RESOLUTION #JPA 17-22

A RESOLUTION OF THE MARCH JOINT POWERS COMMISSION OF THE MARCH JOINT POWERS AUTHORITY ADOPTING AN ADDENDUM TO THE FINAL ENVIRONMENTAL IMPACT REPORT FOR THE MARCH BUSINESS CENTER SPECIFIC PLAN (SP-1) (SCH # 2002071089)

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 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, Meridian Park 61, LLC ("Applicant") proposes the development of 126.2-acres within the southwestern portion of the South Campus of the March Business Center Specific Plan to accommodate a parcel delivery terminal. The project includes a previously entitled 48.02-acre site that will be occupied by an approved 1,000,000 square foot industrial building and ancillary parking facilities ("Project"); and

WHEREAS, a General Plan Amendment (GPA 17-01), Specific Plan No.1, Amendment No. 6 (SP-1, A6), Tentative Map No. 30857, Amendment No.4 (TM 30857, A4), and Plot Plan No. 16-07, Amendment No. 1 (PP 16-07, A1) 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, the March JPA staff has prepared an Addendum to identify the potentially significant environmental effects of the proposed Project, attached hereto as Exhibit "A" and incorporated herein; and

WHEREAS, the Addendum indicated that all potential environmental impacts of the Project were fully analyzed and mitigated to the extent possible in the FEIR; and

WHEREAS, on the basis of analysis, staff determined that an Addendum to the FEIR should therefore be prepared for the Project's proposed minor technical changes; and

WHEREAS, none of the circumstances specified in Public Resources Code section 21166 or State CEQA Guidelines section 15162 have occurred and thus the preparation of a subsequent

or supplemental EIR or negative declaration in conjunction with the approval of the Project is not required by CEQA; and

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

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

WHEREAS, on September 21, 2017, the Commission conducted a duly-noticed public hearing at which time all persons wishing to testify in connection with the Addendum or the Project were heard and the Addendum and Project were comprehensively reviewed; and

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

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

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

SECTION 2. Compliance with the California Environmental Quality Act. As the decision-making body for the Project, the Commission of the March JPA has reviewed and considered the FEIR, the Addendum to the FEIR, any oral or written comments received, and the administrative record prior to making any decision on the Project. The Commission finds that the Addendum and FEIR contain a complete and accurate reporting of the environmental impacts associated with the Project. The Commission further finds that the Addendum has been completed in compliance with CEQA, the State CEQA Guidelines, and March JPA's Local CEQA Guidelines.

SECTION 3. Findings on the Necessity for a Subsequent or Supplemental Environmental Impact Report. Based on substantial evidence set forth in the record, including but not limited to, the FEIR, the Addendum, and all related information presented to the Commission, the Commission finds that the Project necessitates only minor modifications to the FEIR. Therefore, pursuant to State CEQA Guidelines section 15164, an addendum to the FEIR is the appropriate document.

The Commission further finds that the preparation of a subsequent or supplemental EIR is not required for the proposed Project because the Project (including General Plan Amendment (GPA 17-01), Specific Plan No.1, Amendment No. 6 (SP-1, A6), Tentative Map No. 30857, Amendment No.4 (TM 30857, A4), and Plot Plan No. 16-07, Amendment No. 1 (PP 16-07, A1)):

(a) does not constitute a substantial change that will require major revisions of the FEIR due to the involvement of new significant environmental effects or a substantial increase in the severity of the previously identified significant effects; and

(b) does not constitute a substantial change with respect to the circumstances under which the Project is undertaken that will require major revisions of the FEIR due

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

SECTION 6. 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 17-01), Tentative Tract Map No. 30857, Amendment No.4 (TM 30857, A4), and Plot Plan No. 16-07, Amendment No. 1 (PP 16-07, A1), 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 21st day of September, 2017.

Mike Gardner, Chairman
March Joint Powers Authority Commission

ATTEST:

I, Carey L. Allen, Clerk of the March Joint Powers Commission, do hereby certify that the foregoing Resolution #JPA 17-22 was adopted by the March Joint Powers Commission of the March Joint Powers Authority at a regular meeting thereof held on September 21, 2017, by the following vote of the Commission:

Ayes:	Gutierrez, Vargas, Baca (2 votes), Rogers, Melendrez, Gardner
Noes:	Jeffries
Abstain:	None
Absent:	Ashley (Recused)

Dated: September 21, 2017

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

MARCH JOINT POWERS COMMISSION
OF THE
MARCH JOINT POWERS AUTHORITY

MJPA Operations - PUBLIC HEARING
Agenda Item No. 9a

Meeting Date: September 21, 2017

Actions: **TAKE THE FOLLOWING ACTIONS ON A PARCEL DELIVERY TERMINAL ON 126.2-ACRES AT 20801 KRAMERIA AVENUE WITHIN THE MERIDIAN BUSINESS PARK – SOUTH CAMPUS: 1) ADOPT RESOLUTION #JPA 17-22 CERTIFYING THE CEQA ADDENDUM TO THE MARCH BUSINESS CENTER SPECIFIC PLAN FINAL PROJECT EIR (SCH #2002071089); 2) ADOPT RESOLUTION #JPA 17-23, APPROVING GENERAL PLAN AMENDMENT 17-01; AMENDMENT NO. 4 TO TENTATIVE TRACT MAP NO. 30857 (TM 30857, A4), AND AMENDMENT NO. 1 TO PLOT PLAN NO. 16-07 (PP 16-07, A1), SUBJECT TO CONDITIONS OF APPROVAL; 3) WAIVE THE FIRST READING OF ORDINANCE #JPA 17-03 APPROVING MERIDIAN BUSINESS PARK SPECIFIC PLAN 1, AMENDMENT NO. 6 AND AMENDING THE MARCH JPA ZONING MAP TO REFLECT "SPECIFIC PLAN (SP-1, A6)" AND DIRECT STAFF TO PLACE THIS ITEM ON A FUTURE COMMISSION AGENDA FOR THE SECOND READING AND FORMAL ADOPTION**

Motions: Adopt Resolution #JPA 17-22 Certifying the CEQA Addendum to the March Business Center Specific Plan Final Project EIR (SCH #2002071089); 2) Adopt Resolution #JPA 17-23 Approving General Plan Amendment 17-01, Amendment No. 4 to Tentative Tract Map No. 30857 (TM 30857, A4), and Amendment No. 1 to Plot Plan 16-07 (PP 16-07), Subject to Conditions of Approval; 3) Waive the first reading of Ordinance #JPA 17-03 approving the Meridian Business Park Specific Plan 1, Amendment No. 6 and amending the March JPA Zoning Map to reflect "Specific Plan (SP-1, A6)" and direct Staff to place this item on a future Commission agenda for the second reading and formal adoption.

Background:
In 1993, the federal government mandated the realignment of March Air Force Base (AFB) and a substantial reduction in its military use. In April 1996, March AFB was re-designated an

Air Reserve Base (ARB). Approximately 4,400-acres of land that had historically supported March AFB was no longer needed to support the ARB. The cities of Moreno Valley, Perris, Riverside, and County of Riverside formed the March JPA to oversee the dispensation and management of the surplus land. A General Plan (GP) and Master Environmental Impact Report (EIR) were prepared and adopted/certified in 1999 for the JPA planning area which includes the March ARB.

The March Business Center Specific Plan and Final EIR (SCH#2002071089), which guides land use decisions within a 1,290-acre portion of the planning area, was adopted and certified in 2003. Within the March Business Center Specific Plan two separate "campuses" were identified, along with the potential for a possible third campus. The two identified campuses include the North Campus and South Campus. Since adoption of the March Business Center Specific Plan in 2003, the Specific Plan area has become known and marketed as "Meridian." However, the term "March Business Center Specific Plan" is used herein when referring to the approved 2003 Specific Plan. The North and South Campus components of the March Business Center Specific Plan have been analyzed under both CEQA and NEPA in the following documents:

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

  - Tentative Tract Map 30857 Amendment (April 2007)
  - 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 2, Addendum to the FEIR (January 2009)
  - Meridian Specific Plan Amendment, SP-5, *An Amendment to the North Campus of the Meridian Specific Plan*, (also known as the March Business Center Specific Plan), March JPA, July 2010
  - The *Subsequent Environmental Impact Report for the Meridian Specific Plan (SP-5),* (State Clearinghouse #2009071069)

Proposed Project Description:

The proposed Project is located on 126.2-acres which includes a previously entitled 48.02-acre site that will be occupied by an approved 1,000,000 square foot industrial building, 327 parking stalls for passenger vehicles with 14 carpool parking spaces and 10 handicapped parking spaces, as well as 326 trailer parking stalls. The building also includes 218 dock-high doors and four at-grade doors that are evenly distributed along the north and south building elevations. No changes to this prior approved 48.02-acre site is proposed with this Project. As such, the Project includes the following applications:

- **General Plan Amendment No. 17-01 –** The proposed Project would require an update to existing General Plan Circulation and Land Use Plans for South Campus.

- **Specific Plan No. 1, Amendment No. 6 (SP-1, A6)** – The Specific Plan Amendment for the proposed Project would revise the March Business Center South Campus Specific Plan to accomplish the following actions: a) add parcel delivery terminal as an allowed use within the Industrial and Business Park designations for parcels that are 60-acres in size or larger, and consistent with the March JPA Development Code; b) amend Specific Plan exhibits to reflect proposed Project utilities, transportation and parcel layouts; c) add a land use definition within the Specific Plan for Parcel Delivery facility, consistent with the Authority Development Code; d) update Land Use and designation tables within the SP to reflect revised acreages within the Commercial, Mixed Use, Business Park, and Park/Open Space land uses; e) add the following guidance pertaining to lighting - "site lighting must be 2700 Kelvin plus or minus 100 points."
- **Tentative Map No. 30857, Amendment No. 4** – The Tentative Map Amendment would revise the circulation plan for the March Business Center South Campus Specific Plan by removing Street V, Street X, the southern portion of Street Y, and terminating Krameria Avenue at the Project site rather than extending it through to connect with Barton Street to the west. The Tentative Map Amendment would also reconfigure Parcels 67, 68, 69, 70 and 71. Figure 4, Approved South Campus Tentative Tract Map, shows the originally approved parcel and roadway configuration for South Campus. Figure 5, Proposed South Campus Tract Map, shows the South Campus layout under the proposed Project revisions.
- **Plot Plan No. 16-07, Amendment No. 1** – The Plot Plan Amendment would add 78.18 gross acres to a previously approved 48.02-acre parcel that will house a parcel delivery terminal. The additional 78.18 gross acres would incorporate 1,587 standard vehicular parking stalls; 85 carpool stalls; 27 handicap parking stalls; 85 bike parking spaces; and 965 truck trailer stalls to the parcel delivery terminal site. The 78.18-acre area would also accommodate a 5,000 square-foot customer service building; 12,000 square-foot enclosed truck maintenance and wash facility; a compressed natural gas (CNG) station; additional 298,417 square feet of landscaped areas; and a 155 foot wide 9-acre landscape buffer zone along the westerly project boundary.

Truck ingress and egress to the Project Site is allowed to and from Krameria Avenue only within South Campus, while passenger vehicles can access the westerly parking lot area from Krameria Avenue and Barton Street. The only other access point to the westerly parking area from Barton Street is an emergency vehicle only street. Passenger vehicle access to the 48.02-acre site is only allowed off of Krameria Avenue. No truck access to and from the Project site is allowed off of Barton Street, and all trucks will travel easterly on Van Buren Boulevard. Because the Project reduces the overall number of buildings and streets within the

southwesterly portion of South Campus, and increases the amount of Park/Open Space within South Campus, it yields less impacts on the site as compared to the originally approved plan. For example, compared to previously entitled parcels within the Project boundaries, the Project is expected to generate 3,669 fewer daily trips, 253 fewer AM peak hour trips, and 149 fewer PM peak hour trips than was expected in the traffic analysis conducted previously for the specific plan. Nonetheless, as illustrated through the Addendum and Initial Study, the master developer will proceed with full street improvements along Barton Street and Van Buren Boulevard (Phase III) as previously conditioned under the specific plan.

March JPA Technical Advisory Committee:

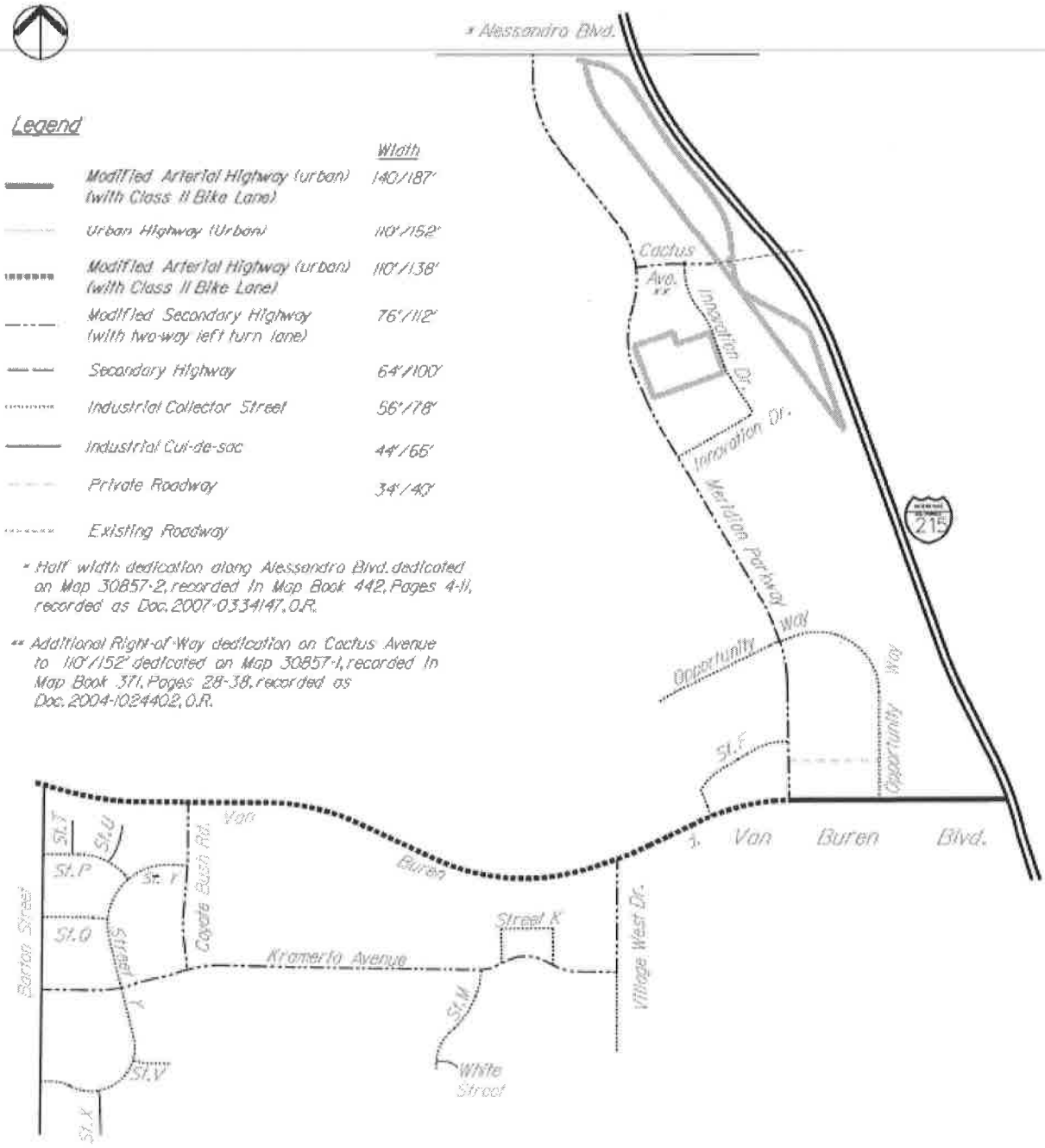
On Monday, September 11, 2017, March JPA staff presented the Project to the Technical Advisory Committee (TAC) of the March JPA. The TAC expressed an interest in how the Project would address potential noise impacts to local residents from the backing up of trucks on the Project site. As per the attached Project Addendum and Initial Study, the main Project building is located approximately 1,800 feet east of the nearest residential community. The Project is also designed to install a 155 foot wide 9-acre landscape buffer zone along the westerly Project boundary, and a 12 foot high concrete wall along the trailer storage area for further sound attenuation. Based on OSHA standards and guidance outlined within the attached study, the aforementioned Project features would address noise concerns within the area.

