposed Project and is included as Appendix B. The *Geotechnical Engineering Investigation* included recommendations for placement of compacted fill and expansive soil guidelines.

a–e) As discussed above, the Meridian SP-5 SEIR determined that the mitigation measures provided in the 2003 Focused EIR remain appropriate for the Meridian Specific Plan area. As identified by the 2003 Focused EIR, the Meridian Specific Plan, which includes the proposed Project, is located on soils comprised of Cieneba-Rockland-Fallbrook association, and is located 13 miles northeast of the Elsinore-Whittier fault and 7 miles southwest of the San Jacinto fault, with no active faults in the Specific Plan area. The soils and sediments within the proposed Project area are considered stable with low potential for expansion or liquefaction. The *Geotechnical Engineering Investigation* prepared for the proposed Project by NorCal Engineering (January 4, 2017; Appendix B) indicated that the Project site contains no known active or potentially active faults trending toward or through the site. The proposed Project lies outside of any Alquist Priolo Special Studies Zone and the potential for damage due to direct fault rupture is considered very remote. The proposed Project is not situated in an area of generalized liquefaction susceptibility and the potential for liquefaction to occur on the proposed Project site is considered to be very low due to the density of the subsurface soils and the shallow depth to bedrock.

The *Geotechnical Engineering Investigation* found the near surface engineered fill soils on-site to be fine to medium grained, clayey to silty sand which was encountered to a depth of 1.5 to 7 feet. These soils were noted to be dense and moist. An undisturbed alluvial soil classifying as a brown, fine to medium grained clayey sand was encountered beneath the fill and observed to be dense and moist. A granitic bedrock was encountered at a depth of 7 feet below ground surface. The overall engineering characteristics of the earth material were relatively uniform with each excavation. No groundwater was encountered and no caving occurred.

As discussed in the Meridian SP-5 SEIR, the Specific Plan would be served by a sewer system, so septic systems or alternative wastewater disposal systems would not be required. As specified in the Meridian SP-5 SEIR mitigation measures, the proposed Project shall be constructed in accordance with the Uniform Building Code (UBC) and California Building Code (CBC), as well as the *Geotechnical Engineering Investigation* conducted for the Project and the grading requirements contained within the March JPA Development Code. With implementation of the Meridian SP-5 SEIR mitigation measures, the proposed Project would not introduce new impacts not previously analyzed in the Meridian SP-5 SEIR. Thus, no further environmental review is required.

Mitigation Measures:

Pursuant to CEQA Section 15178, all Meridian SP-5 SEIR mitigation measures pertaining to this resource or Project are incorporated herein by reference and can be reviewed upon request at the March JPA, 14205 Meridian Parkway, Suite 140, Riverside, CA 92518, (951) 656-7000. Mitigation Measures K-1 through K-3 and K-5 from the Meridian SP-5 SEIR would be applicable to the proposed Project. The analysis did not identify any additional impacts associated with the Project; accordingly, no additional mitigation measures beyond those identified in the Meridian SP-5 SEIR are required.

2010 SP-5 SEIR Applicable Mitigation Measures:

Mitigation K-1: All grading should be performed in accordance with the grading guidelines outlined in the March JPA Development Code.

Mitigation K-2: All future grading and construction of the Project site shall comply with the geotechnical recommendations contained in the Preliminary Geotechnical Investigation: March Business Park Phases 1-3 prepared by Inland Foundation Engineering, Inc dated July 10, 2002. This report contains specific recommendations for mitigating geotechnical conditions related to soils earthwork, slope stability, and ground and surface waters. All recommendations contained in the report shall be incorporated into all final and engineering and grading plans.

Mitigation K-3: All future development shall use proper erosion control measures during and following construction.

Mitigation K-5: All future development of the Project site shall adhere to the Uniform Building Code and State building requirements in effect at the time specific development is proposed.

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

Findings:

The Meridian SP-5 SEIR addressed greenhouse gas (GHG) emissions for the Specific Plan area which includes the proposed Project area. The Meridian SP-5 SEIR determined that the total emissions for the Specific Plan are estimated to be 12,043 metric tons of CO_2 for the duration of construction. In addition, the Meridian SP-5 SEIR analyzed operational GHG emissions under the Business As Usual (BAU) scenario, which assumes that future development trends within the Specific Plan area would follow those of the past and no changes in policies would take place. The operational GHG emissions analysis incorporated the range of uses anticipated to operate within the Specific Plan area and provided a breakdown of annual emissions per source, the primary sources being vehicular emissions and electricity use. Both the state of California and the federal government have adopted GHG emission reduction measures designed to reduce the amount of GHGs emitted from vehicles. GHG emissions were calculated for the Specific Plan based on implementation of these adopted measures.

a) The Meridian SP-5 SEIR determined that implementation of Meridian SP-5 would result in long-term operational GHG emissions that would exceed the California Air Resources Board (CARB) and SCAQMD thresholds. The Traffic Consistency Memo prepared for the Project analyzed traffic volumes for five scenarios and determined the worst case scenario would generate 6,597 average daily trips (ADT), which would be similar to the volumes analyzed in the Meridian SP-5 SEIR. As such, the proposed Project's contribution to Meridian SP-5's GHG operational emissions exceedances would be considered significant. A significant and unavoidable impact would occur in this regard. No new impacts would occur.

b) The Meridian SP-5 SEIR determined that implementation of Meridian SP-5 would result in less than significant impacts with regard to GHG reduction plan consistency. As discussed in the Meridian SP-5 SEIR, Meridian SP-5 would be consistent with Statewide goals and policies for reducing GHG emissions, as well as the State's recommended actions for reducing GHG emissions in the transportation, electricity and natural gas, green buildings, water, industry, forestry, recycling and water management, and agricultural sectors. As noted above, the proposed Project's worst case traffic generation (6,597 ADT) would be similar to the volumes analyzed in the Meridian SP-5 SEIR. The proposed Project would be required to implement all feasible GHG reduction measures (Mitigation Measures C-1 through C-9, C-12 through C-14 and B-4 through B-6, B-10, B-11, H-4, H-5, H-7, and K-5). As such, the proposed Project would not conflict with an applicable plan, policy, or regulations adopted for the purpose of reducing the emissions of greenhouse gases. A less than significant impact would occur in this regard. No new impacts would occur.

Mitigation Measures:

Pursuant to CEQA Section 15178, all Meridian SP-5 SEIR mitigation measures pertaining to this resource or Project are incorporated herein by reference and can be reviewed upon request at the March JPA, 14205 Meridian Parkway, Suite 140, Riverside, CA 92518, (951) 656-7000. Mitigation Measures C-1 through C-9, C-12 through C-14, B-4 through B-6, B-10, B-11, H-4, H-5, H-7, K-5, and IV.L-1.1 through IV.L-1.26 from the Meridian SP-5 SEIR would be applicable to the proposed Project. The analysis did not identify any additional or substantially more severe impacts associated with the Project; accordingly, no additional mitigation measures beyond those identified in the Meridian SP-5 SEIR are required.

2003 Focused EIR Applicable Mitigation Measures:

Mitigation C-1: Preferential parking spaces shall be offered to car pools and van pools.

Mitigation C-2: Employers shall implement a compressed workweek schedule when feasible.

Mitigation C-3: Employers with 250 employees or more shall develop a trip reduction plan to increase vehicle occupancy.

Mitigation C-4: Employers shall provide on-site child care facilities when feasible.

Mitigation C-5: Design elements shall be designed to reduce vehicle queuing when entering and exiting parking structures.

Mitigation C-6: Projects shall provide for video conferencing facilities to the extent possible.

Mitigation C-7: Businesses shall minimize the use of fleet vehicles during smog alerts, and encourage the use of alternative fuel vehicles.

Mitigation C-8: Buildings shall be designed to reduce energy usage by utilizing solar or low emission water.

Mitigation C-9: CEQA Review of stationary source emissions other than natural gas and electricity shall be performed on all projects with the possibility of emitting air pollutants. In addition, all projects involving stationary source emissions shall obtain permits to construct and operate from the SCAQMD.

Mitigation C-12: A construction relations officer should be appointed to act as a community liaison to oversee on-site construction activity and all emissions and congestion related matters.

Mitigation C-13: Restrict idling emission from trucks by using auxiliary power units and electrification at the industrial warehouse facilities.

Mitigation C-14: Landscape with appropriate drought-tolerant

Mitigation B-4: The Project shall provide a site that can accommodate the future construction of a multi-modal transportation center by RCTC in the North Campus, north of Cactus Avenue and south of Alessandro Boulevard. CEQA analysis of the environmental impacts of the transportation center will be required once a proposal is brought forward by RCTC.

Mitigation B-5: The March Business Center shall require implementation of parking ratios that limit the need for on-street parking. These ratios are identified in the Specific Plan.

Mitigation B-6: The project shall provide for bicycle facilities to accommodate non-motorized circulation on the site and connectivity to routes in the Cities of Riverside and Moreno Valley.

Mitigation B-10: The March JPA shall implement Transportation Demand Management (TDM) strategies to shift trips outside the standard commuting hours and/or to non-"drive alone" modes of travel. This is accomplished through various employer-initiated measures, such as flexible working hours, encouragement of carpooling, and facilitating access for non-motorized (i.e., bicycling or walking) modes of travel. Section V of the Specific Plan outlines TDM requirements.

Mitigation B-11: The March JPA shall cooperate with the Riverside Transportation Agency (RTA) for the provision of bus service within the Specific Plan area.

Mitigation H-4: 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 mulching type mower are left on the lawn) or on-site composting or directed to local wood grinding and/or composting operations.

- The use of mulch and/or compost in the development and maintenance of landscape areas is recommended.

- Construction and demolition waste should be reduced and/or diverted from landfill disposal by the use of on-site grinders or by directing the materials to recycling facilities.

Mitigation H-5: The proposed Project shall comply with the State Model Ordinance, implemented in 9/1/94 in accordance with AB 1327, Chapter 18, California Solid Waste Reuse and Recycling Access Act of 1991, which requires that all commercial, industrial, and multifamily residential projects provide adequate area(s) for the collections and loading of recyclable materials. Prior to building permit issuance, the applicant shall submit a Recyclables Collection and Loading Area plot plan to the March JPA for review and approval.

Mitigation H-7: The proposed non-potable water system will meet "Purple" pipe standards for reclaimed water systems.

Mitigation K-5: All future development within the Project site shall adhere to the Uniform Building Code and State building requirements in effect at the time specific development is proposed.

2010 SP-5 SEIR Applicable Mitigation Measures:

Mitigation IV.L-1.1: Project shall provide plentiful short- and long- term bicycle parking facilities to meet peak season maximum demand (e.g., one bike rack space per 20 vehicle/employee parking spaces).

Mitigation IV.L-1.2: Project shall provide "end-of-trip" facilities including showers, lockers, and changing space (e.g., four clothes lockers and one shower provided for every 80 employee parking spaces, separate facilities for each gender for projects with 160 or more employee parking spaces).

Mitigation IV.L-1.3: Project design shall include a designated bicycle route connecting all units, on-site bicycle parking facilities, off-site bicycle facilities, site entrances, and primary building entrances to existing Class I or Class II bike lane(s) within one-half mile. Bicycle route connects to all streets contiguous with Project site. Bicycle route has minimum conflicts with automobile parking and circulation facilities. All streets internal to the project wider than 75 feet have Class II bicycle lanes on both sides.

Mitigation IV.L-1.4: The project shall provide a pedestrian access network that internally links all uses and connects to all existing/planned external streets and pedestrian facilities contiguous with the Project site. Project design shall include a designated pedestrian route interconnecting all internal uses, site entrances, primary building entrances, public facilities, and adjacent uses to existing external pedestrian facilities and streets. Route has minimal conflict with parking and automobile circulation facilities. Streets within the project have sidewalks on both sides. All sidewalks are a minimum of five feet wide and feature vertical curbs. Pedestrian facilities and improvements such as grade separation, wider sidewalks, and traffic calming are implemented wherever feasible to minimize pedestrian barriers. All site entrances provide pedestrian access.

Mitigation IV.L-1.5: The developer shall work with RTA in an effort to establish bus services with one hour or less for stops within one-quarter mile; project shall provide safe and convenient bicycle/pedestrian access to transit stop(s) and provides essential transit stop improvements (i.e., shelters, route information, benches, and lighting).

Mitigation IV.L-1.6: Project design shall include pedestrian/bicycle safety and traffic calming measures in excess of jurisdiction requirements. Roadways are designed to reduce motor vehicle speeds and encourage pedestrian and bicycle trips by featuring traffic calming features. All sidewalks internal and adjacent to Project site are minimum of five feet wide. All sidewalks feature vertical curbs. Roadways that converge internally within the project are routed in such a way as to avoid "skewed intersections;" which are intersections that meet at acute, rather than right, angles. Intersections internal and adjacent to the project shall feature one or more of the following pedestrian safety/traffic calming design techniques: marked crosswalks, countdown signal timers, curb extensions, speed tables, raised crosswalks, raised intersections, median islands, tight corner radii, and roundabouts or mini-circles. Streets internal and adjacent to the project feature pedestrian safety/traffic calming measures such as planter strips with street trees, and chicanes/chokers (variations in road width to discourage high-speed travel).

Mitigation IV.L-1.7: Project shall provide a parking lot design that includes clearly marked and shaded pedestrian pathways between transit facilities and building entrances.

Mitigation IV.L-1.8: Project shall include permanent TMA membership and funding requirement per the Specific Plan Amendment. Funding for trip-reduction measures shall be provided by the individual lot developers.

Mitigation IV.L-1.9: Project shall provide high density office or mixed-use proximate to transit. Project shall provide safe and convenient pedestrian and bicycle access to all transit stops within one-quarter mile.

Mitigation IV.L-1.10: Project shall be oriented towards existing transit, bicycle, or pedestrian corridor. Setback distance between project and existing or planned adjacent uses shall be minimized. Setbacks between project buildings and planned or existing sidewalks shall be minimized. Buildings shall be oriented towards existing or planned street frontage. Primary entrances to buildings shall be located along planned or existing public street frontage. Project shall provide bicycle access to any planned bicycle corridor(s). Project shall provide pedestrian access to any planned pedestrian corridor(s).

Mitigation IV.L-1.11: Employers with over 250 employees shall provide on-site food vending machines, fridge, microwave and mail facilities and use reasonable effort to provide an ATM, on-site computer, internet connection, and other service to reduce the need for employees to leave for services during business hours.

Mitigation IV.L-1.12: The project shall have the following on site and/or off-site within one-quarter mile: Retail Development, Park, Open Space, or Office.

Mitigation IV.L-1.13: Project site shall be on a vacant infill site, redevelopment area, or brownfield or greyfield lot that is highly accessible to regional destinations, through public transit.

Mitigation IV.L-1.14: Project shall install Energy Star labeled roof materials.

Mitigation IV.L-1.15: Project shall encourage use materials which are resource efficient, recycled, with long life cycles and manufactured in an environmentally friendly way.

Mitigation IV.L-1.16: Project shall use ARB-certified diesel construction equipment.

Mitigation IV.L-1.17: Project sponsor shall encourage the recycling/reuse of demolished construction material.

Mitigation IV.L-1.18: Project sponsor shall encourage an increase of exterior wall insulation over Title 24 requirements; however, a specific percent increase is not required.

Mitigation IV.L-1.19: Project sponsor shall encourage an increase of roof insulation over Title 24 requirements; however, a specific percent increase is not required.

Mitigation IV.L-1.20: Provide parking lot areas will include 40% tree coverage (approximately one tree for every 14 stalls) for office uses and 30% tree coverage (approximately one tree for every 20 stalls) for industrial or business park uses within 10 to 15 years of construction. Project will use trees that mature over a longer time frame with lower low water demand. Shade requirements will exclude truck courts and drive isles.

Mitigation IV.L-1.21: Provide infrastructure/education that promotes the avoidance of products with excessive packaging, recycle, buying of refills, separating of food and yard waste for composting, and using rechargeable batteries.

Mitigation IV.L-1.22: Provide one preferential parking space for EVs/CNG vehicles for single user parking lots and shared retail parking per hundred required spaces not to exceed four preferential parking spaces per development. One charging facility will be provided for every two EV stalls.

Mitigation IV.L-1.23: Provide light colored concrete paving in truck courts.

Mitigation IV.L-1.24: Provide electrical outlets at building exterior areas.

Mitigation IV.L-1.25: Provide energy efficient appliances (e.g., Energy Star) and energy-reducing programmable thermostats that automatically adjust temperature settings.

Mitigation IV.L-1.26: Provide low flow and waterless fixtures for restroom facilities.

Issues:		New Potentially Significant Impact	New Mitigation is Required	No New Impact/No Impact	Reduced Impact
VIII.	HAZARDS AND HAZARDOUS MATERIALS. Would the project:				
a)	Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☐	☒	☐
b)	Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	☐	☐	☒	☐
c)	Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☒	☐
d)	Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	☐	☐	☒	☐
e)	For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	☐	☐	☒	☐
f)	For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	☐	☐	☒	☐
g)	Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☒	☐

Issues:		New Potentially Significant Impact	New Mitigation is Required	No New Impact/No Impact	Reduced Impact
h)	Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	☐	☐	☒	☐

Findings:

The Meridian SP-5 SEIR concluded that the Specific Plan Amendment, which includes the proposed Project, would result in less than significant impacts with mitigation incorporated to hazards and hazardous materials. The Meridian SP-5 SEIR found that the March ARB is included in several federal, state, and local environmental databases including the National Priority List (NPL) or Superfund, the comprehensive Environmental Response, Compensation and Liability Information System (CERCLIS), Resource Conservation and Recovery Act Large Quantity Generators (RCRA-LQG), US Engineering Controls, US Institutional Controls, and the Department of Toxic Substances Control (DTSC) Cortese database, Leaking Underground Storage Tanks (LUST) database, plus several others that contain both spill and administrative violations. No LUST cases were identified within the Specific Plan area; however, the Meridian SP-5 SEIR identified 14 LUST cases within approximately 1 mile of the Specific Plan area. The Meridian SP-5 SEIR also noted that as part of the realignment process, a Finding of Suitability for Transfer (FOST) was prepared for the parcels transferred to the March JPA. The FOST required federal agencies to execute a contract stating that the parcel of land being transferred would be remediated before the transfer could take place. Remediation includes the removal of all materials that could cause harm to the environment or human health. The Meridian Specific Plan encompasses three sites identified in the FOST. The Meridian SP-5 SEIR also examined the one site previously identified in the Base's Installation Restoration Program (IRP) investigations. This site contained a small benzene groundwater plume and was addressed in the 2003 Focused EIR. On August 21, 2003, the RWQCB, Santa Ana Region, issued final closure of this site; therefore, no further action related to this location is required.

The Meridian SP-5 SEIR noted that the Specific Plan is located adjacent to an existing military and civilian airport with an active runway. The Air Force has defined a set of Accident Potential Zones (APZ)s for use in the Air Installation Compatibility Use Zone (AICUZ) Study, and development within the portions of these lots within the APZs limits building height to a single story. Limitations also include overall building area, persons per acre density and other criteria as defined in March JPA Resolution #08-01. Based on the requested zone change and associated General Plan Amendment and Specific Plan Amendment, the proposed Project was reviewed by the Riverside County Airport Land Use Commission (ALUC). The ALUC Development Review Letter is included as **Appendix C**; the results are summarized herein.

The Meridian SP-5 SEIR concluded that compliance with the applicable 2003 Focused EIR mitigation measures, and the incorporation of additional mitigation measures identified below, would result in a less than significant impact with mitigation incorporated to hazards and hazardous materials. A *Phase I Environmental Site Assessment* was prepared for the proposed Project by Environmental & Regulatory Specialists, Inc. (December 2016) and is provided as **Appendix D**; the results are summarized herein.

a & b) Per the *Phase I Environmental Site Assessment* (ESA), the site has been graded in preparation for commercial development and is relatively flat. Historical aerial photographs show the Project site as disturbed open space in 1938. The 1949 aerial photograph shows increased development with industrial buildings on the southern portion of the site and a rectangular disturbed area (potentially paved) in the eastern portion. The areas south, east and northeast of the Project site show increased industrial development. In 1953 and 1967 the development east and northeast of the site shifts from predominantly industrial to residential and includes the Arnold Heights base housing development. In 1978 the industrial uses south of the Project site were replaced by the Riverside National Cemetery. Development surrounding the site remained consistent through 2009, at which time the structures on the site are no longer present and the area east of the site has been graded for industrial and warehouse uses. From 2009 through 2012 the site remained vacant and industrial buildings and new paved roadways are visible north of the Project site. The Project site was graded in 2003 with the mass grading activities associated with the Meridian Business Park development.

The Project site occupies part of the former March Air Force Base (a Superfund site). March Air Force Base has been remediated and most of its land transferred to other uses. One report of an environmental concern was mapped

onto the subject property. While grading the Project site to its current configuration, a buried storage tank was discovered on Lot 10. The March JPA was contacted and the tank was removed. Environmental & Regulatory Specialists concluded that this does not raise an environmental concern for the Project site. There were fifty-four environmental concerns on nearby properties that were flagged and reviewed. Environmental & Regulatory Specialists concluded there is no evidence of recognized environmental conditions for nearby locations, on the Project site or a likelihood of vapor encroachment on the Project site.

Once the proposed Project is constructed, hazardous materials would be limited to those associated with warehouse and storage facilities, business park type uses and office buildings. These include cleaners, paints, solvents; and fertilizers and pesticides for site landscaping. Because these materials are used in very limited quantities, they are not considered a hazard to the public. Future Project operations that use, generate, or store hazardous materials would be required to comply with the applicable federal, state, and local health and safety regulations regarding these substances to avoid impacts to the public or environment. Per Mitigation Measure IV.E.1-1 of the Meridian SP-5 SEIR, a risk management plan (RMP) would be prepared and implemented for operations that would store, handle, or use hazardous materials in excess of state and/or federal threshold quantities. The RMP must include hazard assessment, release prevention training, and emergency response planning components, as described further in Section IV.E, *Hazards and Hazardous Materials*, of the Meridian SP-5 SEIR. Adherence to these requirements would reduce potential Project impacts to less than significant. Moreover, the proposed Project would not introduce any new impacts not previously covered in the Meridian SP-5 SEIR. No further environmental review is required.

c) The closest school is Tomas Rivera Elementary School which is located approximately 1.5 miles west of the Project site. The Project site is not located within the 0.25 mile school buffer overlay for the Tomas Rivera Elementary School or within 0.25 miles of any other school. As a result, no impacts are anticipated.

d) According to Section IV.E of the Meridian SP-5 SEIR, the Project site is not identified on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5. No significant adverse impacts relative to hazardous materials sites would result with Project implementation. No further environmental review is required.

e) The proposed Project is not located within the Clear Zone, APZ I or APZ II as shown in the 2005 March ARB AICUZ. Based on the requested zone change and associated General Plan Amendment and Specific Plan Amendment, the proposed Project was reviewed by ALUC and was found consistent with the 2014 March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan, subject to conditions. The conditions identified by the ALUC Development Review include outdoor lighting regulations, prohibited on-site activities, maximum allowable building height, allowable rooftop equipment, maximum amount of square footage that could be permitted for a dining area within a potential restaurant facility, and other conditions related to site development and uses. The proposed Project would comply with the conditions identified by the ALUC and therefore, would not result in a safety hazard for people residing or working in the Project area. Thus, no further environmental review is required.

f) The proposed Project is not located within the vicinity of a private airstrip. As a result, no impacts are anticipated.

g) The March JPA adopted the March Area Emergency Resource Guide in 2008. The Guide provides a list of resources and contact information for emergency resources in the area, including local hospitals, animal disaster resources, law enforcement, fire protection, airports/air services, emergency services for the March Inland Port, mass transportation information, nearby health care clinics, utilities providers, pharmacies, and ambulance resources. According to the Meridian SP-5 SEIR, the Specific Plan is consistent with the March Area Emergency Resource Guide because the construction and operation of individual projects within the Specific Plan area would not result in a physical interference with emergency routes. Moreover, primary access to all roads within the Specific Plan would be maintained during construction of the proposed Project. The proposed Project would not introduce any new impacts not previously covered in the Meridian SP-5 SEIR. Therefore, no further environmental review is required.

h) According to the Western Riverside County Wildfire Susceptibility Map, the Meridian Specific Plan is not located within a fire hazard zone. Additionally, the proposed Project is located on a previously graded lot within an area that is developed or proposed to be developed with industrial or commercial uses. Vacant, disturbed land and an industrial center are north and west of the Project site, beyond Economic Drive. Vacant disturbed land and industrial uses are east of the site, beyond Meridian Parkway. The Riverside National Cemetery is located south of the site, beyond Van Buren Boulevard. The Project would not generate significant impacts related to exposure of people or structures to wildland fire hazards not previously analyzed in the Meridian SP-5 SEIR. Therefore, no further environmental review is required.

Mitigation Measures:

Pursuant to CEQA Section 15178, all Meridian SP-5 SEIR mitigation measures pertaining to this resource or Project are incorporated herein by reference and can be reviewed upon request at the March JPA, 14205 Meridian Parkway, Suite 140, Riverside, CA 92518, (951) 656-7000. Mitigation Measure IV.E.1-1 from the Meridian SP-5 SEIR would be applicable to the proposed Project. The analysis did not identify any additional impacts associated with the Project; accordingly, no additional mitigation measures beyond those identified in the Meridian SP-5 SEIR are required.

2010 SP-5 SEIR Applicable Mitigation Measures:

Mitigation IV.E.1-1: Facilities that store, handle or use regulated substances as defined in the California Health and Safety Code 25532 (g) in excess of threshold quantities shall prepare risk management plans (RMP) for determination of risks to the community.

Issues:		New Potentially Significant Impact	New Mitigation is Required	No New Impact/No Impact	Reduced Impact
IX.	HYDROLOGY AND WATER QUALITY. Would the project:				
a)	Violate any water quality standards or waste discharge requirements?	☐	☐	☒	☐
b)	Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	☐	☐	☒	☐
c)	Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	☐	☐	☒	☐
d)	Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?	☐	☐	☒	☐
e)	Create or contribute runoff water which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff?	☐	☐	☒	☐
f)	Otherwise substantially degrade water quality?	☐	☐	☒	☐
g)	Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	☐	☐	☒	☐

Issues:		New Potentially Significant Impact	New Mitigation is Required	No New Impact/No Impact	Reduced Impact
h)	Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	☐	☐	☒	☐
i)	Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	☐	☐	☒	☐
j)	Expose people or structures to inundation by seiche, tsunami, or mudflow?	☐	☐	☒	☐

Findings:

The Meridian SP-5 SEIR analyzed an Ultimate Drainage Conditions Study which was prepared for the Meridian SP-5 SEIR to review previous drainage analyses for the Meridian Specific Plan area and confirm that the findings from the 2003 Focused EIR remained valid. This study evaluated the interim East Detention Basin contemplated with Unit 4, which captures Project area runoff and intercepts and detains off-site flow from the South Campus, the Future Development Area, and the Orangecrest residential development further to the west of the proposed Project area. The Meridian SP-5 SEIR found that compliance with applicable mitigation measures from the 2003 Focused EIR would result in less than significant impacts to hydrology with mitigation incorporated. As described in Section IV.F, *Hydrology/Water Quality*, of the Meridian SP-5 SEIR, the Santa Ana Regional Water Quality Control Board (RWQCB) is responsible for regulating stormwater discharges and maintaining the quality of water resources within the northwestern portion of Riverside County, including the proposed Project. Construction activities, storm drain systems, and point-source discharges associated with individual projects within the Specific Plan area would be required to obtain authorization by the Santa Ana RWQCB and coverage under a National Pollutant Discharge Elimination System (NPDES) permit, per Section 402 of the Clean Water Act. A *Preliminary Water Quality Management Plan* was prepared for the proposed Project by Tory R. Walker Engineering, Inc. (March 2018) and is provided as **Appendix E**; the results are summarized herein.

a) The proposed Project would include the construction of impermeable surfaces (i.e., pavement and structures), and would be required to obtain a NPDES permit to address water quality impacts. Prior to issuance of the NPDES permit, the Project would prepare a Stormwater Pollution Prevention Plan (SWPPP), consistent with the General Permit for Discharges of Storm Water Associated with Construction Activity (Construction General Permit). The SWPPP would incorporate best management practices (BMPs) similar to those described in the Meridian SP-5 Meridian SP-5 SEIR that would be employed to prevent stormwater pollutants from leaving the Project site during construction (e.g., gravel bags, silt fence, fiber rolls, etc.). Additionally, the Project would be required to prepare a Water Quality Management Plan (WQMP) in accordance with the NPDES Permit No CAS618033 Order No. R8-2010-0033. Preparation and implementation of a SWPPP and WQMP, as well as implementation of design, source control and/or treatment BMPs recommended in the Meridian SP-5 SEIR, would reduce potential impacts to water quality during construction and avoid violations of water quality standards.

   Non-point source surface water from impervious surfaces within the Project site may contain contaminants or increased sediment loads that would increase pollution within the local storm drain system. Implementation of the proposed Project would involve construction of eleven concrete tilt-up buildings with a combined square footage of 162,041sf. Stormwater runoff would be treated with Best Management Practices (BMPs) on-site prior to discharging into the to the South Channel Basin through the master planned off-site storm drain. The on-site BMPs and South Channel Basin would treat storm water prior to discharging to the off-site MS4 and avoid violations of the water quality standards. The proposed Project would not introduce any new impacts not previously addressed in the Meridian SP-5 SEIR. Therefore, no further environmental review is required.

b) Although the proposed Project does not involve the extraction of groundwater, the introduction of impervious surfaces within a graded, vacant site would reduce percolation and recharge of groundwater on site. As described above, stormwater would be collected and discharged east into the existing South Channel Basin. As analyzed in the Meridian SP-5 SEIR, the South Channel Basin would allow percolation and recharge of groundwater, and would mitigate Project impacts. Therefore, no further environmental review is required. The overall drainage pattern would be preserved and runoff from the site would discharge to the South Channel Basin through the master planned off-site storm drain. Per the site's geotechnical engineering investigation and working knowledge of poor infiltration characteristics throughout the March JPA area, the WQMP determined infiltration to be infeasible for the low impact development (LID) BMP design.

As discussed in the Meridian SP-5 SEIR, appropriate BMP associated with the required NPDES permit and all other existing federal and state regulations regarding water quality would be adhered to by the Specific Plan and associated individual projects, as required through the Storm Water Pollution Prevention Plan (SWPPP). Therefore, impacts to groundwater from the proposed Project would be less than significant.

c & d) As previously discussed, the Project site is located on a graded area (rough graded per the March Business Center Tentative Parcel Map for portions of the Meridian North Campus). The proposed Project would not substantially alter the existing drainage patterns of the Project site or vicinity. The completed Project would continue to drain to the South Channel Basin. The South Channel Basin would detain and treat storm water runoff prior to discharge to the downstream MS4 drain system, thus, minimizing potential for flooding to occur on or off site. Also, the Project site does not include any streams or rivers that could be altered by the proposed Project. Therefore, impacts to the drainage pattern and issues related to flooding would be less than significant and consistent with those analyzed in the Meridian SP-5 SEIR. No further environmental review is required.

e) Refer to Response IX. (a), above. The proposed Project is required to prepare a SWPPP under the NPDES Construction General Permit to implement BMPs to minimize storm water runoff during construction. In addition, the New Development & Redevelopment Guidelines for Projects Under the March Joint Powers Authority (January 9, 2008) include post-construction management requirements to control storm water runoff. Implementation of a SWPPP and the mitigation measures listed in Section F of the Meridian SP-5 SEIR for post-construction BMPs would reduce the possible impacts of additional runoff to the storm water drainage system resulting from the proposed Project to less than significant. No further environmental review is required.

f) Water quality impacts other than those described in Response IX. (a) above are not anticipated with implementation of the proposed Project. Therefore, impacts resulting from the Project would be less than significant and consistent with those analyzed in the Meridian SP-5 SEIR. No further environmental review is required.

g) The proposed Project does not include any housing; therefore, no flood hazard would occur with Project implementation. No further environmental review is required.

h) Refer to Response IX. (g), above. Implementation of the proposed Project would not subject structures to a 100-year flood hazard area.

i) As indicated in the Meridian SP-5 SEIR, the Specific Plan area, including the proposed Project site, is not located downstream of a levee or dam; therefore, there is no significant risk of loss, injury or death involving flooding as a result of the failure of a levee or dam.

j) As indicated in the Meridian SP-5 SEIR, the Specific Plan area, including the proposed Project site, is located approximately 75 miles from the Pacific Ocean and is not downstream of a significant body of water. Therefore, there is no risk of exposure to inundation by seiche or tsunami. Although areas to the west of the proposed Project are slightly higher in elevation, these areas are developed and vegetated so the potential for a mudflow is unlikely. No further environmental review is required.

Mitigation Measures:

Pursuant to CEQA Section 15178, all Meridian SP-5 SEIR mitigation measures pertaining to this resource or Project are incorporated herein by reference and can be reviewed upon request at the March JPA, 14205 Meridian Parkway, Suite 140, Riverside, CA 92518, (951) 656-7000. Mitigation Measures F-2 and F-3 from the Meridian SP-5 SEIR would be applicable to the proposed Project. The analysis did not identify any additional impacts associated with the Project; accordingly, no additional mitigation measures beyond those identified in the Meridian SP-5 SEIR are required.

2010 SP-5 SEIR Applicable Mitigation Measures:

Mitigation F-2: The storm drain system shall include sediment basins near inlets to the system to intercept sediment in accessible areas where maintenance is practical.

Mitigation F-3: Activities requiring authorization under an NPDES permit shall not be conducted prior to authorization by the Santa Ana Regional Water Quality Control Board. Best management practices identified in the Storm Water Pollution Prevention Plan shall be implemented.

Issues:		New Potentially Significant Impact	New Mitigation is Required	No New Impact/No Impact	Reduced Impact
X.	LAND USE AND PLANNING. Would the project:				
a)	Physically divide an established community?	☐	☐	☒	☐
b)	Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	☐	☐	☒	☐
c)	Conflict with any applicable habitat conservation plan or natural community conservation plan?	☐	☐	☒	☐

Findings:

The Meridian SP-5 SEIR concluded that the Specific Plan Amendment, which includes the proposed Project, was consistent with regionally relevant plans, including the Southern California Association of Government's Regional Transportation Plan (RTP) and Growth Visioning Principles and Senate Bill 375. Furthermore, given the fact that the Specific Plan Amendment did not alter or propose new land use designations, only the acreages associated with those designations, the Meridian SP-5 SEIR concluded that the Specific Plan Amendment was consistent with the March JPA General Plan and the Specific Plan, as well as the March JPA Development Code. The Specific Plan Amendment was also found to be consistent with the compatibility policies contained within the 2005 AICUZ for March ARB, the Riverside County Airport Land Use Plan (ALUP), and Draft March ARB/Inland Port Airport Joint Land Use Study (March JPA 2010).

The proposed Project would require approval by the March JPA of a Master Plot Plan, a General Plan Amendment, a Specific Plan Amendment, and Conditional Use Permits for Buildings 1 through 9. The Master Plot Plan would allow for the development of eleven concrete tilt-up buildings ranging from 7,180 sf to 32,628 sf for a total of 162,041 sf. The General Plan Amendment would allow for a decrease of land zoned as OF and an increase of land zoned as MU within the March JPA Planning Area. A Specific Plan Amendment would allow for the zone change of approximately 10.85 acres from SP-5 OF to SP-5 MU, the Conditional Use Permits would allow Building 1 through Building 9 to operate as a business enterprise use among other permitted uses within the MU zone.

a) The proposed Project is located within the Meridian Specific Plan and is currently zoned as OF. The proposed Project would require a General Plan Amendment and a Specific Plan Amendment to allow for a zone change to MU for Unit 4-Lots 8, 10 and 11 which would operate as a combination of permitted business park, retail and conditionally permitted business enterprise uses within the MU zone. Unit 4-Lot 9 would remain zoned for OF use and would include one building which would operate as an office use. The Project site has been mass graded and is currently vacant. The Project would not expand the boundaries of the Specific Plan area or introduce land use designations that would divide an existing community, as no residential communities or community facilities are located adjacent to the Specific Plan area. No impact would occur.

b) The proposed Project is located within Airport Influence Area (AIA) II, Zone C1, of the ALUP. The ALUP provides development standards for the AIA including land use criteria and building height requirements. Based on the requested zone change and associated General Plan Amendment and Specific Plan Amendments, the proposed Project was reviewed by ALUC (See Appendix C) and was found consistent with the 2014 March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan, subject to conditions related to site development and uses.

The Meridian SP-5 SEIR evaluated the impact of implementation of the Meridian SP-5 Specific Plan and found that the land use modifications related to the Specific Plan were consistent with the SCAG Regional Transportation Plan goals, the March JPA General Plan goals. Furthermore, the Meridian SP-5 Specific Plan would continue to be subject to the requirements of the March Development Code, ALUC, the March AFB Master Reuse Plan and the March JPA Redevelopment Plan. The zone change requested to allow for the proposed Project would not prevent the proposed Project from complying with applicable land use plans, policies, or regulations. The proposed uses would not generate significant impacts not previously analyzed in the Meridian SP-5 SEIR as the proposed business park and business enterprise uses are included as permitted and conditionally permitted uses within the Meridian SP-5 and therefore, were accounted for as potential uses within the impact analysis of the Meridian SP-5 SEIR. The proposed Project would continue to be subject to any applicable mitigation incorporated into the 2003 Focused EIR and the Meridian SP-5 SEIR in order to comply with applicable land use plans, policies, or regulations. The Meridian SP-5 SEIR found the impacts to be less than significant. Thus, impacts would be no greater than what was analyzed in the previously certified Meridian SP-5 SEIR. No further environmental review is required.

c) The proposed Project is not located within or adjacent to a designated habitat conservation plan or natural community conservation plan area such as the Western Riverside MSHCP or other approved local, regional, or State habitat conservation plan. No impact relative to conservation plans would occur and no mitigation is required. No new impacts or a substantial increase in the severity of a previously identified significant impact evaluated in the Meridian SP-5 SEIR would occur. Additionally, no new information of substantial importance that was not known and could not have been known at the time the Meridian SP-5 SEIR was certified is available that would impact the prior finding of no impact.

Mitigation Measures:

Pursuant to CEQA Section 15178, all Meridian SP-5 SEIR Mitigation Measures pertaining to this resource or Project are incorporated herein by reference and can be reviewed upon request at the March JPA14205 Meridian Parkway, Suite 140, Riverside, CA 92518, (951) 656-7000. Mitigation Measures A-1, A-2 and A-4 from the 2003 Focused EIR would be applicable to the proposed Project. The analysis did not identify any additional impacts associated with the Project; accordingly, no additional mitigation is required.

2003 Focused EIR Applicable Mitigation Measures:

Mitigation Measure A-1: Development within the Clear Zone and Accident Potential Zones I and II will abide by building standards and codes including height restrictions, restrictions on use, setbacks, population densities, and insulation and materials, as outlined in the approved 1998 2005 Air Installation Compatible Use Zone (AICUZ).

Mitigation measure A-2: As established in the Specific Plan, the project will comply with the policies and requirements of the Riverside County Airport Land Use Plan. Development plans will be submitted to the FAA for review in accordance with FAR 77.13.2.i. Additional ALUC review will be required for objects taller than 50 feet in the Height Caution Zone shown on Figure IV.A-4. 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.

Mitigation A-4: Project detention basins shall have the following features to limit bird activity:

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
3. Detention basins shall be monitored regularly to determine if they attract waterfowl or other birds.

Issues:		New Potentially Significant Impact	New Mitigation is Required	No New Impact/No Impact	Reduced Impact
XI.	MINERAL RESOURCES. Would the project:				
a)	Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	☐	☐	☒	☐
b)	Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	☐	☐	☒	☐

Findings:

The 2003 Focused EIR found no significant mineral deposits within the Specific Plan area which includes the proposed Project area. Furthermore, the Meridian SP-5 SEIR noted that the California Department of Conservation, Division of Mines and Geology identifies Mineral Resource Zones within Riverside County; and determined that no Mineral Resource Zones exist within the Specific Plan area, inclusive of the proposed Project area.

a & b) The Meridian SP-5 SEIR identified no changes in the findings or impacts of the 2003 Focused EIR and found impacts to Mineral Resources related to the implementation of the Specific Plan area to be less than significant. The proposed Project area is within the Specific Plan area that was evaluated in the Meridian SP-5 SEIR. The proposed Project site is not located within a Mineral Resource Zone as identified by the California Department of Conservation, Division of Mines and Geology and significant mineral deposits are not known to exist within the proposed Project area. No further environmental review is required.

Mitigation Measures:

Pursuant to CEQA Section 15178, all Meridian SP-5 SEIR Mitigation Measures pertaining to this resource or Project are incorporated herein by reference. However, there are no identified impacts, and thus no corresponding Mitigation Measures for mineral resources. The analysis herein did not identify any additional impacts associated with the proposed Project; accordingly, no new mitigation is required.

Issues:		New Potentially Significant Impact	New Mitigation is Required	No New Impact/No Impact	Reduced Impact
XII.	NOISE. Would the project result in:				
a)	Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	☐	☐	☒	☐
b)	Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	☐	☐	☒	☐
c)	A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☐	☒	☐
d)	A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☐	☒	☐
e)	For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☒	☐
f)	For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☒	☐

Findings:

As described in Section IV.H of the Meridian SP-5 SEIR, potential noise increases associated with the Specific Plan Amendment would be within the levels permitted by the March JPA Development Code, as well as the City and County of Riverside noise standards. The mitigation measures identified in the Meridian SP-5 SEIR limits the noise levels at the lot boundaries for stationary noise and would be applicable to the proposed Project. Upon implementation of the Meridian SP-5 SEIR mitigation measures identified below, noise impacts would be less than significant.

a) The Meridian SP-5 SEIR analyzed the noise impacts for the Specific Plan Amendment area, which includes the proposed Project. The noise analysis included in the SEIR was based on the regulatory requirements and noise generation factors resulting from land uses proposed as a part of the Specific Plan Amendment. As described in Section IV.H of the Meridian SP-5 SEIR, potential noise increases associated with the Specific Plan Amendment would be within the levels permitted by the March JPA Development Code, as well as the City and County of

Riverside noise standards. The mitigation measures identified in the Meridian SP-5 SEIR limits the noise levels at the lot boundaries for stationary noise and would be applicable to the proposed Project. The proposed uses are consistent with development assumed in the SEIR and would not generate abnormal noise levels. Noise associated with the proposed Project is anticipated to primarily be from vehicle-related noise. The amount of traffic associated with the proposed Project is anticipated to be greater than the vehicle trips allotted for these parcels in the Specific Plan Amendment analysis. However, another parcel within the same Planning Area, Unit 4-Lot 12, has an application for approved development by the same applicant as the proposed Project that would utilize about one-third of the trips allocated for that parcel. Therefore, the 2,684 surplus trips from Unit 4-Lot 12 is being utilized by the proposed Project, consistent with the structure of the Specific Plan Amendment for sharing trips within Planning Areas. The remaining 715 external daily trips and 294 truck trips within Planning Area 6 that are not used by the proposed Project, or Unit 4-Lot 12, would be available for the remaining two parcels within Planning Area 6 and would not prohibit potential future development of those parcels. Therefore, noise generated by the additional truck and passenger trips associated with the Project are not anticipated to exceed the noise levels identified in the Meridian SP-5 SEIR as a whole. Thus, the proposed Project would not result in new noise-related stationary or vehicular impacts not considered in the Meridian SP-5 SEIR.

Construction-related activities would temporarily increase ambient noise levels in the proposed Project vicinity. Construction-related noise levels at and near the Project site would fluctuate depending on the level and type of construction activity on a given day. The analysis performed in the Meridian SP-5 SEIR used conservative assumptions to calculate worst-case construction noise levels. Noise from Project construction activities could be audible at adjacent commercial uses and at the nearest residential land uses. Construction noise would be intermittent and last for several days or a few weeks. As discussed in the Meridian SP-5 SEIR, short-term noise impacts associated with demolition, excavation, earth moving, and construction activities would be considered less than significant if: 1) construction activities are limited to daytime hours; 2) construction equipment is equipped with noise control filters, as appropriate; and 3) construction activity is monitored to ensure that noise reduction specifications and guidelines are met. Project construction would be implemented in accordance with these conditions. It is not anticipated that construction of the proposed Project would result in new short-term noise impacts or increase the severity of impacts previously analyzed in the Meridian SP-5 SEIR. Therefore, no further environmental review is required.

a) The proposed Project is not anticipated to involve heavy manufacturing, drilling, or other subterranean activities that would generate excessive groundborne vibration or elevated noise levels associated with such activities. In addition, construction activities associated with the proposed Project are not anticipated to involve pile driving or blasting. Therefore, no impact related to groundborne vibration would occur. No further environmental review is required.

b) Refer to Response XII. (a), above. The proposed Project would be consistent with the Meridian SP-5 SEIR as it relates to noise generated by stationary sources and vehicles. The Project site is located approximately 2,600 feet from the nearest sensitive noise receptor, single family housing to the west. Due to the relatively large distance between sensitive noise receptors and Project-related noise sources, as well as the background noise emissions resulting from vehicles on the roadways and aircraft operations from the nearby March ARB airport, Project-related increases in ambient noise levels would be less than significant. No further environmental review is required.

c) Refer to Response XII. (a), above. In accordance with the March JPA Development Code, construction activities would be limited to the daytime hours and construction equipment would be equipped with sound muffling features to assure that construction equipment does not create a significant temporary increase in ambient noise levels in the project vicinity above those existing without the Project. The proposed Project would not introduce new noise impacts not previously covered in the Meridian SP-5 SEIR. Therefore, no further environmental review is required.

d) Units 4, Lots 10 and 11 are not located within the March ARB noise contours estimated in the 2003 Focused EIR and carried forward in the Meridian SP-5 SEIR. The majority of Unit 4-Lot 9 and a portion of Unit 4-Lot 8 are located within the 60 CNEL noise contour. However, the proposed Project is not a sensitive land use and is considered an acceptable use within the noise contours identified in the Meridian SP-5 SEIR.

e) The Project land use is consistent with the 2005 AICUZ and ALUP. The 2003 Focused EIR incorporated mitigation measures which require individual developments to comply with ALUP policies and requirements. The proposed Project is consistent with the 2003 Focused EIR and Meridian SP-5 SEIR assumptions. Therefore, no further environmental review is required.

f) The proposed Project is not located within the vicinity of a private airstrip. Therefore, no impact would occur.

Mitigation Measures:

Pursuant to CEQA Section 15178, all Meridian SP-5 SEIR mitigation measures pertaining to this resource or Project are incorporated herein by reference and can be reviewed upon request at the March JPA, 14205 Meridian Parkway, Suite 140, Riverside, CA 92518, (951) 656-7000. Mitigation Measures J-2 through J-7 from the 2003 Focused EIR and Mitigation Measures IV.H-1-1 through IV.H-1-4 from the Meridian SP-5 SEIR would be applicable to the proposed Project. The analysis did not identify any additional impacts associated with the Project; accordingly, no additional mitigation measures beyond those identified in the Meridian SP-5 SEIR are required.

2003 Focused EIR Applicable Mitigation Measures:

Mitigation Measure J-2: All construction equipment used for construction activities shall be fitted with exhaust muffling and noise control filter devices to reduce noise impacts.

Mitigation Measure J-3: Information and location of noise sensitive receptors shall be reviewed and updated by March JPA staff to ensure that all sensitive receptors that may be affected by the long-term implementation of the proposed Specific Plan are identified. These sensitive receptors shall include the existing schools.

Mitigation Measure J-4: Building setbacks and methods of sound attenuation shall be considered and used where appropriate with specific development proposals in the planning area to limit stationary and vehicular long-term noise impacts upon sensitive noise receptors.

Mitigation Measure J-5: Buildings located within the 65dBA noise contour will include appropriate sound attenuation devices within its construction.

Mitigation Measure J-6: Industrial and noise sensitive receptors (residential, schools, churches, hospitals, libraries, and senior housing) will be separated sufficiently to reduce the noise impact to sensitive receptors to an insignificant level.

Mitigation Measure J-7: Separate residential uses and truck routes so that noise impacts will be contained without unnecessarily lengthening truck trips.

2010 SP-5 SEIR Applicable Mitigation Measures:

Mitigation Measure IV.H-1-1: Prior to obtaining a building permit, a site/building-specific acoustical report shall be prepared by an acoustical engineer or professional acoustician showing that interior noise levels within all habitable rooms do not to exceed 45 dB Ldn or CNEL for all new noise sensitive receptors (inclusive of transient lodging, educational facilities, and childcare facilities) which are identified as Conditionally Acceptable Uses consistent with Figure IV.H-3, State of California Noise Compatibility Chart. Normally Unacceptable Uses identified in Figure IV H-3, State of California Noise Compatibility Chart shall not be allowed. The recommendations of the noise report shall be mandatory and binding on the proposed development. Noise reduction measures may include specific window treatments, such as dual glazing, and mechanical ventilation when the 45 dBA CNEL limit can only be achieved with a closed window condition.

Mitigation Measure IV.H-1-2: Comply with the design requirements of the March JPA Development Code as follows:

- Outdoor loudspeakers of automobile facilities should be calibrated to produce no more than 45 dBA at a boundary abutting a residential or a maximum of 65 dBA abutting non-residential districts.

- All noise generating equipment of automobile facilities exposed to the exterior should be muffled with sound absorbing materials, and would not be operated before 8:00 a.m. or after 6:00 p.m.
- Rooftop storage areas of automobile facilities should be screened with noise absorbing materials to minimize noise impacts on adjacent properties.
- Any drive-up or drive-through speaker system of restaurants should not be detectable above daytime ambient noise levels beyond the property boundaries. The system should be designed to compensate for ambient noise levels in the immediate area, and should not be located within 100 feet of any residential district or any property used for residential uses.
- Noise levels of recycling facilities should not exceed 55 dBA as measured at the property line of residentially zoned property, or otherwise would not exceed 70 dBA.
- If a recycling facility is located within 500 feet of property zoned, planned or occupied for residential use, it should not be in operation between 7:00 p.m. and 7:00 a.m.
- All commercial and industrial uses should be operated so that noise created by any loudspeaker, bells, gongs, buzzers, or other noise attention or attracting devices not exceed 55 dBA at any one time beyond the boundaries of the property.

Mitigation Measure IV.H-1-3: Design each lot in such a manner as to not exceed the sound levels at exterior noise-sensitive areas as identified in Figure IV.H-3: State of California Noise Compatibility Chart.

Mitigation Measure IV.H-1-4: Prior to obtaining a building permit, submit a site/building-specific acoustical analysis prepared by an acoustical engineer or professional acoustician showing that interior noise levels within all habitable rooms, classrooms, and other interior noise-sensitive areas do not exceed 45 dBA Ldn or CNEL. The recommendations of the noise report shall be mandatory and binding on the proposed development. Noise reduction measures may include specific window treatments, such as dual glazing, and mechanical ventilation when the 45 dBA CNEL limit can only be achieved with a closed window condition.

Issues:		New Potentially Significant Impact	New Mitigation is Required	No New Impact/No Impact	Reduced Impact
XIII.	POPULATION AND HOUSING. Would the project:				
a)	Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of road or other infrastructure)?	☐	☐	☒	☐
b)	Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☒	☐
c)	Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	☐	☐	☒	☐

Findings:

The Meridian SP-5 SEIR concluded that the Specific Plan amendment, which includes the proposed Project, would result in a less than significant impact to population and housing. The Meridian Specific Plan proposed the establishment of an employment center with no associated residential development. The Meridian SP-5 SEIR found that the surrounding area consisted of mostly residential development which resulted in an existing jobs/housing ratio imbalance. Implementation of the Meridian Specific Plan accounted for a reduction in the existing jobs/housing imbalance by bringing jobs to an area that was largely residential and a less than significant impact to population and housing would result from implementation of the Meridian Specific Plan.

a) The proposed Project does not include new housing. As previously discussed, the proposed Project would require approval by the March JPA of a Master Plot Plan, a General Plan Amendment, a Specific Plan Amendment, and Conditional Use Permits for Buildings 1 through 9. The Master Plot Plan would allow for the development of eleven concrete tilt-up buildings ranging from 7,180 sf to 32,628 sf for a total of 162,041 sf. The General Plan Amendment would allow for a decrease of land zoned as OF and an increase of land zoned as MU within the March JPA Planning Area. A Specific Plan Amendment would allow for the zone change of approximately 10.85 acres from SP-5 OF to SP-5 MU.

   Although a variety of uses are permitted within the MU zone, the buildings are designed to function as retail, office, business park and the conditionally permitted business enterprise uses. Any other use, even if allowed, would require design modifications and would be subject to review by the JPA to demonstrate consistency with the Meridian SP-5 SEIR. Though short-term, construction-related jobs would be generated during Project construction, it is assumed that these jobs would come primarily from the local labor pool. Jobs generated by operation of the proposed businesses would be consistent with the job growth analyzed in the Meridian SP-5 SEIR. The Meridian SP-5 SEIR concluded that the Specific Plan Amendment, including the proposed Project, would have an overall net benefit, as the current jobs/housing ratio imbalance within Riverside County would be reduced. Based on these considerations, the proposed Project would not result in a substantial increase in population growth or create new or additional impacts beyond those previously considered in the Meridian SP5 SEIR.

b & c) The Project site is a vacant lot that has been previously graded and cleared and as such, does not contain housing that would need to be replaced elsewhere. The proposed Project would not remove or otherwise displace housing or people. Accordingly, no replacement housing is required as part of the Project and no impact would occur.

Mitigation Measures:

Pursuant to CEQA Section 15178, all Meridian SP-5 SEIR mitigation measures pertaining to this resource or Project are incorporated herein by reference. However, there are no identified impacts, and thus no corresponding mitigation measures for population and housing. The analysis herein did not identify any additional impacts associated with the proposed Project; accordingly, no new mitigation is required.

Issues:		New Potentially Significant Impact	New Mitigation is Required	No New Impact/No Impact	Reduced Impact
XIV.	PUBLIC SERVICES. Would the project:				
a)	Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:	☐	☐	☒	☐
	Fire protection?	☐	☐	☒	☐
	Police protection?	☐	☐	☒	☐
	Schools?	☐	☐	☒	☐
	Parks?	☐	☐	☒	☐
	Other public facilities?	☐	☐	☒	☐

Findings:

The Meridian SP-5 SEIR concluded that the Specific Plan amendment, which includes the proposed Project, would not include residential uses or otherwise contribute to an increase in population within the Project area that could affect demand for parks and/or schools. The uses designated within the Meridian Specific Plan were found to be similar to those analyzed in the 2003 Focused EIR and would not create a demand for police of fire prevention services in excess of what had been analyzed in the 2003 Focused EIR. The Meridian SP-5 SEIR found that compliance with applicable mitigation measures from the 2003 Focused EIR would result in less than significant impacts to public services with mitigation incorporated.

a) The Project would not result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities related to the listed public services. The following address the services identified above:

- Fire Protection: Fire protection and emergency services are provided by the Riverside County Fire Department. The closest fire stations are the Riverside County Fire/Moreno Valley Station 65 located approximately 2.8 miles west of the Project site at 15111 Indian Street in Moreno and Valley Towngate Fire Station No. 6 located approximately 3 miles north of the Project site at 22250 Eucalyptus Avenue. Per the Development Agreement with the Master Developer for the Meridian SP-5, a station is proposed to be built on a two-acre site on the northeast corner of Meridian Parkway and Opportunity Way within the Meridian Specific Plan. While land for this two-acre site has been identified, there is no specific development proposal to construct it at this time. Although the Project proposes a change in uses, the types of uses included in the MU zone were also analyzed in the 2003 Focused EIR, and again in the Meridian SP-5 SEIR. The Meridian SP-5 SEIR found that the land uses modified as a part of the Meridian SP-5 would not account for a significant impact to fire protection services as the Specific Plan would comply with applicable fire codes and was found to be consistent with the land use types and activities envisioned in the previously adopted March Business Center Specific Plan. Similarly, the zone change proposed as a part of this Project would include uses that

were identified as approved uses within the Meridian SP-5 SEIR. The proposed Project would comply with all applicable fire codes; therefore, operations are not expected to increase fire risk beyond that identified in the 2003 Focused EIR and Meridian SP-5 SEIR. Thus, the Project would not require additional fire protection services or generate significant impacts not previously analyzed in the Meridian SP-5 SEIR. Impacts are less than significant, and as such, no further environmental review is required.

- Police Protection: Riverside County Sheriff's Department provides law enforcement services for the Specific Plan area. The Riverside County Sheriff's Department provides police services for the City of Moreno Valley, City of Perris and adjacent unincorporated areas of Riverside County. The Sheriff's Department serves the Project site from the Moreno Valley Station, located at 22850 Calle San Juan De Los Lagos in the City of Moreno Valley. This station is approximately 2 miles northeast of the proposed Project area. The March JPA contracts with the Riverside County Sheriff's Department to provide supplemental Sheriff Patrols to the March JPA Planning area. The proposed Project would be subject to Public Facilities development impact fees in accordance with March JPA regulations. Although the Project proposes a change in uses, the types of uses included in the MU zone were also analyzed in the 2003 Focused EIR, and again in the Meridian SP-5 SEIR. The Meridian SP-5 SEIR found that the land uses modified as a part of the Meridian SP-5 would not account for a significant impact to police protection services as the shift from an emphasis on assembly/manufacturing to an emphasis on warehousing was not expected to require significant changes to staffing or require additional facilities or equipment. Similarly, the zone change requested as a part of implementation of the proposed Project would modify the zoning for 12.21 acres, shifting the emphasis from office uses to small warehouse uses; therefore, implementation of the proposed Project would not represent a significant impact to police resources. Therefore, no further environmental review is required.
- Schools: The Project would not create a demand for additional school facilities. Implementation of the proposed Project would include the construction of eleven buildings which would operate with a mix of permitted retail, office, business park and the conditionally permitted business enterprise uses. As such, school services would not be impacted since there is no increase in population connected with implementation of the Project. No impact would occur and no further environmental review is required.
- Parks: The proposed Project does not require the construction or expansion of recreation facilities as the proposed retail, office, business park and the conditionally permitted business enterprise uses would not cause an increase in population that would require allocation of parks or recreational services. Moreover, the proposed Project would not result in impacts not previously addressed in the Meridian SP-5 SEIR. No impact would occur and no further environmental review is required.

Mitigation Measures:

The analysis did not identify any additional impacts associated with the Project; accordingly, no applicable mitigation measures were identified in the Meridian SP-5 SEIR.

Issues:		New Potentially Significant Impact	New Mitigation is Required	No New Impact/No Impact	Reduced Impact
XV.	RECREATION. Would the project:				
a)	Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	☐	☐	☒	☐
b)	Does the project include recreational facilities or require the construction or expansion of recreational facilities which have an adverse physical effect on the environment?	☐	☐	☒	☐

Findings:

The Meridian SP-5 Specific Plan Amendment did not include recreational facilities or proposed land uses that would require the construction or expansion of recreational facilities. Although park land was not included within the Meridian Specific Plan, multi-use trails and bikeways were incorporated into the transportation network and 11.1 acres of open space were incorporated into the land use plan. The Meridian SP-5 SEIR found that less than significant impacts to recreation facilities would result from implementation of the Meridian Specific Plan.

a & b) As non-residential uses, the proposed Project would not generate the need for new or expanded parks or recreational facilities since an increase in population requiring allocation of such facilities is not anticipated with implementation of the Project. Moreover, the proposed Project would not result in impacts not previously evaluated in the Meridian SP-5 SEIR. Therefore, no impact would occur and no further environmental review is required.

Mitigation Measures:

Pursuant to CEQA Section 15178, all Meridian SP-5 SEIR mitigation measures pertaining to this resource or Project are incorporated herein by reference. However, there are no identified impacts, and thus no corresponding mitigation measures for recreation. The analysis herein did not identify any additional impacts associated with the proposed Project; accordingly, no new mitigation is required.

Issues:		New Potentially Significant Impact	New Mitigation is Required	No New Impact/No Impact	Reduced Impact
XVI.	TRANSPORTATION / TRAFFIC. Would the project:				
a)	Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	☐	☐	☒	☐
b)	Conflict with an applicable congestion management program, including, but not limited to, level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	☐	☐	☒	☐
c)	Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	☐	☐	☒	☐
d)	Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☐	☒	☐
e)	Result in inadequate emergency access?	☐	☐	☒	☐
f)	Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	☐	☐	☒	☐

Findings:

Traffic associated with the Meridian SP-5 Planning Area is managed using a system of Planning Areas and Planning Regions. Each Planning Area is allocated a traffic generation "budget". The Meridian SP-5 Specific Plan Amendment accounted for a total combined external traffic budget of 45,419 daily passenger trips and 3,890 daily truck trips within the Meridian SP-5 area as illustrated on Table V-1 of the Specific Plan Amendment. The Project site is located within Planning Area 6 of Planning Region C which accounted for 8,328 passenger car average daily trips; 7,539 external average daily trips; and 294 truck trips within the Meridian SP-5 area.

A supplemental traffic assessment, *Meridian Unit 4, Lots 8, 9, 10, 11 Traffic Consistency Memorandum* was prepared for the proposed Project by Kimley-Horn and Associates (May 2018). The report is provided in **Appendix F**; the results and conclusions of the report are summarized herein.

a & b) The proposed Project is requesting a zone change from OF to MU and would operate with a mix of permitted Business Park, Office and Commercial uses. With the proposed Project re-zoning from OF to MU, the potential users of the buildings become more diverse. A combination of business park, retail, and office may be allowable depending on the resulting trip generation of the mix, available parking on site, and consistency with all other factors evaluated in the environmental documentation. A supplemental traffic assessment was completed by Kimley Horn and Associates on May 1, 2018, to review the Project's consistency to what was previously analyzed for the parcels. As part of the supplemental traffic assessment, five different mixes of uses were evaluated from a trip generation perspective, incorporating certain trip limits and retail/restaurant dining area square foot limits as conditioned by the Airport Land Use Commission. The most conservative mix of uses was selected to be included in the transportation/traffic assessment. "Conservative" in this case means the combination of uses that generates the highest net trips on the network. The other land use mix combinations analyzed and others that would generate equal to or less than the trip generation used in the assessment would be considered to have the same findings. A mix of the following land uses was selected as the most conservative realistic mix of uses for the proposed Project:

- 116,892 square feet of Business Park
- 5,937 square feet of Restaurant/Café
- 6,584 square feet of Retail
- 32,628 square feet of Office

As discussed above, the Meridian SP-5 accounted for a total combined external traffic budget of 45,419 daily passenger trips and 3,890 daily truck trips within the Meridian SP-5 area as illustrated on Table V-1 of the Meridian SP-5 Amendment. The Project site is located within Planning Area 6 of Planning Region C, which accounted for 8,328 passenger car average daily trips; 7,539 external average daily trips; and, 294 truck daily trips within the Meridian SP-5 Amendment area.

Trip generation for the Project was calculated in accordance with the methods used for the Meridian SP-5 SEIR, which used the Institute of Transportation Engineers Trip Generation Manual, 8th Edition (ITE, 2008) and the Fontana Truck Trip Generation Study (2003). A comparison of these rates with the most current version of the Trip Generation Manual, 10th Edition, was completed and showed that rates have either remained constant or decreased in the newer version. As such, use of the 8th Edition rates represent more conservative information and were carried forward in the consistency evaluation.

Business park uses can generate regular delivery trucks and other smaller trucks that may be diesel powered. These were accounted for in the trip generation by using a passenger car equivalent of 2.0 per truck as part of the calculation for the overall passenger car count. As shown in the Meridian SPA traffic monitoring report (see Appendix F), the truck trips are included as trucks within the overall SPA area but were not deducted from the available truck trips in the planning area in order to retain available truck trips for the two remaining lots in Planning Area 6: Unit 4-Lot 13 and Unit 4-Lot 14.

The anticipated average daily traffic (ADT) for the land uses associated with the proposed Project includes 6,567 passenger cars trips and 30 heavy truck trips. The passenger car trips utilized the internal capture of 13 percent established in the Specific Plan, resulting in 5,713 external passenger car trips. The truck trips were converted to passenger car equivalents of 60 external passenger car trips. The total resulting external trips is 5,773 trips. The traffic analysis determined that this external trip volume is greater than vehicle trips allotted for these parcels in the Specific Plan Amendment analysis. However, another parcel within the same Planning Area, Unit 4-Lot 12, has an approved development that would utilize about one-third of the trips allocated for that parcel. Therefore, consistent with the structure of the Specific Plan Amendment for sharing trips within Planning Areas and as identified in the letter dated May 1, 2018, included in Appendix F, the property owner of Unit 4-Lot 12 (Prime Six, LLC), has authorized the transfer of 2,684 trips from Unit 4-Lot 12 to Unit 4-Lots 8, 9, 10 and 11. This results

in a remainder of 715 external daily trips and 294 truck that are not used by the proposed Project or Unit 4-Lot 12. The Specific Plan Amendment originally assumed 710 external passenger car daily trips and 294 truck trips for the two remaining parcels, Unit 4-Lots 13 and 14; thus, the transfer of trips would not prohibit potential future development of Unit 4-Lots 13 and 14. Furthermore, the number of external daily trips and truck trips for the proposed Project remains consistent with the original assumptions in the Specific Plan Amendment for Planning Region C, Planning Area 6.

Based on the trip generation calculations and the sharing of trips within Planning Area 6, an increase in passenger vehicular traffic over those anticipated in the Meridian SP-5 SEIR is not anticipated. As described in the Meridian SP-5 SEIR, the proposed Project would be consistent with the applicable plans and policies that establish performance criteria for the circulation system within the Project area. Therefore, the proposed Project would not result in new or substantially more severe traffic-related impacts not considered in the Meridian SP-5 SEIR, and no further environmental review is required.

c) The proposed Project consists of eleven concrete tilt-up buildings proposed to operate as a mix of permitted business park, retail and office uses. Although a variety of uses are permitted within the MU zone, the buildings are designed to function as business enterprise uses. Any other use, even if allowed, would require design modifications and would be subject to review by the JPA to demonstrate consistency with the Meridian SP-5 SEIR. The proposed Project would not impact air traffic operations; thus, no impact would occur.

d & e) There are no design features in the site plan that substantially increase hazards. Placement of the driveways are designed to reduce hazards to the extent possible. Turning restrictions are placed on driveways to help reduce hazards. Adequate emergency access to the Project site would be provided via the driveways along Van Buren Boulevard, Meridian Parkway, and Economic Drive. On-site drive aisle widths would meet minimum requirements for emergency vehicle access. The circulation network within the Meridian SP-5 area has been demonstrated in the Meridian SP-5 SEIR to have sufficient capacity to accommodate existing and projected future traffic volumes, including emergency vehicles. Furthermore, the Meridian SP-5 SEIR requires street improvements for the Meridian Specific Plan area to meet all requirements of the County of Riverside in order to provide for safe street use in terms of design speed, street section, and location of curb cuts and level of service. Therefore, the proposed Project would not result in new traffic related impacts not considered in the Meridian SP-5 SEIR and no further environmental review is required.

f) As discussed in the Meridian SP-5 SEIR, implementation of future development within the Specific Plan area require all facilities to implement a Transportation Demand Management (TDM) to facilitate bicycle use, transit service and the shifting of traffic from the traditional peak commuting periods and drive-alone modes of travel. The Specific Plan incorporates bicycle paths, bus pull-outs, pedestrian sidewalks, and Metrolink facilities to accommodate alternative modes of travel. Since the Project would not conflict with any adopted policies, plans or programs supporting alternative transportation, impacts are considered less than significant. Therefore, no further environmental review is required.

Mitigation Measures:

Pursuant to CEQA Section 15178, all Meridian SP-5 SEIR mitigation measures pertaining to this resource or Project are incorporated herein by reference and can be reviewed upon request at the March JPA, 14205 Meridian Parkway, Suite 140, Riverside, CA 92518, (951) 656-7000. Mitigation Measures B-1, B-2, B-5, B-6, B-7, B-8, and B-10 from the 2003 Focused EIR and Mitigation Measure IV.B-1-4 from the Meridian SP-5 SEIR would be applicable to the proposed Project. The analysis did not identify any additional impacts associated with the Project; accordingly, no additional mitigation measures beyond those identified in the Meridian SP-5 SEIR are required.

2003 Focused EIR Applicable Mitigation Measures:

Mitigation Measure B-1: The Project shall contribute on a fair share basis toward the improvements identified in the Cumulative Impacts section.

Mitigation Measure B-2: The Project shall construct the transportation improvements identified in previously referenced Figures IV.B-5 through IV.B-7 (project phasing). To the extent that such improvements provide capacity benefits for local or regional (i.e., non-project) demand, the project is eligible for credits toward its contribution toward local and/or regional transportation impact fees, if any.

Mitigation Measure B-5: The March Business Center shall require implementation of parking ratios that limit the need for on-street parking. These ratios are identified in the Specific Plan.

Mitigation Measure B-6: The Project shall provide for bicycle facilities to accommodate non-motorized circulation on the site and connectivity to routes in the Cities of Riverside and Moreno Valley.

Mitigation Measure B-7: March Business Center shall provide truck routes on internal roadways to limit impacts of trucks on adjacent residential communities.

Mitigation Measure B-8: The Project shall construct internal roadways in accordance with the County Road Improvement Standards and Specifications with additional landscaping as identified in the Riverside County Integrated Project (RCIP).

Mitigation Measure B-10: The March JPA shall implement Transportation Demand Management (TDM) strategies to shift trips outside the standard commuting hours and/or to non-"drive alone" modes of travel. This is accomplished through various employer-initiated measures, such as flexible working hours, encouragement of carpooling, and facilitating access for non-motorized (i.e., bicycling or walking) modes of travel. Section V of the Specific Plan outlines TDM requirements.

2010 SP-5 SEIR Applicable Mitigation Measures:

Mitigation Measure IV.B-1-4: The Project sponsor shall ensure that the combined Project traffic generation (for both passenger vehicles and trucks) is consistent with the traffic generation budget. The total combined external traffic budget is 45,419 daily trips, including 3,890 daily truck trips. As part of a complete development application, the JPA would calculate trip generation for both passenger cars and trucks using approved trip generation rates. Once approved by the JPA, a running total would be kept for each of the Planning Areas as applications are reviewed.

Issues:	New Potentially Significant Impact	New Mitigation is Required	No New Impact/No Impact	Reduced Impact
XVII. TRIBAL CULTURAL RESOURCES. Would the project:				
Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:				
a) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or	☐	☐	☒	☐
b) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	☐	☐	☒	☐

Findings:

The 2003 Focused EIR evaluated the impacts to Tribal Cultural Resources within the Cultural Resources evaluation. The evaluation determined that any Traditional Resources within the Specific Plan area would likely be associated with the Cahuilla or the Luiseno Indian groups. However, no such resources had been discovered in the Specific Plan area prior to the completion of the 2003 Focused EIR. The 2003 identified mitigation (See Mitigation L-1 below), that would reduce impacts to Cultural Resources, including Traditional Resources, to a less than significant level.

Meridian SP-5 SEIR also evaluated Tribal Cultural Resources within the Cultural Resources evaluation. The evaluation documented that no such resources had been identified to date. The Meridian SP-5 SEIR also outlined the process for which the March JPA was complying with California Senate Bill 18 (SB 18) which included a Native American contact program.

On September 27, 2016, changes to the CEQA Guidelines were adopted by the Secretary for the California Natural Resources Agency to implement California Assembly Bill 52 (AB 52). Tribal Consultation is required as a part of AB 52, but only prior to the release of a Negative Declaration or Addendum to an Environmental Impact Report subsequent to July 1, 2015. The Meridian SP-5 SEIR was certified in 2010, prior to the timeframe identified in AB 52. Therefore, Tribal Consultation is not required as a part of this Initial Study.

a & b) As discussed in threshold V(a), the proposed site is not known to contain cultural resources listed or eligible for listing in the California Register of Historical Resources. Furthermore, the site is not known to contain resources determined to be of significance to a California Native Tribe. However, adherence to Mitigation Measures L-1, IV.J-2-4 through IV.J-2-6 and IV.J-4-1 from the Meridian SP-5 SEIR would minimize impacts to any Tribal Cultural Resources should they be discovered during grading or construction. Tribal Consultation per AB 52 is not required as a part of this Initial Study, however, compliance with the mitigation measures described below would reduce any potential impacts on historic tribal cultural resources to a less than significant level with mitigation incorporated.

As discussed in threshold V(a), the proposed site is not known to contain cultural resources listed or eligible for listing in the California Register of Historical Resources. Furthermore, the site is not known to contain resources determined to be of significance to a California Native Tribe. However, adherence to Mitigation Measures L-1, IV.J-2-4 through IV.J-2-6 and IV.J-4-1 from the Meridian SP-5 SEIR would minimize impacts to any Tribal Cultural Resources should they be discovered during grading or construction. Tribal Consultation per AB 52 is not required as a part of this Initial Study, however, compliance with the mitigation measures described below would reduce any potential impacts on historic tribal cultural resources to a less than significant level with mitigation incorporated.

Mitigation Measures:

Pursuant to CEQA Section 15178, all Meridian SP-5 SEIR mitigation measures pertaining to this resource or Project are incorporated herein by reference and can be reviewed upon request at the March JPA, 14205 Meridian Parkway, Suite 140, Riverside, CA 92518, (951) 656-7000. Mitigation Measures L-1 from the 2003 Focused EIR and Mitigation Measures IV.J-2-1 through IV.J-2-6 and IV.J-4-1 from the 2010 Meridian SP-5 SEIR would be applicable to the proposed Project. The analysis did not identify any additional impacts associated with the Project; accordingly, no additional mitigation measures beyond those identified in the Meridian SP-5 SEIR are required.

2003 Focused EIR Applicable Mitigation Measures:

Mitigation L-1: If archaeological or paleontological resources are encountered at the time of grading or Project construction, all Project work in the area of the resource shall cease until the area has been surveyed by a qualified archaeologist or paleontologist in conformance with the Cultural Resource Management Plan.

2010 SP-5 SEIR Applicable Mitigation Measures:

Mitigation Measure IV.J-2-1: Prior to beginning Project construction, the Project Applicant shall retain an archaeological monitor to monitor all ground-disturbing activities in native soils (as shown in Figure IV.J-1) in an effort to identify any unknown archaeological resources. Any newly discovered cultural resource deposits shall be subject to a cultural resources evaluation.

Mitigation Measure IV.J-2-2: At least 30 days prior to beginning Project construction, the Project Applicant shall contact the Pechanga Tribe to notify the Tribe of grading, excavation and the monitoring program, and to coordinate with the MJPA and the Tribe to develop a Cultural Resources Treatment and Monitoring Agreement. The Agreement shall address the treatment of known cultural resources, the designation, responsibilities, and participation of Native American Tribal monitors during grading, excavation and ground disturbing activities in native soils; Project grading and development scheduling; terms of compensation; and treatment and final disposition of any cultural resources, sacred sites, and human remains discovered on the site.

Mitigation Measure IV.J-2-3: Prior to beginning Project construction, the Project Archaeologist shall file a pregrading report with the MJPA to document the proposed methodology for grading activity observation. Said methodology shall include the requirement for a qualified archaeological monitor to be present and to have the authority to stop and redirect grading activities. In accordance with the agreement required in Mitigation Measure IV.J-2-2, the archaeological monitor's authority to stop and redirect grading shall be exercised in consultation with the appropriate Tribe to evaluate the significance of any archaeological resources discovered on the property. Tribal monitors shall be allowed to monitor all grading, excavation and ground breaking activities in native soils, and shall also have the authority to stop and redirect grading activities in consultation with the Project archaeologist.

Mitigation IV.J-2-4: The landowner shall relinquish ownership of all Native American cultural resources, including sacred items and burial goods that are found on the Project area to the appropriate Tribe for proper treatment and disposition.

Mitigation IV.J-2-5: All sacred sites, should they be encountered within the Project area, shall be avoided and preserved as the preferred mitigation, if feasible.

Mitigation IV.J-2-6: If inadvertent discoveries of subsurface archaeological resources are discovered during grading, the Project sponsor, the Project Archaeologist, and the Tribe shall meet with the March JPA to assess the significance of such resources and shall meet and confer regarding the mitigation for such resources. If the Project sponsor and the Tribe cannot agree on the significance or the mitigation for such resources, the MJPA shall make the determination based on the provisions of the California Environmental Quality Act with respect to archaeological resources and shall take into account the religious beliefs, customs, and practices of the appropriate Tribe.

Mitigation IV.J-4.1: If human remains are encountered, California Health and Safety Code Section 7050.5 requires that no further disturbance shall occur until the Riverside County Coroner has made the necessary findings as to origin. Further, pursuant to California Public Resources Code Section 5097.98(b) remains shall be left in place and free from disturbance until a final decision as to the treatment and disposition has been made. If the Riverside County Coroner determines the remains to be Native American, the Native American Heritage Commission shall be contacted within a reasonable timeframe. Subsequently, the Native American Heritage Commission shall identify the "most likely descendant." The most likely descendant shall then make recommendations, and engage in consultations concerning the treatment of the remains as provided in Public Resources Code 5097.98.

Issues:		New Potentially Significant Impact	New Mitigation is Required	No New Impact/No Impact	Reduced Impact
XVIII.	UTILITIES AND SERVICE SYSTEMS. Would the project:				
a)	Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	☐	☐	☒	☐
b)	Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	☐	☒	☐
c)	Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	☐	☒	☐
d)	Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed? In making this determination, the Authority shall consider whether the project is subject to the water supply assessment requirements of Water Code Section 10910, et. seq. (SB 610), and the requirements of Government Code Section 664737 (SB 221).	☐	☐	☒	☐
e)	Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	☐	☐	☒	☐
f)	Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	☐	☐	☒	☐
g)	Comply with federal, state, and local statutes and regulations related to solid waste?	☐	☐	☒	☐

Findings:

The 2003 Focused EIR evaluated the potential impacts to on-site utilities associated with implementation of the Meridian Specific Plan as provided in the 2003 Focused EIR. The proposed Project area was evaluated for changes to utility and service systems that may have occurred since the 2003 Focused EIR completion. Numerous minor changes with respect to pipe design and sizing have occurred within the water and sewer systems. Thus, an evaluation of potential impacts to these systems associated with implementation of the proposed Project was performed. The Meridian SP-5 SEIR found that the changes proposed in the Specific Plan would not include revisions that are expected to change demand for electricity and telecommunications services beyond what was analyzed in the 2003 Focused EIR because the overall uses and the acreage of the Specific Plan were the same as evaluated in the 2003 Focused EIR. The primary difference is the amount of acreage allocated to each land use designation. Thus, an evaluation of dry utility impacts associated with implementation of the proposed Project was not performed. The Meridian SP-5 SEIR concluded that compliance with the applicable 2003 Focused EIR mitigation measures, and the incorporation of additional mitigation measures identified below, would result in a less than significant impact with mitigation incorporated to utilities and service systems.

As described in the Meridian SP-5 SEIR, an existing wastewater treatment plant (WWTP), located approximately two miles south of the Project site and west of I-215 at Nandina Road, would serve the wastewater needs of the Specific Plan area, including the Project site. The facility is designed to meet the wastewater treatment and discharge requirements of the Santa Ana Regional Water Quality Control Board and has sufficient capacity to treat projected flows.

a) Analysis from the 2003 Focused EIR found that the March Business Canter, inclusive of the proposed Project area, would be required to implement erosion control measures and BMPs per standard engineering practices and March JPA requirements (i.e., Development Code Section 9.08.080). Similarly, the Meridian SP-5 determined that individual facilities would be required to obtain NPDES permits, thus, responsible for obtaining and complying with NPDES permit requirements. In addition, each facility within the Meridian SP-5 area would be required, as part of the entitlement process, to prepare a WQMP in accordance with the NPDES New Development and Redevelopment Guidelines for Projects Under the March Joint Powers Authority. Implementation of the WQMP is enforceable under Santa Ana Regional Water Quality Control Board Order No. R8-2002-0011. Implementation of recommended design, source control and/or treatment construction and post-construction BMPs, as identified in the WQMP would prevent violations of water quality standards. Therefore, there would be no impact with respect to applicable Regional Water Quality Control Board requirements and no further environmental review is required.

b) The Meridian Specific Plan area is served by WMWD. WMWD purchases water from the Metropolitan Water District of Southern California (MWD). The water is treated at the Henry Mills Treatment Plant in the City of Riverside and delivered to the Project area via water supply infrastructure constructed north of Opportunity Way. WMWD prepared a Water Supply Assessment (WSA) (October 2002) during the preparation of the 2003 Focused EIR to evaluate the availability of adequate water supplies to serve the March Business Center Specific Plan for the duration of the timeframe specified in the legislation. The approved water demand for the area in the 2002 WSA was 495,520 gallons per day (gpd). The WSA was updated by WMWD (October 2009) to address potable water supply associated with implementation of the Meridian SP-5. WMWD confirmed availability of supplies defined in the 2002 WSA and an additional 6,700 gpd to serve an additional 3.2 acres of developable land and uses associated with the redistribution of land use designations that would result from implementation of the Meridian SP-5. Correspondence from WMWD dated January 30, 2017 (See **Appendix G**), confirmed that WMWD would provide water service to the proposed Project provided that the Project adheres to the standard conditions enumerated in the letter including the acquisition of required permits, approvals, and payment of applicable costs and fees. The addition of the proposed Project would not create an additional demand for water or wastewater facilities beyond those identified for the Meridian SP-5 SEIR. Therefore, Project impacts to the provision of water services and wastewater treatment capacity are consistent with the Meridian SP-5 SEIR and no further environmental review is required.

c) The Project proposes 156,399 sf (approximately 3.59 acres) of landscaping, the remainder of the Project site would consist of impervious surfaces, which would increase the amount of impervious surfaces from approximately 0 percent to 73.6 percent. The addition of these impervious surfaces would increase surface runoff; however, all stormwater would discharge to the existing South Channel Basin through the master planned off-site storm drain. The South Channel Basin was designed and constructed to accommodate Project-induced water runoff from the Specific Plan area. Thus, impacts to storm drain facilities are consistent with those addressed in the Meridian SP-5 SEIR and no further environmental review is required.

d) As described in response XVII (b) above, a WSA dated October 16, 2002 was prepared by WMWD during the preparation of the 2003 Focused EIR to evaluate the availability of adequate water supplies to serve the March Business Center Specific Plan. The approved water demand for the area in the 2002 WSA was 495,520 gpd. The WSA was updated by WMWD in October 2009 to address potable water supply associated with the Meridian SP-5, including the proposed Project site. The projected water demands identified in the WSA were based on the WMWD's 2005 Urban Water Management Plan (UWMP). The data provided in the UWMP is based on estimated water supply during normal and drought year conditions. WMWD confirmed availability of supplies defined in the 2002 WSA and an additional 6,700 gpd to serve an additional 3.2 acres of developable land and uses associated with the redistribution of land use designations that would result from the Meridian SP-5. The proposed Project currently has two meters on each parcel; one meter for potable water and one meter for reclaimed water. However, only potable water is currently available to the proposed Project site. WMWD is currently inspecting all lines in the Meridian Business Park and potable water would be available to the proposed Project once the WMWD inspections are complete. The impacts to the reclaimed water service system are consistent with the Meridian SP-5 SEIR. Therefore, no further environmental review is required.

e) Refer to response XVII (a) above. The proposed Project would use existing wastewater treatment facilities, which have sufficient capacity to serve the proposed Project and are being expanded to accommodate additional growth in western Riverside County. As discussed above, the Meridian SP-5 SEIR included analysis of wastewater needs based on the changes in land use and acreage proposed in the Meridian SP-5 Specific Plan Amendment (See Appendix G of the 2010 SP-5 SEIR). The wastewater analysis in the Meridian SP-5 SEIR used the Meridian SP-5 proposed land uses to generate an assessment of existing and future demand on wastewater facilities. The wastewater analysis used an Equivalent Dwelling Unit (EDU) of 100 percent to evaluate the wastewater demand for Unit 4-Lots 8, 10 and 11. The Mixed Use developments included in that same analysis were evaluated at a rate of 15 percent to 100 percent EDU. As the entirety of the proposed Project area was previously evaluated at a rate of 100 percent EDU, the change in zoning and subsequent land uses could only represent a reduced or equivalent EDU, therefore would not result in a significant adverse impact for the wastewater treatment facilities resulting from the proposed Project. Therefore, no further environmental review is required.

f) The Meridian SP-5 SEIR concluded that sufficient capacity exists to meet solid waste disposal requirements associated with the Specific Plan, which would include the proposed Project. Solid waste generation rates for the Meridian SP-5 area were based on the number of employees within the study area rather than on specific land uses. The number of employees is driven by land use type and developed square footage. The solid waste budget was estimated based on the number of employees identified in the economic study performed for the proposed Project. The 2010 Meridian Land Use and Fiscal/Employment Assessment demonstrated that MU development would result in less jobs per acre than land zoned as OF. The Meridian SP-5 SEIR determined that the expected rate of solid waste generation identified in the 2003 Focused EIR is not expected to be a significant impact since county long-term landfill capacity is available through Project build-out without the need for additional waste disposal facilities. Since the Project is not anticipated to increase solid waste generation above the generation rates assumed in the Meridian SP-5 SEIR, impacts to solid waste facilities are consistent with the Meridian SP-5 SEIR and no further environmental review is required. Therefore, there would be no impact.

g) Refer to response XVII (f) above, the proposed Project would not generate additional solid waste above that anticipated in the Meridian SP-5 SEIR. No further environmental review is required.

Mitigation Measures:

Pursuant to CEQA Section 15178, all Meridian SP-5 SEIR mitigation measures pertaining to this resource or Project are incorporated herein by reference and can be reviewed upon request at the March JPA, 14205 Meridian Parkway, Suite 140, Riverside, CA 92518, (951) 656-7000. Mitigation Measures H-2, H-3, H-4, H-5, H-7, H-8, IV.G-2-1, IV.G-2-2, and IV.G.4-1 from the Meridian SP-5 SEIR would be applicable to the proposed Project. The analysis did not identify any additional impacts associated with the Project; accordingly, no additional mitigation measures beyond those identified in the Meridian SP-5 SEIR are required.

2010 SP-5 SEIR Applicable Mitigation Measures:

Mitigation H-2: Construct the storm drain and flood control facilities, in accordance with the approved March Business Center Drainage Plan and Plan for March JPA Planning Area.

Mitigation H-3: All storm drain and flood control facilities shall be approved and operational prior to the issuance of certificates of occupancy for the associated development.

Mitigation H-4: The Project sponsor shall incorporate the following measures to help reduce the project's potential solid waste impacts and to help in the County's effort to comply with State law in diverting solid waste from landfill disposal:

- Green waste generated by the project should be kept separate from other waste types in order that it can be recycled through the practice of grass recycling (where lawn clippings from a mulching type mower are left on the lawn) or on-site composting or directed to local wood grinding and/or composting operations.
- The use of mulch and/or compost in the development and maintenance or landscape areas is recommended.
- Construction and demolition waste should be reduced and/or diverted from landfill disposal by the use of on-site grinders or by directing the materials to recycling facilities.

Mitigation H-5: The proposed project shall comply with the State Model Ordinance, implemented in 9/1/94 in accordance with AB 1327, Chapter 18, California Solid Waste Reuse and Recycling Access Act of 1991, which requires that all commercial, industrial, and multi-family residential projects provide adequate area(s) for the collections and loading of recyclable materials. Prior to building permit issuance, the applicant shall submit a Recyclables Collection and Loading Area plot plan to the March JPA for review and approval.

Mitigation H-7: The proposed non-potable water system will meet "Purple" pipe standards for reclaimed water systems.

Mitigation H-8: A fire flow standard of 5,000 gallons per minute shall be used for the water distribution network.

Mitigation IV.G-2-1: To address the VBPS and 15-inch sewer line capacity issue, a monitoring program shall be implemented. The monitoring program will consist of inserting a flow meter into the manhole directly upstream of the VBPS within 180 days of project approval. The flow meter will have a telemetry connection to WMWD's Supervisory Control and Data Acquisition (SCADA) system, or equivalent, subject to the approval of WMWD. The SCADA system would provide WMWD the ability to continuously monitor sewer flows from the North Campus. The VBPS will be removed and the existing 15-inch PVC sewer main shall be replaced with a 24-inch gravity trunk sewer line when the flow in the VBPS reaches 80% capacity (0.86 mgd).

Mitigation IV.G-2-2: Prior to individual lot development approval by the March JPA, the developer will coordinate with March JPA and shall contact WMWD to obtain the current flow reading and submit a sewer analysis demonstrating that the individual lot development projected sewer flows do not exceed the VBPS capacity (1.07 mgd). If monitoring results demonstrate that the VBPS would not be able to handle additional sewer, as determined by the WMWD and March JPA, then approval for the development shall be withheld until the 24-inch gravity trunk sewer is constructed.

Mitigation IV.G-4-1: 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. March JPA, through coordination with WMWD, shall assure that the development is consistent with the water budget and Water Supply Assessment for the Project. Demand for water beyond the water budget or the volume defined in the WSA may necessitate further CEQA review.

Issues:		New Potentially Significant Impact	New Mitigation is Required	No New Impact/No Impact	Reduced Impact
XIX.	MANDATORY FINDINGS OF SIGNIFICANCE				
a)	Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	☐	☐	☒	☐
b)	Does the project have the potential to achieve short-term environmental goals to the disadvantage of long-term environmental goals?	☐	☐	☒	☐
c)	Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current project, and the effects of probable future projects.)	☐	☐	☒	☐
d)	Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	☐	☐	☒	☐

Findings:

a-b) The proposed Project would require approval by the March JPA of a Master Plot Plan, a General Plan Amendment, a Specific Plan Amendment, and Conditional Use Permits for Buildings 1 through 9. The Master Plot Plan would allow for the development of eleven concrete tilt-up buildings ranging from 7,180 sf to 32,628 sf for a total of 162,041 sf. The General Plan Amendment would allow for a decrease of land zoned as OF and an increase of land zoned as MU within the March JPA Planning Area. A Specific Plan Amendment would allow for the zone change of approximately 10.85 acres from SP-5 OF to SP-5 MU, the approval of the Conditional Use Permits would allow for Building 1 through Building 9 to potentially operate as a business enterprise use among other permitted uses within the MU zone. The Project site has been rough graded per the March Business Center Tentative Parcel Map for portions of the Meridian North Campus. Accordingly, the proposed development is not anticipated to result in impacts to sensitive plant or animal species or important examples of history or prehistory beyond those identified and mitigated for in the Meridian SP-5 SEIR. The Project has no impact in the potential to achieve short-term environmental goals to the disadvantage of long term environmental goals. No further environmental review is required.

c) As discussed throughout the analysis above, the proposed Project would not contribute to cumulatively considerable impacts beyond what was addressed in the Meridian SP-5 SEIR. Therefore, impacts are considered less than significant. No further environmental review is required.

d) As described in the Air Quality, Hazards and Hazardous Materials, Noise, Public Service, Transportation/Traffic, and Utilities and Service Systems sections of this Initial Study, the Project would not cause new substantial direct or indirect adverse effects on human beings that were not previously analyzed in the Meridian SP-5 SEIR. No further environmental review is required.

REFERENCES

County of Riverside

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Riverside County Airport Land Use Commission

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Tory R. Walker Engineering, Inc.

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EXHIBIT "C"

Initial Study Technical Studies available electronically at March JPA Administrative Offices

RESOLUTION #JPA 18-19

A RESOLUTION OF THE MARCH JOINT POWERS COMMISSION OF THE MARCH JOINT POWERS AUTHORITY ADOPTING GENERAL PLAN AMENDMENT NO. 17-02 (GPA 17-02), PLOT PLAN NO. 17-05 (PP 17-05), AND CONDITIONAL USE PERMIT (CUP 17-08), (CUP 17-09), (CUP 17-10), (CUP 17-11), (CUP 17-12), (CUP 17-13), (CUP 17-14), (CUP 17-15) AND (CUP 17-16) FOR THE DEVELOPMENT OF ELEVEN (11) BUILDINGS ON 13.60 ACRES WITHIN PLANNING AREA 6 OF THE MERIDIAN SPECIFIC PLAN AMENDMENT AREA (SP-5)

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

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

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

WHEREAS, in August 2010, the Authority approved the Meridian Specific Plan Amendment (SP-5), which implemented revisions to a 257.7 acre portion of the larger March Business Center Specific Plan's North Campus area, including revisions to land use and development regulations and land use designations; and

WHEREAS, MS Van Buren II LLC c/o Silagi Development ("Applicant") proposes the development of 13.60 acres within Planning Area 6 of the Meridian Specific Plan Amendment (SP-5), including the development of 11 buildings totaling approximately 162,041 square feet for office, warehouse and retail uses ("Project"); and

WHEREAS, on August 28, 2017, Applicant submitted certain land use applications (collectively, the "Project Entitlements") requesting the following:

1. A General Plan Amendment application (GPA 17-02) to update gross acreages and buildout capacity as it relates to the Commercial land use designation section found in Table 1-1 "Buildout March JPA Planning Area Proposed with SP-5, A4" of the General Plan. Specifically, under the Commerce land use designation, the gross acreage for office has been revised from 137 acres to 126.15 acres and the gross acreage for mixed use has been revised from 88 acres to 98.85 acres to account for the change in zoning to Unit 4, Lot 8, Lot 10 and Lot 11 from Office to Mixed Use. Additionally, the Buildout Capacity for Office has been reduced from 1,790,316 sf to 1,246,000 sf and Mixed Use has been increased from 1,048,000 sf to 1,162,595 sf with a revised subtotal of 7,174,911 sf and a grand total of 32,957,626 sf. As a result to the changes in zone, the General Plan Land Use map (Figure II-3A) will also be updated.

2. A Plot Plan No. 17-05 application (PP 17-05) for the development of eleven (11) buildings totaling 162,041 sf on 13.60 acres in the southernmost portion of the Meridian Specific Plan. The development proposes four (4) wholesale storage and distribution buildings, five (5) industrial/flex/showroom buildings, one (1) two-story office building and one (1) retail building.

3. Nine (9) Conditional Use Permit application (CUP 17-08), (CUP 17-09), (CUP 17-10), (CUP 17-11), (CUP 17-12), (CUP 17-13), (CUP 17-14), (CUP 17-15) and (CUP 17-16) to allow speculative Building's one (1) through nine (9) to potentially operate as a Business Enterprise use in the Mixed Use zone. Business Enterprise uses are considered a conditionally permitted use in the Mixed Use zone and requires a Conditional Use permit.

WHEREAS, in addition to the foregoing, on August 28, 2017, Applicant submitted a land use application for a Specific Plan Amendment (SP-5, A4), which is subject to separate approval. Any approval of General Plan Amendment 17-02 (GPA 17-02), Plot Plan No. 17-05 (PP 17-05), and Conditional Use Permit (CUP 17-08), (CUP 17-09), (CUP 17-10), (CUP 17-11), (CUP 17-12), (CUP 17-13), (CUP 17-14), (CUP 17-15) and (CUP 17-16) shall be conditioned on the subsequent approval of Specific Plan No. 5, Amendment No. 4 (SP-5, A4); and

WHEREAS, this General Plan Amendment (GPA 17-02), Plot Plan (PP 17-05) and Conditional Use Permit (CUP 17-08), (CUP 17-09), (CUP 17-10), (CUP 17-11), (CUP 17-12), (CUP 17-13), (CUP 17-14), (CUP 17-15) along with Specific Plan No.5, Amendment No. 4 (SP-5, A4 – considered separately) collectively constitute the "Project" for purposes of the California Environmental Quality Act (Pub. Resources Code, § 2100 et seq.) ("CEQA"); and

WHEREAS, in accordance with CEQA and the State CEQA Guidelines (Cal. Code Regs., tit. 14, § 15000 et seq.), March JPA staff prepared and the March Joint Powers Commission ("Commission") certified a Final Environmental Impact Report for the March Business Center Specific Plan (SP-1) (SCH # 2002071089) ("FEIR"); and

WHEREAS, in accordance with CEQA and the State CEQA Guidelines, March JPA staff prepared and the Commission certified a Subsequent Environmental Impact Report for the Meridian Specific Plan Amendment (SP-5) (SCH #2009071069) ("SEIR"); and

WHEREAS, the Addendum to the certified SEIR was prepared pursuant to CEQA, the State CEQA Guidelines, and the March JPA's Local CEQA Guidelines; and

WHEREAS, in accordance with CEQA and the State CEQA Guidelines, March JPA staff has prepared and pursuant to Resolution # JPA 18-18 the Commission has adopted an Addendum to the certified SEIR for the Meridian Specific Plan Amendment (SP-5) for the Project Entitlements; and

WHEREAS, on September 12, 2018, 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 18-18 the Commission has considered and adopted an Addendum to the 2010 SEIR for the Meridian Specific Plan Amendment (SP-5) (SCH # 2009071069) for the Project, including General Plan Amendment (GPA 17-02), Plot Plan No. 17-05 (PP 17-05) and Conditional Use Permits (CUP 17-08), (CUP 17-09), (CUP 17-10), (CUP 17-11), (CUP 17-12), (CUP 17-13), (CUP 17-14), (CUP 17-15) and (CUP 17-16) in accordance with the requirements of CEQA, the State CEQA Guidelines, and the March JPA Local CEQA Guidelines. As the decision-making body for the Project, the Commission has reviewed and considered the FEIR, the SEIR, the Addendum to the SEIR, the Initial Study, any oral or written comments received, and the administrative record prior to taking action on the Project, including action on General Plan Amendment (GPA 17-02), Plot Plan No. 17-05 (PP 17-05) and Conditional Use Permits (CUP 17-08), (CUP 17-09), (CUP 17-10), (CUP 17-11), (CUP 17-12), (CUP 17-13), (CUP 17-14), (CUP 17-15) and (CUP 17-16).

SECTION 3. Findings for General Plan Amendment (GPA 17-02). Based on the entire record before the Commission and all written and oral evidence presented to the Commission, the Commission makes the following findings for approval of General Plan Amendment (GPA 17-02) in accordance with Section 9.02.040 of the March JPA Development Code and Section 65358 of the California Government Code:

1. The proposed General Plan Amendment (GPA 17-02) is consistent with existing goals, objective, policies, and programs of the General Plan for the following reasons:

1. GPA 17-02 is integrated and compatible with the Land Use Element in that an amendment to establish a "Specific Plan" land use designation will accommodate implementation of the Meridian Specific Plan which will provide an appropriate orientation and relationship between land uses within and adjacent to the Specific Plan Area and promotes orderly development beyond the Specific Plan Area's boundaries due to the development of the Specific Plan Area as a cohesive and coordinated development that includes the following elements:

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

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

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

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

(e) Provides detailed development regulations for the Project.

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

2. Moreover, GPA 17-02 coupled with the adoption of the Specific Plan's development, performance, and design standards will govern future development of the area and will ensure consistent and context-sensitive land use, landscape design, and architectural treatments, and will provide for logical development phasing and adequate and efficient provision of needed public services and facilities. Furthermore the General Plan Amendment, coupled with the adoption of the Plot Plan will serve as a tool for the March JPA to implement the provisions of its General Plan as it applies to the Specific Plan Area.

3. GPA 17-02 is integrated and compatible with the Transportation Element in that the intensity and distribution of uses within the Specific Plan Area will generate traffic that is anticipated and accommodated in the Transportation Element; however, the Specific Plan will better define minor arterials and bike lanes within the Specific Plan Area that will reflect the design of road, intersection and bike lane improvements that will improve the level of service of the circulation system in and around the Specific Plan Area.

4. GPA 17-02 will not impact the Housing Element as housing is not a component of the Specific Plan.

5. GPA 17-02 is integrated and compatible with the Resource Management Element in that it provides for the orderly conservation, development, and utilization of natural resources as stated within the Resource Management Element including the protection of groundwater resources, the control of flooding, the preservation of native vegetation and mature trees, development and maintenance of recreational facilities as economically feasible, and in that it meets the needs of the community for recreational activities, relaxation and social interaction, establishes standards for scenic corridors, trails and vistas that contribute to the quality of the JPA Planning Area.

6. GPA 17-02 is integrated and compatible with the Noise Element in that it provides a pattern of land uses that minimizes the exposure of community residents to excessive and unwanted noise due to the prohibition of noise sensitive residential uses within the area impacted by aviation activities, promotes alternative modes of travel, discourages noise sensitive commercial uses, and incorporates mass transit to reduce noise generated from vehicles.

7. GPA 17-02 is integrated and compatible with the Safety Risk Management Element in that it provides an appropriate land use distribution and orientation that protects the

community from unreasonable risks associated with seismic, geologic, flood, and wildfire hazards because GPA 17-02 is consistent with existing goals for compliance with seismic standards, master drainage plan standards, fire flow standards and other public safety objectives identified within the existing General Plan.

8. GPA 17-02 is consistent with the applicable airport land use plan in accordance with Government Code section 65302.3 because the development proposed along with GPA 17-02 has been reviewed by the Riverside County Airport Land Use Commission and has been determined by the Riverside County Land Use Commission to be consistent with the Riverside County Airport Land Use Plan (ALUP) and because the accompanying Specific Plan has been conditioned to be developed consistent with FAA regulations. GPA 17-02 relies on the approved Air Installation Compatible Use Zone (AICUZ) Study and Airport Layout Plan (ALP) to establish land use policies that will ensure the compatibility of land uses with the projected military and commercial aviation uses of the airfield.

9. Based on the entire record before the Commission and all written and oral evidence presented to the Commission, the Commission finds that GPA 17-02 is in the public interest because it will provide for the development of the Specific Plan Area as a desirable business park use that is compatible with and complementary to the adjacent March Business Center South Campus master planned development.

10. GPA 17-02 will not adversely affect the public health, safety or general welfare as the Project is designed for sufficient access by the general public and employees. Additionally, the Riverside County Fire Department has determined that the Project meets the design requirements for fire access and circulation. Furthermore, sufficient accessible parking and accessible paths of travel in and around the Project has been designed to assure further safety.

SECTION 4. Findings for Plot Plan No. 17-05 (PP 17-05). 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. 17-05 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 #2009071069); and

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

4. The location, design, and operation of the proposed Project will be compatible with existing and planned land uses in the vicinity because the Project maximizes redevelopment

opportunities on former military properties by developing a much-needed regional job center in a housing rich area.

SECTION 5. Findings for Conditional Use Permit (CUP 17-08), (CUP 17-09), (CUP 17-10), (CUP 17-11), (CUP 17-12), (CUP 17-13), (CUP 17-14), (CUP 17-15) and (CUP 17-16). 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 (CUP 17-08), (CUP 17-09), (CUP 17-10), (CUP 17-11), (CUP 17-12), (CUP 17-13), (CUP 17-14), (CUP 17-15) and (CUP 17-16) in accordance with Section 9.02.060 of the March JPA Development Code:

1. The proposed Project is consistent with the goals, objectives, policies and programs of the March JPA General Plan because the proposed Project is a part of a balanced mix of land uses that contribute to the regional setting and expands upon the existing physical and economic potential of the General Plan and the Meridian Specific Plan Amendment (SP-5) and will systematically implement the goals and objective of the General Plan and the Meridian Specific Plan (SP-5); and

2. The proposed Project complies with all applicable zoning and other regulations because the Project complies with all the requirements of Section 9.02.060 and 9.11.070 of the March JPA Development Code and the requirements of the Meridian Specific Plan (SP-5); and

3. The proposed Project will not be detrimental to the public health, safety, or welfare or materially injurious to properties or improvements in the vicinity because the Project is consistent with Chapters 9.04 (Commercial Districts), Chapter 9.05 (Industrial Districts), Chapter 9.13 (Specific Plan) and the Meridian Specific Plan Amendment (SP-5). The Project will include Business Enterprise, Business Park, Office and Commercial uses and shall be limited to 100 average people/acre and 250 people/single-acre since the Project is located in Airport Compatibility Zone C1 as per the March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan adopted on November 13, 2014; and

4. The location, design, and operation of the proposed Project will be compatible with existing and planned land uses in the vicinity as the Project is consistent with the requirements of the Meridian Specific Plan Amendment (SP-5), which ensures that the proposed development is compatible with existing and planned development in the vicinity.

SECTION 6. Approval of Project Entitlements. Based on the entire record before the Commission, all written and oral evidence presented to the Commission, and the findings made in this Resolution, the Commission hereby approves the Project Entitlements, including General Plan Amendment (GPA 17-02), Plot Plan No. 17-05 (PP 17-05) and Conditional Use Permit (CUP 17-08), (CUP 17-09), (CUP 17-10), (CUP 17-11), (CUP 17-12), (CUP 17-13), (CUP 17-14), (CUP 17-15) and (CUP 17-16) as shown on Exhibit "A", attached hereto and incorporated herein by this reference, subject to the Conditions of Approval, as shown on the attached Exhibit "B", attached hereto and incorporated herein by this reference.

SECTION 7. Notice of Determination. The Commission directs March JPA staff to prepare, execute, and file a Notice of Determination with the Riverside County Clerk within five (5) working days of the passage and adoption of this Resolution.

SECTION 8. Custodian of Records. The documents and materials that constitute the record of proceedings on which these findings are based are located at the Office of the Planning Manager, March JPA, 14205 Meridian Parkway, Suite 140, Riverside, CA 92518.

SECTION 9. Execution of Resolution. The Chair of the Commission of March JPA shall sign this Resolution and the Clerk of March JPA shall attest and certify to the passage and adoption thereof.

SECTION 10. Effective Date. This Resolution shall be effective upon its adoption.

PASSED, APPROVED, AND ADOPTED this 12th day of September, 2018.

_____

Marion Ashley, Chairman
March Joint Powers Authority Commission

ATTEST:

I, Carey L. Allen, Clerk of the March Joint Powers Commission, do hereby certify that the foregoing Resolution #JPA 18-19 was adopted by the March Joint Powers Commission of the March Joint Powers Authority at a regular meeting thereof held on September 12, 2018, by the following vote of the Commission:

AYES:
NOES:
ABSTAIN:
ABSENT:

Dated: September 12, 2018

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

EXHIBIT "A"

Project Entitlements

EXHIBIT A1

Existing General Plan Land Use Map

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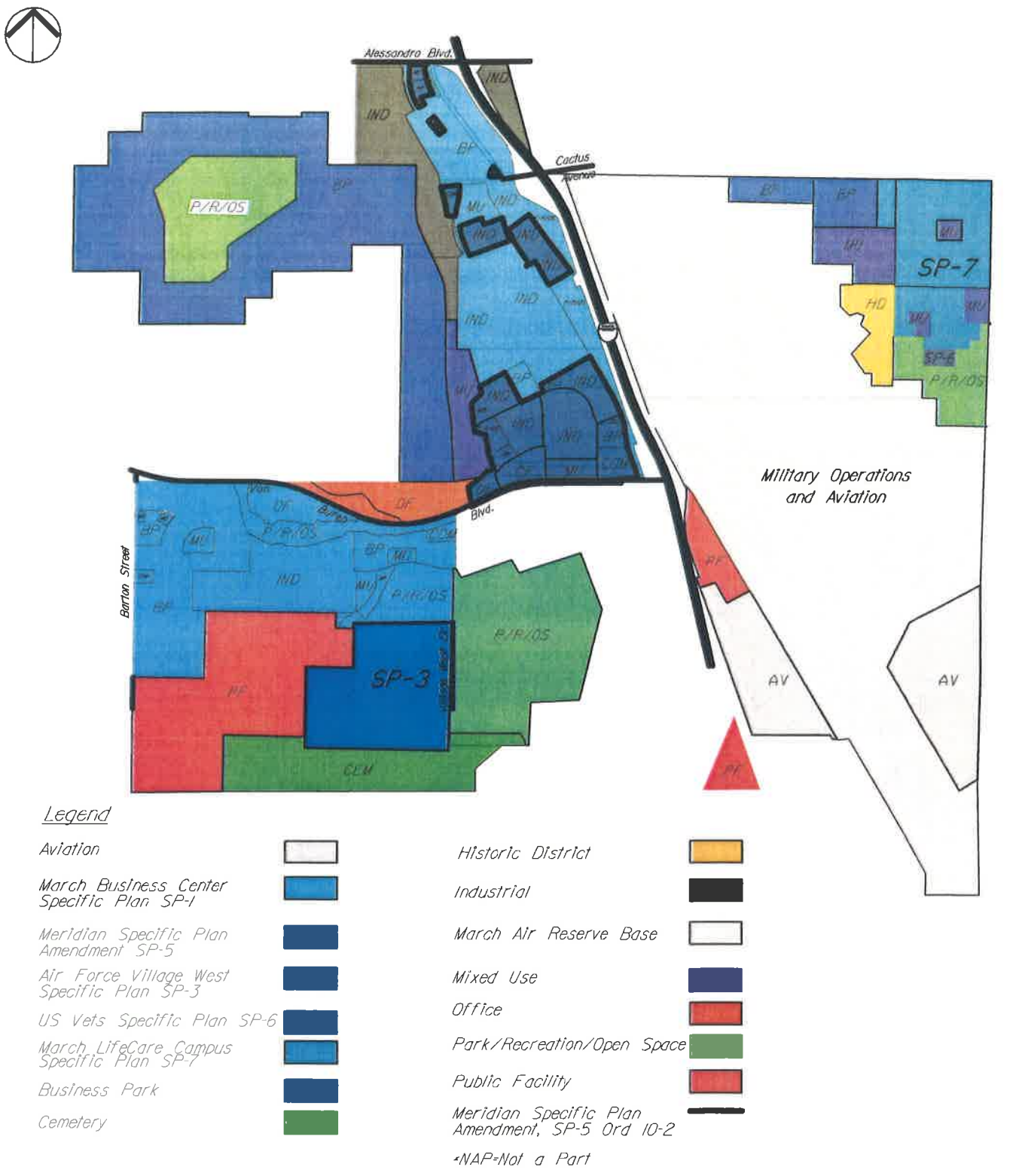


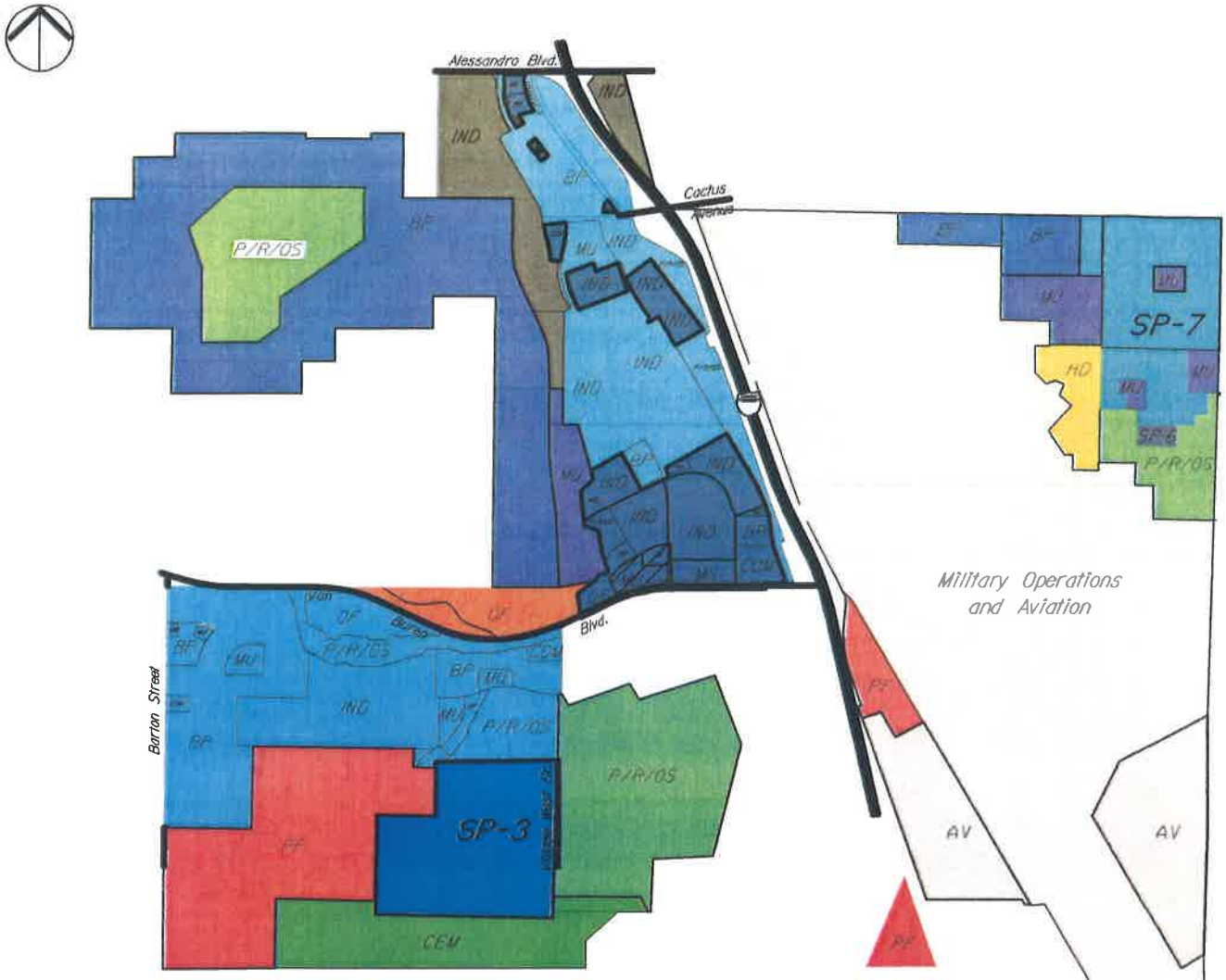
FIGURE II-3

EXISTING GENERAL PLAN LAND USES

EXHIBIT A2

Proposed General Plan Land Use Map

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Legend

- Aviation
- March Business Center Specific Plan SP-1
- Meridian Specific Plan Amendment SP-5
- Air Force Village West Specific Plan SP-3
- US Vets Specific Plan SP-6
- March LifeCare Campus Specific Plan SP-7
- Business Park
- Cemetery
- Historic District
- Industrial
- March Air Reserve Base
- Mixed Use
- Office
- Park/Recreation/Open Space
- Public Facility
- SP-5, A4
- Meridian Specific Plan Amendment, SP-5 Ord 10-2
- *NAP=Not a Part

FIGURE II-3A

PROPOSED GENERAL PLAN LAND USES

EXHIBIT A3

Table I-I of the March JPA General Plan

TABLE 1-1
BUILDOUT MARCH JPA PLANNING AREA
PROPOSED WITH **SP-5, A4**

		Intensity		
	Acres			
Land Use Designation	GROSS	MAX.	AVG	Buildout Capacity sf
INDUSTRY				
Business Park	1,313	0.75	0.20	11,115,000
Industrial	624	0.60	0.15	7,827,000
			SUBTOTAL	18,942,000
COMMERCE				
Medical Campus (a)	236	1.25	0.39	4,000,000
Office	~~137~~126.15	0.75	0.30	~~1,246,000~~ 1,116,587
Mixed Use	~~88~~98.85	0.60	0.27	~~1,048,000~~ 1,177,413
Commercial	43	0.60	0.30	222,000
			SUBTOTAL	6,516,000
PUBLIC				
Park/Recreation/Open Space	789	0.25	0.002	69,000
Public Facility	441	0.50	0.10	1,365,000
			SUBTOTAL	1,434,000
SPECIAL				
Military Operations	2,102	n/a	n/a	2,500,000
Aviation	316	0.40	0.15	1,445,321
Historic District	58	2 du/ac	2 du/ac	111 units
AFVW	220	0.60	0.15	1,437,000
Cemetery Expansion	160	0.10	0.005	24,394
			SUBTOTAL	5,406,715 sf 111 units
			TOTAL	32,298,715 sf 111 units

(a) Medical Campus capacity does not include square footage allocated to parking garage
ac - acre sf - square feet du/ac dwelling unit per acre
FAR floor area ratio based on average intensity
Includes GPA 02-01, GPA 04-01, GPA-14-01, GPA- 15-02, & GPA 17-02

EXHIBIT A4

Existing Meridian (SP-5) Zoning Map

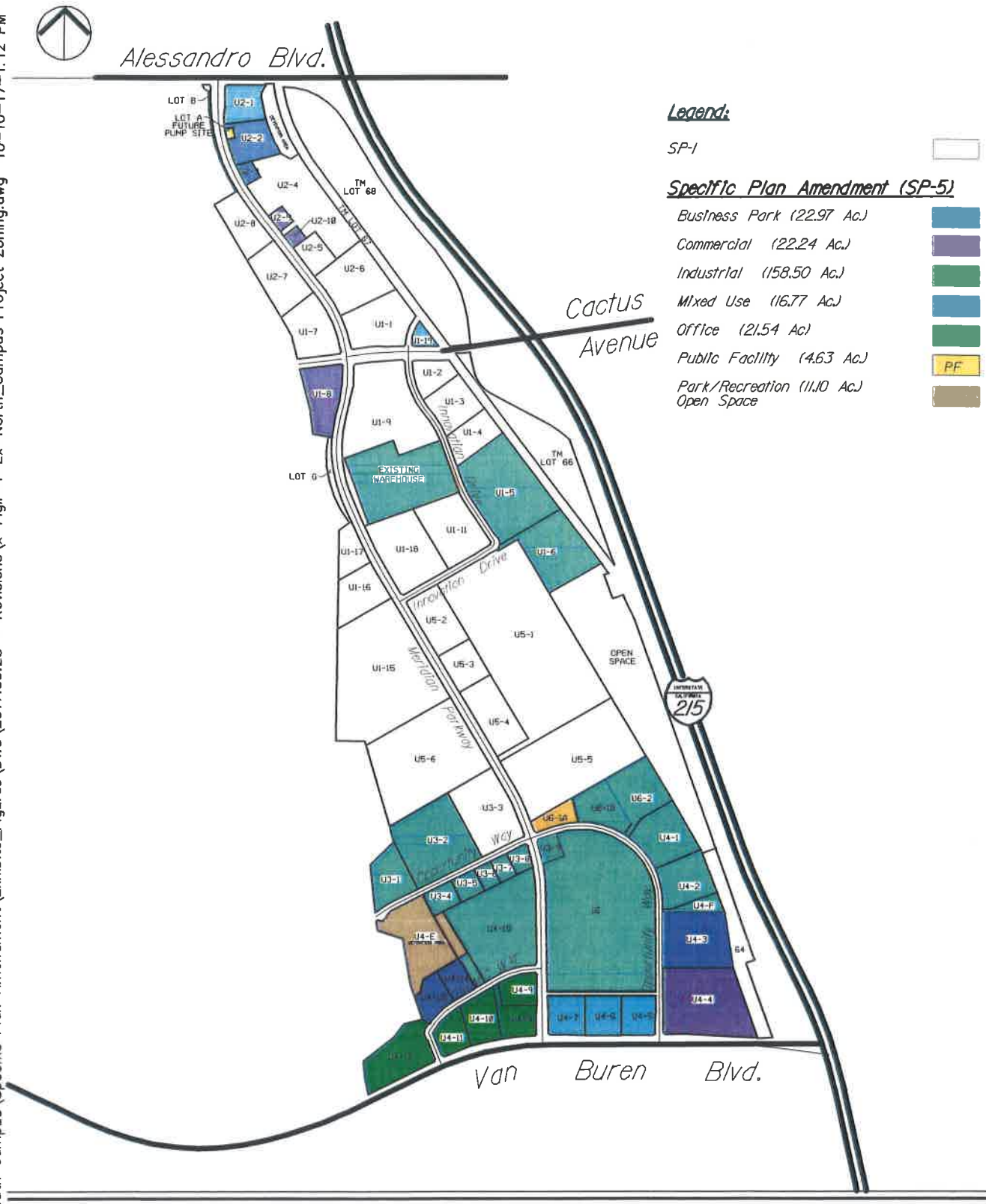


FIGURE II-4

EXISTING ZONING MAP FOR NORTH CAMPUS

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EXHIBIT A5

Proposed Meridian (SP-5) Zoning Map

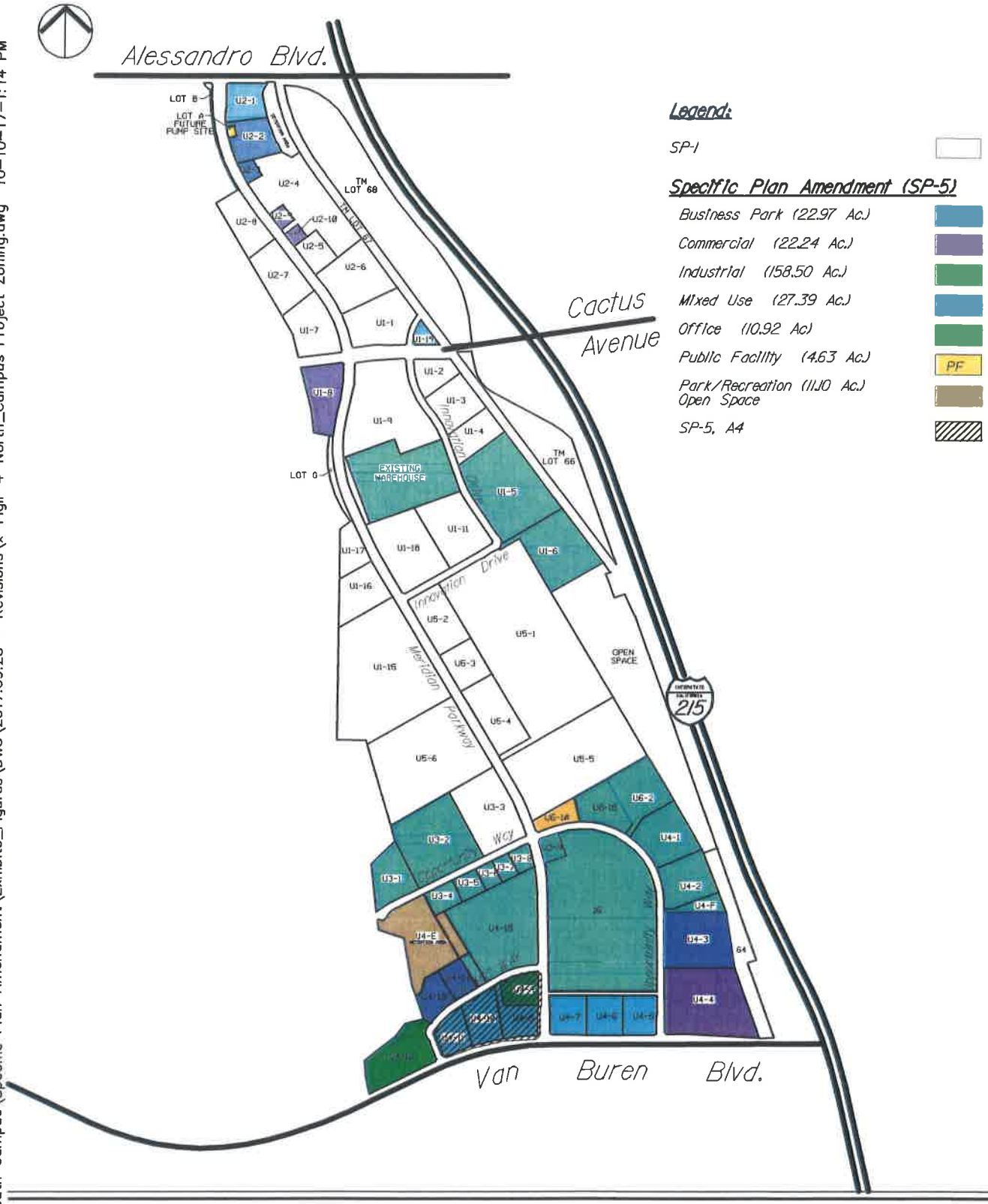


FIGURE II-4A

PROPOSED ZONING MAP FOR NORTH CAMPUS

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EXHIBIT A6

Applicant's Narrative

DEVELOPMENT B

Project Narrative:

Unit 4 Lots 8, 9, 10 & 11 Project (Proposed Project) is located within the southeastern portion of the North Campus of the Meridian Specific Plan Area, fronting Van Buren Boulevard. The proposed project site is situated between Meridian PKWY to the east and Economic Drive to the west. The Proposed Project consists of four industrial buildings, five industrial/flex showroom buildings, one retail building and one two-story office building situated on approximately 13.60 acres and consisting of approximately 162,041 square feet (SF). The subject property is currently zoned office use and requires a specific plan amendment to rezone the subject land to Mix Use. These buildings will house a mix of permitted Business Enterprise uses such as, Warehousing, Showroom/Warehousing, Light Industrial, Office land uses and retail land uses. The combined square footage will yield a floor area ratio (FAR) of 27.3% compared to an allowable 45.0% FAR.

The Proposed Project was previously evaluated for impacts as a part of *SP-5, An Amendment to the North Campus of the Meridian Specific Plan*, (previously known as the March Business Center Specific Plan), March JPA, July 2010, referred to hereinafter as the "Meridian SPA" and the *Subsequent Environmental Impact Report for the Meridian Specific Plan (SP-5)*, (State Clearinghouse #2009071069), "Meridian SPA SEIR". The SEIR was certified by the March JPA in July 2010.

The Industrial/Flex/Showroom Buildings - "Buildings 2 through 5", will include buildings ranging from approximately 7,180 SF to 14,140 SF, approximately 80-120 feet long and 90-119 feet wide. "Building 1 and Buildings 6 through 9" will include buildings ranging from approximately 9,600 SF to 19,661 SF, approximately 60 feet long and 160-200 feet wide. The buildings parapet height are approximately 24 feet with no second floor/mezzanine. There are no truck dock doors proposed, each building or unit will have one (1) ground level truck/delivery door. Buildings to be screened by several treatments; such as landscaping, walls, and fences. Although specific tenants have not been identified for this use, the buildings are designed to be single tenant or divisible into various unit sizes ranging between 2,500 SF to 19,660.

The Retail Building, "Retail" will consist of one (1) approximately 9,054 SF building, which will be approximately 150 feet long and approximately 60 feet wide. This building parapet height is approximately 24 feet with no second-floor office space. The Retail building will have no truck docks and will have enhanced elevations treatments, landscaping, walls, fences in accordance with JPA approvals. Specific tenants have not been identified to occupy the retail building spaces, but enhanced Building elevations and signage will be utilized to attract retail tenants along Van Buren corridor. The retail building development will comply with the Meridian SPA requirements.

The Office Building, "Office" will consist of one two-story approximately 32,628 SF office building, which will be approximately 167 feet long and approximately 99 feet wide. This building parapet height is approximately 36 feet in height but may increase up to 48 feet. The office building will have enhanced elevations, proper screening treatments such as landscaping, walls, and fences. Although specific tenants have not been identified for this use, the building signage will be utilized to attract retail tenants along Van Buren corridor and divisible to accommodate small office tenants to large tenants. The office building development will comply with the Meridian SPA requirements.

The Proposed Project vehicular traffic will take access off one (1) Van Buren Blvd. with Right-in/Right-out driveway, Economic Drive via two (2) driveways and one (1) via Meridian PKWY. All shared driveways are expected to serve as access points onto the site. Parking for the site would consist of 590 Automobile stalls including 27 for ADA accessibility and 49 for carpool use.

Landscaping coverage on-site is anticipated to cover approximately 156,399 Square Feet (26.40% Coverage), which exceeds the minimum lot requirement of 10%.

The Project as currently proposed REQUIRES a **Specific Plan Amendment/Zone Change** from office land use to Mix Use and related zoning requirements within the Specific plan, **Tentative Parcel Map**, Upon approval of rezoning, the proposed development would require NO VARIANCES. The proposed rezoning to Mix Use includes JPA staff support and recommendation including support and recommendation to allow the proposed development with one (1) right-in/Right-out driveway along Van Buren Blvd.

EXHIBIT A7

Reduced Site Plan

VICINITY MAP



OVERALL SITE PLAN (C)

SCALE: 1" = 60'-0"

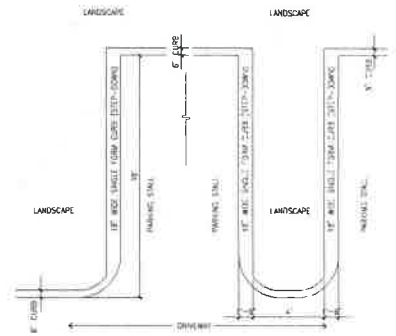
SITE PLAN KEYNOTES

1. HEAVY BROOM FINISH CONCRETE PAVEMENT
2. ASPHALT CONCRETE (AC) PAVING
3. CONCRETE WALKWAY, MEDIUM BROOM FINISH
4. CONCRETE DRIVEWAY APRONS TO BE CONSTRUCTED
5. 3'-0" X 3'-6" THICK CONCRETE EXTERIOR LANDING PAD TYP. AT ALL EXTERIOR MAN DOORS TO UNENCLOSED AREAS. FINISH TO BE MEDIUM BROOM FINISH. PROVIDE WALK TO PUBLIC WAY OR CURB RAMP AS REQ. BY CITY INSPECTOR.
6. APPROXIMATE LOCATION OF TRANSFORMER. CONTRACTOR TO VERIFY WITH SCE.
7. NOT USED
8. CONCRETE RAMP W/ 42" HIGH CONCRETE WALL
9. EXTERIOR BBQ AREA TYPICAL
10. TRASH ENCLOSURE SHADED BREAK AREA
11. EXTERIOR CONCRETE STAIR
12. NOT USED
13. LANDSCAPE. ALL LANDSCAPE AREAS INDICATED BY SHADING
14. TRUCK ROUTE SIGN. SEE DETAIL "B"
15. PRE-CAST CONCRETE WHEEL STOP
16. CONCRETE FILLED GUARD POST 6" DIA. O.N.O. 42" H.
17. TRASH ENCLOSURE W/ 6' HIGH WALLS PER CITY STANDARD
18. ACCESSIBLE ENTRY SIGN
19. ACCESSIBLE PARKING STALL SIGN
20. DEPRESSED CURB
21. APPROXIMATE LOCATION OF FIRE HYDRANT
22. WALL MOUNTED LIGHTING FIXTURE TO COMPLY WITH MARCH BUSINESS CENTER DESIGN GUIDELINE

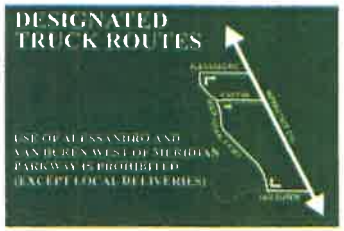
SITE LEGEND

- CONCRETE PAVING SEE "C" DRAWS FOR THICKNESS
- STANDARD PARKING STALL 9' X 18'
- LANDSCAPED AREA
- 30' WIDE FIRELANE
- HANDICAP PARKING STALL (9' X 18') W/ 5' ACCESSIBLE AISLE
- HANDICAP PARKING STALL (VAN) (12' X 18') W/ 5' ACCESSIBLE AISLE
- PATH OF TRAVEL

- NOTE
- ALL ROOF MOUNTED EQUIPMENT TO BE SCREENED FROM ON AND OFF SITE VIEW
- FIRE HYDRANT LOCATIONS WILL BE PROVIDED AT LATER STAGE PER RIVERSIDE FIRE DEPARTMENT REQUIREMENTS



STEP-DOWN AT END PARKING STALL (A)



2'-0" X 3'-0" X .080" ALUM PANELS LAMINATED W/ GREEN HP VINYL W/ WHITE HP VINYL COPY & GRAPHIC PANELS TO BE COATED W/ ANTI-GRAFFITI SHEETING. PANELS TO COME W/ A 2-3/8" GALVANIZED POST & MOUNTING HARDWARE

TRUCK ROUTE SIGN (B)

TABULATION

	RETAIL	OFFICE	BLDG.1	BLDG.2	BLDG.3	BLDG.4	BLDG.5	TOTAL	BLDG.6	BLDG.7	BLDG.8	BLDG.9	TOTAL	TOTAL
SITE AREA														
BUILDING AREA														
COVERAGE														
CLEAR HEIGHT														
BUILDING HEIGHT														
AUTO PARKING REQUIRED														
AUTO PARKING PROVIDED														
ZONING ORDINANCE FOR CITY														
MAXIMUM BUILDING HEIGHT ALLOWED														
SETBACKS														
MAXIMUM FLOOR AREA RATIO														
LANDSCAPE REQUIRED														
LANDSCAPE PROVIDED														

CAUTION : IF THIS SHEET IS NOT A 24" X 36" IT IS A REDUCED PRINT

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Project:
Riverside
Meridian
Site B
Riverside, CA

Consultants:
SDH INC
HUNTER LANDSCAPE

Title: Overall site plan

Project Number: 16469
Drawn by: ML
Date: 07/25/17
Revision:

Sheet:
A1.1

EXHIBIT A8

Reduced Architectural Drawings

MS VAN BUREN II

RIVERSIDE, CALIFORNIA

MERIDIAN SP-5 FSEIR

C-7
AIR QUALITY
PRIOR TO PLOT PLAN APPROVAL, PLEASE DETAIL IN SITE PLAN NOTES THAT EMPLOYERS SHALL IMPLEMENT A COMPRESSED WORKWEEK SCHEDULE WHEN FEASIBLE

H-7
UTILITIES AND SERVICES SYSTEMS
PLEASE DETAIL ON LANDSCAPE PLANS THAT THE PROJECT WILL PROVIDE A NON-POTABLE WATER SYSTEM THAT WILL MEET "PURPLE" PIPE STANDARDS FOR RECLAIMED WATER SYSTEMS.

H-8
UTILITIES AND SERVICE SYSTEMS
PLEASE DETAIL ON CONCEPTUAL DESIGN PLANS COMPLIANCE WITH MITIGATION MEASURE H-8 IN THAT "A FIRE FLOW STANDARD OF 5,000 GALLONS PER MINUTE SHOULD BE USED FOR THE WATER DISTRIBUTION NETWORK

H-5
CLIMATE CHANGE AND GHG'S
PLEASE PROVIDED A SITE PLAN NOTE THAT ON-SITE TRASH ENCLOSURE SHALL PROVIDE THE FOLLOWING: GREEN WASTE ENCLOSURE, TRASH, AND RECYCLABLE

IV. L-1-14
CLIMATE CHANGE AND GHG'S
PRIOR TO PLOT PLAN APPROVAL, THE ARCHITECT MUST PROVIDE A SITE PLAN NOTE THAT THE PROJECT SHALL INSTALL ENERGY STAR LABELED ROOFING MATERIALS

IV. L-1-15
CLIMATE CHANGE AND GHG'S
PRIOR TO PLOT PLAN APPROVAL, THE ARCHITECT MUST PROVIDED A SITE PLAN NOTE ENSURING THAT THE "PROJECT WILL ENCOURAGE THE USE OF MATERIALS THAT ARE RESOURCE SUFFICIENT RECYCLED, WITH LONG LIFE CYCLES AND MANUFACTURED IN AN ENVIRONMENTALLY FRIENDLY WAY"

IV. L-1-18
CLIMATE CHANGE AND GHG'S
PRIOR TO PLOT PLAN APPROVAL, THE PROJECT SPONSOR/ARCHITECT SHALL DETAIL AS A SITE PLAN NOTE THAT "AN INCREASE OF EXTERIOR WALL INSULATION OVER TITLE 24 REQUIREMENT WILL BE ENCOURAGED". HOWEVER, A SPECIFIC PERCENT INCREASE IS NOT REQUIRED

IV. L-1-19
CLIMATE CHANGE AND GHG'S
PRIOR TO PLOT PLAN APPROVAL, THE PROJECT SPONSOR/ARCHITECTS SHALL DETAIL AS A SITE PLAN NOTE THAT "AN INCREASE OF ROOF INSULATION OVER TITLE 24 REQUIREMENTS WILL BE ENCOURAGE" HOWEVER A SPECIFIC PERCENT INCREASE IS NOT REQUIRED.

IV. L-1-20
CLIMATE CHANGE AND GHG'S
PLEASE ENSURE THAT THE LANDSCAPE PLANS INCORPORATE THE FOLLOWING REQUIREMENT FOR ALL ON-SITE LANDSCAPE PARKING LOT AREAS WILL INCLUDE ADEQUATE TREE COVERAGE (APPROXIMATELY ONE TREE PER EVERY FOURTEEN STALLS) FOR OFFICE USES AND 3% TREE COVERAGE (APPROXIMATELY ONE TREE FOR EVERY 20 STALLS) FOR INDUSTRIAL AND BUSINESS PARK USES WITHIN 10 TO 15 YEARS OF CONSTRUCTION. IMPACT WILL USE TREES THAT MATURE OVER A LONG TIME FRAME WITH LOWER WATER DEMAND. SHADE REQUIREMENTS WILL EXCLUDE TRUCK COURTS AND DRIVE AISLES"

IV. L-1-24
CLIMATE CHANGE AND GHG'S
PRIOR TO PLOT PLAN APPROVAL, PROVIDE DETAILS THAT ELECTRICAL OUTLETS WILL BE INSTALLED AT ALL BUILDING EXTERIOR AREAS AS PER MITIGATION MEASURE IV. L-1-24

IV. L-1-25
CLIMATE CHANGE AND GHG'S
PRIOR TO PLOT PLAN APPROVAL, PLEASE PROVIDE A SITE PLAN NOTE THAT THE PROJECT WILL PROVIDE ENERGY EFFICIENT APPLIANCES (E.G. ENERGY STAR) AND ENERGY-REDUCING PROGRAMMABLE THERMOSTATS THAT AUTOMATICALLY ADJUST TEMPERATURE SETTINGS

IV. L-1-26
CLIMATE CHANGE AND GHG'S
PRIOR TO PLOT PLAN APPROVAL, THE PROJECT SPONSOR/ARCHITECT WILL PROVIDE A SITE PLAN NOTE THAT LOW FLOW AND WATERLESS FIXTURES WILL BE INSTALLED IN ALL PROPOSED RESTROOM FACILITIES AS PER MITIGATION MEASURE IV. L-1-26

MARCH JPA STANDARD SITE PLAN NOTES

1. ALL NEW OR EXISTING UTILITY LINES LESS THAN 69 KV ON OR CONTIGUOUS TO THE SITE SHALL BE INSTALLED OR RELOCATED UNDERGROUND

2. ALL OUTDOOR STORAGE AREAS FOR MATERIALS AND EQUIPMENT SHALL BE FULLY SCREENED FROM VIEW

3. S.E.S PANELS SHALL BE FULLY RECESSED INTO THE BUILDING ELEVATION OR SHALL BE SCREENED BY A DECORATIVE WALL OR LANDSCAPE EQUAL TO OR EXCEEDING THE HEIGHT OF THE S.E.S. PANEL. DESIGN PLANS SHALL NOTE THE TENTATIVE LOCATION OF ELECTRICAL UTILITY VAULTS. CONSTRUCTION PLANS SHALL IDENTIFY THE FINAL LOCATION OF UTILITY VAULTS

4. ROOF-MOUNTED MECHANICAL EQUIPMENT SHALL BE FULLY SCREENED BY A PARAPET WALL EQUAL TO OR EXCEEDING THE HEIGHT OF THE MECHANICAL UNITS, AT A MINIMUM. BUILDINGS SHALL INCORPORATE A PARAPET WALL MEASURING 24" AROUND ALL PORTIONS OF THE BUILDING TO THE EXTENT PERMITTED BY LAW. SATELLITE DISHES SHALL BE FULLY SCREENED BY A PARAPET WALL. GROUND MOUNTED MECHANICAL EQUIPMENT SHALL BE FULLY SCREENED FROM PUBLIC VIEW BY A COMBINATION OF DECORATIVE WALLS AND DENSE LANDSCAPING

5. ALL BACKFLOW PREVENTERS 2" OR LARGER SHALL BE SCREENED WITH LANDSCAPE LOCATED WITHIN A 6' RADIUS OF THE BACKFLOW PREVENTER. ALL BACKFLOW PREVENTERS LESS THAN 2" SHALL BE PLACED IN A WIRE MESH BASKET AND PAINTED TO MATCH THE PRIMARY BUILDING COLOR

6. SITE LIGHTING SHALL BE LOW OR HIGH PRESSURE SODIUM, MAXIMUM 750-WATT, FULL CUT-OFF FIXTURES, WITH THE MAXIMUM LIGHT FIXTURE HEIGHT OF 25' ABOVE FINISHED GRADE, AND A MAXIMUM LIGHTING LEVEL OF 5 CANDLE/FOOT@ AT THE PROPERTY LINE.

7. ALL FREESTANDING LIGHT POLES SHALL BE LOCATED WITHIN LANDSCAPED AREAS. SITE LIGHTING SHALL COMPLY WITH A MAXIMUM HEIGHT OF 25' FOR FREESTANDING OR BUILDING MOUNTED FIXTURES, AND SITE LIGHTING FIXTURES SHALL NOT EXCEED 750 WATTS AND SHALL BE FULL CUT-OFF TYPE. HIGH PRESSURE SODIUM. FUTURE CONSTRUCTION PLANS SHALL INCLUDE A POINT-BY-POINT LIGHTING ANALYSIS AND CATALOG CUTS WILL BE REQUIRED. LIGHTING AT THE PERIMETER OF THE SITE IS RESTRICTED TO A MAXIMUM LIGHTING LEVEL OF 0.5 FOOT-CANDLES AT THE PROPERTY LINE.

8. CONCRETE LIGHT POLE BASES SHALL BE PAINTED TO MATCH THE PRIMARY BUILDING COLOR OR FINISHED TO MATCH PARKING SCREENING WALLS AND SHALL NOT EXCEED 24" ABOVE FINISHED GRADE.

9. FULL SCREENING OF ALL PARKING IS REQUIRED BY MOUNDING AND CONTOURING OF LANDSCAPED AREAS, BY LANDSCAPE SHRUB, BY SCREENING WALL OR BY A COMBINATION OF THESE TECHNIQUES.

10. BUILDING DOWNSPOUTS SHALL BE INTERNALIZED FOR OFFICE, COMMERCIAL AND MIXED USE DEVELOPMENTS. INDUSTRIAL AND BUSINESS PARK BUILDING ELEVATIONS WHICH ARE NOT VISIBLE FROM A PUBLIC RIGHT-OF-WAY MAY INCORPORATE EXPOSED DOWNSPOUTS

11. ALL TRASH CONTAINERS SHALL BE ENCLOSED WITHIN A MASONRY SCREENING WALL WITH FULLY OPAQUE SCREENING GATES. SCREENING GATES SHALL NOT OPEN INTO VEHICULAR DRIVE AISLES. TRASH ENCLOSURE SHALL PROVIDE A LOCATION FOR THE COLLECTION OF RECYCLABLES CONSISTENT WITH WASTE MANAGEMENT REQUIREMENTS. TRASH ENCLOSURE GATES SHALL INCORPORATE A MINIMUM OF 80% OPACITY.

12. WITHIN COMMERCIAL, OFFICE AND MIXED-USE DEVELOPMENTS, VEHICULAR ACCESS POINTS AND PEDESTRIAN ACCESS WAYS SHALL INCLUDE SPECIAL PAVING TREATMENT SUCH AS INTEGRAL COLORED STAMPED CONCRETE, BOMANITE, OR SIMILAR ALTERNATIVE. LOCATION AND MATERIAL SHALL BE REVIEWED AND APPROVED BY THE PLANNING DEPARTMENT STAFF PRIOR TO THE ISSUANCE OF A BUILDING PERMIT. STAMPED AND/OR COLORED ASPHALT IS NOT PERMITTED.

13. ALL EXTERIOR METAL MUST BE FINISHED OR PAINTED TO MATCH THE APPROVED PROJECT COLORS

14. ALL USES SHALL OPERATE IN A MANNER WHICH IS COMPATIBLE WITH THE NEARBY MARCH AIR RESERVE BASE/MARCH INLAND PORT. THE FOLLOWING ACTIVITIES SHALL BE PROHIBITED

A. ANY USE WHICH WOULD DIRECT A STEADY LIGHT OR FLASHING LIGHT OF RED, WHITE, GREEN, OR AMBER COLORS ASSOCIATED WITH AIRPORT OPERATIONS TOWARD AN AIRCRAFT ENGAGED IN AN INITIAL STRAIGHT CLIMB FOLLOWING TAKEOFF OR TOWARD AN AIRCRAFT ENGAGED IN A STRAIGHT FINAL APPROACH TOWARD A LANDING AT AN AIRPORT, OTHER THAN AN FAA-APPROVED NAVIGATIONAL SIGNAL LIGHT OR VISUAL APPROACH SLOPE INDICATOR

B. ANY USE WHICH WOULD CAUSE SUNLIGHT TO BE REFLECTED TOWARDS AN AIRCRAFT ENGAGED IN AN INITIAL STRAIGHT CLIMB FOLLOWING TAKEOFF OR TOWARD AN AIRCRAFT ENGAGED IN A STRAIGHT FINAL APPROACH TOWARD A LANDING AT AN AIRPORT

C. ANY USE WHICH WOULD GENERATE SMOKE OR WATER VAPOR OR WOULD ATTRACT LARGE CONCENTRATIONS OF BIRDS, OR WHICH MAY OTHERWISE AFFECT SAFE AIR NAVIGATION WITHIN THE AREA

D. ANY USE WHICH WOULD GENERATE ELECTRICAL INTERFERENCE THAT MAY BE DETRIMENTAL TO THE OPERATION OF AIRCRAFT AND/OR AIRCRAFT INSTRUMENTATION.

E. BUILDINGS WITHIN THE 65DBA NOISE CONTOUR WILL INCLUDE APPROPRIATE SOUND ATTENUATION

15. PRIOR TO THE ISSUANCE OF A CERTIFICATE OF OCCUPANCY, THE TENANT SHALL RECEIVE APPROVAL OF A TRAFFIC DEMAND MANAGEMENT PLAN WHICH SHALL INCLUDE THE FOLLOWING ELEMENTS: IDENTIFICATION OF THE LOCATION OF A MINIMUM OF 30" X 42" WALL AREA FOR THE POSTING OF ALTERNATIVE TRANSPORTATION MODE INFORMATION INCLUDING FINANCIAL INCENTIVES BY RESPONSIBLE AGENCIES, TRANSIT SCHEDULES AND CARPOOLING INFORMATION

16. PRIOR TO ISSUANCE OF THE PROJECT C OF O, EACH PROJECT SHALL PROVIDE A 8-SQ/FT SIGN IDENTIFYING THE APPROVED TRUCK ROUTE PLAN AT ALL SERVICE DRIVEWAY LOCATIONS

17. ALL DESIGN AND CONSTRUCTION PLAN SUBMITTALS SHALL INCLUDE A DIAGRAMMATIC CALCULATION IDENTIFYING THE RELATIONSHIP OF SITE IMPROVEMENTS IN COMPLIANCE WITH FAA PART 77 AIRSPACE. ALL DEVELOPMENT REQUIRES APPROVAL OF A FAA FORM 7460-1 PRIOR TO THE ISSUANCE OF BUILDING PERMITS

18. ALL CONSTRUCTION EQUIPMENT USED FOR CONSTRUCTION ACTIVITIES SHALL BE FITED WITH EXHAUST MUFFLING AND NOISE CONTROL FILTER DEVICES TO REDUCE NOISE IMPACTS.

19. PRIOR TO THE ISSUANCE OF BUILDING PERMITS, ALL DEVELOPMENT IMPACT FEES SHALL BE PAID INCLUSIVE OF TUMF, SCHOOL FEES, AND FIRE AND PUBLIC FACILITIES FEES.

20. IF ARCHAEOLOGICAL OR PALEONTOLOGICAL RESOURCES ARE ENCOUNTERED AT THE TIME OF GRADING OR PROJECT CONSTRUCTION, ALL PROJECT WORK IN THE AREA OF THE RESOURCE SHALL CEASE UNTIL THE AREA HAS BEEN SURVEYED BY A QUALIFIED ARCHAEOLOGIST OR PALEONTOLOGIST IN CONFORMANCE WITH THE CULTURAL RESOURCE MANAGEMENT PLAN

PROPERTY INFORMATION

Owner / Applicant
SDAGI DEVELOPMENT
101 HODENCAMP ROAD
THOUSAND OAKS, CA 91360
TEL: 805-402-4515
CONTACT: MOSHE SDAGI

Project Address
NW OF VAN BUREN BLVD & MERIDIAN PKWY
RIVERSIDE, CA 92508

Zoning
SP-5 (MARCH BUSINESS CENTER SPECIFIC PLAN)
OL OFFICE

Applicant Representative
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18831 BARDEEN AVE. - SUITE 100
IRVINE, CA 92612
PHONE (949) 863-1770
FAX (949) 863-0851
CONTACT: MATTHEW LEE

Construction Type
CONCRETE TILT-UP BUILDING — OFFICE & WAREHOUSE

BUILDING OCCUPANCY:	S-1/B
CONSTRUCTION TYPE:	III-B

Code Analysis
2016 CALIFORNIA BUILDING CODE
2016 CALIFORNIA PLUMBING CODE
2016 CALIFORNIA MECHANICAL CODE
2016 CALIFORNIA ELECTRICAL CODE
2016 CALIFORNIA FIRE CODE
2016 CALIFORNIA ENERGY CODE
2016 CALIFORNIA GREEN BUILDING STANDARDS

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CONTACT: STEVE SOMMERS

LANDSCAPE
HUNTER LANDSCAPE
711 S. ITT ANA ST.
PLACENTIA, CA 92870
PHONE: (714) 998-7400
CONTACT: TOM HAYES

UTILITY INFO

WATER	**TELEPHONE SERVICE**	**SEWER**
WESTERN MUNICIPAL WATER DISTRICT	VERIZON COMMUNICATIONS	WESTERN MUNICIPAL WATER DISTRICT
14205 MERIDIAN PKWY	140 WEST ST,	14205 MERIDIAN PKWY
RIVERSIDE, CA 92508	NEW YORK 10007	RIVERSIDE, CA 92508
PHONE: (951) 571-7100	PHONE: (800) 922-0204	PHONE: (951) 571-7100
GAS	**ELECTRIC**	**FIRE PROTECTION**
SOUTHERN CALIFORNIA GAS COMPANY	SOUTHERN CALIFORNIA EDISON	RIVERSIDE COUNTY FIRE DEPARTMENT
1981 LUGONIA AVENUE	1351 E. FRANCIS AVENUE	210 W. SAN JACINTO AVE
REDLANDS, CA 92373-0306	ONTARIO, CA 91761	PERRIS, CA 92570
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Project:
Riverside
Meridan
Site B
Riverside, CA

Consultants:
SDH INC.
HUNTER LANDSCAPE

Title: COVER SHEET
Project Number: 16488
Drawn by: ML
Date: 07/25/17
Revision:

Sheet:
A0.1

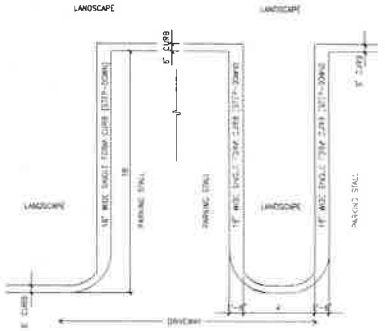
VICINITY MAP



OVERALL SITE PLAN (C)

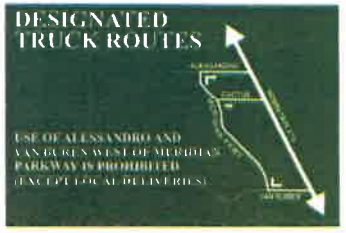
SCALE: 1" = 60'-0"

0 60' 120' 180' TRUE NORTH



STEP-DOWN AT END PARKING STALL (A)

scale 1/8"=1'-0"



2'-0" x 3'-0" x .080" ALUM PANELS LAMINATED W/ GREEN HP VINYL W/ WHITE HP VINYL COPY & GRAPHIC PANELS TO BE COATED W/ ANTI-GRAFFITI SHEETING. PANELS TO COME W/ A 2-3/8" GALVANIZED POST & MOUNTING HARDWARE

TRUCK ROUTE SIGN (B)

scale: NOT TO SCALE

TABULATION

	RETAIL	OFFICE	BLDG 1	BLDG 2	BLDG 3	BLDG 4	BLDG 5	TOTAL	BLDG 6	BLDG 7	BLDG 8	BLDG 9	TOTAL	GRAND TOTAL
SITE AREA														
BUILDING AREA														
COVERAGE														
FLOOR HEIGHT														
BUILDING HEIGHT														
AUTO PARKING REQUIRED														
AUTO PARKING PROVIDED														
ZONING ORDINANCE COMPLIANCE														
MAXIMUM BUILDING HEIGHT ALLOWED														
SETBACKS														
MAXIMUM FLOOR AREA RATIO														
LANDSCAPE MINIMUM (%)														
LANDSCAPE PROVIDED														

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SITE PLAN KEYNOTES

1. HEAVY BROOM FINISH CONCRETE PAVEMENT
2. ASPHALT CONCRETE (AC) PAVING
3. CONCRETE WALKWAY, MEDIUM BROOM FINISH
4. CONCRETE DRIVEWAY APRONS TO BE CONSTRUCTED
5. 5'-6 AS -6"X4" THICK CONCRETE EXTERIOR LANDING PAD TYP. AT ALL EXTERIOR MAN DOORS TO LANDSCAPED AREAS. FINISH TO BE MEDIUM BROOM FINISH. PROVIDE WALK TO PUBLIC WAY OR DRIVE WAY AS REQ. BY CITY INSPECTOR
6. APPROXIMATE LOCATION OF TRANSFORMER. CONTRACTOR TO VERIFY WITH S.C.E.
7. NOT USED
8. CONCRETE RAMP W/ 42" HIGH CONCRETE WALL
9. MINIMUM BIKE RACK TYPICAL
10. BICYCLE SHARED BREAK AREA
11. COLORED CONCRETE STAIR
12. NOT USED
13. LANDSCAPE. ALL LANDSCAPE AREAS INDICATED BY SHADING
14. TRUCK ROUTE SIGN. SEE DETAIL "B"
15. PRE-CAST CONCRETE WHEEL STOP
16. CONCRETE FILLED STEEL POST 6" DIA. O.N.O. 42" H.
17. TRASH ENCLOSURE W/ 6' HIGH WALLS PER CITY STANDARD
18. ACCESSIBLE ENTRY SIGN
19. ACCESSIBLE PARKING STALL SIGN
20. TRUNCATED DOME
21. APPROXIMATE LOCATION OF FIRE HYDRANT
22. WALL MOUNTED LIGHTING FIXTURE TO COMPLY WITH MARCH BUSINESS CENTER DESIGN GUIDELINE

SITE LEGEND

- CONCRETE PAVING. SEE "C" DRAWS FOR THICKNESS
- STANDARD PARKING STALL 9' X 18'
- LANDSCAPED AREA
- 30' WIDE FIRE LANE
- HANDICAP PARKING STALL (9' X 18') W/ 5' ACCESSIBLE AISLE
- HANDICAP PARKING STALL (VAN) (12' X 18') W/ 5' ACCESSIBLE AISLE
- PATH OF TRAVEL

- NOTE
- ALL ROOF MOUNTED EQUIPMENT TO BE SCREENED FROM ON AND OFF SITE VIEW
- FIRE HYDRANT LOCATIONS WILL BE PROVIDED AT LATER STAGE PER RIVERSIDE FIRE DEPARTMENT REQUIREMENTS

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Project:
Riverside
Meridan
Site B
Riverside, CA

Consultants:

SDH INC

HUNTER LANDSCAPE

Title: Overall site plan

Project Number: 16486
Drawn by: ML
Date: 07/25/17
Revision:

Sheet: A1.1

ELEVATION KEYNOTES

1. CONCRETE TILT-UP PANEL
2. PANEL JOINT
3. PAINT METAL - ALL METALS TO HAVE A MIN. OF 3/8" CHAMFER REVEAL. COLOR TO MATCH ADJACENT MATERIAL U.N.O. 12" X 14" UNDERHEAD DOOR W/ GRAVEL THRU PRIMER, COMPLETE WEATHER-STRIPPING PROTECTION ALL AROUND
4. 8' X 10' OVERHEAD DOOR W/ GRAVEL THRU PRIMER, COMPLETE WEATHER-STRIPPING PROTECTION ALL AROUND
5. CONCRETE STAIR LANDING AND HANDRAIL W/ METAL PIPE HANDRAIL FINISH PER SHEET METAL TO MEET ADA REQUIREMENTS. PROVIDE CONTRASTING COLORED 2" WIDE WARNING STRIPS ANTI-SLIP TO CONCRETE AT TOP LANDING AND BOTTOM TREAD PER ADA REQUIREMENTS.
6. 9' X 9' METAL LOUVER OPENING FOR VENTILATION PAINT TO MATCH BUILDING COLOR
7. PAINTED METAL DOORS, FRAMES, COMPLETE WEATHER STRIPPING ALL AROUND DOOR
8. 5 MIL HIGH GLOSS SPRAYED W/ 2 OPPOSITE SCUPPERS
9. DOCK DOOR BUMPER TYPICAL
10. ALUMINUM STOREFRONT FRAMING WITH TEMPERED GLAZING AT ALL DOORS, SIDELITES ADJACENT TO DOORS AND GLAZING 9FH BOTTOMS LESS THAN 18" ABOVE. FINISH TO MATCH ELEVATION
11. METAL CANOPY
12. PAINTED TILT PANEL
13. REVEAL AT CONTROL JOINT W/ 2 CONTRASTING SCUPPERS
14. CONC. FILLED GUARD POST @ DR. U.N.O. SEE

ELEVATION GENERAL NOTES

1. ALL PAINT COLOR CHANGES TO OCCUR AT INSIDE CORNERS UNLESS NOTED OTHERWISE
2. ALL PAINT FINISHES ARE TO BE FLAT UNLESS NOTED OTHERWISE
3. TOP OF PARAPET ELEVATION
4. TOP OF FINISH FLOOR ELEVATION
5. STRUCTURAL CONSTRUCTION, WOOD, METAL ATTACHMENTS AND LIMITED SHALL BE DESIGNED TO RESIST - WITH EXPOSURE 'C' WINDS. CONTRACTOR SHALL SUBMIT SHOP DRAWINGS PRIOR TO INSTALLATION
6. CORRUGATION SHALL MATCH PAINT AND CORRUGATED PANEL W/ SELECTED COLORS. ANCHILLS AND OTHER SHALL APPROVAL PRIOR TO PAINTING. REMAINDER OF BUILDING
7. BACK SIDE OF PARAPETS TO HAVE SMOOTH FINISH AND BE PAINTED WITH ELASTOMERIC PAINT
8. FOR SPRINKLER HEADING, ALLOW SPILL BEYOND OPENINGS TO BREATH
9. USE REVEALED GRID BOND JOINTS FOR ALL METAL PANELS
10. THE FIRST COAT OF PAINT TO BE PRIMER-UP AND THE SECOND COAT TO BE SPRAYED-ON

ELEVATION COLOR LEGEND/SCHED.

1	PAINT COLOR - SHERWIN WILLIAMS
2	PAINT COLOR - SHERWIN WILLIAMS
3	PAINT COLOR - SHERWIN WILLIAMS
4	PAINT COLOR - SHERWIN WILLIAMS
5	PAINT COLOR - SHERWIN WILLIAMS
6	PAINT COLOR - SHERWIN WILLIAMS
7	BUILDING COLOR - SHERWIN WILLIAMS
8	GLAZING COLOR - BLUE REFLECTIVE
9	METAL CANOPY - PAINT SHERWIN WILLIAMS MEDIUM GRAY SYSTEM
10	ROOF SURFACE - HIGH PERFORMANCE SMOOTH - BURNISH BROWN

GLAZING LEGEND

ALL GLAZING AND MIRRORS GLAZING SHALL BE TEMPERED

SPANDREL GLASS — VISION GLASS

ALL GLAZING TO BE TEMPERED

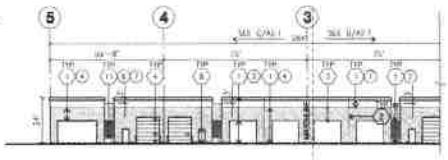
GLAZING - 7/16 SOLARCLEAR (2) LAMINATED + SOLARBAN 60 (2) CLEAR VI 0.29, SHGC 0.3, VLT 38
1" INSULATED GLASS UNIT WITH 1/2" AIRSPACE AND (2) 1/4" LITES

SPANDREL - 1/4" SOLARCLEAR LAMINATED SPANDREL W/ MANUFACTURER APPLICATION PAINTED ON REFLECTIVE

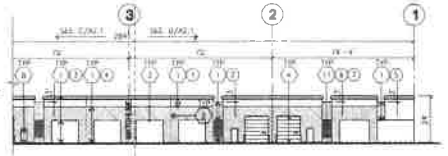
BUILDING PRODUCTS CLEAR

KEY MAP

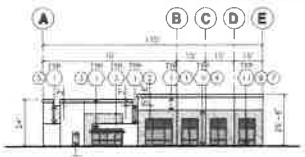




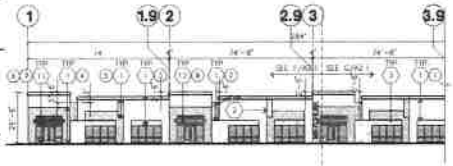
NORTH ELEVATION C



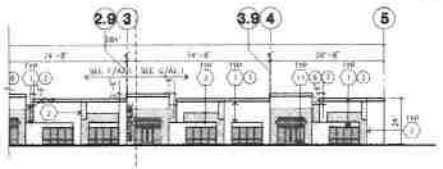
NORTH ELEVATION CONT. D



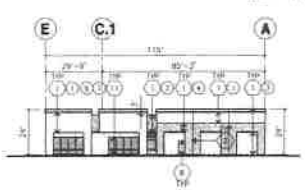
WEST ELEVATION E



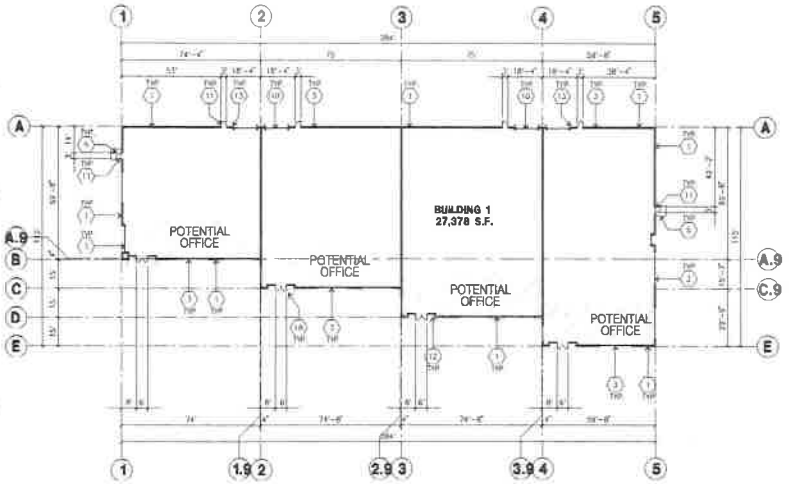
SOUTH ELEVATION F



SOUTH ELEVATION CONT. G

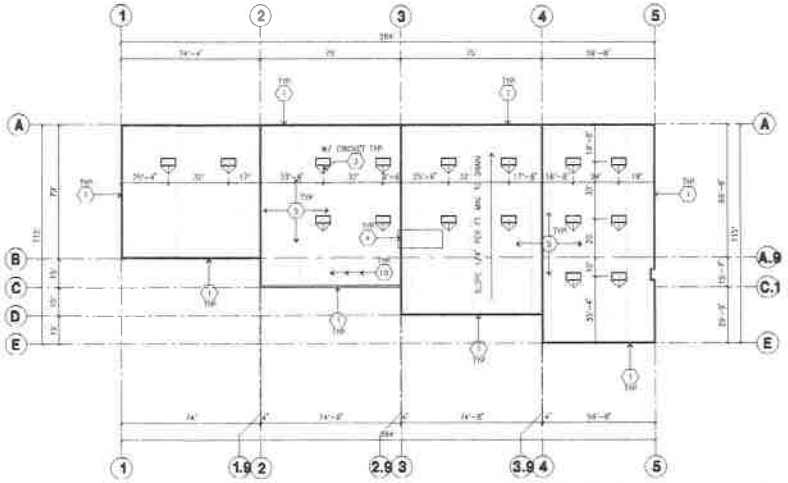


EAST ELEVATION H



OVERALL FLOOR PLAN A

SCALE: 1" = 30'-0"



OVERALL ROOF PLAN B

SCALE: 1" = 30'-0"

FLOOR PLAN KEYNOTES

1. CONCRETE TILT-UP PANEL
2. STRUCTURAL STEEL COLUMN
3. TYPICAL STOREFRONT SYSTEM WITH GLAZING. SEE DETAILS ON THIS SHEET AND ELEVATIONS FOR SIZE, COLOR AND CONFIGURATION
4. CONCRETE RAMP W/ HANDRAILS PER CBC. SEE DETAILS ON THIS SHEET AND ELEVATIONS FOR SIZE, COLOR AND CONFIGURATION
5. 3'-0" X 7'-0" PAINTED HOLLOW METAL DOOR AND FRAME
6. EXTERIOR WALL MOUNTED LIGHT FIXTURE W/ PHOTOCELL AND TIME CLOCK CONTROL
7. EXTERIOR CONCRETE STAIRS W/ 42" HIGH PAINTED TILT-UP CONCRETE WALL OR BUILDING WALL ON BOTH SIDES OF STAIR
8. 9' X 9' LOUVER PER ELEVATIONS
9. 8' X 8' OVERHEAD DOOR W/ GRAVEL THRU PRIMER
10. DOCK HIGH BUMPER TYPICAL
11. 12' X 14' OVERHEAD DOOR W/ GRAVEL THRU PRIMER
12. 3' X 7' PAINTED METAL ENTRANCE DOOR AND FRAME
13. SPLIT LOAD RAMP
14. CONC. FILLED GUARD POST @ DR. U.N.O.
15. NOT USED
16. PRE-CAST CONCRETE WALL PANEL
17. 2 HOUR
18. APPROXIMATE LOCATION OF ELECTRICAL ROOM
19. METAL CANOPY ABOVE

FLOOR PLAN GENERAL NOTES

A. FIRE BARRIER IS INTENDED FOR USE ONLY TOGETHER WITH FIRE ACCESS MAN DOORS APPROVED FOR WORKING A SPRINKLER SYSTEM WILL BE REQUIRED FOR ANY BUILDING/STORAGE SYSTEMS.
B. FIRE HOSE LOCATIONS SHALL BE APPROVED BY THE FIRE DEPARTMENT
C. THE BUILDING FLOOR SLAB IS SLOPED. SEE "C" DRAWINGS FOR FINISH SURFACE ELEVATIONS
D. PROVIDE 8" CMU STEMWATER WALL AND AT ALL FIRE RATED AND UNPROTECTED INTERIOR ROOF TRUSS
E. WAREHOUSE INTERIOR CONCRETE WALLS AR PAINTED WHITE COLUMNS ARE TO BE PAINT BRAND ONLY AT TOP TEN (10) RACK IN WAREHOUSE TO DISTINC I FROM OF WHITE TO OTHER F. SLOPE POUR STRIP 1/2" TO INTERIOR AT ALL WARDYARD FACE
G. ALL DIMENSIONS ARE TO THE FACE OF CONCRETE PANEL WALL, GRIDLINE, OR FACE OF STUD LINE
H. SEE CIVIL DRAWINGS FOR POINT OF CONNECTIONS TO OFF-SITE UTILITIES. CONTRACTOR TO VERIFY ACTUAL UTILITY LOCATIONS
PLUMBING/ELECTRICAL COORDINATION
I. FOR DOOR TYPES AND SIZES SEE DETAIL SHEET A9.1. NOTE: ALL DOORS PER DOOR SCHEDULE ARE FINISH OPENINGS
J. CONTRACTOR TO PROTECT AND KEEP THE BUILDING SLAB CLEAN ALL EQUIPMENT TO BE CLEANED AS NEEDED
K. ALL EXIT SIGNS SHOWN ON ARCHITECTURE TO HAVE ILLUMINATED EXIT SIGN. HANDRAIL
L. HIGHLY FLAMMABLE AND COMBUSTIBLE MATERIAL SHALL NOT BE USED OR STORED IN THIS BUILDING
M. EACH EXTERIOR EXIT DOOR SHALL BE IDENTIFIED BY A SIGN NOT LESS THAN 6" HIGH WITH LETTERS NOT LESS THAN 1/2" IN WIDTH. THE MOUNTING HEIGHT FOR SUCH SIGNAGE SHALL BE MIN. 60" FROM FINISH FLOOR TO THE CENTER OF THE SIGN
N. NON-ACCESSIBLE DOOR PRIMARY WARNING SIGN TO DEPICT IN THE INTERIOR SIDE PER CBC 1133B.1.1
O. ALL ROOF MOUNTED MATERIALS SHALL BE FULLY SCREENED FROM PUBLIC VIEW

FLOOR SLAB & POUR STRIPS REQ.

THESE NOTES ARE MEANT AND SHALL BE USED IN CONJUNCTION WITH "C" SHEETS FOR ADDITIONAL REQUIREMENTS.

1. FLOOR COMPACTION - 95%
2. TRENCH COMPACTION - 90%
3. BUILDING FLOOR SLAB OF REQUIRED THICKNESS
4. CONTRACTOR TO BUILD FOR CLASS V FLOOR PER ACI 302-96-96
5. CONCRETE SLAB TO HAVE FIBER REINFORCEMENT (NON-STRUCTURAL)
6. CONTRACTOR TO CURE SLAB TO BE WET CURING USING BURLAP FOR 7 DAYS MIN.
7. ALL EQUIPMENT & MATERIAL WARRANTY SHALL BE GUARANTEED
8. NO CRACKS CONCRETE TRUCKS OR ANYTHING HEAVIER SHALL BE PLACED ON THE SLAB
9. SLAB TO BE FF30 FLAT, LEVELED WITHIN 24 HOURS
10. NO FLY ASH IN THE CONCRETE
11. WHERE [ ] INDICATES, PROVIDE VAPOR BARRIER (15 MIL STEGO OR EQUAL) UNDER THE CONCRETE SLAB. PROVIDE SAND PER SOILS ENGINEER OR MANUFACTURER'S RECOMMENDATION

CONCRETE SLAB IN FUTURE TENANT AREAS, WHERE SAND OVER MEMBRANE ARE REQUIRED SHALL BE MATERIAL IMPREGNATED WITHIN THE CONCRETE CURING COMPOUND, OR RELEASE AGENT.
CONTROL/CONSTRUCTION JOINTS SHALL NOT BE FILLED WITH SAND AND KEPT FILLED IN FUTURE OFFICE AREAS.
12. SEAL CONCRETE SLAB W/ TURNSTEIN SEALER

ROOF PLAN KEYNOTES

1. CONCRETE PARAPET SEE "C" DRAWINGS FOR THICKNESS
2. A/C UNIT, SEE "M" DRAWINGS. PROVIDE SUPPORT @ ROOF AS REQUIRED
3. 4' X 8' CURB MOUNTED SKYLIGHT/PLASTIC DOME
4. ROOF MOUNTED POWER VENTS @ 24" MIN. ABOVE ROOF SURFACE PER LOCAL CODE
5. PROVIDE 4-PLY BUILT-UP ROOFING OVER ROOF SHEATHING OVER ROOF TRUSSES. U.N.O. ROOFING TO BE 20-YR CLASS A ROOFING BY JOHNS-MANVILLE OR EQUAL (25 YEAR A RATED) 10 YEAR NO DOLLAR LIMIT WARRANTY AND 2 YEAR LABOR GUARANTEE
6. APPROXIMATE LOCATION OF SKYLIGHTS
7. APPROXIMATE LOCATION OF ROOF VENTS
8. INTERIOR ROOF DRAIN W/ OVERFLOW SCUPPER
9. PARAPET BEYOND
10. EXPANSION JOINT SEE "C" DRAWINGS
11. EXTERIOR ROOF DRAIN W/ OVERFLOW SCUPPER

ROOF PLAN GENERAL NOTES

1. ALL DIMENSIONS ARE TO FACE OF CONCRETE WALL, GRIDLINE OR FACE OF STUD (U.N.O.)
2. VERIFY THAT ALL ROOF AREAS HAVE POSITIVE DRAINAGE (1/4" PER FOOT) PRIOR TO ROOF INSULATION INSTALLATION
3. REFER TO "C" DRAWINGS FOR ROOF HEIGHT ELEVATIONS IN REGARDS TO ROOF DRAINAGE
4. CONTRACTOR TO VERIFY AND COORDINATE WITH ALL SUBCONTRACTORS ALL LOCATIONS AND SIZE OF ROOF OPENINGS
5. USE TYP. ROOF PENETRATIONS, SEE DETAIL A 9. 10/A10.3 CONTRACTOR TO VERIFY ALL LOCATIONS WITH MECHANICAL AND PLUMBING DRAWINGS
6. CONTRACTOR TO VERIFY ALL ROOF DRAIN DEPRESSIONS W/ "S" DRAWINGS
7. CONTRACTOR TO COORDINATE EXACT SKYLIGHT LOCATION W/ FIRE SPRINKLER AND ROOF FRAMING. SUBCONTRACTORS LOCATIONS ON DRAWINGS ARE APPROXIMATE
8. ALL SKYLIGHTS TO BE DESIGNED PER WIND SPEED OF 85 MPH CRITERIA W/ STRONGER FRAMES, SUPPORTS AND DOMES. MANUFACTURER TO CONFIRM IN WRITING
9. ROOF DRAINS AND OVERFLOW DRAINS TO BE A MIN. 8" DIA., SEE "P" DRAWINGS FOR EXACT SIZE
10. PROVIDE SHAPED CONCRETE AS REQUIRED FOR PROPER ROOF DRAINAGE OF 1/4" PER FOOT (MIN.)
11. BUILT UP ROOFING TO BE DESIGNED FOR I BIO AND TO BE A U.L. CLASS A ROOF FLASHING 6#/ TYPE SMB MOPPED AT SHEET, U.L. TYPE 82 BUR
12. ALL ROOFING FASTENERS SHALL MEET ALL CODE AND REGULATION REQUIREMENTS PRIOR TO REQUIREMENTS AND IN PROJECTS JURISDICTION AND ALSO, FACTORY MUTUAL (FM) WIND UPLIFT PRESSURE REQUIREMENTS
13. ALL SKYLIGHTS TO BE PLACED A MIN OF 18"-0" FROM INSIDE FACE OF PARAPET
14. USE RIGID SCRIM FOR INSULATION IN THE WAREHOUSE AREA
15. SMOKE VENTS SHALL BE REQUIRED IF AREAS FOR "POTENTIAL OFFICES" WILL BE USED FOR HIGH PILE COMBUSTIBLE STORAGE
16. ROOF DRAINS, OVERFLOW DRAINS AND RAINWATER PIPING WITHIN THE INTERIOR OF THE BUILDING SHALL BE TESTED IN ACCORDANCE WITH THE PROVISIONS OF THE PLUMBING CODE FOR TESTING DRAIN, WASTE AND VENT SYSTEMS
17. ROOF DRAINS, OVERFLOW PIPING WITHIN THE BUILDING SHALL UTILIZE APPROVED DRAINAGE FITTINGS
18. MANUFACTURED ROOF DRAINS AND OVERFLOWS(FIXTURES) SHALL BE LISTED

ROOF LEGEND

4' X 8' CURB MOUNTED SKYLIGHT

ROOF JOIST LINE SEE "A" DRAWINGS

BUILDING PARAPET LINE

INTERIOR ROOF DRAIN W/ OVERFLOW SCUPPER

EXTERIOR METAL DOWNSPOUT W/ OVERFLOW SCUPPER

CAUTION : IF THIS SHEET IS NOT A 24" X 36" IT IS A REDUCED PRINT

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Project:
Riverside
Meridan
Site B
Riverside, CA

Consultants:
SDH INC.
HUNTER LANDSCAPE

Title: Overall Floor Plan

Project Number: 16488
Drawn by: ML
Date: 07/25/17
Revision:

Sheet:
A2.1

ELEVATION KEYNOTES

1. CONCRETE TILT-UP PANEL
2. PANEL JOINT
3. PAINT FINISH - ALL REVEALS TO HAVE A MIN OF 1/2" CHAMFER REVEAL COLOR TO MATCH ADJACENT BUILDING FIELD COLOR U.N.O.
4. 12" X 14" OVERHANG (DEEP @ DOOR) TYP. PROVIDE COMPLETE WEATHER-SHEDDING PROTECTION ALL AROUND
5. 8'-0" HIGH OVERHEAD DOOR BY CLOPAY (MAX) PAINTED COMPLETE WEATHER-SHEDDING PROTECTION ALL AROUND
6. CONCRETE SILLS, JAMBS AND LINTELS W/ METAL PAN FLASHING PROVIDE HIGH SILL FLASHING TO MEET ADA REQUIREMENTS PROVIDE CONTINUOUS CLOSURE @ BASE WARPING STRIPS INSTALLED TO COMPLETE AT TOP LINTELS AND SECTION HEAD PER ADA REQUIREMENTS
7. 9" X 9" METAL LOUVER OPENING FOR VENTILATION, PAINT TO MATCH BUILDING COLOR
8. MEDIUM BRONZE GLASS STOREFRONT SYSTEM W/ CLEAR ANODIZED ALUMINUM MULLIONS AT ALL DOORS
9. LANDSCAPE AREA, SEE LANDSCAPE PLANS
10. WALL MOUNTED LIGHT FIXTURE
11. ALUMINUM STOREFRONT FRAMING WITH TEMPERED GLAZING AT ALL DOORS. SIDELITES ADJACENT TO DOORS AND GLAZING WITH BOTTOMS LESS THAN 18" ABOVE FINISH FLOOR ELEVATION
12. ROOF ACCESS
13. ROOF TOP PANEL
14. ALUMINUM AWNING OVER DOOR W/ CANVAS COVERING
15. CONC. FILLED STEEL PIPE @ 6'-0" O.C. MAX.