General Plan Amendment Overview:

The proposed General Plan amendment is consistent with the General Plan objective of a March Business Center development south of Van Buren Boulevard and east of Barton Street. The proposed Project necessitates an amendment to the circulation plan of the General Plan to accommodate a parcel delivery service terminal on Business Park and Industrial zoned parcels, consistent with the proposed Specific Plan Amendment and adopted March JPA Development Code.

The proposed General Plan amendment is consistent with the objectives of the General Plan Land Use Element, the 2005 Air Installation Compatibility Use Zone (AICUZ) study and the March ARB March Inland Port Comprehensive Land Use Plan (CLUP). The objectives of the Housing, Noise, and Safety Elements of the General Plan are met by the emphasis on employment related uses and the prohibition of single and multi-family residential uses within the March JPA Planning Area. The objectives of the General Plan Open Space and Conservation Elements are hereby met through approved open spaces, flood control facilities, adopted Best Management Practices (BMPs), Low Impact Development (LID) measures, and provisions for drought tolerant landscaping practices. The objectives of the Transportation Element are met through the proposed street circulation system, prepared in accordance with recommendations within the attached traffic assessment. The attached exhibits illustrate the circulation change proposed under the Project.

MARCH BUSINESS CENTER - GENERAL PLAN AMENDMENT



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FIGURE 2-1A

EXISTING TRANSPORTATION PLAN

MARCH BUSINESS CENTER - GENERAL PLAN AMENDMENT

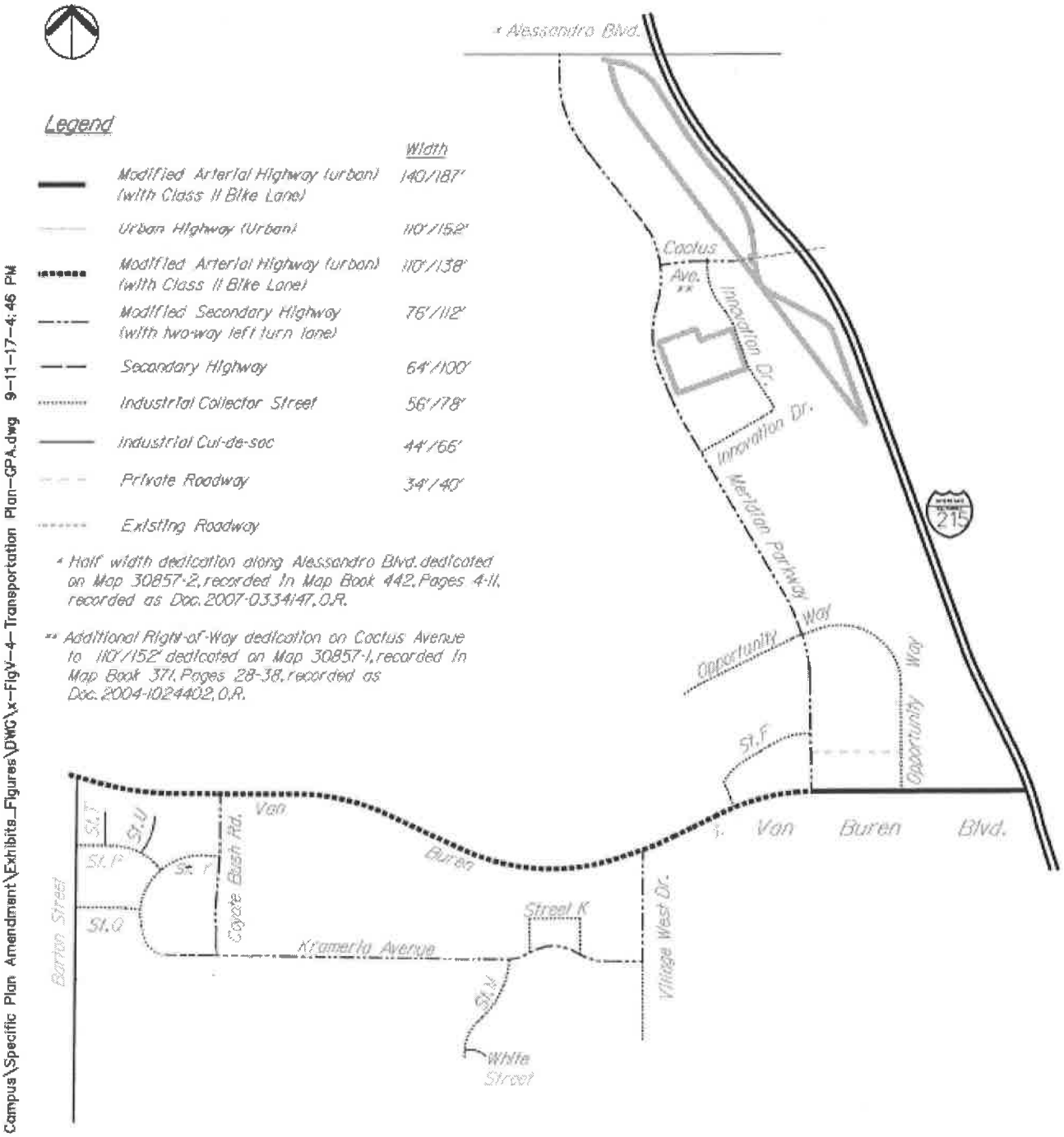


FIGURE 2-1B

PROPOSED TRANSPORTATION PLAN

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Preparation Date: September 15, 2017

Specific Plan Amendment Overview:

The March Business Center project was the subject of a Specific Plan and a Focused Environmental Impact Report (FEIR) certified by the March Joint Powers Commission in February 2003 (SCH# 2002071089). The adopted Specific Plan described an industrial business park to be developed on approximately 1,290-acres in the northwestern portion of Riverside County, California, on land that was formerly a part of the March Air Force Base (MAFB). The adopted Specific Plan was divided into two elements. The northern portion, referred to as the North Campus, comprises approximately 662-acres, and is bounded by Alessandro Boulevard to the north, I-215 to the east, and Van Buren Boulevard to the south. It should be noted, North Campus previously adopted SP-5 in 2010 which reconfigured a portion of North Campus' developable lots. The lots that were not included in that specific plan amendment are still a part of this Specific Plan. As such, this Specific Plan Amendment focuses on revisions to the South Campus which encompasses approximately 628-acres, and is located south of Van Buren Boulevard and west of an existing golf course and cemetery. The March Business Center development footprint would include 962-acres on 153 developable lots. Approximately 328-acres will be allocated for parks, landscape buffers, drainage basins, and roads.

The following land use types specified in the March JPA General Plan will be developed as part of the March Business Center project:

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

Following FEIR certification and permitting, development commenced on the North Campus. Numerous parcels were developed and are now occupied. South Campus, Phase 1, is currently under construction for the development of mass graded lots, utilities, roadway improvements, and traffic devices.

Specific Plan Amendment SP-1, A6 proposes the realignment of the roadway network to accommodate a parcel delivery service terminal on 126-acres. The realignment of streets resulted in the redistribution of acreages as shown below:

LEGEND	PRIOR SP	PROPSED SP
OFFICE	32.3 AC	32.3 AC
COMMERCIAL	10.8 AC	8.8 AC
MIXED USE	26.6 AC	23.3 AC
BUSINESS PARK	218.9 AC	230.0 AC
INDUSTRIAL	134.5 AC	134.5 AC
PARK / OPEN SPACE	119.4 AC	125.0 AC
NOT A PART	10 AC	0.0 AC
TOTAL NET ACREAGE	552.5 AC	553.9 AC

Among the land use designations identified in the previously-adopted Specific Plan, SP-1 A6 would not add any new acreage to the area identified in the previously-adopted Specific Plan.

This Specific Plan Amendment, as attached to Ordinance #JPA 17-03, presents all revisions in a strike-through/underline format so the reader can quickly identify all changes from the previously adopted Specific Plan. In addition to changes resulting from this Specific Plan Amendment, other revisions have been incorporated to address changed circumstances or new information that has come about since the previously adopted Specific Plan was approved in 2003. For example, current street names have been incorporated (i.e., the former Street Z is now called Meridian Parkway). In addition, editorial changes (such as using consistent verb tenses) have been incorporated to improve the clarity of this Specific Plan Amendment document.

Regional access to and from the Specific Plan area will be provided via the I-215 freeway and interchanges with Alessandro Boulevard, Cactus Avenue and Van Buren Boulevard. This Specific Plan Amendment will construct a collector and arterial street network to facilitate access to and from the areas to be developed. Project internal streets will be public roadways to be maintained by the March Joint Powers Authority.

Site Plan Overview:

Site Planning: The proposed development meets all the minimum standards identified in the March Business Center Specific Plan (SP-1, A6). Specifically, the proposed building height, setbacks, floor area ratio and landscape requirements are compliant with the March Business Center Specific Plan (SP-1, A6). Employee parking, carpool, bicycle and ADA parking spaces provided on the proposed site plan (Sheet A1-1-P) meet the minimum parking standards required for Industrial uses. FAA Part 77 calculations were submitted to the Federal Aviation Administration (FAA) pursuant to 49 U.S.C. Section 44718 and Title 14 of the Code of Federal

Regulations (Part 77). The FAA issued Determinations 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 Water Quality Management Plan for the Project is currently under review and the Final WQMP will be signed and notarized upon the completion of building construction and prior to Certificate of Occupancy, recorded to assure that long term water quality practices will be managed throughout the life of the Project. 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.

Surrounding Area/Land Use:

Location	GP Designation/Zoning	Existing Land Use
North	Specific Plan/ Industrial Specific Plan/Business Park Specific Plan/Mixed Use	Industrial (Vacant Land)
West	Specific Plan/ Business Park	Business Park (Vacant Land)
South	Public Facility (Riverside County Ben Clark Training Center)	Ben Clark Training Center
East	Specific Plan/ Industrial	Industrial (under development)

Compliance with Development Standards:

Proposed Development		
Development Standard	**Minimum/Maximum Required**	**Proposed Development**
Building Area for Buildings	N/A	1,000,000 SF warehouse building 12,000 SF vehicle maintenance building 5,000 square foot customer service/security building
Gross Site Area	30,000 square feet (minimum)	126 acres
Number of Buildings (range in size)	N/A	1 @ 1,000,000 square feet 1 @ 12,000 square feet 1 @ 5,000 square feet
Floor Area Ratio (Maximum)	50%	47.8%

Setbacks	Front: 20 feet Side: 0 feet Rear: 25 feet	Front: 200 ft. Side: >600 ft. (west) and 250 ft. (east) Rear: 185 ft.
Landscape Required (Minimum)	10%	10.025%
Building Height (Maximum)	80 ft.	45 - 49 ft.
Parking	364 stalls	2,050 stalls

Conformance with March Business Center Design Guidelines:

Architecture/Color Palette:

The proposed warehouse and distribution facility will be erected with painted concrete tilt-up walls. Variation in parapet height, shifts in the planes of the front elevations and use of contrasting field, base and accent colors emphasize the variation in the building design. Prominent low reflectance glazing not exceeding 25% reflectance is proposed at each entrance to the building and used to emphasize a grid module throughout the design, consistent with the Design Guidelines.

Building colors consist of an earth tone palette with prominent field and base colors. Colors include SW 6126 Navajo White and SW 6141 Softer Tan, which are specifically included in the Design Guideline color palette. Other earth tone colors include SW 7016 Mindful Gray and SW 7052 Gray Area, which are consistent with the approved color palette. Alucobond Spectra Ocean Metal Panel is used as an accent on a prominent expansion/score line. The roof mounted equipment is designed to be fully screened by parapets. The Project architecture, color palette and glazing all comply with the requirements of the March Business Center Design Guidelines.

Site Landscaping:

A stricter, water conserving landscape palette is provided for this site in accordance with March JPA Water Efficiency Ordinance #JPA 16-03. The landscape plans identify use of Cercidium (Palo Verde), Cinnamomum (Camphor), Pinus Halepensis (Aleppo Pine), and Magnolia plant species listed in the Design Guidelines. The landscape plan complies with the Design Guidelines and the Landscape Water Efficiency Ordinance and will result in an attractive landscape design in compliance with the March Business Center Design Guidelines.

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 as the Project is a speculative development. Future signage is required to be approved by the March JPA planning staff prior to construction of any on-site signage.

Exterior Lighting:

Given the proximity to the airport, the March Business Center Design Guidelines provide specific requirements for all on-site lighting to provide fully shielded fixtures (no light emitted above horizon), high pressure or low-pressure sodium lighting, maximum 750 watts, maximum fixture height of 25' above finished grade, and maximum lighting of 0.5 candle/foot^2 at the property line. Site lighting must be 2700 Kelvin plus or minus 100 points. This information is

noted in the site plan notes and identified on Page A1-1-P of Project plans. Some components of the site lighting, including the lighting of the employee outdoor break area, lighting of pedestrian paths, and use of ornamental lighting for landscape and building enhancement have not been submitted, and will likely need to be addressed at a future date during construction plan review or during tenant improvement review, when the future tenant is known. For those lighting types, a subsequent review will be needed at a future date to ensure compliance with the March Business Center Design Guidelines. Accordingly, all exterior lighting will comply with the exterior lighting requirements of the March Business Center Design Guidelines.

Airport Compatibility:
On July 23, 2017, 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. The site is located outside of the Accident Potential Zones identified within the 2005 March Air Installation Compatibility Use Zone Study (AICUZ). Compatibility between the airport and its surrounding environment is evaluated in terms of four aeronautical factors: noise, overflight, safety, and airspace protection. These factors are compiled and used to designate compatibility zones in the Airport Compatibility Plan for March Air Reserve Base/March Inland Port (March ARB/IP), which was adopted by the Riverside County Airport Land Use Commission in November 2014. The proposed development is located in compatibility zone C2 of the Airport Compatibility Plan. Commercial/Industrial development must comply with an average of 200 people/acre and 500 people/in the most concentrated single-acre.