ELEVATION GENERAL NOTES

1. ALL PAINT COLOR CHANGES TO OCCUR AT INSIDE CORNERS UNLESS NOTED OTHERWISE.
2. ALL PANEL REVEALS, U.O.N. TO BE 1/2" DEEP UNLESS NOTED OTHERWISE.
3. 1-1/2" = 1'-0" TOP OF PARAPET ELEVATION
4. 0'-0" = FINISH FLOOR ELEVATION
5. STAINLESS/PAINT CONSTRUCTION GLASS METAL ATTACHMENTS AND LINTELS SHALL BE DESIGNED TO RESIST - WITH EXPOSURE 'C' APPLIED. CONTRACTOR SHALL SUBMIT SHOP DRAWINGS PRIOR TO INSTALLATION
6. CONTRACTOR SHALL FAST PAINT ONE CONCRETE PANEL W/ SELECTED COLORS, MATERIALS AND FINISH SHALL APPROVE PRIOR TO PAINTING REMAINDER OF BUILDING.
7. EACH SIDE OF PARAPETS TO HAVE MEDIUM FINISH AND BE PAINTED WITH ADJACENT WALL
8. FOR OPENINGS LOCATED, PLEASE REFER SHEET DRAWINGS TO DETAILS
9. USE MORE THAN ONE SHEET FOR ALL DETAIL FORMS
10. THE TWO COLOR OF PAINT TO BE MEDIUM-TAN AND THE SECOND COLOR TO BE SANDTILE-TAN

ELEVATION COLOR LEGEND/SCHED.

1. PAINT COLOR SW6147 SPALT WHITE
2. BURGUNDY TILE STONE BARRANCA MEDELLIAN TILE COLOR - BLEND
3. PAINT COLOR SW 6148 INTELLECTUAL GRAY
4. PAINT COLOR SW 6148 INTELLECTUAL GRAY
5. PAINT COLOR SW7173 SCULPTOR GRAY
6. BUILDING COLOR - CLEAR ANODIZED
7. GLAZING COLOR - BLUE REFLECTIVE
8. METAL CANOPY, PAINT SW 6148 INTELLECTUAL GRAY TO MATCH BUILDING

GLAZING LEGEND

NOTE: ALL EXTERIOR AND INTERIOR GLAZING SHALL BE TEMPERED

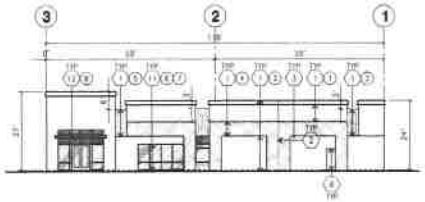
SPANDREL GLASS — VISION GLASS

ALL GLAZING TO BE TEMPERED

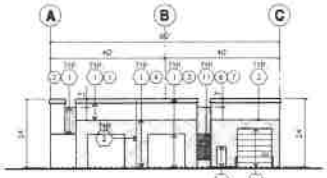
GLAZING: PPG SOLARBRONZE (2) PANE GLASS + SOLARBAN 60 (2) CLEAR 6 MM SPACE, U.S. VIS. 38 (T) MINIMUM GLASS SHALL BE 1/4" SPANDREL AND (2) 1/4" GLASS

SPANDREL: 1/4" SOLARBRONZE PPG GLASS SPANDREL W/ MATCHING COLOR OPAQUEGLAZ PAINTED ON #2 SURFACE

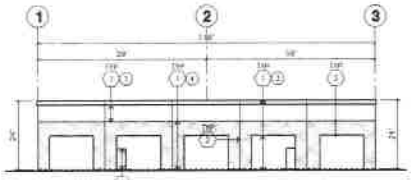
BUILDING MANUFACTURER



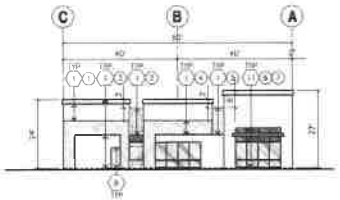
NORTH ELEVATION C



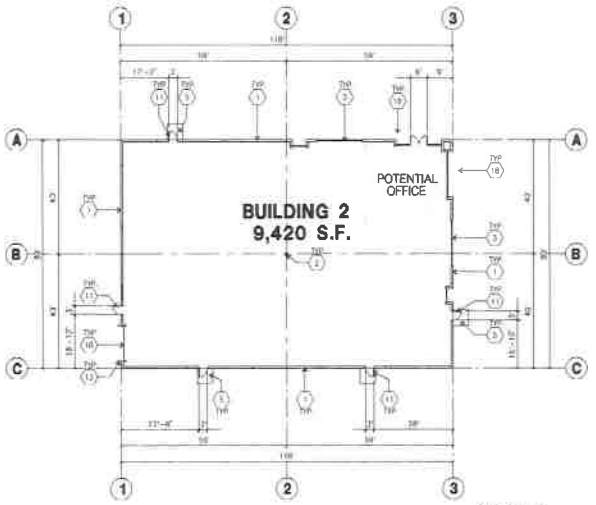
WEST ELEVATION D



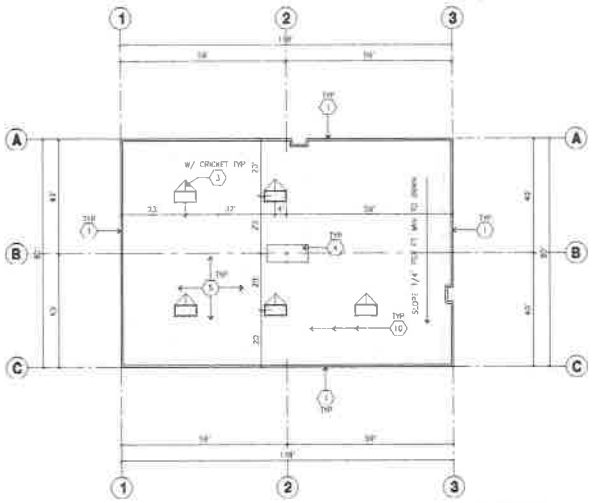
SOUTH ELEVATION E



EAST ELEVATION F

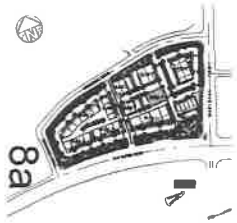


OVERALL FLOOR PLAN A



OVERALL ROOF PLAN B

KEY MAP



FLOOR PLAN KEYNOTES

1. CONCRETE TILT-UP PANEL
2. STRUCTURAL STEEL ITS/ROOF
3. TYPICAL STOREFRONT SYSTEM WITH CLEAR, NON TINTED INSULATED GLASS
4. CONCRETE RAMP W/ 6" CONCRETE CURB. SLOPE TO DRAIN. SEE DETAIL
5. 7'-0" X 7'-0" ROLL UP DOOR
6. EXTERIOR CONCRETE WALL
7. 8'-0" X 8'-0" INSULATED OVERHEAD DOOR
8. 3'-0" X 7'-0" HOLLOW METAL DOOR
9. SLOPE AND ARROW
10. CONC. FILLED STEEL PIPE @ 6'-0" O.C. MAX.
11. EXIT ONLY
12. PRE-CAST CONCRETE WALL, TYP.
13. 2 GUARD
14. APPROXIMATE LOCATION OF ELECTRICAL METER
15. METAL CANOPY ABOVE

FLOOR PLAN GENERAL NOTES

A. THIS BUILDING IS DESIGNED FOR HIGH PILE STORAGE WITH FIRE ACCESS MAN DOORS APPROX. 100 MAXIMUM. A SEPARATE PERMIT WILL BE REQUIRED FOR ANY RACKING/CONVEYOR SYSTEMS.
B. FIRE HOSE LOCATIONS SHALL BE APPROVED PER FIRE DEPARTMENT
C. THE BUILDING FLOOR SLAB IS SLOPED. SEE "S" DRAWINGS FOR FINISH SURFACE ELEVATIONS
D. PROVIDE 8" DIA. CONCRETE BOLLARD AT ALL TILT WALL AND UNPROTECTED INTERIOR ROOF DRAIN
E. WAREHOUSE INTERIOR CONCRETE WALLS ARE PAINTED WHITE COLUMNS ARE TO BE PAINT DARK BLUE. ALL CMU OR WALLS IN WAREHOUSE TO BE PAINT 1 COAT OF WHITE TO COVER
F. SLOPE MOW STRIP 1/2" TO EXTERIOR AT ALL HANDRAIL ENDS
G. ALL DIMENSIONS ARE TO THE FACE OF CONCRETE PANEL WALL, CMU/INC. OR FACE OF STUD U.N.O.
H. SEE CIVIL DRAWINGS FOR POINT OF CONNECTIONS TO OFF-SITE UTILITIES. CONTRACTOR TO VERIFY ACTUAL UTILITY LOCATIONS. PLUMBING/ELECTRICAL COORDINATION
I. FOR DOOR TYPES AND SIZES, SEE DETAIL SHEET A0.4. NOTE: ALL DOORS PER DOOR SCHEDULE ARE FINISH OPENINGS
J. CONTRACTOR TO INSTALL AND NOTE THE FINISH FLOOR PLAN ALL EQUIPMENT TO BE INSTALLED INCLUDING FANS AND TRUCKS.
K. ALL EXIT MAN DOORS IN WAREHOUSE TO HAVE ILLUMINATED EXIT SIGN MAINTAINED
L. HIGHLY FLAMMABLE AND COMBUSTIBLE MATERIAL SHALL NOT BE USED OR STORED IN THIS BUILDING
M. EACH EXTERIOR EXIT DOOR SHALL BE IDENTIFIED BY A PLATE. EXIT SIGN WITH THE WORDS "EXIT". THE MOUNTING HEIGHT FOR SUCH SIGNAGE SHALL BE NOT FROM FINISH FLOOR (FF) TO THE CENTER OF THE SIGN.
N. NON-ACCESSIBLE DOOR PROVIDE WARNING SIGN LOCATED ON THE INTERIOR SIDE PER CBC 11B-703.5.1
O. ALL ROOF MOUNTED MATERIALS SHALL BE FULLY SCREENED FROM PUBLIC VIEW

FLOOR SLAB & POUR STRIPS REQ.

THESE NOTES ARE VERY IMPORTANT SEE "S" SHEETS FOR ADDITIONAL REQUIREMENTS

1. FLOOR COMPACTION = 95%
2. TRENCH COMPACTION = 90%
3. BUILDING FLOOR SLAB SEE STRUCTURAL DRAWINGS
4. CONTRACTOR TO BUILD TEST PANEL FOR FLOOR PER A.C.I. 302.1R-89
5. CONCRETE SLAB TO HAVE SMOOTH FLOAT HARD TROWEL FINISH
6. CONTRACTOR TO CURE SLAB TO BE WET CURING USING BURLAP FOR 7 DAYS MIN
7. ALL EQUIPMENT & MACHINE MOUNTS SHALL BE ANCHORED
8. NO CRANES, CONCRETE TRUCKS OR ANYTHING HEAVIER WILL BE PLACED ON THE SLAB
9. SLAB TO BE POURED WITHIN 24 HOURS
10. NO FLY ASH IN THE CONCRETE
11. WHERE [ ] INDICATED PERMENT VAPOR BARRIER (15MIL STEGO OR EQUAL) UNDER THE CONCRETE SLAB. PERMENT SAND PER SOILS ENGINEER OR MANUFACTURERS RECOMMENDATION
CONCRETE SLAB IN FUTURE OFFICE AREAS, WHERE SAND OVER MEMBRANE ARE REQUIRED, SHALL BE NATURALLY HYDRANT WITHOUT USE OF BURNING CHEMICALS OR RELEASE AGENTS.
CONTROL/CONSTRUCTION JOINTS SHALL NOT BE FILLED WITH NON-RO JOINT FILLER IN FUTURE OFFICE AREAS.
12. SEAL CONCRETE SLAB W/ "CHEMSEAL" SEALER

ROOF PLAN KEYNOTES

1. CONCRETE PARAPET, SEE "S" DRAWINGS FOR THICKNESS
2. BUR SYSTEM, SEE "M" DRAWINGS PROVIDE TAPERED @ DRAINS AS REQUIRED
3. 8" X 8" CURB MOUNTED SKYLIGHT/ROOF HATCH
4. WALK WAYS/PADS PAINTED BLACK @ ROOF AT 3' WIDE MINIMUM PER LITTER
5. PROVIDE 42" HIGH WALL-UP WITH PIPE RAILING OVER ROOF MEMBRANE U.N.O. ATTACHED TO BE WELDED TO PLATE EMBEDDED IN CONC. WALL AS SHOWN ON DETAIL (TYPICAL) SEE DETAIL 15/A4.0 (TYP.)

ELEVATION KEYNOTES

1. CONCRETE TILT-UP PANEL
2. PANEL JOINT
3. PAINT FINISH - ALL REVEALS TO HAVE A MIN. OF 1/8" CHAMFER REVEAL. COLOR TO MATCH ADJACENT ENGAGING FACIA COLOR. U.N.O.
4. 10' X 14' OVERHEAD DOOR W/ DARK TINTED PREMIER COMPLETE WEATHER-STRIPPING PROTECTION ALL AROUND
5. 9' X 10' OVERHEAD DOOR W/ DARK TINTED PREMIER COMPLETE WEATHER-STRIPPING PROTECTION ALL AROUND
6. CONCRETE STAIR, LANDING AND GUARDRAIL W/ METAL PIPE RAILING. PROVIDE PAINT SYSTEM TO MATCH ADJACENT PAINT TO MATCH BUILDING. COLORED 3" WIDE WARNING STRIPE INCLUDE TO CONCRETE AT TOP LANDING AND BOTTOM TREAD PER ADA REQUIREMENTS
7. 3' X 6' METAL CANOPY OVERHEAD FOR ILLUMINATED PAINT TO MATCH BUILDING COLOR
8. MEDIUM METAL DOORS PREMIER COMPLETE WEATHER STRIPPING ALL AROUND DOOR
9. LITHIUM LAMP SPOTS W/ 2 OVERFLOW SPRINKLERS
10. SAWN BARK BUMPER TYPICAL
11. ALUMINUM STOREFRONT FRAMING WITH TEMPERED GLAZING AT ALL DOORS, SIDELITES ADJACENT TO DOORS AND GLAZING WITH BOTTOMS LESS THAN 18" ABOVE FINISH FLOOR ELEVATION
12. METAL CANOPY
13. BRACE TILT PANEL
14. PLANTER POCKET WITH 36" X 24" OVERFLOW SCUPPER
15. CONC. FILLED GUARD POST, 8" DIA. O.N.O., 42" H.

ELEVATION GENERAL NOTES

1. ALL PAINT COLOR CHANGES TO OCCUR AT INSIDE CORNERS UNLESS NOTED OTHERWISE.
2. ALL PAINT FINISHES ARE TO BE FLAT WHITE UNLESS NOTED OTHERWISE.
3. TOP OF PARAPET ELEVATION
4. [illegible] FINISH FLOOR ELEVATION
5. STOREFRONT CONSTRUCTION: GLASS, METAL ATTACHMENTS AND GRILLS SHALL BE DELIVERED TO JOBSITE WITH TEMPORARY "X" BRACE. COMBINATION SHALL SUBMIT SHOP DRAWINGS PRIOR TO INSTALLATION
6. COMBINATION SHALL FULLY PAINT AND COMPLETE PANEL W/ SELECTED COLORS. ANOMALLY AND COMPLETION SHALL APPROVED PRIOR TO PAINTING MOCKUP OF BUILDING.
7. BREAK SIDE OF PARAPETS TO PAINT SMOOTH FINISH AND BE PAINTED WITH ELASTOMERIC PAINT
8. [illegible] SHALL PROVIDE SCREEN FOR ALL METAL FLASHING
9. [illegible] PAINT TO BE PAINTED-IN AND THE SELLING COAT TO BE SPRAYED-ON

ELEVATION COLOR LEGEND/SCHED.

1. PAINT COLOR: SW7042 SHAW WHITE
2. BRUSHSTROKE TILT-STONE BARRAGE MANCELLAN TILE EXTRA - BEIGE
3. PAINT COLOR: SW 7045 INTELLECTUAL GREY
4. PAINT COLOR: SW 6258 ANONYMOUS
5. PAINT COLOR: SW7713 POTTERY BARN
6. WINDOWS COLOR: CLEAR ANODIZED
7. GLAZING COLOR: BLUE REFLECTIVE
8. METAL CANOPY PAINT MANUFACTURER WILLIAMS ACRYLIC CATCH SYSTEMS PAINT COLOR/ PAINT MANUFACTURER SW7511 BUNKER BROWN

GLAZING LEGEND

NOTE: ALL EXTERIOR AND INTERIOR GLAZING SHALL BE TEMPERED

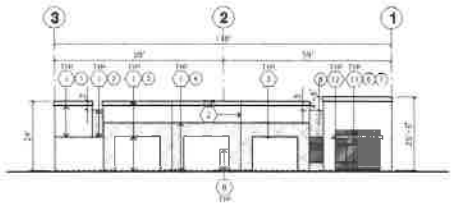
SPANDREL GLASS — VISION GLASS

ALL GLAZING TO BE TEMPERED

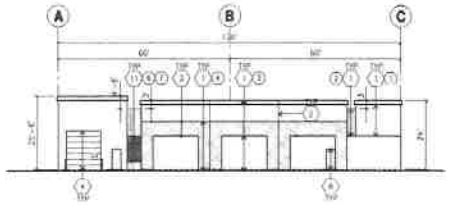
GLAZING: 7/16" LAMINATED (2) PANE/ 0.6 INTERLAYER BY (2) CLEAR @ VIEW, SPACE, U.N.O. VIS. SS
@ INSULATED GLASS UNIT WITH 1/2" AIRSPACE AND [illegible] 1/4" GLASS

SPANDREL: 1/4" LAMINATED PACIFICA SPANDREL W/ MARIANNE BLUE LAMINATED PAINTED ON REFLECTIVE

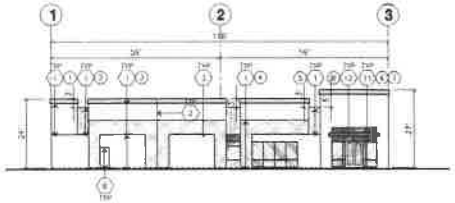
BUILDING PERIMETER SEALANT



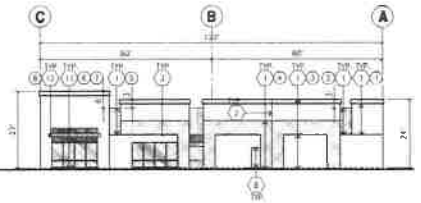
NORTH ELEVATION C



WEST ELEVATION D



SOUTH ELEVATION E



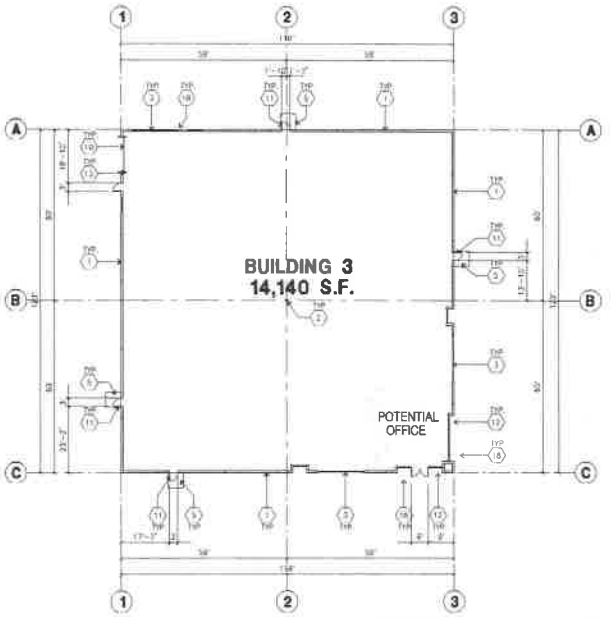
EAST ELEVATION F

KEY MAP



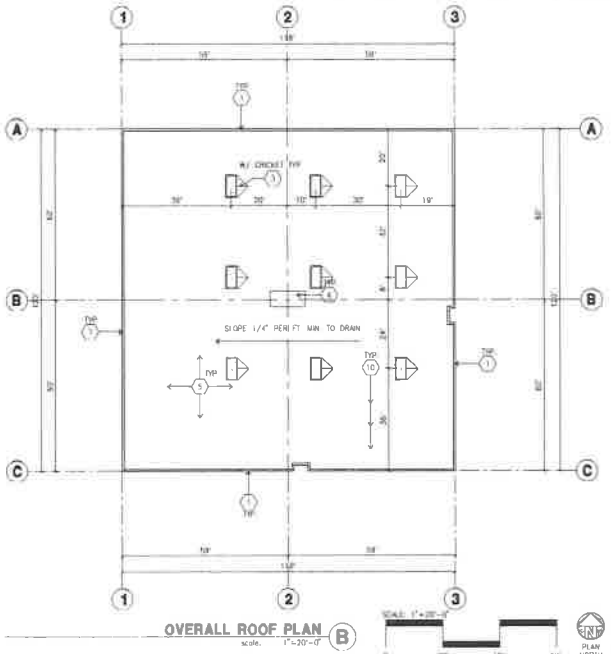
ROOF PLAN GENERAL NOTES

1. ALL DIMENSIONS ARE TO FACE OF CONCRETE WALL, GRIDLINE OR FACE OF STUD (U.N.O.)
2. VERIFY THAT ALL ROOF AREAS HAVE POSITIVE DRAINAGE (1/4" FT.) PRIOR TO ROOF INSTALLATION
3. REFER TO "S" DRAWINGS FOR ROOF HEIGHT ELEVATIONS W/ RELEASES TO ROOF DRAINAGE
4. CONTRACTOR TO VERIFY AND COORDINATE WITH ALL SUBCONTRACTORS ALL LOCATIONS AND SIZES OF ROOF OPENINGS
5. FOR TPO ROOF MEMBRANE/PODS, SEE DETAIL B, 8 AND/OR CONTRACTOR TO VERIFY ALL LOCATIONS WITH MECHANICAL AND PLUMBING DRAWINGS.
6. CONTRACTOR TO VERIFY ALL ROOF DRAIN DEPRESSIONS BY "S" DRAWINGS
7. CONTRACTOR TO COORDINATE EXACT SPRINKLER LOCATIONS W/ FIRE SPRINKLER AND ROOF FRAMING SUBCONTRACTORS. LOCATIONS ON DRAWINGS ARE APPROXIMATE.
8. ALL SKYLIGHTS TO BE DESIGNED PER IBC SEISMIC DESIGN CRITERIA W/ SPRINKLER FRAMES, SUPPORTS AND DOMES. MANUFACTURER TO CONFIRM IN BIDDING
9. ROOF DRAINS AND OVERFLOW DRAINS TO BE A MIN. OF DIA. SEE "P" DRAWINGS FOR EXACT SIZE
10. PROVIDE SHAPED CONCRETE AT RECESSED TPO FRAMED ROOF DRAINAGE OF 1/4" PER FOOT (MIN.)
11. WALL UP ROOFING TO BE DESIGNED FOR 1.90 AND TO BE A 111 CLASS A ROOF FLASHING: 6# TYPE SMB MOPPED AP SHEET 111 TYPE 63 SLM
12. ALL ROOFING FASTENERS SHALL MEET ALL CODE AND SEISMIC REQUIREMENTS. PROPER REQUIREMENTS ARE IN PRESCRIPTIVE LEGISLATION AND ALSO, FACTORY MUTUAL (FM) WIND UPLIFT PRESCRIBED REQUIREMENTS
13. ALL SKYLIGHTS TO BE PLACED A MIN. OF 10'-0" FROM ROOF EDGE OR PARAPET
14. USE WHITE ROOFING FOR INSULATION IN THE WAREHOUSE AREA
15. SMOKE VENTS SHALL BE REQUIRED IF AREAS FOR "POTENTIAL ACTIVITY" WILL BE USED FOR HIGH PILE COMBUSTIBLE STORAGE
16. ROOF DRAINS, OVERFLOW DRAINS AND DOWNSPOUTS PAINT WITHIN THE INTERIOR OF THE BUILDING SHALL BE TESTED IN ACCORDANCE WITH THE PROVISIONS OF THE PLUMBING CODE FOR SYSTEMS DRAIN, WASTE AND VENT SYSTEMS
17. ROOF DRAINS, OVERFLOW PIPING WITHIN THE PREMISE SHALL UTILIZE APPROVED DRAINAGE FITTINGS
18. MANUFACTURED ROOF DRAINS AND CHECK DAMS (IF ANY) SHALL BE UPON LISTED



OVERALL FLOOR PLAN A
scale: 1"=20'-0"

SCALE: 1"=20'-0"
0 20' 40' 60'
PLAN NORTH



OVERALL ROOF PLAN B
scale: 1"=20'-0"

SCALE: 1"=20'-0"
0 20' 40' 60'
PLAN NORTH

FLOOR PLAN KEYNOTES

1. CONCRETE TILT-UP PANEL
2. STRUCTURAL STEEL COLUMN
3. TYPICAL STOREFRONT SYSTEM WITH CLEAR, 1/4" INSERT IN TOP OF AND CLEARSTORY FIXED GLASS, ITS OR WHITE ELSEWHERE
4. CONCRETE RAMP BY ARCHITECT WITH 8'-0" MIN. CLEAR WIDTH AND 1:12 MAXIMUM SLOPE, ON BOTH SIDES OF RAMP
5. 3'-0" X 6'-8" SWING TUBULAR ALUMINUM ENTRANCE DOOR AND 3'-0" AT ALL EXTERIOR MAN DOORS TO ACCOMMODATE LATCH. FINISH TO BE MATCHING WINDOW FINISH. PROVIDE 8" HIGH PUSH PLATE AND 10" HIGH KICK PLATE AT DOOR AT ALL DOOR SWITCHES.
6. EXTERIOR CONCRETE STAIR W/ METAL PIPE RAILING AT BUILDING WALL ON BOTH SIDES OF RAMP
7. 6'-0 X 6'-0" TRASH ENCLOSURE W/ CONCRETE FINISH
8. 9' X 8' CLEARANCE OVERHEAD DOOR W/ WEATHERSTRIPPING
9. DOCK DOOR BUMPER TYPICAL
10. 10' X 14' SWING DOOR, EXTERIOR GRADE, STANDARD FINISH
11. 3' X 7' HOLLOW METAL EXTERIOR MAN DOOR
12. WHITE LINE PAINT
13. CONC. FILLED GUARD POST AT DOCK, U.N.O.
14. HOT DOCK
15. CONCRETE CURB TYPICAL
16. 3' RAMP
17. APPROXIMATE LOCATION OF ELECTRICAL PANEL
18. METAL CANOPY ABOVE

FLOOR PLAN GENERAL NOTES

A. THIS BUILDING IS DESIGNED FOR HIGH PILE STORAGE WITH FIRE ACCESS MAN DOORS APPROX. 100' MAXIMUM. A SEPARATE PERMIT WILL BE REQUIRED FOR ANY RACKING/CONVEYOR SYSTEMS.
B. FIRE HOSE LOCATIONS SHALL BE APPROVED PER FIRE DEPARTMENT
C. THE BUILDING FLOOR SLAB IS CLOSED, SEE "C" DRAWINGS FOR FINISH SURFACE ELEVATIONS
D. PROVIDE 8" DIA. CONCRETE FILL-UNDER AT ALL FIRE WALLS AND UNPROTECTED INTERIOR ROOF DRAIN
E. WAREHOUSE INTERIOR CONCRETE WALLS ARE PAINTED WHITE. COLUMNS ARE TO BE PAINTED COLOR #1 FOR 3RD BAY, 4 IN WAREHOUSE TO MATCH #1 COLOR OF WHITE TO OTHER
F. SLOPE FLOOR SLAB 1/2" TO 1" AWAY AT ALL WAREHOUSE EXITS
G. ALL DIMENSIONS ARE TO THE FACE OF FINISHED PANEL WALL, GRIDLINE, OR FACE OF STUD U.N.O.
H. ALL CIVIL DRAWINGS FOR INVERT OF CONNECTIONS TO OFF-SITE UTILITIES CONTRACTOR TO VERIFY ACTUAL UTILITY LOCATIONS
I. FOR DOOR TYPES AND SIZES, SEE DETAIL SHEET A2.4 NOTE: ALL DOORS PER DOOR SCHEDULE ARE PANEL OPENINGS
J. CONTRACTOR TO PROTECT AND KEEP THE FLOOR SLAB CLEAN ALL EQUIPMENT TO BE CLEANED AND LARGE PARTS AND TRAPS
K. ALL EXIT MAN DOORS IN WAREHOUSE TO HAVE ILLUMINATED EXIT SIGN HARDWARE
L. HIGHLY FLAMMABLE AND COMBUSTIBLE MATERIAL SHALL NOT BE USED OR STORED IN THIS BUILDING
M. EACH EXTERIOR EXIT DOOR SHALL BE OR WIDER) BY A TACTILE EXIT SIGN WITH THE WORDS "EXIT"
THE MOUNTING HEIGHT FOR SUCH SIGNAGE SHALL BE 60" FROM FINISH FLOOR (FFE) TO THE CENTER OF THE SIGN
N. NON-ACCESSIBLE TWO PANEL MAN DOOR SHALL BE LOCATED IN THE INTERIOR SIDE PER CBC 1133B.1.1
O. ALL ROOF MOUNTED MATERIALS SHALL BE FULLY SCREENED FROM PUBLIC VIEW

FLOOR SLAB & POUR STRIPS REQ.

THESE NOTES ARE VERY MAN REQUIREMENT SEE "C" INDEX FOR ADDITIONAL REQUIREMENTS

1. FLOOR COMPACTION - 95%
2. TRENCH COMPACTION - 90%
3. BUILDING FLOOR SLAB SEE STRUCTURAL DRAWINGS
4. CONTRACTOR TO SUBMIT FOR REVIEW & APPROVAL BY FLOOR PER A.C.I. 302-92-96
5. CONCRETE SLAB TO HAVE STEEL FLOAT HARD TROWEL W/ BROOM FINISH
6. CONTRACTOR TO CURE SLAB TO BE WET FLOOR CURED BEFORE LOW TO DRY MIN.
7. ALL EQUIPMENT & WORKS WEIGHTS SHALL BE PROPERTY
8. NO CRANES CONCRETE TRUCKS OR ANYTHING HEAVIER WILL BE PLACED ON THE SLAB
9. SLAB TO BE FLOAT IS WEIGHED WITHIN 24 HOURS
10. NO HOT AIR IN THE CONCRETE
11. WHERE [ ] ANTICIPATED, PARKING WHERE MARKED (SEE STEEL OR EQUAL) LOCATE THE CONCRETE SLAB. PARKING SLAB PER CBC & ENGINEER OR MANUFACTURERS RECOMMENDATION

CONCRETE SLAB IN FUTURE OFFICE AREAS, WHERE SAWN CUTS VISIBLE ARE REQUIRED SHALL BE NATURALLY AVAILABLE WITHOUT USE OF SURFACE CURING COMPOUND OR RELEASE AGENTS
CONTROL/CONSTRUCTION JOINTS SHALL NOT BE FILLED WITH LOW-RIB JOINT FILLER IN FUTURE OFFICE AREAS
12. SEAL CONCRETE SLAB W/ SILICONATE SEALER

ROOF PLAN KEYNOTES

1. CONCRETE PARAPET, SEE "C" DRAWINGS FOR ENCLOSURE
2. [illegible] SEE "M" DRAWINGS, PROVIDE SUPPORT & ROOF AS REQUIRED
3. [illegible] SEE "M" DRAWINGS
4. ROOF ACCESS PANELS MINIMUM [illegible] SEE STRUCT. FOR LOCATION
5. PROVIDE 6"-8" H MIN. CURB AT ROOF OPENINGS, OVER ROOF SHEATHING ON W ROOF FRAMING U.N.O. ANYTHING TO BE NO. 24 GAUGE MIN. W/ ADHERED MEMBRANE TO BE NO. 24 GAUGE MIN. W/ ADHERED MEMBRANE BY ADHERED MEMBRANE MANUFACTURER FOR FINAL (10 YEAR & ROOF) 10 YEAR NO DOLLAR LIMIT WARRANTY AND 2 YEAR LABOR WARRANTY
6. APPROXIMATE LOCATION OF FLOOR DRAIN
7. APPROXIMATE LOCATION OF ROOF DRAIN
8. MEDIUM ROOF DRAIN WITH OVERFLOW SCUPPER
9. PARAPET BEYOND
10. STRUCTURAL JOIST SEE "S" DRAWINGS
11. EXTERIOR ROOF DRAIN WITH OVERFLOW SCUPPER

ROOF LEGEND

- 6" X 8" CURB MOUNTED SKYLIGHT
- ROOF JOIST SEE "S" DRAWINGS
- BUILDING PARAPET WALL
- INTERIOR ROOF DRAIN W/ OVERFLOW SCUPPER
- EXTERIOR METAL DOWNSPOUT W/ OVERFLOW SCUPPER

CAUTION : IF THIS SHEET IS NOT A 24" X 36" IT IS A REDUCED PRINT

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Project:
Riverside
Meridan
Site B
Riverside CA

Consultants:
SDH INC.
HUNTER LANDSCAPE

Title: Overall Floor Plan

Project Number: 16468
Drawn by: ML
Date: 07/25/17
Revision:

Sheet:
A2.3

ELEVATION KEYNOTES

1. CONCRETE TILT-UP PANEL
2. PANEL JOINT
3. PAINTED METAL AWNING OVER DOOR OR WINDOW
4. CONCRETE SILL
5. PAINTED METAL SUNSHADE
6. PAINTED METAL CANOPY
7. PAINTED METAL GUARDRAIL
8. PAINTED METAL DOWNSPOUT
9. PAINTED METAL SCUPPER
10. PAINTED METAL COPING
11. PAINTED METAL TRELLIS
12. PAINTED METAL GATE
13. PAINTED METAL LOUVER
14. PAINTED METAL EXPANSION JOINT COVER
15. PAINTED METAL FLASHING

ELEVATION GENERAL NOTES

1. ALL PAINT COLOR SCHEMES TO CONFORM TO MASTER COMMUNITY GUIDELINES.
2. ALL PAINT FINISHES ARE TO BE FLAT UNLESS NOTED OTHERWISE.
3. COLOR #1 - TOP OF PARAPET ELEVATION
4. COLOR #2 - FRONT FACADE ELEVATION
5. ALL EXTERIOR METAL ATTACHMENTS AND FLASHINGS SHALL BE PAINTED TO MATCH ADJACENT SURFACE.
6. ALL EXTERIOR PAINT SHALL BE SHERWIN WILLIAMS OR EQUAL.
7. ALL EXTERIOR STUCCO SHALL BE SMOOTH FINISH.
8. ALL EXTERIOR CONCRETE SHALL BE SMOOTH FINISH.
9. ALL EXTERIOR CONCRETE SHALL BE SMOOTH FINISH.
10. ALL EXTERIOR CONCRETE SHALL BE SMOOTH FINISH.

ELEVATION COLOR LEGEND/SCHED.

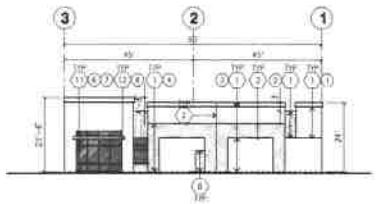
1	PAINT COLOR	SHERWIN WILLIAMS
2	PAINT COLOR	SHERWIN WILLIAMS
3	PAINT COLOR	SHERWIN WILLIAMS
4	PAINT COLOR	SHERWIN WILLIAMS
5	PAINT COLOR	SHERWIN WILLIAMS
6	BUILDING COLOR	CLEAR ANODIZED
7	GLAZING COLOR	BLUE REFLECTIVE
8	METAL CANOPY	PAINT SHERWIN WILLIAMS ACRYLIC LATEX SATIN

GLAZING LEGEND

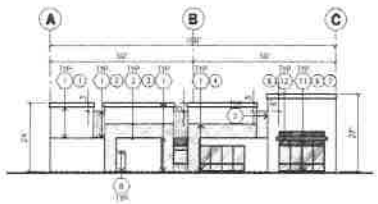
ALL GLAZING TO BE TEMPERED

KEY MAP

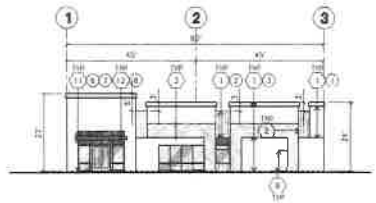




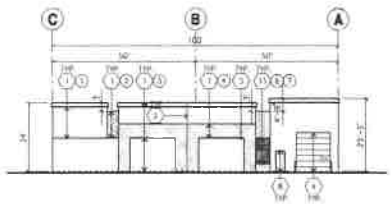
NORTH ELEVATION C



WEST ELEVATION D



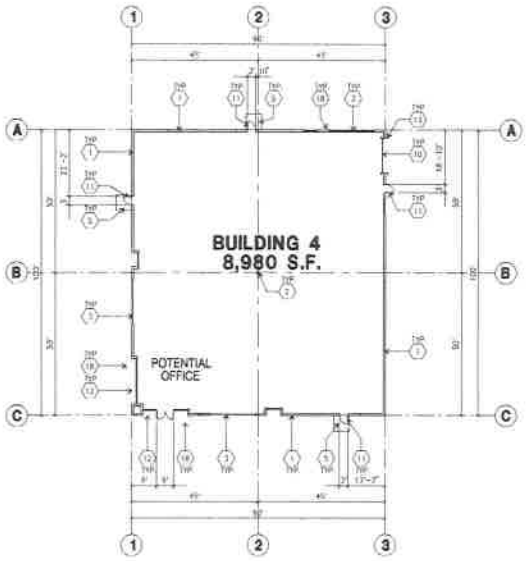
SOUTH ELEVATION E



EAST ELEVATION F

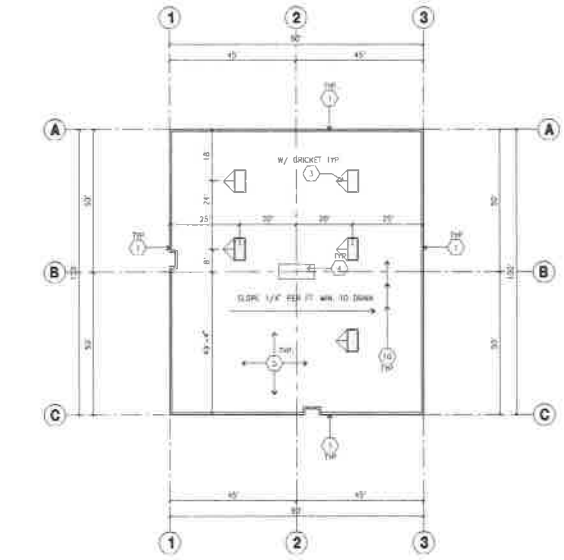
ROOF PLAN GENERAL NOTES

1. ALL DIMENSIONS ARE TO FACE OF CONCRETE WALL, GRIDLINE, OR FACE OF STUD (U.N.O.)
2. VERIFY THAT ALL ROOF AREAS HAVE POSITIVE DRAINAGE (1/4" FT.) PRIOR TO ROOF INSULATION INSTALLATION
3. REFER TO "S" DRAWINGS FOR ROOF MOUNT ELEVATIONS IN REGARDS TO ROOF DRAINAGE
4. COORDINATE TO VERIFY AND COORDINATE WITH ALL SUBCONTRACTORS ALL LOCATIONS AND SIZES OF ROOF OPENINGS
5. SEE CIVIL ROOF PENETRATIONS SLEEVE DETAIL & EL. TO ADJ. COORDINATION TO VERIFY ALL LOCATIONS WITH MECHANICAL AND PLUMBING DRAWINGS
6. CONTRACTOR TO VERIFY ALL ROOF DRAIN DEPRESSIONS W/ "S" DRAWINGS
7. COORDINATE TO COORDINATE EXACT SKYLIGHT LOCATION W/ FIRE SPRINKLER AND ROOF FRAMING SUBCONTRACTORS. LOCATIONS ON DRAWINGS ARE APPROXIMATE
8. ALL SKYLIGHTS TO BE DESIGNED PER SMACNA SPECIFICATIONS FOR CURB, & SUPPORTS AND LOADS MANUFACTURER TO CONFIRM IN WRITING
9. ROOF DRAINS AND OVERFLOW DRAINS TO BE A MIN. OF DIA. SEE "P" DRAWINGS FOR EXACT SIZE
10. PARAPET SHAPES SHOWN ARE AS REQUIRED FOR PROPER ROOF DRAINAGE OF 1/4" PER FOOT (MIN.)
11. BUILT-UP ROOFING TO BE DESIGNED FOR 1.0% AND TO BE A CLASS A ROOF FLASHING, BUT TYPE WAS MODIFIED AT SHEET D1, TYPE A1 ROW
12. ALL ROOFING PENETRATIONS SHALL MEET ALL FIRE AND SEPARATION REQUIREMENTS. PROPER REQUIREMENTS ARE IN PARAPETS, UNDERNEATH AND ALSO FACTORY MUTUAL (FM) AND UNDER WRITERS LABORATORIES
13. ALL SKYLIGHTS TO BE PLACED A MIN OF 18"-0" FROM ROOF EDGE OF PARAPET
14. USE WHITE SCRIM FOR INSULATION IN THE MAINTENANCE AREA
15. SMOKE VENTS SHALL BE DESIGNED & AREAS FOR "POTENTIAL OFFICE" WILL BE USED FOR HIGH PILE COMMODITY STORAGE
16. ROOF DRAINS, OVERFLOW DRAINS AND RAINWATER PIPING WITHIN THE INTERIOR OF THE BUILDING SHALL BE TESTED IN ACCORDANCE WITH THE PROVISIONS OF THE PLUMBING CODE FOR SYSTEMS UNDER WASTE AND VENT SYSTEMS
17. ROOF DRAINS, OVERFLOW DRAINS WITHIN THE BUILDING SHALL INCLUDE APPROVED DRAINAGE FITTINGS
18. MANUFACTURED ROOF DRAINS AND OVERFLOW DRAINS SHALL BE LISTED



OVERALL FLOOR PLAN A

SCALE: 1"=20'-0"



OVERALL ROOF PLAN B

SCALE: 1"=20'-0"

FLOOR PLAN KEYNOTES

1. CONCRETE TILT-UP PANEL
2. STRUCTURAL STEEL COLUMN
3. TYPICAL STOREFRONT SYSTEM WITH GLAZING SET ON CLEAR BLOCK-UP AND ELEVATIONS FOR SIZE, FINISH AND ORIENTATION
4. CONCRETE RAMP W/ 6" MIN. CURB AT TOP OF RAMP AND 36" HANDRAIL ON BOTH SIDE OF RAMP
5. 3'-0" X 6'-8" HOLLOW METAL DOOR AND FRAME
6. 4' X 8' LOUVERED OPENING FOR VENTILATION
7. 12" X 24" HOLLOW METAL EXTERIOR MAN DOOR
8. 12' X 14' CONC. TILT-UP DOOR
9. 3' X 7' HOLLOW METAL EXTERIOR MAN DOOR
10. SLOPED CONC. SIDEWALK
11. CONC. FILLED GUARD POST @ 5'-0" O.C. MAX.
12. RED CURB
13. PRE-CAST CONCRETE WHEEL STOP
14. 2 LAYER
15. APPROXIMATE LOCATION OF ELECTRICAL METER
16. METAL CANOPY ABOVE

FLOOR PLAN GENERAL NOTES

1. THIS BUILDING IS DESIGNED FOR MAN ONLY STORAGE WITH FOR ACCESS MAN DOORS ARMORY. ANY CHANGE IN OCCUPANCY WILL BE REQUIRED FOR ANY MECHANICAL/PLUMBING SYSTEMS.
2. FIRE HOSE LOCATIONS SHALL BE APPROVED PER FIRE DEPARTMENT
3. THE BUILDING FLOOR SLAB IS TO BE SET 7" STANDARD FOR FINISH SURFACE SPECIFICATIONS
4. PROVIDE 4" SAW CONCRETE JOINTS AT ALL FIRE WATER AND UNPROTECTED INTERIOR WATER DRAIN.
5. WAREHOUSE INTERIOR CONCRETE WALLS AND MASONRY WALLS COLUMNS AND TO RECEIVE PRIMER & ONE (1) COAT PAINT AS MANUFACTURER'S SPECIFIED. 1 COAT OF WHITE TO COVER
6. SLOPE FLOOR SLAB 1/4" TO EXTERIOR AT ALL DOORWAYS EXITS
7. ALL DIMENSIONS ARE TO THE FACE OF CONCRETE WALL, GRIDLINE, OR FACE OF STUD U.N.O.
8. SEE CIVIL DRAWINGS FOR POINT OF CONNECTIONS TO UTILITIES. CONTRACTOR TO VERIFY ACTUAL LOCATIONS.
9. PLUMBING/ELECTRICAL HYDRAULICS
10. FOR DOOR SIZES AND TYPES, SEE DETAIL SHEET A4.1 WITH ALL DOORS PER DOOR SCHEDULE ARE FRAME DIMENSIONS
11. CONTRACTOR TO VERIFY AND VERIFY THE FLOOR SLAB ELEVATION ALL EQUIPMENT TO BE SHIPPED IN WITH EQUIPMENT TYPES AND TOLERANCES.
12. ALL EXIT MAN DOORS TO MAINTAIN UP TO MAX. 0.5 MAXIMUM FLAT DOOR PERFORMANCE.
13. HOSE FAUCETS AND DRAINS (HOSE) WATER SHALL NOT BE USED OR SPILLED IN THE BUILDING.
14. EACH EXTERIOR EXIT DOOR SHALL BE IDENTIFIED BY A TACTILE SIGN AND THE WORDING "EXIT". THE LOCATION OF THE IDENTIFYING SIGN SHALL BE AT THE MINIMUM HEIGHT FOR SIGN CLEARANCE SHALL BE NOT FROM FINISH FLOOR (FF) OR THE STAIRS OF THE SIGN.
15. NON-ACCESSIBLE DOOR ARMORY WARNING SIGN LOCATED IN THE INTERIOR SIDE PER PSC 13150.0(L)
16. ALL ROOF MOUNTED MATERIALS SHALL BE FULLY SCREENED FROM PUBLIC VIEW

FLOOR SLAB & POUR STRIPS REQ.

THESE NOTES ARE VERY MUCH DEPENDENT ON THE OWNER'S FINAL REQUIREMENTS

1. FLOOR COMPACTION - 95%
2. TRENCH COMPACTION - 90%
3. BUILDING FLOOR SLAB PER STRUCTURAL DRAWINGS
4. CONTRACTOR TO BUILD FOR FLATS V.S. FOR PER A.C.I. 302-R-96
5. CONCRETE SLAB TO HAVE (TYP) FLAT HARD TROWEL FINISHED FLOOR
6. CONTRACTOR TO CURE SLAB TO BE AT FINISH LIGHT BURLAP FOR 7 DAYS MIN.
7. ALL EQUIPMENT & MOVING VEHICLES SHALL BE EMPTY
8. NO CRANES CONCRETE TRUCKS OR ANYTHING HEAVIER WILL BE PLACED ON THE SLAB
9. SLAB TO BE F130 FLOR WHEREVER WITHIN 24 HOURS
10. NO FLY ASH IN THE CONCRETE
11. WHERE [ ] INDICATES, PROVIDE VAPOR BARRIER (15MIL VISQUEEN OR EQUAL) UNDER THE CONCRETE SLAB. PROVIDE SAND PER 10% C EQUATED TO MANUFACTURERS RECOMMENDATION

CONCRETE SLAB IN FUTURE OFFICE AREAS WHERE SAND OVER MOISTURE ARE REQUIRED, SHALL BE NATURALLY WITHSTAND MINIMUM USE OF WARRANTY PURPOSE COMPOUND OR RELEASE AGENTS.
CONTROL/CONSTRUCTION JOINTS SHALL NOT BE FILLED WITH NON-RIGID JOINT FILLER IN FUTURE OFFICE AREAS.
12. REAL CONCRETE SLAB W/ "S" DRAWINGS SLAB

ROOF PLAN KEYNOTES

1. CONCRETE PARAPET SEE "P" DRAWINGS FOR THICKNESS
2. A/C UNIT, SEE "M" DRAWINGS PROVIDE SCREEN @ ROOF AS SHOWN
3. 4' X 8' FLUSH MOUNTED SKYLIGHT/GLAZING
4. ROOF ACCESS PANELS BLACK 2' HIGH W/ 2' ROOF STRIKE PER (TYP)
5. PARAPET 8"+12" BELOW ROOF WHERE ROOF DRAINS OVER MOUTH FRAMING TO BE SEE "S" FOR WOOD AND STEEL ROOF FRAMING SHOWN OF FINAL (FLATS & PATIO) 10 YEAR NO DOWN (20 YEAR WARRANTY AND 2 YEAR LABOR GUARANTEE
6. APPROXIMATE LOCATION OF EXHAUST FAN
7. APPROXIMATE LOCATION OF VENT HATCH
8. INTERIOR ROOF DRAIN WITH OVERFLOW SCUPPERS
9. PARAPET RETURN
10. STRUCTURAL JOINT SEE "S" DRAWINGS
11. EXTERIOR ROOF DRAIN WITH OVERFLOW SCUPPERS

ROOF LEGEND

- 4" X 8" CURB MOUNTED SKYLIGHT
- ROOF JOIST LINE SEE "S" DRAWINGS
- BUILDING PARAPET LINE
- INTERIOR ROOF DRAIN W/ OVERFLOW SCUPPER
- EXTERIOR METAL DOWNSPOUT W/ OVERFLOW SCUPPER

CAUTION : IF THIS SHEET IS NOT A 24" X 36" IT IS A REDUCED PRINT

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Project:
Riverside
Meridan
Site B
Riverside, CA

Consultants:
SDH INC.
HUNTER LANDSCAPE

Title: Overall Floor Plan

Project Number: 16488
Drawn by: ML
Date: 07/25/17
Revision:

Sheet:
A2.4

ELEVATION KEYNOTES

1. CONCRETE TILT-UP PANEL
2. PANEL JOINT
3. PAINT FINISH - ALL REVEALS TO HAVE A BEAD OF 3/8" DIAMETER ACRYLIC CAULK TO MATCH ADJACENT BUILDING FIELD COLOR U.N.O. 12' X 14' OVERHEAD DOOR W/ EARTH TONE PAINTED COMPLETE
4. BRAKE-(+)-APPLYING MODIFICATION ALL AROUND
5. 3' X 10' OVERHEAD DOOR W/ EARTH TONE PAINTED COMPLETE
6. BRAKE-(+)-APPLYING MODIFICATION ALL AROUND
7. CONCRETE STAIR LANDING AND GUARDRAIL PER DETAIL PAINTED PRIMED AND SHALL MEANS TO MEET ADA REQUIREMENTS PROVIDE CONTRASTING COLORED 2" WIDE WARNING STRIPE INTERNAL TO CONCRETE AT TOP LANDING AND BOTTOM TREAD PER ADA REQUIREMENTS
8. 3' X 8' METAL LOUVER OPENING FOR VENTILATION PAINT TO MATCH BUILDING COLOR
9. PAINTED METAL DOORS PROVIDE COMPLETE WEATHER STRIPPING ALL AROUND JAMB
10. EXTERIOR LIGHT FIXTURES W/ / PHOTOCELL SENSOR
11. ALUMINUM STOREFRONT FRAMING WITH TEMPERED GLAZING AT ALL DOORS SIDELITES ADJACENT TO DOORS AND GLAZING WITH BOTTOMS LESS THAN 18" ABOVE FINISH FLOOR ELEVATION
12. METAL CANOPY
13. SPLASH OUT PANEL
14. EXTERIOR ROOF DRAIN W/ / OVERFLOW SCUPPER
15. CONC. FILLED STEEL POST @ 6'-0" O.C. U.N.O. 42"H.

ELEVATION GENERAL NOTES

1. ALL PAINT COLOR CHANGES TO OCCUR AT INSIDE CORNERS UNLESS NOTED OTHERWISE
2. ALL PAINT FINISHES ARE TO BE FLAT UNLESS NOTED OTHERWISE
3. TOP OF WALL TOP OF PARAPET ELEVATION
4. FF = FINISH FLOOR ELEVATION
5. STOREFRONT CONSTRUCTION, GLASS, METAL ATTACHMENTS AND LATCHES SHALL BE DELIVERED TO BLDG. 5 6PM TUESDAY. 'C' BANDS CONTRACTOR SHALL SUBMIT SHOP DRAWINGS PRIOR TO INSTALLATION
6. LUMINAIRE SHALL FULLY PAINT UNIT CAPABLE PAINT BY SELECTED COLORS ARCHITECT AND OWNER SHALL APPROVE PRIOR TO PAINTING MEANDER OF BUILDING
7. ANY SIGN OF PRODUCTS TO HAVE SMOOTH FINISH AND BE PAINTED WITH ELASTOMERIC PAINT
8. ROOF OPENINGS, FLASHING, ROOF VENTS, DOWNS SPANDRELS, OR SIMILAR
9. ALL EXPOSED METAL SURFACES SHALL BE PRIMED AND PAINTED
10. THE ROOF LEVEL OF A PARAPET TO BE HELD-UP AND THE SECOND COAT TO BE SPRAYED-ON

ELEVATION COLOR LEGEND/SCHED.

1. PAINT COLOR - SHERWIN WILLIAMS
2. PAINT COLOR - SHERWIN WILLIAMS
3. PAINT COLOR - SHERWIN WILLIAMS
4. PAINT COLOR - SHERWIN WILLIAMS
5. PAINT COLOR - SHERWIN WILLIAMS
6. PAINT COLOR - SHERWIN WILLIAMS
7. PAINT COLOR - SHERWIN WILLIAMS

GLAZING LEGEND

NOTE: ALL EXTERIOR AND INTERIOR GLAZING SHALL BE TEMPERED

GLAZING - PPG SOLARBAN (2) PACIFICA + SOLARBAN 80 (2) CLEAR U VALUE .29BTU/ H.F. H.F. .38 1" INSULATED GLASS UNIT WITH 1/2" AIRSPACE AND (2) 1/4" LITES

SPANDREL - 1/4" SOLARBLUE PARAGON SPANDRELL W/ HARMONY BLUE SPANDREAM PAINTED ON RETLECTIVE

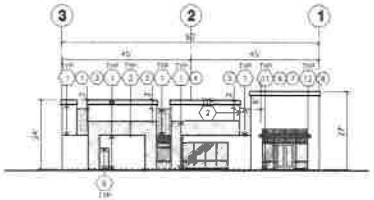
BUILDING ADDRESS SIGNS

KEY MAP

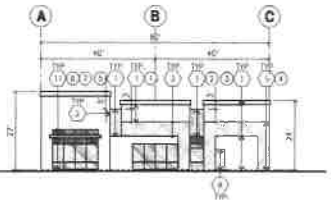


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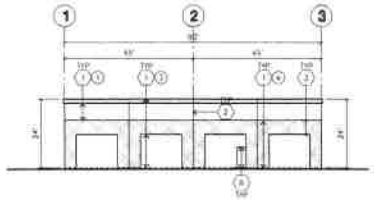
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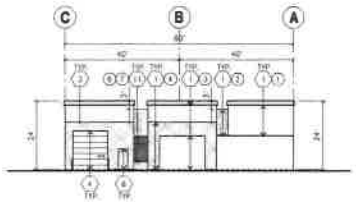
NORTH ELEVATION C



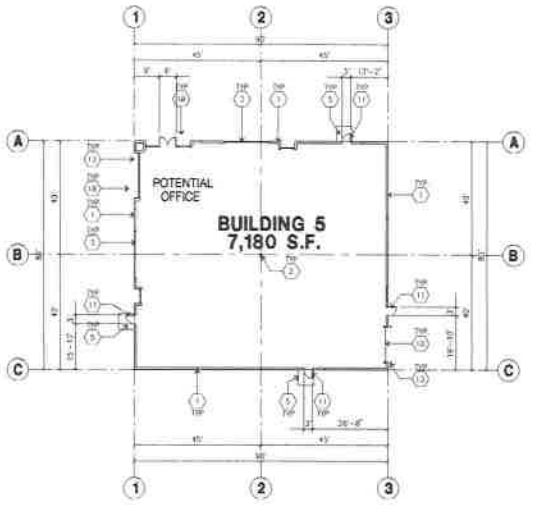
WEST ELEVATION D



SOUTH ELEVATION E



EAST ELEVATION F

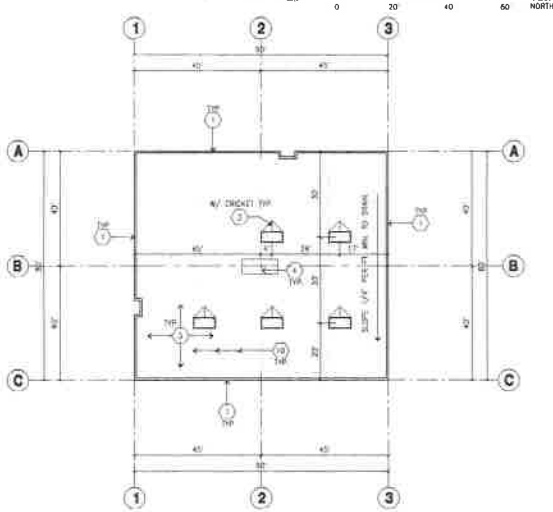


OVERALL FLOOR PLAN A

SCALE: 1"=20'-0"

0 20 40 60

PLAN NORTH



OVERALL ROOF PLAN B

SCALE: 1"=20'-0"

0 20 40 60

PLAN NORTH

ROOF PLAN GENERAL NOTES

1. ALL DIMENSIONS ARE TO FACE OF CONCRETE WALL, GRIDLINE OR FACE OF STUD (U.N.O.)
2. WHERE THAT ALL ROOF AREAS HAVE POSITIVE DRAINAGE (1/4" FT.) PRIOR TO ROOF INSULATION INSTALLATION
3. REFER TO "S" DRAWINGS FOR ROOF HEIGHT ELEVATIONS IN REGARDS TO ROOF DRAINAGE.
4. CONTRACTOR TO VERIFY AND COORDINATE WITH ALL SUBCONTRACTORS, ALL LOCATIONS AND SIZES OF ROOF OPENINGS.
5. FOR TYP. ROOF PENETRATIONS SEE DETAIL 8, 9, 10/A0.3 CONTRACTOR TO VERIFY ALL LOCATIONS WITH MECHANICAL AND PLUMBING DRAWINGS
6. CONTRACTOR TO VERIFY ALL ROOF DRAIN DEPRESSIONS W/ "S" DRAWINGS
7. CONTRACTOR TO COORDINATE EXACT SKYLIGHT LOCATION W/ FIRE SPRINKLER AND ROOF FRAMING SUPERINTENDENTS LOCATIONS ON DRAWINGS ARE APPROXIMATE
8. ALL SKYLIGHTS TO BE DESIGNED PER WIND SHEER CRITERIA W/ STRENGTHEN FRAMES, SUPPORTS AND DOMES MANUFACTURER TO CONFIRM IN WRITING
9. ROOF DRAINS AND OVERFLOW DRAINS TO BE 4 MIN 8" DIA., SEE "P" DRAWINGS FOR EXACT SIZE
10. PROVIDE SHAPED CRICKETS AS REQUIRED FOR PROPER ROOF DRAINAGE OF 1/4" PER FOOT (MIN.)
11. BUILT UP ROOFING TO BE DESIGNED FOR CLASS A ROOF, FLASHING BAY TYPE SHALL BE MOPPED UP SHEET U.L. TYPE 83 B.U.R.
12. ALL ROOFING FASTENERS SHALL MEET ALL CODE AND REGULATION REQUIREMENTS PROPER REQUIREMENTS ARE IN PROJECTS JURISDICTION AND ALSO FACTORY MUTUAL (FM) WIND UPLIFT PRESSURE REQUIREMENTS
13. ALL SKYLIGHTS TO BE PLACED A MIN OF 10'-0" FROM INSIDE FACE OF PARAPET
14. USE WHITE SCRIM FOIL INSULATION IN THE WAREHOUSE AREA.
15. SMOKE VENTS SHALL BE REQUIRED IF AREAS FOR "POTENTIAL OFFICES" WILL BE USED FOR HIGH PILE COMBUSTIBLE STORAGE
16. ROOF DRAINS, OVERFLOW DRAINS AND RAINWATER PIPING WITHIN THE INTERIOR OF THE BUILDING SHALL BE TESTED IN ACCORDANCE WITH THE PROVISIONS OF THE PLUMBING CODE FOR TESTING DRAIN, WASTE AND VENT SYSTEMS
17. ROOF DRAINS, OVERFLOW DRAINS BELOW THE BUILDING SHALL UTILIZE APPROVED DRAINAGE PITTINGS.
18. MANUFACTURED ROOF DRAINS AND OVERFLOWS(FIXTURES) SHALL BE LISTED

FLOOR PLAN KEYNOTES

1. CONCRETE TILT-UP PANEL
2. STRUCTURAL STEEL COLUMN
3. TYPICAL STOREFRONT SYSTEM WITH CLEAR 1/4" TEMPERED GLASS IN 1/4" ALUMINUM FRAMES FOR DOOR, SIDELITE AND LOCATIONS
4. CONCRETE RAMP W/ 6" MINIMUM CURB AND HANDRAILS ON BOTH SIDES OF RAMP
5. 5'-0"x5'-0" MIN. THICK CONCRETE LANDING AND PAINTED PER DETAIL EXTERIOR WORK REQUIRED TO LANDSCAPED AREAS. PAINTED TO BE WITHIN MINIMUM FINISH PRIORITY MUST TO PLANT AND ON TRUE GRADE AS REQ. BY CITY INSPECTOR
6. EXTERIOR CONCRETE STAIR W/ ATTACHED STEEL 36"H (U.N.O.) HAND RAIL OR BUILDING WALL ON BOTH SIDE OF RAMP
7. 8" X 10" TRUCK DOOR, SECTIONAL (TYP. STANDARD PAINT)
8. 3' X 8' LOUVERED OPENING FOR VENTILATION
9. DOCK DOOR BUMPER (TYPICAL)
10. 12' X 14' OVHD DOOR W/ OPENER (TYP. STANDARD PAINT)
11. 3' X 7' HOLLOW METAL DOOR W/ OPENER
12. SAFETY LINE MARK
13. CONC. FILLED GUARD POST @ 6'-0" O.C. (TYP.)
14. HOSE BIBB
15. PRE-CAST CONCRETE WHEEL STOP
16. 3' CURB
17. APPROXIMATE LOCATION OF ELECTRICAL METER
18. METAL CANOPY ABOVE

FLOOR PLAN GENERAL NOTES

A. THIS BUILDING IS DESIGNED FOR HIGH PILE STORAGE WITH FIRE ACCESS MAN DOORS APPROX. 100' MAXIMUM & SPRINKLER DETAIL WILL BE REQUIRED FOR ANY RACKING/CONVEYOR SYSTEMS

B. FIRE HOSE LOCATIONS SHALL BE APPROVED BY FIRE DEPARTMENT

C. THE BUILDING FLOOR SLAB IS 6" (MIN.) SET "C" DIMENSIONS FOR FINISH SURFACE ELEVATIONS

D. PROVIDE 6" DIA. CONCRETE BOLLARDS AT ALL FIRE RISERS AND UNPROTECTED INTERIOR ROOF DRAIN

E. WAREHOUSE INTERIOR PERIMETER WALLS ARE PAINTED WHITE COLUMNS ARE TO RECEIVE PRIMER ONLY. ALL CMU RIB WALLS IN WAREHOUSE TO RECEIVE 1 COAT OF PAINT TO COVER

F. SLOPE POUR STRIP 1/2" TO EXTERIOR AT ALL MAN/RAMP EXITS

G. ALL DIMENSIONS ARE TO THE FACE OF CONCRETE PANEL WALL GRIDLINE OR FACE OF STUD U.N.O.

H. SEE CIVIL DRAWINGS FOR POINT OF CONNECTIONS TO OFF-SITE UTILITIES CONTRACTOR TO VERIFY ACTUAL UTILITY LOCATIONS PLUMBING/ELECTRICAL COORDINATION

I. FOR DOOR TYPES AND SIZES SEE DOOR SHEET A0.4 NOTE: ALL DOORS PER DOOR SCHEDULE ARE FINISH OPENINGS

J. CONTRACTOR TO PROTECT AND KEEP THE FLOOR SLAB CLEAN. ALL EQUIPMENT TO BE EQUIPPED WITH CARE AND TRAINED.

K. ALL EXIT MAN DOORS IN WAREHOUSE TO HAVE ILLUMINATED EXIT SIGN. HARDWARE (K)

L. HIGHLY FLAMMABLE AND COMBUSTIBLE MATERIAL SHALL NOT BE USED OR STORED IN THIS BUILDING

M. EACH EXTERIOR EXIT DOOR SHALL BE IDENTIFIED BY A TACTILE EXIT SIGN WITH THE LETTERS "EXIT" THE MOUNTING HEIGHT FOR SUCH SIGNAGE SHALL BE NOT FROM FINISH FLOOR (FNF) TO THE CENTER OF THE SIGN

N. NON-ACCESSIBLE DOOR PAINTED WARNING SIGN LOCATED IN THE INTERIOR SIDE PER CBC 11338.1.1.1

O. ALL ROOF MOUNTED MATERIALS SHALL BE FULLY SCREENED FROM PUBLIC VIEW

FLOOR SLAB & POUR STRIPS REQ.

THESE NOTES ARE VERY MUCH RECOMMENDED SEE "C" DWGS FOR ADDITIONAL REQUIREMENTS

1. FLOOR COMPACTION - 88%
2. TRENCH COMPACTION - 90%
3. BUILDING FLOOR SLAB SEE STRUCTURAL DRAWINGS
4. CONTRACTOR TO BUILD FOR FLATS & FLOOR PER A.C.I. 302-W-96
5. CONCRETE SLAB TO HAVE SEED, FINAL HARD TROWEL BURNISHED FINISH
6. CONTRACTOR TO CURE SLAB AS PER MFG. FLOOR SLAB MAY END TROWEL MIX
7. ALL EQUIPMENT & MOVING VEHICLES SHALL BE CHARGED
8. NO DRAINS, CONCRETE TRENCHES OR PLUMBING HEADS WILL BE PLACED IN THE SLAB
9. SLAB TO BE (730) FLAT MEASUREMENT WITHIN 24 HOURS
10. NO FLY ASH IN THE CONCRETE
11. WHERE [ ] INDICATES MOISTURE VAPOR BARRIER (15 MIL STRONG) OR EQUAL) UNDER THE CONCRETE SLAB. MOISTURE SHALL BE PER MFR'S PUBLISHED OR MANUFACTURER'S RECOMMENDATION

CONCRETE SLAB IN FUTURE OFFICE AREAS WHERE SAND FINISH MORTAR ARE REQUIRED SHALL BE NATURALLY HYDRATED WITHOUT USE OF MUD FILM, CURING COMPOUND OR RELEASE AGENTS.

CONTROL/CONSTRUCTION JOINTS SHALL NOT BE FILLED WITH MM-80 JOINT FILLER IN FUTURE OFFICE AREAS

12. SEAL CONCRETE SLAB W/ / APPROVED SEALER

ROOF PLAN KEYNOTES

1. CONCRETE PARAPET SEE "A" DRAWINGS FOR DETAILS
2. R/C UNIT, SEE "M" DRAWINGS FOR SIZE & LOCATION
3. 8" X 8" CURB MOUNTED SKYLIGHT
4. ROOF ACCESS PANELS WITH 4" MIN. CURB W/ 1" MIN. STRIKE PER DETAIL
5. PROVIDE 4-PLY BUILT-UP ROOFING OVER ROOF SHEATHING (U.N.O.) ROOFING TO BE MOPPED AT EACH ROOFING BY JOHNS-MANVILLE OR EQUAL (15 MIL & MASTIC) 10 YEAR NO DOLLAR LIMIT WARRANTY AND 2 YEAR LABOR WARRANTY
6. APPROXIMATE LOCATION OF EXHAUST FAN
7. APPROXIMATE LOCATION OF ROOF HATCH
8. INTERIOR ROOF DRAIN WITH OVERFLOW SCUPPERS
9. PARAPET RETURN
10. STRUCTURAL JOIST SEE "S" DRAWINGS
11. EXTERIOR ROOF DRAIN WITH OVERFLOW SCUPPERS

ROOF LEGEND

- 4' X 8' CURB MOUNTED SKYLIGHT
- BOW JOINT LINE SEE "C" DRAWINGS
- BUILDING PARAPET LINE
- INTERIOR ROOF DRAIN W/ OVERFLOW SCUPPER
- EXTERIOR METAL DOWNSPOUT W/ OVERFLOW SCUPPER

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Project:
Riverside
Meridan
Site B
Riverside, CA

Consultants:
SDH INC.
HUNTER LANDSCAPE

Title: Overall Floor Plan

Project Number: 16488
Drawn by: ML
Date: 07/25/17
Revision:

Sheet:
A2.5

CAUTION : IF THIS SHEET IS NOT A 24" X 36" IT IS A REDUCED PRINT

ELEVATION KEYNOTES

1. CONCRETE TILT-UP PANEL
2. PANEL JOINT
3. PAINT FINISH
4. PAINT FINISH
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12. PAINT FINISH
13. PAINT FINISH
14. PAINT FINISH
15. PAINT FINISH

ELEVATION GENERAL NOTES

1. ALL PAINT COLOR CHANGES TO occur AT HOUSE CORNERS UNLESS NOTED OTHERWISE.
2. ALL PAINT FINISHES ARE TO BE FLAT UNLESS NOTED OTHERWISE.
3. [illegible]
4. [illegible]
5. STUCCO PLUMB CONSTRUCTION. GLASS, METAL ATTACHMENTS AND LINTELS SHALL BE SEALANT TO MEDIUM WITH MATCHING COLOR. U.N.O.
6. [illegible]
7. EACH SIDE OF PARAPETS TO HAVE SMOOTH FINISH AND BE PAINTED WITH ELASTOMERIC PAINT.
8. [illegible]
9. [illegible]
10. [illegible]

ELEVATION COLOR LEGEND/SCHED.

1	PAINT COLOR	SHERWIN SNOW WHITE
2	BOARD-FORMED TILT-UP/CMU BANDING, PURCHASED TILT CURB - 8" EXP	
3	PAINT COLOR	SW 7045 IRON ORE
4	PAINT COLOR	SW 7045 IRON ORE
5	PAINT COLOR	SW 7015 GRAY
6	WINDOWS COLOR	CLEAR ANODIZED
7	GLAZING COLOR	BLUE REFLECTIVE
8	METAL CANOPY PAINT	SHERWIN WILLIAMS ACRYLIC LATEX SYSTEMS HIGH GLOSS / HIGH PERFORMANCE SW7071 GRAPHITE

GLAZING LEGEND

NOTE: ALL GLAZING AND MULLION GLAZING SHALL BE TEMPERED.

GLAZING: PPG SOLARCOOL (2) PANE S.A. + SOLARBAN 60 (2) CLEAR U. 0.29, SHGC 0.1, VLT. 39
1" INSULATED GLASS UNIT WITH 1/4" AIRSPACE AND (2) 1/4" LITES

SPANDREL: 1/4" SOLARCOOL PYRATEX SPANDREL W/ HARMONY BLUE SPANDREL PANELS ON REFLECTIVE.

MULLIONS: ANODIZED CLEAR

KEY MAP

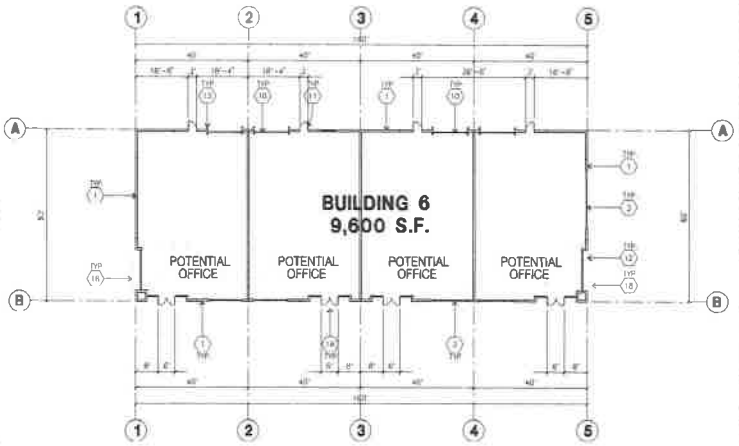


NORTH ELEVATION C

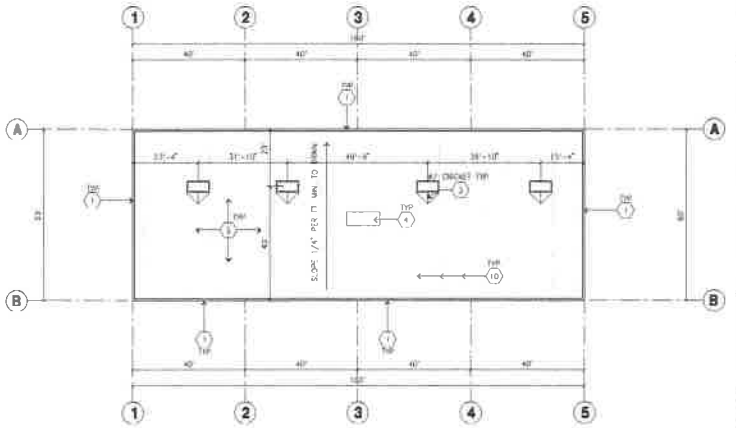
WEST ELEVATION D

SOUTH ELEVATION E

EAST ELEVATION F



OVERALL FLOOR PLAN A



OVERALL ROOF PLAN B

ROOF PLAN GENERAL NOTES

1. ALL DIMENSIONS ARE TO FACE OF CONCRETE WALL, SHEATHING OR FACE OF STUD (U.N.O.)
2. VERIFY THAT ALL ROOF AREAS HAVE POSITIVE DRAINAGE (1/4" FT.) PRIOR TO ROOF INSULATION INSTALLATION.
3. REFER TO "S" DRAWINGS FOR ROOF HEIGHT ELEVATIONS IN RELATION TO ROOF DRAINAGE.
4. CONTRACTOR TO VERIFY AND COORDINATE WITH ALL SUBCONTRACTORS ALL LOCATIONS AND SIZES OF ROOF OPENINGS.
5. FOR TYP. ROOF PENETRATIONS, SEE DETAIL 8, 8, 10/AD.3 CONTRACTOR TO VERIFY ALL LOCATIONS WITH MECHANICAL AND PLUMBING DRAWINGS.
6. CONTRACTOR TO VERIFY ALL ROOF DRAIN DEPRESSIONS W/ "S" DRAWINGS.
7. CONTRACTOR TO COORDINATE EXACT SWITCHGEAR LOCATION W/ FIRE SPRINKLER AND ROOF FRAMING SUBCONTRACTORS. LOCATIONS ON DRAWINGS ARE APPROXIMATE.
8. ALL SKYLIGHTS TO BE DESIGNED PER WIND SPEED DESIGN CRITERIA W/ SKYLIGHT FRAMES, SUPPORTS AND CURBS MANUFACTURER TO CONFIRM IN WRITING.
9. ROOF DRAINS AND OVERFLOW DRAINS TO BE A MIN. 4" DIA. SEE "P" DRAWINGS FOR EXACT SIZE.
10. PROVIDE TAPERED CRICKETS AS REQUIRED FOR PROPER ROOF DRAINAGE (1/4" PER FOOT MIN.)
11. BUILT UP ROOFING TO BE DESIGNED FOR 1:60 AND TO BE A U.L. CLASS A ROOF. FLASHING: BAY TYPE SHALL BE MOPPED AT SHEET U.L. TYPE B.U.R.
12. ALL ROOFING FASTENERS SHALL MEET ALL CODE AND REGULATION REQUIREMENTS. PROPER REQUIREMENTS ARE IN PROJECTS JURISDICTION AND ALSO FACTORY MUTUAL (FM) WIND UPLIFT PRESSURE REQUIREMENTS.
13. ALL SKYLIGHTS TO BE PLACED A MIN. OF 18'-0" FROM INSIDE FACE OF PARAPET.
14. USE TOXIC SCRAM / OIL INSULATION IN THE WAREHOUSE AREA.
15. SMOKE VENTS SHALL BE REQUIRED IF AREAS FOR "POTENTIAL OFFICES" WILL BE USED FOR HIGH PILE COMBUSTIBLE STORAGE.
16. ROOF DRAINS, OVERFLOW DRAINS AND RAINWATER PIPING WITHIN THE INTERIOR OF THE BUILDING SHALL BE TESTED IN ACCORDANCE WITH THE PROVISIONS OF THE PLUMBING CODE FOR TESTING DRAIN, WASTE AND VENT SYSTEMS.
17. ROOF DRAINS, OVERFLOW PIPING WITHIN THE BUILDING SHALL UTILIZE APPROVED DRAINAGE FITTINGS.
18. MANUFACTURED ROOF DRAINS AND OVERFLOWS(FIXTURES) SHALL BE NAMED [illegible] IFIED.

FLOOR PLAN KEYNOTES

1. CONCRETE TILT-UP PANEL
2. STRUCTURAL STEEL COLUMN
3. TYPICAL STOREFRONT SYSTEM WITH CLEAR, 1/4" TEMPER INSULATED GLASS
4. EXPANSION JOINT LOCATIONS
5. CONCRETE RAMP W/ 6" MIN. CURB TO 1'-0" CLEAR WALL IN BUILDING
6. WALL ON SOUTH SIDE OF RAMP
7. 5'-0" x 6'-0" 3/4" RATED CONCRETE EXTERIOR LANDING AND TOP OF WALL
8. EXTERIOR CONCRETE STAIRS W/ 6" MIN. CURB TO 1'-0" CLEAR WALL IN BUILDING
9. 8" x 18" PILASTER COLUMN, EXTENDING PER STANDARD DETAIL
10. 8" x 8" EXPANSION EXPANSION JOINT LOCATIONS
11. 12" x 24" SMOKE VENT, OPTIONAL U.N. STANDARD DETAIL
12. 8" x 7" MEDIUM METAL EXTERIOR WALL SCONCE
13. SLOPE LINE ABOVE
14. CONC. FILLED STEEL FILLED POST @ THE LOCATIONS
15. MOP SINK
16. PRE-CAST CONCRETE WHEEL STOP
17. 3 GUARD
18. APPROXIMATE LOCATION OF FIRE/SMOKE WALL
19. METAL CANOPY ABOVE

FLOOR PLAN GENERAL NOTES

A. THIS BUILDING IS DESIGNED FOR NON-SPRINKLERED WITH FULL ACCESS NON-CERTIFIED APPROVAL (TYP. MAXIMUM A SPRINKLER DEPOSIT WILL BE REQUIRED FOR ANY RACKING/CONVEYOR SYSTEMS.

B. FIRE HOSE LOCATIONS SHALL BE APPROVED BY FIRE DEPARTMENT

C. THE BUILDING FLOOR SLAB IS SLOPED 1/2" PER 1'-0" (REFERENCE FOR FINISH SURFACE ELEVATIONS)

D. [illegible]

E. [illegible]

F. [illegible]

G. [illegible]

H. [illegible]

I. [illegible]

J. [illegible]

K. [illegible]

L. [illegible]

M. [illegible]

N. NON-ACCESSIBLE DOOR PROVIDE WARNING SIGN (INFANTS IN THE INTERIOR SAFE DRIVE PER CBC 11B-703.5.1)

O. ALL ROOF MOUNTED MATERIALS SHALL BE FULLY SCREENED FROM PUBLIC VIEW.

FLOOR SLAB & POUR STRIPS REQ.

THESE NOTES ARE VERY MUCH REQUIREMENT PER "C" (NOT FOR APPROVAL REQUIREMENTS)

1. FLOOR COMPACTION - 95%
2. TRENCH COMPACTION - 90%
3. BUILDING FLOOR SLAB SET RESISTANCE TOLERANCES
4. CONTRACTOR TO BUILT THE PLANS & FLOOR PER A.C.I. 302.1R-04
5. CONCRETE SLAB TO HAVE FIBER (TOTAL WEIGHT) REINFORCED FINISH
6. CONTRACTOR TO CURE SLAB TO BE WET FOGGING METHOD MINIMUM 7 DAYS MIN.
7. ALL CONCRETE & MORTARS MIXTURES SHALL BE CHARACTERISTIC
8. NO CRACKS, CONCRETE TOPPINGS OR ANYTHING MIXTURES MAY BE PLACED ON THE SLAB.
9. SLAB TO BE FF30 FL15 MINIMUM WITHIN 24 HOURS
10. NO FLY ASH IN THE CONCRETE
11. WHERE [illegible] INDICATED PREMIXED VAPOR BARRIER (15MIL STEGO OR EQUAL) UNDER THE CONCRETE SLAB. PREMIXED SAND PER SOILS ENGINEER OR MANUFACTURER'S RECOMMENDATION.

CONCRETE SLAB IN FULLY DEVELOPED AREAS, WHERE SAND OVER VAPOR ARE REQUIRED SHALL BE NORMALLY HYDRATED WITHOUT USE OF MAGNESIUM CURING COMPOUND OR MOISTURE RETENTION.
CONTROL/CONSTRUCTION JOINTS SHALL NOT BE FILLED WITH NON-RIGID JOINT FILLER IN FUTURE OFFICE AREAS.
12. SEAL CONCRETE SLAB W/ [illegible] SEALER

ROOF PLAN KEYNOTES

1. CONCRETE PARAPET TILT "C" [illegible] FOR [illegible]
2. A/C UNIT, SET "W" [illegible] PROVIDE SUPPORT W/ BASE AS REQUIRED
3. 8" x 8" CLEAR ANODIZED SUN SHELTER/LOUVER WATCH
4. ROOF ACCESS PANEL 2'-6" x 4'-0" W/ 4" MIN. CURB AND OPTION
5. [illegible] JOISTS - MANVILLE OR EQUAL (CLASS A RATED) 10 YEAR NO DOLLAR LIMIT WARRANTY AND 5 YEAR LABOR WARRANTY
6. APPROXIMATE LOCATION OF SKYLIGHTS
7. APPROXIMATE LOCATION OF ROOF HATCH
8. MEDIUM ROOF DRAIN WITH OVERFLOW STRAINER
9. PARAPET HEIGHT
10. DIRECTION OF SLOPE PER "P" DRAWINGS
11. EXTERIOR ROOF DRAIN WITH OVERFLOW STRAINER

ROOF LEGEND

- 4' x 8' CLEAR ANODIZED SKYLIGHT
- ROOF ACCESS HATCH 4'0" x 6" (Minimum)
- BUILDING PARAPET LINE
- OVERFLOW ROOF DRAIN W/ STRAINER
- EXTERIOR METAL DOWNSPOUT W/ OVERFLOW SCUPPER

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Riverside Meridan Site B
Riverside, CA

Consultants:
SDH INC.
HUNTER LANDSCAPE

Title: Overall Floor Plan

Project Number: 16488
Drawn by: ML
Date: 07/25/17
Revision:

Sheet:
A2.6

ELEVATION KEYNOTES

1. CONCRETE TILT-UP PANEL
2. PANEL JOINT
3. PANEL REVEAL - ALL REVEALS TO HAVE A BAR OF 3/8" CHAMFER
4. REVEAL COLOR TO MATCH ADJACENT BUILDING FIELD COLOR U.N.O.
5. 12" X 24" EXPOSED AGGR W/ BRUSH FINISH, COMPLETE
6. BRAKE-SHAPING MISC. FLASH ALL AROUND
7. 9" X 12" EXPOSED AGGR W/ BRUSH FINISH, PAINTED, COMPLETE
8. BRAKE-SHAPING MISC. FLASH ALL AROUND
9. COMPLETE SUNK LANDING AND GUARDRAIL W/ METAL PIPE HANDRAIL PAINTED, NON SKID MOLDING TO MEET ADA REQUIREMENTS PROVIDE CONTRASTING COLORED 2" WIDE WARNING STRIPE INTEGRAL TO CONCRETE AT TOP LANDING AND BOTTOM TREAD PER ADA REQUIREMENTS
10. 4" X 8" METAL LOUVER OPENING FOR VENTILATION, PAINT TO MATCH BUILDING COLOR
11. HOLLOW METAL DOORS, PRIMED, COMPLETE, BE-PAINTED SWINGING ALL AROUND DOOR
12. LASERCAP DOOR SPACES W/ 2 OVERFLOW SCUPPERS
13. ADA RAMP, EXPOSED AGGREGATE FINISH
14. ALUMINUM STOREFRONT FRAMING WITH TEMPERED GLAZING AT ALL DOORS, SIDELITES, ALIGNED TO DOORS AND GLAZING WITH BOTTOMS LESS THAN 18" ABOVE FINISH FLOOR ELEVATION
15. METAL CANOPY
16. WALK OFF MAT
17. METAL GUARD RAIL
18. 2" DIA. METAL PIPE BOLLARD, PAINTED
19. 6" CONCRETE CURB
20. 4" CONCRETE SIDEWALK
21. 6" CONCRETE PAVING
22. 6" CONCRETE PAVING, HEAVY DUTY
23. 6" CONCRETE PAVING, TRUCK DOCK
24. 6" CONCRETE PAVING, TRASH ENCLOSURE
25. 6" CONCRETE PAVING, TRUCK RAMP
26. 6" CONCRETE PAVING, TRUCK DOCK
27. 6" CONCRETE PAVING, TRUCK RAMP
28. 6" CONCRETE PAVING, TRUCK DOCK
29. 6" CONCRETE PAVING, TRUCK RAMP
30. 6" CONCRETE PAVING, TRUCK DOCK

ELEVATION KEYNOTES

1. CONCRETE TILT-UP PANEL
2. PANEL JOINT
3. PAINT MATERIAL - ALL MATERIALS TO HAVE A MINIMUM OF TWO COATS OF PAINT FOR A FINISHED APPEARANCE. COLOR TO MATCH ADJACENT BUILDING FIELD COLOR UNLESS OTHERWISE NOTED. ALL EXPOSED WOOD TRIM, DOORS, AND FRAMES SHALL BE PAINTED. PAINTING CONTRACTOR SHALL PROVIDE COMPLETE PAINTING SYSTEM AS SHOWN AND NOTED ON DRAWINGS.
4. 8" X 12" DARKENED LOOK IN SMOKE TINT PROVIDE COMPLETE WEATHER-STRIPPING PROTECTION ALL AROUND
5. CONCRETE SILL, LANDING AND GUARDRAIL W/ METAL PIPE HANDRAIL PAINTED PER SHOP DRAWING TO MEET ADA REQUIREMENTS PROVIDE CONTRASTING GRADING 2" WIDE WARNING STRIPS INTEGRAL TO CONCRETE AT TOP LANDING AND BOTTOM TREAD PER ADA REQUIREMENTS
6. 4' X 8' METAL LOUVER OPENING FOR VENTILATION PAINT TO MATCH BUILDING COLOR
7. MEDIUM METAL AWNING PROVIDE COMPLETE WEATHER STRIPPING ALL AROUND AWNING
8. EXTERIOR DOWN SPOUTS W/ 2 OVERFLOW SCUPPERS
9. DOCK DOOR DUMPER TYPICAL
10. ALUMINUM STOREFRONT FRAMING WITH TEMPERED GLAZING AT ALL DOORS, SIDELITES ADJACENT TO DOORS AND GLAZING WITH BOTTOMS LESS THAN 18" ABOVE. FINISH TO MATCH STOREFRONT
11. METAL AWNING
12. WOOD OUT PANEL
13. METAL ROOF DRAIN W/ 2 OVERFLOW SCUPPERS
14. CONC. FILLED GUARD POST @ DOCK AREA

ELEVATION GENERAL NOTES

1. ALL PAINT COLOR CHANGES TO occur AT INSIDE CORNERS UNLESS NOTED OTHERWISE.
2. ALL PAINT FINISHES ARE TO BE FLAT UNLESS NOTED OTHERWISE.
3. [illegible]
4. [illegible]
5. STRUCTURAL CONSTRUCTION: ALL METAL ATTACHMENTS AND LINTELS SHALL BE DESIGNED TO RESIST - MPH EXPOSURE "C" WIND. CONTRACTOR SHALL SUBMIT SHOP DRAWINGS PRIOR TO INSTALLATION.
6. CONTRACTOR SHALL FIELD PAINT ONE UNIFORM PANEL BY SELECTED COLORS ARCHITECT AND OWNER SHALL APPROVE PRIOR TO PAINTING REMAINDER OF BUILDING.
7. AREA SAD UP PANELS TO HAVE SMOOTH CONCRETE FINISH AND BE PAINTED WITH LOAD-BEARING PAINT.
8. FOR OPENINGS, GLAZING, ALUMINUM STYLE REFER TO SHEET A4.1
9. SEE GLAZING AREA MORE CLOSELY FOR ALL MISSING ITEMS.
10. [illegible]

ELEVATION COLOR LEGEND/SCHED.

1. PAINT COLOR: SHERWIN WILLIAMS
2. [illegible]
3. PAINT COLOR: SHERWIN WILLIAMS
4. PAINT COLOR: SHERWIN WILLIAMS
5. PAINT COLOR: SHERWIN WILLIAMS
6. [illegible]
7. [illegible]
8. GLAZING COLOR: BLUE REFLECTING
9. METAL CANOPY: PAINT SHERWIN WILLIAMS ACRYLIC LATEX SATIN
10. [illegible]
11. PAINT COLOR: SHERWIN WILLIAMS

GLAZING LEGEND

ALL EXTERIOR AND INTERIOR GLAZING SHALL BE TEMPERED

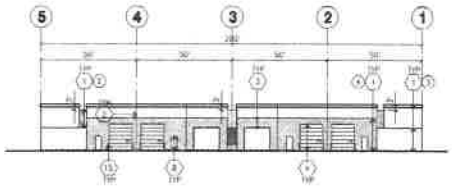
[illegible] GLAZING

ALL GLAZING TO BE TEMPERED.

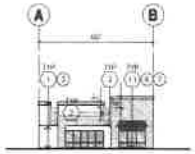
GLAZING: TYP. SOLARBLUE (2) PILKINGTON 60 (3) LLUMAR LX 1129 SPEC. R1, R2, S8
1" INSULATED GLASS UNIT WITH 1/2" AIRSPACE AND (2) 1/4" LITES

SPANDREL: 1/4" SOLARBLUE PILKINGTON SPANDREL W/ PERMANENT BLUE OPACIFIER PAINTED ON #2 LITE.

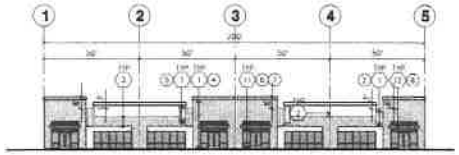
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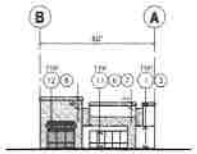
NORTH ELEVATION (C)
scale: 1" = 10'-0"



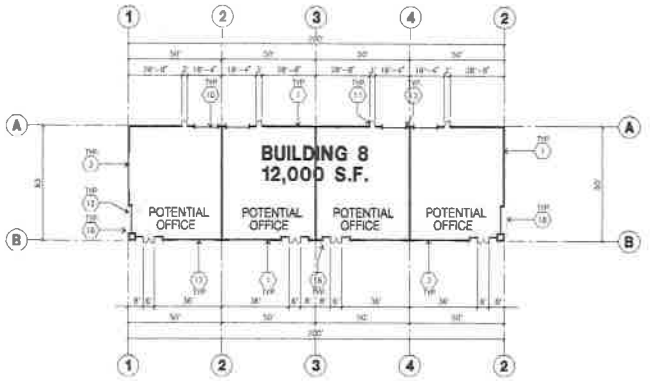
WEST ELEVATION (D)
scale: 1" = 10'-0"



SOUTH ELEVATION (E)
scale: 1" = 10'-0"

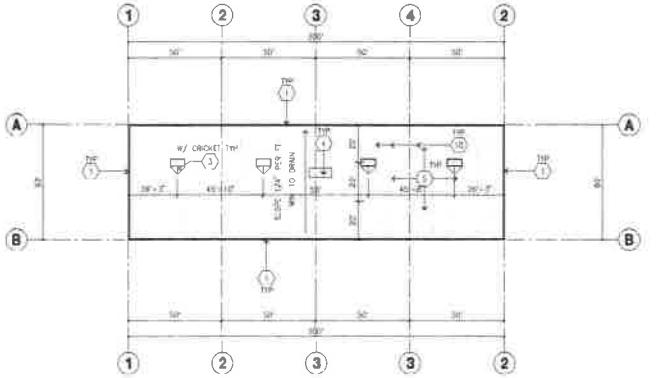


EAST ELEVATION (F)
scale: 1" = 10'-0"



OVERALL FLOOR PLAN (A)
scale: 1" = 30'-0"

SCALE: 1" = 30'-0"
0 30' 60 90'
PLAN NORTH



OVERALL ROOF PLAN (B)
scale: 1" = 30'-0"

SCALE: 1" = 30'-0"
0 30' 60 90'
PLAN NORTH

FLOOR PLAN KEYNOTES

1. CONCRETE TILT-UP PANEL
2. CONCRETE TYP. ITEMS
3. TYPICAL DEMISING WALL WITH CLASS "A" OFFICE BUILD-UP AND 2 LAYERS OF 5/8" GYP. BD. EACH SIDE, EXTENDING FROM SLAB TO UNDERSIDE OF ROOF DECK. CONCRETE SLAB W/ ATTACH STRIP TO FLOOR WHERE WALL IS PARALLEL TO DECK. WALL TO BE CONTINUOUS FROM SLAB TO UNDERSIDE OF ROOF DECK. SEE DETAIL 3/A4.1
4. 3'-0" X 7'-0" THICK CHARACTER DEMISING WALL PER DETAIL 3/A4.1
5. EXTERIOR WALL PACKAGE IN INDUSTRIAL AREAS. PAINTED TO BE WITHIN DRIVE-THRU PACKAGE AREA TO MATCH BUILDING COLOR. SEE DETAIL 3/A4.1
6. EXTERIOR STOREFRONT SYSTEM W/ ATTACH STRIP TO FLOOR WHERE WALL IS PARALLEL TO DECK. SEE DETAIL 3/A4.1
7. 8' X 10' TRUCK DOOR WITH MANUAL PULL (STANDARD DOOR)
8. 4' X 8' UNDERSLAB DRAINAGE TYPE GRATE AREA
9. DOCK DOOR EQUIPMENT
10. 10' X 10' SINGLE DOOR, TYPICAL (U.N. STANDARD DOOR)
11. 3' X 7' ROLLING METAL DOOR/DOOR WITH DOOR
12. DOCK LEVELER
13. CONC. FILLED GUARD POST @ DOCK AREA
14. HOT WELD
15. PRE-CAST CONCRETE WHEEL STOP
16. A GUARD
17. APPROXIMATE LOCATION OF ELECTRICAL PANEL
18. METAL CANOPY ABOVE

FLOOR PLAN GENERAL NOTES

A. THIS BUILDING IS DESIGNED FOR HIGH PILE STORAGE WITH FIRE ACCESS MAN DOORS APPROX. 150' MAXIMUM. A SEPARATE PERMIT WILL BE REQUIRED FOR ANY RACKING/STORAGE SYSTEMS.
B. FIRE HOSE LOCATIONS SHALL BE APPROVED BY THE FIRE DEPARTMENT
C. THE BUILDING FLOOR SLAB IS SLOPED. SEE 4/C4 DRAWINGS FOR FINISH SURFACE ELEVATIONS
D. PAINTING OF ALL CONCRETE WALLS AND ALL FIRE WALLS AND UNPROTECTED INTERIOR STEEL FRAMES.
E. WAREHOUSE INTERIOR CONCRETE WALLS ARE PAINTED WHITE. COLUMNS ARE TO BE PAINT PRIMER ONLY. ALL CMU TO BE PAINTED IN WAREHOUSE TO A HEIGHT OF 1 FOOT ABOVE TOP OF DOCK TO COVER ANY SLOPE POUR STRIP 1'-0" TO EXTERIOR AT ALL LANDSCAPE AREAS.
F. SLOPE POUR STRIP 1'-0" TO EXTERIOR AT ALL LANDSCAPE AREAS.
G. ALL DIMENSIONS ARE TO THE FACE OF CONCRETE WALL, SHEETING, OR FACE OF STUD U.N.O.
H. SEE CIVIL DRAWINGS FOR WHERE OF CONNECTIONS TO OFF-SITE UTILITIES. CONTRACTOR TO VERIFY WITH UTILITY COMPANY PLUMBING/ELECTRICAL CONFIRMATION.
I. FOR DOOR TYPES AND SIZES SEE DETAIL SHEET AND A NOTE ALL DOORS PER DOOR SCHEDULE AND FINISH OPTIONS.
J. CONTRACTOR TO INSPECT AND VERIFY THE FLOOR SLAB FLATNESS AND LEVELNESS TO MEET ALL TENANT FINISH OPTIONS.
K. ALL EXIT MAN DOORS IN WAREHOUSE TO HAVE ILLUMINATED EXIT SIGN HARDWARE (R).
L. HIGHLY FLAMMABLE AND COMBUSTIBLE MATERIAL SHALL NOT BE USED OR STORED IN SUITE BUILDING.
M. EACH CLASSROOM DOOR SHALL BE IDENTIFIED BY A TACTILE EXIT SIGN WITH BRAILLE PER ANSI A117.1. THE MOUNTING HEIGHT FOR SUCH SIGNAGE SHALL BE 60" FROM FINISH FLOOR TO THE CENTER OF THE SIGN.
N. NON-ACCESSIBLE TYPE PARAPET WARNING SIGN LOCATED IN THE INTERIOR SIDE PER CBC 1133B.1.1
O. ALL ROOF MOUNTED MATERIALS SHALL BE FULLY SCREENED FROM PUBLIC VIEW.

FLOOR SLAB & POUR STRIPS REQ.

THESE NOTES ARE VERY MUCH REQUIREMENT SEE "C" INDEX FOR ADDITIONAL REQUIREMENTS.

1. FLOOR COMPACTION - 95%
2. TRENCH COMPACTION - 90%
3. BUILDING FLOOR SLAB SEE ARCHITECTURAL DRAWINGS
4. CONTRACTOR TO BEND THE FLOOR W FLOOR PER A.C.I. 302-R-96
5. CONCRETE SLAB TO HAVE FIFTY (FIFTY HARD TROWEL FINISHED) FINISH
6. CONTRACTOR TO CURE SLAB TO BE WET CURING USING BURLAP FOR 7 DAYS MIN.
7. ALL EQUIPMENT & MACHINE WHEELS SHALL BE RUBBERED.
8. NO CRACKED CONCRETE TOLERATED. ANY CRACKS WIDER THAN 1/8" SHALL BE REPAIRED IN THE SLAB.
9. SLAB TO BE FLAT IN ACCORDANCE WITH 24 HOURS.
10. NO FLY ASH IN THE CONCRETE.
11. WHERE [ ] INDICATES EXPANSION JOINTS (SAW CUT OR TOOLED) LOCATED IN CONCRETE SLAB. EXPANSION JOINTS SHALL BE FILLED WITH NON-SHRINK GROUT PER MANUFACTURER'S RECOMMENDATIONS.

CONCRETE SLAB IN FUTURE OFFICE AREAS WHERE HAND TROWEL FINISH IS REQUIRED SHALL BE NATURALLY HYDRATED WITHOUT USE OF BURNING, FLOORING COMPOUNDS OR RELEASE AGENTS.
CONTROL/CONSTRUCTION JOINTS SHALL NOT BE FILLED WITH NON-RIB JOINT FILLER IN FUTURE OFFICE AREAS.
13. SEAL CONCRETE SLAB W/ KARNAVOIL SEALER

ROOF PLAN KEYNOTES

1. CONCRETE PARAPET SEE "E" DRAWINGS FOR THICKNESS
2. A/C UNIT, SEE "M" DRAWINGS FOR MORE SUPPORT & WHERE AS REQUIRED
3. 4" X 8" CURB MOUNTED SKYLIGHT/FLASHING WELL
4. ROOF ACCESS PAINTED BLACK W/ 4" HIGH W/ 1" WIDE STENCIL PER LETTER
5. [illegible]
6. [illegible]
7. [illegible]
8. [illegible]
9. [illegible]
10. [illegible]
11. [illegible]

ROOF PLAN GENERAL NOTES

1. ALL DIMENSIONS ARE TO FACE OF CONCRETE WALL, SHEATHING, OR FACE OF STUD (U.N.O.)
2. VERIFY THAT ALL ROOF AREAS HAVE POSITIVE DRAINAGE (1/4" PER FT.) PRIOR TO ROOF INSULATION INSTALLATION
3. REFER TO "E" DRAWINGS FOR ROOF HEIGHT CLEARANCES IN REGARDS TO ROOF DRAINAGE
4. CONTRACTOR TO VERIFY AND COORDINATE WITH ALL SUBCONTRACTORS ALL LOCATIONS AND SIZES OF ROOF OPENINGS
5. FOR TYP. ROOF PENETRATIONS, SEE DETAIL 8, 9, 10/A5.3 CONTRACTOR TO VERIFY ALL LOCATIONS WITH MECHANICAL AND PLUMBING DRAWINGS.
6. CONTRACTOR TO VERIFY ALL ROOF DRAIN DEPRESSIONS W/ "S" DRAWINGS.
7. CONTRACTOR TO COORDINATE EXACT SKYLIGHT LOCATION W/ FIRE SPRINKLER AND ROOF FRAMING SUBCONTRACTORS. LOCATIONS ON DRAWINGS ARE APPROXIMATE.
8. ALL SKYLIGHTS TO BE DESIGNED PER WIND SPEED DESIGN CRITERIA W/ SKYLIGHT FRAMES, SUPPORTS AND DOMES MANUFACTURER TO CONFIRM IN SHOP DWG.
9. ROOF DRAINS AND OVERFLOW DRAINS TO BE A MIN. OF DIA. SEE "P" DRAWINGS FOR EXACT SIZE.
10. PROVIDE CRIPPLED CONCRETE AS REQUIRED FOR PROPER ROOF DRAINAGE OF 1/4" PER FOOT (MIN.)
11. BUILT UP ROOFING TO BE DESIGNED FOR 1 90 AND TO BE A U.L. CLASS A ROOF FLASHING BAY TYPE SAB WRAPPED AP SHEET. U.L. TYPE #3 BUR
12. ALL ROOFING MATERIAL SHALL MEET ALL CODE AND REGULATION REQUIREMENTS WHERE REQUIREMENTS ARE IN PROJECTS JURISDICTION AND MEET FACTORY MUTUAL (FM) WIND UPLIFT PRESSURE REQUIREMENTS.
13. ALL SKYLIGHTS TO BE PLACED A MIN OF 10'-0" FROM INSIDE FACE OF PARAPET.
14. USE WHITE SCRIM FOR INSULATION IN THE WAREHOUSE AREA.
15. SMOKE VENTS SHALL BE REQUIRED 1 AREAS FOR POTENTIAL OFFICES WILL BE USED FOR HIGH PILE COMBUSTIBLE STORAGE.
16. ROOF DRAINS, OVERFLOW DRAINS AND HAMMATCH PIPING WITHIN THE INTERIOR OF THE BUILDING SHALL BE TESTED IN ACCORDANCE WITH THE PROVISIONS OF THE PLUMBING CODE FOR TESTING DRAIN, WASTE AND VENT SYSTEMS.
17. ROOF DRAINS, OVERFLOW PIPING WITHIN THE BUILDING SHALL UTILIZE APPROVED DRAINAGE FITTINGS.
18. MANUFACTURED ROOF DRAINS AND OVERFLOW(FIXTURES) SHALL BE IAPMO LISTED.

ROOF LEGEND

[illegible] 4" X 8" PUMP MOUNTED SKYLIGHT

ROOF JOINT (SEE SEE "E" DRAWINGS)

BUILDING PARAPET (SEE)

WITHIN ROOF DRAIN W/ OVERFLOW SCUPPER

EXTERIOR METAL DOWNSPOUT W/ OVERFLOW SCUPPER

KEY MAP



8a
176

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Project:
Riverside Meridan Site B
Riverside, CA

Consultants:
SDH INC.
HUNTER LANDSCAPE

Title: Overall Floor Plan

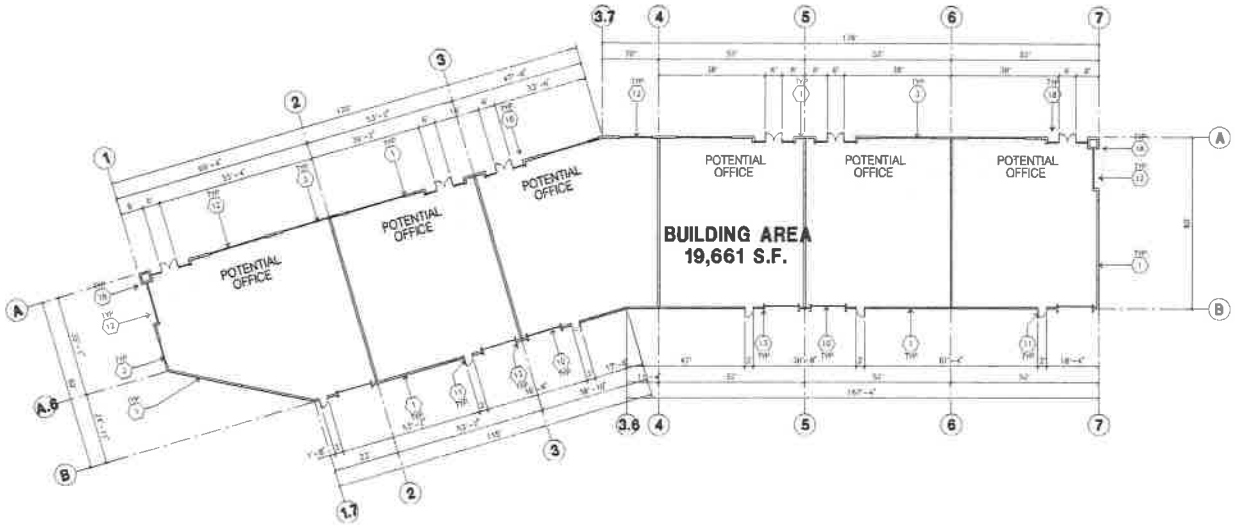
Project Number: 16488
Drawn by: ML
Date: 07/25/17
Revision:

Sheet:
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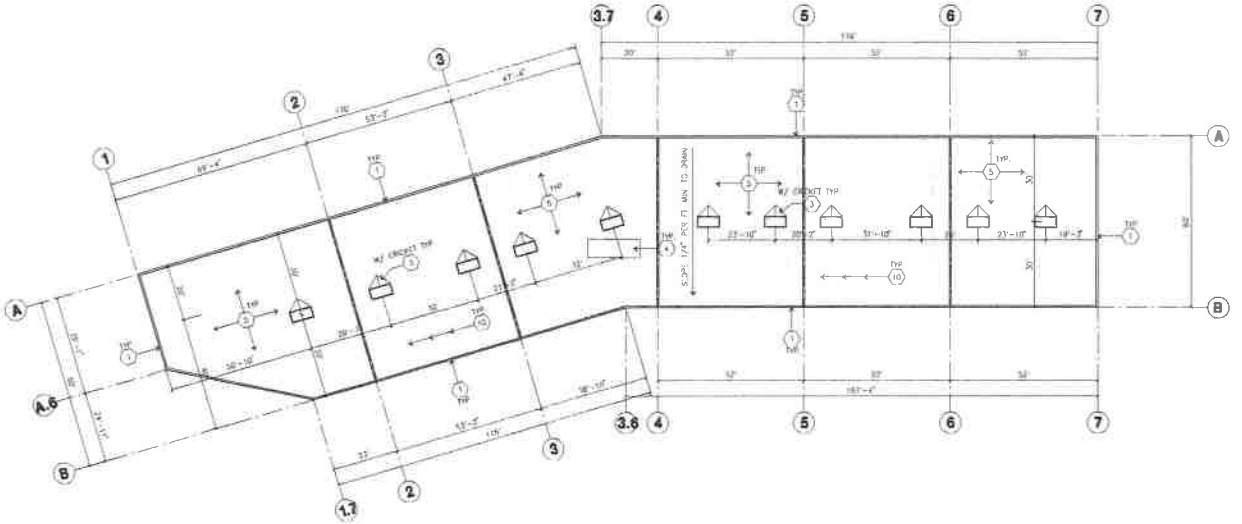
ROOF PLAN GENERAL NOTES

1. ALL DIMENSIONS ARE TO FACE OF CONCRETE WALL UNLESS OR FACE OF STUD (U.N.O.)
2. VERIFY THAT ALL ROOF AREAS HAVE POSITIVE DRAINAGE (1/4" I ft.) PRIOR TO ROOF APPLICATION AND INSTALLATION.
3. REFER TO 'S' DRAWINGS FOR ROOF FRAMING ELEVATIONS IN RELEVANCE TO ROOF DRAINAGE.
4. COORDINATION TO VERIFY AND COORDINATE WITH ALL SUBCONTRACTORS, ALL LOCATIONS AND SIZES OF ROOF OPENINGS.
5. FOR CITY ROOF PENETRATIONS SEE DETAIL 5, 8, 10/A2.0 COORDINATION TO VERIFY ALL LOCATIONS WITH MECHANICAL AND PLUMBING DRAWINGS.
6. [illegible]
7. COORDINATION TO ACCOMMODATE EXACT SKYLIGHT LOCATION W/ FIRE DEPARTMENT AND ROOF FRAMING SUBCONTRACTORS. LOCATIONS ON DRAWINGS ARE APPROXIMATE.
8. ALL SKYLIGHTS TO BE DESIGNED PER IBMC SPECIFICATIONS BY SUBROOF FRAMES, SUPPORTS AND CURBS MANUFACTURER TO COMPLY WITH IBMC.
9. ROOF DRAINS AND OVERFLOW DRAINS TO BE A MIN OF DIA., SEE 'P' DRAWINGS FOR EXACT SIZE.
10. PROVIDE SCUPPER LOCATIONS AS REQUIRED FOR PROPER ROOF DRAINAGE @ 1/4" PER FOOT (MIN.)
11. ROOF OF BUILDING TO BE DESIGNED FOR 1 HR AND TO BE A U.L. CLASS A ROOF COVERING AND TYPE SHALL BE APPLIED AT U.L. TYPE R.C. ROOF.
12. ALL ROOFING PENETRATIONS SHALL MEET ALL LOCAL AND REGIONAL REQUIREMENTS. PROPER REQUIREMENTS ARE IN PROJECTS JURISDICTION AND MUST INCLUDE [illegible]
13. ALL SKYLIGHTS TO BE PLACED A MIN OF 18'-0" FROM INSIDE FACE OF PARAPET.
14. [illegible]
15. SKYLIGHTS SHALL BE REQUIRED 5 AREAS FOR POTENTIAL OPENING WILL BE USED FOR MAINTENANCE STORAGE.
16. ROOF DRAINS, OVERFLOW DRAINS AND HORIZONTAL PIPING WITHIN THE INTERIOR OF THE BUILDING SHALL BE INSTALLED IN ACCORDANCE WITH THE PROVISIONS OF THE PLUMBING CODE FOR INSTALLING DRAIN, WASTE AND VENT SYSTEMS.
17. ROOF DRAINS, OVERFLOW PIPING WITHIN THE BUILDING SHALL UTILIZE APPROVED DRAINAGE FITTINGS.
18. MANUFACTURED ROOF DRAINS AND OVERFLOW SCUPPERS SHALL BE IAPMO LISTED.



OVERALL FLOOR PLAN (A)

SCALE: 1" = 20'-0"



OVERALL ROOF PLAN (B)

SCALE: 1" = 20'-0"

KEY MAP



FLOOR PLAN KEYNOTES

1. CONCRETE TILT-UP PANEL
2. STRUCTURAL STEEL COLUMN
3. TYPICAL STOREFRONT SYSTEM WITH CLEAR 1/4" INFILL W/ MIN. 1/4" CLEARANCE FROM TOP, BOTTOM AND SIDE CONDITIONS
4. CONCRETE RAMP W/ STANDARD CONC. TILT-UP CLOSED WALL OR RETAINING WALL OR BLOCK SIDE OF RAMP
5. 5'-0" EXT. 6'-0" INTER. CONCRETE OUTBOARD LANDING PAD PER 4/A1
6. EXTERIOR RAMP DESIGN TO LANDSCAPING AREAS - FINISH TO BE BROOM SWEEP FINISH. PROVIDE MAX 5% SLOPE MAX ON RAMP MAX 8% TO 10% MAXIMUM
7. EXTERIOR CONCRETE STAIR W/ 42"MIN. PIPE TILT-UP CLOSED WALL AND RAILING WALL PER BLOCK SIDE OF STAIR
8. 8" X 12" CMU BLOCK WALL W/ STANDARD JOINTS
9. 8" X 8" ALUMINUM STOREFRONT SYSTEM WITH WINDOW
10. DOOR FRAME W/ DOOR
11. 12" X 14" CMU TRUCK DOCK RETAINING WALL (I.E. STANDARD GRADE)
12. 8" X 8" HOLLOW METAL EXTERIOR MAN DOOR
13. SURFACE MOUNTED
14. CONC. FILLED STEEL POST AT 6'-0" O.C. MAX
15. PIPE RAILS
16. PRE-CAST CONCRETE WALL, TYP.
17. 2" GRATE
18. APPROXIMATE LOCATION OF ELECTRICAL METER
19. METAL CANOPY ABOVE

FLOOR PLAN GENERAL NOTES

A. THIS BUILDING IS DESIGNED FOR NON-RATED CONSTRUCTION WITH FIRE ACCESS MAN DOORS. APPROVAL FROM MARSHALL A SEPARATE PERMIT WILL BE REQUIRED FOR ANY RACKING/CONVEYOR SYSTEMS.
B. FIRE HOSE LOCATIONS SHALL BE APPROVED PER FIRE DEPARTMENT
C. THE BUILDING FLOOR SLAB IS SLOPED 1/2" PER GRAPHICS FROM FINISH SURFACE ELEVATIONS
D. PROVIDE 8" DIA. CONCRETE BOLLARDS AT ALL FIRE RISER AND UNPROTECTED PATIENT DOOR JAMBS
E. WAREHOUSE INTERIOR CONCRETE WALLS ARE PAINTED WHITE COLUMNS ARE NOT PAINTED. PAINT ONLY ALL CMU INFILL WALLS IN WAREHOUSE TO OFFICE AREA. 1 COAT OF WHITE TO COVER
F. SLOPE FLOOR SLAB 1/2" TO EXTERIOR AT ALL MAN DOOR EXITS
G. ALL DIMENSIONS ARE TO THE FACE OF CONCRETE PANEL WALL, GRIDLINE, OR FACE OF STUD U.N.O.
H. SEE CIVIL DRAWINGS FOR FINISH ELEVATIONS TO OFF-SITE UTILITIES CONNECTING TO NEARBY ACTIVE UTILITY FOR ANY PLUMBING/ELECTRICAL CONFIRMATION
I. FOR DOOR TYPES AND SIZES, SEE DETAIL SHEET A0.4. NOTE: ALL DOORS PER DOOR SCHEDULE ARE FINISH OPENINGS
J. CONTRACTOR TO PROTECT AND KEEP THE FLOOR SLAB CLEAN. ALL EQUIPMENT TO BE EMPERED WITH RUBBER TIRES AND TRACKS
K. ALL EXIT MAN DOORS IN WAREHOUSE TO HAVE ILLUMINATED EXIT SIGN HARDWARE
L. SUPPLY FLAMMABLE AND COMBUSTIBLE MATERIAL SHALL NOT BE USED OR STORED IN THIS BUILDING
M. EXIT LOCATION (S) DOOR SHALL BE IDENTIFIED BY A TACTILE SIGN LOCATED ON THE LATCH SIDE OF THE DOOR. THE MOUNTING HEIGHT FOR SUCH SIGNAGE SHALL BE 60" FROM FINISH FLOOR (FF) TO THE CENTER OF THE SIGN
N. NON-ACCESSIBLE DOOR PRIVATE WARNING SIGN LOCATED ON THE INTERIOR SIDE PER CBC 1133B.1.1
O. ALL ROOF MOUNTED MATERIALS SHALL BE FULLY SCREENED FROM PUBLIC VIEW

FLOOR SLAB & POUR STRIPS REQ.

THESE NOTES ARE VERY GENERAL SEE "S" SHEETS FOR ADDITIONAL REQUIREMENTS

1. FLOOR COMPACTION - 95%
2. TRENCH COMPACTION - 90%
3. BUILDING FLOOR SLAB SEE STRUCTURAL DRAWINGS
4. CONTRACTOR TO INSTALL STOP STRIPS W/ FLOOR PER A.C.I. 302-96-4.8
5. CONCRETE SLAB TO HAVE 10MIL (TYPE VAPOR BARRIER) UNDERLAYMENT
6. CONTRACTOR TO CUT SLAB TO 24" MIN CLEARING OPENING AROUND POST TO PREVENT CRACKING
7. ALL EQUIPMENT & MOVING VEHICLES SHALL BE EMPERED
8. NO DRIVES, CONCRETE TRUCKS OR ANYTHING HEAVIER WILL BE PLACED ON THE SLAB
9. SLAB TO BE POUR IN MEASURED WITHIN 24 HOURS
10. NO FLY ASH IN THE CONCRETE
11. WHERE [ ] INDICATES PRIVATE WORK PAVING (SAW CUTS) (SEE DETAIL) LOCATE THE CONCRETE SLAB. PROVIDE SAND INTO SAW CUTS/WATER PER MANUFACTURERS RECOMMENDATIONS

CONCRETE SLAB IN FUTURE OFFICE AREAS, WHERE SAND PADS WIDTH ARE REQUIRED, SHALL BE INSTALLED WITH EXPANSION JOINTS AT PERIMETER, PIPING COMPOUND OR RELATED ACTIVITY.
CONTROL/CONSTRUCTION JOINTS SHALL NOT BE FILLED WITH SAW-CUT JOINT FILLER IN FUTURE OFFICE AREAS.
12. SEAL CONCRETE SLAB W/ TOPMIX 15 SEALER

ROOF PLAN KEYNOTES

1. CONCRETE PARAPET SEE "P" DRAWINGS FOR THICKNESS
2. A/C UNIT SEE "M" DRAWINGS FOR ADDITIONAL INFORMATION
3. 4'-0" X 8'-0" SKYLIGHT W/ CURB
4. ROOF ACCESS LADDER SEE "S" DRAWINGS FOR DETAILS
5. PARAPET, 4'-0" MIN. (1'-0" ABOVE ROOF) SEE "S" DRAWINGS FOR DETAILS
6. APPROXIMATE LOCATION OF EXHAUST FAN
7. APPROXIMATE LOCATION OF VENT PIPE
8. OVERFLOW ROOF DRAIN W/ [illegible]
9. PARAPET HEIGHT
10. STRUCTURAL JOINT SEE "S" DRAWINGS
11. EXTERIOR ROOF DRAIN W/ [illegible]

ROOF LEGEND

- 4'-0" X 8'-0" FLOOR MOUNTED SKYLIGHT
- ABOVE ADJACENT ROOF SEE "S" DRAWINGS
- BUILDING PARAPET LINE
- INTERIOR ROOF DRAIN W/ OVERFLOW SCUPPER
- EXTERIOR METAL DOWNSPOUT W/ OVERFLOW SCUPPER

CAUTION : IF THIS SHEET IS NOT A 24" X 36" IT IS A REDUCED PRINT

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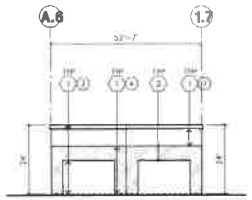
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Drawn by: ML
Date: 07/25/17
Revision:

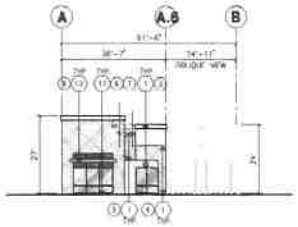
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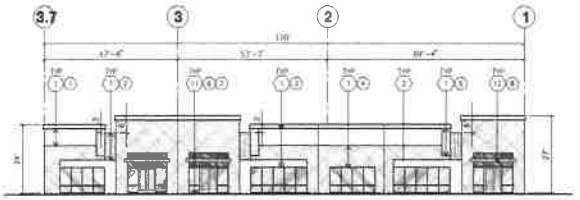
NORTH ELEVATION A



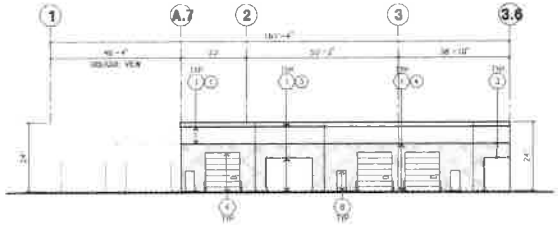
WEST ELEVATION D



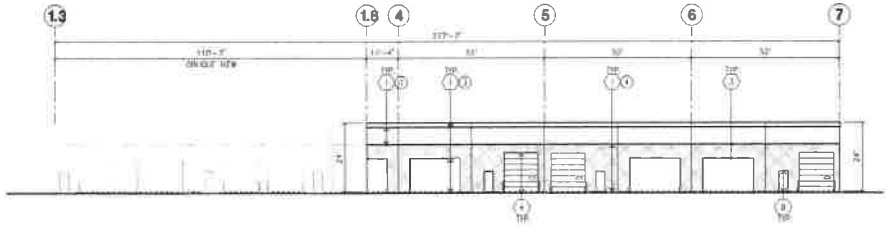
SOUTHWEST ELEVATION C



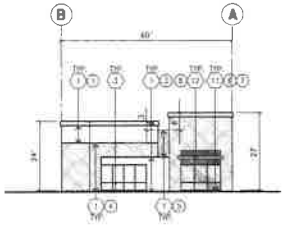
NORTH WEST ELEVATION B



SOUTH EAST ELEVATION F



SOUTH ELEVATION E



EAST ELEVATION G

ELEVATION KEYNOTES

1. CONCRETE TILT-UP PANEL
2. PANEL JOINT
3. PAINT COLOR
4. PAINT COLOR
5. PAINT COLOR
6. CONCRETE STAIR, LANDING AND CHAMFER W/ METAL PIPE HANDRAIL PROVIDE NON SKID MATERIAL TO ALL STAIR TREADS/LANDING. PROVIDE CONTRASTING COLORED 3" NON SKID CERAMIC STRIPE MATERIAL TO CONCRETE AT TOP LANDING AND BOTTOM TREAD PER ADA REQUIREMENTS
7. 4" X 8" METAL LOUVER OPENING FOR VENTILATION PAINT TO MATCH BUILDING COLOR
8. HOLLOW METAL DOOR FRAME PAINT TO MATCH BUILDING
9. EXTERIOR DOWN SPOUTS W/ 3 OVERFLOW SCUPPERS
10. DECK DOOR BUMPER TYPICAL
11. ALUMINUM STOREFRONT ASSEMBLY WITH TEMPERED GLAZING AT ALL DOORS, SIDELITES ADJACENT TO DOORS AND GLAZING WITH BOTTOMS LESS THAN 18" ABOVE FINISH FLOOR PER CBC
12. METAL AWNING
13. KNOCK OUT PANEL
14. MICROMIX ROOF DRAIN W/ 3 OVERFLOW SCUPPERS
15. CONC. FILLED GUARD POST @ 5'-0" O.C. MAX.

ELEVATION GENERAL NOTES

1. ALL PAINT COLOR CHANGES TO OCCUR AT WHERE DISSIMILAR MATERIALS MEET, OTHERWISE
2. ALL PAINT FINISHES ARE TO BE FLAT UNLESS NOTED OTHERWISE
3. TOP = TOP OF PARAPET ELEVATION
4. FF = FINISH FLOOR ELEVATION
5. SIGNAGE BY CONSTRUCTION CLARIFY WITH ATTACHMENTS AND LIMITS SHALL BE DESIGNED TO RESIST 20 PSF EXPOSURE "C" WHERE CONTRACTOR SHALL SUBMIT SHOP DRAWINGS PRIOR TO INSTALLATION
6. CONTRACTOR SHALL CLAIFY PAINT ONE COMPOSITE PANEL W/ SPECIFIED COLORS ARCHITECT AND PAINTER SHALL APPROVE PRIOR TO PAINTING REMAINDER OF BUILDING
7. EACH SIDE OF PARAPETS TO HAVE SMOOTH FINISH AND BE PAINTED WITH ELASTOMERIC PAINT
8. FOR SPANDREL GLAZING, ALLOW THAT SHOWS TRANSPARENT TO INTERIOR
9. USE APPROVED BACK PAINT SPRAY FOR ALL METAL ITEMS
10. THE FINISH COAT OF PAINT TO BE VERTICAL AND THE SECOND COAT TO BE SPRAYED-ON

ELEVATION COLOR LEGEND/SCHED.

1		PAINT COLOR - SW7043 WORLY GREY
2		BENJAMIN MOORE - STONE MARMORIC PORTLAND TILE FINISH - 6" X 6"
3		PAINT COLOR - SW 7674 PEPPERCORN
4		PAINT COLOR - SW 7068 GRIZZLE GRAY
5		PAINT COLOR - SW 7015 REQUISITE GRAY
6		WILLIAMS COLOR - CLEAR ANODIZED
7		GLAZING COLOR - Solar REFLECTIVE METAL CANOPY PAINT - SHERWIN WILLIAMS ACRYLIC LATEX SYSTEM HIGH GLOSS/ HIGH PERFORMANCE COATED DURANAR BRONZE

GLAZING LEGEND

NOTE: ALL EXTERIOR AND INTERIOR GLAZING SHALL BE TEMPERED

SPANDREL GLASS — WHITE GLASS

ALL GLAZING TO BE TEMPERED

GLAZING: PPG SOLARCOOL (2) PACKAGE = 1/4"GRAY/GREEN GLASS (2) 1" O.A. SHGC: 0.1 VLT: 5% 1" INSULATED GLASS UNIT WITH 1/4" ANNEALED AND (2) 1/4" LITES

SPANDREL: 1/4" SOLARCOOL PACKAGE SPANDREL W/ HARDWARE MOUNTED OPAQUE PAINTED ON #2 SURFACE

KEY MAP



CAUTION : IF THIS SHEET IS NOT A 24" X 36" IT IS A REDUCED PRINT

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HUNTER LANDSCAPE

Title: Elevations
Project Number: 16498
Drawn by: ML
Date: 07/25/17
Revision:

Sheet:
A2.9B

ELEVATION KEYNOTES

1. CONCRETE TILT-UP PANEL
2. PANEL JOINT
3. PAINT FINISH - ALL PAINTED TO HAVE A MIN. LR OF .2/.8E EXCEPTION PAINTS, CLASS TO MATCH ADJACENT BUILDING FIELD COLOR U.N.O.
4. 12" X 12" ORNAMENTAL SCONCE BY LAMPS PLUS PROVIDE COMPLETE
5. WEATHER-STRIPPING PROTECTION ALL AROUND
6. 3'-0" X 10' OVERHEAD DOOR BY CLOSE, PAINT PROVIDE COMPLETE WEATHER-STRIPPING PROTECTION ALL AROUND
7. CONCRETE STAIR, LANDING AND HANDRAIL BY METAL PIPE HANDRAIL PROVIDE PAINT AND MISSING TO MEET ADA REQUIREMENTS PROVIDE CONTRASTING GUIDANCE 2" BELL WARNING STRIPS INSTALLED TO CONCRETE AT TOP LANDING AND BOTTOM TREAD PER ADA REQUIREMENTS 1" x 8" METAL LOUVER SPACING FOR VENTILATION, PAINT TO MATCH
8. LOADING DOOR
9. MEDIUM BRUSH BLASTED PROVIDE COMPLETE WEATHER STRIPPING ALL AROUND DOOR
10. LANDSCAPE PLANTING AREA
11. DOOR (DOOR SCHEDULE)
12. DOOR (DOOR SCHEDULE)
13. ALUMINUM STOREFRONT FRAMING WITH TEMPERED GLAZING AT ALL DOORS, SIDELITES ADJACENT TO DOORS AND GLAZING WITH BOTTOMS LESS THAN 18" ABOVE FINISH FLOOR ELEVATION
14. METAL CANOPY
15. PAINTED GUTTER
16. ALUMINUM FRAME STOREFRONT WINDOW WITH TEMPERED GLAZING
17. CONCRETE FILLED STEEL BOLLARD PAINTED

ELEVATION GENERAL NOTES

1. ALL PAINT COLOR CHANGES TO occur AT INSIDE CORNERS UNLESS NOTED OTHERWISE
2. ALL PAINT FINISHES ARE TO BE FLAT UNLESS NOTED OTHERWISE.
3. FLAT SEAL COAT OR PRIMER ELSEWHERE.
4. PAINT ALL EXPOSED METAL SURFACES.
5. STOREFRONT CONSTRUCTION: GLASS, METAL ATTACHMENTS AND LETTERS SHALL BE DESIGNED TO RESIST WIND EXPOSURE 'C' PERFORMANCE CONFORMATION SHALL SUBMIT SHOP DRAWINGS PRIOR TO INSTALLATION
6. CONTRACTOR SHALL FIELD PAINT ALL CONCRETE PANEL W/ SELECTED COLORS. ARCHITECT AND OWNER SHALL APPROVE PRIOR TO PAINTING REMAINDER OF BUILDING
7. SHOP COAT OF PRIMER IS TO HAVE SMOOTH FINISH AND BE PRIMED WITH ELASTOMERIC PAINT
8. FOR EXPOSED GLAZING, ALLOW SPACE BEHIND MEMBERS TO RECEIVE
9. SEE MATERIAL BOARD FOR SAMPLES FOR ALL METAL FINISH

TO THE FINISH COAT OR PAINT TO BE MATCH-UP AND THE SECOND COAT TO BE SPRAYED-UP

ELEVATION COLOR LEGEND/SCHED.

1. MAIN COLOR - LIGHT GRAY SPEC
2. TRIM COLOR - DARKER PROJECTION LINE
3. METAL CANOPY, SECOND BUILDING ACCENT COLOR SYSTEMS MAIN ENTRY/DOOR PERFORMANCE OR SIMILAR EQUIVALENT
4. TRIM COLOR OR SUN SHADES/ACCENT
5. BUILDING COLOR - ROOF MOUNTED
6. GLAZING COLOR - BLUE REFLECTIVE GLAZING
7. STOREFRONT SYSTEMS, DARKBRONZE FINISH OR LIKE SYSTEMS WITH 1" GLASS

GLAZING LEGEND

NOTE ALL EXTERIOR AND INTERIOR GLAZING SHALL BE TEMPERED

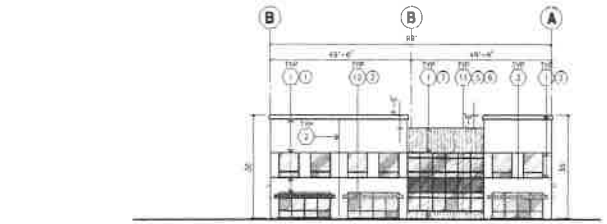
SYMBOL GLASS — FROST GLASS

ALL GLAZING TO BE TEMPERED

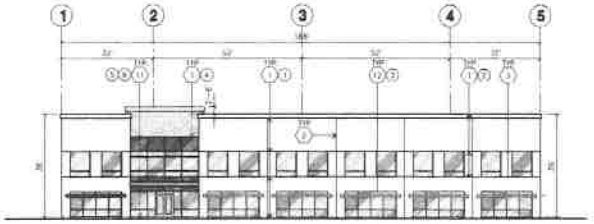
GLAZING: MFG DESIGNATED (1) PANE OF 4 SOLARBAN 60 (2) CLEAR 4 GLASS SPACE 1/2" ALR AIR 1 INSULATED GLASS UNIT WITH 1/2" AIRSPACE AND (2) 1/4" LITES

SPANDRELS: 1/4" SOLARBAN PANE W/ SPANDREL W/ MANUFACT BLUE OPAQUEAN PAINTED ON REFLECTIVE

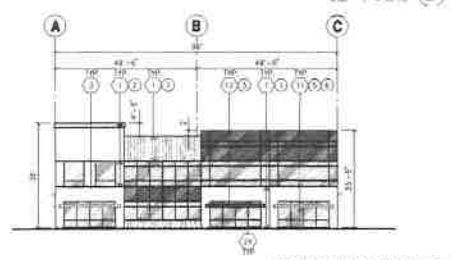
WELDING: PRIMED STEEL



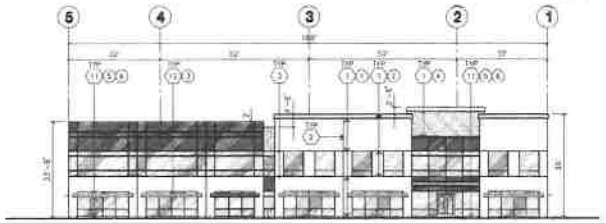
NORTH ELEVATION C



WEST ELEVATION D



SOUTH ELEVATION E



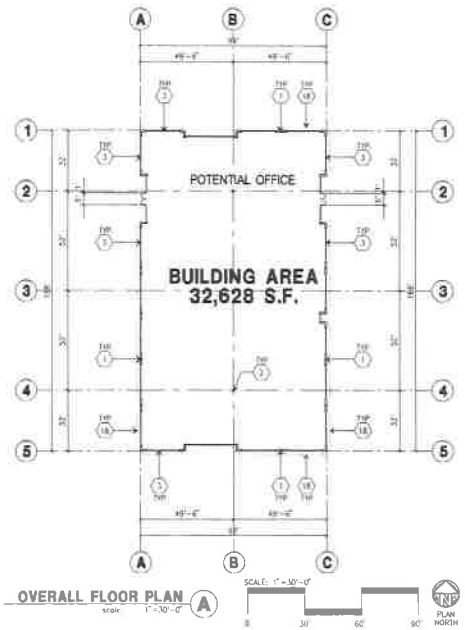
EAST ELEVATION F

KEY MAP



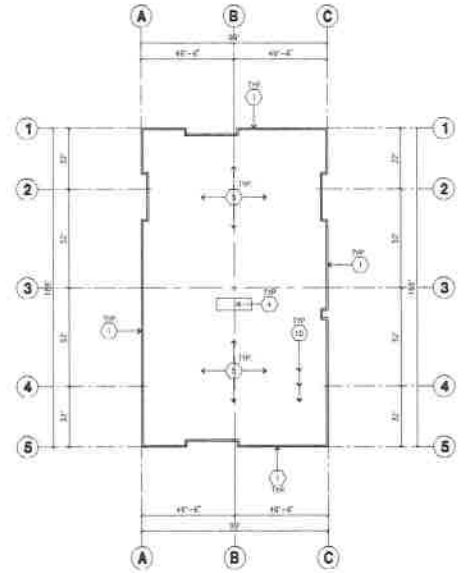
ROOF PLAN GENERAL NOTES

1. ALL DIMENSIONS ARE TO FACE OF CONCRETE WALL, GRIDLINE, OR FACE OF STUD (U.N.O.)
2. VERIFY FINAL ALL ROOF AREAS HAVE POSITIVE DRAINAGE (1/4" FT.) PRIOR TO ROOF INSULATION INSTALLATION
3. REFER TO 'S' DRAWINGS FOR ROOF HEIGHT ELEVATIONS IN REGARDS TO ROOF DRAINAGE
4. COORDINATION TO BE VERIFY AND COORDINATE WITH ALL SUBCONTRACTORS, ALL LOCATIONS AND SIZES OF ROOF OPENINGS
5. FOR TYP. ROOF PENETRATIONS, SEE DETAIL A, B, 10/A10.2 COORDINATION TO VERIFY ALL LOCATIONS WITH MECHANICAL AND PLUMBING DRAWINGS.
6. CONTRACTOR TO VERIFY ALL ROOF DRAIN DEPRESSIONS W/ 'S' DRAWINGS.
7. CONTRACTOR TO COORDINATE EXACT SKYLIGHT LOCATION W/ FIRE SPRINKLER AND ROOF FRAMING SUBCONTRACTORS. LOCATIONS ON DRAWINGS ARE APPROXIMATE.
8. ALL SKYLIGHTS TO BE DESIGNED PER WIND SPEED DESIGN CRITERIA W/ SUPPLIER'S FRAMES, SUPPORTS AND DOMES MANUFACTURER TO CONFIRM IN WRITING.
9. ROOF DRAINS AND OVERFLOW DRAINS TO BE A MIN 8" DIA. SEE 'P' DRAWINGS FOR EXACT SIZE
10. PREFORMED SHAPED CONCRETE AS REQUIRED FOR PROPER ROOF DRAINAGE OF 1/4" PER FOOT (MIN.)
11. BUILT-UP ROOFING TO BE DESIGNED FOR 1.60 AND TO BE A CLASS A ROOF CLASSING SEE TYPE SHEET MATERIALS SHEET 01 TYPE B1 ROOF
12. ALL ROOFING, FLASHINGS, SHALL MEET ALL CITY AND LOCAL CODES AND REGULATIONS. PROPER REQUIREMENTS ARE IN PARAPETS, CONSTRUCTION AND ALSO, FACTORY MUTUAL (FM) WIND UPLIFT PRESSURE REQUIREMENTS
13. ALL SKYLIGHTS TO BE PLACED A MIN OF 18"-0" FROM WOOD FACE OF PARAPET
14. USE WHITE SCRIM FOR INSULATION ON THE WAREHOUSE AREA
15. SQUARE VENTS SHALL BE REQUIRED AT AREAS FOR POTENTIAL ENTRYS WILL BE USED FOR HIGH PILE COMMODITY STORAGE
16. ROOF DRAINS, OVERFLOW DRAINS AND SUMMARY PIPING WITHIN THE INTERIOR OF THE BUILDING SHALL BE LOCATED AS APPROPRIATE WITH THE PREFERENCES OF THE PLUMBING CODE FOR VENTING DRAIN WASTE AND VENT SYSTEMS
17. ROOF FRAMING, OVERFLOW PIPING WITHIN THE RAIN TANKS SHALL USE OF APPROVED DRAINAGE FITTINGS
18. MANUFACTURED ROOF DRAINS AND OVERFLOW(PARAPET) SHALL BE UNDER LISTED



OVERALL FLOOR PLAN A
scale 1" = 30'-0"

SCALE: 1" = 30'-0"



OVERALL ROOF PLAN B
scale 1" = 30'-0"

SCALE: 1" = 30'-0"

FLOOR PLAN KEYNOTES

1. CONCRETE TILT-UP PANEL
2. STRUCTURAL STEEL COLUMN
3. TYPICAL SKYLIGHT SYSTEM WITH CURBING, SET OFFSET BOTH UP AND DOWNWARD FROM ROOF, FINISH AND LOCATIONS
4. CONCRETE RAMP W/ 4" THICK CONC SLAB ON GRADE WALL OR FOOTING AS SHOWN ON PLAN SEE 'S' DRAWINGS
5. 3'-0" OR 4'-0" WIDE CONCRETE EXTERIOR LANDING AND EXIT AT ALL EXTERIOR DOORS SLOPED TO LANDSCAPED AREAS - FINISH TO BE WITHIN 1/2" FINISH SURFACE ELEVATIONS
6. EXTERIOR CONCRETE STAIR W/ 4" THICK CONC SLAB ON GRADE WALL OR FOOTING WALL ON GRADE SEE 'S' DRAWINGS FOR DETAILS
7. 3'-0" x 6'-8" STEEL DOOR, SEE DOOR SCHEDULE
8. 3'-0" x 6'-8" ALUMINUM STOREFRONT DOOR
9. ROOF DRAIN SCUPPER TYPICAL
10. 3'-0" x 10'-0" STEEL DOOR, SEE DOOR SCHEDULE
11. 3'-0" x 3'-0" MALLEON METAL LOUVERS AND FRAME
12. SOFFIT LINE ABOVE
13. CONC FILLED GUARD POST @ DIA U.N.O. 42"H
14. NOT USED
15. PRE-CAST CONCRETE WHITE STAR
16. 2 GUARD
17. APPROXIMATE LOCATION OF CUTTABLE ROOM
18. METAL CANOPY ABOVE

FLOOR PLAN GENERAL NOTES

A. THIS BUILDING IS DESIGNED FOR HIGH PILE STORAGE WITH FIRE ACCESS MAN DOORS APPROX 150' MAXIMUM & SEPARATE EXTERIOR WILL BE REQUIRED FOR ANY RACKING/CONVEYER SYSTEMS
B. FIRE HOSE LOCATIONS SHALL BE APPROVED PER FIRE DEPARTMENT
C. THE BUILDING FLOOR SLAB IS NOMINAL SET "0" THICKNESS FOR FINISH SURFACE ELEVATIONS
D. INTERIOR OF ALL CONCRETE WALLS AT ALL FIRE WALLS AND UNPROTECTED EXTERIOR WOOD FRAME
E. WAREHOUSE INTERIOR CONCRETE WALLS ARE PAINTED WHITE. COLUMNS ARE TO BE FIVE PAINTED ONLY ALL CMU OR WALLS IN WAREHOUSE TO BE FIVE (5) COAT OF WHITE TO FINISH
F. SLOPE POUR STRIP 1/2" TO EXTERIOR AT ALL WAREHOUSE EXITS
G. ALL DIMENSIONS ARE TO THE FACE OF CONCRETE PANEL WALL, GRIDLINE, OR FACE OF STUD (U.N.O.)
H. SEE CIVIL DRAWINGS FOR POINT OF CONNECTIONS TO OFF-SITE UTILITIES. CONTRACTOR TO VERIFY ACTUAL SITE CONDITIONS PLUMBING/ELECTRICAL COORDINATION
I. FOR DOOR TYPES AND SIZES, SEE DETAIL SHEET A0.4 NOTE: ALL DOORS PER DOOR SCHEDULE ARE CENTER OPENINGS
J. CONTRACTOR TO PROVIDE ATT AND VERIFY THAT FLOOR SLAB FLATNESS ALL EQUIPMENT TO BE INSPECTED BY LICENSED CARE AND TRAINEE
K. ALL EXIT MAN DOORS TO HEARTHWORK TO HAVE ILLUMINATED EXIT SIGN, HARDWARE (R)
L. PROPER FLAMMABLE AND COMBUSTIBLE MATERIAL SHALL NOT BE USED OR STORED IN THIS BUILDING
M. EACH EXTERIOR EXIT DOOR SHALL BE IDENTIFIED BY A TACTILE EXIT SIGN WITH THE LEGEND "EXIT" THE MOUNTING HEIGHT FOR SUCH SIGNAGE SHALL BE 60" FROM FINISH FLOOR LEVEL TO THE CENTER OF THE SIGN
N. NON-ACCESSIBLE DOORS PROVIDE WARNING SIGN LOCATED ON THE INTERIOR SIDE PER CBC 11338.1.1
O. ALL ROOF MOUNTED MATERIALS SHALL BE FULLY SCREENED FROM PUBLIC VIEW

FLOOR SLAB & POUR STRIPS REQ.

THESE NOTES ARE VERY MIN REQUIREMENT SEE "S" SHEETS FOR ADDITIONAL REQUIREMENTS

1. FLOOR COMPACTION = 95%
2. TRENCH COMPACTION = 90%
3. BUILDING FLOOR SLAB SEE STRUCTURAL DRAWINGS
4. CONTRACTOR TO BUILD FOR CLASS V FLOOR PER A.C.I. 302-1R-89
5. CONCRETE SLAB TO HAVE SOFT TROWEL HARD TROWEL RUBBING D FINISH
6. CONTRACTOR TO CURE SLAB TO BE WET CURING (SAND BEARING) FOR 7 DAYS MIN
7. ALL EQUIPMENT & MATERIAL VENDORS SHALL BE COMPETENT
8. NO CRACKS CONCRETE PAVING OR ANYTHING AFFIXED WILL BE PLACED ON THE SLAB
9. SLAB TO BE FF50 FL15 ACHIEVED WITHIN 24 HOURS
10. NO FLY ASH IN THE CONCRETE
11. WHERE [ ] INDICATES MOISTURE VAPOR BARRIER (15MM STEGO OR EQUAL) UNDER THE CONCRETE SLAB. PROVIDE SAND PER SOILS ENGINEER OR MANUFACTURERS RECOMMENDATION

CONCRETE SLAB AT FUTURE OFFICE AREAS WHERE SAND OVER VISQUEEN ARE REQUIRED SHALL BE MATERIALLY WORKABLE WITHOUT USE OF RUBBING CURING COMPOUND OR RELEASE AGENTS.

CONTROL/CONSTRUCTION JOINTS SHALL NOT BE LATER THAN 24'-0" FROM EACH OTHER AND FULLER IN FUTURE OFFICE AREAS.

TO SLAB CONCRETE SLAB W/ TROWELLED FINISH

ROOF PLAN KEYNOTES

1. CONCRETE PARAPET SEE "P" DRAWINGS FOR THICKNESS
2. R.O.C. CURB SEE "M" DRAWINGS PROVIDE SUPPORTS & BOXES AS REQUIRED
3. 4' x 8' SKYLIGHT MOUNTED CURB (FIELD) FLASHING HEIGHT
4. ROOF MOUNTED EQUIPMENT SCREEN @ 42" H ABOVE ROOF STRUCTURE PER LETTER
5. PROVIDE 4-PLY BUILT-UP ROOFING OVER ROOF SHEATHING OVER ROOF FRAMING, U.N.O. ROOFING TO BE WITH 20 YEAR WARRANTY BY ROOFING MANUFACTURER, THE ITEMS LISTED ABOVE SHALL BE UNDER THE WARRANTY AND 2 YEAR LABOR WARRANTY
6. APPROXIMATE LOCATION OF TRANSIT VAN
7. APPROXIMATE LOCATION OF ROOF HATCH
8. INTERIOR ROOF DRAIN WITH OVERFLOW SCUPPER
9. PARAPET BEYOND
10. STRUCTURAL JOINT SEE "S" DRAWINGS
11. EXTERIOR ROOF DRAIN WITH OVERFLOW SCUPPER

ROOF LEGEND

4' x 8' CURB MOUNTED SKYLIGHT

WWW JOINT SEE "S" DRAWINGS

BUILDING PARAPET LINE

INTERIOR ROOF DRAIN W/ OVERFLOW SCUPPER

EXTERIOR METAL DOWNSPOUT W/ OVERFLOW SCUPPER

CAUTION : IF THIS SHEET IS NOT A 24" X 36" IT IS A REDUCED PRINT

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Project:
Riverside
Meridan
Site B
Riverside, CA

Consultants:
SDH INC.
HUNTER LANDSCAPE

Title: Overall Floor Plan

Project Number: 16488
Drawn by: ML
Date: 07/25/17
Revision:

Sheet:
A2.10

ELEVATION KEYNOTES

1. CONCRETE TILT-UP PANEL
2. PANEL JOINT
3. PAINT FINISH. ALL REVEALS TO HAVE A MIN. OF 3/8" CHAMFER
4. METAL COPING TO MATCH ADJACENT BUILDING FIELD COLOR U.N.O.
5. 12' x 14' OVERHEAD DOOR W/ DRIVE THRU, PAINTED COMPLETE
6. BRAKE-SHAPED PROTECTION ALL AROUND
7. 8' 10" OVERHEAD DOOR W/ DRIVE THRU, PAINTED COMPLETE
8. BRAKE-SHAPED PROTECTION ALL AROUND
9. CONCRETE SUNK TRAPPING AND GUARDRAIL W/ METAL PIPE HANDRAIL PROVIDE MIN SAID HEIGHT TO MEET AGR REQUIREMENTS. PROVIDE CONTINUOUS GRASPABLE 2" MAX DIAMETER SHAPE HANDRAIL TO CONFORM AT TOP LANDING AND BOTTOM RAILS PER AGR REQUIREMENTS.
10. 4' x 8' METAL LOUVER OPENING FOR VENTILATION PAINT TO MATCH BUILDING COLOR
11. HOLLOW METAL DOORS PRIMER COMPLETE WEATHER STRIPPING ALL AROUND DOOR
12. GALVANIZED DOWN SPOUTS W/ 2 OVERFLOW SCUPPERS
13. BACK DOOR EXHAUST TYPICAL
14. ALUMINUM STOREFRONT FRAMING WITH TEMPERED GLAZING AT ALL DOORS SIDELITES ADJACENT TO DOORS AND GLAZING WITH BOTTOMS LESS THAN 18" ABOVE FINISH FLOOR ELEVATION
15. BEAM, CANOPY
16. WHEEL STOP TYPE
17. RECESSED DOOR OPENING W/ 2 OVERFLOW SCUPPERS
18. CONC. FILLED GUARD POST, 8" DIA. U.N.O. 42" H

ELEVATION GENERAL NOTES

1. ALL PAINT COLOR CHANGES TO occur AT INSIDE CORNERS UNLESS NOTED OTHERWISE
2. ALL PAINT FINISHES ARE TO BE FLAT UNLESS NOTED OTHERWISE
3. SHEET 16 = TOP OF PARAPET ELEVATION
4. P.T.F. = FINISH FLOOR ELEVATION
5. STOREFRONT CONSTRUCTION: GLASS, METAL ATTACHMENTS AND LATTICE SHALL BE DESIGNED TO RESIST 1 MPH EXPOSURE 'C' WHICH CONTRACTOR SHALL SUBMIT SHOP DRAWINGS PRIOR TO INSTALLATION.
6. CONTRACTOR SHALL FIELD PAINT ONE EXTERIOR PANEL W/ SELECTED COLORS, ARCHITECT AND OWNER SHALL APPROVE PRIOR TO PAINTING REMAINDER OF BUILDING
7. BACK SIDE OF PARAPETS TO HAVE SMOOTH FINISH AND BE PAINTED WITH ELASTOMERIC PAINT
8. FOR ROOF SLOPE SEE ROOF PLAN
9. ALL EXPOSED BACK FLASHING TO BE PAINTED TO MATCH ADJACENT SURFACE
10. ALL EXPOSED GAS PIPING TO BE PAINTED TO MATCH ADJACENT SURFACE
11. ALL EXPOSED CONDUIT TO BE PAINTED TO MATCH ADJACENT SURFACE

ELEVATION COLOR LEGEND/SCHED.

1. PAINT, COLOR: [illegible]
2. PAINT, COLOR: [illegible]
3. PAINT, COLOR: [illegible]
4. PAINT, COLOR: [illegible]
5. PAINT, COLOR: [illegible]
6. PAINT, COLOR: [illegible]
7. BUILDING COLOR - CLEAR ANODIZED
8. GLAZING COLOR - BLUE REFLECTIVE
9. GLAZING COLOR - PAINT, PERFORM BUILDING MANUAL SPACE SYSTEMS
10. PAINT COLOR - MATCH METAL
11. PAINT, COLOR: [illegible]

GLAZING LEGEND

NOTE: ALL EXTERIOR AND INTERIOR GLAZING SHALL BE TEMPERED

= SPANDREL GLASS

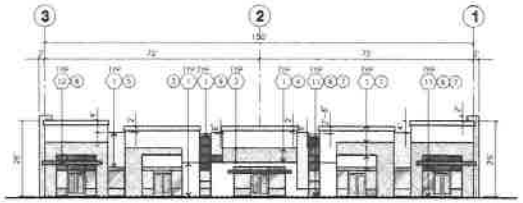
= VISION GLASS

ALL GLAZING TO BE TEMPERED

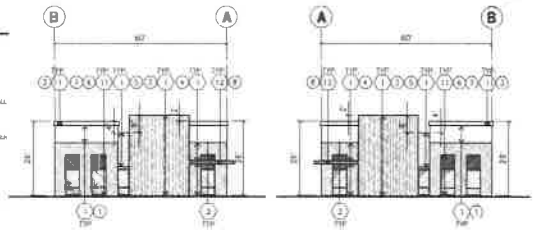
GLAZING: MAG SOLARBLUE (2) PACIFICA + SOLARBAN 60 (2) CLEAR W/ 0.76 SENTRY (1) PVB SG PERFORMANCE GLASS UNIT WITH 1/4" ANNEALED AND (1) 1/4" LAMI

SPANDREL: 1/4" SOLARBLUE VALENCIA SPANDREL W/ HARMONY BEIGE SPANDREL PAINTED ON REVERSE SIDE

ALUMINUM: ANODIZED CLEAR

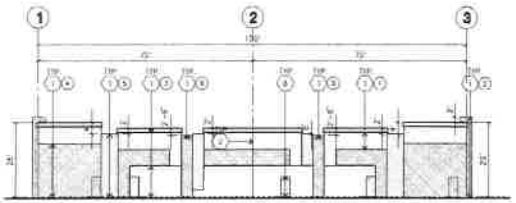


NORTH ELEVATION (C)
scale: 1" = 20'-0"

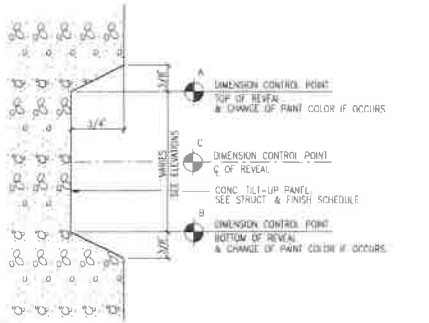


EAST ELEVATION (E)
scale: 1" = 20'-0"

WEST ELEVATION (D)
scale: 1" = 20'-0"



SOUTH ELEVATION (F)
scale: 1" = 20'-0"

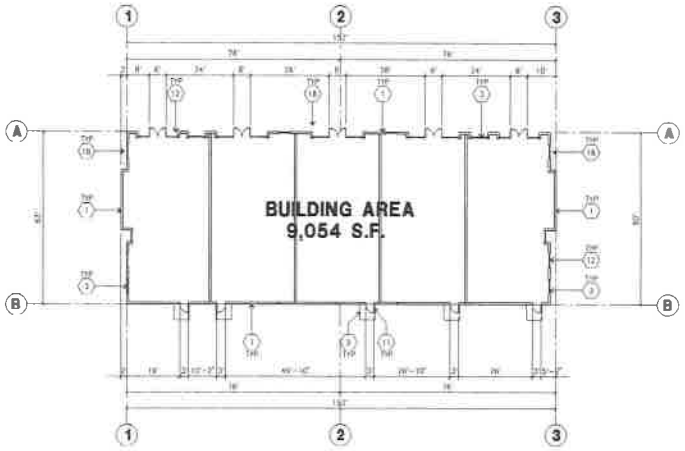


NOTES:
1. DIMENSION CONTROL POINTS AT REVEALS AND EDGE OF CONCRETE OPENINGS WHERE OCCUR, SEE WALL SECTIONS
2. PAINT COLOR CHANGES TO ALWAYS OCCUR AT CONTROL POINT "A" OR "B"

TYP. CONCRETE REVEAL (G)
scale: N.T.S.

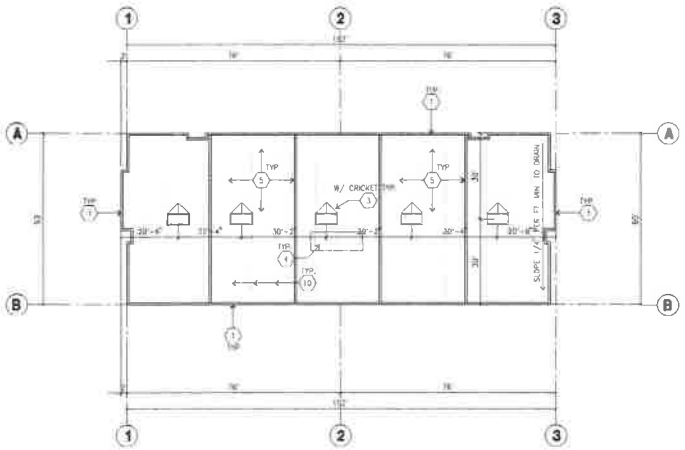
KEY MAP





OVERALL FLOOR PLAN (A)
scale: 1" = 20'-0"

SCALE: 1" = 20'-0"
0 20 40 60
PLAN NORTH



OVERALL ROOF PLAN (B)
scale: 1" = 20'-0"

SCALE: 1" = 20'-0"
0 20 40 60
PLAN NORTH

ROOF PLAN GENERAL NOTES

1. ALL DIMENSIONS ARE TO FACE OF CONCRETE WALL, CENTERLINE OR FACE OF STUD (U.N.O.)
2. VERIFY THAT ALL ROOF AREAS HAVE POSITIVE DRAINAGE (1/4" PER FOOT) PRIOR TO ROOF INSULATION INSTALLATION
3. REFER TO "S" DRAWINGS FOR ROOF HEIGHT ELEVATIONS IN ACCARDS TO ROOF DRAINAGE
4. CONTRACTOR TO VERIFY AND COORDINATE WITH ALL SUBCONTRACTORS ALL LOCATIONS AND SIZES OF ROOF OPENINGS
5. FOR TYP. ROOF PENETRATIONS, SET DETAIL 8, 9, 10/A2.3 CONTRACTOR TO VERIFY ALL LOCATIONS WITH MECHANICAL AND PLUMBING DRAWINGS
6. CONTRACTOR TO VERIFY ALL ROOF DRAIN DEPRESSIONS W/ "S" DRAWINGS.
7. CONTRACTOR TO COORDINATE EXACT SKYLIGHT LOCATION W/ FIRE SPRINKLER ANTI-FREEZE / DRAINS SUBCONTRACTORS LOCATIONS ON DRAWINGS ARE APPROXIMATE
8. ALL SKYLIGHTS TO BE DESIGNED PER HVHZ SPECD DESIGN CRITERIA W/ SPRINKLER FRAMES SUPPORTS AND LOADS MANUFACTURER TO CONFIRM IN WRITING
9. ROOF DRAINS AND OVERFLOW DRAINS TO BE 6 MIN. Ø DIA. SEE "P" DRAWINGS FOR EXACT SIZE
10. PROVIDE SLOPED CRICKETS AS REQUIRED FOR PROPER ROOF DRAINAGE OF 1/4" PER FOOT (MIN.)
11. BUILT UP ROOFING TO BE TORCHED ON 1 SQ. AND TO BE A U.L. CLASS A ROOF FLASHING: MF TYPE SBS MODIFIED AP SHEET, U.L. TYPE 4.0 MIN.
12. ALL ROOFING FASTENERS SHALL MEET ALL CODE AND REGULATION REQUIREMENTS PROPER REQUIREMENTS ARE IN PROJECTS JURISDICTION AND ALSO FACTORY MUTUAL (FM) WIND UPLIFT PRESSURE REQUIREMENTS
13. ALL SKYLIGHTS TO BE PLACED A MIN. OF 18"-0" FROM INSIDE FACE OF PARAPET
14. USE WHITE SCRIM FOR INSULATION IN THE WAREHOUSE AREA
15. SMOKE VENTS SHALL BE REQUIRED IF AREAS FOR POTENTIAL OFFICES WILL BE USED FOR HIGH PILE COMBUSTIBLE STORAGE
16. ROOF DRAINS, OVERFLOW DRAINS AND RAINWATER PIPING WITHIN THE INTERIOR OF THE BUILDING SHALL BE TESTED IN ACCORDANCE WITH THE PROVISIONS OF THE PLUMBING CODE FOR TESTING DRAIN, WASTE AND VENT SYSTEMS.
17. ROOF DRAINS, OVERFLOW PIPING WITHIN THE BUILDING SHALL UTILIZE APPROVED DRAINAGE FITTINGS
18. MANUFACTURED ROOF DRAINS AND OVERFLOWS/FITTINGS) SHALL BE WPMO LISTED

FLOOR PLAN KEYNOTES

1. CONCRETE TILT-UP PANEL
2. STRUCTURAL STEEL COLUMN
3. TYPICAL STOREFRONT SYSTEM WITH GLAZING, SET WITH WATER-TIP AND GLAZING FROM OUT, COLOR AND FINISHES
4. CONCRETE RAMP W/ METAL PIPE HANDRAIL GUARD RAIL ON BOTH SIDES, SEE ARCH DWG
5. 5'-0" (E) x 6'-0" TRIPLE STOREFRONT ENTRANCE FRAMING SYSTEM AT ALL ENTRANCES AND DOORS TO LANDSCAPED AREAS. PAINTED TO BE WITHIN BROOM FINISH. PRIVACY GLASS TO PUBLIC WAY OR STAIR WAY AS REQ BY CITY INSPECTOR
6. EXTERIOR CONCRETE STAIR W/ METAL PIPE TILT-UP GUARD RAIL OR BUILDING WALL ON BOTH SIDES OF STAIR
7. 3' x 7' FINISH DOOR W/ FRAME, ETC., STANDARD COLOR
8. 6' x 8' CONCRETE SCREENED ENCLOSURE
9. DOCK DOOR (SHORTER THAN)
10. 12' x 14' DRIVE THRU OPENING ETC., STANDARD COLOR
11. 3' x 7' HOLLOW METAL PERFORM MAN DOOR
12. SOFFIT LINE ABOVE
13. CONC FILLED GUARD POST 8" DIA U.N.O. 42"H
14. NOT USED
15. PRE-CAST CONCRETE WALL SIMI
16. 2 GUARD
17. APPROXIMATE LOCATION OF FUTURE MAN DOOR
18. METAL CANOPY ABOVE

FLOOR PLAN GENERAL NOTES

A. THIS BUILDING IS DESIGNED FOR HIGH PILE STORAGE WITH FIRE ACCESS MAN DOORS APPROX 100' MAXIMUM & STRAIGHT PATHWAY WILL BE REQUIRED FOR ANY RACKING/CONVEYOR SYSTEMS.
B. FIRE HOSE LOCATIONS SHALL BE APPROVED BY THE FIRE DEPARTMENT
C. THE BUILDING FLOOR PLANS ARE DIMENSIONED TO "S" DRAWINGS FOR FINISH SURFACE ELEVATIONS
D. PROVIDE 6" CMU CONCRETE BOLLARDS AT ALL FIRE RISER AND UNPROTECTED INTERIOR DOOR FRAMES
E. MISCELLANEOUS INTERIOR CONCRETE WALLS AND MASONRY WOOD COLUMNS ARE TO RECEIVE PRIMER COAT W/ ONE FINISH COAT WHITE IN WAREHOUSE, NO PAINT NEEDED IN STORAGE TO OFFICE
F. SLOPE FINISH SLOPE 1/2" TO RESTROOM AT ALL MANDOOR EXITS
G. ALL DIMENSIONS ARE TO THE FACE OF CONCRETE PANEL WALL, CENTERLINE, OR FACE OF STUD U.N.O.
H. SEE CIVIL DRAWINGS FOR POINT OF CONNECTIONS TO OFF-SITE UTILITIES CONTRACTOR TO VERIFY ACTUAL UTILITY LOCATIONS PLUMBING/ELECTRICAL COORDINATION
I. FOR DOOR TYPES AND SIZES SEE DETAIL SHEET A0.4 NOTE: ALL DOORS PER DOOR SCHEDULE ARE FINISH OPENINGS
J. CONTRACTOR TO PROTECT AND KEEP THE FLOOR SLAB CLEAN ALL EQUIPMENT TO BE INSPECTED INCLUDING CARS AND TRUCKS
K. ALL EXIT MAN DOORS IN WAREHOUSE TO HAVE ILLUMINATED EXIT SIGN HARDWARE (TYP.)
L. HIGHLY FLAMMABLE AND COMBUSTIBLE MATERIAL SHALL NOT BE USED OR STORED IN THIS BUILDING
M. EACH EXTERIOR EXIT DOOR SHALL BE IDENTIFIED BY A TACTILE EXIT SIGN WITH THE WORDS "EXIT"
THE MOUNTING HEIGHT FOR SUCH SIGNAGE SHALL BE 60" FROM FINISH FLOOR (FF) TO THE CENTER OF THE SIGN
N. NON-ACCESSIBLE DOOR PROVIDE WARNING SIGN LOCATED IN THE INTERIOR SIDE PER FBC 1133B.1.1
O. ALL ROOF MOUNTED MATERIALS SHALL BE FULLY SCREENED FROM PUBLIC VIEW

FLOOR SLAB & POUR STRIPS REQ.

THESE NOTES ARE VERY MIN REQUIREMENT SEE "S" SHEETS FOR ADDITIONAL REQUIREMENTS

1. FLOOR COMPACTION = 95%
2. TRENCH COMPACTION = 98%
3. BUILDING FLOOR SLAB 6" SOG STRUCTURAL DRAWINGS
4. CONTRACTOR TO BUILD END POURS W/ FORMS PER A.C.I. 302-96-R8
5. CONCRETE SLAB TO HAVE STEEL TROWEL HARD TROWEL BURNISHED FINISH
6. CONTRACTOR TO CURE SLAB 28 DAY WET CURING (CURING COMPOUND NOT TO BE USED)
7. ALL EQUIPMENT & MACHINERY TO BE ON RUBBER MAT
8. NO CRANES, CONCRETE TRUCKS OR ANYTHING HEAVIER WILL BE PLACED ON THE SLAB
9. SLAB TO BE F(F)50 F(L)35 WITHIN 24 HOURS
10. NO FLY ASH IN THE CONCRETE
11. WHERE [ ] INDICATES PREVIOUS VAPOR BARRIER (10MIL STEGO OR EQUAL) UNDER 5½" CONCRETE SLAB. PREPARE SAME PER SOILS ENGINEER OR MANUFACTURER'S RECOMMENDATION

CONCRETE SLAB IN FUTURE OFFICE AREAS WHERE CARPET OVER VINYL IS TO BE INSTALLED SHALL BE MOISTURE VAPOR BARRIER WITHOUT USE OF RUBBER CURING COMPOUND OR RELEASE AGENTS.
CONTROL/CONSTRUCTION JOINTS SHALL NOT BE FILLED WITH SAND-NO JOINT FILLER IN FUTURE OFFICE AREAS
12. SEAL CONCRETE SLAB W/ "SIMPSON" SEALER

ROOF PLAN KEYNOTES

1. CONCRETE PARAPET, SEE "S" DRAWINGS FOR HEIGHT
2. A/C UNIT, SEE "M" DRAWINGS, PROVIDE SUPPORT & CURB AS REQUIRED
3. 4' x 8' CURB MOUNTED SKYLIGHT/FRAMED HATCH
4. ROOF ACCESS PANELS (LEADER 4' WIDE W/ 3' MIN CLEARANCE ON EITHER SIDE OF LADDER)
5. PROVIDE 4-PLY BUILT-UP ROOFING OVER ROOF SHEATHING OVER ROOF FRAMING, U.N.O. ROOFING TO BE INSTALLED BY JOHNS-MANVILLE OR EQUAL (STATE A RATED) 10 YEAR NO DOLLAR LIMIT WARRANTY AND 2 YEAR LABOR GUARANTEE
6. APPROXIMATE LOCATION OF EQUIPMENT FAN
7. APPROXIMATE LOCATION OF ROOF HATCH
8. INTERIOR ROOF DRAIN WITH OVERFLOW SCUPPERS
9. PARAPET BEYOND
10. EXPANSION JOINT SEE "S" DRAWINGS
11. LIFELINE ROOF DRAIN WITH OVERFLOW SCUPPERS

ROOF LEGEND

- 4' x 8' FLUSH MOUNTED SKYLIGHT
- ROOF JOIST LINE SEE "S" DRAWINGS
- BUILDING PARAPET LINE
- INTERIOR ROOF DRAIN W/ OVERFLOW SCUPPER
- EXTERIOR METAL DOWNSPOUT W/ OVERFLOW SCUPPER

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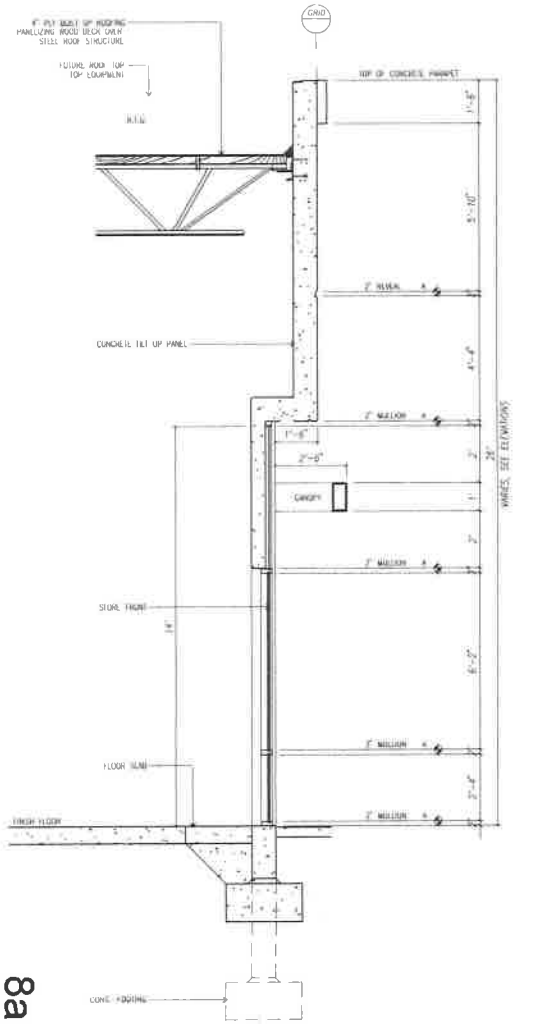
Consultants:
SDH INC.
HUNTER LANDSCAPE

Title: Overall Floor Plan

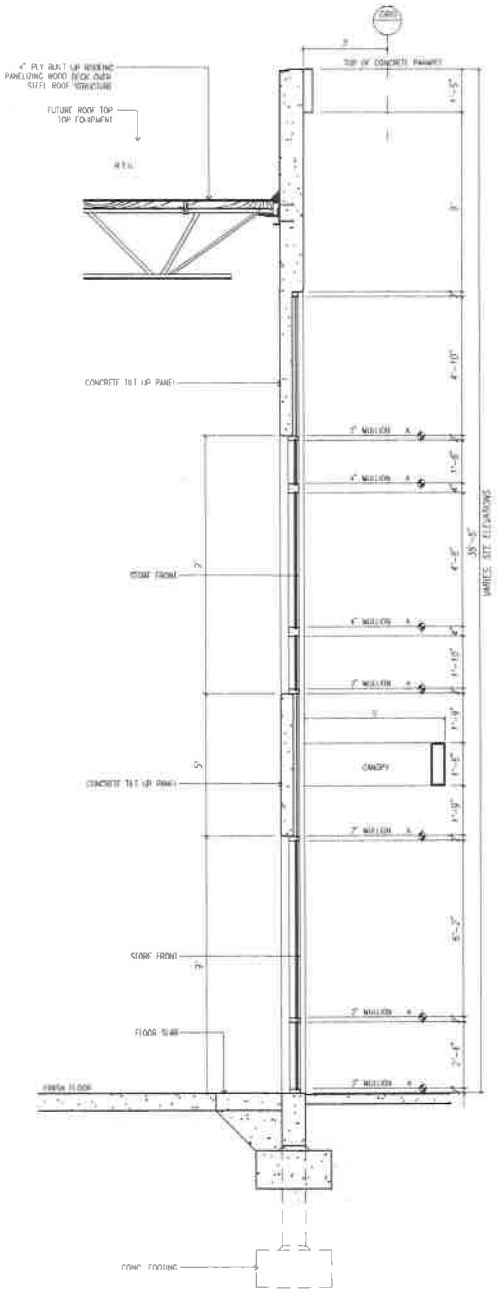
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Drawn by: ML
Date: 07/25/17
Revision:

Sheet:
A2.11

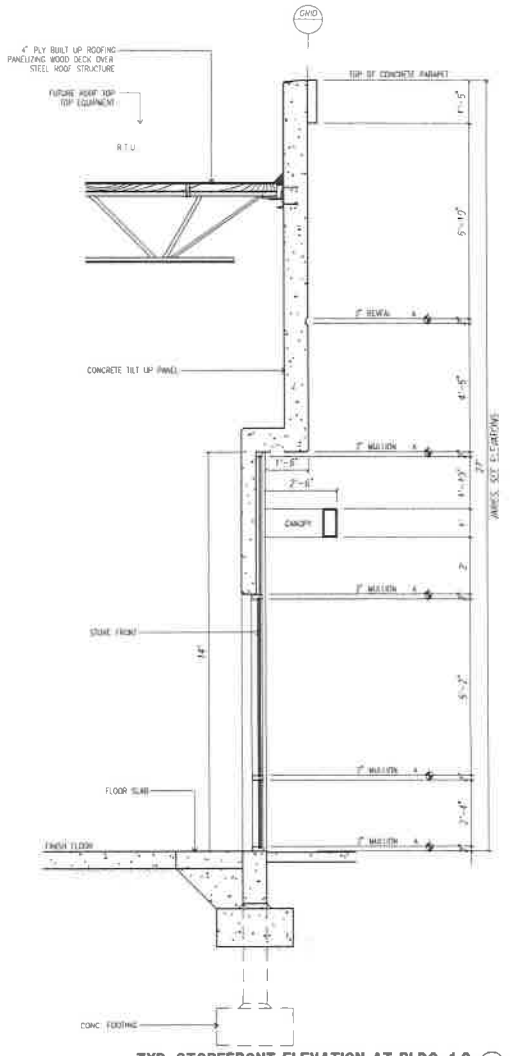
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TYP. STOREFRONT ELEVATION AT BLDG. 12 (C)



TYP. STOREFRONT ELEVATION AT BLDG. 11 (B)



TYP. STOREFRONT ELEVATION AT BLDG. 1-9 (A)

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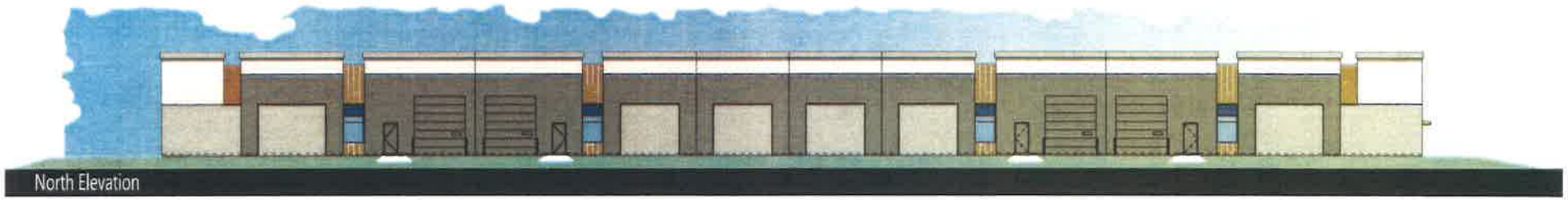
Consultants:
SDH INC.
HUNTER LANDSCAPE

Title: Section
Project Number: 16488
Drawn by: ML
Date: 07/25/17
Revision:

Sheet:
A4.1

EXHIBIT A9

Reduced Colored Building Elevations









M S Development B - 13.60 acres

COUNTY OF RIVERSIDE, CA

Job No. 16488.00

CONCEPTUAL COLORED ELEVATIONS - BUILDING 1

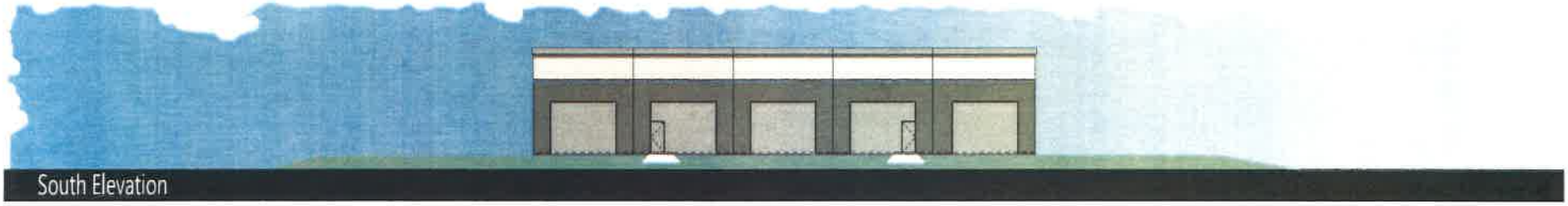
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North Elevation



West Elevation



South Elevation



East Elevation

M S Development B - 13.60 acres

COUNTY OF RIVERSIDE, CA

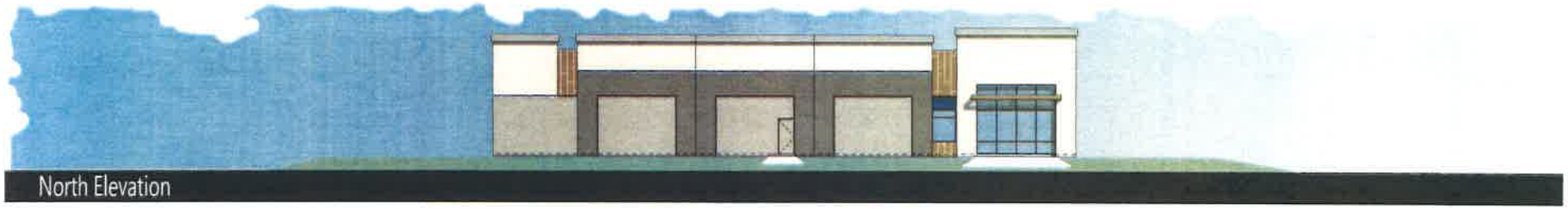
HPA architecture

SDM

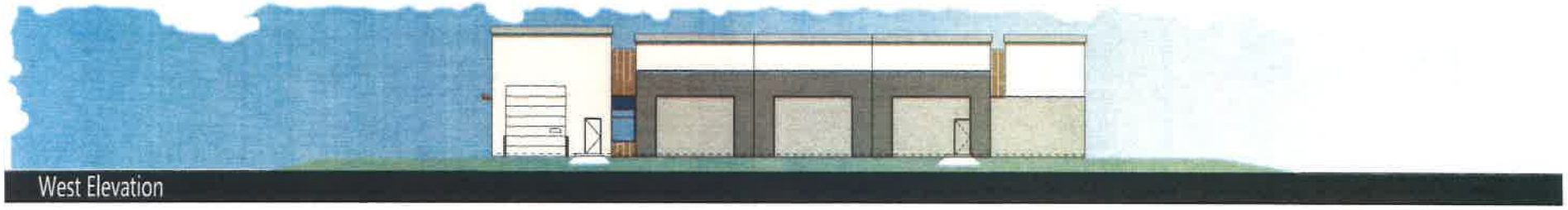
Job No. 16488.00

CONCEPTUAL COLORED ELEVATIONS - BUILDING 2

07.18.2017



North Elevation



West Elevation



South Elevation



East Elevation

M S Development B - 13.60 acres

COUNTY OF RIVERSIDE, CA

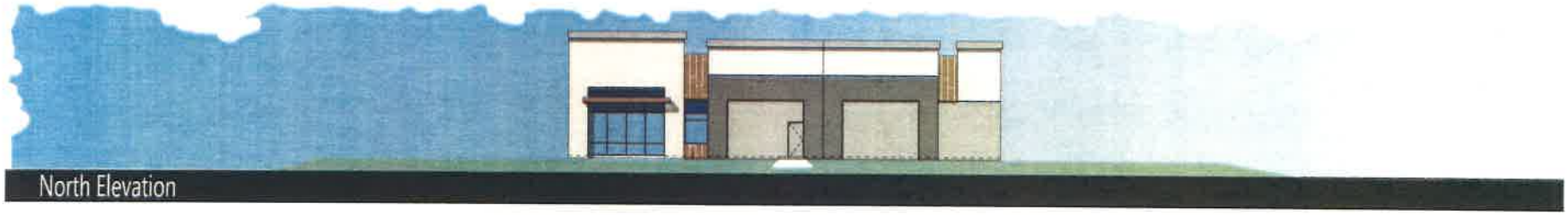
HPA architecture

SDM

Job No. 16488.00

CONCEPTUAL COLORED ELEVATIONS - BUILDING 3

07.18.2017









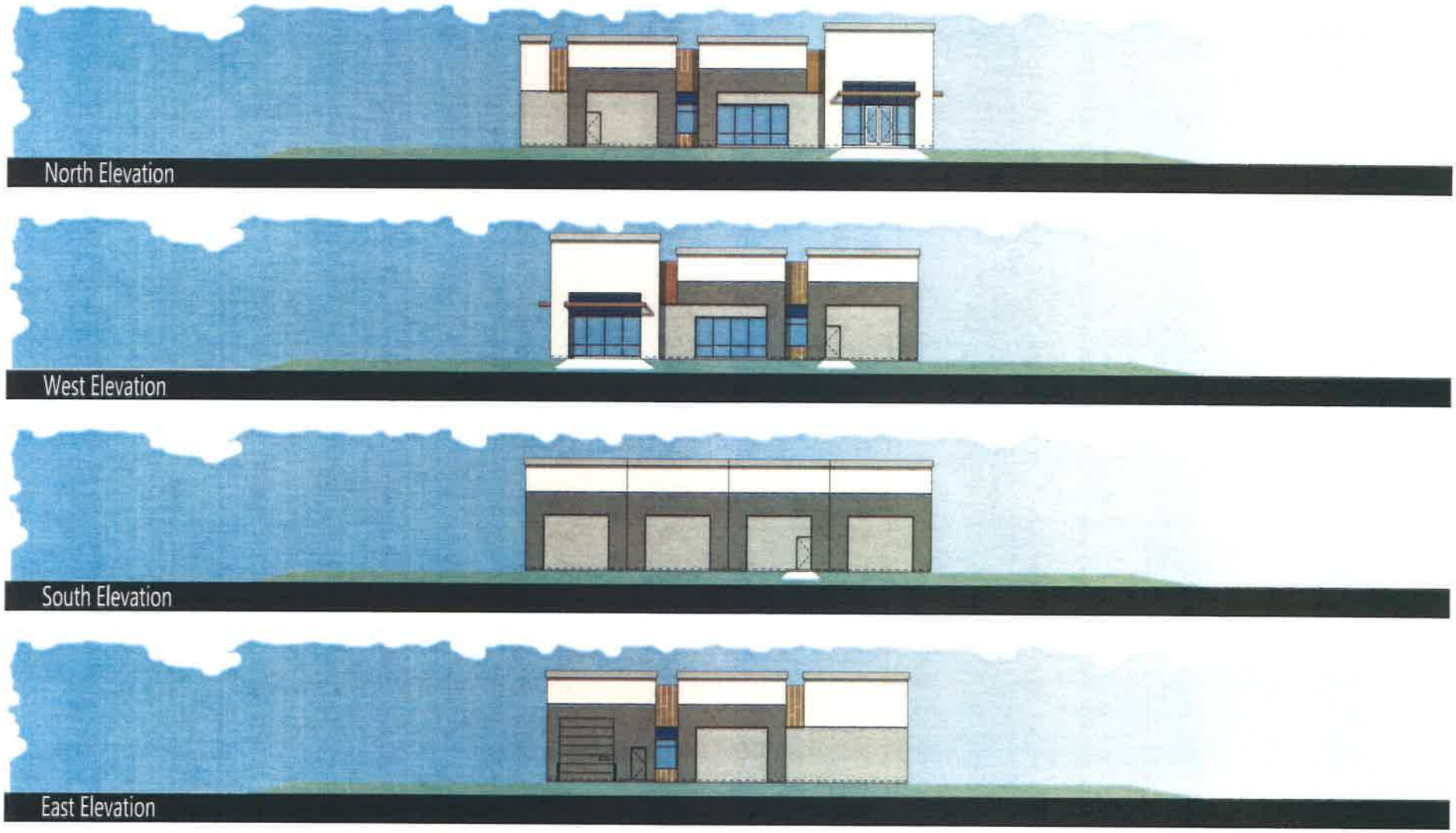
M S Development B - 13.60 acres

COUNTY OF RIVERSIDE, CA

Job No. 16488.00

CONCEPTUAL COLORED ELEVATIONS - BUILDING 4

07.18.2017



M S Development B - 13.60 acres

COUNTY OF RIVERSIDE, CA

HPA architecture

SDM

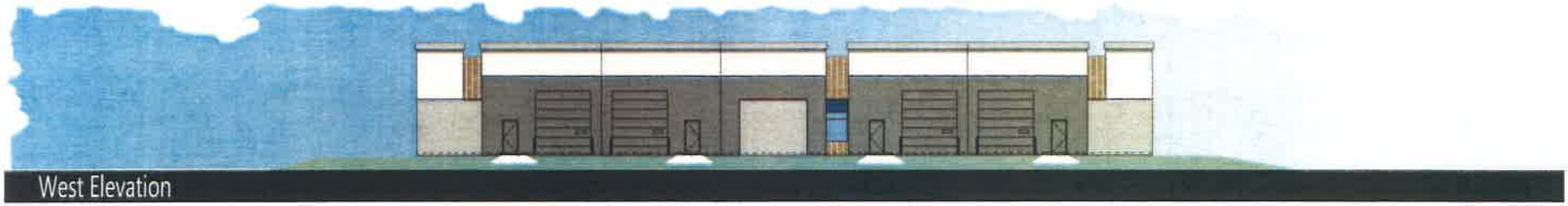
Job No. 16488.00

CONCEPTUAL COLORED ELEVATIONS - BUILDING 5

07.18.2017



North Elevation



West Elevation



South Elevation



East Elevation

M S Development B - 13.60 acres

COUNTY OF RIVERSIDE, CA

HPA architecture

SDM

Job No. 16488.00

CONCEPTUAL COLORED ELEVATIONS - BUILDING 6

07.18.2017



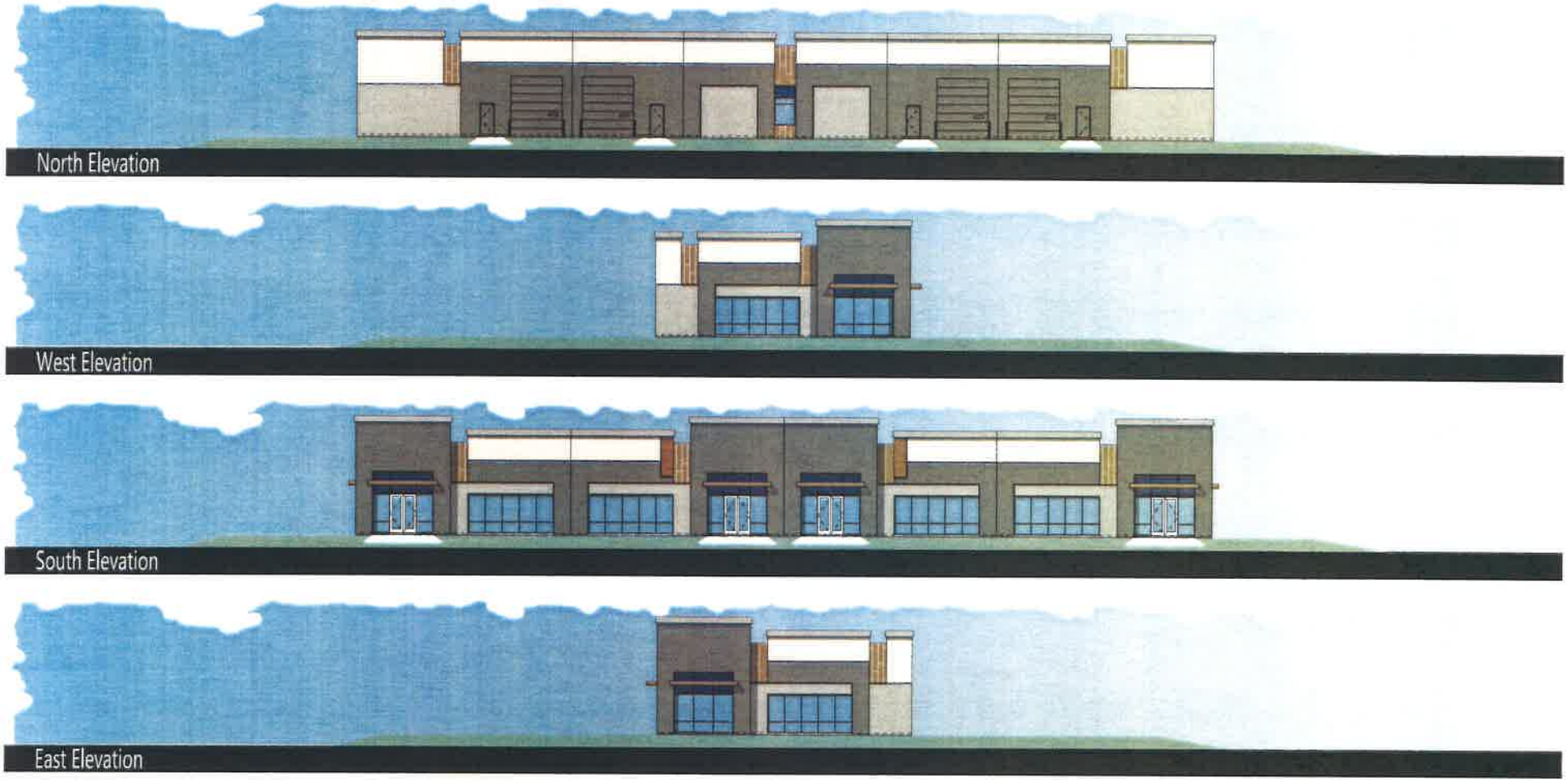
M S Development B - 13.60 acres

COUNTY OF RIVERSIDE, CA

Job No. 16488.00

CONCEPTUAL COLORED ELEVATIONS - BUILDING 7

07.18.2017



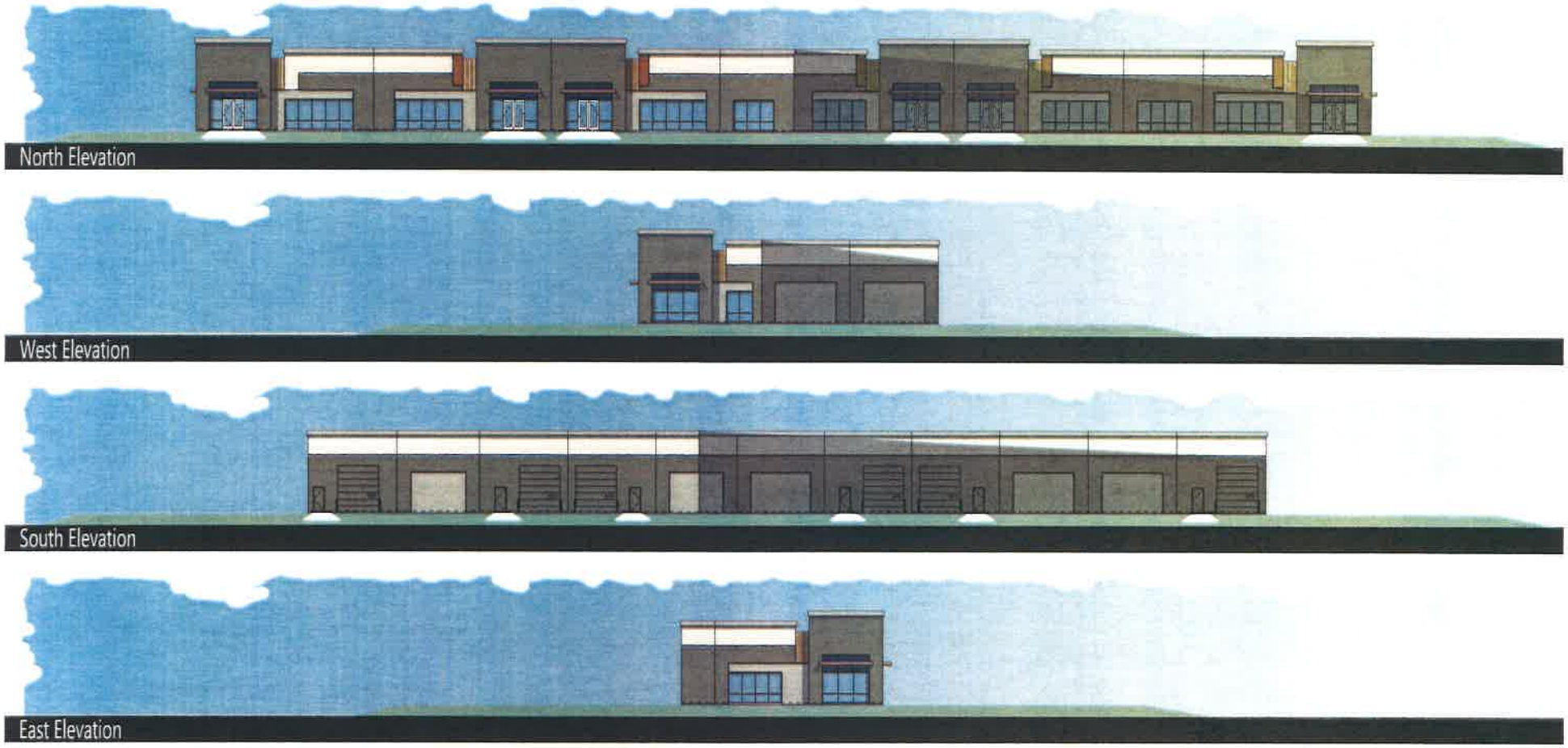
M S Development B - 13.60 acres

COUNTY OF RIVERSIDE, CA

Job No. 16488.00

CONCEPTUAL COLORED ELEVATIONS - BUILDING 8

07.18.2017



M S Development B - 13.60 acres

COUNTY OF RIVERSIDE, CA

Job No. 16488.00

CONCEPTUAL COLORED ELEVATIONS - BUILDING 9

07.18.2017









HPA

M S Development B - 13.60 acres

COUNTY OF RIVERSIDE, CA

SDM

Job No. 16488.00

CONCEPTUAL COLORED ELEVATIONS - BUILDING 11 (TWO STORY OFFICE)

07.18.2017



North Elevation



West Elevation



South Elevation



East Elevation

M S Development B - 13.60 acres

COUNTY OF RIVERSIDE, CA

HPA architecture

SDM

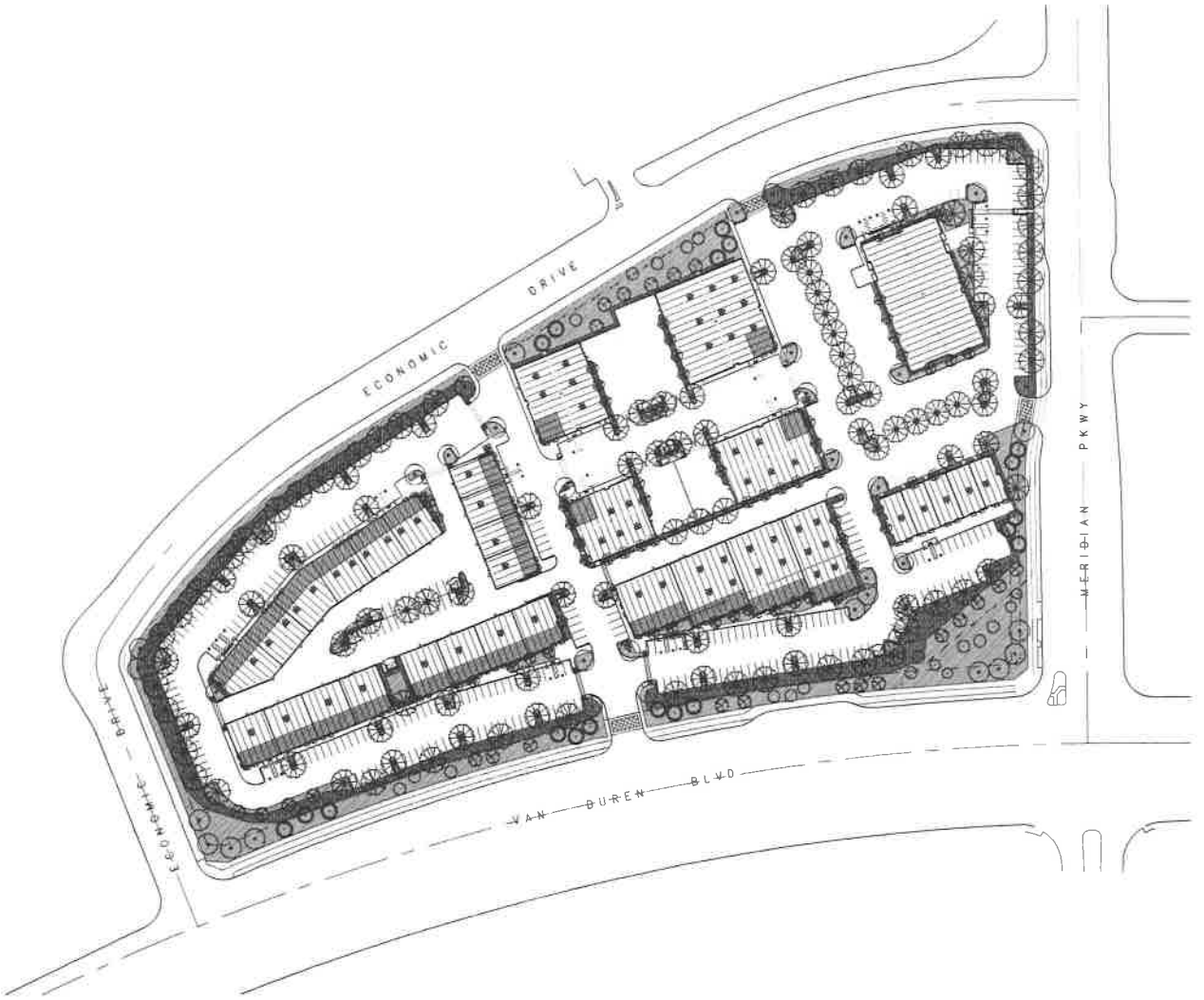
Job No. 16488.00

CONCEPTUAL COLORED ELEVATIONS - BUILDING 12

07.18.2017

EXHIBIT A10

Reduced Landscape Plans



PLANTING LEGEND

NOTE

N

0 20 40 80

Meridian Development B

17-036
08.03.17

Silagi

Riverside March JPA, California

HUNTER LANDSCAPE
711 FEE ANA STREET PLACENTIA, CA 92870
714.986.2400 FAX 714.986.2408

EXHIBIT A11

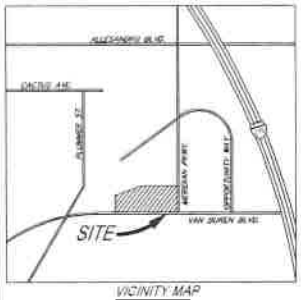
Reduced Preliminary Grading and Drainage Plans

COUNTY OF RIVERSIDE, CA

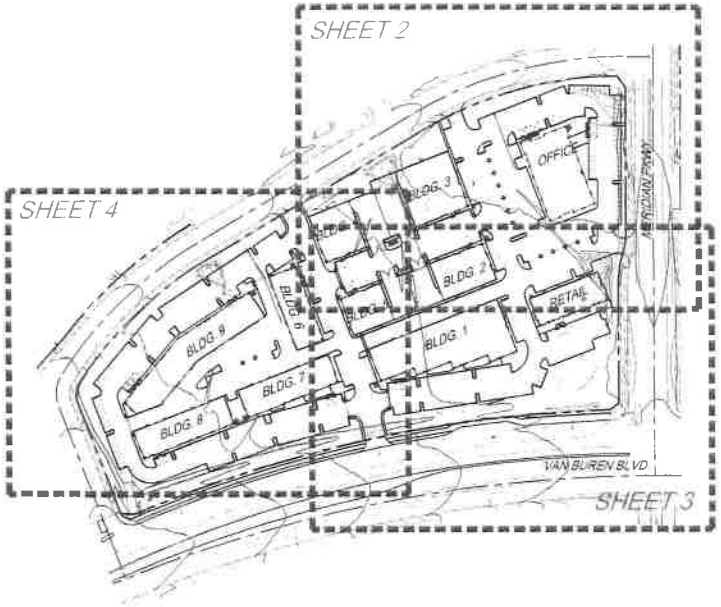
PRELIMINARY GRADING PLAN

PORT. SEC. 22 & 27, T3S, R4W, SBM

SEPTEMBER 2017



VICINITY MAP
NOT TO SCALE
THOMAS GUIDE PG. 716, PORT. GRID H-5 & H-6



OWNER/APPLICANT

MS ALESSANDRO, LLC
101 MODENCAMP RD
THOUSAND OAKS, CA 91360
TEL: (805) 494-7704

ENGINEER

SDH & ASSOCIATES, INC
5225 CANYON CREST DRIVE 71439
RIVERSIDE, CA 92507
VOICE: (951) 683-3681
FAX: (951) 788-2314

ARCHITECT

SDH & ASSOCIATES, INC
5225 CANYON CREST DRIVE 71439
RIVERSIDE, CA 92507
VOICE: (951) 683-3681
FAX: (951) 788-2314

LEGAL DESCRIPTION

PARCELS 8-11 OF TRACT 30857-4
MB 435/6-14

PROJECT INFO

AREA OF SITE = 13.61 AC
TOTAL BUILDING AREA = X S.F. (X AC)
- OFFICE = X S.F.
- MANUFACTURING = X S.F.
- WAREHOUSE = X S.F.

TOTAL PARKING REQUIRED = X STALLS
- OFFICE = X STALLS
- MANUFACTURING = X STALLS
- WAREHOUSE = X STALLS

TOTAL PARKING PROVIDED = X STALLS
- STANDARD = X STALLS
- ACCESSIBLE = X STALLS

SURROUNDING ZONING

NORTH: INDUSTRIAL AND BUSINESS PARK
EAST: MIXED USE (PROPOSED INDUSTRIAL, COMMERCIAL)
SOUTH: EX. VETERANS CEMETARY
WEST: OFFICE

ZONING AND LAND USE

EXISTING ZONING: OFFICE
PROPOSED ZONING: MIXED USE, OFFICE, COMMERCIAL
EXISTING LAND USE: VACANT

SURROUNDING LAND USE

NORTH: INDUSTRIAL
EAST: VACANT
SOUTH: EX. VETERANS CEMETARY
WEST: VACANT

EARTHWORK

RAW CUT= X C.Y.
RAW FILL= X C.Y.

SCHOOL DISTRICT

RIVERSIDE UNIFIED
SCHOOL DISTRICT

UTILITY PURVEYORS

WATER: WMWD
GAS: SOCAL GAS
ELECTRICAL: SO CAL EDISON
TELEPHONE: PACIFIC BELL
SEWER: WMWD
CABLE: CHARTER

LEGEND

T.C.B. = TOP CATCH BASIN
F.G. = FINISHED GRADE
F.L. = FLOW LINE
H.P. = HIGH POINT
EXIST. = EXISTING
P.E. = PAD ELEVATION
G.B. = GRADE BREAK

TRACT BOUNDARY
CENTERLINE
CURB AND GUTTER
1280 EXISTING CONTOUR LINE
LOT LINE
SLOPE

LINE	BEARING	DISTANCE
1	N07°10'33"W	77.05'
2	N13°06'26"E	73.58'
3	N35°16'55"W	88.37'
4	N42°40'55"E	53.63'
5	N47°40'55"E	45.95'
6	N42°40'55"E	7.87'
7	N31°48'33"W	41.12'
8	N21°49'01"E	34.64'
9	N87°08'23"W	28.68'
10	N05°17'56"E	12.76'
11	N38°37'34"W	29.48'
12	N09°47'10"E	53.83'
13	N85°34'58"E	151.25'
14	N89°45'25"E	58.13'
15	N41°05'13"W	31.92'
16	N67°44'29"E	27.45'

CURVE	DELTA ANGLE	RADIUS	LENGTH
1	18°14'43"	2687.01'	855.65'
2	06°30'11"	2687.01'	304.98'
3	07°14'45"	2687.01'	339.80'
4	04°28'47"	2687.01'	210.87'
5	54°08'45"	64.00'	60.48'
6	26°39'22"	850.00'	395.45'
7	26°39'22"	811.00'	377.31'
8	22°23'38"	889.00'	347.48'
9	09°02'53"	100.00'	110.58'
10	74°25'37"	88.00'	114.31'
11	10°00'09"	100.00'	17.46'
12	08°30'01"	2478.00'	21.65'
13	30°00'02"	881.86'	429.91'
14	30°43'05"	850.00'	455.88'
15	29°33'03"	811.00'	418.28'
16	16°15'39"	182.00'	51.65'
17	16°15'38"	218.00'	61.87'
18	15°31'08"	182.00'	48.25'
19	01°04'09"	182.00'	3.40'
20	03°50'50"	2100.00'	141.01'
21	03°50'50"	1450.00'	97.38'
22	12°50'02"	211.00'	49.52'
23	12°50'02"	179.00'	40.11'
24	14°04'12"	189.00'	46.41'
25	14°04'12"	211.00'	51.81'

CONSTRUCTION NOTES

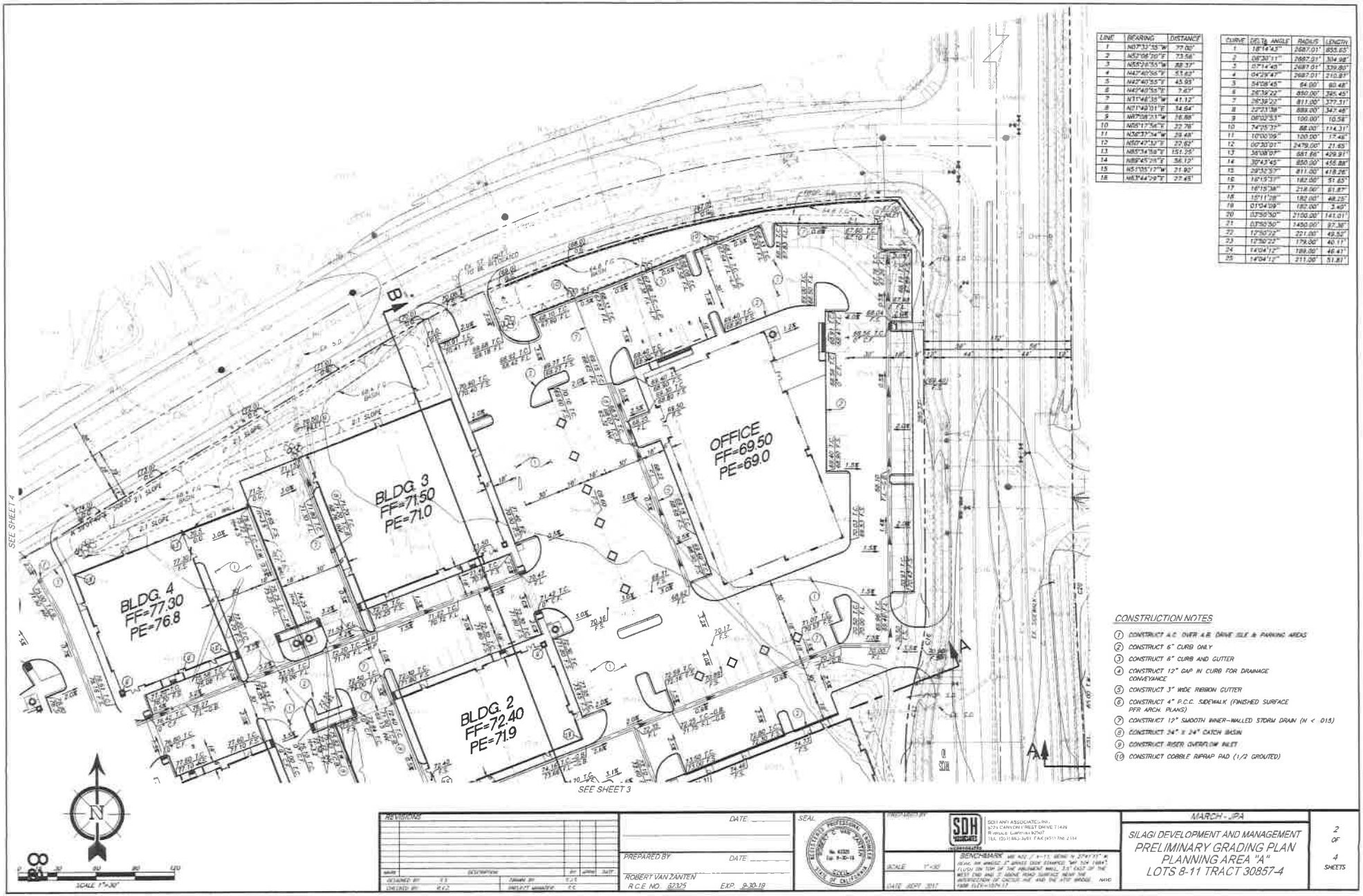
1. CONSTRUCT A.C. OVER A.B. DRIVE ISLE & PARKING AREAS
2. CONSTRUCT 6" CURB ONLY
3. CONSTRUCT 6" CURB AND GUTTER
4. CONSTRUCT 12" CAP IN CURB FOR DRAINAGE CONVEYANCE
5. CONSTRUCT 3" WIDE RIBBON GUTTER
6. CONSTRUCT 4" P.C.C. SIDEWALK (FINISHED SURFACE PER ARCH. PLANS)
7. CONSTRUCT 12" SMOOTH INNER-WALLED STORM DRAIN (N < .015)
8. CONSTRUCT 24" X 24" CATCH BASIN
9. CONSTRUCT RISER OVERFLOW INLET
10. CONSTRUCT COBBLE RIPRAP PAD (1/2 GROUTED)

N

SCALE 1"=100'

REVISIONS	DATE	SEAL	PREPARED BY	MARCH - JPA
DESIGNED BY: S.S.	PREPARED BY: DATE	REGISTERED PROFESSIONAL ENGINEER ROBERT C. VAN ZANTEN No. 62325 Exp. 9-30-19 CIVIL STATE OF CALIFORNIA	SDH & ASSOCIATES, INC. 5225 CANYON CREST DRIVE 71439 RIVERSIDE, CA 92507 TEL: (951) 683-3681 FAX: (951) 788-2314	SILAGI DEVELOPMENT AND MANAGEMENT
CHECKED BY: R.V.Z.	ROBERT VAN ZANTEN		SCALE 1"=100'	PRELIMINARY GRADING PLAN
	R.C.E. NO.: 62325 EXP. 9-30-19		DATE SEPT. 2017	PLANNING AREA "B"
			BENCHMARK: MB 422 / 4-11, BEING AN MNDSC "J" BRASS DISK STAMPED "JMP 104 1994", FLUSH ON TOP OF THE ABUTMENT WALL, 2.5' EAST OF THE WEST END AND 3' ABOVE ROAD SURFACE NEAR THE INTERSECTION OF CACTUS AVE. AND THE ATSF BRIDGE. NAVD 1988 ELEV.= 1374.17	LOTS 8-11 TRACT 30857-4

1 OF 4 SHEETS



LINE	BEARING	DISTANCE
1	N07°31'38"W	77.00'
2	N82°06'20"E	73.56'
3	N82°21'53"W	88.37'
4	N42°40'56"W	51.62'
5	N42°40'55"E	45.93'
6	N42°40'55"E	7.45'
7	N31°48'35"W	41.12'
8	N01°49'01"E	14.64'
9	N87°58'31"W	16.88'
10	N88°17'56"E	22.76'
11	N36°37'34"W	29.48'
12	N80°47'12"E	27.83'
13	N89°34'58"E	151.25'
14	N88°45'28"E	56.72'
15	N51°05'17"W	31.90'
16	N63°44'29"E	27.45'

CURVE	DELTA ANGLE	RADIUS	LENGTH
1	18°16'43"	2687.01'	855.65'
2	06°30'11"	2687.01'	304.98'
3	07°14'48"	2687.01'	339.80'
4	04°28'47"	2687.01'	210.87'
5	84°08'45"	64.00'	80.48'
6	26°39'22"	850.00'	395.45'
7	26°39'22"	811.00'	377.31'
8	22°23'38"	889.00'	347.48'
9	06°02'53"	100.00'	10.58'
10	74°25'32"	88.00'	114.31'
11	10°00'09"	100.00'	17.46'
12	00°30'01"	2479.00'	21.65'
13	36°08'07"	881.66'	429.91'
14	30°43'45"	850.00'	456.88'
15	29°32'57"	811.00'	418.26'
16	16°15'31"	182.00'	51.65'
17	16°15'38"	212.00'	61.87'
18	15°11'28"	182.00'	48.25'
19	01°04'09"	182.00'	3.40'
20	03°50'30"	2100.00'	141.01'
21	03°50'30"	1450.00'	97.36'
22	12°30'22"	221.00'	49.52'
23	12°30'22"	179.00'	40.11'
24	14°04'12"	189.00'	46.41'
25	14°04'12"	211.00'	51.81'

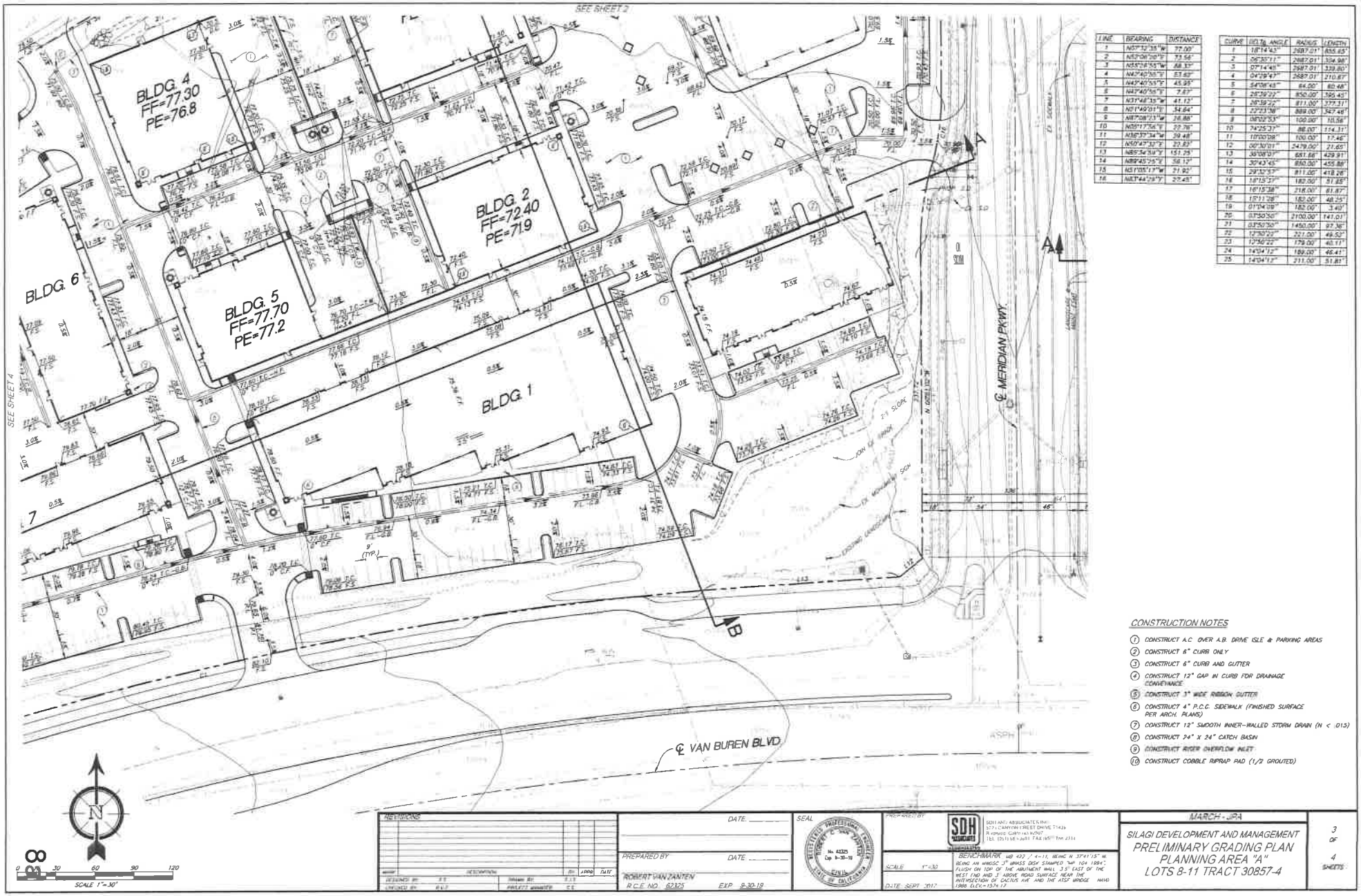
CONSTRUCTION NOTES

1. CONSTRUCT A.C. OVER A.B. DRIVE ISLE & PARKING AREAS
2. CONSTRUCT 6" CURB ONLY
3. CONSTRUCT 6" CURB AND GUTTER
4. CONSTRUCT 12" GAP IN CURB FOR DRAINAGE CONVEYANCE
5. CONSTRUCT 3' WIDE RIBBON GUTTER
6. CONSTRUCT 4" P.C.C. SIDEWALK (FINISHED SURFACE PER ARCH. PLANS)
7. CONSTRUCT 12" SMOOTH INNER-WALLED STORM DRAIN (N < .015)
8. CONSTRUCT 24" X 24" CATCH BASIN
9. CONSTRUCT RISER OVERFLOW INLET
10. CONSTRUCT COBBLE RIPRAP PAD (1/2 GROUTED)

N

SCALE 1"=30'

REVISIONS				



LINE	BEARING	DISTANCE
1	N57°32'35"W	77.00'
2	N53°06'08"E	73.54'
3	N55°34'55"W	68.33'
4	N42°40'55"E	53.82'
5	N42°40'55"E	45.95'
6	N47°40'55"E	7.87'
7	N31°48'35"W	41.13'
8	N51°40'01"E	34.84'
9	N87°08'23"W	36.88'
10	N05°17'54"E	72.76'
11	N36°37'34"W	39.48'
12	N50°47'32"E	20.60'
13	N89°34'39"E	151.25'
14	N89°45'25"E	58.13'
15	N51°05'17"W	71.92'
16	N67°44'28"E	27.45'

CURVE	DELTA ANGLE	RADIUS	LENGTH
1	18°14'43"	2687.01'	855.65'
2	06°35'11"	2687.01'	309.98'
3	07°14'43"	2687.01'	339.80'
4	04°29'47"	2687.01'	210.87'
5	54°08'45"	64.00'	60.48'
6	26°39'22"	850.00'	395.45'
7	26°39'22"	811.00'	377.31'
8	22°23'38"	889.00'	347.48'
9	08°02'53"	100.00'	10.56'
10	74°25'37"	88.00'	114.31'
11	10°00'28"	100.00'	17.46'
12	00°30'01"	5479.00'	21.65'
13	30°08'07"	681.88'	429.91'
14	30°43'45"	850.00'	455.88'
15	29°32'57"	811.00'	418.28'
16	18°15'27"	182.00'	51.95'
17	16°15'38"	218.00'	61.87'
18	15°11'28"	182.00'	48.25'
19	01°04'09"	182.00'	3.40'
20	03°50'50"	2100.00'	141.01'
21	03°50'50"	1450.00'	97.36'
22	12°50'22"	221.00'	49.52'
23	12°50'22"	179.00'	40.11'
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CONSTRUCTION NOTES

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5. CONSTRUCT 3" WIDE RIBBON GUTTER
6. CONSTRUCT 4" P.C.C. SIDEWALK (FINISHED SURFACE PER ARCH. PLANS)
7. CONSTRUCT 12" SMOOTH INNER-WALLED STORM DRAIN (N < .013)
8. CONSTRUCT 24" X 24" CATCH BASIN
9. CONSTRUCT RIVER OVERFLOW INLET
10. CONSTRUCT COBBLE RIPRAP PAD (1/2 GROUTED)

REVISIONS				
DESIGNED BY: S.S.	DRAWN BY: S.S.			
CHECKED BY: R.V.Z.	PROJECT MANAGER: S.S.			

DATE: _____

PREPARED BY _____ DATE _____

ROBERT VAN ZANTEN

R.C.E. NO. 62325 EXP. 9-30-19

SEAL

PREPARED BY:

SOH AND ASSOCIATES INC.
527 CANYON CREST DRIVE 714.
R.VERSIDE, CA 92507
TEL (951) 682-2691 FAX (951) 7

SCALE 1"=30'

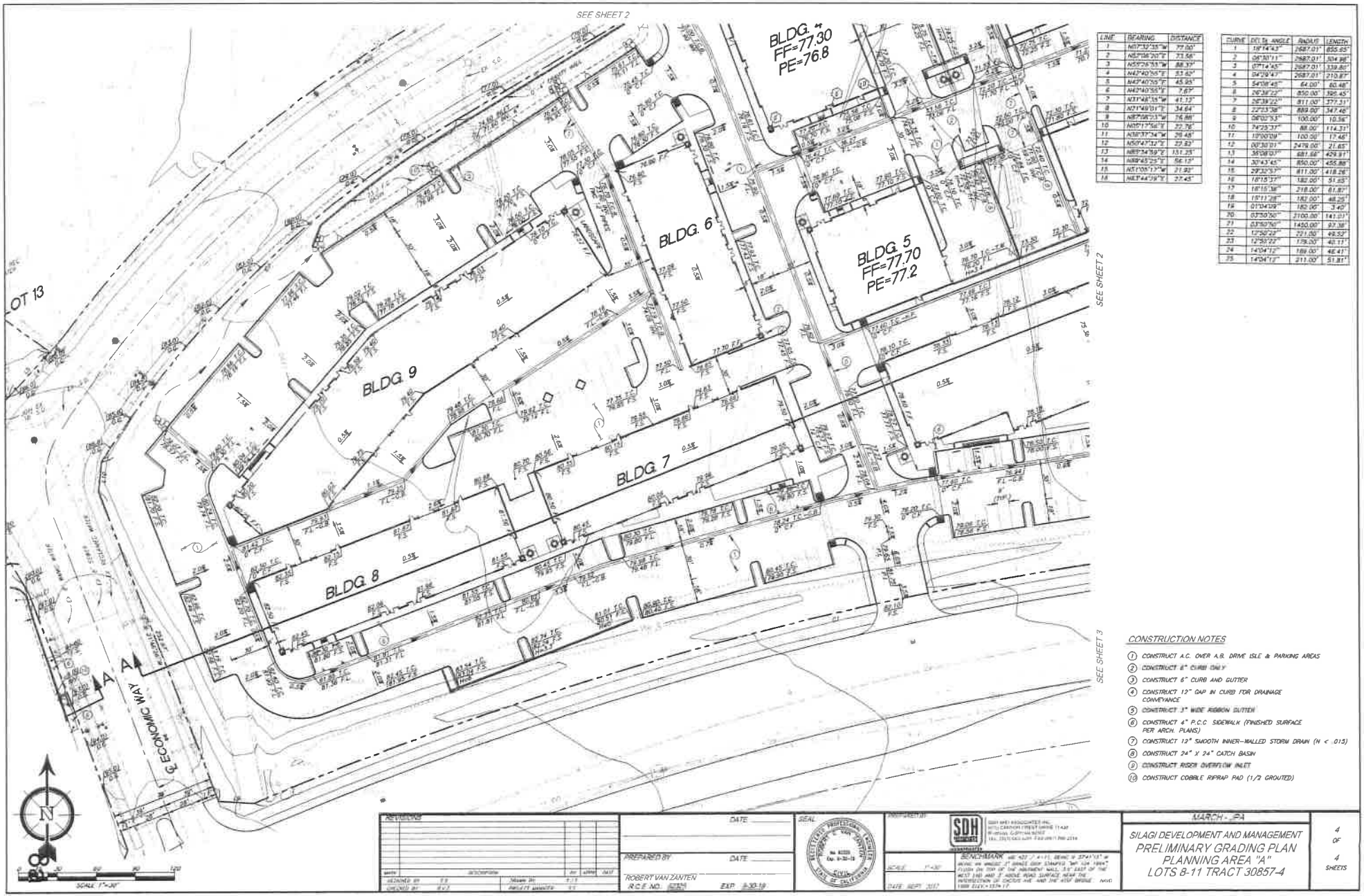
DATE: SEPT. 2017

BENCHMARK MB 422 / 4-11, BEING N 37°41'15" W, BEING AN MNDOC 3" BRASS DISK STAMPED "MP 104 1994", FLUSH ON TOP OF THE ABUTMENT WALL 3.5' EAST OF THE WEST END AND 3' ABOVE ROAD SURFACE NEAR THE INTERSECTION OF CACTUS AVE. AND THE ATSF BRIDGE HAVING ELEV.=1574.17

MARCH - JPA

SILAGI DEVELOPMENT AND MANAGEMENT
PRELIMINARY GRADING PLAN
PLANNING AREA "A"
LOTS 8-11 TRACT 30857-4

3 OF 4 SHEETS



LINE	BEARING	DISTANCE
1	N07°32'55"W	77.00'
2	N57°08'20"E	73.56'
3	N59°24'59"W	88.39'
4	N42°40'55"E	53.45'
5	N42°40'55"E	45.95'
6	N42°40'55"E	7.67'
7	N31°48'35"W	41.12'
8	N21°49'01"E	34.64'
9	N87°08'23"W	76.88'
10	N05°17'56"E	72.76'
11	N38°37'34"W	28.48'
12	N50°47'32"E	27.82'
13	N87°34'59"E	151.25'
14	N89°45'25"E	56.12'
15	N51°00'17"W	21.92'
16	N63°44'09"E	27.45'

CURVE	DELTA ANGLE	RADIUS	LENGTH
1	18°14'43"	2687.01'	855.65'
2	06°30'11"	2687.01'	304.98'
3	07°14'45"	2687.01'	339.80'
4	04°29'47"	2687.01'	210.87'
5	54°38'45"	64.00'	60.48'
6	06°38'22"	850.00'	395.45'
7	28°39'22"	811.00'	377.31'
8	22°23'38"	889.00'	347.46'
9	08°02'53"	100.00'	10.56'
10	74°25'37"	88.00'	114.31'
11	13°00'09"	100.00'	17.46'
12	00°30'01"	2478.00'	21.85'
13	36°08'07"	681.68'	429.91'
14	30°43'45"	850.00'	455.88'
15	29°33'53"	811.00'	418.26'
16	18°15'17"	182.00'	51.65'
17	18°15'38"	218.00'	61.87'
18	18°11'28"	182.00'	46.25'
19	01°04'09"	182.00'	3.40'
20	03°50'50"	2100.00'	141.01'
21	03°50'50"	1450.00'	97.38'
22	12°50'22"	221.00'	49.53'
23	12°59'22"	178.00'	40.11'
24	14°04'12"	189.00'	46.41'
25	14°04'12"	211.00'	51.81'

CONSTRUCTION NOTES

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8. CONSTRUCT 24" X 24" CATCH BASIN
9. CONSTRUCT RISER OVERFLOW INLET
10. CONSTRUCT COBBLE RIPRAP PAD (1/2 GROUTED)

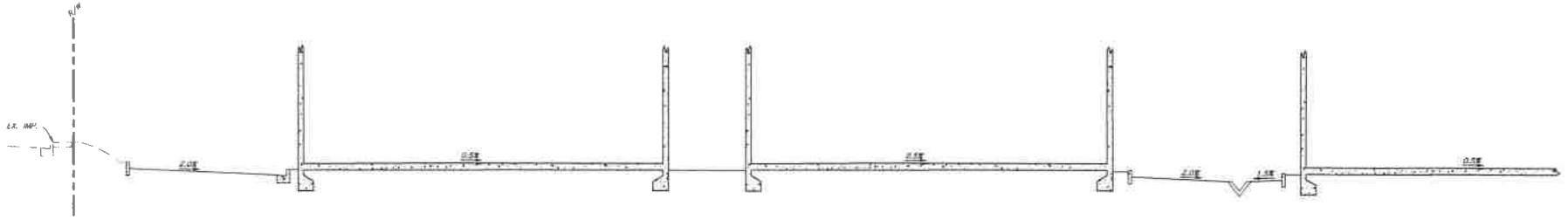
REVISIONS	DATE	SEAL	PREPARED BY	SCALE	DATE
DESIGNED BY T.S.	PREPARED BY DATE		SDH	1"=30'	SEPT. 2017
DRAWN BY M.V.	ROBERT VAN ZANTEN				
CHECKED BY R.V.Z.	R.C.E. NO. 57574 EXP. 6-30-19				

BENCHMARK

MARCH - 2A

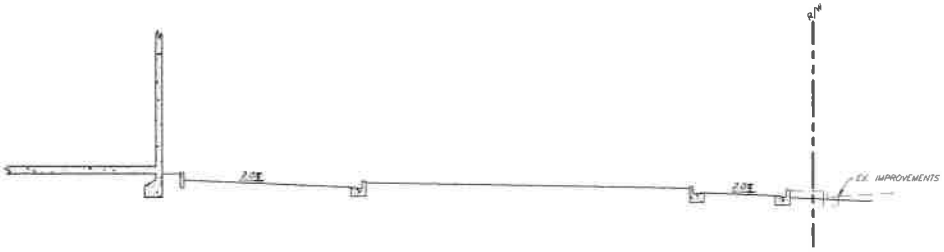
SILAGI DEVELOPMENT AND MANAGEMENT
PRELIMINARY GRADING PLAN
PLANNING AREA "A"
LOTS 8-11 TRACT 30857-4

4 OF 4 SHEETS



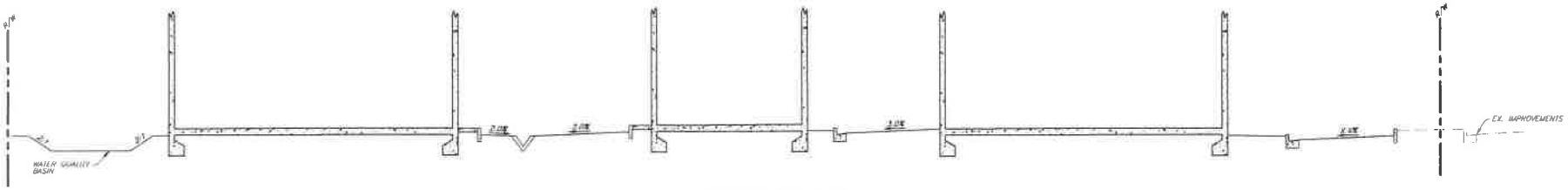
SECTION A-A

NOT TO SCALE



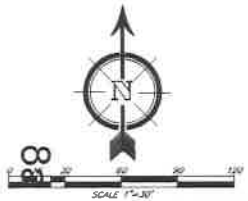
SECTION A-A (CONTINUED)

NOT TO SCALE



SECTION B-B

NOT TO SCALE



REVISIONS				
MARK	DESCRIPTION	BY	APPD	DATE
DESIGNED BY	S.S.			
DRAWN BY	S.S.			
CHECKED BY	R.V.Z.			
PROJECT MANAGER	S.S.			

PREPARED BY: ROBERT VAN ZANTEN
R.C.E. NO. 62325 EXP. 9-30-19
DATE: _____ DATE: _____

SEAL

PREPARED BY:
SDH ENGINEERS
SDH AND ASSOCIATES INC.
5774 CANYON CREST DRIVE 71438
Riverside, California 92507
TEL. (951) 682-2691 FAX (951) 788-2314

SCALE: 1"=30'
DATE: SEPT 2017

BENCHMARK: USE #22 (1 1/2), SECTION 31, T3 S, R3 W, SBBM, AS SHOWN AT BRASS DISK STAMPED "SW 1/4 1984", FLUSH ON TOP OF THE PAVEMENT WALL, 1.3' EAST OF THE WEST END AND 1' ABOVE ROAD SURFACE NEAR THE INTERSECTION OF CACTUS AVE. AND THE ATSF BRIDGE. NAVD 1988 ELEV.=1574.17

MARCH - JPA

SILAGI DEVELOPMENT AND MANAGEMENT
SECTIONS
PLANNING AREA "D"
LOT 1 TRACT 30857-2

6 OF 6 SHEETS

EXHIBIT A12

Traffic Consistency Memo dated February 08, 2018

Kimley»Horn

MEMORANDUM

To: Lauren Sotelo, Associate Planner, March Joint Powers Authority

From: Mychal Loomis, P.E.
Kimley-Horn and Associates, Inc.

Date: February 8, 2018

Subject: Meridian Unit 4, Lot 8,9,10,11 Traffic Consistency

Kimley-Horn has prepared this letter to provide an assessment of the proposed Unit 4, Lots 8, 9, 10, and 11 development's consistency with applicable traffic planning documents. In accordance with Meridian Specific Plan Amendment (SPA) Mitigation Monitoring and Reporting Program[1] Measure B-3, traffic volumes should be monitored periodically to assure that the transportation infrastructure provides sufficient capacity.

The proposed project would develop Unit 4, Lot 8, 9, 10, and 11 (U4-8,9,10,11) as a mixed-use site, consisting of a combination of retail, office, and business park. A site plan is provided as an attachment. U4-8,9,10,11 falls within Planning Region C, Planning Area 6 of the Meridian SPA, and is zoned as Office. The proposed development is not fully consistent with its zoning. The project would require re-zoning of U4-8, U4-10, and U4-11 to Mixed Use.

A traffic study update was prepared in August 2013 for the Meridian Business Park[2] that concluded current traffic volumes are below the approved trip generation rate and no changes to the traffic analysis for the undeveloped and unoccupied lots have been identified. Thus, no update to the traffic study prepared for the Meridian SPA was required.

As another method of monitoring traffic volumes, a log is kept with each new development to ensure trip estimates stay within the allocated trip thresholds for each Planning Region and Planning Area within the Meridian SPA. As shown in the traffic monitoring spreadsheet, Planning Region C, Area 6 was allocated 7,539 external average daily trips (ADT) and 294 truck trips.

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[1] Meridian Specific Plan Amendment (SP-5) Final Subsequent Environmental Impact Report, July 2010, Volume 1, Table XI-1

[2] Letter Memorandum dated August 12, 2013, from Kimley-Horn and Associates, Re: Meridian Business Park Traffic Study Update

Lots U4-8,9,10,11 are currently zoned as Office and were originally assumed in the SPA as a combination of general office building (131,029 square feet) and medical office (42,793 square feet). Accordingly, 3,913 daily trips were originally assumed in the SPA traffic study for these lots.

With the proposed project re-zoning of U4-8, U4-10, and U4-11 from office to mixed-use, the potential users of the buildings become more diverse. The proposed project includes business park users for Buildings 1 through 9, a stand-alone retail building, and a stand-alone office building. However, a combination of business park, retail, and office may be allowable depending on the resulting trip generation of the mix, available parking on site, and consistency with all other factors evaluated in the environmental documentation.

Trip generation for the proposed development was calculated in accordance with the Meridian SPA, which used the Institute of Transportation Engineers, Trip Generation Manual, 8th Edition (ITE, 2008) and the Fontana Truck Trip Generation Study (2003).

There has been more recent versions of the ITE Trip Generation Manual released since preparation of the Meridian SPA. A comparison of current trip generation rates for the uses associated with the proposed project is shown below. The rates stayed the same or reduced with the updated trip generation manual projections. As such, use of the Meridian SPA rates represent more conservative information and were carried forward into this consistency evaluation.

Land Use Category	Meridian SPA Trip Rate (ITE 8th Edition)	Current Trip Rate (ITE 10th Edition)
Business Park	12.76 per ksf	12.44 per ksf
Specialty Retail Center*	44.32 per ksf	44.32 per ksf*
Fast-Food Restaurant without Drive-Through Window	716 per ksf	346.23 per ksf
General Office Building	Ln(t)=0.77ln(x)+3.65 (t = trips, x = ksf)	Ln(t)=0.97ln(x)+2.50 (t = trips, x = ksf)

*Specialty Retail Center is not included in the ITE 10th Edition; ITE 9th Edition is used for evaluation and comparison to remain consistent with original SPA assumptions.

The Institute of Transportation Engineers (ITE) defines Business Park (Land Use 770) as follows:

> *Business parks consist of a group of flex-type or incubator one- or two-story buildings served by a common roadway system. The tenant space is flexible and lends itself to a variety of uses; the rear side of the building is usually served by a garage door. Tenants may be start-up companies or small mature companies that require a variety*

of space. The space may include offices; retail and wholesale stores; restaurants; recreational areas; and warehousing, manufacturing, light industrial, or scientific research functions. The average mix is 20 to 30 percent office/commercial and 70 to 80 percent industrial/warehousing.

Since the business park use often includes some small industrial/warehousing type of operations, it was assumed that 2% of business park trips would be delivery trucks and other smaller trucks that may be diesel powered. These were accounted for in the trip generation by using a passenger car equivalent of 2.0 per truck as part of the calculation for the overall passenger car count. The truck trips are included in the Meridian SPA traffic monitoring report attached to this document as trucks within the overall SPA area, but were not deducted from the available truck trips in the planning area. This was applied this way as there are available truck trips in the overall Meridian SPA area and the desire to not reduce available truck trips from the two remaining lots in Planning Area 6: Unit 4, Lot 13 and Unit 4, Lot 14.

As discussed on page IV-57 of the Meridian SPA SEIR, non-truck trips within the overall Meridian development are expected to "capture" 13 percent of daily passenger car trips. As a result, the total external ADT recorded in the traffic monitoring log would be less than the overall trip generation.

While the proposed project encompasses a variety of potential users, additional analysis was conducted to quantify the amount of retail-specific square footage that could be allowed on this site. The addition of retail supports internal capture trip patterns within North Campus.

To determine maximum intensities allowed, a maximum trip generation must first be established. As noted previously, 3,913 daily trips were originally assumed for these parcels. Within Planning Area 6 of Planning Region C, U4-12 has been approved for 74,922 square feet of general office building which equates to 1,068 total gross ADT and 929 external ADT being generated. Estimates in the Specific Plan Amendment for U4-12 assumed 3,893 total gross ADT. This results in 2,825 trips that were not used by that development and are available for use on other lots within the planning area. At the time of this evaluation, there were no specifics for a proposed development on U4-13 or U4-14. Therefore, it is assumed that the original allocated trips for those two parcels would still provide a realistic and feasible development and no trip estimate changes are made for those two lots. As a result, adding the 2,825 excess trips from U4-12 and the 3,913 allocated trips for U4-8,9,10,11, there is assumed to be 6,738 gross ADT available for build-out of the proposed U4-8,9,10,11 site. The total external ADT available after 13% reduction of internal capture is 5,862 trips. A summary of this scenario is shown below:

Lot	Land Use Designation	Original ADT Allocated	Original Truck Trips Allocated	Estimated ADT Developed	Estimated Truck Trips Developed	Notes
U4-8	OF	770	0	**6,738**	**0**	
U4-9	OF	685	0			
U4-10	OF	912	0			
U4-11	OF	1546	0			
U4-12	OF	3893	0	1,068	0	Approved 74,992 sf Office
U4-13	BP	383	138	817	294	Assumes 117,000 general light industrial; retaining all original allocated trips
U4-14	BP	434	156			
TOTAL		*8,623*	*294*	***8,623***	***294***	

*Note: All calculations are gross trips and do not include the 13% reduction for internal capture

Five potential mixes of land use were determined with the 6,738 daily trip limit and 5,862 external trip limits in place. Further, the current ALUC limits the restaurant dining area space to 1,235 square feet in the project's dedicated retail building. It was assumed that the overall restaurant square footage allowed in the retail building is twice that number, 2,470 square feet, to account for the non-dining areas of the restaurant.

Based on the building layouts and specifications and direction from the applicant, it was determined that business enterprise was not a realistic use of this site. As such, combinations of business park, general retail, restaurant/café, and office were evaluated. The following tables summarize the five different scenarios and resulting trip generation. Detailed trip generation calculations are provided as an attachment.

Scenario 1 – All Business Park in Buildings 1-9

	Total Gross ADT	Truck ADT	External ADT with PCE
120,359 sf Business Park 2,470 sf Restaurant/Café 6,584 sf Retail 32,628 sf Office	4,159	31	*3,653*

Scenario 2 – 25% of Mixed-Use Parcels as Retail

	Total Gross ADT	Truck ADT	External ADT with PCE
97,060 sf Business Park 32,353 sf Retail 32,628 sf Office	3,236	25	*2,844*

Scenario 3 – Maximum Restaurant in Retail Building and Outside of Retail Building

	Total Gross ADT	Truck ADT	External ADT with PCE
116,749 sf Business Park 6,080 sf Restaurant/Café 6,584 sf Retail 32,628 sf Office	6,698	30	*5,861*

Scenario 4 – Maximum Restaurant Outside of Retail Building Only

	Total Gross ADT	Truck ADT	External ADT with PCE
114,389 sf Business Park 5,970 sf Restaurant/Café 9,054 sf Retail 32,628 sf Office	6,699	30	*5,862*

Scenario 5 – All Office in Buildings 1 - 9

	Total Gross ADT	Truck ADT	External ADT with PCE
2,470 sf Restaurant/Café 6,584 sf Retail 152,987 sf Office	4,162	0	*3,621*

Based on this trip generation evaluation, the most conservative mix of uses was selected to move forward with the permitting process. "Conservative" in this case means the combination of uses that generates the highest net trips on the network. Based on the trip generation estimates, **Scenario 4** uses the maximum number of external trips available and is selected as the most conservative and will be carried forward in environmental analyses.

The current status of the traffic monitoring spreadsheet is provided as an attachment. One other lot is currently approved within Planning Region C, Planning Area 6. With the assumed development of approved U4-12, previously described, and the most conservative development mix assume for the proposed project, there would be 748 external passenger car daily trips and 294 truck trips remaining for U4-13 and U4-14, greater than or equal to the 710 external passenger cars and 294 truck trips originally assumed for those two parcels combined.

	External ADT	Truck Trips
Existing Remaining Planning Area Allowance (Planning Region C, Area 6)	7,539	294
Proposed Mixed-Use Site (Scenario 4)	5,862	*30**
Unit 4, Lot 12 approved development	*929*	*0*
After Project Remaining Planning Area Allowance (Planning Region C, Area 6)	748	294

*Truck trips were converted to PCEs and are included both in the external passenger car ADT count and in the grand total for truck trips in the overall Specific Plan Amendment monitoring, but were not applied to the planning area's total to preserve the original trips allocated for Unit 4, lot 13 and Unit 4, Lot 14.

In conclusion, the proposed development would not be fully consistent with the zoning original assumed in the Meridian SPA SEIR and would require re-zoning. Using a mix of 114,389 sf of Business Park; 5,970 sf Restaurant/Café, 9,054 sf Retail, and 32,628 sf Office, or a combination of mixes that results in equal to or less daily trips, the proposed development would be considered consistent with traffic planning documents and mitigation measures identified in the Meridian SPA SEIR.

Please feel free to contact me at 619-744-0161 if you have any questions.

Sincerely,

Mychal Loomis, P.E.
CA PE 76101

Attachments:

Meridian SPA Land Use Plan

Proposed Site Plan

Trip Generation Calculations

Meridian SPA Traffic Monitoring Spreadsheet (Existing)

Meridian SPA Traffic Monitoring Spreadsheet (With Project)

Excerpt from Appendix G of the Traffic Impact Study for the Meridian SPA

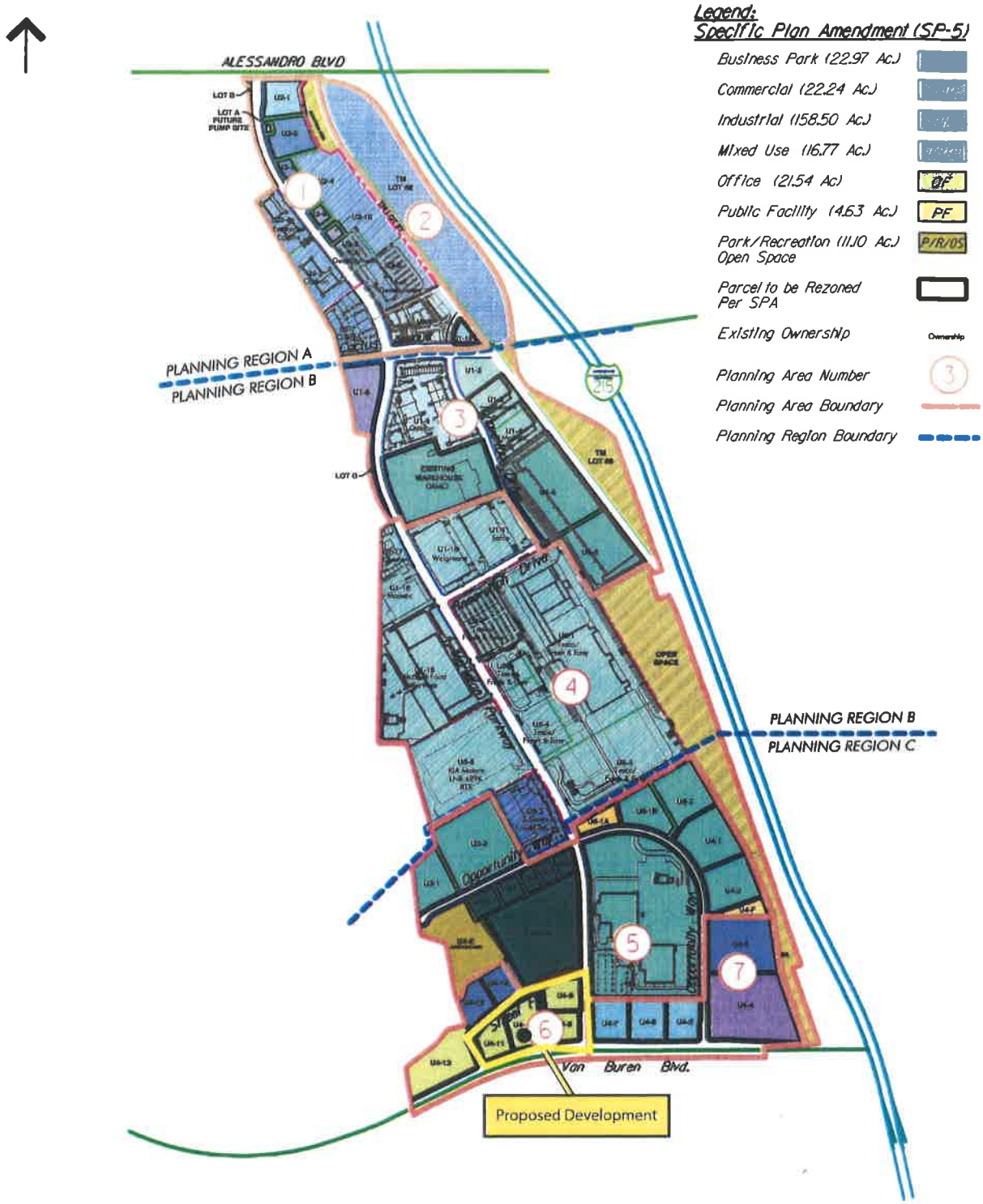


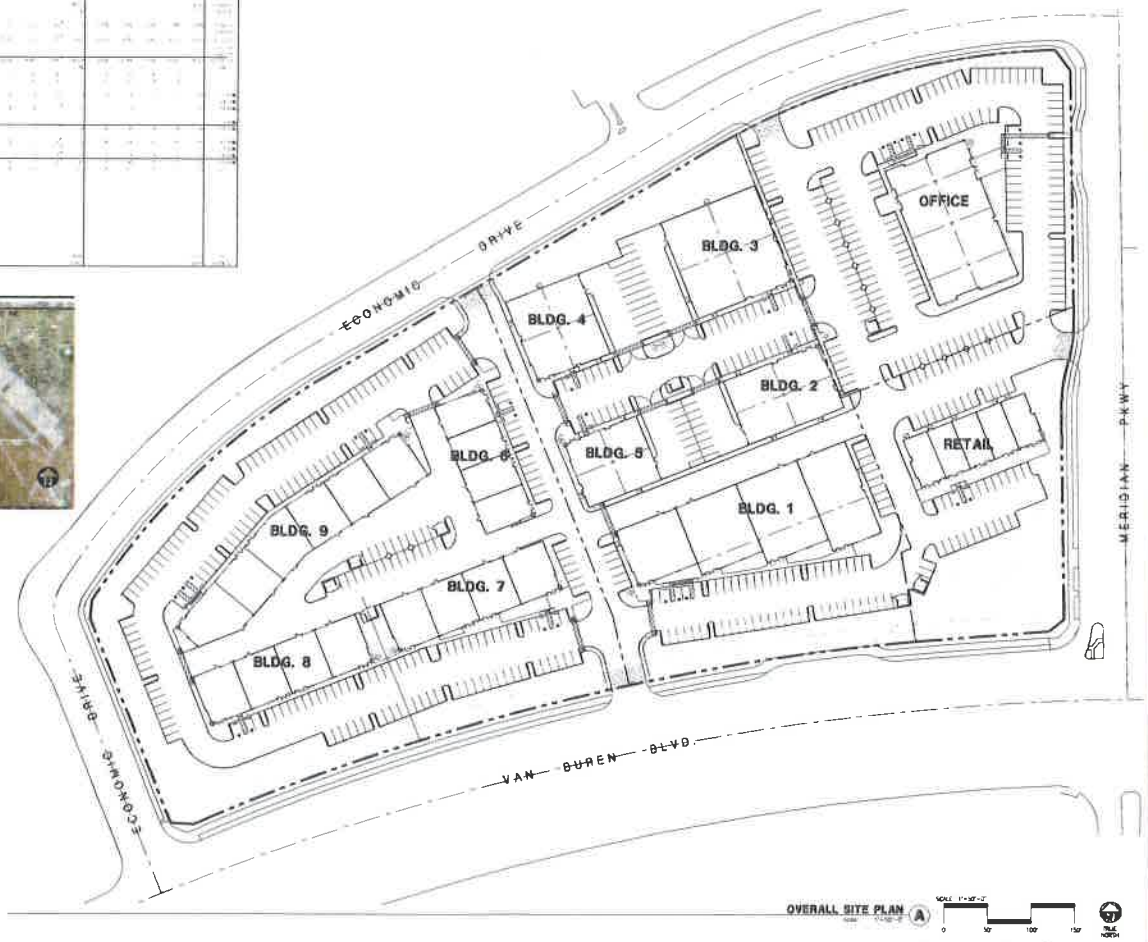
Figure 1

LOT AND PROPERTY OWNER

Tabulation

Aerial Map





OVERALL SITE PLAN (A)

SCALE 1"=50'-0"

0 50' 100' 150'

TRUE NORTH

CAUTION: IF THIS SHEET IS NOT A 24" X 36" IT IS A REDUCED PRINT

HPA architecture

Owner:

SDM

Project:
Riverside
Meridian
Site B
Riverside, CA

Consultants:

HUNTER LANDSCAPE

Title:

Project Number:

Drawn by:

Date:

Revision:

Scenario 1 *All Business Park in Buildings 1-9*

Unit & Lot #	Gross Acreage	Land Use Grouping	Building	Land Use Designation	ITE Code	FAR	Square Footage	Trip Rate	Total ADT	Truck Trip Rate	Truck ADT	2 ax	PCE Rate	Truck PCE	Additional ADT from PCE	Total ADT w PCE
4-8,10,11	10.84	Office*	Building 1 - 9	Business Park	770	25.49%	120,359	12.76	1,536	2% of ADT	31	31	2.0	62	31	1,567
			Retail Building	Restaurant / Café	933	0.52%	2,470	716	1,769	0	-	-	-	-	-	1,769
				Specialty Retail	826	1.39%	6,584	44.32	292	0	-	-	-	-	-	292
U4-9	2.97	Office	Office Building	General Office Building	710	25.22%	32,628	ln(T)=0.77ln(x)+3.65	563	0	-	-	-	-	-	563
							162,041		**4,159**		**31**			62		**4,190**

*Project would require re-zoning to mixed-use

**ALUC limits dining area to maximum of 1,235 square feet; assumed 2,470 square feet for total restaurant to account for non-dining area of restaurant

Mixed-Use SF	129,413
Max Retail SF in Mixed-Use (25%)	32,353
Total Retail SF Provided	9,054

Total passenger cars =	4,128
External passenger cars after 13% internal capture =	3,591
Total external passenger cars =	3,591
Total external trucks =	31
Total external PCE of trucks =	62
Total external trips with PCE =	**3,653**

Scenario 2 *Max Site Retail (25%)*

Unit & Lot #	Gross Acreage	Land Use Grouping	Building	Land Use Designation	ITE Code	FAR	Square Footage	Trip Rate	Total ADT	Truck Trip Rate	Truck ADT	2 ax	PCE Rate	Truck PCE	Additional ADT from PCE	Total ADT w PCE
4-8,10,11	10.84	Office*	Building 1 - 9	Business Park	770	20.56%	97,060	12.76	1,238	2% of ADT	25	25	2.0	50	25	1,263
				Specialty Retail	933	4.93%	23,299	44.32	1,033	0	-	-	-	-	-	1,033
			Retail Building	Specialty Retail	826	1.92%	9,054	44.32	401	0	-	-	-	-	-	401
U4-9	2.97	Office	Office Building	General Office Building	710	25.22%	32,628	ln(T)=0.77ln(x)+3.65	563	0	-	-	-	-	-	563
*Project would require re-zoning to mixed-use							162,041		3,236		25			50		3,261

**ALUC limits dining area to maximum of 1,235 square feet; assumed 2,470 square feet for total restaurant to account for non-dining area of restaurant

Mixed-Use SF	129,413
Max Retail SF in Mixed-Use (25%)	32,353
Total Retail SF Provided	32,353

Total passenger cars =	3,211
External passenger cars after 13% internal capture =	2,794
Total external passenger cars =	2,794
Total external trucks =	25
Total external PCE of trucks =	50
Total external trips with PCE =	**2,844**

Scenario 3 *Maximum Restaurant in Retail Building and outside of Retail Building*

Unit & Lot #	Gross Acreage	Land Use Grouping	Building	Land Use Designation	ITE Code	FAR	Square Footage	Trip Rate	Total ADT	Truck Trip Rate	Truck ADT	2 ax	PCE Rate	Truck PCE	Additional ADT from PCE	Total ADT w PCE
4-8,10,11	10 84	Office*	Building 1 - 9	Business Park	770	24.72%	116,749	12 76	1,490	2% of ADT	30	30	2.0	60	30	1,520
			Retail Building	Restaurant / Café	933	0.76%	3,610	716	2,585	0	-	-	-	-	-	2,585
				Restaurant / Café	933	0.52%	2,470	716	1,769	0	-	-	-	-	-	1,769
				Specialty Retail	826	1.39%	6,584	44.32	292	0	-	-	-	-	-	292
U4-9	2.97	Office	Office Building	General Office Building	710	25.22%	32,626	ln(T)=0 77ln(x)+3 65	563	0	-	-	-	-	-	563
*Project would require re-zoning to mixed-use							162,041		**6,698**		**30**			**60**		**6,728**

**ALUC limits dining area to maximum of 1,235 square feet; assumed 2,470 square feet for total restaurant to account for non-dining area of restaurant

Mixed-Use SF	129,413	Total passenger cars =	6,666
Max Retail SF in Mixed-Use (25%)	32,353	External passenger cars after 13% internal capture =	5,801
Total Retail SF Provided	12,664		
		Total external passenger cars =	5,801
		Total external trucks =	30
		Total external PCE of trucks =	60
		Total external trips with PCE =	**5,861**

Scenario 4 *Maximum Restaurant outside of Retail Building Only*

Unit & Lot #	Gross Acreage	Land Use Grouping	Building	Land Use Designation	ITE Code	FAR	Square Footage	Trip Rate	Total ADT	Truck Trip Rate	Truck ADT	2 ax	PCE Rate	Truck PCE	Additional ADT from PCE	Total ADT w PCE
4-8,10,11	10.84	Office*	Building 1 - 9	Business Park	770	24.23%	114,389	12.76	1,460	2% of ADT	30	30	2.0	60	30	1,490
				Restaurant / Café	933	1.26%	5,970	716	4,275	0	-	-	-	-	-	4,275
			Retail Building	Specialty Retail	826	1.92%	9,054	44.32	401	0	-	-	-	-	-	401
U4-9	2.97	Office	Office Building	General Office Building	710	25.22%	32,628	ln(T)=0.77ln(x)+3.65	563	0	-	-	-	-	-	563
*Project would require re-zoning to mixed-use							162,041		**6,699**		**30**			60		**6,729**

**ALUC limits dining area to maximum of 1,235 square feet; assumed 2,470 square feet for total restaurant to account for non-dining area of restaurant

Mixed-Use SF	129,413
Max Retail SF in Mixed-Use (25%)	32,353
Total Retail SF Provided	15,024

Total passenger cars =	6,669
External passenger cars after 13% internal capture =	5,802
Total external passenger cars =	5,802
Total external trucks =	30
Total external PCE of trucks =	60
Total external trips with PCE =	**5,862**

Scenario 5 *All Office in Buildings 1-9*

Unit & Lot #	Gross Acreage	Land Use Grouping	Building	Land Use Designation	ITE Code	FAR	Square Footage	Trip Rate	Total ADT	Truck Trip Rate	Truck ADT	2 ax	PCE Rate	Truck PCE	Additional ADT from PCE	Total ADT w PCE
4-8,10,11	10.84	Office*	Building 1 - 9	General Office Building	770	25.49%	120,359	ln(T)=0.77ln(x)+3.65	1,539	0	-	-	-	-	-	1,539
			Retail Building	Restaurant / Cafe	933	0.52%	2,470	716	1,769	0	-	-	-	-	-	1,769
				Specialty Retail	826	1.39%	6,584	44.32	292	0	-	-	-	-	-	292
U4-9	2.97	Office	Office Building	General Office Building	710	25.22%	32,628	ln(T)=0.77ln(x)+3.65	**563**	0	-	-	-	-	-	563
*Project would require re-zoning to mixed-use							162,041		**4,162**		-			-		**4,162**

**ALUC limits dining area to maximum of 1,235 square feet; assumed 2,470 square feet for total restaurant to account for non-dining area of restaurant

Mixed-Use SF	129,413
Max Retail SF in Mixed-Use (25%)	32,353
Total Retail SF Provided	9,054

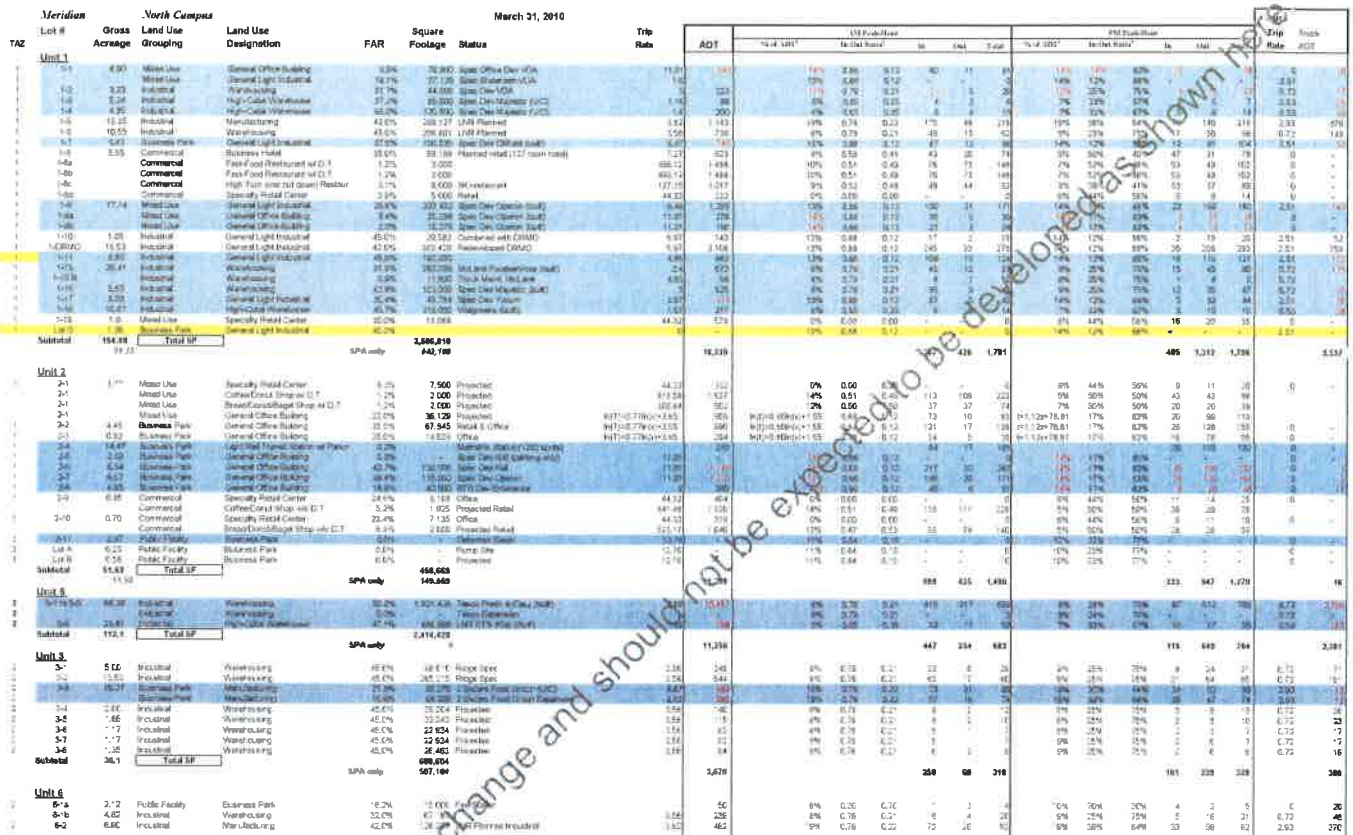
Total passenger cars =	4,162
External passenger cars after 13% internal capture =	3,621
Total external passenger cars =	3,621
Total external trucks =	-
Total external PCE of trucks =	-
Total external trips with PCE =	**3,621**

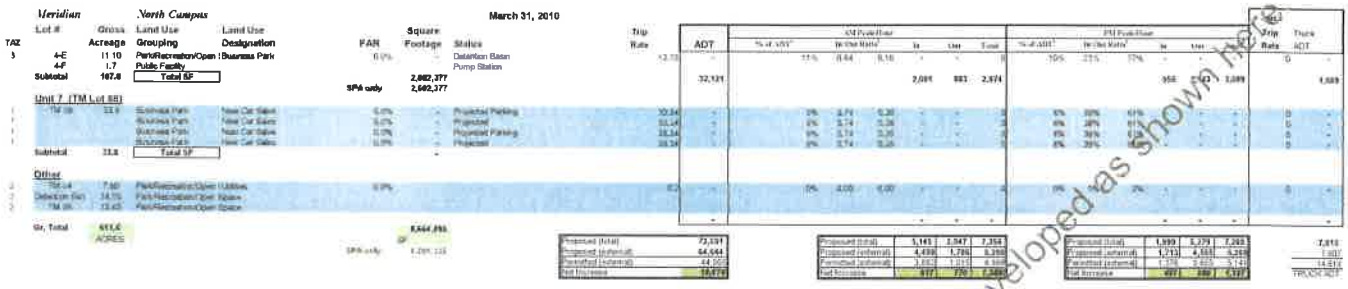
Meridian SPA Traffic Monitoring Spreadsheet
Existing 02/08/2018

Planning Area	Lot	Land Use Designation	User	External ADT	Truck Trips	Notes
			Planning Region A			
1	U1-19	MU				
	U2-1	MU		317	127*	*converted truck trips to PCEs
	U2-2	BP				
	U2-3	BP		1529	0	50,576 sf general light industrial, 92,657 sf business park & 14,280 sf general office building
	U2-9	COM				
	U2-10	COM				
			Calculated Trip Generation:	1,846	-	
			Planning Area Allowance:	7,333	-	
			Remaining Trips:	5,487	-	
			Planning Region B			
3	U1-5	IND	New Castle	1914	432	
	U1-6	IND	New Castle	--	--	Combined with U1-5
	U1-8	COM				
	DRMO	IND		704	404	Classified as Truck Terminal
			Calculated Trip Generation:	2,618	836	
			Planning Area Allowance:	8,303	1,836	
			Remaining Trips:	5,685	1,000	
			Planning Region C			
5	U3-1	IND		288	65	90,000 sf warehouse
	U3-2	IND		837	189	262,360 sf warehouse
	U3-4	IND		--	--	Combined with U4-15
	U3-5	IND		--	--	Combined with U4-15
	U3-6	IND		--	--	Combined with U4-15
	U3-7	IND		--	--	Combined with U4-15
	U3-8	IND		--	--	Combined with U4-15
	U4-15	IND		1551	350	486,000 sf warehouse
	U6-1A	PF				
	U6-1B	IND		--	--	Combined with U4-2
	U6-2	IND		--	--	Combined with U4-2
	U4-1	IND		--	--	Combined with U4-2
	U4-2	IND		1627	367	510,000 sf warehouse
	Lot 16	IND	Sysco	1644	371	515,223 sf warehouse
			Calculated Trip Generation:	5,947	1,342	
			Planning Area Allowance:	6,080	1,760	
			Remaining Trips:	133	418	
6	U4-8	OF				
	U4-9	OF				
	U4-10	OF				
	U4-11	OF				
	U4-12	OF		929	0	74,922 sf Office
	U4-13	BP				
	U4-14	BP				
			Calculated Trip Generation:	929	-	
			Planning Area Allowance:	7,539	294	
			Remaining Trips:	6,610	294	
7	U4-3	BP		542		192,468 sf business park
				1043	401*	*converted truck trips to PCEs
	U4-4	COM		9468	0	Retail Site - variety of uses
	U4-5	MU		3886		167,960 sf warehouse & 8,000 sf retail
	U4-6	MU				
	U4-7	MU		1053	422*	*converted truck trips to PCEs
			Calculated Trip Generation:	15,992	-	
			Planning Area Allowance:	16,164	-	
			Remaining Trips:	172	-	
			GRAND TOTAL, ALL PLANNING AREAS			
			Calculated Trip Generation:	24,919	3,128	*Truck trips from U2-1, U4-3, and U4-5/6/7 are included in Grand Total for Truck Trips
			Planning Area Allowance:	45,419	3,890	
			Remaining Trips:	20,500	762	

Meridian SPA Traffic Monitoring Spreadsheet
With Proposed Unit 4 Lot 8/9/10/11

Planning Area	Lot	Land Use Designation	User	External ADT	Truck Trips	Notes
			Planning Region A			
1	U1-19	MU				
	U2-1	MU		317	127*	*converted truck trips to PCEs
	U2-2	BP				
	U2-3	BP		1529	0	50,576 sf general light industrial, 92,657 sf business park & 14,280 sf general office building
	U2-9	COM				
	U2-10	COM				
			Calculated Trip Generation:	**1,846**	-	
			Planning Area Allowance:	**7,333**	-	
			Remaining Trips:	**5,487**	-	
			Planning Region B			
3	U1-5	IND	New Castle	1914	432	
	U1-6	IND	New Castle	--	--	Combined with U1-5
	U1-8	COM				
	DRMO	IND		704	404	Classified as Truck Terminal
			Calculated Trip Generation:	**2,618**	**836**	
			Planning Area Allowance:	**8,303**	**1,836**	
			Remaining Trips:	**5,685**	**1,000**	
			Planning Region C			
5	U3-1	IND		288	65	90,000 sf warehouse
	U3-2	IND		837	189	262,260 sf warehouse
	U3-4	IND		--	--	Combined with U4-15
	U3-5	IND		--	--	Combined with U4-15
	U3-6	IND		--	--	Combined with U4-15
	U3-7	IND		--	--	Combined with U4-15
	U3-8	IND		--	--	Combined with U4-15
	U4-15	IND		1551	350	486,000 sf warehouse
	U6-1A	PF				
	U6-1B	IND		--	--	Combined with U4-2
	U6-2	IND		--	--	Combined with U4-2
	U4-1	IND		--	--	Combined with U4-2
	U4-2	IND		1627	367	510,000 sf warehouse
	Lot 16	IND	Sysco	1644	371	515,223 sf warehouse
			Calculated Trip Generation:	**5,947**	**1,342**	
			Planning Area Allowance:	**6,080**	**1,760**	
			Remaining Trips:	**133**	**418**	
6	U4-8	OF		**5802**		**32,628 sf office; 9,054 sf retail; 5,970 sf restaurant/café; & 114,389 sf business park**
	U4-9	OF				
	U4-10	OF		**60**	**30***	
	U4-11	OF				
	U4-12	OF		929	0	74,922 sf Office
	U4-13	BP				
	U4-14	BP				
			Calculated Trip Generation:	**6,791**	-	
			Planning Area Allowance:	**7,539**	**294**	
			Remaining Trips:	**748**	**294**	
7	U4-3	BP		542		192,468 sf business park
				1043	401*	*converted truck trips to PCEs
	U4-4	COM		9468	0	Retail Site - variety of uses
	U4-5	MU		3886		162,660 sf warehouse & 8,000 sf retail
	U4-6	MU				
	U4-7	MU		1053	422*	*converted truck trips to PCEs
			Calculated Trip Generation:	**15,992**	-	
			Planning Area Allowance:	**16,164**	-	
			Remaining Trips:	**172**	-	
			GRAND TOTAL, ALL PLANNING AREAS			
			Calculated Trip Generation:	**30,781**	**3,158**	*Truck trips from U2-1, U4-3, U4-5/6/7, and U4-8/9/10/11 are included in Grand Total for Truck Trips
			Planning Area Allowance:	**45,419**	**3,890**	
			Remaining Trips:	**14,638**	**732**	


Meridian
North Campus
March 31, 2010
Land uses are subject to change and should not be exceeded to be developed as shown here



Meridian *North Campus* March 31, 2010

TAZ	Lot #	Gross Acreage	Land Use Grouping	Land Use Designation	FAR	Square Footage	Status	Trip Rate	ADT	AM Peak Hour					PM Peak Hour					Daily Trip Rate	Truck ADT
										% of ADT	In/Out Ratio	In	Out	Total	% of ADT	In/Out Ratio	In	Out	Total		
3	4-E	11.10	Park/Recreation/Open Space	Business Park	0.0%	-	Detention Basin		-					-					-	-	-
	4-F	1.7	Public Facility				Pump Station														
	Subtotal	167.8	Total SF			2,682,377			32,121				2,091	883	2,974				958	731	3,689		1,689
					SPA only	2,682,377															
	Unit 7 (TM Lot 88)																				
1	TM 88	33.9	Business Park	New Car Sales	0.0%	-	Projected Parking	32.34	-		0%	2.74	0.26	-	-	0		6%	39%	61%	-	-	0	-
1			Business Park	New Car Sales	0.0%	-	Projected	32.34	-		0%	2.74	0.26	-	-	0		6%	39%	61%	-	-	0	-
1			Business Park	New Car Sales	0.0%	-	Proposed Parking	32.34	-		0%	2.74	0.26	-	-	0		6%	39%	61%	-	-	0	-
1			Business Park	New Car Sales	0.0%	-	Projected	32.34	-		0%	2.74	0.26	-	-	0		6%	39%	61%	-	-	0	-
	Subtotal	33.9	Total SF			-																	
	Other																						
2	TM 94	7.60	Park/Recreation/Open Space	Utilities	0.0%			0.0	-		0%	4.00	6.00	-	-	0		0%	49%	51%	-	-	0	-
2	Detention Basin	14.70	Park/Recreation/Open Space																				
2	TM 89	13.40	Park/Recreation/Open Space																				
	-	-							-				-	-	-				-	-	-		-
	Gr. Total	611.6 ACRES				8,644,855 SF																	
					SPA only	1,291,133																	

Proposed (total)	72,331																						
Proposed (external)	64,644																						
Permitted (external)	44,000																						
Net Increase	20,644																						
Proposed (total)													5,141	2,047	7,354								
Proposed (external)													4,498	1,786	6,284								
Permitted (external)													3,883	1,015	4,898								
Net Increase													617	770	1,386								
Proposed (total)																			1,999	5,279	7,268		7,810
Proposed (external)																			1,713	4,565	6,269		7,007
Permitted (external)																			1,179	3,965	5,141		14,816
Net Increase																			821	260	1,127		TRUCK ADT

Land uses are subject to change and should not be expected to be developed as shown here

SCENARIO	PEAK PERIOD	PROJECT INBOUND TRIPS	PROJECT OUTBOUND TRIPS	PROJECT TRIPS AT INTERSECTION*	EXISTING TRAFFIC	FUTURE PLUS PROJECT TRAFFIC	FAIR SHARE PERCENTAGE	TOTAL COST OF SIGNAL	ESTIMATED FAIR SHARE FEE
All Business Park in Buildings 1-9	AM	276	79	146	533	2530	7.31%		
	PM	100	261	157	660	2532	8.39%	$ 300,000	**$ 25,160**
	HIGHER						**8.39%**		
Max Site Retail (25%)	AM	184	31	88	533	2530	4.41%		
	PM	87	240	143	660	2532	7.64%	$ 300,000	**$ 22,917**
	HIGHER						**7.64%**		
Maximum Restaurant in Retail Building and outside of Retail Building	AM	364	140	209	533	2530	10.47%		
	PM	152	308	199	660	2532	10.63%	$ 300,000	**$ 31,891**
	HIGHER						**10.63%**		
Maximum Restaurant outside of Retail Building Only	AM	358	138	206	533	2530	10.32%		
	PM	152	307	199	660	2532	10.63%	$ 300,000	**$ 31,891**
	HIGHER						**10.63%**		
All Office in Buildings 1-9	AM	323	77	164	533	2530	8.21%		
	PM	100	318	183	660	2532	9.78%	$ 300,000	**$ 29,327**
	HIGHER						**9.78%**		

*Assumes 40% of inbound traffic and 45% of outbound traffic would travel through the intersection of Meridian Parkway/ Street F based on trip distribution patterns.

Fair Share Percentage = (Project Trips at Intersection) / (Future Plus Project Traffic - Existing Traffic)

TABULATION

TABULATION

EXHIBIT A13

FAA-Determination of No Hazard to Air Navigation Letters dated August 16, 2017

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

Aeronautical Study No.
2017-AWP-8059-OE

Issued Date: 08/16/2017

Moshe Silagi
MS Van Buren II, LLC
101 Hodencamp Road
Suite 200
Thousand Oaks, CA 91360

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

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

Structure:	Building Site B Bldg. 1
Location:	Riverside, CA
Latitude:	33-53-18.88N NAD 83
Longitude:	117-16-51.81W
Heights:	1579 feet site elevation (SE)
	24 feet above ground level (AGL)
	1603 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does not exceed obstruction standards and would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

It is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be e-filed any time the project is abandoned or:

_____ At least 10 days prior to start of construction (7460-2, Part 1)
__X__ Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

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

The structure considered under this study lies in proximity to an airport and occupants may be subjected to noise from aircraft operating to and from the airport.

This determination expires on 02/16/2019 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.

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

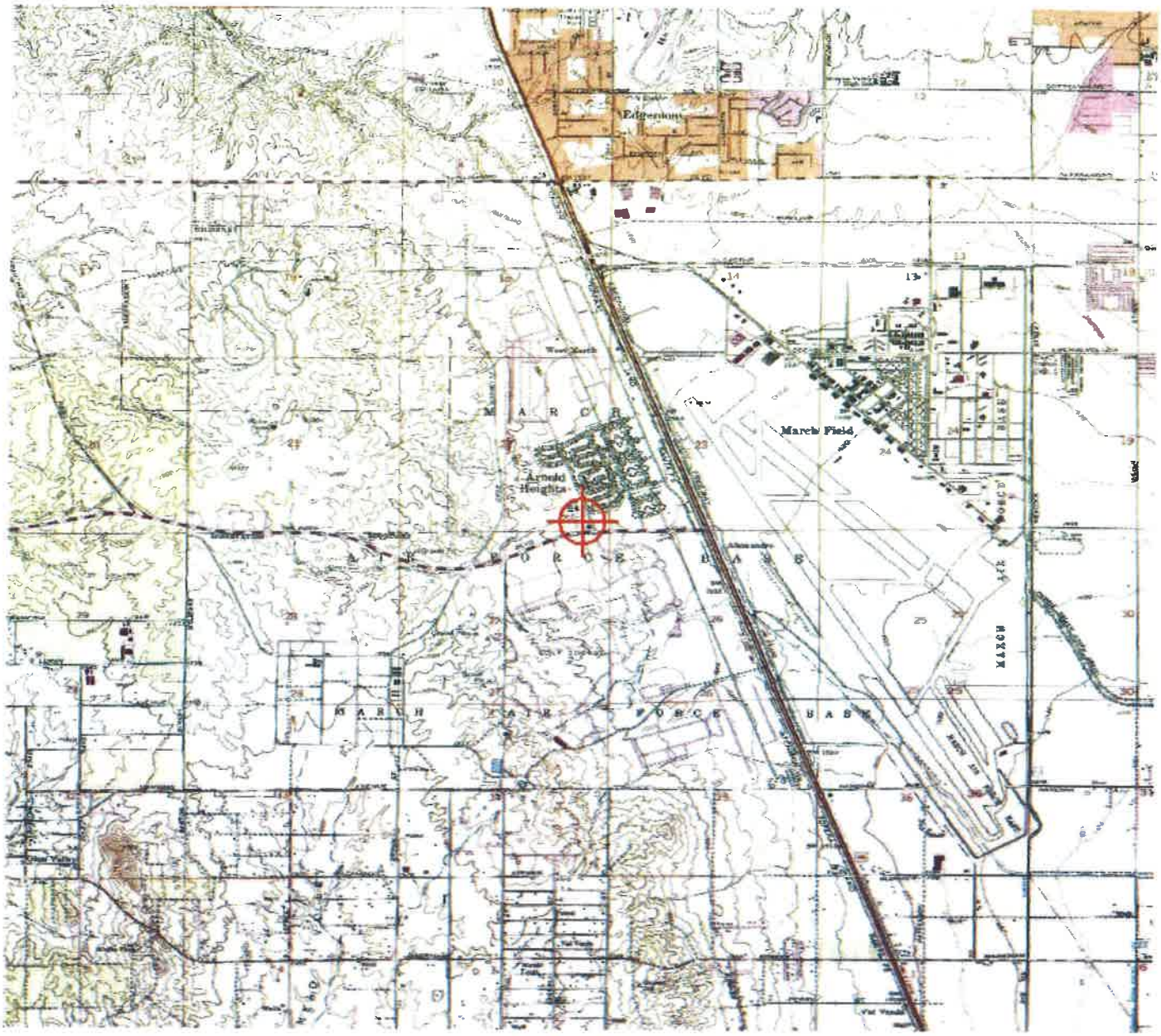
This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

If we can be of further assistance, please contact our office at (310) 725-6557, or karen.mcdonald@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2017-AWP-8059-OE.

Signature Control No: 339520458-341086720 (DNE)
Karen McDonald
Specialist

Attachment(s)
Map(s)

TOPO Map for ASN 2017-AWP-8059-OE



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

Aeronautical Study No.
2017-AWP-8060-OE

Issued Date: 08/16/2017

Moshe Silagi
MS Van Buren II, LLC
101 Hodencamp Road
Suite 200
Thousand Oaks, CA 91360

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

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

Structure:	Building Site B Bldg. 2
Location:	Riverside, CA
Latitude:	33-53-20.25N NAD 83
Longitude:	117-16-52.13W
Heights:	1572 feet site elevation (SE)
	24 feet above ground level (AGL)
	1596 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does not exceed obstruction standards and would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

It is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be e-filed any time the project is abandoned or:

_____ At least 10 days prior to start of construction (7460-2, Part 1)
__X__ Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

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

The structure considered under this study lies in proximity to an airport and occupants may be subjected to noise from aircraft operating to and from the airport.

This determination expires on 02/16/2019 unless:

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(b) extended, revised, or terminated by the issuing office.

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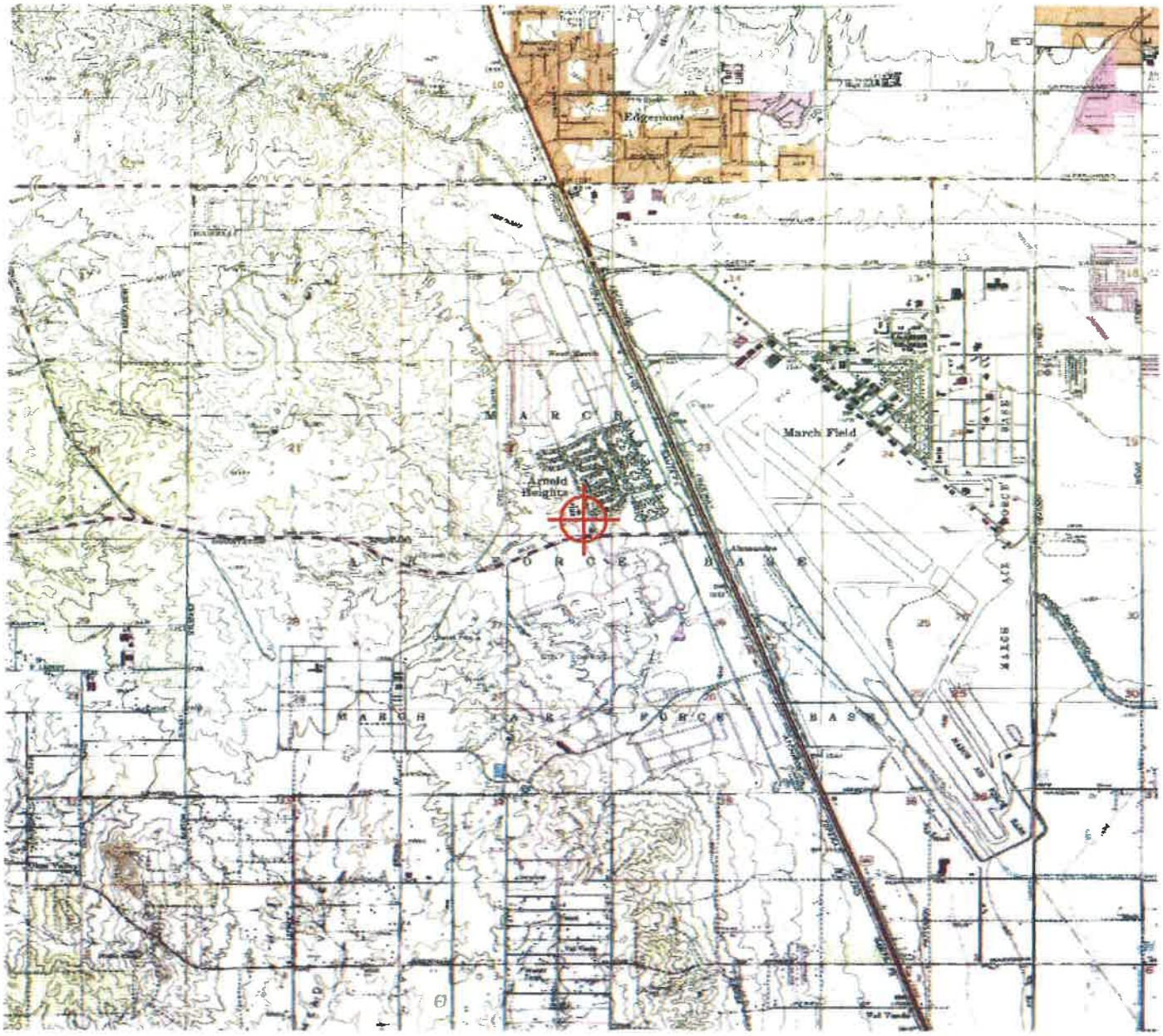
This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

If we can be of further assistance, please contact our office at (310) 725-6557, or karen.mcdonald@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2017-AWP-8060-OE.

Signature Control No: 339520459-341086717 (DNE)
Karen McDonald
Specialist

Attachment(s)
Map(s)

TOPO Map for ASN 2017-AWP-8060-OE



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

Aeronautical Study No.
2017-AWP-8061-OE

Issued Date: 08/16/2017

Moshe Silagi
MS Van Buren II, LLC
101 Hodencamp Road
Suite 200
Thousand Oaks, CA 91360

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

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

Structure:	Building Site B Bldg. 3
Location:	Riverside, CA
Latitude:	33-53-21.61N NAD 83
Longitude:	117-16-52.68W
Heights:	1572 feet site elevation (SE) 24 feet above ground level (AGL) 1596 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does not exceed obstruction standards and would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

It is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be e-filed any time the project is abandoned or:

_____ At least 10 days prior to start of construction (7460-2, Part 1)
__X__ Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

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

The structure considered under this study lies in proximity to an airport and occupants may be subjected to noise from aircraft operating to and from the airport.

This determination expires on 02/16/2019 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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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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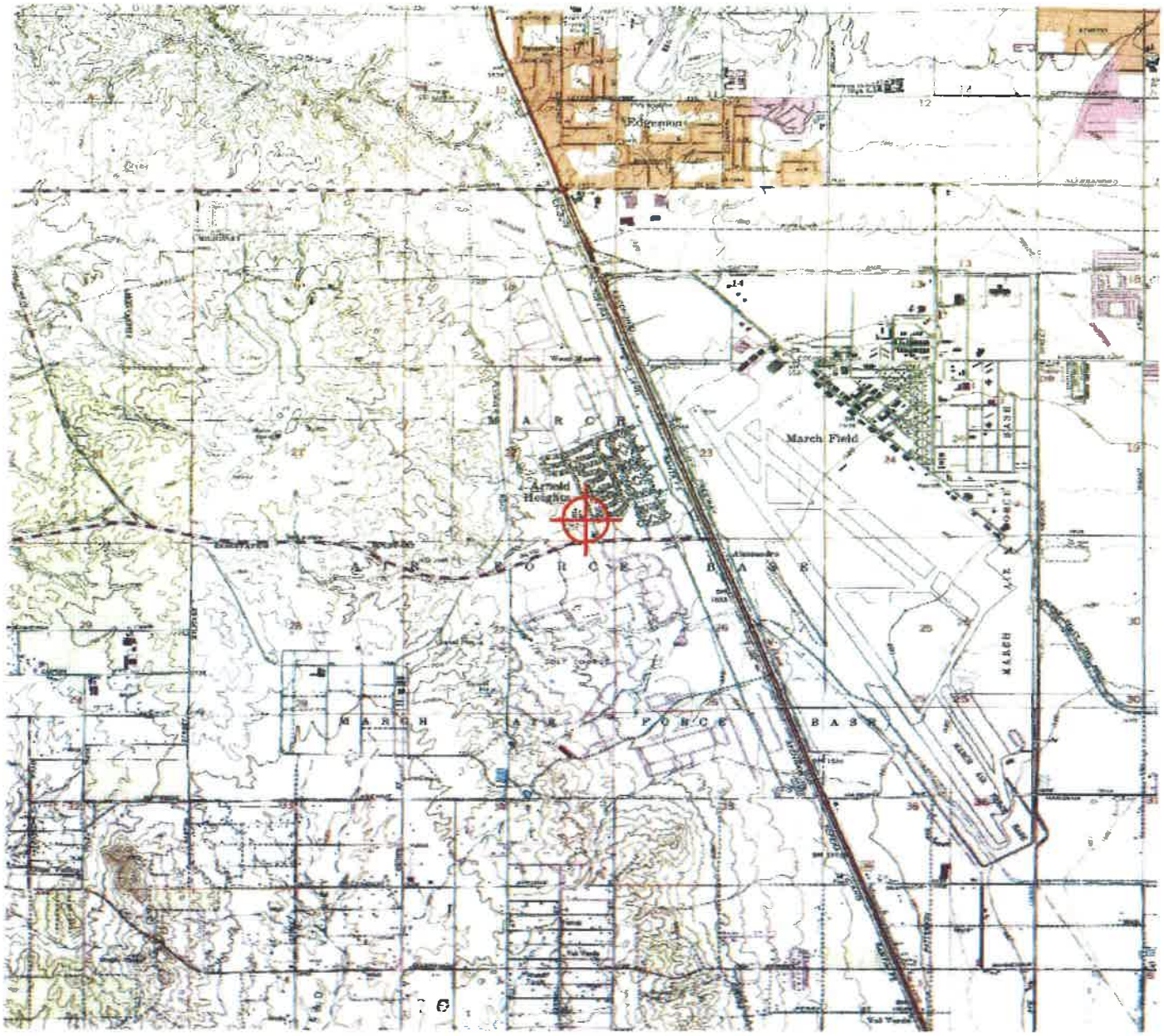
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If we can be of further assistance, please contact our office at (310) 725-6557, or karen.mcdonald@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2017-AWP-8061-OE.

Signature Control No: 339520460-341086714 (DNE)
Karen McDonald
Specialist

Attachment(s)
Map(s)

TOPO Map for ASN 2017-AWP-8061-OE



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

Aeronautical Study No.
2017-AWP-8062-OE

Issued Date: 08/16/2017

Moshe Silagi
MS Van Buren II, LLC
101 Hodencamp Road
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Thousand Oaks, CA 91360

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

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

Structure:	Building Site B Bldg. 4
Location:	Riverside, CA
Latitude:	33-53-20.97N NAD 83
Longitude:	117-16-55.30W
Heights:	1577 feet site elevation (SE)
	24 feet above ground level (AGL)
	1601 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does not exceed obstruction standards and would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

It is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be e-filed any time the project is abandoned or:

_____ At least 10 days prior to start of construction (7460-2, Part 1)
__X__ Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

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

The structure considered under this study lies in proximity to an airport and occupants may be subjected to noise from aircraft operating to and from the airport.

This determination expires on 02/16/2019 unless:

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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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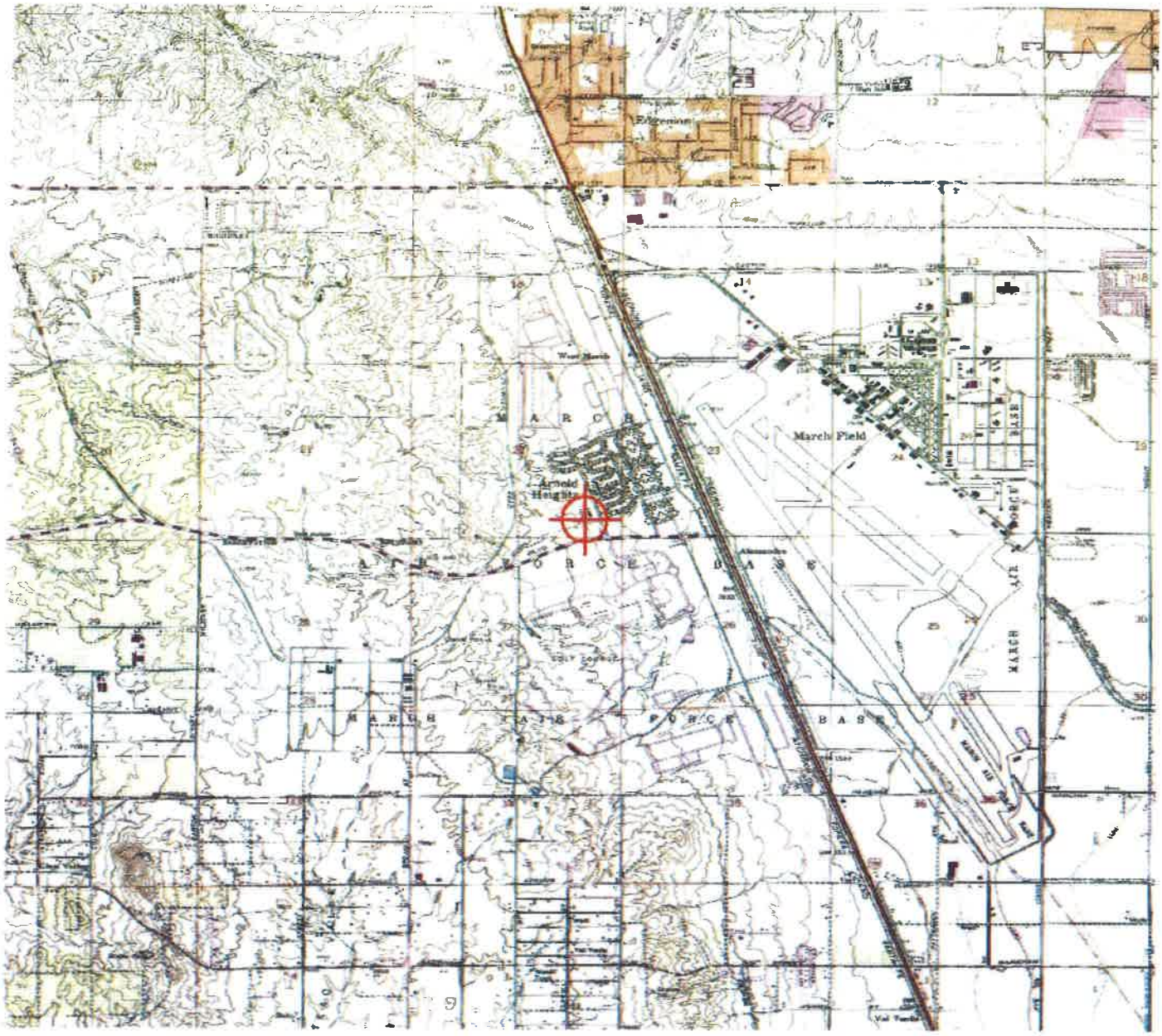
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If we can be of further assistance, please contact our office at (310) 725-6557, or karen.mcdonald@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2017-AWP-8062-OE.

Signature Control No: 339520461-341086716 (DNE)
Karen McDonald
Specialist

Attachment(s)
Map(s)

TOPO Map for ASN 2017-AWP-8062-OE



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

Aeronautical Study No.
2017-AWP-8063-OE

Issued Date: 08/16/2017

Moshe Silagi
MS Van Buren II, LLC
101 Hodencamp Road
Suite 200
Thousand Oaks, CA 91360

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

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

Structure:	Building Site B Bldg. 5
Location:	Riverside, CA
Latitude:	33-53-19.49N NAD 83
Longitude:	117-16-54.41W
Heights:	1578 feet site elevation (SE)
	24 feet above ground level (AGL)
	1602 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does not exceed obstruction standards and would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

It is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be e-filed any time the project is abandoned or:

_____ At least 10 days prior to start of construction (7460-2, Part 1)
__X__ Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

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

The structure considered under this study lies in proximity to an airport and occupants may be subjected to noise from aircraft operating to and from the airport.

This determination expires on 02/16/2019 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.

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

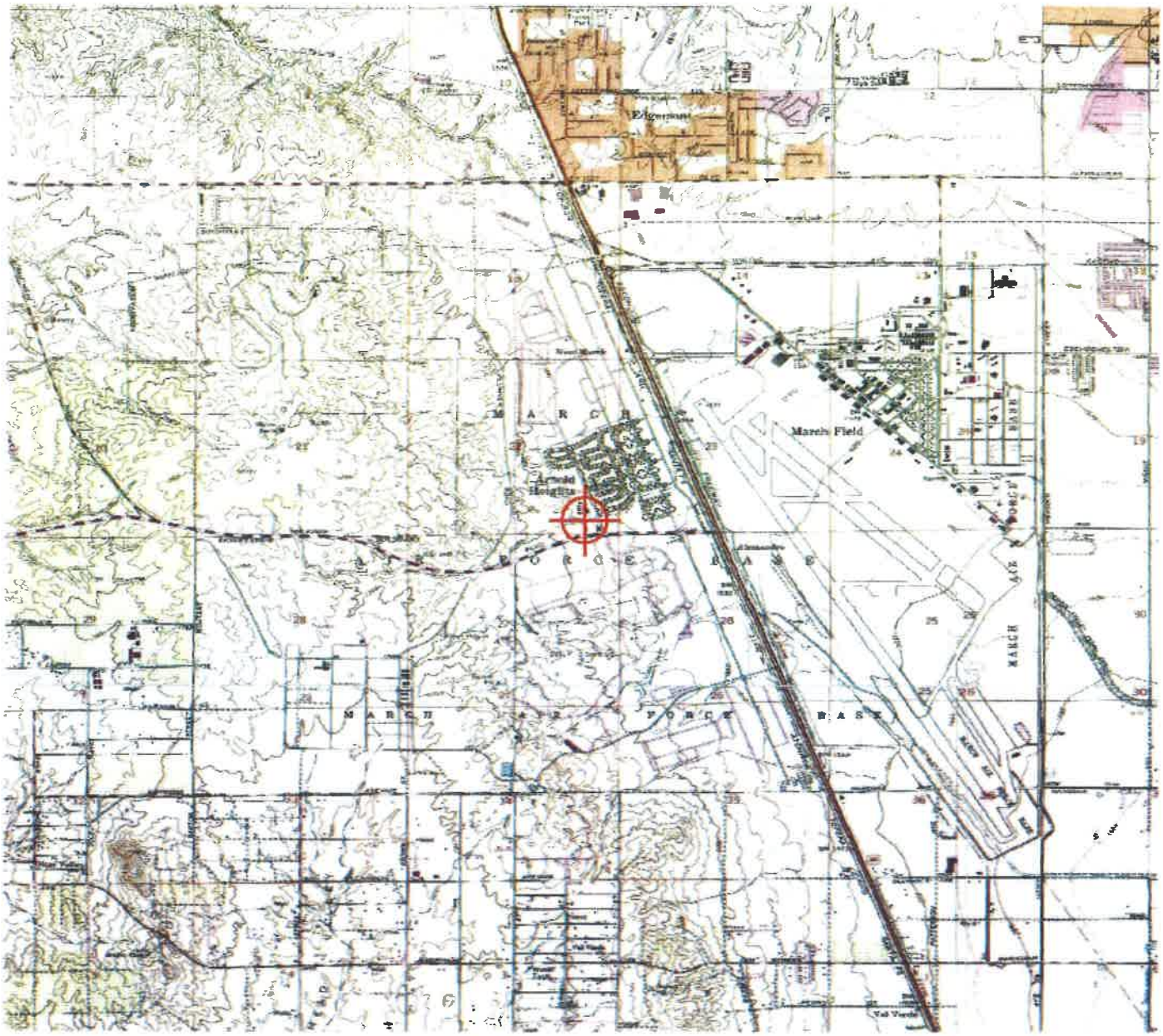
This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

If we can be of further assistance, please contact our office at (310) 725-6557, or karen.mcdonald@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2017-AWP-8063-OE.

Signature Control No: 339520462-341086724 (DNE)
Karen McDonald
Specialist

Attachment(s)
Map(s)

TOPO Map for ASN 2017-AWP-8063-OE



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Fort Worth, TX 76177

Aeronautical Study No.
2017-AWP-8064-OE

Issued Date: 08/16/2017

Moshe Silagi
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Thousand Oaks, CA 91360

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

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

Structure:	Building Site B Bldg. 6
Location:	Riverside, CA
Latitude:	33-53-19.01N NAD 83
Longitude:	117-16-56.20W
Heights:	1578 feet site elevation (SE)
	24 feet above ground level (AGL)
	1602 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does not exceed obstruction standards and would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

It is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be e-filed any time the project is abandoned or:

_____ At least 10 days prior to start of construction (7460-2, Part 1)
__X__ Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

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

The structure considered under this study lies in proximity to an airport and occupants may be subjected to noise from aircraft operating to and from the airport.

This determination expires on 02/16/2019 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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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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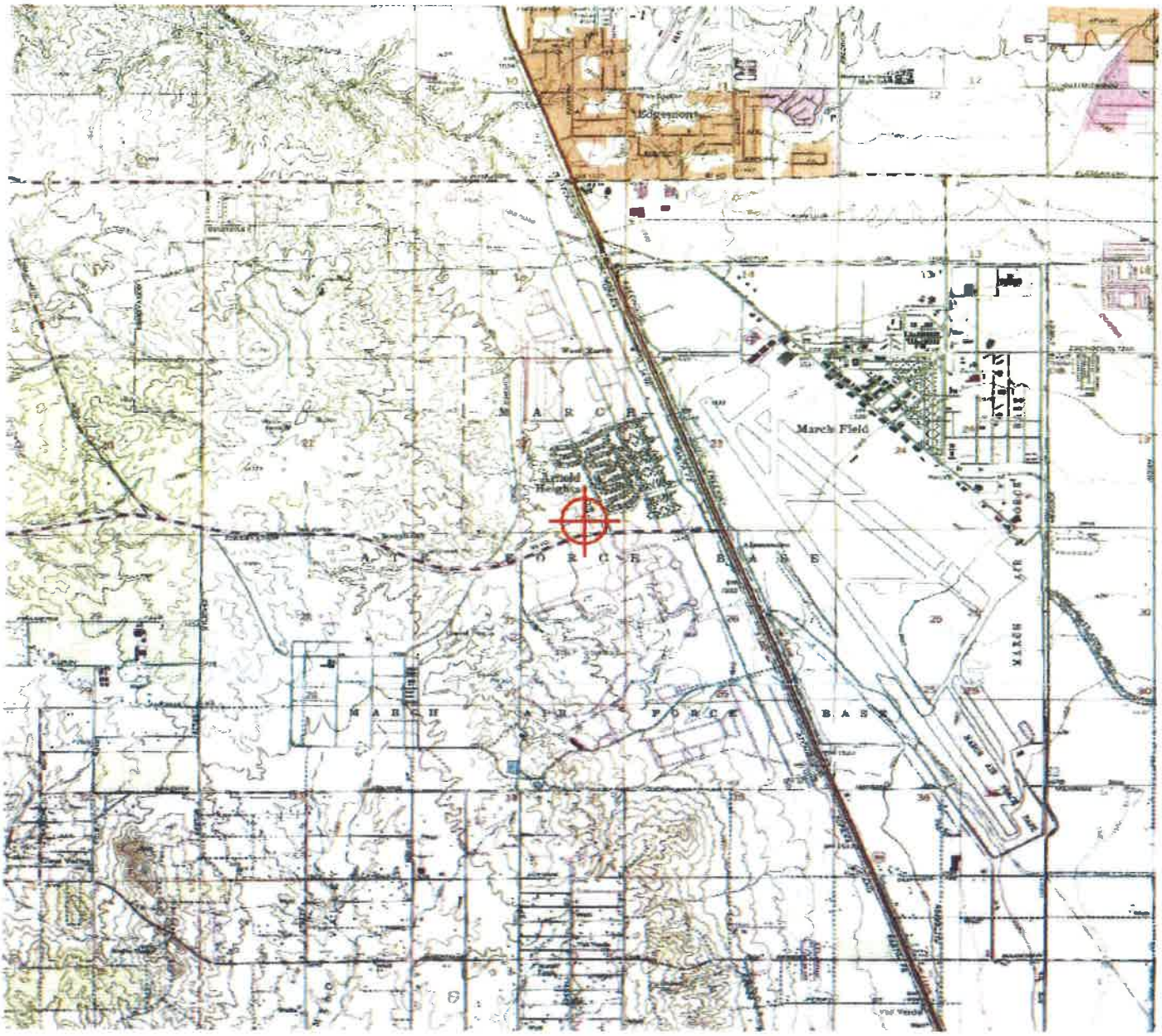
This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

If we can be of further assistance, please contact our office at (310) 725-6557, or karen.mcdonald@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2017-AWP-8064-OE.

Signature Control No: 339520463-341086715 (DNE)
Karen McDonald
Specialist

Attachment(s)
Map(s)

TOPO Map for ASN 2017-AWP-8064-OE



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Aeronautical Study No.
2017-AWP-8065-OE

Issued Date: 08/16/2017

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**** 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 Site B Bldg. 7
Location:	Riverside, CA
Latitude:	33-53-17.91N NAD 83
Longitude:	117-16-55.64W
Heights:	1581 feet site elevation (SE) 24 feet above ground level (AGL) 1605 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does not exceed obstruction standards and would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

It is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be e-filed any time the project is abandoned or:

_____ At least 10 days prior to start of construction (7460-2, Part 1)
__X__ Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

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

The structure considered under this study lies in proximity to an airport and occupants may be subjected to noise from aircraft operating to and from the airport.

This determination expires on 02/16/2019 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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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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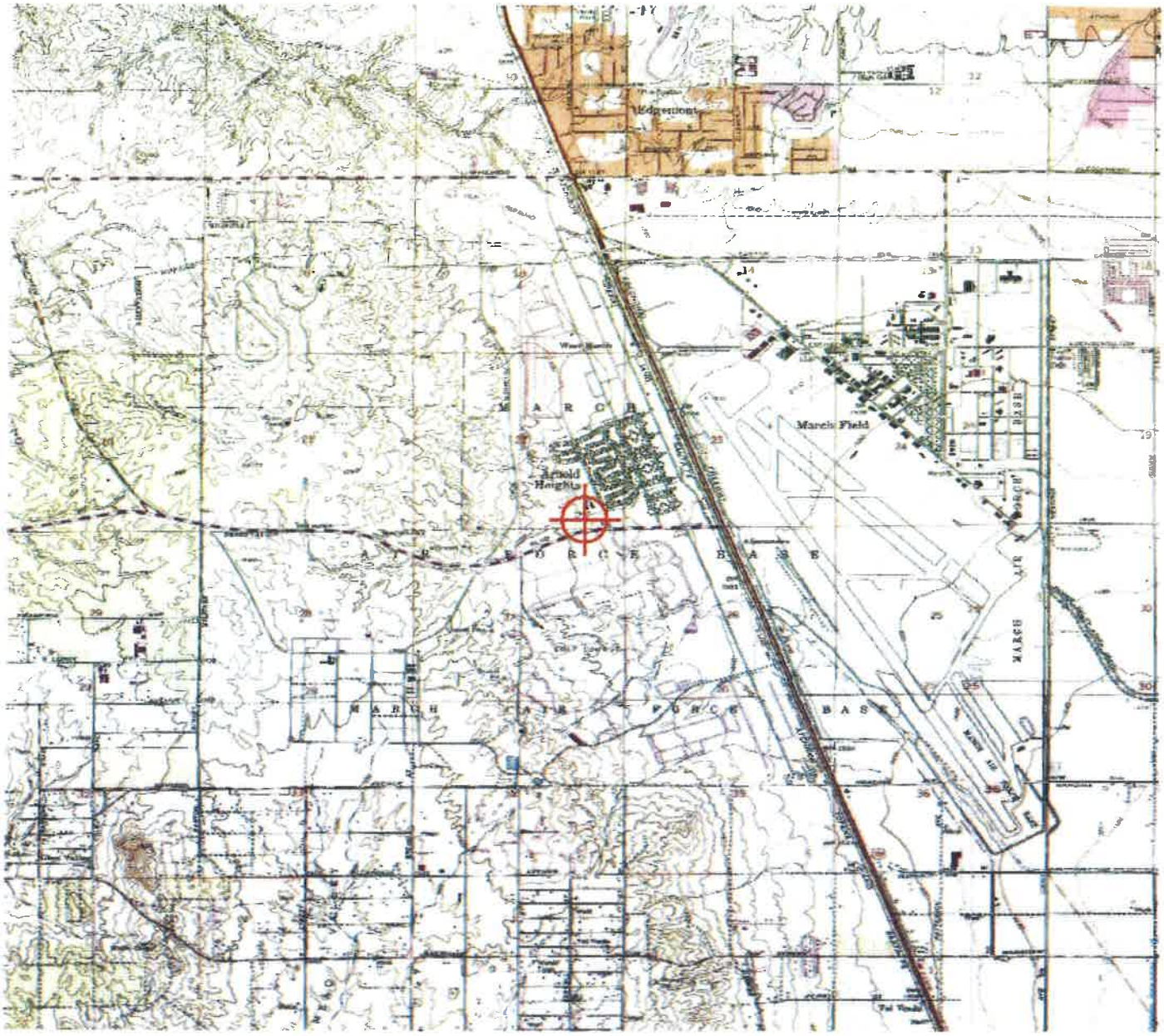
This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

If we can be of further assistance, please contact our office at (310) 725-6557, or karen.mcdonald@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2017-AWP-8065-OE.

Signature Control No: 339520464-341086722 (DNE)
Karen McDonald
Specialist

Attachment(s)
Map(s)

TOPO Map for ASN 2017-AWP-8065-OE



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10101 Hillwood Parkway
Fort Worth, TX 76177

Aeronautical Study No.
2017-AWP-8066-OE

Issued Date: 08/16/2017

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**** 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 Site B Bldg. 8
Location:	Riverside, CA
Latitude:	33-53-17.03N NAD 83
Longitude:	117-16-58.24W
Heights:	1583 feet site elevation (SE) 24 feet above ground level (AGL) 1607 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does not exceed obstruction standards and would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

It is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be e-filed any time the project is abandoned or:

_____ At least 10 days prior to start of construction (7460-2, Part 1)
__X__ Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

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

The structure considered under this study lies in proximity to an airport and occupants may be subjected to noise from aircraft operating to and from the airport.

This determination expires on 02/16/2019 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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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.

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

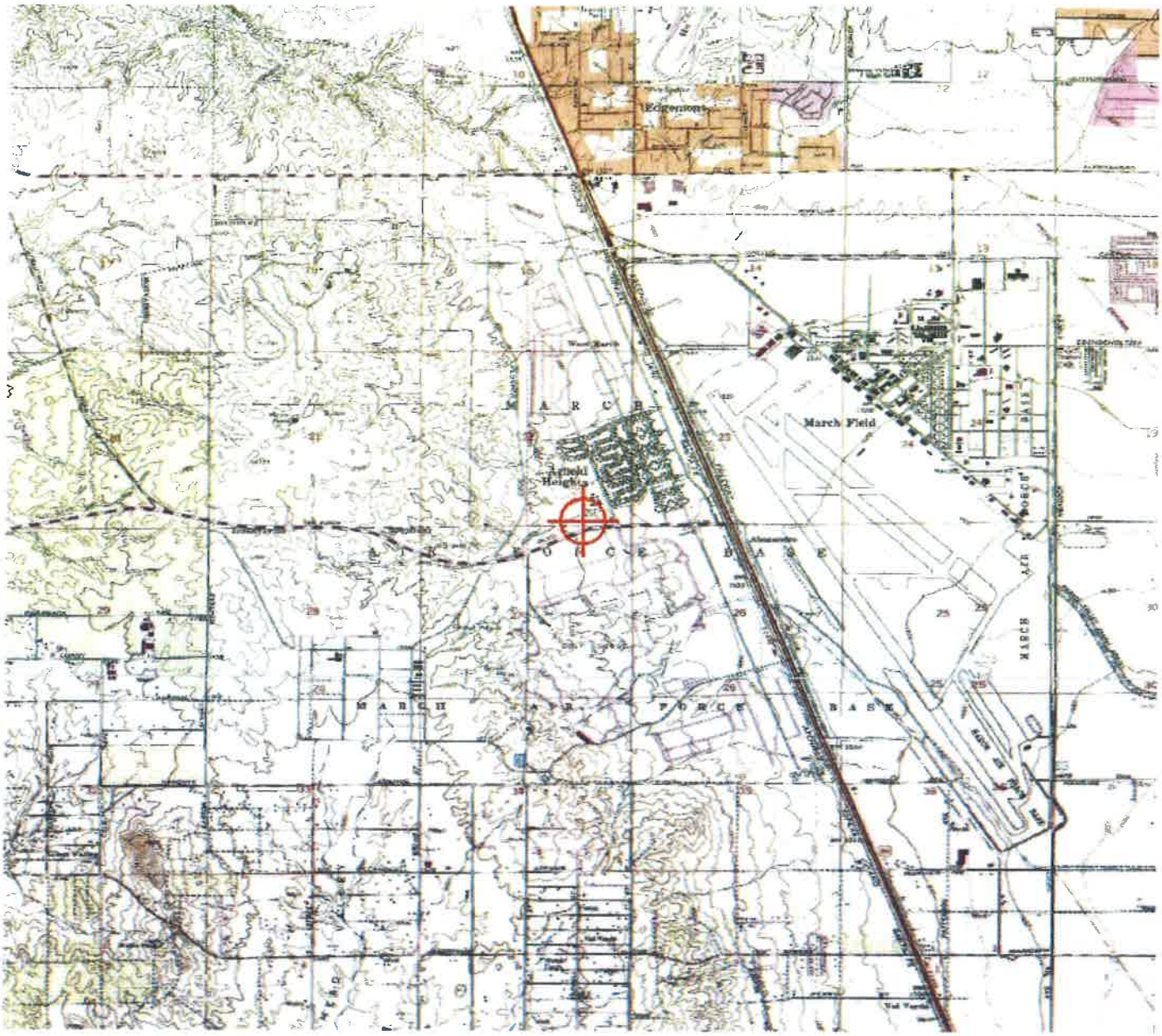
This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

If we can be of further assistance, please contact our office at (310) 725-6557, or karen.mcdonald@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2017-AWP-8066-OE.

Signature Control No: 339520465-341086718 (DNE)
Karen McDonald
Specialist

Attachment(s)
Map(s)

TOPO Map for ASN 2017-AWP-8066-OE



Mail Processing Center
Federal Aviation Administration
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Fort Worth, TX 76177

Aeronautical Study No.
2017-AWP-8067-OE

Issued Date: 08/16/2017

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Thousand Oaks, CA 91360

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

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

Structure:	Building Site B Bldg. 9
Location:	Riverside, CA
Latitude:	33-53-19.77N NAD 83
Longitude:	117-16-58.03W
Heights:	1580 feet site elevation (SE)
	24 feet above ground level (AGL)
	1604 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does not exceed obstruction standards and would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

It is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be e-filed any time the project is abandoned or:

_____ At least 10 days prior to start of construction (7460-2, Part 1)
__X__ Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

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

The structure considered under this study lies in proximity to an airport and occupants may be subjected to noise from aircraft operating to and from the airport.

This determination expires on 02/16/2019 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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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 does include temporary construction equipment such as cranes, derricks, etc., which may be used during actual construction of the structure. However, this equipment shall not exceed the overall heights as indicated above. Equipment which has a height greater than the studied structure requires separate notice to the FAA.

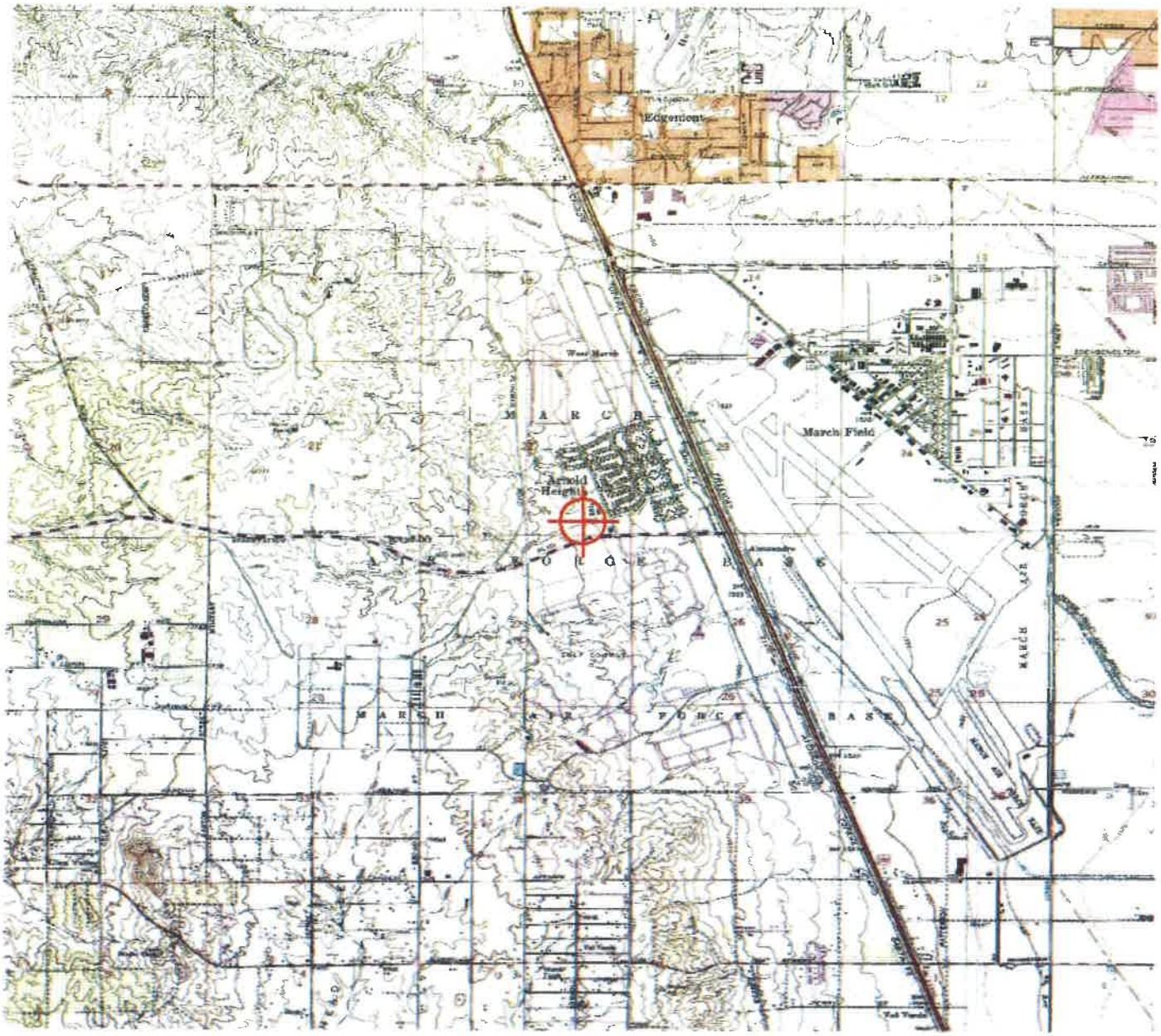
This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

If we can be of further assistance, please contact our office at (310) 725-6557, or karen.mcdonald@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2017-AWP-8067-OE.

Signature Control No: 339520466-341086719 (DNE)
Karen McDonald
Specialist

Attachment(s)
Map(s)

TOPO Map for ASN 2017-AWP-8067-OE



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Federal Aviation Administration
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Obstruction Evaluation Group
10101 Hillwood Parkway
Fort Worth, TX 76177

Aeronautical Study No.
2017-AWP-8058-OE

Issued Date: 08/16/2017

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Thousand Oaks, CA 91360

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

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

Structure:	Building Site B Office
Location:	Riverside, CA
Latitude:	33-53-21.58N NAD 83
Longitude:	117-16-49.64W
Heights:	1570 feet site elevation (SE) 36 feet above ground level (AGL) 1606 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does not exceed obstruction standards and would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

It is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be e-filed any time the project is abandoned or:

_____ At least 10 days prior to start of construction (7460-2, Part 1)
__X__ Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

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

The structure considered under this study lies in proximity to an airport and occupants may be subjected to noise from aircraft operating to and from the airport.

This determination expires on 02/16/2019 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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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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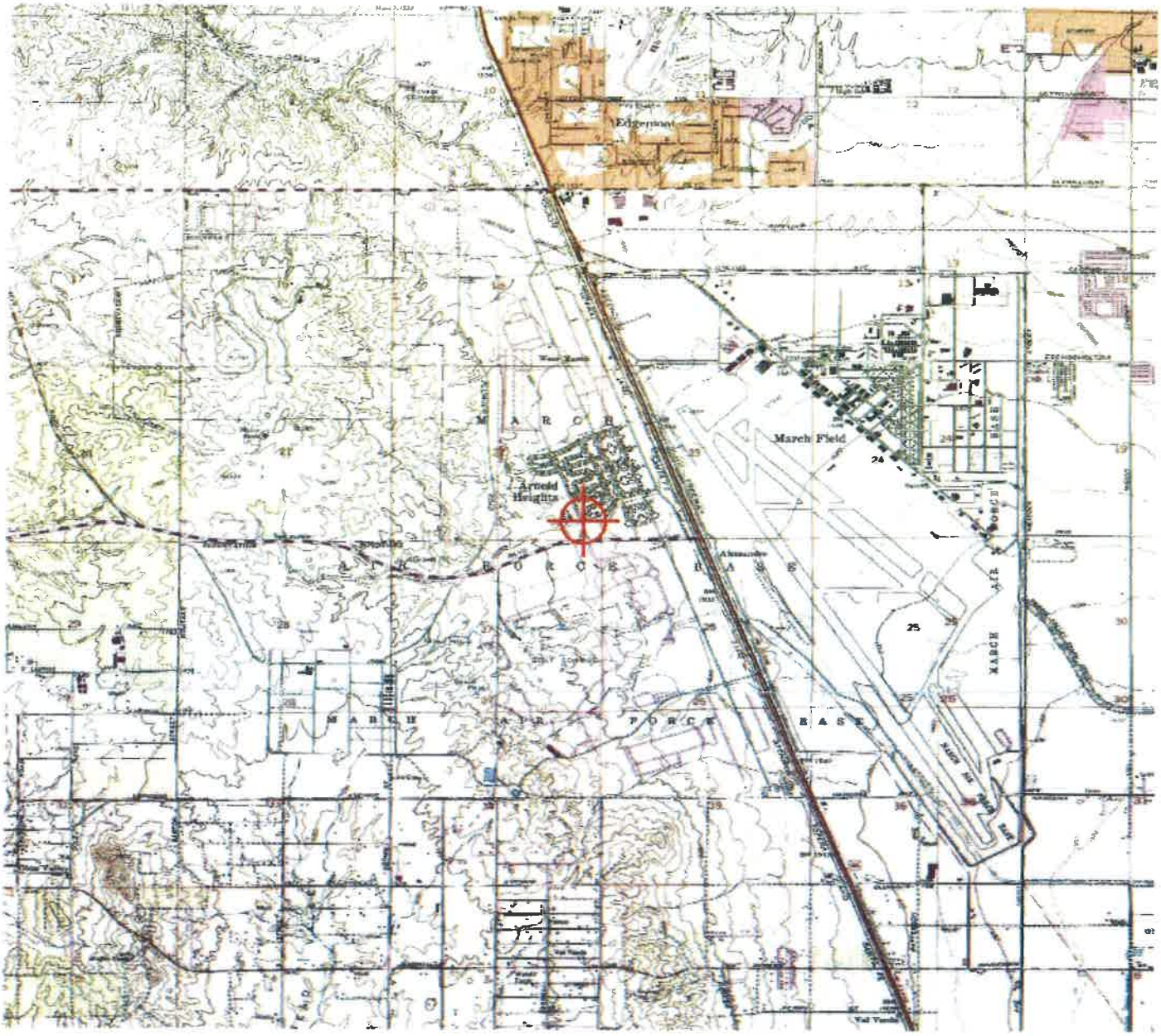
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If we can be of further assistance, please contact our office at (310) 725-6557, or karen.mcdonald@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2017-AWP-8058-OE.

Signature Control No: 339520457-341086721 (DNE)
Karen McDonald
Specialist

Attachment(s)
Map(s)

TOPO Map for ASN 2017-AWP-8058-OE



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Federal Aviation Administration
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10101 Hillwood Parkway
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Aeronautical Study No.
2017-AWP-8057-OE

Issued Date: 08/16/2017

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Thousand Oaks, CA 91360

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

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

Structure:	Building Site B Retail
Location:	Riverside, CA
Latitude:	33-53-18.99N NAD 83
Longitude:	117-16-49.20W
Heights:	1573 feet site elevation (SE) 24 feet above ground level (AGL) 1597 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does not exceed obstruction standards and would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

It is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be e-filed any time the project is abandoned or:

_____ At least 10 days prior to start of construction (7460-2, Part 1)
__X__ Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

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

The structure considered under this study lies in proximity to an airport and occupants may be subjected to noise from aircraft operating to and from the airport.

This determination expires on 02/16/2019 unless:

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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.

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

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

If we can be of further assistance, please contact our office at (310) 725-6557, or karen.mcdonald@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2017-AWP-8057-OE.

Signature Control No: 339520456-341086723 (DNE)
Karen McDonald
Specialist

Attachment(s)
Map(s)

TOPO Map for ASN 2017-AWP-8057-OE

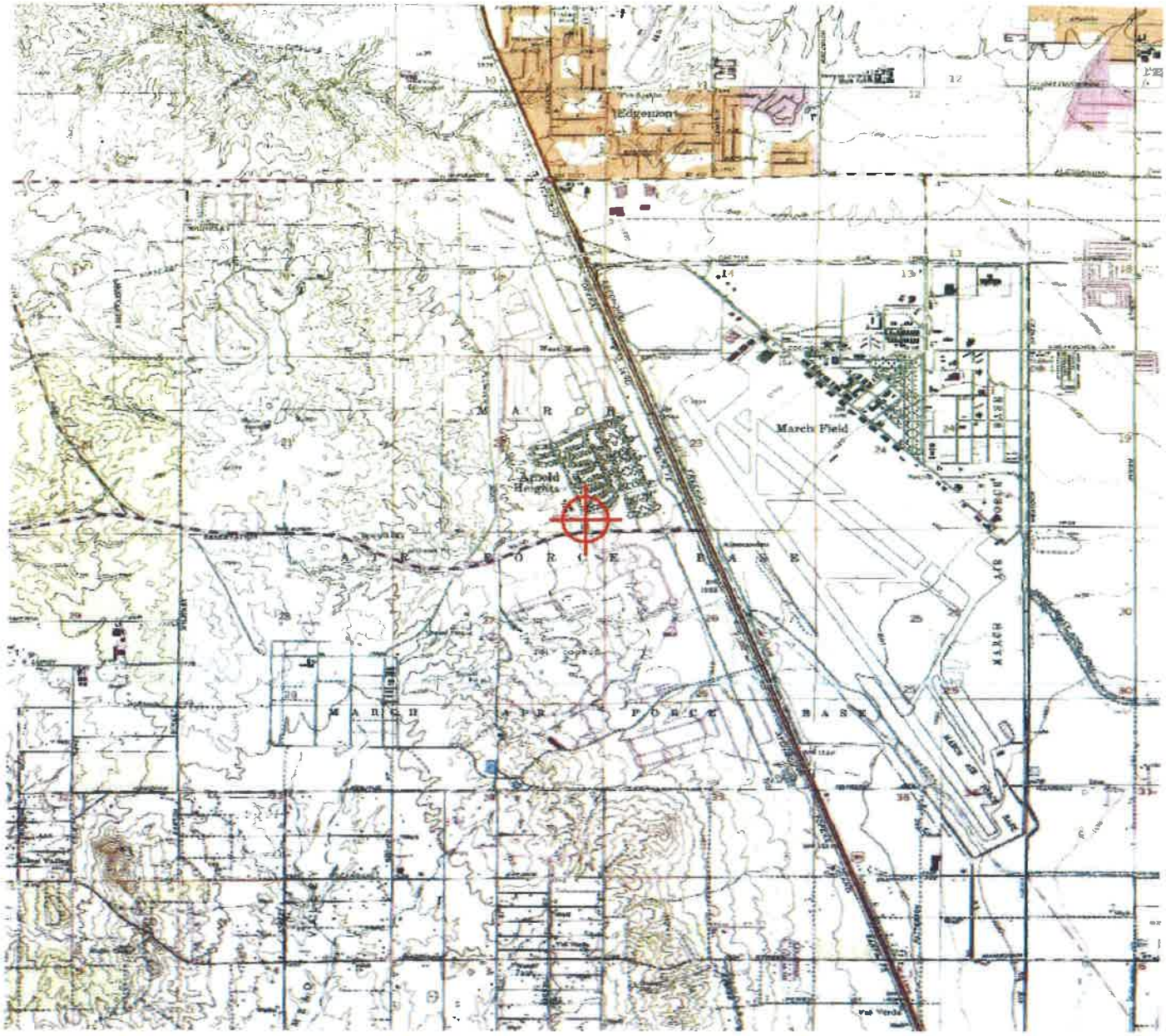


EXHIBIT A14

WMWD Will Serve Letter dated January 18, 2018

John V. Rossi

Robert Stockton Thomas P. Evans Brenda Dennstedt Donald D. Galleano S.R. "Al" Lopez

WESTERN MUNICIPAL WATER DISTRICT

Securing Your Water Supply

January 30, 2017

Silagi Development & Management, Inc.
101 Hodencamp Rd., Suite 200
Thousand Oaks, CA 91360

WATER AND SEWER AVAILABILITY REQUEST
APN: 294-050-053, -053, -054, -055, -056, -065, -066, -067, -068
WESTERN'S GRID # 39043
ID-MW , T3 S, R4W, SEC. 22

A potential customer at the above location, has inquired with the Western Municipal Water District ("Western") about obtaining water and sewer service to construct a commercial/mixed use center - M S Development B ("Proposed Project") and has requested that Western provide a letter setting forth the terms and conditions of water and sewer service.

The location of the Proposed Project (see attached map) is within Western's Service Area and Western would be the public water and sewer service provider for the Proposed Project, contingent upon the satisfaction of certain conditions including, but not necessarily limited to, the following:

(a) the applicant must have obtained all necessary permits and approvals for the construction and operation of the Proposed Project from the appropriate regulatory authorities;

(b) the applicant must agree to comply with the requirements of Western's Rules And Regulations Governing Water Service And Water Users and Regulations for Wastewater Discharge and Sanitary Sewer System Use, as the same may be revised from time to time ("Rules And Regulations"), including without limitation:

(i) providing and/or paying for connection facilities, as well as certain additional facilities that will be necessary to accommodate applicant's proposed water usage while maintaining resiliency within Western's distribution system, including the upsizing of pipelines and installation of pressure reduction and pump stations;

(ii) providing and/or paying for connection facilities, as well as certain additional facilities that will be necessary to accommodate applicant's proposed wastewater discharge, including the upsizing of pipelines and installation of sewer lift stations;

(iii) the payment of all applicable costs and fees, including system impact fees (subject to the application of appropriate credits for additional facilities provided by applicant); and

(iv) agree that all water use is subject to curtailment during times of drought or other water availability limitations in accordance with the Rules and Regulations.

Depending on the size, occupancy, or water/recycled water requirements of the project, additional studies including but not limited to: 1) a Water Supply Assessment as stipulated in California Water Code §10910 et. seq., and/or 2) distribution system hydraulic analysis (modeling) may be required of the applicant prior to approving service. Upon receipt of a request by the lead planning agency to prepare a WSA based on the developed project demands, Western will initiate the process. A deposit from the project proponent will be required to cover expenses therewith.

Prior to Western issuing a Conditions of Approval to governing planning agency, developer shall pay a planning deposit for cost incurred by Western's staff in benefiting proposed development. The planning deposit is currently $5,000.00. Depending on the complexity of the proposed development, surplus in account will be returned to the developer or rolled over to the next phase, such as plan check deposit upon developer's approval, while account exhausted prior to the next phase will be supplemented by the developer. Developer shall prepare preliminary layout of proposed potable water, sewer, and/or recycled water facilities and proposed points of connection.

Western's retail water facilities are intended for normal domestic use only and will be sufficient in quality and quantity for this purpose. Western cannot issue a guarantee of water availability for fire protection.

Western's sanitary sewer facilities are intended primarily for normal sanitary sewer use only and will be sufficient in capacity for this purpose. All discharge shall comply with Article 3 of Western's Regulations for Wastewater Discharge and Sanitary Sewer System Use.

All requirements referred to in this letter are subject to change without notice and in no case shall the terms of this water and sewer availability letter remain in effect greater than a year from the issuance date.

Should you have any questions regarding this matter, please contact Development Services at (951) 571-7100.

TOM THORNTON
Principal Engineer

TT:tp

Enclosure(s): Map

Tabulation

	RETAIL	OFFICE	BLDG 1	BLDG 2	BLDG 3	BLDG 4	BLDG 5	TOTAL

EXHIBIT A15

Willdan Building and Safety Conditions of Approval dated January 30, 2017

Building and Safety Conditions of Approval

Date:	**January 30, 2017**
Applicant:	**Silagi Development and Management, Inc.**
Address of Applicant:	**101 Hodencamp Rd, Thousand Oaks Rd. CA 91360**
Site Location:	**Unit 4, lots 8,9, 10 & 11 Tract 30857-4, North Campus Meridian & Van Buren Boulevard.**
Project:	**Development "B"**

Provide four (4) sets of construction plans and documentation for plan review for each proposed building. Below you will find a list of the plans and documents Building & Safety will need for plan review on each building. The initial plan review will take approximately two weeks on most projects. Prior to submitting plans to Building & Safety, submit plans to the County of Riverside Fire Department for approvals. Provide one stamped approved copy of the plans from the Fire Department with the first submittal to Building and Safety. For the retail buildings that have food service, the applicant will need to submit the building plans to the County of Riverside Health Department for review and approval. Please submit approved health plans to building & safety with first review of project plans.

Please provide the following sets of plans and documents. All conditions of approval from each department and agency shall be placed on the building plans.

Building and Safety submittal's required at first plan review.

(4) Architectural Plans
(4) Structural Plans
(2) Structural Calculations
(4) Plot/Site Plans
(4) Electrical Plans
(4) Electrical Load Calculations
(4) Plumbing Plans/Isometrics, Water, Sewer and Gas
(4) Mechanical Plans
(4) Mechanical Duct Layout Plans
(4) Disabled Access Improvement Plan for the Site.
(2) Roof Truss Plans
(2) Title 24 Energy Calculations
(4) Copy of Approved Precise Grading Plans
(1) Copy of Approved Fire Department Plans for the project.

(1) Approved Health Department Plans, Food establishments only.
(2) Commissioning documents showing compliance with Section 5.410.2 of the 2016 California Green Code.
(2) Copies of the Soils Reports

Building & Safety General Information

All structures shall be designed in accordance with the 2016 California Building Code, 2016 California Mechanical Code, 2016 California Plumbing Code, and the 2016 California Electrical Code, and the 2016 California Green Buildings Standards adopted by the State of California.

The Developer/Owner is responsible for the coordination of the final occupancy. The Developer/Owner shall obtain clearances from each department, division, or agency prior to requesting a final building inspection from Building & Safety. Each agency shall sign the bottom of the Building & Safety job card.

Building & Safety inspection requests can be made twenty-four (24) hours in advance for next day inspection. Please contact (951) 656-7000. You may also request inspections at the Building & Safety public counter.

Temporary toilet facilities shall be provided for construction workers. The toilet facilities shall be maintained in a sanitary condition. Construction toilet facilities of the non sewer type shall conform to ANSI ZA.3.

The City enforces the State of California provisions of the California Building Code disabled access requirements. The Federal Americans with Disabilities Act (ADA) standards may differ in some cases from the California State requirements, therefore it is the building owner's responsibility to be aware of those differences and comply accordingly.

Pursuant to the California Business and Professions Code Section 6737, most projects are required to be designed by a California Licensed Architect or Engineer. The project owner or developer should review the section of the California Codes and comply with the regulation.

Building & Safety, (Willdan Engineering) will inspect all foundation work, structural work on the building to include plumbing, electrical, mechanical, title 24, green building code items. Building & Safety will also inspect the electrical conduit in the common areas for exterior light standards as well as disabled accessibility from the right of way to the building and the disabled parking stalls. Sewer installation outside the building and water supply line installation up to the property line at right of way, contact 909-963-8045. Please note that Western Municipal Water District will also need to inspect both on and off site water, contact (951) 571 7204. Signage will be inspected by Building & Safety as well as trash enclosures and other ornamental structures on the site.

Engineering, (Tri-Lake Engineering) will inspect the construction in the right of way as well as the on-site grading and precise grading. Storm drain construction will be inspected by Tri-Lake Engineering. Storm Water retention will be inspected by CG Recourse Management, contact (909) 455-8520.

Building & Safety Conditions

Prior to the issuance of a building permit, the applicant shall pay all Development Improvement Fee's to March JPA; this also includes any school fees and outside agency fees such as sewer water and utilities. Copies of receipts shall be provided to Building & Safety prior to permit issuance.

All on site utilities shall be underground to the new proposed structure unless prior approval has been obtained by the utility company or March JPA.

Prior to issuance of Building Permits, on-site water service shall be installed and approved by the responsible agency. On-site fire hydrants shall be approved by the Fire Department. No flammable materials will be allowed on the site until the fire hydrants are established and approved.

Prior to issuance of building permits, site grading certification and pad certifications shall be submitted to Building & Safety. Prior to concrete placement, submit a certification for the finish floor elevation and set backs of the structures. The certification needs to reflect that the structure is in conformance with the Precise Grading Plans. Compaction reports shall accompany pad certifications. The certifications are required to be signed by the engineer of record.

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

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

Special inspectors and structural observation inspectors that are required by the engineer of record shall register with Building & Safety. The special inspectors shall provide a copy of his or her certifications and a copy of their driver's license before the start of work as an inspector on the project. Special inspectors are to provide daily reports to Building & Safety by e-mail to the City inspector and to the permit technician. Special inspectors are also required to provide a hard copy of the reports in the construction office daily for the inspector's use. The special inspectors shall make all necessary and required inspections before the City provides periodic inspections.

All unused construction materials shall be recycled using March JPA's Waste Franchise Hauler. Prior to the certificate of occupancy, the building inspector will request copies of all recycling receipts.

A Certificate of Occupancy will be granted to the Developer/Owner when the building is 100 percent complete and all agencies have signed for permanent occupancy. If the Developer/Owner has a tenant that will be performing a tenant improvement, Building & Safety will issue a permit for the tenant improvement if all other agencies agree to allow the permit to be issued and the plans are approved. No temporary certificate of occupancy will be granted prior to the building and site being 100 percent complete.

Site development and grading shall be designed to provide access to all entrances and exterior ground floors exits and access to normal paths of travel, and where necessary to provide access. Paths of travel shall incorporate (but not limited to) exterior stairs, landings, walks and sidewalks, pedestrian ramps, curb ramps, warning curbs, detectable warning, signage, gates, lifts and walking surface materials. The accessible route(s) of travel, building to building, shall be the most practical direct route between accessible building entrances, site facilities, accessible parking, public sidewalks, and the accessible entrance(s) to the site, California Building Code, (CBC) Chapter 11B.

EXHIBIT A16

Trilake Conditions of Approval dated August 31, 2018

CONDITIONS OF APPROVAL

MJ-098
August 31, 2018
MS Van Buren, Development B, Amendment #2, PP No. 17-05

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 Powers Authority requirements and Standards and pursuant to conditions of approval for Tract No. 30857 and the associated specific plan. It is understood that the site plan correctly shows all existing easements, traveled ways and drainage courses with appropriate Q's and that their omission may require the map to be resubmitted for further consideration. The following conditions are essential parts and requirement occurring in ONE is as binding as though occurring in all. They are intended to be complimentary to the tract map and specific plan and to describe the conditions for a complete design of the improvements. All questions regarding the true meaning of the conditions shall be referred to the MJPA Public Works Engineer. The on and offsite improvements shall be installed pursuant to Riverside County Flood Control, Riverside County Transportation Department and Western Municipal Water District Standards and as approved by MJPA. Encroachment permit shall be obtained from all affected agencies.

1. Drainage and flood control facilities and improvements shall be provided in accordance with the MJPA and Riverside County Flood Control requirements and standards. The following drainage related conditions are the requirements of this project:

   a. Drainage facilities outletting sump conditions shall be designed to convey the tributary 100-year on and offsite storm flows.

   b. The property's street and lot grading shall be designed in a manner that perpetuates the existing natural drainage patterns with respect to tributary drainage area. No ponding or concentration of water to upstream and downstream properties shall be permitted.

14205 MERIDIAN PARKWAY, SUITE 140 ★ RIVERSIDE, CALIFORNIA 92518 ★ (951) 656-7000 ★ FAX (951) 653-5558
E-MAIL: info@marchjpa.com ★ WEBSITE: www.marchjpa.com

c. Final hydrology report and hydraulic calculation shall be submitted to the MJPA Public Works Engineer and RCFC (if needed) for review and approval. The report shall address the offsite flow, accumulative onsite runoff, and the impact to adjacent downstream properties.

d. All grading and drainage improvements shall comply with NPDES and Best Management Practices. Erosion control plans shall be prepared and submitted to Water Quality Board and the MJPA Public Works Engineer as part of the grading plans.

e. The "first flush" basins shall be private and located onsite and properly landscaped and screened as determined by Planning Department. The parkway on and offsite landscaping may be utilized for this purpose. These facilities shall be connected to existing drainage facilities with permits from the appropriate agency.

f. Connection to drainage facilities maintained by RCFC will require their approval. Any onsite drainage facilities not maintained by RCFC and the JPA's maintenance district shall be privately maintained.

2. Additional streetlights or relocation of streetlights adjacent to this site may be required per Riverside County, Southern California Edison, and JPA standards.

3. The proposed development is in the service area of Western Municipal Water District for water and sewer services. Additional lateral connection, if required, shall comply with WMWD and Fire Department requirements. Onsite sewer and water plans shall be submitted to WMWD for review and approval.

4. This project is part of the existing landscape, lighting, and drainage maintenance districts established by MJPA. Owner(s) shall be responsible to pay towards maintenance of facilities as determined by the Districts.

5. On and offsite improvements including grading and paving plans along with hydrology shall be submitted to MJPA Public Works Engineer's for review and approval.

6. Driveway approaches shall be installed per Riverside County Standard No. 207A for commercial driveways in compliance with ADA requirements and standards.

7. Onsite striping, lighting, landscaping shall be reviewed and approved by Planning Department.

8. The improvements on Economic Drive, Meridian Parkway, and Van Buren are existing and if damaged during construction shall be removed and replaced to the satisfaction of MJPA and Riverside County Transportation. Utility trench shall be repaired to JPA standards.

9. Construction of proposed improvements over existing easements (if any) will require the appropriate agency approval.

10. Concrete intersections at driveways used by trucks shall be installed as approved by JPA.

11. Reference is made to Riverside County Transportation letter dated February 7, 2018. The applicant shall submit plans and other documents to County for work within their jurisdiction for their review and approval.

12. Proposed driveway along Meridian Parkway shall be limited to right-in and out only. The existing median along Meridian Parkway shall be extended northerly an adequate distance to limit turning movements from this driveway.

    The proposed driveway along Van Buren shall be reviewed and approved by County Transportation Department.

13. Sidewalk shall be installed around all streets adjacent to this site per Riverside County Standards.

Habib Motlagh

Habib Motlagh
Public Works Engineer

EXHIBIT A17

Riverside County Fire Department Planning Conditions dated September 28, 2017

Riverside County Fire Department
In Cooperation With
The California Department of Forestry and Fire Protection
2300 Market St., Ste. #150, Riverside, CA 92501 • Phone (951) 955-4777
• Fax (951) 955-4886

Proudly serving the unincorporated areas of riverside county and the cities of:

Banning
Beaumont
Calimesa
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

Planning Case Conditions

DATE: 9/28/2017

CASE: 17-MJPA-SP-01
17-MJPA-PP-05
17-MJPA-PM-02

Project location: NW of Van Buren Boulevard and Meridian Parkway

PLANNER: Lauren Sotelo, Associate Planner

REVIEWED BY: Steve Payne, Assistant Fire Marshal

It is the responsibility of the recipient of these Fire Department comments to forward them to all interested parties. The case number (**as it is noted above**) is required on all correspondence.

Additional information is available at our website: www.rvcfire.org

Questions should be directed to the Riverside County Fire Department, Office of the Fire Marshal at 2300 Market St. Suite 150, Riverside, CA 92501. Phone: (951) 955-4777, Fax: (951) 955-4886.

The Fire Department recommends the following fire protection measures be provided in accordance with Riverside County Ordinances and recognized fire protection standards:

1. Fire hydrants and fire flow: prior to building permit issuance, provide or show there exists a water system that meets the required fire flow in accordance with the California Fire Code and Riverside County Fire Department requirements. Fire hydrants shall be spaced in accordance with the California Fire Code.

2. These conditions are preliminary; further review will occur upon receiving building plans. Additional conditions may be necessary at that time.

Please feel free to contact me with any questions.

EXHIBIT A18

Preliminary Water Quality Management Plan approval letter dated August 02, 2018

March Joint Powers Authority

PLANNING
MEMORANDUM

TO: Lauren Sotelo, Associate Planner
FROM: Cynthia Gabaldon P.E., CPSWQ, CPESC, QSD/P
DATE: August 2, 2018

RE: MS Development B (PP17-05)
Tract 30857-04, Unit 4, Lots 8,9 10 and 11
Riverside, California

As part of the current Riverside County Municipal Waste Discharge Permit, the March Joint Powers Authority is reviewing all submitted Water Quality Management Plans (WQMP).

Two preliminary WQMP submittals for the commercial project submitted as PP17-05, MS Development B, Riverside California. The project's preliminary WQMP submittal revision dated March 29, 2018 (Signed 7/31/18) **was determined to be in substantial compliance, for a preliminary WQMP, in concept, with the requirements of the 2012 Riverside County WQMP Manual.**

The following conditions apply:

The development shall be subject to all provisions of March Joint Powers Authority General Plan Section 1.8, which establishes requirements to meet all local, state and federal environmental requirements. This includes the implementation of stormwater/urban runoff management and discharge controls to improve water quality and comply with federal regulations, and any subsequent amendments, revisions, or ordinances pertaining thereto.

The structural BMPs selected for this project have been approved in concept. The owner shall submit a final WQMP including plans and details providing the elevations, slopes, and other details for the proposed structural BMPs including the bioretention basins, self-retaining landscaping, roof drains to vegetation and trash enclosure. The Engineering Department shall review and approve the final WQMP text, plans and details.

EXHIBIT A19

VRPA Transportation Consultants letter dated March 13, 2018

Transportation Planning - Traffic Engineering - Environmental Assessment
Sustainable Communities Planning - Public Outreach

VRPA TECHNOLOGIES, INC.

March 13, 2018

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

Re: Review of applications materials for MS Van Buren II – Development B

Dear Ms. Sotelo,

VRPA Technologies, Inc. (VRPA) has reviewed the amended application materials for a Business Park development located off Van Buren Boulevard on Unit 4- Lots 8, 9, 10 and 11 within the Meridian Business Park Specific Plan. The Applicant is proposing a zone change from the existing Office zoning designation to a Mixed-Use Zoning Designation on Unit 4-Lot 8, 10, and 11. Site access is proposed along Van Buren Boulevard with a right-in and right-out driveway and driveways along Meridian Parkway and Economic Drive. We have no additional comments.

Should you have any questions, feel free to contact me via one of the following 4630 W. Jennifer, Suite 105, Fresno, CA 93722 | Phone: (559) 271-1200 | Fax: (559) 271-1269 | Cell phone: (559) 259-9257 | Email: gvivian@vrpatechnologies.com.

Sincerely,

Georgiena M. Vivian

Georgiena M. Vivian, President
VRPA Technologies, Inc.

EXHIBIT A20

Riverside County TLMA Letter dated February 07, 2018

COUNTY OF RIVERSIDE
TRANSPORTATION AND LAND MANAGEMENT AGENCY

Juan C. Perez, P.E., T.E.
Transportation and Land Management Agency Director

Patricia Romo, P.E.
Director of Transportation

Transportation Department

February 7, 2018

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

Subject: MS Van Buren – Development B, PP 17-05

The County of Riverside Transportation Department has reviewed the proposed Plot Plan 17-05 for MS Van Buren. The TPM layout does not match the Preliminary Grading Plans or Site Plan with regard to Parcel 1.

The County has reviewed the Traffic Consistency memorandum dated December 29, 2017 which indicated a potentially significant increase in traffic volume (4,936 ADT proposed v. 3,913 ADT originally assumed) associated with the project. However the memo states that the project generates less traffic than originally assumed for these lots. Please explain. While overall development within the specific plan may be less than what was originally assumed, the impacts of increasing or potentially concentrating traffic at access driveways and intersections must be analyzed to determine if there is an impact.

The current plan shows a driveway location on Meridian Pkwy close to Van Buren Blvd. and appears to be within the right turn lane. Previously this driveway was shown further north and our comments included a concern of that location and the potential interruption to traffic at the Meridian/Van Buren traffic signal. The movement of the driveway closer to Van Buren amplifies this concern. Safety of drivers attempting to turn out of the driveway and cross 3 lanes of traffic to enter the southbound left turn lane should be considered as well as the delay to the southbound right turning vehicles due

3525 14th Street, 2nd Floor, Riverside, CA 92501 (951) 955-6800
P.O. Box 1090 · Riverside, CA 92502-1090 · FAX (951) 955-3164

to vehicles entering the driveway within the turn pocket.

Please have the applicant show how the driveway on Van Buren works with the final Van Buren striping plan approved by the County.