Average Land Use Intensity: The allowed average land use intensity is 200 persons/acre. The Riverside County Airport Land Use Commission uses the following criteria to determine average intensity: for warehouse use - one person per 1,428 square feet, and for office use – one person per 200 square feet. The Project includes a 1,000,000-square foot building, of which 27,000 square feet is office area in the northwest and northeast corner of the building, a 12,000-square foot maintenance facility and 5,000-square foot customer service/security building. Accordingly, occupancy for the warehouse building on an average basis is (973,000/1,428 + 27,000/200) = 816 people or = 16.9 people/acre. Another method for determining total average occupancy across the Project site is based on the number of parking spaces. In this case, the total number of passenger vehicle parking spaces (2,026) is multiplied by 1.5 passengers per vehicle, and added to the number of truck dock spaces to yield the total building occupancy (2,026 X 1.5 + 192). Accordingly, based on the alternate average building occupancy method, building occupancy is 3,231 people or 25.6 people/acre. Pursuant to ALUC, the average intensity in persons per acre for the proposed Project, is in full compliance with the Airport Compatibility Plan for March ARB/IP.

Single-Acre Land Use Intensity: Airport Compatibility Zone C2 limits maximum single-acre occupancy to 500 persons an acre. Based on the submitted site plan, the maximum single acre for the Project would consist of the 27,000-square foot floor office area and 16,500 square foot first floor warehouse area. This would result in a single-acre occupancy of 147, which is well below but consistent with the Zone C2 single-acre criterion of 500 persons/acre. Although the Development Agreement on this site exempts the site from the Riverside County Airport Land Use Commission review process, the site never-the-less meets the required density criteria for the March ARB/IP Airport Compatibility Plan.

Amendment to Subdivision Map TM30857:
In March of 2016, the Commission approved Tentative Map 30857, Amendment No. 3 that modified three street alignments, increased project open space and reduced developable project areas within the South Campus of March Business Center. The proposed amendment to TM30857, A4, creates a single Business Park parcel using Parcels 67, 68, 69, 70 and 71, to support a proposed parcel delivery service terminal on approximately 126-acres in South Campus. However, the reconfiguration of parcels that influence the circulation of streets within that area, would add additional open space opportunities within South Campus, and create more substantial buffer areas between neighboring residential properties west of Barton Street, and industrial properties within South Campus.

The subdivision eliminates five individual business park parcels, that otherwise would have been occupied by five different business park users, and replaced them with a single 27-acre parking lot for passenger vehicles, a 34-acre parcel for trailer storage and a 15 foot wide 9-acre buffer zone along the westerly of the Project boundaries. Because the Project reduces the overall developable footprint within the southwest portion of South Campus, the map eliminates a major intersection between Krameria Avenue and Barton Street, introduces a pocket park along the northerly boundary of the Project parking lot and adds one minor arterial that would serve the employee parking facility to the west of Building B, as well as a designated emergency vehicle only access from Barton Street.

Addendum to the Project Environmental Impact Report:
Overview: Under CEQA, the Lead Agency is required to prepare an Addendum to a previously-certified EIR if minor changes or additions are necessary to a prior certified EIR, but none of the conditions calling for preparation of a subsequent or supplemental EIR have occurred (*Local CEQA Guidelines* Section 8.04 or 8.05). CEQA recommends that brief explanation of the decision to prepare an Addendum rather than a subsequent or supplemental EIR be included in the record for a proposed project (*CEQA Guidelines* Section 15164(e)). Once an EIR has been certified, a subsequent or supplemental EIR is only required when the Lead Agency determines that one of the conditions has been met (*Local CEQA Guidelines* Section 8.04):

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

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

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

(1) the project will have one or more significant effects not discussed in a previous EIR or Negative Declaration;

(2) significant effects previously examined will be substantially more severe than shown in a previous EIR;

(3) mitigation measures or alternatives previously found not to be feasible are in fact feasible and would substantially reduce one or more significant effects, but the project proponent declines to adopt the mitigation measures or alternatives; or

(4) mitigation measures or alternatives which were not considered in a previous EIR would substantially lessen one or more significant effects on the environment, but the project proponent declines to adopt the mitigation measures or alternatives.

The attached Addendum under Resolution #JPA 17-22 was prepared because the proposed Project is consistent with the overall Project evaluated in the Final EIR, and major changes to that Project are not proposed. The Addendum found that the proposed Project does not require major revisions to the Final EIR due to new significant impacts or substantial increases in the severity of previously identified significant impacts. The anticipated environmental impacts of the proposed Project, as explained in detail in the attached initial study, have been analyzed and mitigated accordingly in the Final EIR, and there have been no new circumstances since that time that would result in new or more severe significant environmental impacts. Lastly, as evaluated in the supporting analysis of this Addendum, mitigation measures that have been previously identified would adequately reduce impacts to less than significant levels. Those mitigation measures that have been identified in the Final EIR and are applicable to the proposed Project are identified within the Addendum and associated Initial Study.

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

1. Adopt Resolution #JPA 17-22 Certifying the CEQA Addendum to the March Business Center Specific Plan Final Project EIR (SCH#2002071089) in support of a proposed Project and direct staff to file a Notice of Determination in accordance with the Agency's Local CEQA Guidelines; and

2. Adopt Resolution #JPA 17-23 Approving General Plan Amendment 17-01, Tentative Map No. 30857, Amendment No. 4 (TM30857, A4) and Plot Plan 16-07, Amendment No. 1 (PP16-07, A1) subject to Conditions of Approval; and

3. Waive the First Reading of Ordinance #JPA 17-03 Approving the Meridian Business Park Specific Plan 1, Amendment No. 6, and amending the March JPA Zoning Map to Reflect "Specific Plan (SP-1, A6)" and Directing Staff to Place this Item on a Future Commission Agenda for the Second Reading and Formal Adoption.

Attachments:
1. Resolution #JPA 17-22 Certifying an Addendum to Final Project EIR SCH#2002071089
    a. Addendum / Initial Study / 2003 FEIR Mitigation Monitoring & Reporting Plan
2. Resolution #JPA 17-23 Approving General Plan Amendment 17-01, Tentative Map No. 30857, Amendment No. 4 (TM30857, A4) and Plot Plan 16-07, Amendment No. 1 (PP16-07, A1) subject to Conditions of Approval.
    a. Project Entitlements
        i. GPA 17-01
        ii. TM 30857, A4
        iii. PP 16-07, A1

1. Reduced Site Plan
2. Reduced Building Elevations
3. Reduced Elevation/Screen Walls

b. Conditions of Approval.

3. Ordinance #JPA 17-03 Adopting Specific Plan 1, Amendment No. 6.
   a. SP-1, A6 / Design Guidelines
4. March Business Center Land Use Map for South Campus.
5. Applicant's Project Narrative.
6. WMWD Will Serve Letter.
7. Traffic Impact Assessment.
8. FAA Determinations of No Hazard to Air Navigation.
9. March Business Center Implementation Committee Packet for PP 16-07.
10. Notice of Determination.

Attachment 1

Resolution #JPA 17-22

Preparation Date: September 15, 2017

RESOLUTION #JPA 17-22

A RESOLUTION OF THE MARCH JOINT POWERS COMMISSION OF THE MARCH JOINT POWERS AUTHORITY ADOPTING AN ADDENDUM TO THE FINAL ENVIRONMENTAL IMPACT REPORT FOR THE MARCH BUSINESS CENTER SPECIFIC PLAN (SP-1) (SCH # 2002071089)

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 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, Meridian Park 61, LLC ("Applicant") proposes the development of 126.2-acres within the southwestern portion of the South Campus of the March Business Center Specific Plan to accommodate a parcel delivery terminal. The project includes a previously entitled 48.02-acre site that will be occupied by an approved 1,000,000 square foot industrial building and ancillary parking facilities ("Project"); and

WHEREAS, a General Plan Amendment (GPA 17-01), Specific Plan No.1, Amendment No. 6 (SP-1, A6), Tentative Map No. 30857, Amendment No.4 (TM 30857, A4), and Plot Plan No. 16-07, Amendment No. 1 (PP 16-07, A1) 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, the March JPA staff has prepared an Addendum to identify the potentially significant environmental effects of the proposed Project, attached hereto as Exhibit "A" and incorporated herein; and

WHEREAS, the Addendum indicated that all potential environmental impacts of the Project were fully analyzed and mitigated to the extent possible in the FEIR; and

WHEREAS, on the basis of analysis, staff determined that an Addendum to the FEIR should therefore be prepared for the Project's proposed minor technical changes; and

WHEREAS, none of the circumstances specified in Public Resources Code section 21166 or State CEQA Guidelines section 15162 have occurred and thus the preparation of a subsequent

or supplemental EIR or negative declaration in conjunction with the approval of the Project is not required by CEQA; and

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

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

WHEREAS, on September 21, 2017, the Commission conducted a duly-noticed public hearing at which time all persons wishing to testify in connection with the Addendum or the Project were heard and the Addendum and Project were comprehensively reviewed; and

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

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

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

SECTION 2. Compliance with the California Environmental Quality Act. As the decision-making body for the Project, the Commission of the March JPA has reviewed and considered the FEIR, the Addendum to the FEIR, any oral or written comments received, and the administrative record prior to making any decision on the Project. The Commission finds that the Addendum and FEIR contain a complete and accurate reporting of the environmental impacts associated with the Project. The Commission further finds that the Addendum has been completed in compliance with CEQA, the State CEQA Guidelines, and March JPA's Local CEQA Guidelines.

SECTION 3. Findings on the Necessity for a Subsequent or Supplemental Environmental Impact Report. Based on substantial evidence set forth in the record, including but not limited to, the FEIR, the Addendum, and all related information presented to the Commission, the Commission finds that the Project necessitates only minor modifications to the FEIR. Therefore, pursuant to State CEQA Guidelines section 15164, an addendum to the FEIR is the appropriate document.

The Commission further finds that the preparation of a subsequent or supplemental EIR is not required for the proposed Project because the Project (including General Plan Amendment (GPA 17-01), Specific Plan No.1, Amendment No. 6 (SP-1, A6), Tentative Map No. 30857, Amendment No.4 (TM 30857, A4), and Plot Plan No. 16-07, Amendment No. 1 (PP 16-07, A1)):

(a) does not constitute a substantial change that will require major revisions of the FEIR due to the involvement of new significant environmental effects or a substantial increase in the severity of the previously identified significant effects; and

(b) does not constitute a substantial change with respect to the circumstances under which the Project is undertaken that will require major revisions of the FEIR due

to the involvement of new significant environmental effects or a substantial increase in the severity of the previously identified significant effects; and

(c) does not contain new information of substantial importance that was not known and could not have been known with the exercise of reasonable diligence at the time the FEIR was certified, that shows any of the following: (i) the Project will have one or more significant effects not discussed in the FEIR; (ii) significant effects previously examined will be substantially more severe than shown in the FEIR; (iii) mitigation measures or alternatives previously found not to be feasible would in fact be feasible and would substantially reduce one or more significant effects, but the lead agency declined to adopt such measures; or (iv) mitigation measures or alternatives considerably different from those analyzed in the FEIR would substantially reduce one or more significant effects on the environment, but which the lead agency declined to adopt.

SECTION 4. Findings on Environmental Impacts. Having considered the Addendum, the administrative record, the FEIR and all written and oral evidence presented to the Commission, the Commission finds that all environmental impacts of the Project have been addressed within the FEIR and the Addendum. The Commission finds that no new or additional mitigation measures or alternatives are required. The Commission further finds that there is no substantial evidence in the administrative record supporting a fair argument that the Project may result in any significant environmental impacts beyond those analyzed in the FEIR. The Commission finds that the Addendum contains a complete, objective, and accurate reporting of the environmental impacts associated with the Project and reflects the independent judgment and analysis of the Commission.

SECTION 5. Adoption of the Addendum to the Final Environmental Impact Report. The Commission hereby approves and adopts the Addendum prepared for the Project.

SECTION 6. Custodian of Records. The documents and materials that constitute the record of proceedings on which these findings are based are located at the Office of the Planning Manager, March JPA, 14205 Meridian Parkway, Suite 140, Riverside, CA 92518.

SECTION 7. 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 8. Effective Date. This Resolution shall be effective upon its adoption.

PASSED, APPROVED, AND ADOPTED this 21st day of September, 2017.

_____

Marion Ashley, 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 17-22 was adopted by the March Joint Powers Commission of the March Joint Powers Authority at a regular meeting thereof held on September 21, 2017, by the following vote of the Commission:

Ayes:
Noes:
Abstain:
Absent:

Dated: September 21, 2017

_____

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

EXHIBIT "A"

Addendum

ADDENDUM

ADDENDUM
to the
MARCH BUSINESS CENTER SPECIFIC PLAN
ENVIRONMENTAL IMPACT REPORT

Prepared for:

March Joint Powers Authority
14205 Meridian Parkway, Suite 140
Riverside, California 92518
Contact: Grace Williams

Prepared by:

DUDEK
38 North Marengo Avenue
Pasadena, California 91101

SEPTEMBER 2017

SECTION 1.0 INTRODUCTION

1.1 Project Summary

The following proposals, hereinafter collectively referred to as "Project", cover a 126.2-acre Project area that includes a previously entitled 48.02-acre site that will be occupied by an approved 1,000,000 square foot industrial building ("Building B"), 327 parking stalls for passenger vehicles with 14 carpool parking spaces and 10 handicapped parking spaces, as well as 326 trailer parking stalls. The building also includes 218 dock-high doors and four at-grade doors that are evenly distributed along the north and south building elevations. No changes to this prior approved 48.02-acre site is proposed with this Project. The approved building is to be occupied by a parcel delivery service and to accommodate multiple employee operational shifts throughout the day, the following actions are proposed:

- **General Plan Amendment No. 17-01** – The proposed Project would require an update to existing General Plan Circulation and Land Use Plans for South Campus.

- **Specific Plan No. 1, Amendment No. 6 (SP-1, A6)** – The Specific Plan Amendment for the proposed Project would revise the March Business Center South Campus Specific Plan to accomplish the following actions: a) add parcel delivery terminal as an allowed use within the Industrial and Business Park designations for parcels that are 60-acres in size or larger, and consistent with the March JPA Development Code; b) amend Specific Plan exhibits to reflect proposed Project utilities, transportation and parcel layouts; c) add a land use definition within the Specific Plan for Parcel Delivery facility, consistent with the Authority Development Code; d) update Land Use and designation tables within the SP to reflect revised acreages within the Commercial, Mixed Use, Business Park, and Park/Open Space land uses; e) add the following guidance pertaining to lighting - "site lighting must be 2700 Kelvin plus or minus 100 points."

- **Tentative Map No. 30857, Amendment No. 4** – The Tentative Map Amendment would revise the circulation plan for the March Business Center South Campus Specific Plan by removing Street V, Street X, the southern portion of Street Y, and terminating Krameria Avenue at the proposed parking lot area rather than extending it through to connect with Barton Street to the west. The Tentative Map Amendment would also reconfigure Parcels 67, 68, 69, 70 and 71. Figure 1, Approved South Campus Tentative Tract Map, shows the originally approved parcel and roadway configuration for South Campus. Figure 2, Proposed South Campus Tract Map, shows the South Campus layout under the proposed Project revisions.

- **Plot Plan No. 16-07, Amendment No. 1** – The Plot Plan Amendment would add 78.18 gross acres to a previously approved 48.02-acre parcel that will house a parcel delivery terminal. The additional 78.18 gross acres would incorporate 1,587 standard vehicular parking stalls; 85 carpool stalls; 27 handicap parking stalls; 85 bike parking spaces; and 965 truck trailer stalls to the parcel delivery terminal site. The 78.18-acre area would also accommodate a 5,000 square-foot customer service building; 12,000 square-foot enclosed truck maintenance and wash facility; a compressed natural gas (CNG) station; additional 298,417 square feet of landscaped areas; and a 155-foot wide 9-acre landscape buffer zone along the westerly project boundary. An approximate 3-acre open space park is also added directly west of the westerly Krameria Avenue terminus.