Thank you,

Susan Vombaur, PE, TE
Senior Civil Engineer

Cc: Kevin Tsang

Attachments

3525 14th Street, 2nd Floor, Riverside, CA 92501 (951) 955-6800
P.O. Box 1090 · Riverside, CA 92502-1090 · FAX (951) 955-3164

EXHIBIT A21

Riverside County ALUC ZAP1320MA18 Consistency Letter dated August 16, 2018

AIRPORT LAND USE COMMISSION
RIVERSIDE COUNTY

RECEIVED

BY:

CHAIR
Rod Ballance
Riverside

VICE CHAIRMAN
Steve Manos
Lake Elsinore

COMMISSIONERS

Arthur Butler
Riverside

John Lyon
Riverside

Glen Holmes
Hemet

Russell Betts
Desert Hot Springs

Steven Stewart
Palm Springs

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

January 18, 2018

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

RE: AIRPORT LAND USE COMMISSION (ALUC) DEVELOPMENT REVIEW

File No.: ZAP1286MA17
Related File Nos.: GPA17-02 (General Plan Amendment), SP17-01 (Specific Plan Amendment), PP17-05 (Plot Plan)
APNs: 294-050-053 through -056, 294-050-065 through -068

Dear Ms. Sotelo:

On January 11, 2018, the Riverside County Airport Land Use Commission (ALUC) found March Joint Powers Authority (March JPA) Case Nos. GPA 17-02 (General Plan Amendment) and SP 17-01 (Specific Plan Amendment), proposals to amend the land use designation of 13.6 acres located on the northwest corner of Van Buren Boulevard and Meridian Parkway from Office to Mixed Use (on Unit 4, Lots 8, 10, and 11, as delineated on the March JPA General Plan and Meridian Specific Plan SP-5) and Office (on Unit 4, Lot 9), **CONSISTENT** with the 2014 March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan.

On January 11, 2018, the Riverside County Airport Land Use Commission (ALUC) found March JPA Case No. PP 17-05 (Plot Plan), a proposal to construct eleven (11) "shell" buildings ranging from 7,180 square feet to 32,628 square feet to be used as industrial/flex/showroom/retail/office buildings, for a cumulative building area total of 162,041 square feet on the above-referenced 13.6-acre site, **CONSISTENT** with the 2014 March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan, subject to the following conditions:

CONDITIONS:

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

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

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

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

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

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

(e) Children's schools, day care centers, libraries, hospitals, skilled nursing and care facilities, congregate care facilities, places of assembly (including churches and theaters), noise sensitive outdoor nonresidential uses, and hazards to flight.

3. The attached notice shall be provided to all prospective purchasers of the property and tenants or lessees of the buildings, and shall be recorded as a deed notice

4. The proposed 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 the 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.

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

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

7. The Federal Aviation Administration has conducted an aeronautical study of the proposed buildings (Aeronautical Study Nos. 2017-AWP-8057 through 8067-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 the FAA Advisory Circular 70/7460-1 L Change 1 and shall be maintained in accordance therewith for the life of the project.

8. The proposed buildings shall not exceed a height of 36 feet above ground level and a maximum elevation at top point of 1,607 feet above mean sea level.

9. 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.

10. Temporary construction equipment used during actual construction of the building shall not exceed 36 feet in height and a maximum elevation of 1,607 feet above mean sea level, unless separate notice is provided to the Federal Aviation Administration through the Form 7460-1 process.

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

12. Any roof-top equipment or change in height that exceeds a total height of 36 feet will require Form 7460-1 submittal, review, and issuance of a "Determination of No Hazard to Air Navigation" by the Federal Aviation Administration Obstruction Evaluation Service.

13. The project does not propose rooftop solar panels at this time. However, if the project were to proposed 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.

14. The maximum square footage of restaurant dining area permitted within the retail building is 1,235 square feet. No other Type A occupancies shall be permitted within the retail building or elsewhere on-site without subsequent evaluation as to consistency with the applicable ALUCP.

If you have any questions, please contact Paul Rull, ALUC Urban Regional Planner IV, at (951) 955-6893, or John Guerin, ALUC Principal Planner, at (951) 955-0982.

Sincerely,
RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION

Simon A. Housman, ALUC Director

Attachment: Notice of Airport in Vicinity
Aeronautical Study Nos. 2017-AWP-8057 through 8067-OE

cc: Moshe Silagi, MS Van Buren II, LLC (applicant)
Rob Van Zanten, SDH & Associates (representative)
Mario Calvillo, Lee & Associates (additional representative)
Gary Gosliga, Airport Manager, March Inland Port Airport Authority
Daniel Rockholt or Denise Hauser, March Air Reserve Base
ALUC Case File

Y:\AIRPORT CASE FILES\March\ZAP1286MA17\ZAP1286MA17.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 influenc) 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, ar) associated with the property before you complete your purchase and determine whether they are acceptable to you. Business & Professions Code Section 11010 (b)(13)(A)

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

Aeronautical Study No.
2017-AWP-8057-OE

Issued Date: 08/16/2017

Moshe Silagi
MS Van Buren II, LLC
101 Hodencamp Road
Suite 200
Thousand Oaks, CA 91360

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

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

Structure:	Building Site B Retail
Location:	Riverside, CA
Latitude:	33-53-18.99N NAD 83
Longitude:	117-16-49.20W
Heights:	1573 feet site elevation (SE)
	24 feet above ground level (AGL)
	1597 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does not exceed obstruction standards and would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

It is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be e-filed any time the project is abandoned or:

_____ At least 10 days prior to start of construction (7460-2, Part 1)
__X__ Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

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

The structure considered under this study lies in proximity to an airport and occupants may be subjected to noise from aircraft operating to and from the airport.

This determination expires on 02/16/2019 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.

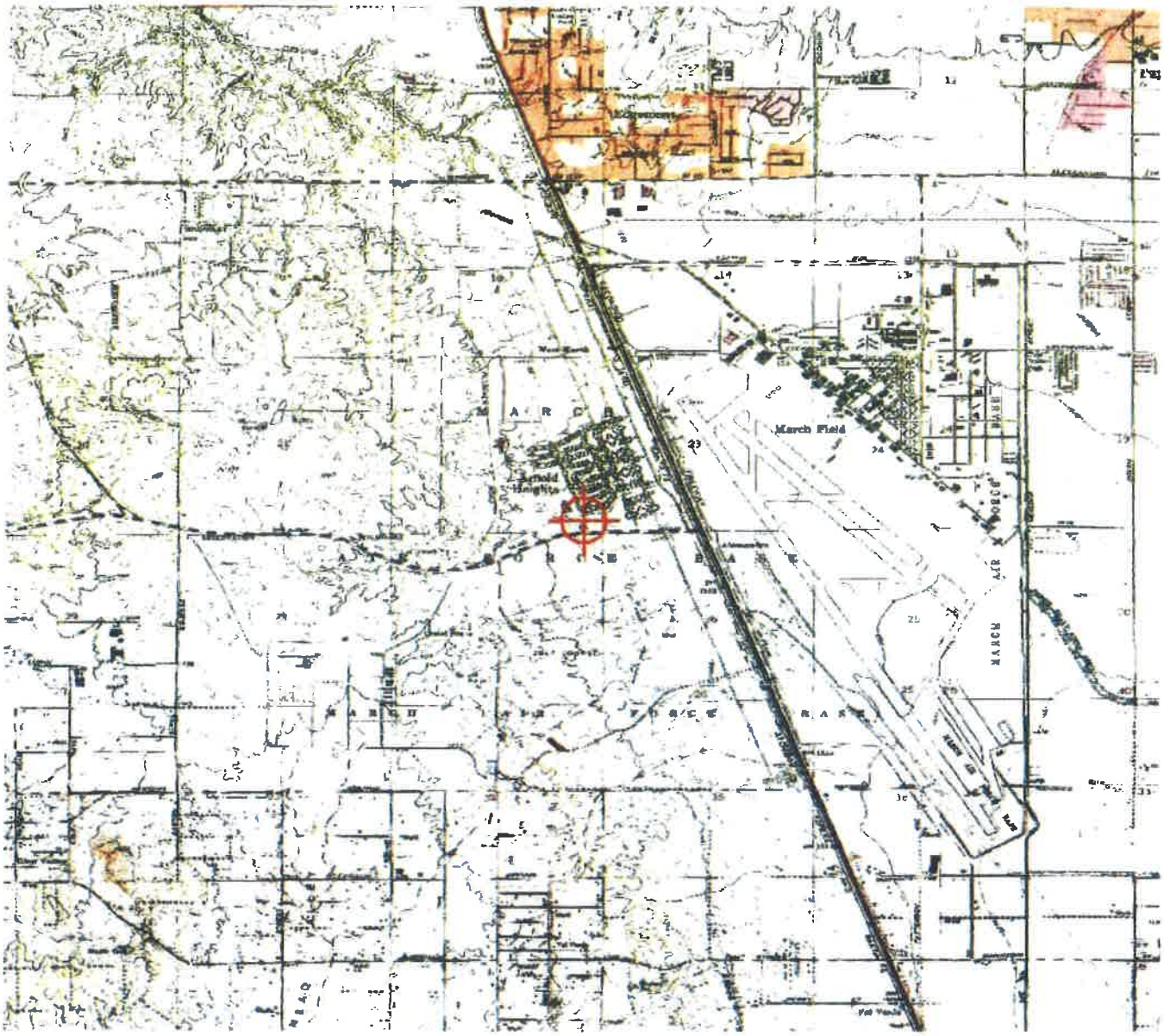
This determination does include temporary construction equipment such as cranes, derricks, etc., which may be used during actual construction of the structure. However, this equipment shall not exceed the overall heights as indicated above. Equipment which has a height greater than the studied structure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

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

If we can be of further assistance, please contact our office at (310) 725-6557, or karen.mcdonald@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2017-AWP-8057-OE.

Signature Control No: 339520456-341086723 (DNE)
Karen McDonald
Specialist

Attachment(s)
Map(s)


March Field
Arnold Heights
MARCH BLVD

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

Aeronautical Study No.
2017-AWP-8058-OE

Issued Date: 08/16/2017

Moshe Silagi
MS Van Buren II, LLC
101 Hodencamp Road
Suite 200
Thousand Oaks, CA 91360

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

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

Structure:	Building Site B Office
Location:	Riverside, CA
Latitude:	33-53-21.58N NAD 83
Longitude:	117-16-49.64W
Heights:	1570 feet site elevation (SE) 36 feet above ground level (AGL) 1606 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does not exceed obstruction standards and would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

It is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be e-filed any time the project is abandoned or:

_____ At least 10 days prior to start of construction (7460-2, Part 1)
__X__ Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

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

The structure considered under this study lies in proximity to an airport and occupants may be subjected to noise from aircraft operating to and from the airport.

This determination expires on 02/16/2019 unless:

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(b) extended, revised, or terminated by the issuing office.

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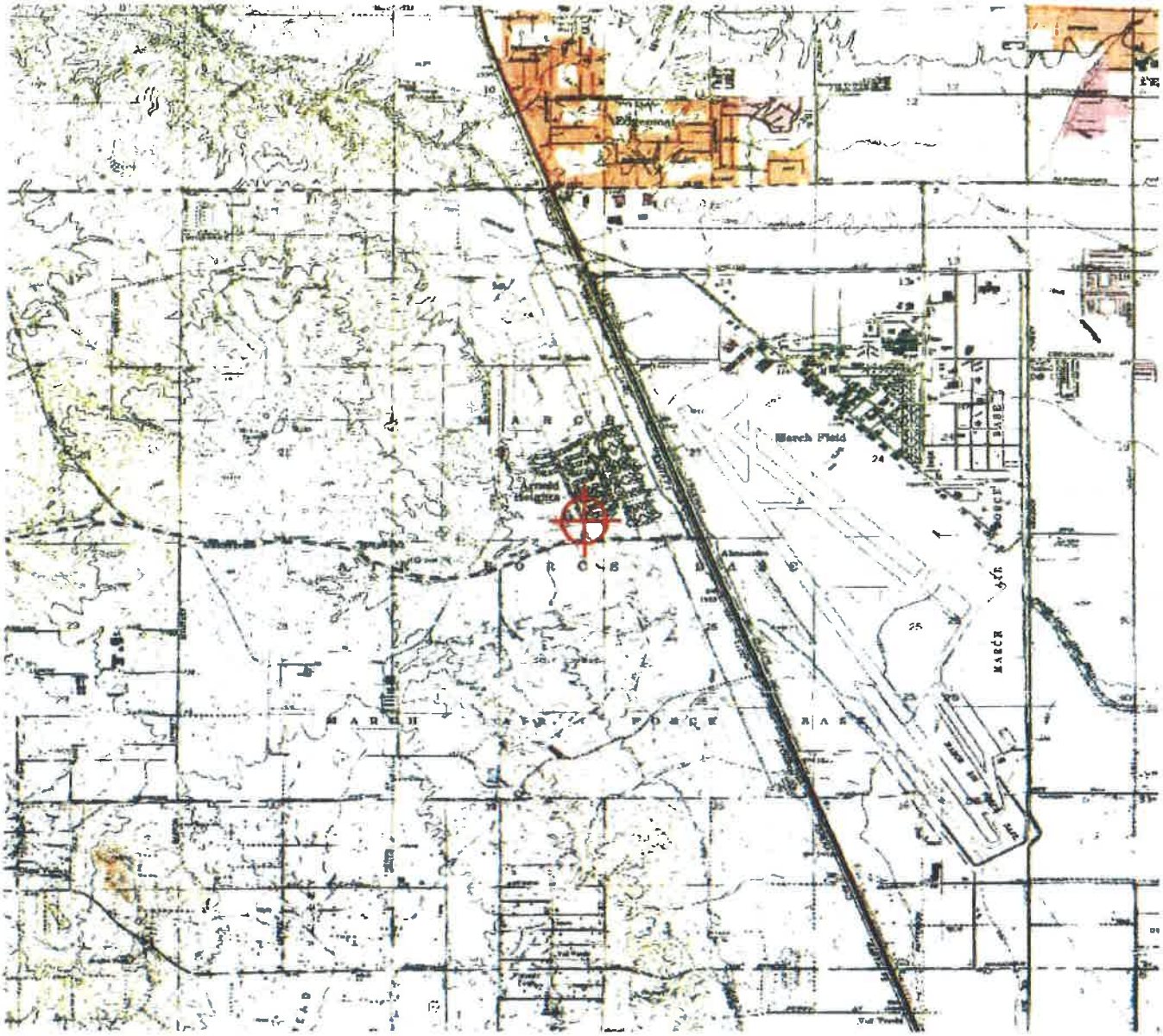
This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

If we can be of further assistance, please contact our office at (310) 725-6557, or karen.mcdonald@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2017-AWP-8058-OE.

Signature Control No: 339520457-341086721 (DNE)
Karen McDonald
Specialist

Attachment(s)
Map(s)

TOPO Map for ASN 2017-AWP-8058-OE



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

Aeronautical Study No.
2017-AWP-8059-OE

Issued Date: 08/16/2017

Moshe Silagi
MS Van Buren II, LLC
101 Hodencamp Road
Suite 200
Thousand Oaks, CA 91360

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

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

Structure:	Building Site B Bldg. 1
Location:	Riverside, CA
Latitude:	33-53-18.88N NAD 83
Longitude:	117-16-51.81W
Heights:	1579 feet site elevation (SE)
	24 feet above ground level (AGL)
	1603 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does not exceed obstruction standards and would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

It is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be e-filed any time the project is abandoned or:

_____ At least 10 days prior to start of construction (7460-2, Part 1)
__X__ Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

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

The structure considered under this study lies in proximity to an airport and occupants may be subjected to noise from aircraft operating to and from the airport.

This determination expires on 02/16/2019 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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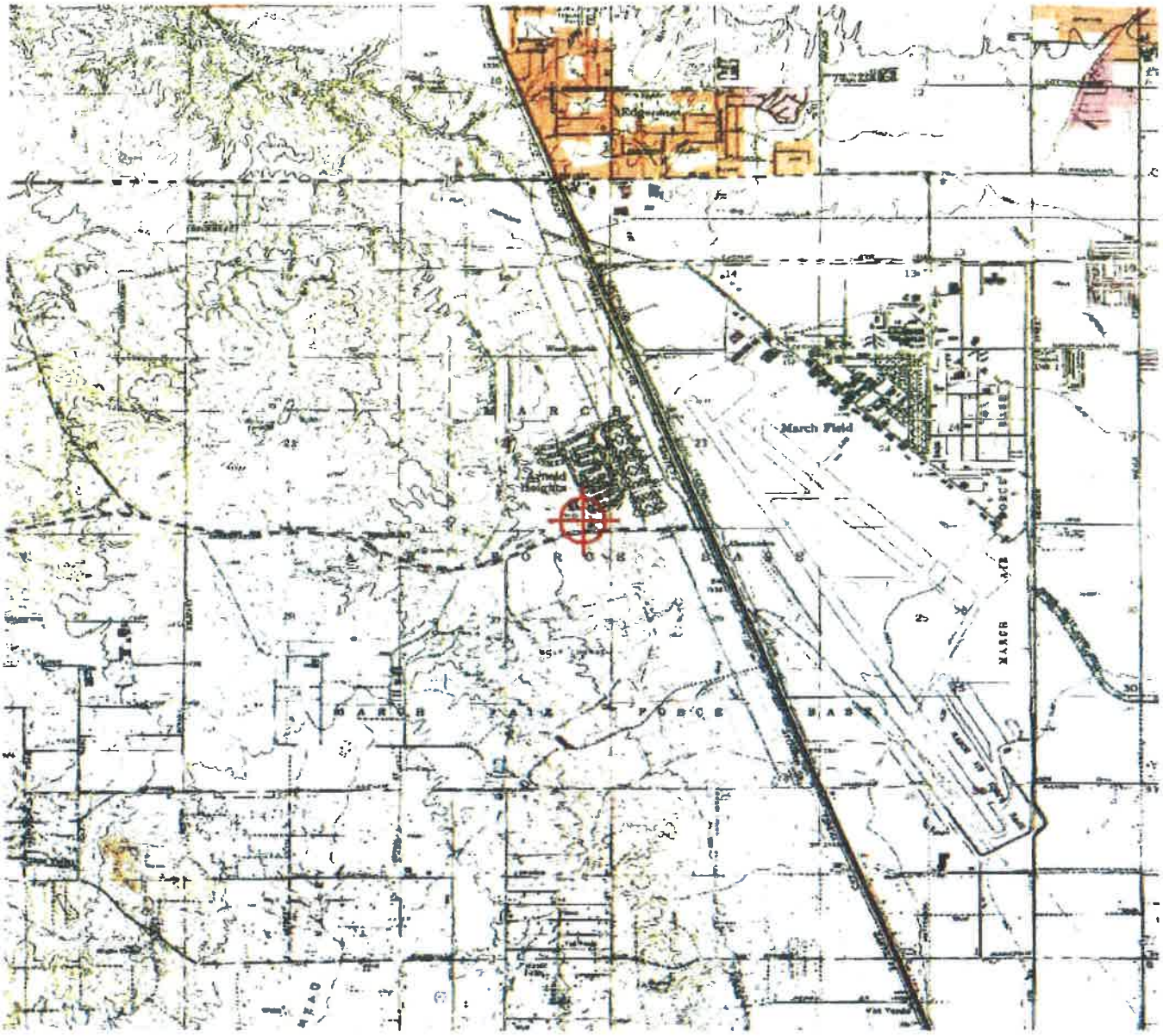
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If we can be of further assistance, please contact our office at (310) 725-6557, or karen.mcdonald@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2017-AWP-8059-OE.

Signature Control No: 339520458-341086720 (DNE)
Karen McDonald
Specialist

Attachment(s)
Map(s)

TOP\ .Map for ASN 2017-AWP-8059-OE



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

Aeronautical Study No.
2017-AWP-8060-OE

Issued Date: 08/16/2017

Moshe Silagi
MS Van Buren II, LLC
101 Hodencamp Road
Suite 200
Thousand Oaks, CA 91360

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

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

Structure:	Building Site B Bldg. 2
Location:	Riverside, CA
Latitude:	33-53-20.25N NAD 83
Longitude:	117-16-52.13W
Heights:	1572 feet site elevation (SE)
	24 feet above ground level (AGL)
	1596 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does not exceed obstruction standards and would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

It is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be e-filed any time the project is abandoned or:

_____ At least 10 days prior to start of construction (7460-2, Part 1)
__X__ Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

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

The structure considered under this study lies in proximity to an airport and occupants may be subjected to noise from aircraft operating to and from the airport.

This determination expires on 02/16/2019 unless:

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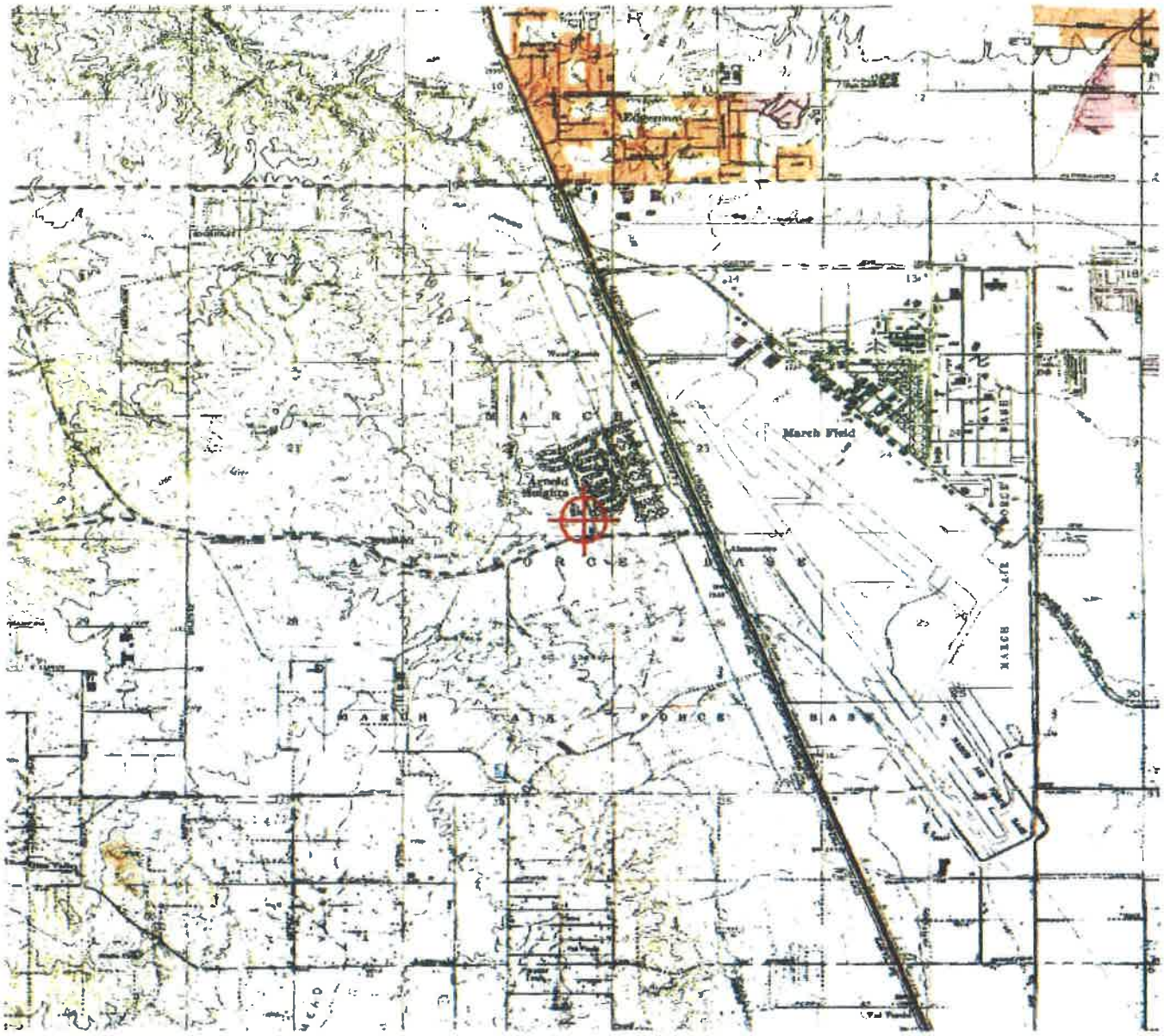
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If we can be of further assistance, please contact our office at (310) 725-6557, or karen.mcdonald@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2017-AWP-8060-OE.

Signature Control No: 339520459-341086717 (DNE)
Karen McDonald
Specialist

Attachment(s)
Map(s)

TOPO Map for ASN 2017-AWP-8060-OE



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

Aeronautical Study No.
2017-AWP-8061-OE

Issued Date: 08/16/2017

Moshe Silagi
MS Van Buren II, LLC
101 Hodencamp Road
Suite 200
Thousand Oaks, CA 91360

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

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

Structure:	Building Site B Bldg. 3
Location:	Riverside, CA
Latitude:	33-53-21.61N NAD 83
Longitude:	117-16-52.68W
Heights:	1572 feet site elevation (SE)
	24 feet above ground level (AGL)
	1596 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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__X__ Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

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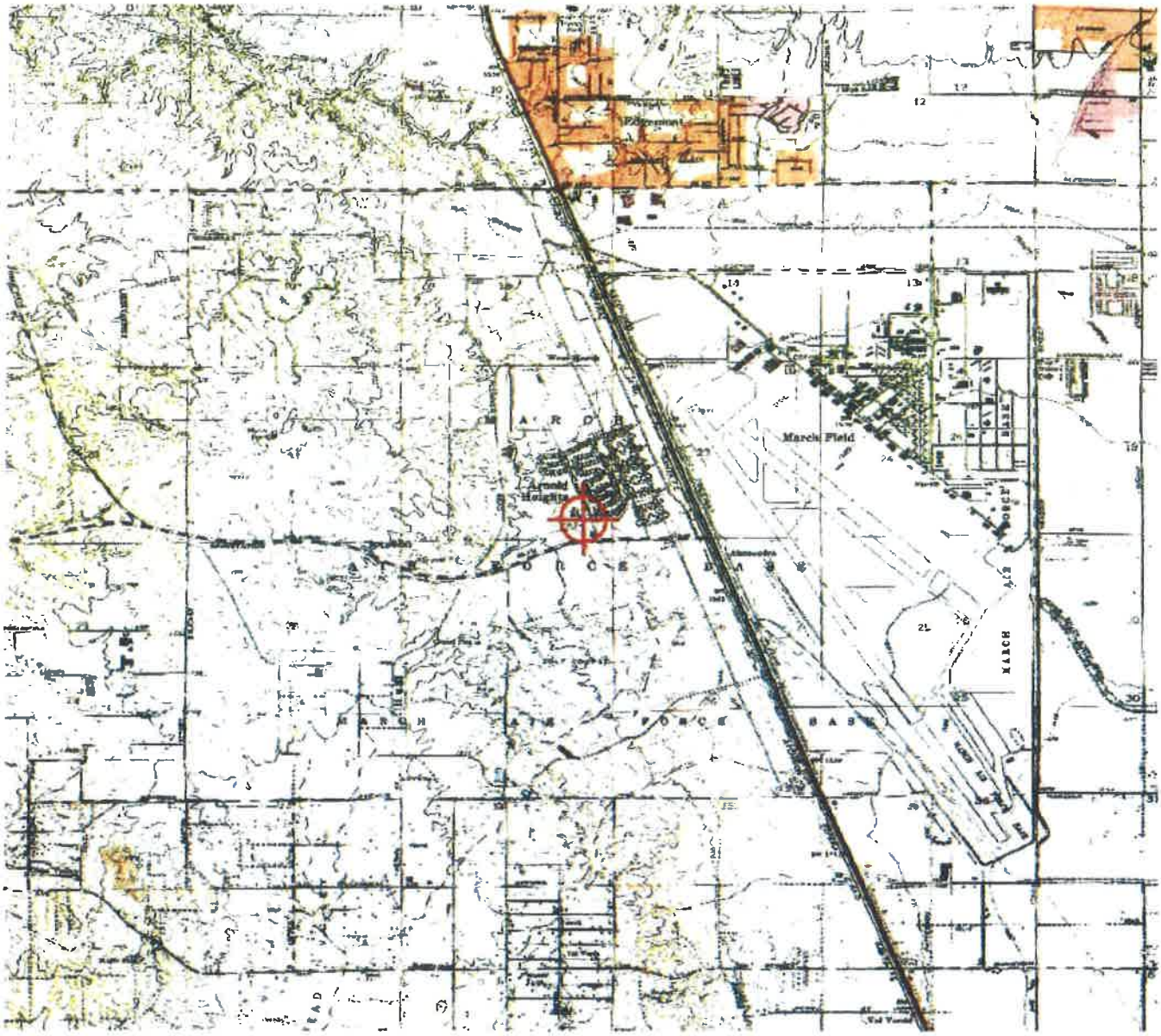
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If we can be of further assistance, please contact our office at (310) 725-6557, or karen.mcdonald@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2017-AWP-8061-OE.

Signature Control No: 339520460-341086714 (DNE)
Karen McDonald
Specialist

Attachment(s)
Map(s)

TOPC .fap for ASN 2017-AWP-8061-OE



8a 300

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

Aeronautical Study No.
2017-AWP-8062-OE

Issued Date: 08/16/2017

Moshe Silagi
MS Van Buren II, LLC
101 Hodencamp Road
Suite 200
Thousand Oaks, CA 91360

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

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

Structure:	Building Site B Bldg. 4
Location:	Riverside, CA
Latitude:	33-53-20.97N NAD 83
Longitude:	117-16-55.30W
Heights:	1577 feet site elevation (SE)
	24 feet above ground level (AGL)
	1601 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does not exceed obstruction standards and would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

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This determination expires on 02/16/2019 unless:

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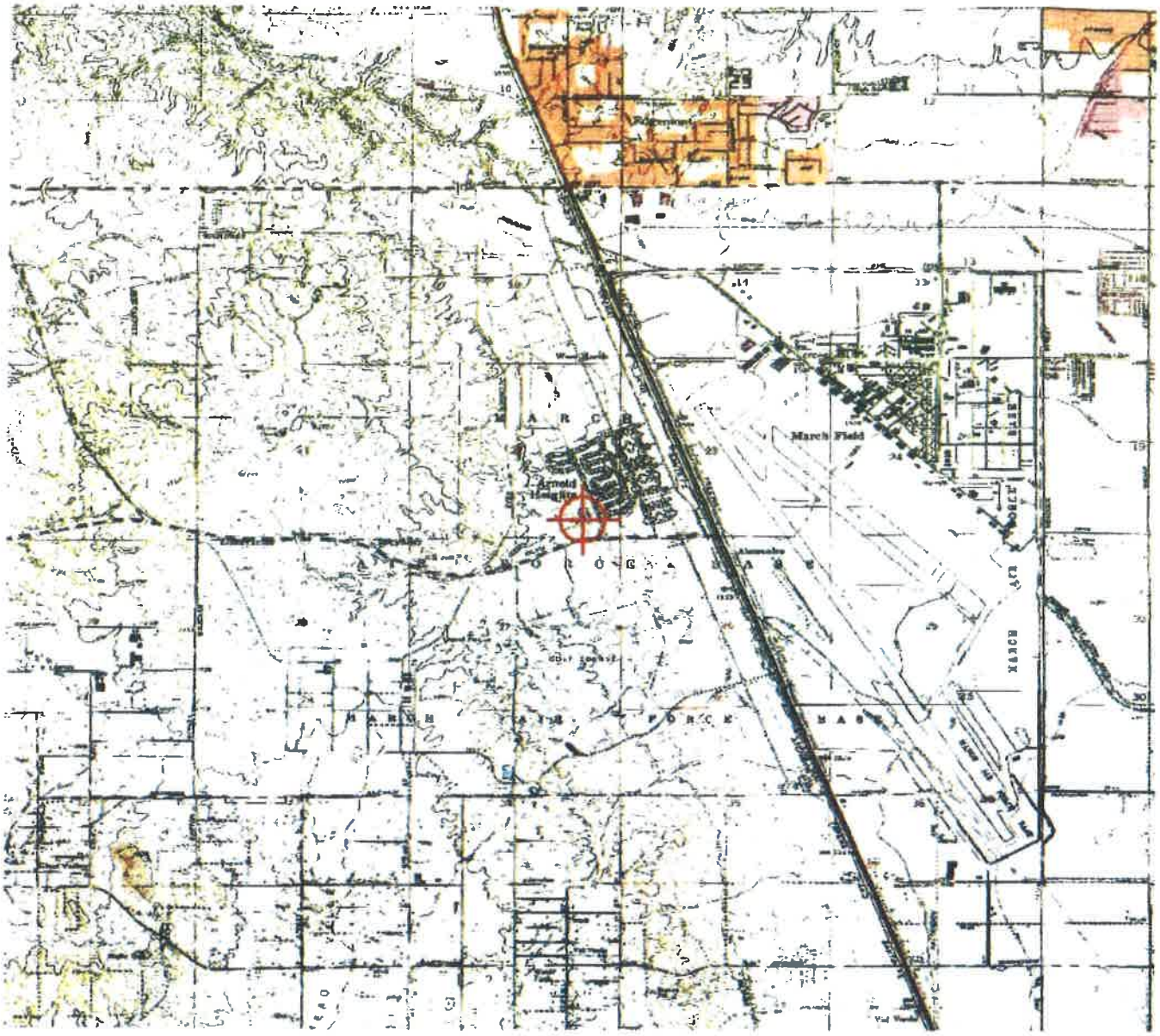
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If we can be of further assistance, plcasc contact our office at (310) 725-6557, or karen.mcdonald@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2017-AWP-8062-OE.

Signature Control No: 339520461-341086716 (DNE)
Karen McDonald
Specialist

Attachment(s)
Map(s)


March Field
Arnold Heights

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

Aeronautical Study No.
2017-AWP-8063-OE

Issued Date: 08/16/2017

Moshe Silagi
MS Van Buren II, LLC
101 Hodencamp Road
Suite 200
Thousand Oaks, CA 91360

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

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

Structure:	Building Site B Bldg. 5
Location:	Riverside, CA
Latitude:	33-53-19.49N NAD 83
Longitude:	117-16-54.41W
Heights:	1578 feet site elevation (SE)
	24 feet above ground level (AGL)
	1602 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does not exceed obstruction standards and would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

It is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be e-filed any time the project is abandoned or:

_____ At least 10 days prior to start of construction (7460-2, Part 1)
__X__ Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

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

The structure considered under this study lies in proximity to an airport and occupants may be subjected to noise from aircraft operating to and from the airport.

This determination expires on 02/16/2019 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.

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

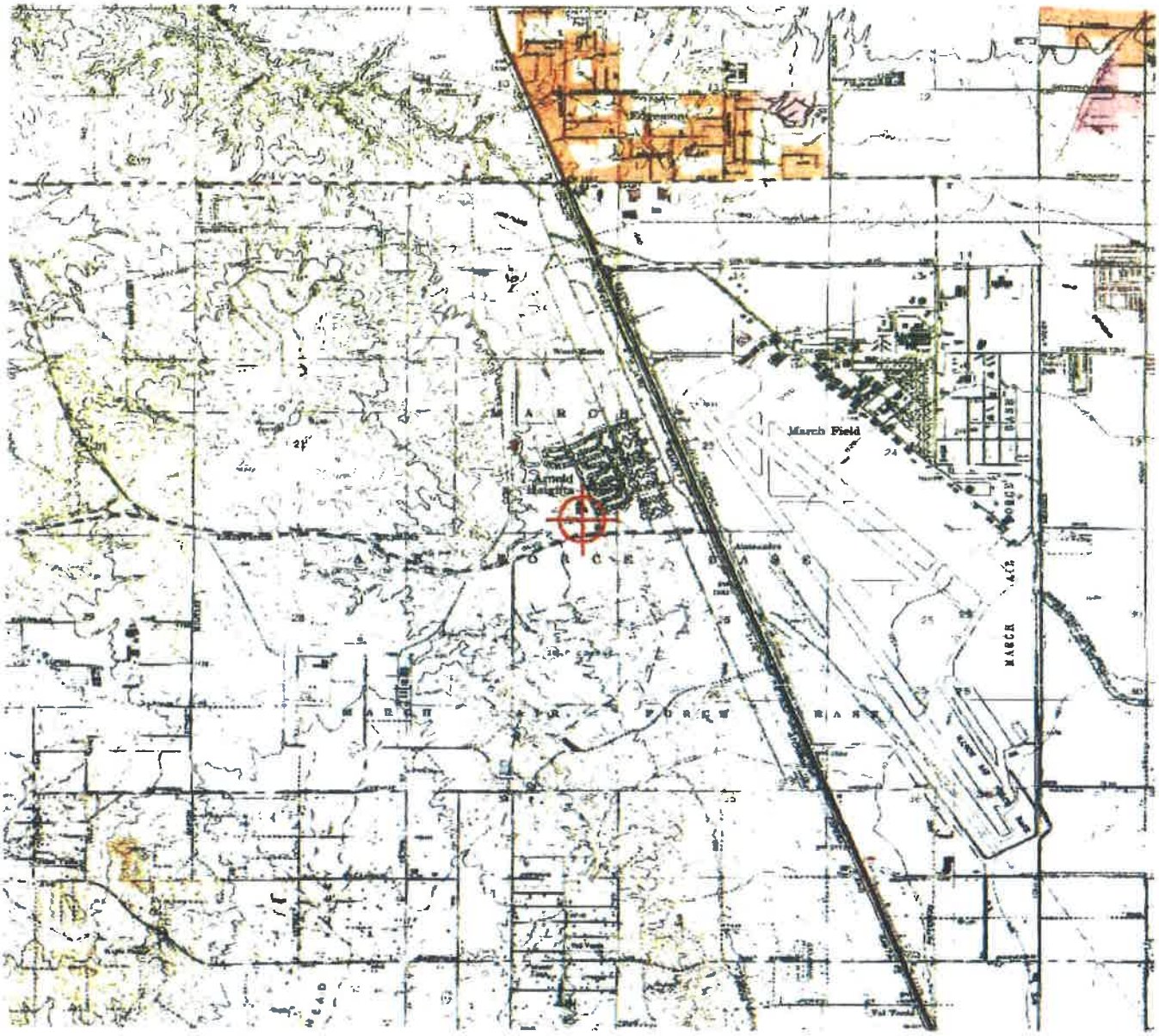
This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

If we can be of further assistance, please contact our office at (310) 725-6557, or karen.mcdonald@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2017-AWP-8063-OE.

Signature Control No: 339520462-341086724 (DNE)
Karen McDonald
Specialist

Attachment(s)
Map(s)

TOPO Map for ASN 2017-AWP-8063-OE



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

Aeronautical Study No.
2017-AWP-8064-OE

Issued Date: 08/16/2017

Moshe Silagi
MS Van Buren II, LLC
101 Hodencamp Road
Suite 200
Thousand Oaks, CA 91360

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

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

Structure:	Building Site B Bldg. 6
Location:	Riverside, CA
Latitude:	33-53-19.01N NAD 83
Longitude:	117-16-56.20W
Heights:	1578 feet site elevation (SE)
	24 feet above ground level (AGL)
	1602 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does not exceed obstruction standards and would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

It is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be e-filed any time the project is abandoned or:

_____ At least 10 days prior to start of construction (7460-2, Part 1)
__X__ Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

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

The structure considered under this study lies in proximity to an airport and occupants may be subjected to noise from aircraft operating to and from the airport.

This determination expires on 02/16/2019 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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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.

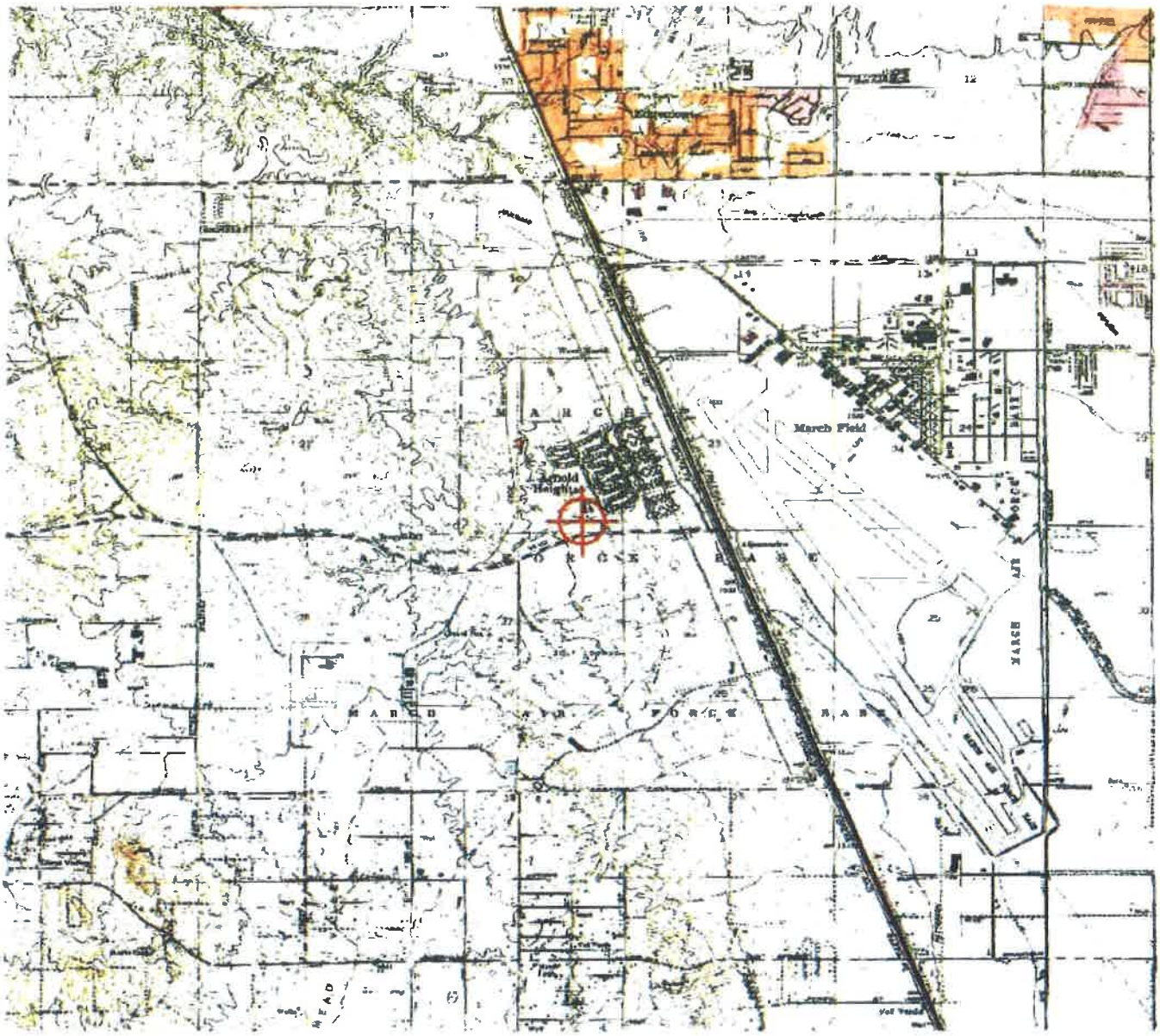
This determination does include temporary construction equipment such as cranes, derricks, etc., which may be used during actual construction of the structure. However, this equipment shall not exceed the overall heights as indicated above. Equipment which has a height greater than the studied structure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

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

If we can be of further assistance, please contact our office at (310) 725-6557, or karen.mcdonald@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2017-AWP-8064-OE.

Signature Control No: 339520463-341086715 (DNE)
Karen McDonald
Specialist

Attachment(s)
Map(s)


March Field
Arnold Heights
MARCH AIR FORCE BASE

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

Aeronautical Study No.
2017-AWP-8065-OE

Issued Date: 08/16/2017

Moshe Silagi
MS Van Buren II, LLC
101 Hodencamp Road
Suite 200
Thousand Oaks, CA 91360

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

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

Structure:	Building Site B Bldg. 7
Location:	Riverside, CA
Latitude:	33-53-17.91N NAD 83
Longitude:	117-16-55.64W
Heights:	1581 feet site elevation (SE)
	24 feet above ground level (AGL)
	1605 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does not exceed obstruction standards and would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

It is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be e-filed any time the project is abandoned or:

_____ At least 10 days prior to start of construction (7460-2, Part 1)
__X__ Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

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

The structure considered under this study lies in proximity to an airport and occupants may be subjected to noise from aircraft operating to and from the airport.

This determination expires on 02/16/2019 unless:

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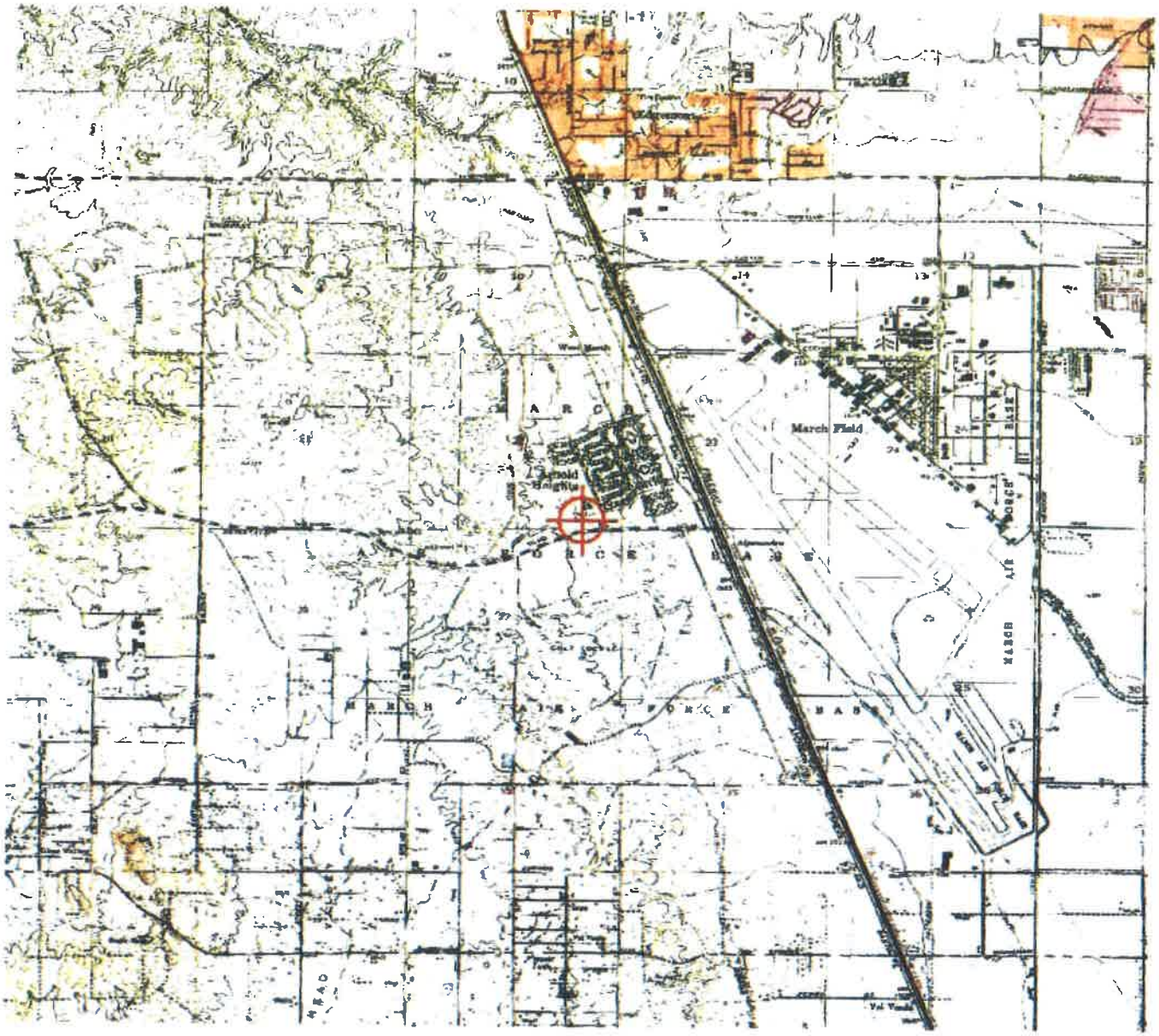
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If we can be of further assistance, please contact our office at (310) 725-6557, or karen.mcdonald@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2017-AWP-8065-OE.

Signature Control No: 339520464-341086722 (DNE)
Karen McDonald
Specialist

Attachment(s)
Map(s)


March Field
MARCH AIR FORCE BASE

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

Aeronautical Study No.
2017-AWP-8066-OE

Issued Date: 08/16/2017

Moshe Silagi
MS Van Buren II, LLC
101 Hodencamp Road
Suite 200
Thousand Oaks, CA 91360

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

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

Structure:	Building Site B Bldg. 8
Location:	Riverside, CA
Latitude:	33-53-17.03N NAD 83
Longitude:	117-16-58.24W
Heights:	1583 feet site elevation (SE)
	24 feet above ground level (AGL)
	1607 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does not exceed obstruction standards and would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

It is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be e-filed any time the project is abandoned or:

_____ At least 10 days prior to start of construction (7460-2, Part 1)
__X__ Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

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

The structure considered under this study lies in proximity to an airport and occupants may be subjected to noise from aircraft operating to and from the airport.

This determination expires on 02/16/2019 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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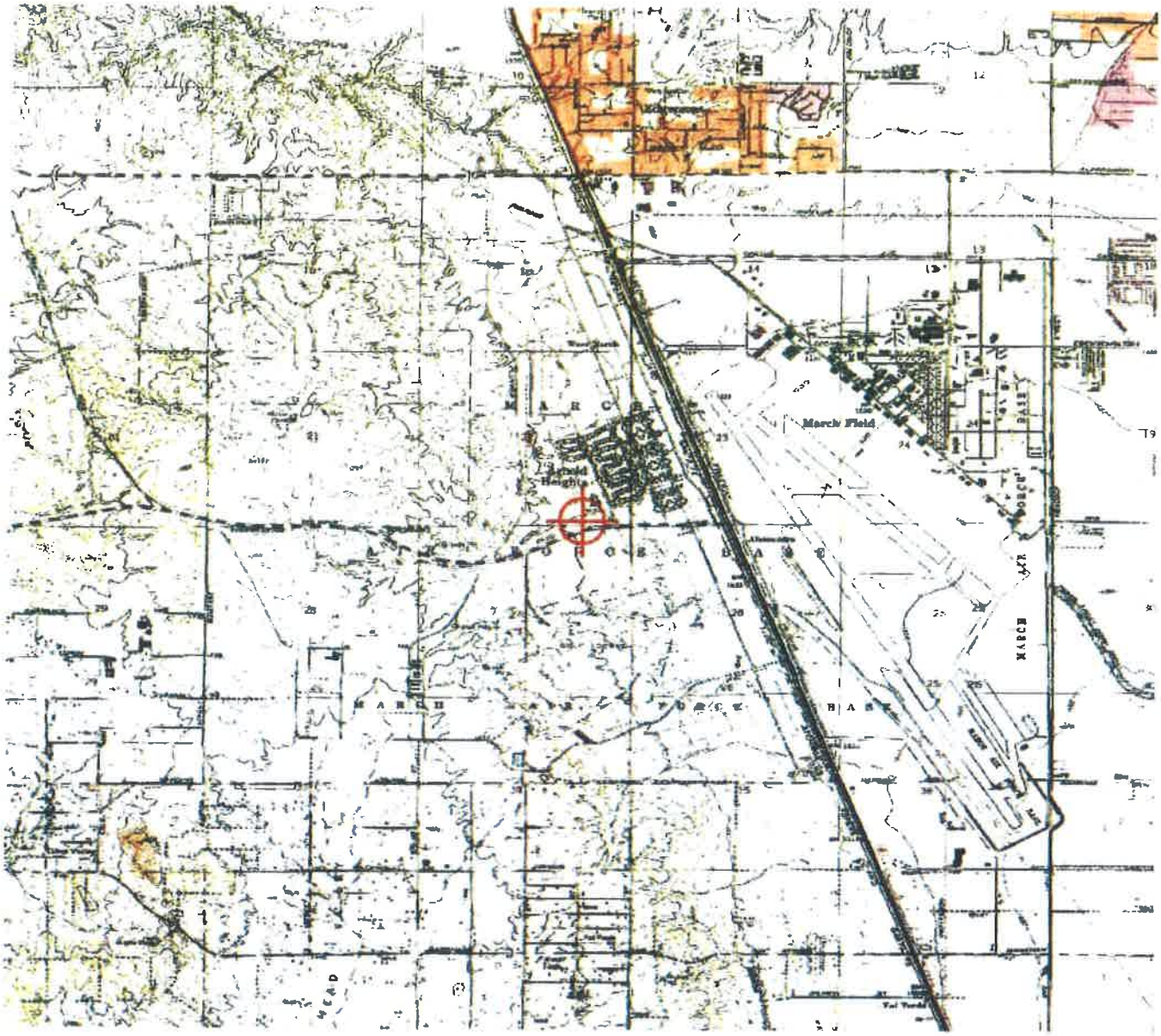
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If we can be of further assistance, please contact our office at (310) 725-6557, or karen.mcdonald@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2017-AWP-8066-OE.

Signature Control No: 339520465-341086718 (DNE)
Karen McDonald
Specialist

Attachment(s)
Map(s)


March Field
MARCH

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

Aeronautical Study No.
2017-AWP-8067-OE

Issued Date: 08/16/2017

Moshe Silagi
MS Van Buren II, LLC
101 Hodencamp Road
Suite 200
Thousand Oaks, CA 91360

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

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

Structure:	Building Site B Bldg. 9
Location:	Riverside, CA
Latitude:	33-53-19.77N NAD 83
Longitude:	117-16-58.03W
Heights:	1580 feet site elevation (SE)
	24 feet above ground level (AGL)
	1604 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does not exceed obstruction standards and would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

It is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be e-filed any time the project is abandoned or:

_____ At least 10 days prior to start of construction (7460-2, Part 1)
__X__ Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

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

The structure considered under this study lies in proximity to an airport and occupants may be subjected to noise from aircraft operating to and from the airport.

This determination expires on 02/16/2019 unless:

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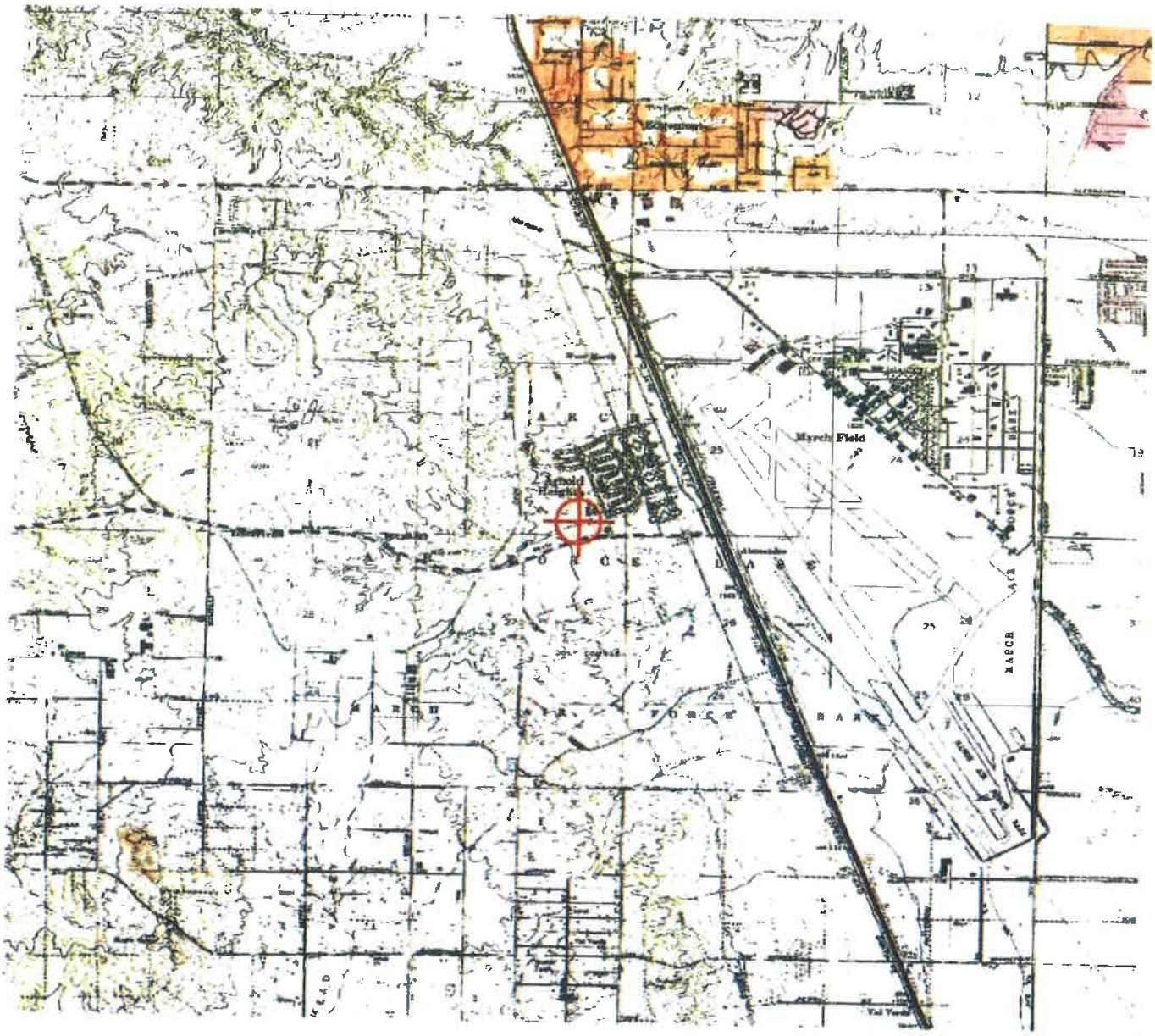
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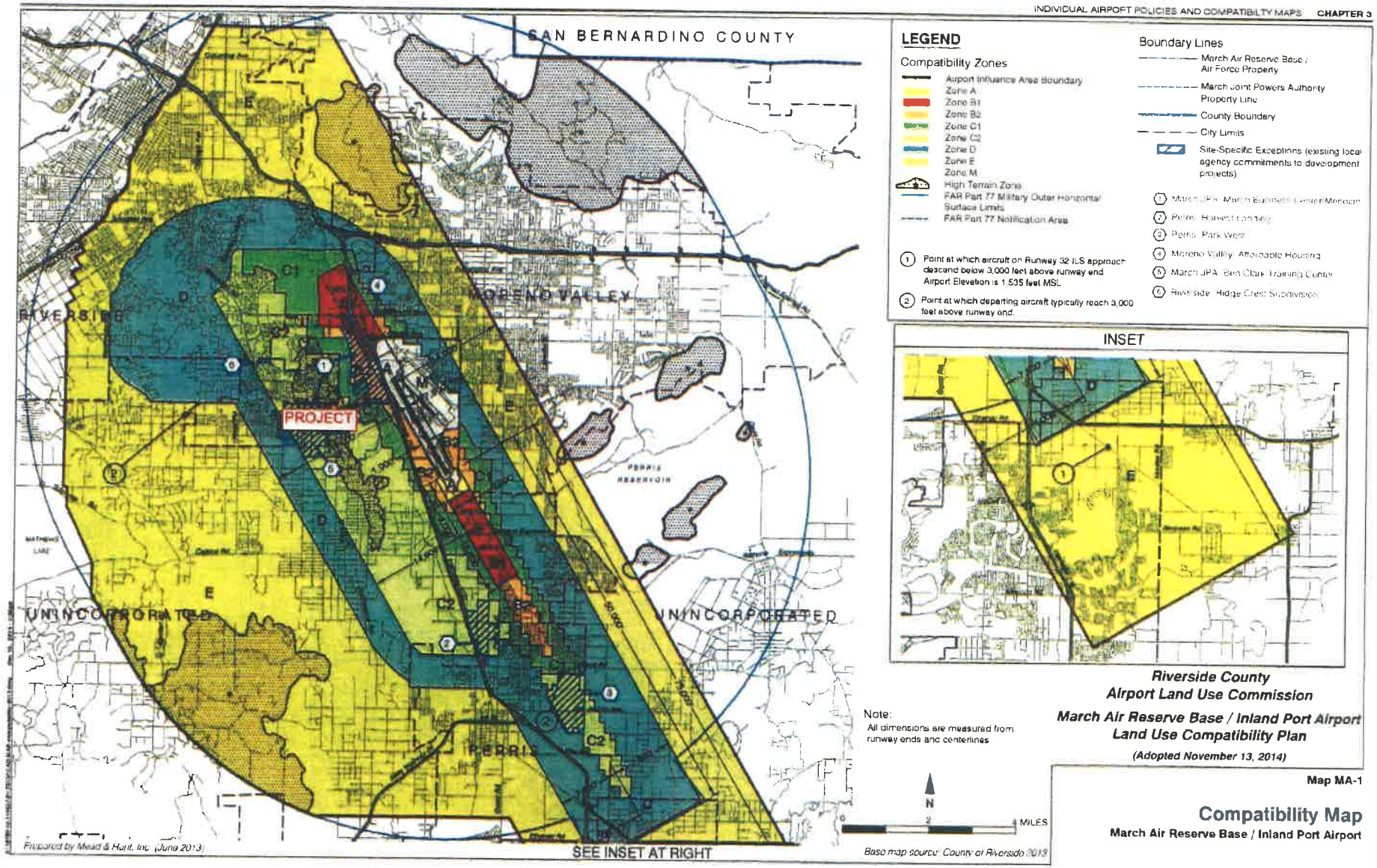
This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

If we can be of further assistance, please contact our office at (310) 725-6557, or karen.mcdonald@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2017-AWP-8067-OE.

Signature Control No: 339520466-341086719 (DNE)
Karen McDonald
Specialist

Attachment(s)
Map(s)


March Field
MARCH AFB



Riverside County
Airport Land Use Commission

March Air Reserve Base / Inland Port Airport
Land Use Compatibility Plan

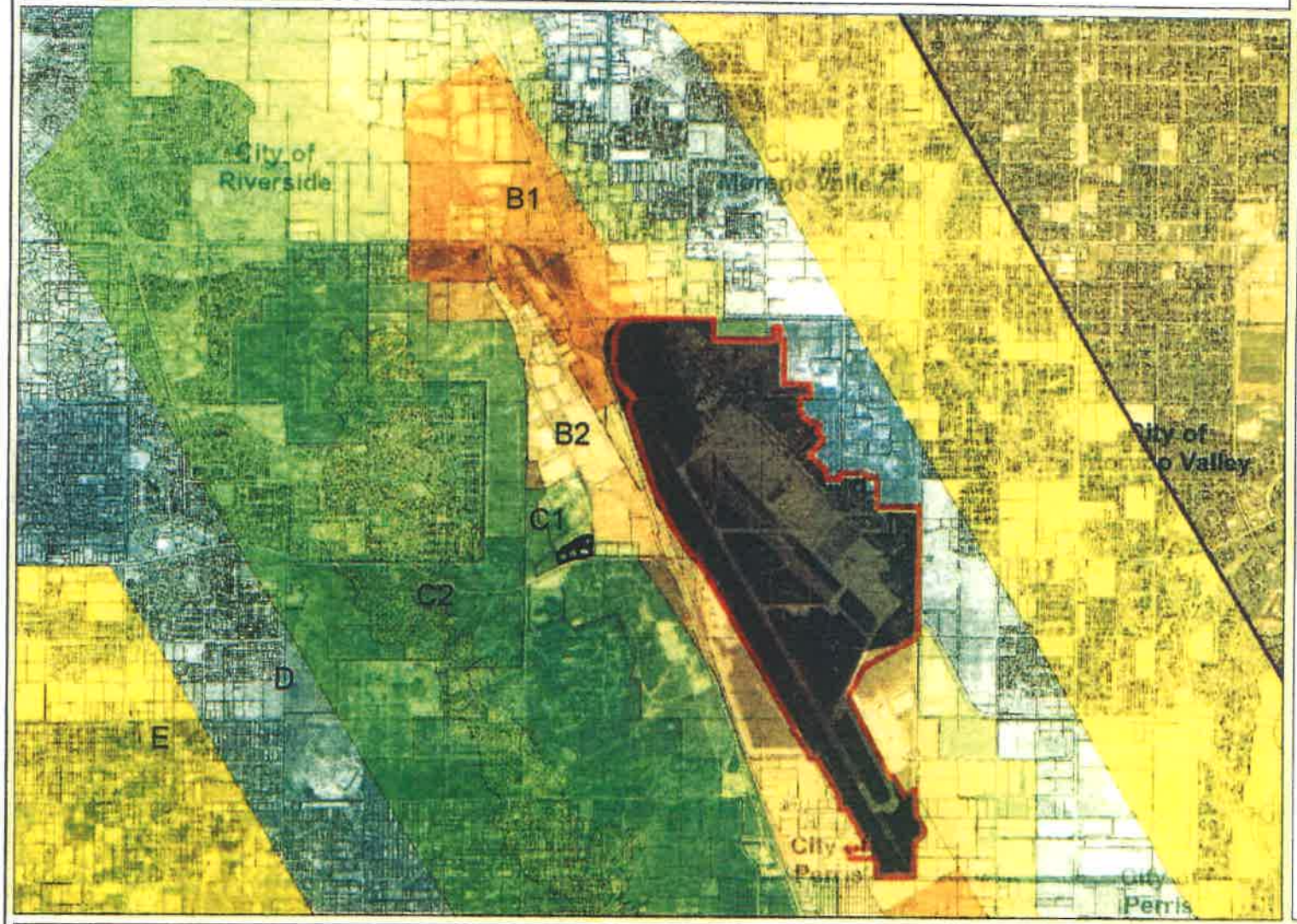
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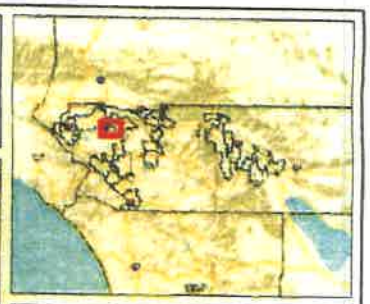
Map MA-1

Compatibility Map

March Air Reserve Base / Inland Port Airport

My Map





Legend

- Airports
- AIA
- Airport Compatibility
  - OTHER ZONE
  - A
  - A-EXC1
  - B1
  - B1-APZ I
  - B1-APZ I-EXC1
  - B1-APZ II
  - B1-APZ II-EXC1
  - B1-EXC1
  - B2
  - B2-EXC1
  - C
  - C1
  - C1-EXC1
  - C1-EXC3
  - C1-EXC4
  - C1-HIGHT
  - C2
  - C2-EXC1
  - C2-EXC2
  - C2-EXC3
  - C2-EXC5
  - C2-EXC6
  - C2-HIGHT

0 6,105 12,211 Feet

IMPORTANT Maps and data are to be used for reference purposes only. Map features are approximate, and are not necessarily accurate to surveying or engineering standards. The County of Riverside makes no warranty or guarantee as to the content (the source is often third party), accuracy, timeliness, or completeness of any of the data provided, and assumes no legal responsibility for the information contained on this map. Any use of this product with respect to accuracy and precision shall be the sole responsibility of the user.

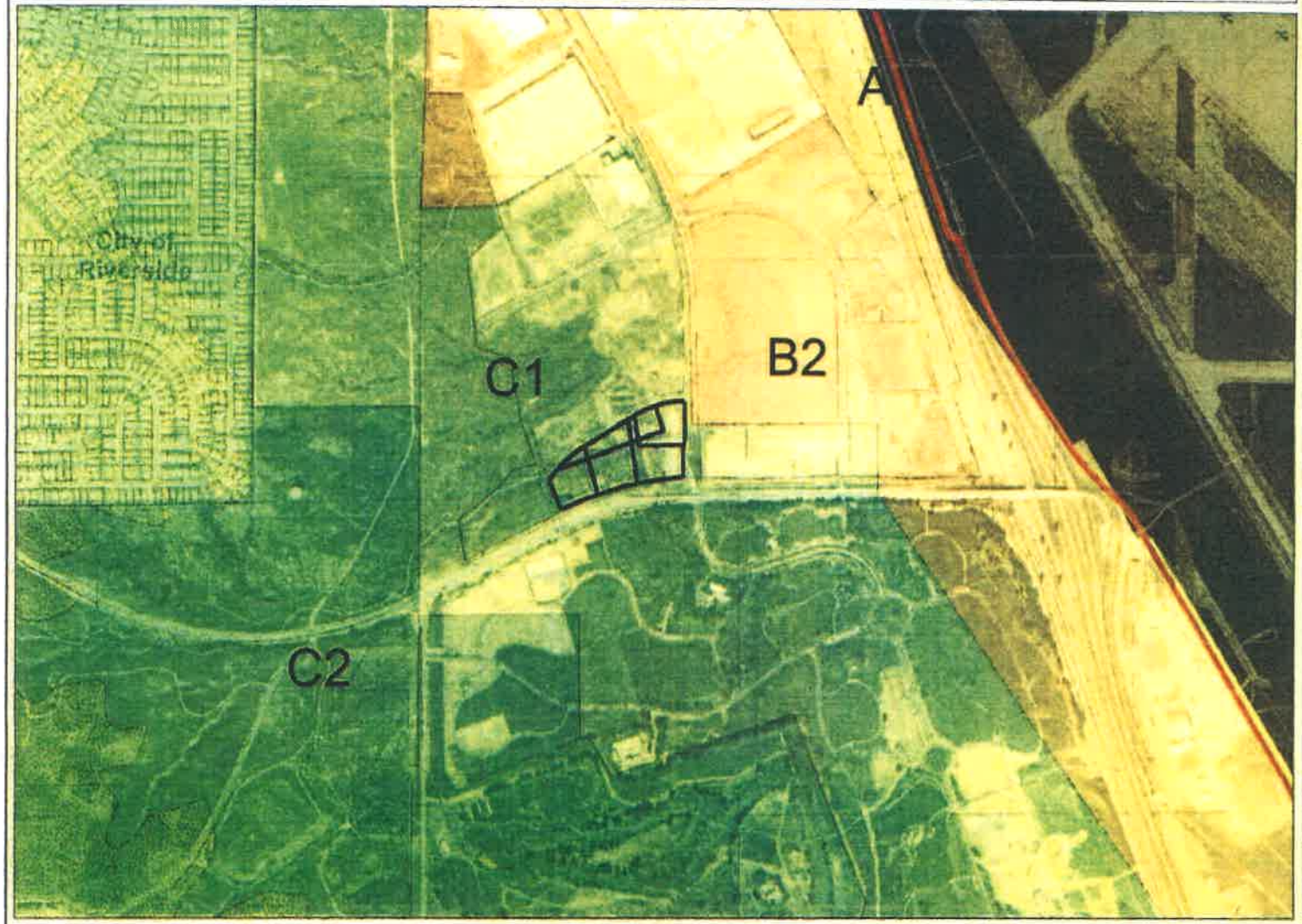
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Notes

6d 320

My Map





Legend

- Airports
- AIA
- Airport Compatibility
  - OTHER ZONE
  - A
  - A-EXC1
  - B1
  - B1-APZ I
  - B1-APZ I-EXC1
  - B1-APZ II
  - B1-APZ II-EXC1
  - B1-EXC1
  - B2
  - B2-EXC1
  - C
  - C1
  - C1-EXC1
  - C1-EXC3
  - C1-EXC4
  - C1-HIGHT
  - C2
  - C2-EXC1
  - C2-EXC2
  - C2-EXC3
  - C2-EXC5
  - C2-EXC6
  - C2-HIGHT

0 1,526 3,053 Feet

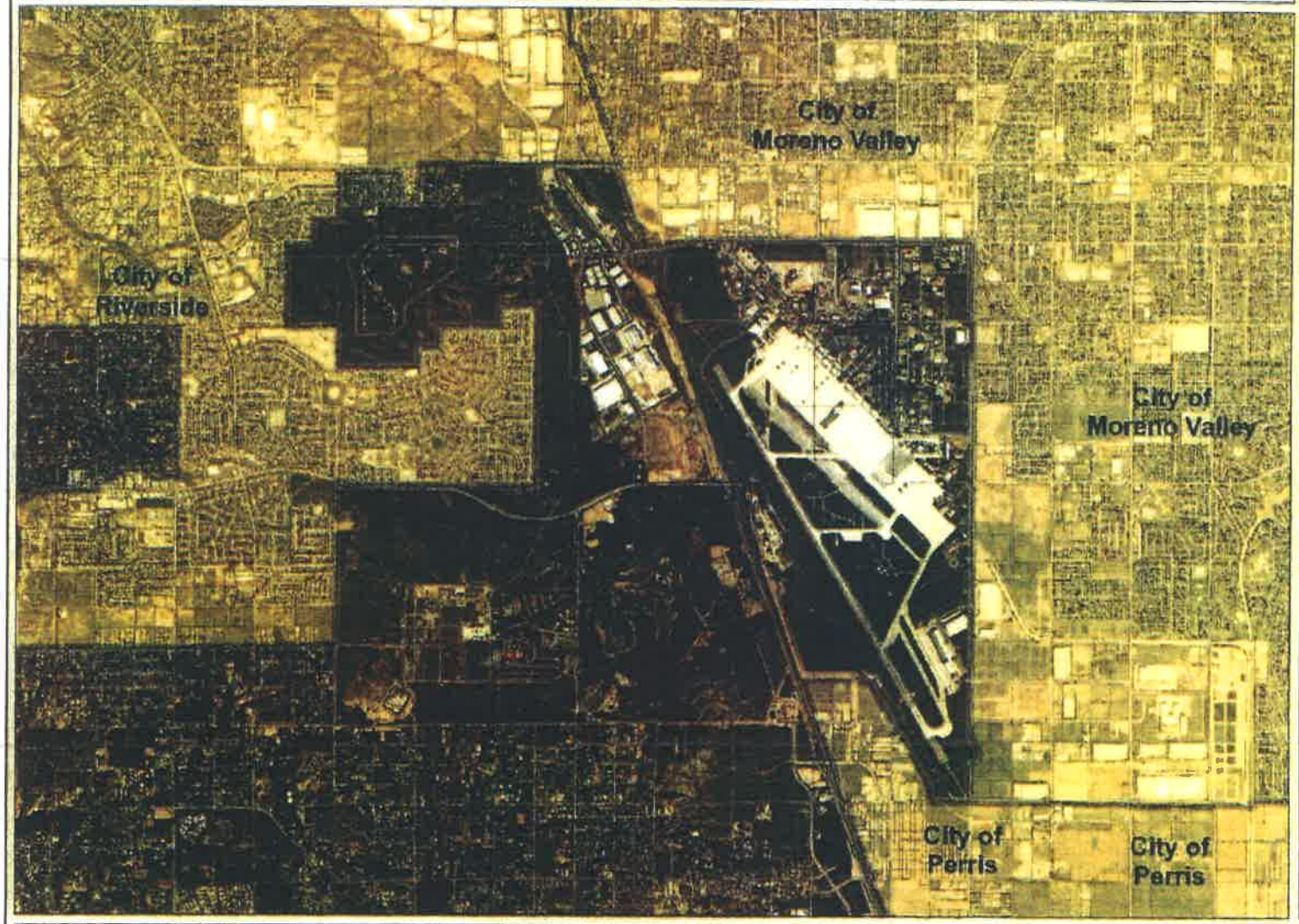
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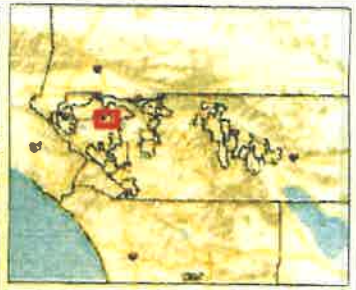
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Notes

My Map





Legend

- City Boundaries
- Cities
- highways_large
  - HWY
  - INTERCHANGE
  - INTERSTATE
  - USHWY
- majorroads
- counties
- cities
- hydrographylines
- waterbodies
  - Lakes
  - Rivers

0 6,105 12,211 Feet

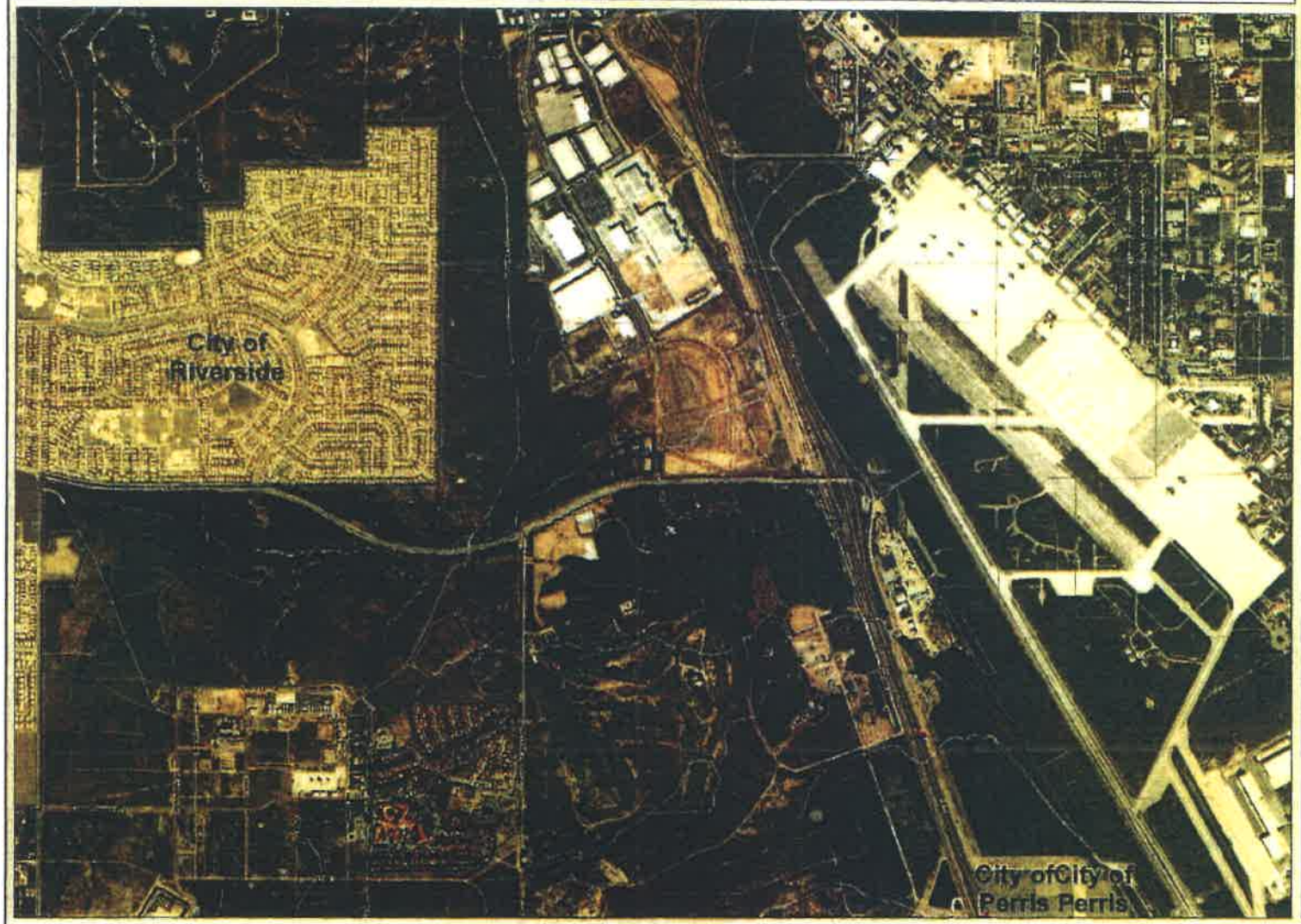
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Notes

My Map





Legend

- City Boundaries
- Cities
- roadsanno
- highways
  - HWY
  - INTERCHANGE
  - INTERSTATE
  - OFFRAMP
  - ONRAMP
  - USHWY
- roads
  - Major Roads
  - Arterial
  - Collector
  - Residential
- counties
- cities
- hydrographylines
- waterbodies
  - Lakes
  - Rivers

0 3,053 6,105 Feet

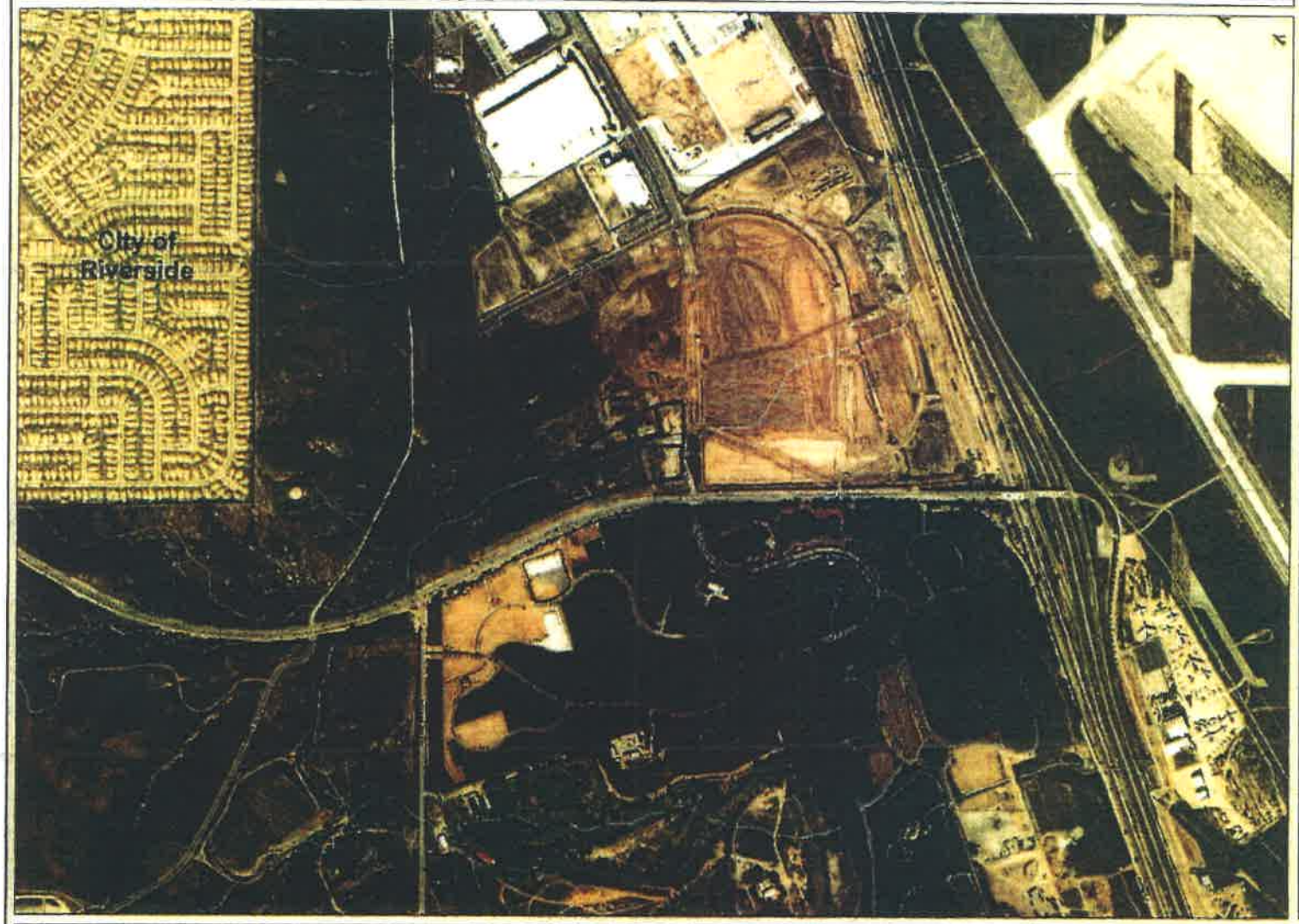
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Notes

My Map





Legend

- City Boundaries
- Cities
- roadsanno
- highways
  - HWY
  - INTERCHANGE
  - INTERSTATE
  - OFFRAMP
  - ONRAMP
  - USHWY
- counties
- cities
- hydrographylines
- waterbodies
  - Lakes
  - Rivers

0 1,526 3,053 Feet

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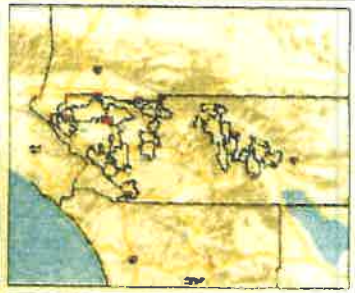
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Notes

My Map





Legend

- City Boundaries
- Cities
- roadsanno
- highways
  - HWY
  - INTERCHANGE
  - INTERSTATE
  - OFFRAMP
  - ONRAMP
  - USHWY
- counties
- cities
- hydrographylines
- waterbodies
  - Lakes
  - Rivers

0 382 763 Feet

IMPORTANT Maps and data are to be used for reference purposes only. Map features are approximate, and are not necessarily accurate to surveying or engineering standards. The County of Riverside makes no warranty or guarantee as to the content (the source is often third party), accuracy, timeliness, or completeness of any of the data provided, and assumes no legal responsibility for the information contained on this map. Any use of this product with respect to accuracy and precision shall be the sole responsibility of the user.

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Notes

8a 325

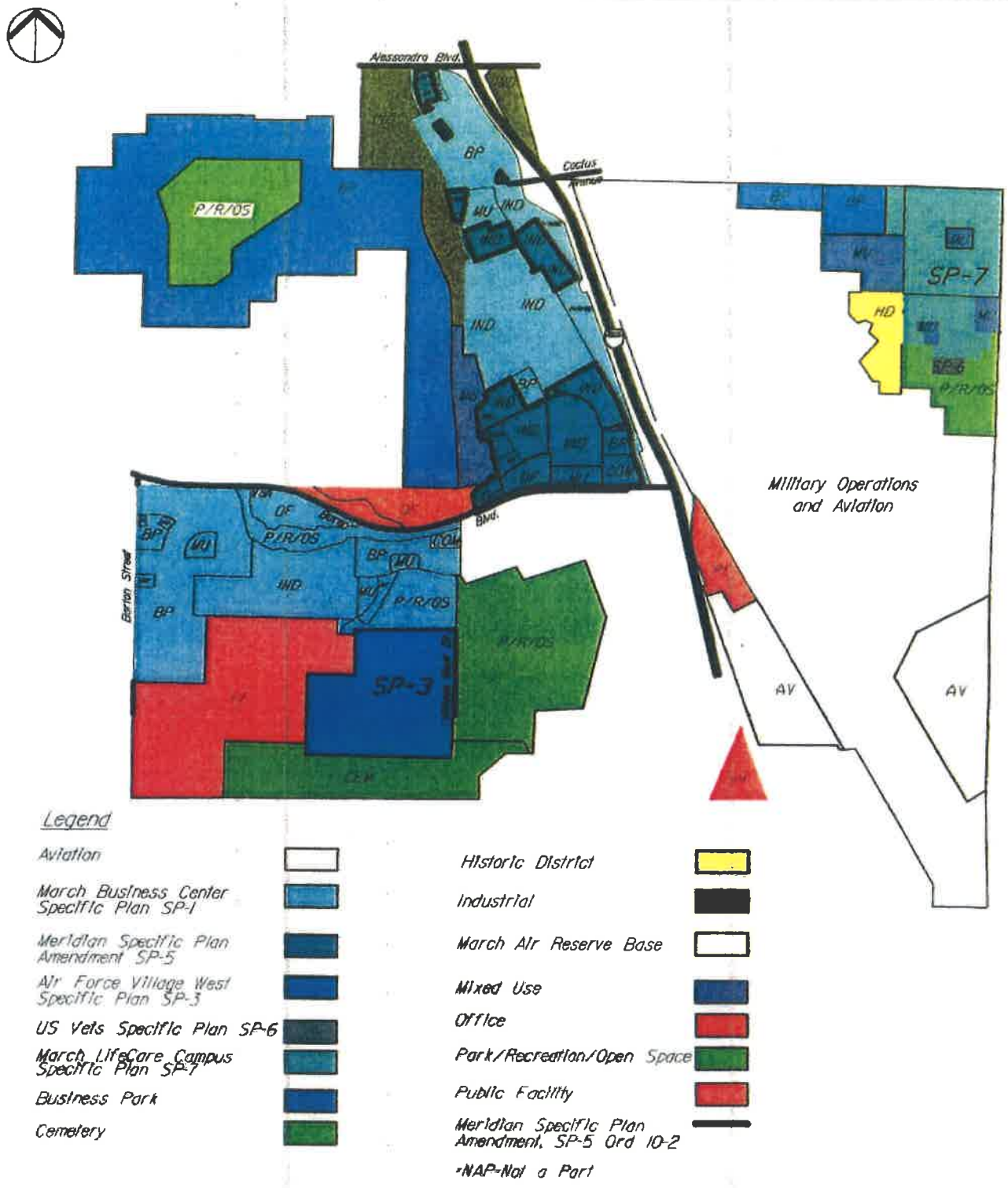


FIGURE II-3

EXISTING GENERAL PLAN LAND USES

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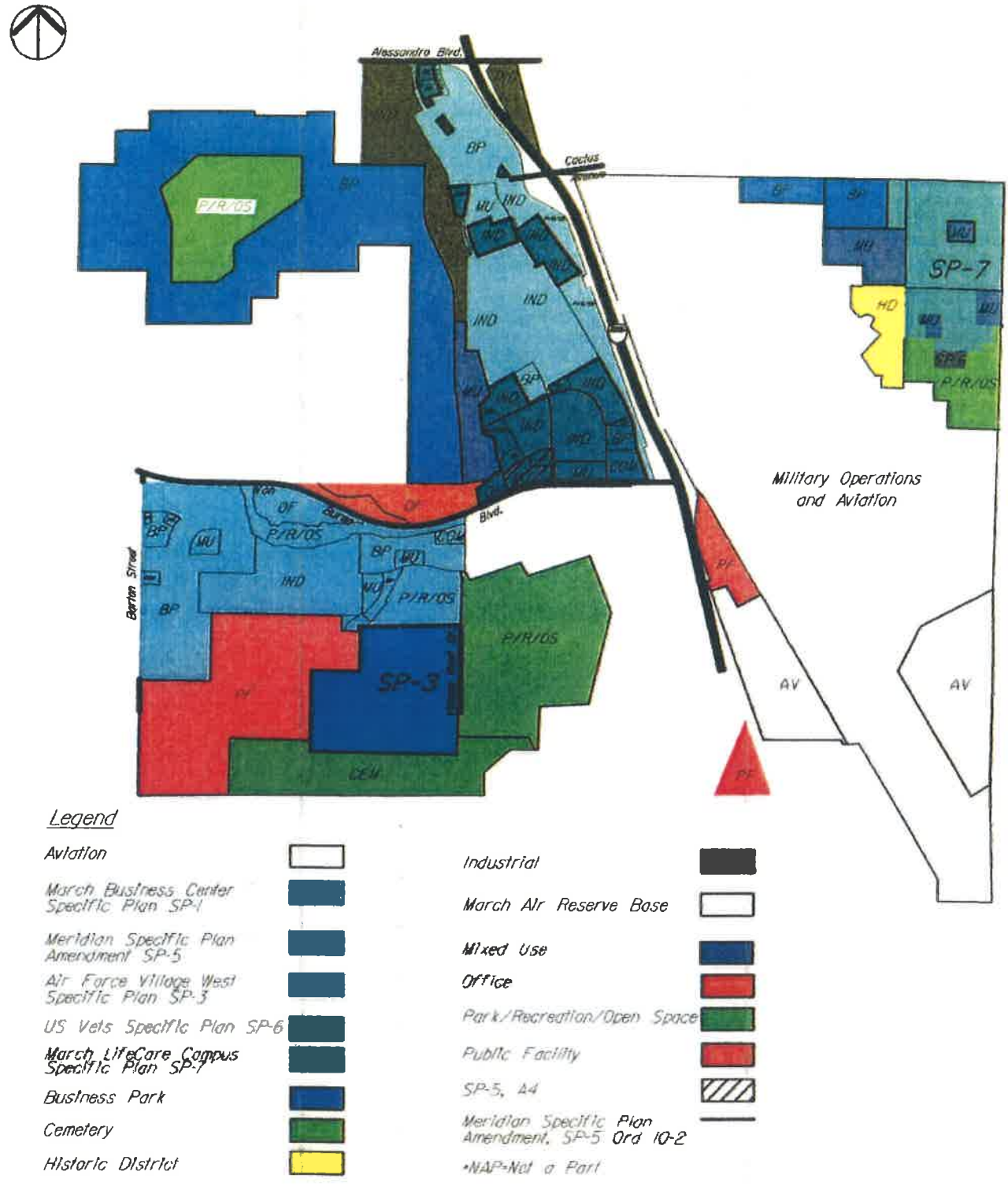


FIGURE II-3A

PROPOSED GENERAL PLAN LAND USES

K:\Meridian\South Campus\Specific Plan Amendment\Exhibits_Figures\DWG\2017.09.28 - Revisions\x-FigIIA-3-PROP_General_Plan_Land_Uses-GPA.dwg 10-06-17-12:56 PM

TABLE 1-1
BUILDOUT MARCH JPA PLANNING AREA
PROPOSED WITH SP-5, A4

		Intensity		
		Acres		
Land Use Designation	GROSS	MAX.	AVG	Buildout Capacity* sf
INDUSTRY				
Business Park	1,313	0.75	0.20	11,115,000
Industrial	624	0.60	0.15	7,827,000
			SUBTOTAL	18,942,000
COMMERCE				
Medical Campus (a)	236	1.25	0.39	4,000,000
Office	~~137~~126.15	0.75	0.30	~~1,246,000~~1,790,316
Mixed Use	~~898.85~~	0.60	0.27	~~1,048,000~~1,162,595
Commercial	43	0.60	0.30	222,000
			SUBTOTAL	~~6,516,000~~7,174,911
PUBLIC				
Park/Recreation/Open Space	789	0.25	0.002	69,000
Public Facility	441	0.50	0.10	1,365,000
			SUBTOTAL	1,434,000
SPECIAL				
Military Operations	2,102	n/a	n/a	2,500,000
Aviation	316	0.40	0.15	1,445,321
Historic District	58	2 du/ac	2 du/ac	111 ~~units~~
AFVW	220	0.60	0.15	1,437,000
Cemetery Expansion	160	0.10	0.005	24,394
			SUBTOTAL	5,406,715 sf 111 units
			TOTAL	~~32,298,715~~32,957,626 sf 111 units

(a) Medical Campus capacity does not include square footage allocated to parking garage
ac - acre sf - square feet du/ac dwelling unit per acre
FAR floor area ratio based on ~~max~~average intensity
Includes GPA 02-01, GPA 04-01, GPA-14-01, ~~GPA 15-02,~~ & GPA 17-02

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November 8, 2017

Mr. Paul Rull
Riverside County Airport Land Use Commission
4080 Lemon Avenue, 14th Floor
Riverside, CA 92501

Dear Mr. Rull,

On June 30, 2016, March JPA Executive Director confirmed receipt of and concurrence with Waypoint Property Group's request to extend the terms of both the Disposition and Development Agreement ("DDA") and Development Agreement ("DA") for the March Business Center/Meridian North Campus Business Park. Subsequent to the approval of the DDA and DA extensions by the March JPA Executive Director, the master developer has determined that the extended agreements should not apply to lots sold to third party developers in March Business Center/Meridian North Campus Business Park. Accordingly, the attached letter from Waypoint Property Group and Lewis Management Group (collectively Meridian Park, LLC) identifies that the properties that are subject to the extended DDA and DA are limited to the entire South Campus; North Campus Unit 2, Lot 8; the Meridian West Lower Plateau; and the unentitled Weapons Storage Area. Meridian Park, LLC., has provided a letter discussing the extension of the agreements. A detailed exhibit has been provided as an attachment referencing the lots in which the DA and DDA were extended. If you require additional information, please do not hesitate to contact me at (951) 656-7000.

Sincerely,

Dan Fairbanks, AICP

Attachment(s)

1) Letter from Master Developer dated November 6, 2017
2) DDA and DA applicable lots

LEWIS MANAGEMENT CORP. MERIDIAN PARK, LLC WAYPOINT PROPERTY GROUP

November 6, 2017

Mr. Paul Rull
Riverside County Airport Land Use Commission
4080 Lemon Ave, 14th Floor
Riverside, CA 92501

RE: March Business Center/Meridian

Dear Paul:

Meridian Park, LLC is the successor Master Developer of the March Business Center, later referred to as Meridian. On June 30, 2016, the March Joint Powers Authority ("MJPA") consented to our request to extend the terms of both the Disposition and Development Agreement ("DDA") and Development Agreement ("DA") affecting the designated March properties. These extensions keep the terms of the agreements in place for an additional two, five-year terms.

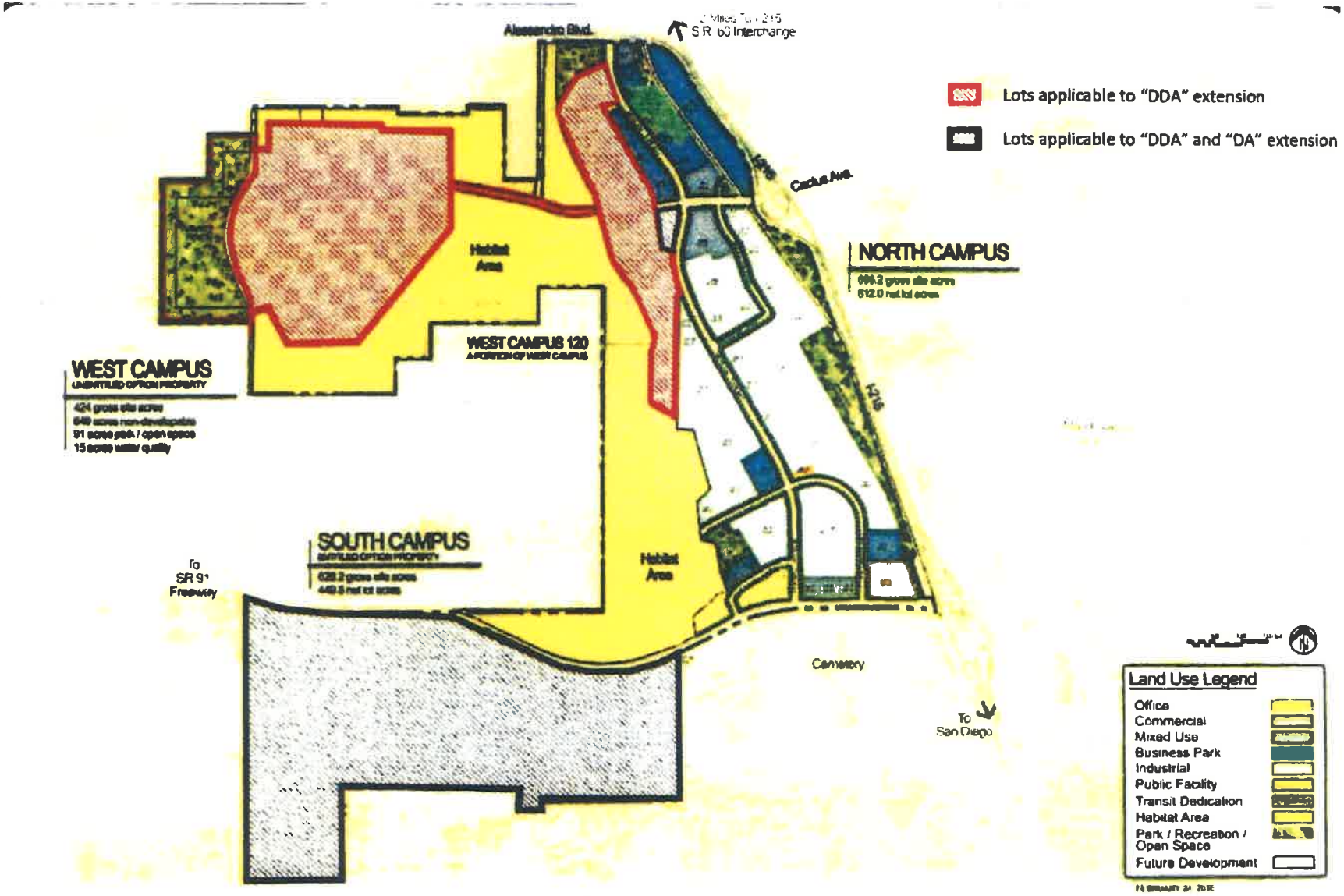
However, we agreed with the MJPA that it would not be necessary to extend these agreements to include properties within the park that have previously been "developed" with final maps, infrastructure, etc. and sold to third parties. Properties meeting these criteria no longer benefit from the advantages the documents provide (generally accruing to the Master Developer) and would only cloud otherwise clean title.

Please let me know should you have any further questions.

Sincerely,

Jeff Gordon, for Meridian Park, LLC

567 San Nicolas Drive ♦ Suite 270 ♦ Newport Beach, CA 92660 ♦ Telephone: (949) 200-6755


Alessandro Blvd.
SR 60 Interchange
Lots applicable to "DDA" extension
Lots applicable to "DDA" and "DA" extension
Cactus Ave.
Habitat Area
NORTH CAMPUS
WEST CAMPUS 120
WEST CAMPUS
SOUTH CAMPUS
Habitat Area
To SR 91 Freeway
Cemetery
To San Diego
Land Use Legend
Office
Commercial
Mixed Use
Business Park
Industrial
Public Facility
Transit Dedication
Habitat Area
Park / Recreation / Open Space
Future Development

MS VAN BUREN II

RIVERSIDE, CALIFORNIA

MERIDIAN SP-5 FSEIR

C-3
AIR QUALITY
PRIOR TO PLOT PLAN APPROVAL, PLEASE DETAIL IN SITE PLAN NOTES THAT EMPLOYERS SHALL IMPLEMENT A COMPRESSED WORKWEEK SCHEDULE WHEN FEASIBLE.

U-1
UTILITIES AND SERVICES SYSTEMS
PLEASE DETAIL ON LANDSCAPE PLANS THAT THE PROJECT WILL PROPOSE A NON-POTABLE BASED SYSTEM THAT WILL MEET "PURPLE" PIPE STANDARDS FOR RECLAIMED WATER SYSTEMS

W-8
UTILITIES AND SERVICE SYSTEMS
PLEASE DETAIL ON CONCEPTUAL DESIGN PLANS COMPLIANCE WITH MITIGATION MEASURE W-8 IN THAT "A FIRE FLOW STANDARD OF 3,500 GALLONS PER MINUTE SHOULD BE USED FOR THE WATER DISTRIBUTION NETWORK.

W-9
CLIMATE CHANGE AND GHG'S
PLEASE PROVIDED A SITE PLAN NOTE THAT ON-SITE TRASH ENCLOSURE SHALL PROVIDE THE FOLLOWING: GREEN WASTE ENCLOSURE, TRASH AND RECYCLABLE.

W, L-1-14
CLIMATE CHANGE AND GHG'S
PRIOR TO PLOT PLAN APPROVAL, THE ARCHITECT MUST PROVIDE A SITE PLAN NOTE THAT THE PROJECT SHALL INSTALL ENERGY STAR LABELED ROOFING MATERIALS.

W, L-1-15
CLIMATE CHANGE AND GHG'S
PRIOR TO PLOT PLAN APPROVAL, THE ARCHITECT MUST PROVIDED A SITE PLAN NOTE ENSURING THAT THE "PROJECT WILL ENCOURAGE THE USE OF MATERIALS THAT ARE RESOURCE SUFFICIENT, RECYCLED, WITH LONG LIFE CYCLES AND MANUFACTURED IN AN ENVIRONMENTALLY FRIENDLY WAY"

W, L-1-18
CLIMATE CHANGE AND GHG'S
PRIOR TO PLOT PLAN APPROVAL, THE PROJECT SPONSOR/ARCHITECT SHALL DETAIL AS A SITE PLAN NOTE THAT "AN INCREASE OF EXTERIOR WALL INSULATION OVER TITLE 24 REQUIREMENT WILL BE ENCOURAGED", HOWEVER, A SPECIFIC PERCENT INCREASE IS NOT REQUIRED.

W, L-1-19
CLIMATE CHANGE AND GHG'S
PRIOR TO PLOT PLAN APPROVAL, THE PROJECT SPONSOR/ARCHITECTS SHALL DETAIL AS A SITE PLAN NOTE THAT "AN INCREASE OF ROOF INSULATION OVER TITLE 24 REQUIREMENTS WILL BE ENCOURAGED", HOWEVER, A SPECIFIC PERCENT INCREASE IS NOT REQUIRED.

W, L-1-20
CLIMATE CHANGE AND GHG'S
PLEASE ENSURE THAT THE LANDSCAPE PLANS INCORPORATE THE FOLLOWING REQUIREMENT FOR ALL ON-SITE LANDSCAPE PARKING LOT AREAS WILL INCLUDE 40% TREE COVERAGE APPROXIMATELY ONE TREE PER EIGHT FOURTEEN STALLS) FOR OFFICE USES AND 20 TREE COVERAGE (APPROXIMATELY ONE TREE FOR EVERY 20 STALLS) FOR INDUSTRIAL AND BUSINESS PARK USES. WITHIN 10 TO 15 YEARS OF CONSTRUCTION. PROJECT WILL USE TREES THAT MATURE OVER A LONG TIME FRAME WITH LOWER WATER DEMAND. SHADE REQUIREMENTS WILL EXCLUDE TRUCK COURTS AND PARK LOTS)"

W, L-1-24
CLIMATE CHANGE AND GHG'S
PRIOR TO PLOT PLAN APPROVAL, PROVIDE DETAILS THAT ELECTRICAL OUTLETS WILL BE INSTALLED AT ALL BUILDING EXTERIOR AREAS AS PER MITIGATION MEASURE W, L-1-24

W, L-1-25
CLIMATE CHANGE AND GHG'S
PRIOR TO PLOT PLAN APPROVAL, PLEASE PROVIDE A SITE PLAN NOTE THAT THE PROJECT WILL PROVIDE ENERGY EFFICIENT APPLIANCES (E.G. ENERGY STAR) AND ENERGY MONITORING PROGRAMS AND EQUIPMENTS THAT AUTOMATICALLY ADJUST TEMPERATURE SETTINGS

W, L-1-26
CLIMATE CHANGE AND GHG'S
PRIOR TO PLOT PLAN APPROVAL, THE PROJECT SPONSOR/ARCHITECT WILL PROVIDE A SITE PLAN NOTE THAT LOW FLOW AND WATERLESS FIXTURES WILL BE INSTALLED IN ALL PROPOSED RESTROOM FACILITIES AS PER MITIGATION MEASURE W, L-1-26.

MARCH JPA STANDARD SITE PLAN NOTES

1. ALL HVAC OR EXPOSED UTILITY EQUIPMENT SHALL BE SCREENED FROM VIEW OF ADJACENT PROPERTIES AND PUBLIC STREETS.

2. ALL OUTDOOR STORAGE AREAS FOR MATERIALS AND EQUIPMENT SHALL BE FULLY SCREENED FROM VIEW.

3. S.E.S. PANELS SHALL BE FULLY RECESSED INTO THE BUILDING ELEVATION OR SHALL BE SCREENED BY A DECORATIVE WALL OR LANDSCAPE BERM, TO BE EXCEEDING THE HEIGHT OF THE S.E.S. PANEL. SCHEM PLANS SHALL NOTE THE TENTATIVE LOCATION OF ELECTRICAL UTILITY VAULTS. CONSTRUCTION PLANS SHALL IDENTIFY THE FINAL LOCATION OF UTILITY VAULTS.

4. ROOF-MOUNTED MECHANICAL EQUIPMENT SHALL BE FULLY SCREENED BY A PARAPET WALL EQUAL TO OR EXCEEDING THE HEIGHT OF THE MECHANICAL UNITS. AT A MINIMUM, BUILDINGS SHALL INCORPORATE A PARAPET WALL MEASURING 24" AROUND ALL PORTIONS OF THE BUILDING. TO THE EXTENT PERMITTED BY LAW, SATELLITE DISHES SHALL BE FULLY SCREENED BY A PARAPET WALL OR ROOF MOUNTED MECHANICAL EQUIPMENT SHALL BE FULLY SCREENED FROM PUBLIC VIEW BY A COMBINATION OF DECORATIVE WALLS AND DENSE LANDSCAPING.

5. ALL EROSION PREVENTIONS (FOR UNDER 3FT) SHALL BE SCREENED WITH LANDSCAPE LOCATED WITHIN A 5' RADIUS OF THE EROSION PREVENTER. ALL EROSION PREVENTERS LESS THAN 3' SHALL BE PLACED IN A WIRE MESH BASKET AND PAINTED TO MATCH THE PRIMARY BUILDING COLOR.

6. SITE LIGHTING SHALL BE LOW OR HIGH PRESSURE SODIUM, MINIMUM 750-WATT, FULL CUT-OFF FIXTURES WITH THE MAXIMUM LIGHT FIXTURE HEIGHT OF 25 ABOVE FINISHED GRADE, AND A MAXIMUM LIGHTING LEVEL OF .5 CANDLE/FOOT2 AT THE PROPERTY LINE.

7. ALL FREESTANDING LIGHT POLES SHALL BE LOCATED WITHIN LANDSCAPED AREAS. SITE LIGHTING SHALL COMPLY WITH A MAXIMUM HEIGHT OF 25' FOR FREESTANDING OR BUILDING MOUNTED FIXTURES, AND SITE LIGHTING FIXTURES SHALL NOT EXCEED 250 WATTS AND SHALL BE FULL CUT-OFF TYPE HIGH PRESSURE SODIUM. FUTURE CONSTRUCTION PLANS SHALL INCLUDE A POINT-BY-POINT LIGHTING ANALYSIS AND DETAILED DATA WILL BE REQUIRED. LIGHTING AT THE PERIMETER OF THE SITE IS RESTRICTED TO A MAXIMUM LIGHTING LEVEL OF 0.5 FOOT-CANDLES AT THE PROPERTY LINE.

8. CONCRETE LIGHT POLE BASES SHALL BE PAINTED TO MATCH THE PRIMARY BUILDING COLOR OR FINISHED TO MATCH PARKING SCREENING WALLS AND SHALL NOT EXCEED 24" ABOVE FINISHED GRADE.

9. FULL SCREENING OF ALL PARKING IS REQUIRED BY MOUNDING AND CONTOURING OF LANDSCAPED AREAS, BY LANDSCAPE SHRUBS, BY SCREENING WALL OR BY A COMBINATION OF THESE TECHNIQUES.

10. BUILDING SURROUNDINGS SHALL BE INTEGRATED FOR OFFICE, COMMERCIAL AND MIXED USE DEVELOPMENTS. INDUSTRIAL AND BUSINESS PARK BUILDING ELEVATIONS WHICH ARE NOT VISIBLE FROM A PUBLIC RIGHT-OF-WAY MAY INCORPORATE REDUCED TREATMENTS.

11. ALL TRASH CONTAINERS SHALL BE ENCLOSED WITHIN A MASONRY SCREENING WALL WITH FULLY OPAQUE SCREENING GATES. SCREENING GATES SHALL NOT OPEN INTO VEHICULAR DRIVE AISLES. TRASH ENCLOSURES SHALL PROVIDE A LOCATION FOR THE COLLECTION OF RECYCLABLES CONSISTENT WITH WASTE MANAGEMENT REQUIREMENTS. TRASH ENCLOSURE GATES SHALL INCORPORATE A MINIMUM OF SIXTY DEGREES.

12. WITHIN COMMERCIAL, OFFICE AND MIXED-USE DEVELOPMENTS, MINIMUM RECESS, POWER AND PLUMBING ACCESS WAYS SHALL INCLUDE SPECIAL PAVING TREATMENT SUCH AS INTEGRAL COLORED STAMPED CONCRETE, MONUMENT OR SIMILAR ALTERNATIVE. LOCATION AND MATERIAL SHALL BE REVIEWED AND APPROVED BY THE PLANNING DEPARTMENT STAFF PRIOR TO THE ISSUANCE OF A BUILDING PERMIT. STRIPED AND/OR COLORED ASPHALT IS NOT PERMITTED.
13. ALL EXTERIOR METAL MUST BE FINISHED OR PAINTED TO MATCH THE APPROVED PROJECT COLORS.

14. ALL USES SHALL OPERATE IN A MANNER WHICH IS COMPATIBLE WITH THE NEARBY MARCH AIR RESERVE BASE/MARCH INLAND PORT. THE FOLLOWING ACTIVITIES SHALL BE PROHIBITED:

A. ANY USE WHICH WOULD DIRECT A STEADY LIGHT OR FLASHING LIGHT OF RED, WHITE, GREEN, OR AMBER COLORS ASSOCIATED WITH AIRPORT OPERATIONS TOWARD AN AIRCRAFT ENGAGED IN AN INITIAL STRAIGHT CLIMB FOLLOWING TAKEOFF OR TOWARD AN AIRCRAFT ENGAGED IN A STRAIGHT FINAL APPROACH TOWARD A LANDING AT AN AIRPORT, OTHER THAN AN FAA-APPROVED NAVIGATIONAL AIDS, LIGHT OR VISUAL APPROACH SLOPE INDICATOR.

B. ANY USE WHICH WOULD CAUSE SUNLIGHT TO BE REFLECTED TOWARDS AN AIRCRAFT ENGAGED IN AN INITIAL STRAIGHT CLIMB FOLLOWING TAKEOFF OR TOWARD AN AIRCRAFT ENGAGED IN A STRAIGHT FINAL APPROACH TOWARD A LANDING AT AN AIRPORT.

C. ANY USE WHICH WOULD GENERATE, ATTRACT OR MAKE WATER WHICH WOULD ATTRACT LARGE CONCENTRATIONS OF BIRDS, OR WHICH MAY OTHERWISE AFFECT SAFE AIR NAVIGATION WITHIN THE AREA.

D. ANY USE WHICH WOULD GENERATE ELECTRICAL INTERFERENCE THAT MAY BE DETRIMENTAL TO THE OPERATION OF AIRCRAFT AND/OR AIRCRAFT INSTRUMENTATION.

E. BUILDINGS WITHIN THE 65DNA NOISE CONTOUR WILL REQUIRE APPROPRIATE SOUND ATTENUATION.

15. PRIOR TO THE ISSUANCE OF A CERTIFICATE OF OCCUPANCY, THE TENANT SHALL RECEIVE APPROVAL OF A TRAFFIC DEMAND MANAGEMENT PLAN WHICH SHALL INCLUDE THE FOLLOWING ELEMENTS: IDENTIFICATION OF THE LOCATION OF A MINIMUM OF 30" X 12' WALL AREA FOR THE POSTING OF ALTERNATIVE TRANSPORTATION MODE INFORMATION INCLUDING FINANCIAL INCENTIVES BY RESPONSIBLE AGENCIES, TRANSIT SCHEDULES AND CARPOOLING INFORMATION.

16. PRIOR TO ISSUANCE OF THE PROJECT C OF O, EACH PROJECT SHALL PROVIDE A 8-30/FT SIGN IDENTIFYING THE APPROVED TRUCK ROUTE PLAN AT ALL SERVICE DRIVEWAY LOCATIONS.

17. ALL DESIGN AND CONSTRUCTION PLAN SUBMITTALS SHALL INCLUDE A DIAGRAMMATIC CALCULATION IDENTIFYING THE RELATIONSHIP OF SITE IMPROVEMENTS IN COMPLIANCE WITH FAA PART 77 AIRSPACE. ALL DEVELOPMENT REQUIRES APPROVAL OF A FAA FORM 7460-1 PRIOR TO THE ISSUANCE OF BUILDING PERMITS.

18. ALL CONSTRUCTION EQUIPMENT USED FOR CONSTRUCTION ACTIVITIES SHALL BE FITTED WITH EXHAUST MUFFLING AND NOISE CONTROL FILTER DEVICES TO REDUCE NOISE IMPACTS.

19. PRIOR TO THE ISSUANCE OF BUILDING PERMITS, ALL DEVELOPMENT IMPACT FEES SHALL BE PAID INCLUSIVE OF TUMF, SCHOOL FEES, AND FIRE AND PUBLIC FACILITIES FEES.

20. IF ARCHAEOLOGICAL OR PALEONTOLOGICAL RESOURCES ARE ENCOUNTERED AT THE TIME OF GRADING OR PROJECT CONSTRUCTION, ALL PROJECT WORK IN THE AREA OF THE RESOURCES SHALL CEASE UNTIL THE AREA HAS BEEN SURVEYED BY A QUALIFIED ARCHAEOLOGIST OR PALEONTOLOGIST IN CONFORMANCE WITH THE CULTURAL RESOURCE MANAGEMENT PLAN

PROPERTY INFORMATION

Owner / Applicant
SLAG DEVELOPMENT
101 HOGEBOOMP ROAD
THOUSAND OAKS, CA 91360
TEL: 888-402-4515
CONTACT: MOSHE SLAG

Project Address
NW OF VAN BUREN BLVD & MERIDIAN PKWY
RIVERSIDE, CA 92508

Zoning
SP-5 (MARCH GATEWAY SOUTH SPECIFIC PLAN)
OP: OFFICE

Applicant Representative
HPA, INC.
18831 BARDEEN AVE. - SUITE 100
IRVINE, CA 92612
PHONE: (949) 863-1770
FAX: (949) 863-0851
CONTACT: MATTHEW LEE

Construction Type
CONCRETE TILT-UP BUILDING — OFFICE & WAREHOUSE
BUILDING OCCUPANCY: S-1/B
CONSTRUCTION TYPE: II-B

Code Analysis
2019 CALIFORNIA BUILDING CODE
2019 CALIFORNIA PLUMBING CODE
2019 CALIFORNIA MECHANICAL CODE
2019 CALIFORNIA ELECTRICAL CODE
2019 CALIFORNIA FIRE CODE
2019 CALIFORNIA ENERGY CODE
2019 CALIFORNIA GREEN BUILDING STANDARDS

CONSULTANTS

CIVIL
SDH ASSOCIATES
31255 CANYON CREST DR.
RIVERSIDE, CA 92507
PHONE: (951) 693-3691
CONTACT: STEVE SCHMIDTS

LANDSCAPE
HUNTER LANDSCAPE
711 S. FEE ANA ST.
PLACENTIA, CA 92870
PHONE: (714) 986-2400
CONTACT: TOM HAYES

UTILITY INFO

WATER
RAINBOW MUNICIPAL WATER DISTRICT
1440 AVE MERIDIAN PKWY
RIVERSIDE, CA 92508
PHONE: (951) 571-7100

GAS
SOUTHERN CALIFORNIA GAS COMPANY
1981 LUGONIA AVENUE
REDLANDS, CA 92373-0306
PHONE: (800) 428-8401

TELEPHONE SERVICE
VERIZON COMMUNICATIONS
140 WEST ST
KEW YORK, NEW YORK
PHONE: (800) 922-0204

ELECTRIC
SOUTHERN CALIFORNIA EDISON
1351 E. FRANCIS AVENUE
ONTARIO, CA 91751
PHONE: (909) 357-0233

SEWER
[illegible] SANITARY DISTRICT
14268 MERIDIAN PKWY
RIVERSIDE, CA 92508
PHONE: (951) 571-7120

FIRE PROTECTION
RIVERSIDE COUNTY FIRE DEPARTMENT
210 S. SAN JACINTO AVE.
PERRIS, CA 92570
PHONE:(951)940-6900

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HPA
HPA, Inc.
18831 Bardeen Avenue, - Ste. #100
Irvine, CA
92612
tel: 949-863-1770
fax: 949-863-0851
email: hpa@hparchs.com

Owner:
SDH
101 HOGEBOOMP ROAD, STE 300
THOUSAND OAKS, CA 90752
TEL: (805) 484-1226

Project:
Riverside
Meridian
Site B
Riverside, CA

Consultants:
Civil: SDH INC.
Structural: -
Mechanical: -
Plumbing: -
Electrical: -
Landscape: HUNTER LANDSCAPE
Fire Protection: -
Soils Engineer: -

Title: COVER SHT.
Project Number: 18488
Drawn by: ML
Date: 07/25/19
Revision:

Sheet:
A0.1

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332

Tabulation

Aerial Map





Note: This is a conceptual plan. It is based on preliminary information which is not fully verified and may be incomplete. It is meant as a comparative aid in examining alternate development strategies and any quantities indicated are subject to revision as more reliable information becomes available.

Conceptual Site Plan

M S Development B - 13.60 acres

County of Riverside, CA

November 14, 2017 / Job #16488

Scheme 10

HPA
18831 Bardeen Ave. - Ste. #100
Irvine, CA 92612
(949) 863-1770
www.hparchs.com

LEE & ASSOCIATES

ELEVATION KEYNOTES

ELEVATION GENERAL NOTES

ELEVATION COLOR LEGEND/SCHED.

GLAZING LEGEND

NORTH ELEVATION (C)

NORTH ELEVATION CONT. (D)

WEST ELEVATION (E)

SOUTH ELEVATION (F)

SOUTH ELEVATION CONT. (G)

OVERALL FLOOR PLAN (A)

OVERALL ROOF PLAN (B)

FLOOR PLAN KEYNOTES

FLOOR PLAN GENERAL NOTES

FLOOR SLAB & POUR STRIPS REQ.

ROOF PLAN KEYNOTES

ROOF LEGEND

ROOF PLAN GENERAL NOTES

KEY MAP

EAST ELEVATION (H)

SOUTHEAST ELEVATION (J)

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HPA Architecture

hpa, Inc.
19871 Bamboo avenue, ste. #100
Irvine, CA
92612
tel: 949-863-1770
fax: 949-863-0851
email: hpa@hparchs.com

Owner:

SDM

01 HOBBICAMP ROAD, STE 200
THOUSAND OAKS, CA 91320
TEL (805) 494-1226

Project:
Riverside
Meridan
Site B
Riverside, CA

Consultants:
SDH INC.
HUNTER LANDSCAPE

Title: Overall Floor Plan

Project Number: 15488
Drawn by: ML
Date: 07/25/17
Revision:

Sheet:
A2.1

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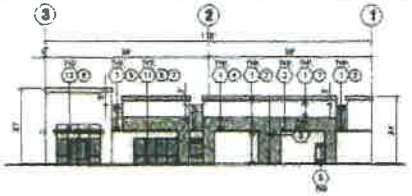
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ELEVATION KEYNOTES

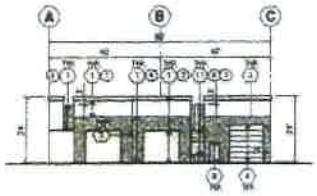
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ELEVATION COLOR LEGEND/SCHED.

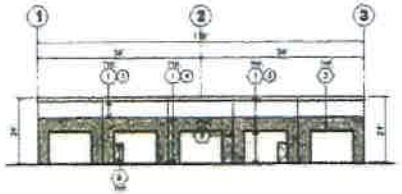
GLAZING LEGEND



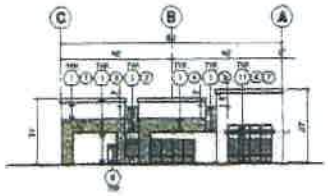
NORTH ELEVATION C



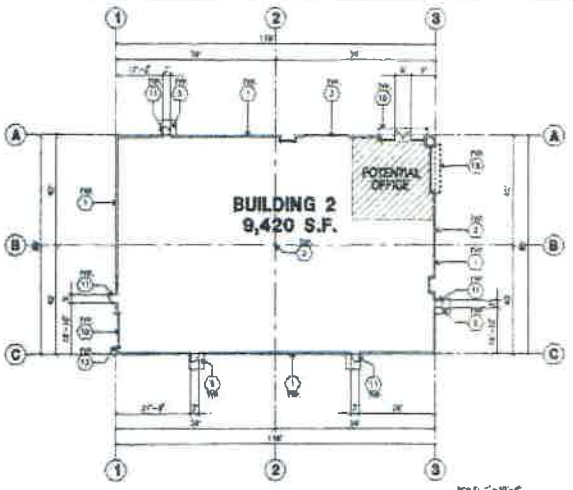
WEST ELEVATION D



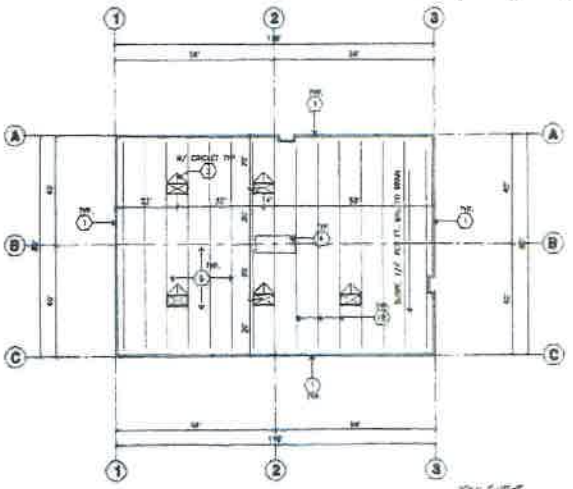
SOUTH ELEVATION E



EAST ELEVATION F

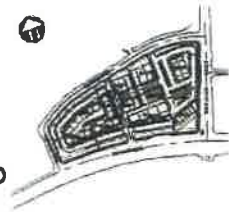


OVERALL FLOOR PLAN A



OVERALL ROOF PLAN B

KEY MAP



FLOOR PLAN KEYNOTES

FLOOR PLAN GENERAL NOTES

FLOOR SLAB & POUR STRIPS REQ.

ROOF PLAN KEYNOTES

ROOF PLAN GENERAL NOTES

ROOF LEGEND

HPA architecture
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fax: 949-863-0851
email: hpa@hparchs.com

Owner:
SDM
101 HOOKCAMP ROAD, STE 200
THOUSAND OAKS, CA 90703
TEL: (805) 494-7226

Project:
Riverside
Meridan
Site B
Riverside, CA

Consultants:
C.P.: SDH INC.
Structural:
Mechanical:
Plumbing:
Electrical:
Landscape: HUNTER LANDSCAPE
Fire Protection:
Soils Engineer:

Title: Overall Floor Plan

Project Number: 16488
Drawn By: ML
Date: 07/05/17
Revisions:

Sheet:
A2.2

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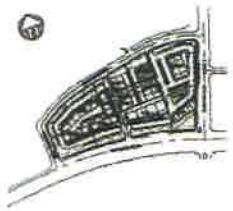
ELEVATION KEYNOTES

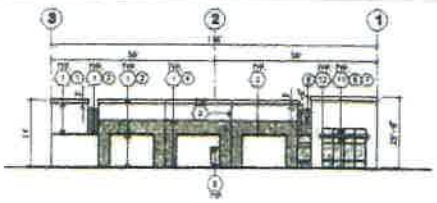
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ELEVATION COLOR LEGEND/SCHED.

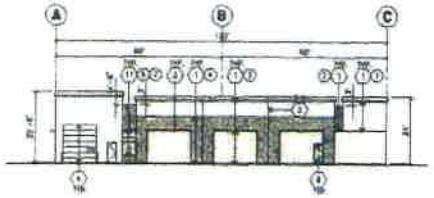
GLAZING LEGEND

KEY MAP

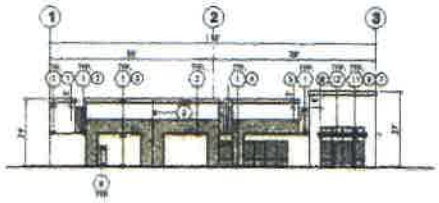




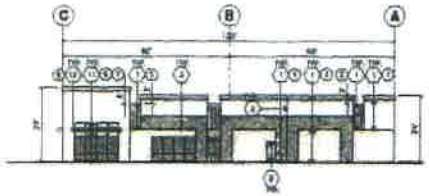
NORTH ELEVATION (C)



WEST ELEVATION (D)

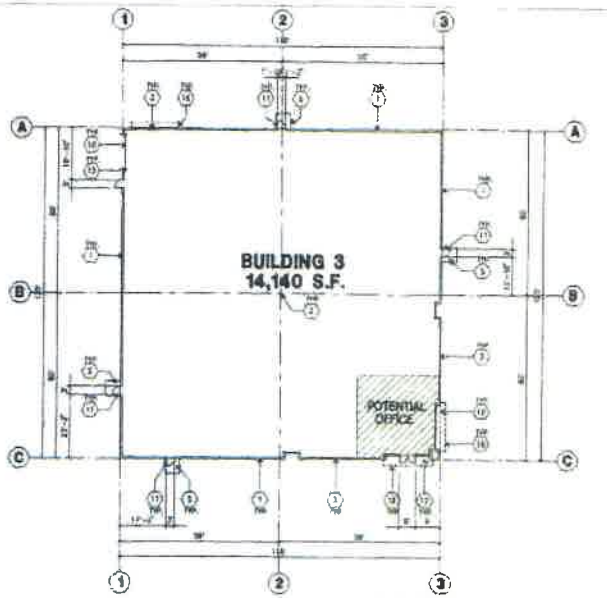


SOUTH ELEVATION (E)

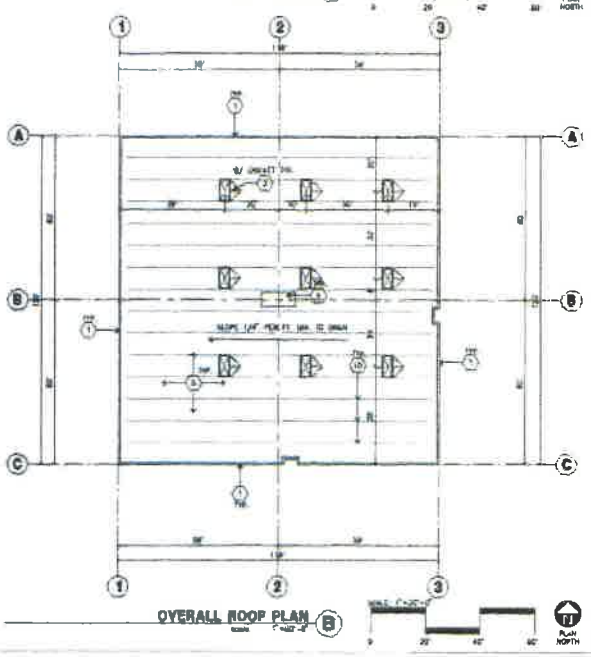


EAST ELEVATION (F)

ROOF PLAN GENERAL NOTES



OVERALL FLOOR PLAN (A)



OVERALL ROOF PLAN (B)

FLOOR PLAN KEYNOTES

FLOOR PLAN GENERAL NOTES

FLOOR SLAB & POUR STRIPS REQ.

ROOF PLAN KEYNOTES

ROOF LEGEND

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email: hpa@hparchs.com

Owner:

SDH

101 HODENCAMP ROAD, STE 200
THOUSAND OAKS, CA 90703
TEL: (805) 494-1226

Project:
Riverside
Meridan
Site B
Riverside, CA

Consultants:

Civil:	SDH INC
Structural:	-
Mechanical:	-
Plumbing:	-
Electrical:	-
Landscape:	HUNTER LANDSCAPE
Fire Protection:	-
Soils Engineer:	-

Title: Overall Floor Plan

Project Number:	16488
Drawn by:	ML
Date:	07/25/17
Revision:	

Sheet:

A2.3

8a

336

ELEVATION KEYNOTES

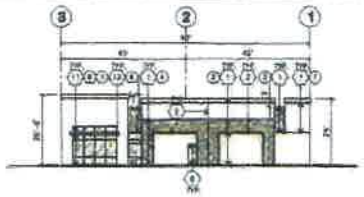
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ELEVATION COLOR LEGEND/SCHED.

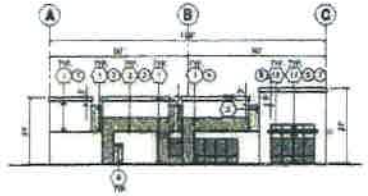
GLAZING LEGEND

KEY MAP

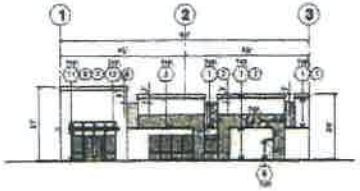




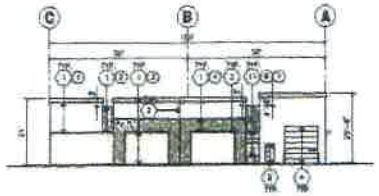
NORTH ELEVATION (C)



WEST ELEVATION (D)

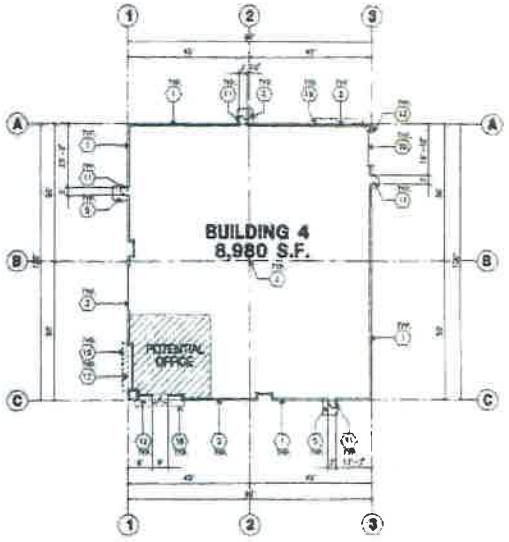


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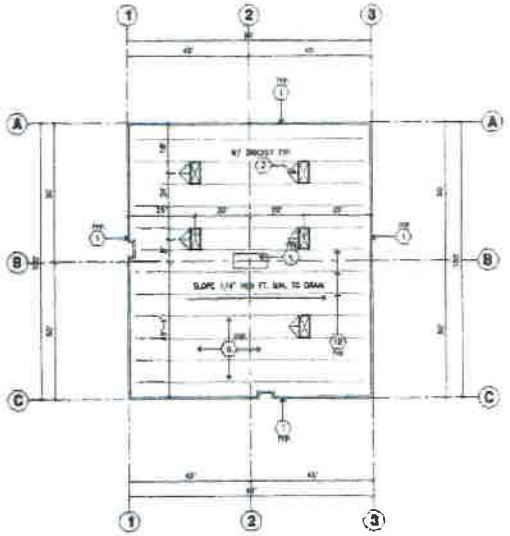


EAST ELEVATION (F)

ROOF PLAN GENERAL NOTES



OVERALL FLOOR PLAN (A)



OVERALL ROOF PLAN (B)

FLOOR PLAN KEYNOTES

FLOOR PLAN GENERAL NOTES

FLOOR SLAB & POUR STRIPS REQ.

ROOF PLAN KEYNOTES

ROOF LEGEND

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email: hpa@hparchs.com

Owner:

SDH

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THOUSAND OAKS, CA 90703
TEL: (805) 494-1226

Project:
Riverside
Meridan
Site B
Riverside, CA

Consultants:
SDH INC.
HUNTER LANDSCAPE

Title: Overall Floor Plan

Project Number: 16480
Drawn by: ML
Date: 07/25/17
Revision:

Sheet:
A2.4

8a
337

ELEVATION KEYNOTES

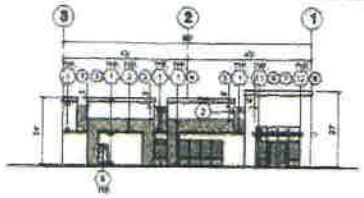
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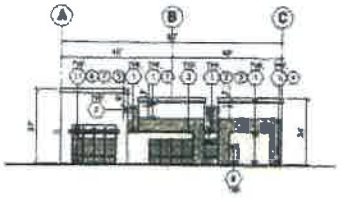
GLAZING LEGEND

KEY MAP

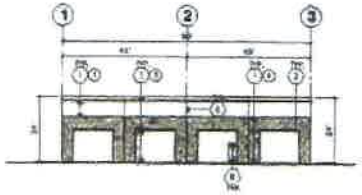




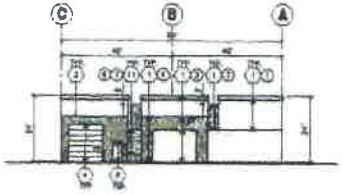
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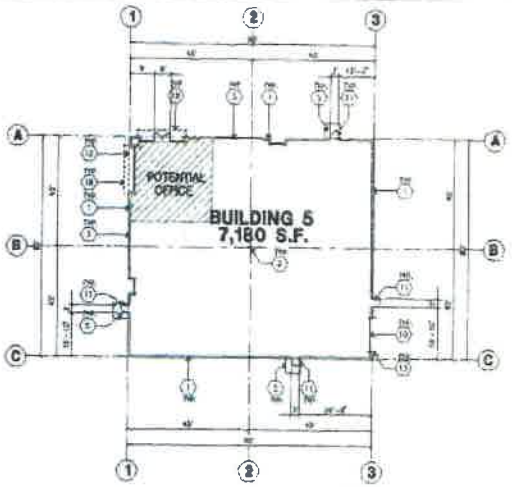
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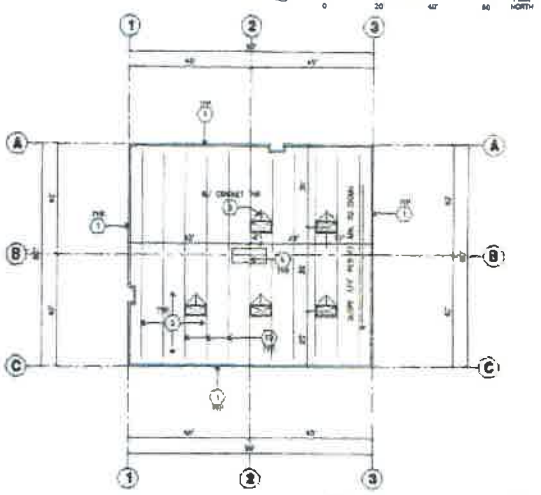
SOUTH ELEVATION (E)



EAST ELEVATION (F)



OVERALL FLOOR PLAN (A)



OVERALL ROOF PLAN (B)

ROOF PLAN GENERAL NOTES

FLOOR PLAN KEYNOTES

FLOOR PLAN GENERAL NOTES

FLOOR SLAB & POUR STRIPS REQ.

ROOF PLAN KEYNOTES

ROOF LEGEND

HPA, Inc.
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fax: 949-863-0851
email: hpa@hparchi.com

Owner:

SDM

101 HODENCAMP ROAD, STE 200
THOUSAND OAKS, CA 90703
TEL: (805) 494-1226

Project:
Riverside
Meridan
Site B
Riverside, CA

Consultants:

Civil:	SDH INC
Structural:	-
Mechanical:	-
Plumbing:	-
Electrical:	-
Landscape:	HUNTER LANDSCAPE
Fire Protection:	-
Soils Engineer:	-

Title: Overall Floor Plan

Project Number:	16488
Drawn by:	ML
Date:	07/25/17
Revision:	

Sheet:

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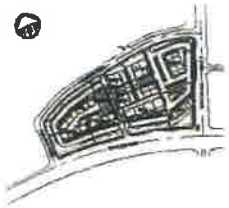
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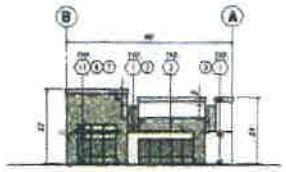
ELEVATION GENERAL NOTES

ELEVATION COLOR LEGEND/SCHED.

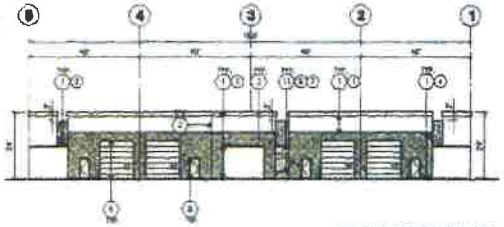
GLAZING LEGEND

KEY MAP

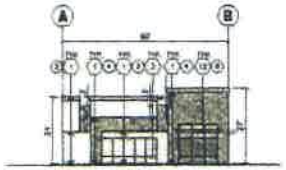




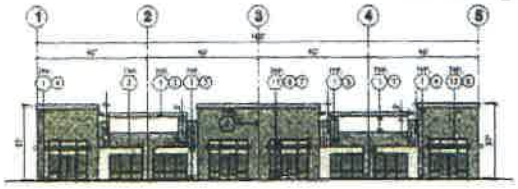
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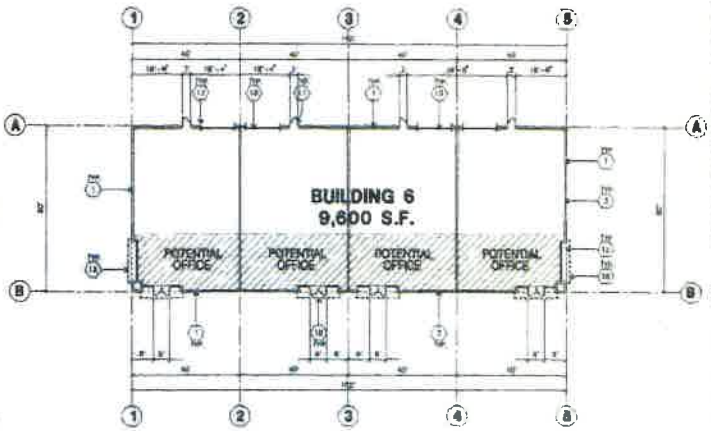
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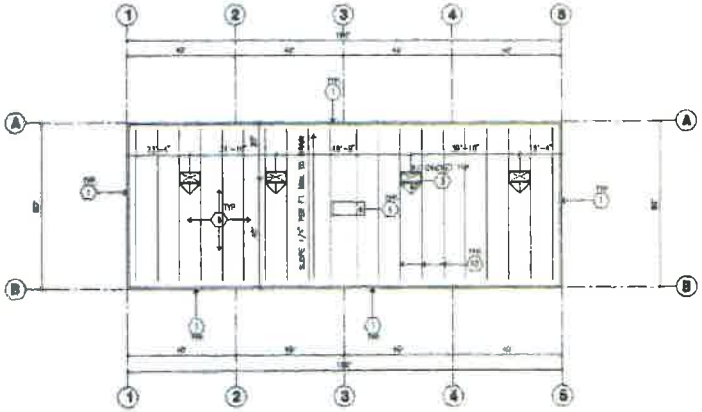
SOUTH ELEVATION (E)



EAST ELEVATION (F)



OVERALL FLOOR PLAN (A)



OVERALL ROOF PLAN (B)

FLOOR PLAN KEYNOTES

FLOOR PLAN GENERAL NOTES

FLOOR SLAB & POUR STRIPS REQ.

ROOF PLAN KEYNOTES

ROOF PLAN GENERAL NOTES

ROOF LEGEND

HPA
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irvine, ca
92612
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email: hpa@hparchs.com

Owner:
SDM
101 MOORENCAMP ROAD, STE 250
THOUSAND OAKS, CA 90703
TEL: (805) 494-1229

Project:
Riverside
Meridan
Site B
Riverside, CA

Consultants:
SDH INC.
HUNTER LANDSCAPE

Title: Overall Floor Pl...

Project Number: 16488
Drawn By: ML
Date: 07/25/17
Revisions:

Sheet:
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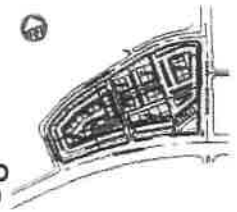
ELEVATION KEYNOTES

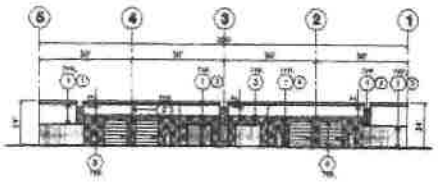
ELEVATION GENERAL NOTES

ELEVATION COLOR LEGEND/SCHED.

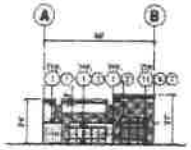
GLAZING LEGEND

KEY MAP

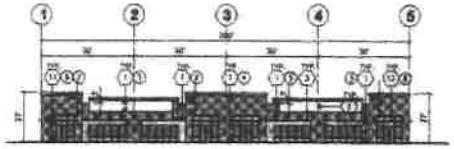




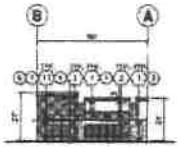
NORTH ELEVATION C



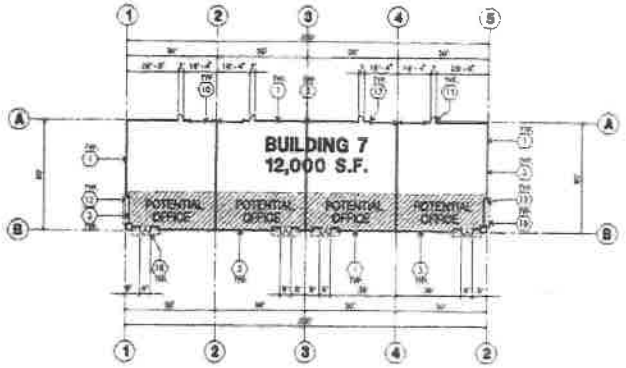
WEST ELEVATION D



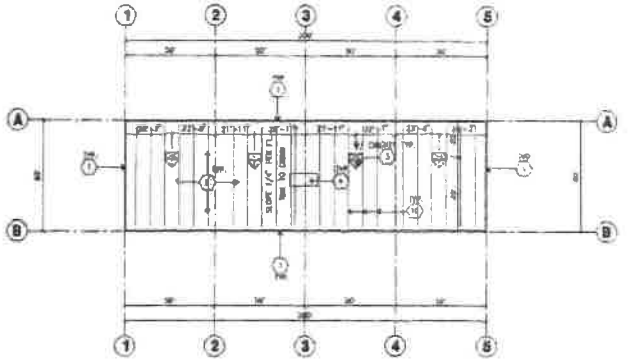
SOUTH ELEVATION E



EAST ELEVATION F



OVERALL FLOOR PLAN A



OVERALL ROOF PLAN B

ROOF PLAN GENERAL NOTES

FLOOR PLAN KEYNOTES

FLOOR PLAN GENERAL NOTES

FLOOR SLAB & POUR STRIPS REQ.

ROOF PLAN KEYNOTES

ROOF LEGEND

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HPA, Inc.
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Owner:

SDH

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TEL: (805) 494-1225

Project:
Riverside
Meridan
Site B
Riverside, CA

Consultants:

Civil:	SDH INC
Structural:	-
Mechanical:	-
Plumbing:	-
Electrical:	-
Landscape:	HUNTER LANDSCAPE
Pre-Inspection:	-
Field Engineer:	-

Title: Overall Roof Pla...

Project Number: 16468
Drawn by: ML
Date: 07/25/17
Revision:

Sheet:
A2.7

8a

340

ELEVATION KEYNOTES

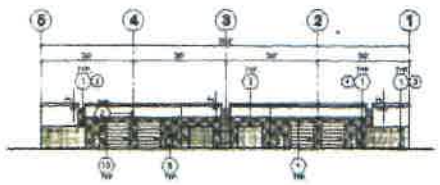
ELEVATION GENERAL NOTES

ELEVATION COLOR LEGEND/SCHED.

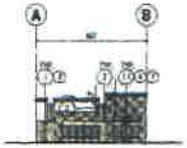
GLAZING LEGEND

KEY MAP

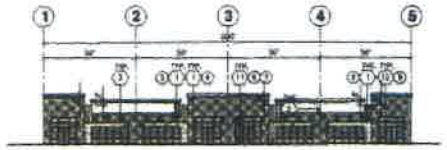




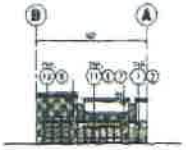
NORTH ELEVATION (C)



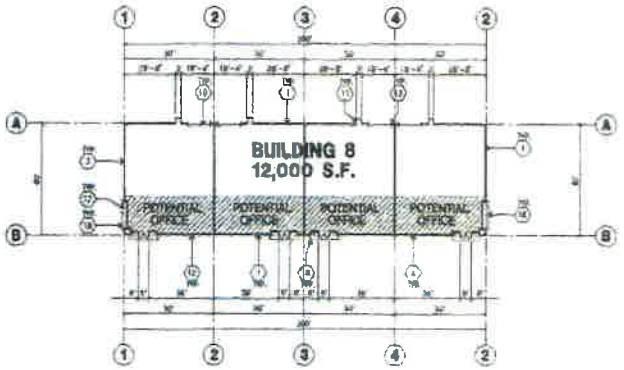
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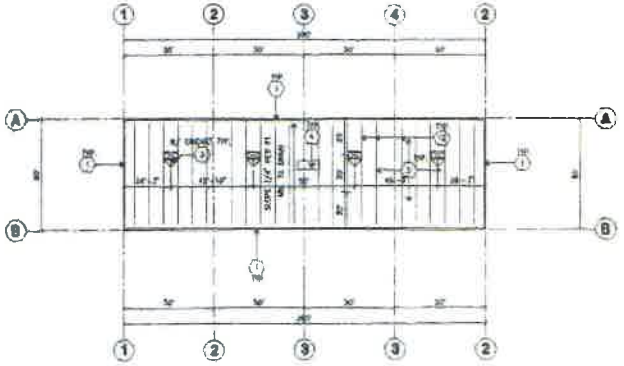
SOUTH ELEVATION (E)



EAST ELEVATION (F)



OVERALL FLOOR PLAN (A)



OVERALL ROOF PLAN (B)

ROOF PLAN GENERAL NOTES

FLOOR PLAN KEYNOTES

FLOOR PLAN GENERAL NOTES

FLOOR SLAB & POUR STRIPS REQ.

ROOF PLAN KEYNOTES

ROOF LEGEND

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Project:
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Meridan
Site B
Riverside, CA

Consultants:

HUNTER LANDSCAPE

Title: Overall Floor Plan

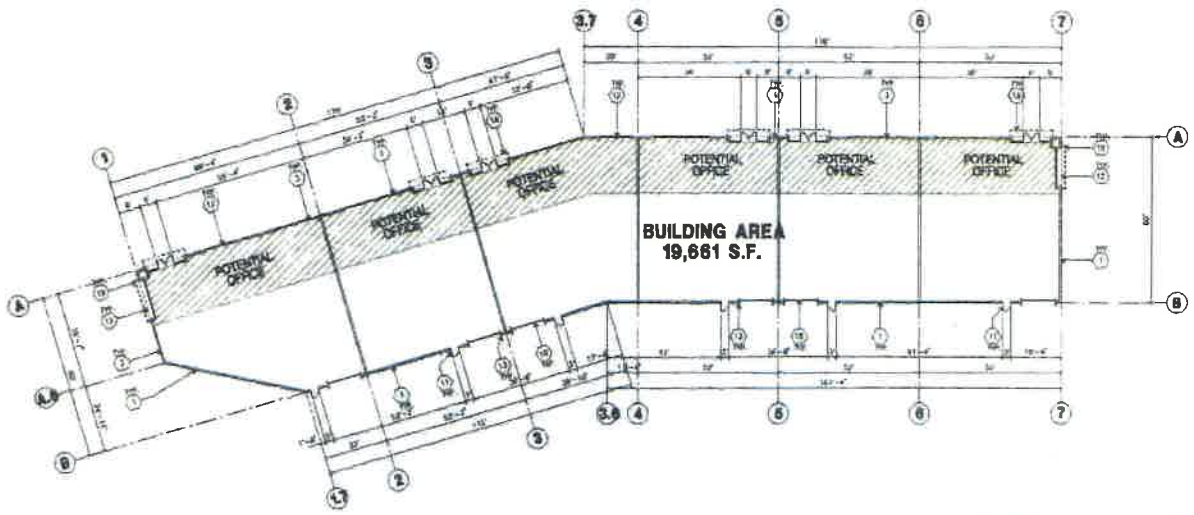
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Drawn by: ML
Date: 07/25/17
Revision:

Sheet: A2.8

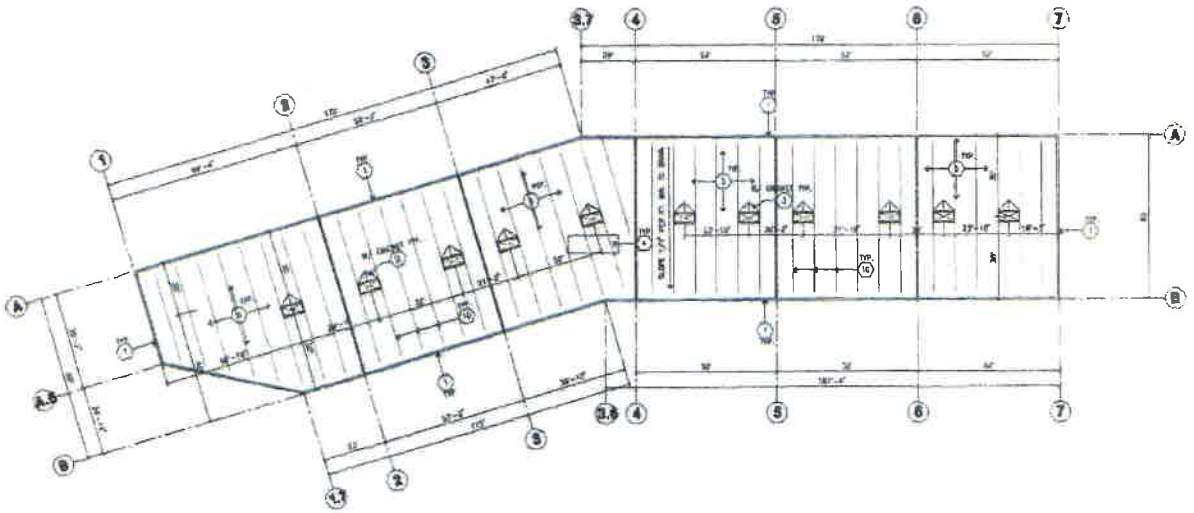
CAUTION : IF THIS SHEET IS NOT A 24" X 36" IT IS A REDUCED PRINT

ROOF PLAN GENERAL NOTES

1. ALL DIMENSIONS ARE TO FACE OF CONCRETE WALL, SHEATHING, OR FACE OF STUD, U.N.O.
2. SLOPE ALL ROOF AREAS AND PONDING DESIGNED(1/4" TO) PITCH TO ROOF DRAINAGE.
3. REFER TO "S" DRAWINGS FOR ROOF MOUNT ELEVATIONS & PLUMBING TO ROOF DRAINAGE.
4. CONTRACTOR TO VERIFY AND COORDINATE WITH ALL SUBCONTRACTORS, ALL LOCATIONS AND SIZES OF ROOF OPENINGS.
5. [illegible] TYP. ROOF PENETRATIONS, SEE SHEET A.9.0, U.N.O.) CONTRACTOR TO VERIFY ALL LOCATIONS WITH ARCHITECTURAL AND PLUMBING DRAWINGS.
6. [illegible]
7. CONTRACTOR TO COORDINATE EXACT SKYLIGHT LOCATION W/ FIRE SPRINKLER AND ROOF FRAMING SUBCONTRACTORS. LOCATIONS TO DRAWINGS ARE APPROXIMATE.
8. ALL EQUIPMENT TO BE SCREENED PER LOCAL CODES MINIMUM HEIGHT REQUIRED W/ MATERIALS MATCHING BUILDING AND SHALL ELIMINATE ANY VISIBILITY TO SURROUNDING AREAS.
9. ROOF DRAINS AND OVERFLOW DRAINS TO BE A MIN. 6" DIA., SEE "P" DRAWINGS FOR EXACT SIZE.
10. PROVIDE SLOPED CRICKETS AS REQUIRED FOR PROPER ROOF DRAINAGE OF 1/4" PER FOOT (MIN.).
11. [illegible] SHALL BE APPLIED PER I.B.C AND TO BE A MIN. CLASS A RATING. FLASHING TO BE PER [illegible] OF SHEET, U.N.O. TYP. TO TOP.
12. ALL ROOFING MATERIALS SHALL MEET ALL CODE AND REGULATORY REQUIREMENTS. PERMIT REQUIREMENTS ARE IN PROCESS ASSOCIATION AND FM/UL FACTORY MUTUAL (TYP.) WIND UPLIFT PRESSURE REQUIREMENTS.
13. ALL EXPOSURES TO BE PLACED A MIN. OF 10'-0" FROM INSIDE FACE OF PARAPET.
14. [illegible]
15. SLOPED ROOFS SHALL BE RESERVED IF AREAS FOR "POTENTIAL OFFICE" WILL BE USED FOR HIGH PILE COMMODITY STORAGE.
16. ROOF DRAINS, OVERFLOW DRAINS AND SCUPPERS WHERE SHOWN ON EXTERIOR OF THE BUILDING SHALL BE ROUTED IN ACCEPTANCE WITH THE PROVISIONS OF THE PLUMBING CODE FOR TOTOMS DRAIN, STRAIT AND VENT SYSTEMS.
17. ROOF DRAINS, OVERFLOW WORK WITHIN THE BUILDING SHALL UTILIZE APPROVED DRAINAGE PATTERN.
18. MANUFACTURED ROOF DRAINS AND OVERFLOW(SCUPPERS) SHALL BE SIZED LISTED



OVERALL FLOOR PLAN (A)



OVERALL ROOF PLAN (B)

KEY MAP



FLOOR PLAN KEYNOTES

FLOOR PLAN GENERAL NOTES

A. FIRE SPRINKLER IS DESIGNED FOR HIGH PILE STORAGE WITH FIRE ACCESS MAN DOORS APPROX. 100' MAXIMUM. A SEPARATE PERMIT WILL BE REQUIRED FOR ANY BACKFLOW/RISER ENTRY.
B. FIRE HOSE LOCATIONS SHALL BE APPROVED PER FIRE DEPARTMENT.
C. THE BUILDING FLOOR SLAB IS SLOPED. SEE "C" DRAWINGS FOR FINISH SURFACE ELEVATIONS.
D. [illegible]
E. [illegible]
F. FLOOR FOUR STRIP 1/2" TO EXTERIOR AT ALL MANDOOR ENTS.
G. ALL DIMENSIONS ARE TO FACE OF CONCRETE PANEL WALL, CMU/BRICK, OR FACE OF STUD U.N.O.
H. SEE CIVIL DRAWINGS FOR ADDITIONAL CONNECTIONS TO OFF-SITE UTILITIES. CONTRACTOR TO VERIFY ACTUAL UTILITY LOCATIONS.
I. PLUMBING/ELECTRICAL/DOWNSPOUTING
J. FOR DOOR TYPES AND SIZES SEE DETAIL SHEET A6.4. NOTE: ALL DOORS FOR EXITS SECURITY AND FRAME OPENINGS.
K. CONTRACTOR TO PROTECT AND KEEP THE FLOOR SLAB CLEAN. ALL EQUIPMENT TO BE SHIPPED INCLUDING CRANE AND TRUCKS.
L. ALL EXIT MAN DOORS W/ SHADOWSTIC TO HAVE ILLUMINATED EXIT SIGN HARDWARE. (E)
M. [illegible] MATERIAL SHALL NOT BE USED ON EXTERIOR OF THE BUILDING.
N. [illegible] SHALL BE CONSTRUCTED OF A TACTILE AND CONTRASTING VISUAL FOR EACH DOORWAY SHALL BE 60" FROM FINISH FLOOR LEVEL TO THE CENTER OF THE SIGN.
O. NON-ACCESSIBLE DOOR PASSAGE WARNING SIGN LOCATED IN THE INTERIOR SIDE PER CBC 11.3.6.11
P. ALL ROOF MOUNTED MATERIALS SHALL BE FULLY SCREENED FROM PUBLIC VIEW.

FLOOR SLAB & POUR STRIPS REQ.

[illegible] SEE "F" [illegible] FOR ADDITIONAL REQUIREMENTS

1. FLOOR CONFIGURATION - [illegible]
2. FINISH CONFIGURATION - [illegible]
3. BUILDING FLOOR SLAB, SEE STRUCTURAL DRAWINGS
4. REFERENCE TO SLAB FOR CLASS V FLOOR PER A.C.I. 302-R-94
5. CONCRETE SLAB TO HAVE SATIN FLOAT HARD TROWEL BURNISHED FINISH.
6. CONTRACTOR TO CURE SLAB TO BE WET CURED USING BURLAP FOR 7 DAYS MIN.
7. ALL EQUIPMENT & MATERIAL SCHEDULE SHALL BE SHIPPED
8. NO BRAKE, CONCRETE TRUCKS OR SHIPPING VEHICLE WILL BE PLACED ON THE SLAB.
9. SLAB TO BE TRUE FLAT WITHIN 24 HOURS.
10. NO FLY ASH IN THE CONCRETE
11. [illegible] REINFORCED CONCRETE WATER BARRIER CURB, COVER OR EQUAL UNDER THE CONCRETE SLAB. TRANSVERSE SAWS PER SOILS ENGINEER OF RECOMMENDATIONS.

CONCRETE SLAB IN FUTURE OFFICE AREAS WHERE MAN DOOR HEIGHTS ARE REQUIRED, SHALL BE INSTALLED BEFORE ONE OF BUILDING. DURING CONSTRUCTION ACCESS CONSTRUCTION JOINTS SHALL NOT BE FILLED WITH NON-RED JOINT FILLER IN FUTURE OFFICE AREAS.

12. SEAL CONCRETE SLAB W/ [illegible] SEALER

ROOF PLAN KEYNOTES

ROOF LEGEND

[illegible] BUILDING PARAPET LINE [illegible] EXTERIOR ROOF DRAIN W/ OVERFLOW SCUPPER

[illegible] EXTERIOR METAL DOWNSPOUT W/ SHOE-ON SCUPPER

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Meridan
Site B
Riverside, CA

Consultants:

Civil:	SDH INC
Structural:	-
Mechanical:	-
Plumbing:	-
Electrical:	-
Landscape:	HUNTER LANDSCAPE
Fire Protection:	-
Soils Engineer:	-

Title: Overall Floor Plan

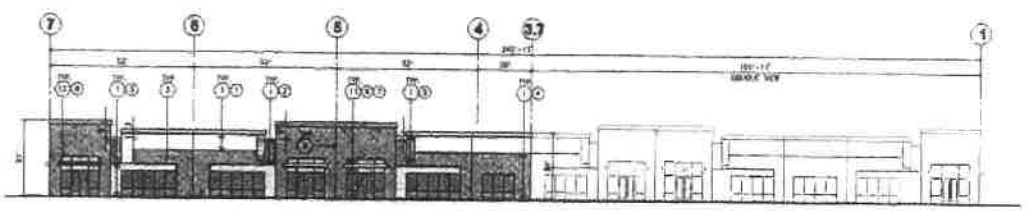
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Drawn By:	ML
Date:	07/25/17

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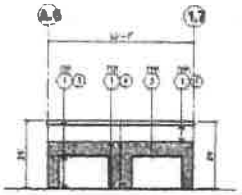
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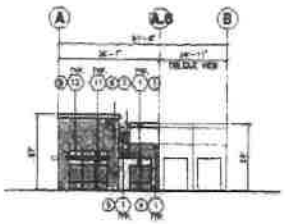
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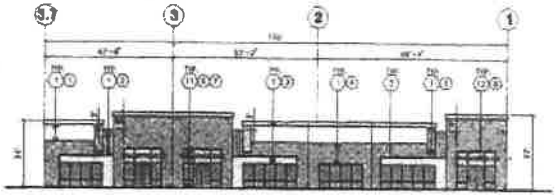
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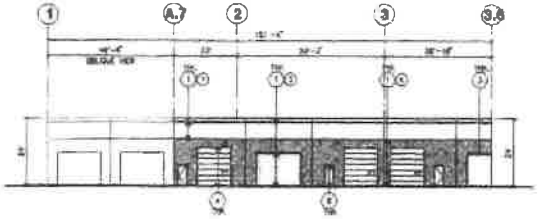
WEST ELEVATION (D)



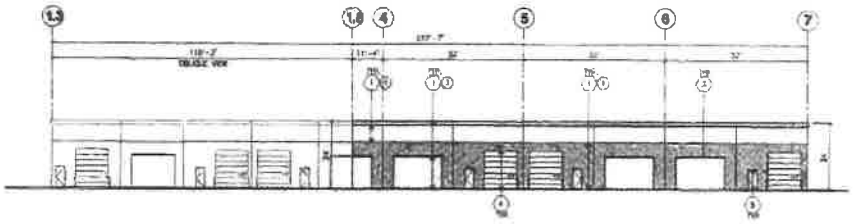
SOUTHWEST ELEVATION (C)



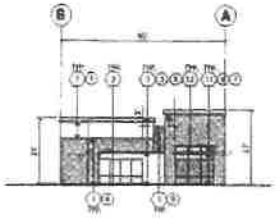
NORTH WEST ELEVATION (B)



SOUTH EAST ELEVATION (F)



SOUTH ELEVATION (E)



EAST ELEVATION (G)

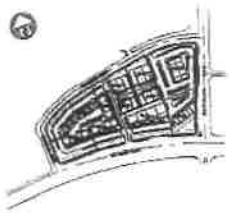
ELEVATION KEYNOTES

ELEVATION GENERAL NOTES

ELEVATION COLOR LEGEND/SCHED.

GLAZING LEGEND

KEY MAP



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Consultants:

Civil:	SDH INC
Structural:	-
Mechanical:	-
Plumbing:	-
Electrical:	-
Landscape:	HUNTER LANDSCAPE
Environmental:	-
Soil Engineer:	-

Title: Elevations

Project Number: 18488
Drawn by: ML
Date: 07/25/17
Revision:

Sheet:

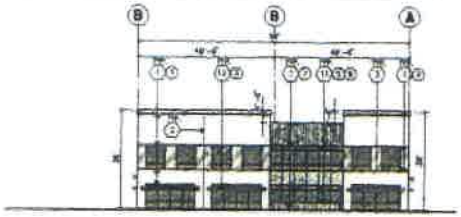
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ELEVATION KEYNOTES

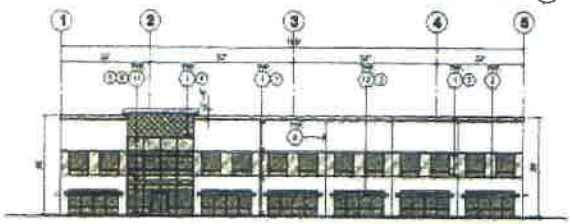
ELEVATION GENERAL NOTES

ELEVATION COLOR LEGEND/SCHED.

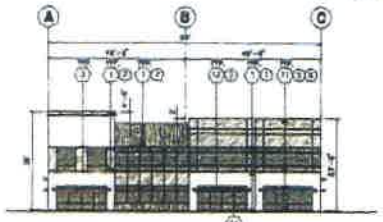
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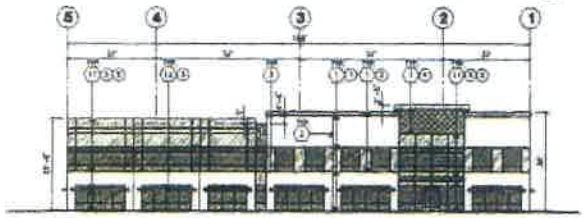
NORTH ELEVATION (C)



WEST ELEVATION (D)



SOUTH ELEVATION (E)

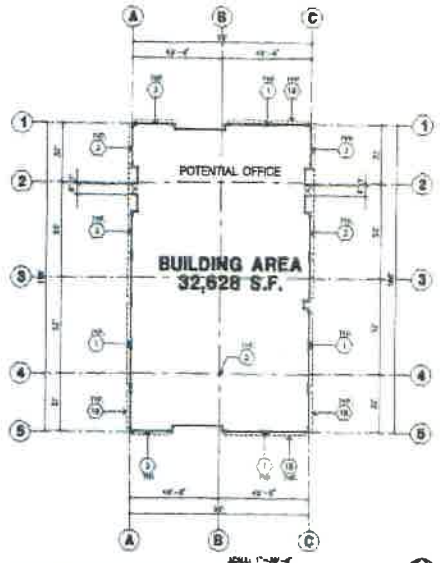


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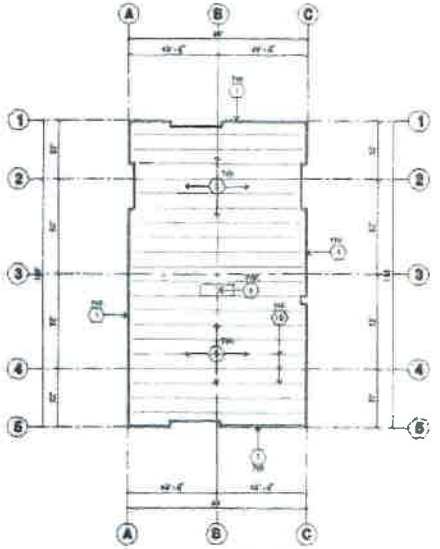
KEY MAP



ROOF PLAN GENERAL NOTES



OVERALL FLOOR PLAN (A)



OVERALL ROOF PLAN (B)

FLOOR PLAN KEYNOTES

FLOOR PLAN GENERAL NOTES

FLOOR SLAB & POUR STRIPS REQ.

ROOF PLAN KEYNOTES

ROOF LEGEND

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Consultants:
C: SDH INC
HUNTER LANDSCAPE

Title: Overall Floor Plan

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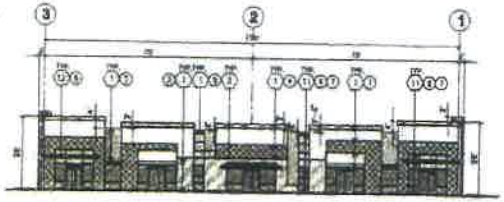
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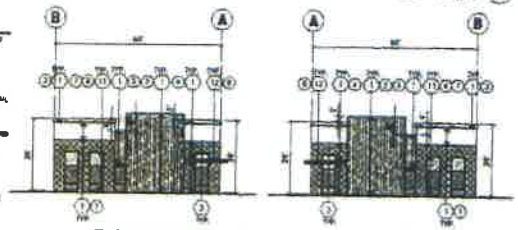
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ELEVATION COLOR LEGEND/SCHED.

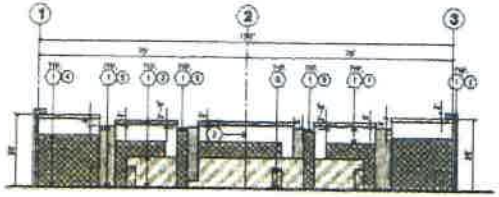
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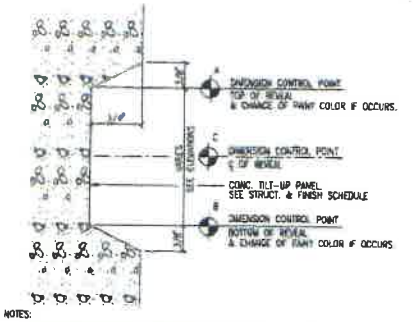
NORTH ELEVATION (C)



EAST ELEVATION (E) — WEST ELEVATION (D)



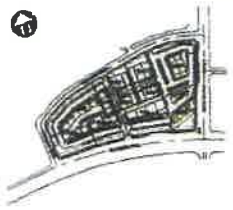
SOUTH ELEVATION (F)

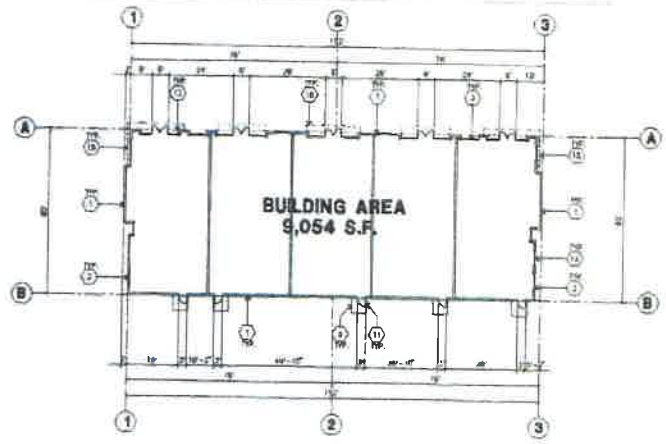


NOTES:
1. DIMENSION CONTROL POINTS AT REVEALS AND EDGE OF CONCRETE OPENINGS WHERE OCCUR, SEE WALL SECTIONS.
2. PAINT COLOR CHANGES TO ALWAYS OCCUR AT CONTROL POINT "A" OR "B"

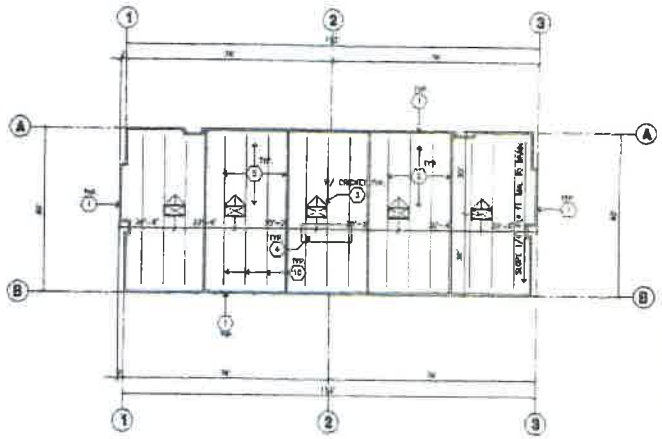
TYP. CONCRETE REVEAL (G)

KEY MAP





OVERALL FLOOR PLAN (A)



OVERALL ROOF PLAN (B)

ROOF PLAN GENERAL NOTES

FLOOR PLAN KEYNOTES

FLOOR PLAN GENERAL NOTES

FLOOR SLAB & POUR STRIPS REQ.