1.2 Background and Methodology

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

The March Business Center Specific Plan and Final EIR (SCH#2002071089), which guides land use decisions within a 1,290-acre portion of the planning area, was adopted and certified in 2003. This EIR complies completely with the criteria, standards, and procedures of the California Environmental Quality Act (CEQA) of 1970 (California Public Resource Code Section 21000 et. Seq.) and the state CEQA guidelines (California Administrative Code, Section 15000 et. Seq.). In addition, the March JPA recognizes the Association of Environmental Professionals (AEP) "Threshold of Significance" guidelines dated June 1992 for determining the level of significance impacts will have on environmental resources. This document is a Focused EIR incorporates by reference the environmental analysis described in the Master EIR for the General Plan of the March JPA (herein referred to as the "MEIR").

Within the March Business Center Specific Plan two separate "campuses" were identified, along with the potential for a possible third campus. The two identified campuses include the North Campus and South Campus. Since adoption of the March Business Center Specific Plan in 2003, the Specific Plan area has become known and marketed as "Meridian." However, the term "March Business Center Specific Plan" is used herein when referring to the approved 2003 Specific Plan. The North and South Campus components of the March Business Center Specific Plan have been analyzed under both CEQA and NEPA in the following documents:

- Final Environmental Impact Statement: Disposal of Portions of March Air Force Base (February 1996)
- Final Environmental Impact Report for the March Air Force Base Redevelopment Project (June 1996)
- Redevelopment Plan for the March Air Force Base Redevelopment Project (June 1996)
- March Joint Powers Authority Development Code (July 1997)
- General Plan of the March Joint Powers Authority (September 1999)
- Master Environmental Impact Report for the General Plan of the March Joint Powers Authority (September 1999)
- March Business Center Specific Plan (February 2003)
- March JPA General Plan Amendment (February 2003)
- March Business Center Focused Environmental Impact Report (February 2003)
- March Business Center Design Guidelines (November 2003)
- Addenda to the certified 2003 Focused EIR, including:
  - Tentative Tract Map 30857 Amendment (April 2007)

- 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 2, Addendum to the FEIR (January 2009)
- Meridian Specific Plan Amendment, SP-5, *An Amendment to the North Campus of the Meridian Specific Plan*, (also known as the March Business Center Specific Plan), March JPA, July 2010
- The *Subsequent Environmental Impact Report for the Meridian Specific Plan (SP-5),* (State Clearinghouse #2009071069)

1.3 Addendum Overview and Purpose

Potential environmental impacts of the March Business Center Specific Plan were evaluated in the March Business Center Specific Plan Draft EIR, SCH No. 2002071089, which was certified by the March JPA in 2003. The certified EIR is considered to establish an upper limit, or maximum potential impact scenario for development of the Project site and regulate development of the March Business Center in accordance with the March JPA General Plan. As substantiated herein, when compared to development contemplated under the Certified EIR project, the development proposed under the Addendum Project would not increase, and in certain instances would reduce, environmental impacts resulting from the currently approved development of the Project site.

The purpose of this Addendum is to define, describe, compare, and contrast potential environmental impacts of the March Business Center Specific Plan in the context of the environmental impacts associated with the analysis of the Meridian South Campus Specific Plan Project.

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

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

- Substantial changes are proposed in the project that would require major revisions of the previous EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of the previously identified significant effects;

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

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

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

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

    - Mitigation measures or alternatives previously found not to be feasible would in fact be feasible, and would substantially reduce one or more significant effects of the project, but the project proponent declines to adopt the mitigation measures or alternatives;

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

1.4 Document Organization

This Addendum is presented in four sections, as follows:

- **Section 1.0, Introduction,** provides an overview of the Addendum Project, its context, and environmental documentation applicable to the proposed development.

- **Section 2.0, Project Description,** presents the Addendum Project in greater detail.

- **Section 3.0, Environmental Analysis,** provides analysis of all environmental impacts as it relates to the March Business Center Specific Plan EIR. The analysis considers potential effects of the Project for all environmental topics addressed in the Certified EIR. CEQA Guidelines topical issues incorporated pursuant to recent Guidelines amendments are also addressed as well as all mitigation measures applicable to the Addendum Project.

- **Section 4.0, Determination,** presents the determination regarding the appropriate environmental document for the Project.

1.5 Conclusions

This Addendum substantiates that the analysis presented in the certified EIR is sufficient to satisfy CEQA requirements for the adoption of the Meridian South Campus Specific Plan Amendment—Parcel Delivery Terminal Project. That is, implementation and operation of the Project described and evaluated herein will not result in any significant, new, different, additional, or substantially increased environmental impacts than were previously considered and addressed in the certified EIR.

The environmental assessment of the Addendum Project does not require any major revisions of the certified EIR, nor will the Project result in conditions that would require preparation of a Subsequent or Supplemental EIR as described in the CEQA Guidelines.

SECTION 2.0 PROJECT DESCRIPTION

2.1 Project Location

The Meridian South Campus Specific Plan area (Project site) is generally located south of Van Buren Boulevard, west of Village West Drive, and east of Plummer Road, in unincorporated Riverside County, California (Figure 2, Vicinity Map; Figure 3, Aerial Map). Interstate 215 (I-215) is located approximately 2.5 mile east of the Project site. The Specific Plan area is located within the existing March Business Center Specific Plan area, within the South Campus of the Meridian Business Park, and within the jurisdiction of the March Joint Powers Authority (JPA). Surrounding land uses include residential communities to the north, west and southeast; undeveloped land to the southwest and northeast, the Ben Clark Safety Training Center to the south; and the Riverside National Cemetery and Lieutenant General Archie J Old Jr Golf Course to the east.

The latitude and longitude of the approximate center of the Project site is 33°52'53.9407" N and -117°18'08.7738"W. The Project site sits on Township 3 South, Range 4 West, including Sections 21, 27, and 28, all within the Riverside East 7.5-minute quadrangle, as mapped by the U.S. Geological Survey.

The Project site is bordered by undeveloped Business Park parcels to the west; Public Facility (Ben Clark Safety Training Center) to the south; and Industrial and Business Park parcels to the north; and an Industrial parcel to the east.

2.2 Project Characteristics

2.2.1 Proposed Facility and Specific Plan Amendment

The following proposals, hereinafter collectively referred to as "Project", cover a 126.2-acre Project area that includes a previously entitled 48.02-acre site that will be occupied by an approved 1,000,000 square foot industrial building ("Building B"), 327 parking stalls for passenger vehicles with 14 carpool parking spaces and 10 handicapped parking spaces, as well as 326 trailer parking stalls. The building also includes 218 dock-high doors and four at-grade doors that are evenly distributed along the north and south building elevations. No changes to this prior approved 48.02-acre site is proposed with this Project. The approved building is to be occupied by parcel delivery terminal and to accommodate multiple employee operational shifts throughout the day, the following actions are proposed:

- **General Plan Amendment No. 17-01** – The proposed Project would require an update to existing General Plan Circulation and Land Use Plans for South Campus.

- **Specific Plan No. 1, Amendment No. 6 (SP-1, A6)** – The Specific Plan Amendment for the proposed Project would revise the March Business Center South Campus Specific Plan to accomplish the following actions: a) add parcel delivery terminal as an allowed use within the Industrial and Business Park designations for parcels that are 60-acres in size or larger, and consistent with the March JPA Development Code; b) amend Specific Plan exhibits to reflect proposed Project utilities, transportation and parcel layouts; c) add a land use definition within

the Specific Plan for Parcel Delivery facility, consistent with the Authority Development Code; d) update Land Use and designation tables within the SP to reflect revised acreages within the Commercial, Mixed Use, Business Park, and Park/Open Space land uses; e) add the following guidance pertaining to lighting - "site lighting must be 2700 Kelvin plus or minus 100 points."

- **Tentative Map No. 30857, Amendment No. 4** – The Tentative Map Amendment would revise the circulation plan for the March Business Center South Campus Specific Plan by removing Street V, Street X, the southern portion of Street Y, and terminating Krameria Avenue at the proposed parking lot area rather than extending it through to connect with Barton Street to the west. The Tentative Map Amendment would also reconfigure Parcels 67, 68, 69, 70 and 71. Figure 1, Approved South Campus Tentative Tract Map, shows the originally approved parcel and roadway configuration for South Campus. Figure 2, Proposed South Campus Tract Map, shows the South Campus layout under the proposed Project revisions.

- **Plot Plan No. 16-07, Amendment No. 1** – The Plot Plan Amendment would add 78.18 gross acres to a previously approved 48.02-acre parcel that will house a parcel delivery terminal. The additional 78.18 gross acres would incorporate 1,587 standard vehicular parking stalls; 85 carpool stalls; 27 handicap parking stalls; 85 bike parking spaces; and 965 truck trailer stalls to the parcel delivery terminal site. The 78.18-acre area would also accommodate a 5,000 square-foot customer service building; 12,000 square-foot enclosed truck maintenance and wash facility; a compressed natural gas (CNG) station; additional 298,417 square feet of landscaped areas; and a 155-foot wide 9-acre landscape buffer zone along the westerly project boundary. An approximate 3-acre open space park is also added directly west of the westerly Krameria Avenue terminus.

2.2.2 Access and Circulation

Truck ingress and egress to the Project Site is allowed to and from Krameria Avenue only within South Campus, while passenger vehicles can access the westerly parking lot area from Krameria Avenue and Barton Street. The only other access point to the westerly parking area from Barton Street is an emergency vehicle only street. Passenger vehicle access to the 48.02-acre site is only allowed off of Krameria Avenue. No truck access to and from the Project site is allowed off of Barton Street, and all trucks will travel easterly on Van Buren Boulevard. Because the Project reduces the overall number of buildings and streets within the southwesterly portion of South Campus, and increases the amount of Park/Open Space within South Campus, it yielded less impacts on the site as compared to the originally approved plan. For example, compared to previously entitled parcels within the Project boundaries, the Project is expected to generate 3,669 fewer daily trips, 253 fewer AM peak hour trips, and 149 fewer PM peak hour trips than was expected in the traffic analysis conducted previously for the specific plan. Nonetheless, as illustrated through the attached Initial Study, the master developer will proceed with full street improvements along Barton Street as previously conditioned under the specific plan.

2.3 Discretionary Approvals Associated with Project

CEQA Guidelines Section 15124 states in pertinent part that if "a public agency must make more than one decision on a Project, all its decisions subject to CEQA should be listed . . ."

The following discretionary actions will be required as part of SP-1 A6 Project:

- **General Plan Amendment No. 17-01** – The proposed Project would require an update to existing General Plan Circulation and Land Use Plans for South Campus.

- **Specific Plan No. 1, Amendment No. 6 (SP-1, A6)** – The Specific Plan Amendment for the proposed Project would revise the March Business Center South Campus Specific Plan to accomplish the following actions: a) add parcel delivery terminal as an allowed use within the Industrial and Business Park designations for parcels that are 60-acres in size or larger, and consistent with the March JPA Development Code; b) amend Specific Plan exhibits to reflect proposed Project utilities, transportation and parcel layouts; c) add a land use definition within the Specific Plan for Parcel Delivery facility, consistent with the Authority Development Code; d) update Land Use and designation tables within the SP to reflect revised acreages within the Commercial, Mixed Use, Business Park, and Park/Open Space land uses; e) add the following guidance pertaining to lighting - "site lighting must be 2700 Kelvin plus or minus 100 points."

- **Tentative Map No. 30857, Amendment No. 4** – The Tentative Map Amendment would revise the circulation plan for the March Business Center South Campus Specific Plan by removing Street V, Street X, the southern portion of Street Y, and terminating Krameria Avenue at the proposed parking lot area rather than extending it through to connect with Barton Street to the west. The Tentative Map Amendment would also reconfigure Parcels 67, 68, 69, 70 and 71. Figure 1, Approved South Campus Tentative Tract Map, shows the originally approved parcel and roadway configuration for South Campus. Figure 2, Proposed South Campus Tract Map, shows the South Campus layout under the proposed Project revisions.

- **Plot Plan No. 16-07, Amendment No. 1** – The Plot Plan Amendment would add 78.18 gross acres to a previously approved 48.02-acre parcel that will house a parcel delivery terminal. The additional 78.18 gross acres would incorporate 1,587 standard vehicular parking stalls; 85 carpool stalls; 27 handicap parking stalls; 85 bike parking spaces; and 965 truck trailer stalls to the parcel delivery terminal site. The 78.18-acre area would also accommodate a 5,000 square-foot customer service building; 12,000 square-foot enclosed truck maintenance and wash facility; a compressed natural gas (CNG) station; additional 298,417 square feet of landscaped areas; and a 155-foot wide 9-acre landscape buffer zone along the westerly project boundary. An approximate 3-acre open space park is also added directly west of the westerly Krameria Avenue terminus.

2.4 Intended Use of this Addendum

This Addendum evaluates whether or not the proposed minor changes to the March Business Center Specific Plan would result in any new or substantially different impacts than those previously disclosed in the certified EIR for the March Business Center Specific Plan. The March JPA is the Lead Agency for the purposes of CEQA because it has the principal responsibility and authority for deciding whether or not to approve the Addendum Project, and how it would be implemented if approved. As the Lead Agency, the March JPA is also responsible for preparing the environmental documentation needed for the adoption of the Project in compliance with CEQA.

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

It is acknowledged that Project plans and development concepts identified herein are subject to refinement as the Addendum Project is further defined. Recognizing the potential for these future minor alterations to the Project, this Addendum, in all instances, evaluates likely maximum impact scenarios that would account for these minor alterations. Refinements and/or minor revisions to development proposals do not typically warrant modified or revised environmental documentation. Notwithstanding, at the discretion and direction of the March JPA, substantive modifications to the Addendum Project described herein may warrant additional environmental evaluation.

INITIAL STUDY

SECTION 3.0 ENVIRONMENTAL ANALYSIS SUMMARY

3.1 Previous Environmental Analysis

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

The March Business Center Specific Plan and Final EIR (SCH#2002071089), which guides land use decisions within a 1,290-acre portion of the planning area, was adopted and certified in 2003. Within the March Business Center Specific Plan two separate "campuses" were identified, along with the potential for a possible third campus. The two identified campuses include the North Campus and South Campus. Since adoption of the March Business Center Specific Plan in 2003, the Specific Plan area has become known and marketed as "Meridian." However, the term "March Business Center Specific Plan" is used herein when referring to the approved 2003 Specific Plan. The North and South Campus components of the March Business Center Specific Plan have been analyzed under both CEQA and NEPA in the following documents:

- Final Environmental Impact Statement: Disposal of Portions of March Air Force Base (February 1996)
- Final Environmental Impact Report for the March Air Force Base Redevelopment Project (June 1996)
- Redevelopment Plan for the March Air Force Base Redevelopment Project (June 1996)
- March Joint Powers Authority Development Code (July 1997)
- General Plan of the March Joint Powers Authority (September 1999)
- Master Environmental Impact Report for the General Plan of the March Joint Powers Authority (September 1999)
- March Business Center Specific Plan (February 2003)
- March JPA General Plan Amendment (February 2003)
- March Business Center Focused Environmental Impact Report (February 2003)
- March Business Center Design Guidelines (November 2003)
- Addenda to the certified 2003 Focused EIR, including:
  - Tentative Tract Map 30857 Amendment (April 2007)
  - 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 2, Addendum to the FEIR (January 2009)
  - Meridian Specific Plan Amendment, SP-5, An Amendment to the North Campus of the Meridian Specific Plan, (also known as the March Business Center Specific Plan), March JPA, July 2010
  - The Subsequent Environmental Impact Report for the Meridian Specific Plan (SP-5), (State Clearinghouse #2009071069)

3.2 Proposed Project

This Addendum document defines, describes, compares, and contrasts potential environmental impacts of the Addendum Project in the context of the environmental impacts associated with the development plan assessed in the previously certified EIR.