ROOF PLAN KEYNOTES

ROOF LEGEND

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Owner:
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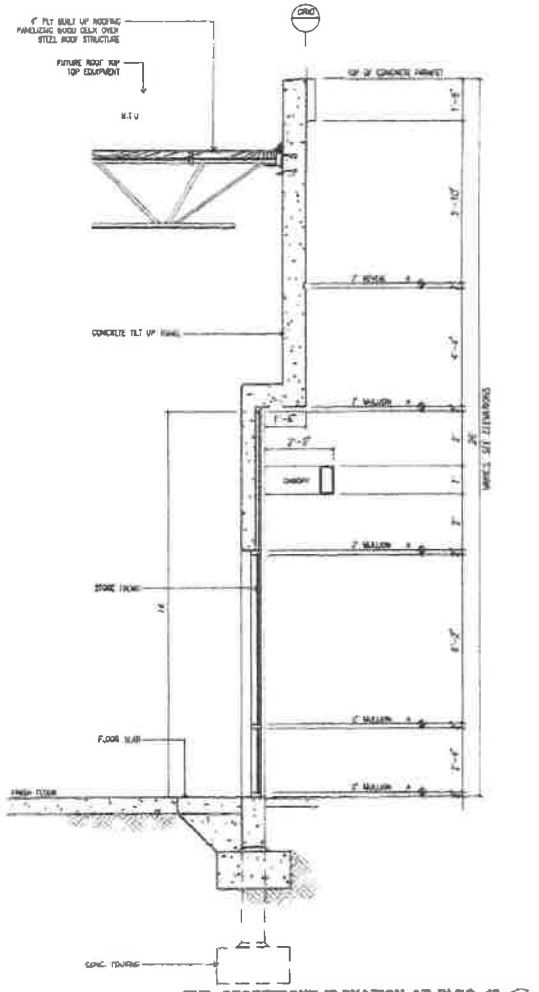
Project:
Riverside
Meridan
Site B
Riverside CA

Consultants:
SDM INC.
HUNTER LANDSCAPE

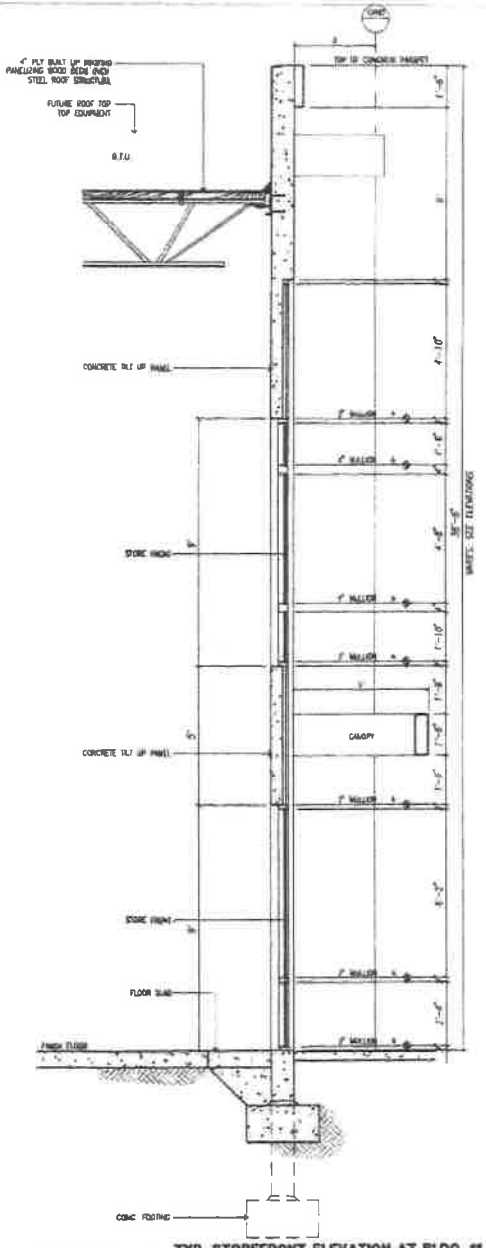
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Project Number: 18488
Drawn by: VL
Date: 07/25/17
Revisions:

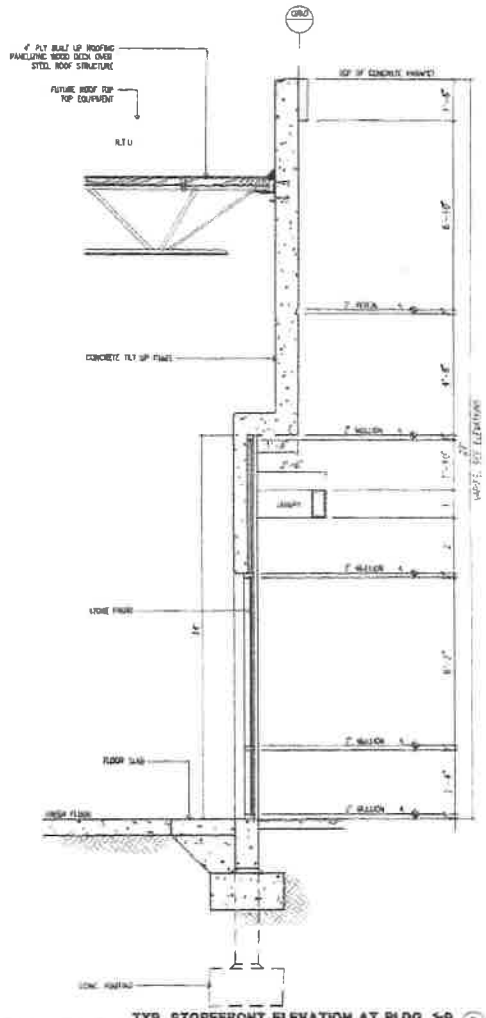
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TYP. STOREFRONT ELEVATION AT BLDG. 12 (C)



TYP. STOREFRONT ELEVATION AT BLDG. 11 (B)



TYP. STOREFRONT ELEVATION AT BLDG. 1-9 (A)

CAUTION ! IF THIS SHEET IS NOT A 24" X 36" IT IS A REDUCED PRINT

HPA architecture
hpa, inc.
18831 bardeen avenue - ste. #100
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Owner:

SDM

101 MOODY CAMP ROAD, STE 200
THOUSAND OAKS, CA 90703
TEL: (805) 494-1226

Project:
Riverside
Meridan
Site B
Riverside, CA

Consultants:

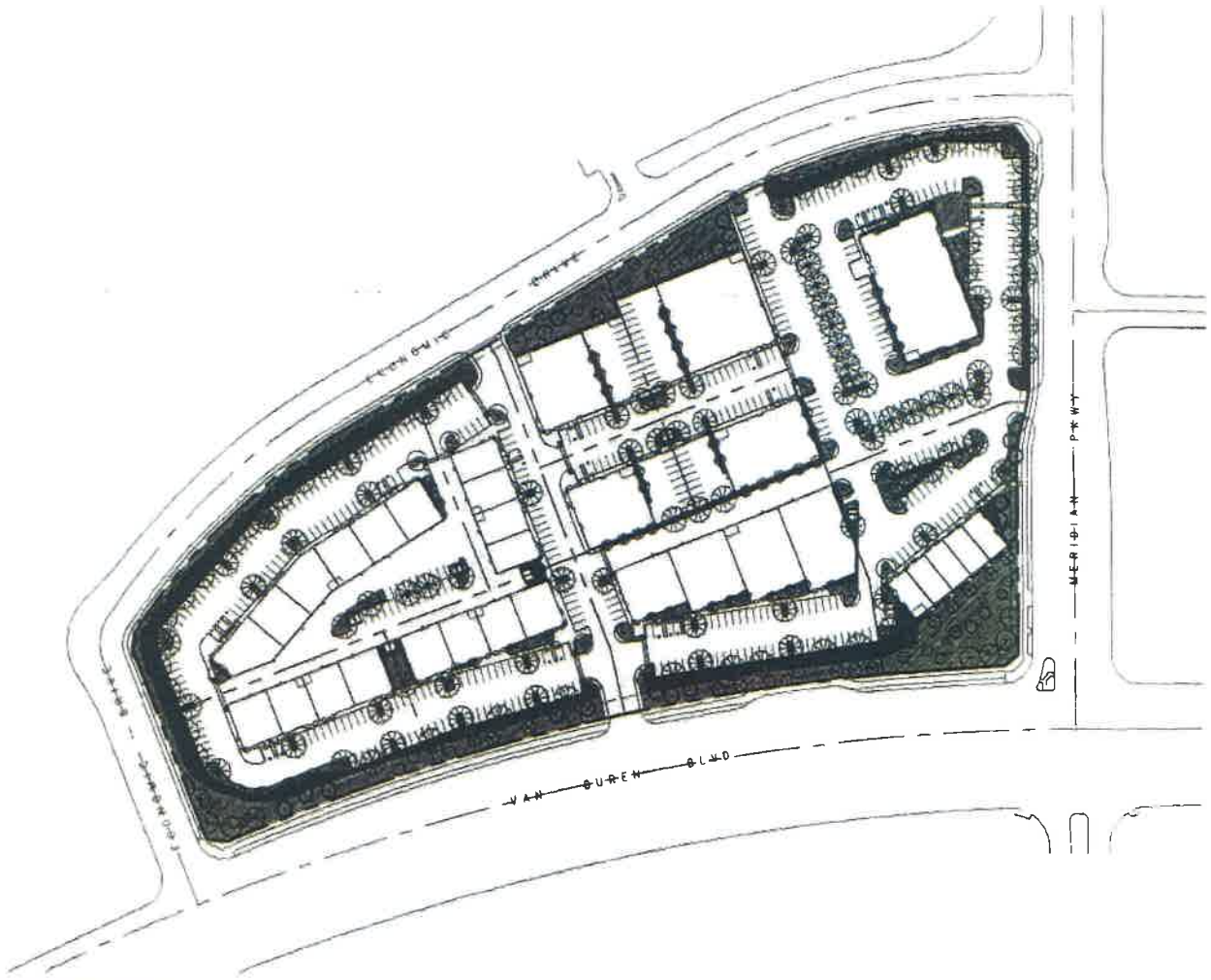
Civil:	SDH INC
Structural:	
Mechanical:	
Plumbing:	
Electrical:	
Landscape:	HUNTER LANDSCAPE
Fire Protection:	
Soils Engineer:	

Title: Section

Project Number: 16488
Drawn by: ML
Date: 07/25/17

Revisions:

Sheet:
A4.1



PLANTING LEGEND

NOTE

N

0 20' 40' 80'

Meridian Development B

17-026
08.03.17

Silagi

Riverside March JPA, California

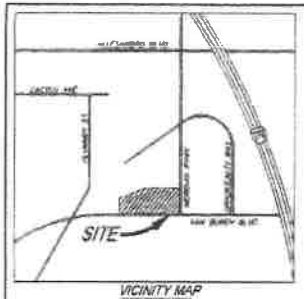
HUNTER LANDSCAPE
711 FEE ANA STREET PLACENTIA, CA 92870
714.986.2400 FAX 714.986.2408

COUNTY OF RIVERSIDE, CA

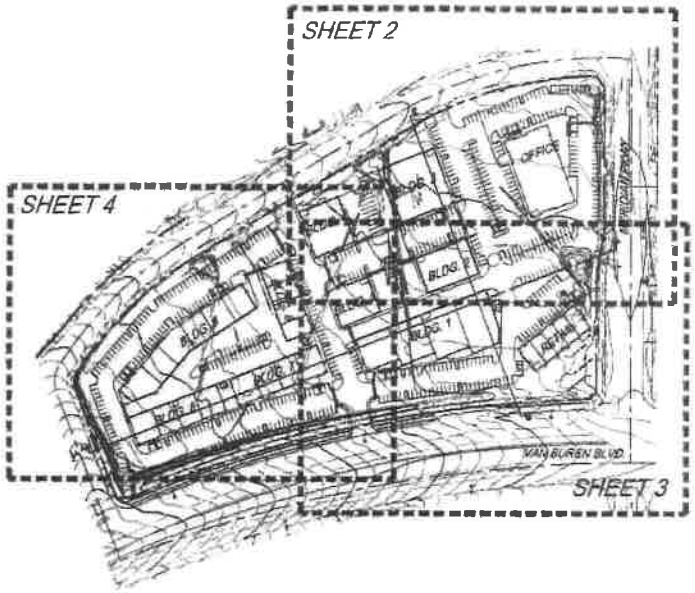
PRELIMINARY GRADING PLAN

PORT. SEC. 22 & 27, T3S, R4W, SBM

SEPTEMBER 2017



VICINITY MAP
NOT TO SCALE
THOMAS GUIDE PG 716, GRID H-3 & H-4



OWNER/APPLICANT

MS ALESSANDRO, LLC
101 MOONCHASE NU
THOUSAND OAKS, CA 91360
TEL. (805) 444-7404

ENGINEER

SDH & ASSOCIATES, INC.
5225 CANYON CREST DRIVE #1434
RIVERSIDE, CA 92507
VOICE: (951) 682-1691
FAX: (951) 787-2314

ARCHITECT

SDH & ASSOCIATES, INC.
5225 CANYON CREST DRIVE #1434
RIVERSIDE, CA 92507
VOICE: (951) 682-1691
FAX: (951) 682-2314

LEGAL DESCRIPTION

PARCELS 8-11 OF TRACT 30857-4
MB 423/6-14

PROJECT INFO

AREA OF SITE = 12.81 AC.
(1) OFFICE = X S.F.
(2) MANUFACTURING = X S.F.
(3) WAREHOUSE = X S.F.
TOTAL BUILDING AREA = X S.F. (X AC)
(1) OFFICE = X STALLS
(2) MANUFACTURING = X STALLS
(3) WAREHOUSE = X STALLS
TOTAL PARKING REQUIRED = X STALLS
PARKING PROVIDED = X STALLS
- STANDARD = X STALLS
- ACCESSIBLE = X STALLS

SURROUNDING ZONING

NORTH: MANUFACTURING AND BUSINESS PARK
EAST: MIXED USE (PROPOSED INDUSTRIAL COMMERCIAL)
SOUTH: CF VETERANS CEMETERY
WEST: OFFICE

ZONING AND LAND USE

EXISTING ZONING: OFFICE
PROPOSED ZONING: MIXED USE, OFFICE, COMMERCIAL
EXISTING LAND USE: VACANT

SURROUNDING LAND USE

NORTH: INDUSTRIAL
EAST: VACANT
SOUTH: CF VETERANS CEMETERY
WEST: VACANT

EARTHWORK

RAW CUT= X C.Y.
RAW FILL= X C.Y.

SCHOOL DISTRICT

RIVERSIDE UNIFIED
SCHOOL DISTRICT

UTILITY PURVEYORS

WATER: WMWD
GAS: SOCAL GAS
ELECTRICAL: SO. CAL. EDISON
TELEPHONE: PACIFIC BELL
CABLE TV: CHARTER
CABLE: CHARTER

LEGEND

T.C.B. = TOP CATCH BASIN
F.G. = FINISHED GRADE
F.L. = FLOW LINE
H.P. = HIGH POINT
EXIST. = EXISTING
P.C. = PAD ELEVATION
G.B. = GRADE BREAK

TRACT BOUNDARY
CENTERLINE
CURB AND GUTTER
1780 EXISTING CONTOUR LINE
LOT LINE
SLOPE

LINE	BEARING	DISTANCE
1	N37°32'55"W	77.82'
2	N52°06'40"E	12.54'
3	N38°18'53"W	88.71'
4	N47°40'55"E	13.82'
5	N42°40'55"E	42.30'
6	N42°40'55"E	7.80'
7	N37°40'55"W	41.32'
8	N37°40'55"W	24.84'
9	N38°08'42"W	24.38'
10	N89°17'08"E	22.76'
11	N38°37'38"W	29.48'
12	N89°47'07"E	22.62'
13	N89°34'34"E	851.22'
14	N89°47'07"E	58.12'
15	N01°05'17"W	21.54'
16	N89°44'28"E	27.43'

CURVE	DELTA ANGLE	RADIUS	LENGTH
1	18°14'42"	268.71'	85.56'
2	08°30'11"	268.01'	39.81'
3	27°14'49"	268.01'	126.80'
4	84°40'55"	268.71'	110.89'
5	84°08'42"	24.00'	35.25'
6	84°40'55"	470.00'	693.95'
7	08°30'11"	532.00'	79.00'
8	27°14'49"	532.00'	253.00'
9	84°08'42"	24.00'	35.25'
10	84°40'55"	532.00'	786.11'
11	13°02'08"	100.00'	17.96'
12	08°30'11"	24.00'	3.56'
13	27°14'49"	24.00'	11.41'
14	84°08'42"	532.00'	782.00'
15	84°40'55"	532.00'	429.81'
16	84°40'55"	532.00'	450.00'
17	48°15'34"	532.00'	448.00'
18	48°15'34"	268.00'	225.80'
19	48°15'34"	268.00'	225.80'
20	48°15'34"	268.00'	225.80'
21	48°15'34"	268.00'	225.80'
22	48°15'34"	268.00'	225.80'
23	48°15'34"	268.00'	225.80'
24	48°15'34"	268.00'	225.80'
25	48°15'34"	268.00'	225.80'

CONSTRUCTION NOTES

1. CONSTRUCT A.C. OVER A.B. DRIVE ISLE & PARKING AREAS
2. CONSTRUCT 6" CURB CAL.
3. CONSTRUCT 6" CURB AND GUTTER
4. CONSTRUCT 12" SWALE AS SHOWN (WHERE CONCRETE)
5. CONSTRUCT 3" WIDE RIBBON GUTTER
6. CONSTRUCT 4" P.C.C. SIDEWALK (FINISHED SURFACE PER ARCH. PLANS)
7. CONSTRUCT 12" SMOOTH WALL STORM DRAIN (N < 0.13)
8. CONSTRUCT 24" X 24" CATCH BASIN
9. CONSTRUCT RISER OVERFLOW INLET
10. CONSTRUCT COBBLE RIPRAP PAD (1/2 GROUTED)

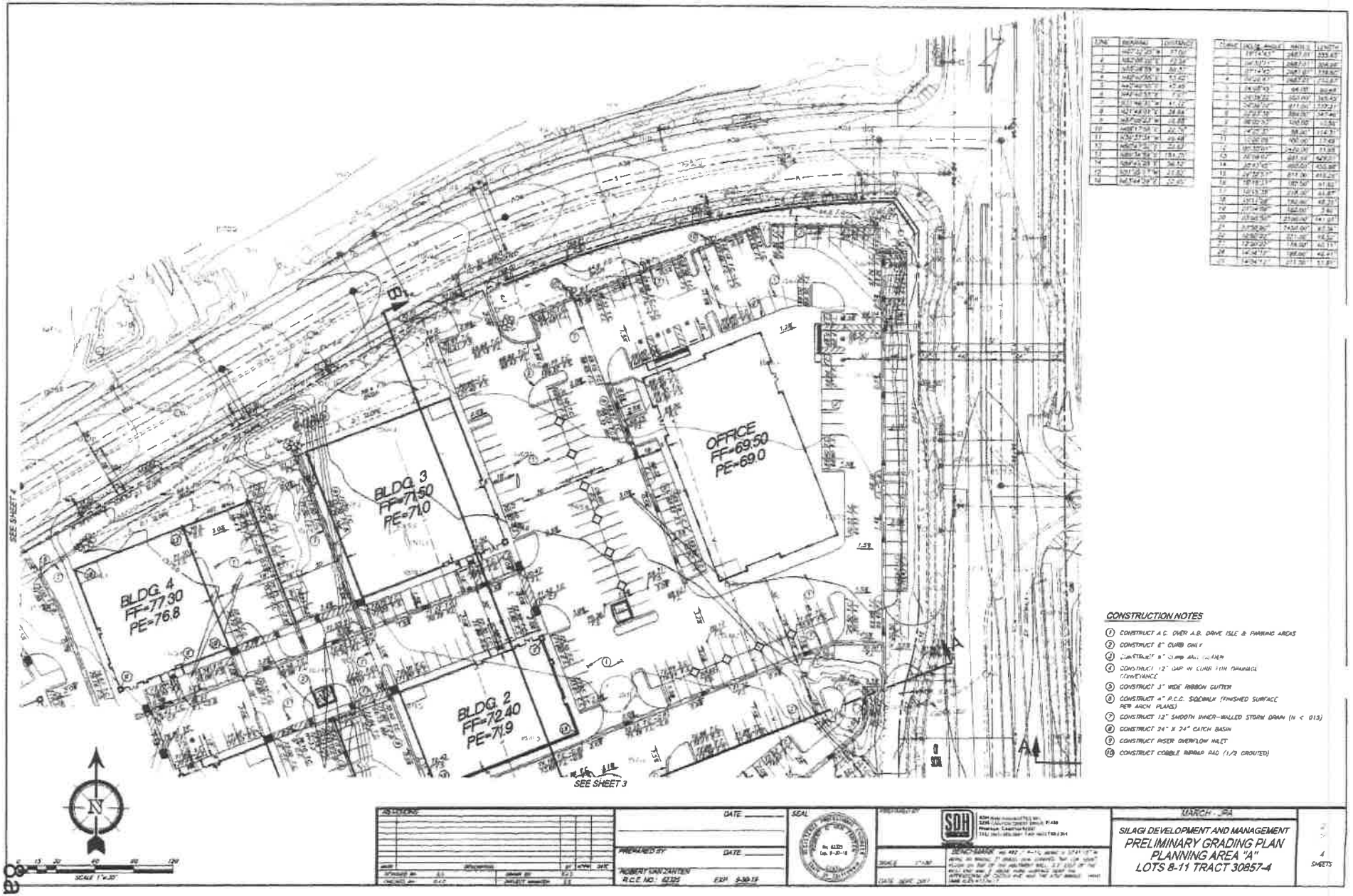


SCALE 1"=100'

REVISIONS	DATE	SEAL	PREPARED BY	SEARCH - SRA
	PREPARED BY: DATE:		SDH & ASSOCIATES, INC. 5225 CANYON CREST DRIVE #1434 RIVERSIDE, CALIFORNIA 92507 TEL. (951) 682-1691 FAX (951) 787-2314	SILAGI DEVELOPMENT AND MANAGEMENT
	ROBERT VAN ZANTEN R.C.E. NO. 52305 EXP. 9-30-19	No. 52305 Exp. 9-30-19	SCALE 1"=100' DATE SEPT. 2017	PRELIMINARY GRADING PLAN PLANNING AREA "B" LOTS 8-11 TRACT 30857-4
			BENCHMARK	1 OF 4 SHEETS

8a

348



LINE	BEARING	LENGTH
1	N87°12'29"W	27.00'
2	N02°47'31"E	12.24'
3	N32°08'59"W	30.47'
4	N48°40'53"E	11.45'
5	N48°40'53"E	47.45'
6	N48°40'53"E	7.00'
7	S41°19'07"E	41.12'
8	N37°48'03"E	24.84'
9	N48°40'53"E	10.88'
10	N48°40'53"E	22.74'
11	N39°51'54"W	20.48'
12	N48°40'53"E	22.80'
13	N48°40'53"E	184.70'
14	N39°51'54"W	36.12'
15	N48°40'53"E	11.00'
16	N41°19'07"W	11.00'
17	N48°40'53"E	11.00'

CURVE	DELTA ANGLE	RADIUS	LENGTH
1	19°34'43"	2487.31'	850.02'
2	06°10'11"	2487.31'	268.66'
3	13°24'32"	2487.31'	582.18'
4	04°20'41"	2487.31'	188.57'
5	04°20'41"	2487.31'	188.57'
6	24°48'43"	66.00'	28.58'
7	90°00'00"	20.00'	31.42'
8	90°00'00"	20.00'	31.42'
9	90°00'00"	20.00'	31.42'
10	90°00'00"	20.00'	31.42'
11	90°00'00"	20.00'	31.42'
12	90°00'00"	20.00'	31.42'
13	90°00'00"	20.00'	31.42'
14	90°00'00"	20.00'	31.42'
15	90°00'00"	20.00'	31.42'
16	90°00'00"	20.00'	31.42'
17	90°00'00"	20.00'	31.42'
18	90°00'00"	20.00'	31.42'
19	90°00'00"	20.00'	31.42'
20	90°00'00"	20.00'	31.42'
21	90°00'00"	20.00'	31.42'
22	90°00'00"	20.00'	31.42'
23	90°00'00"	20.00'	31.42'
24	90°00'00"	20.00'	31.42'
25	90°00'00"	20.00'	31.42'

CONSTRUCTION NOTES

1. CONSTRUCT A.C. OVER A.B. DRIVE ISLE & PARKING AREAS
2. CONSTRUCT 6" CURB ONLY
3. CONSTRUCT 6" CURB AND GUTTER
4. CONSTRUCT 12" CMP IN CURB WITH DRAINAGE CONVEYANCE
5. CONSTRUCT 3' WIDE RIBBON GUTTER
6. CONSTRUCT 4" P.C.C. SIDEWALK (FINISHED SURFACE PER ARCH PLANS)
7. CONSTRUCT 12" SMOOTH INNER-WALLED STORM DRAIN (N < 013)
8. CONSTRUCT 24" X 24" CATCH BASIN
9. CONSTRUCT RISER OVERFLOW INLET
10. CONSTRUCT COBBLE RIPRAP PAD (1/2 GROUTED)

REVISIONS	DATE

PREPARED BY: ROBERT VAN ZANTEN
R.C.E. NO.: 61325 EXP. 9-30-19

DATE

SEAL

PREPARED BY

SDH

BENCH MARK

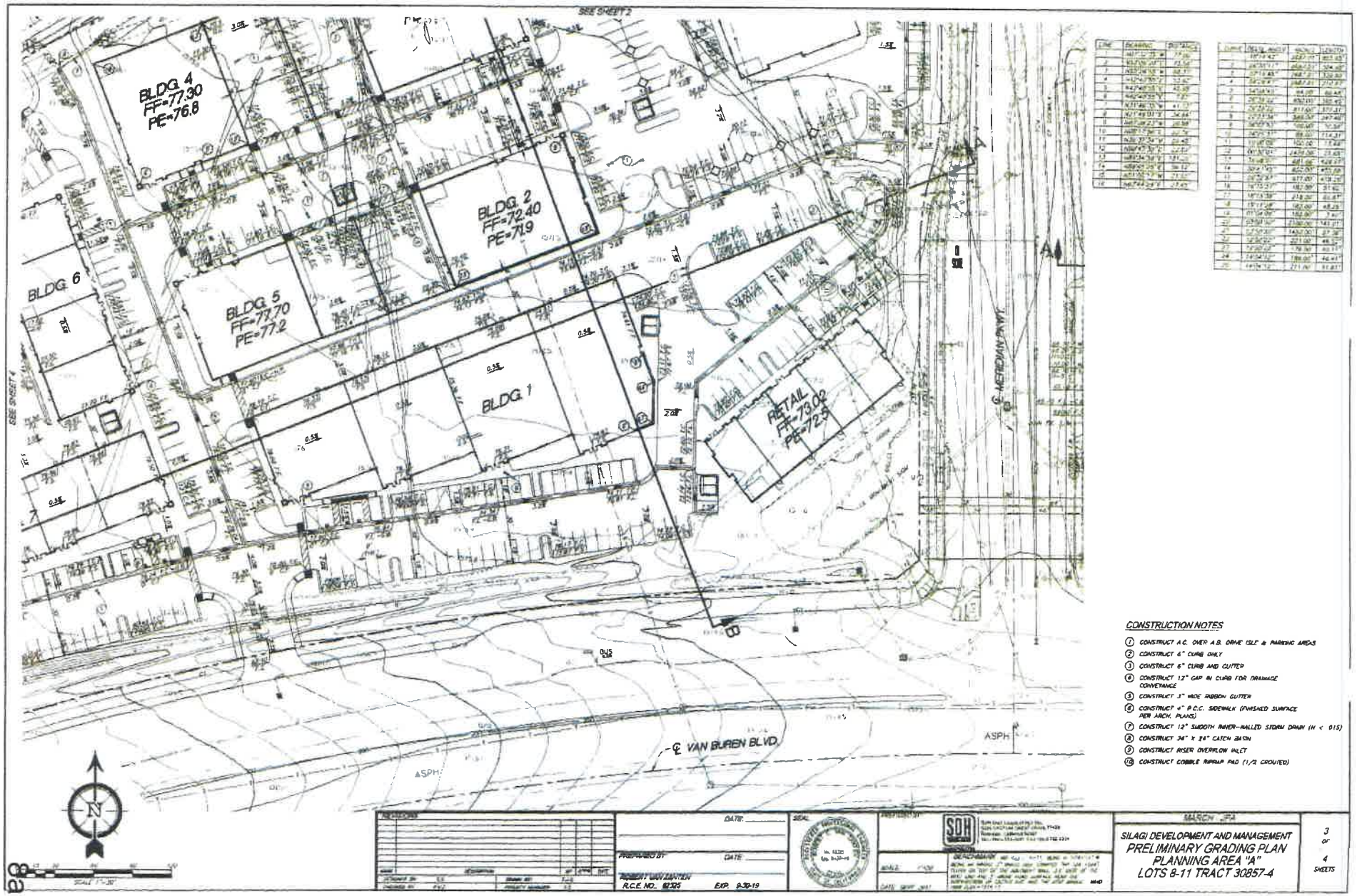
SCALE 1"=30'

DATE MAR. 2017

MARCH, '17

SILAGI DEVELOPMENT AND MANAGEMENT
PRELIMINARY GRADING PLAN
PLANNING AREA "A"
LOTS 8-11 TRACT 30657-4

4 SHEETS



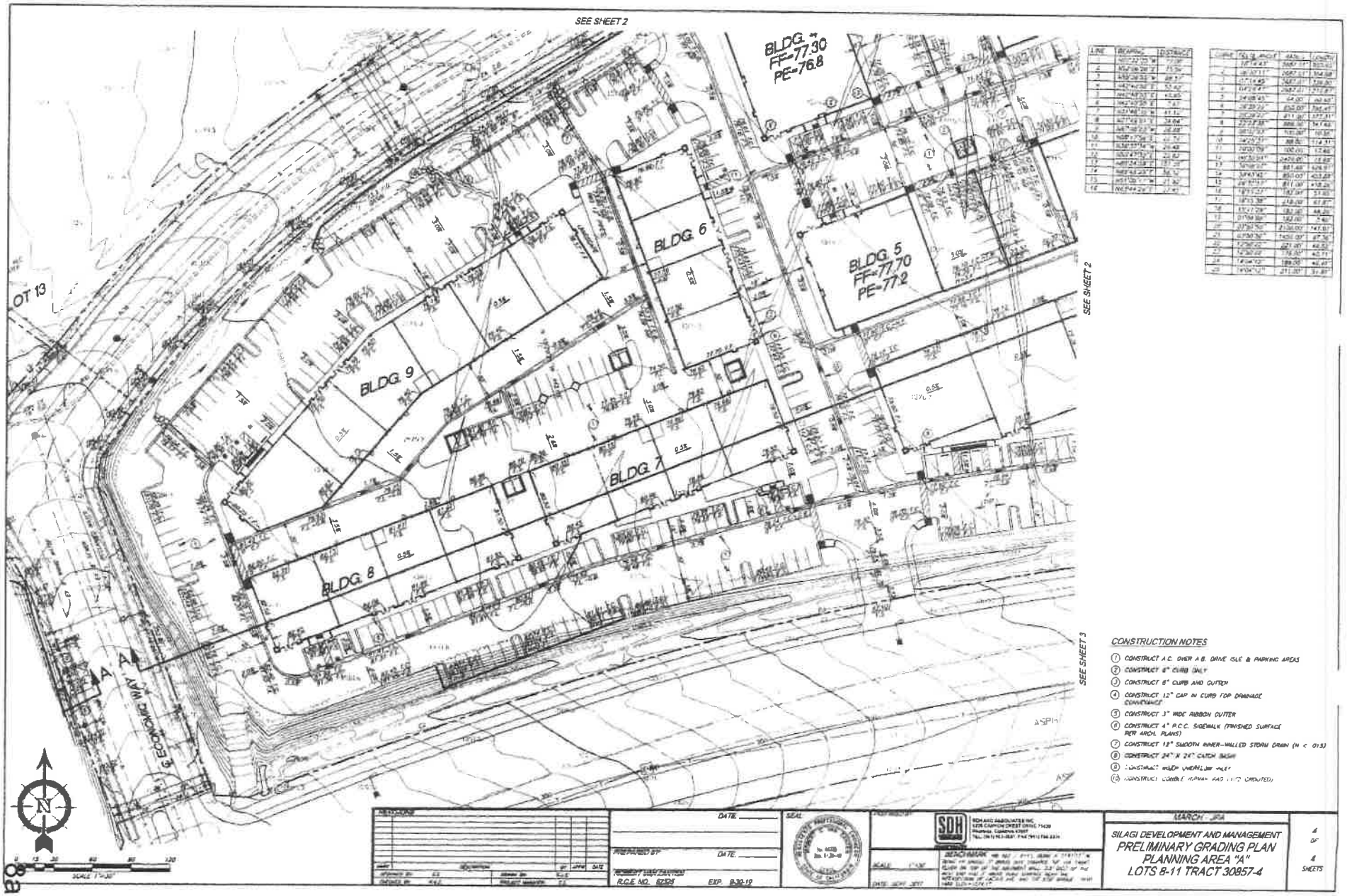
LINE	BEARING	DISTANCE
1	N87°17'48"E	7.00'
2	N02°42'12"W	10.00'
3	N87°17'48"E	10.00'
4	N02°42'12"W	10.00'
5	N87°17'48"E	42.00'
6	N02°42'12"W	10.00'
7	N87°17'48"E	34.64'
8	N32°42'12"W	11.55'
9	N57°17'48"E	20.00'
10	N32°42'12"W	22.42'
11	N32°42'12"W	22.42'
12	N57°17'48"E	20.00'
13	N32°42'12"W	22.42'
14	N57°17'48"E	20.00'
15	N32°42'12"W	22.42'
16	N57°17'48"E	20.00'

CURVE	DELTA ANGLE	RADIUS	LENGTH
1	90°00'00"	4.00'	6.28'
2	90°00'00"	4.00'	6.28'
3	90°00'00"	4.00'	6.28'
4	90°00'00"	4.00'	6.28'
5	90°00'00"	4.00'	6.28'
6	90°00'00"	4.00'	6.28'
7	90°00'00"	4.00'	6.28'
8	90°00'00"	4.00'	6.28'
9	90°00'00"	4.00'	6.28'
10	90°00'00"	4.00'	6.28'
11	90°00'00"	4.00'	6.28'
12	90°00'00"	4.00'	6.28'
13	90°00'00"	4.00'	6.28'
14	90°00'00"	4.00'	6.28'
15	90°00'00"	4.00'	6.28'
16	90°00'00"	4.00'	6.28'
17	90°00'00"	4.00'	6.28'
18	90°00'00"	4.00'	6.28'
19	90°00'00"	4.00'	6.28'
20	90°00'00"	4.00'	6.28'
21	90°00'00"	4.00'	6.28'
22	90°00'00"	4.00'	6.28'
23	90°00'00"	4.00'	6.28'
24	90°00'00"	4.00'	6.28'
25	90°00'00"	4.00'	6.28'

CONSTRUCTION NOTES

1. CONSTRUCT A.C. OVER A.B. DRIVE ISLE & PARKING AREAS
2. CONSTRUCT 6" CURB ONLY
3. CONSTRUCT 6" CURB AND GUTTER
4. CONSTRUCT 12" CAP IN CURB FOR DRAINAGE CONVEYANCE
5. CONSTRUCT 3" WIDE RIBBON GUTTER
6. CONSTRUCT 4" P.C.C. SIDEWALK (FINISHED SURFACE PER ARCH. PLANS)
7. CONSTRUCT 12" SMOOTH INNER-WALLED STORM DRAIN (N < 015)
8. CONSTRUCT 36" X 24" CATCH BASIN
9. CONSTRUCT RISER OVERFLOW INLET
10. CONSTRUCT COBBLE RIPRAP PAD (1/2 GROUTED)

REVISIONS						



LINE	BEARING	DISTANCE
1	N01°23'39"W	77.00'
2	N54°36'28"E	27.57'
3	N35°23'32"W	88.57'
4	N54°36'28"E	53.42'
5	N35°23'32"W	45.00'
6	N54°36'28"E	7.61'
7	N35°23'32"W	61.12'
8	N71°54'33"E	38.04'
9	N18°05'27"W	28.68'
10	N35°23'32"W	41.72'
11	N54°36'28"E	20.48'
12	S35°23'32"E	23.82'
13	S54°36'28"W	21.00'
14	S35°23'32"E	36.12'
15	S71°54'33"W	21.84'
16	N01°23'39"W	77.00'

CURVE	DELTA ANGLE	RADIUS	LENGTH
1	12°14'43"	2967.01'	633.90'
2	06°07'11"	2967.01'	316.98'
3	06°07'32"	2967.01'	316.92'
4	03°54'49"	2967.01'	202.51'
5	34°08'45"	54.00'	32.19'
6	19°39'22"	252.00'	86.45'
7	20°39'22"	611.00'	220.31'
8	27°39'22"	886.00'	427.66'
9	08°11'53"	930.00'	132.97'
10	04°27'19"	886.00'	68.91'
11	08°11'53"	886.00'	114.31'
12	04°27'19"	930.00'	72.40'
13	19°39'22"	2430.00'	416.30'
14	19°39'22"	867.00'	148.51'
15	3°54'43"	851.00'	58.09'
16	20°39'22"	611.00'	220.31'
17	19°39'22"	252.00'	86.45'
18	19°39'22"	867.00'	297.36'
19	19°39'22"	2430.00'	833.70'
20	01°54'38"	192.00'	6.40'
21	01°54'38"	192.00'	6.40'
22	21°54'00"	2130.00'	747.91'
23	01°56'36"	1430.00'	97.16'
24	12°06'22"	421.00'	88.93'
25	14°30'00"	176.00'	44.54'
26	18°44'12"	189.00'	82.81'
27	8°04'12"	211.00'	31.81'

CONSTRUCTION NOTES

1. CONSTRUCT A.C. OVER A.B. DRIVE ISLE & PARKING AREAS
2. CONSTRUCT 6" CURB ONLY
3. CONSTRUCT 6" CURB AND GUTTER
4. CONSTRUCT 12" CAP IN CURB FOR DRAINAGE CONVEYANCE
5. CONSTRUCT 3" WIDE RIBBON GUTTER
6. CONSTRUCT 4" P.C.C. SIDEWALK (FINISHED SURFACE PER ARCH. PLANS)
7. CONSTRUCT 18" SMOOTH INNER-WALLED STORM DRAIN (N = 013)
8. CONSTRUCT 24" X 24" CATCH BASIN
9. CONSTRUCT RIBBON VALLEY GUTTER
10. CONSTRUCT DOUBLE HUMAN AGE (TO BE DEMOLISHED)

REVISIONS					DATE:
					PREPARED BY: DATE:
					ROBERT SARKISSIAN R.C.E. NO. 62525 EXP. 9-30-19

SEAL

PREPARED BY:

SOH

SOH AND ASSOCIATES INC.
1235 CAMPUS CREST DRIVE, 71429
Monroe, Louisiana 71203
TEL: (318) 323-3337, FAX: (318) 396-2324

SCALE: 1"=30'

DATE SEPT 2017

BENCHMARK

MARCH - 2018

SILAGI DEVELOPMENT AND MANAGEMENT
PRELIMINARY GRADING PLAN
PLANNING AREA "A"
LOTS 8-11 TRACT 30857-4

4 OF 4 SHEETS

8a

SP-5 A4
AN AMENDMENT TO THE NORTH CAMPUS OF THE MERIDIAN SPECIFIC PLAN
(ALSO KNOWN AS MARCH BUSINESS CENTER SPECIFIC PLAN)



March Joint Powers Authority

October 2017

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I. PROJECT SUMMARY

A. BACKGROUND OF THE SPECIFIC PLAN AMENDMENT SP-5, A4

The March Business Center project was the subject of a Specific Plan and a Focused Environmental Impact Report (FEIR) certified by the March Joint Powers Commission in February 2003 (SCH# 2002071089). The March Business Center Specific Plan is here forward referred to the previously adopted Specific Plan. The previously adopted Specific Plan described an industrial business park to be developed on approximately 1,290 acres in the northwestern portion of Riverside County, California, on land that was formerly a part of the March Air Force Base (MAFB). **Figure I-1** depicts the location of the project in a regional context. The previously adopted Specific Plan area is shown in **Figure I-2.** Land use authority for the Specific Plan area resides with the March Joint Powers Authority (JPA). The March JPA General Plan was approved in 1999 and divided the MAFB property into planning subareas. The March Business Center is located in the northern portion of West March Planning Subarea. This Specific Plan guides the development of the March Business Center within the framework of the March JPA General Plan.

The previously adopted Specific Plan was divided into two elements. The northern portion, referred to as the North Campus, comprises approximately 662 acres, and is bounded by Alessandro Boulevard to the north, I-215 to the east, and Van Buren Boulevard to the south. In 2010, Meridian SP-5 was adopted which reconfigured a portion of North Campus' developable lots. The lots that were not included in SP-5 are still governed under the 2003 Specific Plan and subsequent amendments. This Specific Plan Amendment (SP-5, A4) consists of a zone change to Unit 4, Lots 8, 9, 10 and 11 of Planning Area 6 of Planning Region C in the Meridian SP-5 Planning Area. Unit 4, Lots 8, 9, 10 and 11 are located east and south of Economic Drive, west of Meridian Parkway and north of Van Buren Boulevard. Unit 4, Lots 8, 99, 10 and 11 are zoned Office (OF) in the Meridian SP-5 and would be rezoned to Mixed Use (MU) under this Specific Plan Amendment. ~~The previously adopted Specific Plan was divided into two elements. The northern portion, referred to as the North Campus, comprised approximately 662 acres, and is bounded by Alessandro Boulevard to the north, I-215 to the east, and Van Buren Boulevard to the south. The South Campus, located south of Van Buren Boulevard and west of the existing General Old Golf Course and Riverside National Cemetery, encompassed about 617 acres.~~

Following FEIR certification and permitting, development commenced on the North Campus. Numerous parcels were developed and are now occupied. ~~Others were in various stages of development at the time this Specific Plan Amendment was prepared. South Campus is currently under construction with mass graded lots, utilities, roadway improvements and traffic devices. No development activities have taken place on the South Campus.~~ This Specific Plan Amendment, which is designated SP-5 A4 per March Joint Powers Authority (JPA) Development Code Section 9.13.040, changes the zone from office to mixed use for Unit 4, Lots 8, 9, 10 and 11 ~~affects 41 lots comprising 257.7 acres~~ within the North Campus. ~~As discussed in Section II.E.2, this Specific Plan Amendment would redistribute the acreages among the land use designations identified in the previously adopted Specific Plan.~~ This Specific Plan Amendment would not add any new acreage to the area identified in the previously-adopted Specific Plan. This Specific Plan Amendment is proposed to respond to changes in market conditions since certification of the 2003 FEIR and the 2010 Meridian SP-5 Subsequent EIR., ~~and to accommodate a prospective industrial user who plans to develop lot 16~~.

The previously adopted Specific Plan, Design Guidelines, FEIR, Design Implementation Review Committee, Statutory Development Agreement, Settlement Agreement and other official Joint Powers Authority documents, ordinances and resolutions refer to the overall project as the "March Business Center" project. However, ~~in the interim,~~ the project has been marketed and branded ~~promoted~~ under the

name "Meridian" and has come to be known by that name over the past ~~several~~ years. References to existing approved plans and reports in this Specific Plan Amendment use the original name of the project (i.e., March Business Center), which is consistent with the titles of these reports and plans. In the interest of clarity, the following terminology is used to differentiate this Specific Plan Amendment from the previously adopted Specific Plan:

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

This Specific Plan Amendment presents all revisions in a strike-through/underline format so the reader can quickly identify all changes from the previously adopted Specific Plan and the Meridian SP-5 Amendment. In addition to changes resulting from this Specific Plan Amendment, other revisions have been incorporated to address changed circumstances or new information that has come about since the previously adopted Specific Plan was approved in 2003. For example, current street names have been incorporated (i.e., the former Street Z is now called Meridian Parkway and Street F is now called Economic Way). In addition, editorial changes (such as using consistent verb tenses) have been incorporated to improve the clarity of this Specific Plan Amendment document.

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

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

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

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

II. INTRODUCTION

A. LAND USE OVERVIEW

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

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

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

A Subsequent EIR (SEIR) was prepared for the 2010 Meridian SP-5 ~~concurrently with this Specific Plan~~ Amendment, in accordance with the California Environmental Quality Act (CEQA). The SEIR evaluates the land use plan, circulation, and infrastructure improvements to be provided under this Specific Plan Amendment and the potential impacts associated with their implementation. The SEIR also identifies actions to mitigate potential impacts. Many mitigation measures are incorporated into this document. ~~This Specific Plan Amendment~~ Meridian SP-5 implements the policies of the General Plan.

~~A Master EIR (MEIR) for the entire March JPA General Plan area was certified in 1999.~~ The General Plan area encompasses the 6,500 acres of the former March Air Force Base, including 4,400 acres identified for disposal and reuse by the Department of Defense. The development intensity of the previously adopted Specific Plan and this Specific Plan Amendment are substantially less than what was assumed for the project in the MEIR. In terms of traffic generation, the General Plan EIR assumed 131,400 daily trips. The previously approved Specific Plan would generate 88,100 daily trips. This reflects a daily traffic reduction of more than 33 percent.~~As proposed in this Specific Plan Amendment, the Meridian project would generate 20,800 total daily trips in excess of the approved 88,100 daily trips for the Specific Plan area. This reduction in traffic generation as compared to the General Plan is due in part to the lower Floor Area Ratios (FAR) used in the previously adopted Specific Plan and this Specific Plan Amendment. (See Chapter III for details.)~~

B. LOCATION AND ACCESS

The March Business Center Specific Plan approved on February 26, 2003 is located within the southern portion of the West March Planning Subarea. The March Business Center Specific Plan applies to both

the North and South Campuses; however, modifications proposed by Specific Plan Amendment SP-5 A4 are limited to the Unit 4, Lots 8, 9, 10 and 11 in North Campus. ~~This Specific Plan Amendment is located within the northern portion of the West March Planning Subarea. This Specific Plan Amendment includes 257.7 acres within the North Campus, located between Alessandro Boulevard and Van Buren Boulevard.~~ **Figure II-1A** illustrates the location of the North Campus. **Figure II-2** is an aerial photograph showing the project location and the boundaries of adjacent developments.

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

C. BACKGROUND AND HISTORY

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

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

- Resolution #JPA 08-01: A minor redistribution of buildable area within Accident Potential Zone I for an area located west of Interstate 215, east of Meridian Parkway, south of Alessandro Boulevard and north of Van Buren Boulevard (February 2008)

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

- Addenda to the certified 2010 Meridian Specific Plan Amendment (SP-5) Final SEIR including:
  - Meridian North Campus Specific Plan (SP-5) Amendment #1 addendum to the Final SEIR to clarify the make-up of the March Business Center Design Implementation Committee (March 2011)
  - Meridian North Campus Specific Plan (SP-5) Amendment #2 addendum to the Final SEIR to rezone Unit 4, Lot F from Public Facility to Industrial (December 2014)
  - Meridian North Campus Specific Plan (SP-5) Amendment #3 addendum to the Final SEIR to make the Meridian North Campus Specific Plan (SP-5) consistent with the 2014 March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan, as adopted by the Riverside County Airport Land Use Commission on November 13, 2014 (April 2017)

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

D. PLANNING CONTEXT

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

E. DISCRETIONARY ACTIONS

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

1. Specific Plan Amendment

The Specific Plan No. 5, Amendment No. 4 revises the Meridian SP-5 to accomplish the following actions: a) rezone Unit 4, Lots 8, , 10 and 11 from Office (OF) to Mixed Use (MU) b) amend Specific Plan exhibits for land use and c) update land use designation tables within the SP to reflect revised acreages within the Office and Mixed Use land uses.

2. General Plan Amendment

A General Plan Amendment is proposed concurrently with this Specific Plan Amendment to modify the zoning of Unit 4, Lot 8, 10 and 11 within the SP-5 area from Office to Mixed Use zoning designations. The General Plan Amendment would be adopted by resolution.

~~12. Specific Plan Amendment~~

~~The Specific Plan No. 5, Amendment No. 4 revises the Meridian SP 5 to accomplish the following actions: a) rezone Unit 4, Lots 8, 9, 10 and 11 from Office (OF) to Mixed Use (MU) b) amend Specific Plan exhibits for land use and c) update land use designation tables within the SP to reflect revised acreages within the Office and Mixed Use land uses.~~This Specific Plan Amendment is a discretionary action subject to March JPA approval. Adopted by legislative action, this Specific Plan Amendment serves both planning and regulatory functions. This document contains the development standards and procedures necessary to fulfill these purposes with respect to the 257.7 acres comprising this Specific Plan Amendment.

~~3. Zoning Approval~~

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

- ~~Business Park: reduce by 97.5 acres from 120.5 acres to 23.0 acres;~~
- ~~Commercial: increase by 1.9 acres from 20.3 acres to 22.2 acres;~~
- ~~Industrial: increase by 115.3 acres from 43.2 acres to 158.5 acres;~~
- ~~Mixed Use: reduce by 20.2 acres from 37.0 acres to 16.8 acres;~~
- ~~Office: increase by 3.2 acres from 18.3 acres to 21.5 acres;~~
- ~~Public Facility: reduce by 7.5 acres from 12.1 acres to 4.6 acres; and~~
- ~~Park/Recreation/Open Space: increase by 11.1 acres from 0 acres to 11.1 acres.~~

~~4. Subsequent Environmental Impact Report~~

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

~~5. Tentative Subdivision Map~~

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

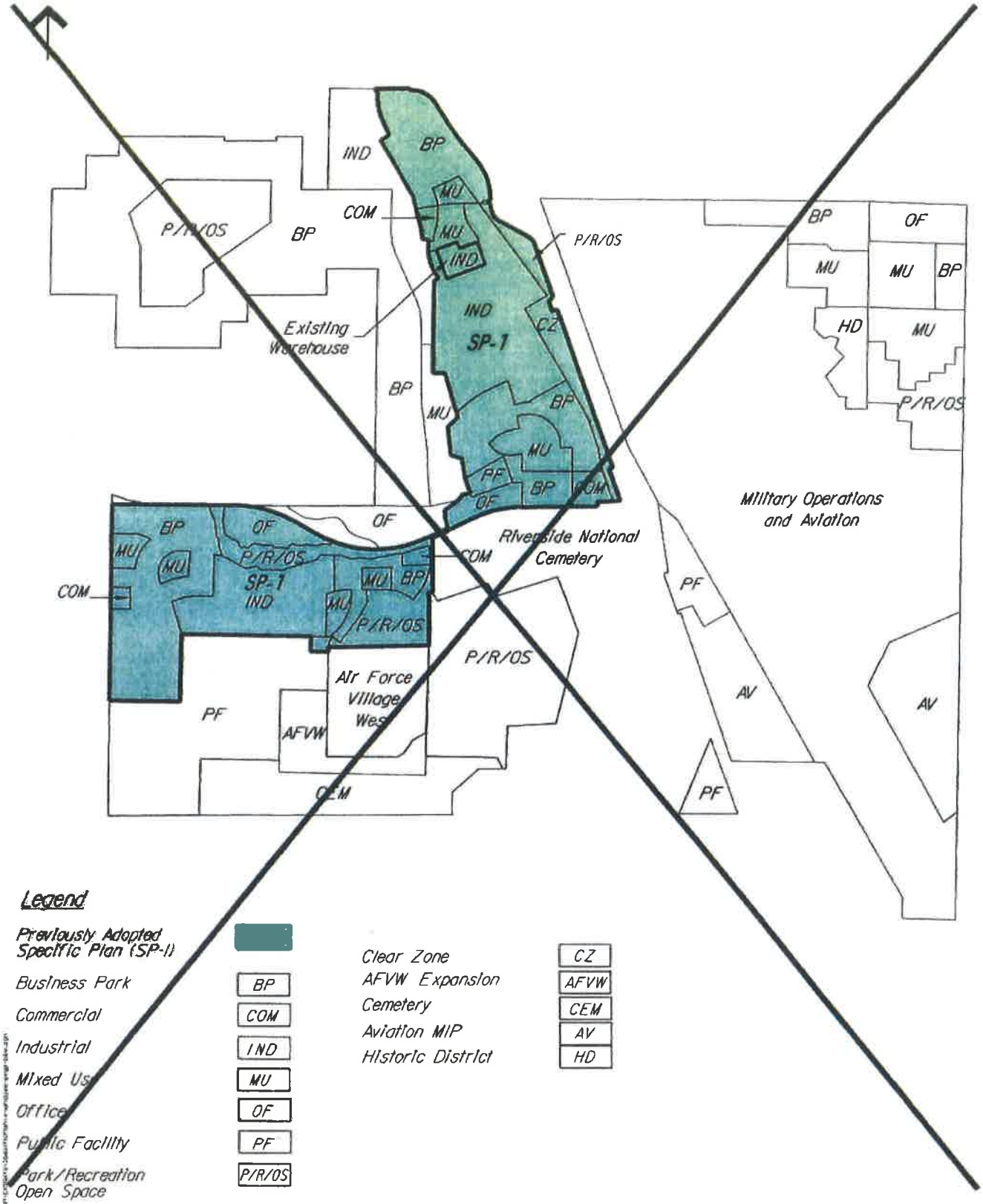


Figure II-3
Existing
General Plan Land Uses

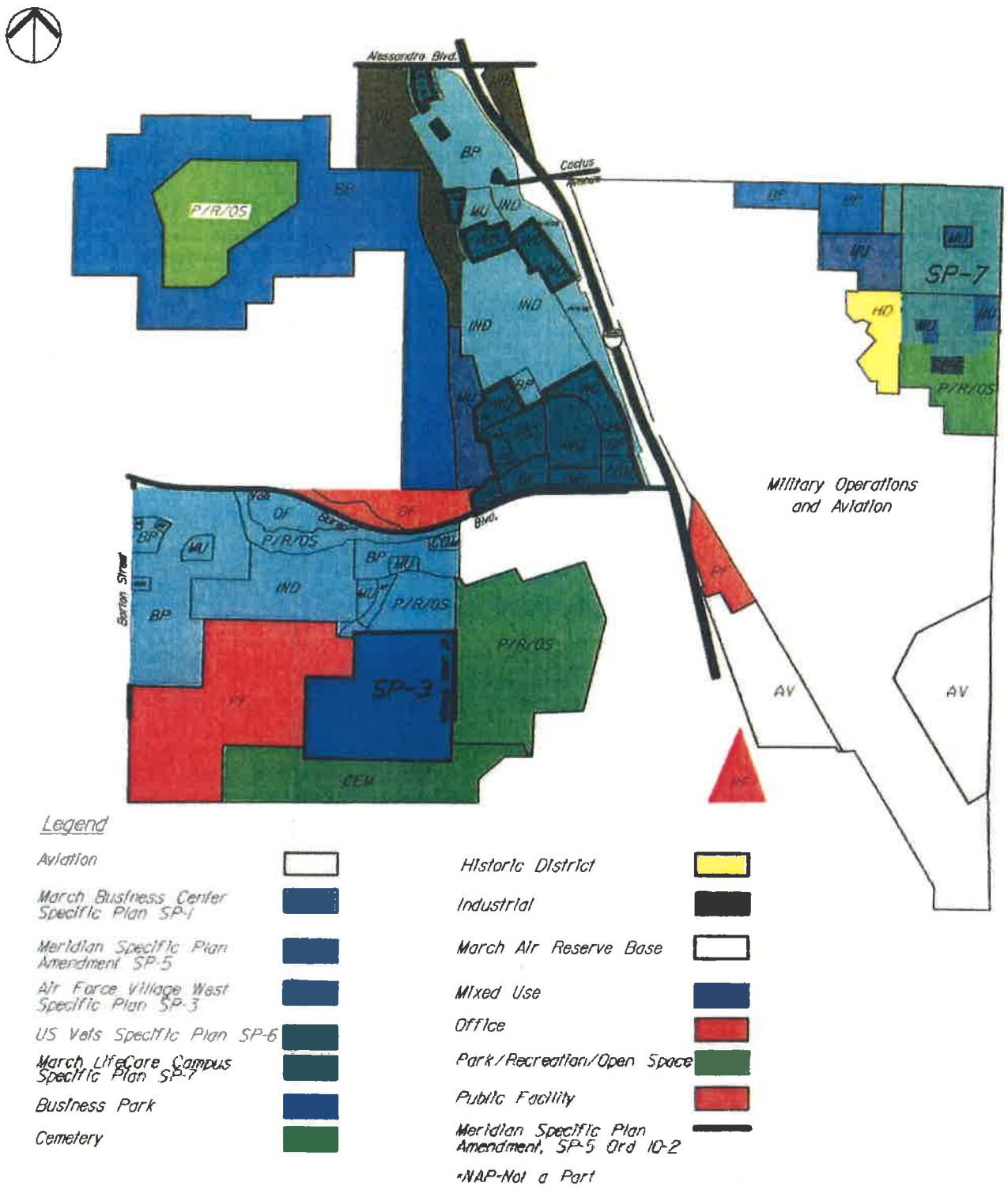


FIGURE II-3

EXISTING GENERAL PLAN LAND USES

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MARCH BUSINESS CENTER - GENERAL PLAN AMENDMENT

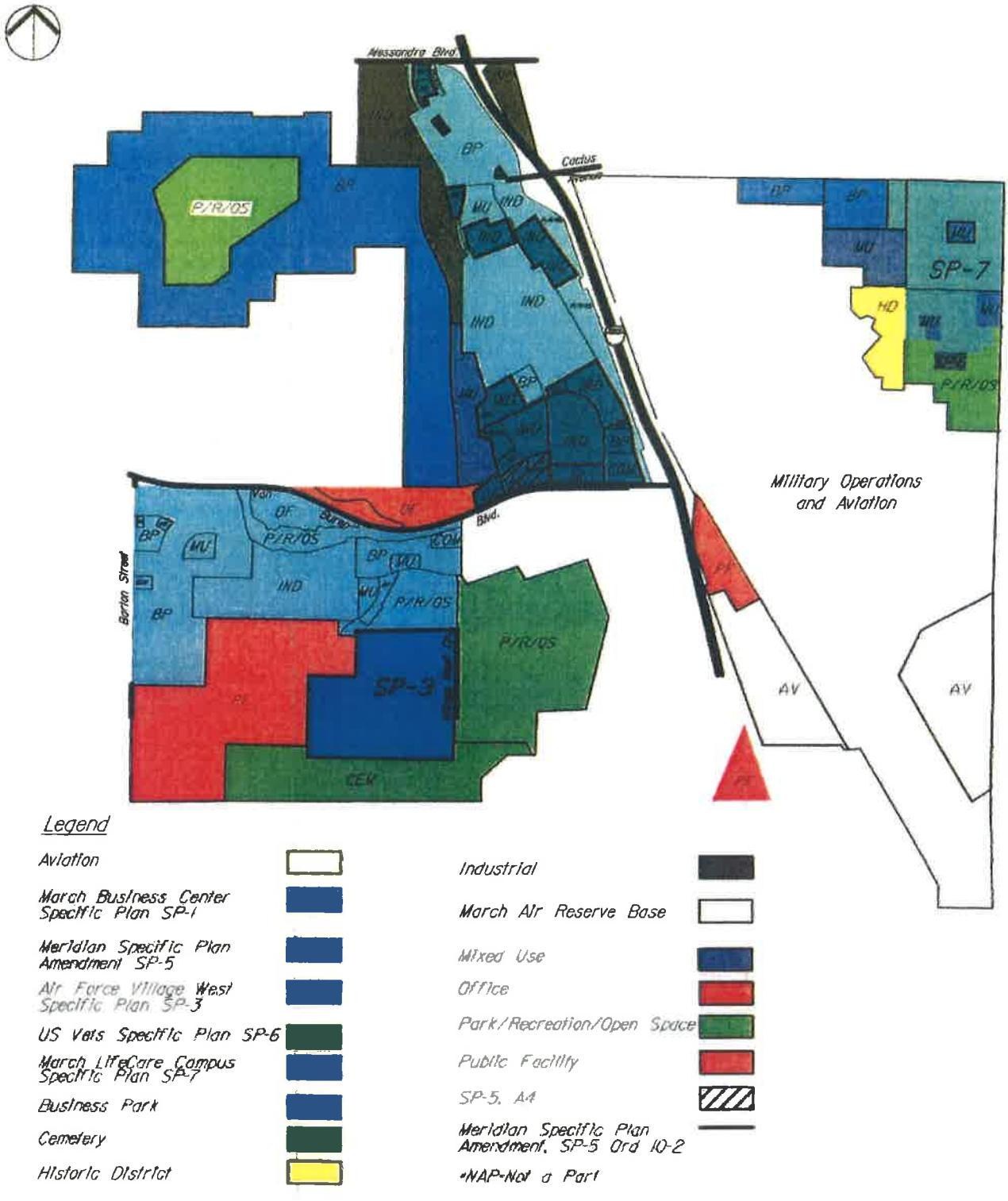


FIGURE II-3A

PROPOSED GENERAL PLAN LAND USES

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FIGURE II-4

EXISTING ZONING MAP FOR NORTH CAMPUS

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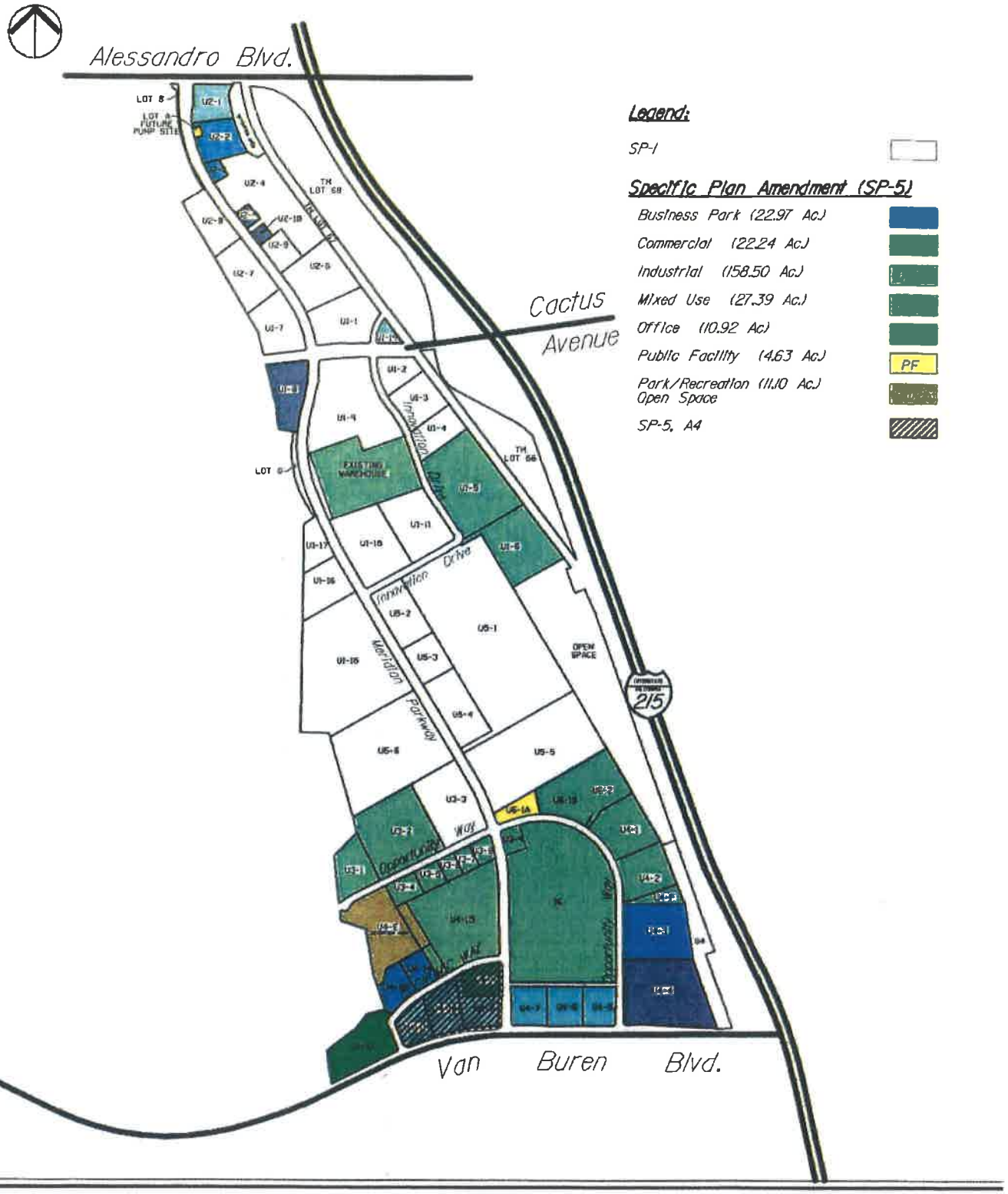


FIGURE II-4A

PROPOSED ZONING MAP FOR NORTH CAMPUS

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III. LAND USE

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

A. Land Use Overview

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

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

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

B. Purpose and Applicability

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

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

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

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

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

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

C. Land Use Compatibility

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

This Specific Plan creates an overlay zone to limit the types of uses within a quarter-mile radius of the Tomas Rivera Elementary (off-site) based on noise and hazardous materials. (See Section E of this chapter for additional discussion.). Additionally, Arnold Heights Elementary School was located in the North Campus at the time of the original March Business Center Specific Plan approval in 2003. The school has since been demolished; therefore, there are no compatibility issues with the Specific Plan and this school. [1]

Another potential land use conflict involves the Commercial land uses proposed within the Specific Plan. The intent of these uses is to serve retail demand generated within the March Business Center only. They are not intended to attract customers or clientele from outside the Specific Plan area. This Specific Plan identifies land use types, intensities, and locations that will limit the potential competition between project Commercial uses and shopping centers and other retail uses in surrounding communities.

Additionally, on December 27, 2016, an existing Disposition and Development Agreement and Statutory Development Agreement expired on Meridian North Campus (SP-5) with the exception of Unit 1, Lot 8. Accordingly, all other developments in the Meridian North Campus (SP-5) is subject to airport compatibility review by the Riverside County Airport Land Use Commission.

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

D. Objectives of Development Districts

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

[1] Arnold Heights Elementary School was removed from the Specific Plan in accordance with Ordinance #JPA 08-01.

E. Overlay Districts

1. Joint Land Use Study

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

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

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

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

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

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

Additional Site Specific Exceptions found in section 2.7 of the 2014 March Air Reserve Base / Inland Port Airport Land Use Compatibility Plan as it pertains to (Exception Site 1) March Business Center (SP-1) and Meridian (SP-5), March Joint Powers Authority:

1. Situated in Compatibility Zones B1, B2, C1, C2 and D

2. March Business Center, a 1,032-acre, non-residential business park located at the southwest corner of Alessandro Boulevard and I-215 freeway within the March Joint Powers Authority, approved with specific airport compatibility provisions (Ord. #JPA 03-01, SP-1), subject to March JPA Resolution #JPA 11-17 limiting development within the Accident Potential Zones and vested through a development Agreement recorded on June 7, 2004.

3. Meridian, a 258-acre portion of the original March Business Center, consisting of a nonresidential business park located at the southwest corner of Alessandro Boulevard and I-215 freeway within the March Joint Powers Authority, approved with specific airport

compatibility provisions (Ord. #JPA 10-02, SP-5), subject to March JPA Resolution #JPA 11-17 limiting development within the Accident Potential Zones and vested through a development Agreement recorded on June 7, 2004

4. For the purpose of this Compatibility Plan, the Meridian exception area specifically allows development of a hotel or hotels on the 13-acre site situated within Compatibility Zone B2 and bordered by Interstate 215 on the east and Van Buren Boulevard on the south. Any such hotel or hotels shall be limited as follows: maximum of 100 people per acre; maximum of 250 people per single acre; maximum of 3 aboveground habitable floors; no conference facilities (however, small meeting room(s) for a total of up to 50 people is (are) acceptable). Sound attenuation as appropriate for the combined airport and freeway noise levels shall be provided.

5. The Development Agreement referenced in Paragraphs (2) and (3) above expires on December 27, 2016. After that, the agreement provides for two more 5-year automatic extensions. The developer must request the Development Agreement extensions and the Authority must make findings that the development is still in substantial conformance

F. Land Use Table

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

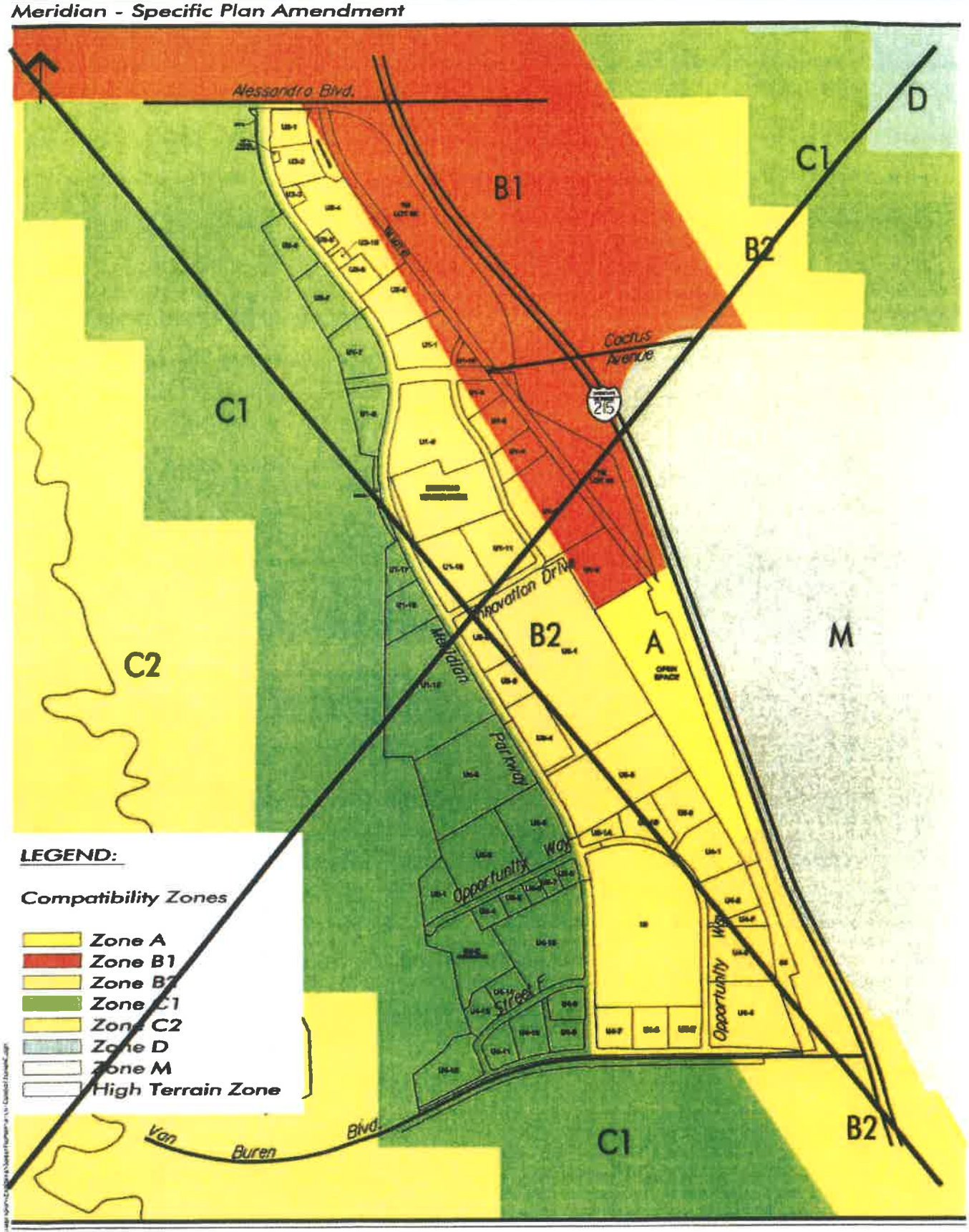


Figure III-1

Land Use Compatibility Zones : North Campus

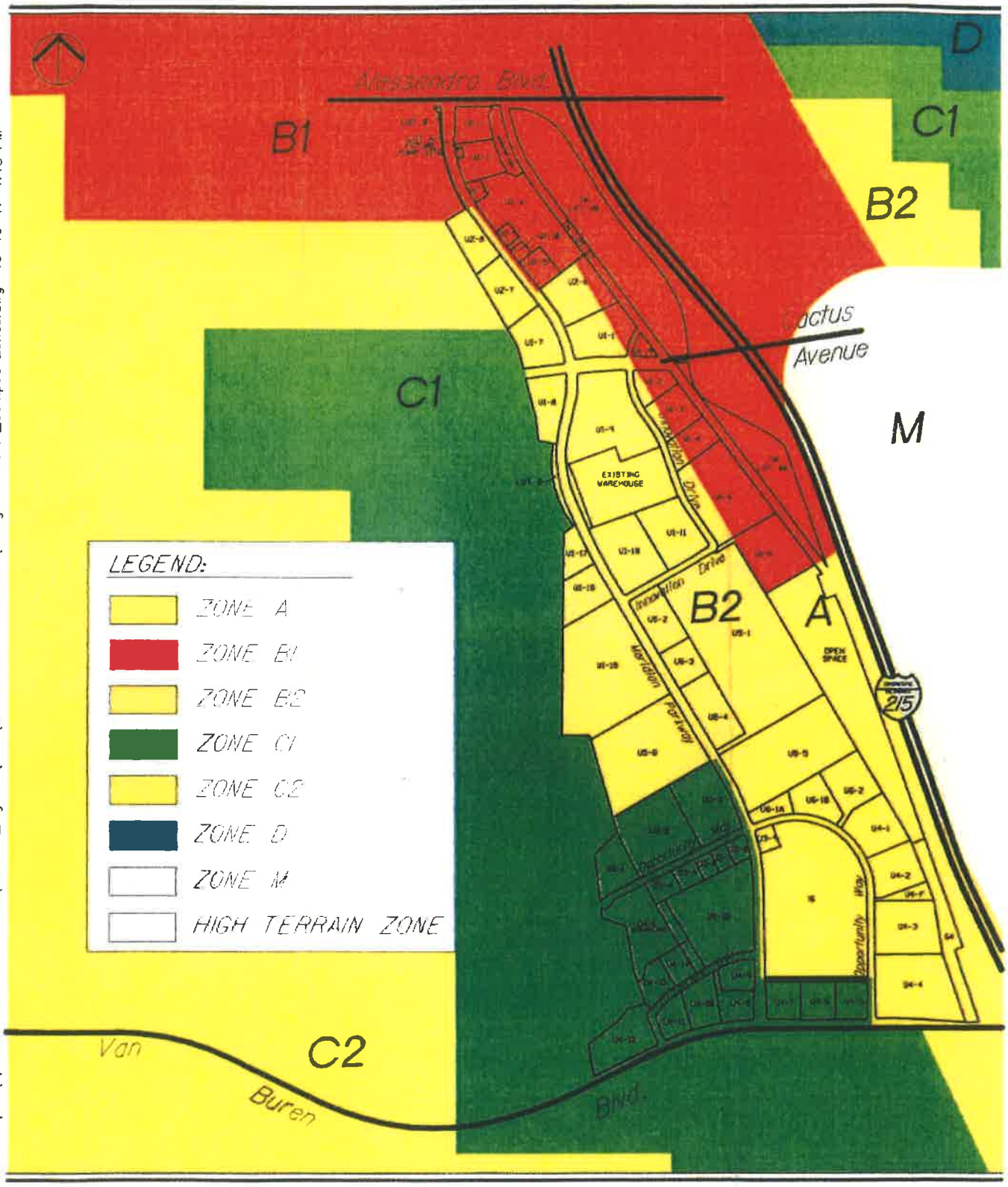


FIGURE III-1

LAND USE COMPATIBILITY ZONES: NORTH CAMPUS

K:\Meridian\South Campus\Specific Plan Amendment\Exhibits_Figures\DWG\2017.09.28 - Revisions\x-FigIII-1-North_Campus Zones.dwg 10-10-17-1:18 PM

TABLE III-1

SPECIFIC PLAN AMENDMENT LAND USE TABLE

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

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

TABLE III-1

SPECIFIC PLAN AMENDMENT LAND USE TABLE

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

TABLE III-1

SPECIFIC PLAN AMENDMENT LAND USE TABLE

USES	BUSINESS PARK[1,6]	INDUSTRIAL[2,5,6,7]	OFFICE	MIXED USE[3]	COMMERCIAL[4,8,9]
Trade Schools	C				C
Vehicle, Boat and Trailer Sales	C			C	
Vehicle Storage		C			
Veterinary Clinics & Animal Hospitals	P			P	P
Zoological Parks					

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

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

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

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

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

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

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

[8] All activities shall be conducted within a completely enclosed building, unless approved through a Temporary Use Permit consistent with Development Code Section 9 02 150 C

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

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

8a 380

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

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

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

LAND USE	GENERAL PLAN FAR	SPECIFIC PLAN AMENDMENT FAR
Business Park	0.75	0.45
Industrial	0.60	0.50 (a)
Office	0.75	0.40
Mixed Use	0.60	0.35 (b)
Commercial	0.60	0.35

(a) 0.55 on lots larger than 20 acres
(b) 0.40 on lots larger than five acres

(h) Settlement Agreement Provisions

A Settlement and General Release Agreement for Development of March Business Center within the March Joint Powers Authority was signed by the March JPA, the Master Developer and community groups in 2003 as the result of litigation following March JPA approval of the previously adopted Specific Plan. The Settlement Agreement contained a number of land use requirements and limitations related to "logistics"[3] warehouse type facilities, including the prohibition of such facilities to the west of Meridian Parkway. This Specific Plan Amendment is consistent with this restriction.

H. Special Treatment Areas

1. Riparian Areas

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

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

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

installed for all lots in the ~~previously adopted Specific Plan and this~~ Specific Plan ~~Amendment~~ that are adjacent to the conservation easement areas. In ~~addition~~addition, all lots adjacent to the conservation easement areas are to be landscaped with native, non-invasive plant materials (see Appendix E of the Compensatory Mitigation and Monitoring Plan dated ~~June 2009~~ April 2010 for list of allowable plant materials). The conservation easements and mitigation for impacts to waters of the US and state waters are described in the next chapter of this Specific Plan Amendment.

2. Adjacent to SKR Management Area

As part of the on-going management within the Stephens' kangaroo rat (SKR) set-aside area, development of lots directly adjacent to this area will be subject to brush removal activities along their western boundary. Suitable SKR habitat requires minimal vegetation. This is provided with frequent controlled burns. No encroachment of grading or improvements within the SKR management area are allowed without March JPA or USF&WS approval. Projects which are adjacent to the SKR management area will be required to design their sites in such a way as to limit the potential for controlled burns crossing into the property. These measures may include placing parking along the western edge of the site and use of less-flammable plants for landscaping.

~~3~~2. Alessandro Boulevard and Van Buren Boulevard Scenic Corridors

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

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

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

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

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

~~4~~3. Historic Landmark

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

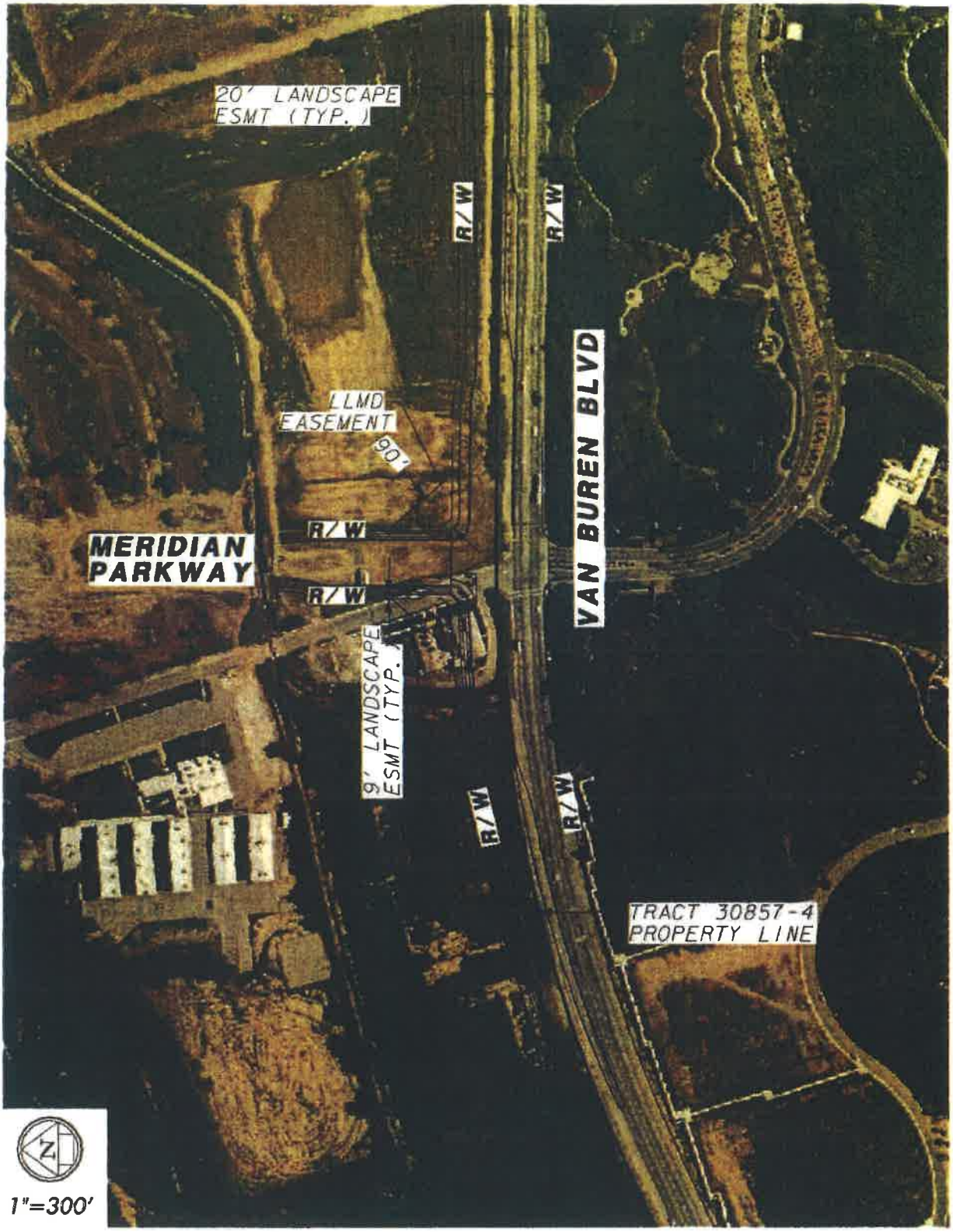


Figure III-2

Van Buren Blvd. & Meridian Parkway Landscape Easements

IV. OPEN SPACE

A. Conservation Easements

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

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

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

All newly created and existing adjacent habitat and wetlands will be overlaid with a conservation easement for management and monitoring in perpetuity. The boundary of the easements will be extended past the limits of the habitat to include a "buffer" zone. This "buffer" will serve as additional protection of wetlands and riparian habitat. Also, this area provides the potential for wildlife to find refuge in a conserved and maintained habitat. The Conservation Easement is 185.9 acres and is located to the north and south of Van Buren Boulevard and west of the North Campus.
~~Conservation Easement 1 will be approximately 130 acres and is located within the future development area to the west of this Specific Plan Amendment. Conservation Easement 2 will consist of the approximately 45 acre open space area south of Van Buren Boulevard.~~

B. Drainage Basins

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

V. TRANSPORTATION

A. Existing Transportation Issues

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

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

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

While this Specific Plan Amendment requires a General Plan amendment due to land use changes, it should be noted that this Specific Plan Amendment's land uses, combined with those included in the previously adopted Specific Plan, have a substantially lower traffic generation than previously approved uses evaluated in the MEIR. In terms of traffic generation, the General Plan EIR assumed 131,400 daily trips. ~~Per the Specific Plan Amendment, the Meridian project would generate 20,800 total daily trips in excess of the approved 88,100 daily trips for the Specific Plan area. The lower traffic generation is in part attributable to the lower FARs implemented in this Specific Plan Amendment and the previously adopted Specific Plan, as compared to those included in the March JPA General Plan.~~ As discussed in the *Traffic Circulation and Phasing Study*, the March Business Center will generate 88,100 total daily trips, including 74,900 external trips. This is a 33 percent reduction from approved General Plan land uses. The *Traffic Circulation and Phasing Study* was prepared to fulfill the following objectives:

1. To provide the baseline for future traffic monitoring updates
2. To specify the internal circulation network for the March Business Center Specific Plan
3. To determine the timing of off-site transportation improvements with respect to Specific Plan development phases
4. To confirm whether or not the transportation improvements identified in the 1998 Transportation Study are still needed, given updated land use information for the Specific Plan and the surrounding area

B. Traffic Circulation Plan

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

1. Project Development Phasing

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

2. Planning Areas and Planning Regions

Development within ~~this Specific Plan Amendment~~ Meridian SP-5 is managed using a system of Planning Areas and Planning Regions. **Figure V-4** depicts the boundaries of seven Planning Areas, and their location within three larger Planning Regions. Each Planning Area is allocated a traffic generation "budget" based on assumed land uses, and the combined Planning Area budgets are equal to the total traffic generation of the entire Specific Plan Amendment Area. **Table V-1** summarizes the trip generation budgets. When a new development is proposed within ~~this Specific Plan Amendment~~ the Meridian SP-5, its traffic generation[4] shall be calculated based on the long term conditions, and a running total shall be kept for each of the Planning Areas as development proceeds. If all lots within a Planning Area are fully developed and the combined traffic generation is less than the budget, then three percent of excess trips may be reallocated to other Planning Areas within that Planning Region only. No trips may be transferred among Planning Regions. Appendix C contains a sample spreadsheet that can be used to track traffic generation.

~~2.~~3. Street Sizing and Landscaping

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

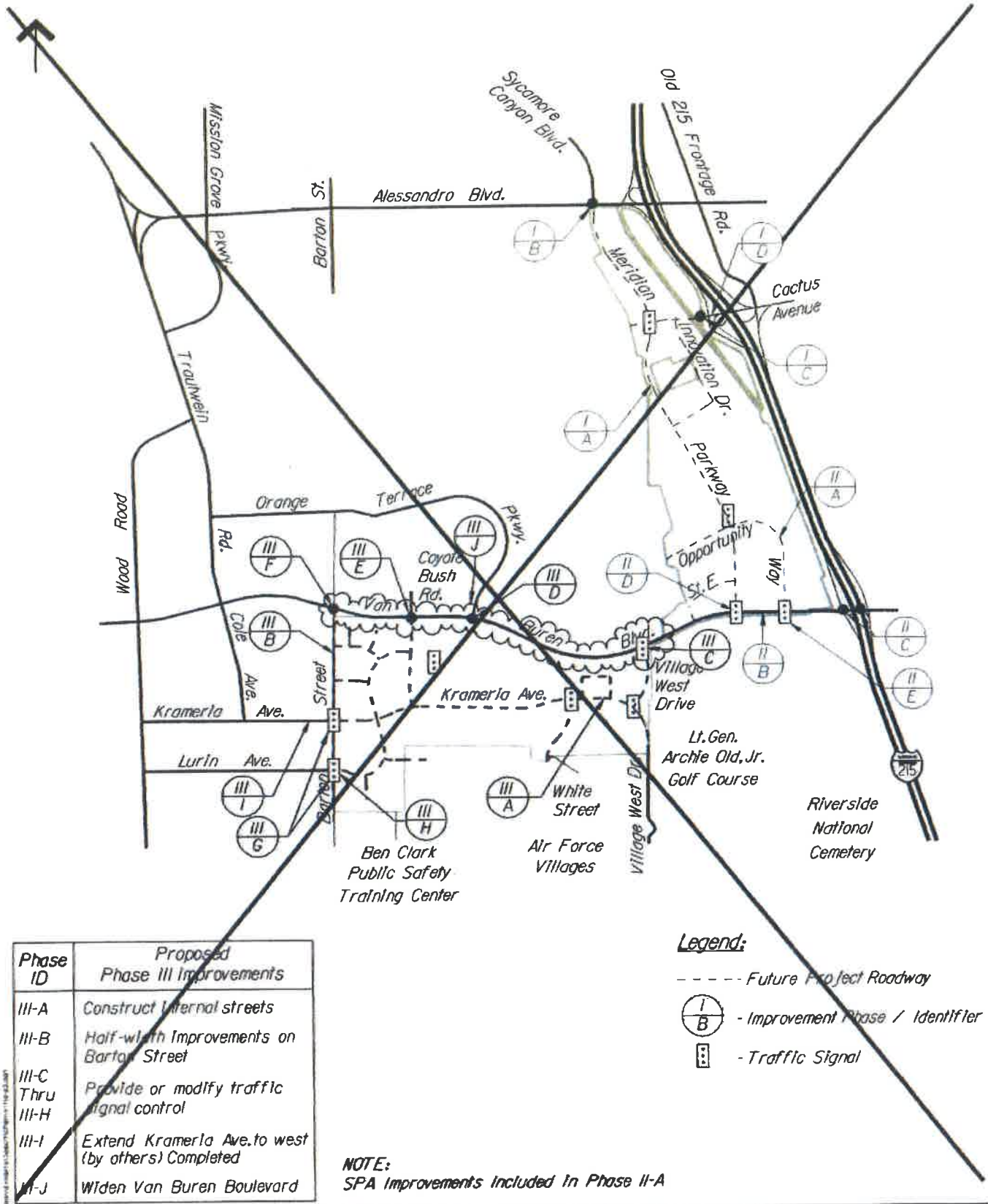
However, the design of Van Buren Boulevard is consistent with the intent of the RCIP because additional landscaping will be provided along this roadway adjacent to the project, including a 20-foot landscaping easement on the north side of Van Buren Boulevard, adjacent to the North Campus.

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

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

~~3.~~4. Traffic Monitoring

~~One of the MEIR mitigation measures requires traffic monitoring every five years. Because the Transportation Study prepared in support of the MEIR was published in 1998, updated traffic studies have been completed for the previously adopted Specific Plan in 2003 and this Specific Plan Amendment in 2010. These documents form the basis for future traffic monitoring updates. This document has established an external traffic generation "budget" to determine whether the transportation network has sufficient capacity to accommodate project traffic. Each Planning Area is allocated a traffic generation "budget" based on land uses. The combined Planning Area budget equals the additional traffic generation~~ One of the MEIR mitigation measures requires traffic monitoring every five years. Because the Transportation Study prepared in support of the MEIR was published in 1998, an updated *Transportation Circulation and Phasing Study* has been completed for March Business Center. This document forms the basis for future traffic monitoring updates. This document has established a traffic generation "budget" in order to ensure that the transportation network has sufficient capacity to accommodate project traffic. This budget is 74,900 daily external trips. Over the course of project buildout, the traffic generation characteristics of the site will be monitored and compared to the traffic generation assumed in the *Transportation Circulation and Phasing Study*. If future increases in density result in traffic generation in excess of the established budget, then the traffic impacts and mitigation identified in the study must be revisited as part of the traffic monitoring update process.



Phase ID	Proposed Phase III Improvements
III-A	Construct internal streets
III-B	Half-width Improvements on Barton Street
III-C Thru III-H	Provide or modify traffic signal control
III-I	Extend Kramerla Ave. to west (by others) Completed
III-J	Widen Van Buren Boulevard

Legend:

- - - - - Future Project Roadway

I/B - Improvement Phase / Identifier

- Traffic Signal

NOTE:
SPA Improvements included in Phase II-A

PLOTTED : 3/1/00

Figure V-3

Transportation Improvements, Development Phase III

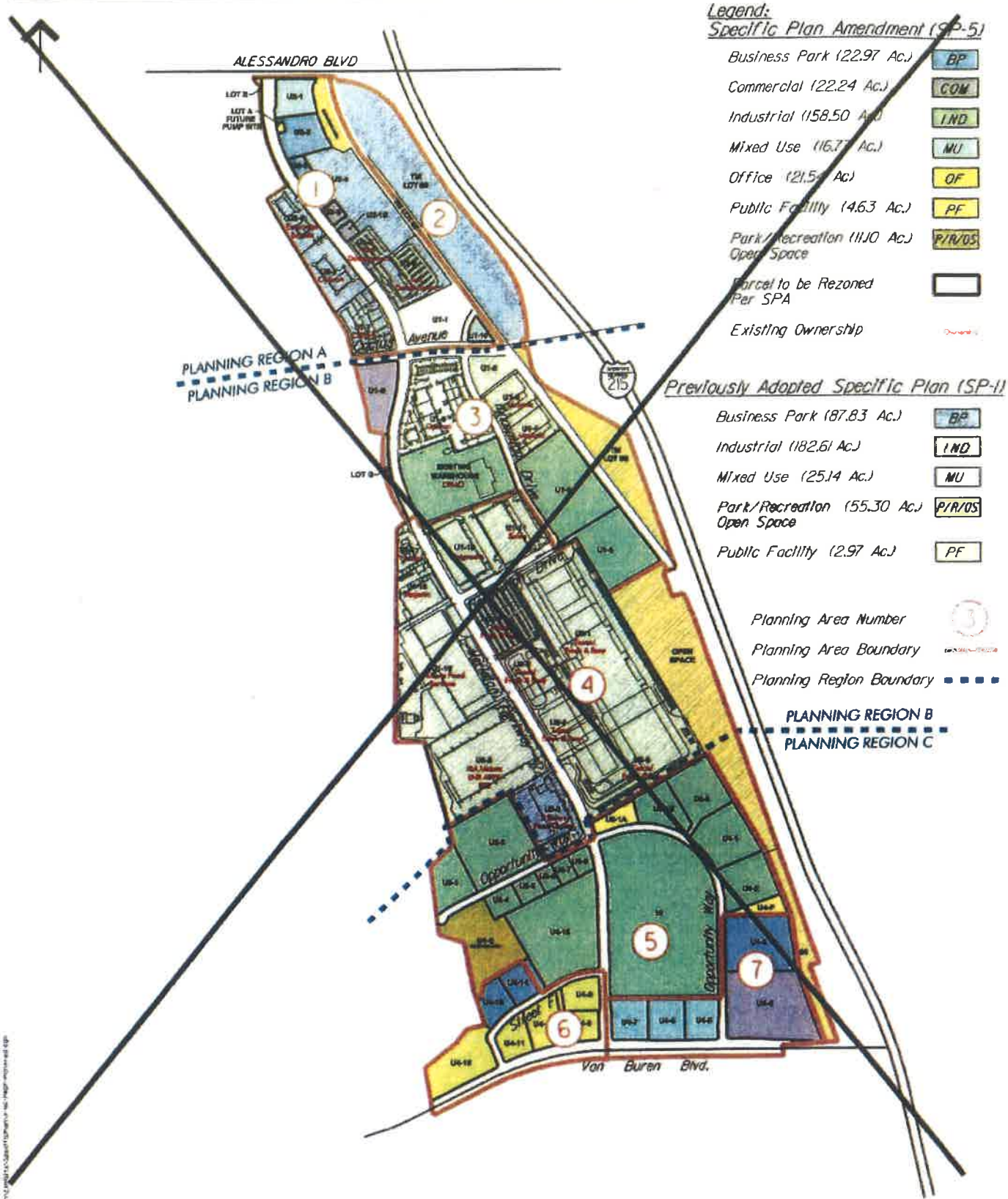


Figure V-4

Planning Areas and Regions

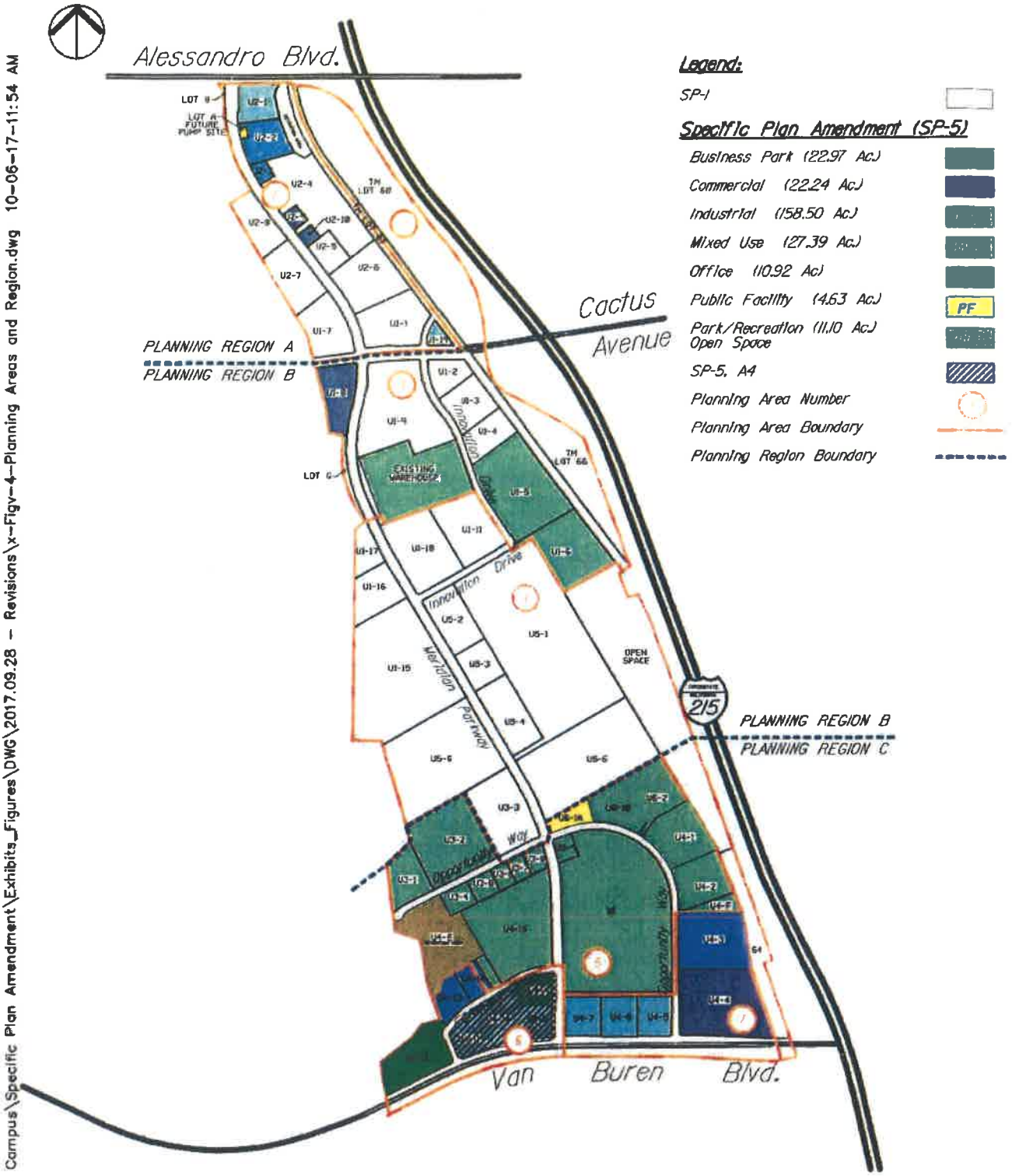


FIGURE V-4

PROPOSED PLANNING AREAS AND REGIONS

K:\Meridian\South Campus\Specific Plan Amendment\Exhibits_Figures\DWG\2017.09.28 - Revisions\x-Figv-4-Planning Areas and Region.dwg 10-06-17-11:54 AM

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

5. Employment Center Trip Capture

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

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

1. The magnitude of the future volume increase on Van Buren Boulevard west of the project, and at the Van Buren Boulevard/SR-91 interchange, would not be as high as compared to a no-project or residential type of development
2. The distance and duration of certain additional work trips will be substantially reduced,[5] providing fuel consumption and air quality benefits

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

6. Transportation Demand Management

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

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

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

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

- Provide information on and encourage transit use

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

- Designate a TDM coordinator
- Provide a space (e.g., kiosk, bulletin board, etc.) for rideshare information
- Provide preferential parking for carpools
- Identify bus routes and bicycle facilities in the vicinity
- Provide flexible working hours and/or a telecommuting program (to the extent feasible)
- Bicycle storage facilities
- Showers and locker rooms[6]

C. Non-Automobile Circulation

1. Local Transit Service

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

2. Truck Traffic

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

3. Bicycle/Pedestrian Access

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

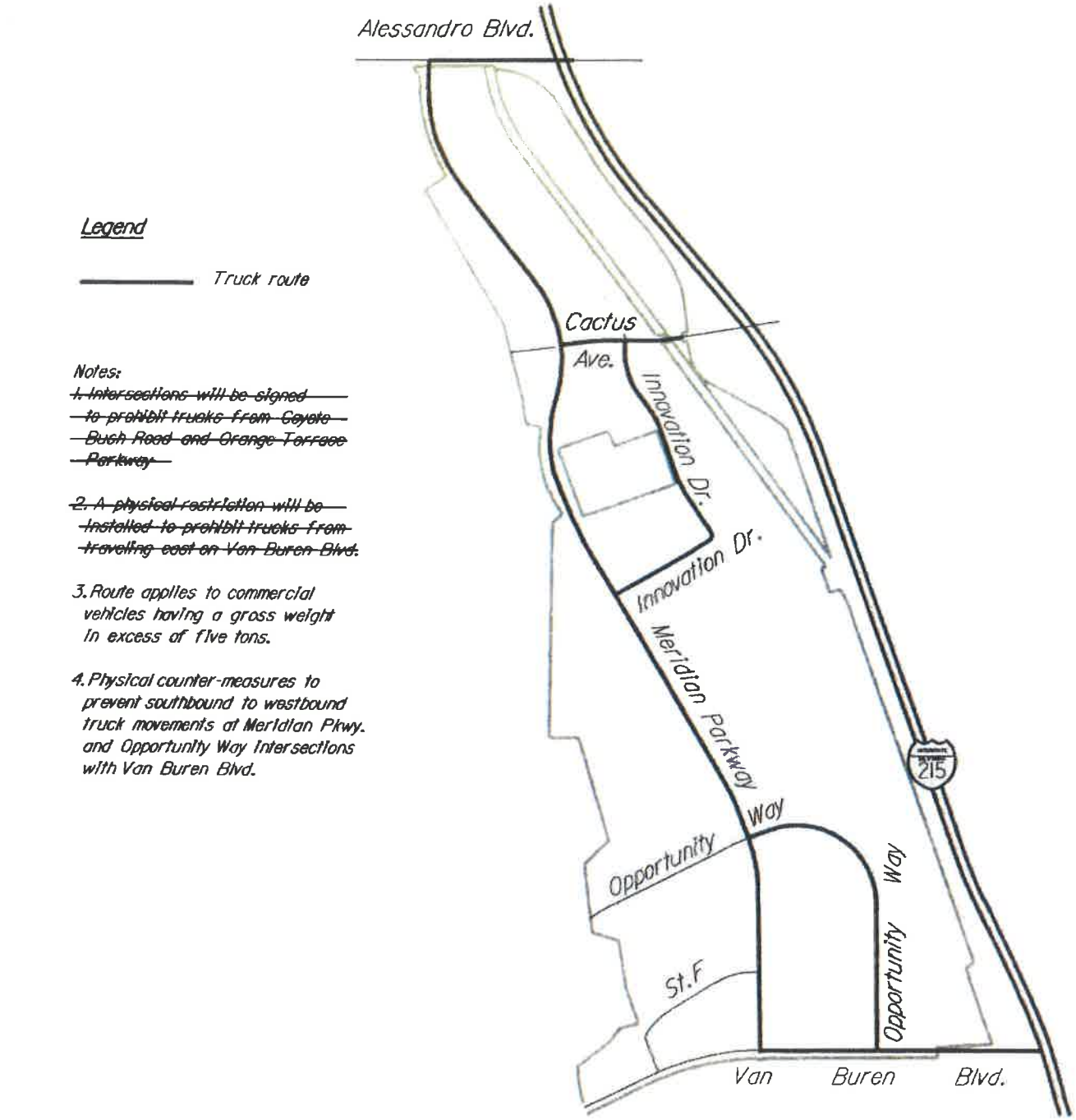
1. The network was defined based on likely routes between the previously adopted Specific Plan, the Meridian SP-5~~is Specific Plan Amendment~~, and existing and future residential development in the project area.
2. The proposed routes will provide linkages to bicycle and pedestrian facilities identified by adjacent jurisdictions. According to the City of Moreno Valley's Bikeway Plan, Cactus Avenue

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

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

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

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



Legend

Truck route

Notes:

~~*1. Intersections will be signed to prohibit trucks from Cajalco Bush Road and Orange Terrace Parkway*~~

~~*2. A physical restriction will be installed to prohibit trucks from traveling east on Van Buren Blvd.*~~

3. Route applies to commercial vehicles having a gross weight in excess of five tons.

4. Physical counter-measures to prevent southbound to westbound truck movements at Meridian Pkwy. and Opportunity Way Intersections with Van Buren Blvd.

NOTE:
SPA Applies to Portions of the North Campus Only

PLOTTED : 6/4/2010

Figure V-6

Truck Routes

VI. INFRASTRUCTURE AND GRADING

A. Existing Infrastructure Issues

On the North Campus infrastructure has been constructed to serve developments that have been constructed since the previously adopted Specific Plan was approved in 2003. Meridian Parkway from Alessandro Boulevard south to Opportunity Way has been constructed. Cactus Avenue from west of I-215 as well as Innovation Drive, have also been constructed. Potable water, reclaimed water, sewer, and storm drain infrastructure has been constructed north of Opportunity Way. A 96-inch water transmission line ~~is being~~ was constructed between Meridian and I-215 by Metropolitan Water District of Southern California (MWD), Eastern Municipal Water District (EMWD) and Western Municipal Water District (WMWD). ~~A lift station for this water transmission line will be installed in between Unit 4 Lots 2 and 3.~~ Additional public facilities, services and infrastructure will be provided concurrently with the appropriate phase of project development. Figures V-1 and V-2 show the development phase boundaries of both the previously adopted Specific Plan and ~~this Specific Plan Amendment~~ the Meridian SP-5 within the North Campus area.

B. Sewer Service and Facilities

Figure VI-1 shows sewer facilities in the project vicinity. Sewage is currently conveyed to an existing secondary treatment plant located west of I-215 and north of Nandina Avenue. The on-site sewer system has been transferred to the Western Municipal Water District (WMWD). The existing treatment plant has been expanded to provide a treatment capacity of 3~~1~~.0 million gallons per day (mgd)~~, with a further expansion to 3.0 mgd planned for completion in 2010~~. The sewer lift station near Alessandro Boulevard has a capacity of 0.68 mgd, and may be expanded to 1.2 mgd with the diversion of a portion of the sewer flow from the adjacent Orangecrest system. The temporary lift station located near Van Buren Boulevard has a capacity of 1.1 mgd. This temporary facility will be removed after the gravity sewer is extended to the treatment plant. The costs associated with these expansions will be borne by future developments in th~~is~~e Specific Plan ~~Amendment~~ and other areas served by the sewer system. WMWD will own and maintain all planned future sewer facilities, including lift stations.

C. Potable Water Service

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

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

D. Reclaimed Water

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

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

E. Storm Water Management

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

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

F. Gas and Electrical Services

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

G. Solid Waste

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

H. Grading

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

1. Grading Plan Development Standards

- Prior to grading commencing, a burrowing owl survey and other required surveys shall be performed, consistent with applicable protocols.
- All grading activities shall be in substantial conformance with the approved tentative map or development permit and shall implement any grading-related mitigation measures outlined in the accompanying SEIR for ~~this Specific Plan Amendment~~ Meridian SP-5.
- Prior to any development within any area of this Specific Plan ~~Amendment~~, an overall grading plan for the portion in process shall be submitted for approval by the JPA. The grading plan for each area shall be used as a guideline for subsequent grading plans for individual stages of development.
- All streets shall have a gradient not exceeding use minimums and maximums established by the County of Riverside or as approved by the March JPA
- A precise grading plan shall be prepared prior to any on-site grading for individual projects.
- The project developer/applicant shall be responsible for installation and maintenance of all planting and irrigation systems on manufactured slopes until those responsibilities are assumed by the Landscape Maintenance District or other parties.
- To the extent that it is feasible, the overall shape, height, and gradient of any cut and fill slope shall be designed to be consistent with the existing natural contours and scale of the natural terrain.
- Potential brow ditches, terrace drains, or other minor swales, determined necessary at future stages of project review, shall be concealed, as feasible and possible, with landscape plantings, earth berms, and similar features.
- Graded but undeveloped pads shall be maintained weed-free, appropriate erosion control measures within ninety (90) days of completion of grading, unless building permits are obtained from the JPA. Appropriate desiltation basins are required for graded areas.
- Cut and fill slopes shall be constructed at inclinations of no steeper than two horizontal feet to one vertical foot, unless otherwise approved by the March JPA. Variable slope ratios will be used to avoid abrupt changes from the pads to the slopes.
- All newly created slopes exceeding 10 feet in vertical height shall be landscaped with a permanent irrigation system approved by the JPA prior to final acceptance. Landscaping shall be consistent with the Landscape Concept Plan and the March Business Center Design Guidelines.
- Grading shall not be permitted to commence prior to approval of grading permits for any proposed development. Mass grading will only occur for those areas undergoing development, or for those areas specifically identified as borrow or disposal sites.

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

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

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

VII. IMPLEMENTATION

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

A. Phasing Plan

The project will be constructed in planning phases, as illustrated in Figure I-3 of this Specific Plan. As shown in this figure, the first development phase encompasses the North Campus area between Alessandro Boulevard and the to-be-demolished military family housing development, known as Arnold Heights. Phase 2 includes the area occupied by the to-be-demolished Arnold Heights development. Phase 3 includes the South Campus. Each planning area may be implemented in smaller "sub-phases," with one or more Final Maps.

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

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

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

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

~~2. The March JPA will allocate collected fair share contributions to the City of Riverside, the City of Moreno Valley and the County of Riverside. The allocation will be in proportion to this Specific Plan Amendment's total fair share costs within each jurisdiction.~~

~~3. The master developer shall be responsible for fully funding improvements II A 1 through II A 4, as shown in Figure V 2A.~~

B. Financing Strategies

(a) Financing of Public Facilities

Economic Development Administration (EDA), the state Infrastructure Bank, California State Transportation Improvement Program (STIP), Community Development Block Grants (CDBG) and many others. The March JPA has retained the services of firms specializing in securing grants.

C. Project Review and Processing

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

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

      B.1 Design Plans consistent with ~~this Specific Plan Amendment~~ Meridian SP-5 and the Subsequent EIR shall go through a ministerial review process before the March Business Center Implementation Committee.

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

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

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

(a) General Provisions

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

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

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

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

(A) Tenant improvements and minor building additions that qualify as exempt from CEQA.

(B) Other minor approvals adopted through a determination of substantial conformance.

(C) The project does not require any action that requires approval by the March Joint Powers Commission or March Business Center Implementation Committee.

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

(b) March Business Center Implementation Committee

(1) March Business Center Implementation Committee

(A) It is hereby created the March Business Center Implementation Committee (the "Committee") which shall be composed of three members who shall serve without compensation. The members shall be three at-large members appointed by the March JPA Commission. One of the three at-large members shall serve as the Committee Chair.

(B) The at large members shall be specifically qualified by reason of interest, training or experience in land development, landscape, architecture, planning, urban design or other relevant business or profession upon the property values, and development of surrounding areas.

(C) The Committee may adopt rules of procedure to supplement those contained within this Specific Plan. Two voting members shall constitute a quorum for the transaction of business and a majority vote; and not less than two affirmative votes shall be necessary to make any Committee decision.

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

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

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

(2) Powers and Duties

It shall be the duty of the Committee to review Development Review Applications and comment on development plans, the Capital Improvement Plan implementation and on major public improvements. The Committee shall approve design applications of the site plan, landscape plan and building elevations which are determined to be fully compliant with ~~this~~ the Specific Plan ~~Amendment~~, the March Business Center Design Guidelines, and Subsequent EIR. Applications not consistent with these requirements shall be

denied. Appeals of committee denials shall be placed on the next available March JPA Commission agenda for final determination. The Committee shall submit its recommendations or comments on other items to the March JPA Executive Director. The Committee shall also recommend to the March JPA Executive Director any changes to the regulations, provided such changes are necessary for the proper execution of the adopted plan. The Committee may also consider items of broader scope that may affect this~~e~~ Specific Plan ~~Amendment~~ and, when appropriate, offer its recommendations on these matters to the March JPA Executive Director.

E. Maintenance

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

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

- Street lighting electricity, maintenance and replacement;
- Landscape maintenance of the parkways, medians within all public streets, and landscape easements shall be maintained by the landscape and lighting district.
- Irrigation water for the above;
- Tree trimming and/or color replacement;
- Maintenance of drainage structures not maintained by RCFCD or Riverside County;
- Project entry monumentation and cultural amenities/monumentation maintenance and repairs;
- Any insurance requirements;
- Slope maintenance (over 10 feet);
- Street sweeping;
- Graffiti control
- District management fee.

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

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

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

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

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

TABLE VII-1 INFRASTRUCTURE/SERVICE FUNDING RESPONSIBILITY		
SERVICE /INFRASTRUCTURE	**CAPITAL EXPENSE**	**OPERATIONS AND MAINTENANCE**
Street Lighting	Master Developer	Landscape and Lighting Maintenance District
Fire Protection	Impact Fee collected in permitting	Riverside County Fire Protection Property Tax and County General Fund
Reclaimed Water Delivery System	Master Developer	Distribution system: Western Municipal Water District Irrigation system: Landscape and Lighting Maintenance District (common areas)
Police	Impact Fee collected in permitting	Contract with County Sheriff by JPA
Storm Drains	Master Developer	Public lines: March JPA Private line: Landscape and Lighting District or Owners of Individual Lots
Detention Basins	Master Developer	Large basin near I-215/Van Buren: Riverside County Flood Control District Other Basins: Landscape and Lighting Maintenance District
Traffic Signals/Streets, sidewalk, curb and gutter	Master Developer	March JPA/Riverside County
Bus Stops	Master Developer	RTA
Bus Shelters	Master Developer	RTA
Landscaping	Master Developer	Public R/W "letter lots" and landscaping easements: Landscape and Lighting Maintenance District Other Landscaping: Owner of Individual Lots

F. Specific Plan Amendments

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

VIII. Consistency with the General Plan

A. Overview

~~This Specific Plan Amendment~~ Meridian SP-5 is consistent with the goals and policies set forth in the March JPA General Plan. This section addresses the conformance of ~~this Specific Plan Amendment~~ Meridian SP-5 to the General Plan on a general or conceptual basis.

B. General Plan Elements

1. Land Use

Goal: *Land Use Plan provides for a balanced mix of land uses that contribute to the regional setting, can capitalize on the assets of the Planning Area, while insuring compatibility throughout the Planning Area and with regional plans.*

Consistency: Development of thise Specific Plan ~~Amendment~~ will occur in a logical pattern of growth, compatible with adjacent land uses and regional plans. The project will provide a large employment center in a portion of the County that is largely residential. This will improve the balance of population and employment in the project vicinity, providing an opportunity for residents to work locally, rather than commute to surrounding areas throughout the region.

Goal: *Locate land uses to minimize land use conflict or creating competing land uses, and achieve maximum land use compatibility while improving or maintaining the desired integrity of the Planning Area and subregion.*

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

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

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

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

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

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

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

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

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

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

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

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

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

Goal: *Avoid undue burdening of infrastructure, public facilities, and services by requiring new development to contribute to the improvement and development of the March JPA Planning Area.*

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

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

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

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

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

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

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

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

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

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

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

Goal: *Adequate supplies of natural gas and electricity from utility purveyors and the availability of communications services shall be provided within the March JPA Planning Area.*

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

Goal: *Adequate flood control facilities shall be provided prior to, and concurrent with, development in order to protect the lives and property within the March JPA Planning Area.*

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

2. Transportation

Goal: *Establish and provide for a comprehensive transportation system that captures the assets and opportunities of the planning area, existing transportation facilities, and planned transportation facilities for the future growth and development of the planning area and sub-region.*

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

Goal: *Build and maintain a transportation system which capitalizes on the multi-faceted elements of transportation planning and systems, designed to meet the needs of the planning area, while minimizing negative effects on air quality, the environment and adjacent land uses and jurisdictions.*

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

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

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

Goal: *Provide a balanced transportation system that ensures the safe and efficient movement of people and goods throughout the planning area, while minimizing the use of land for transportation facilities.*

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

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

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

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

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

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

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

Goal: *Adequate, affordable, equitably distributed and energy efficient public and mass transit services which promote the mobility to, from, and within the planning area shall be provided.*

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

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

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

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

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

Goal: *Adequate off-street parking for all land uses shall be provided which requires adequate on-site parking to prevent spill over on the adjacent street system.*

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

Goal: *Plan for and seek to establish and area-wide system of bicycling trails, with linkages within the planning area and with adjacent jurisdictions, and in compliance with sub-regional plans.*

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

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

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

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

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

3. Noise/Air Quality

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

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

Goal: *Minimize incompatible noise level exposures throughout the Planning Area, and where possible, mitigate the effect of noise incompatibilities to provide a safe and healthy environment.*

Consistency: (see above)

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

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

Goal: *Promote alternative modes of travel.*

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

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

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

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

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

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

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

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

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

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

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

Goal: *Reduce emissions associated with energy consumption.*

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

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

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

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

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

4. Housing

The General Plan does not allow for housing opportunities within the March JPA Planning Area due to incompatible uses with the airfield, the need to focus on the reestablishment of the numerous jobs lost due to base realignment, and the housing rich environment of Western Riverside County. Th~~is~~e Specific Plan ~~Amendment~~ maintains consistency with the General Plan's absence of a residential land use designation within the Planning Area.

5. Resource Management

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

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

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

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

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

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

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

Consistency: As appropriate, th~~is~~e Specific Plan ~~Amendment~~ shall comply with applicable regulations relating to energy conservation.

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

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

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

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

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

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

Goal: *Create a network of open space areas and linkages throughout the Planning Area that serves to preserve natural resources, protect health and safety, contributes to the character of the community, provide active and passive recreational use, as well as visual and physical relief from urban development.*

> **Consistency:** The project ~~will~~ accommodate a ~~142~~185.9-acre conservation easement within the West Campus, near Van Buren Boulevard.

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

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

6. Safety/Risk Management

Goal: *Minimize injury and loss of life, property damage, and other impacts caused by seismic shaking, fault rupture, ground failure, and landslides.*

> **Consistency:** A geological reconnaissance has been conducted for the property. That study revealed that there are no active or inactive faults crossing the property and that the property is suitable for development.

Goal: *Minimize grading and otherwise changing the natural topography, while protecting the public safety and property from geologic hazards.*

> **Consistency:** Grading within this~~e~~ Specific Plan ~~Amendment~~ area is designed to minimize impacts to the existing topography. The project will incorporate grading development standards

and recommendations, which will minimize any potential geotechnical and site development constraints that occur on-site.

Goal: *Minimize injury, loss of life, property damage, and economic and social disruption caused by flood hazards.*

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

Goal: *Reduce threats to public safety and protect property from wildland and urban fire hazards.*

Consistency: As appropriate, this~~e~~ Specific Plan ~~Amendment~~ shall comply with applicable regulations and guidelines relating to brush management and fire protection services.

Goal: *Reduce the potential for hazardous material exposure or contamination in the Planning Area.*

Consistency: To the extent that it is appropriate, this~~e~~ Specific Plan ~~Amendment~~ shall comply with regulations and guidelines relating to hazardous material exposure/contamination.

Goal: *Ensure to the fullest extent practical that, in the event of a major disaster, critical structures and facilities remain safe and functional.*

Consistency: To the extent that it is appropriate, this~~e~~ Specific Plan ~~Amendment~~ shall comply with regulations and guidelines relating to the functionality of critical structures in the event of a major disaster.

Goal: *Reduce the possible risk of upset, injury and loss of life property damage, and other impacts associated with an aviation facility.*

Consistency: The project shall be consistent with the 2005 AICUZ Study and the Joint Land Use Study (see Appendix B of this~~e~~ Specific Plan ~~Adjustment~~).~~.~~

Goal: *Plan for emergency response and recovery from natural and urban disasters.*

Consistency: The project shall comply with appropriate and applicable regulations and guidelines relating to emergency response and recovery from natural and urban disasters.

Appendix A Land Use Definitions

The following definitions are intended to provide a general description of each use category. Under each category, example uses are provided. These examples are not all-inclusive, but are intended to provide a sample of uses that would fit in a particular category. Uses not addressed in the Land Use Table (i.e., Table III-1) are prohibited. However, the March JPA Planning Manager has the discretion to make land use interpretations based upon the description of the proposed use and similarities with the listed uses.

INDUSTRIAL

Hazardous Waste Treatment Facility: Activities include the treatment, transfer, storage, resource recovery, disposal, or recycling of hazardous waste.

Bio-Medical Waste Treatment Facility: Activities include the treatment, transfer, storage, disposal or recycling of wastes generated during the diagnosis, treatment or immunization of patients.

Manufacturing - Custom: Activities typically include: manufacturing, processing, assembling, packaging, treatment, or fabrication of custom made products. These types of business establishments do not utilize raw materials for their finished products, but rather, may utilize semi-finished type of manufactured materials for their custom made-to-order products. The finished products from these business establishments are ready for use or consumption and may include incidental on-site display, wholesale and retail sale of the goods produced, not to exceed 25% of the building. Such uses may include: jewelry, household furniture, art objects, apparel products, small instruments (musical, electronic and photographic), stationary, signs, advertising displays, stained glass products, and leather products. Other uses may include the fabrication and assembly of cabinets, windows, wrought iron, tile, flooring, plumbing products, HVAC products and other home building materials. The uses do not produce odors, noise, and vibration or particulate that would adversely affect uses in the same structure or on the same site.

Manufacturing - Light: Activities typically include: labor-intensive manufacturing, assembly, fabrication or repair processes which do not involve frequent large container truck traffic or the transport of large scale bulky products. The new products may be finished in the sense that it is ready for use or consumption or it may be semi-finished to become a component for further assembly and packaging. These types of business establishments are customarily directed to the wholesale market, inter-plant transfer rather than the direct sale to the consumer, however, may include incidental on-site display, wholesale and retail sale of the goods produced, not to exceed 25% of the building. Such uses may include: electronic microchip assembly, printing, publishing, food processing (such as bakeries), candy, confectionery products, canned/bottled soft drinks, bottles water, apparel, paper board containers, boxes, drugs, small fabricated metal products, such as hand tools, general hardware, architectural and ornamental metal; and, toys amusement, sports and athletic goods. The activities produce minimal odors, noise vibration, hazardous materials or particulates, and would have a limited impact on adjacent lots.

Manufacturing - Medium: Activities typically include: manufacturing, compounding of materials, processing, assembly, packaging, treatment or fabrication of materials and products which require frequent large container truck traffic or rail traffic, or the transport of heavy, bulky items. The new products are semi-finished to be a component for further manufacturing, fabrication and assembly. These types of business establishments are customarily directed to inter-plant transfer, or to order from industrial uses, rather than for direct sale to the domestic consumer. However, may include incidental on-site display, wholesale and retail sale of the goods products not to exceed 25% of the building. Such uses

may include, but not limited to: canned food, textile products; furniture and fixtures converted paper and paper board product; plastic products made from purchased rubber, plastic or resin; fabricated metal products made from sheet metals; electrical and electronic machinery, equipment and supplies; office, commuting and accounting machines. Activities may produce noise, odors, vibrations and illumination or particulate that affects the persons residing in or conducting business in the vicinity.

Manufacturing - Heavy: Activities typically include: manufacturing, compounding of material, processing, assembly, packaging, treatment or fabrication. Activities in this area may have frequent rail or truck traffic and the transportation of heavy large-scale products. Characteristics of use activities permitted within this area may include structures outside of buildings such as cranes, conveyor systems, cooling towers or open-air storage of large quantities of products including, but not limited to forge shops, metal fabricating facilities, open welding shop, lumber woodworking facilities, heavy machine shops, plastic, plants, light or vacuum casting facilities, vehicular assembly plants. All uses are subject to the screening requirements identified in Section 2.2 (Screening Plan) and Section 4.8 of the March Business Center Design Guidelines.

Mining and Extractive Industries: Activities typically include: prospecting for or exploration of minerals for commercial purposes, surface mining, and excavations or grading.

Newspaper Publishing Plants: Activities typically include the production and distribution of newspapers and related publications.

Research and Development: Activities typically include: research, design, analysis and development, and/or testing of a product. Uses typically include testing laboratories, acoustical chambers, wind tunnels, and computer services. Such uses do not promote odors, noise, vibration or particulate that would adversely affect uses in the same structure or on the same site.

Trucking/Transportation Terminals: Activities typically include the temporary storage and transfer of trailers not to include truck stops.

Wrecking and Dismantling of Motor Vehicles: Activities typically include: temporary storage and wrecking/dismantling of passenger cars and other vehicles and sales and/or distribution of salvaged parts and other materials.

WHOLESALE, STORAGE AND DISTRIBUTION

Public Storage/Mini-Warehouses: Activities include mini-warehouse or recreational vehicle storage facilities for the rental or lease of small scale enclosed storage units or parking spaces primarily to individuals rather than firms or organizations.

Business Enterprise: Activities typically include: wholesale, storage, and warehousing services and storage and wholesale to retailers from the premises of finished goods and food products. Activities under this classification are typically conducted in enclosed buildings and occupy 50,000 square feet or less of building space. May include incidental display and retail sales from the premises, not to exceed 25% of the building. Logistics warehousing uses or activities shall be prohibited in Industrial lots within the Specific Plan Amendment area, west of Meridian Parkway.

Wholesale, Storage and Distribution - Medium: Activities typically include: wholesale, storage and warehousing services, moving and storage services, storage and wholesaling to retailers from the premises of finished goods and food products, and distribution facilities for large scale retail firms.

Activities under this classification are typically conducted in enclosed buildings and occupy greater than 50,000 square feet of building space. Logistics warehousing uses or activities shall be prohibited in Industrial lots within the Specific Plan Amendment area, west of Meridian Parkway.

Wholesale, Storage and Distribution - Heavy: Activities typically include: warehousing, storage, freight handling, shipping, trucking services and terminals; storage and wholesaling from the premises of unfinished, raw or semi-refined products requiring further processing fabrication or manufacturing. Typically uses include, but are not limited to, trucking firms, automotive storage or impound yards, and the wholesaling of metals, minerals and agricultural products. Logistics warehousing uses or activities shall be prohibited in Industrial lots within the Specific Plan Amendment area, west of Meridian Parkway.

OFFICE

Financial Institutions: Banks, savings and loan associations and similar establishments.

Government Offices: Offices to accommodate administrative and/or operational functions of local, county, state and federal agencies.

Medical Clinics: Activities include medical clinics, family planning, in-patient and out-patient health care, inclusive of hospitals and convalescent homes.

Offices, Business and Professional: Offices or firms or organizations providing professional, executive, management, or administrative services, such as architectural, engineering, real estate, insurance, investment, legal, and medical/dental offices. This classification includes medical/dental laboratories incidental to an office use, but excludes banks and savings and loan associations.

Regional and Corporate Headquarters: Office buildings solely occupied by a single business or entity for the purpose of managing or organizing other, affiliated units.

COMMERCIAL

Agricultural Equipment Repair Shops: Activities typically include: temporary storage and repair and maintenance of agricultural equipment, such as tractors, harvesters, irrigation equipment, etc.

Agricultural/Nursery Supplies and Services: Activities typically include: retail sale from the premises of feed and grain, fertilizers, pesticides, herbicides, and similar goods, feed and grain stores, well drilling, tree services and plant materials and nursery/landscape services.

Alcoholic Beverage Outlets: Activities typically include: retail sale from the premises of beer, wine, and other alcoholic beverages.

Animal Care/Pet Hotels: Activities typically include: provision of animal care treatment, and boarding services of large and small animals, animal clinics, large and small animal hospitals, kennels and catteries.

Assembly and Entertainment: Indoor or outdoor facilities to accommodate concerts and/or civic events. This land use will be restricted in capacity and ancillary services in order to limit potential noise and parking impacts.

Automotive Parts and Accessory Sales: Activities typically include: retail sale from the premises of automobile components, lubricants, specialized tools, and related accessories.

Automotive Fleet Storage: Activities typically include: storage of vehicles used regularly in business operations and not available for sale on-site. Such uses typically include: overnight storage of service vehicles, mobile catering trucks and taxicabs, inclusive of dispatching services.

Automotive Service Stations: Activities typically include: the sale of goods and the provision of service normally required in the day-to-day operation of motor vehicles, including the principal sale of petroleum products, the incidental sale of tires, batteries and replacement items, and the performance of minor repairs, such as tune-up, tire changes, part replacement, oil change and brake work. Activities include incidental convenience, food and beverage sales.

Automotive/Truck Repair – Major: Activities typically include: heavy automobile and truck repair such as transmission and engine repair, the painting of automobile vehicles, automotive body work, and the installation of major accessories.

Automotive/Truck Repair – Minor: Activities typically include: automotive and light truck repair, the retail sale of goods and services for vehicles, and the cleaning and washing of automotive vehicles, brake, muffler and tire shops and automotive drive-through car washes. Heavier automotive repair such as transmission and engine repair are not included.

Building and Site Maintenance Services: Activities include maintenance and custodial services, window cleaning services, disinfecting and exterminating services, pool and landscape services.

Building Contractor's Storage Yards: Activities typically include: offices and storage of equipment materials, and vehicles for contractors who are in trades involving construction activities which include: plumbing, painting, electrical, roofing, carpentry, and other services.

Building Material and Equipment Sales: Activities typically include: retail sale or rental from the premises of goods and equipment, including paint, glass, hardware, fixtures, electrical supplies, roto-tillers, small trailers and lumber.

Business Supply/Equipment Sales/Rentals: Activities include retail sales, rental or repair from the premises of office equipment, office supplies and similar office goods primarily to firms and other organizations utilizing the goods rather than to individuals. The exclude the sale of materials used in construction industry.

Business Support Services: Activities include services that support the activity of other local businesses, such as clerical, employment, protective, personal services, or minor processing, including blueprint and copying services. Activities not included in this category are the printing of books.

Child Care Facilities: Any childcare facility licensed by the State of California; includes infant care centers, preschools and extended day care facilities. Excludes family day care homes.

Churches and Place of Religious Assembly: Structures and/or assembly areas to be used for worship, related meetings, ministerial residence, and/or religious education.

Coffee Shop: A specialty food and beverage retailer specializing in the sale of coffee products, pastries, bagels, and light fare. These shops could include drive-thru service.

Communication Facilities, Antennas & Satellite Dishes: Activities typically include: broadcasting and other information relay services accomplished primarily through use of electronic and telephonic mechanisms, inclusive of television and radio studios, telegraph offices, and cable, cellular and telecommunication facilities. The use of antennas, satellite dishes and similar communication facilities shall be regulated pursuant to AICUZ the Joint Land Use Study.

Consumer Goods, Furniture, Appliances, Equipment Sales: Typically a freestanding retail store where merchandise is sold to an end user, typically in small quantities.

Convenience Sales: Activities typically include: retail sales from the premises of frequently needed small personal convenience items and professional services that are used frequently. Uses include drug stores, stores selling toiletries, tobacco, and magazines, shoe repair and apparel laundering and dry cleaning.

Energy Generation and Distribution Facilities: Activities typically include: conversion of other forms of energy, such as water power (i.e., hydroelectric), fossil fuels, nuclear power, and solar power, into electrical energy. These facilities typically produce electric energy and provide electricity to transmission systems or to electric power distribution systems.

Equestrian Show and Exhibition Facilities: Activities typically include: training and competition of horses and riders in cross-country equestrian events and the exhibition of participating horses.

Exhibit Halls and Convention Facilities: Temporary display of materials and products associated with a specific trade group, recreational organization, or other affiliation.

Fairgrounds: Large display of agricultural products, such as livestock and produce, to consumers and the general public. Fairgrounds are typically associated with county or state agricultural agencies and are held on an annual basis.

Food and Beverage Sales: Activities include retail sale from the premises of food and beverages for off-premises consumption. Including mini-markets, liquor stores and retail bakeries, catering businesses except chain type grocery stores.

Funeral and Mortuary Services: Activities include services involving the care, preparation, and disposition of human or pet dead, inclusive funeral homes, crematories and mausoleums, inclusive of above ground and in-ground internment.

Golf Courses, Driving Ranges, and Pitch and Putt Courses: Activities typically include: recreational golfing, driving range, short game practice, and tournament competition.

Heavy Equipment Sales & Rentals: Activities typically include: the sale or rental from the premises of heavy construction equipment, farm equipment, trucks and aircraft together with maintenance, including aircraft, farm equipment, heavy truck, large boats and heavy construction equipment dealers.

Horticultural Nurseries and Greenhouses: Activities typically include the cultivation of various indoor and outdoor plants for sale to the public.

Hospitals, Intermediate Care Facilities and Nursing Facilities: A hospital is a freestanding institution where the sick or injured are given medical or surgical care. Emergency medical treatment is usually provided.

Hotel/Motel: Activities typically include: lodging services to transient guests on a less-than-monthly basis, other than in the case of uses classified as residential uses, including hotels, motels, boarding houses and resorts.

Instructional Studios: Instructional studios are establishments in which skills including dance, art, and martial arts are taught to individuals or groups. Instructional studios do not include educational facilities.

Interpretive Centers: Interpretive centers are structures or facilities designed to inform and educate the public about the surrounding environment.

Laundry Services: Activities typically include: institutional or commercial linen supply and laundry services, dry cleaning plants, rug cleaning and diaper service laundries. Dry cleaning activities proposed in the Mixed Use zone will require a conditional use permit. No drive-through dry cleaning facilities are permitted.

Maintenance and Repair: Facilities to accomplish the repair and maintenance of non-automotive devices and other appliances.

Major Transmission, Relay or Communications Switching Stations: Telecommunications facilities accommodating fiber optics, Integrated Services Digital Network (ISDN) and digital switching infrastructure.

Microbreweries: Microbreweries may include on-site brewing, on-site retail sales or on-site tasting. Microbreweries may or may not include an on-site dining area. For the purposes of calculating parking, the brewery areas shall be considered manufacturing, the tasting/dining and kitchen area shall be considered Restaurant (sit-down) and the cold and warm storage shall be considered warehousing. Additional standards are defined below. No outdoor storage is permitted.

a. Microbreweries with off-sale retail sales or tasting/dining/kitchen area establishments must meet standards i through x, as specified below:

   i. Retail sales of alcoholic beverages shall be limited to alcoholic beverages manufactured on site.

   ii. The business shall have lighting in accordance with the lighting standards identified in the March Business Center Design Guidelines.

   iii. All signage must conform to the signage standards identified in the March Business Center Design Guidelines and March JPA Development Code.

   iv. The retail and tasting hours of operation shall be evaluated on a case-by-case basis.

   v. Microbrewery shall comply with all applicable federal, state, and local rules including but not limited to Division 9 of the California Business and Professions Code.

   vi. The premises on which the business is located shall be posted to indicate that it is unlawful for any person to drink or consume any alcoholic beverage in any public place or posted premises.

vii. The management of each location of off-sale of alcoholic beverages pursuant to this section shall be responsible for educating the public regarding drunk driving laws and the related penalties for breaking those laws. (This includes minimum age law, open container law, and driving while intoxicated law.) This can be accomplished by posting prominent signs, decals and brochures at the point of purchase and providing adequate training for employees.

viii. No entertainment shall be permitted.

ix. Additional conditions may be applied based on feedback from the Riverside County Airport Land Use Commission, March Air Reserve Base and the Riverside County Sheriff's Department during the entitlement process.

x. Where the Department of Alcoholic Beverages Control (ABC) determines that an area has an over concentration of alcoholic beverage licenses and/or a higher than average crime rate ABC may deny an application for alcohol sales unless the March JPA Executive Director and/or March JPA Planning Director or March Joint Powers Commission makes a determination that public convenience or necessity will be served by the proposed project.

Museums: Activities typically include the display of items, materials, and media of historical and/or cultural significance.

Bars and Grill: A restaurant or pub where food is predominately sold.

Open Air Markets for the Sale of Agriculture-Related Products and Flowers: Typically informal outdoor facilities to accommodate the sale of agricultural materials to the general public and other buyers.

Outdoor Commercial: Activities typically include: those that produce or may produce a substantial impact upon the surrounding area. Including flea markets, outdoor auction sales or swap meet activities.

Outpatient Medical Clinics: Medical facilities providing limited treatment to patients not requiring an overnight stay.

Parking Facilities as Primary Use: Paved lots to accommodate the temporary storage of passenger cars and other vehicles.

Personal Services: Activities typically include: services of a personal nature, including photography studios and barber/beauty shops.

Petroleum Products Storage: Activities include bulk storage sale, and distribution of gasoline, liquefied petroleum gas, and other petroleum products.

Pets and Pet Supplies: Activities typically include: sale of mammals, fish, reptiles and birds as pets, sales of food, toys and other pet supplies, and related services, such as pet grooming.

Private Clubs, Lodges, and Fraternal Organizations: Private clubs, lodges, and fraternal organizations are associations of persons, whether incorporated or unincorporated, for the promotion of some common social, cultural, educational, religious, or recreational objective. This use does not include *churches* or any group whose primary objective is a business customarily carried on for a profit.

Radio and Television Studios: Activities typically include: production, taping, editing, distribution, and broadcasting of various programs and/or advertisements for radio, television and other media.

Recreational Facilities: Activities include sports performed either indoor or outdoors which require a facility for conducting the recreational activity, such as health clubs, exercise studios or classes, swimming centers, skating rinks, bowling alleys, tennis courts, sports fields, golf courses and amusement parks.

Recycling Facilities: Activities include: drop-off facilities, reverse vending machines, small and large collection facilities, green materials composting facilities, mixed organics composting facilities, and tire processing facilities

Repair Services: Activities include repair services involving articles such as upholstery, furniture and large electrical appliance repair services.

Restaurant (fast food): Activities typically include: the retail sale from the premises of unpackaged food or beverages generally prepared for immediate on-premises or off-site consumption, including restaurants and delicatessens, inclusive of drive-through facilities.

Restaurant (sit down): Activities typically include: the retail sale from the premises of unpackaged food or beverages generally prepared for immediate on-premises consumption, including restaurants and bars and delicatessens, exclusive of drive-through facilities.

Sidewalk Cafes: Eating and drinking establishments with outdoor dining facilities adjacent to public street sidewalks and other pedestrian-oriented areas.

Social Service Institutions: Activities typically include organizing and executing local, regional, and national service and charitable campaigns.

Sundries, Pharmaceutical and Convenience Sales: Freestanding establishment selling food items, beverages, and other items. Sales are typically in small quantities. This use may also provide up to four vehicle fueling spaces.

Swap Meets and Other Large Outdoor Retail Facilities: Activities typically include sales of a range of specialized products to the general public, usually from designated stalls.

Theaters: Activities typically include the performance of plays or music from a stage in an indoor or outdoor venue.

Trade Schools: Activities typically include: information, instruction and similar services, including computer training, driving schools, travel bureaus, photography studios, and vocational and trade schools.

Vehicle, Boat and Trailer Sales: Activities typically include: display, retail sale, leasing, rental of new and used vehicles, boats and trailers, with incidental minor repair, body work, and sale and installation of accessories. Vehicles include automobiles, motorcycles, boats, recreational vehicles and golf carts.

Vehicle Storage: Uses include the storage of operable and inoperative vehicles, including impound yards.

Veterinary Clinics and Animal Hospitals: Activities typically include: provision of routine and emergency medical attention to domestic pets and other animals.

Zoological Parks: Wilderness areas and freestanding facilities designed to house animals that are foreign to the surrounding area. Typical zoological parks also include aquariums, aviaries, and natural wildlife areas.

Appendix B Joint Land Use Study, Chapter 3

March Air Reserve Base / Inland Port Airport Land Use Compatibility Plan

Adopted by

Riverside County Airport Land Use Commission

November 13, 2014

Prepared by

Mead & Hunt

Santa Rosa, California

MARCH AIR RESERVE BASE / INLAND PORT AIRPORT LAND USE COMPATIBILITY PLAN

Adopted November 13, 2014

OVERVIEW

This *March Air Reserve Base / Inland Port Airport Land Use Compatibility Plan (March ARB/IPA ALUCP)* was prepared for and adopted by the Riverside County Airport Land Use Commission (RCALUC). In accordance with provisions of the California State Aeronautics Act (Public Utilities Code Section 21670 *et seq.*), the RCALUC has been assigned the lead responsibility for airport land use compatibility planning around each of the public-use and military airports in Riverside County, including the preparation of an ALUCP for each airport.

Beginning in 2004, the RCALUC began adopting new versions of the ALUCPs for most of these airports. Each of these individual ALUCPs is contained within a single, countywide document entitled *Riverside County Airport Land Use Compatibility Plan*. The ALUCP for each airport consists of the policies in Chapter 2 of that document that are applicable to all of the airports in the county together with airport-specific policies and maps in Chapter 3. This material plus an introductory chapter (Chapter 1) and a set of appendices comprise Volume I. Background data regarding each airport and its environs is included in Volumes 2 and 3.

This *March ARB/IPA ALUCP* maintains this established format. Thus, only the policies and maps specific to March ARB/IPA for insertion into Chapter 3 and the background data to be added to Volume 2 are presented here. All of the countywide policies in Chapter 2 of Volume 1 are considered to be part of the *March ARB/IPA ALUCP* unless explicitly modified or supplemented by the March-specific policies. The introductory and appendix content is also applicable although no ALUC policy is included therein.

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Insert for Riverside County ALUCP, Volume 1, Chapter 3, Individual Airport Policies and Compatibility Maps

MA. MARCH AIR RESERVE BASE/INLAND PORT AIRPORT

MA.1 Compatibility Map Delineation

1.1 *Airport Master Plan Status:* The *Compatibility Plan* for March ARB/IPA is primarily based upon the U.S. Air Force's *Air Installation Compatibility Use Zones Study* for March Air Reserve Base (AICUZ) dated August 2005. Noise contours included in the AICUZ have been supplemented by more recent contours prepared for the Air Force and March Joint Powers Authority. These contours reflect current and projected fleet mix changes as indicated in Policy MA.1.3 below. The compatibility zones and associated criteria set forth in the *March ARB/IPA Compatibility Plan* provide noise and safety compatibility protection equivalent to or greater than the Air Force recommended criteria presented in the AICUZ.

1.2 *Airfield Configuration:* The airfield consists of two runways. The primary runway (Runway 14-32)—oriented north-northwest/south-southwest—is 13,300 feet in length and is the longest runway open to civilian use in the state. The second smaller runway, Runway 12-30, is just over 3,000 feet; its use is and will continue to be restricted to military-related light aircraft (primarily Aero Club activity). The airport has straight-in instrument approach capabilities to Runway 32 and a non-precision approach to Runway 14. No changes in the existing configuration of the airport runways and approaches are anticipated.

1.3 *Airport Activity:* The *Compatibility Plan* reflects a composite of potential future military and civilian aircraft activity scenarios (see discussion in Chapter W7). The data primarily relied upon for future mission military activity is as indicated in the 2013 environmental study analyzing the impacts of a fleet mix conversion from F-16 to F-15 fighter aircraft [*F-15 Aircraft Conversion Environmental Impact Statement 144th Fighter Wing California Air National Guard Fresno-Yosemite International Airport* (National Guard Bureau, March 2013)]. This study indicates potential maximum mission activity as 54,104 annual operations by military transport, tanker, fighter, and helicopter aircraft, together with military contract air carrier and military Aero Club aircraft. Additionally, for the purposes of assessing land use noise compatibility, noise impacts reflected in three other studies are taken into account in the compatibility zones shown on Map MA-1, Compatibility Map, of this chapter: the 2005 *AICUZ Study* [*Air Installation Compatible Use Zone Study for March Air Reserve Base (AICUZ)* (Department of the Air Force, August 2005)]; the Total Force Integration study [*Environmental Assessment for Proposed Military Construction and Total Force Integration at March Air Reserve Base* (Air Force Reserve Command, June 2010)]; and a study of general aviation facility needs done for the March Joint Powers Authority [*Environmental Impact Report for March Inland Port General Aviation Facilities Development* (March Joint Powers Authority, August 2012)]. Future maximum civilian aircraft activity is limited by the joint use agreement and related air quality conformity determination to 21,000 annual operations. While the number of future aircraft operations indicated in each of these studies is similar, the mix of aircraft types and other factors that affect noise impacts differ.

1.4 *Airport Influence Area:* The factors used in defining the airport influence area for March ARB/IP and the individual compatibility zones within the airport influence area are

indicated in Table MA-1. Table 3A which is applicable to other airports in the county does not apply to March ARB/IP. Table MA-1 makes adjustments to Table 3A that take into account the comparatively large geographic extent of the airport's impacts. Also, Compatibility Zone C is divided into two separate zones, C1 and C2.

The outer limits of *Zone E* and the areas within the *High Terrain Zone* define the airport influence area for March ARB/IPA. On the east side of the airfield, Zone E is established at 14,000 feet from the runway centerline. This distance is equivalent to the outer limits of the civilian airport conical surface, as established by FAR Part 77. The compatibility zones on the west side of the airport are more extensive because those areas are routinely overflown by both military and civilian aircraft.

MA.2 Additional/Specific Compatibility Policies

Policies set forth in Chapter 2, Countywide Policies, shall be modified or supplemented for the *March ARB/IPA ALUCP* as follows.

2.1 *Basic Land Use Compatibility Criteria:*

(a) Countywide Table 2A: The basic compatibility criteria listed in Table 2A do not apply to the environs of March ARB/IPA. The compatibility criteria that shall be applicable to the March ARB/IPA influence area are set forth in Table MA-2. For the purposes of land use compatibility matters involving the March ARB/IPA influence area, any reference to Table 2A in the policies of Chapter 2 shall instead be taken as a reference to Table MA-2.

(b) Countywide Policy 3.1.3(b): The policy concerning residential densities in Compatibility Zone D is not applicable to March ARB/IPA.

(c) Countywide Policy 3.1.4(b): The reference to special risk-reduction building design measures is not applicable to March ARB/IPA.

2.2 *Infill:* Countywide Policy 3.3.1(a)(2) notwithstanding, infill residential development in the vicinity of March ARB/IPA need only be 50% bounded by similar uses to qualify as infill. All other provisions of Countywide Policy 3.3.1 apply.

2.3 *Supporting Compatibility Criteria for Noise:*

(a) Countywide Policy 4.1.5: The CNEL considered normally acceptable for new residential land uses in the vicinity of March ARB/IPA is 65 dB. Table 2B is not applicable.

(b) Countywide Policy 4.1.6: Single-event noise levels from aircraft operations can be particularly intrusive at night. Compared to other airports in the county, current and projected nighttime activity by large aircraft at March ARB/IPA warrants a greater degree of sound attenuation for the interiors of buildings housing certain uses as cited below.

(1) The maximum, aircraft-related, interior noise level that shall be considered acceptable shall be CNEL 40 dB for all new residences, schools, libraries, museums, hotels and motels, hospitals and nursing homes, places of worship, and other noise-sensitive uses. For office uses, the interior standard shall be CNEL 45 dB, the same as the countywide criterion.

Zone	Noise and Overflight Factors	Safety and Airspace Protection Factors
M ***(Military)***	*Federal Lands* ➤ No ALUC authority	*Federal Lands* ➤ No ALUC authority
A ***Clear Zone (if not on base)***	*Noise Impact: Very High* ➤ High CNEL and single-event noise levels	*Risk Level: Very High* ➤ Dimensions set to include Clear Zone as indicated in Air Installation Compatible Use Zone (AICUZ) study for airport ➤ Generally on air base property or controlled by easements
B1 *Inner Approach/ Departure Zone*	*Noise Impact: High* ➤ Within or near 65-CNEL contour ➤ Single-event noise sufficient to disrupt many land use activities including indoors if windows open	*Risk Level: High* ➤ Within Accident Potential Zone I or II ➤ Additionally, zone boundary to north reflects turning flight tracks
B2 *High Noise Zone*	*Noise Impact: High* ➤ Within or near 65-CNEL contour ➤ Single-event noise sufficient to disrupt many land use activities including indoors if windows open	*Risk Level: Moderate* ➤ Beneath or adjacent to final approach and initial departure flight corridors or adjacent to runway ➤ Not within Accident Potential Zones
C1 *Primary Approach/ Departure Zone*	*Noise Impact: Moderate to High* ➤ Within or near 60-CNEL contour ➤ Single-event noise may be disruptive to noise-sensitive land use activities; aircraft <2,000 feet above runway elevation on arrival and generally <3,000 feet above runway elevation on departure	*Risk Level: Moderate* ➤ Beneath or adjacent to low altitude overflight corridors
C2 *Flight Corridor Zone*	*Noise Impact: Moderate* ➤ Within 60 CNEL contour, but more than 5 miles from runway end; or ➤ Outside 60-CNEL contour, but regularly overflown in mostly daytime flight training ➤ Single-event noise may be disruptive to noise-sensitive land use activities; aircraft <3,000 feet above runway elevation on arrival	*Risk Level: Moderate to Low* ➤ Distant (beyond 5 miles) portion of instrument arrival corridor; or ➤ Closed-circuit flight training activity corridors
D *Flight Corridor Buffer*	*Noise Impact: Moderate to Low* ➤ Mostly within 55-CNEL contour ➤ More concern with respect to individual loud events than with cumulative noise contours	*Risk Level: Low* ➤ On periphery of flight corridors ➤ Risk concern primarily with uses for which potential consequences are severe (e.g. very-high-intensity activities in a confined area)
E *Other Airport Environs*	*Noise Impact: Low* ➤ Beyond 55-CNEL contour ➤ Occasional overflights intrusive to some outdoor activities	*Risk Level: Low* ➤ Within outer or occasionally used portions of flight corridors
High Terrain Zone	*Noise Impact: Low* ➤ Individual noise events slightly louder because high terrain reduces altitude of overflights	*Risk Level: Moderate* ➤ Moderate risk because high terrain constitutes airspace obstruction ➤ Concern is tall single objects (e.g., antennas)

Table MA-1

Compatibility Zone Factors

March Air Reserve Base / Inland Port Airport

(2) To ensure compliance with these criteria, an acoustical study shall be required to be completed for any development proposed to be situated where the aviation-related noise exposure is more than 20 dB above the interior standard (e.g., within the CNEL 60 dB contour where the interior standard is CNEL 40 dB). Standard building construction is presumed to provide adequate sound attenuation where the difference between the exterior noise exposure and the interior standard is 20 dB or less.

2.4 *Supporting Compatibility Criteria for Safety:*

(a) Countywide Policy 4.2.3: The acceptability of land uses of special concern within certain compatibility zones around March ARB/IPA shall be evaluated in accordance with the criteria indicated in Table MA-2. The criteria listed in Countywide Policy 4.2.3 do not apply.

(b) Countywide Policy 4.2.4: The requirements for open land do not apply to the vicinity of March ARB/IPA except with regard to Compatibility Zones A and B1.

(c) Countywide Policy 4.2.5: For the vicinity of March ARB/IPA, new nonresidential development shall not be clustered in a manner that would result in a usage intensity within any one acre (the number of people per single acre) exceeding the limits specified in Table MA-2. Clustering of residential development is encouraged, but the density within any one acre shall be limited to no more than 4.0 times the allowable average density for the zone in which the development is proposed.

(d) Countywide Policy 4.2.6: The policy concerning risk reduction through building design is not applicable to the March ARB/IPA influence area.

(e) Calculation of Usage Intensities for Retail Uses: Notwithstanding the provisions of Appendix C and Table C1 of the *Riverside County Airport Land Use Compatibility Plan*, the usage intensities of retail sales and display areas (a.k.a. mercantile areas) or "showrooms" (excluding restaurants and other uses specifically identified separately from retail/mercantile in Table C1) shall be evaluated as having an occupancy level of 115 gross square feet per person without eligibility for the 50 percent reduction in the resulting usage intensity (people per acre) as described in the appendix.

(f) Calculation of Usage Intensities for Warehouse Uses: Notwithstanding the provisions of Appendix C and Table C1 of the *Riverside County Airport Land Use Compatibility Plan*, the usage intensities of warehouses, distribution centers, e-commerce centers, fulfillment centers, and similar uses in buildings larger than 200,000 gross square feet, exclusive of offices, conference rooms, break rooms and other uses identified separately from warehouses in Table C1, shall be calculated as follows:

(1) High-cube warehouses and distribution centers, other than e-commerce centers and fulfillment centers, shall be evaluated on the basis of 35% of the usage intensity that results from the occupancy level indicated in Table C1.

(2) E-commerce centers, fulfillment centers, and other similar uses shall be evaluated on the basis of 50% of the usage intensity that results from the occupancy level indicated in Table C1.

(3) Office space in these buildings shall be evaluated on the basis of 50% of the usage intensity that results from the occupancy level indicated in Table C1. All other separately identified uses shall be evaluated on the basis of the occupancy level listed for the respective use in Table C1.

2.5 *Supporting Compatibility Criteria for Airspace Protection:*

(a) *Countywide* Policy 4.3.3: For proposed objects in the March ARB/IPA vicinity, the heights requiring ALUC review shall be as specified in Table MA-2.

(b) Countywide Policy 4.3.4: Heights of objects shall be restricted in accordance with the airspace protection surfaces depicted in Table MA-2.

(c) Countywide Policy 4.3.5: The compatibility zones within which dedication of an avigation easement shall be required as a condition of development is as indicated in Table MA-2. Except within Compatibility Zone A, avigation easements shall be dedicated to the March Inland Port Airport Authority or other civilian agency that may supersede it (successor-in-interest). Any avigation easements required within Zone A shall be dedicated to the United States of America.

(d) Countywide Policy 4.3.7: Additional hazards to flight as listed in Table MA-2 are to be avoided in the vicinity of March ARB/IPA.

2.6 *Supporting Compatibility Criteria for Overflight:*

(a) Countywide Policy 4.4.3: The compatibility zones within which a deed notice shall be required as a condition of development are as indicated in Table MA-2.

2.7 *Site-Specific Exceptions:*

Four development projects near March ARB have received entitlements in the form of Development Agreements or Disposition and Development Agreements from the respective jurisdictions prior to adoption of the *ALUCP* by the Riverside County ALUC. As such, exceptions to the compatibility criteria outlined in the preceding subsections are granted for these projects provided that they meet the conditions indicated below. (The locations of these exceptions are shown on Map MA-1 and the numbers below correspond to the numbering on that map.)

Exceptions for Sites 1 through 4 are valid only as long as the indicated specific plans and associated development agreements remain in effect. Any changes to the specific plans must be reviewed by the ALUC to ensure that increases in intensity of the proposed development would not result from the changes. Further, if the development agreements should expire, the criteria applicable to the property for which these exceptions apply shall revert to the underlying compatibility criteria indicated in this *ALUCP*.

(a) *(Exception Site 1) March Business Center Specific Plan (SP-1) and Meridian (SP-5), March Joint Powers Authority*

(1) Situated in Compatibility Zones B1, B2, C1, C2 and D.

(2) March Business Center, a 1,032-acre, non-residential business park located at the southwest corner of Alessandro Boulevard and I-215 freeway within the March Joint Powers Authority, approved with specific airport compatibility provisions

(Ord. #JPA 03-01, SP-1), subject to March JPA Resolution #JPA 11-17 limiting development within the Accident Potential Zones and vested through a development Agreement recorded on June 7, 2004.

(3) Meridian, a 258-acre portion of the original March Business Center, consisting of a nonresidential business park located at the southwest corner of Alessandro Boulevard and I-215 freeway within the March Joint Powers Authority, approved with specific airport compatibility provisions (Ord. #JPA 10-02, SP-5), subject to March JPA Resolution #JPA 11-17 limiting development within the Accident Potential Zones and vested through a development Agreement recorded on June 7, 2004.

(4) For the purpose of this *Compatibility Plan*, the Meridian exception area specifically allows development of a hotel or hotels on the 13-acre site situated within Compatibility Zone B2 and bordered by Interstate 215 on the east and Van Buren Boulevard on the south. Any such hotel or hotels shall be limited as follows: maximum of 100 people per acre; maximum of 250 people per single acre; maximum of 3 aboveground habitable floors; no conference facilities (however, small meeting room(s) for a total of up to 50 people is (are) acceptable). Sound attenuation as appropriate for the combined airport and freeway noise levels shall be provided.

(5) The Development Agreement referenced in Paragraphs (2) and (3) above expires on December 27, 2016. After that, the agreement provides for two more 5-year automatic extensions. The developer must request the Development Agreement extensions and the Authority must make findings that the development is still in substantial conformance.

(b) *(Exception Site 2) Harvest Landing Specific Plan, City of Perris*

(1) Situated in Compatibility Zone C2.

(2) A 341-acre mixed-use Specific Plan located south of Placentia Avenue and east of Interstate 215 within the City of Perris and authorizing 1,860 residential units and 1,306,582 square feet of business/commercial uses. The Specific Plan and associated Development Agreement were adopted in May 2011.

(3) Agreement will expire 15 years from the approval date plus extensions in 5-year increments subject to City Council approval.

(c) *(Exception Site 3) Park West Specific Plan, City of Perris*

(1) Situated in Compatibility Zones C1 and C2.

(2) A 534.3-acre residential Specific Plan located south of Nuevo Rd and east of the Perris Valley Storm Channel within the City of Perris and authorized for a maximum of 2,027 residential units as identified in the Specific Plan and Development Agreement approved by Council on January 30, 2007.

(3) Agreement for Phase I expires 10 years from the approval date. Phases II and III extend the agreement to 2027 or 10 years after the developer submits an application for approval of a tentative tract map for any portion of these phases.

(d) *(Exception Site 4) Day/Alessandro Affordable Housing Site, City of Moreno Valley*

(1) Situated in Compatibility Zone C1.

(2) A planned 8.43-acre multifamily site located at the northeast corner of Day Street and Alessandro Boulevard within the City of Moreno Valley approved as a maximum 225 unit multifamily development through an existing Disposition and Development Agreement approved on May 26, 2009.

(3) The city owns the site, thus an expiration date is not applicable.

(e) *(Exception Site 5) Ben Clark Training Center*

(1) Situated in Compatibility Zones C2 and D. This site specific exception is applicable to the portion of the property located within Zone C2.

(2) An approximately 375-acre property located within unincorporated Riverside County deeded to the County by the U.S. Department of Defense as part of the 1996 instrument of transfer. Provisions of the transfer explicitly restrict use of the property to training of law enforcement and public safety personnel.

(3) Notwithstanding the criteria set forth in Table MA-2, the following provisions shall apply to future development of the portions of Ben Clark Training Center situated within Compatibility Zone C2:

- Future development of the property shall be consistent with the deed restrictions.
- Any overnight occupancy of facilities must pertain to and be in furtherance of the function and purpose of the property as dictated by the property's deed restrictions.
- Use of part of the property as an educational facility operated by the Riverside Community College District, Moreno Valley College, is permitted and not considered to be a "general college" provided that this use continues to be related to law enforcement and public safety training purposes.
- Use of the property shall adhere to the average-acre intensity limit of 200 people per acre as established in Table MA-2. However, the single-acre intensity limit of Table MA-2 shall not apply.
- New buildings shall be restricted to three (3) floors except that training towers or similar structures used specifically for the purpose of training law enforcement and public safety personnel may exceed this limit.
- All other requirements applicable to Zone C2 as set forth in Table MA-2 shall continue to apply, including those pertaining to airspace review, electromagnetic radiation notification, and deed notice and disclosure.

(f) *(Exception Site 6) Ridge Crest Cardinal Subdivision, City of Riverside*

(1) Situated in Compatibility Zone C2.

(2) A 13.54-acre proposed single-family residential subdivision located east of Trautwein Road and north of Grove Community Avenue within the City of Riverside.

(3) Notwithstanding the criteria set forth in Table MA-2, the following provisions shall apply to future development of this property:

- An average-acre density of up to 6.5 dwelling units per acre (a maximum of 87 dwelling units) shall be allowed in lieu of the 6.0 dwelling units per acre set by Table MA-2.

- Exception Site 6 is a portion of an area covered by a Development Agreement between the City of Riverside and The Grove Community Church recorded on November 26, 2003 as Instrument No. 2003-934365. The Development Agreement provided for a senior housing facility, elementary school, and preschool within the area where the Ridge Crest Cardinal subdivision is now proposed. Development of the proposed single-family residential subdivision would utilize the area previously proposed for these facilities and thereby reduce the potential number of vulnerable occupants at this location, in comparison to these entitled but unbuilt uses. The above allowance for up to 6.5 dwelling units per acre on the property is only applicable if these previously entitled uses are not constructed within the boundaries of Exception Site 6.

Zone	Locations	Density / Intensity Standards: Residential (d.u./ac) [1]	Other Uses (people/ac) [2]: Average [5]	Other Uses (people/ac) [2]: Single Acre [6]	Req'd Open Land	Additional Criteria: Prohibited Uses [3]	Additional Criteria: Other Development Conditions [4]
M	Military					› No ALUC authority	
A	Clear Zone [7]	No new dwellings allowed	0	0	All Remaining	› All non-aeronautical structures › Assemblages of people › Objects exceeding FAR Part 77 height limits › All storage of hazardous materials › Hazards to flight [8]	› Electromagnetic radiation notification [9] › Avigation easement dedication and disclosure [4, 7]
B1	Inner Approach/ Departure Zone	No new dwellings allowed [10]	25 (APZ I) 50 (APZ II and outside APZs) [11]	100 100	Max. 50% lot coverage within APZs [12]	› Children's schools, day care centers, libraries › Hospitals, congregate care facilities, hotels/ motels, restaurants, places of assembly › Bldgs with >1 aboveground habitable floor in APZ I or >2 floors in APZ II and outside of APZs [13] › Hazardous materials manufacture/storage [14] › Noise sensitive outdoor nonresidential uses [15] › Critical community infrastructure facilities [16] › Hazards to flight [8] › Uses listed in AICUZ as not compatible in APZ I or APZ II [17]	› Locate structures maximum distance from extended runway centerline › Sound attenuation as necessary to meet interior noise level criteria [18] › Zoned fire sprinkler systems required › Airspace review req'd for objects >35 ft. tall [19] › Electromagnetic radiation notification [9] › Avigation easement dedication and disclosure [4]
B2	High Noise Zone	No new dwellings allowed [10]	100	250	No Req't	› Children's schools, day care centers, libraries › Hospitals, congregate care facilities, hotels/ motels, places of assembly › Bldgs with >3 aboveground habitable floors › Noise-sensitive outdoor nonresidential uses [15] › Critical community infrastructure facilities [16] › Hazards to flight [8]	› Locate structures max. distance from runway › Sound attenuation as necessary to meet interior noise level criteria [18] › Aboveground bulk storage of hazardous materials discouraged [14, 20] › Airspace review req'd for objects >35 ft. tall [19] › Electromagnetic radiation notification [9] › Avigation easement dedication and disclosure [4]
C1	Primary Approach/ Departure Zone	≤3.0	100	250	No Req't	› Children's schools, day care centers, libraries › Hospitals, congregate care facilities, places of assembly › Noise-sensitive outdoor nonresidential uses [15] › Hazards to flight [8]	› Critical community infrastructure facilities discouraged [16, 20] › Aboveground bulk storage of hazardous materials discouraged [14, 20] › Sound attenuation as necessary to meet interior noise level criteria [18] › Airspace review req'd for objects >70 ft. tall [19] › Electromagnetic radiation notification [9] › Deed notice and disclosure [4]
C2	Flight Corridor Zone	≤ 6.0	200	500	No Req't	› Highly noise-sensitive outdoor nonresidential uses [15] › Hazards to flight [8]	› Children's schools discouraged [20] › Airspace review req'd for objects >70 ft. tall [19] › Electromagnetic radiation notification [9] › Deed notice and disclosure [4]
D	Flight Corridor Buffer	No Limit	No restriction [21]		No Req't	› Hazards to flight [8]	› Major spectator-oriented sports stadium, amphitheaters, concert halls discouraged [21] › Electromagnetic radiation notification [9] › Deed notice and disclosure [4]
E	Other Airport Environs	No Limit	No Restriction [21]		No Req't	› Hazards to flight [8]	› Disclosure only [4]
	High Terrain	Same as Underlying Compatibility Zone			Not Applicable	› Hazards to flight [8] › Other uses restricted in accordance with criteria for underlying zone	› Airspace review req'd for objects >35 ft. tall [19] › Avigation easement dedication and disclosure [4]

Table MA-2

Basic Compatibility Criteria

March Air Reserve Base / Inland Port Airport

NOTES:

Policies referenced here are from the *Riverside County Airport Land Use Compatibility Plan* adopted by the Riverside County ALUC for other airports beginning in October 2004. The countywide policies are hereby incorporated into the *March ARB/IPA ALUCP* except as modified or supplemented by the policies in Section MA.2 of this chapter. A complete copy of the *Riverside County Airport Land Use Compatibility Plan* is available on the Riverside County Airport Land Use Commission website at www.rcaluc.org.

[1] Residential development must not contain more than the indicated number of dwelling units (excluding secondary units) per gross acre. Clustering of units is encouraged provided that the density is limited to no more than 4.0 times the allowable average density for the zone in which the development is proposed. Gross acreage includes the property at issue plus a share of adjacent roads and any adjacent, permanently dedicated, open lands. Mixed-use development in which residential uses are proposed to be located in conjunction with nonresidential uses in the same or adjoining buildings on the same site shall be treated as nonresidential development for the purposes of usage intensity calculations; that is, the occupants of the residential component must be included in calculating the overall number of occupants on the site. A residential component shall not be permitted as part of a mixed use development in zones where residential uses are indicated as incompatible. See Countywide Policy 3.1.3(d). All existing residential development, regardless of densities, is not subject to ALUC authority.

[2] Usage intensity calculations shall include all people (e.g., employees, customers/visitors, etc.) who may be on the property at a single point in time, whether indoors or outside.

[3] The uses listed here are ones that are explicitly prohibited regardless of whether they meet the intensity criteria. In addition to these explicitly prohibited uses, other uses will normally not be permitted in the respective compatibility zones because they do not meet the usage intensity criteria. See *Riverside County Airport Land Use Compatibility Plan*, Volume 1, Appendix D for a full list of compatibility designations for specific land uses.

[4] As part of certain real estate transactions involving residential property within any compatibility zone (that is, anywhere within an airport influence area), information regarding airport proximity and the existence of aircraft overflights must be disclosed. This requirement is set by state law. See Countywide Policy 4.4.2 for details. Easement dedication and deed notice requirements indicated for specific compatibility zones apply only to new development and to reuse if discretionary approval is required. Except within Zone A (Clear Zone), avigation easements are to be dedicated to the March Inland Port Airport Authority. See sample language in www.marchipa.com/docs_forms/avigationeasement.pdf. Any avigation easements required within Zone A shall be dedicated to the United States of America.

[5] The total number of people permitted on a project site at any time, except rare special events, must not exceed the indicated usage intensity times the gross acreage of the site. Rare special events are ones (such as an air show at the airport) for which a facility is not designed and normally not used and for which extra safety precautions can be taken as appropriate.

[6] Clustering of nonresidential development is permitted. However, no single acre of a project site shall exceed the indicated number of people per acre. See Countywide Policy 4.2.5 for details.

[7] Clear zone (equivalent to runway protection zone at civilian airports) limits that delineate Zone A are derived from locations indicated in the March Air Reserve Base AICUZ study. See Note 4 for avigation easement dedication requirements in this zone.

[8] Hazards to flight include physical (e.g., tall objects), visual, and electronic forms of interference with the safety of aircraft operations. Land use development that may cause the attraction of birds to increase is also prohibited. Man-made features must be designed to avoid heightened attraction of birds. In Zones A, B1, and B2, flood control facilities should be designed to hold water for no more than 48 hours following a storm and be completely dry between storms (see FAA Advisory Circular 150/5200-33B). Additionally, certain farm crops and farming practices that tend to attract birds are strongly discouraged. These include: certain crops (e.g., rice, barley, oats, wheat – particularly durum – corn, sunflower, clover, berries, cherries, grapes, and apples); farming activities (e.g., tilling and harvesting); confined livestock operations (i.e., feedlots, dairy operations, hog or chicken production facilities, or egg-laying operations); and various farming practices (e.g., livestock feed, water, and manure). Fish production (i.e., catfish, trout) conducted outside of fully enclosed buildings may require mitigation measures (e.g., netting of outdoor ponds, providing covered structures) to prevent bird attraction. Also see Countywide Policy 4.3.7.

[9] March ARB must be notified of any land use having an electromagnetic radiation component to assess whether a potential conflict with Air Base radio communications could result. Sources of electromagnetic radiation include microwave transmission in conjunction with a cellular tower, radio wave transmission in conjunction with remote equipment inclusive of irrigation controllers and other similar EMR emissions.

[10] Other than in Zone A, construction of a single-family home, including a second unit as defined by state law, on a legal lot of record is exempted from this restriction where such use is permitted by local land use regulations. Interior noise level standards and avigation easement requirements for the compatibility zone in which the dwelling is to be located are to be applied.

[11] Non-residential uses are limited to 25 people per gross acre in Accident Potential Zone (APZ) I and 50 people per acre in APZ II and elsewhere in Zone B1. Single-acre intensity limits are 100 people/acre throughout Zone B1.

[12] In APZ I, any proposed development having more than 20% lot coverage must not provide on-site services to the public. Zoned fire sprinklers are required. Also, in APZ I, site design of proposed development should to the extent possible avoid placement of buildings within 100 feet of the ex-

Table MA-2, continued

tended runway centerline; this center strip should be devoted to parking, landscaping, and outdoor storage. Maximum lot coverage is not limited outside the APZs.

[13] Within APZ II and outside APZs; two-story buildings are allowed.

[14] Storage of aviation fuel and other aviation-related flammable materials on the airport is exempted from this criterion. In APZ I, manufacture or bulk storage of hazardous materials (toxic, explosive, corrosive) is prohibited unless storage is underground; small quantities of materials may be stored for use on site. In APZ II and elsewhere within Zone B1, aboveground storage of more than 6,000 gallons of nonaviation flammable materials per tank is prohibited. In Zones B2 and C1, aboveground storage of more than 6,000 gallons of hazardous or flammable materials per tank is discouraged.

[15] Examples of noise-sensitive outdoor nonresidential uses that should be prohibited include major spectator-oriented sports stadiums, amphitheaters, concert halls and drive-in theaters. Caution should be exercised with respect to uses such as poultry farms and nature preserves.

[16] Critical community facilities include power plants, electrical substations, and public communications facilities. See Countywide Policy 4.2.3(d).

[17] For properties in either APZ I or II, any use listed as "N – not compatible" for that particular APZ in Table 3-1 of the 2005 *Air Installation Compatible Use Zone Study for March Air Reserve Base*. Beyond the boundaries of the APZs in Zone B1, such uses are discouraged, but not necessarily prohibited unless otherwise specified herein.

[18] All new residences, schools, libraries, museums, hotels and motels, hospitals and nursing homes, places of worship, and other noise-sensitive uses must have sound attenuation features incorporated into the structures sufficient to reduce interior noise levels from exterior aviation-related sources to no more than CNEL 40 dB. This requirement is intended to reduce the disruptiveness of loud individual aircraft noise events upon uses in this zone and represents a higher standard than the CNEL 45 dB standard set by state and local regulations and countywide ALUC policy. Office space must have sound attenuation features sufficient to reduce the exterior aviation-related noise level to no more than CNEL 45 dB. To ensure compliance with these criteria, an acoustical study shall be required to be completed for any development proposed to be situated where the aviation-related noise exposure is more than 20 dB above the interior standard (e.g., within the CNEL 60 dB contour where the interior standard is CNEL 40 dB). Standard building construction is presumed to provide adequate sound attenuation where the difference between the exterior noise exposure and the interior standard is 20 dB or less.

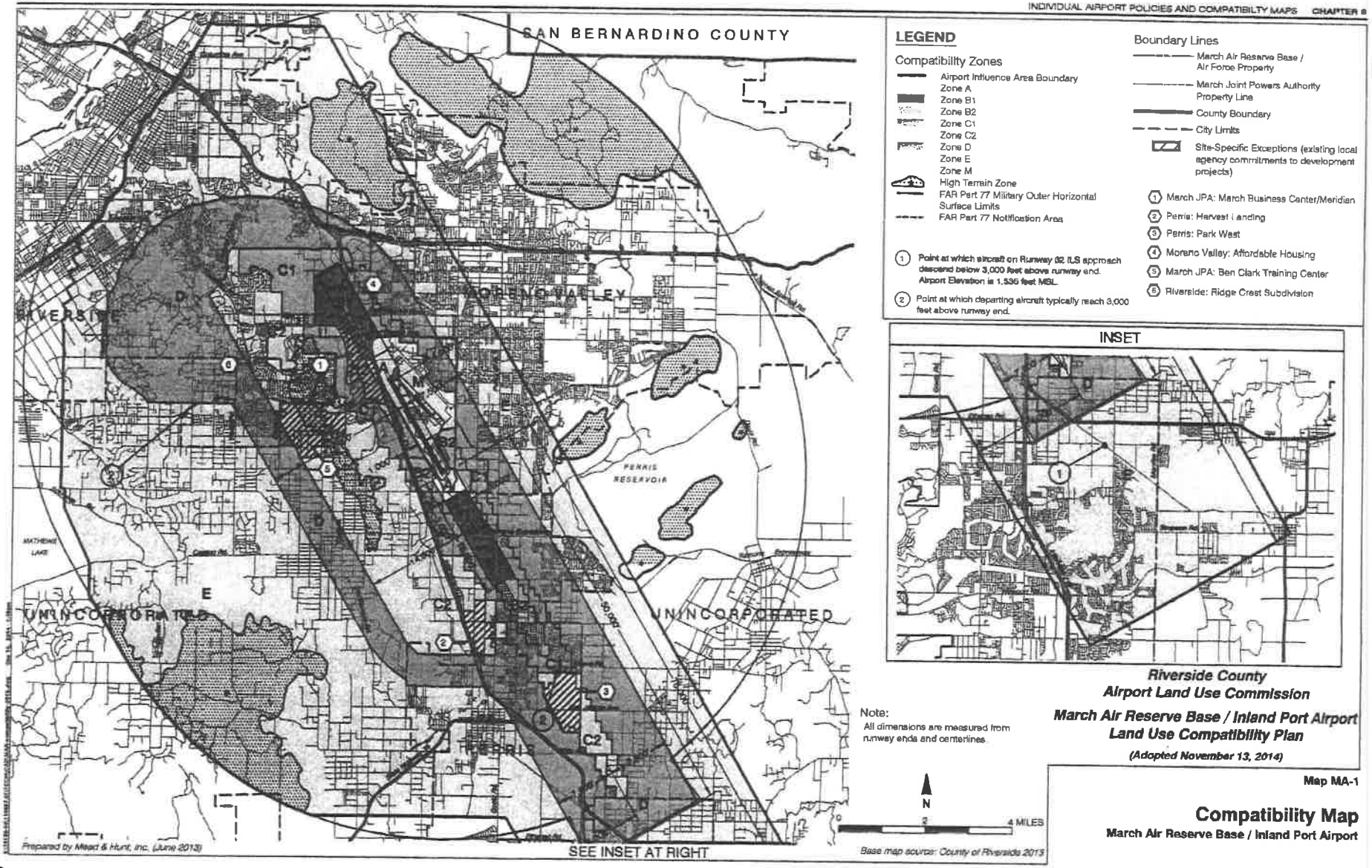
[19] This height criterion is for general guidance. Airspace review requirements are determined on a site-specific basis in accordance with Part 77 of the Federal Aviation Regulations. Shorter objects normally will not be airspace obstructions unless situated at a ground elevation well above that of the airport. Taller objects may be acceptable if determined not to be obstructions. The Federal Aviation Administration or California Department of Transportation Division of Aeronautics may require marking and/or lighting of certain objects. See Countywide Policies 4.3.4 and 4.3.6 for additional information.

[20] Discouraged uses should generally not be permitted unless no feasible alternative is available.

[21] Although no explicit upper limit on usage intensity is defined for *Zone D and E*, land uses of the types listed—uses that attract very high concentrations of people in confined areas—are discouraged in locations below or near the principal arrival and departure flight tracks.

Table MA–2, continued

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LEGEND

Compatibility Zones

- Airport Influence Area Boundary
- Zone A
- Zone B1
- Zone B2
- Zone C1
- Zone C2
- Zone D
- Zone E
- Zone M
- High Terrain Zone
- FAR Part 77 Military Outer Horizontal Surface Limits
- FAR Part 77 Notification Area

Boundary Lines

- March Air Reserve Base / Air Force Property
- March Joint Powers Authority Property Line
- County Boundary
- City Limits
- Site-Specific Exceptions (existing local agency commitments to development projects)

(1) Point at which aircraft on Runway 32 ILS approach descend below 3,000 feet above runway end. Airport Elevation is 1,535 feet MSL.

(2) Point at which departing aircraft typically reach 3,000 feet above runway end.

(1) March JPA: March Business Center/Meridian
(2) Perris: Harvest Landing
(3) Perris: Park West
(4) Moreno Valley: Affordable Housing
(5) March JPA: Ben Clark Training Center
(6) Riverside: Ridge Crest Subdivision

INSET

Note:
All dimensions are measured from runway ends and centerlines.