3.2.1 Environmental Analysis Summary

The March Business Center Specific Plan Final EIR identified and evaluated the potential environmental impacts associated with the implementation of the March Business Center Specific Plan. The resource areas that were evaluated in the Final EIR are presented below.

A. Land Use and Planning
B. Transportation/Traffic
C. Air Quality
D. Biological Resources
E. Hazards and Hazardous Materials
F. Hydrology/Water Quality
G. Recreation
H. Utilities and Service Systems
I. Aesthetics
J. Noise
K. Geology and Soils
L. Cultural Resources
M. Agricultural Resources
N. Mineral Resources
O. Population and Housing
P. Public Services

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

- No substantial changes are proposed which will require major revisions of the Certified EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;
- No substantial changes in circumstances have occurred which will require major revisions to the Certified EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;
- No new information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the EIR was certified, shows any of the following:
  - The approval of the Meridian South Campus Specific Plan Amendment - Parcel Delivery Terminal Project would result in any significant effects not discussed in the Certified EIR (it would not);

- Significant effects previously examined would be substantially more severe than shown in the Certified EIR (they would not);
- Mitigation measures or alternatives previously found not to be feasible would in fact be feasible, and would substantially reduce one or more significant effects of the project, but the Project proponents decline to adopt the mitigation measure or alternative (no previous mitigation or alternatives are declined); and
- Mitigation measures or alternatives which are considerably different from those analyzed in the Certified EIR would substantially reduce one or more significant effects on the environment, but the Project proponents decline to adopt the mitigation measure or alternative (no new mitigation is declined) .

SECTION 4.0 DETERMINATION

As supported by the analysis presented in this Addendum and included in Attachment A to this Addendum, the potential environmental effects of the development allowed by the proposed Specific Plan Amendment, and associated required discretionary actions, have been adequately addressed in the Certified EIR for the March Business Center Specific Plan. This Addendum to the Certified EIR provides minor technical changes to the Certified EIR analysis. As such, the development of any further information and analysis (e.g., preparation of a Subsequent or Supplemental EIR) is not warranted. Pursuant to the requirements of *CEQA Guidelines* Section 15162 and 15164, the following determinations have been made:

Major Revisions to the Certified EIR Not Required
Based on the preceding analysis and information, there is no evidence that substantive changes to the Certified EIR are required. Comparison of the previous project with the Project described in this Addendum indicates that there is no new significant or more severe environmental impact, and that the development of the Project described herein would have the same impacts as those described in the Certified EIR prepared for the March Business Center Specific Plan.

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

No New Information Showing Greater Significant Effects than Identified in the Certified EIR
This Addendum has considered all available relevant information to determine whether there is new information, which was not available at the time the March Business Center EIR was certified, that may indicate that a new significant effect may occur that was not reported in the Certified EIR. As supported by the analysis presented in this Addendum, there is no substantial new information that was not available at the time the EIR was certified, indicating that there will be a new, significant impact requiring major revisions of the Certified EIR.

Summary
The analysis presented in this document substantiates that the analysis presented in the Certified EIR is sufficient to satisfy CEQA requirements for the proposed Project. That is, implementation of the proposed Project described and evaluated herein will not result in any significant new, different, additional, or substantially increased environmental impacts than were previously considered and addressed in the Certified EIR. As such, environmental assessment of the Project does not require any major revision of the Certified EIR, nor will the development allowed by the Project result in conditions that would require preparation of a Subsequent or Supplemental EIR as described in the *CEQA Guidelines*.

SECTION 5.0 REFERENCES

County of Riverside. Adopted 1988. Ordinance 651 (as amendment through 651.4) Requiring Disclosure of Hazardous Materials and the Formulation of Business Emergency Plans.

County of Riverside. 2015. "Map My County - Riverside County." Accessed July 7, 2017. http://mmc.rivcoit.org/MMC_Public/Viewer.html?Viewer=MMC_Public.

DOC (California Department of Conservation). 2012a. "Riverside County Important Farmland 2010" [map]. Sheet 1 of 3. Scale 1:100,000. Accessed June 26, 2017.

DOC. 2012b. "Riverside County Williamson Act FY 2008/2009" [map]. Sheet 1 of 3. Scale: 1:100,000. Accessed June 26, 2017.

Department of Energy (DOE). 2017. "LED Lighting." Accessed June 26, 2017. https://energy.gov/energysaver/led-lighting.

March JPA (Joint Powers Authority). 1997. Development Code.

Mead & Hunt. 2014. *March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan.* Adopted by Riverside County Airport Land Use Commission November 13, 2014.

SUPPLEMENTAL ENVIRONMENTAL CHECKLIST FORM

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

1. Project Title: Meridian South Campus Specific Plan Amendment—Parcel Delivery Terminal Project

2. Lead Agency Name and Address:

March Joint Powers Authority
23555 Meyer Drive
Riverside, CA 92518

3. Contact Person and Phone Number: Grace Williams (951) 656-7000

Project Location: The Project site is located within the Meridian South Campus Specific Plan area. More specifically, the Project site encompasses 126.2 acres within the southwestern portion of the Meridian South Campus Specific Plan area. The Project site is located east of Barton Street, south of Krameria Avenue, and west of Ferguson Avenue, in unincorporated Riverside County, California. The Meridian South Campus Specific Plan area is generally located south of Van Buren Boulevard, west of Village West Drive, and east of Plummer Road, in unincorporated Riverside County, California (Figure 1, Regional). Interstate 215 (I-215) is located approximately 2.5 mile east of the Project site. The Specific Plan area is located within the existing March Business Center Specific Plan area, within the South Campus of the Meridian Business Park, and within the jurisdiction of the March Joint Powers Authority (JPA). The latitude and longitude of the approximate center of the Project site is 33°52'53.9407" N and -117°18'08.7738"W. The Project site sits on Township 3 South, Range 4 West, including Sections 21, 27, and 28, all within the Riverside East 7.5-minute quadrangle, as mapped by the U.S. Geological Survey (Figure 2, Vicinity Map Figure 3, Aerial Map).

4. Project Sponsor's Name and Address:

Meridian Park 61, LLC
1156 N. Mountain Avenue
Upland, California 91786

5. General Plan Designation: Business Park and Industrial

6. Zoning: March Business Center Specific Plan No. 1, Amendment No. 5 (SP-1, A5)

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

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

The March Business Center Specific Plan and Final EIR (SCH#2002071089), which guides land use decisions within a 1,290-acre portion of the planning area, was adopted and certified in 2003. Within the March Business Center Specific Plan two separate "campuses" were identified, along with the potential for a possible third campus. The two identified campuses include the North Campus and South Campus. Since adoption of the March Business Center Specific Plan in 2003, the Specific Plan area has become known and marketed as "Meridian." However, the term "March Business Center Specific Plan" is used herein when referring to the approved 2003 Specific Plan. The North and South Campus components of the March Business Center Specific

Plan have been analyzed under both CEQA and NEPA in the following documents:

- Final Environmental Impact Statement: Disposal of Portions of March Air Force Base (February 1996)
- Final Environmental Impact Report for the March Air Force Base Redevelopment Project (June 1996)
- Redevelopment Plan for the March Air Force Base Redevelopment Project (June 1996)
- March Joint Powers Authority Development Code (July 1997)
- General Plan of the March Joint Powers Authority (September 1999)
- Master Environmental Impact Report for the General Plan of the March Joint Powers Authority (September 1999)
- March Business Center Specific Plan (February 2003)
- March JPA General Plan Amendment (February 2003)
- March Business Center Focused Environmental Impact Report (February 2003)
- March Business Center Design Guidelines (November 2003)
- Addenda to the certified 2003 Focused EIR, including:
  - Tentative Tract Map 30857 Amendment (April 2007)
  - 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 2, Addendum to the FEIR (January 2009)
  - Meridian Specific Plan Amendment, SP-5, *An Amendment to the North Campus of the Meridian Specific Plan*, (also known as the March Business Center Specific Plan), March JPA, July 2010
  - The *Subsequent Environmental Impact Report for the Meridian Specific Plan (SP-5),* (State Clearinghouse #2009071069)

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

The following proposals, hereinafter collectively referred to as "Project", cover a 126.2-acre Project area that includes a previously entitled 48.02-acre site that will be occupied by an approved 1,000,000 square foot industrial building ("Building B"), 327 parking stalls for passenger vehicles with 14 carpool parking spaces and 10 handicapped parking spaces, as well as 326 trailer parking stalls. The building also includes 218 dock-high doors and four at-grade doors that are evenly distributed along the north and south building elevations. No changes to this prior approved 48.02-acre site is proposed with this Project. The approved building is to be occupied by UPS parcel delivery service and to accommodate multiple employee operational shifts throughout the day, the following actions are proposed:

- **General Plan Amendment No. 17-01** – The proposed Project would require an update to existing General Plan Circulation and Land Use Plans for South Campus.

- **Specific Plan No. 1, Amendment No. 6 (SP-1, A6)** – The Specific Plan Amendment for the proposed Project would revise the March Business Center South Campus Specific Plan to accomplish the following actions: a) add parcel delivery terminal as an allowed use within the Industrial and Business Park designations for parcels that are 60-acres in size or larger, and consistent with the March JPA Development Code; b) amend Specific Plan exhibits to reflect proposed Project utilities, transportation and parcel layouts; c) add a land use definition within the Specific Plan for Parcel Delivery facility, consistent with the Authority Development Code; d) update Land Use and designation tables within the SP to reflect revised acreages within the Commercial, Mixed Use, Business Park, and Park/Open Space land uses; e) add the following guidance pertaining to lighting - "site lighting must be 2700 Kelvin plus or minus 100 points."

- **Tentative Map No. 30857, Amendment No. 4** – The Tentative Map Amendment would revise the circulation plan for the March Business Center South Campus Specific Plan by removing Street V, Street X, the southern portion of Street Y, and terminating Krameria Avenue at the proposed parking lot area rather than extending it through to connect with Barton Street to the west. The Tentative Map Amendment would also reconfigure Parcels 67, 68, 69, 70 and 71. Figure 1, Approved South Campus Tentative Tract Map, shows the originally approved parcel and roadway configuration for South Campus. Figure 2, Proposed South Campus Tract Map, shows the South Campus layout under the

proposed Project revisions.

- **Plot Plan No. 16-07, Amendment No. 1** – The Plot Plan Amendment would add 78.18 gross acres to a previously approved 48.02-acre parcel that will house a parcel delivery terminal. The additional 78.18 gross acres would incorporate 1,587 standard vehicular parking stalls; 85 carpool stalls; 27 handicap parking stalls; 85 bike parking spaces; and 965 truck trailer stalls to the parcel delivery terminal site. The 78.18-acre area would also accommodate a 5,000 square-foot customer service building; 12,000 square-foot enclosed truck maintenance and wash facility; a compressed natural gas (CNG) station; additional 298,417 square feet of landscaped areas; and a 9-acre landscape buffer zone along the westerly project boundary. An approximate 3-acre open space park is also added directly west of the westerly Krameria Avenue terminus.

Truck ingress and egress to the Project site is allowed through a designated truck route around Building B and directly off of Krameria Avenue only, while passenger vehicles would access the westerly vehicular parking area from Krameria Avenue and Barton Street. Automobile access to and from areas directly surrounding Building B would only allowed off Krameria Avenue. No truck access to and from the parking lot and trailer storage areas would be allowed off Barton Street. The Specific Plan Amendment Configuration is outlined in Figure 4. See Figure 5 for the previously approved Specific Plan configuration, under the March Business Center.

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

The Project site is bordered by undeveloped Business Park parcels to the west; Public Facility (Ben Clark Safety Training Center) to the south; and Industrial and Business Park parcels to the north; and an Industrial parcel to the east.

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

None

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

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

DETERMINATION (To be completed by the Lead Agency):

On the basis of this initial evaluation:

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

☐ No substantial changes are proposed in the project and there are no substantial changes in the circumstances under which the project will be undertaken that will require major revisions to the previous approved ND or MND or

certified EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects. Also, there is no "new information of substantial importance" as that term is used in CEQA Guidelines Section 15162(a)(3). Therefore, the previously adopted ND, MND or previously certified EIR adequately discusses the potential impacts of the project; however, minor changes require the preparation of an ADDENDUM.

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

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

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

Signature _____ Date _____

Printed Name _____ For _____

EVALUATION OF ENVIRONMENTAL IMPACTS:

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

2) A finding of "New Mitigation is Required" means that the project has 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?	☐	☐	☒	☐

2003 March Business Center EIR General Discussion

As outlined in the previously certified EIR, the visual aspects of the March Business Center Specific Plan were evaluated to identify new aesthetic impacts as compared to the Master Environmental Impact Report (MEIR) for the General Plan of the March Joint Powers Authority (September 1999). The evaluation determined that environmental impacts to aesthetics, as documented in the MEIR, would not be changed by the March Business Center Specific Plan. The previously certified 2003 EIR found that the mitigation measures specified in the MEIR are appropriate for the development of the March Business Center. The March Business Center Specific Plan is consistent with the March JPA General Plan, and as such, follows the standards of development that are consistent with the sub-region and neighboring jurisdictions, particularly floor area ratios.

Specific Plan Amendment Analysis

a) Would the project have a substantial adverse effect on a scenic vista?

The Project would not have a substantial adverse effect on a scenic vista. The March JPA's GP designates the area looking east and northeast of the March JPA Planning Area toward the Box Springs Mountains and San Jacinto Mountains as a scenic vista (Exhibit 5-5, Scenic & View Shed Areas, March JPA 1999). While distant scenic vistas of the Box Springs Mountains and San Jacinto Mountains are visible from the Project site and from areas surrounding the Project site, the Project would not change the views of scenic vistas because much of the improvements involve parking areas and landscaped buffer zones and open space. The vehicles and trailers on site would not exceed the height of a trailer, which is approximately 14 feet in height. The truck maintenance facility, located more than 1,300-feet easterly of Barton Street, would be approximately 26 feet in height. Impacts to scenic vistas would be comparable or reduced compared to the existing March Business Center Specific Plan Amendment, as the height of the surface lot would be less than the 35 feet height of buildings previously studied for a business park. In addition, the removal and change of streets and change in parcel configurations would not conflict with the scenic views from the Project site. Visual simulations were performed for the proposed Project and, as shown on Figures 6 and 7, the Project would not alter or obstruct views of the distant Box Springs Mountains and San Jacinto Mountains. No new of different scenic vista impacts would occur than those previously identified in the in past environmental documents prepared for the March Business Center Specific Plan. No further analysis is required.

b) Would the project substantially damage scenic resources, including but not limited to trees, rock outcroppings, and historic buildings within a state scenic highway?

There are no state scenic highways, historic buildings, rock outcroppings, trees or other scenic resources near the Project site as identified by the California State Highway Mapping System (Caltrans 2011); thus, the Project would not affect these resources. No new or different scenic resources impacts would occur than those previously identified in past environmental documents prepared for the March Business Center Specific Plan. No further analysis is required.

c) Would the project substantially degrade the existing visual character or quality of the site and its surroundings?

The Project would not substantially degrade the existing visual character or quality of the site and its surroundings. The site, while mostly vacant, was previously slated for industrial and business park uses. Neighboring land uses include vacant Business Park parcels to the west, vacant Business Park and Industrial parcels to the north, and an Industrial building to the east. The Project would replace parcels slated for business park developments with open space, parking areas and ancillary support facilities; thereby reducing the overall footprint of buildings that would have occupied South Campus pursuant to the existing zoning of SP-1, A5. The previously approved 1,000,000 square foot industrial building stands at 35-feet in height and is located more than 1,400-square feet east of the nearest residential development west of Barton Street. Thus, no new or different impacts associated with the visual character and quality of the site and its surroundings would result from implementation of the Project. No further analysis is required.

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

The Project would not create a new source of substantial light or glare which would adversely affect day or nighttime views in the area. The proposed Project would introduce lighting and glare from parking lot lights and vehicle headlights. However, the proposed Project design incorporates a berm around the parking lot that would minimize light pollution from the Project site towards surrounding parcels. Because the Project design eliminates the installation of multiple industrial and business park uses within the Project boundaries, the site would introduce less light and glare than what was previously envisioned within South Campus. In addition, the removal of three connector streets into South Campus through the Project Design minimizes lighting and glare in the area. Street lighting was planned for the original configurations of the roadways and the termination of Krameria Avenue at Parcel 71 would involve fewer street lights and would therefore remove sources of lighting and glare from street lights in the area. Parcel reconfigurations as well as the plot plan amendment to address the interface between Building B and the parking parcel would not require any changes in lighting.

With regard to revising the Specific Plan text to state that "site lighting must be 2700 Kelvin plus or minus 100 points," this would remove the existing restriction within the approved Specific Plan requiring high pressure sodium (HPS) lighting. Other sources of light, including light-emitting diode (LED) lighting, would be permitted. By allowing the use of LED lighting, this would allow Project lighting to be aimed in more specific directions (DOE 2017), thereby reducing the potential for light and glare impacts from the Project site on surrounding uses. Additionally, CalGreen code requirements impose far greater light spill and glare requirements than what would be allowed under the requested Specific Plan text changes. Further, a light and glare study would be submitted for approval prior to implementation of the proposed Project. As such, although some new lighting would be configured differently than previously considered in other environmental documents for the March Business Center Specific Plan, no new or different light or glare impacts would occur. No further analysis is required.

Mitigation Measures

The 2003 EIR incorporated by reference mitigation measures that were established in the 1999 MEIR. No new mitigation or revisions to existing mitigation from the 1999 MEIR were incorporated into the 2003 Focused EIR regarding aesthetics. Based on the analysis above, no new mitigation or revisions to existing mitigation from the 1999 MEIR or 2003 Focused EIR are required as a result of this Project.

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

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?	☐	☐	☒	☐
	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?	☐	☐	☒	☐

2003 March Business Center EIR General Discussion

As outlined in the previously certified EIR, the March Business Center Specific Plan was evaluated in 2002 for changes to agricultural resources that may have occurred since the approved 1999 MEIR. The evaluation concluded that environmental impacts to agricultural resources, as documented in the MEIR, have not significantly changed and that additional mitigation measures are not required for the development of the proposed amendment.

Specific Plan Amendment Analysis

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

The Project site is not located in an area designated as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance by the California Department of Conservation (DOC) Farmland Mapping and Monitoring Program (DOC 2012a), and nor is the site utilized for agricultural purposes. As such, new or different farmland impacts would occur than those previously identified in past environmental documents prepared for the March Business Center Specific Plan. No further analysis is required.

b) Would the project conflict with existing zoning for agricultural use, or a Williamson Act contract?

The Project site is not zoned for agricultural use or within a designated Williamson Act contract (DOC 2012b) and instead is zoned for Business Park and Industrial use. As such, new or different farmland impacts would occur than those previously identified in past environmental documents prepared for the March Business Center Specific Plan. No further analysis is required.

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

The Project site is not zoned for forest land, timberland, or within a designated Timberland Production area and is instead zoned for Business Park and Industrial use. As such, new or different forest land or timberland impacts would occur than those previously identified in past environmental documents prepared for the March Business Center Specific Plan. No further analysis is required.

d) Would the project result in the loss of forest land or conversion of forest land to non-forest use?

The Project site is not zoned or used for forest land and as such, Project implementation would not convert forest land to non-forest use. As such, new or different forest land impacts would occur than those previously identified in past environmental documents prepared for the March Business Center Specific Plan. No further analysis is required.

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

Neither the Project site nor surrounding land uses are located in an area designated as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (DOC 2012a), and nor is the site utilized for agricultural purposes. As such, new or different farmland impacts would occur than those previously identified in past environmental documents prepared for the March Business Center Specific Plan. No further analysis is required.

Mitigation Measures

Both the 1999 MEIR and the 2003 Focused EIR had no impacts or mitigation related to farmlands, forests, or timberlands. There are no new impacts associated with the proposed Project; therefore, 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?	☐	☐	☒	☐

Issues:		New Potentially Significant Impact	New Mitigation is Required	No New Impact/No Impact	Reduced Impact
b)	Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	☐	☐	☐	☒
c)	Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is 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?	☐	☐	☒	☐

2003 March Business Center EIR General Discussion

The previously certified Focused EIR considered operational impacts associated with the March Business Center Specific Plan, estimated following standards provided in the *South Coast Air Quality Management District (SCAQMD) CEQA Air Quality Handbook.*

Air Quality Management Plan (AQMP) Consistency

The previously certified EIR explains that according to the SCAG (Southern California Association of Governments, *State of the Commute Report 1999*), Riverside County residences currently have the longest average home to work commute distance of the six counties comprising the SCAG, estimated at 21.6 miles. The opportunity to work close to home would translate into lower congestion, and commute time, and a decrease in the daily vehicle miles traveled within Riverside County. This would lead to reduced emissions associated with automobile travel within Riverside County and help with attainment of the AQMP. Therefore, as concluded in the 2003 EIR, the Specific Plan is anticipated to be consistent with the AQMP.

Criteria Pollutants

As stated in the previously certified EIR, operational emissions were estimated using emissions estimation worksheets, which follow methodology outlined in the SCAQMD CEQA Air Quality Handbook and utilize emission factors found in the EMFAC-7G air emissions model, and SCAQMD CEQA Air Quality Handbook.

Mobile Sources

The Traffic Circulation and Phasing Study predicts that an additional 74,900 external trips per day would occur due to the March Business Center, as compared to existing conditions at the time the Focused EIR was prepared. In addition, 5,769 additional truck trips would be generated. This analysis assumes that on average each trip would be 15 miles in length. Operational on-road mobile sources of emissions were calculated for the year 2020 and would constitute a significant impact with regards to carbon monoxide, reactive organic compounds, nitrogen oxides, and particulate matter. These emissions do not take into account emissions transfers from other part of the SCAQMD.

Stationary Sources

Although stationary sources of emissions are categorized as either on-site or off-site emissions sources, due to the lack of information about specific commercial activities at the March Business Center, only on-site emissions associated with the combustion of natural gas were calculated in the 2003 Focused EIR. Off-site energy emissions, and on-site natural gas emissions would constitute a significant impact to air quality with respect to nitrogen oxides.

Summary- Mobile and Stationary Sources

As outlined in the 2003 Focused EIR, operational emissions associated with the March Business Center would exceed SCQMD significance criteria and as such would be considered a significant unavoidable impact to air quality.

Emissions Added to Cumulative Baseline
As discussed in the 2003 Focused EIR, the project's emissions and emissions from other planned development in the vicinity of the site would constitute a significant unavoidable impact.

Carbon Monoxide
As described in the previously certified EIR, motor vehicle trips generated by the March Business Center would affect carbon monoxide concentrations at intersections in the Specific Plan area vicinity. However, as indicated in the 2003 Focused EIR, carbon monoxide concentrations would not be above state and national carbon monoxide standards at any of the intersections analyzed and impacts would be less than significant.

Diesel particulate emissions from motor vehicle trips
As described in the previously certified EIR, motor vehicle trips will generate diesel particulate emissions, identified as toxic air contaminant (TAC) based on its potential to cause cancer and other adverse health effects. Health impacts associated with diesel trucks that are expected to visit the March Business Center were analyzed in the 2003 Focused EIR. The maximum annual average diesel PM concentration was predicted to be 0.019 micrograms per cubic meter. Using the unit risk coefficient for diesel PM, the maximum incremental risk was estimated to be 5.7 million. Since this value is less than the significance threshold of 10 in a million, the impact would be less than significant. With regard to noncarcinogenic impacts, the maximum Hazard index is estimated to be 0.0038, which is well below the significance threshold of 1.0. Therefore, impacts would be less than significant. In addition, it should be noted that the 2003 Focused EIR used conservative modeling assumptions. Actual impacts are expected to be much lower.

Specific Plan Amendment Analysis

a) Would the project conflict with or obstruct implementation of the applicable air quality plan?

The Project would not conflict with or obstruct implementation of the applicable air quality plans. The Project site is located within the South Coast Air Basin (SCAB), under the jurisdiction of the SCAQMD, which is principally responsible for air pollution control, and works directly with the Southern California Association of Governments (SCAG), county transportation commissions, local governments, as well as state and federal agencies to reduce emissions from stationary, mobile, and indirect sources to meet state and federal ambient air quality standards. The SCAQMD has adopted a series of Air Quality Management Plans (AQMPs) to meet the state and federal ambient air quality standards. AQMPs are updated regularly in order to more effectively reduce emissions, accommodate growth, and to minimize any negative fiscal impacts of air pollution control on the economy. In March 2017, the AQMD released the Final 2016 AQMP, which continues to evaluate currently integrated strategies and control measures to meet the National Ambient Air Quality Standards (NAAQS), as well as, explore new and innovative methods to reach its goals.

Criteria for determining consistency with the AQMP are defined in Chapter 12, Section 12.2 and Section 12.3 of the SCAQMD's CEQA Air Quality Handbook (1993) (23). These indicators are discussed below:

- Consistency Criterion No. 1: The proposed Project will not result in an increase in the frequency or severity of existing air quality violations or cause or contribute to new violations, or delay the timely attainment of air quality standards or the interim emissions reductions specified in the AQMP.
- Consistency Criterion No. 2: The Project will not exceed the assumptions in the AQMP based on the years of Project build-out phase.

As discussed in the Air Quality Report (Appendix A), the violations that Consistency Criterion No. 1 refer to are the California Ambient Air Quality Standards (CAAQS) and NAAQS. CAAQS and NAAQS violations would occur if localized significance thresholds (LSTs) or regional significance thresholds were exceeded (further discussed in Threshold d, below). The Project would not exceed the applicable LST thresholds or regional significance thresholds for construction activity. Therefore, the Project would not have the potential to conflict with the AQMP according to Criterion No. 1. Further, the proposed Project would not exceed the applicable LST thresholds for operational activities. Furthermore, the proposed Project would result in fewer operational impacts than the currently approved Business Park use. As such, the Project would not have the potential to conflict with the AQMP according to

Criterion No. 1.

In addition, the 2016 AQMP demonstrates that the applicable ambient air quality standards can be achieved within the timeframes required under federal law. Growth projections from local general plans adopted by cities in the district are provided to the Southern California Association of Governments (SCAG), which develops regional growth forecasts, which are then used to develop future air quality forecasts for the AQMP. Development consistent with the growth projections in the Plan is considered to be consistent with the AQMP.

The Project proposes a land use that is permitted/conditionally permitted in the adopted March JPA Plan and thus would not have the potential to conflict with the AQMP. As such, the proposed amendment would not result in any new or different impacts from those previously identified in past environmental documents prepared for the March Business Center Specific Plan.

b) Would the project violate any air quality standard or contribute substantially to an existing or projected air quality violation?

The Project would not violate any air quality standards or contribute substantially to an existing or projected air quality violation. The proposed Project's air quality emissions have been evaluated to determine if the Project would violate an air quality standard or contribute to an existing or projected air quality violation. The complete analysis is prepared in the Project's Air Quality Report, included within Appendix A. Construction activities associated with the Project would result in emissions of CO, VOCs, NOx, SOx, PM_{10}, and $PM_{2.5}$ from activities such as grading, building construction, architectural coating, paving, and construction workers commutes. The SCAQMD Rules that are currently applicable during construction activity for this Project include but are not limited to: Rule 1113 (Architectural Coatings) (32); Rule 431.2 (Low Sulfur Fuel) (33); Rule 403 (Fugitive Dust) (34); and Rule 1186 / 1186.1 (Street Sweepers) (35). As such, credit for Rule 1113 and Rule 403 have been taken. As outlined in Table 1, Maximum Daily Peak Construction Emissions Summary, under the assumed scenarios for Project construction, emissions resulting from Project construction would not exceed numerical thresholds established by the SCAQMD for any criteria pollutant. Therefore, construction impacts would be less than significant impact, and no mitigation is required.

Table 1: Maximum Daily Peak Construction Emissions Summary

Year	Emissions (pounds per day)					
	VOC	NOx	CO	SOx	PM10	PM2.5
2017	6.25	71.68	41.53	0.07	6.87	4.44
2018	17.65	75.09	87.34	0.29	19.13	6.25
Maximum Daily Emissions	**17.65**	**75.09**	**87.34**	**0.29**	**19.13**	**6.24**
SCAQMD Regional Threshold	75	100	550	150	150	55
Threshold Exceeded?	**NO**	**NO**	**NO**	**NO**	**NO**	**NO**

Operational activities associated with the proposed Project would result in emissions of VOC, NO_X, CO, SO_X, PM_{10}, and $PM_{2.5}$ from primary sources such as area source emissions, energy source emissions, mobile source emissions, and on-site equipment emissions. The proposed Project and currently approved Business Park use operational-source emissions comparison is shown in Table 2, Summary of Operational Emissions. As shown, the proposed Project would result in fewer operational-source emissions than the currently approved Business Park Use. As discussed in the previously certified environmental documents, air quality impacts would be significant and unavoidable. However, as shown, the proposed Project would reduce emissions overall and as such, no additional significant impacts would occur, and no additional mitigation is required.