Riverside County
Airport Land Use Commission

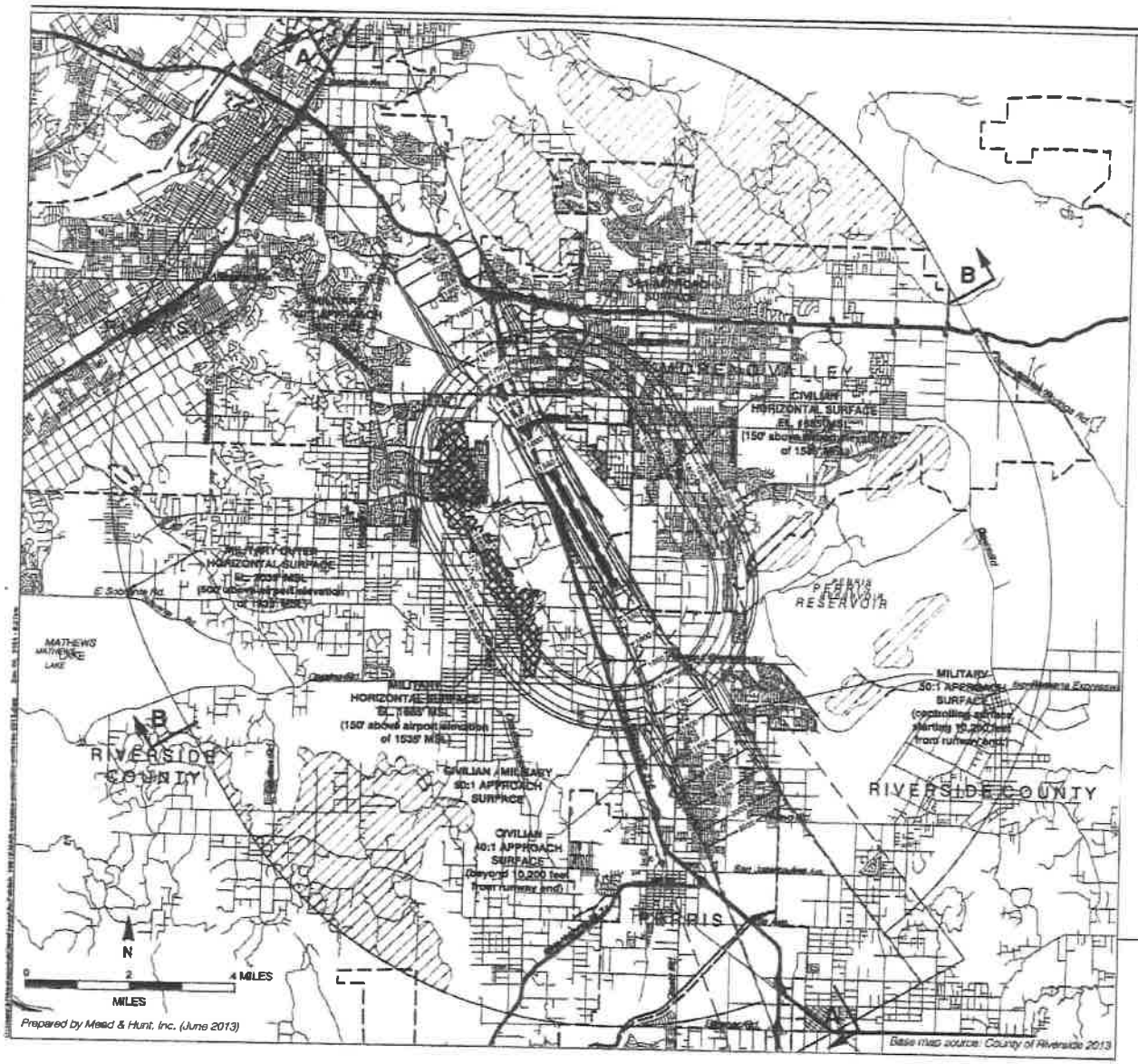
March Air Reserve Base / Inland Port Airport
Land Use Compatibility Plan

(Adopted November 13, 2014)

Map MA-1

Compatibility Map

March Air Reserve Base / Inland Port Airport



LEGEND

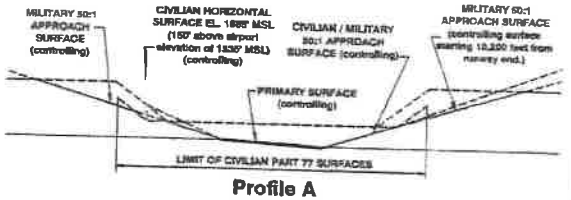
FAR Part 77

- Military Surfaces
- Civilian Surfaces

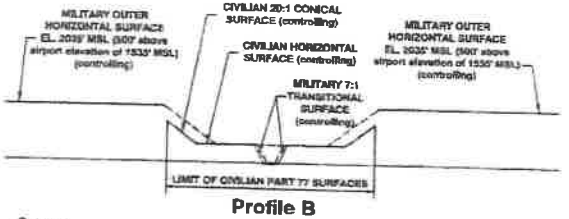
} Dashed line indicates other set of surfaces is controlling

Terrain Penetration of FAR Part 77 Surfaces
- Military
- Civilian

Boundary Lines
- March Air Reserve Base / Inland Port Airport
- March Joint Powers Authority Property Line
- City Limits



Profile A



Profile B

Source:
Civilian airspace protection surfaces from March Air Force Base Joint Use Feasibility Study (January 1997). Military airspace protection surfaces from Air Installation Compatible Use Zone Study for March Air Reserve Base (August 2005).

Riverside County
Airport Land Use Commission
March Air Reserve Base / Inland Port Airport
Land Use Compatibility Plan
(Adopted November 13, 2014)

Map MA-2

Airspace Protection Surfaces

March Air Reserve Base / Inland Port Airport

W7

Background Data: March Air Reserve Base / Inland Port Airport and Environs

INTRODUCTION

March Air Reserve Base/Inland Port Airport is located in northwestern Riverside County, approximately 70 miles east of Los Angeles. For most of the second half of the twentieth century, the base was known as March Air Force Base. The current March Air Reserve Base (ARB) name became official in 1996 as a result of recommendations of the 1993 Defense Base Realignment and Closure Commission (BRAC). Although the role of March ARB has evolved over time, the runway system and other basic aeronautical components of the base have existed in largely their present configuration since the World War II era. The airport's primary runway (Runway 14-32)—oriented north-northwest/south-southeast—is 13,300 feet in length, making it one of the longest in the state. The length, width, and pavement strength of Runway 14-32 enable it to accommodate nearly any type of military or civilian aircraft. The smaller secondary runway—Runway 12-30—was once the primary runway, but its length is now reduced to just over 3,000 feet and its use restricted to light military aircraft (helicopters and Aero Club airplanes). Civilian use of Runway 12-30 is not permitted. Exhibit MA-1 summarizes major airport features and Exhibit MA-2 depicts the overall layout of the airport.

Compared to the years when March operated as an Air Force Base, aircraft activity levels are substantially lower. Activity counts maintained by the Air Force air traffic control tower personnel at the base indicate a total of 34,230 aircraft operations took place during calendar year 2006, compared to approximately 125,000 during the peak years as an Air Force Base. Newer data for military aircraft operations is not available. As of calendar year 2012, fewer than 100 annual operations by civilian aircraft have occurred since discontinuation of commercial air cargo aircraft activity.

Two scenarios for future aircraft operations are taken into account in the *March Air Reserve Base / Inland Port Airport Land Use Compatibility Plan*. The first scenario is as documented in the 2005 *AICUZ Study* [*Air Installation Compatible Use Zone Study for March Air Reserve Base (AICUZ)* (Department of the Air Force, August 2005)]. The AICUZ projects a total of up to 69,600 aircraft operations, including 44,860 by military aircraft, 3,740 by CalFire aircraft, and 21,000 by civilian aircraft. The second scenario is a composite of data from three more recent studies: the F-15 conversion study [*F-15 Aircraft Conversion Environmental Impact Statement 144th Fighter Wing California Air National Guard Fresno-Yosemite International Airport* (National Guard Bureau, March 2013)]; the Total Force Integration study [*Environmental Assessment for Proposed Military Construction and Total Force Integration at March Air Reserve Base* (Air Force Reserve Command, June 2010)]; and a study of general aviation facility needs done for the March Joint Powers

Authority [*Environmental Impact Report for March Inland Port General Aviation Facilities Development* (March Joint Powers Authority, August 2012)]. This scenario assumes a potential future mission of 54,104 annual military aircraft operations plus 21,000 civilian aircraft operations and no CalFire operations. Note that while both scenarios show civilian activity as limited to 21,000 annual aircraft operations in accordance with the joint use agreement and associated air quality conformance determination, the AICUZ scenario includes a much higher volume of evening and night air cargo activity than is included in the second scenario.

A summary of available data on current and both potential future activity scenarios is contained in Exhibit MA-3. Noise contours for the combined future military and civilian activity are depicted in Exhibit MA-4. The contours reflect a composite of the contours originally prepared as part of the four studies noted above. The noise contours and other compatibility factors contributing to the compatibility map delineation are depicted in Exhibit MA-5.

The March ARB/IPA facility is bordered by the City of Riverside to the northwest; the City of Moreno Valley to the northeast; the City of Perris to the south; and the County of Riverside to the west. The land uses in the vicinity of March ARB/IPA are generally compatible with base operations. Development continues to occur in the airport vicinity, however, and a potential for increased conflicts is apparent. Exhibit MA-6 provides a tabular summary of information about current and planned land uses in the airport vicinity. Exhibits MA-7A through MA-7F individually map the land use designations indicated in the current adopted general plans of each of the surrounding jurisdictions: Riverside County, March Joint Powers Authority, and the cities of Menifee, Moreno Valley, Perris, and Riverside.

General Information

- *Airport Ownership:* United States Air Force
  - Airfield maintenance and usage shared with March Joint Powers Authority (JPA) by means of joint use agreement last amended June 2008
- *Year Opened:* 1918
- *Airport Property Size*
  - Air Force property: 2,300 acres
  - JPA property: 360 acres
- *Airport Classification:* Joint Use
- *Airport Elevation:* 1,538 feet MSL

Runway/Taxiway Design

Runway 14-32

- *Critical Aircraft:* Military transport
- *Airport Reference Code:* D-VI
- *Dimensions:* 13,300 ft. long, 200 ft. wide
- *Pavement Strength (main landing gear configuration)*
  - 65,000 lbs (single wheel)
  - 260,000 lbs (dual wheel)
  - 530,000 lbs (dual-tandem wheel)
- *Average Gradient:* 0.35%
- *Runway Lighting*
  - High-intensity runway edge lights (HIRL)
  - Rwy 32: standard 2,400-foot high-intensity approach lighting system with centerline sequenced flashers

Runway 12-30

- *Critical Aircraft:* Small single- and twin-engine piston
- *Airport Reference Code:* B-I (small)
- *Dimensions:* 3,010 ft. long, 100 ft. wide
- *Pavement Strength (main landing gear configuration)*
  - 12,500 lbs (single wheel)
- *Average Gradient:* 0.44%
- *Runway Lighting:* None

Approach Protection

- *Runway Clear Zones*
  - Runways 14 and 32: 3,000-ft. long; mostly on-airport
  - Runway 12 and 30: 1,000-ft. long; all on-airport
- *Approach Obstacles:* None

Building Area

- *Aircraft Parking Locations*
  - Military: Northeast side of airport
  - Civilian: Northeast of Runway 32 threshold
- *Other Major Facilities*
  - Air Traffic Control Tower
  - Extensive military facilities including military passenger terminal; aircraft maintenance facilities; alert aprons/ hangars; munitions storage
  - General aviation terminal (5,000 sq. ft.)
  - Former DHL air cargo facility
- *Services*
  - Civilian fuel farm at civilian airport

Airport Planning Documents

- *Joint Use Agreement*
  - Between March JPA and U.S. Air Force
  - Amended June 2008
- *Air Installation Compatible Use Zone (AICUZ) Study*
  - Prepared by U.S. Air Force, 2005
  - Prior versions: 1985, 1992, 1998
- *March Inland Port Air Cargo Development Plan*
  - Prepared for March JPA, April 1997

Traffic Patterns and Approach Procedures

- *Airplane Traffic Patterns*
  - All runways: Left traffic
  - Pattern altitude:
    - Rectangular 3,000 ft. MSL (1,465 ft. above runway elevation)
    - Overhead 3,500 ft. (1,965 ft. above runway elevation)
- *Instrument Approach Procedures (best minimums)*
  - Runway 32 ILS (CAT II):
    - Straight-in (1,600 ft. visibility; 100 ft. descent height)
  - Runway 32 ILS:
    - Straight-in (½ mi. visibility; 200 ft. descent height)
    - Circling (1 mi. visibility; 600 ft. descent height)
  - Runway 32 TACAN:
    - Straight-in (½ mi. visibility; 400 ft. descent height)
    - Circling (1 mi. visibility; 600 ft. descent height)
  - Runway 32 VOR:
    - Straight-in (½ mi. visibility; 400 ft. descent height)
    - Circling (1 mi. visibility; 600 ft. descent height)
  - Runway 14 TACAN (offset 29° west of straight in):
    - Straight-in (1 mi. visibility; 700 ft. descent height)
    - Circling (1 mi. visibility; 700 ft. descent height)
  - No circling northeast of runway on any procedure
- *Standard Instrument Departure Procedures (SKYES-TWO)*
  - Rwy 14: straight out to 20 NM, then right turn
  - Rwy 32: left turn to at 2.0± mile beyond runway end south to DIAMD intersection (south of Lake Elsinore)
- *Visual Approach Aids*
  - Airport: Rotating beacon
  - Runways 14 and 32: PAPI
- *Operational Restrictions / Noise Abatement Procedures*
  - Prior permission required for all transient civilian aircraft

Planned Facility Improvements

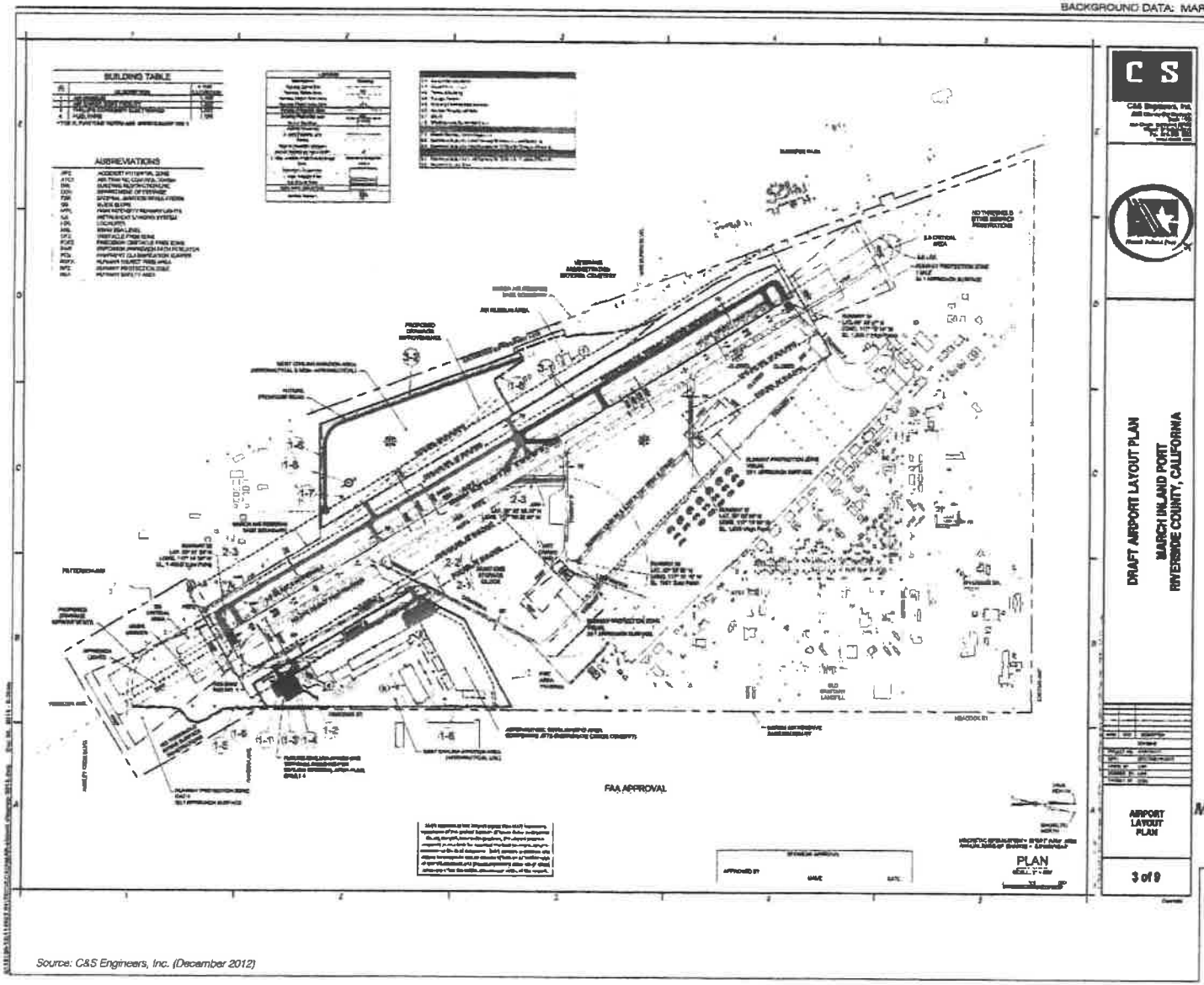
- *Airfield*
  - Construct full-length west parallel taxiway for civilian use
- *Building Area*
  - Air cargo facilities expansion northeast and northwest of Runway 32 approach end
- *Property*
  - No fee acquisition planned

Exhibit MA–1

Airport Features Summary

March Air Reserve Base / Inland Port Airport

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Source: C&S Engineers, Inc. (December 2012)

Riverside County
Airport Land Use Commission

March Air Reserve Base / Inland Port Airport
Land Use Compatibility Plan

(Adopted November 13, 2014)

Exhibit MA-2

Airport Diagram

March Air Reserve Base / Inland Port Airport

BASED AIRCRAFT

	Current	Future	Future
Data Not Available			

ANNUAL AIRCRAFT OPERATIONS

	Current	Future [b]	Future [c]
Military	*	44,860	54,104 [d]
CalFire	0	3,740	0
Civilian	66 [a]	21,000	21,000 [c]
Total Annual Operations	*	*69,600*	*75,104*
Average Per Day	*	*191*	*206*

OPERATIONS BY AIRCRAFT TYPE

	Current	Future [b]	Future [c]
Military		*(69.4%)*	*(72.0%)*
Transport	*	45.5%	37.7%
Fighter/Attack	*	5.0%	2.4%
Helicopter	*	4.7%	8.0%
Tanker	*	42.4%	46.2%
Contract Air Carrier	*	2.4%	1.1%
Small Prop (Aero Club)	*	* [e]	4.6%
Civilian		*(30.2%)*	*(28.0%)*
Commercial Jet	3% [a]	60.0%	60%
Business Jet	33%	9.2%	6%
Prop (single & twin)	61%	30.8%	33%
Helicopter	3%	0.0%	1%
CalFire		*(5.4%)*	*(0%)*

TYPE OF OPERATION

	Current	Future [b]	Future [c]
Military			
Local	*	43%	21%
Intinerant	*	57%	79%
Civilian	[a]		
Local	0%	0%	0%
Intinerant	100%	100%	100%

RUNWAY USE DISTRIBUTION [1]

	Current	Future [b]	Future [c]
Military Aircraft – Day/Evening/Night			
Arrivals			
Runway 14	*	10%	2%
Runway 32	*	90%	98%
Departures			
Runway 14	*	10%	48%
Runway 32	*	90%	52%
Closed Pattern			
Runway 14	*	10%	0%
Runway 32	*	90%	100%
Civilian Aircraft – Day/Evening/Night			
Arrivals & Departures			
Runway 14	*	10%	6%
Runway 32	*	90%	94%

TIME OF DAY DISTRIBUTION

	Current	Future [b]	Future
Fighter/Attack Aircraft			
Day (7:00 a.m. – 7:00 p.m.)	*	92%	91% [d]
Evening (7:00 p.m. – 10:00 p.m.)	*	8%	7%
Night (10:00 p.m. – 7:00 a.m.)	*	0%	2%
Other Military Aircraft – Arrivals			
Day	*	85%	66% [c]
Evening	*	12%	17%
Night	*	3%	17%
Other Military Aircraft – Departures			
Day	*	88%	71% [c]
Evening	*	11%	4%
Night	*	1%	25%
Other Military Aircraft – Closed Pattern			
Day	*	61%	86% [c]
Evening	*	18%	9%
Night	*	21%	5%
Civilian Aircraft			
Day	*	37%	90% [c]
Evening	*	35%	5%
Night	*	28%	5%

FLIGHT TRACK USAGE

Data Not Available

NOTES

› Future activity represents combination of projected military mission and maximum approved civilian aircraft operations for undetermined dates

* Data not available

[a] Source: March Inland Port Airport Authority CY 2012 data

[b] Source: *Air Installation Compatible Use Zone Study for March Air Reserve Base (AICUZ)* (Department of the Air Force, August 2005)

[c] Sources: *Environmental Assessment for Proposed Military Construction and Total Force Integration at March Air Reserve Base* (Air Force Reserve Command, June 2010); *Environmental Impact Report for March Inland Port General Aviation Facilities Development* (March Joint Powers Authority, August 2012)

[d] Source: *F-15 Aircraft Conversion Environmental Impact Statement 144th Fighter Wing California Air National Guard Fresno-Yosemite International Airport* (National Guard Bureau, March 2013)

[e] Air Force Aero Club operations on the secondary runway are not included in the AICUZ data

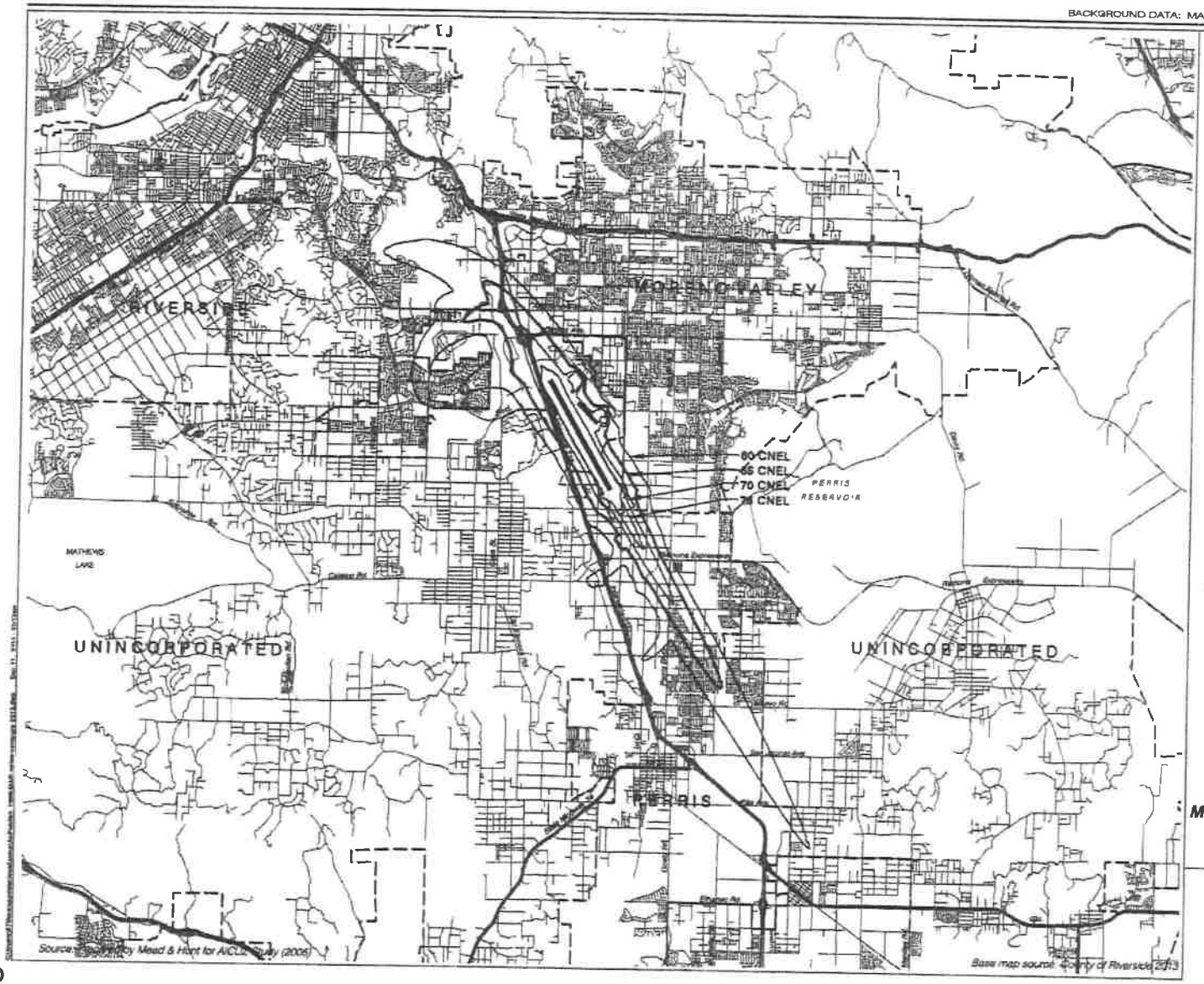
[f] Activity on Runway 12-30 not included; use limited to military Aero Club

Exhibit MA-3

Airport Activity Data Summary

March Air Reserve Base / Inland Port Airport

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LEGEND

Noise Contours

- 60 dB CNEL
- 65 dB CNEL
- 70 dB CNEL
- 75 dB CNEL

Projected Activity Level (75,104 operations)

Boundary Lines

- March Air Reserve Base / Inland Port Airport
- March Joint Powers Authority Property Line
- City Limits

Projected Activity Level	
Annual Operations	75,104
Average Annual Day	206

Note:
Contours represent composite of noise contours from four sources:

- Forecasts and noise contours from Air Installation Compatible Use Study for March Air Reserve Base (August 2005).
- Environmental Assessment for Proposed Military Construction and Total Force Integration at March Air Reserve Base (Air Force Reserve Command, June 2010); Environmental Impact Report for March Inland Port General Aviation Facilities Development (March Joint Powers Authority, August 2012).
- F-15 Aircraft Conversion Environmental Impact Statement 144th Fighter Wing California Air National Guard Fresno-Yosemite International Airport (National Guard Bureau, March 2013).

N

2 MILES

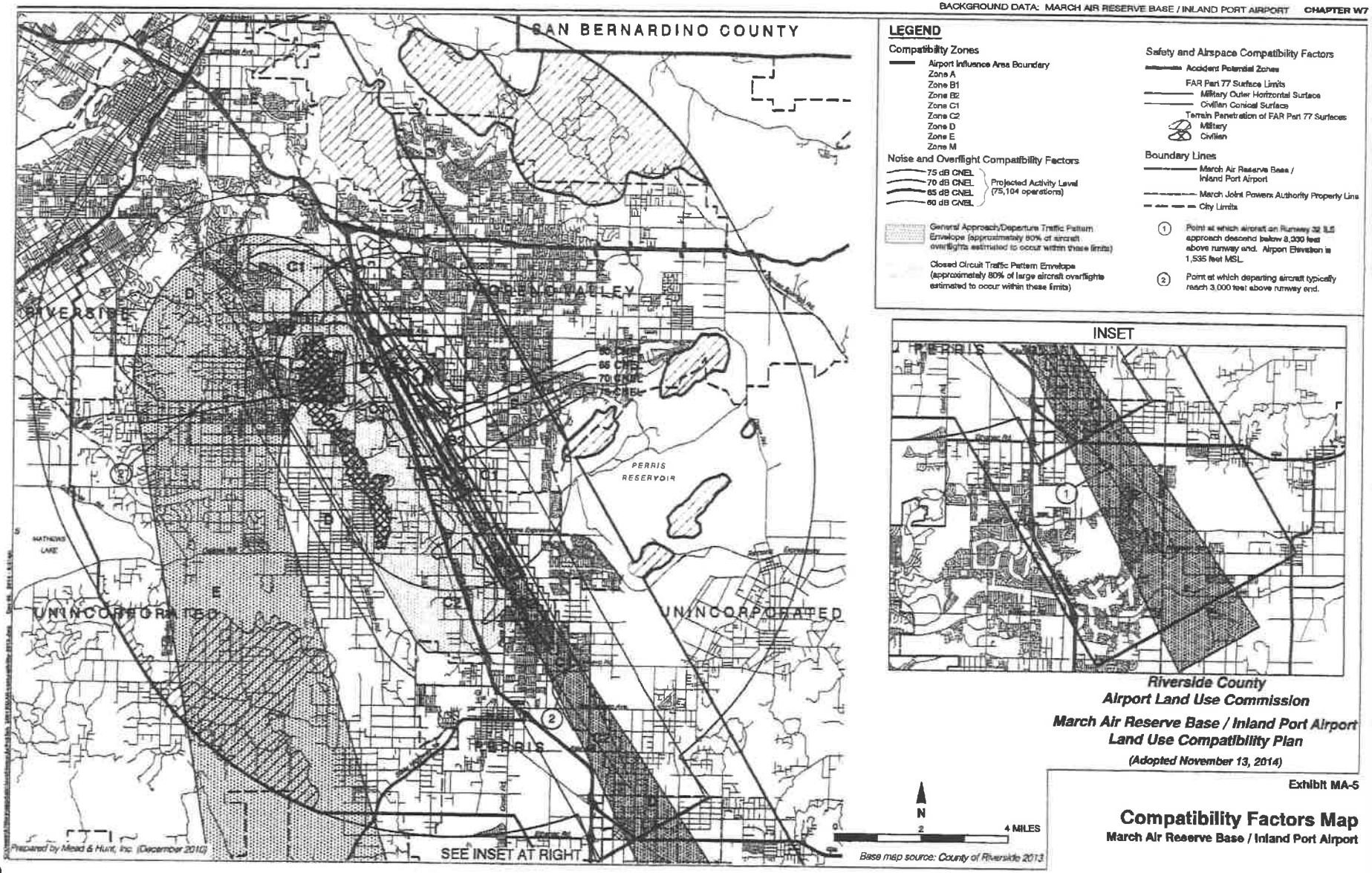
0 MILES 4 MILES

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Airport Land Use Commission
March Air Reserve Base / Inland Port Airport
Land Use Compatibility Plan
(Adopted November 13, 2014)

Exhibit MA-4

Noise Impact Area

March Air Reserve Base / Inland Port Airport



Riverside County
Airport Land Use Commission

March Air Reserve Base / Inland Port Airport
Land Use Compatibility Plan

(Adopted November 13, 2014)

Exhibit MA-5

Compatibility Factors Map

March Air Reserve Base / Inland Port Airport

AIRPORT SITE

- *Location*
  - Northwestern section of Riverside County
  - 10 miles southeast of central Riverside
  - Situated on high valley floor of Perris Valley
- *Nearby Terrain*
  - Relatively flat in immediate vicinity
  - Santa Ana and San Jacinto Mountain Ranges located to the west and east, respectively
  - Terrain greater than 150 ft. above the airport elevation (1,538 ft. MSL) exists several miles to the northeast (Box Springs Mts.), southwest (Santa Ana Mts.) and southeast (Lakeview Mts.)

AIRPORT ENVIRONS LAND USE JURISDICTIONS

- *Riverside County*
  - Airport lies entirely within unincorporated area
- *March Joint Powers Authority*
  - Has land use authority over March JPA property
- *City of Menifee*
  - City limits 8¼ miles from south end of runway
- *City of Moreno Valley*
  - Borders airport to the east
- *City of Perris*
  - Borders airport to the south and lies beneath primary airport approach routes
- *City of Riverside*
  - Borders airport to the west-northwest and lies beneath primary airport departure routes

STATUS OF COMMUNITY PLANS

- *Riverside County*
  - General Plan adopted by Board of Supervisors October 2003
  - Reche Canyon, Mead Valley and Lake Mathews Area Plans adopted October 2003
- *March Joint Powers Authority*
  - General Plan adopted by March JPA 1999
  - General Plan Land Use Map updated January 2012
  - March Business Center Specific Plan adopted February 2003
  - Meridian Specific Plan SP-5 adopted August 2010
  - March LifeCare Campus Specific Plan SP-7 adopted June 2011
  - Development Code updated April 2012
  - Zoning Map adopted April 2012
- *City of Menifee*
  - General Plan adopted by City Council December 2013
- *City of Moreno Valley*
  - General Plan adopted by City Council July 2006
- *City of Perris*
  - General Plan 2030 elements adopted by City Council on various dates 2005-2010
  - Park West Specific Plan adopted February 2007
  - Harvest Landing Specific Plan adopted May 2010
- *City of Riverside*
  - General Plan 2025 adopted by City Council November 2007

EXISTING AIRPORT AREA LAND USES

- *General Character*
  - Immediate area lies within the March JPA boundary and is primarily developed to the northeast with development beginning west of Highway 215
  - Areas west and northwest (City of Riverside), north and east (city of Moreno Valley) mostly suburban residential and commercial uses
  - Southwest area (unincorporated) mostly low-density and semi-rural residential
  - South and southeast (City of Perris) suburban residential with interspersed vacant land
- *Runway Approaches*
  - Northwest (Runway 14): Mixed suburban residential and commercial/warehouse/light industrial uses
  - Southeast (Runway 32): Commercial/warehouse/light industrial uses among vacant land and scattered rural residential and mobile home parks

PLANNED AIRPORT AREA LAND USES

- *Riverside County*
  - Southwest: Very low density residential, Business Park and Light Industrial
- *March Joint Powers Authority*
  - Northeast: Low Density Residential, Mixed Use, Business Park, Office and Recreational area
  - West: Industrial, Business Park, Mixed Use and Commercial uses with scattered Recreational uses west of Highway 215
  - South: Aviation-related uses
- *City of Moreno Valley*
  - Northeast: Office, Commercial, Specific Plan areas and Residential uses
  - East: Low density residential uses with scattered commercial uses and public facilities
- *City of Perris*
  - South: Industrial and commercial uses
- *City of Riverside*
  - Northwest: Industrial/Business Parks and Sycamore Canyon Park facility
  - West: Medium residential uses with scattered commercial uses and parks

Exhibit MA–6

Airport Environs Information

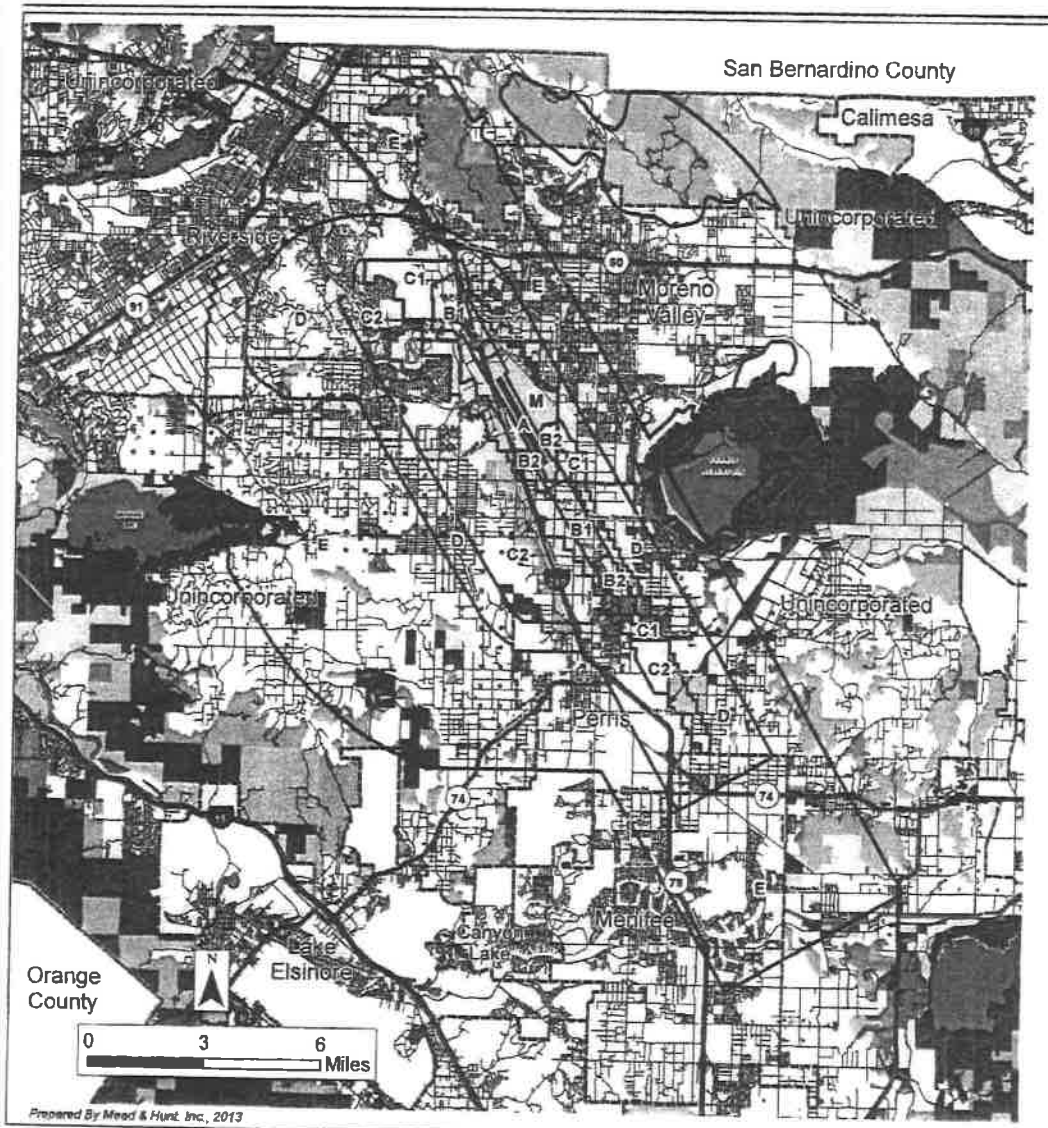
March Air Reserve Base / Inland Port Airport

ESTABLISHED AIRPORT COMPATIBILITY MEASURES

Policy wording not shown in quotes is condensed from original

- *Riverside County General Plan (October 2003)*
  - Prohibit new residential uses, except single-family dwellings on legal residential lots of record, within airports' 60 dB CNEL contour as defined by ALUC (Noise Policy 7.3)
  - Submit proposed actions to ALUC as required by state law; other actions and projects may be submitted on voluntary and advisory basis (Land Use Policies 1.8 and 14.8)
- *March Joint Powers Authority General Plan (1999)*
  - "Ensure that plans and development conform to the draft Comprehensive Land Use Plan for March AFB/ March Inland Port." (Land Use Policy 6.5)
  - "Ensure that sensitive land uses (i.e., schools, high occupancy land uses, etc.) are discouraged from locating and operating in areas determined to be incompatible with airport operations." (Land Use Policy 6.6)
  - "Ensure that land uses adhere to both military and civilian Part 77 conical surface criteria, relative to height restrictions." (Land Use Policy 6.8)
  - "Protect flight paths from inappropriate development encroachment." (Transportation Policy 13.6)
  - "Noise sensitive uses ... shall be discouraged in areas where noise levels exceed acceptable limits." (Noise Policy 1.2)
- *City of Moreno Valley General Plan (2006)*
  - "Discourage residential uses where current or projected exterior noise due to aircraft over flights will exceed 65 CNEL." (Policy 6.3.2)
  - Buildings containing noise-sensitive uses require insulation where future noise environment is likely to exceed 70 CNEL (Policy 6.3.3)
  - Residential uses not permitted in APZs and business uses restricted to low intensities in accordance with AICUZ guidelines (Policy 6.16.4)
- *City of Moreno Valley Zoning*
  - Air Installation Compatibility Use Overlay District (AICUZ) limits types of uses within the airport's accident potential zones I and II
- *City of Perris General Plan (2005)*
  - "Reduce or avoid the existing and potential future impacts from air traffic on new sensitive noise land uses in areas where air traffic noise is 60 dBA CNEL or higher." (Noise Policy IV.A)
  - Consult AICUZ guidelines and ALUC policies when considering development project applications (Noise Policy I.D)
- *City of Perris Municipal Code*
  - Noise insulation required for new residential development where exterior noise levels equal 60 dBA CNEL or greater (Section 16.22.030)
- *City of Riverside General Plan (2007)*
  - "Work cooperatively with the Riverside County Airport Land Use Commission in developing, defining, implementing and protecting airport influence zones around the MARB/MIP ..." (Land Use Policy 22.2)
  - "Protect flight paths from encroachment by inappropriate development using the Riverside County Airport Land Use Compatibility Plan to determine the consistency of proposed development" (Circulation Policy 11.1)
  - Limit building heights and land use intensities beneath airport approach and departure paths to protect public safety (Circulation Policy 11.2)
  - Utilize the Airport Protection Overlay Zone to advise landowners of special noise considerations associated with their development (Noise Policy 2.5)
  - "Avoid placing noise-sensitive land uses ... within the high noise impact areas (over 65 dB CNEL) for March Air Reserve Base/March Inland Port ..." (Noise Policy 3.1)
  - "Support the noise/land use policies for the area adjacent to the March Air Reserve Base/March Inland Port through the adoption of the March JLUS into the Riverside County Airport Land Use Compatibility Plan." (Noise Policy 3.4)
  - "When planning for development near airports, anticipate possible increases in airport activity and expansion of airport facilities and services and the effects these changes may have on public safety." (Public Safety Policy 4.2)
  - "Ensure that development within airport influence areas is consistent with the Airport Protection Overlay Zone development standards and the Riverside County Airport Land Use Compatibility Plan." (Public Safety Policy 4.6)
- *City of Riverside Zoning Codes*
  - Airport zone (AIR) and airport industrial (AI) zone restrict types of uses and heights of structures on and near airports
  - No FAR Part 77 height limit zoning

Exhibit MA–6, continued



Planned Land Use Designations

- Estate Residential
- RC-EDR
- Very Low Density Residential
- RC-VLDR
- Low Density Residential
- RC-LDR
- Medium Density Residential
- Medium High Density Residential
- High Density Residential
- Very High Density Residential
- Highest Density Residential
- Commercial Retail
- Commercial Tourist
- Commercial Office
- Community Center
- Light Industrial
- Heavy Industrial
- Business Park
- Public Facilities
- Mixed Use Policy Area
- Rural Residential
- Rural Mountainous
- Rural Desert
- Agriculture
- Conservation
- Conservation Habitat
- Open Space Recreation
- Open Space Rural
- Water
- Mineral Resources
- Indian Lands

Legend

- County Boundary
- City Boundary
- March ARB/Air Force Property
- March Joint Powers Authority Property
- Runway
- Airport Influence Area Boundary
- Compatibility Zones

Notes

1. Land Use Source: County of Riverside, RCTLMA GIS, 2013. The General Plan provides new land use designations for all parcels in the unincorporated area of Riverside County as adopted October 7, 2003, updated through January 2012.

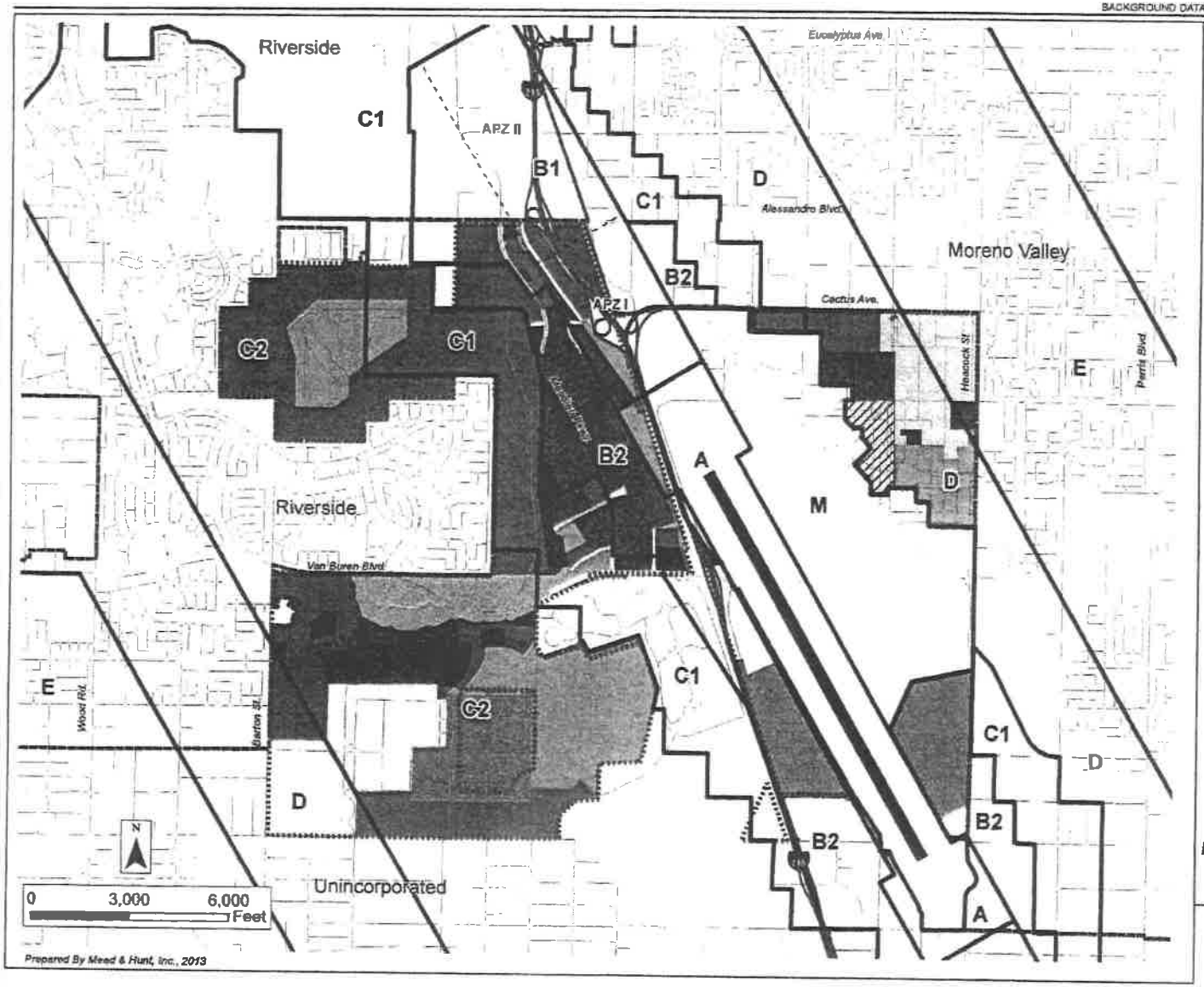
Riverside County
Airport Land Use Commission

March Air Reserve Base / Inland Port Airport
Land Use Compatibility Plan

(Adopted November 13, 2014)

Exhibit MA-7A

Planned Land Uses: County of Riverside



Legend

- City Boundary
- March ARB/Air Force Property
- March Joint Powers Authority Property
- Runway
- Airport Influence Area Boundary
- Compatibility Zones

Planned Land Use Designations

- Aviation
- Business Park
- Cemetery
- Historic District
- Industrial
- Mixed Use
- Office
- Park/Recreation/Open Space
- Public Facility
- Commercial
- SP-4 Air Force Village West
- SP-6 US Vets
- SP-7 March LifeCare Campus

Notes

1. Land Use Source: March Joint Powers Authority, Zoning Map, April 18, 2012, and General Plan Land Use Map, January 11, 2012. Mead & Hunt digitized land use maps based on County GIS parcel data, June 2013.

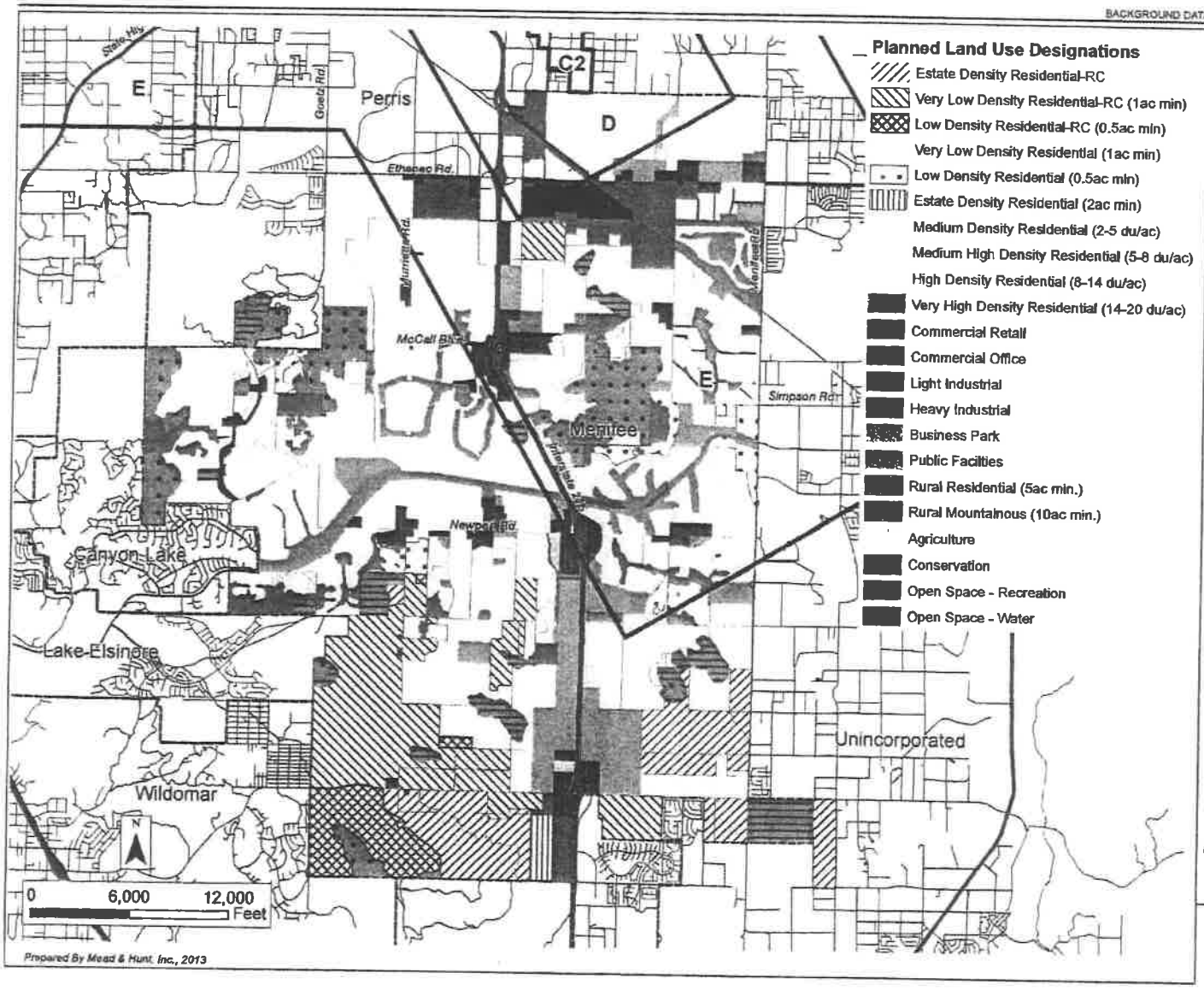
Riverside County
Airport Land Use Commission

March Air Reserve Base / Inland Port Airport
Land Use Compatibility Plan

Adopted November 13, 2014)

Exhibit MA-7B

Planned Land Uses: March Joint Powers Authority



Planned Land Use Designations

- Estate Density Residential-RC
- Very Low Density Residential-RC (1ac min)
- Low Density Residential-RC (0.5ac min)
- Very Low Density Residential (1ac min)
- Low Density Residential (0.5ac min)
- Estate Density Residential (2ac min)
- Medium Density Residential (2-5 du/ac)
- Medium High Density Residential (5-8 du/ac)
- High Density Residential (8-14 du/ac)
- Very High Density Residential (14-20 du/ac)
- Commercial Retail
- Commercial Office
- Light Industrial
- Heavy Industrial
- Business Park
- Public Facilities
- Rural Residential (5ac min.)
- Rural Mountainous (10ac min.)
- Agriculture
- Conservation
- Open Space - Recreation
- Open Space - Water

Legend

- County Boundary
- City Boundary
- Runway
- Airport Influence Area Boundary
- Compatibility Zones

Notes

1. Land Use Source: City of Menifee General Plan Map

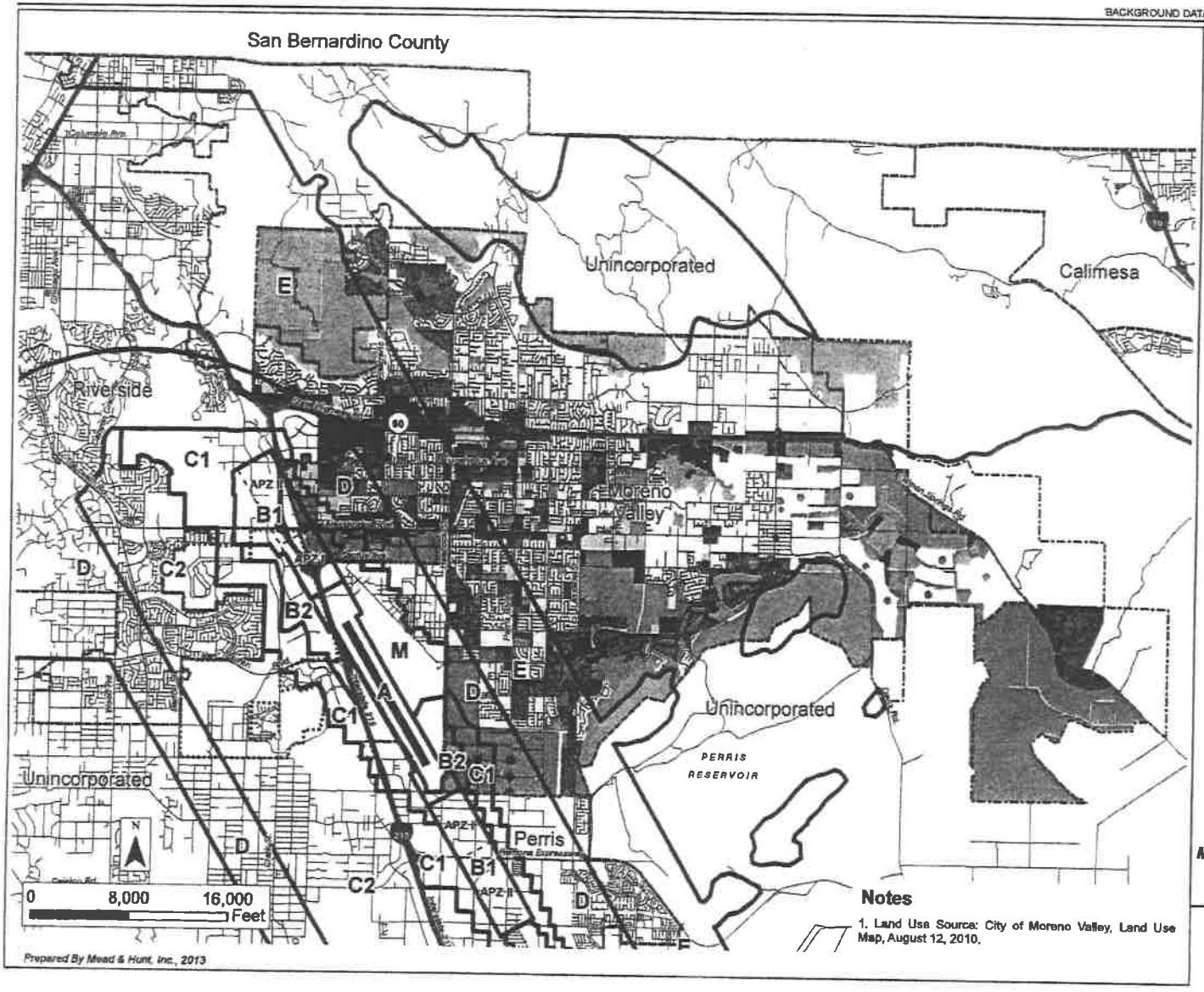
Riverside County
Airport Land Use Commission

March Air Reserve Base / Inland Port Airport
Land Use Compatibility Plan

(Adopted November 13, 2014)

Exhibit MA-7C

Planned Land Uses:
City of Menifee



Notes

1. Land Use Source: City of Moreno Valley, Land Use Map, August 12, 2010.

Legend

- County Boundary
- City Boundary
- Moreno Valley Sphere of Influence
- March ARB/Air Force Property
- March Joint Powers Authority Property
- Runway
- Airport Influence Area Boundary
- Compatibility Zones

Planned Land Use Designations

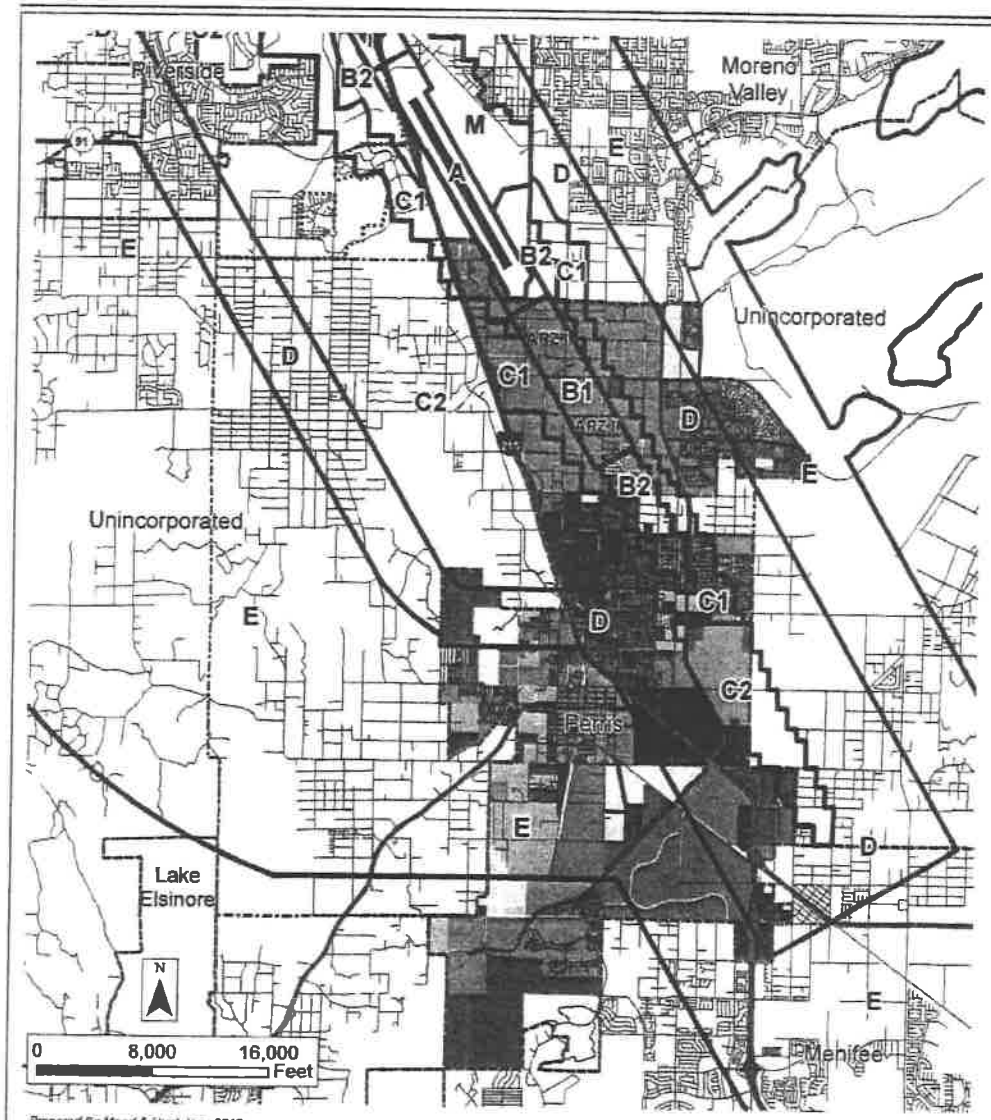
- Residential: Max. 1 du/ac
- Mixed Use
- Residential: Max. 2 du/ac
- Rural Residential: Max 2.5 du/ac
- Residential: Max. 3 du/ac
- Residential: Max. 5 du/ac
- Residential: Max. 5 or 15 du/ac
- Residential: Max. 10 du/ac
- Residential: Max.15 du/ac
- Residential: Max. 20 du/ac
- Hillside Residential
- Planned Residential
- Residential/Office
- Office
- Commercial
- Business Park/Light Industrial
- Open Space
- Public Facilities
- Floodplain

Riverside County
Airport Land Use Commission

March Air Reserve Base / Inland Port Airport
Land Use Compatibility Plan
(Adopted November 13, 2014)

Exhibit MA-7D

Planned Land Uses:
City of Moreno Valley



Prepared By Mead & Hunt, Inc., 2013

Planned Land Use Designations

INDUSTRIAL
- GI - General Industrial
- LI - Light Industrial
- BP - Business Park

COMMERCIAL
- CC - Community Commerical
- NC - Neighborhood Commerical
- PO - Professional Office

RESIDENTIAL
- R-20,000 - Residential 20,000
- R-10,000 - Residential 10,000
- R-6,000 - Residential 6,000
- MFR-14 - Multi-Family Residential 14
- MFR-22 - Multi-Family Residential 22

SPECIFIC PLAN
- DTSP - Downtown Specific Plan
- GV SP - Green Valley Specific Plan
- HL SP - Harvest Landing Specific Plan
- MR SP - May Ranch Specific Plan
- NP SP - New Perris Specific Plan
- PVCC SP - Perris Valley Commerce Center Specific Plan
- PW-SP - Parkwest Specific Plan
- RG-SP - River Glen Specific Plan
- RW-SP - Rivewoods Specific
- SP - Specific Plan
- VA-SP - Villages of Avalon

OTHER
- A1 - Light Agricultural
- OS - Open Space
- P - Public Facility

Legend

- City Boundary
- City of Perris Sphere of Influence
- March ARB/Air Force Property
- March Joint Powers Authority Property
- Runway
- Airport Influence Area Boundary
- Compatibility Zones

Notes

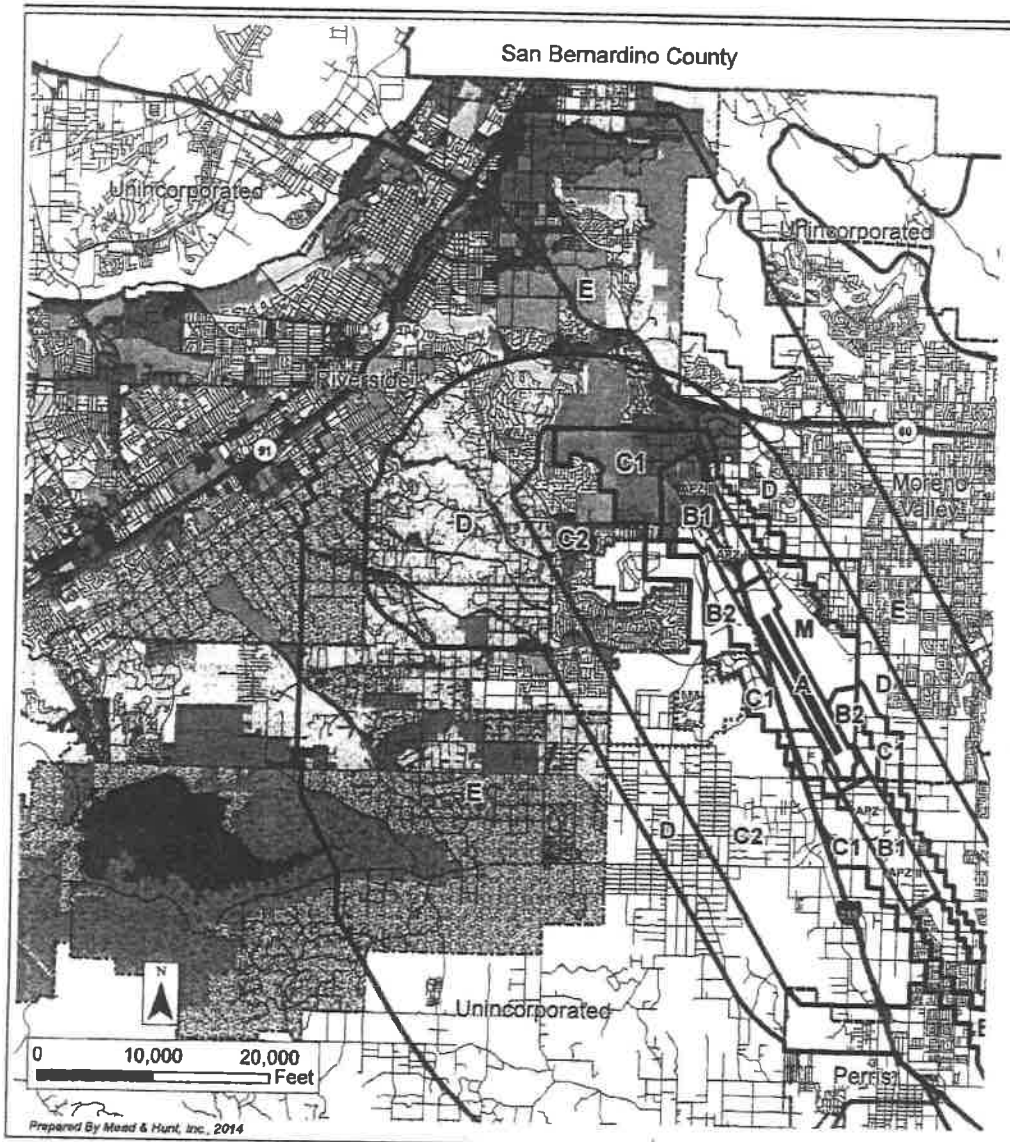
1. Land Use Source: City of Perris, General Plan Map, January 3, 2013.

Riverside County
Airport Land Use Commission

March Air Reserve Base / Inland Port Airport
Land Use Compatibility Plan
(Adopted November 13, 2014)

Exhibit MA-7E

Planned Land Uses: City of Perris



General Plan Land Use Designations

- A - AGRICULTURAL
- A/RR - AGRICULTURAL/RURAL RESIDENTIAL
- HR - HILLSIDE RESIDENTIAL
- SRR - SEMI RURAL RESIDENTIAL
- VLDR - VERY LOW DENSITY RESIDENTIAL
- LDR - LOW DENSITY RESIDENTIAL
- MDR - MEDIUM DENSITY RESIDENTIAL
- MHDR - MEDIUM HIGH DENSITY RESIDENTIAL
- HDR - HIGH DENSITY RESIDENTIAL
- VHDR - VERY HIGH DENSITY RESIDENTIAL
- C - COMMERCIAL
- CRC - COMMERCIAL REGIONAL CENTER
- DSP - DOWNTOWN SPECIFIC PLAN
- OSP - ORANGECREST SPECIFIC PLAN
- O - OFFICE
- B/OP - BUSINESS/OFFICE PARK
- I - INDUSTRIAL
- MU-N - MIXED USE-NEIGHBORHOOD
- MU-V - MIXED USE-VILLAGE
- MU-U - MIXED USE-URBAN
- PF - PUBLIC FACILITIES/INSTITUTIONAL
- PR - PRIVATE RECREATION
- P - PUBLIC PARK
- OS - OPEN SPACE/NATURAL RESOURCES
- RAT - KANGAROO RAT HABITAT

Legend

- County Boundary
- City Boundary
- Riverside Sphere of Influence
- March ARB/Air Force Property
- March Joint Powers Authority Property
- Runway
- Airport Influence Area Boundary
- Compatibility Zones

Notes

1. Land Use Source:City of Riverside, Land Use Policy Map, January 10, 2012.

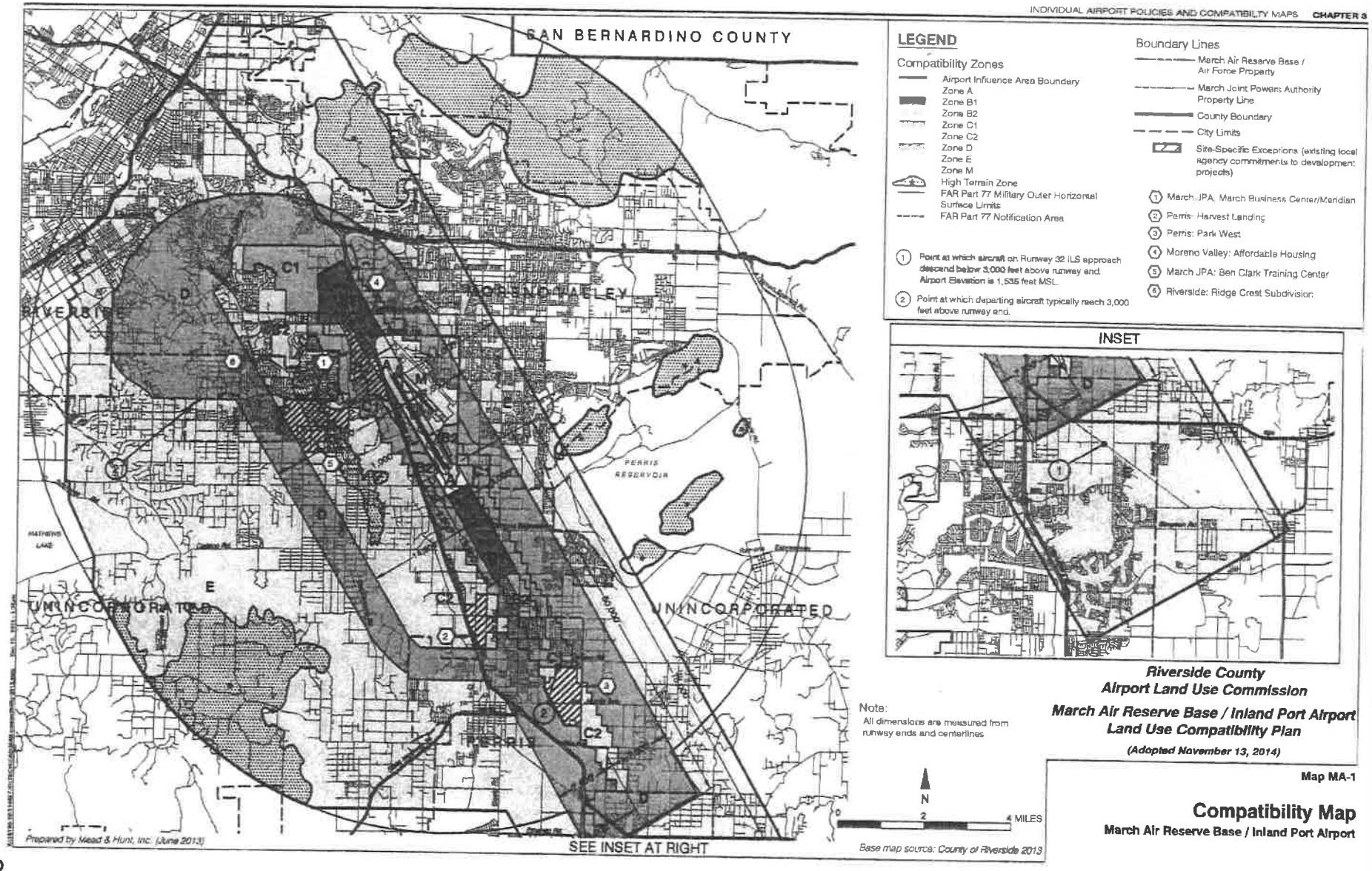
Riverside County
Airport Land Use Commission

March Air Reserve Base / Inland Port Airport
Land Use Compatibility Plan

(Adopted November 13, 2014)

Exhibit MA-7F

Planned Land Uses: City of Riverside



LEGEND

Compatibility Zones

- Airport Influence Area Boundary
- Zone A
- Zone B1
- Zone B2
- Zone C1
- Zone C2
- Zone D
- Zone E
- Zone M
- High Terrain Zone
- FAR Part 77 Military Outer Horizontal Surface Limits
- FAR Part 77 Notification Area

Boundary Lines

- March Air Reserve Base / Air Force Property
- March Joint Powers Authority Property Line
- County Boundary
- City Limits
- CZ — Site-Specific Exceptions (existing local agency commitments to development projects)
  - (1) March JPA: March Business Center/Meridian
  - (2) Perris: Harvest Landing
  - (3) Perris: Park West
  - (4) Moreno Valley: Affordable Housing
  - (5) March JPA: Ben Clark Training Center
  - (6) Riverside: Ridge Crest Subdivision

(1) Point at which aircraft on Runway 32 ILS approach descend below 3,000 feet above runway end. Airport Elevation is 1,535 feet MSL.

(2) Point at which departing aircraft typically reach 3,000 feet above runway end.

INSET

Note:
All dimensions are measured from runway ends and centerlines

Riverside County
Airport Land Use Commission

March Air Reserve Base / Inland Port Airport
Land Use Compatibility Plan

(Adopted November 13, 2014)

Map MA-1

Compatibility Map

March Air Reserve Base / Inland Port Airport

Appendix C Sample Traffic Monitoring Table

Meridian SPA Traffic Monitoring Spreadsheet
With Proposed Unit 4 Lot 8/9/10/11

Planning Area	Lot	Land Use Designation	User	External ADT	Truck Trips	Notes
			Planning Region A			
1	U1-19	MU				
	U2-1	MU		317	127*	*converted truck trips to PCEs
	U2-2	BP				
	U2-3	BP		1529	0	50,576 sf general light industrial, 92,657 sf business park & 14,280 sf general office building
	U2-9	COM				
	U2-10	COM				
			Calculated Trip Generation:	1,846	-	
			Planning Area Allowance:	7,333	-	
			Remaining Trips:	5,487	-	
			Planning Region B			
3	U1-5	IND	New Castle	1914	432	
	U1-6	IND	New Castle	--	--	Combined with U1-5
	U1-8	COM				
	DRMO	IND		704	404	Classified as Truck Terminal
			Calculated Trip Generation:	2,618	836	
			Planning Area Allowance:	8,303	1,836	
			Remaining Trips:	5,685	1,000	
			Planning Region C			
5	U3-1	IND				
	U3-2	IND				
	U3-4	IND		--	--	Combined with U4-15
	U3-5	IND		--	--	Combined with U4-15
	U3-6	IND		--	--	Combined with U4-15
	U3-7	IND		--	--	Combined with U4-15
	U3-8	IND		--	--	Combined with U4-15
	U4-15	IND		1551	350	486,000 sf warehouse
	U6-1A	PF				
	U6-1B	IND		--	--	Combined with U4-2
	U6-2	IND		--	--	Combined with U4-2
	U4-1	IND		--	--	Combined with U4-2
	U4-2	IND		1627	367	510,000 sf warehouse
	Lot 16	IND	Sysco	1644	371	515,223 sf warehouse
			Calculated Trip Generation:	4,822	1,088	
			Planning Area Allowance:	6,080	1,760	
			Remaining Trips:	1,258	672	
6	U4-8	OF				
	U4-9	OF		5736	0	32,652 sf office, 2,905 sf retail, 6,095 sf restaurant/café & 120,450 sf business park
	U4-10	OF				
	U4-11	OF				
	U4-12	OF		929	0	74,922 sf Office
	U4-13	BP				
	U4-14	BP				
			Calculated Trip Generation:	6,665	-	
			Planning Area Allowance:	7,539	294	
			Remaining Trips:	874	294	
7	U4-3	BP		542		192,468 sf business park
	U4-4	COM		1043	401*	*converted truck trips to PCEs
	U4-5	MU		9468	0	Retail Site - variety of uses
	U4-6	MU		3886		162,660 sf warehouse & 8,000 sf retail
	U4-7	MU		1053	422*	*converted truck trips to PCEs
			Calculated Trip Generation:	15,992	-	
			Planning Area Allowance:	16,164	-	
			Remaining Trips:	172	-	
			GRAND TOTAL, ALL PLANNING AREAS			
			Calculated Trip Generation:	29,530	2,874	*Truck trips from U4-3 and U4-5/6/7 are included in Grand Total for Truck Trips, not as PCEs
			Planning Area Allowance:	45,419	3,890	
			Remaining Trips:	15,889	1,016	

Appendix D Standard Development Conditions of Approval

Standard Conditions of Approval
Conditions for
Plot Plan and Design Plans

PLANNING DEPARTMENT, MARCH JOINT POWERS AUTHORITY

General Planning Conditions:

1. The site shall be developed in accordance with the approved Plot Plan XX-XX on file in the Planning Department, the Meridian Specific Plan (SP-5), the applicable portions of the March JPA Development Code, the General Plan, and the conditions contained herein. Prior to any use of the site or business activity being commenced thereon, all Conditions of Approval shall be completed to the satisfaction of the Planning Manager or designee. Building elevations shall comply with the color scheme and materials approved with the Plot plan. (MJPA 9.14.020)

2. The Applicant shall indemnify, protect, defend, and hold harmless March JPA and its constituent public agency members, officers, employees, attorneys, and agents from any and all actual or alleged claims, actions, proceedings, against March JPA to attack, set aside, void, annul, or seek monetary damages arising out of the approval of the Applicant's proposed development or related approval, including but not limited to CEQA approvals, permits, variances, design plans, plot plans, maps, licenses and amendments. March JPA shall promptly notify the Applicant of any and all claims, actions, and proceedings, covered by this Agreement. This indemnification shall include, but not be limited to, damages, fees, and/or costs awarded against March JPA, if any, and cost of suit, attorney's fees and other costs, liabilities and expenses incurred in connection with such claim, action, or proceeding whether incurred by Applicant, March JPA, and/or any parties bringing such forth.

3. This approval shall expire three years after the date of approval unless substantial construction contemplated by this approval has occurred within the three-year period, which is thereafter pursued to completion, or the March Joint Powers Authority has extended approval, otherwise the approval shall become null and void. (MJPA 9.02.230)

4. This development is located within Specific Plan SP-5. Requirements of the Meridian Specific Plan including the permitted uses, development standards, the March Business Center Design Guidelines, and the Conditions of Approval shall prevail unless modified herein. (MJPA 9.13)

5. Development within the Clear Zone and Accident Potential Zones I and II will abide by building standards and codes including height restrictions, restrictions on use, setbacks, population densities, and insulation and materials, as outlined in the approved 2005 Air Installation Compatible Use Zone (AICUZ).

6. As established in the Specific Plan, the project will comply with the policies and requirements of the Riverside County Airport Land Use Plan. Development plans will be submitted to the FAA for review in accordance with FAR 77.13.2.i. Additional ALUC review will be required for objects taller than 50 feet in the Height Caution Zone shown on Figure IV. A-4 [in the Focused EIR]. Other land use controls (relating to safety (both in the air and on the ground) and noise) have been

developed in consultation with the ALUC, and have been incorporated into the Specific Plan. (MMRP)

7. The development shall comply with the requirements of the Americans with Disabilities Act. All disabled parking spaces shall measure 14' wide to include a 9' stall and 5'loading area, by 20' length. One in every 8 disabled spaces, but in no case less than one, shall be van accessible with a minimum 9' wide space and 8' wide loading area. All signage, striping, ramps and slopes shall meet ADA requirements. Overhang of parking shall not encroach upon handicapped access routes. (MJPA 9.11.040)

8. The development shall incorporate 5% of parking spaces as preferential parking for car pools and vanpools in extremely convenient locations. (MMRP)

9. Any signs indicated on the submitted plans are not included with this approval. All signs proposed for this development shall comply with the requirements of the March JPA Development Code. If requirements differ, the proposed signage shall meet the stricter of the provisions. In a multiple tenant facility, all signage shall meet the approved Sign Program for the development. (MJPA 9.12.020)

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

11. Buildings shall be designed to reduce energy usage by utilizing solar or low emission water heaters, double paned windows, using light colored roofing materials, using skylights in ambient warehouses, orienting buildings to the north for natural cooling to the extent practical, and increasing insulation beyond Title 24 requirements. (MEIR)

12. All development adjacent to the 175 acre Least Bell's Vireo conservation easement shall comply with the Biological mitigation measures pertaining to the Least Bell's Vireo habitat identified in the Meridian Subsequent EIR (SCH#2009071069). (MMRP)

13. Preconstruction surveys will be conducted for burrowing owls prior to grading. These surveys shall conform to the survey protocol established by the California Burrowing Owl Consortium (1993). Preconstruction surveys shall be conducted no more than 30 days prior to the initiation of construction activities and at 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 Are Plot Plan to the March JPA for review and approval. (MMRP)

15. Prior to individual lot development approval, the developer will coordinate with March JPA and shall contact WMWD to obtain the current flow reading and submit a sewer analysis demonstrating that the individual lot development projected sewer flows do not exceed the VBPS capacity (1.07 mgd). (MMRP)

16. Prior to individual lot development approval by the March JPA, the developer will coordinate with March JPA and WMWD to obtain the water demand for the proposed development to assure that the development is consistent with the water budget and Water Supply Assessment for the Project. (MMRP)

17. Uses located in proximity of noise sensitive uses shall comply with the noise mitigation measures identified in the Meridian Subsequent EIR (SCH#2009071069). (MMRP)

18. All uses shall comply with the noise emission criteria identified in the March JPA Development Code. (MMRP)

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

19. 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)

20. 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)

21. Facilities that store, handle or use regulated substances as defined in the California Health and Safety Code 25532 shall comply with the Hazards and Hazardous Materials Mitigation Measures identified in the Meridian Subsequent EIR (SCH#2009071069).

22. 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)

23. Prior to issuance of building permits, the developer or developer's successor-in-interest shall pay the applicable March JPA Development Impact Fee (DIF).

24. Individual lot developers shall contribute on a fair share basis toward the cumulative off-site impacts identified in Specific Plan Chapter IV. B-1-3. (MMRP)

25. 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.

26. 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)

27. Prior to issuance of building permits, the Planning Division shall review and approve a computer generated, point-by-point exterior lighting analysis plan as a component of the construction plan review. The lighting plan shall be generated on the site plan and shall be integrated with the final landscape plan. The plan shall indicate the manufacturer's specifications for fully shielded light fixtures and shall include fixture catalog cuts, light cut-off shielding details, wattage, illumination type (high or low pressure sodium only), location, and height. The lighting shall not exceed a 750 watt maximum, shall not be mounted more than 25' above finished grade, and site lighting of outdoor areas shall be limited to high pressure or low pressure sodium lighting. The lighting shall be designed in such a manner so that it does not exceed 0.5 candle/foot2 illumination beyond the property line. (MJPA 9.08.100) The incorporation of LED lighting is permitted as long as the lighting does not exceed 2,700 Kelvin.

28. 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.

29. CEQA Review of stationary source emissions other than natural gas and electricity shall be done on all developments emitting stationary source air pollutants. In addition, all developments involving stationary source emissions shall obtain permits to construct and operate from the SCAQMD. (MMRP)

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

30. Prior to the issuance of a Certificate of Occupancy and once a tenant is known, 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)

31. 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.)

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

33. 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)

34. 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)

35. 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)

Landscape Provisions (Timing Varies)

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

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

38. 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 (MJPA 9.08.250).

39. 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. (MJPA 9.08.250).

40. All on site landscape irrigation shall be designed and constructed to meet non-potable "Purple Pipe" standards for reclaimed water systems. (MMRP)

41. 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)

42. 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)

43. 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.

44. 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.

45. 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.

46. 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.

47. 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.

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

NPDES Provisions (Timing Varies)

49. 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.

50. 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.

51. 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.

52. 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.

53. Prior to the issuance of building permits, the developer or developer's successor-in-interest applicant shall submit and receive approval of a Storm Water Management Plan addressing long term development storm water mitigation measures.

54. 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).

55. Site specific design BMPs and Low Impact Development (LID) design strategies shall be implemented by the incorporation of dual-functioning site features that in addition to their primary purposes, also serve to reduce pollutant discharges and improve the quality of storm water discharges. Examples of such features include porous driveway material, porous landscape detention, and/or inverted medians also functioning as filtration, trenches or bioswales. Sites shall be designed to maximize pervious area to promote low flow filtration/infiltration. To minimize runoff, landscape buffers shall be incorporated into site plan designs. Perimeter landscape treatments, as well as landscape areas between buildings and the property lines shall be incorporated to address water quality. Curbs separating parking areas from landscaped areas shall have breaks to allow direct entrance and infiltration of storm waters. Native or drought-tolerant trees and shrubs should be used throughout the landscape design. A minimum twenty percent (20%) of surfaces within any development site shall be utilized for natural BMPs, and the use of impervious services and hardscape and/or watershedding features. Open-jointed paving materials and permeable surfaces may be employed in areas not subject to heavy loads. In order to minimize DCIAs, the majority of the landscaping within the SP area shall drain to bordering landscape areas, acting to capture and treat parking lot storm water runoff. Similarly, runoff from sidewalks and other paved surface areas shall be directed to, and allowed to enter, neighboring landscape features. All BMPs to be incorporated in the Project shall be consistent with the provisions of the SP as well as an approved WQMP.

56. 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)

57. 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)

58. 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)

59. 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)

60. 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.

61. Projects shall provide short- and long-term bicycle facilities to meet peak season maximum demand (e.g., one bike rack space per 20 vehicle/employee parking spaces). Project shall also provide "end-of-trip" facilities including showers, lockers, and changing space (e.g., four clothes lockers and one shower provided for every 80 employee parking spaces, separate facilities for each gender for projects with 160 or more employee parking spaces). (MMRP)

62. Project shall provide a parking lot design that includes clearly marked and shaded pedestrian pathways between transit facilities and building entrances. (MMRP)

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

64. Project shall be oriented towards existing transit, bicycle, or pedestrian corridor. Setback distance between the project and existing or planned adjacent uses shall be minimized. Setbacks between project buildings and planned or existing sidewalks shall be minimized. Buildings shall be oriented towards existing or planned street frontage. Primary entrances to buildings shall be located along planned or existing public street frontage. Project shall provide bicycle access to any planned bicycle corridor(s). Project shall provide pedestrian access to any planned pedestrian corridor(s). (MMRP)

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

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

67. Developer shall consider an increase of exterior wall insulation and roof insulation over Title 24 requirements; however, a specific percent increase is not required. (MMRP)

68. 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 Meridian Subsequent EIR (SCH#2009071069). (MMRP)

69. All construction activities shall be limited to between 7:00 a.m. and 8:00 p.m. as feasible. (MEIR)

MJPA PUBLIC WORKS DEPARTMENT, TRILAKE ENGINEERING

With respect to the Conditions of Approval for the above referenced development, the MJPA requires that the applicant provide the following improvements and/or dedications in accordance with the March Joint Powers Authority requirements and Standards and pursuant to conditions of approval for Tract No. 30857 and the associated specific plan. It is understood that the site plan correctly shows all existing easements, traveled ways and drainage courses with appropriate Q's and that their omission may require the map to be

resubmitted for further consideration. The following conditions are essential parts and requirement occurring in ONE is as binding as though occurring in all. They are intended to be complimentary to the tract map and specific plan and to describe the conditions for a complete design of the improvements. All questions regarding the true meaning of the conditions shall be referred to the MJPA Public Works Engineer. The on and offsite improvements shall be installed pursuant to Riverside County Flood Control, Riverside County Transportation Department and Western Municipal Water District Standards and as approved by MJPA. Encroachment permit shall be obtained from all affected agencies.

70. Drainage and flood control facilities and improvements shall be provided in accordance with the specific plan, MJPA and Riverside County Flood Control requirements and standards. The following drainage related conditions are the requirements of this development:

    a. New onsite publicly maintained drainage facilities located outside road right-of-way, if any, shall be constructed within dedicated easements and connected to existing drainage facilities. Existing and proposed drainage easements shall be kept free of any building, structures, and obstructions.

    b. Drainage facilities outletting sump conditions shall be designed to convey the tributary 100-year on and offsite storm flows. Additional emergency escape shall also be provided pursuant to Flood Control requirements.

    c. The property's street and lot grading shall be designed in a manner that perpetuates the existing natural drainage patterns with respect to tributary drainage area. No ponding or concentration of water to upstream and downstream properties shall be permitted.

    d. The project site and building design shall consider the water table. The design of the site and the building shall be reviewed and approved by the Building Department.

    e. Final hydrology report and hydraulic calculation shall be submitted to the MJPA Public Works Engineer and Riverside County Flood Control for review and approval. The report shall address the offsite flow, accumulative onsite runoff, and the impact to adjacent downstream properties.

    f. All grading and drainage improvements shall comply with NPDES and Best Management Practices. Erosion control plans and submitted to Water Quality Board and the MJPA Public Works Engineer as part of the grading plans.

    g. The "first flush" basins shall be private and located onsite and properly landscaped and screened as determined by Planning Department. The parkway on and offsite landscaping may be utilized for this purpose. These facilities shall be connected to existing drainage with permits from the appropriate agency.

    h. Connection to drainage facilities maintained by RCFC will require their approval. Any onsite drainage facilities not maintained by RCFC and the JPA's maintenance district shall be privately maintained.

71. Additional streetlights or relocation of streetlights may be required per Riverside County and Southern California Edison standards and JPA.

72. The proposed development is in the service area of Western Municipal Water District for water and sewer services. Additional lateral connection, if required, shall comply with WMWD and Riverside County Fire Department requirements. Onsite sewer and water plans shall be submitted to WMWD for review and approval.

73. This project is part of the existing landscape, lighting, and drainage maintenance district established by MJPA. Owner(s) shall be responsible to pay towards maintenance of facilities as determined by the District. Additional landscaping and drainage improvements shall be maintained by owners.

74. On and offsite improvements including grading and paving plans along with hydrology shall be submitted to MJPA Public Works Engineer's office for review and approval.

75. Onsite striping, lighting, landscaping shall be reviewed and approved by Planning Department.

MJPA BUILDING AND SAFETY DEPARTMENT, WILLDAN

76. Provide four (4) sets of construction plans and documentation for plan review for each proposed building. Below you will find a list of the plans and documents Building & Safety will need for plan review on each building. The initial plan review will take approximately two weeks on most projects. Prior to submitting plans to Building & Safety, submit plans to the County of Riverside Fire Department for approvals. Provide one stamped approved copy of the plans from the Fire Department with the first submittal to Building and Safety.

77. Please provide the following sets of plans and documents. All conditions of approval from each department and agency shall be placed on the building plans.

Building and Safety submittal's required at first plan review:

(4) Architectural Plans
(4) Structural Plans
(2) Structural Calculations
(4) Plot/Site Plans
(4) Electrical Plans
(4) Electrical Load Calculations
(4) Plumbing Plans/Isometrics, Water, Sewer and Gas
(4) Mechanical Plans
(4) Mechanical Duct Layout Plans
(4) Disabled Access Improvement Plan for the Site.
(2) Roof Truss Plans
(2) Title 24 Energy Calculations
(4) Copy of Approved Precise Grading Plans
(1) Copy of Approved Fire Department Plans for the project.
(2) Commissioning documents showing compliance with Section 5.410.2 of the 2016 California Green Code.
(2) Copies of the Soils Reports

Building & Safety General Information:

78. All structures shall be designed in accordance with the 2016 California Building Code, 2016 California Mechanical Code, 2016 California Plumbing Code, and the 2016 California Electrical Code, and the 2016 California Green Buildings Standards adopted by the State of California.

79. The Developer/Owner is responsible for the coordination of the final occupancy. The Developer/Owner shall obtain clearances from each department, division, or agency prior to requesting a final building inspection from Building & Safety. Each agency shall sign the bottom of the Building & Safety job card.

80. Building & Safety inspection requests can be made twenty-four (24) hours in advance for next day inspection. Please contact (951) 656-7000. You may also request inspections at the Building & Safety public counter.

81. Temporary toilet facilities shall be provided for construction workers. The toilet facilities shall be maintained in a sanitary condition. Construction toilet facilities of the non sewer type shall conform to ANSI ZA.3.

82. The City enforces the State of California provisions of the California Building Code disabled access requirements. The Federal Americans with Disabilities Act (ADA) standards may differ in some cases from the California State requirements, therefore it is the building owner's responsibility to be aware of those differences and comply accordingly.

83. 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.

84. Building & Safety, (Willdan Engineering) will inspect all foundation work, structural work on the building to include plumbing, electrical, mechanical, title 24, green building code items. Building & Safety will also inspect the electrical conduit in the common areas for exterior light standards as well as disabled accessibility from the right of way to the building and the disabled parking stalls. Sewer installation outside the building and water supply line installation up to the property line at right of way, contact 909-963-8045. Please note that Western Municipal Water District will also need to inspect both on and off site water, contact (951) 571 7204. Signage will be inspected by Building & Safety as well as trash enclosures and other ornamental structures on the site.

85. Engineering, (Tri-Lake Engineering) will inspect the construction in the right of way as well as the on-site grading and precise grading. Storm drain construction will be inspected by Tri-Lake Engineering. Storm Water retention will be inspected by CG Recourse Management, contact (909) 455-8520.

Building & Safety Conditions:

86. Prior to the issuance of a building permit, the applicant shall pay all Development Improvement Fee's to March JPA; this also includes any school fees and outside agency fees such as sewer water and utilities. Copies of receipts shall be provided to Building & Safety prior to permit issuance.

87. All on site utilities shall be underground to the new proposed structure unless prior approval has been obtained by the utility company or March JPA.

88. 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.

89. Prior to issuance of building permits, site grading certification and pad certifications shall be submitted to Building & Safety. Prior to concrete placement, submit a certification for the finish floor elevation and set backs of the structures. The certification needs to reflect that the structure is in conformance with the Precise Grading Plans. Compaction reports shall accompany pad certifications. The certifications are required to be signed by the engineer of record.

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

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

92. Special inspectors and structural observation inspectors that are required by the engineer of record shall register with Building & Safety. The special inspectors shall provide a copy of his or her certifications and a copy of their driver's license before the start of work as an inspector on the project. Special inspectors are to provide daily reports to Building & Safety by e-mail to the City inspector and to the permit technician. Special inspectors are also required to provide a hard copy of the reports in the construction office daily for the inspector's use. The special inspectors shall make all necessary and required inspections before the City provides periodic inspections.

93. A Certificate of Occupancy will be granted to the Developer/Owner when the building is 100 percent complete and all agencies have signed for permanent occupancy. If the Developer/Owner has a tenant that will be performing a tenant improvement, Building & Safety will issue a permit for the tenant improvement if all other agencies agree to allow the permit to be issued and the plans are approved. No temporary certificate of occupancy will be granted prior to the building and site being 100 percent complete.

94. Site development and grading shall be designed to provide access to all entrances and exterior ground floors exits and access to normal paths of travel, and where necessary to provide access. Paths of travel shall incorporate (but not limited to) exterior stairs, landings, walks and sidewalks, pedestrian ramps, curb ramps, warning curbs, detectable warning, signage, gates, lifts and walking surface materials. The accessible route(s) of travel, building to building, shall be the most practical direct route between accessible building entrances, site facilities, accessible parking, public sidewalks, and the accessible entrance(s) to the site, California Building Code, (CBC) Chapter 11B.

95. All unused construction materials shall be recycled using March JPA's Franchise Hauler. Prior to the certificate of occupancy, the building inspector will request copies of all recycling receipts. .

96. Prior to certificate occupancy, the Developer/Owner shall obtain a meter release from Building & Safety for testing the fire sprinkler system as well as the electrical systems in the building. If the

building has multiple electrical meters, only the house meter will be released until such time the entire project is complete and has approval for occupancy by all departments and divisions. Suite electrical meters will be released when the Developer/Owner applies for electrical meter release and a certificate of occupancy is issued for that suite. If the Developer/Owner applies for an electrical meter for an empty suite after the project is complete, a certificate of occupancy will be granted for the shell-only use with no tenant.

RIVERSIDE COUNTY FIRE DEPARTMENT, OFFICE OF THE FIRE MARSHALL

97. California Fire Code requirements to be provided by Riverside County Fire on an individual project basis.

RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION

98. Prior to the issuance of building permits, the landowner shall convey an avigation easement to the MARB/MIP Airport.

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

100. The following uses shall be prohibited:

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

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

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

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

e) The following notice shall be provided to all potential purchasers and tenants of the buildings. While it is not required, the applicant and its successors-in-internet are

encouraged to provide a copy of said "Notice of Airport in Vicinity" to employees who would regularly be working therein:

NOTICE OF AIRPORT IN VICINITY

This property is presently located in the vicinity of an airport, within what is known as an airport influence area. For that reason, the property may be subject to some of the annoyances or inconveniences associated with proximity to airport operations (for example: noise, vibration, or odors). Individual sensitivities to those annoyances can vary from person to person. You may wish to consider what airport annoyances, if any, are associated with the property before you complete your purchase and determine whether they are acceptable to you. Business and Professional Code Section 11010 (b) (13) (A)

f) Any retention basin shall be designed so as to provide a maximum 48-hour detention period for the design storm (may be less, but not more), and to remain totally dry between rainfalls. Vegetation in and around the retention basin that would provide food or cover for bird species that would be incompatible with airport operations shall not be utilized in project landscaping.

g) Noise attenuation measures shall be incorporated into the design of office areas of structures, as necessary to ensure interior office noise levels from aircraft operations are at or below 45 CNEL.

WESTERN MUNICIPAL WATER DISTRICT

101. Western Municipal Water District Conditions of Approval will be provided on an individual project basis.

UNITED STATES POSTAL SERVICE

102. 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.

EXHIBIT A22

Trip Transfer Authorization dated May 01, 2018

May 1, 2018

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

RE: Trip Transfer Authorization for Meridian Unit 4, Lots 8, 9, 10, 11 and Unit 4 Lot 12

Dear Ms. Sotelo:

This letter authorizes the March Joint Powers Authority (JPA) to allow for the transfer of 2,684 gross average daily trips from Unit 4, Lot 12 to Unit 4, Lots 8, 9, 10 and 11 within Planning Region C, Planning Area 6 of the Meridian Specific Plan Amendment (SP-5) Planning Area.

Unit 4, Lot 12 is owned by Prime Six, LLC and has been approved by the March JPA for development of 74,922 square feet (sf) of Office uses. Unit 4 Lots 8, 9, 10, and 11 (Project) are owned by Silagi Development and Management and are currently in the process of requesting approval from the March JPA to develop eleven concrete tilt-up buildings with a combined square footage of 162,041 sf. The Project would require a zone change for Unit 4, Lots 8, 10 and 11 from Office to Mixed Use; Unit 4 Lot 9 would remain zoned for Office use.

Development within the Meridian SP-5 Planning Area is guided by the March JPA Planning General Plan, associated Master Environmental Impact Report (EIR), March Business Center Specific Plan, and associated 2003 Focused EIR. The 2010 Meridian SP-5 Subsequent EIR (SEIR), was prepared to document proposed modifications to the March Business Center Specific Plan resulting from changes to land use designations, lot layout, site access and internal circulation within the Meridian SP-5 Planning Area.

Traffic associated with the Meridian SP-5 Planning Area is managed using a system of Planning Areas and Planning Regions. Each Planning Area is allocated a traffic generation "budget". The Meridian SP-5 Specific Plan Amendment accounted for a total combined external traffic budget of 45,419 daily passenger trips and 3,890 daily truck trips within the Meridian SP-5 Planning Area. The Project site is located within Planning Area 6 of Planning Region C which accounted for 8,328 gross passenger car average daily trips; 7,539 external passenger car average daily trips; and 294 truck trips within the Meridian SP-5 Planning Area.

The Meridian SP-5 anticipated a combination of general office building (131,029 sf) and medical office (42,793 sf) for the Project area. Accordingly, 3,913 daily trips were originally assumed for Unit 4, Lots 8, 9, 10, and 11 in the traffic study prepared for the Meridian SP-5 SEIR. Unit 4, Lot 12 has been approved for 74,922 sf of Office uses, which equates to the generation of 1,068 total gross average daily trip (ADT) and 929 external ADT. Additional trips are being reserved for U4-12 for potential development of a general office building up to 88,000 square feet, equal to 1,209 total gross ADT and 1,051 external ADT being generated. Estimates in the Meridian SP-5 SEIR for Unit 4, Lot 12 assumed 3,893 total gross ADT. Reserving the ability to develop up to 88,000 square feet of office on

U4-12 results in 2,684 gross ADT that were not used by that development and are available for use on other lots within Planning Area 6. Currently, there are no specific projects in development or proposed for development on Unit 4, Lots 13 or 14. Therefore, it is assumed that the original allocated trips for those two parcels would still provide a realistic and feasible development and would not prohibit potential future development of those parcels. The transfer of the 2,684 excess trips from Unit 4, Lot 12 would allow for the proposed development on Unit 4, Lots 8, 9, 10 and 11, while maintaining the trip assumptions approved for Planning Area 6 of Planning Region C within the Meridian SP-5 Planning Area. A summary of the trip transfer is included in **Table 1**, below.

Table 1: Trip Transfer Summary[a]

Unit and Lot	Original ADT Allocated	Original Truck Trips Allocated	Estimated ADT Developed	Estimated Truck Trips Developed	Summary of Trip Transfer
Unit 4, Lot 8	770	0	6,597	0	+2,684
Unit 4, Lot 9	685	0			
Unit 4, Lot 10	912	0			
Unit 4, Lot 11	1,546	0			
Unit 4, Lot 12	3,893	0	1,209[b]	0	-2,684
Unit 4, Lot 13	383	138	817[c]	294[c]	
Unit 4, Lot 14	434	156			
Total	**8,623**	**294**	**8,623**	**294**	

Note:

a) All calculations are gross trips and do not include the 13% reduction for internal capture

b) Reserved for 88,000 square feet of General Office Building

c) Assumes 117,000 general light industrial; retains all original allocated trips

As discussed above, Prime Six, LLC authorizes the transfer of 2,684 trips from Unit 4 Lot 12 to Unit 4, Lots 8, 9, 10, 11. Should the March JPA have any questions or request further clarification, please contact Moshe Silagi at (805) 494-4077 or moshe@silagidevelopment.com.

Sincerely,



Moshe Silagi
Prime Six, LLC

EXHIBIT "B"

Conditions of Approval

EXHIBIT B

Conditions of Approval

MS Van Buren II-Development B Project

General Plan Amendment (GP 17-02), Meridian Specific Plan Amendment (SP 17-01, A4)
Plot Plan (PP 17-05) and Conditional Use Permit (CUP 17-08 through 17-16)

PLANNING DEPARTMENT General Conditions:

1. The site shall be developed in accordance with the approved Plot Plan (PP 17-05) on file with the Planning Department, the Meridian Specific Plan (SP-5), the applicable portions of the March JPA Development Code, the General Plan, and the conditions contained herein. Prior to any use of the site or business activity being commenced thereon, all Conditions of Approval and Environmental Mitigation Measures shall be completed to the satisfaction of the Planning Manager or designee. Building elevations shall comply with the color scheme and materials approved with the Plot Plan. (MJPA 9.14.020)

2. The Applicant shall indemnify, protect, defend, and hold harmless March JPA and its constituent public agency members, officers, employees, attorneys, and agents from any and all actual or alleged claims, actions, proceedings, against March JPA to attack, set aside, void, annul, or seek monetary damages arising out of the approval of the Applicant's proposed development or related approvals, including but not limited to CEQA approvals, permits, variances, design plans, plot plans, maps, licenses and amendments. March JPA shall promptly notify the Applicant of any and all claims, actions, and proceedings, covered by this Agreement. This indemnification shall include, but not be limited to, damages, fees and/or costs awarded against March JPA, if any, and cost of suit, attorney's fees and other costs, liabilities and expenses incurred in connection with such claim, action, or proceeding whether incurred by Applicant, March JPA, and/or any parties bringing such forth.

3. This approval shall expire three years after the date of approval unless substantial construction contemplated by this approval has occurred within the three-year period, which is thereafter pursued to completion, or the March Joint Powers Authority has extended approval, otherwise the approval shall become null and void. (MJPA 9.02.230)

4. This development is located within Specific Plan SP-5. Requirements of the Meridian Specific Plan including the permitted uses, development standards, the March Business Center Design Guidelines, and the Conditions of Approval shall prevail unless modified herein. (MJPA 9.13)

5. ~~Development within the Clear Zone and Accident Potential Zones I and II will abide by building standards and codes including height restrictions, restrictions on use, setbacks, population densities, and insulation and materials, as outlined in the approved 2005 Air Installation Compatible Use Zone. (AICUZ).~~ The Project site is not located in the Clear Zone or Accident Potential Zones I and II.

6. As established in the Specific Plan, the project will comply with the policies and requirements of the Riverside County Airport Land Use Plan. Development plans will be submitted to the FAA for review in accordance with FAR 77.13.2.i. Additional ALUC review will be required for objects taller than 50 feet in the Height Caution Zone shown on Figure IV.A-4 [in the Focused EIR]. Other land use controls (relating to safety (both in the air and on the ground) and noise) have been developed in consultation with the ALUC, and have been incorporated into the Specific Plan. (MMRP)

7. The development shall comply with the requirements of the Americans with Disabilities Act. All disabled parking spaces shall measure 14' wide to include a 9' stall and 5'loading area, by 20' length. One in every 8 disabled spaces, but in no case less than one, shall be van accessible with a minimum 9' wide space and 8' wide loading area. All signage, striping, ramps and slopes shall meet ADA requirements. Overhang of parking shall not encroach upon handicapped access routes. (MJPA 9.11.040)

8. Each accessible parking space shall be 14 feet wide, striped to provide a 9-foot wide parking area and a 5-foot wide loading area (access aisle) and shall be a minimum 18 feet in length. If 2 accessible spaces are located adjacent to each other, they may share the 5-foot wide loading area, resulting in a width of 23 feet for the 2 spaces. One in every 8 handicapped spaces, but not less than one, shall be van accessible; served by a loading area not less than 8 feet wide. If two van accessible parking spaces are located adjacent to each other, they may share a common 8-foot wide loading area. (MJPA 9.11.040)

9. When less than 5 parking spaces are provided, at least one shall be 14 feet wide, striped to provide a 9 foot parking area and a 5 foot loading area. Said space shall not be required to be reserved or identified exclusively for use by persons with disabilities. (MJPA 9.11.040)

10. Accessible parking spaces serving a particular building shall be located on the shortest accessible route of travel from adjacent parking to an accessible entrance. In parking facilities that do not serve a particular building, accessible parking shall be located on the shortest accessible route of travel to an accessible pedestrian entrance of the parking facility. In buildings with multiple accessible entrances with adjacent parking, accessible parking spaces shall be dispersed and located closest to the accessible entrances. (MJPA 9.11.040)

11. In each parking area, a bumper or curb shall be provided and located to prevent encroachment of cars over the required width of walkways. The space shall be so located that persons with disabilities are not compelled to wheel or walk behind cars other than their own. Pedestrian ways that are accessible to people with disabilities shall be provided from each such parking space to the related facilities, including curb cuts or ramps as needed. Ramps shall not encroach into any parking space, with the exception that ramps located at the front of accessible parking spaces may encroach into the length of such spaces when such encroachment does not limit the capability of a person with a disability to leave or enter their vehicle, thus providing equivalent facilitation. Where the Building Official determines that compliance with any regulation of this paragraph would create an unreasonable hardship, a waiver may be granted when equivalent facilitation is provided. (MJPA 9.11.040)

12. The slope of an accessible parking stall shall be the minimum possible and shall not exceed 1/4 inch per foot (2.083% gradient) in any direction. (MJPA 9.11.040)

13. Notwithstanding the off-street parking requirements of Subsection 9.11.040-A, the number of parking spaces that are not accessible may be reduced to the extent necessary for modification of an existing facility to comply with the requirements described in this Subsection. (MJPA 9.11.040)

14. Where provided, one passenger drop-off and loading zone shall provide an access aisle at least 5 feet wide and 20 feet long adjacent and parallel to the vehicle pull up space. Such zones shall be located on a surface with a slope not exceeding 1 vertical in 50 horizontal and shall be located on an accessible route of travel to the entrance of the facility. If there are curbs between the access aisle and the vehicle pull-up space, then a curb ramp shall be provided. Valet parking facilities shall provide a passenger loading zone as described herein. (MJPA 9.11.040)

15. The development shall incorporate 5% of parking spaces as preferential parking for car pools and vanpools in extremely convenient locations. (MMRP)

16. 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)

17. All new and existing utilities located on the site shall be under grounded. (MJPA 9.13.130)

18. 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)

~~19. All development adjacent to the 175 acre Least Bell's Vireo conservation easement shall comply with the Biological mitigation measures pertaining to the Least Bell's Vireo habitat identified in the Meridian Subsequent EIR (SCH#2009071069). (MMRP)~~ The Project is not adjacent to the 175 acre Least Bell's Vireo (LBV) conservation easement area, therefore the specific Biological mitigation measures pertaining to the preservation of LBV habitat are not applicable to this Project.

20. Preconstruction surveys will be conducted for burrowing owls prior to grading. These surveys shall conform to the survey protocol established by the California Burrowing Owl Consortium (1993). Preconstruction surveys shall be conducted no more than 30 days prior to the initiation of construction activities and at 30-day intervals if construction activities have not been initiated in an area. If Burrowing Owls are observed within the Project area then passive relocation measures will be implemented consistent with the survey protocol identified above. (MMRP)

21. 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)

22. Prior to individual lot development approval, the developer will coordinate with March JPA and shall contact WMWD to obtain the current flow reading and submit a sewer analysis demonstrating that the individual lot development projected sewer flows do not exceed the VBPS capacity (1.07 mgd). (MMRP) On January 30, 2017, WMWD provided a Water and Sewer Availability Request letter stipulating the conditions in order for WMWD to provide public water and sewer service.

23. Prior to individual lot development approval by the March JPA, the developer will coordinate with March JPA and WMWD to obtain the water demand for the proposed development to assure that the development is consistent with the water budget and Water Supply Assessment for the Project. (MMRP) On January 30, 2017, WMWD provided a Water and Sewer Availability Request letter stipulating the conditions for WMWD to provide public water and sewer service.

24. Uses located in proximity of noise sensitive uses shall comply with the noise mitigation measures identified in the Meridian Subsequent EIR (SCH#2009071069). (MMRP)

25. All uses shall comply with the noise emission criteria identified in the March JPA Development Code. (MMRP)

26. Applicant shall include Mitigation Measures Compliance Checklist for the Project on Construction Plans for Planning Department Staff review and sign-off.

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

27. Prior to grading permit issuance, the Project Applicant must amend Tract Map No. 30857-4 to modify the restricted access easement in order to allow for the right-in, right-out driveway along Meridian Parkway to the Project site.

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

28. Prior to building permit issuance, the Project Applicant must submit all required documentation as per Section 9.14.150 of March JPA's Development Code to the March JPA Engineering department for review and approval. Upon the approval of the Lot Line Adjustment a "Notice of Lot Line Adjustment" must be recorded with the Riverside County

Recorder's office and a copy of the recorded document is to be provided as proof to the March Joint Powers Authority.

29. Prior to building permit issuance, the Project Applicant must contribute its fair-share towards the future traffic signal at Meridian Parkway and Economic Drive. A traffic signal warrant analysis was prepared and the estimated fair-share fee is $31,891, which will be deposited as an in-lieu fee until the time the traffic signal is warranted.

30. Prior to obtaining a building permit, a site/building-specific acoustical report shall be prepared by an acoustical engineer or professional acoustician showing that interior noise levels within all habitable rooms do not to exceed 45 dB Ldn or CNEL for all new noise sensitive receptors (inclusive of transient lodging, educational facilities, and childcare facilities) which are identified as Conditionally Acceptable Uses consistent with Figure IV.H-3, State of California Noise Compatibility Chart. Normally Unacceptable Uses identified in Figure IV.H-3, State of California Noise Compatibility Chart shall not be allowed. The recommendations of the noise report shall be mandatory and binding on the proposed development. Noise reduction measures may include specific window treatments, such as dual glazing, and mechanical ventilation when the 45 dBA CNEL limit can only be achieved with a closed window condition. (MMRP)

31. ~~Office areas and noise sensitive uses within the 65 dB CNEL noise contour or greater shall provide noise attenuation to provide an interior noise level of 45 dB CNEL, as certified by an acoustical engineer or architect. (MMRP)~~ This condition is not applicable as the Project site is located between the 60-65 dB CNEL noise contour.

32. Facilities that store, handle or use regulated substances as defined in the California Health and Safety Code 25532 shall comply with the Hazards and Hazardous Materials Mitigation Measures identified in the Meridian Subsequent EIR (SCH#2009071069). (MMRP)

33. 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)

34. Prior to issuance of building permits, the developer or developer's successor-in-interest shall pay the applicable March JPA Development Impact Fee (DIF).

35. Individual lot developers shall contribute on a fair share basis toward the cumulative off-site impacts identified in Meridian Specific Plan Chapter IV. B-1-3. (MMRP)

36. Prior to issuance of building permits, the developer shall provide to the Planning Director written certification by the affected school district that either: (1) the development has complied with the fee levied by the governing board of the District, pursuant to Government Code Section 65996; or (2) the fee or other requirement does not apply to the development.

37. 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)

38. Prior to issuance of building permits, the Planning Division shall review and approve a computer generated, point-by-point exterior lighting analysis plan as a component of the construction plan review. The lighting plan shall be generated on the site plan and shall be integrated with the final landscape plan. The plan shall indicate the manufacturer's specifications for fully shielded light fixtures and shall include fixture catalog cuts, light cut-off shielding details, wattage, illumination type (high or low pressure sodium only), location, and height. The lighting shall not exceed a 750 watt maximum, shall not be mounted more than 25' above finished grade, and site lighting of outdoor areas shall be limited to high pressure or low pressure sodium lighting. The lighting shall be designed in such a manner so that it does not exceed 0.5 candle/foot2 illumination beyond the property line. (MJPA 9.08.100) The incorporation of LED lighting is permitted as long as the lighting does not exceed 2,700 Kelvin.

39. The project construction plan submittal shall contain an on-site traffic striping and signage plan which shall be reviewed and approved by Planning Department prior to issuance of the building permits.

40. CEQA Review of stationary source emissions other than natural gas and electricity shall be done on all projects with the possibility of emitting air pollutants. In addition, all projects involving stationary source emissions shall obtain permits to construct and operate from the SCAQMD. (MMRP)

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

41. Prior to the issuance of a Certificate of Occupancy, pedestrian-scale lighting shall be provided within the Project lots fronting Van Buren Boulevard as per the requirements of page III-19 of the Meridian North Campus Specific Plan (SP-5).

42. To ensure that Unit 4, Lot 9, comprised of 2.75 acres, remains as an Office zone, the Owner shall record a Restrictive Covenant prior to the issuance of a Certificate of Occupancy.

43. Prior to Certificate of Occupancy, the Project Applicant must contribute an in-lieu fee of $11,000 for the future construction and installation of a bus shelter along Van Buren Boulevard fronting the Project site.

44. Prior to the issuance of a Certificate of Occupancy, the project Applicant shall prepare and submit a Sign Permit application to the MJPA Planning Department for review and approval.

45. Prior to the issuance of a Certificate of Occupancy, the tenant shall submit to March JPA and shall receive approval of a Traffic Demand Management Plan which shall include the following elements: 1) identification of alternative modes of transportation and incentives available to employees; 2) the location of a minimum of 30" x 42" wall area for the posting of alternative transportation mode information including financial incentives by responsible agencies, transit schedules and carpooling information; 3) feasibility of flexible work hours

including compressed work week; 4) availability of on-site or off-site child care facilities; 5) feasibility of video conference facilities; and 6) feasibility of minimizing the use of fleet vehicles during smog alerts. (MMRP) This measure is not warranted until a tenant is specified and tenant improvement plans have been submitted for review by March JPA.

46. 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.).

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

48. 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)

49. 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)

50. ~~Prior to Certificate of Occupancy, each development incorporating truck dock doors shall install one 6-square foot sign for every two roll-up doors identifying the maximum 5-minute diesel idling time. All signs shall be installed on the building level in a manner to clearly convey the maximum diesel idling time. (CARB)~~ The Project does not propose any truck dock doors therefore this condition is not applicable.

Landscape Provisions (Timing Varies)

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

52. The Project is to provide a 6" concrete mow curb on property line along LLMD border and remove the temporary plastic border as detailed on the preliminary landscape drawings prepared by Hunter Landscape.

53. LLMD maintenance manager shall review the proposed landscape and handicap accessible paths proposed from the public right-of-way through the LLMD area and onto the Project site as detailed on the landscape plans.

54. Prior to the issuance of the Certificate of Occupancy, the applicant shall provide a letter from the landscape architect identifying that all landscape has been installed consistent with the approved landscape plan and that the landscape complies with the provisions of the March JPA Landscape Irrigation Efficiency Ordinance (JPA ORD.#16-03).

55. The landscape irrigation schedule which identifies appropriate watering times, duration and quantities, for 1) initial landscaping and 2) established landscape, shall be continually available at the site in perpetuity, in a convenient location near the irrigation controlling unit. (JPA ORD. #16-03).

56. All on-site landscape irrigation shall be designed and constructed to meet non-potable "Purple Pipe" standards for reclaimed water systems. (MMRP)

57. 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).

58. The facility shall incorporate an on-site green/landscape waste recycling/mulching area, or as an option the facility operator may identify in writing how green/landscape waste is recycled off-site. (MMRP)

59. 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.

60. All LLMD pressure main line and laterals crossing beneath paved areas shall be encased in schedule 40 PVC sleeves twice the diameter of the pipe. Sleeves shall be placed as a depth of 24" beneath finished surface, measured from the top of sleeve. Control wires shall be separate sleeves with a minimum diameter of two inches. Wire sleeves shall be sized so that wire bundles may be pulled without binding. On each side of paved areas, a 10" round valve box with wire connections shall be installed. Pin tie connectors shall be used in wire connection box and must be branded on the valve box lid with "SW" for future identification.

61. 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.

62. 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.

63. 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.

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

NPDES Provisions (Timing Varies)

65. Prior to a certificate of occupancy, consistent with the requirements of the NPDES Guidelines, the applicant/owner will record a NPDES Maintenance Covenant and Agreement verifying that the property owner or association will have maintenance responsibility for the on-site storm water treatment in perpetuity.

66. 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.

67. 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.

68. 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.

69. Prior to the issuance of building permits, the developer or developer's successor-in-interest applicant shall submit and receive approval of a Storm Water Management Plan addressing long term development storm water mitigation measures.

70. 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).

71. 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)

72. 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)

73. Employers with over 250 employees shall provide on-site food vending machines, refrigerator, microwave oven and mail facilities and use reasonable effort to provide an ATM, onsite computer, internet connection, and other service to reduce the need for employees to leave for services during business hours. (MMRP)

74. All cold storage facilities shall install conduit to all loading dock doors accessing the cold storage warehouse in order to accommodate future use plug–in electrical outlets. Additionally, all cold storage facilities shall have a minimum of 20% of the loading dock doors activated for plug-in use prior to issuance of the certificate of occupancy. The trailer fleets of all cold storage warehouses shall be 100% plug-in ready within 10 years of the certificate of occupancy. (MMRP)

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

76. Projects shall provide short- and long-term bicycle parking facilities to meet peak season maximum demand (e.g., one bike rack space per 20 vehicle/employee parking spaces). Project shall also provide "end-of-trip" facilities including showers, lockers, and changing space (e.g., four clothes lockers and one shower provided for every 80 employee parking spaces, separate facilities for each gender for projects with 160 or more employee parking spaces). (MMRP)

77. Project shall provide a parking lot design that includes clearly marked and shaded pedestrian pathways between transit facilities and building entrances. (MMRP)

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

79. Project shall be oriented towards existing transit, bicycle, or pedestrian corridor. Setback distance between project and existing or planned adjacent uses shall be minimized. Setbacks between project buildings and planned or existing sidewalks shall be minimized. Buildings shall be oriented towards existing or planned street frontage. Primary entrances to buildings shall be located along planned or existing public street frontage. Project shall provide bicycle access to any planned bicycle corridor(s). Project shall provide pedestrian access to any planned pedestrian corridor(s). (MMRP)

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

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

82. Developer shall consider an increase of exterior wall insulation and roof insulation over Title 24 requirements; however, a specific percent increase is not required. (MMRP)

83. Prior to issuance of a grading or building permit, the Construction Contractor shall submit a Construction Management Plan identifying compliance with all construction mitigation measures identified in the Meridian Subsequent EIR (SCH#2009071069). (MMRP)

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

MJPA BUILDING AND SAFETY DEPARTMENT

85. Provide four (4) sets of construction plans and documentation for plan review for each proposed building. Below you will find a list of the plans and documents Building & Safety will need for plan review on each building. The initial plan review will take approximately two weeks on most projects. Prior to submitting plans to Building & Safety, submit plans to the County of Riverside Fire Department for approvals. Provide one stamped approved copy of the plans from the Fire Department with the first submittal to Building and Safety.

86. Please provide the following sets of plans and documents. All conditions of approval from each department and agency shall be placed on the building plans.

Building and Safety submittal's required at first plan review:

(4) Architectural Plans
(4) Structural Plans
(2) Structural Calculations
(4) Plot/Site Plans
(4) Electrical Plans
(4) Electrical Load Calculations
(4) Plumbing Plans/Isometrics, Water, Sewer and Gas
(4) Mechanical Plans
(4) Mechanical Duct Layout Plans
(4) Disabled Access Improvement Plan for the Site.
(2) Roof Truss Plans
(2) Title 24 Energy Calculations
(4) Copy of Approved Precise Grading Plans
(1) Copy of Approved Fire Department Plans for the project.
(2) Commissioning documents showing compliance with Section 5.410.2 of the 2016 California Green Code.
(2) Copies of the Soils Reports

Building & Safety General Information:

87. All structures shall be designed in accordance with the 2016 California Building Code, 2016 California Mechanical Code, 2016 California Plumbing Code, and the 2016 California Electrical Code, and the 2016 California Green Buildings Standards adopted by the State of California.

88. The Developer/Owner is responsible for the coordination of the final occupancy. The Developer/Owner shall obtain clearances from each department, division, or agency prior to requesting a final building inspection from Building & Safety. Each agency shall sign the bottom of the Building & Safety job card.

89. Building & Safety inspection requests can be made twenty-four (24) hours in advance for next day inspection. Please contact (951) 656-7000. You may also request inspections at the Building & Safety public counter.

90. Temporary toilet facilities shall be provided for construction workers. The toilet facilities shall be maintained in a sanitary condition. Construction toilet facilities of the non-sewer type shall conform to ANSI ZA.3.

91. The City enforces the State of California provisions of the California Building Code disabled access requirements. The Federal Americans with Disabilities Act (ADA) standards may differ in some cases from the California State requirements, therefore it is the building owner's responsibility to be aware of those differences and comply accordingly.

92. 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.

93. Building & Safety, (Willdan Engineering) will inspect all foundation work, structural work on the building to include plumbing, electrical, mechanical, title 24, green building code items. Building & Safety will also inspect the electrical conduit in the common areas for exterior light standards as well as disabled accessibility from the right of way to the building and the disabled parking stalls. Sewer installation outside the building and water supply line installation up to the property line at right of way, contact 909-963-8045. Please note that Western Municipal Water District will also need to inspect both on and off site water, contact (951) 571 7204. Signage will be inspected by Building & Safety as well as trash enclosures and other ornamental structures on the site.

94. Engineering, (Tri-Lake Engineering) will inspect the construction in the right of way as well as the on-site grading and precise grading. Storm drain construction will be inspected by Tri-Lake Engineering. Storm Water retention will be inspected by CG Recourse Management, contact (909) 455-8520.

Building & Safety Conditions:

95. Prior to the issuance of a building permit, the applicant shall pay all Development Improvement Fee's to March JPA; this also includes any school fees and outside agency fees such as sewer water and utilities. Copies of receipts shall be provided to Building & Safety prior to permit issuance.

96. All on site utilities shall be underground to the new proposed structure unless prior approval has been obtained by the utility company or March JPA.

97. 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.

98. Prior to issuance of building permits, site grading certification and pad certifications shall be submitted to Building & Safety. Prior to concrete placement, submit a certification for the finish floor elevation and set backs of the structures. The certification needs to reflect that the structure is in conformance with the Precise Grading Plans. Compaction reports shall accompany pad certifications. The certifications are required to be signed by the engineer of record.

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

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

101. Special inspectors and structural observation inspectors that are required by the engineer of record shall register with Building & Safety. The special inspectors shall provide a copy of his or her certifications and a copy of their driver's license before the start of work as an inspector on the project. Special inspectors are to provide daily reports to Building & Safety by e-mail to the City inspector and to the permit technician. Special inspectors are also required to provide a hard copy of the reports in the construction office daily for the inspector's use. The special inspectors shall make all necessary and required inspections before the City provides periodic inspections.

102. A Certificate of Occupancy will be granted to the Developer/Owner when the building is 100 percent complete and all agencies have signed for permanent occupancy. If the Developer/Owner has a tenant that will be performing a tenant improvement, Building & Safety will issue a permit for the tenant improvement if all other agencies agree to allow the permit to be issued and the plans are approved. No temporary certificate of occupancy will be granted prior to the building and site being 100 percent complete.

103. All unused construction materials shall be recycled using March JPA's Franchise Hauler. Prior to the certificate of occupancy, the building inspector will request copies of all recycling receipts.

104. Prior to certificate occupancy, the Developer/Owner shall obtain a meter release from Building & Safety for testing the fire sprinkler system as well as the electrical systems in the building. If the building has multiple electrical meters, only the house meter will be released until such time the entire project is complete and has approval for occupancy by all departments and divisions. Suite electrical meters will be released when the Developer/Owner applies for

electrical meter release and a certificate of occupancy is issued for that suite. If the Developer/Owner applies for an electrical meter for an empty suite after the project is complete, a certificate of occupancy will be granted for the shell-only use with no tenant.

105. Site development and grading shall be designed to provide access to all entrances and exterior ground floors exits and access to normal paths of travel, and where necessary to provide access. Paths of travel shall incorporate (but not limited to) exterior stairs, landings, walks and sidewalks, pedestrian ramps, curb ramps, warning curbs, detectable warning, signage, gates, lifts and walking surface materials. The accessible route(s) of travel, building to building, shall be the most practical direct route between accessible building entrances, site facilities, accessible parking, public sidewalks, and the accessible entrance(s) to the site, California Building Code, (CBC) Chapter 11B.

MJPA PUBLIC WORKS DEPARTMENT

In a letter dated August 31, 2018, Trilake Consultants provided the following Conditions of Approval for the project: With respect to the Conditions of Approval for the above referenced project, the MJPA requires that the applicant provide the following improvements and/or dedications in accordance with the March Joint Powers Authority requirements and Standards and pursuant to conditions of approval for Tract No. 30857 and the associated specific plan. It is understood that the site plan correctly shows all existing easements, traveled ways and drainage courses with appropriate Q's and that their omission may require the map to be resubmitted for further consideration. The following conditions are essential parts and requirement occurring in ONE is as binding as though occurring in all. They are intended to be complimentary to the tract map and specific plan and to describe the conditions for a complete design of the improvements. All questions regarding the true meaning of the conditions shall be referred to the MJPA Public Works Engineer. The on and offsite improvements shall be installed pursuant to Riverside County Flood Control, Riverside County Transportation Department, and Western Municipal Water District Standards and as approved by MJPA. Encroachment permit shall be obtained from all affected agencies.

106. Drainage and flood control facilities and improvements shall be provided in accordance with the MJPA and Riverside County Flood Control requirements and standards. The following drainage related conditions are the requirements of the project:

a. Drainage facilities outletting sump conditions shall be designed to convey the tributary 100-year on and offsite storm flows.

b. The property's street and lot grading shall be designed in a manner that perpetuates the existing natural drainage patterns with respect to tributary drainage area. No ponding or concentration of water to upstream and downstream properties shall be permitted.

c. Final hydrology report and hydraulic calculation shall be submitted to the MJPA Public Works Engineer and RCFC (if needed) for review and approval. The report

shall address the offsite flow, accumulative onsite runoff, and the impact to adjacent downstream properties.

d. All grading and drainage improvements shall comply with NPDES and Best Management Practices. Erosion control plans shall be prepared and submitted to the Water Quality Board and the MJPA Public Works Engineer as part of the grading plans.

e. The "first flush" basins shall be private and located onsite and properly landscaped and screened as determined by Planning Department. The parkway on and offsite landscaping may be utilized for this purpose. These facilities shall be connected to existing drainage facilities with permits from the appropriate agency.

f. Connection to drainage facilities maintained by RCFC will require their approval. Any onsite drainage facilities not maintained by RCFC and the JPA's maintenance district shall be privately maintained.

107. Additional streetlights or relocation of streetlights adjacent to this site may be required per Riverside County, Southern California Edison, and JPA Standards.

108. The proposed development is in the service area of Western Municipal Water District for water and sewer services. Additional lateral connection, if required, shall comply with WMWD and Fire Department requirements. Onsite sewer and water plans shall be submitted to WMWD for review and approval.

109. This project is part of the existing landscape, lighting and drainage maintenance districts established by MJPA. Owner(s) shall be responsible to pay towards maintenance of facilities as determined by the Districts.

110. On and offsite improvements including grading and paving plans along with hydrology shall be submitted to MJPA Public Works Engineer's for review and approval.

111. Driveway approaches shall be installed per Riverside County Standard No. 207A for commercial driveways in compliance with ADA requirements and standards.

112. Onsite striping, lighting, landscaping shall be reviewed and approved by Planning Department.

113. The improvements on Economic Drive, Meridian Parkway, and Van Buren are existing and if damaged during construction shall be removed and replaced to the satisfaction of MJPA and Riverside County Transportation. Utility trench shall be repaired to JPA standards.

114. Construction of the proposed improvements over existing easements (if any) will require the appropriate agency approval.

115. Concrete intersections at driveways used by trucks shall be installed as approved by JPA.

116. Reference made to Riverside County Transportation letter dated February 07, 2018. The Applicant shall submit plans and other documents to the County for work within their jurisdiction for their review and approval.

117. Proposed driveway along Meridian Parkway shall be limited to right-in and out only. The existing median along Meridian Parkway shall be extended northerly and adequate distance to limit turning movements from this driveway.

The proposed driveway along Van Buren Boulevard shall be reviewed and approved by County Transportation Department.

118. Sidewalk shall be installed around all streets adjacent to this site per Riverside County Standards.

MARCH AIR RESERVE BASE

119. Prior to construction plan approval, design of all Project site detention basins and basin calculations shall be submitted to March Air Reserve Base Civil Engineer for review and approval.

120. Prior to building permit issuance, a glare/glint study must be submitted to the March Air Reserve Base to examine the potential impacts of flight operations if the Applicant wishes to pursue any roof or ground mounted solar photovoltaic system.

121. The parcel is not located within the Accident Potential Zones or Clear Zones. However, due to the proximity to the west of Runway 14/32, there are concerns with heights of facilities. There are restrictions on land uses and heights of natural objects and man-made objects in the vicinity of air installations that may obstruct the airspace, attract birds, cause electromagnetic or thermal interference, or produce dust, steam, smoke, or light emissions to provide for safety of flight and the public welfare.

122. The project is partially located within the Perris North sub-basin, the same groundwater sub-basin as MARB. The rising groundwater table at MARB is an ongoing concern and solutions are being sought by both MARB and the State of California. MARB has concerns with the rising groundwater and the ability to properly drain the water detention basins within 48 hours. The materials provided for review did not include any drainage plan or preliminary water quality management plan. MARB requests to review any specific designs of basins and drainage systems prior to any approval by March Joint Powers Authority (MJPA) to ensure that storm water does not negatively impact base operations or water quality.

123. A properly designed stormwater management system and landscaping must address Bird/Wildlife Aircraft Strike Hazard (BASH) concerns including proper

detention/infiltration of stormwater runoff. The base requests review of any details of the stormwater conveyance system and the landscaping plan when they become available. Given the proximity to the airfield, trees which will bear mast or grow to an adequate size for roosting should not be planted. Additional information on reducing BASH hazards can be found in AFPAM 91-212, Bird/Wildlife Aircraft Strike Hazard (BASH) Management Techniques, dated February 1, 2004. We request that March Joint Powers Authority evaluate the stormwater detention basin design to mitigate or eliminate any hazards, and jointly approve the design with MARB.

124. The site is located within an area that is exposed to elevated levels of noise from the base's flying operations; reference the 2018 AICUZ for MARB for the noise contours for this area. In addition, this site is situated in an area where aircraft flying departures from Runway 14 will be very close to this proposed facility at relatively low altitudes. Further, these departing aircraft will be at a high power setting generating significant noise contours. As such, the employees of this proposed development would be subject to noise occurrences that may generate complaints to the base and the community leadership. These complaints would be of significant concern to the base in that it could affect current or future base operations. Employees and regularly received public may require protection using noise abatement (noise level reduction) provided in the construction design. Additionally, hearing protection for employees may be required by Occupational Safety and Health Administration (OSHA) or other agencies as it relates to safety and health in a high noise work environment.

125. The property and proposed structures are in the vicinity of the flight path of aircraft approaching and departing MARB airspace. To help eliminate any potential adverse effects on aircraft operations at MARB, construction materials should be non-reflective to provide for safety of flight and the public welfare. This includes elements such as outside ductwork, windows and roofs, elements which can be made non-reflective by means such as painting or covering. In addition, project improvements shall not create:

* Distracting lights which could be mistaken for airport lights
* Sources of dust, steam, or smoke which may impair pilot visibility
* Sources of electronic interference with aircraft communications or navigation

126. If the developer has plans to include the use of any photovoltaic or solar panel system, the effects of glare should also be analyzed, and be reviewed by MARB staff prior to issuance of any permits.

127. The following are some mitigating measures and it is our desire that all such steps be researched and implemented.

* BMPs must be reviewed by the Base and must not introduce hazards related to bird strikes
* Any reflective materials on the rooftop are prohibited
* No hazardous materials should be stored at this site
* Noise level hazards must be mitigated

128. March ARB released the 2018 Air Installation Compatible Use Zone Study on February 21, 2018. It outlines some things that should be considered in any environmental and land use analysis. A copy can be downloaded at http://www.march.afrc.af.mil/Portals/135/documents/MARCH_AICUZ_2018.pdf?ver=2018-02-21-161029-473

RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION

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

130. 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, livestock operations, production of cereal grains, sunflower, and row crops, composting operations, trash transfer stations that are open on one or more sides, recycling centers containing putrescible wastes, construction and demolition debris facilities, fly ash disposal, and incinerators.)

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

e) Children's schools day care centers, libraries, hospitals, skilled nursing and care facilities, congregate care facilities, places of assembly (including churches and theaters), noise sensitive outdoor nonresidential uses, and hazards to flight.

131. The following notice shall be provided to all prospective purchasers of the property and tenants or lessees of the buildings, and shall be recorded as a deed notice.

NOTICE OF AIRPORT IN VICINITY

This property is presently located in the vicinity of an airport, within what is known as an airport influence area. For that reason, the property may be subject to some of the annoyances or inconveniences associated with proximity to airport operations (for example: noise, vibration, or odors). Individual sensitivities to those annoyances can vary from person to person. You may wish to consider what airport annoyances, if any, are associated with the property before you complete your purchase and determine whether they are acceptable to you. Business and Professional Code Section 11010 (b) (13) (A)

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

133. 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.

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

135. The Federal Aviation Administration has conducted an aeronautical study of the proposed buildings (Aeronautical Study No. 2017-AWP-8057 through 8067-OE) and has determined that neigher 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 the FAA Advisory Circular 70/7460-1 L Change 1 and shall be maintained in accordance therewith for the life of the project.

136. The proposed buildings shall not exceed a height of 36 feet above ground level and a maximum elevation at top point of 1,607 feet above mean sea level.

137. 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.

138. Temporary construction equipment used during actual construction of the building shall not exceed 36 feet in height and a maximum elevation of 1,607 feet above mean sea level, unless separate notice is provided to the Federal Aviation Administration through the Form 7460-1 process.

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

140. Any roof-top equipment or change in height that exceeds a total height of 36 feet will require Form 7460-1 submittal, review, and issuance of a "Determination of No Hazard to Air Navigation" by the Federal Aviation Administration Obstruction Evaluation Service.

141. The project does not proposed 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.

142. The maximum square footage of restaurant dining area permitted within the Retail Building is 1,235 square feet. No other Type A occupancies shall be permitted within the retail building without subsequent evaluation as to consistency with the applicable ALUCP.

143. The maximum square footage permitted within Building 1 is 19,845 square feet of industrial manufacturing, 4,000 square feet of retail, 1,400 square feet of restaurant dining area, and 700 square feet of kitchen area. No other Type A occupancies shall be permitted within the building without subsequent evaluation as to consistency with the applicable ALUCP.

144. The maximum square footage permitted within Buildings 7 and 8 (each) are 8,000 square feet of industrial manufacturing, 1,200 square feet of retail area, 1,900 square feet of dining area, and 900 square feet of kitchen area. No other Type A occupancies shall be permitted within the building without subsequent evaluation as to consistency with the applicable ALUCP.

145. This project has been evaluated for 32,628 square feet of standalone office area, 92,206 square feet of industrial manufacturing area with 12,260 square feet of associated office area, 6,435 square feet of restaurant area with 2,500 square feet of associated commercial kitchen area, and 14,219 square feet of retail area. Any increase in building area or change in use will require review by the Airport Land Use Commission.

146. For the purpose of these conditions, a microbrewery providing on-site dining, tasting, or beverage consumption shall be considered as the equivalent of a restaurant, and any portion of

the microbrewery that is available for public use (beverage consumption, dining, and/or tasting) shall be considered to be "restaurant dining area" Areas restricted to employees shall be considered to be "commercial kitchen area". A microbrewery with no on-site beverage consumption, tasting, or dining shall be considered as the equivalent of a retail use.

RIVERSIDE COUNTY FIRE DEPARTMENT, OFFICE OF THE FIRE MARSHALL

On September 28, 2017, the Riverside County Fire Department, Office of the Fire Marshall provided a letter detailing that the department has conditionally approved this project and requires the following fire protection measures be provided in accordance with Riverside County Ordinances and/or recognized fire protection standards:

126) Fire hydrants and fire flow: prior to building permit issuance, provide or show there exists a water system that meets the required fire flow in accordance with the California Fire Code and Riverside County Fire Department requirements. Fire hydrants shall be spaced in accordance with the California Fire Code.

127) These conditions are preliminary; further review will occur upon receiving building plans. Additional conditions may be necessary at that time.

WESTERN MUNICIPAL WATER DISTRICT

In a letter dated January 30, 2017 Western Municipal Water District provided the following conditions:

The location of the Proposed Project (see attached map) is within Western's Service Area and Western would be the public water and sewer service provider for the Proposed Project, contingent upon the satisfaction of certain conditions including, but not necessarily limited to, the following:

a) The applicant must have obtained all necessary permits and approvals for the construction and operation of the Proposed Project from the appropriate regulatory authorities;

b) The applicant must agree to comply with the requirement of Western's Rules and Regulations Governing Water Service and Water Users and Regulations for Wastewater Discharge and Sanitary Sewer System Use, as the same may be revised from time to time ("Rules And Regulations"), including without limitation:

    (i) Providing and/or paying for connection facilities, as well as certain additional facilities that will be necessary to accommodate applicant's proposed water usage while maintaining resiliency within Western's distribution system, including the upsizing of pipelines and installation of pressure reduction and pump stations;

(ii) Providing and/or paying for connection facilities, as well as certain additional facilities that will be necessary to accommodate applicant's proposed wastewater discharge, including the upsizing of pipelines and installation of sewer lift stations;

(iii) the payment of all applicable costs and fees, including system impact fees (subject to the application of appropriate credits for additional facilities provided by the applicant); and

(iv) agree that all water use is subject to curtailment during times of drought or other water availability limitations in accordance with the Rules and Regulations.

c) Depending on the size, occupancy, or water/recycled water requirements of the project, additional studies including but not limited to: 1) a Water Supply Assessment as stipulated in California Water Code Section 10910 et. seq., and/or 2) distribution system hydraulic analysis (modeling) may be required of the applicant prior to approving service. Upon receipt of a request by the lead planning agency to prepare a WSA based on the developed project demands, Western will initiate the process. A deposit from the project proponent will be required to cover expenses therewith.

d) Western's retail water facilities are intended for normal domestic use only and will be sufficient in quality and quantity for this purpose. Western cannot issue a guarantee of water availability for fire protection.

e) Western's sanitary sewer facilities are intended primarily for normal sanitary sewer use only and will be sufficient in quality and quantity for this purpose. Article 3 of Western's Regulations for Wastewater Discharge and Sanitary Sewer System Use. Use of recycled water shall comply with California Code of Regulations Title 22 and Western's Rules and Regulations Governing the Supply and Use of Recycled Water. Western reserves the right to refuse recycled water service for uses deemed unsuitable. Western cannot issue a guarantee of recycled water availability or delivery of pressure.

f) All requirements referred to in this letter are subject to change without notice and in no case shall the terms of water, sewer and recycled water availability remain in effect greater than one (1) year from the issuance date of this letter.

UNITED STATES POSTAL SERVICE

147. Prior to the issuance of certificate of occupancy, the developer shall contact the U.S. Postal Service to determine the appropriate type and location of mailboxes.

STANDARD MARCH JPA OPERATION MITIGATION MEASURES

To be placed on the cover sheet of all construction plan submittals

1. Future uses shall comply with all applicable permitting requirements for new or modified emission sources subject to SCAQMD rules and regulations.

2. All internal combustion engine-driven equipment will be properly maintained and tuned according to manufactures specifications.

3. Hazardous materials certified handler and disposal service shall conduct the disposal and servicing of any hazardous materials.

4. All landscaped areas shall be maintained in a healthy and thriving condition, free from weeds, trash and debris by the developer or the developer's successor-in-interest. The developer, or the developer's successor-in-interest, shall be responsible for maintaining any undeveloped portion of the site in a manner that provides for the control of weeds, erosion and dust.

5. Green waste generated by the Development shall be kept separate from other waste types in order that it can be recycled for onsite composting or directed to local wood grinding and/or composting facility.

6. Any graffiti located onsite shall be removed within 72 hours. The site shall be maintained in a graffiti-free state at all times.

ORDINANCE #JPA 18-03

AN ORDINANCE OF THE MARCH JOINT POWERS COMMISSION OF THE MARCH JOINT POWERS AUTHORITY ADOPTING AN AMENDMENT TO THE MERIDIAN SPECIFIC PLAN AMENDMENT – SP-5, A4 (SP 17-01, A4)

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, in July 2010, the Authority approved Specific Plan Amendment (SP-5) to amend the March Business Center Specific Plan by amending its name to the "Meridian Specific Plan Amendment" and implementing revisions to a 257.7 acre portion of the specific plan's North Campus area, including revisions to land use and development regulations, and land use designations; and

WHEREAS, MS Van Buren II c/o Silagi Development ("Applicant") proposes the development of 13.60 acres within Planning Area 6 of the Meridian Specific Plan Amendment (SP-5), including the development of Unit 4, Lots 8, 9, 10 and 11 into eleven (11) buildings totaling approximately 162,041 square feet for office, warehouse and retail uses ("Project"); and

WHEREAS, Applicant proposes to amend the Meridian Specific Plan Amendment (SP-5) to accomplish the following actions: 1) would allow for the zone change of approximately 10.85 acres from SP-5 OF to SP-5 MU. Approximately 2.75 acres would remain designated as SP-5 OF, 2) would require modifications to three figures in the Specific Plan; Figure II-3 would be revised to identify the General Plan land uses prior to the changes proposed by the project, Figure II-4 would be revised to identify the existing zoning prior to the changes proposed by the project, and Figure II-4a would identify the revised zoning resulting from the proposed Project; and

WHEREAS, the General Plan Amendment (GPA 17-02), Plot Plan (PP 17-05), nine Conditional Use Permits (CUP 17-08), (CUP 17-09), (CUP 17-10), (CUP 17-11), (CUP 17-12), (CUP 17-13), (CUP 17-14), (CUP 17-15) and (CUP 17-16), and this Specific Plan Amendment No. 5, Amendment No. 4 (SP 17-01, A4), collectively constitute the

"Project" for purposes of the California Environmental Quality Act (Pub. Resources Code, § 21000 *et seq.*) ("CEQA"); and

WHEREAS, in accordance with CEQA and the State CEQA Guidelines (Cal. Code Regs., tit. 14, § 15000 *et seq.*), March JPA staff prepared and the March Joint Powers Commission ("Commission") certified a Final Environmental Impact Report for the March Business Center Specific Plan (SP-1) (SCH #2002071089) ("FEIR"); and

WHEREAS, in accordance with CEQA and the State CEQA Guidelines, March JPA staff prepared and the Commission certified a Subsequent Environmental Impact Report for the Meridian Specific Plan Amendment (SP-5) (SCH #2009071069) ("SEIR"); and

WHEREAS, in accordance with CEQA and the State CEQA Guidelines, March JPA staff has prepared and the Commission has adopted an Addendum to the certified SEIR for the Meridian Specific Plan Amendment (SP-5) for the Project; and

WHEREAS, the Addendum to the certified SEIR was prepared pursuant to CEQA, the State CEQA Guidelines, and the March JPA's Local CEQA Guidelines; and

WHEREAS, on September 12, 2018, the Commission conducted a duly-noticed public hearing in accordance with Government Code sections 65453 and 65355 on SP-5 A4, at which time all persons wishing to testify in connection with SP-5, A4 were heard and SP-5, A4 was comprehensively reviewed; and

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

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

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

SECTION 2. Compliance with the California Environmental Quality Act. As documented in Resolution 18-18, the Commission has considered and adopted an Addendum to the 2010 SEIR for the Meridian Specific Plan Amendment (SP-5) (SCH #2009071069) for the Project, including SP-5, A4 in accordance with the requirements of CEQA, the State CEQA Guidelines, and the March JPA Local CEQA Guidelines. As the decision-making body for the Project, the Commission of the March JPA has reviewed and considered the FEIR, the SEIR, the Addendum to the SEIR, the Initial Study, any oral or written comments received, and the administrative record prior to taking action on the Project, including action on Specific Plan Amendment (SP-5, A4).

SECTION 3. Findings for Specific Plan Amendment. Based on the entire record before the Commission and all written and oral evidence presented to the Commission pursuant to Sections 9.13.080 and 9.13.090 of the March JPA Development Code and

Section 65454 of the Government Code, the Commission finds that the Specific Plan Amendment (SP-5, A4) is consistent with the March JPA General Plan and will systematically implement the goals and objectives of the General Plan. Moreover, the Commission hereby makes the following specific findings in accordance with state law and the March JPA Development Code:

A. The Specific Plan Amendment (SP-5, A4) is in conformity with the General Plan because a general plan amendment request (GP 17-02) is being considered concurrently with SP-5, A4. The specific plan amendment makes revisions to certain exhibits to reflect the change in zone on Unit 4, Lot 8, Lot 10 and Lot 11, and to update the Land Use and designation tables within the Specific Plan to reflect revised acreages within the Commercial, Mixed Use, Business Park, and Park/Open Space Land Uses.

B. Specific Plan Amendment (SP-5, A4) is consistent with the purpose and intent of the March JPA Development Code because Specific Plan Amendment (SP-5, A4) complies with all requirements of Chapter 9.13 (Specific Plans) of the Development Code including but not limited to the specific plan requirements listed in Section 9.13.050 and the minimum design standards listed in Section 9.13.060.

C. Based on the entire record before the Commission and all written and oral evidence presented to the Commission, the Commission finds that Specific Plan Amendment (SP-5, A4) is in the public interest because it will provide for the efficient development of the Meridian Specific Plan Amendment (SP-5) area as a safe and efficient industrial and business center.

SECTION 5. Adoption of Specific Plan Amendment. Based on the entire record before the Commission and all written and oral evidence presented to the Commission, the Commission hereby adopts Specific Plan Amendment (SP-5, A4) in substantially the form attached hereto as Exhibit "A", which is incorporated by this reference.

SECTION 6. Severability. Should any provision of this Ordinance, or its application to any person or circumstance, be determined by a court of competent jurisdiction to be unlawful, unenforceable or otherwise void, that determination shall have no effect on any other provision of this Ordinance or the application of this Ordinance to any other person or circumstance and, to that end, the provisions hereof are severable.

SECTION 7. Publication. The Chair of the Commission shall sign this Ordinance and the Clerk of the Commission shall attest thereto and shall within fifteen (15) days of its adoption cause it, or a summary of it, to be published in the Press Enterprise, a newspaper published and circulated within the boundaries of the March JPA.

SECTION 8. Custodian of Records. The documents and materials that constitute the record of proceedings on which these findings are based are located at the

Office of the Planning Manager, March JPA, 14205 Meridian Parkway, Suite 140, Riverside, CA 92518.

SECTION 9. Notice of Determination. The Commission directs March JPA staff to prepare, execute, and file a Notice of Determination with the Riverside County Clerk within five (5) working days of the passage and adoption of this Ordinance.

SECTION 10. Effectiveness. This Ordinance shall be effective thirty (30) days after its adoption.

INTRODUCED on the 12th day of September, 2018.

PASSED, APPROVED, AND ADOPTED this 26th day of September, 2018.

_____

Marion Ashley, Chairman
March Joint Powers Authority Commission

ATTEST:

I, Carey L. Allen, CMC, Clerk of the March Joint Powers Commission, do hereby certify that the foregoing Ordinance #JPA 18-03 was duly introduced on September 12, 2018 and adopted by the Joint Powers Commission at its regularly scheduled meeting on September 26, 2018.

AYES:
NOES:
ABSTAIN:
ABSENT:

Dated: September 26, 2018

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

EXHIBIT A

MERIDIAN NORTH CAMPUS SPECIFIC PLAN AMENDMENT NO. 5,
AMENDMENT NO. 4 (SP 17-01, A4)

SP-5 A4
AN AMENDMENT TO THE NORTH CAMPUS OF THE MERIDIAN SPECIFIC PLAN
(ALSO KNOWN AS MARCH BUSINESS CENTER SPECIFIC PLAN)











March Joint Powers Authority

May 2018

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I. PROJECT SUMMARY

A. BACKGROUND OF THE SPECIFIC PLAN AMENDMENT SP-5, A4

The March Business Center project was the subject of a Specific Plan and a Focused Environmental Impact Report (FEIR) certified by the March Joint Powers Commission in February 2003 (SCH# 2002071089). The March Business Center Specific Plan is here forward referred to the previously adopted Specific Plan. The previously adopted Specific Plan described an industrial business park to be developed on approximately 1,290 acres in the northwestern portion of Riverside County, California, on land that was formerly a part of the March Air Force Base (MAFB). **Figure I-1** depicts the location of the project in a regional context. The previously adopted Specific Plan area is shown in **Figure I-2**. Land use authority for the Specific Plan area resides with the March Joint Powers Authority (JPA). The March JPA General Plan was approved in 1999 and divided the MAFB property into planning subareas. The March Business Center is located in the northern portion of West March Planning Subarea. This Specific Plan guides the development of the March Business Center within the framework of the March JPA General Plan.

The previously adopted Specific Plan was divided into two elements. The northern portion, referred to as the North Campus, comprises approximately 662 acres, and is bounded by Alessandro Boulevard to the north, I-215 to the east, and Van Buren Boulevard to the south. In 2010, Meridian SP-5 was adopted which reconfigured a portion of North Campus' developable lots. The lots that were not included in SP-5 are still governed under the 2003 Specific Plan and subsequent amendments. This Specific Plan Amendment (SP-5, A4) consists of a zone change to Unit 4, Lots 8, 10 and 11 of Planning Area 6 of Planning Region C in the Meridian SP-5 Planning Area. Unit 4, Lots 8, 10 and 11 are located east and south of Economic Drive, west of Meridian Parkway and north of Van Buren Boulevard. Unit 4, Lots 8, 9, 10 and 11 are zoned Office (OF) in the Meridian SP-5 and would be rezoned to Mixed Use (MU) under this Specific Plan Amendment. ~~The previously adopted Specific Plan was divided into two elements. The northern portion, referred to as the North Campus, comprised approximately 662 acres, and is bounded by Alessandro Boulevard to the north, I-215 to the east, and Van Buren Boulevard to the south. The South Campus, located south of Van Buren Boulevard and west of the existing General Old Golf Course and Riverside National Cemetery, encompassed about 617 acres.~~

Following FEIR certification and permitting, development commenced on the North Campus. Numerous parcels were developed and are now occupied. ~~Others were in various stages of development at the time this Specific Plan Amendment was prepared. No development activities have taken place on the South Campus.~~ This Specific Plan Amendment, which is designated SP-5 A4 per March Joint Powers Authority (JPA) Development Code Section 9.13.040, changes the zone from office to mixed use for Unit 4, Lots 8, 10 and 11 ~~affects 41 lots comprising 257.7 acres~~ within the North Campus. ~~As discussed in Section II.E.2, this Specific Plan Amendment would redistribute the acreages among the land use designations identified in the previously-adopted Specific Plan.~~ This Specific Plan Amendment would not add any new acreage to the area identified in the previously-adopted Specific Plan. This Specific Plan Amendment is proposed to respond to changes in market conditions since certification of the 2003 FEIR and the 2010 Meridian SP-5 Subsequent EIR. ~~and to accommodate a prospective industrial user who plans to develop lot 16.~~

The previously adopted Specific Plan, Design Guidelines, FEIR, Design Implementation Review Committee, Statutory Development Agreement, Settlement Agreement and other official Joint Powers Authority documents, ordinances and resolutions refer to the overall project as the "March Business Center" project. However, ~~in the interim,~~ the project has been marketed and branded ~~promoted~~ under the name "Meridian" and has come to be known by that name over the past ~~several~~ years. References to

existing approved plans and reports in this Specific Plan Amendment use the original name of the project (i.e., March Business Center), which is consistent with the titles of these reports and plans. In the interest of clarity, the following terminology is used to differentiate this Specific Plan Amendment from the previously adopted Specific Plan:

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

This Specific Plan Amendment presents all revisions in a strike-through/underline format so the reader can quickly identify all changes from the previously adopted Specific Plan and the Meridian SP-5 Amendment. In addition to changes resulting from this Specific Plan Amendment, other revisions have been incorporated to address changed circumstances or new information that has come about since the previously adopted Specific Plan was approved in 2003. For example, current street names have been incorporated (i.e., the former Street Z is now called Meridian Parkway and Street F is now called Economic Way). In addition, editorial changes (such as using consistent verb tenses) have been incorporated to improve the clarity of this Specific Plan Amendment document.

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

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

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

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

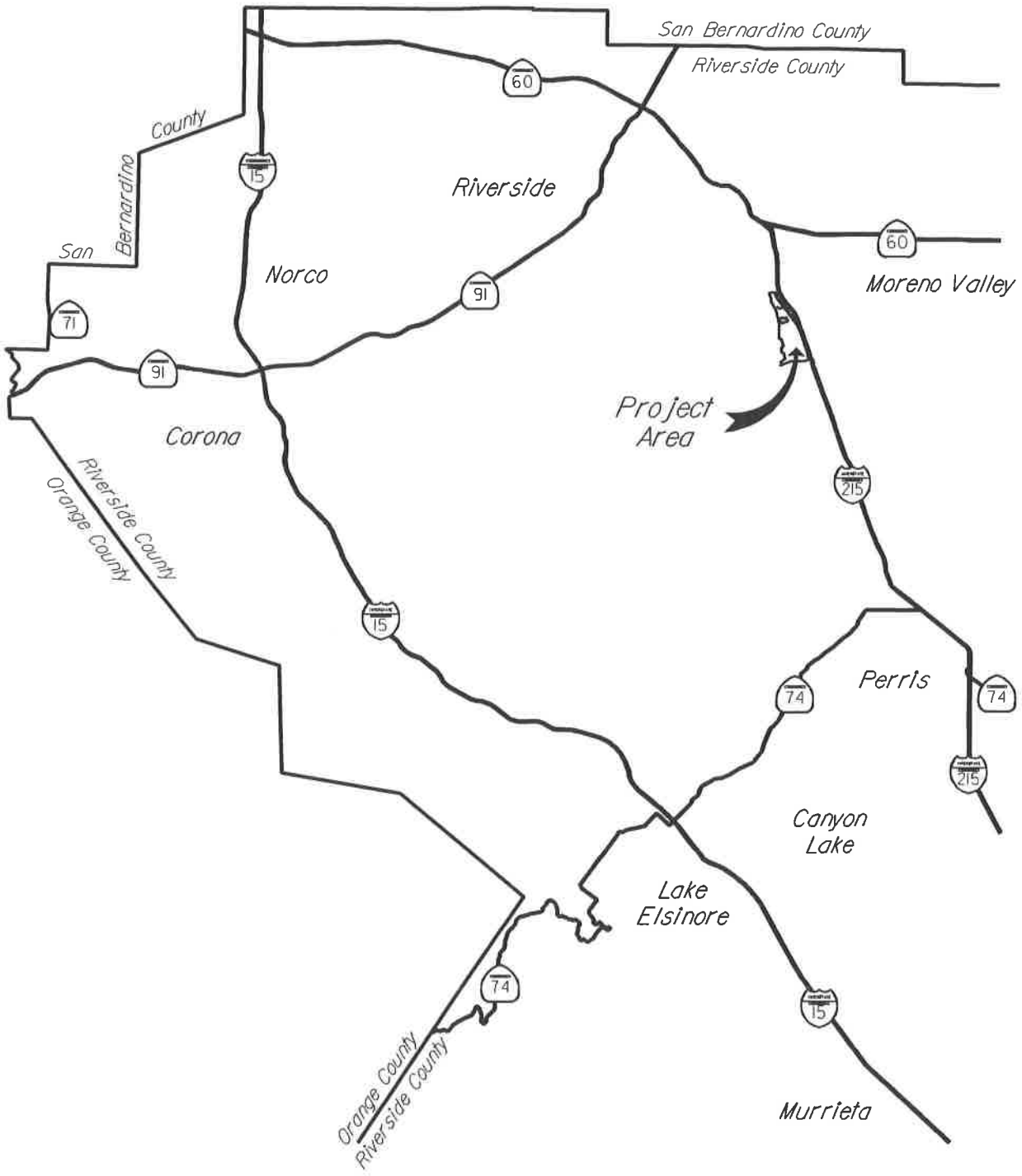


Figure I-1

Regional Location Map

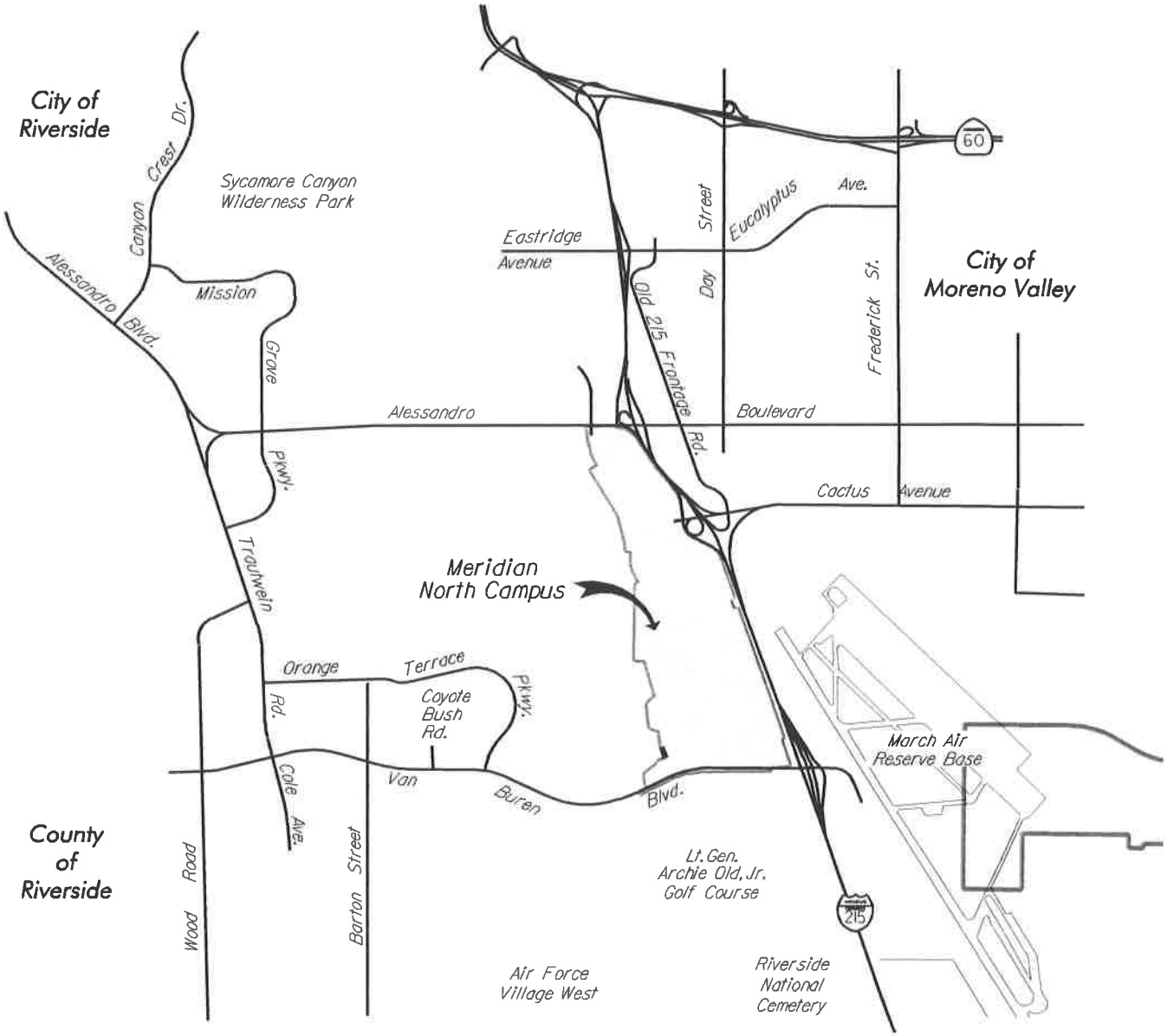


Figure I-2

Local Vicinity Map

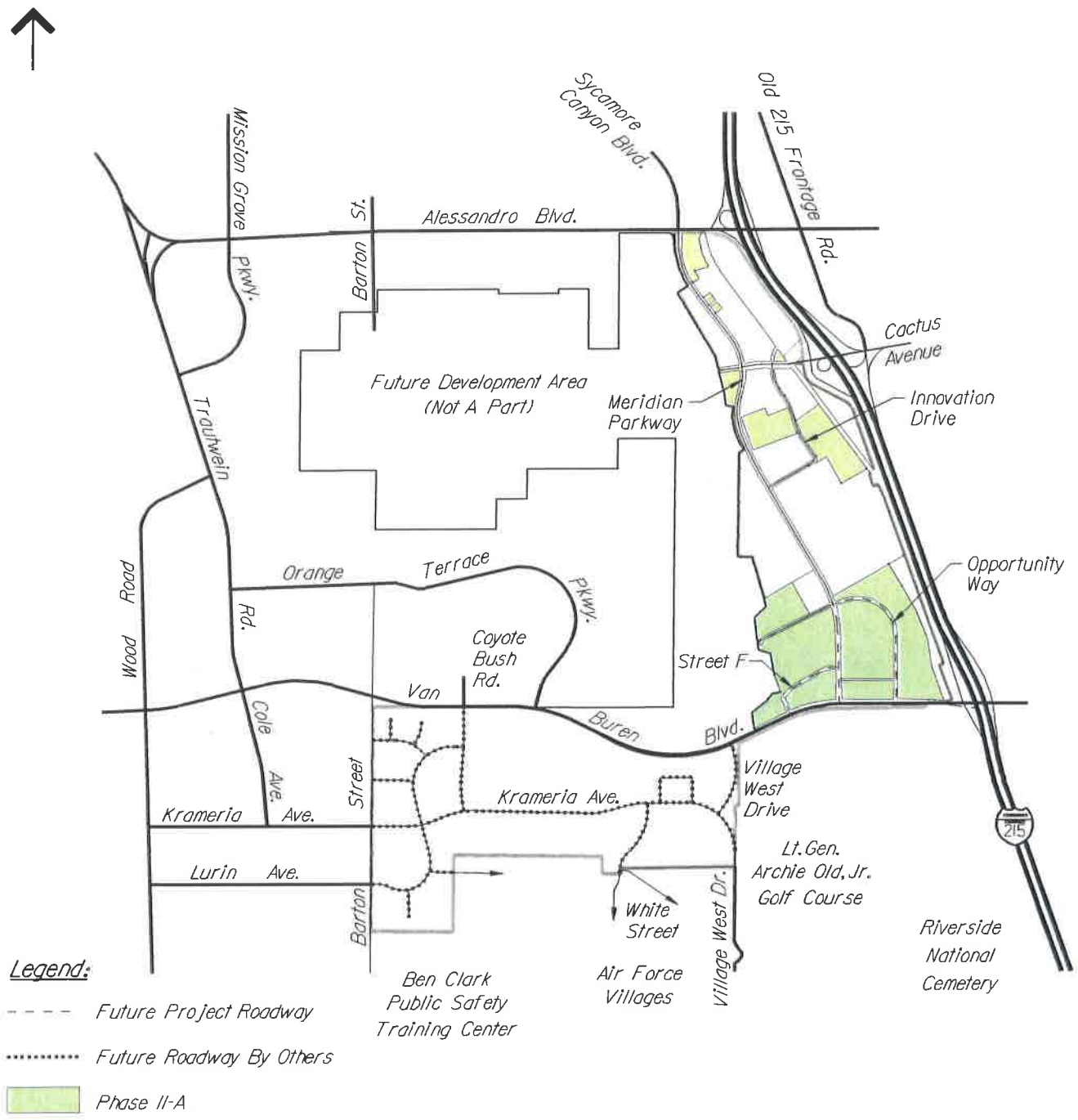

Sycamore Canyon Blvd.
Old 215 Frontage Rd.
Mission Grove Pkwy.
St.
Alessandro Blvd.
Barton
Cactus Avenue
Future Development Area (Not A Part)
Meridian Parkway
Innovation Drive
Trautwein
Opportunity Way
Orange Terrace Pkwy.
Wood Road
Rd.
Coyote Bush Rd.
Street F
Van Buren Blvd.
Cole Ave.
Street
Krameria Ave.
Village West Drive
Krameria Ave.
Lurin Ave.
Barton
White Street
Lt. Gen. Archie Old, Jr. Golf Course
Village West Dr.
Riverside National Cemetery
Ben Clark Public Safety Training Center
Air Force Villages
Legend:
Future Project Roadway
Future Roadway By Others
Phase II-A

Figure I-3

II. INTRODUCTION

A. LAND USE OVERVIEW

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

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

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

A Subsequent EIR (SEIR) was prepared for the 2010 Meridian SP-5 ~~concurrently with this Specific Plan~~ Amendment, in accordance with the California Environmental Quality Act (CEQA). The SEIR evaluates the land use plan, circulation, and infrastructure improvements to be provided under this Specific Plan Amendment and the potential impacts associated with their implementation. The SEIR also identifies actions to mitigate potential impacts. Many mitigation measures are incorporated into this document. ~~This Specific Plan Amendment~~ Meridian SP-5 implements the policies of the General Plan.

~~A Master EIR (MEIR) for the entire March JPA General Plan area was certified in 1999.~~ The General Plan area encompasses the 6,500 acres of the former March Air Force Base, including 4,400 acres identified for disposal and reuse by the Department of Defense. The development intensity of the previously adopted Specific Plan and this Specific Plan Amendment are substantially less than what was assumed for the project in the MEIR. In terms of traffic generation, the General Plan EIR assumed 131,400 daily trips. The previously approved Specific Plan would generate 88,100 daily trips. This reflects a daily traffic reduction of more than 33 percent. ~~As proposed in this Specific Plan Amendment, the Meridian project would generate 20,800 total daily trips in excess of the approved 88,100 daily trips for the Specific Plan area. This reduction in traffic generation as compared to the General Plan is due in part to the lower Floor Area Ratios (FAR) used in the previously adopted Specific Plan and this Specific Plan Amendment. (See Chapter III for details.)~~

B. LOCATION AND ACCESS

The March Business Center Specific Plan approved on February 26, 2003 is located within the southern portion of the West March Planning Subarea. The March Business Center Specific Plan applies to both

the North and South Campuses; however, modifications proposed by Specific Plan Amendment SP-5 A4 are limited to the Unit 4, Lots 8, 10 and 11 in North Campus. ~~This Specific Plan Amendment is located within the northern portion of the West March Planning Subarea. This Specific Plan Amendment includes 257.7 acres within the North Campus, located between Alessandro Boulevard and Van Buren Boulevard.~~ **Figure II-1A** illustrates the location of the North Campus. **Figure II-2** is an aerial photograph showing the project location and the boundaries of adjacent developments.

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

C. BACKGROUND AND HISTORY

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

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

- Resolution #JPA 08-01: A minor redistribution of buildable area within Accident Potential Zone I for an area located west of Interstate 215, east of Meridian Parkway, south of Alessandro Boulevard and north of Van Buren Boulevard (February 2008)

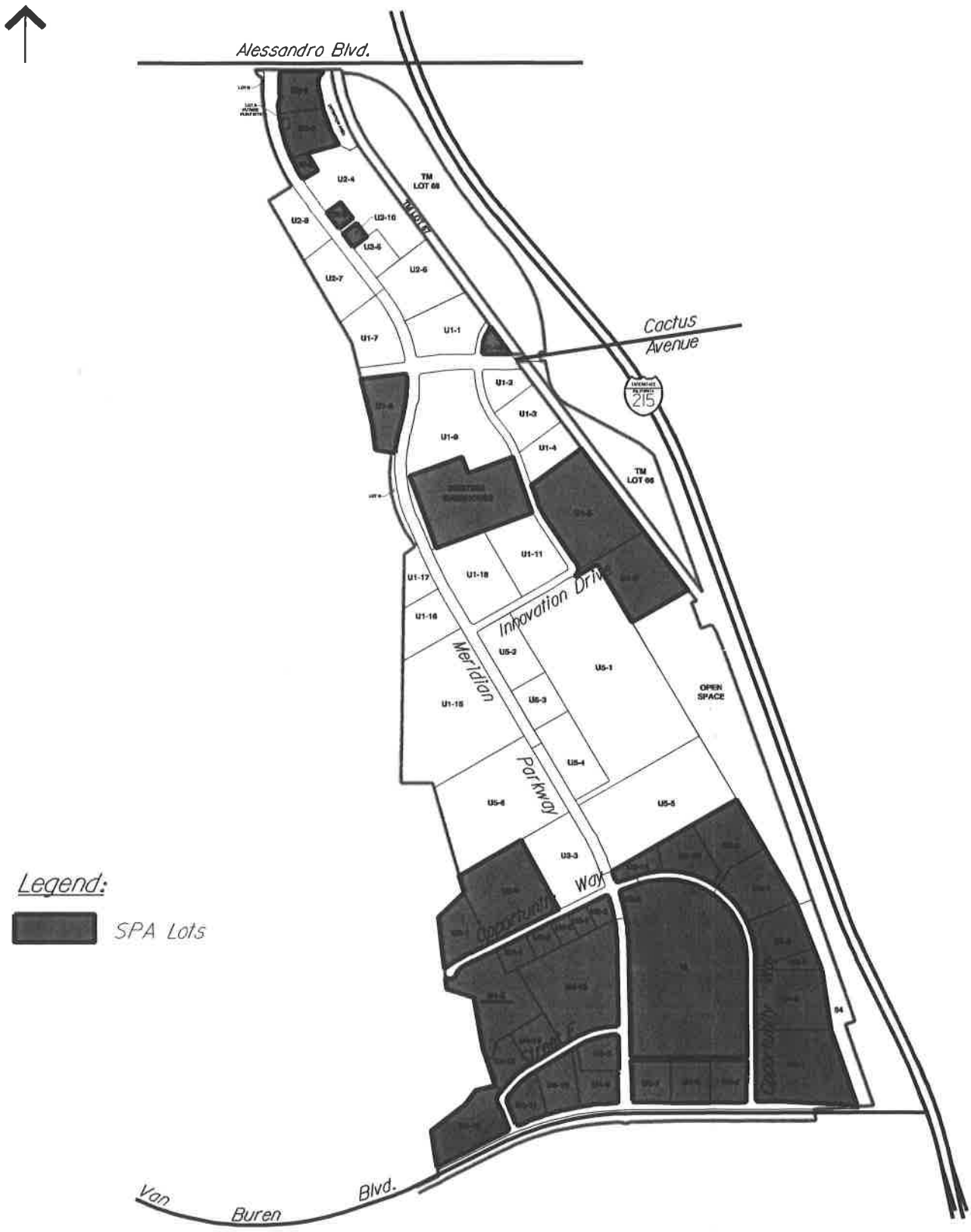

Alessandro Blvd.
Cactus Avenue
Van Buren Blvd.
Meridian Parkway
Innovation Drive
Opportunity Way
TM LOT 66
OPEN SPACE
U1-1
U1-2
U1-3
U1-4
U1-5
U1-6
U1-7
U1-8
U1-9
U1-10
U1-11
U1-12
U1-13
U1-14
U1-15
U1-16
U1-17
U1-18
U2-4
U2-5
U2-6
U2-7
U2-8
U2-10
U3-5
U3-3
U5-1
U5-2
U5-3
U5-4
U5-5
U5-6
Legend:
SPA Lots

Figure II-1A

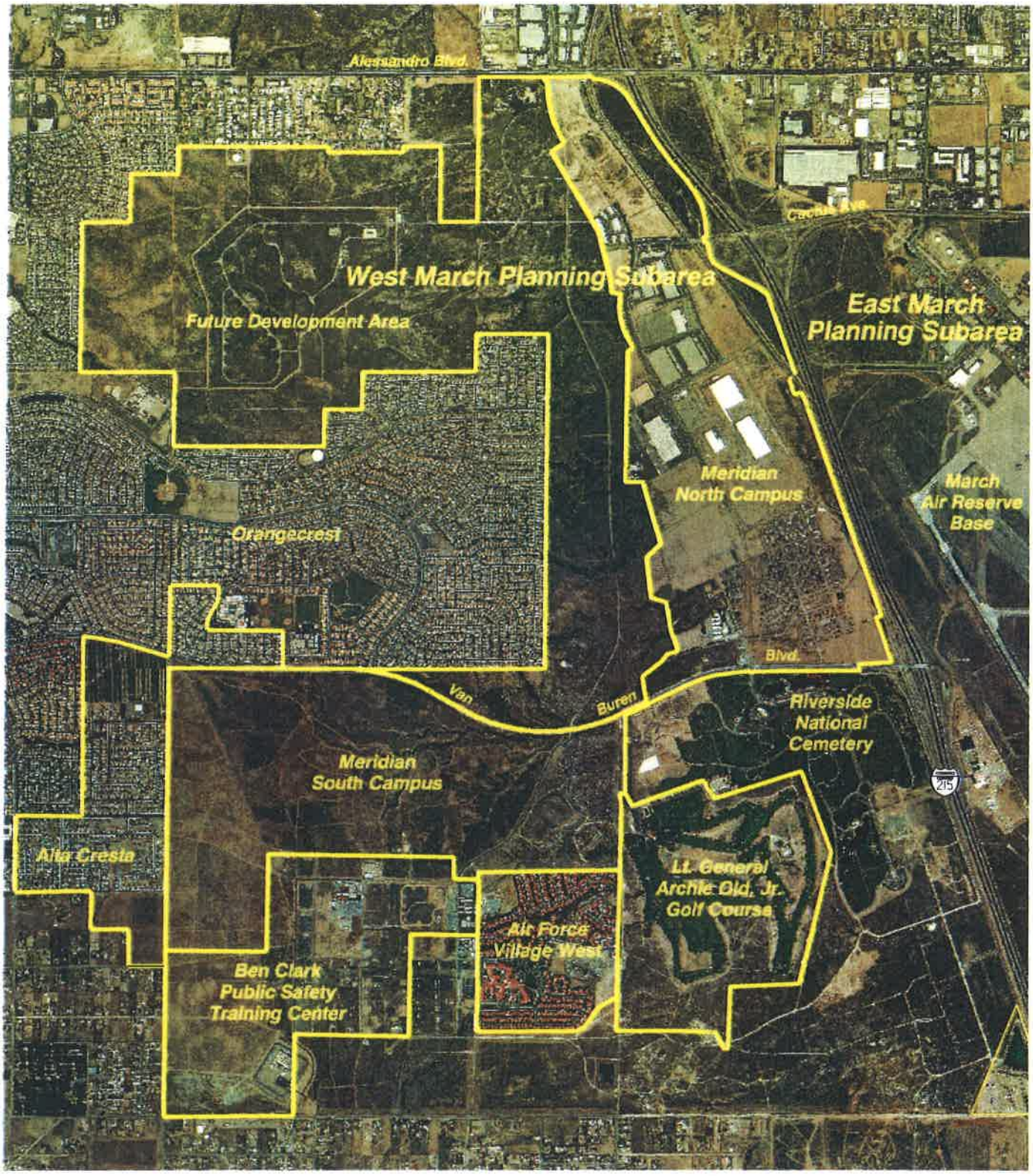


Figure II-2

Aerial Photo

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

- Addenda to the certified 2010 Meridian Specific Plan Amendment (SP-5) Final SEIR including:
  - Meridian North Campus Specific Plan (SP-5) Amendment #1 addendum to the Final SEIR to clarify the make-up of the March Business Center Design Implementation Committee (March 2011)
  - Meridian North Campus Specific Plan (SP-5) Amendment #2 addendum to the Final SEIR to rezone Unit 4, Lot F from Public Facility to Industrial (December 2014)
  - Meridian North Campus Specific Plan (SP-5) Amendment #3 addendum to the Final SEIR to make the Meridian North Campus Specific Plan (SP-5) consistent with the 2014 March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan, as adopted by the Riverside County Airport Land Use Commission on November 13, 2014 (April 2017)

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

D. PLANNING CONTEXT

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

E. DISCRETIONARY ACTIONS

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

1. Specific Plan Amendment

The Specific Plan No. 5, Amendment No. 4 revises the Meridian SP-5 to accomplish the following actions: a) rezone Unit 4, Lots 8, 10 and 11 from Office (OF) to Mixed Use (MU), b) amend Specific Plan exhibits for land use, c) update land use designation tables within the SP to reflect revised acreages within the Office and Mixed Use land uses, d) update land use designation tables within the SP to include the Microbrewery category, update parking ratios table to reflect revisions and the inclusion of the Microbrewery category, e) update to Figure V-6 Truck Routes, and f) Microbrewery to the land use definitions.