Table 2: Summary of Operational Emissions

Operational Activities – Summer Scenario	Emissions (pounds per day)					
	VOC	NO_x	CO	SO_x	PM_{10}	$PM_{2.5}$
Proposed Project						
Area Source	1.31	0.00	0.01	0.00	3.00E-05	3.00E-05

Energy Source	7.80E-04	7.07E-03	5.94E-03	4.00E-05	0.15	0.15
Mobile Source (Trucks)	2.58	75.68	22.52	0.23	9.56	3.16
Mobile Source (Passenger Cars)	4.52	6.34	89.64	0.29	31.18	8.37
On-Site Equipment	2.66	26.30	23.37	0.03	1.86	1.71
Total Maximum Daily Emissions	**11.07**	**108.33**	**135.54**	**0.55**	**42.75**	**13.39**
Currently Approved Business Park Use						
Area Source	26.14	1.19E-03	0.13	0.00	4.60E-04	4.60E-04
Energy Source	0.12	1.07	0.90	6.40E-03	0.08	0.08
Mobile Source	41.30	289.66	539.00	1.84	128.23	35.70
Total Maximum Daily Emissions	**67.56**	**290.73**	**540.03**	**1.85**	**128.31**	**35.78**
Variance	**-56.49**	**-182.40**	**-404.49**	**-1.30**	**-85.56**	**-22.39**
SCAQMD Regional Threshold	55	55	550	150	150	55
New Significant Impacts?	**NO**	**NO**	**NO**	**NO**	**NO**	**NO**
Operational Activities – Winter Scenario	**Emissions (pounds per day)**					
	VOC	**NO_x**	**CO**	**SO_x**	**PM_{10}**	**$PM_{2.5}$**
Proposed Project						
Area Source	1.31	0.00	0.01	0.00	3.00E-05	3.00E-05
Energy Source	7.80E-04	7.07E-03	5.94E-03	4.00E-05	0.15	0.15
Mobile Source (Trucks)	2.60	78.53	22.80	0.22	9.56	3.16
Mobile Source (Passenger Cars)	3.59	6.54	71.84	0.26	31.18	8.37
On-Site Equipment	2.66	26.30	23.37	0.03	1.86	1.71
Total Maximum Daily Emissions	**10.16**	**111.38**	**118.02**	**0.51**	**42.75**	**13.39**
Currently Approved Business Park Use						
Area Source	26.14	1.19E-03	0.13	1.00E-05	4.60E-04	4.60E-04
Energy Source	0.12	1.07	0.90	6.40E-03	0.08	0.08
Mobile Source	35.46	292.84	463.02	1.69	128.25	35.72
Total Maximum Daily Emissions	**61.72**	**293.91**	**464.05**	**1.70**	**128.33**	**35.80**
Variance	**-51.56**	**-182.53**	**-346.03**	**-1.19**	**-85.58**	**-22.41**
SCAQMD Regional Threshold	55	55	550	150	150	55
New Significant Impacts?	**NO**	**NO**	**NO**	**NO**	**NO**	**NO**

c) Would the project 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)?

The Project would not result in a cumulatively considerable net increase of any criteria pollutant for which the region in non-attainment. The proposed Project's cumulative impacts to air quality were analyzed in the Air Quality Report (Appendix A). Project construction-source air pollutant emissions would not exceed the SCAQMD regional thresholds for any criteria pollutant. As such, the proposed Project would not result in a cumulatively considerable significant impact with respect to construction activity. Further, air quality emissions from construction would be reduced under the proposed Project, as the proposed landscape buffer areas, open space and surface parking areas with ancillary facilities would only involve grading and paving, compared to the construction of multiple business park buildings under the originally-approved March Business Center Specific Plan. Project operational-source emissions would result in fewer emissions than the currently approved Business Park use. Therefore, the proposed

Project would not result in a cumulatively considerable significant impact with respect to construction or operational activity.

Use of the site as a parking and trailer storage facility would have the potential to result in operational air emissions from vehicles and trucks arriving at, and departing from, the parking lot. However, under the previously certified environmental documents for the March Business Center, air quality impacts associated with vehicle trips traveling to and from the business park were evaluated. Use of the site for vehicle parking, trailer storage, and a parcel delivery terminal, would not result in an increase in operational air emissions when compared to the previously approved business park.

In addition, a list approach was used in the cumulative analysis within the Air Quality Report in accordance with Section 15130(b) of the CEQA Guidelines and in consultation with planning and engineering staff from the March JPA. The cumulative project list includes known and foreseeable projects that are anticipated to contribute emissions to the air basin in the vicinity of the project. Cumulative projects could contribute to an existing or projected air quality exceedance because the Basin is currently nonattainment for ozone, PM_{10}, and $PM_{2.5}$. As previously noted, the Project would not result in any new cumulatively considerable significant impact with respect to construction and operational activity. As such, impacts would be reduced when compared to the previously-approved March Business Center EIR.

d) Would the project expose sensitive receptors to substantial pollutant concentrations?

The Project would not expose sensitive receptors to substantial pollutant concentrations. The SCAQMD has established that impacts to air quality are significant if there is a potential to contribute to or cause localized exceedances of the federal and/or state ambient air quality standards (NAAQS/CAAQS). Collectively, these are referred to as Localized Significance Thresholds (LSTs). As outlined in the Air Quality Report (Appendix A), the nearest sensitive receptor is the residential community, located adjacent to the Project site to the west. For construction activities, the Project's proximity to the nearest sensitive receptor distance is measured from the nearest area of construction. Project construction activity that is nearest to the sensitive receptor is the construction of the "Auto Only Access" and "Emergency Only Access" roadways connecting to Barton Street. Projects with boundaries located closer than 25 meters to the nearest receptor should use the LSTs for receptors located at 25 meters." As such, LSTs for receptors located at 25 meters/82 feet were utilized. As described in Table 3, Localized Significance Summary Construction, below, localized construction emissions would not exceed the applicable SCAQMD LSTs for any criteria pollutant. Therefore, impacts to air quality standards from construction would be less than significant, and no mitigation is required.

Table 3: Localized Significance Summary Construction

On-Site Grading Emissions	Emissions (pounds per day)			
	NO_x	CO	PM_{10}	$PM_{2.5}$
Maximum Daily Emissions	**62.40**	**36.38**	**6.13**	**3.93**
SCAQMD Localized Threshold	203	1,114	9	5
Threshold Exceeded?	**NO**	**NO**	**NO**	**NO**

The Air Quality Report analyzed LST thresholds for operational activities. Table 4, Localized Significance Operations Summary, shows the calculated emissions for the proposed Project's operational activities compared with the applicable LSTs. The LST analysis includes on-site sources only; however, the CalEEMod™ model outputs do not separate on-site and off-site emissions from mobile sources. In an effort to establish a maximum potential impact scenario for analytic purposes, the emissions shown on Table 4 represent all on-site Project-related stationary (area) sources and five percent (5%) of the Project-related mobile sources. Considering that the weighted trip length used in CalEEMod™ for the Project is approximately 18.78 miles for trucks and passenger cars, 5% of this total would represent an on-site travel distance of approximately 0.94 mile/4,963.2 feet for each vehicle. Thus, the 5% assumption is conservative and would tend to overstate the actual impact. Further, the proposed Project's proximity to the nearest sensitive receptor distance is measured from the area of operational activity. The Project includes a buffer and vacant area totaling approximately 600 feet/182 meters wide between the operational parking lot area where operational activity is expected to occur and the nearest sensitive receptor. As such, for operational activity, LSTs for receptors located at 600 feet/182 meters were utilized. Modeling based on these assumptions demonstrates that even within broad encompassing parameters, the proposed Project's operational-source emissions would not

exceed applicable LSTs.

Table 4: Localized Significance Operations Summary

On-Site Grading Emissions	Emissions (pounds per day)			
	NO_x	CO	PM_{10}	$PM_{2.5}$
Maximum Daily Emissions	**33.32**	**22.30**	**2.05**	**1.82**
SCAQMD Localized Threshold	468	6,244	21	7
Threshold Exceeded?	**NO**	**NO**	**NO**	**NO**

In addition, the proposed Project would not produce the volume of traffic required to generate a CO "hot spot" in the context of the 2003 Los Angeles hot spot study, or based on representative Bay Area Air Quality Management District (BAAQMD) CO thresholds considerations. As such, the proposed Project would not result in potentially adverse CO concentrations or "hot spots" and localized air quality impacts related to mobile-source emissions would be less than significant. No new or different impacts than previously included in past environmental documents would occur, and no new mitigation measures are required.

e) Would the project create objectionable odors affecting a substantial number of people?

The Project would not create objectionable odors affecting a substantial number of people. The potential for the proposed Project to generate objectionable odors has been considered in the Air Quality Report (Appendix A). The Project does not propose any land uses generally associated with odor complaints or activities that would result in potentially significant operational-source odor impacts. The proposed parcel delivery terminal includes a CNG fueling station and a truck maintenance facility These uses are not generally associated with significant operational-source odor impacts. Further, use of chemicals at the CNG fueling station and truck maintenance facility would be regulated and material health, safety and protocol plans, as legally required, would be established. Potential sources of operational odors generated by the Project would include disposal of miscellaneous commercial refuse. Consistent with County requirements, all Project-generated refuse would be stored in covered containers and removed at regular intervals in compliance with solid waste regulations, thereby precluding substantial generation of odors due to temporary holding of refuse on-site. Moreover, SCAQMD Rule 402 acts to prevent occurrences of odor nuisances. Impacts to odors were scoped out of the 2003 Focused EIR in the Initial Study for the 2003 Focused EIR concluded that there would be no impact to odors as a result of the March Business Center Specific Plan. As such, impacts to odors from the proposed Project would be consistent with the findings of the previously certified March Business Center EIR. No new mitigation measures are required.

Mitigation Measures

The 2003 EIR incorporated mitigation measures C-1 through C-14 into the proposed Specific Plan as being applicable to projects under build-out of the March Business Center Specific Plan. These mitigation measures would be applicable to the proposed Project.

Criteria Pollutants

Implementation of the Transportation Demand Management (TDM) measures will encourage the following, although it would not reduce emissions to a less than significant level:

C-1 Preferential parking spaces shall be offered to car pools and van pools
C-2 Employers shall implement a compressed workweek schedule when feasible.
C-3 Employers with 250 employees or more shall develop a trip reduction plan to increase vehicle occupancy.
C-4 Employers shall provide on-site child care facilities when feasible.
C-5 Design elements shall be designed to reduce vehicle queuing when entering and exiting parking structures.
C-6 Projects shall provide for video conferencing facilities to the extent possible.
C-7 Businesses shall minimize the use of fleet vehicles during smog alerts, and encourage the use of alternative fuel vehicles.
C-8 Buildings shall be designed to reduce energy usage by utilizing solar or low emissions water heaters, double paned glass windows, using light colored roofing materials, orienting buildings north and increasing wall and attic installation above Title 24 requirements.

The following mitigation measures are recommended by the SCAQMD in the 2003 Focused EIR. These mitigation measures will not reduce emissions to a less than significant level.

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

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.

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

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

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

C-14 Landscape with appropriate drought-tolerant species to reduce water consumption.

With implementation of the above-mentioned mitigation measures, impacts to criteria pollutants and emissions added to cumulative baseline would remain significant and unavoidable. Impacts to Carbon Monoxide and Diesel Particulates would remain less than significant. These findings are consistent with the findings in the 2003 Focused EIR. The proposed Project would not result in new or more significant impacts required new or modification mitigation measures.

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?	☐	☐	☒	☐

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

1999 Master EIR for March JPA General Plan

As discussed in the 1999 MEIR, potential habitat for two federally listed endangered species, Stephens' kangaroo rat *(Dipodomys stephensi)* and Least Bell's vireo *(Vireo bellii pusillus)*, and 11 candidate for federal listing (Category 2) species may be present within the March JPA Planning Area. Direct impacts to sensitive species could result from operational or construction activities, resulting in direct mortality and habitat loss. Development in undisturbed areas can result in indirect impacts, including fragmentation or isolation of sensitive species habitat. The 1999 MEIR sets forth potential project mitigation measures that shall be applied to projects, on a project-by-project basis, as they may apply. The mitigation measure related to burrowing owls, described in the Mitigation Measures section below, specifically applies to the proposed Project site.

2003 March Business Center EIR General Discussion

As described in the 2003 EIR, a field reconnaissance of the Specific Plan area and its immediate surroundings was conducted in February 2002 in order to evaluate the biological resources of these areas. *The Biological Resources Review for March Business Center* (June 2002) is based on field reconnaissance and research performed to update past biological evaluations that were summarized in the MEIR and other documents.

Vegetation

As outlined in the 2003 EIR, riparian vegetation would be impacted by the widening of Van Buren Boulevard, extension of Brown Street (Street Z), and the development of lots 47, 48, 49, 50, and 54, which would be used for business park and industrial. In total, 5.43 acres of impact located within lots 47, 48, 49, 50, and 54 will occur to riparian vegetation. The relatively minor loss of these vegetation communities is not significant as the areas were not considered suitable habitat for the least Bell's vireo, and given the overall abundance of the vegetation community in the area (52 acres within the Specific Plan).

Protected Species

Habitat exists within the Specific Plan area for four endangered (federal and/or state) species, and one proposed threatened species. Two of these species, SKR and least Bell's vireo occupy areas within the Specific Plan area. Potential impacts to the least Bell's vireo will be avoided by providing one hundred foot buffers at identified riparian area habitat within the Specific Plan area. Anticipated impacts to protected species will be the take of 78.4 acres of potentially occupied SKR habitat, which will be mitigated at $500 per acre, and the take of 35.2 acres of occupied habitat, which will be mitigated at a ratio of 1:1 per 1990 BO Clarification letter. The March JPA has acquired 21 acres of USFWS approved SKR occupied habitat that will mitigate for 21 of the 35.2 acres. The remaining 14.2 acres will be mitigated at a 1:1 ratio by the March JPA.

Wildlife Populations

The proposed project may cause an increase in equipment and vehicles in the area that could lead to accidental mortality of birds, small mammals, reptiles, amphibians, and invertebrates. Habitat loss and habitat fragmentation may also cause direct or indirect impacts to existing wildlife.

Water Resources

Impacts to waters of the U.S. are based on the proposed Section 404 Jurisdictional Determination for March Business Center. The total impacts to waters of the U.S. from the development of the Specific Plan area is 2.68 acres, which will require a Section 404 Individual Permit Authorization from the U.S. Army Corps of Engineers prior to development.

Mitigation for these impacts will include realigning a portion of the channel (north of Van Buren Boulevard) to the north of the existing channel at twice the width of the present channel, and planting riparian vegetation at a 2:1 ratio in a proposed detention basin.

Specific Plan Amendment Analysis

a) Would the project have a substantial adverse effect, either directly or through habitat modifications, on any species identified as 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?

The Project would not have a substantial adverse effect, either directly or through habitat modifications, on any species identified as 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. A biological resources assessment was conducted by Rocks Biological Consulting (RBC) for the proposed Project and included as Appendix B of this Addendum. Existing information regarding biological resources present or potentially present within the Project boundaries were obtained through a review of pertinent literature and databases, including, the California Department of Fish and Wildlife (CDFW) California Natural Diversity Database (CNDDB) and the United States Fish and Wildlife Service (USFWS) Database. CNDDB (CDFW 2017) and USFWS (USFWS 2017) queries for a one-mile radius around the Project site. The CNDDB and USFWS search identified ten wildlife species with historic occurrences in the vicinity of the Project site as well as one additional species which was not in the database result but was observed on the westerly parking lot and trailer storage areas by RBC biologists. Of these species, four special-status species, including the burrowing owl (*Athene cunicularia*), California horned lark (*Eremophila alpestris actia*), Lawrence's goldfinch (*Spinus lawrencei*), and San Diego black-tailed jackrabbit (*Lepus californicus bennettii*), are present at the site and were observed by RBC biologists during 2017 field surveys. One additional species, Stephens kangaroo rat (*Dipodomys stephensi*), has a high potential to occur on the Project site but was not observed by biologists during the field surveys. One species, orange-throated whiptail, has a moderate potential to occur and four species, coast whiptail, coast horned lizard, loggerhead shrike, and pocketed free-tailed bat, have a low potential to occur on-site. Least Bell's vireo does not have the potential to occur on-site due to the lack of suitable habitat. No special-status plants have the potential to occur on the Project site.