2. General Plan Amendment

A General Plan Amendment is proposed concurrently with this Specific Plan Amendment to modify the zoning of Unit 4, Lot 8, 10 and 11 within the SP-5 area from Office to Mixed Use zoning designations. The General Plan Amendment would be adopted by resolution.

~~12. Specific Plan Amendment~~

The Specific Plan No. 5, Amendment No. 4 revises the Meridian SP-5 to accomplish the following actions: a) rezone Unit 4, Lots 8, 9, 10 and 11 from Office (OF) to Mixed Use (MU) b) amend Specific Plan exhibits for land use and c) update land use designation tables within the SP to reflect revised acreages within the Office and Mixed Use land uses. ~~This Specific Plan Amendment is a discretionary action subject to March JPA approval. Adopted by legislative action, this Specific Plan Amendment serves both planning and regulatory functions. This document contains the development standards and procedures necessary to fulfill these purposes with respect to the 257.7 acres comprising this Specific Plan Amendment.~~

~~3. Zoning Approval~~

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

- ~~Business Park: reduce by 97.5 acres from 120.5 acres to 23.0 acres;~~
- ~~Commercial: increase by 1.9 acres from 20.3 acres to 22.2 acres;~~
- ~~Industrial: increase by 115.3 acres from 43.2 acres to 158.5 acres;~~
- ~~Mixed Use: reduce by 20.2 acres from 37.0 acres to 16.8 acres;~~
- ~~Office: increase by 3.2 acres from 18.3 acres to 21.5 acres;~~
- ~~Public Facility: reduce by 7.5 acres from 12.1 acres to 4.6 acres; and~~
- ~~Park/Recreation/Open Space: increase by 11.1 acres from 0 acres to 11.1 acres.~~

~~4. Subsequent Environmental Impact Report~~

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

~~5. Tentative Subdivision Map~~

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

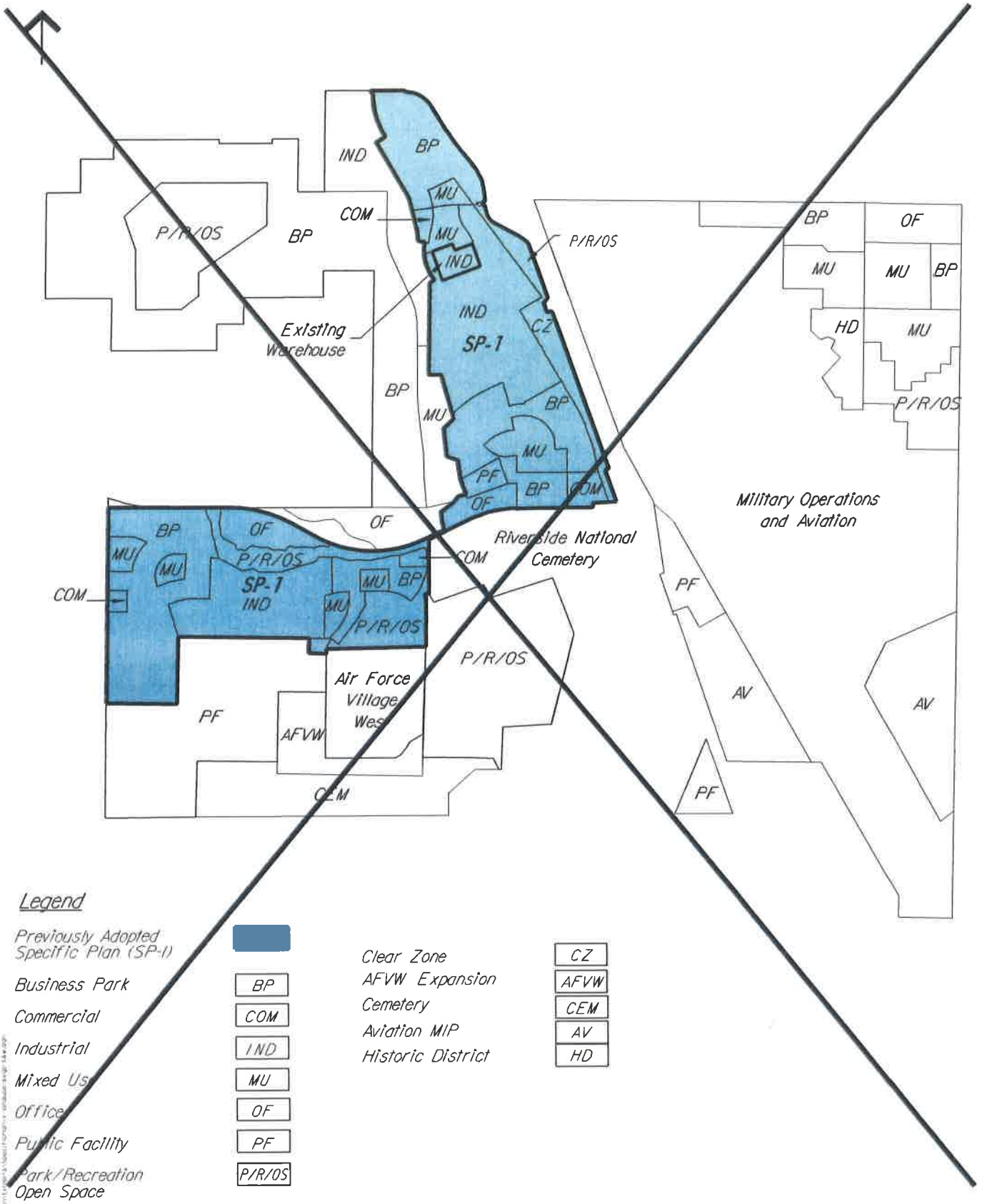


Figure II-3
Existing General Plan Land Uses

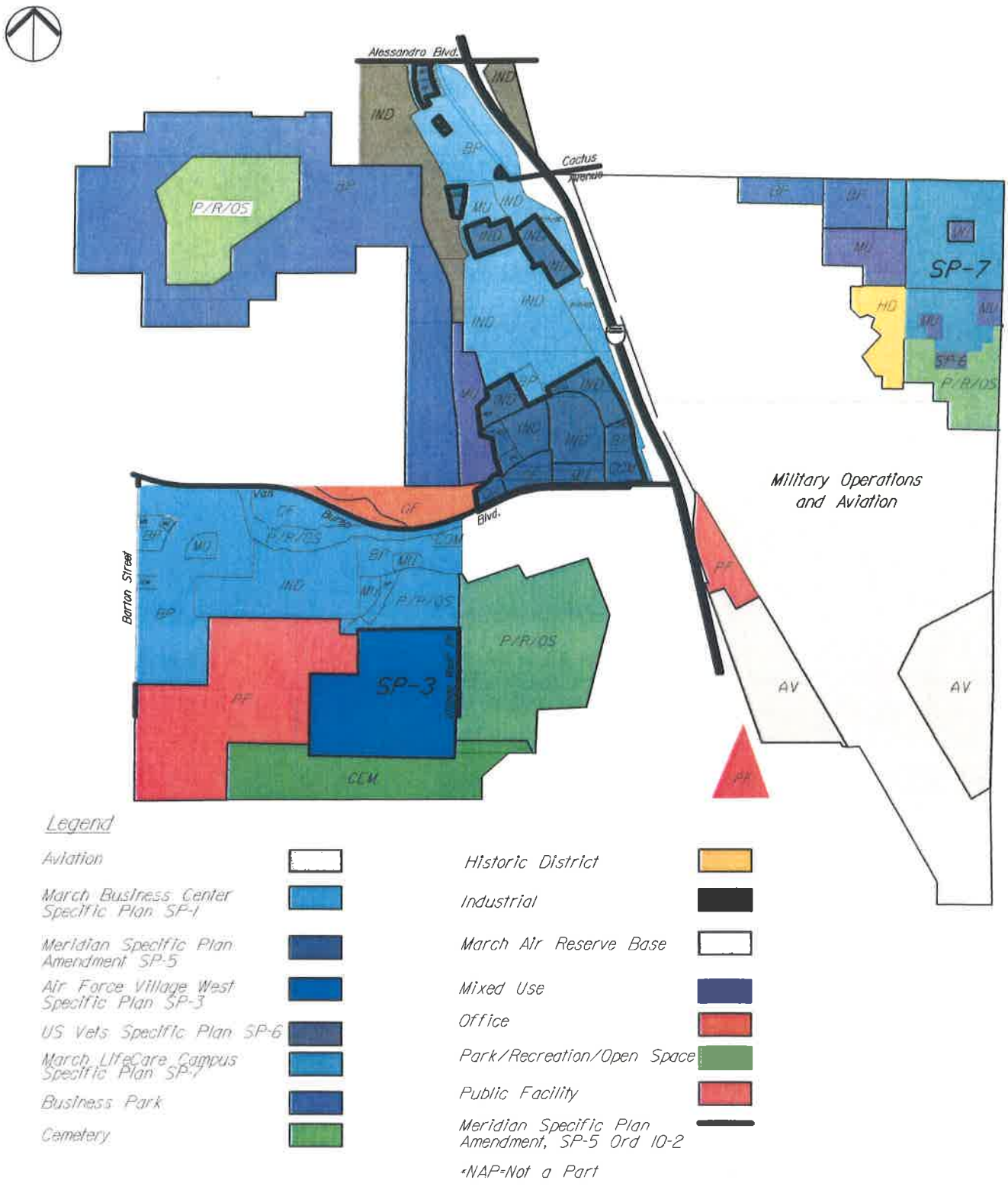


FIGURE II-3

EXISTING GENERAL PLAN LAND USES

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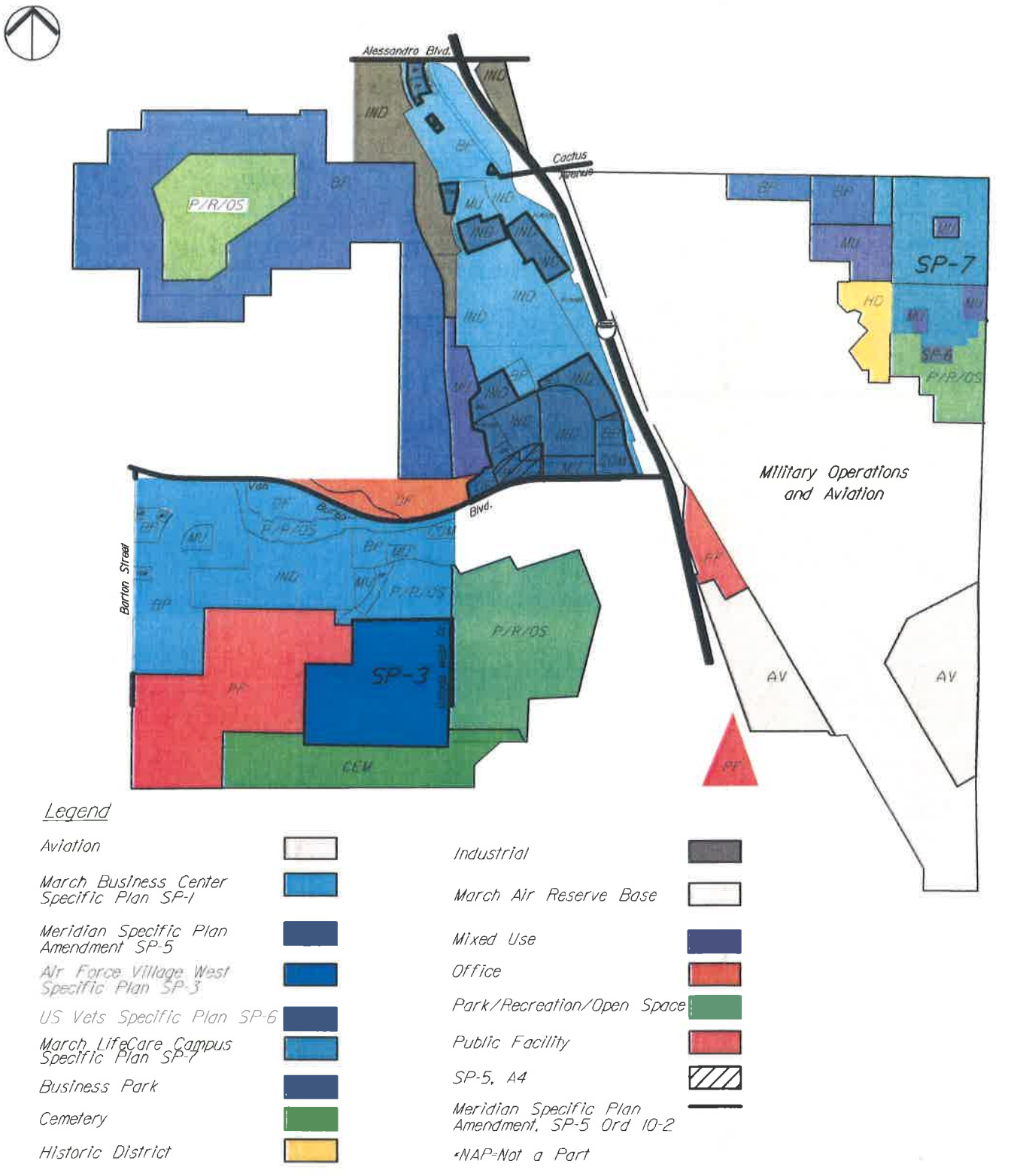


FIGURE II-3A

PROPOSED GENERAL PLAN LAND USES

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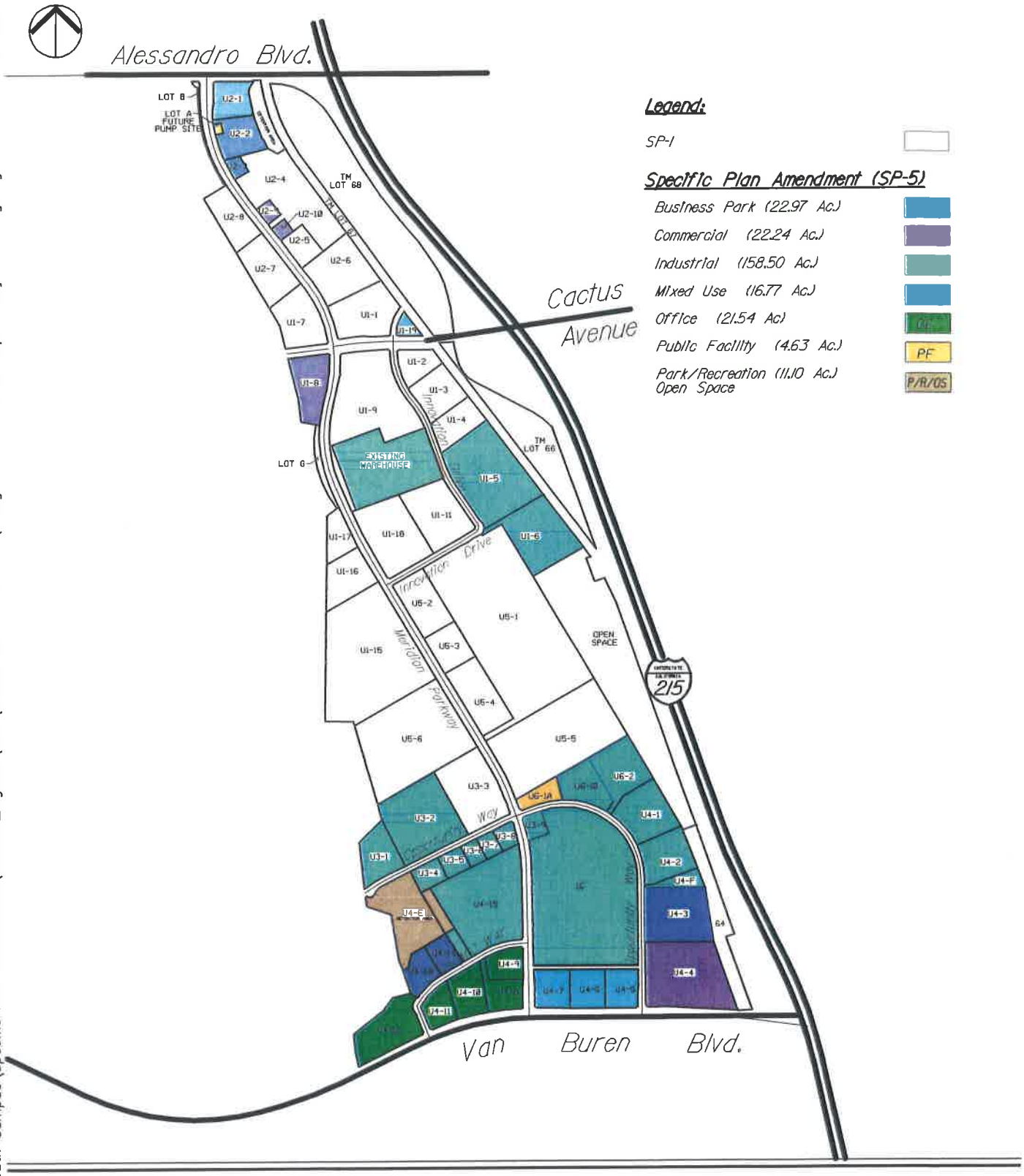


FIGURE II-4

EXISTING ZONING MAP FOR NORTH CAMPUS

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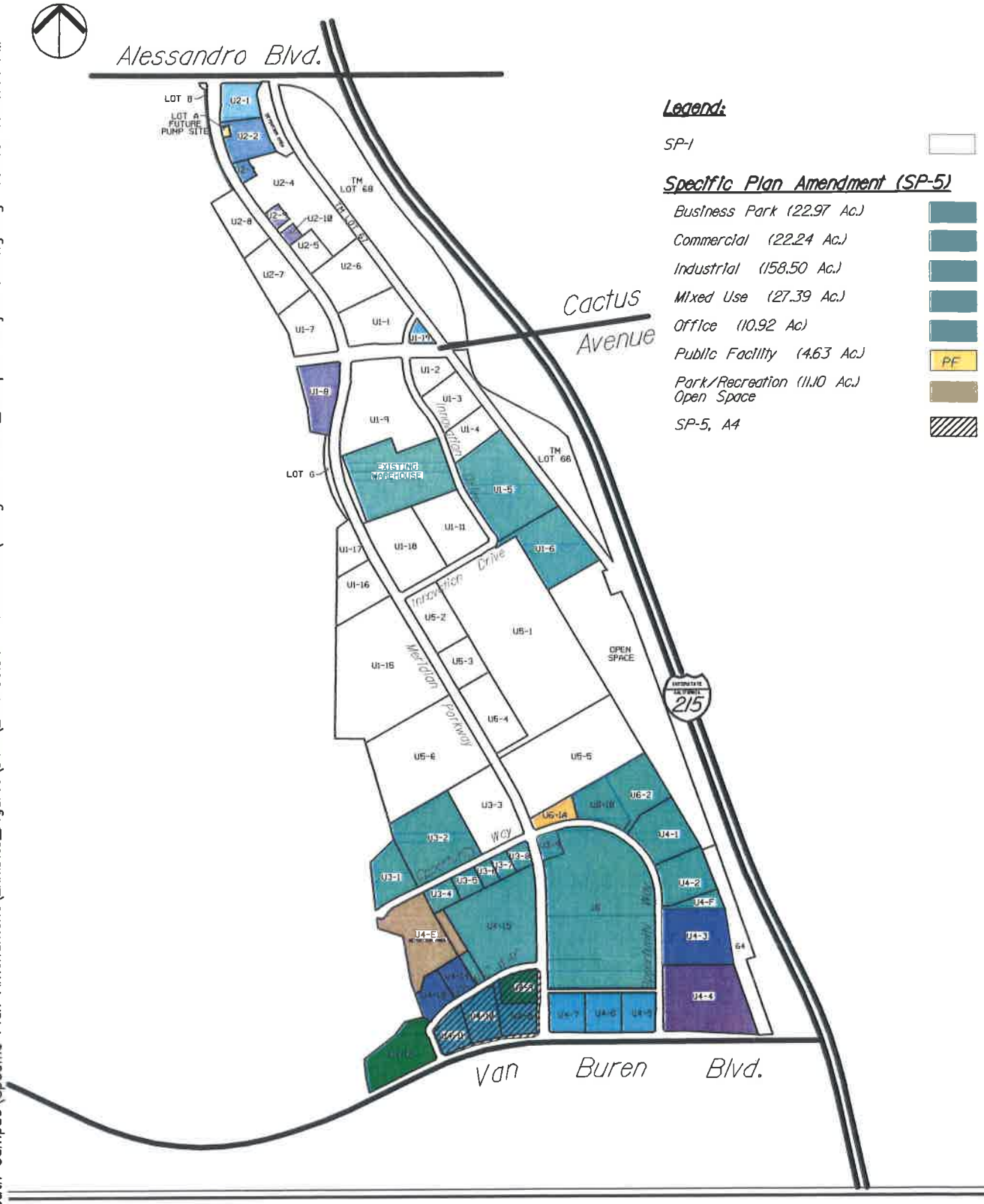


FIGURE II-4A

PROPOSED ZONING MAP FOR NORTH CAMPUS

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III. LAND USE

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

A. Land Use Overview

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

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

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

B. Purpose and Applicability

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

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

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

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

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

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

C. Land Use Compatibility

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

This Specific Plan creates an overlay zone to limit the types of uses within a quarter-mile radius of the Tomas Rivera Elementary (off-site) based on noise and hazardous materials. (See Section E of this chapter for additional discussion). Additionally, Arnold Heights Elementary School was located in the North Campus at the time of the original March Business Center Specific Plan approval in 2003. The school has since been demolished; therefore, there are no compatibility issues with the Specific Plan and this school. [1]

Another potential land use conflict involves the Commercial land uses proposed within the Specific Plan. The intent of these uses is to serve retail demand generated within the March Business Center only. They are not intended to attract customers or clientele from outside the Specific Plan area. This Specific Plan identifies land use types, intensities, and locations that will limit the potential competition between project Commercial uses and shopping centers and other retail uses in surrounding communities.

Additionally, on December 27, 2016, an existing Disposition and Development Agreement and Statutory Development Agreement expired on Meridian North Campus (SP-5) with the exception of Unit 1, Lot 8. Accordingly, all other developments in the Meridian North Campus (SP-5) is subject to airport compatibility review by the Riverside County Airport Land Use Commission.

D. Objectives of Development Districts

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

The land use designations are summarized below:[2]

1. Business Park

Business Park uses include administrative, financial, governmental, and community support services; research and development centers; light manufacturing; vocational

[1] Arnold Heights Elementary School was removed from the Specific Plan in accordance with Ordinance #JPA 08-01.
[2] The land use descriptions are taken directly from the General Plan amended to apply to this Specific Plan.

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

2. Industrial

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

3. Office

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

4. Mixed-Use

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

5. Commercial

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

6. Public Facility

This designation includes a wide range of public, quasi-public, and private uses, such as schools, public cultural and historical facilities, government administrative offices and

facilities, public utilities, and major transportation corridors. However, land uses determined to be sensitive to, or incompatible with aviation operations shall be excluded. The Specific Plan Amendment area includes 4.6 acres of public facility. This land has been allocated to accommodate a planned fire station and a pump station.

7. **Park/Recreation/Open Space**

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

E. Overlay Districts

1. Joint Land Use Study

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

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

3,000 feet or higher above the runway elevation. Single-event noise levels are nevertheless potentially disruptive in this zone.

- **Zone C2** contains the remainder of the lands within the 60 dB CNEL noise contour to the south. Although aircraft overflying this area are at 2,000 feet or more above the runway on descent and generally 3,000 feet or more on takeoff, single-event noises levels combined with the frequency of overflights, including at night, make noise a moderate compatibility concern. A larger portion of Zone C2 is situated to the west of the airport and includes locations above which most of the military closed-circuit flight training aircraft activity takes place. Aircraft overfly this area at about the same or somewhat lower altitudes as in the south portion of Zone C2, but high terrain in some locations makes the flight altitude above ground level comparatively lower. Single-event noise levels in this area are high enough to be intrusive. However, at present, nearly all of the flight training activity takes place on weekdays during daylight hours; thus, reducing the significance of the noise impact on residential land uses. Risk levels in both portions of Zone C2 are judged to be moderate to low with the low altitudes and flight training aspect of the aircraft activity being the primary concerns.
- **Zone D** is intended to encompass other places where aircraft fly below about 3,000 feet above the airport elevation either on arrival or departure. Additionally, it includes locations near the primary flight paths where aircraft noise may regularly be loud enough to be disruptive. Direct overflights of these areas may occur occasionally. Risk levels in this zone are low.
- **Zone E** contains the remainder of the airport influence area. Airspace protection is the major concern in that aircraft sometimes pass over these areas while flying to, from, or around the airport.

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

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

Additional Site Specific Exceptions found in section 2.7 of the 2014 March Air Reserve Base / Inland Port Airport Land Use Compatibility Plan as it pertains to (Exception Site 1) March Business Center (SP-1) and Meridian (SP-5), March Joint Powers Authority:

1. Situated in Compatibility Zones B1, B2, C1, C2 and D

2. March Business Center, a 1,032-acre, non-residential business park located at the southwest

corner of Alessandro Boulevard and I-215 freeway within the March Joint Powers Authority, approved with specific airport compatibility provisions (Ord. #JPA 03-01, SP-1), subject to March JPA Resolution #JPA 11-17 limiting development within the Accident Potential Zones and vested through a development Agreement recorded on June 7, 2004.

3. Meridian, a 258-acre portion of the original March Business Center, consisting of a nonresidential business park located at the southwest corner of Alessandro Boulevard and I-215 freeway within the March Joint Powers Authority, approved with specific airport compatibility provisions (Ord. #JPA 10-02, SP-5), subject to March JPA Resolution #JPA 11-17 limiting development within the Accident Potential Zones and vested through a development Agreement recorded on June 7, 2004

4. For the purpose of this Compatibility Plan, the Meridian exception area specifically allows development of a hotel or hotels on the 13-acre site situated within Compatibility Zone B2 and bordered by Interstate 215 on the east and Van Buren Boulevard on the south. Any such hotel or hotels shall be limited as follows: maximum of 100 people per acre; maximum of 250 people per single acre; maximum of 3 aboveground habitable floors; no conference facilities (however, small meeting room(s) for a total of up to 50 people is (are) acceptable). Sound attenuation as appropriate for the combined airport and freeway noise levels shall be provided.

5. The Development Agreement referenced in Paragraphs (2) and (3) above expires on December 27, 2016. After that, the agreement provides for two more 5-year automatic extensions. The developer must request the Development Agreement extensions and the Authority must make findings that the development is still in substantial conformance

F. Land Use Table

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

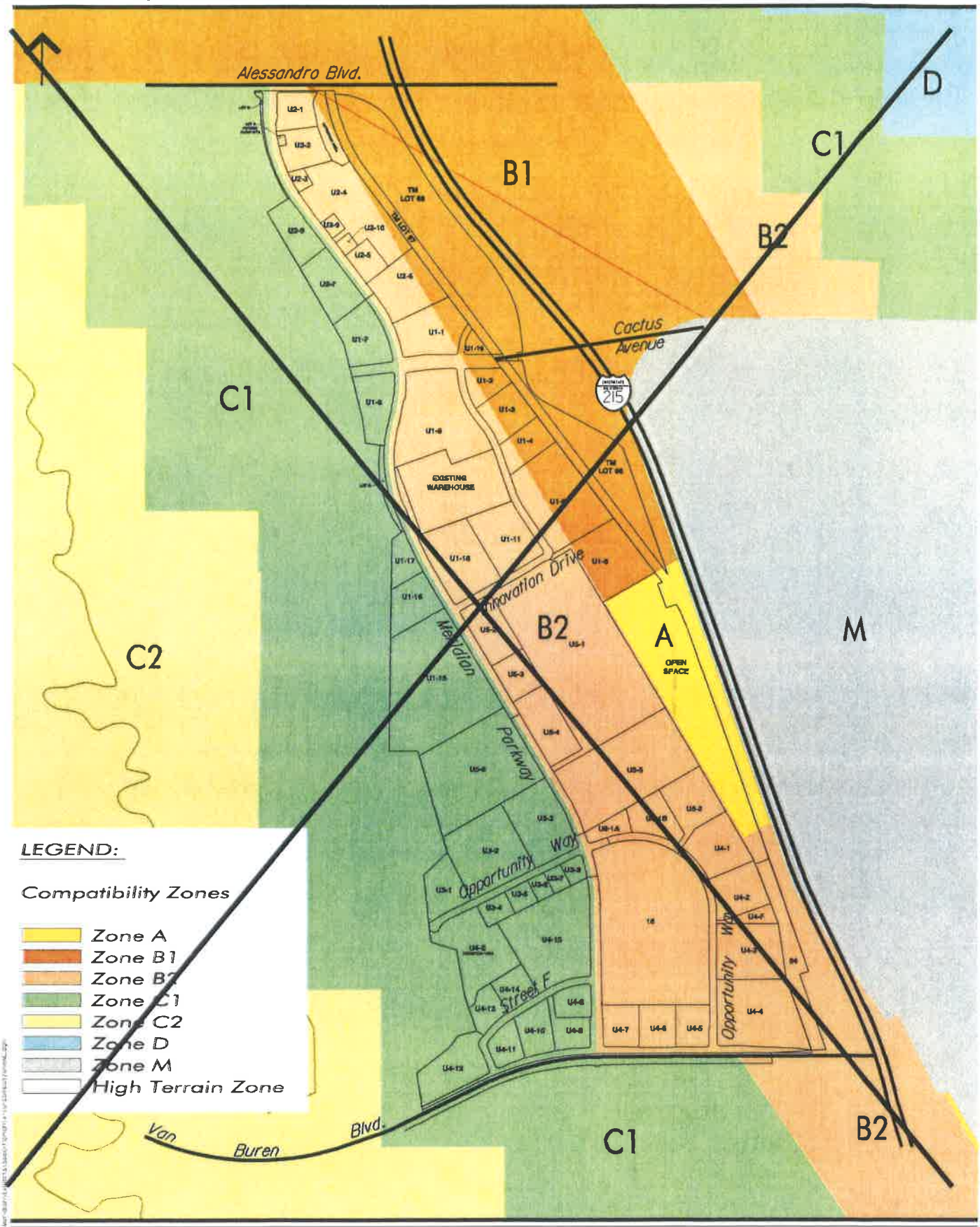

Alessandro Blvd.
Cactus Avenue
Innovation Drive
Meridian Parkway
Opportunity Way
Opportunity Way
Street F
Van Buren Blvd.
B1
B2
C1
C2
D
A
M
EXISTING WAREHOUSE
OPEN SPACE
215
LEGEND:
Compatibility Zones
Zone A
Zone B1
Zone B2
Zone C1
Zone C2
Zone D
Zone M
High Terrain Zone

Figure III-1

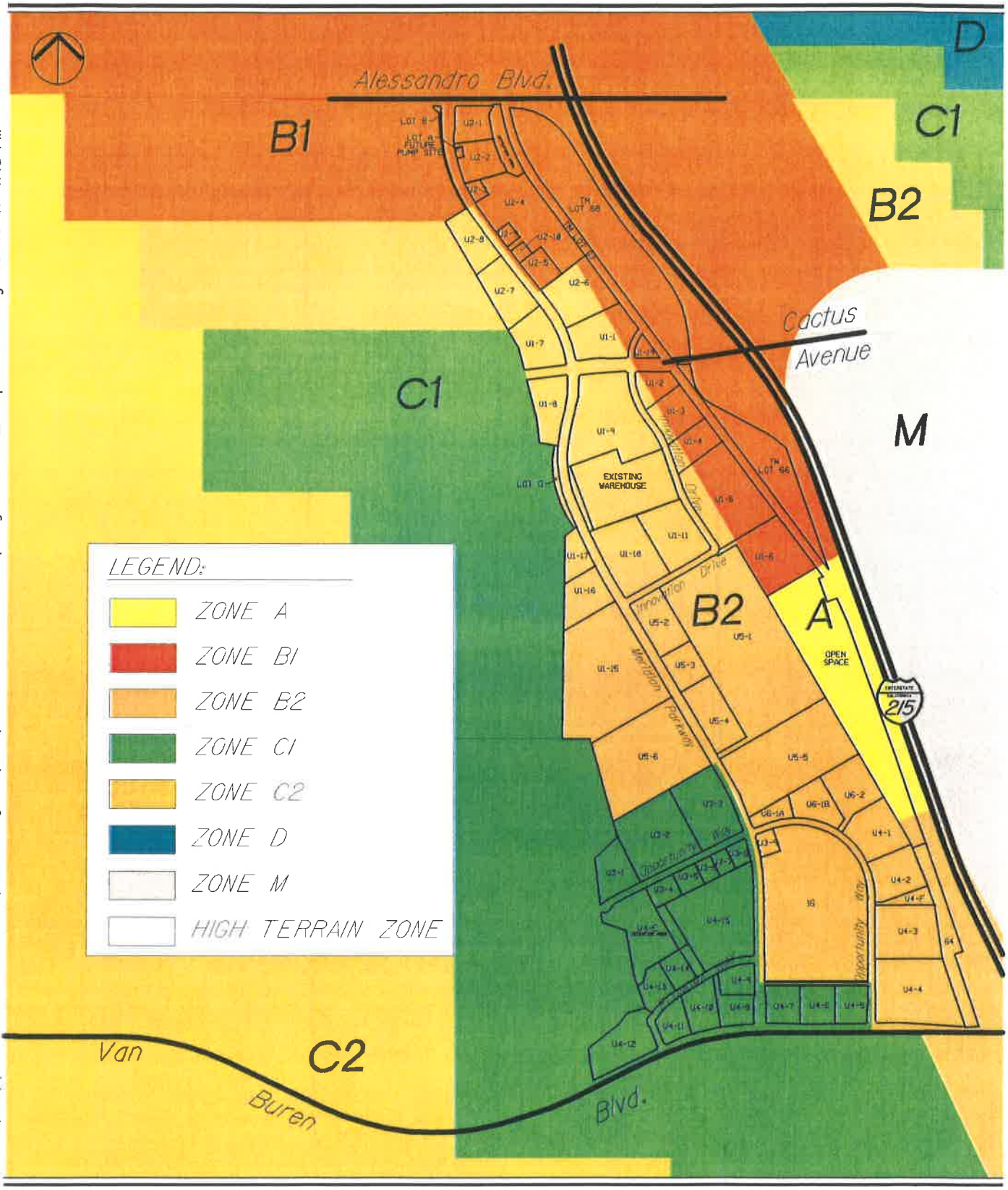


FIGURE III-1

LAND USE COMPATIBILITY ZONES: NORTH CAMPUS

K:\Meridian\South Campus\Specific Plan Amendment\Exhibits_Figures\DWG\2017.09.28 - Revisions\x-FigIII-1-North_Campus Zones.dwg 10-10-17-1:18 PM

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

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

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

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

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

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

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

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

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

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

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

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

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

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

G. Development Regulations

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

(a) Lot Development

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

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

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

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

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

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

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

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

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

(b) Landscaping

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

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

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

(c) Driveway Widths and Locations

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

(d) Off-street Loading Facilities

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

(e) Special Regulations

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

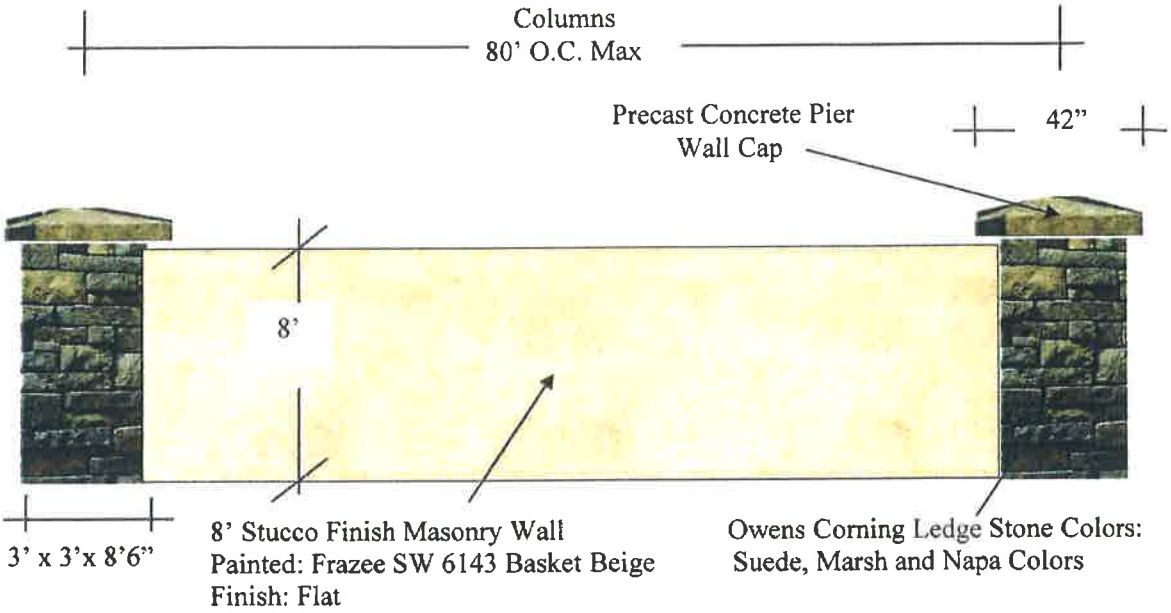
Fences and Walls: The design and location of fences and walls shall be the same as set forth in the March Business Center Design Guidelines.

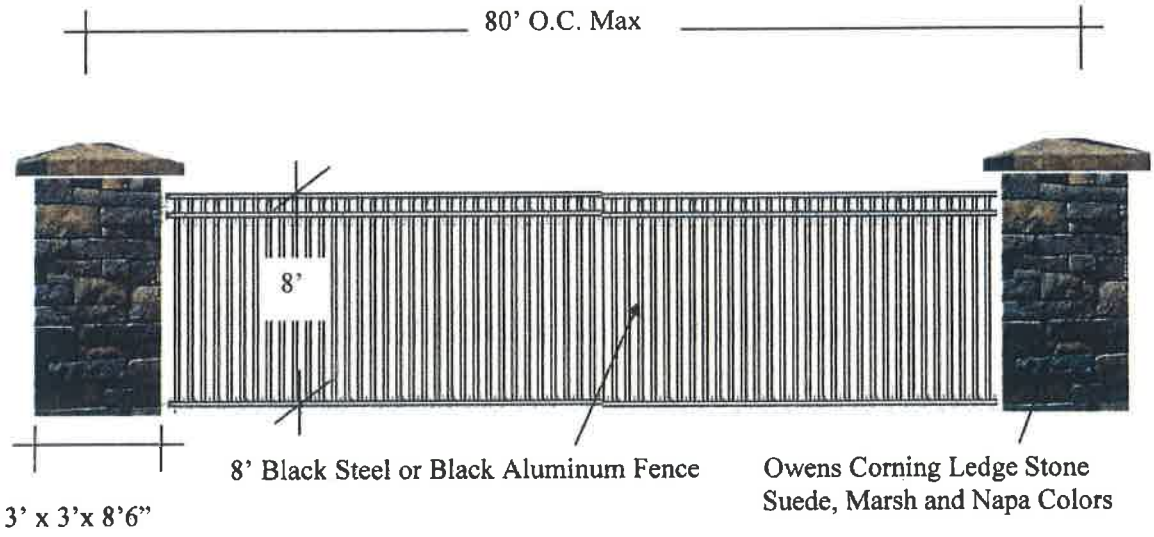
In addition to the above, the following regulations apply:

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

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

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





Accessory Structures: The design of accessory structures shall be in accordance with Development Code section 9.08.030B, with the following modifications:

(1) Item 4: this regulation is applicable to *exterior* stairs.

(2) Item 7: screening requirement is modified as follows: "...screened from adjacent street frontage views and immediately adjacent residential developments"

(3) Item 8: screening requirement is modified as follows: "...screened from adjacent street frontage views"

(f) Off-street Parking Regulations

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

TABLE III-3
PARKING RATIOS BY LAND USE

Use	Parking Spaces Per 1,000 Square Feet of Gross Floor Area (Unless Otherwise Noted)
INDUSTRIAL	
Light, Medium & Heavy Manufacturing	2.0
Research & Development	3.0
Other Industrial Uses	1.0
WHOLESALE STORAGE & DISTRIBUTION	
Public Storage/Mini-Warehouse	1 per 100 storage spaces & 2 per caretaker residence
Other Wholesale Storage/Distribution 0 – 50,000 sq. ft. 50,000 – 200,000 sq. ft. 200,000 sq. ft. or greater	 1.0 per 1,000 sq. ft. 50 spaces + (0.33 per ksf > 50,000 sq. ft.) 100 spaces + (0.20 per ksf > 200,000 sq. ft.)
OFFICE	
Medical Clinics, Hospitals, and Medical Offices	4.0
Other Office	3.3
COMMERCIAL	
Agricultural Equipment Repair Shops	2.5
Agricultural/Nursery Supplies	3.3
Alcoholic Beverage Outlets	2.5
Animal Care/Pet Hotels	2.5
Assembly and Entertainment	3.3
Automotive Parts and Accessory Sales	3.3
Automotive Service Stations	3/station + 2/service bay
Automotive/Truck Repair-Major	3/station + 2/service bay
Automotive/Truck Repair-Minor	3/station + 2/service bay
Business Support Services	4.0
Churches and Places of Religious Assembly	1/3 seats, 1/60 inches of pew, 30.0 if no seating
Energy Generation & Distribution Facilities	2.0
Equestrian Show & Exhibition Facilities	1/3 seats
Funeral & Mortuary Services	1/3 seats, 30.0 for assembly area if no fixed seating
Interpretive Centers	3.3
Major Transmission, Relay or Communications Switching Stations	2.0
Microbreweries	Customer area 8 per 1000 sq. ft., Manufacturing area 2 per 1000 sq. ft. Storage area 1 per 1000 sq. ft.
Bar & Grill	8.0
Outdoor Recreation and Swap Meet Facilities	(to be determined through use permit)
Private Clubs, Lodges and Fraternal Organization	4.0
Radio and Television Studios	3.3
Restaurants (sit down)	8.0
Restaurants (fast food)	8.0
Theaters	1-3 screens: 1/3 seats 4+ screens: 1/3.3 seats Per assembly area if no fixed seating: 50
Vehicle & Vehicular Equipment Sales and Service	1 per each 20 display cars (minimum of 5 spaces)
Vehicle Storage	2.5
Veterinary Clinic & Animal Hospitals	2.5
Other Commercial	3.5

(g) Comparison to General Plan Zoning District Designations

In accordance with Section 9.13.050 of the March JPA Development Code, this Specific Plan Amendment includes a table indicating how this Specific Plan Amendment differs from the zoning district designation most closely resembling the type and intensity of the proposal (i.e., the March JPA General Plan). **Table III-4** provides a comparison of Floor Area Ratios for this Specific Plan Amendment and the March JPA General Plan for each land use designation included in this Specific Plan Amendment. As shown in this table, this Specific Plan Amendment provides generally lower FARs than the March JPA General Plan. This characteristic improves the quality of this Specific Plan Amendment in the following ways:

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

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

LAND USE	GENERAL PLAN FAR	SPECIFIC PLAN AMENDMENT FAR
Business Park	0.75	0.45
Industrial	0.60	0.50 (a)
Office	0.75	0.40
Mixed Use	0.60	0.35 (b)
Commercial	0.60	0.35

(a) 0.55 on lots larger than 20 acres
(b) 0.40 on lots larger than five acres

(h) Settlement Agreement Provisions

A Settlement and General Release Agreement for Development of March Business Center within the March Joint Powers Authority was signed by the March JPA, the Master Developer and community groups in 2003 as the result of litigation following March JPA approval of the previously adopted Specific Plan. The Settlement Agreement contained a number of land use requirements and limitations related to "logistics"[3] warehouse type facilities, including the prohibition of such facilities to the west of Meridian Parkway. This Specific Plan Amendment is consistent with this restriction.

H. Special Treatment Areas

1. Riparian Areas

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

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

As part of the ~~pending~~ Section 7 consultation with the USFWS on impacts to LBV associated with this Specific Plan ~~Amendment and the previously adopted Specific Plan, two~~ one conservation easements ~~totaling 175 acres are to be~~ was recorded to protect biological resources in perpetuity. Fencing is to be installed for all lots in the ~~previously adopted Specific Plan and this~~ Specific Plan ~~Amendment~~ that are adjacent to the conservation easement areas. In ~~addition~~addition, all lots adjacent to the conservation easement areas are to be landscaped with native, non-invasive plant materials (see Appendix E of the Compensatory Mitigation and Monitoring Plan dated ~~June 2009~~ April 2010 for list of allowable plant materials). The conservation easements and mitigation for impacts to waters of the US and state waters are described in the next chapter of this Specific Plan Amendment.

2. Adjacent to SKR Management Area

As part of the on-going management within the Stephens' kangaroo rat (SKR) set-aside area, development of lots directly adjacent to this area will be subject to brush removal activities along their western boundary. Suitable SKR habitat requires minimal vegetation. This is provided with frequent controlled burns. No encroachment of grading or improvements within the SKR management area are allowed without March JPA or USF&WS approval. Projects which are adjacent to the SKR management area will be required to design their sites in such a way as to limit the potential for controlled burns crossing into the property. These measures may include placing parking along the western edge of the site and use of less-flammable plants for landscaping.

3~~2~~. Alessandro Boulevard and Van Buren Boulevard Scenic Corridors

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

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

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

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

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

4~~3~~. Historic Landmark

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

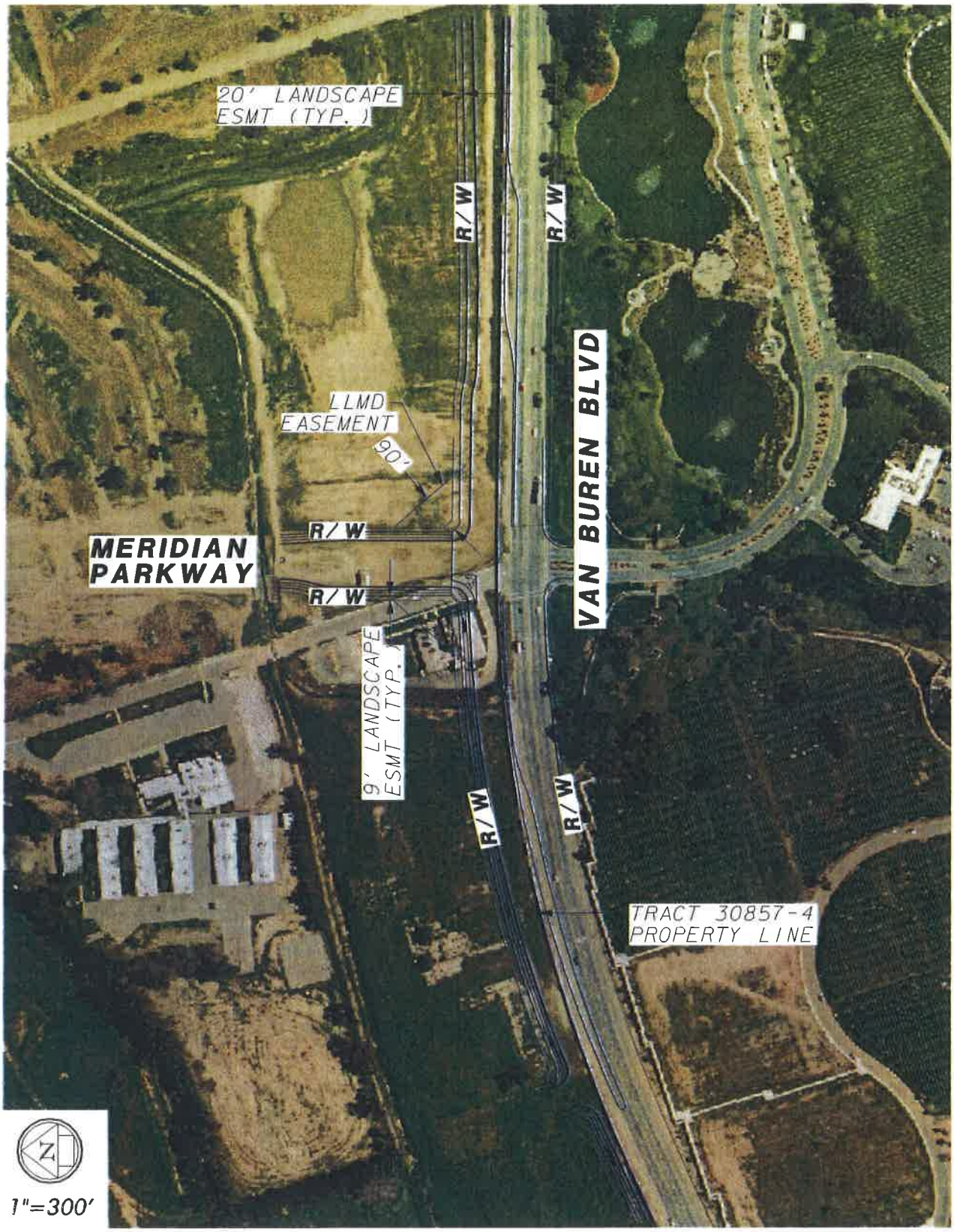


Figure III-2

Van Buren Blvd. & Meridian Parkway Landscape Easements

IV. OPEN SPACE

A. Conservation Easements

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

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

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

All newly created and existing adjacent habitat and wetlands will be overlaid with a conservation easement for management and monitoring in perpetuity. The boundary of the easements will be extended past the limits of the habitat to include a "buffer" zone. This "buffer" will serve as additional protection of wetlands and riparian habitat. Also, this area provides the potential for wildlife to find refuge in a conserved and maintained habitat. The Conservation Easement is 185.9 acres and is located to the north and south of Van Buren Boulevard and west of the North Campus. Additionally, preparation of a second Conservation Easement is underway for approximately 504 acres for the protection of Stephen's Kangaroo Rat to be referred to as the West March Conservation Area.
~~Conservation Easement 1 will be approximately 130 acres and is located within the future development area to the west of this Specific Plan Amendment. Conservation Easement 2 will consist of the approximately 45 acre open space area south of Van Buren Boulevard.~~

B. Drainage Basins

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

V. TRANSPORTATION

A. Existing Transportation Issues

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

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

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

While this Specific Plan Amendment requires a General Plan amendment due to land use changes, it should be noted that this Specific Plan Amendment's land uses, combined with those included in the previously adopted Specific Plan, have a substantially lower traffic generation than previously approved uses evaluated in the MEIR. In terms of traffic generation, the General Plan EIR assumed 131,400 daily trips. ~~Per the Specific Plan Amendment, the Meridian project would generate 20,800 total daily trips in excess of the approved 88,100 daily trips for the Specific Plan area. The lower traffic generation is in part attributable to the lower FARs implemented in this Specific Plan Amendment and the previously adopted Specific Plan, as compared to those included in the March JPA General Plan.~~ As discussed in the *Traffic Circulation and Phasing Study*, the March Business Center will generate 88,100 total daily trips, including 74,900 external trips. This is a 33 percent reduction from approved General Plan land uses. The *Traffic Circulation and Phasing Study* was prepared to fulfill the following objectives:

1. To provide the baseline for future traffic monitoring updates
2. To specify the internal circulation network for the March Business Center Specific Plan
3. To determine the timing of off-site transportation improvements with respect to Specific Plan development phases
4. To confirm whether or not the transportation improvements identified in the 1998 Transportation Study are still needed, given updated land use information for the Specific Plan and the surrounding area

B. Traffic Circulation Plan

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

1. Project Development Phasing

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

2. Planning Areas and Planning Regions

Development within ~~this Specific Plan Amendment~~ Meridian SP-5 is managed using a system of Planning Areas and Planning Regions. **Figure V-4** depicts the boundaries of seven Planning Areas, and their location within three larger Planning Regions. Each Planning Area is allocated a traffic generation "budget" based on assumed land uses, and the combined Planning Area budgets are equal to the total traffic generation of the entire Specific Plan Amendment Area. **Table V-1** summarizes the trip generation budgets. When a new development is proposed within ~~this Specific Plan Amendment~~ the Meridian SP-5, its traffic generation[4] shall be calculated based on the long term conditions, and a running total shall be kept for each of the Planning Areas as development proceeds. If all lots within a Planning Area are fully developed and the combined traffic generation is less than the budget, then three percent of excess trips may be reallocated to other Planning Areas within that Planning Region only. No trips may be transferred among Planning Regions. Appendix C contains a sample spreadsheet that can be used to track traffic generation.

3. Street Sizing and Landscaping

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

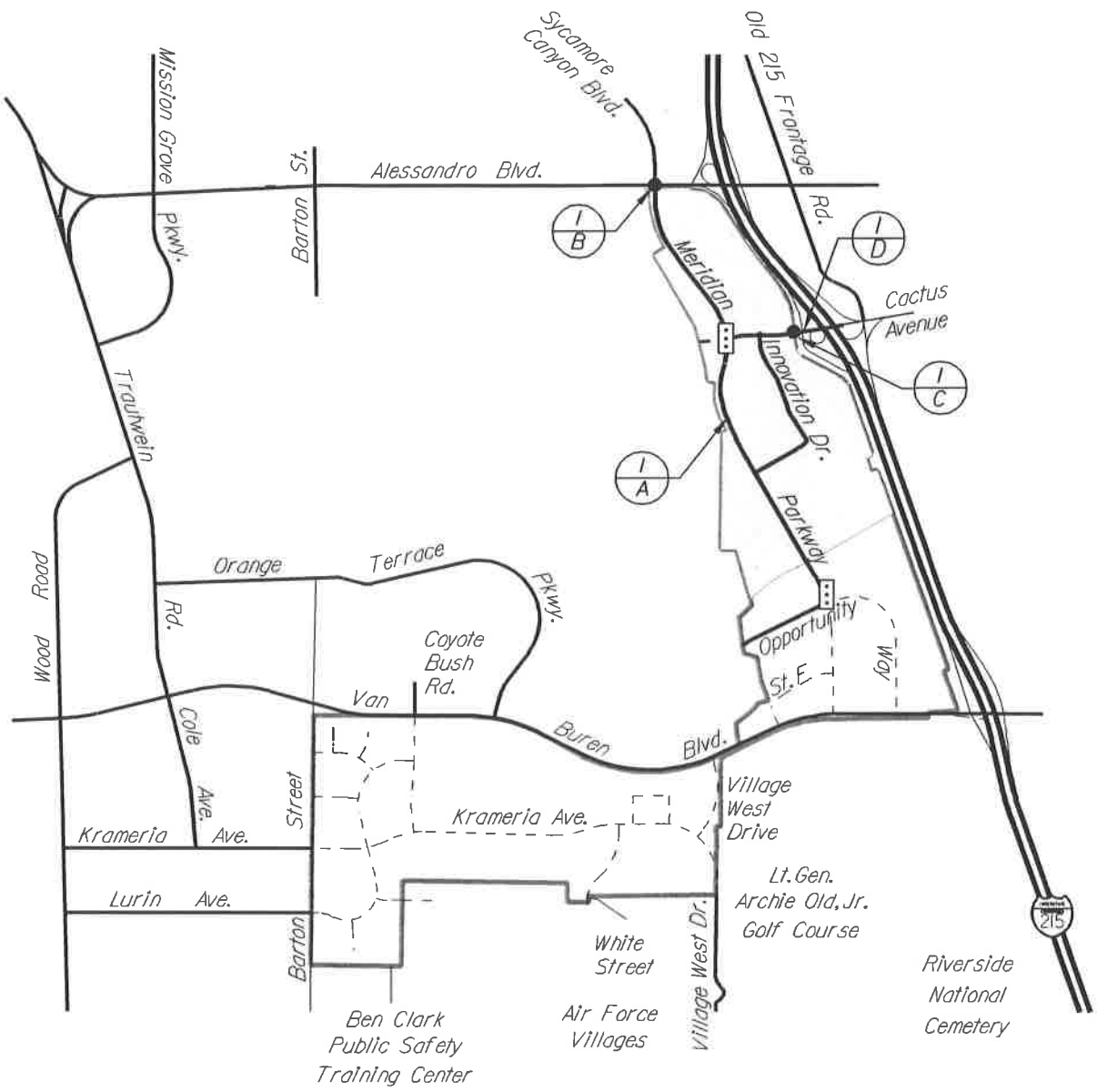
However, the design of Van Buren Boulevard is consistent with the intent of the RCIP because additional landscaping will be provided along this roadway adjacent to the project, including a 20-foot landscaping easement on the north side of Van Buren Boulevard, adjacent to the North Campus.

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

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

4. Traffic Monitoring

~~One of the MEIR mitigation measures requires traffic monitoring every five years. Because the Transportation Study prepared in support of the MEIR was published in 1998, updated traffic studies have been completed for the previously adopted Specific Plan in 2003 and this Specific Plan Amendment in 2010. These documents form the basis for future traffic monitoring updates. This document has established an external traffic generation "budget" to determine whether the transportation network has sufficient capacity to accommodate project traffic. Each Planning Area is allocated a traffic generation "budget" based on land uses. The combined Planning Area budget equals the additional traffic generation~~ One of the MEIR mitigation measures requires traffic monitoring every five years. Because the Transportation Study prepared in support of the MEIR was published in 1998, an updated *Transportation Circulation and Phasing Study* has been completed for March Business Center. This document forms the basis for future traffic monitoring updates. This document has established a traffic generation "budget" in order to ensure that the transportation network has sufficient capacity to accommodate project traffic. This budget is 74,900 daily external trips. Over the course of project buildout, the traffic generation characteristics of the site will be monitored and compared to the traffic generation assumed in the *Transportation Circulation and Phasing Study*. If future increases in density result in traffic generation in excess of the established budget, then the traffic impacts and mitigation identified in the study must be revisited as part of the traffic monitoring update process.



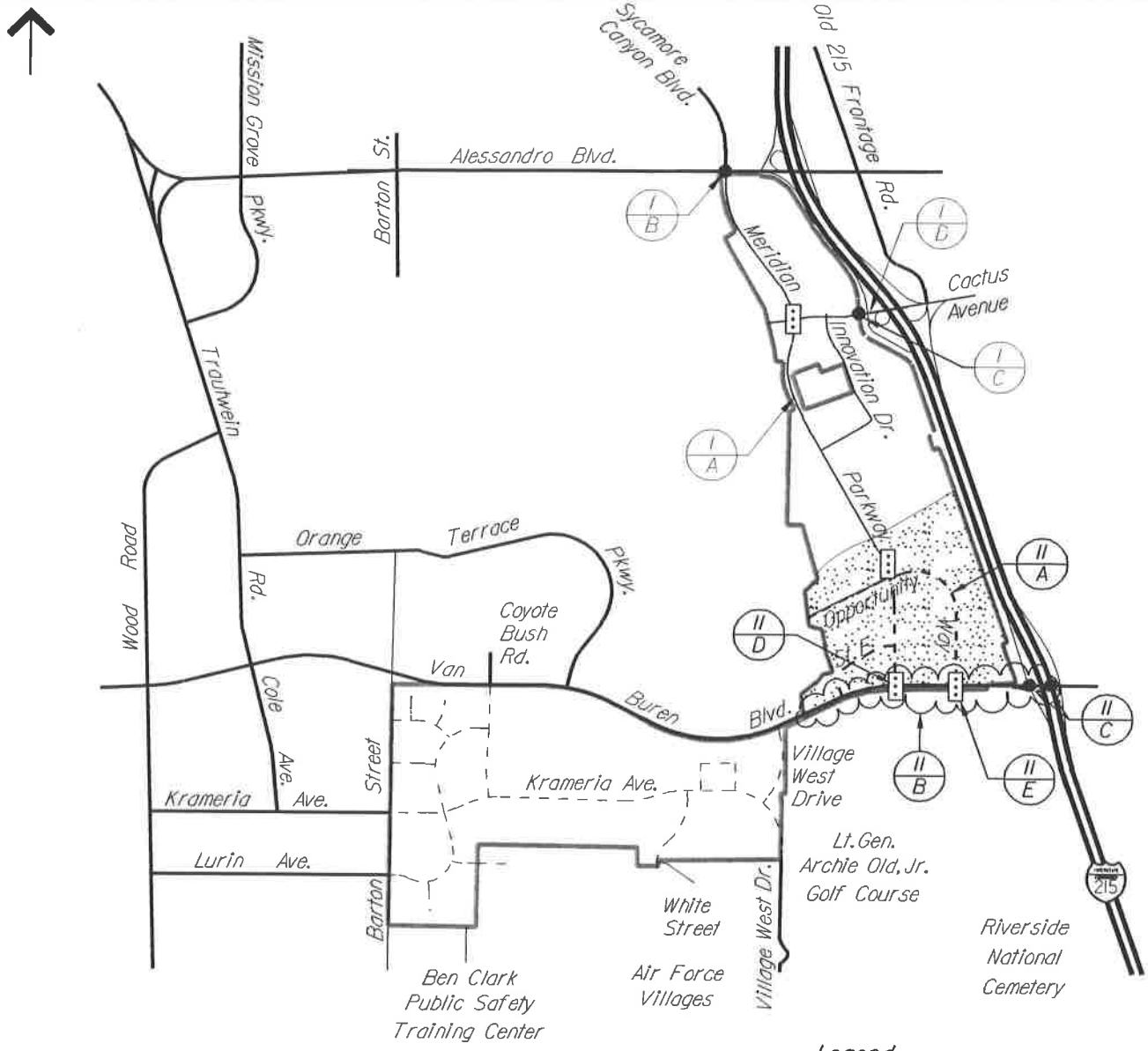
Phase ID	Proposed Phase I Improvements	Status of Improvements
I-A	Construct internal streets	Complete
I-B	Modify signal at Alessandro Blvd./Sycamore Canyon Blvd.	Complete
I-C	Widen Cactus Avenue railroad bridge	Complete
I-D	Improve Cactus Avenue/ I-215 southbound ramps	Construction Expected To Be Complete By Mid-2010

Legend:

- Complete Project Roadway
- Future Project Roadway
- I/B - Improvement Phase / Identifier
- Traffic Signal

NOTE:
SPA Improvements Included in Phase II-A

Figure V-1
Transportation Improvements, Development Phase I



Legend:

- - - - - Future Project Roadway

I B - Improvement Phase / Identifier

- Traffic Signal

- Phase II

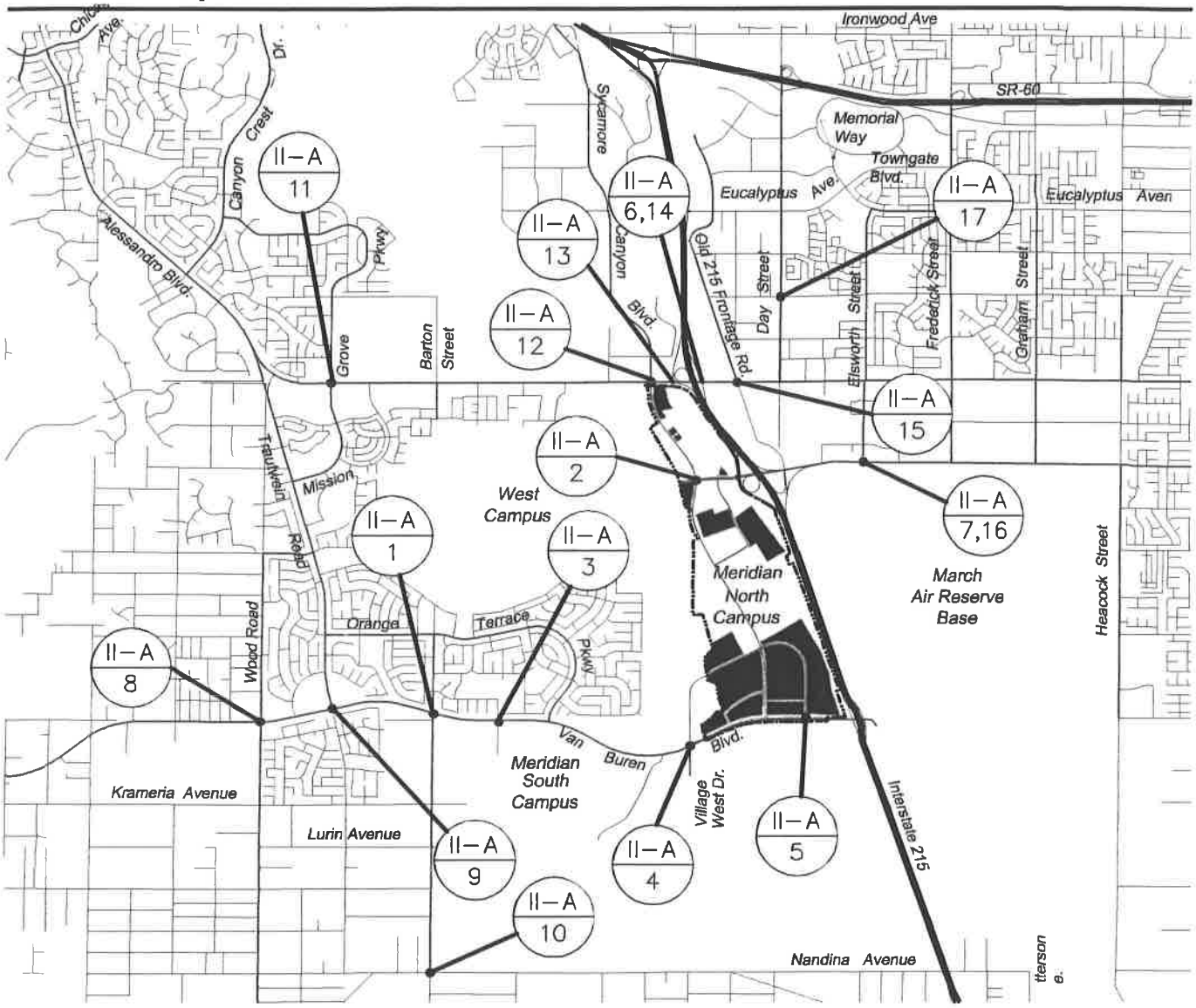
Phase ID	Proposed Phase 2 Improvements	Status of Improvements *
II-A	Construct internal streets	Partially Complete
II-B	Widen Van Buren Boulevard	To Be Completed
II-C	Improve Van Buren Blvd/ I-215 interchange	In Plans, Specifications & Estimates (PS&E) Phase
II-D	Provide signal control	In Design
II-E	Provide signal control	In Design

NOTE:
SPA Improvements Included in Phase II-A

* Improvements to be Constructed or Assured upon issuance of occupancy permit for any use within Phase 1, 2, or 2-A after traffic generated by this use exceeds 44,966 ADT.

Figure V-2

Transportation Improvements, Development Phase II



Phase ID	Proposed Phase II-A Improvements	Status of Improvements
II-A-1	Van Buren/Barton Improvements	To Be Completed
II-A-2	Meridian/Cactus Improvements	To Be Completed
II-A-3	Van Buren/Coyote Bush	To Be Completed
II-A-4	Van Buren/Village West	To Be Completed
II-A-5	Van Buren/Opportunity Way	To Be Completed
II-A-6 to II-A-17	Fair share contributions to mitigate cumulative impacts	To Be Collected and Distributed by JPA

Legend:

II–A 1 — Improvement Phase/Identification

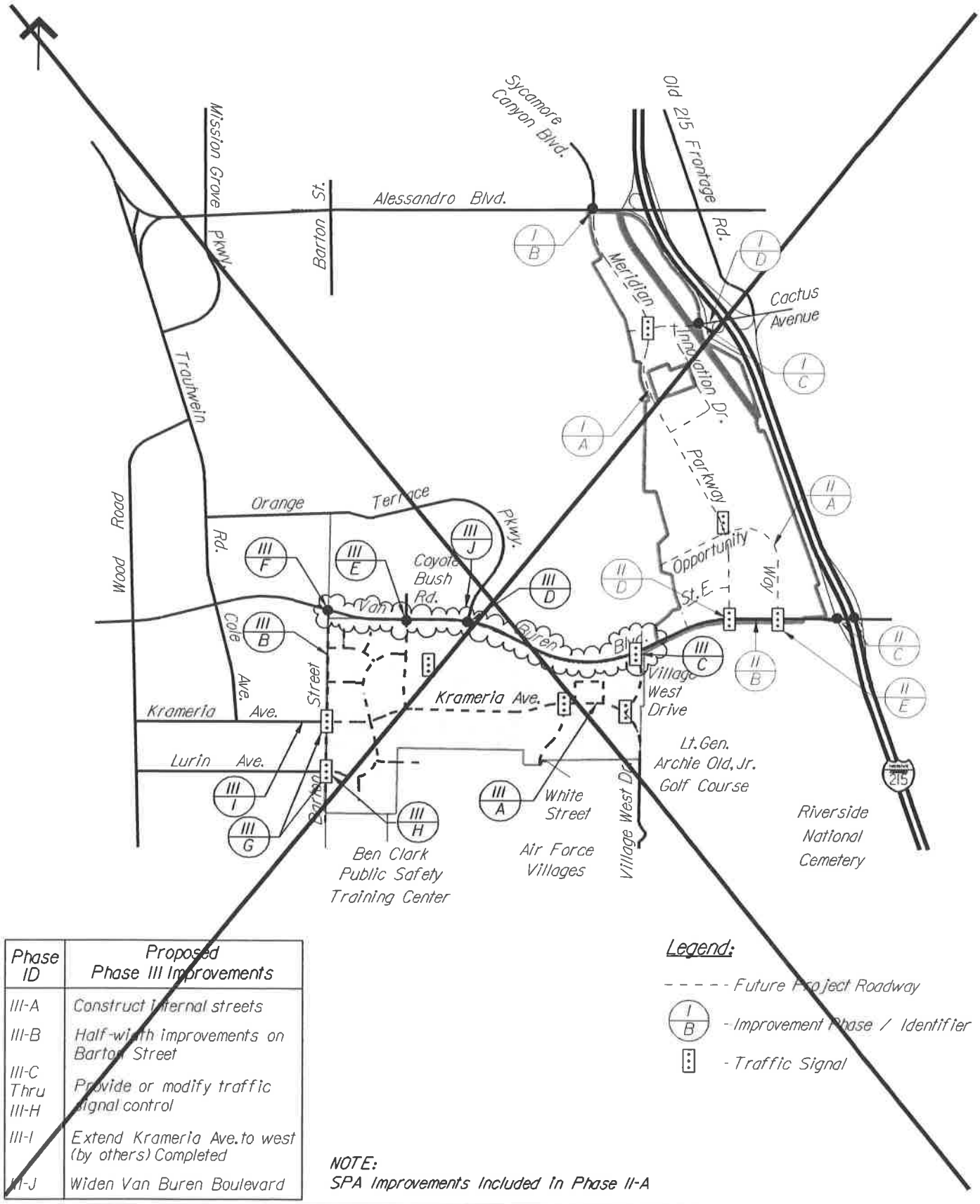
Phase II-A

Note: Two identification numbers at one intersection indicate fair share contribution toward near term and 2030 improvement.

N.T.S.

Figure V-2A

Additional Transportation Improvements, Development Phase II-A



Phase ID	Proposed Phase III Improvements
III-A	Construct internal streets
III-B	Half-width improvements on Barton Street
III-C Thru III-H	Provide or modify traffic signal control
III-I	Extend Krameria Ave. to west (by others) Completed
III-J	Widen Van Buren Boulevard

Legend:

- - - - - Future Project Roadway

I/B - Improvement Phase / Identifier

- Traffic Signal

NOTE:
SPA Improvements Included In Phase II-A

Figure V-3
Transportation Improvements, Development Phase III

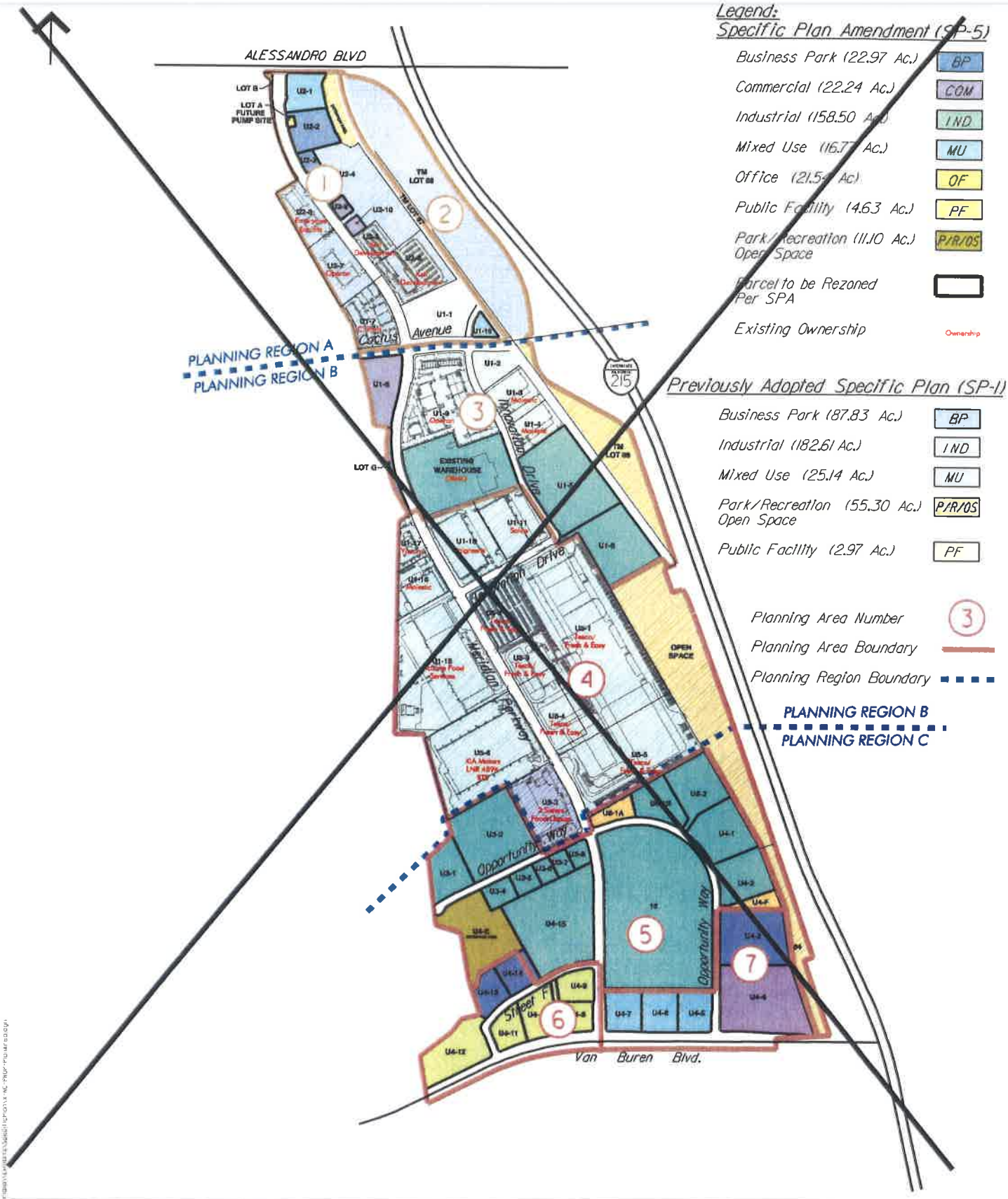


Figure V-4

Planning Areas and Regions

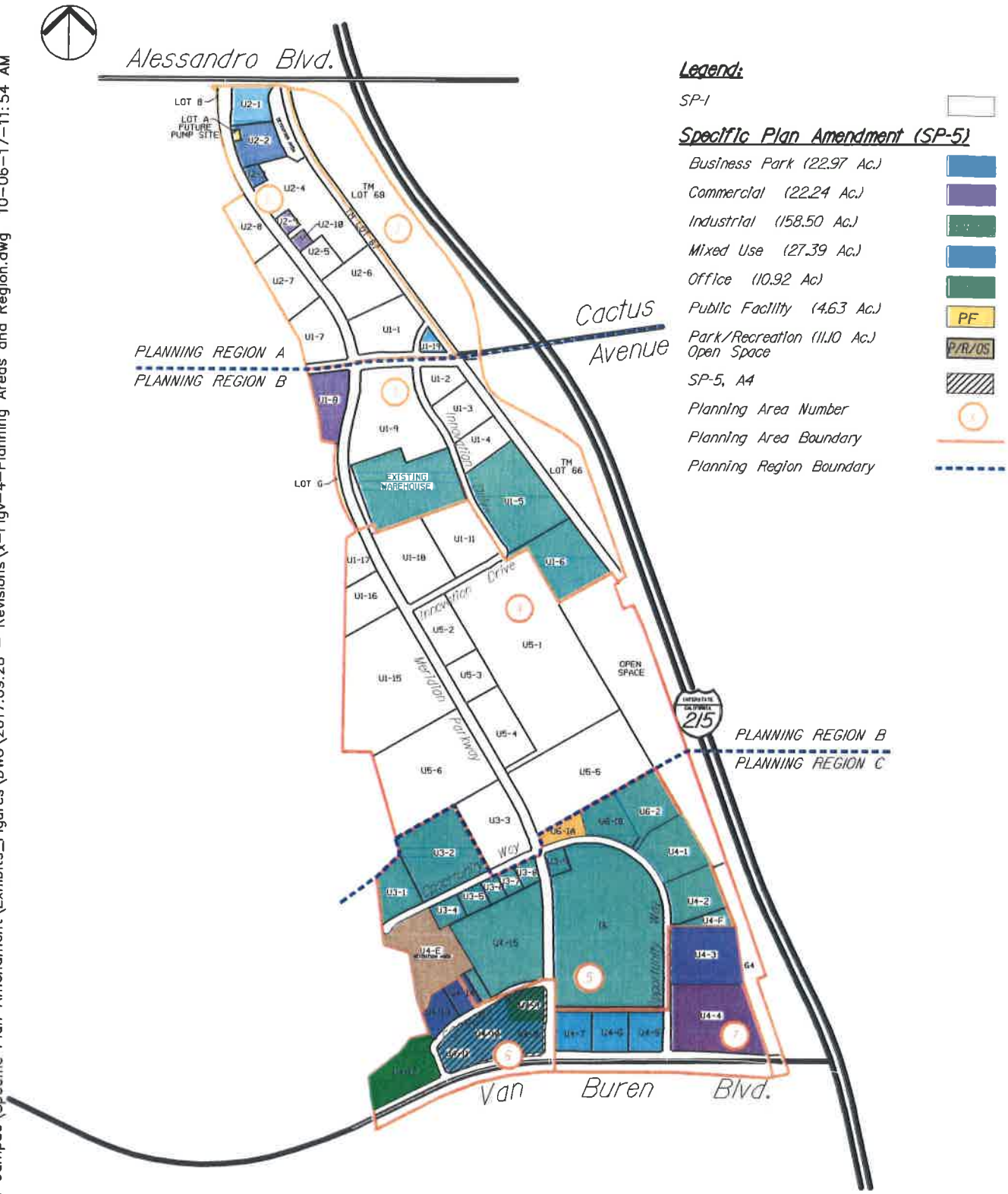


FIGURE V-4

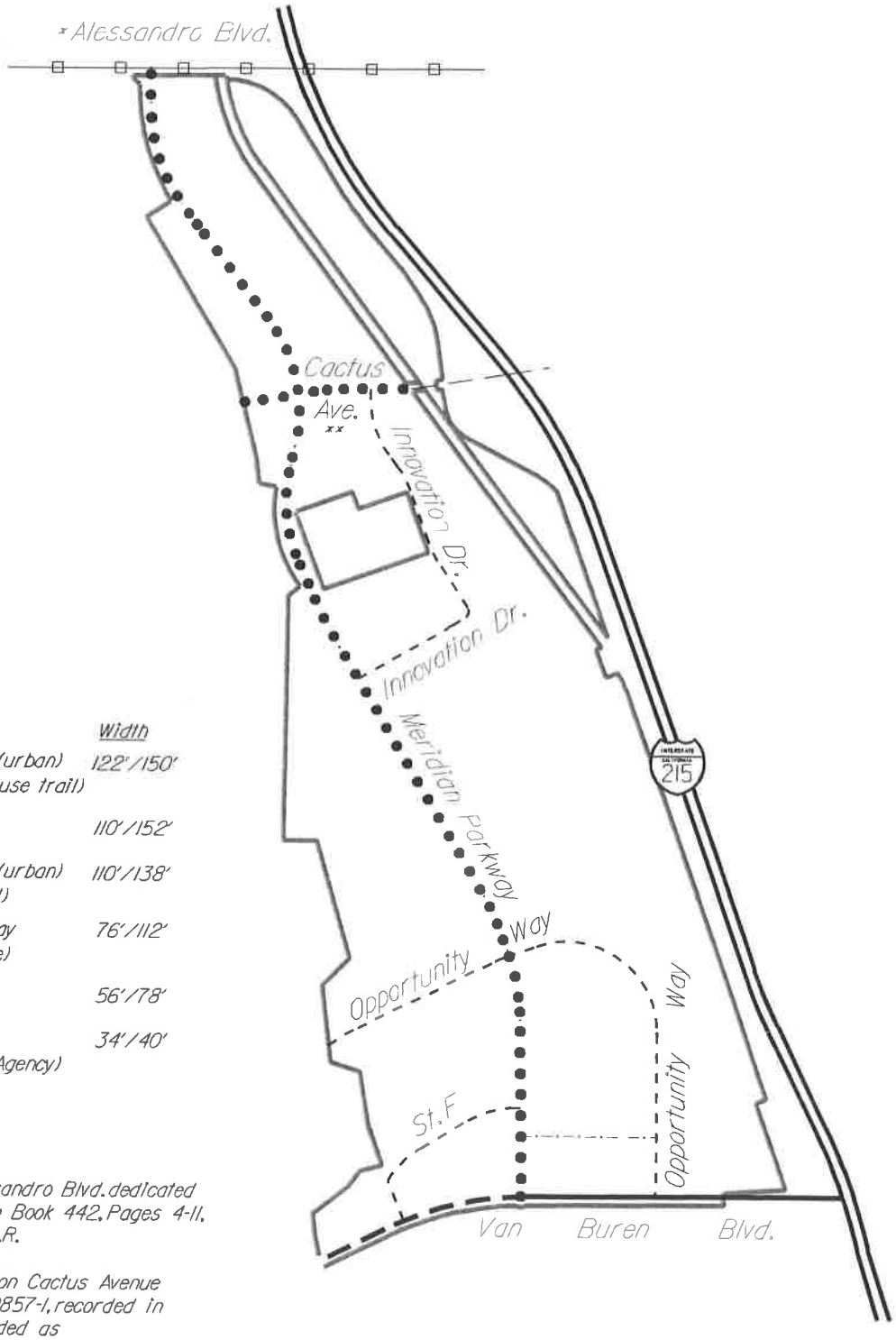
PROPOSED PLANNING AREAS AND REGIONS

K:\Meridian\South Campus\Specific Plan Amendment\Exhibits_Figures\DWG\2017.09.28 - Revisions\x-Figv-4-Planning Areas and Region.dwg 10-06-17-11:54 AM

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

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

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



Legend

		Width
———	Modified Arterial Highway (urban) (7 lane) (with Class I multi-use trail)	122'/150'
⊟——	Urban Highway (Urban)	110'/152'
– – –	Modified Arterial Highway (urban) (with Class I multi-use trail)	110'/138'
• • •	Modified Secondary Highway (with two-way left turn lane)	76'/112'
- - -	Industrial Collector Street	56'/78'
-·-·-	Private Roadway or Public Roadway (If Approved By Agency)	34'/40'
— —	Existing Roadway	

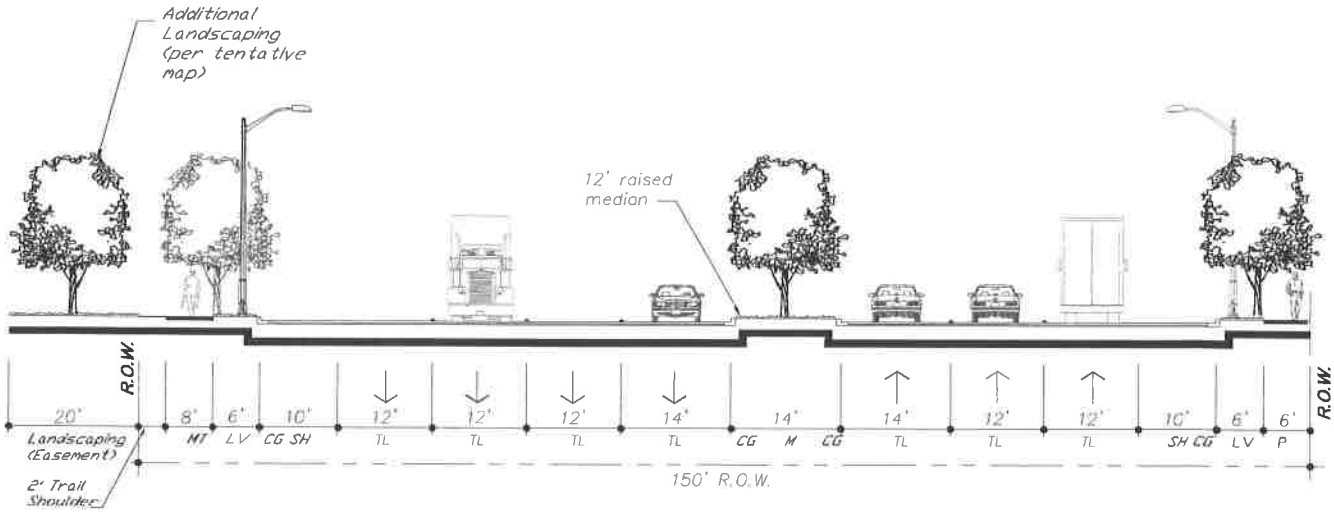
* Half width dedication along Alessandro Blvd. dedicated on Map 30857-2, recorded in Map Book 442, Pages 4-11, recorded as Doc. 2007-0334147, O.R.

** Additional Right-of-Way dedication on Cactus Avenue to 110'/152' dedicated on Map 30857-1, recorded in Map Book 371, Pages 28-38, recorded as Doc. 2004-1024402, O.R.

Figure V-4A

Roadway Classifications

Not to Scale



Legend

TL = Travel Lane
M = Median
LV = Landscape Verge
P = Pedestrian Way
CG = Curb/Gutter
SH = Shoulder
MT = Multi-use Trail

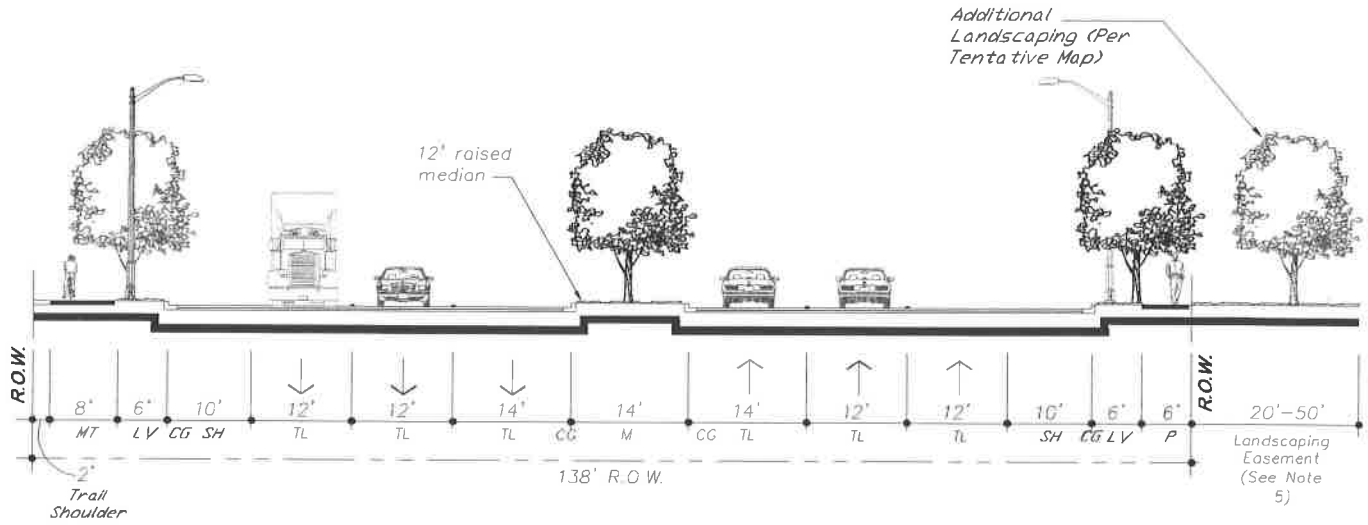
Notes:

1. Combined thickness of base and surface to be determined by soil test.
2. Minimum paving thickness per Riverside County specifications.
3. Refer to Figure V-7 of the Specific Plan for the location of the Class I trail.
4. Design will match existing improvements where possible adjacent to Riverside National Cemetery.
5. In order to conform to the I-215/Van Buren interchange, two additional eastbound through lanes are added east improvements of Meridian Parkway.

Figure V-5A

Van Buren Boulevard (Meridian Parkway to I-215, facing East)
Modified Arterial (Urban) Highway, 7 Lanes (With Class I Multi-Use Trail)

Not to Scale



Legend

TL = Travel Lane
M = Median
LV = Landscape Verge
P = Pedestrian Way
CG = Curb/Gutter
SH = Shoulder
MT = Class I Multi-Use Trail

Notes:

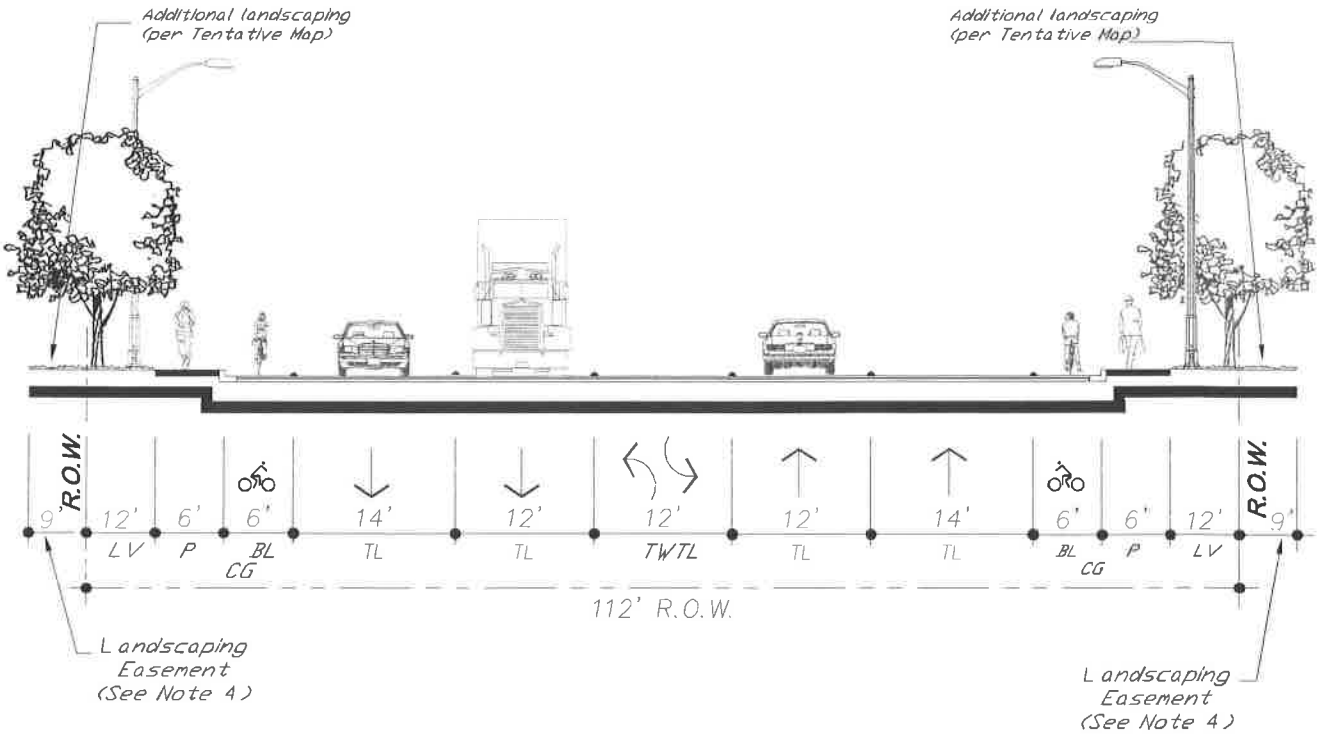
1. Combined thickness of base and surface to be determined by soil test.
2. Minimum paving thickness per Riverside County specifications.
3. Refer to Figure V-7 of the Specific Plan for the location of the Class I trail.
4. North side of Van Buren Boulevard to be constructed as proposed between Orange Terrace Parkway and Meridian Parkway only.
5. -50' landscape easement on Van Buren Boulevard from South edge of Lot 39 to the east edge of South Campus Lot 22.

   -20' landscape easement, in addition to landscape in the public ROW, will be provided on Van Buren Boulevard from West edge of North Campus Lot 23 to East edge of South Campus Lot 26.
   Unit 4, Lot 12 Unit 4, Lot 4
6. Design will match existing improvements where possible adjacent to Orangecrest.
7. Landscaping will not be provided adjacent to wildlife habitat.
8. Multi-use trail will transition from north side of Van Buren Blvd. to the south side at Orange Terrace Parkway.

Figure V-5B

Van Buren Boulevard (West of Meridian Parkway, facing East)
Modified Arterial (Urban) Highway (With Class I Multi-Use Trail)

Not To Scale



Legend

TL = Travel Lane
LV = Landscape Verge
P = Pedestrian Way
CG = Curb/Gutter
BL = Class II Bike Lane
TWTL = Two-Way Left Turn Lane

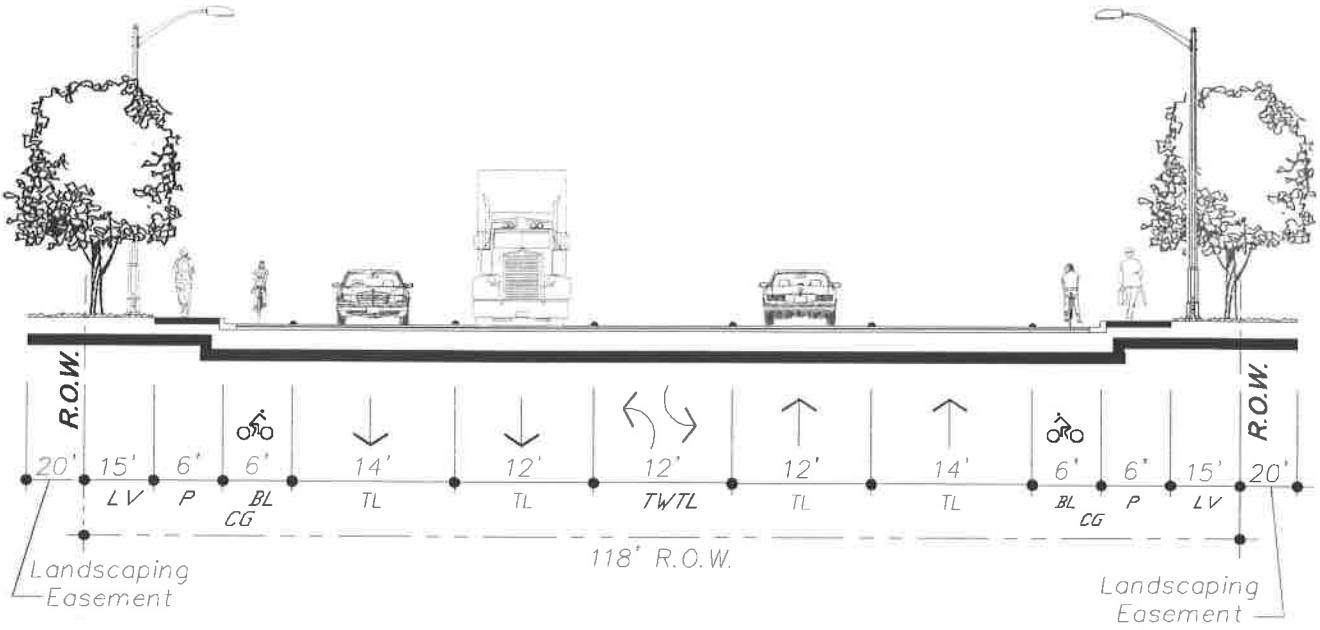
Notes:

1. Combined thickness of base and surface to be determined by soil test.
2. Minimum paving thickness per Riverside County specifications.
3. Refer to Figure V-7 of the Specific Plan for the location of the Class II bike lanes.
4. Provide 9' landscaping easement on Krameria Avenue and Meridian Parkway.
5. For Krameria Avenue and Meridian Parkway, the parkway slope from the back of sidewalk will be 6:1.
6. N/A
7. Assessment district will maintain all landscaping in public right-of-way.

Figure V-5C

Meridian Parkway
Modified Secondary Highway (With Two Way Left Turn Lane and Class II Bike Lanes)

Not To Scale



Legend

TL = Travel Lane
LV = Landscape Verge
P = Pedestrian Way
CG = Curb/Gutter
BL = Class II Bike Lane
TWTL = Two-Way Left Turn Lane

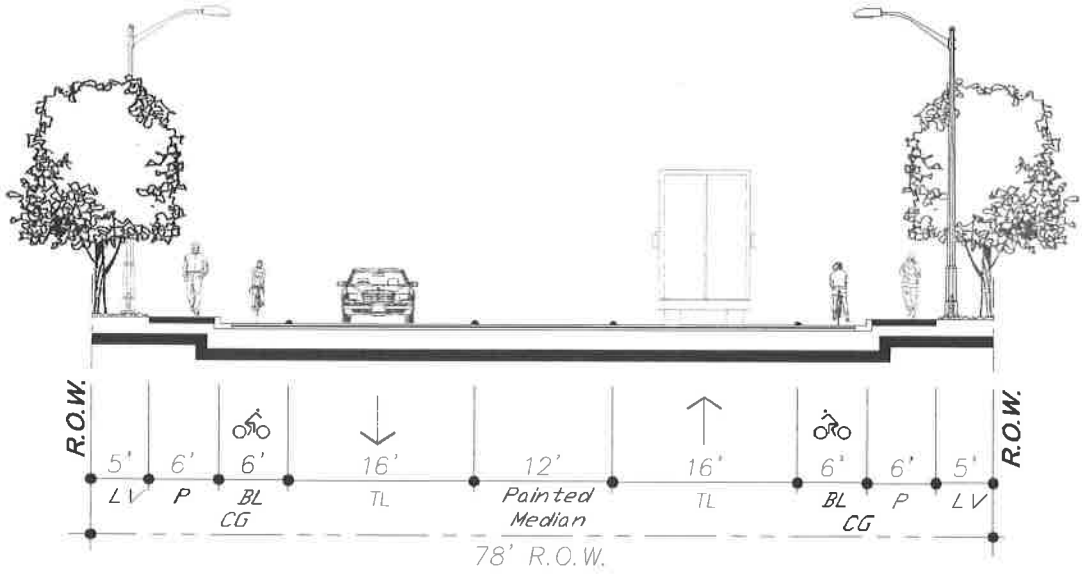
Notes:

1. Combined thickness of base and surface to be determined by soil test.
2. Minimum paving thickness per Riverside County specifications.
3. Refer to Figure V-7 of the Specific Plan for the location of the Class II bike lanes.
4. Assessment district will maintain all landscaping in public right-of-way.
5. Build Out of Future Development Area will necessitate widening of Cactus Avenue to Arterial (Urban) Highway Standards (110' pavement/152' right-of-way).

Figure V-5C1

Cactus Avenue (Meridian Parkway to eastern edge of Specific Plan)
Modified Secondary Highway (With Two Way Left Turn Lane and Class II Bike Lanes)

Not To Scale



Legend

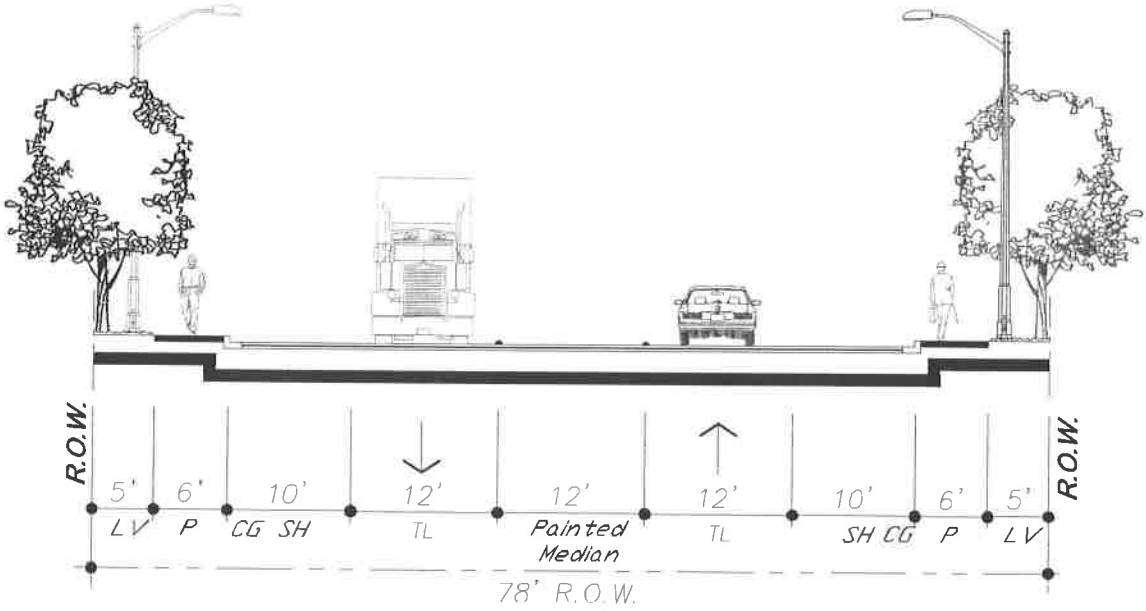
TL = Travel Lane
M = Median
LV = Landscape Verge
P = Pedestrian Way
CG = Curb/Gutter
BL = Class II Bike Lane

Notes:

1. Combined thickness of base and surface to be determined by soil test.
2. Minimum paving thickness per Riverside County specifications.
3. All curb and gutter to be type "A–6" unless otherwise specified.
4. Refer to Figure V–7 of the Specific Plan for the location of Class II bike lanes.

Figure V-5E
Opportunity Way (East of Meridian Parkway), Street K, Village West Drive (South of Krameria Ave.) and Street X Industrial Collector Street (With Class II Bike Lane)

Not To Scale



Legend

TL = Travel Lane
M = Median
LV = Landscape Verge
P = Pedestrian Way
CG = Curb/Gutter
SH = Shoulder

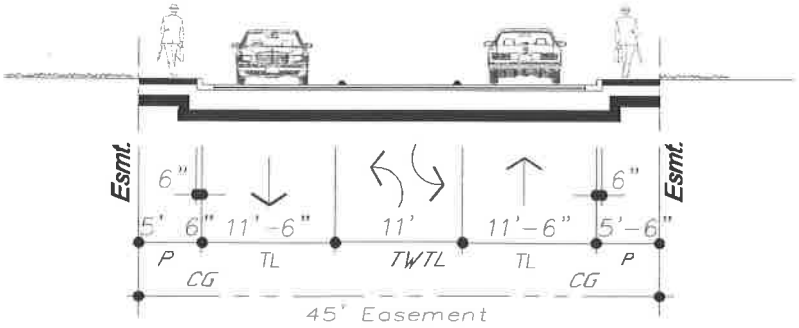
Notes:

1. Combined thickness of base and surface to be determined by soil test.
2. Minimum paving thickness per Riverside County specifications.
3. All curb and gutter to be type "A-6" unless otherwise specified.
4. Refer to Figure V-7 of the Specific Plan for the location of Class II bike lanes.

Figure V-5F

Innovation Drive, Street F
Industrial Collector Street (No Class II Bike Lane)

Not To Scale



Legend

TL = Travel Lane
LV = Landscape Verge
P = Pedestrian Way
CG = Curb/Gutter
TWTL = Two-Way Left Turn Lane

Notes:

1. Combined thickness of base and surface to be determined by soil test.
2. Minimum paving thickness per Riverside County specifications.
3. All curb and gutter to be type "A-6" per Riverside County standards.

Figure V-5H

Private Roadway
(South Side of Lot 16)

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

5. Employment Center Trip Capture

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

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

1. The magnitude of the future volume increase on Van Buren Boulevard west of the project, and at the Van Buren Boulevard/SR-91 interchange, would not be as high as compared to a no-project or residential type of development
2. The distance and duration of certain additional work trips will be substantially reduced,[5] providing fuel consumption and air quality benefits

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

6. Transportation Demand Management

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

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

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

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

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

- Designate a TDM coordinator
- Provide a space (e.g., kiosk, bulletin board, etc.) for rideshare information
- Provide preferential parking for carpools
- Identify bus routes and bicycle facilities in the vicinity
- Provide flexible working hours and/or a telecommuting program (to the extent feasible)
- Bicycle storage facilities
- Showers and locker rooms[6]

C. Non-Automobile Circulation

1. Local Transit Service

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

2. Truck Traffic

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

3. Bicycle/Pedestrian Access

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

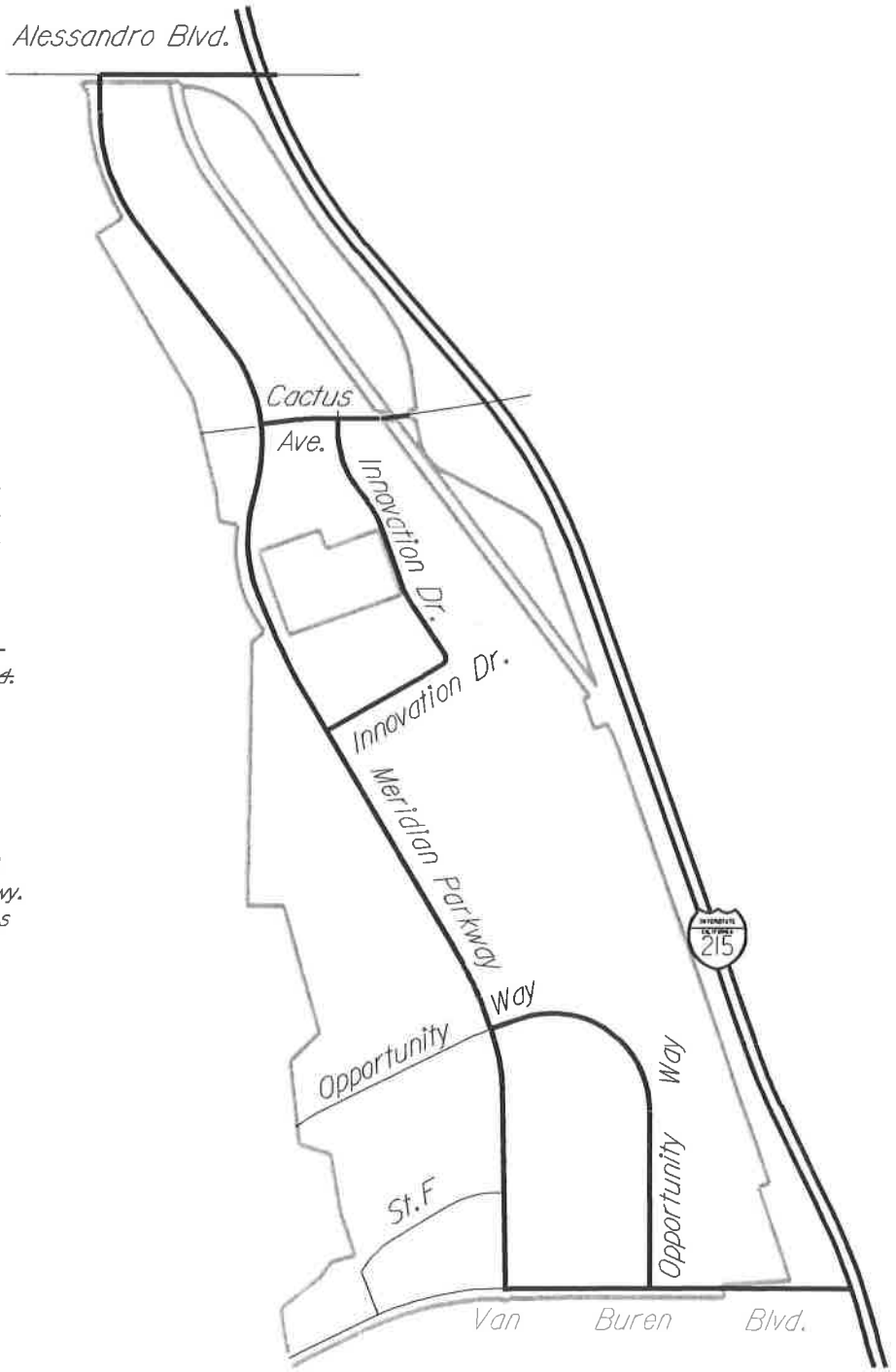
1. The network was defined based on likely routes between the previously adopted Specific Plan, the Meridian SP-5~~is Specific Plan Amendment~~, and existing and future residential development in the project area.
2. The proposed routes will provide linkages to bicycle and pedestrian facilities identified by adjacent jurisdictions. According to the City of Moreno Valley's Bikeway Plan, Cactus Avenue

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

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

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

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



Legend

Truck route

Notes:

~~1. Intersections will be signed to prohibit trucks from Coyote Bush Road and Orange Terrace Parkway.~~

~~2. A physical restriction will be installed to prohibit trucks from traveling east on Van Buren Blvd.~~

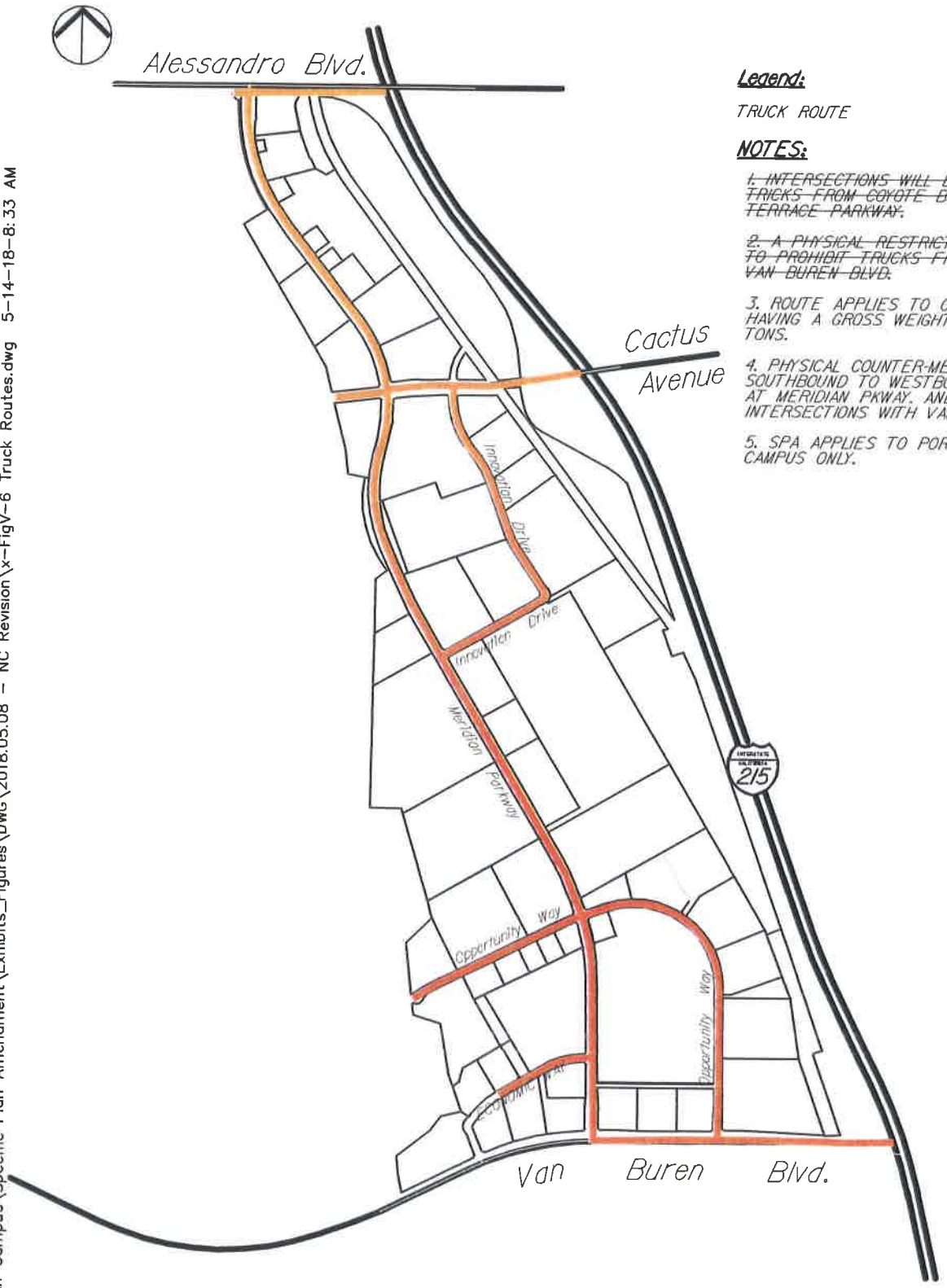
3. Route applies to commercial vehicles having a gross weight in excess of five tons.

4. Physical counter-measures to prevent southbound to westbound truck movements at Meridian Pkwy. and Opportunity Way intersections with Van Buren Blvd.

NOTE:
SPA Applies to Portions of the North Campus Only

Figure V-6

Truck Routes



Legend:

TRUCK ROUTE

NOTES:

~~1. INTERSECTIONS WILL BE SIGNED TO PROHIBIT TRUCKS FROM COYOTE BUSH ROAD AND ORANGE TERRACE PARKWAY.~~

~~2. A PHYSICAL RESTRICTION WILL BE INSTALLED TO PROHIBIT TRUCKS FROM TRAVELING EAST ON VAN BUREN BLVD.~~

3. ROUTE APPLIES TO COMMERCIAL VEHICLES HAVING A GROSS WEIGHT IN EXCESS OF FIVE TONS.

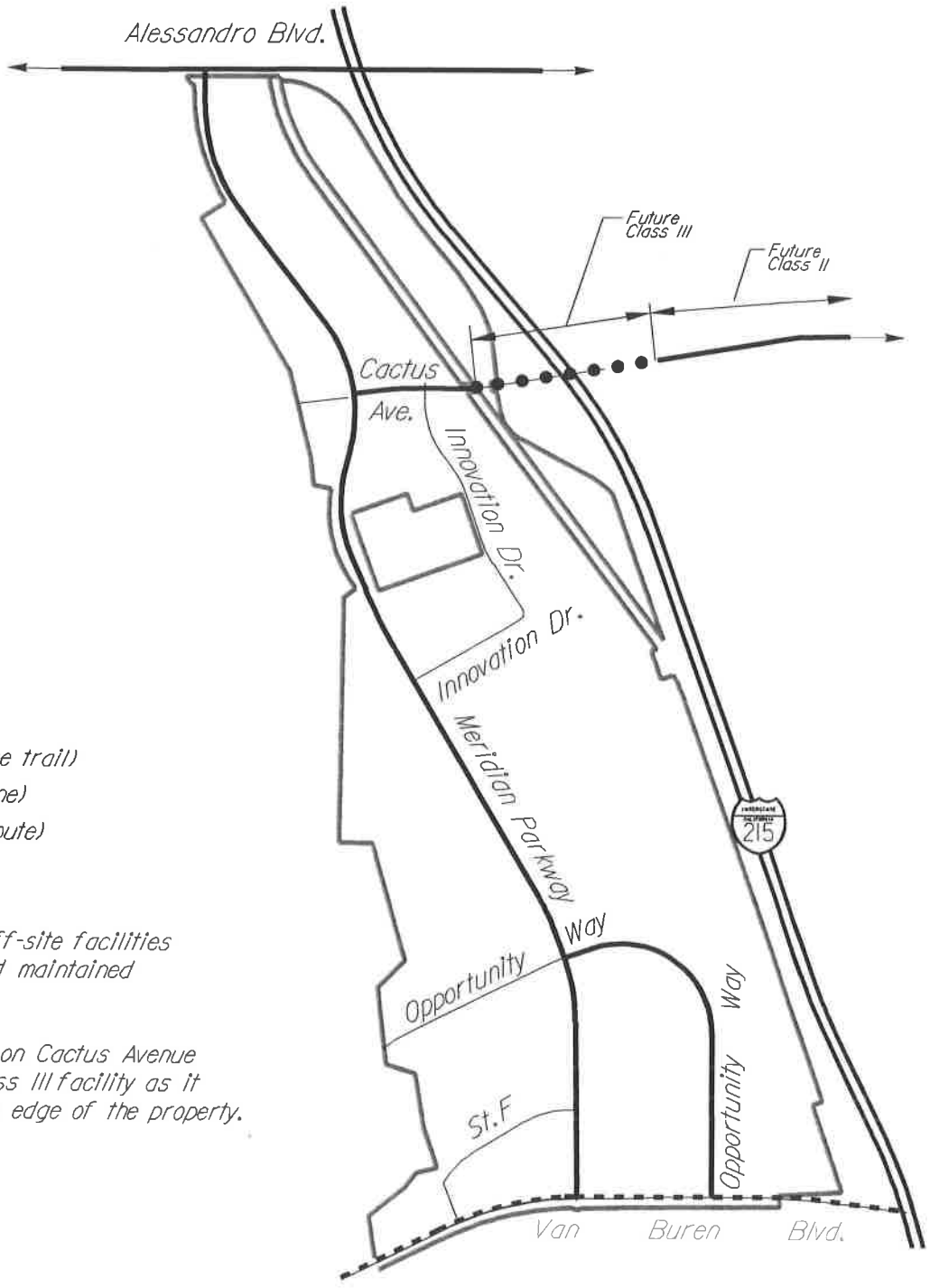
4. PHYSICAL COUNTER-MEASURES TO PREVENT SOUTHBOUND TO WESTBOUND TRUCK MOVEMENTS AT MERIDIAN PKWAY. AND OPPORTUNITY WAY INTERSECTIONS WITH VAN BUREN BLVD.

5. SPA APPLIES TO PORTIONS OF THE NORTH CAMPUS ONLY.

FIGURE V-6

TRUCK ROUTES

K:\Meridian\South Campus\Specific Plan Amendment\Exhibits_Figures\DWG\2018.05.08 - NC Revision\x-FigV-6 Truck Routes.dwg 5-14-18-8:33 AM



Legend

- Class I (multi-use trail)
- Class II (bike lane)
- Class III (bike route)

Notes:

1. Existing or planned off-site facilities will be constructed and maintained by others.

2. The class II bike lane on Cactus Avenue will transition to a class III facility as it approaches the eastern edge of the property.

NOTE:
SPA Applies to Portions of the North Campus Only

Figure V-7
Bicycle and Pedestrian Facilities

VI. INFRASTRUCTURE AND GRADING

A. Existing Infrastructure Issues

On the North Campus infrastructure has been constructed to serve developments that have been constructed since the previously adopted Specific Plan was approved in 2003. Meridian Parkway from Alessandro Boulevard south to Opportunity Way has been constructed. Cactus Avenue from west of I-215 as well as Innovation Drive, have also been constructed. Potable water, reclaimed water, sewer, and storm drain infrastructure has been constructed north of Opportunity Way. A 96-inch water transmission line ~~is being~~ was constructed between Meridian and I-215 by Metropolitan Water District of Southern California (MWD), Eastern Municipal Water District (EMWD) and Western Municipal Water District (WMWD). ~~A lift station for this water transmission line will be installed in between Unit 4 Lots 2 and 3.~~ Additional public facilities, services and infrastructure will be provided concurrently with the appropriate phase of project development. Figures V-1 and V-2 show the development phase boundaries of both the previously adopted Specific Plan and ~~this Specific Plan Amendment~~ the Meridian SP-5 within the North Campus area.

B. Sewer Service and Facilities

Figure VI-1 shows sewer facilities in the project vicinity. Sewage is currently conveyed to an existing secondary treatment plant located west of I-215 and north of Nandina Avenue. The on-site sewer system has been transferred to the Western Municipal Water District (WMWD). The existing treatment plant has been expanded to provide a treatment capacity of 3~~+~~.0 million gallons per day (mgd)~~, with a further expansion to 3.0 mgd planned for completion in 2010~~. The sewer lift station near Alessandro Boulevard has a capacity of 0.68 mgd, and may be expanded to 1.2 mgd with the diversion of a portion of the sewer flow from the adjacent Orangecrest system. The temporary lift station located near Van Buren Boulevard has a capacity of 1.1 mgd. This temporary facility will be removed after the gravity sewer is extended to the treatment plant. The costs associated with these expansions will be borne by future developments in the~~is~~ Specific Plan ~~Amendment~~ and other areas served by the sewer system. WMWD will own and maintain all planned future sewer facilities, including lift stations.

C. Potable Water Service

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

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

D. Reclaimed Water

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

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

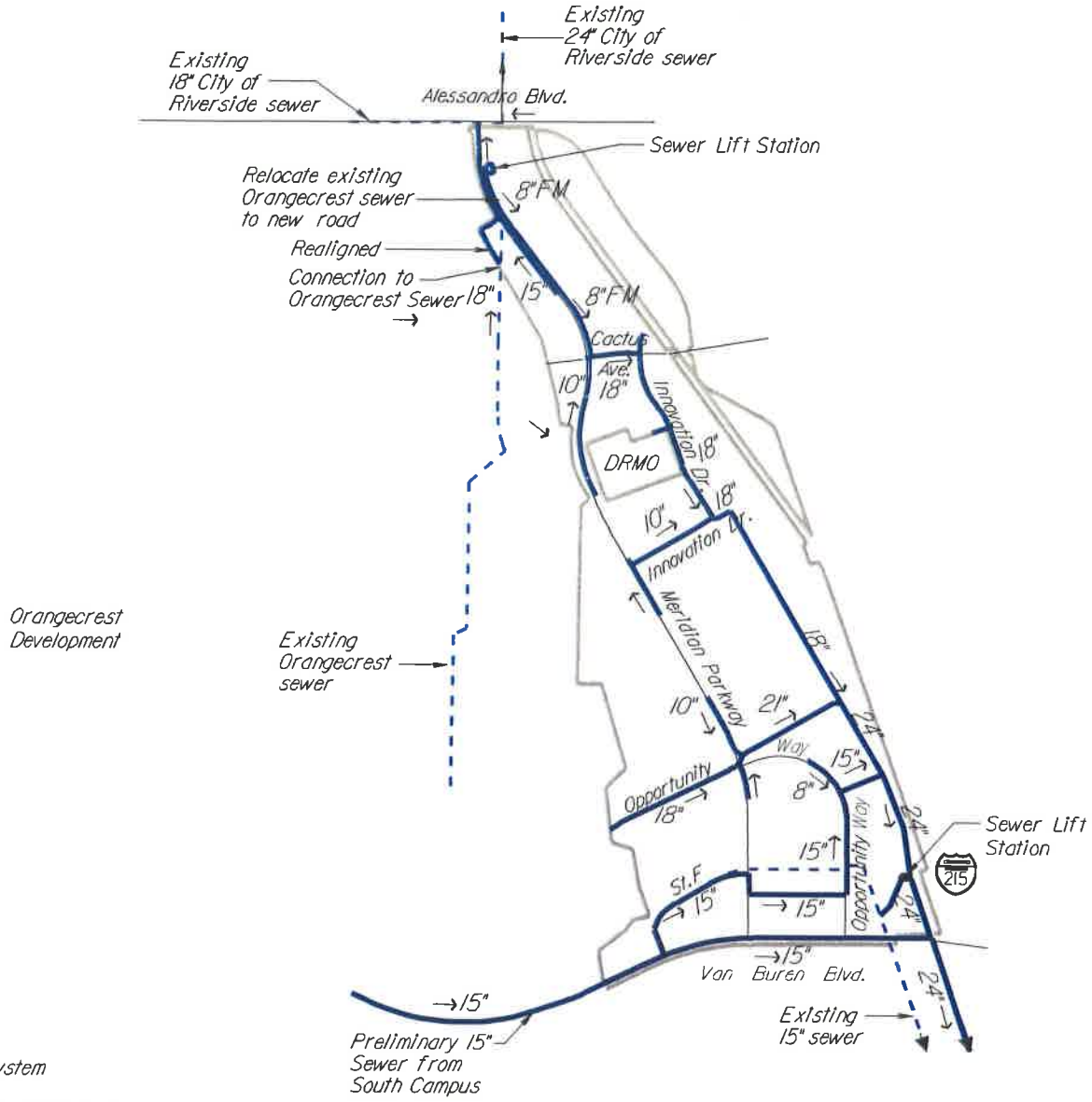
E. Storm Water Management

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

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

F. Gas and Electrical Services

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



Legend

- Sewer system
- XX" Proposed buildout size
- Existing sewer

Note:

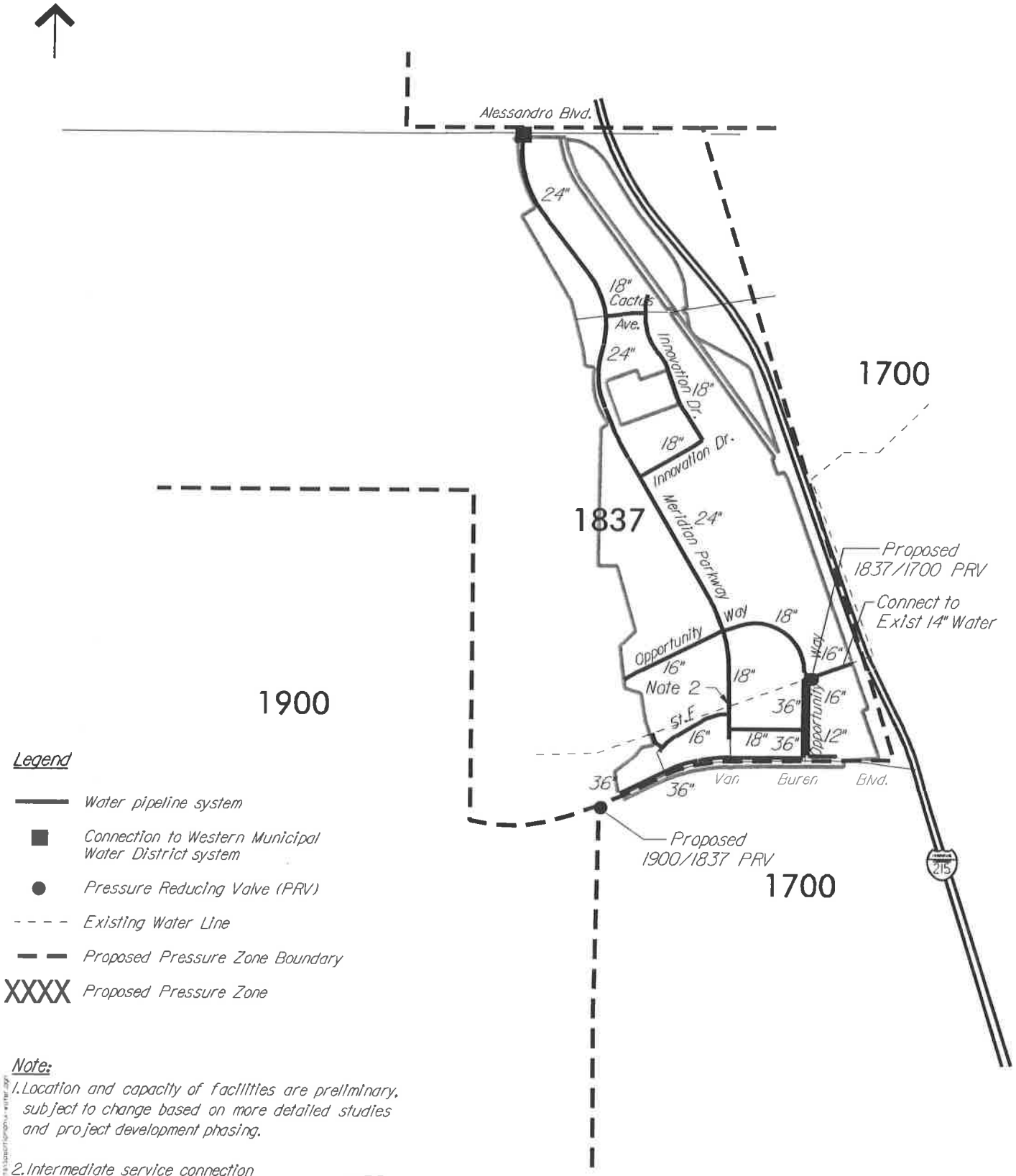
1. Location and capacity of facilities are preliminary and subject to change based on additional studies and project development phasing.

2. Sizes assume no Orangecrest flow into system and Manning's n=0.013.

NOTE:
SPA Applies to Portions of the North Campus Only

Figure VI-1

Sewer System



Note:

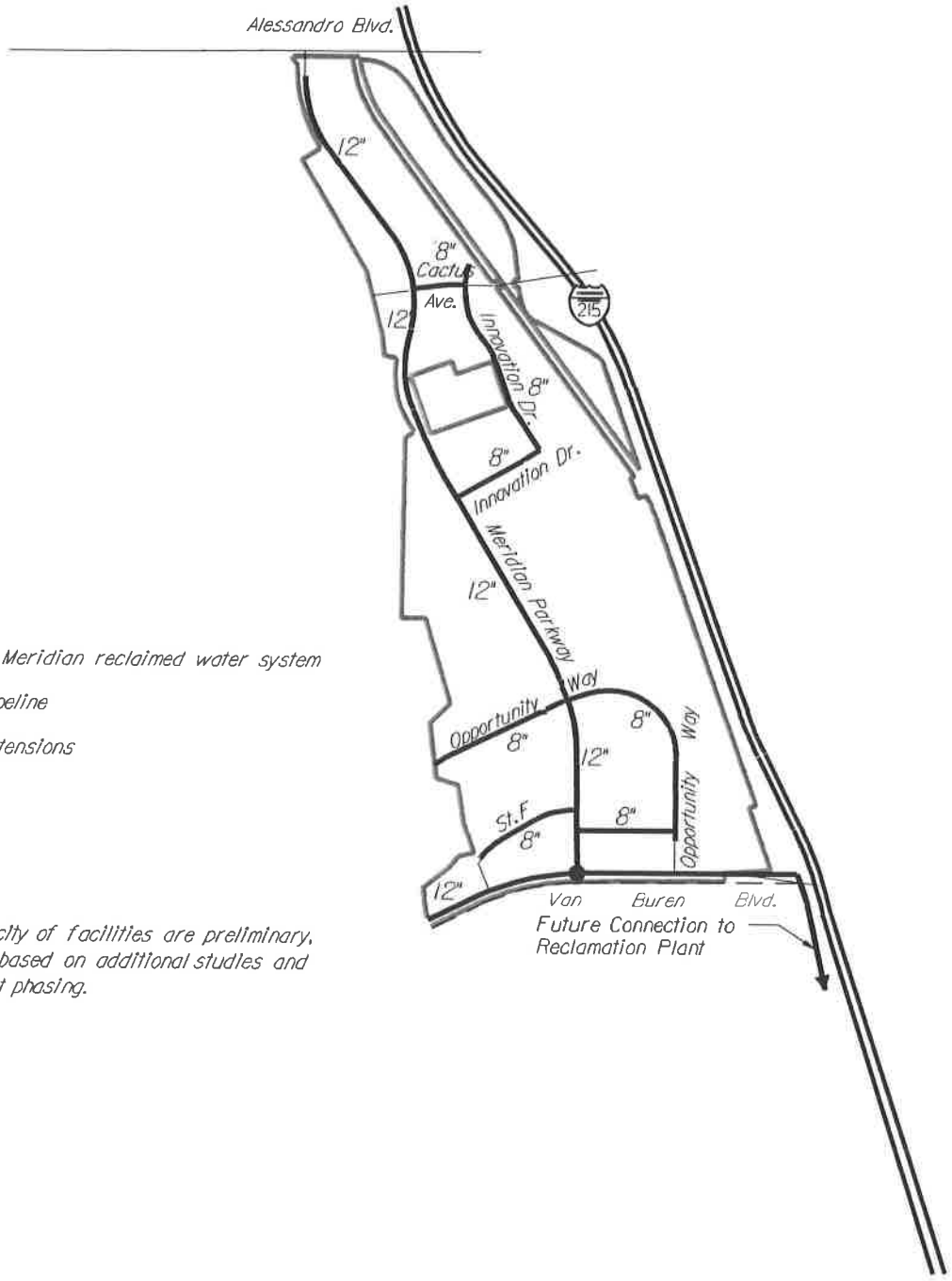
1. Location and capacity of facilities are preliminary, subject to change based on more detailed studies and project development phasing.

2. Intermediate service connection

NOTE:
SPA Applies to Portions of the North Campus Only

Figure VI-2

Potable Water System



Legend

- Proposed Meridian reclaimed water system
- Future pipeline
- Future extensions

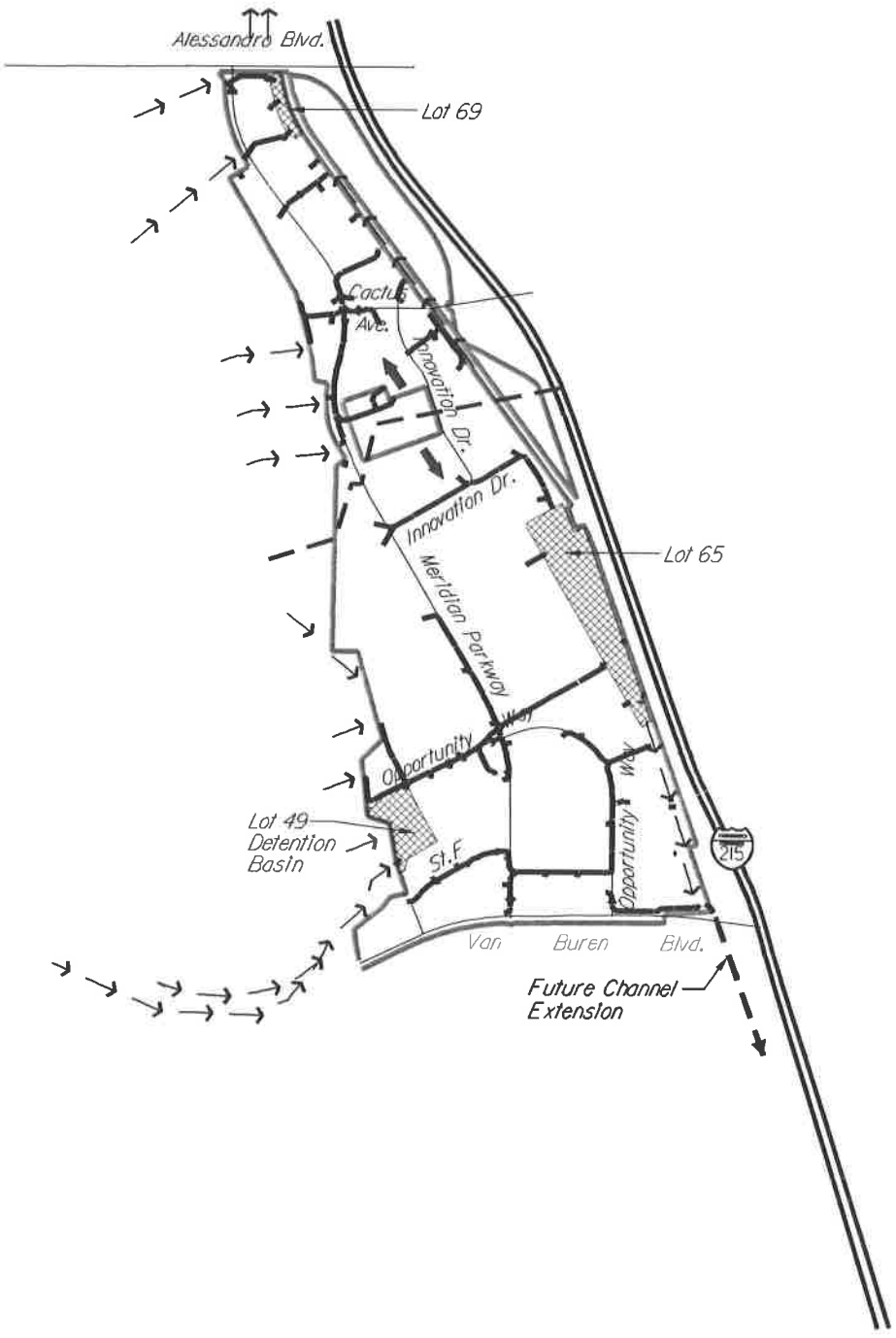
Note:

1. Location and capacity of facilities are preliminary, subject to change based on additional studies and project development phasing.

NOTE:
SPA Applies to Portions of the North Campus Only

Figure VI-3

Reclaimed Water System



Legend

- Storm Drain System
- Detention Basin
- Open Channel
- Drainage Divide

Note:
1. Lot 65 will be maintained by the Riverside County Flood District. All others will be maintained by the Landscape and Lighting District or owners of individual lots.

NOTE:
SPA Applies to Portions of the North Campus Only

Figure VI-4

Storm Drain System

G. Solid Waste

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

H. Grading

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

1. Grading Plan Development Standards

- Prior to grading commencing, a burrowing owl survey and other required surveys shall be performed, consistent with applicable protocols.
- All grading activities shall be in substantial conformance with the approved tentative map or development permit and shall implement any grading-related mitigation measures outlined in the accompanying SEIR for ~~this Specific Plan Amendment~~ Meridian SP-5.
- Prior to any development within any area of ~~this~~ the Specific Plan ~~Amendment~~, an overall grading plan for the portion in process shall be submitted for approval by the JPA. The grading plan for each area shall be used as a guideline for subsequent grading plans for individual stages of development.
- All streets shall have a gradient not exceeding use minimums and maximums established by the County of Riverside or as approved by the March JPA
- A precise grading plan shall be prepared prior to any on-site grading for individual projects.
- The project developer/applicant shall be responsible for installation and maintenance of all planting and irrigation systems on manufactured slopes until those responsibilities are assumed by the Landscape Maintenance District or other parties.
- To the extent that it is feasible, the overall shape, height, and gradient of any cut and fill slope shall be designed to be consistent with the existing natural contours and scale of the natural terrain.
- Potential brow ditches, terrace drains, or other minor swales, determined necessary at future stages of project review, shall be concealed, as feasible and possible, with landscape plantings, earth berms, and similar features.
- Graded but undeveloped pads shall be maintained weed-free, appropriate erosion control measures within ninety (90) days of completion of grading, unless building permits are obtained from the JPA. Appropriate desiltation basins are required for graded areas.
- Cut and fill slopes shall be constructed at inclinations of no steeper than two horizontal feet to one vertical foot, unless otherwise approved by the March JPA. Variable slope ratios will be used to avoid abrupt changes from the pads to the slopes.
- All newly created slopes exceeding 10 feet in vertical height shall be landscaped with a permanent irrigation system approved by the JPA prior to final acceptance. Landscaping shall be consistent with the Landscape Concept Plan and the March Business Center Design Guidelines.
- Grading shall not be permitted to commence prior to approval of grading permits for any proposed development. Mass grading will only occur for those areas undergoing development, or for those areas specifically identified as borrow or disposal sites.

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

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

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

VII. IMPLEMENTATION

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

A. Phasing Plan

The project will be constructed in planning phases, as illustrated in Figure I-3 of this Specific Plan. As shown in this figure, the first development phase encompasses the North Campus area between Alessandro Boulevard and the to-be-demolished military family housing development, known as Arnold Heights. Phase 2 includes the area occupied by the to-be-demolished Arnold Heights development. Phase 3 includes the South Campus. Each planning area may be implemented in smaller "sub-phases," with one or more Final Maps.

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

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

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

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

~~2. The March JPA will allocate collected fair share contributions to the City of Riverside, the City of Moreno Valley and the County of Riverside. The allocation will be in proportion to this Specific Plan Amendment's total fair share costs within each jurisdiction.~~

~~3. The master developer shall be responsible for fully funding improvements II-A-1 through II-A-4, as shown in Figure V-2A.~~

B. Financing Strategies

(a) Financing of Public Facilities

(1) Purpose and Intent

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

(2) Financial Responsibility

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

(3) Financial Programs for Municipal Facilities

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

(A) Facilities Benefit Assessment or Development Impact Fee.

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

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

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

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

(B) Improvement District

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

(C) On-Site Municipal Improvements

The on-site municipal facilities, those within the individual project and not provided by (i) or (ii) above, such as streets, storm drains, and sewer, water, gas, power, and telephone utilities, will be provided by the subdivide~~r~~d under the conventional bonded subdivision agreement.

(D) Off-Site Municipal Improvements

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

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

(F) Implementation

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

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

(b) Tax Increment Financing

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

Tax increment financing is a redevelopment tool authorized by State statute and used by cities and development authorities, such as the March Joint Powers Redevelopment Agency, to finance certain public redevelopment costs. Projects financed with tax increment financing must serve a public purpose such as redeveloping blighted areas, constructing low- and moderate-income housing, providing employment opportunities and improving the tax base. When a tax increment financing district is established, the tax capacity of the properties located within the district are "frozen." For the district's duration, which varies depending on the type of district, the property taxes resulting from any increase in the tax capacity above the frozen level are available to the Redevelopment Agency to finance public project costs. This financing approach is a valuable tool for financing public facilities, and has partially funded the I-215/Van Buren Boulevard interchange project (see improvement II-C in Figure V-2).

Because the properties comprising the Specific Plan had not as yet been subjected to taxation at the time of adoption, the tax capacity has been frozen at zero.

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

(c) Grants

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

C. Project Review and Processing

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

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

      B.1 Design Plans consistent with ~~this Specific Plan Amendment~~ Meridian SP-5 and the Subsequent EIR shall go through a ministerial review process before the March Business Center Implementation Committee.

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

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

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

(a) General Provisions

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

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

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

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

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

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

(b) March Business Center Implementation Committee

(1) March Business Center Implementation Committee

(A) It is hereby created the March Business Center Implementation Committee (the "Committee") which shall be composed of three members who shall serve without compensation. The members shall be three at-large members appointed by the March JPA Commission. One of the three at-large members shall serve as the Committee Chair.
(B) The at large members shall be specifically qualified by reason of interest, training or experience in land development, landscape, architecture, planning, urban design or other relevant business or profession upon the property values, and development of surrounding areas.
(C) The Committee may adopt rules of procedure to supplement those contained within this Specific Plan. Two voting members shall constitute a quorum for the transaction of business and a majority vote; and not less than two affirmative votes shall be necessary to make any Committee decision.
(D) The March JPA Planning Manager or his designated representative shall serve as Secretary of the Committee and maintain records of all official actions of the Committee.
(E) All Commission Members of the March JPA shall endeavor to cooperate with the Committee and render reasonable assistance to it.

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

(2) Powers and Duties

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

E. Maintenance

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

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

- Street lighting electricity, maintenance and replacement;
- Landscape maintenance of the parkways, medians within all public streets, and landscape easements shall be maintained by the landscape and lighting district.
- Irrigation water for the above;
- Tree trimming and/or color replacement;
- Maintenance of drainage structures not maintained by RCFCD or Riverside County;
- Project entry monumentation and cultural amenities/monumentation maintenance and repairs;
- Any insurance requirements;
- Slope maintenance (over 10 feet);
- Street sweeping;
- Graffiti control
- District management fee.

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

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

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

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

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

TABLE VII-1
INFRASTRUCTURE/SERVICE FUNDING RESPONSIBILITY

SERVICE /INFRASTRUCTURE	CAPITAL EXPENSE	OPERATIONS AND MAINTENANCE
Street Lighting	Master Developer	Landscape and Lighting Maintenance District
Fire Protection	Impact Fee collected in permitting	Riverside County Fire Protection Property Tax and County General Fund
Reclaimed Water Delivery System	Master Developer	Distribution system: Western Municipal Water District Irrigation system: Landscape and Lighting Maintenance District (common areas)
Police	Impact Fee collected in permitting	Contract with County Sheriff by JPA
Storm Drains	Master Developer	Public lines: 36" or below – March JPA 36" or greater- Riverside County Flood Control Private line: ~~Landscape and Lighting District or~~ Owners of Individual Lots
Detention Basins	Master Developer	Large basin near I-215/Van Buren: Riverside County Flood Control District Other Basins: Landscape and Lighting Maintenance District
Traffic Signals/Streets, sidewalk, curb and gutter	Master Developer	March JPA/Riverside County
Bus Stops	Master Developer	RTA
Bus Shelters	Master Developer	RTA
Landscaping	Master Developer	Public R/W "letter lots" and landscaping easements: Landscape and Lighting Maintenance District Other Landscaping: Owner of Individual Lots

F. Specific Plan Amendments

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

VIII. Consistency with the General Plan

A. Overview

~~This Specific Plan Amendment~~ Meridian SP-5 is consistent with the goals and policies set forth in the March JPA General Plan. This section addresses the conformance of ~~this Specific Plan Amendment~~ Meridian SP-5 to the General Plan on a general or conceptual basis.

B. General Plan Elements

1. Land Use

Goal: *Land Use Plan provides for a balanced mix of land uses that contribute to the regional setting, can capitalize on the assets of the Planning Area, while insuring compatibility throughout the Planning Area and with regional plans.*

> **Consistency:** Development of ~~this~~ the Specific Plan ~~Amendment~~ will occur in a logical pattern of growth, compatible with adjacent land uses and regional plans. The project will provide a large employment center in a portion of the County that is largely residential. This will improve the balance of population and employment in the project vicinity, providing an opportunity for residents to work locally, rather than commute to surrounding areas throughout the region.

Goal: *Locate land uses to minimize land use conflict or creating competing land uses, and achieve maximum land use compatibility while improving or maintaining the desired integrity of the Planning Area and subregion.*

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

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

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

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

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

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

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

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

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

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

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

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

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

Goal: *Avoid undue burdening of infrastructure, public facilities, and services by requiring new development to contribute to the improvement and development of the March JPA Planning Area.*

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

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

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

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

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

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

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

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

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

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

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

Goal: *Adequate supplies of natural gas and electricity from utility purveyors and the availability of communications services shall be provided within the March JPA Planning Area.*

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

Goal: *Adequate flood control facilities shall be provided prior to, and concurrent with, development in order to protect the lives and property within the March JPA Planning Area.*

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

2. Transportation

Goal: *Establish and provide for a comprehensive transportation system that captures the assets and opportunities of the planning area, existing transportation facilities, and planned transportation facilities for the future growth and development of the planning area and sub-region.*

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

Goal: *Build and maintain a transportation system which capitalizes on the multi-faceted elements of transportation planning and systems, designed to meet the needs of the planning area, while minimizing negative effects on air quality, the environment and adjacent land uses and jurisdictions.*

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

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

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

Goal: *Provide a balanced transportation system that ensures the safe and efficient movement of people and goods throughout the planning area, while minimizing the use of land for transportation facilities.*

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

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

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

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

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

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

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

Goal: *Adequate, affordable, equitably distributed and energy efficient public and mass transit services which promote the mobility to, from, and within the planning area shall be provided.*

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

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

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

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

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

Goal: *Adequate off-street parking for all land uses shall be provided which requires adequate on-site parking to prevent spill over on the adjacent street system.*

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

Goal: *Plan for and seek to establish and area-wide system of bicycling trails, with linkages within the planning area and with adjacent jurisdictions, and in compliance with sub-regional plans.*

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

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

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

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

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

3. Noise/Air Quality

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

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

Goal: *Minimize incompatible noise level exposures throughout the Planning Area, and where possible, mitigate the effect of noise incompatibilities to provide a safe and healthy environment.*

Consistency: (see above)

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

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

Goal: *Promote alternative modes of travel.*

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

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

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

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

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

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

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

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

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

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

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

Goal: *Reduce emissions associated with energy consumption.*

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

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

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

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

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

4. Housing

The General Plan does not allow for housing opportunities within the March JPA Planning Area due to incompatible uses with the airfield, the need to focus on the reestablishment of the numerous jobs lost due to base realignment, and the housing rich environment of Western Riverside County. ~~This~~ The Specific Plan ~~Amendment~~ maintains consistency with the General Plan's absence of a residential land use designation within the Planning Area.

5. Resource Management

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Goal: *Create a network of open space areas and linkages throughout the Planning Area that serves to preserve natural resources, protect health and safety, contributes to the character of the community, provide active and passive recreational use, as well as visual and physical relief from urban development.*

Consistency: The project ~~will~~ accommodate a ~~142~~185.9-acre conservation easement within the West Campus, near Van Buren Boulevard.

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

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

6. Safety/Risk Management

Goal: *Minimize injury and loss of life, property damage, and other impacts caused by seismic shaking, fault rupture, ground failure, and landslides.*

Consistency: A geological reconnaissance has been conducted for the property. That study revealed that there are no active or inactive faults crossing the property and that the property is suitable for development.

Goal: *Minimize grading and otherwise changing the natural topography, while protecting the public safety and property from geologic hazards.*

Consistency: Grading within ~~this~~ the Specific Plan ~~Amendment~~ area is designed to minimize impacts to the existing topography. The project will incorporate grading development standards and recommendations, which will minimize any potential geotechnical and site development constraints that occur on-site.

Goal: *Minimize injury, loss of life, property damage, and economic and social disruption caused by flood hazards.*

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

Goal: *Reduce threats to public safety and protect property from wildland and urban fire hazards.*

Consistency: As appropriate, ~~this~~ the Specific Plan ~~Amendment~~ shall comply with applicable regulations and guidelines relating to brush management and fire protection services.

Goal: *Reduce the potential for hazardous material exposure or contamination in the Planning Area.*

Consistency: To the extent that it is appropriate, ~~this~~ the Specific Plan ~~Amendment~~ shall comply with regulations and guidelines relating to hazardous material exposure/contamination.

Goal: *Ensure to the fullest extent practical that, in the event of a major disaster, critical structures and facilities remain safe and functional.*

Consistency: To the extent that it is appropriate, ~~this~~ the Specific Plan ~~Amendment~~ shall comply with regulations and guidelines relating to the functionality of critical structures in the event of a major disaster.

Goal: *Reduce the possible risk of upset, injury and loss of life property damage, and other impacts associated with an aviation facility.*

Consistency: The project shall be consistent with the 2005 AICUZ Study and the Joint Land Use Study (see Appendix B of ~~this~~ the Specific Plan ~~Adjustment~~).

Goal: *Plan for emergency response and recovery from natural and urban disasters.*

Consistency: The project shall comply with appropriate and applicable regulations and guidelines relating to emergency response and recovery from natural and urban disasters.

Appendix A Land Use Definitions

The following definitions are intended to provide a general description of each use category. Under each category, example uses are provided. These examples are not all-inclusive, but are intended to provide a sample of uses that would fit in a particular category. Uses not addressed in the Land Use Table (i.e., Table III-1) are prohibited. However, the March JPA Planning Manager has the discretion to make land use interpretations based upon the description of the proposed use and similarities with the listed uses.

INDUSTRIAL

Hazardous Waste Treatment Facility: Activities include the treatment, transfer, storage, resource recovery, disposal, or recycling of hazardous waste.

Bio-Medical Waste Treatment Facility: Activities include the treatment, transfer, storage, disposal or recycling of wastes generated during the diagnosis, treatment or immunization of patients.

Manufacturing - Custom: Activities typically include: manufacturing, processing, assembling, packaging, treatment, or fabrication of custom made products. These types of business establishments do not utilize raw materials for their finished products, but rather, may utilize semi-finished type of manufactured materials for their custom made-to-order products. The finished products from these business establishments are ready for use or consumption and may include incidental on-site display, wholesale and retail sale of the goods produced, not to exceed 25% of the building. Such uses may include: jewelry, household furniture, art objects, apparel products, small instruments (musical, electronic and photographic), stationary, signs, advertising displays, stained glass products, and leather products. Other uses may include the fabrication and assembly of cabinets, windows, wrought iron, tile, flooring, plumbing products, HVAC products and other home building materials. The uses do not produce odors, noise, and vibration or particulate that would adversely affect uses in the same structure or on the same site.

Manufacturing - Light: Activities typically include: labor-intensive manufacturing, assembly, fabrication or repair processes which do not involve frequent large container truck traffic or the transport of large scale bulky products. The new products may be finished in the sense that it is ready for use or consumption or it may be semi-finished to become a component for further assembly and packaging. These types of business establishments are customarily directed to the wholesale market, inter-plant transfer rather than the direct sale to the consumer, however, may include incidental on-site display, wholesale and retail sale of the goods produced, not to exceed 25% of the building. Such uses may include: electronic microchip assembly, printing, publishing, food processing (such as bakeries), candy, confectionery products, canned/bottled soft drinks, bottles water, apparel, paper board containers, boxes, drugs, small fabricated metal products, such as hand tools, general hardware, architectural and ornamental metal; and, toys amusement, sports and athletic goods. The activities produce minimal odors, noise vibration, hazardous materials or particulates, and would have a limited impact on adjacent lots.

Manufacturing - Medium: Activities typically include: manufacturing, compounding of materials, processing, assembly, packaging, treatment or fabrication of materials and products which require frequent large container truck traffic or rail traffic, or the transport of heavy, bulky items. The new products are semi-finished to be a component for further manufacturing, fabrication and assembly. These types of business establishments are customarily directed to inter-plant transfer, or to order from industrial uses, rather than for direct sale to the domestic consumer. However, may include incidental on-site display, wholesale and retail sale of the goods products not to exceed 25% of the building. Such uses

may include, but not limited to: canned food, textile products; furniture and fixtures converted paper and paper board product; plastic products made from purchased rubber, plastic or resin; fabricated metal products made from sheet metals; electrical and electronic machinery, equipment and supplies; office, commuting and accounting machines. Activities may produce noise, odors, vibrations and illumination or particulate that affects the persons residing in or conducting business in the vicinity.

Manufacturing - Heavy: Activities typically include: manufacturing, compounding of material, processing, assembly, packaging, treatment or fabrication. Activities in this area may have frequent rail or truck traffic and the transportation of heavy large-scale products. Characteristics of use activities permitted within this area may include structures outside of buildings such as cranes, conveyor systems, cooling towers or open-air storage of large quantities of products including, but not limited to forge shops, metal fabricating facilities, open welding shop, lumber woodworking facilities, heavy machine shops, plastic, plants, light or vacuum casting facilities, vehicular assembly plants. All uses are subject to the screening requirements identified in Section 2.2 (Screening Plan) and Section 4.8 of the March Business Center Design Guidelines.

Mining and Extractive Industries: Activities typically include: prospecting for or exploration of minerals for commercial purposes, surface mining, and excavations or grading.

Newspaper Publishing Plants: Activities typically include the production and distribution of newspapers and related publications.

Research and Development: Activities typically include: research, design, analysis and development, and/or testing of a product. Uses typically include testing laboratories, acoustical chambers, wind tunnels, and computer services. Such uses do not promote odors, noise, vibration or particulate that would adversely affect uses in the same structure or on the same site.

Trucking/Transportation Terminals: Activities typically include the temporary storage and transfer of trailers not to include truck stops.

Wrecking and Dismantling of Motor Vehicles: Activities typically include: temporary storage and wrecking/dismantling of passenger cars and other vehicles and sales and/or distribution of salvaged parts and other materials.

WHOLESALE, STORAGE AND DISTRIBUTION

Public Storage/Mini-Warehouses: Activities include mini-warehouse or recreational vehicle storage facilities for the rental or lease of small scale enclosed storage units or parking spaces primarily to individuals rather than firms or organizations.

Business Enterprise: Activities typically include: wholesale, storage, and warehousing services and storage and wholesale to retailers from the premises of finished goods and food products. Activities under this classification are typically conducted in enclosed buildings and occupy 50,000 square feet or less of building space. May include incidental display and retail sales from the premises, not to exceed 25% of the building. Logistics warehousing uses or activities shall be prohibited in Industrial lots within the Specific Plan Amendment area, west of Meridian Parkway.

Wholesale, Storage and Distribution - Medium: Activities typically include: wholesale, storage and warehousing services, moving and storage services, storage and wholesaling to retailers from the premises of finished goods and food products, and distribution facilities for large scale retail firms.

Activities under this classification are typically conducted in enclosed buildings and occupy greater than 50,000 square feet of building space. Logistics warehousing uses or activities shall be prohibited in Industrial lots within the Specific Plan Amendment area, west of Meridian Parkway.

Wholesale, Storage and Distribution - Heavy: Activities typically include: warehousing, storage, freight handling, shipping, trucking services and terminals; storage and wholesaling from the premises of unfinished, raw or semi-refined products requiring further processing fabrication or manufacturing. Typically uses include, but are not limited to, trucking firms, automotive storage or impound yards, and the wholesaling of metals, minerals and agricultural products. Logistics warehousing uses or activities shall be prohibited in Industrial lots within the Specific Plan Amendment area, west of Meridian Parkway.

OFFICE

Financial Institutions: Banks, savings and loan associations and similar establishments.

Government Offices: Offices to accommodate administrative and/or operational functions of local, county, state and federal agencies.

Medical Clinics: Activities include medical clinics, family planning, in-patient and out-patient health care, inclusive of hospitals and convalescent homes.

Offices, Business and Professional: Offices or firms or organizations providing professional, executive, management, or administrative services, such as architectural, engineering, real estate, insurance, investment, legal, and medical/dental offices. This classification includes medical/dental laboratories incidental to an office use, but excludes banks and savings and loan associations.

Regional and Corporate Headquarters: Office buildings solely occupied by a single business or entity for the purpose of managing or organizing other, affiliated units.

COMMERCIAL

Agricultural Equipment Repair Shops: Activities typically include: temporary storage and repair and maintenance of agricultural equipment, such as tractors, harvesters, irrigation equipment, etc.

Agricultural/Nursery Supplies and Services: Activities typically include: retail sale from the premises of feed and grain, fertilizers, pesticides, herbicides, and similar goods, feed and grain stores, well drilling, tree services and plant materials and nursery/landscape services.

Alcoholic Beverage Outlets: Activities typically include: retail sale from the premises of beer, wine, and other alcoholic beverages.

Animal Care/Pet Hotels: Activities typically include: provision of animal care treatment, and boarding services of large and small animals, animal clinics, large and small animal hospitals, kennels and catteries.

Assembly and Entertainment: Indoor or outdoor facilities to accommodate concerts and/or civic events. This land use will be restricted in capacity and ancillary services in order to limit potential noise and parking impacts.

Automotive Parts and Accessory Sales: Activities typically include: retail sale from the premises of automobile components, lubricants, specialized tools, and related accessories.

Automotive Fleet Storage: Activities typically include: storage of vehicles used regularly in business operations and not available for sale on-site. Such uses typically include: overnight storage of service vehicles, mobile catering trucks and taxicabs, inclusive of dispatching services.

Automotive Service Stations: Activities typically include: the sale of goods and the provision of service normally required in the day-to-day operation of motor vehicles, including the principal sale of petroleum products, the incidental sale of tires, batteries and replacement items, and the performance of minor repairs, such as tune-up, tire changes, part replacement, oil change and brake work. Activities include incidental convenience, food and beverage sales.

Automotive/Truck Repair – Major: Activities typically include: heavy automobile and truck repair such as transmission and engine repair, the painting of automobile vehicles, automotive body work, and the installation of major accessories.

Automotive/Truck Repair – Minor: Activities typically include: automotive and light truck repair, the retail sale of goods and services for vehicles, and the cleaning and washing of automotive vehicles, brake, muffler and tire shops and automotive drive-through car washes. Heavier automotive repair such as transmission and engine repair are not included.

Building and Site Maintenance Services: Activities include maintenance and custodial services, window cleaning services, disinfecting and exterminating services, pool and landscape services.

Building Contractor's Storage Yards: Activities typically include: offices and storage of equipment materials, and vehicles for contractors who are in trades involving construction activities which include: plumbing, painting, electrical, roofing, carpentry, and other services.

Building Material and Equipment Sales: Activities typically include: retail sale or rental from the premises of goods and equipment, including paint, glass, hardware, fixtures, electrical supplies, roto-tillers, small trailers and lumber.

Business Supply/Equipment Sales/Rentals: Activities include retail sales, rental or repair from the premises of office equipment, office supplies and similar office goods primarily to firms and other organizations utilizing the goods rather than to individuals. The exclude the sale of materials used in construction industry.

Business Support Services: Activities include services that support the activity of other local businesses, such as clerical, employment, protective, personal services, or minor processing, including blueprint and copying services. Activities not included in this category are the printing of books.

Child Care Facilities: Any childcare facility licensed by the State of California; includes infant care centers, preschools and extended day care facilities. Excludes family day care homes.

Churches and Place of Religious Assembly: Structures and/or assembly areas to be used for worship, related meetings, ministerial residence, and/or religious education.

Coffee Shop: A specialty food and beverage retailer specializing in the sale of coffee products, pastries, bagels, and light fare. These shops could include drive-thru service.

Communication Facilities, Antennas & Satellite Dishes: Activities typically include: broadcasting and other information relay services accomplished primarily through use of electronic and telephonic mechanisms, inclusive of television and radio studios, telegraph offices, and cable, cellular and telecommunication facilities. The use of antennas, satellite dishes and similar communication facilities shall be regulated pursuant to AICUZ the Joint Land Use Study.

Consumer Goods, Furniture, Appliances, Equipment Sales: Typically a freestanding retail store where merchandise is sold to an end user, typically in small quantities.

Convenience Sales: Activities typically include: retail sales from the premises of frequently needed small personal convenience items and professional services that are used frequently. Uses include drug stores, stores selling toiletries, tobacco, and magazines, shoe repair and apparel laundering and dry cleaning.

Energy Generation and Distribution Facilities: Activities typically include: conversion of other forms of energy, such as water power (i.e., hydroelectric), fossil fuels, nuclear power, and solar power, into electrical energy. These facilities typically produce electric energy and provide electricity to transmission systems or to electric power distribution systems.

Equestrian Show and Exhibition Facilities: Activities typically include: training and competition of horses and riders in cross-country equestrian events and the exhibition of participating horses.

Exhibit Halls and Convention Facilities: Temporary display of materials and products associated with a specific trade group, recreational organization, or other affiliation.

Fairgrounds: Large display of agricultural products, such as livestock and produce, to consumers and the general public. Fairgrounds are typically associated with county or state agricultural agencies and are held on an annual basis.

Food and Beverage Sales: Activities include retail sale from the premises of food and beverages for off-premises consumption. Including mini-markets, liquor stores and retail bakeries, catering businesses except chain type grocery stores.

Funeral and Mortuary Services: Activities include services involving the care, preparation, and disposition of human or pet dead, inclusive funeral homes, crematories and mausoleums, inclusive of above ground and in-ground internment.

Golf Courses, Driving Ranges, and Pitch and Putt Courses: Activities typically include: recreational golfing, driving range, short game practice, and tournament competition.

Heavy Equipment Sales & Rentals: Activities typically include: the sale or rental from the premises of heavy construction equipment, farm equipment, trucks and aircraft together with maintenance, including aircraft, farm equipment, heavy truck, large boats and heavy construction equipment dealers.

Horticultural Nurseries and Greenhouses: Activities typically include the cultivation of various indoor and outdoor plants for sale to the public.

Hospitals, Intermediate Care Facilities and Nursing Facilities: A hospital is a freestanding institution where the sick or injured are given medical or surgical care. Emergency medical treatment is usually provided.

Hotel/Motel: Activities typically include: lodging services to transient guests on a less-than-monthly basis, other than in the case of uses classified as residential uses, including hotels, motels, boarding houses and resorts.

Instructional Studios: Instructional studios are establishments in which skills including dance, art, and martial arts are taught to individuals or groups. Instructional studios do not include educational facilities.

Interpretive Centers: Interpretive centers are structures or facilities designed to inform and educate the public about the surrounding environment.

Laundry Services: Activities typically include: institutional or commercial linen supply and laundry services, dry cleaning plants, rug cleaning and diaper service laundries. Dry cleaning activities proposed in the Mixed Use zone will require a conditional use permit. No drive-through dry cleaning facilities are permitted.

Maintenance and Repair: Facilities to accomplish the repair and maintenance of non-automotive devices and other appliances.

Major Transmission, Relay or Communications Switching Stations: Telecommunications facilities accommodating fiber optics, Integrated Services Digital Network (ISDN) and digital switching infrastructure.

Microbreweries: Microbreweries may include on-site brewing, on-site retail sales or on-site tasting. Microbreweries may or may not include an on-site dining area. For the purposes of calculating parking, the brewery areas shall be considered manufacturing, the tasting/dining and kitchen area shall be considered Restaurant (sit-down) and the cold and warm storage shall be considered warehousing. Additional standards are defined below. No outdoor storage is permitted.

a. Microbreweries with off-sale retail sales or tasting/dining/kitchen area establishments must meet standards i through x, as specified below:

   i. Retail sales of alcoholic beverages shall be limited to alcoholic beverages manufactured on site.

   ii. The business shall have lighting in accordance with the lighting standards identified in the March Business Center Design Guidelines.

   iii. All signage must conform to the signage standards identified in the March Business Center Design Guidelines and March JPA Development Code.

   iv. The retail and tasting hours of operation shall be evaluated on a case-by-case basis.

   v. Microbrewery shall comply with all applicable federal, state, and local rules including but not limited to Division 9 of the California Business and Professions Code.

   vi. The premises on which the business is located shall be posted to indicate that it is unlawful for any person to drink or consume any alcoholic beverage in any public place or posted premises.

vii. The management of each location of off-sale of alcoholic beverages pursuant to this section shall be responsible for educating the public regarding drunk driving laws and the related penalties for breaking those laws. (This includes minimum age law, open container law, and driving while intoxicated law.) This can be accomplished by posting prominent signs, decals and brochures at the point of purchase and providing adequate training for employees.

viii. No entertainment shall be permitted.

ix. Additional conditions may be applied based on feedback from the Riverside County Airport Land Use Commission, March Air Reserve Base and the Riverside County Sheriff's Department during the entitlement process.

x. Where the Department of Alcoholic Beverages Control (ABC) determines that an area has an over concentration of alcoholic beverage licenses and/or a higher than average crime rate ABC may deny an application for alcohol sales unless the March JPA Executive Director and/or March JPA Planning Director or March Joint Powers Commission makes a determination that public convenience or necessity will be served by the proposed project.

Museums: Activities typically include the display of items, materials, and media of historical and/or cultural significance.

Bars and Grill: A restaurant or pub where food is predominately sold.

Open Air Markets for the Sale of Agriculture-Related Products and Flowers: Typically informal outdoor facilities to accommodate the sale of agricultural materials to the general public and other buyers.

Outdoor Commercial: Activities typically include: those that produce or may produce a substantial impact upon the surrounding area. Including flea markets, outdoor auction sales or swap meet activities.

Outpatient Medical Clinics: Medical facilities providing limited treatment to patients not requiring an overnight stay.

Parking Facilities as Primary Use: Paved lots to accommodate the temporary storage of passenger cars and other vehicles.

Personal Services: Activities typically include: services of a personal nature, including photography studios and barber/beauty shops.

Petroleum Products Storage: Activities include bulk storage sale, and distribution of gasoline, liquefied petroleum gas, and other petroleum products.

Pets and Pet Supplies: Activities typically include: sale of mammals, fish, reptiles and birds as pets, sales of food, toys and other pet supplies, and related services, such as pet grooming.

Private Clubs, Lodges, and Fraternal Organizations: Private clubs, lodges, and fraternal organizations are associations of persons, whether incorporated or unincorporated, for the promotion of some common social, cultural, educational, religious, or recreational objective. This use does not include *churches* or any group whose primary objective is a business customarily carried on for a profit.

Radio and Television Studios: Activities typically include: production, taping, editing, distribution, and broadcasting of various programs and/or advertisements for radio, television and other media.

Recreational Facilities: Activities include sports performed either indoor or outdoors which require a facility for conducting the recreational activity, such as health clubs, exercise studios or classes, swimming centers, skating rinks, bowling alleys, tennis courts, sports fields, golf courses and amusement parks.

Recycling Facilities: Activities include: drop-off facilities, reverse vending machines, small and large collection facilities, green materials composting facilities, mixed organics composting facilities, and tire processing facilities

Repair Services: Activities include repair services involving articles such as upholstery, furniture and large electrical appliance repair services.

Restaurant (fast food): Activities typically include: the retail sale from the premises of unpackaged food or beverages generally prepared for immediate on-premises or off-site consumption, including restaurants and delicatessens, inclusive of drive-through facilities.

Restaurant (sit down): Activities typically include: the retail sale from the premises of unpackaged food or beverages generally prepared for immediate on-premises consumption, including restaurants and bars and delicatessens, exclusive of drive-through facilities.

Sidewalk Cafes: Eating and drinking establishments with outdoor dining facilities adjacent to public street sidewalks and other pedestrian-oriented areas.

Social Service Institutions: Activities typically include organizing and executing local, regional, and national service and charitable campaigns.

Sundries, Pharmaceutical and Convenience Sales: Freestanding establishment selling food items, beverages, and other items. Sales are typically in small quantities. This use may also provide up to four vehicle fueling spaces.

Swap Meets and Other Large Outdoor Retail Facilities: Activities typically include sales of a range of specialized products to the general public, usually from designated stalls.

Theaters: Activities typically include the performance of plays or music from a stage in an indoor or outdoor venue.

Trade Schools: Activities typically include: information, instruction and similar services, including computer training, driving schools, travel bureaus, photography studios, and vocational and trade schools.

Vehicle, Boat and Trailer Sales: Activities typically include: display, retail sale, leasing, rental of new and used vehicles, boats and trailers, with incidental minor repair, body work, and sale and installation of accessories. Vehicles include automobiles, motorcycles, boats, recreational vehicles and golf carts.

Vehicle Storage: Uses include the storage of operable and inoperative vehicles, including impound yards.

Veterinary Clinics and Animal Hospitals: Activities typically include: provision of routine and emergency medical attention to domestic pets and other animals.

Zoological Parks: Wilderness areas and freestanding facilities designed to house animals that are foreign to the surrounding area. Typical zoological parks also include aquariums, aviaries, and natural wildlife areas.

Appendix B Joint Land Use Study, Chapter 3

March Air Reserve Base / Inland Port Airport Land Use Compatibility Plan

Adopted by

Riverside County Airport Land Use Commission

November 13, 2014

Prepared by

Mead & Hunt

Santa Rosa, California

MARCH AIR RESERVE BASE / INLAND PORT AIRPORT LAND USE COMPATIBILITY PLAN

Adopted November 13, 2014

OVERVIEW

This *March Air Reserve Base / Inland Port Airport Land Use Compatibility Plan (March ARB/IPA ALUCP)* was prepared for and adopted by the Riverside County Airport Land Use Commission (RCALUC). In accordance with provisions of the California State Aeronautics Act (Public Utilities Code Section 21670 *et seq.*), the RCALUC has been assigned the lead responsibility for airport land use compatibility planning around each of the public-use and military airports in Riverside County, including the preparation of an ALUCP for each airport.

Beginning in 2004, the RCALUC began adopting new versions of the ALUCPs for most of these airports. Each of these individual ALUCPs is contained within a single, countywide document entitled *Riverside County Airport Land Use Compatibility Plan*. The ALUCP for each airport consists of the policies in Chapter 2 of that document that are applicable to all of the airports in the county together with airport-specific policies and maps in Chapter 3. This material plus an introductory chapter (Chapter 1) and a set of appendices comprise Volume I. Background data regarding each airport and its environs is included in Volumes 2 and 3.

This *March ARB/IPA ALUCP* maintains this established format. Thus, only the policies and maps specific to March ARB/IPA for insertion into Chapter 3 and the background data to be added to Volume 2 are presented here. All of the countywide policies in Chapter 2 of Volume 1 are considered to be part of the *March ARB/IPA ALUCP* unless explicitly modified or supplemented by the March-specific policies. The introductory and appendix content is also applicable although no ALUC policy is included therein.

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Insert for Riverside County ALUCP, Volume 1, Chapter 3, Individual Airport Policies and Compatibility Maps

MA. MARCH AIR RESERVE BASE/INLAND PORT AIRPORT

MA.1 Compatibility Map Delineation

1.1 *Airport Master Plan Status:* The *Compatibility Plan* for March ARB/IPA is primarily based upon the U.S. Air Force's *Air Installation Compatibility Use Zones Study* for March Air Reserve Base (AICUZ) dated August 2005. Noise contours included in the AICUZ have been supplemented by more recent contours prepared for the Air Force and March Joint Powers Authority. These contours reflect current and projected fleet mix changes as indicated in Policy MA.1.3 below. The compatibility zones and associated criteria set forth in the *March ARB/IPA Compatibility Plan* provide noise and safety compatibility protection equivalent to or greater than the Air Force recommended criteria presented in the AICUZ.

1.2 *Airfield Configuration:* The airfield consists of two runways. The primary runway (Runway 14-32)—oriented north-northwest/south-southwest—is 13,300 feet in length and is the longest runway open to civilian use in the state. The second smaller runway, Runway 12-30, is just over 3,000 feet; its use is and will continue to be restricted to military-related light aircraft (primarily Aero Club activity). The airport has straight-in instrument approach capabilities to Runway 32 and a non-precision approach to Runway 14. No changes in the existing configuration of the airport runways and approaches are anticipated.

1.3 *Airport Activity:* The *Compatibility Plan* reflects a composite of potential future military and civilian aircraft activity scenarios (see discussion in Chapter W7). The data primarily relied upon for future mission military activity is as indicated in the 2013 environmental study analyzing the impacts of a fleet mix conversion from F-16 to F-15 fighter aircraft [*F-15 Aircraft Conversion Environmental Impact Statement 144th Fighter Wing California Air National Guard Fresno-Yosemite International Airport* (National Guard Bureau, March 2013)]. This study indicates potential maximum mission activity as 54,104 annual operations by military transport, tanker, fighter, and helicopter aircraft, together with military contract air carrier and military Aero Club aircraft. Additionally, for the purposes of assessing land use noise compatibility, noise impacts reflected in three other studies are taken into account in the compatibility zones shown on Map MA-1, Compatibility Map, of this chapter: the 2005 *AICUZ Study* [*Air Installation Compatible Use Zone Study for March Air Reserve Base (AICUZ)* (Department of the Air Force, August 2005)]; the Total Force Integration study [*Environmental Assessment for Proposed Military Construction and Total Force Integration at March Air Reserve Base* (Air Force Reserve Command, June 2010)]; and a study of general aviation facility needs done for the March Joint Powers Authority [*Environmental Impact Report for March Inland Port General Aviation Facilities Development* (March Joint Powers Authority, August 2012)]. Future maximum civilian aircraft activity is limited by the joint use agreement and related air quality conformity determination to 21,000 annual operations. While the number of future aircraft operations indicated in each of these studies is similar, the mix of aircraft types and other factors that affect noise impacts differ.

1.4 *Airport Influence Area:* The factors used in defining the airport influence area for March ARB/IP and the individual compatibility zones within the airport influence area are

indicated in Table MA-1. Table 3A which is applicable to other airports in the county does not apply to March ARB/IP. Table MA-1 makes adjustments to Table 3A that take into account the comparatively large geographic extent of the airport's impacts. Also, Compatibility Zone C is divided into two separate zones, C1 and C2.

The outer limits of *Zone E* and the areas within the *High Terrain Zone* define the airport influence area for March ARB/IPA. On the east side of the airfield, Zone E is established at 14,000 feet from the runway centerline. This distance is equivalent to the outer limits of the civilian airport conical surface, as established by FAR Part 77. The compatibility zones on the west side of the airport are more extensive because those areas are routinely overflown by both military and civilian aircraft.

MA.2 Additional/Specific Compatibility Policies

Policies set forth in Chapter 2, Countywide Policies, shall be modified or supplemented for the *March ARB/IPA ALUCP* as follows.

2.1 *Basic Land Use Compatibility Criteria:*

(a) Countywide Table 2A: The basic compatibility criteria listed in Table 2A do not apply to the environs of March ARB/IPA. The compatibility criteria that shall be applicable to the March ARB/IPA influence area are set forth in Table MA-2. For the purposes of land use compatibility matters involving the March ARB/IPA influence area, any reference to Table 2A in the policies of Chapter 2 shall instead be taken as a reference to Table MA-2.

(b) Countywide Policy 3.1.3(b): The policy concerning residential densities in Compatibility Zone D is not applicable to March ARB/IPA.

(c) Countywide Policy 3.1.4(b): The reference to special risk-reduction building design measures is not applicable to March ARB/IPA.

2.2 *Infill:* Countywide Policy 3.3.1(a)(2) notwithstanding, infill residential development in the vicinity of March ARB/IPA need only be 50% bounded by similar uses to qualify as infill. All other provisions of Countywide Policy 3.3.1 apply.

2.3 *Supporting Compatibility Criteria for Noise:*

(a) Countywide Policy 4.1.5: The CNEL considered normally acceptable for new residential land uses in the vicinity of March ARB/IPA is 65 dB. Table 2B is not applicable.

(b) Countywide Policy 4.1.6: Single-event noise levels from aircraft operations can be particularly intrusive at night. Compared to other airports in the county, current and projected nighttime activity by large aircraft at March ARB/IPA warrants a greater degree of sound attenuation for the interiors of buildings housing certain uses as cited below.

(1) The maximum, aircraft-related, interior noise level that shall be considered acceptable shall be CNEL 40 dB for all new residences, schools, libraries, museums, hotels and motels, hospitals and nursing homes, places of worship, and other noise-sensitive uses. For office uses, the interior standard shall be CNEL 45 dB, the same as the countywide criterion.

Zone	Noise and Overflight Factors	Safety and Airspace Protection Factors
M *(Military)*	*Federal Lands* ► No ALUC authority	*Federal Lands* ► No ALUC authority
A *Clear Zone (if not on base)*	*Noise Impact: Very High* ► High CNEL and single-event noise levels	*Risk Level: Very High* ► Dimensions set to include Clear Zone as indicated in Air Installation Compatible Use Zone (AICUZ) study for airport ► Generally on air base property or controlled by easements
B1 *Inner Approach/ Departure Zone*	*Noise Impact: High* ► Within or near 65-CNEL contour ► Single-event noise sufficient to disrupt many land use activities including indoors if windows open	*Risk Level: High* ► Within Accident Potential Zone I or II ► Additionally, zone boundary to north reflects turning flight tracks
B2 *High Noise Zone*	*Noise Impact: High* ► Within or near 65-CNEL contour ► Single-event noise sufficient to disrupt many land use activities including indoors if windows open	*Risk Level: Moderate* ► Beneath or adjacent to final approach and initial departure flight corridors or adjacent to runway ► Not within Accident Potential Zones
C1 *Primary Approach/ Departure Zone*	*Noise Impact: Moderate to High* ► Within or near 60-CNEL contour ► Single-event noise may be disruptive to noise-sensitive land use activities; aircraft <2,000 feet above runway elevation on arrival and generally <3,000 feet above runway elevation on departure	*Risk Level: Moderate* ► Beneath or adjacent to low altitude overflight corridors
C2 *Flight Corridor Zone*	*Noise Impact: Moderate* ► Within 60 CNEL contour, but more than 5 miles from runway end; or ► Outside 60-CNEL contour, but regularly overflown in mostly daytime flight training ► Single-event noise may be disruptive to noise-sensitive land use activities; aircraft <3,000 feet above runway elevation on arrival	*Risk Level: Moderate to Low* ► Distant (beyond 5 miles) portion of instrument arrival corridor; or ► Closed-circuit flight training activity corridors
D *Flight Corridor Buffer*	*Noise Impact: Moderate to Low* ► Mostly within 55-CNEL contour ► More concern with respect to individual loud events than with cumulative noise contours	*Risk Level: Low* ► On periphery of flight corridors ► Risk concern primarily with uses for which potential consequences are severe (e.g. very-high-intensity activities in a confined area)
E *Other Airport Environs*	*Noise Impact: Low* ► Beyond 55-CNEL contour ► Occasional overflights intrusive to some outdoor activities	*Risk Level: Low* ► Within outer or occasionally used portions of flight corridors
* *High Terrain Zone*	*Noise Impact: Low* ► Individual noise events slightly louder because high terrain reduces altitude of overflights	*Risk Level: Moderate* ► Moderate risk because high terrain constitutes airspace obstruction ► Concern is tall single objects (e.g., antennas)

Table MA-1

Compatibility Zone Factors

March Air Reserve Base / Inland Port Airport

(2) To ensure compliance with these criteria, an acoustical study shall be required to be completed for any development proposed to be situated where the aviation-related noise exposure is more than 20 dB above the interior standard (e.g., within the CNEL 60 dB contour where the interior standard is CNEL 40 dB). Standard building construction is presumed to provide adequate sound attenuation where the difference between the exterior noise exposure and the interior standard is 20 dB or less.

2.4 *Supporting Compatibility Criteria for Safety:*

(a) Countywide Policy 4.2.3: The acceptability of land uses of special concern within certain compatibility zones around March ARB/IPA shall be evaluated in accordance with the criteria indicated in Table MA-2. The criteria listed in Countywide Policy 4.2.3 do not apply.

(b) Countywide Policy 4.2.4: The requirements for open land do not apply to the vicinity of March ARB/IPA except with regard to Compatibility Zones A and B1.

(c) Countywide Policy 4.2.5: For the vicinity of March ARB/IPA, new nonresidential development shall not be clustered in a manner that would result in a usage intensity within any one acre (the number of people per single acre) exceeding the limits specified in Table MA-2. Clustering of residential development is encouraged, but the density within any one acre shall be limited to no more than 4.0 times the allowable average density for the zone in which the development is proposed.

(d) Countywide Policy 4.2.6: The policy concerning risk reduction through building design is not applicable to the March ARB/IPA influence area.

(e) Calculation of Usage Intensities for Retail Uses: Notwithstanding the provisions of Appendix C and Table C1 of the *Riverside County Airport Land Use Compatibility Plan*, the usage intensities of retail sales and display areas (a.k.a. mercantile areas) or "showrooms" (excluding restaurants and other uses specifically identified separately from retail/mercantile in Table C1) shall be evaluated as having an occupancy level of 115 gross square feet per person without eligibility for the 50 percent reduction in the resulting usage intensity (people per acre) as described in the appendix.

(f) Calculation of Usage Intensities for Warehouse Uses: Notwithstanding the provisions of Appendix C and Table C1 of the *Riverside County Airport Land Use Compatibility Plan*, the usage intensities of warehouses, distribution centers, e-commerce centers, fulfillment centers, and similar uses in buildings larger than 200,000 gross square feet, exclusive of offices, conference rooms, break rooms and other uses identified separately from warehouses in Table C1, shall be calculated as follows:

(1) High-cube warehouses and distribution centers, other than e-commerce centers and fulfillment centers, shall be evaluated on the basis of 35% of the usage intensity that results from the occupancy level indicated in Table C1.

(2) E-commerce centers, fulfillment centers, and other similar uses shall be evaluated on the basis of 50% of the usage intensity that results from the occupancy level indicated in Table C1.

(3) Office space in these buildings shall be evaluated on the basis of 50% of the usage intensity that results from the occupancy level indicated in Table C1. All other separately identified uses shall be evaluated on the basis of the occupancy level listed for the respective use in Table C1.

2.5 *Supporting Compatibility Criteria for Airspace Protection:*

(a) *Countywide* Policy 4.3.3: For proposed objects in the March ARB/IPA vicinity, the heights requiring ALUC review shall be as specified in Table MA-2.

(b) Countywide Policy 4.3.4: Heights of objects shall be restricted in accordance with the airspace protection surfaces depicted in Table MA-2.

(c) Countywide Policy 4.3.5: The compatibility zones within which dedication of an avigation easement shall be required as a condition of development is as indicated in Table MA-2. Except within Compatibility Zone A, avigation easements shall be dedicated to the March Inland Port Airport Authority or other civilian agency that may supersede it (successor-in-interest). Any avigation easements required within Zone A shall be dedicated to the United States of America.

(d) Countywide Policy 4.3.7: Additional hazards to flight as listed in Table MA-2 are to be avoided in the vicinity of March ARB/IPA.

2.6 *Supporting Compatibility Criteria for Overflight:*

(a) Countywide Policy 4.4.3: The compatibility zones within which a deed notice shall be required as a condition of development are as indicated in Table MA-2.

2.7 *Site-Specific Exceptions:*

Four development projects near March ARB have received entitlements in the form of Development Agreements or Disposition and Development Agreements from the respective jurisdictions prior to adoption of the *ALUCP* by the Riverside County ALUC. As such, exceptions to the compatibility criteria outlined in the preceding subsections are granted for these projects provided that they meet the conditions indicated below. (The locations of these exceptions are shown on Map MA-1 and the numbers below correspond to the numbering on that map.)

Exceptions for Sites 1 through 4 are valid only as long as the indicated specific plans and associated development agreements remain in effect. Any changes to the specific plans must be reviewed by the ALUC to ensure that increases in intensity of the proposed development would not result from the changes. Further, if the development agreements should expire, the criteria applicable to the property for which these exceptions apply shall revert to the underlying compatibility criteria indicated in this *ALUCP*.

(a) *(Exception Site 1) March Business Center Specific Plan (SP-1) and Meridian (SP-5), March Joint Powers Authority*

(1) Situated in Compatibility Zones B1, B2, C1, C2 and D.

(2) March Business Center, a 1,032-acre, non-residential business park located at the southwest corner of Alessandro Boulevard and I-215 freeway within the March Joint Powers Authority, approved with specific airport compatibility provisions

(Ord. #JPA 03-01, SP-1), subject to March JPA Resolution #JPA 11-17 limiting development within the Accident Potential Zones and vested through a development Agreement recorded on June 7, 2004.

(3) Meridian, a 258-acre portion of the original March Business Center, consisting of a nonresidential business park located at the southwest corner of Alessandro Boulevard and I-215 freeway within the March Joint Powers Authority, approved with specific airport compatibility provisions (Ord. #JPA 10-02, SP-5), subject to March JPA Resolution #JPA 11-17 limiting development within the Accident Potential Zones and vested through a development Agreement recorded on June 7, 2004.

(4) For the purpose of this *Compatibility Plan*, the Meridian exception area specifically allows development of a hotel or hotels on the 13-acre site situated within Compatibility Zone B2 and bordered by Interstate 215 on the east and Van Buren Boulevard on the south. Any such hotel or hotels shall be limited as follows: maximum of 100 people per acre; maximum of 250 people per single acre; maximum of 3 above-ground habitable floors; no conference facilities (however, small meeting room(s) for a total of up to 50 people is (are) acceptable). Sound attenuation as appropriate for the combined airport and freeway noise levels shall be provided.

(5) The Development Agreement referenced in Paragraphs (2) and (3) above expires on December 27, 2016. After that, the agreement provides for two more 5-year automatic extensions. The developer must request the Development Agreement extensions and the Authority must make findings that the development is still in substantial conformance.

(b) *(Exception Site 2) Harvest Landing Specific Plan, City of Perris*

(1) Situated in Compatibility Zone C2.

(2) A 341-acre mixed-use Specific Plan located south of Placentia Avenue and east of Interstate 215 within the City of Perris and authorizing 1,860 residential units and 1,306,582 square feet of business/commercial uses. The Specific Plan and associated Development Agreement were adopted in May 2011.

(3) Agreement will expire 15 years from the approval date plus extensions in 5-year increments subject to City Council approval.

(c) *(Exception Site 3) Park West Specific Plan, City of Perris*

(1) Situated in Compatibility Zones C1 and C2.

(2) A 534.3-acre residential Specific Plan located south of Nuevo Rd and east of the Perris Valley Storm Channel within the City of Perris and authorized for a maximum of 2,027 residential units as identified in the Specific Plan and Development Agreement approved by Council on January 30, 2007.

(3) Agreement for Phase I expires 10 years from the approval date. Phases II and III extend the agreement to 2027 or 10 years after the developer submits an application for approval of a tentative tract map for any portion of these phases.

(d) *(Exception Site 4) Day/Alessandro Affordable Housing Site, City of Moreno Valley*

(1) Situated in Compatibility Zone C1.

(2) A planned 8.43-acre multifamily site located at the northeast corner of Day Street and Alessandro Boulevard within the City of Moreno Valley approved as a maximum 225 unit multifamily development through an existing Disposition and Development Agreement approved on May 26, 2009.

(3) The city owns the site, thus an expiration date is not applicable.

(e) *(Exception Site 5) Ben Clark Training Center*

(1) Situated in Compatibility Zones C2 and D. This site specific exception is applicable to the portion of the property located within Zone C2.

(2) An approximately 375-acre property located within unincorporated Riverside County deeded to the County by the U.S. Department of Defense as part of the 1996 instrument of transfer. Provisions of the transfer explicitly restrict use of the property to training of law enforcement and public safety personnel.

(3) Notwithstanding the criteria set forth in Table MA-2, the following provisions shall apply to future development of the portions of Ben Clark Training Center situated within Compatibility Zone C2:

- Future development of the property shall be consistent with the deed restrictions.
- Any overnight occupancy of facilities must pertain to and be in furtherance of the function and purpose of the property as dictated by the property's deed restrictions.
- Use of part of the property as an educational facility operated by the Riverside Community College District, Moreno Valley College, is permitted and not considered to be a "general college" provided that this use continues to be related to law enforcement and public safety training purposes.
- Use of the property shall adhere to the average-acre intensity limit of 200 people per acre as established in Table MA-2. However, the single-acre intensity limit of Table MA-2 shall not apply.
- New buildings shall be restricted to three (3) floors except that training towers or similar structures used specifically for the purpose of training law enforcement and public safety personnel may exceed this limit.
- All other requirements applicable to Zone C2 as set forth in Table MA-2 shall continue to apply, including those pertaining to airspace review, electromagnetic radiation notification, and deed notice and disclosure.

(f) *(Exception Site 6) Ridge Crest Cardinal Subdivision, City of Riverside*

(1) Situated in Compatibility Zone C2.

(2) A 13.54-acre proposed single-family residential subdivision located east of Trautwein Road and north of Grove Community Avenue within the City of Riverside.

(3) Notwithstanding the criteria set forth in Table MA-2, the following provisions shall apply to future development of this property:

- An average-acre density of up to 6.5 dwelling units per acre (a maximum of 87 dwelling units) shall be allowed in lieu of the 6.0 dwelling units per acre set by Table MA-2.

- Exception Site 6 is a portion of an area covered by a Development Agreement between the City of Riverside and The Grove Community Church recorded on November 26, 2003 as Instrument No. 2003-934365. The Development Agreement provided for a senior housing facility, elementary school, and preschool within the area where the Ridge Crest Cardinal subdivision is now proposed. Development of the proposed single-family residential subdivision would utilize the area previously proposed for these facilities and thereby reduce the potential number of vulnerable occupants at this location, in comparison to these entitled but unbuilt uses. The above allowance for up to 6.5 dwelling units per acre on the property is only applicable if these previously entitled uses are not constructed within the boundaries of Exception Site 6.

Zone	Locations	Density / Intensity Standards: Residential (d.u./ac) [1]	Other Uses (people/ac) [2]: Average [5]	Other Uses (people/ac) [2]: Single Acre [6]	Req'd Open Land	Additional Criteria: Prohibited Uses [3]	Additional Criteria: Other Development Conditions [4]
M	Military					› No ALUC authority	
A	Clear Zone [7]	No new dwellings allowed	0	0	All Remaining	› All non-aeronautical structures › Assemblages of people › Objects exceeding FAR Part 77 height limits › All storage of hazardous materials › Hazards to flight [8]	› Electromagnetic radiation notification [9] › Avigation easement dedication and disclosure [4, 7]
B1	Inner Approach/ Departure Zone	No new dwellings allowed [10]	25 (APZ I) 50 (APZ II and outside APZs) [11]	100 100	Max. 50% lot coverage within APZs [12]	› Children's schools, day care centers, libraries › Hospitals, congregate care facilities, hotels/ motels, restaurants, places of assembly › Bldgs with >1 aboveground habitable floor in APZ I or >2 floors in APZ II and outside of APZs [13] › Hazardous materials manufacture/storage [14] › Noise sensitive outdoor nonresidential uses [15] › Critical community infrastructure facilities [16] › Hazards to flight [8] › Uses listed in AICUZ as not compatible in APZ I or APZ II [17]	› Locate structures maximum distance from extended runway centerline › Sound attenuation as necessary to meet interior noise level criteria [18] › Zoned fire sprinkler systems required › Airspace review req'd for objects >35 ft. tall [19] › Electromagnetic radiation notification [9] › Avigation easement dedication and disclosure [4]
B2	High Noise Zone	No new dwellings allowed [10]	100	250	No Req't	› Children's schools, day care centers, libraries › Hospitals, congregate care facilities, hotels/ motels, places of assembly › Bldgs with >3 aboveground habitable floors › Noise-sensitive outdoor nonresidential uses [15] › Critical community infrastructure facilities [16] › Hazards to flight [8]	› Locate structures max. distance from runway › Sound attenuation as necessary to meet interior noise level criteria [18] › Aboveground bulk storage of hazardous materials discouraged [14, 20] › Airspace review req'd for objects >35 ft. tall [19] › Electromagnetic radiation notification [9] › Avigation easement dedication and disclosure [4]
C1	Primary Approach/ Departure Zone	≤3.0	100	250	No Req't	› Children's schools, day care centers, libraries › Hospitals, congregate care facilities, places of assembly › Noise-sensitive outdoor nonresidential uses [15] › Hazards to flight [8]	› Critical community infrastructure facilities discouraged [16, 20] › Aboveground bulk storage of hazardous materials discouraged [14, 20] › Sound attenuation as necessary to meet interior noise level criteria [18] › Airspace review req'd for objects >70 ft. tall [19] › Electromagnetic radiation notification [9] › Deed notice and disclosure [4]
C2	Flight Corridor Zone	≤ 6.0	200	500	No Req't	› Highly noise-sensitive outdoor nonresidential uses [15] › Hazards to flight [8]	› Children's schools discouraged [20] › Airspace review req'd for objects >70 ft. tall [19] › Electromagnetic radiation notification [9] › Deed notice and disclosure [4]
D	Flight Corridor Buffer	No Limit	No restriction [21]		No Req't	› Hazards to flight [8]	› Major spectator-oriented sports stadium, amphitheaters, concert halls discouraged [21] › Electromagnetic radiation notification [9] › Deed notice and disclosure [4]
E	Other Airport Environs	No Limit	No Restriction [21]		No Req't	› Hazards to flight [8]	› Disclosure only [4]
*	High Terrain	Same as Underlying Compatibility Zone			Not Applicable	› Hazards to flight [8] › Other uses restricted in accordance with criteria for underlying zone	› Airspace review req'd for objects >35 ft. tall [19] › Avigation easement dedication and disclosure [4]

Table MA-2

Basic Compatibility Criteria

March Air Reserve Base / Inland Port Airport

NOTES:

Policies referenced here are from the *Riverside County Airport Land Use Compatibility Plan* adopted by the Riverside County ALUC for other airports beginning in October 2004. The countywide policies are hereby incorporated into the *March ARB/IPA ALUCP* except as modified or supplemented by the policies in Section MA.2 of this chapter. A complete copy of the *Riverside County Airport Land Use Compatibility Plan* is available on the Riverside County Airport Land Use Commission website at www.rcaluc.org.

[1] Residential development must not contain more than the indicated number of dwelling units (excluding secondary units) per gross acre. Clustering of units is encouraged provided that the density is limited to no more than 4.0 times the allowable average density for the zone in which the development is proposed. Gross acreage includes the property at issue plus a share of adjacent roads and any adjacent, permanently dedicated, open lands. Mixed-use development in which residential uses are proposed to be located in conjunction with nonresidential uses in the same or adjoining buildings on the same site shall be treated as nonresidential development for the purposes of usage intensity calculations; that is, the occupants of the residential component must be included in calculating the overall number of occupants on the site. A residential component shall not be permitted as part of a mixed use development in zones where residential uses are indicated as incompatible. See Countywide Policy 3.1.3(d). All existing residential development, regardless of densities, is not subject to ALUC authority.

[2] Usage intensity calculations shall include all people (e.g., employees, customers/visitors, etc.) who may be on the property at a single point in time, whether indoors or outside.

[3] The uses listed here are ones that are explicitly prohibited regardless of whether they meet the intensity criteria. In addition to these explicitly prohibited uses, other uses will normally not be permitted in the respective compatibility zones because they do not meet the usage intensity criteria. See *Riverside County Airport Land Use Compatibility Plan*, Volume 1, Appendix D for a full list of compatibility designations for specific land uses.

[4] As part of certain real estate transactions involving residential property within any compatibility zone (that is, anywhere within an airport influence area), information regarding airport proximity and the existence of aircraft overflights must be disclosed. This requirement is set by state law. See Countywide Policy 4.4.2 for details. Easement dedication and deed notice requirements indicated for specific compatibility zones apply only to new development and to reuse if discretionary approval is required. Except within Zone A (Clear Zone), avigation easements are to be dedicated to the March Inland Port Airport Authority. See sample language in www.marchjpa.com/docs_forms/avigationeasement.pdf. Any avigation easements required within Zone A shall be dedicated to the United States of America.

[5] The total number of people permitted on a project site at any time, except rare special events, must not exceed the indicated usage intensity times the gross acreage of the site. Rare special events are ones (such as an air show at the airport) for which a facility is not designed and normally not used and for which extra safety precautions can be taken as appropriate.

[6] Clustering of nonresidential development is permitted. However, no single acre of a project site shall exceed the indicated number of people per acre. See Countywide Policy 4.2.5 for details.

[7] Clear zone (equivalent to runway protection zone at civilian airports) limits that delineate Zone A are derived from locations indicated in the March Air Reserve Base AICUZ study. See Note 4 for avigation easement dedication requirements in this zone.

[8] Hazards to flight include physical (e.g., tall objects), visual, and electronic forms of interference with the safety of aircraft operations. Land use development that may cause the attraction of birds to increase is also prohibited. Man-made features must be designed to avoid heightened attraction of birds. In Zones A, B1, and B2, flood control facilities should be designed to hold water for no more than 48 hours following a storm and be completely dry between storms (see FAA Advisory Circular 150/5200-33B). Additionally, certain farm crops and farming practices that tend to attract birds are strongly discouraged. These include: certain crops (e.g., rice, barley, oats, wheat – particularly durum – corn, sunflower, clover, berries, cherries, grapes, and apples); farming activities (e.g., tilling and harvesting); confined livestock operations (i.e., feedlots, dairy operations, hog or chicken production facilities, or egg-laying operations); and various farming practices (e.g., livestock feed, water, and manure). Fish production (i.e., catfish, trout) conducted outside of fully enclosed buildings may require mitigation measures (e.g., netting of outdoor ponds, providing covered structures) to prevent bird attraction. Also see Countywide Policy 4.3.7.

[9] March ARB must be notified of any land use having an electromagnetic radiation component to assess whether a potential conflict with Air Base radio communications could result. Sources of electromagnetic radiation include microwave transmission in conjunction with a cellular tower, radio wave transmission in conjunction with remote equipment inclusive of irrigation controllers and other similar EMR emissions.

[10] Other than in Zone A, construction of a single-family home, including a second unit as defined by state law, on a legal lot of record is exempted from this restriction where such use is permitted by local land use regulations. Interior noise level standards and avigation easement requirements for the compatibility zone in which the dwelling is to be located are to be applied.

[11] Non-residential uses are limited to 25 people per gross acre in Accident Potential Zone (APZ) I and 50 people per acre in APZ II and elsewhere in Zone B1. Single-acre intensity limits are 100 people/acre throughout Zone B1.

[12] In APZ I, any proposed development having more than 20% lot coverage must not provide on-site services to the public. Zoned fire sprinklers are required. Also, in APZ I, site design of proposed development should to the extent possible avoid placement of buildings within 100 feet of the ex-

Table MA-2, continued

tended runway centerline; this center strip should be devoted to parking, landscaping, and outdoor storage. Maximum lot coverage is not limited outside the APZs.

[13] Within APZ II and outside APZs, two-story buildings are allowed.

[14] Storage of aviation fuel and other aviation-related flammable materials on the airport is exempted from this criterion. In APZ I, manufacture or bulk storage of hazardous materials (toxic, explosive, corrosive) is prohibited unless storage is underground; small quantities of materials may be stored for use on site. In APZ II and elsewhere within Zone B1, aboveground storage of more than 6,000 gallons of nonaviation flammable materials per tank is prohibited. In Zones B2 and C1, aboveground storage of more than 6,000 gallons of hazardous or flammable materials per tank is discouraged.

[15] Examples of noise-sensitive outdoor nonresidential uses that should be prohibited include major spectator-oriented sports stadiums, amphitheaters, concert halls and drive-in theaters. Caution should be exercised with respect to uses such as poultry farms and nature preserves.

[16] Critical community facilities include power plants, electrical substations, and public communications facilities. See Countywide Policy 4.2.3(d).

[17] For properties in either APZ I or II, any use listed as "N – not compatible" for that particular APZ in Table 3-1 of the 2005 *Air Installation Compatible Use Zone Study for March Air Reserve Base*. Beyond the boundaries of the APZs in Zone B1, such uses are discouraged, but not necessarily prohibited unless otherwise specified herein.

[18] All new residences, schools, libraries, museums, hotels and motels, hospitals and nursing homes, places of worship, and other noise-sensitive uses must have sound attenuation features incorporated into the structures sufficient to reduce interior noise levels from exterior aviation-related sources to no more than CNEL 40 dB. This requirement is intended to reduce the disruptiveness of loud individual aircraft noise events upon uses in this zone and represents a higher standard than the CNEL 45 dB standard set by state and local regulations and countywide ALUC policy. Office space must have sound attenuation features sufficient to reduce the exterior aviation-related noise level to no more than CNEL 45 dB. To ensure compliance with these criteria, an acoustical study shall be required to be completed for any development proposed to be situated where the aviation-related noise exposure is more than 20 dB above the interior standard (e.g., within the CNEL 60 dB contour where the interior standard is CNEL 40 dB). Standard building construction is presumed to provide adequate sound attenuation where the difference between the exterior noise exposure and the interior standard is 20 dB or less.

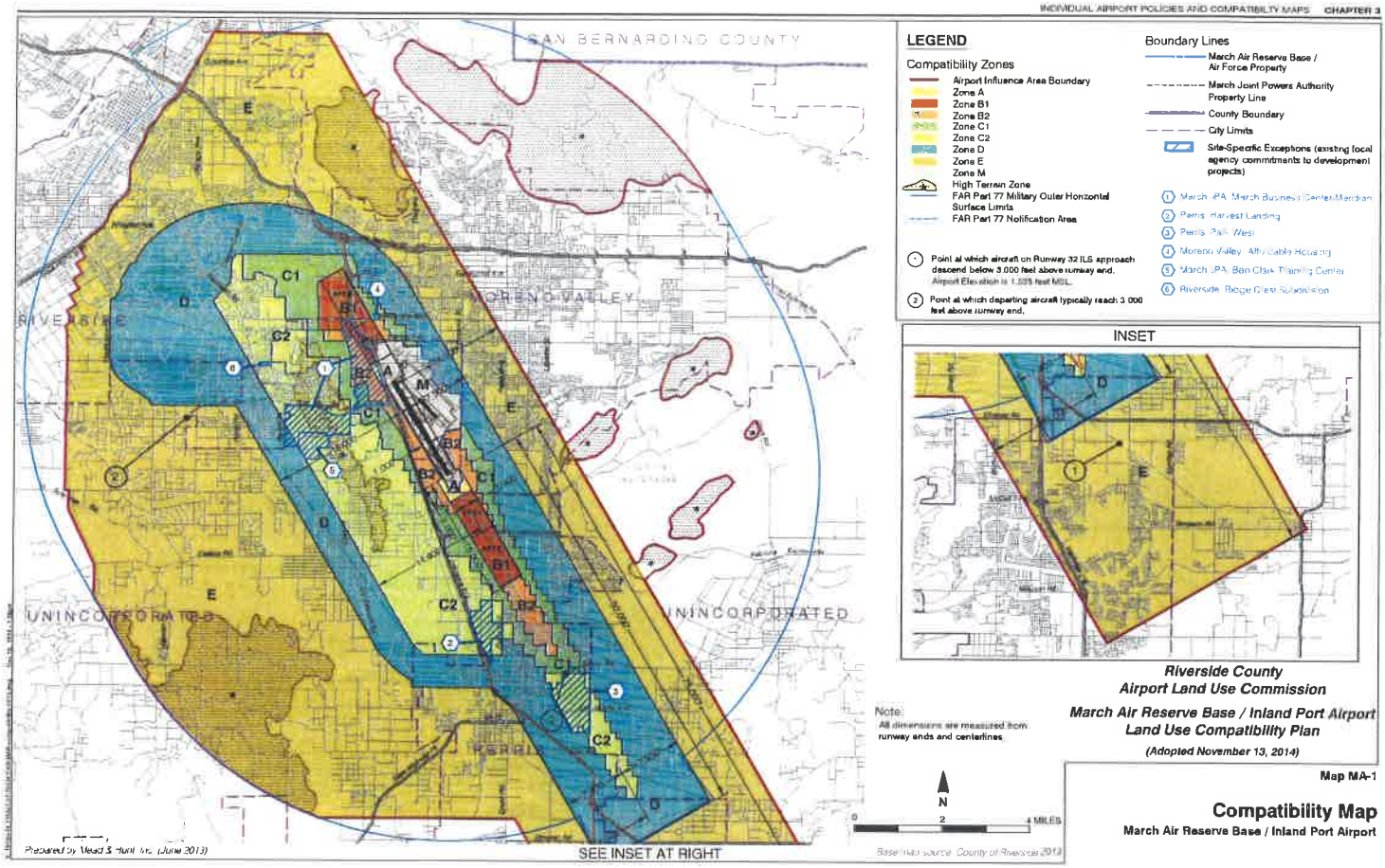
[19] This height criterion is for general guidance. Airspace review requirements are determined on a site-specific basis in accordance with Part 77 of the Federal Aviation Regulations. Shorter objects normally will not be airspace obstructions unless situated at a ground elevation well above that of the airport. Taller objects may be acceptable if determined not to be obstructions. The Federal Aviation Administration or California Department of Transportation Division of Aeronautics may require marking and/or lighting of certain objects. See Countywide Policies 4.3.4 and 4.3.6 for additional information.

[20] Discouraged uses should generally not be permitted unless no feasible alternative is available.

[21] Although no explicit upper limit on usage intensity is defined for *Zone D and E*, land uses of the types listed—uses that attract very high concentrations of people in confined areas—are discouraged in locations below or near the principal arrival and departure flight tracks.

Table MA–2, continued

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Riverside County
Airport Land Use Commission

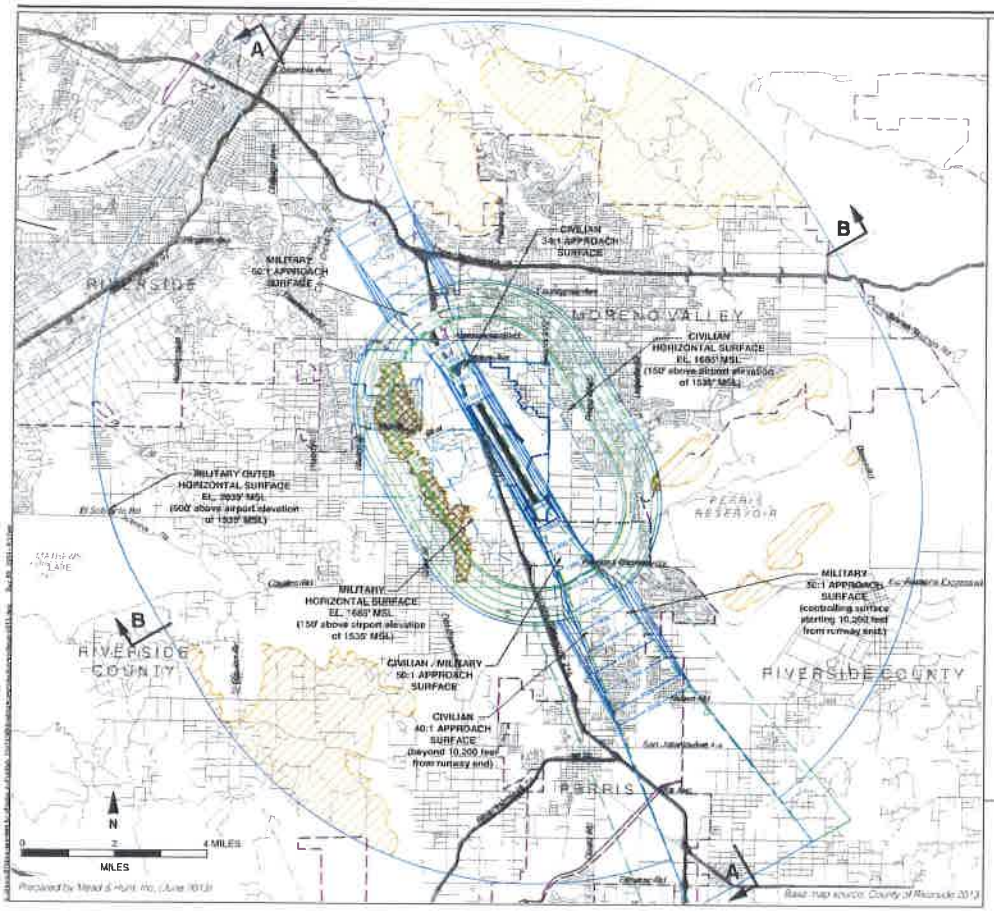
March Air Reserve Base / Inland Port Airport
Land Use Compatibility Plan

(Adopted November 13, 2014)

Map MA-1

Compatibility Map

March Air Reserve Base / Inland Port Airport



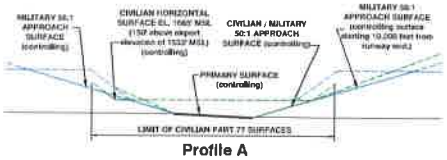
LEGEND

FAR Part 77

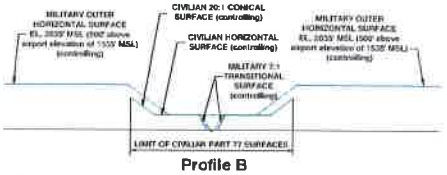
Military Surfaces
Civilian Surfaces
} Dashed line indicates other set of surfaces is controlling

Terrain Penetration of FAR Part 77 Surfaces
Military
Civilian

Boundary Lines
March Air Reserve Base / Inland Port Airport
March Joint Powers Authority Property Line
City Limits



Profile A



Profile B

Source:
Civilian airspace protection surfaces from March Air Force Base Joint Use Feasibility Study (January 1997). Military airspace protection surfaces from Air Installation Compatible Use Zone Study for March Air Reserve Base (August 2005).

Riverside County
Airport Land Use Commission

March Air Reserve Base / Inland Port Airport
Land Use Compatibility Plan

(Adopted November 13, 2014)

Map MA-2

Airspace Protection Surfaces

March Air Reserve Base / Inland Port Airport

W7

Background Data: March Air Reserve Base / Inland Port Airport and Environs

INTRODUCTION

March Air Reserve Base/Inland Port Airport is located in northwestern Riverside County, approximately 70 miles east of Los Angeles. For most of the second half of the twentieth century, the base was known as March Air Force Base. The current March Air Reserve Base (ARB) name became official in 1996 as a result of recommendations of the 1993 Defense Base Realignment and Closure Commission (BRAC). Although the role of March ARB has evolved over time, the runway system and other basic aeronautical components of the base have existed in largely their present configuration since the World War II era. The airport's primary runway (Runway 14-32)—oriented north-northwest/south-southeast—is 13,300 feet in length, making it one of the longest in the state. The length, width, and pavement strength of Runway 14-32 enable it to accommodate nearly any type of military or civilian aircraft. The smaller secondary runway—Runway 12-30—was once the primary runway, but its length is now reduced to just over 3,000 feet and its use restricted to light military aircraft (helicopters and Aero Club airplanes). Civilian use of Runway 12-30 is not permitted. Exhibit MA-1 summarizes major airport features and Exhibit MA-2 depicts the overall layout of the airport.

Compared to the years when March operated as an Air Force Base, aircraft activity levels are substantially lower. Activity counts maintained by the Air Force air traffic control tower personnel at the base indicate a total of 34,230 aircraft operations took place during calendar year 2006, compared to approximately 125,000 during the peak years as an Air Force Base. Newer data for military aircraft operations is not available. As of calendar year 2012, fewer than 100 annual operations by civilian aircraft have occurred since discontinuation of commercial air cargo aircraft activity.

Two scenarios for future aircraft operations are taken into account in the *March Air Reserve Base / Inland Port Airport Land Use Compatibility Plan*. The first scenario is as documented in the 2005 *AICUZ Study* [*Air Installation Compatible Use Zone Study for March Air Reserve Base (AICUZ)* (Department of the Air Force, August 2005)]. The AICUZ projects a total of up to 69,600 aircraft operations, including 44,860 by military aircraft, 3,740 by CalFire aircraft, and 21,000 by civilian aircraft. The second scenario is a composite of data from three more recent studies: the F-15 conversion study [*F-15 Aircraft Conversion Environmental Impact Statement 144th Fighter Wing California Air National Guard Fresno-Yosemite International Airport* (National Guard Bureau, March 2013)]; the Total Force Integration study [*Environmental Assessment for Proposed Military Construction and Total Force Integration at March Air Reserve Base* (Air Force Reserve Command, June 2010)]; and a study of general aviation facility needs done for the March Joint Powers

Authority [*Environmental Impact Report for March Inland Port General Aviation Facilities Development* (March Joint Powers Authority, August 2012)]. This scenario assumes a potential future mission of 54,104 annual military aircraft operations plus 21,000 civilian aircraft operations and no CalFire operations. Note that while both scenarios show civilian activity as limited to 21,000 annual aircraft operations in accordance with the joint use agreement and associated air quality conformance determination, the AICUZ scenario includes a much higher volume of evening and night air cargo activity than is included in the second scenario.

A summary of available data on current and both potential future activity scenarios is contained in Exhibit MA-3. Noise contours for the combined future military and civilian activity are depicted in Exhibit MA-4. The contours reflect a composite of the contours originally prepared as part of the four studies noted above. The noise contours and other compatibility factors contributing to the compatibility map delineation are depicted in Exhibit MA-5.

The March ARB/IPA facility is bordered by the City of Riverside to the northwest; the City of Moreno Valley to the northeast; the City of Perris to the south; and the County of Riverside to the west. The land uses in the vicinity of March ARB/IPA are generally compatible with base operations. Development continues to occur in the airport vicinity, however, and a potential for increased conflicts is apparent. Exhibit MA-6 provides a tabular summary of information about current and planned land uses in the airport vicinity. Exhibits MA-7A through MA-7F individually map the land use designations indicated in the current adopted general plans of each of the surrounding jurisdictions: Riverside County, March Joint Powers Authority, and the cities of Menifee, Moreno Valley, Perris, and Riverside.

General Information

- *Airport Ownership:* United States Air Force
  - Airfield maintenance and usage shared with March Joint Powers Authority (JPA) by means of joint use agreement last amended June 2008
- *Year Opened:* 1918
- *Airport Property Size*
  - Air Force property: 2,300 acres
  - JPA property: 360 acres
- *Airport Classification:* Joint Use
- *Airport Elevation:* 1,538 feet MSL

Airport Planning Documents

- *Joint Use Agreement*
  - Between March JPA and U.S. Air Force
  - Amended June 2008
- *Air Installation Compatible Use Zone (AICUZ) Study*
  - Prepared by U.S. Air Force, 2005
  - Prior versions: 1985, 1992, 1998
- *March Inland Port Air Cargo Development Plan*
  - Prepared for March JPA, April 1997

Runway/Taxiway Design

Runway 14-32

- *Critical Aircraft:* Military transport
- *Airport Reference Code:* D-VI
- *Dimensions:* 13,300 ft. long, 200 ft. wide
- *Pavement Strength (main landing gear configuration)*
  - 65,000 lbs (single wheel)
  - 260,000 lbs (dual wheel)
  - 530,000 lbs (dual-tandem wheel)
- *Average Gradient:* 0.35%
- *Runway Lighting*
  - High-intensity runway edge lights (HIRL)
  - Rwy 32: standard 2,400-foot high-intensity approach lighting system with centerline sequenced flashers

Runway 12-30

- *Critical Aircraft:* Small single- and twin-engine piston
- *Airport Reference Code:* B-I (small)
- *Dimensions:* 3,010 ft. long, 100 ft. wide
- *Pavement Strength (main landing gear configuration)*
  - 12,500 lbs (single wheel)
- *Average Gradient:* 0.44%
- *Runway Lighting:* None

Approach Protection

- *Runway Clear Zones*
  - Runways 14 and 32: 3,000-ft. long; mostly on-airport
  - Runway 12 and 30: 1,000-ft. long; all on-airport
- *Approach Obstacles:* None

Building Area

- *Aircraft Parking Locations*
  - Military: Northeast side of airport
  - Civilian: Northeast of Runway 32 threshold
- *Other Major Facilities*
  - Air Traffic Control Tower
  - Extensive military facilities including military passenger terminal; aircraft maintenance facilities; alert aprons/ hangars; munitions storage
  - General aviation terminal (5,000 sq. ft.)
  - Former DHL air cargo facility
- *Services*
  - Civilian fuel farm at civilian airport

Traffic Patterns and Approach Procedures

- *Airplane Traffic Patterns*
  - All runways: Left traffic
  - Pattern altitude:
    - Rectangular 3,000 ft. MSL (1,465 ft. above runway elevation)
    - Overhead 3,500 ft. (1,965 ft. above runway elevation)
- *Instrument Approach Procedures (best minimums)*
  - Runway 32 ILS (CAT II):
    - Straight-in (1,600 ft. visibility; 100 ft. descent height)
  - Runway 32 ILS:
    - Straight-in (½ mi. visibility; 200 ft. descent height)
    - Circling (1 mi. visibility; 600 ft. descent height)
  - Runway 32 TACAN:
    - Straight-in (½ mi. visibility; 400 ft. descent height)
    - Circling (1 mi. visibility; 600 ft. descent height)
  - Runway 32 VOR:
    - Straight-in (½ mi. visibility; 400 ft. descent height)
    - Circling (1 mi. visibility; 600 ft. descent height)
  - Runway 14 TACAN (offset 29° west of straight in):
    - Straight-in (1 mi. visibility; 700 ft. descent height)
    - Circling (1 mi. visibility; 700 ft. descent height)
  - No circling northeast of runway on any procedure
- *Standard Instrument Departure Procedures (SKYES-TWO)*
  - Rwy 14: straight out to 20 NM, then right turn
  - Rwy 32: left turn to at 2.0± mile beyond runway end south to DIAMD intersection (south of Lake Elsinore)
- *Visual Approach Aids*
  - Airport: Rotating beacon
  - Runways 14 and 32: PAPI
- *Operational Restrictions / Noise Abatement Procedures*
  - Prior permission required for all transient civilian aircraft

Planned Facility Improvements

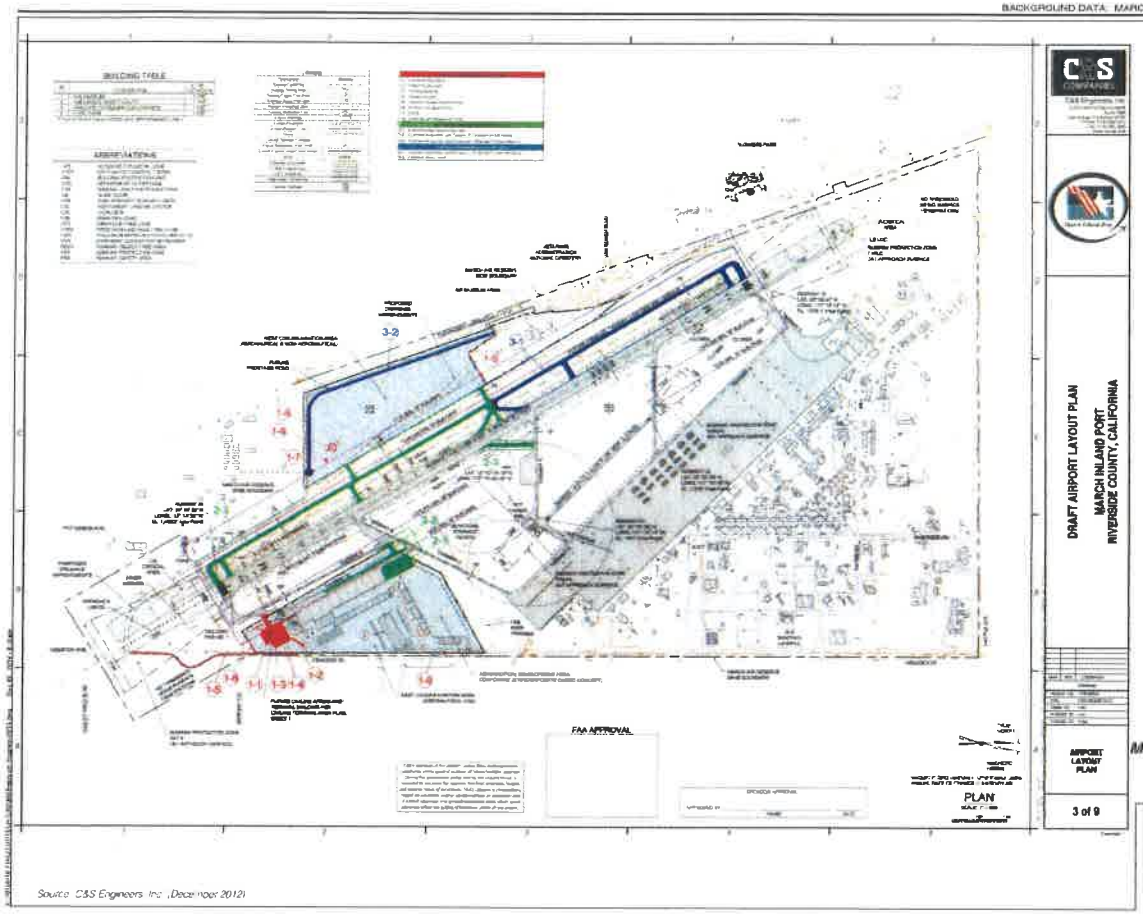
- *Airfield*
  - Construct full-length west parallel taxiway for civilian use
- *Building Area*
  - Air cargo facilities expansion northeast and northwest of Runway 32 approach end
- *Property*
  - No fee acquisition planned

Exhibit MA-1

Airport Features Summary

March Air Reserve Base / Inland Port Airport

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Source: C&S Engineers Inc. (December 2012)

Riverside County
Airport Land Use Commission
March Air Reserve Base / Inland Port Airport
Land Use Compatibility Plan
(Adopted November 13, 2014)

Exhibit MA-2

Airport Diagram

March Air Reserve Base / Inland Port Airport

BASED AIRCRAFT

	Current	Future	Future
Data Not Available			

ANNUAL AIRCRAFT OPERATIONS

	Current	Future [b]	Future [c]
Military	*	44,860	54,104 [d]
CalFire	0	3,740	0
Civilian	66 [a]	21,000	21,000 [c]
Total Annual Operations	*	*69,600*	*75,104*
Average Per Day	*	*191*	*206*

OPERATIONS BY AIRCRAFT TYPE

	Current	Future [b]	Future [c]
Military		*(69.4%)*	*(72.0%)*
Transport	*	45.5%	37.7%
Fighter/Attack	*	5.0%	2.4%
Helicopter	*	4.7%	8.0%
Tanker	*	42.4%	46.2%
Contract Air Carrier	*	2.4%	1.1%
Small Prop (Aero Club)	*	* [e]	4.6%
Civilian		*(30.2%)*	*(28.0%)*
Commercial Jet	3% [a]	60.0%	60%
Business Jet	33%	9.2%	6%
Prop(single & twin)	61%	30.8%	33%
Helicopter	3%	0.0%	1%
CalFire		*(5.4%)*	*(0%)*

TYPE OF OPERATION

	Current	Future [b]	Future [c]
Military			
Local	*	43%	21%
Intinerant	*	57%	79%
Civilian	[a]		
Local	0%	0%	0%
Intinerant	100%	100%	100%

RUNWAY USE DISTRIBUTION [f]

	Current	Future [b]	Future [c]
Military Aircraft – Day/Evening/Night			
Arrivals			
Runway 14	*	10%	2%
Runway 32	*	90%	98%
Departures			
Runway 14	*	10%	48%
Runway 32	*	90%	52%
Closed Pattern			
Runway 14	*	10%	0%
Runway 32	*	90%	100%
Civilian Aircraft – Day/Evening/Night			
Arrivals & Departures			
Runway 14	*	10%	6%
Runway 32	*	90%	94%

TIME OF DAY DISTRIBUTION

	Current	Future [b]	Future
Fighter/Attack Aircraft			
Day (7:00 a.m. – 7:00 p.m.)	*	92%	91% [d]
Evening (7:00 p.m. – 10:00 p.m.)	*	8%	7%
Night (10:00 p.m. – 7:00 a.m.)	*	0%	2%
Other Military Aircraft – Arrivals			
Day	*	85%	66% [c]
Evening	*	12%	17%
Night	*	3%	17%
Other Military Aircraft – Departures			
Day	*	88%	71% [c]
Evening	*	11%	4%
Night	*	1%	25%
Other Military Aircraft – Closed Pattern			
Day	*	61%	86% [c]
Evening	*	18%	9%
Night	*	21%	5%
Civilian Aircraft			
Day	*	37%	90% [c]
Evening	*	35%	5%
Night	*	28%	5%

FLIGHT TRACK USAGE

Data Not Available

NOTES

› Future activity represents combination of projected military mission and maximum approved civilian aircraft operations for undetermined dates

* Data not available

[a] Source: March Inland Port Airport Authority CY 2012 data

[b] Source: *Air Installation Compatible Use Zone Study for March Air Reserve Base (AICUZ)* (Department of the Air Force, August 2005)

[c] Sources: *Environmental Assessment for Proposed Military Construction and Total Force Integration at March Air Reserve Base* (Air Force Reserve Command, June 2010); *Environmental Impact Report for March Inland Port General Aviation Facilities Development* (March Joint Powers Authority, August 2012)

[d] Source: *F-15 Aircraft Conversion Environmental Impact Statement 144th Fighter Wing California Air National Guard Fresno-Yosemite International Airport* (National Guard Bureau, March 2013)

[e] Air Force Aero Club operations on the secondary runway are not included in the AICUZ data

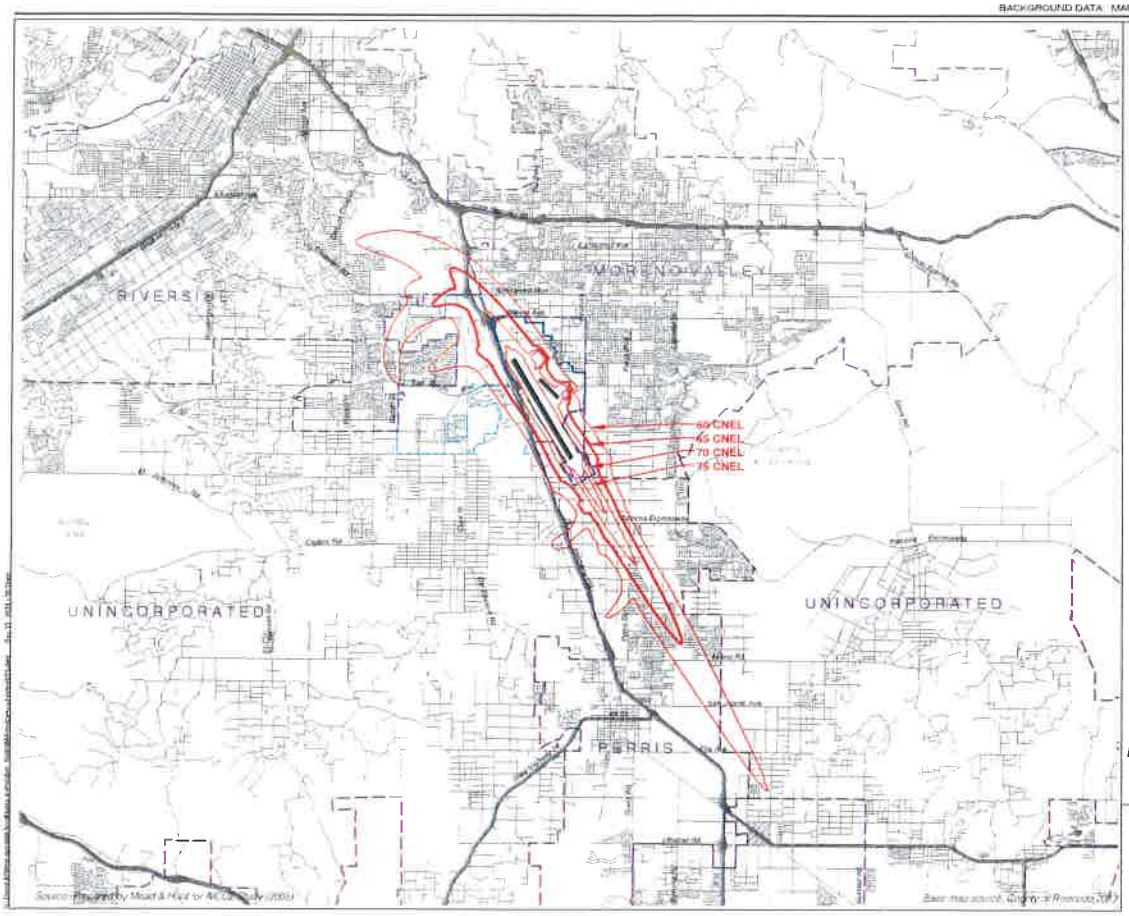
[f] Activity on Runway 12-30 not included; use limited to military Aero Club

Exhibit MA-3

Airport Activity Data Summary

March Air Reserve Base / Inland Port Airport

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LEGEND

Noise Contours

- 60 dB CNEL
- 65 dB CNEL
- 70 dB CNEL
- 75 dB CNEL

Projected Activity Level (75,104 operations)

Boundary Lines

- March Air Reserve Base / Inland Port Airport
- March Joint Powers Authority Property Line
- City Limits

Projected Activity Level	
Annual Operations	75,104
Average Annual Day	206

Note:
Contours represent composite of noise contours from four sources:

- Forecasts and noise contours from Air Installation Compatible Use Study for March Air Reserve Base (August 2005).
- Environmental Assessment for Proposed Military Construction and Total Force Integration at March Air Reserve Base (Air Force Reserve Command, June 2010). Environmental Impact Report for March Inland Port General Aviation Facilities Development (March Joint Powers Authority, August 2012).
- F-15 Aircraft Conversion Environmental Impact Statement 144th Fighter Wing California Air National Guard Fresno-Yosemite International Airport (National Guard Bureau, March 2013).

N

2 MILES

0 MILES 4 MILES

Riverside County
Airport Land Use Commission

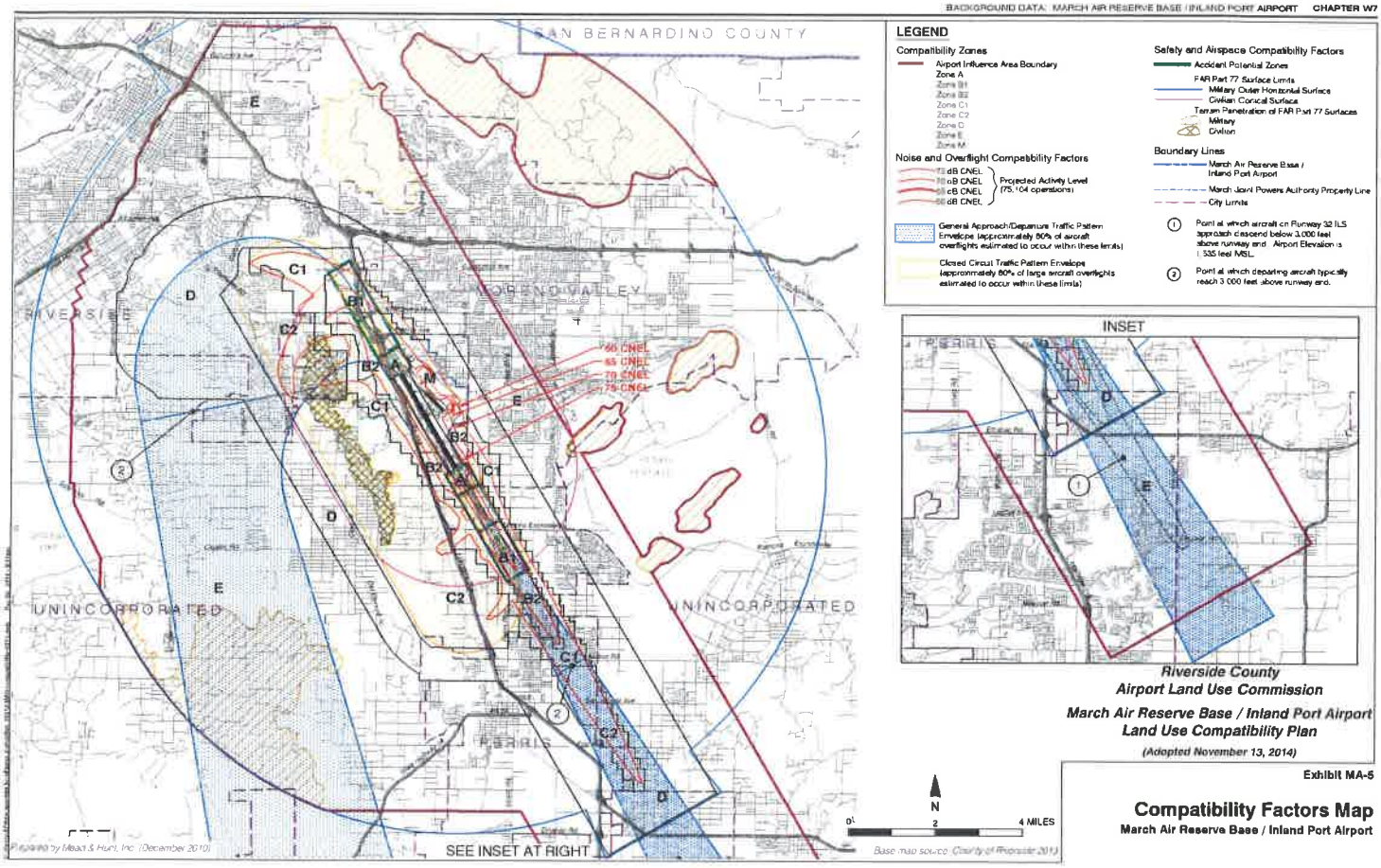
March Air Reserve Base / Inland Port Airport
Land Use Compatibility Plan

(Adopted November 13, 2014)

Exhibit MA-4

Noise Impact Area

March Air Reserve Base / Inland Port Airport



Riverside County
Airport Land Use Commission
March Air Reserve Base / Inland Port Airport
Land Use Compatibility Plan
(Adopted November 13, 2014)

Exhibit MA-5

Compatibility Factors Map

March Air Reserve Base / Inland Port Airport

AIRPORT SITE

- *Location*
  - Northwestern section of Riverside County
  - 10 miles southeast of central Riverside
  - Situated on high valley floor of Perris Valley
- *Nearby Terrain*
  - Relatively flat in immediate vicinity
  - Santa Ana and San Jacinto Mountain Ranges located to the west and east, respectively
  - Terrain greater than 150 ft. above the airport elevation (1,538 ft. MSL) exists several miles to the northeast (Box Springs Mts.), southwest (Santa Ana Mts.) and southeast (Lakeview Mts.)

AIRPORT ENVIRONS LAND USE JURISDICTIONS

- *Riverside County*
  - Airport lies entirely within unincorporated area
- *March Joint Powers Authority*
  - Has land use authority over March JPA property
- *City of Menifee*
  - City limits 8¼ miles from south end of runway
- *City of Moreno Valley*
  - Borders airport to the east
- *City of Perris*
  - Borders airport to the south and lies beneath primary airport approach routes
- *City of Riverside*
  - Borders airport to the west-northwest and lies beneath primary airport departure routes

STATUS OF COMMUNITY PLANS

- *Riverside County*
  - General Plan adopted by Board of Supervisors October 2003
  - Reche Canyon, Mead Valley and Lake Mathews Area Plans adopted October 2003
- *March Joint Powers Authority*
  - General Plan adopted by March JPA 1999
  - General Plan Land Use Map updated January 2012
  - March Business Center Specific Plan adopted February 2003
  - Meridian Specific Plan SP-5 adopted August 2010
  - March LifeCare Campus Specific Plan SP-7 adopted June 2011
  - Development Code updated April 2012
  - Zoning Map adopted April 2012
- *City of Menifee*
  - General Plan adopted by City Council December 2013
- *City of Moreno Valley*
  - General Plan adopted by City Council July 2006
- *City of Perris*
  - General Plan 2030 elements adopted by City Council on various dates 2005-2010
  - Park West Specific Plan adopted February 2007
  - Harvest Landing Specific Plan adopted May 2010
- *City of Riverside*
  - General Plan 2025 adopted by City Council November 2007

EXISTING AIRPORT AREA LAND USES

- *General Character*
  - Immediate area lies within the March JPA boundary and is primarily developed to the northeast with development beginning west of Highway 215
  - Areas west and northwest (City of Riverside), north and east (city of Moreno Valley) mostly suburban residential and commercial uses
  - Southwest area (unincorporated) mostly low-density and semi-rural residential
  - South and southeast (City of Perris) suburban residential with interspersed vacant land
- *Runway Approaches*
  - Northwest (Runway 14): Mixed suburban residential and commercial/warehouse/light industrial uses
  - Southeast (Runway 32): Commercial/warehouse/light industrial uses among vacant land and scattered rural residential and mobile home parks

PLANNED AIRPORT AREA LAND USES

- *Riverside County*
  - Southwest: Very low density residential, Business Park and Light Industrial
- *March Joint Powers Authority*
  - Northeast: Low Density Residential, Mixed Use, Business Park, Office and Recreational area
  - West: Industrial, Business Park, Mixed Use and Commercial uses with scattered Recreational uses west of Highway 215
  - South: Aviation-related uses
- *City of Moreno Valley*
  - Northeast: Office, Commercial, Specific Plan areas and Residential uses
  - East: Low density residential uses with scattered commercial uses and public facilities
- *City of Perris*
  - South: Industrial and commercial uses
- *City of Riverside*
  - Northwest: Industrial/Business Parks and Sycamore Canyon Park facility
  - West: Medium residential uses with scattered commercial uses and parks

Exhibit MA–6

Airport Environs Information

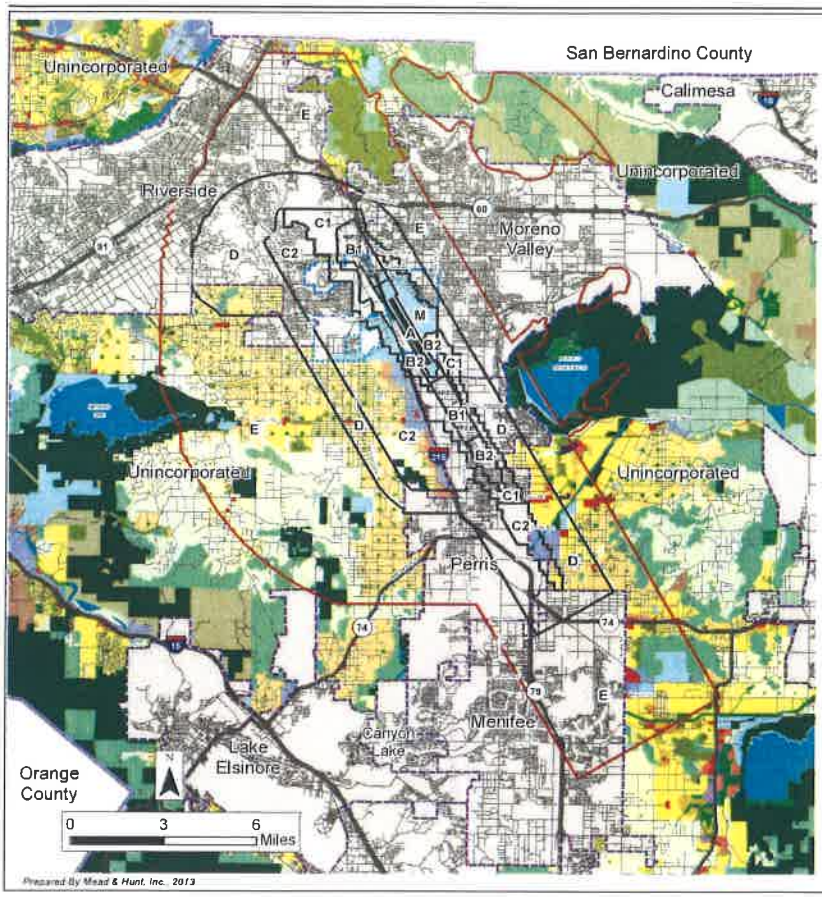
March Air Reserve Base / Inland Port Airport

ESTABLISHED AIRPORT COMPATIBILITY MEASURES

Policy wording not shown in quotes is condensed from original

- *Riverside County General Plan (October 2003)*
  - Prohibit new residential uses, except single-family dwellings on legal residential lots of record, within airports' 60 dB CNEL contour as defined by ALUC (Noise Policy 7.3)
  - Submit proposed actions to ALUC as required by state law; other actions and projects may be submitted on voluntary and advisory basis (Land Use Policies 1.8 and 14.8)
- *March Joint Powers Authority General Plan (1999)*
  - "Ensure that plans and development conform to the draft Comprehensive Land Use Plan for March AFB/ March Inland Port." (Land Use Policy 6.5)
  - "Ensure that sensitive land uses (i.e., schools, high occupancy land uses, etc.) are discouraged from locating and operating in areas determined to be incompatible with airport operations." (Land Use Policy 6.6)
  - "Ensure that land uses adhere to both military and civilian Part 77 conical surface criteria, relative to height restrictions." (Land Use Policy 6.8)
  - "Protect flight paths from inappropriate development encroachment." (Transportation Policy 13.6)
  - "Noise sensitive uses ... shall be discouraged in areas where noise levels exceed acceptable limits." (Noise Policy 1.2)
- *City of Moreno Valley General Plan (2006)*
  - "Discourage residential uses where current or projected exterior noise due to aircraft over flights will exceed 65 CNEL." (Policy 6.3.2)
  - Buildings containing noise-sensitive uses require insulation where future noise environment is likely to exceed 70 CNEL (Policy 6.3.3)
  - Residential uses not permitted in APZs and business uses restricted to low intensities in accordance with AICUZ guidelines (Policy 6.16.4)
- *City of Moreno Valley Zoning*
  - Air Installation Compatibility Use Overlay District (AICUZ) limits types of uses within the airport's accident potential zones I and II
- *City of Perris General Plan (2005)*
  - "Reduce or avoid the existing and potential future impacts from air traffic on new sensitive noise land uses in areas where air traffic noise is 60 dBA CNEL or higher." (Noise Policy IV.A)
  - Consult AICUZ guidelines and ALUC policies when considering development project applications (Noise Policy I.D)
- *City of Perris Municipal Code*
  - Noise insulation required for new residential development where exterior noise levels equal 60 dBA CNEL or greater (Section 16.22.030)
- *City of Riverside General Plan (2007)*
  - "Work cooperatively with the Riverside County Airport Land Use Commission in developing, defining, implementing and protecting airport influence zones around the MARB/MIP ..." (Land Use Policy 22.2)
  - "Protect flight paths from encroachment by inappropriate development using the Riverside County Airport Land Use Compatibility Plan to determine the consistency of proposed development" (Circulation Policy 11.1)
  - Limit building heights and land use intensities beneath airport approach and departure paths to protect public safety (Circulation Policy 11.2)
  - Utilize the Airport Protection Overlay Zone to advise landowners of special noise considerations associated with their development (Noise Policy 2.5)
  - "Avoid placing noise-sensitive land uses ... within the high noise impact areas (over 65 dB CNEL) for March Air Reserve Base/March Inland Port ..." (Noise Policy 3.1)
  - "Support the noise/land use policies for the area adjacent to the March Air Reserve Base/March Inland Port through the adoption of the March JLUS into the Riverside County Airport Land Use Compatibility Plan." (Noise Policy 3.4)
  - "When planning for development near airports, anticipate possible increases in airport activity and expansion of airport facilities and services and the effects these changes may have on public safety." (Public Safety Policy 4.2)
  - "Ensure that development within airport influence areas is consistent with the Airport Protection Overlay Zone development standards and the Riverside County Airport Land Use Compatibility Plan." (Public Safety Policy 4.6)
- *City of Riverside Zoning Codes*
  - Airport zone (AIR) and airport industrial (AI) zone restrict types of uses and heights of structures on and near airports
  - No FAR Part 77 height limit zoning

Exhibit MA–6, continued



Planned Land Use Designations

- Estate Residential
- RC-EDR
- Very Low Density Residential
- RC-VLDR
- Low Density Residential
- RC-LDR
- Medium Density Residential
- Medium High Density Residential
- High Density Residential
- Very High Density Residential
- Highest Density Residential
- Commercial Retail
- Commercial Tourist
- Commercial Office
- Community Center
- Light Industrial
- Heavy Industrial
- Business Park
- Public Facilities
- Mixed Use Policy Area
- Rural Residential
- Rural Mountainous
- Rural Desert
- Agriculture
- Conservation
- Conservation Habitat
- Open Space Recreation
- Open Space Rural
- Water
- Mineral Resources
- Indian Lands

Legend

- County Boundary
- City Boundary
- March ARB/Air Force Property
- March Joint Powers Authority Property
- Runway
- Airport Influence Area Boundary
- Compatibility Zones

Notes

1. Land Use Source: County of Riverside, RCTLMA GIS, 2013. The General Plan provides new land use designations for all parcels in the unincorporated area of Riverside County as adopted October 7, 2003, updated through January 2012.

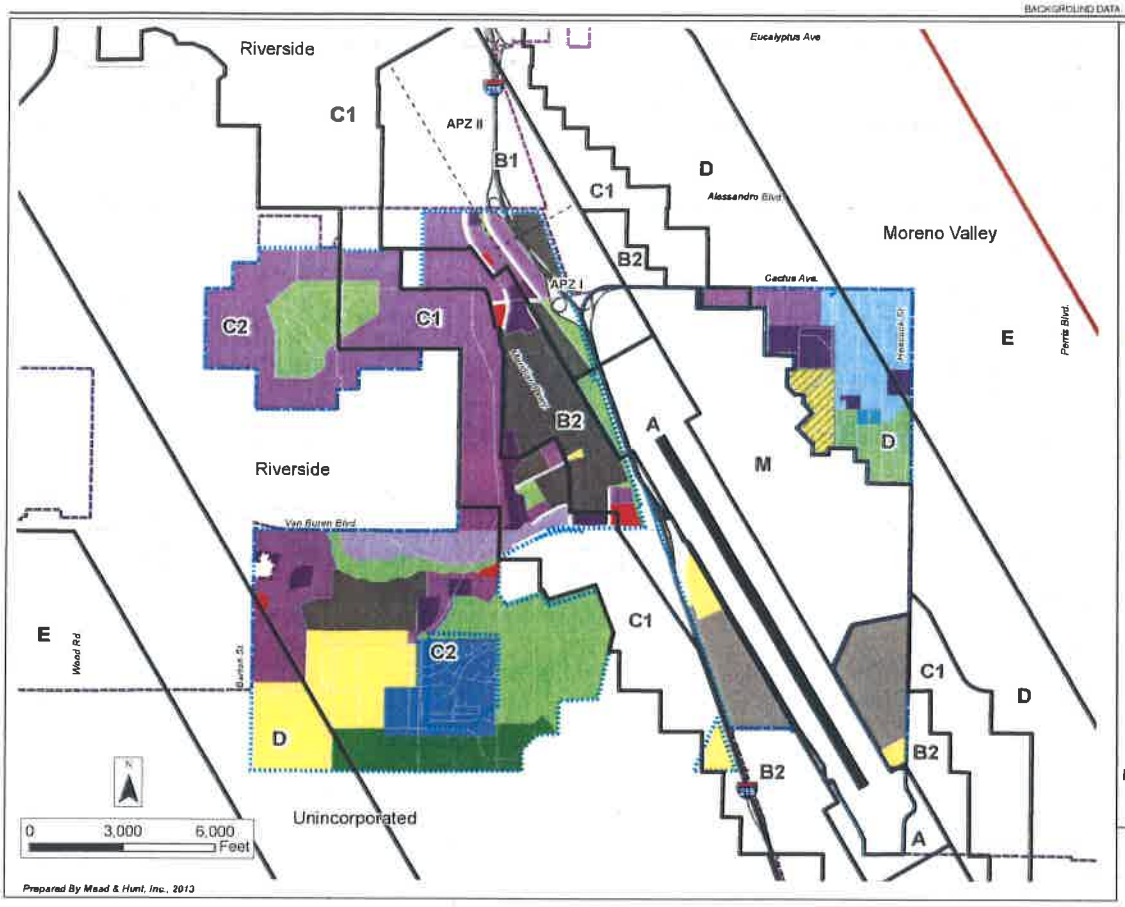
Riverside County
Airport Land Use Commission

March Air Reserve Base / Inland Port Airport
Land Use Compatibility Plan

(Adopted November 13, 2014)

Exhibit MA-7A

Planned Land Uses:
County of Riverside



Legend

- City Boundary
- March ARB/Air Force Property
- March Joint Powers Authority Property
- Runway
- Airport Influence Area Boundary
- Compatibility Zones

Planned Land Use Designations

- Aviation
- Business Park
- Cemetery
- Historic District
- Industrial
- Mixed Use
- Office
- Park/Recreation/Open Space
- Public Facility
- Commercial
- SP-4 Air Force Village West
- SP-6 US Vets
- SP-7 March LifeCare Campus

Notes

1. Land Use Source: March Joint Powers Authority, Zoning Map April 16, 2012, and General Plan Land Use Map, January 11, 2012. Mead & Hunt digitized land use maps based on County GIS parcel data, June 2013.

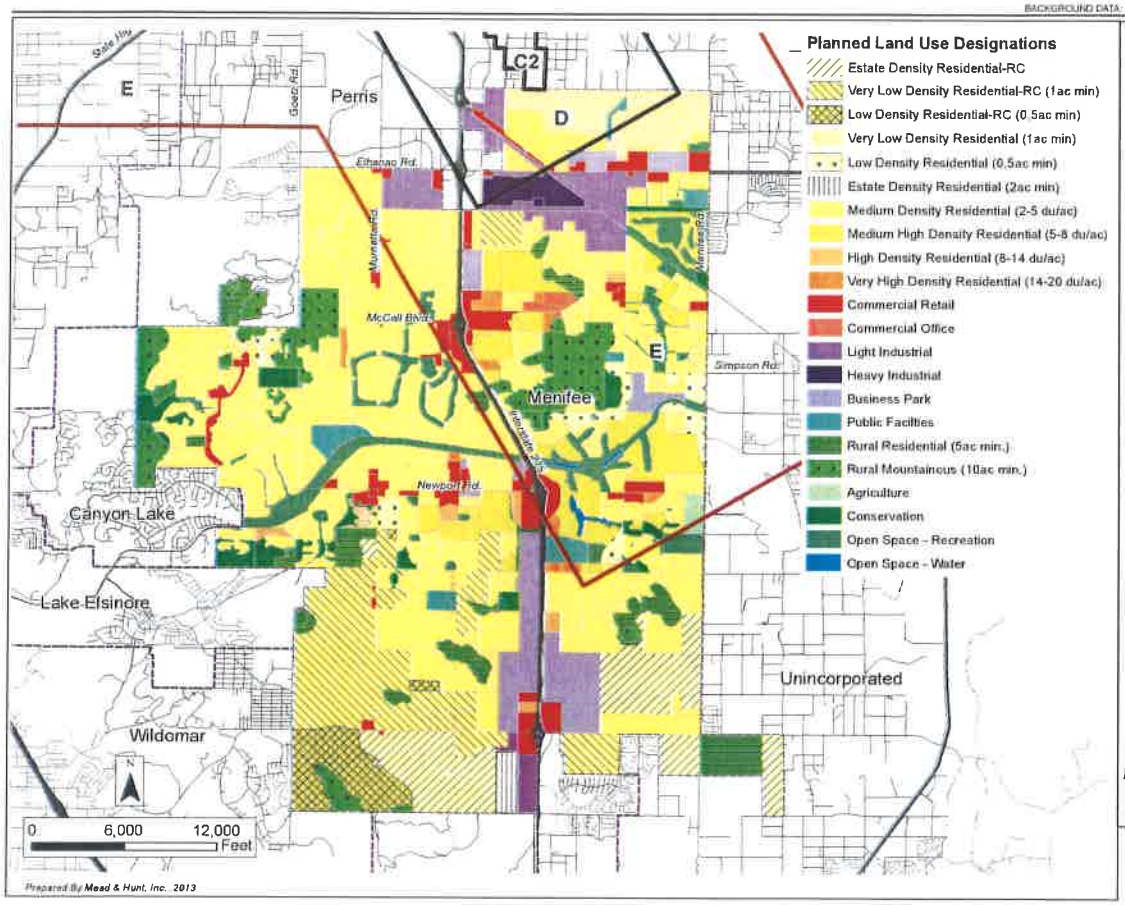
Riverside County
Airport Land Use Commission

March Air Reserve Base / Inland Port Airport
Land Use Compatibility Plan

Adopted November 13, 2014)

Exhibit MA-7B

Planned Land Uses:
March Joint Powers Authority



Legend

- County Boundary
- City Boundary
- Runway
- Airport Influence Area Boundary
- Compatibility Zones

Notes

1. Land Use Source: City of Menifee General Plan Map

Riverside County
Airport Land Use Commission

March Air Reserve Base / Inland Port Airport
Land Use Compatibility Plan

(Adopted November 13, 2014)

Exhibit MA-7C

Planned Land Uses:
City of Menifee

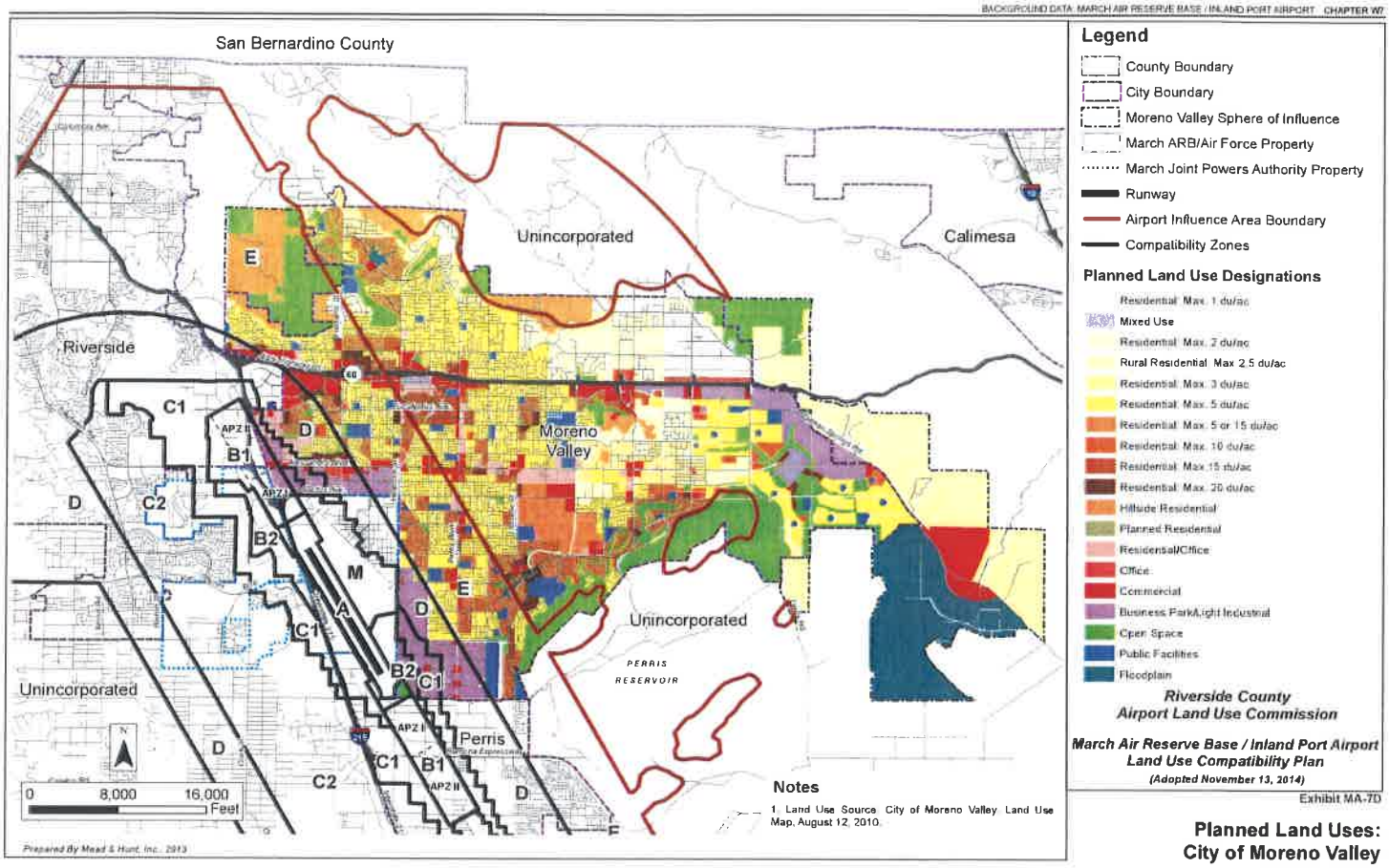
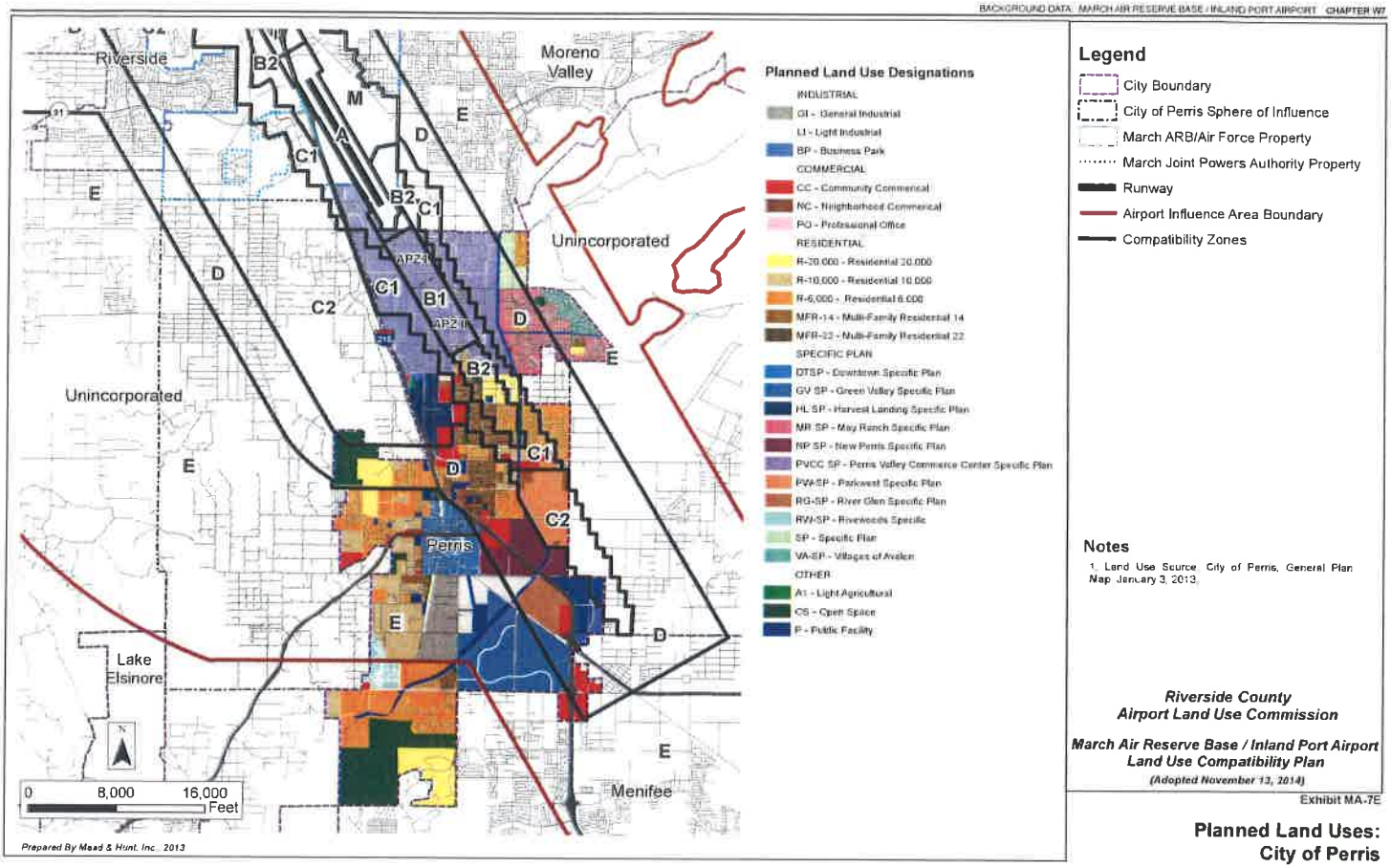
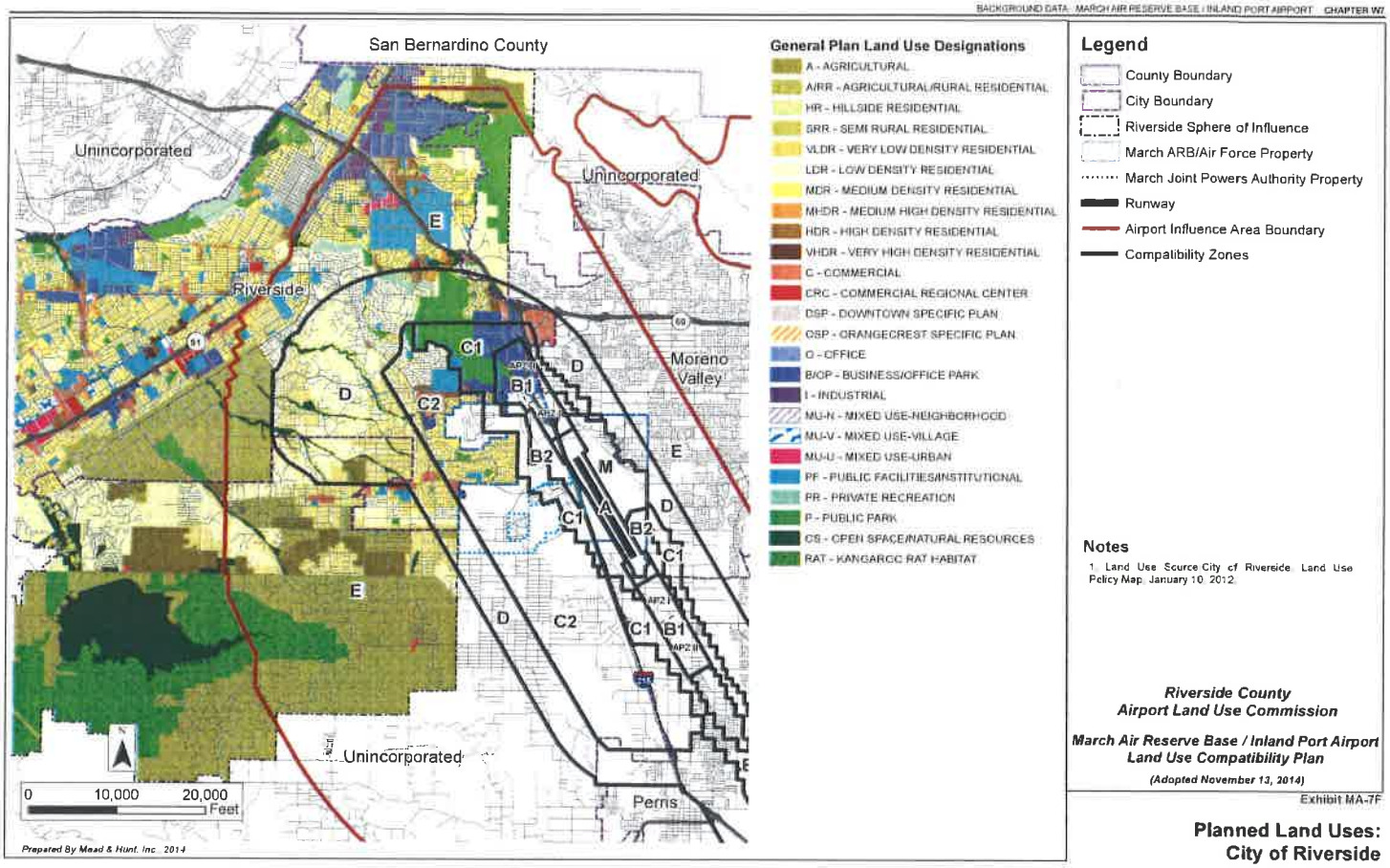


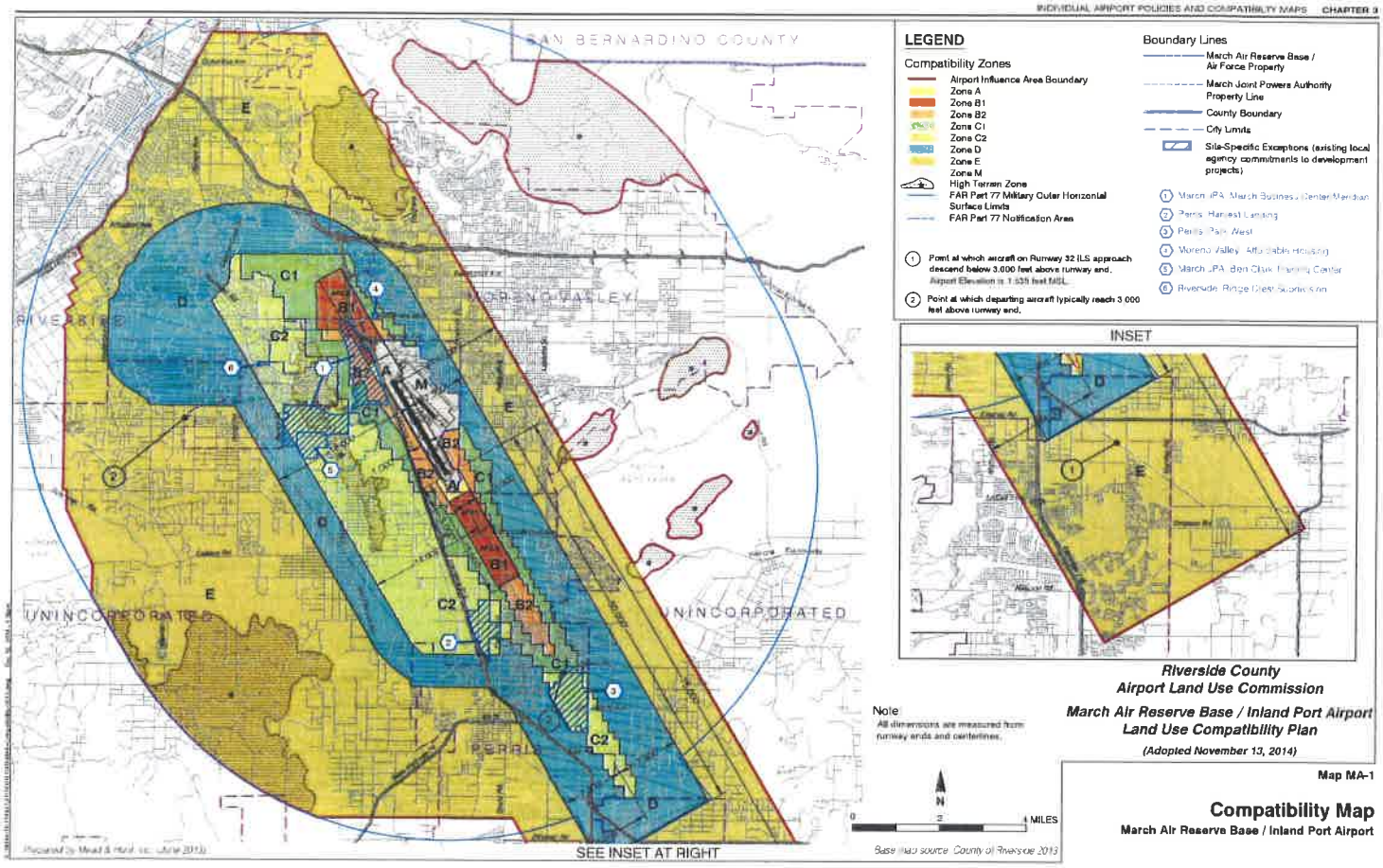
Exhibit MA-7D

Planned Land Uses:
City of Moreno Valley


Riverside
Moreno Valley
Unincorporated
Unincorporated
Perris
Lake Elsinore
Menifee
Planned Land Use Designations
INDUSTRIAL
GI - General Industrial
LI - Light Industrial
BP - Business Park
COMMERCIAL
CC - Community Commercial
NC - Neighborhood Commercial
PO - Professional Office
RESIDENTIAL
R-20,000 - Residential 20,000
R-10,000 - Residential 10,000
R-6,000 - Residential 6,000
MFR-14 - Multi-Family Residential 14
MFR-22 - Multi-Family Residential 22
SPECIFIC PLAN
DTSP - Downtown Specific Plan
GV SP - Green Valley Specific Plan
HL SP - Harvest Landing Specific Plan
MR SP - May Ranch Specific Plan
NP SP - New Perris Specific Plan
PVCC SP - Perris Valley Commerce Center Specific Plan
PW-SP - Parkwest Specific Plan
RG-SP - River Glen Specific Plan
RW-SP - Riverwoods Specific
SP - Specific Plan
VA-SP - Villages of Avalon
OTHER
A1 - Light Agricultural
OS - Open Space
P - Public Facility
Legend
City Boundary
City of Perris Sphere of Influence
March ARB/Air Force Property
March Joint Powers Authority Property
Runway
Airport Influence Area Boundary
Compatibility Zones
Notes
1. Land Use Source: City of Perris, General Plan Map January 3, 2013.
0
8,000
16,000
Feet
Prepared By Mead & Hunt, Inc., 2013
Riverside County
Airport Land Use Commission
March Air Reserve Base / Inland Port Airport
Land Use Compatibility Plan
(Adopted November 13, 2014)
Exhibit MA-7E
Planned Land Uses:
City of Perris



Planned Land Uses:
City of Riverside


SAN BERNARDINO COUNTY
RIVERSIDE
MORENO VALLEY
UNINCORPORATED
UNINCORPORATED
PERRIS
SEE INSET AT RIGHT
LEGEND
Compatibility Zones
Airport Influence Area Boundary
Zone A
Zone B1
Zone B2
Zone C1
Zone C2
Zone D
Zone E
Zone M
High Terrain Zone
FAR Part 77 Military Outer Horizontal Surface Limits
FAR Part 77 Notification Area
Boundary Lines
March Air Reserve Base / Air Force Property
March Joint Powers Authority Property Line
County Boundary
City Limits
Site-Specific Exceptions (existing local agency commitments to development projects)
1 March JPA, March Business Center/Meridian
2 Perris, Harvest Landing
3 Perris, Park West
4 Moreno Valley, Affordable Housing
5 March JPA, Ben Clark Training Center
6 Riverside, Ridge Crest Subdivision
1 Point at which aircraft on Runway 32 ILS approach descend below 3,000 feet above runway end. Airport Elevation is 1,535 feet MSL.
2 Point at which departing aircraft typically reach 3,000 feet above runway end.
INSET
Note
All dimensions are measured from runway ends and centerlines.
N
0
2
4 MILES
Base map source: County of Riverside, 2013
Riverside County
Airport Land Use Commission
March Air Reserve Base / Inland Port Airport
Land Use Compatibility Plan
(Adopted November 13, 2014)
Map MA-1
Compatibility Map
March Air Reserve Base / Inland Port Airport

Appendix C Sample Traffic Monitoring Table

Meridian SPA Traffic Monitoring Spreadsheet
With Proposed Unit 4 Lot 8/9/10/11

Planning Area	Lot	Land Use Designation	User	External ADT	Truck Trips	Notes
			Planning Region A			
1	U1-19	MU				
	U2-1	MU		**317**	**127***	***converted truck trips to PCEs**
	U2-2	BP				
	U2-3	BP		**1529**	**0**	**50,576 sf general light industrial, 92,657 sf business park & 14,280 sf general office building**
	U2-9	COM				
	U2-10	COM				
			Calculated Trip Generation:	**1,846**	**-**	
			Planning Area Allowance:	**7,333**	**-**	
			Remaining Trips:	**5,487**	**-**	
			Planning Region B			
3	U1-5	IND	New Castle	1914	432	
	U1-6	IND	New Castle	--	--	Combined with U1-5
	U1-8	COM				
	DRMO	IND		704	404	Classified as Truck Terminal
			Calculated Trip Generation:	**2,618**	**836**	
			Planning Area Allowance:	**8,303**	**1,836**	
			Remaining Trips:	**5,685**	**1,000**	
			Planning Region C			
5	U3-1	IND				
	U3-2	IND				
	U3-4	IND		--	--	Combined with U4-15
	U3-5	IND		--	--	Combined with U4-15
	U3-6	IND		--	--	Combined with U4-15
	U3-7	IND		--	--	Combined with U4-15
	U3-8	IND		--	--	Combined with U4-15
	U4-15	IND		1551	350	486,000 sf warehouse
	U6-1A	PF				
	U6-1B	IND		--	--	Combined with U4-2
	U6-2	IND		--	--	Combined with U4-2
	U4-1	IND		--	--	Combined with U4-2
	U4-2	IND		1627	367	510,000 sf warehouse
	Lot 16	IND	Sysco	1644	371	515,223 sf warehouse
			Calculated Trip Generation:	**4,822**	**1,088**	
			Planning Area Allowance:	**6,080**	**1,760**	
			Remaining Trips:	**1,258**	**672**	
6	U4-8	OF		**5736**	**0**	**32,652 sf office, 2,905 sf retail, 6,095 sf restaurant/café & 120,450 sf business park**
	U4-9	OF				
	U4-10	OF				
	U4-11	OF				
	U4-12	OF		929	0	74,922 sf Office
	U4-13	BP				
	U4-14	BP				
			Calculated Trip Generation:	**6,665**	**-**	
			Planning Area Allowance:	**7,539**	**294**	
			Remaining Trips:	**874**	**294**	
7	U4-3	BP		542		192,468 sf business park
				1043	401*	*converted truck trips to PCEs
	U4-4	COM		9468	0	Retail Site - variety of uses
	U4-5	MU		3886		162,660 sf warehouse & 8,000 sf retail
	U4-6	MU				
	U4-7	MU		1053	422*	*converted truck trips to PCEs
			Calculated Trip Generation:	**15,992**	**-**	
			Planning Area Allowance:	**16,164**	**-**	
			Remaining Trips:	**172**	**-**	
			GRAND TOTAL, ALL PLANNING AREAS			
			Calculated Trip Generation:	**29,530**	**2,874**	*Truck trips from U4-3 and U4-5/6/7 are included in Grand Total for Truck Trips, not as PCEs.
			Planning Area Allowance:	**45,419**	**3,890**	
			Remaining Trips:	**15,889**	**1,016**	

Appendix D Standard Development Conditions of Approval

Standard Conditions of Approval

Conditions for
Plot Plan and Design Plans

PLANNING DEPARTMENT, MARCH JOINT POWERS AUTHORITY

General Planning Conditions:

1. The site shall be developed in accordance with the approved Plot Plan XX-XX on file in the Planning Department, the Meridian Specific Plan (SP-5), the applicable portions of the March JPA Development Code, the General Plan, and the conditions contained herein. Prior to any use of the site or business activity being commenced thereon, all Conditions of Approval shall be completed to the satisfaction of the Planning Manager or designee. Building elevations shall comply with the color scheme and materials approved with the Plot plan. (MJPA 9.14.020)

2. The Applicant shall indemnify, protect, defend, and hold harmless March JPA and its constituent public agency members, officers, employees, attorneys, and agents from any and all actual or alleged claims, actions, proceedings, against March JPA to attack, set aside, void, annul, or seek monetary damages arising out of the approval of the Applicant's proposed development or related approval, including but not limited to CEQA approvals, permits, variances, design plans, plot plans, maps, licenses and amendments. March JPA shall promptly notify the Applicant of any and all claims, actions, and proceedings, covered by this Agreement. This indemnification shall include, but not be limited to, damages, fees, and/or costs awarded against March JPA, if any, and cost of suit, attorney's fees and other costs, liabilities and expenses incurred in connection with such claim, action, or proceeding whether incurred by Applicant, March JPA, and/or any parties bringing such forth.

3. This approval shall expire three years after the date of approval unless substantial construction contemplated by this approval has occurred within the three-year period, which is thereafter pursued to completion, or the March Joint Powers Authority has extended approval, otherwise the approval shall become null and void. (MJPA 9.02.230)

4. This development is located within Specific Plan SP-5. Requirements of the Meridian Specific Plan including the permitted uses, development standards, the March Business Center Design Guidelines, and the Conditions of Approval shall prevail unless modified herein. (MJPA 9.13)

5. Development within the Clear Zone and Accident Potential Zones I and II will abide by building standards and codes including height restrictions, restrictions on use, setbacks, population densities, and insulation and materials, as outlined in the approved 2005 Air Installation Compatible Use Zone (AICUZ).

6. As established in the Specific Plan, the project will comply with the policies and requirements of the Riverside County Airport Land Use Plan. Development plans will be submitted to the FAA for review in accordance with FAR 77.13.2.i. Additional ALUC review will be required for objects taller than 50 feet in the Height Caution Zone shown on Figure IV. A-4 [in the Focused EIR]. Other land use controls (relating to safety (both in the air and on the ground) and noise) have been

developed in consultation with the ALUC, and have been incorporated into the Specific Plan. (MMRP)

7. The development shall comply with the requirements of the Americans with Disabilities Act. All disabled parking spaces shall measure 14' wide to include a 9' stall and 5'loading area, by 20' length. One in every 8 disabled spaces, but in no case less than one, shall be van accessible with a minimum 9' wide space and 8' wide loading area. All signage, striping, ramps and slopes shall meet ADA requirements. Overhang of parking shall not encroach upon handicapped access routes. (MJPA 9.11.040)

8. The development shall incorporate 5% of parking spaces as preferential parking for car pools and vanpools in extremely convenient locations. (MMRP)

9. Any signs indicated on the submitted plans are not included with this approval. All signs proposed for this development shall comply with the requirements of the March JPA Development Code. If requirements differ, the proposed signage shall meet the stricter of the provisions. In a multiple tenant facility, all signage shall meet the approved Sign Program for the development. (MJPA 9.12.020)

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

11. Buildings shall be designed to reduce energy usage by utilizing solar or low emission water heaters, double paned windows, using light colored roofing materials, using skylights in ambient warehouses, orienting buildings to the north for natural cooling to the extent practical, and increasing insulation beyond Title 24 requirements. (MEIR)

12. All development adjacent to the 175 acre Least Bell's Vireo conservation easement shall comply with the Biological mitigation measures pertaining to the Least Bell's Vireo habitat identified in the Meridian Subsequent EIR (SCH#2009071069). (MMRP)

13. Preconstruction surveys will be conducted for burrowing owls prior to grading. These surveys shall conform to the survey protocol established by the California Burrowing Owl Consortium (1993). Preconstruction surveys shall be conducted no more than 30 days prior to the initiation of construction activities and at 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 Are Plot Plan to the March JPA for review and approval. (MMRP)

15. Prior to individual lot development approval, the developer will coordinate with March JPA and shall contact WMWD to obtain the current flow reading and submit a sewer analysis demonstrating that the individual lot development projected sewer flows do not exceed the VBPS capacity (1.07 mgd). (MMRP)

16. Prior to individual lot development approval by the March JPA, the developer will coordinate with March JPA and WMWD to obtain the water demand for the proposed development to assure that the development is consistent with the water budget and Water Supply Assessment for the Project. (MMRP)

17. Uses located in proximity of noise sensitive uses shall comply with the noise mitigation measures identified in the Meridian Subsequent EIR (SCH#2009071069). (MMRP)

18. All uses shall comply with the noise emission criteria identified in the March JPA Development Code. (MMRP)

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

19. 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)

20. 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)

21. Facilities that store, handle or use regulated substances as defined in the California Health and Safety Code 25532 shall comply with the Hazards and Hazardous Materials Mitigation Measures identified in the Meridian Subsequent EIR (SCH#2009071069).

22. 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)

23. Prior to issuance of building permits, the developer or developer's successor-in-interest shall pay the applicable March JPA Development Impact Fee (DIF).

24. Individual lot developers shall contribute on a fair share basis toward the cumulative off-site impacts identified in Specific Plan Chapter IV. B-1-3. (MMRP)

25. 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.

26. 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)

27. Prior to issuance of building permits, the Planning Division shall review and approve a computer generated, point-by-point exterior lighting analysis plan as a component of the construction plan review. The lighting plan shall be generated on the site plan and shall be integrated with the final landscape plan. The plan shall indicate the manufacturer's specifications for fully shielded light fixtures and shall include fixture catalog cuts, light cut-off shielding details, wattage, illumination type (high or low pressure sodium only), location, and height. The lighting shall not exceed a 750 watt maximum, shall not be mounted more than 25' above finished grade, and site lighting of outdoor areas shall be limited to high pressure or low pressure sodium lighting. The lighting shall be designed in such a manner so that it does not exceed 0.5 candle/foot2 illumination beyond the property line. (MJPA 9.08.100) The incorporation of LED lighting is permitted as long as the lighting does not exceed 2,700 Kelvin.

28. 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.

29. CEQA Review of stationary source emissions other than natural gas and electricity shall be done on all developments emitting stationary source air pollutants. In addition, all developments involving stationary source emissions shall obtain permits to construct and operate from the SCAQMD. (MMRP)

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

30. Prior to the issuance of a Certificate of Occupancy and once a tenant is known, 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)

31. 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.)

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

33. 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)

34. 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)

35. 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)

Landscape Provisions (Timing Varies)

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

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

38. 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 (MJPA 9.08.250).

39. 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. (MJPA 9.08.250).

40. All on site landscape irrigation shall be designed and constructed to meet non-potable "Purple Pipe" standards for reclaimed water systems. (MMRP)

41. 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)

42. 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)

43. 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.

44. 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.

45. 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.

46. 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.

47. 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.

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

NPDES Provisions (Timing Varies)

49. 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.

50. 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.

51. 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.

52. 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.

53. Prior to the issuance of building permits, the developer or developer's successor-in-interest applicant shall submit and receive approval of a Storm Water Management Plan addressing long term development storm water mitigation measures.

54. 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).

55. Site specific design BMPs and Low Impact Development (LID) design strategies shall be implemented by the incorporation of dual-functioning site features that in addition to their primary purposes, also serve to reduce pollutant discharges and improve the quality of storm water discharges. Examples of such features include porous driveway material, porous landscape detention, and/or inverted medians also functioning as filtration, trenches or bioswales. Sites shall be designed to maximize pervious area to promote low flow filtration/infiltration. To minimize runoff, landscape buffers shall be incorporated into site plan designs. Perimeter landscape treatments, as well as landscape areas between buildings and the property lines shall be incorporated to address water quality. Curbs separating parking areas from landscaped areas shall have breaks to allow direct entrance and infiltration of storm waters. Native or drought-tolerant trees and shrubs should be used throughout the landscape design. A minimum twenty percent (20%) of surfaces within any development site shall be utilized for natural BMPs, and the use of impervious services and hardscape and/or watershedding features. Open-jointed paving materials and permeable surfaces may be employed in areas not subject to heavy loads. In order to minimize DCIAs, the majority of the landscaping within the SP area shall drain to bordering landscape areas, acting to capture and treat parking lot storm water runoff. Similarly, runoff from sidewalks and other paved surface areas shall be directed to, and allowed to enter, neighboring landscape features. All BMPs to be incorporated in the Project shall be consistent with the provisions of the SP as well as an approved WQMP.

56. 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)

57. 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)

58. 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)

59. 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)

60. 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.

61. Projects shall provide short- and long-term bicycle facilities to meet peak season maximum demand (e.g., one bike rack space per 20 vehicle/employee parking spaces). Project shall also provide "end-of-trip" facilities including showers, lockers, and changing space (e.g., four clothes lockers and one shower provided for every 80 employee parking spaces, separate facilities for each gender for projects with 160 or more employee parking spaces). (MMRP)

62. Project shall provide a parking lot design that includes clearly marked and shaded pedestrian pathways between transit facilities and building entrances. (MMRP)

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

64. Project shall be oriented towards existing transit, bicycle, or pedestrian corridor. Setback distance between the project and existing or planned adjacent uses shall be minimized. Setbacks between project buildings and planned or existing sidewalks shall be minimized. Buildings shall be oriented towards existing or planned street frontage. Primary entrances to buildings shall be located along planned or existing public street frontage. Project shall provide bicycle access to any planned bicycle corridor(s). Project shall provide pedestrian access to any planned pedestrian corridor(s). (MMRP)

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

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

67. Developer shall consider an increase of exterior wall insulation and roof insulation over Title 24 requirements; however, a specific percent increase is not required. (MMRP)

68. 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 Meridian Subsequent EIR (SCH#2009071069). (MMRP)

69. All construction activities shall be limited to between 7:00 a.m. and 8:00 p.m. as feasible. (MEIR)

MJPA PUBLIC WORKS DEPARTMENT, TRILAKE ENGINEERING

With respect to the Conditions of Approval for the above referenced development, the MJPA requires that the applicant provide the following improvements and/or dedications in accordance with the March Joint Powers Authority requirements and Standards and pursuant to conditions of approval for Tract No. 30857 and the associated specific plan. It is understood that the site plan correctly shows all existing easements, traveled ways and drainage courses with appropriate Q's and that their omission may require the map to be

resubmitted for further consideration. The following conditions are essential parts and requirement occurring in ONE is as binding as though occurring in all. They are intended to be complimentary to the tract map and specific plan and to describe the conditions for a complete design of the improvements. All questions regarding the true meaning of the conditions shall be referred to the MJPA Public Works Engineer. The on and offsite improvements shall be installed pursuant to Riverside County Flood Control, Riverside County Transportation Department and Western Municipal Water District Standards and as approved by MJPA. Encroachment permit shall be obtained from all affected agencies.

70. Drainage and flood control facilities and improvements shall be provided in accordance with the specific plan, MJPA and Riverside County Flood Control requirements and standards. The following drainage related conditions are the requirements of this development:

    a. New onsite publicly maintained drainage facilities located outside road right-of-way, if any, shall be constructed within dedicated easements and connected to existing drainage facilities. Existing and proposed drainage easements shall be kept free of any building, structures, and obstructions.

    b. Drainage facilities outletting sump conditions shall be designed to convey the tributary 100-year on and offsite storm flows. Additional emergency escape shall also be provided pursuant to Flood Control requirements.

    c. The property's street and lot grading shall be designed in a manner that perpetuates the existing natural drainage patterns with respect to tributary drainage area. No ponding or concentration of water to upstream and downstream properties shall be permitted.

    d. The project site and building design shall consider the water table. The design of the site and the building shall be reviewed and approved by the Building Department.

    e. Final hydrology report and hydraulic calculation shall be submitted to the MJPA Public Works Engineer and Riverside County Flood Control for review and approval. The report shall address the offsite flow, accumulative onsite runoff, and the impact to adjacent downstream properties.

    f. All grading and drainage improvements shall comply with NPDES and Best Management Practices. Erosion control plans and submitted to Water Quality Board and the MJPA Public Works Engineer as part of the grading plans.

    g. The "first flush" basins shall be private and located onsite and properly landscaped and screened as determined by Planning Department. The parkway on and offsite landscaping may be utilized for this purpose. These facilities shall be connected to existing drainage with permits from the appropriate agency.

    h. Connection to drainage facilities maintained by RCFC will require their approval. Any onsite drainage facilities not maintained by RCFC and the JPA's maintenance district shall be privately maintained.

71. Additional streetlights or relocation of streetlights may be required per Riverside County and Southern California Edison standards and JPA.

72. The proposed development is in the service area of Western Municipal Water District for water and sewer services. Additional lateral connection, if required, shall comply with WMWD and Riverside County Fire Department requirements. Onsite sewer and water plans shall be submitted to WMWD for review and approval.

73. This project is part of the existing landscape, lighting, and drainage maintenance district established by MJPA. Owner(s) shall be responsible to pay towards maintenance of facilities as determined by the District. Additional landscaping and drainage improvements shall be maintained by owners.

74. On and offsite improvements including grading and paving plans along with hydrology shall be submitted to MJPA Public Works Engineer's office for review and approval.

75. Onsite striping, lighting, landscaping shall be reviewed and approved by Planning Department.

MJPA BUILDING AND SAFETY DEPARTMENT, WILLDAN

76. Provide four (4) sets of construction plans and documentation for plan review for each proposed building. Below you will find a list of the plans and documents Building & Safety will need for plan review on each building. The initial plan review will take approximately two weeks on most projects. Prior to submitting plans to Building & Safety, submit plans to the County of Riverside Fire Department for approvals. Provide one stamped approved copy of the plans from the Fire Department with the first submittal to Building and Safety.

77. Please provide the following sets of plans and documents. All conditions of approval from each department and agency shall be placed on the building plans.

Building and Safety submittal's required at first plan review:

(4) Architectural Plans
(4) Structural Plans
(2) Structural Calculations
(4) Plot/Site Plans
(4) Electrical Plans
(4) Electrical Load Calculations
(4) Plumbing Plans/Isometrics, Water, Sewer and Gas
(4) Mechanical Plans
(4) Mechanical Duct Layout Plans
(4) Disabled Access Improvement Plan for the Site.
(2) Roof Truss Plans
(2) Title 24 Energy Calculations
(4) Copy of Approved Precise Grading Plans
(1) Copy of Approved Fire Department Plans for the project.
(2) Commissioning documents showing compliance with Section 5.410.2 of the 2016 California Green Code.
(2) Copies of the Soils Reports

Building & Safety General Information:

78. All structures shall be designed in accordance with the 2016 California Building Code, 2016 California Mechanical Code, 2016 California Plumbing Code, and the 2016 California Electrical Code, and the 2016 California Green Buildings Standards adopted by the State of California.

79. The Developer/Owner is responsible for the coordination of the final occupancy. The Developer/Owner shall obtain clearances from each department, division, or agency prior to requesting a final building inspection from Building & Safety. Each agency shall sign the bottom of the Building & Safety job card.

80. Building & Safety inspection requests can be made twenty-four (24) hours in advance for next day inspection. Please contact (951) 656-7000. You may also request inspections at the Building & Safety public counter.

81. Temporary toilet facilities shall be provided for construction workers. The toilet facilities shall be maintained in a sanitary condition. Construction toilet facilities of the non sewer type shall conform to ANSI ZA.3.

82. The City enforces the State of California provisions of the California Building Code disabled access requirements. The Federal Americans with Disabilities Act (ADA) standards may differ in some cases from the California State requirements, therefore it is the building owner's responsibility to be aware of those differences and comply accordingly.

83. 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.

84. Building & Safety, (Willdan Engineering) will inspect all foundation work, structural work on the building to include plumbing, electrical, mechanical, title 24, green building code items. Building & Safety will also inspect the electrical conduit in the common areas for exterior light standards as well as disabled accessibility from the right of way to the building and the disabled parking stalls. Sewer installation outside the building and water supply line installation up to the property line at right of way, contact 909-963-8045. Please note that Western Municipal Water District will also need to inspect both on and off site water, contact (951) 571 7204. Signage will be inspected by Building & Safety as well as trash enclosures and other ornamental structures on the site.

85. Engineering, (Tri-Lake Engineering) will inspect the construction in the right of way as well as the on-site grading and precise grading. Storm drain construction will be inspected by Tri-Lake Engineering. Storm Water retention will be inspected by CG Recourse Management, contact (909) 455-8520.

Building & Safety Conditions:

86. Prior to the issuance of a building permit, the applicant shall pay all Development Improvement Fee's to March JPA; this also includes any school fees and outside agency fees such as sewer water and utilities. Copies of receipts shall be provided to Building & Safety prior to permit issuance.

87. All on site utilities shall be underground to the new proposed structure unless prior approval has been obtained by the utility company or March JPA.

88. 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.

89. Prior to issuance of building permits, site grading certification and pad certifications shall be submitted to Building & Safety. Prior to concrete placement, submit a certification for the finish floor elevation and set backs of the structures. The certification needs to reflect that the structure is in conformance with the Precise Grading Plans. Compaction reports shall accompany pad certifications. The certifications are required to be signed by the engineer of record.

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

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

92. Special inspectors and structural observation inspectors that are required by the engineer of record shall register with Building & Safety. The special inspectors shall provide a copy of his or her certifications and a copy of their driver's license before the start of work as an inspector on the project. Special inspectors are to provide daily reports to Building & Safety by e-mail to the City inspector and to the permit technician. Special inspectors are also required to provide a hard copy of the reports in the construction office daily for the inspector's use. The special inspectors shall make all necessary and required inspections before the City provides periodic inspections.

93. A Certificate of Occupancy will be granted to the Developer/Owner when the building is 100 percent complete and all agencies have signed for permanent occupancy. If the Developer/Owner has a tenant that will be performing a tenant improvement, Building & Safety will issue a permit for the tenant improvement if all other agencies agree to allow the permit to be issued and the plans are approved. No temporary certificate of occupancy will be granted prior to the building and site being 100 percent complete.

94. Site development and grading shall be designed to provide access to all entrances and exterior ground floors exits and access to normal paths of travel, and where necessary to provide access. Paths of travel shall incorporate (but not limited to) exterior stairs, landings, walks and sidewalks, pedestrian ramps, curb ramps, warning curbs, detectable warning, signage, gates, lifts and walking surface materials. The accessible route(s) of travel, building to building, shall be the most practical direct route between accessible building entrances, site facilities, accessible parking, public sidewalks, and the accessible entrance(s) to the site, California Building Code, (CBC) Chapter 11B.

95. All unused construction materials shall be recycled using March JPA's Franchise Hauler. Prior to the certificate of occupancy, the building inspector will request copies of all recycling receipts. .

96. Prior to certificate occupancy, the Developer/Owner shall obtain a meter release from Building & Safety for testing the fire sprinkler system as well as the electrical systems in the building. If the

building has multiple electrical meters, only the house meter will be released until such time the entire project is complete and has approval for occupancy by all departments and divisions. Suite electrical meters will be released when the Developer/Owner applies for electrical meter release and a certificate of occupancy is issued for that suite. If the Developer/Owner applies for an electrical meter for an empty suite after the project is complete, a certificate of occupancy will be granted for the shell-only use with no tenant.

RIVERSIDE COUNTY FIRE DEPARTMENT, OFFICE OF THE FIRE MARSHALL

97. California Fire Code requirements to be provided by Riverside County Fire on an individual project basis.

RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION

98. Prior to the issuance of building permits, the landowner shall convey an avigation easement to the MARB/MIP Airport.

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

100. The following uses shall be prohibited:

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

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

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

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

e) The following notice shall be provided to all potential purchasers and tenants of the buildings. While it is not required, the applicant and its successors-in-internet are

encouraged to provide a copy of said "Notice of Airport in Vicinity" to employees who would regularly be working therein:

NOTICE OF AIRPORT IN VICINITY

This property is presently located in the vicinity of an airport, within what is known as an airport influence area. For that reason, the property may be subject to some of the annoyances or inconveniences associated with proximity to airport operations (for example: noise, vibration, or odors). Individual sensitivities to those annoyances can vary from person to person. You may wish to consider what airport annoyances, if any, are associated with the property before you complete your purchase and determine whether they are acceptable to you. Business and Professional Code Section 11010 (b) (13) (A)

f) Any retention basin shall be designed so as to provide a maximum 48-hour detention period for the design storm (may be less, but not more), and to remain totally dry between rainfalls. Vegetation in and around the retention basin that would provide food or cover for bird species that would be incompatible with airport operations shall not be utilized in project landscaping.

g) Noise attenuation measures shall be incorporated into the design of office areas of structures, as necessary to ensure interior office noise levels from aircraft operations are at or below 45 CNEL.

WESTERN MUNICIPAL WATER DISTRICT

101. Western Municipal Water District Conditions of Approval will be provided on an individual project basis.

UNITED STATES POSTAL SERVICE

102. 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.

NOTICE OF DETERMINATION

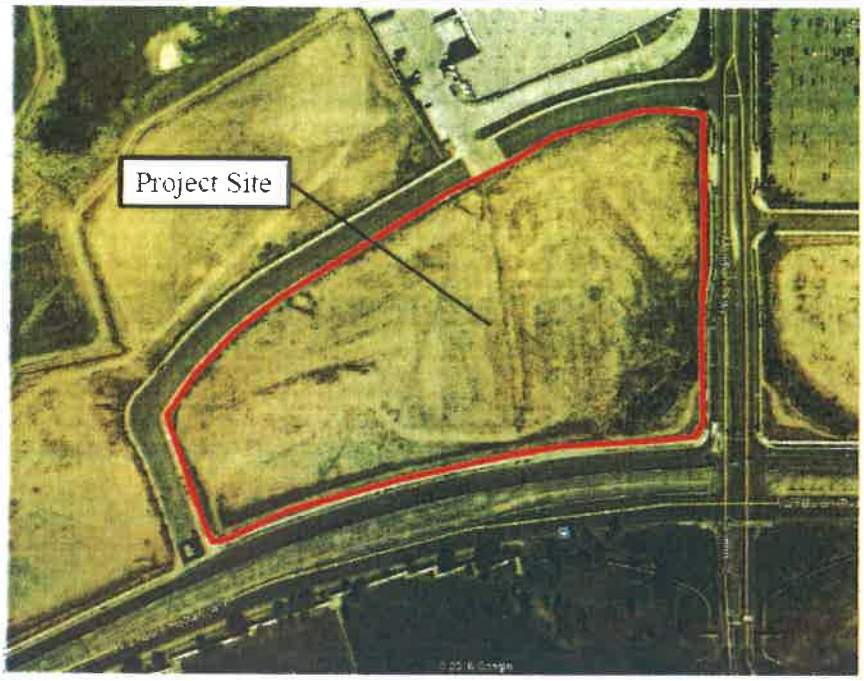
TO:	☐ Clerk of the Board of Supervisors or ☒ County Clerk County of: Riverside Address: 2724 Gateway Drive Riverside, Ca 92507	FROM:	Public Agency/Lead Agency: March Joint Powers Authority Address: 14205 Meridian Parkway, Suite 140, Riverside, CA 92518 Contact: Lauren Sotelo Phone: (951) 656-7000

TO:	☒ Office of Planning and Research P. O. Box 3044 Sacramento, CA 95812-3044	Lead Agency (if different from above) Address:
	☐ 1400 Tenth Street (overnight or hand delivery) Sacramento, CA 95814	Contact: Phone:

SUBJECT: Filing of Notice of Determination in Compliance with Section 21108 or 21152 of the Public Resources Code.

State Clearinghouse Number (If submitted to SCH): Meridian Specific Plan Amendment (SP-5) Subsequent Environmental Impact Report (SCH # 2009071069)		
Project Title: MS Van Buren II – Development B		
Project Applicant: MS Van Buren II LLC c/o Silagi Development		
Specific Project Location – Identify street address and cross street or attach a map showing project site (preferably a USGS 15' or 7 ½' topographical map identified by quadrangle name):		

14205 MERIDIAN PARKWAY, SUITE 140 ★ RIVERSIDE, CALIFORNIA 92518 ★ (951)656-7000 ★ FAX (951)653-5558
E-MAIL: info@marchjpa.com ★ WEBSITE: www.marchjpa.com



General Project Location (City and/or County): Riverside County

Project Description: The Project is to be located on Unit 4, Lots 8, 9, 10 and 11, which comprises of 13.60 acres in the Meridian North Campus Business Park. The Project was approved to consist of the following applications:

Specific Plan No. 5, Amendment No. 4 (SP 17-01): The Specific Plan No. 5, Amendment No. 4 revises the Meridian North Campus Specific Plan SP-5 to accomplish the following actions: a) rezone Unit 4, Lots 8, 10 and 11 from Office (OF) to Mixed Use (MU), b) amend Specific Plan exhibits for land use, c) update land use designation tables within the SP to reflect revised acreages within the Office and Mixed Use land uses, d) update land use designation tables within the SP to include the Microbrewery category, update parking ratios table to reflect revisions and the inclusion of the Microbrewery category, e) update to Figure V-6 Truck Routes, and f) Microbrewery to the land use definitions.

General Plan Amendment No. 17-02 (GP 17-02): The proposed Project would require an update to a) the General Plan Land Use Map, and 2) Table 1-1 "Buildout March JPA Planning Area Proposed with SP-5, A4" of the March JPA General Plan.

Plot Plan 17-05 (PP 17-05): The Project is proposed in the southernmost portion of the Meridian North Campus Planning Area and is bounded by Economic Drive to the north and west, Meridian Parkway to the east, and Van Buren Boulevard to the south. Specifically, the project is proposed on vacant, previously rough graded and monitored lots identified as Unit 4, Lots 8, 9, 10 &11 comprising of 11 acres. The project proposes eleven (11) standalone buildings ranging in square footage (7,180 SF to 32,628 SF) to be used as industrial/flex/showroom/retail/office buildings. Building's 1 through 9 and the corner retail building are proposed with a building height of 24 feet with no second floor or mezzanine proposed. The northeast corner Office building is proposed as a two-story building with a height of 36-feet. Building's 1 through 9 will incorporate grade level doors with a combined total of twenty-six (26) grade-level doors. Site access is proposed off of Van Buren Boulevard, Meridian Parkway and Economic Drive.

Conditional Use Permit (CUP 17-08) through (CUP 17-16): The approval of Conditional Use Permits CUP 17-08 through CUP 17-16 would allow for Buildings 1 through Building 9 to operate as a "Business Enterprise" use but is not required as other uses are permitted in the Mixed Use zone. The Business Enterprise use is considered a conditionally permitted use and requires the approval of a Conditional Use Permit (CUP).

Identify the person or entity undertaking the project, including any private applicant, any other person undertaking an activity that receives financial assistance from the Public Agency as part of the project, and any person receiving a lease, permit, license, certificate, or other entitlement of use from the Public Agency as part of the project.

14205 MERIDIAN PARKWAY, SUITE 140 ★ RIVERSIDE, CALIFORNIA 92518 ★ (951)656-7000 ★ FAX (951)653-5558
E-MAIL: info@marchjpa.com ★ WEBSITE: www.marchjpa.com

MS Van Buren II LLC c/o Silagi Development, 101 Hodencamp Road, Suite 200 Thousand Oaks, California 90703

This is to advise that the (☒ Lead Agency or ☐ Responsible Agency) has approved the above described project on September 12, 2018 and has made the following determinations regarding the above described project:

1.	☐	The Meridian Specific Plan Amendment (SP-5) will have a significant effect on the environment and this project will have no additional significant effects than those of the Specific Plan Amendment.
	☒	The project will NOT have a significant effect on the environment beyond that already identified in the previously certified EIR.
2.	☒	An Addendum to a previously certified Environmental Impact Report (SCH#2009071069) was prepared and certified for this project pursuant to the provisions of CEQA and reflects the independent judgment of the Lead Agency.
	☐	A Negative Declaration was prepared for this project pursuant to the provisions of CEQA and reflects the independent judgment of the Lead Agency.
	☐	A Mitigated Negative Declaration was prepared for this project pursuant to the provisions of CEQA and reflects the independent judgment of the Lead Agency.
3.	☒	Mitigation measures were made a condition of the approval of the project.
	☐	Mitigation measures were NOT made a condition of the approval of the project.
4.	☒	A Mitigation Monitoring or Reporting Plan was adopted for this project. Specifically, this Project relies upon and is subject to the Mitigation Monitoring and Reporting Program adopted in connection with the previously-certified Meridian Specific Plan Amendment (SP-5) Final Subsequent Environmental Impact Report (SCH#2009071069).
	☐	A Mitigation Monitoring or Reporting Plan was NOT adopted for this project.
5.	☒	A Statement of Overriding Considerations was previously adopted for the Meridian Specific Plan Amendment and applies to this project.
	☐	A Statement of Overriding Considerations was NOT adopted for this project
6.	☒	Findings were made pursuant to the provisions of CEQA.
	☐	Findings were NOT made pursuant to the provisions of CEQA.
		This certifies that Final EIR with comments and responses and record of project approval, or the Negative Declaration, is available to the general public at the following location(s):

Custodian:	Location:
Lauren Sotelo/Associate Planner March Joint Powers Authority	March Joint Powers Authority 14205 Meridian Parkway, Suite 140 Riverside, CA 92518

14205 MERIDIAN PARKWAY, SUITE 140 ★ RIVERSIDE, CALIFORNIA 92518 ★ (951)656-7000 ★ FAX (951)653-5558
E-MAIL: info@marchjpa.com ★ WEBSITE: www.marchjpa.com

Date: _____	_____ **Signature:**
Date Received for Filing: _____	_____ **Title:**

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

14205 MERIDIAN PARKWAY, SUITE 140 ★ RIVERSIDE, CALIFORNIA 92518 ★ (951)656-7000 ★ FAX(951)653-5558
E-MAIL: info@marchjpa.com ★ WEBSITE: www.marchjpa.com

MARCH JOINT POWERS COMMISSION
OF THE
MARCH JOINT POWERS AUTHORITY

MJPA - Public Hearing
Agenda Item No. 8a

Meeting Date: September 12, 2018

Actions: **TAKE THE FOLLOWING ACTIONS AS THEY PERTAIN TO THE MS VAN BUREN II PROJECT: 1) ADOPT RESOLUTION #JPA 18-18 FOR AN ADDENDUM TO THE MERIDIAN SPECIFIC PLAN AMENDMENT (SP-5) FINAL SUBSEQUENT ENVIRONMENTAL IMPACT REPORT (SCH#2009071069); 2) ADOPT RESOLUTION #JPA 18-19 APPROVING GENERAL PLAN AMENDMENT GP 17-02; APPROVE PLOT PLAN PP 17-05 FOR 11 SPECULATIVE BUILDINGS WITH A COMBINED TOTAL OF 162,041 SQUARE FEET OF DEVELOPMENT ON 13.60 ACRES, SUBJECT TO CONDITIONS OF APPROVAL; APPROVE CONDITIONAL USE PERMIT'S CUP 17-08 THROUGH CUP 17-16 TO ALLOW BUILDING 1 THROUGH BUILDING 9 TO OPERATE AS BUSINESS ENTERPRISE USES WITHIN THE MIXED USE ZONING DISTRICT OF THE MERIDIAN NORTH CAMPUS SPECIFIC PLAN (SP-5); 3) INTRODUCE AND WAIVE THE FIRST READING OF ORDINANCE #JPA 18-03 APPROVING MERIDIAN NORTH CAMPUS SPECIFIC PLAN NO. 5, AMENDMENT NO. 4 (SP 17-01, A4) 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 JOINT POWERS AUTHORITY'S LOCAL CEQA GUIDELINES**

Motions:

1. Adopt Resolution #JPA 18-18 for an addendum to the Meridian Specific Plan Amendment (SP-5) Final Subsequent Environmental Impact Report (SCH#2009071069);

2. Adopt Resolution #JPA 18-19 approving General Plan Amendment (GP 17-02), approve Plot Plan (PP 17-05) for 11 speculative buildings with a combined total of 162,041 square feet of development on 13.60 acres, subject to Conditions of Approval; approve Conditional Use Permit's CUP 17-08, CUP 17-09, CUP 17-10, CUP 17-11, CUP 17-12, CUP 17-13, CUP 17-14, CUP 17-15, and CUP 17-16 to allow Building 1 through Building 9 to operate as Business Enterprise use within the Mixed Use Zone;

3. Introduce and Waive the first reading of Ordinance #JPA 18-03, approving the Meridian North Campus Specific Plan No. 5, Amendment No. 4 (SP-17-01, A4) and direct Staff to place this item on a future Commission agenda for a second reading and formal adoption; and

4. Direct staff to file a Notice of Determination pursuant to the March Joint Powers Authority's Local CEQA Guidelines.

Applicant: MS Van Buren II LLC c/o Silagi Development

Proposed Project:

On August 28, 2017, the Applicant submitted the following applications for consideration:

- **General Plan Amendment No. 17-02 (GP 17-02)** – The Project proposes a Specific Plan Amendment to be considered concurrently with the General Plan Amendment for a zone change to Unit 4, Lot 8, 10 and 11 from Office (OF) to Mixed Use (MU). To implement the proposed changes, the following exhibits would require an update: a) Figure II-3A "General Plan Land Use Map", and b) Table 1-1 "Buildout March JPA Planning Area Proposed with SP-5, A4" of the March JPA General Plan.

- **Specific Plan No. 5, Amendment No. 4 (SP 17-01, A4)** – The Specific Plan No. 5, Amendment No. 4 would revise the Meridian North Campus Specific Plan SP-5 to accomplish the following actions: a) rezone Unit 4, Lots 8, 10 and 11 from Office (OF) to Mixed Use (MU), b) amend Specific Plan (SP) exhibits for land use, c) update land use designation tables within the SP to reflect revised acreages within the Office and Mixed Use land uses, d) update land use designation tables within the SP to include the Microbrewery category, update parking ratios table to reflect revisions and the inclusion of the Microbrewery category, e) update to Figure V-6 Truck Routes, and f) add Microbrewery to Appendix A- Land Use Definitions.

- **Plot Plan 17-05 (PP 17-05)**: The Project is proposed in the southernmost portion of the Meridian North Campus Specific Plan (SP-5) Planning Area and is bounded by Economic Drive to the north and west, Meridian Parkway to the east, and Van Buren Boulevard to the south. Specifically, the project is proposed on vacant, previously

rough graded lots identified as Unit 4, Lots 8, 9, 10 &11 comprising 13.60-acres. The project proposes eleven (11) standalone buildings ranging in square footage (7,180 SF to 32,628 SF) to be used as industrial/flex/showroom/retail/office buildings. Building's 1 through 9 and the corner retail building are proposed with a building height of 24 feet with no second floor or mezzanine proposed. The northeast corner Office building is proposed as a two-story building with a height of 36-feet. Building's 1 through 9 will incorporate grade level doors with a combined total of twenty-six (26) grade-level doors. Site access is proposed off of Van Buren Boulevard, Meridian Parkway and Economic Drive.

- **Conditional Use Permit (CUP 17-08) through (CUP 17-16)**: The approval of Conditional Use Permits CUP 17-08 through CUP 17-16 would allow for Buildings 1 through Building 9 to operate as a "Business Enterprise" use but is not required as other uses are permitted in the Mixed Use zone. The Business Enterprise use is considered a conditionally permitted use and requires the approval of a Conditional Use Permit (CUP).



Source: Google Earth, 2017

FIGURE 1: Project Vicinity
MS Van Buren Site B
March Joint Powers Authority

Kimley»Horn

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 use, as identified by Resolution #JPA 03-02. However, the applicant is proposing an amendment to the General Plan Land Use Map in order to modify the zoning of the Unit 4, Lots 8, 10 and 11 from its existing Office zoning designation to the Mixed Use zoning designation. Unit 4, Lot 9 will retain its Office zoning designation. Provided below are two figures which illustrate the existing and proposed zoning designations for these parcels.

[FIGURES SHOWN ON FOLLOWING PAGES]

EXISTING GENERAL PLAN LAND USE MAP (FIGURE II-3)

MARCH BUSINESS CENTER - GENERAL PLAN AMENDMENT

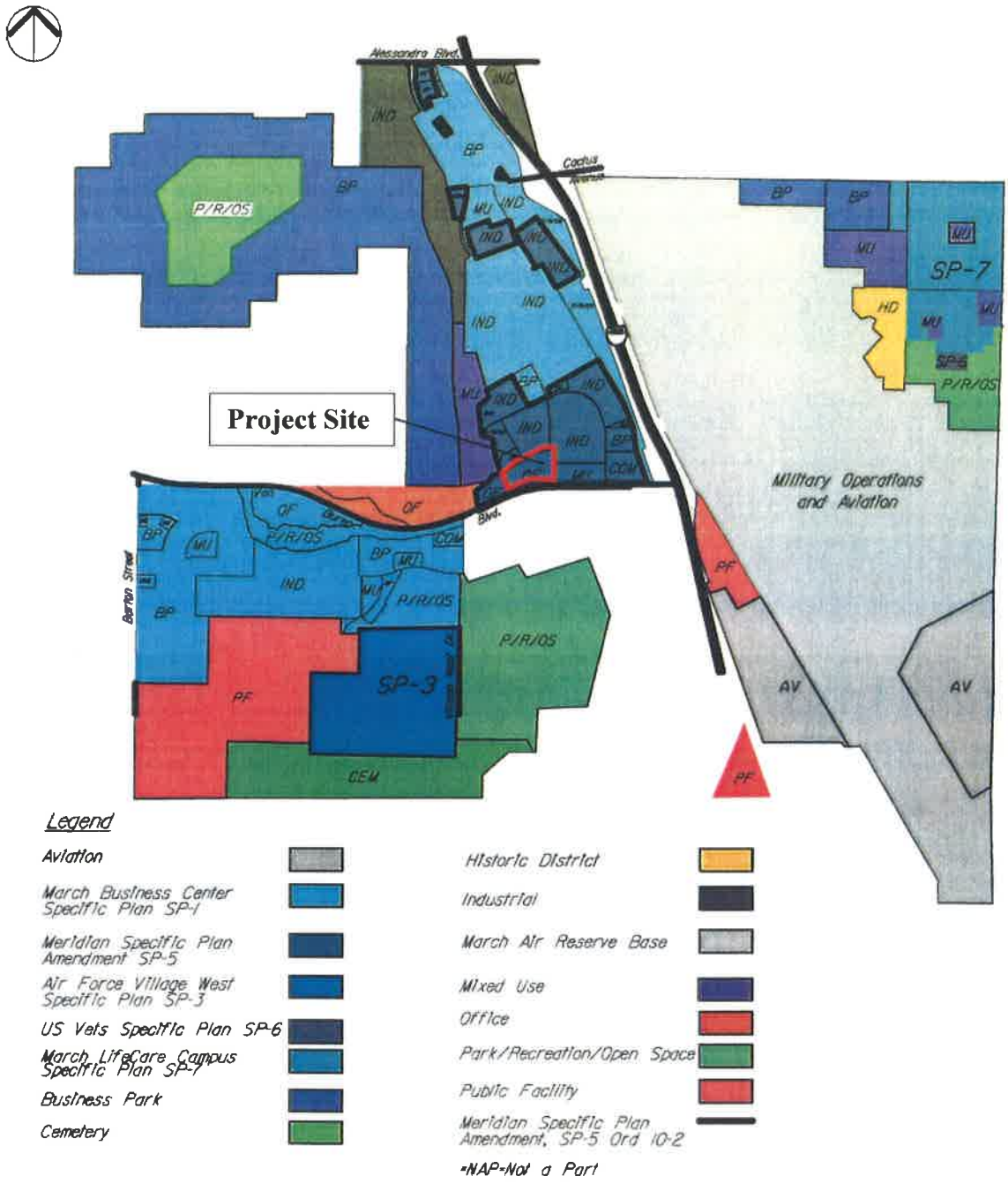


FIGURE II-3

EXISTING GENERAL PLAN LAND USES

PROPOSED GENERAL PLAN LAND USE MAP (FIGURE II-3A)

MARCH BUSINESS CENTER - GENERAL PLAN AMENDMENT

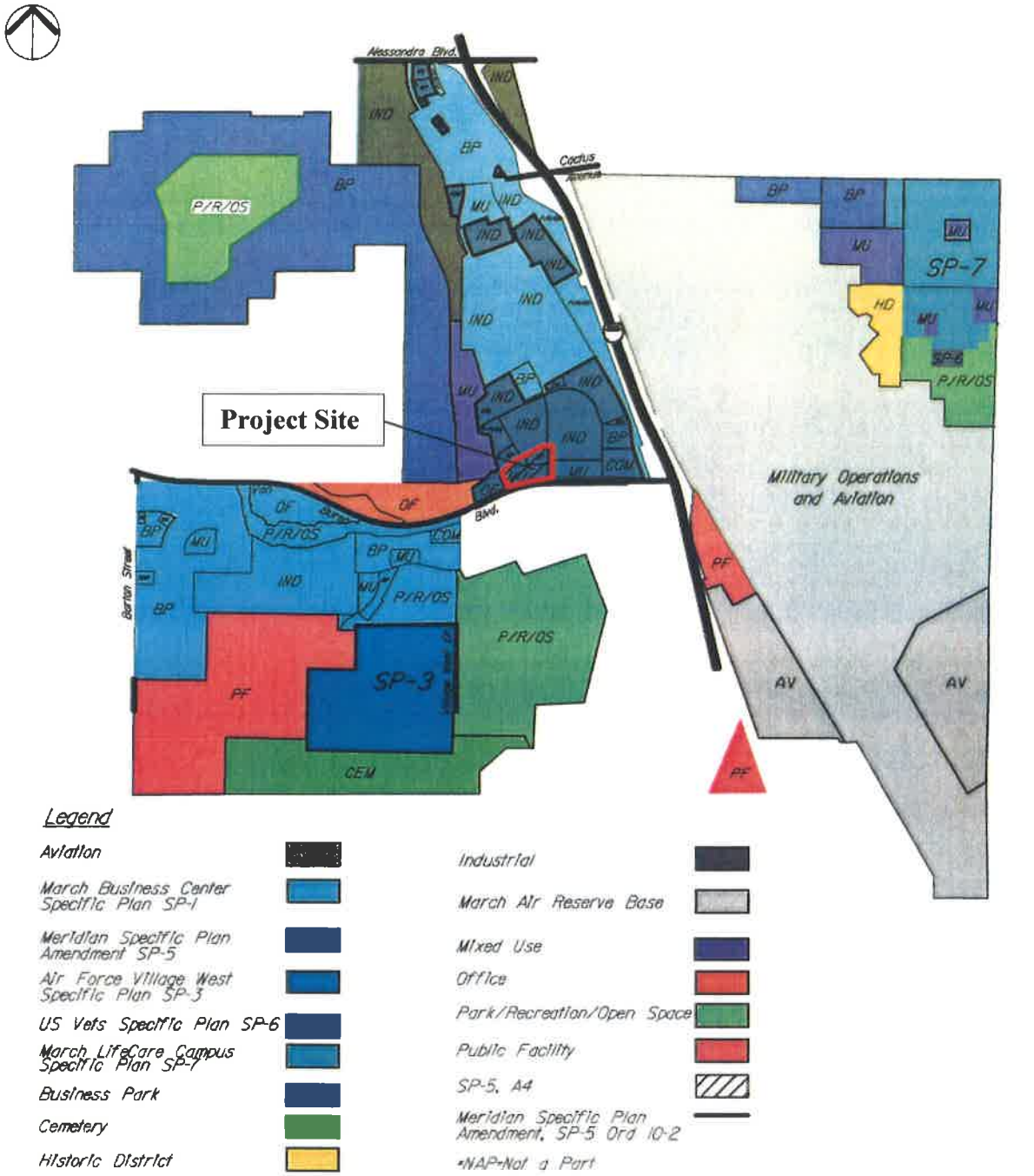


FIGURE II-3A

PROPOSED GENERAL PLAN LAND USES

To account for the proposed change in zone, Table I-I "Buildout March JPA Planning Area Proposed with SP-5, A4" of the General Plan will need to be updated in order to shift the projected square footage from the Office zoning designation to the Mixed Use zoning designation. Specifically, 10.85-acres of Office would be shifted to Mixed Use for a total of 126.15-acres and 1,116,587 SF of Office and 98.85-acres or 1,177,413 SF of Mixed Use. Table I-I of the March JPA General Plan is provided in "track changes" below to clearly show the proposed shift in gross acres and building capacity from OF to MU.

EXISTING TABLE I-I "BUILDOUT MARCH JPA PLANNING AREA PROPOSED WITH SP-5, A4"

TABLE 1-1
BUILDOUT MARCH JPA PLANNING AREA
PROPOSED WITH SP-5, A4

		Intensity		
	Acres			
Land Use Designation	GROSS	MAX	AVG	Buildout Capacity sf
INDUSTRY				
Business Park	1,313	0.75	0.20	11,115,000
Industrial	624	0.60	0.15	7,827,000
			SUBTOTAL	18,942,000
COMMERCE				
Medical Campus (a)	236	1.25	0.39	4,000,000
Office	~~137~~126.15	0.75	0.30	~~1,246,000~~ 1,116,587
Mixed Use	~~88~~98.85	0.60	0.27	~~1,048,000~~ 1,177,413
Commercial	43	0.60	0.30	222,000
			SUBTOTAL	6,516,000
PUBLIC				
Park/Recreation/Open Space	789	0.25	0.002	69,000
Public Facility	441	0.50	0.10	1,365,000
			SUBTOTAL	1,434,000
SPECIAL				
Military Operations	2,102	n/a	n/a	2,500,000
Aviation	316	0.40	0.15	1,445,321
Historic District	58	2 du/ac	2 du/ac	111 units
AFVW	220	0.60	0.15	1,437,000
Cemetery Expansion	160	0.10	0.005	24,394
			SUBTOTAL	5,406,715 sf 111 units
			TOTAL	32,298,715 sf 111 units

(a) Medical Campus capacity does not include square footage allocated to parking garage
ac - acre sf - square feet du/ac dwelling unit per acre
FAR floor area ratio based on average intensity
Includes GPA 02-01, GPA 04-01, GPA-14-01, GPA- 15-02, & GPA 17-02

The proposed changes to both the General Plan Land Use Map and Table I-I are found consistent with the objectives of developing Mixed Use Land Uses within the March Business Center (Meridian) Development as identified in Resolution #JPA 18-19 (Attachment 2).

Specific Plan Amendment Overview:

The March Business Center Specific Plan was amended on July 21, 2010 ("Meridian Specific Plan Amendment") to revise the framework of development within a 257.7-acre portion of the original Specific Plan's North Campus. The Specific Plan Amendment (SP-5, aka "Meridian")

maintained the original Specific Plan land use designations that included Business Park, Industrial, Commercial, Office, Mixed Use, and Park/Recreation and Open Space, but made minor modifications to increase the land area available for Mixed Use and Commercial development. Under the Meridian Specific Plan Amendment, the subject 6.37-acre site retained a portion of the Business Park zoning that existed in the prior March Business Center Specific Plan, however the Amendment expanded the uses of the 6.37-acre site to include the Business Park zoning district.

A Subsequent Environmental Impact Report (SEIR) was completed to analyze the changes under the Specific Plan Amendment, and incorporated a land use and traffic budget system that would assure compatibility between proposed projects and the future buildout scenario analyzed within the SEIR. As such, individual development applications are reviewed for consistency against the analyzed traffic counts (truck and passenger vehicles) and air quality emissions within the SEIR. Any changes to the analyzed emissions or traffic expectations within the Specific Plan Amendment would trigger further CEQA analysis.

In addition to the proposed General Plan Amendment (GP 17-02), the Applicant is proposing an amendment to the Meridian North Campus Specific Plan (SP-5) in order to accomplish the following actions: a) rezone Unit 4, Lots 8, 10 and 11 from Office (OF) to Mixed Use (MU) - Unit 4, Lot 9 will remain as an OF zone, b) amend Specific Plan exhibits for land use, c) update land use designation tables within the Specific Plan to reflect revised acreages within the OF and MU land uses, d) update to Figure V-6 Truck Routes, and f) add Microbrewery to the land use definitions to Appendix A. This Specific Plan Amendment, as attached to Ordinance #JPA 18-03, presents all revisions in a strike-through/underline format so the reader can quickly identify all changes from the previously adopted Specific Plan.

Development Overview:

In addition to the General Plan and Specific Plan amendments, the Applicant is proposing Plot Plan PP 17-05 for the development of eleven (11) speculative buildings on 13.60-acres in the southerly portion of the Meridian North Campus Specific Plan (SP-5). Specifically, the project is proposed to be located on Unit 4, Lots 8, 9, 10, and 11. Site design lends itself to the following uses:

- General Office
- Commercial Retail
- Research and Development; and
- Light and Custom Manufacturing.

Building's 1 through 9 range in square footage at 7,180 SF to 27,398 SF and are designed to accommodate multiple tenants. Building height is proposed at 24 feet with no second floor or mezzanine. Additionally, Building's 1 through 9 propose one grade level door available for each individual tenant space with a total of 27 grade level doors. The corner retail building is proposed at 9,054 SF and is proposed to accommodate up to 5 tenants. Building height is proposed at 24 feet. The main entry to the Retail building would be located along the southerly building elevation facing Van Buren Boulevard. The two-story office building located on the corner of Meridian Parkway and Economic Way is proposed at 32,628 SF– 16,314 SF on each

floor. Building height is proposed at 36-feet. Building entry is provided at the easterly and westerly building elevations.

Access to the Project site would be provided at four (4) locations, including one ingress (right-in only) and one egress (right-out only) driveway off Van Buren Boulevard, one ingress (right-in only), and egress (right-out only) driveway at Meridian Parkway, and two full turning movement driveways off of Economic Way. Due to the design of the Project site, heavy truck traffic is not anticipated; however, in order to adhere to the March JPA Truck Route Ordinance #JPA 17-06, all delivery trucks consisting of two-three axles leaving the Project site must head east onto Economic Way. Condition of Approval #49 ensures that prior to certificate of occupancy, a truck route sign must be installed at all service driveways.

The Meridian Specific Plan (SP-5) identifies Van Buren Boulevard as a Scenic Boulevard. A Scenic Corridor is land adjacent to or visible from a highway. Thus, enhanced landscaping is proposed for the lots fronting the Boulevard which includes a 20-foot landscape easement on-site, a 6-foot landscape easement within the public right-of way, and an 8-foot wide multi-use trail. The proposed landscape is consistent with the landscaping for previously approved projects along Van Buren Boulevard. Additionally, pedestrian-scale lighting will be provided also consistent with the other projects along Van Buren Boulevard. No outdoor storage is anticipated or proposed.

[SITE PLAN SHOWN ON FOLLOWING PAGE]

PROPOSED SITE PLAN



FIGURE 2: Site Plan
MS Van Buren Site B
March Joint Powers Authority

Kimley»Horn

Surrounding Area/Land Use:

Location	GP Designation/Zoning	Existing Land Use
North	Meridian North Campus (SP-5)/ Industrial	Existing 486,000 SF UPS Facility
West	Meridian North Campus (SP-5)/Office	Approved 74,922 SF Office Building
South	**Federal Property**	**Riverside National Cemetery**
East	Meridian North Campus (SP-5)/Mixed Use	Approved Mixed Use development comprised of 5 buildings

Compliance with Development Standards:

Proposed Development		
Development Standard	**Minimum/Maximum Required**	**Proposed Development**
Building Area for Buildings	N/A	11 buildings with a combined total of 162,041 SF
Gross Site Area	30,000 square feet (minimum)	11 buildings with a combined total gross site area of 592,545 SF
Number of Buildings (range in size)	N/A	**11 Buildings** Building 1: 27,378 SF Building 2: 9,420 SF Building 3: 14,140 SF Building 4: 8,980 SF Building 5: 7,180 SF Building 6: 9,600 SF Building 7: 12,000 SF Building 8: 12,000 SF Building 9: 19,661 SF Office Building: 32,623 SF (2-story) Retail Building: 9,054 SF
Floor Area Ratio (Maximum)	40%	27.3%
Setbacks	**Office:** Front Yard- 25 ft. Interior Side Yard- 0 ft. Street Side Yard- 15 ft. Rear Yard- 10 ft. **Mixed Use:** Front Yard-20 ft. Interior Side Yard- 0 ft. Street Side Yard- 15 ft. Rear Yard- 10 ft.	**Office:** Front Yard- 78 ft. Interior Side Yard- 127 ft. Street Side Yard- 97 ft. Rear Yard- 144 ft. **Mixed Use:** Front Yard- 120 ft. Interior Side Yard- 144 ft. Street Side Yard- 36.5 ft (Meridian Parkway) and 96 ft. (Economic Way) Rear Yard- 36 ft.
Landscape Required (Minimum)	20% or 118,509 SF	26.4% or 156,399 SF
Building Height (Maximum)	**Office:** 60 feet/ Up to 3 stories **Mixed Use:** 50 feet/ Up to 3 stories	**Office:** 36 feet/ 2 stories **Mixed Use:** 24 feet/ 1 story
Parking	355 stalls	590 stalls (of which 27 are designed as ADA parking stalls)

Traffic associated with the Specific Plan Amendment is managed using a system of Planning Areas and Planning Regions. Each Planning Area is allocated a traffic generation "budget" based on land uses. As determined and analyzed under the SEIR, the Meridian Specific Plan Amendment (SP-5) accounted for a total combined external traffic budget of 45,419 daily passenger trips and 3,890 daily truck trips within the Specific Plan Amendment Area as illustrated on Appendix C of the Specific Plan. The Project site is located within Planning Area 6 and Planning Region C, and accounted for 8,328 total average daily trips (ADT), 7,539 external ADT and 294 truck ADT within the Specific Plan Amendment Area. The Meridian Specific Plan Amendment (SP-5) originally assumed Unit 4, Lots 8, 9, 10 & 11 would accommodate Office uses only, which estimated a total of 3,913 daily trips and no truck trips. With the Applicant's proposal to amend the Meridian Specific Plan (SP-5) to rezone Unit 4, Lots 8, 10 and 11 to Mixed Use, the potential users of the proposed buildings would become more diverse than what was analyzed. Thus, a traffic assessment was completed by Kimley-Horn and Associates dated February 08, 2018 to review the Project's consistency with the trips that were previously analyzed for Unit 4, Lots 8, 9, 10 and 11 in the Meridian (SP-5) FSEIR.

Trip generation for the proposed development was calculated in accordance with the Meridian SPA, which used the Institute of Transportation Engineers, Trip Generation Manual, 8th Edition (ITE, 2008) and the Fontana Truck Trip Generation Study (2003). Additional analysis was also conducted as a recent version of the ITE Trip Generation Manual was released since the preparation of the Meridian SPA. A comparison of the rates can be found in Attachment 2 A(9) concluding that the rates for the uses associated with the Project remained the same or reduced with the updated trip generation manual projections.

Due to the inherent design of the Project site and its proposed land uses, it was assumed that 2% of business park trips would be delivery trucks or other smaller trucks that may be diesel powered. These trips were accounted for in the trip generation by using a passenger car equivalent of 2.0 cars per two and three axle trucks. No four-plus axle trucks are anticipated.

Using the 2.0 Passenger Car Equivalent (PCE) scenario, the Project would generate 5,802 external passenger car ADT and 60 PCE in trucks trips, for a total daily trip generation of 5,862 PCE's. As discussed previously, the Meridian SPA originally assumed these lots would generate 3,913 gross ADT or 3,404 external ADT. In order to account for the lack of available passenger car trip generation of 2,458 external ADT, the developer has drafted a letter (Attachment 2 (22)) to borrow the surplus of available trips from Unit 4, Lot 12 – an approved 74,922 square foot Office building also owned by the Applicant, in order to accommodate the estimated trip generation for the Unit 4, Lots 8, 9, 10 and 11 development. The calculated trip generation of 5,862 external ADT is then subtracted from the remaining trips for Planning Area 7 resulting in a remaining allowance of 748 external passenger car ADT and 294 truck trips. As a result, the project would not result in an increase of off-site impacts and is therefore consistent with the previously certified SEIR for Planning Region C. Based on the aforementioned assessment of consistency, and the attached Initial Study, the proposed Project complies with the Trip Generation requirements of the Specific Plan Amendment, as listed below:

	External ADT	Truck Trips
Existing Remaining Planning Area Allowance	6,610	294
32,628 SF Office; 9,054 SF Retail; 5,970 SF Restaurant/Café; 114,389 SF of Business Park.	5,862 (5,802 external passenger cars + 60 truck PCEs)	30* Converted to 60 PCE (all external)
Remaining Planning Area Allowance After Project	748	294

The proposed development is consistent with the traffic monitoring plan and trip generation allowance designated for Planning Area in the Meridian Specific Plan (SP-5) FSEIR.

Additionally, the project is conditioned to pay its fair-share fee of $31,891 towards the future traffic signal to be located at Meridian Parkway and Economic Way. Condition of Approval (COA) #29 of the attached Exhibit B will require that the fair-share fee be paid prior to building permit issuance.

The project conforms to the required development standards from the March Business Center (Meridian) development, inclusive of site landscaping, FAR and parking requirements. The development of the site into eleven (11) speculative buildings for office, commercial retail and business park uses is consistent with the permitted uses allowed for these zoning districts.

Conformance with March Business Center Design Guidelines:

The March Business Center Design Guidelines establishes the design requirements for all Projects within the March Business Center (Meridian) development. The Guidelines institute a criterion for site planning, architecture, landscaping, lighting and project signage. The following summarizes the consistency with the criteria:

Site Planning:
The proposed Project meets all minimum development standards. Specifically, the floor area ratio and landscape requirements are compliant with the Meridian North Campus Specific Plan (SP-5). Employee parking, carpool, bicycle and ADA parking spaces provided on the proposed site plan (Sheet A1.1) meet the minimum parking standards required of office, retail and warehouse uses. Federal Aviation Administration (FAA) Part 77 calculations were submitted to the FAA pursuant to 49 U.S.C. Section 44718 and Title 14 of the Code of Federal Regulations (Part 77), and on March 16, 2017 the FAA issued a "Determination of No Hazard To Air Navigation" acknowledging that the proposed structure "Does not exceed obstruction standards and would not be a hazard to air navigation." Any modifications as it relates to an increase in the building structure height must be submitted to the FAA under a 7460-2, Part 2 review process.

A Preliminary Water Quality Management Plan (WQMP) has been submitted and approved for the site. A Final Water Quality Management Plan will be signed and notarized upon the completion of site construction and prior to Certificate of Occupancy. A conceptual drainage study has been completed for the site and has been reviewed by March JPA's Engineering

Department, NPDES consultant – CGRME and also Riverside County Flood Control and Water Conservation District.

Architecture/Color Palette:
Staff has reviewed the proposed building architecture, color palette and glazing, and has concluded that the proposed project complies with the requirements of the March Business Center Design Guidelines. The proposed speculative buildings will be constructed as concrete tilt-up walls consisting of an earth tone exterior color palette with prominent field and base colors. Accent colors will be integrated to add further interest to the design of each building. All roof mounted equipment will be screened by the height of the parapet. Variation in parapet height combined with the contrasting field, base, and accent colors emphasize the building's architectural elements. All proposed glazing is provided to enhance building frontage and is not to exceed a reflectance rate of 25%. Additional architectural details include a metal canopy suspended over each building entrance.

Site Landscaping:
The Meridian North Campus Specific Plan (SP-5) requires a minimum of 20% of the Project site to be landscaped or 118,509 SF. The project site has exceeded the minimum landscape requirement by providing 26.4% of landscaping or 156,399 SF. 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 Meridian North Campus (SP-5).

Site Signage:
All signage is required to be consistent with the March Business Center Design Guidelines, including building signage and freestanding signage. To date, Project signage has not been submitted but is required to be approved by March JPA planning staff prior to construction of any on-site signage. A future sign program/sign permit application is required (COA # 44) prior to the issuance of a sign permit or the placement of any signage at the site.

Exterior Lighting:
Given the proximity to the airport, the March Business Center Design Guidelines provide specific requirements for all on-site lighting to be fully shielded fixtures (no light emitted above horizon) that meet the following standards:

- High pressure or low-pressure sodium lighting;
- Maximum of 750 watts;
- Maximum fixture height of 25' above finished grade; and
- Maximum lighting of 0.5 candle/foot^2 at the property line.

LED lighting is also permitted however, the LED lighting must be at or within 100 Kelvin of 2,700 Kelvin. This information is noted in the site plan notes and identified on Page A0.1 of Project plans. Accordingly, all exterior lighting must comply with the exterior lighting requirements of the March Business Center Design Guidelines during the time of construction plan submittal.

Airport Compatibility:

The Compatibility between the airport and its surrounding environment is evaluated in terms of four aeronautical factors: noise, overflight, safety, and airspace protection. These factors are compiled and used to designate compatibility zones in the Joint Land Use Study (JLUS), which was adopted as a portion of the Meridian North Campus Specific Plan Amendment (SP-5). The proposed development is located in Compatibility Zone C1. Compatibility Zone C1 is considered the Primary Approach/Departure Zone with an average 100 people/acre and 250 people/in the most concentrated single-acre. The proposed Project was submitted and reviewed by the Riverside County Airport Land Use Commission (ALUC). On August 09, 2018, the Riverside County Airport Land Use Commission found the Project "Consistent" with the 2014 March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan with Conditions. Provided as an Attachment 2 (21) is a copy of the memo from the Riverside County ALUC regarding the consistency determination for ZAP1320MA18.

Conditional Use Permit (CUP 17-08) through (CUP 17-16):

The Applicant is pursuing the approval of nine (9) Conditional Use Permits to allow speculative Building's one (1) through nine (9) to potentially operate as a Business Enterprise use in the Mixed Use zone. Business Enterprise uses are considered a conditionally permitted use in the Mixed Use zone and requires a Conditional Use permit. The March JPA Commission has the authority to grant the Conditional Use Permits following public notice and a public hearing pursuant to March JPA Development Code Section 9.02.060 and Section 9.02.200. Listed below are the required findings (in *italics*) and how the applicant meets each of the required criteria necessary for the Commission to grant the Conditional Use Permits:

1. *The proposed Project is consistent with the goals, objectives, policies and programs of the March JPA General Plan* because the proposed Project is a part of a balanced mix of land uses that contribute to the regional setting and expands upon the existing physical and economic potential of the General Plan and the Meridian Specific Plan Amendment (SP-5) and will systematically implement the goals and objective of the General Plan and the Meridian Specific Plan (SP-5); and

2. *The proposed Project complies with all applicable zoning and other regulations* because the Project complies with all the requirements of Section 9.02.060 and 9.11.070 of the March JPA Development Code and the requirements of the Meridian Specific Plan (SP-5); and

3. *The proposed Project will not be detrimental to the public health, safety, or welfare or materially injurious to properties or improvements in the vicinity* because the Project is consistent with Chapters 9.04 (Commercial Districts), Chapter 9.05 (Industrial Districts), Chapter 9.13 (Specific Plan) and the Meridian Specific Plan Amendment (SP-5). The Project will include Business Enterprise, Business Park, Office and Commercial uses and shall be limited to 100 average people/acre and 250 people/single-acre since the Project is located in Airport Compatibility Zone C1 as per the March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan adopted on November 13, 2014; and

4. *The location, design, and operation of the proposed Project will be compatible with existing and planned land uses in the vicinity* as the Project is consistent with the

requirements of the Meridian Specific Plan Amendment (SP-5), which ensures that the proposed development is compatible with existing and planned development in the vicinity.

CEQA Analysis:

Master Environmental Impact Report (EIR)

The potential environmental effects of the re-development of the excessed land from the former March Air Force Base (4,400-acres) described in the March JPA General Plan, were evaluated in the March JPA Master EIR, which was certified on March 15, 1999. The Master EIR identified significant unavoidable impacts to biology (Stephen's kangaroo rat habitat) solid waste (effects on regional landfill capacity) and significant unavoidable cumulative impacts to air quality (air pollutant emissions within a non-attainment area); thus the Master EIR was adopted with a Statement of Overriding Considerations. The Master EIR (MEIR pg. 3-68) also notes that, "regional and cumulative impacts without the Project and its associated transportation improvements would result in significant impacts to the transportation of the subregion", and specifically identified that development consistent with the General Plan would create a regional employment center that would reduce vehicle miles traveled within the region by 350,000 per day and would reduce daily traffic volume in and out of the County by approximately 32,000 trips per day (MEIR pg. 3-69). All other issue areas addressed in the Master EIR were assessed as either less than significant or less than significant as mitigated.

Subsequent EIR for Meridian Business Park Specific Plan Amendment

The Subsequent EIR for the 257.7-acre portion (inclusive of this site) of the March Business Center Specific Plan North Campus, was certified by the March Joint Powers Commission on July 21, 2010. The SEIR analyzed the reconfiguration of Unit 2, lots 3, 9 and 10 and Unit 1, lot 19 to reflect revised land uses and/or revised lot dimensions near the Metrolink site; revise the land use designation for Unit 2, lots 9 and 10 from Business Park to Commercial; identify a temporary sewer lift facility near Unit 4, lot 3; incorporate Clear Zone (CZ) and Accident Potential Zones (APZs) (i.e., March JPA Resolution #JPA 08-01); reconfigure lots west of Meridian Parkway and south of Opportunity Way to include a revised detention basin and incorporate the former Arnold Heights School site into the March Business Center Specific Plan North Campus; create Lot 16 through the consolidation of 14 smaller lots east of Meridian Parkway and south and west of Opportunity Way, and removal of the eastern portion of Street F; develop a new east/west private street along the south side of new lot 16; modify Unit 6, lots 1a and 1b to reflect the planned location of a Riverside County Fire Station; remove cul-de-sacs serving office lots located along the north side of Van Buren Boulevard and relocate access via Street F; construct three rail spurs to accommodate freight rail service to Unit 1, Lots 5 and 6; and modify the long and shallow lot running along the eastern side of Meridian Parkway to incorporate it into an adjacent Defense Reutilization and Marketing Office (DRMO) parcel.

The Subsequent EIR found that no significant or cumulative impacts would occur to Aesthetic, Agricultural and Forest, Mineral, Population and Housing and Recreational Resources. Accordingly, these resources were scoped out of the EIR and not addressed in detail. Environmental Impacts that were mitigated to a level of less than significance included Land Use, Transportation/Traffic (Threshold IV.B-2 through B-6), Air Quality (Thresholds IV.C-1 and C-4), Biological Resources, Cultural Resources, Hazards and Hazardous Materials, Geology and Soils, Hydrology and Water Quality, Utilities and Service Systems, Noise and Vibration, Public Services, Global Warming/Climate Change. Environmental Impacts that

required a Statement of Overriding Considerations included Air Quality (Threshold IV.C-2), and Transportation/Traffic (Threshold IV.B-1).

Addendum to the Certified SEIR

In accordance with section 15183(a) of the CEQA Guidelines, "CEQA mandates that Projects which are consistent with the development density established by existing zoning, community plan, or general plan policies for which an EIR was certified shall not require additional environmental review, except as might be necessary to examine whether there are Project-specific effects which are peculiar to the Project or its site. This streamlines the review of such Projects and reduces the need to prepare repetitive environmental documents".

In accordance with the CEQA guidelines, the attached SEIR Addendum for the proposed Project tiers off the previous environmental analysis from the Master EIR and Subsequent EIR, and finds that the proposed Project would not result in any new significant environmental impacts or substantially increase the severity of significant unavoidable impacts evaluated in the Meridian SP-5 SEIR. The Supplemental Environmental Checklist presented in this document provides an analysis of the proposed Project in comparison to what was analyzed in the SEIR. The anticipated environmental impacts of the proposed Project are consistent with the analysis contained in the previous analysis. In addition, the proposed Project would not result in additional impacts and would not require additional mitigation measures.

California Environmental Quality Act (CEQA) Compliance:

CEQA and the State Guidelines for Implementing CEQA ("State CEQA Guidelines"; California Code of Regulations Section 15000 et seq.) require that state and local agencies:

(1) Inform governmental decision-makers and the public about the potential, significant environmental effects of proposed activities.

(2) Identify the ways that environmental damage can be avoided or significantly reduced.

(3) Prevent significant, avoidable damage to the environment by requiring changes in Projects through the use of alternatives or mitigation measures when the governmental agency finds the changes to be feasible.

(4) Disclose to the public the reasons why a governmental agency approved the Project in the manner the agency chose if significant environmental effects are involved.

Staff Recommendations:

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

1. Adopt Resolution #JPA 18-18 for an Addendum to the Meridian Specific Plan Amendment (SP-5) Final Subsequent Environmental Impact Report (SCH#2009071069); and

2. Adopt Resolution #JPA 18-19 approving General Plan Amendment (GP 17-02), approve Plot Plan (PP 17-05) for 11 speculative buildings with a combined total of 162,041 square feet of development on 13.60-acres, subject to Conditions of Approval; approve Conditional Use Permit's CUP 17-08 through CUP 17-16 to allow Building 1 through Building 9 to operate as Business Enterprise use within the Mixed Use Zone; and

3. Waive the First Reading of Ordinance #JPA 18-03, approving the Meridian North Campus Specific Plan No. 5, Amendment No. 4 (SP 17-01, A4) and direct Staff to place this item on a future Commission agenda for a second reading and formal adoption; and

4. Direct staff to file a Notice of Determination pursuant to March JPA's Local CEQA Guidelines.

Attachments:

1) Resolution #JPA 18-18 approving the Addendum to the Meridian Specific Plan Amendment (SP-5) Final Subsequent Environmental Impact Report (SCH#2009071069);
   Exhibit A: Initial Study
   Exhibit B: Addendum
   Exhibit C: Initial Study Technical Studies available at the office of March JPA (available in separate electronic copy)

2) Resolution #JPA 18-19 Approving General Plan Amendment (GPA 17-02), Plot Plan (PP 17-05), and Conditional Use Permit' CUP 17-08 through CUP 17-16 subject to Conditions of Approval.
   Exhibit A: Project Entitlements
   1) Existing General Plan Land Use map
   2) Proposed General Plan Land Use map
   3) Table I-I of March JPA General Plan
   4) Existing Meridian (SP-5) zoning map
   5) Proposed Meridian (SP-5) zoning map
   6) Applicant's narrative
   7) Reduced Site Plan
   8) Reduced Architectural Drawings
   9) Reduced Colored Building Elevations
   10) Reduced Landscape Plans
   11) Reduced Preliminary Grading and Drainage Plans
   12) Traffic Consistency Memo dated February 08, 2018
   13) FAA – Determination of No Hazard to Air Navigation letters dated August 16, 2017
   14) WMWD Will Serve Letter dated January 18, 2018
   15) Willdan Building and Safety Conditions of Approval dated January 30, 2017
   16) Trilake Consultants Conditions of Approval dated August 31, 2018
   17) Riverside County Fire Department Planning Conditions dated September 28, 2017
   18) Preliminary Water Quality Management Plan approval letter dated August 02, 2018
   19) VRPA Transportation Consultants letter dated March 13, 2018
   20) Riverside County TLMA letter dated February 07, 2018
   21) Riverside County ALUC ZAP1320MA18 Consistency Letter dated August 16, 2018
   22) Trip Transfer Authorization dated May 1, 2018

   Exhibit B: Conditions of Approval

3) Ordinance #JPA 18-03.
   Exhibit A: Meridian North Campus Specific Plan Amendment No. 5, Amendment No. 4 (SP-17-01, A4)

4) Notice of Determination.

5) Meridian Subsequent EIR (SCH# 2009071069) available at the office of March JPA (also available as an electronic copy).