Burrowing Owl

On March 6, 2017 RBC biologists conducted a burrowing owl pre-construction survey, as required by the 1999 MEIR, across the Project site. Biologists found several active burrows with burrowing owl signs, including pellets, whitewash, and feathers. The Project site was monitored from March 8, 2017 to March 28, 2017 to determine the breeding status of the burrowing owls on-site. A burrow as well as a male and female owl were captured on camera. The burrow was determined to be a nest burrow for the pair.

The 1999 MEIR outlines potential project mitigation measures that shall be applied to projects, on a project-by-project basis, as they may apply. Mitigation is provided for potential impacts to burrowing owls, which requires burrowing owl surveys thirty days prior to the onset of construction activities as well as construction restrictions if burrowing owls are found at the site. With implementation of this mitigation measure, impacts to burrowing owl and thus candidate, sensitive, or special-status species would be reduced to less than significant. No additional impacts would occur than those previously identified in past environmental documents prepared for the March Business Center Specific Plan, and no new mitigation measures would be required.

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

The Project would not 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. As outlined in the 2003 Focused EIR riparian habitat exists south of Van Buren Boulevard, and extends from Village West Drive to east of Coyote Bush Road. A total of 5.43 acres of riparian vegetation would be impacted by the widening of Van Buren Boulevard, extension of Brown Street (Street Z), and the development of lots 47, 48, 49, 50, and 54, which would be used for business park and industrial. The relatively minor loss of these vegetation communities is not significant as the areas were not considered suitable habitat for the least Bell's vireo, and given the overall abundance of the vegetation community in the area (52 acres within the

Specific Plan area). No additional impacts to riparian habitat would occur as a result of the proposed Project. The 2017 biological resources assessment (Appendix B) further explains that although riparian vegetation occurs elsewhere within the Meridian Business Park, it does not occur on or adjacent to the Project site. As such, impacts to riparian habitat and sensitive natural communities would be less than significant. No new of different riparian habitat or sensitive natural community impacts would occur than those previously identified in the in past environmental documents prepared for the March Business Center Specific Plan. No further analysis is required.

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

The Project would not 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. As described in the 2003 Focused EIR, impacts to waters of the U.S. are based on the proposed *Section 404 Jurisdictional Determination for March Business Center*. Three drainage systems (two with wetland areas), one isolated wetland system and concrete drainage channels as jurisdictional waters of the U.S under Section 404 of the Clean Water Act and present on the March Business Center site. Impacts to these waters will include 2.6 acres and stem from the construction of March Business Center and its associated roadways and utilities. Construction of the Project would not affect these federally protected waters. No new or different impacts to federally protected wetlands would occur than those previously identified in past environmental documents prepared for the March Business Center Specific Plan, no new mitigation measures are required, and no further analysis is required.

d) Would the project interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?

The Project would not 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. As described in the Initial Study for the 2003 March Business Center Specific Plan Focused EIR, the entire Specific Plan area, including the Project area, has been adversely affected by the existence of the March AFB, and has few natural areas that would be potential nursery sites for native wildlife. Further, as discussed in the biological resources assessment (Appendix B), vegetation on site is composed of disturbed ruderal (i.e. weedy) habitat with several small patches of Riversidean sage scrub. The site has a history of frequent tiling and was partially cleared as a part of South Campus mass grading activities in March 2017. The area directly to the east of the Project site is currently under development for industrial uses, the area to the west is a residential neighborhood, the area to the south is occupied by the Riverside County's Ben Clark Safety Training Facility, and the area to the west contains undeveloped land. Given that the Project is surrounded by parcels that are either occupied or were recently disturbed for construction, and that the Project site was previously slated for development, it is unlikely that the Project would interfere established wildlife corridor, or a wildlife nursery site.

As described in Threshold A, burrowing owls were found at the parking lot and trailer storage site. As such, mitigation for impacts to burrowing owl that were previously described in the 1999 MEIR will be implemented to ensure impacts to burrowing owls would be less than significant. As such, no new or different impacts to native resident of migratory fish or wildlife, wildlife corridors, or native wildlife nursery sites would occur than those previously identified in past environmental documents prepared for the March Business Center Specific Plan. No new mitigation is required, and no further analysis is required.

e) Would the project conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?

The Project would not conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance as the Project site was previously slated to be developed for industrial and business park uses. As such, no new or different impacts would occur than those previously identified in past environmental documents prepared for the March Business Center Specific Plan. No new mitigation is required, and no further analysis is required.

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

The Project would no conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan. As described in the Initial Study for the 2003 March Business Center Specific Plan Focused EIR, the March Business Center property and the SKR Management Area (1,178 acres) are included in the March ARB/Sycamore Canyon core reserve for the Riverside County Stephens' Kangaroo Rat Habitat Conservation Plan. The 1999 Biological Opinion allows 32.2 acres of SKR occupied habitat to be taken by the March Business Center. The proposed Project does not fall within SKR occupied habitat, and no mitigation would be required. As such, impacts would be comparable to those previously identified in past environmental documents prepared for the March Business Center Specific Plan. No further analysis is required.

Mitigation Measures

The 2003 Focused EIR incorporates Mitigation Measures D-1 through D-5 into the proposed Specific Plan as being applicable to projects under the March Business Center Specific Plan. In addition, mitigation related to burrowing owls is incorporated, as outlined in the 1999 MEIR. The fowling mitigation measures, as outlined in the 1999 MEIR and the 2003 Focused EIR would be applicable to the proposed Project.

1999 Master EIR

Burrowing Owl: Thirty days prior to the onset of construction activities, a qualified biologist with appropriate resource agency permits shall survey the construction limits of the project for the presence of burrowing owls and occupied nest burrows. Any occupied burrows found during the survey efforts shall be mapped on the construction plans.

If nesting and/or activity is present at any burrow site, then the active burrow shall be protected until nesting activity has ended to ensure compliance with Section 3503.5 of the California Fish and Game Code. Nesting activity for burrowing owls in the region of the planning area normally occurs from February 1 to August 31. To protect any burrow site, the following restrictions on construction are required between February 1 to August 31: (1) clearing limits will be established a minimum of 100 feet in any direction from any occupied borrow; and, (2) access to surveying will not be allowed within 50 feet of any occupied burrow. Construction during the non-nesting season can occur only at the sites if a qualified biologist has determined that the burrows are no longer active. If an active burrow is observed during the non-nesting period, the burrow site will be monitored by a qualified biologist, and when the owl is outside the burrow entrance, the biologist will flush any owl to open space areas. The biologist will then excavate the burrow site with tools or fill the burrow with soils so owls cannot return to the burrow site.

2003 Focused EIR

D-2 Per the 1999 Biological Opinion, avoid 13 acres of USFWS designated least Bell's vireo riparian habitat north and south of Van Buren Boulevard by utilizing 100-foot buffer zones in these areas.

D-3 No construction activities shall occur during the nesting/breeding season until a qualified biologist has conducted a field review of the affected areas for occupancy by the least bell's vireo.

D-4 Prior to construction activity, the applicant shall coordinate with the L.A. District Corps office to assure conformance with the requirements of Section 404 of the Clean Water Act.

D-5 Prior to construction activity, the applicant shall coordinate with the Santa Ana Water Quality Board (Region 8) to assure conformance with the requirements of Section 404/401 of the Clean Water Act and the State of California Porter Cologne Water Quality Control Act.

With implementation of the above-mentioned mitigation measures, impacts to biological resources would remain less than significant. These findings are consistent with the findings in the 2003 Focused EIR. The proposed Project would not result in new or more significant impacts required new or modification mitigation measures.

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?	☐	☐	☒	☐

2003 March Business Center EIR General Discussion

As described in the 2003 March Business Center EIR, the project's impacts to cultural resources are the same as outlined in the 1999 MEIR. Development within the Specific Plan area has the potential to affect existing historic, archaeological and paleontological resources as development typically involves on-site excavation and grading. As the project area is primarily undeveloped, it may be sensitive for archaeological and paleontological resources. Currently, there are no cultural resources determined by the California Office of Historic Preservation to be of significance in the West March Planning Sub-area, which includes the Specific Plan area. Therefore, impacts to cultural resources resulting from the development of the March Business Center are not likely to be significant.

Cumulative Impacts

The West March Planning Sub-area contains no historical, archaeological, or paleontological resources of significance. Since the March Business Center Specific Plan area is within the West March Planning Sub-area, the proposed project will not create the potential for significant cumulative impacts to cultural resources in the Planning Area or regional area. Based on mitigation measures (policies and programs) stated below, impacts to cultural resources are not cumulatively significant.

Specific Plan Amendment Analysis

a) Would the project cause a substantial adverse change in the significance of a historical resource as defined in § 15064.5?

The Project would not cause a substantial adverse change in the significance of a historical resource. A Historical/Archaeological Resources Survey was completed by CRM TECH in 2016 on approximately 296 acres of vacant land located to the west of March Air Reserve Base on the south side of Van Buren Boulevard between Village West Drive and Barton Street (northeastern portion of the project site). This report is included as Appendix C of this Addendum. This study found that although 12 archaeological sites have been identified as lying within or partially within the project boundaries, none of them meet CEQA's definition of a "historical resource." Further, in March 2017, CRM TECH performed an Addendum to this 2016 Historical/Archaeological Resources Survey Report for the Project site. This report is also incorporated in Appendix C of this Addendum. A historical background research was conducted on the basis of published literature in local and regional history, U.S. General Land Office (GLO) land survey plat maps dated 1855, U.S. Geological Survey (USGS) topographic maps dated 1901-1980, and aerial photographs taken in 1948-2016. This Historical background research determined that this additional Project area was vacant and undeveloped through the historic period and has remained so to the present time. Despite its past

designation as a part of the U.S. Army military preserve, the additional Project area was never involve in the development of Camp Haan, present just east of the additional Project area and initially served as an anti-aircraft artillery training and later as a Prisoner of War camp and a separation center after World War II. The site has been used briefly as an agricultural field, but no evidence of any other activities was observed on the property throughout the historic period. Further, the 2016 Historical/Archaeological Report concluded that although 12 archaeological sites are known to be present within or partially within the northeastern portion of the Project area, none of them meet CEQA's definition of a historical resource. As such, no new or different historical resources impacts would occur than those previously identified in past environmental documents prepared for the March Business Center Specific Plan. No further analysis is required.

b) Would the project cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?

The Project would not cause a substantial adverse change in the significance of an archaeological resource. A Historical/Archaeological Resources Survey Report (Appendix C) was completed by CRM TECH in April 2016 on approximately 296 acres comprising the northeastern portion of the Project site. The records search found that although 14 prehistoric archaeological sites were previously recorded within or in close proximity to the Project boundaries. Further, a field survey was performed to re-visit the location of these 14 resources. As a result of the field survey, 12 archaeological sites have been identified as lying within or partially within the Project boundaries, including nine prehistoric bedrock milling features sites and three historic-period sites consisting of structural remains or scattered refuse. However, none of these sites meet CEQA's definition of a historical resource. Nonetheless, the report recommends that the bedrock milling features be considered for preservation in future adjustments of Project plans, either by avoidance or through relocation. The proposed Project components, including reconfiguration of Krameria Avenue, removal of internal streets, reconfiguration of parcels, revising the Specific Plan to include Parcel Delivery Terminal as an allowed use under the Business Park and use of a portion of the South Campus would not occur within the area of this study. As such, no impact would occur as a result of the proposed Project to these resources.

In March 2017, CRM TECH completed an addendum to this Historical/Archaeological Resources Survey Report (Appendix C), incorporating the proposed vehicular parking lot and trailer storage areas with ancillary facilities. CRM TECH performed a historical and archaeological resources records search at the Eastern Information Center, University of California, Riverside. The results of the records search indicate that the Project site was previously covered in its entirety by two archaeological surveys completed in 1987 and 1996.

As a result of the 1987 survey, three prehistoric archaeological sites, were identified and recorded within the boundaries of the site. All three of the sites were described as bedrock milling features with shallow grinding slicks, the most common type of prehistoric cultural remains in western Riverside County. In addition, a fourth bedrock milling feature site with slicks was recorded on the site in September 2016 during Native American monitoring of earth-moving activities on adjacent land.

The field study performed by CRM TECH in 2017 (Appendix C) found a previously unknown bedrock milling feature. The feature was identified and recorded in the proposed Project site. Two of the four known bedrock milling feature sites within the site boundaries were found during the field survey and re-located. The other two could not be found. Although granitic boulders were noted in the general vicinity of both found resources, no milling surfaces were observed on them despite close inspection. The boulders are highly exfoliated, and there is evidence that some boulders may have been removed or broken up since the sites were first recorded in 1987. The cultural report concludes that due to poor ground visibility at the time of the field survey, the possibility of additional archeological features or artifacts occurring on the surface within the proposed Project site boundaries cannot be conclusively ruled out at this time. As such, mitigation measures are required to ensure impacts to archaeological resources would be less than significant. Mitigation measure L-1, as outlined in the 2003 EIR would be implemented to ensure impacts to archaeological resources are less than significant. Further, the 2017 Cultural Report recommends that archaeological monitoring is implemented during grubbing of vegetation in the Project site to ensure that timely identification and, if necessary, protection of undetected archaeological remains, should any be discovered. This recommendation would be implemented as part of the proposed Project. As such, impacts to archaeological resources would be less than significant with the incorporation of mitigation previously identified in the 2003 certified EIR. Thus, no new or different archaeological resources impacts would occur than those previously identified in past environmental documents prepared for the March Business Center Specific Plan. No further analysis is required.

c) Would the project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

The Project would not directly or indirectly destroy a unique paleontological resource, site or unique geologic feature. As described in the Initial Study, the locations of the street removal, parcel configurations, and overall proposed Project area were previously slated for development under the originally approved South Campus of the March Business Center Specific Plan. As such, the proposed Project not result in new impacts to identified archaeological resources. Further, qualified monitors would be present at the Project site during all earth-moving operations in case archaeological resources are discovered. Thus, no new or different archaeological resources impacts would occur than those previously identified in past environmental documents prepared for the March Business Center Specific Plan. No further analysis is required.

d) Would the project disturb any human remains, including those interred outside of formal cemeteries?

The Project would not disturb any human remains, including those interred outside of formal cemeteries. As described in the 2017 Historical/Archaeological Resources Report (Appendix C) the proposed Project was examined for any evidence of human remains. In response to Native American consultation, the San Manuel Band and the Morongo Band claimed the Project location is within their tribes' traditional use areas. In preparation of both 2016 and 2017 Cultural Reports, the Morongo Band requested that the Band's Standard Development Conditions be implemented to address inadvertent discovery of Native American cultural resources, including human remains. As such, qualified monitors would be present at the Project site during all earth-moving operations in case human remains are discovered. Further, if human remains are encountered during grading and other construction excavation, work in the immediate vicinity shall cease and the County Coroner shall be contacted pursuant to State Health and Safety Code §7050.5. Thus, impacts to human remains would be less than significant and no new or different impacts to human remains would occur than those previously identified in past environmental documents prepared for the March Business Center Specific Plan. No further analysis is required. No further analysis is required.

e) Cause a substantial adverse change in the significance of a Tribal Cultural Resource as defined in Public Resources Code §21074?

The Project would not cause substantial adverse change in the significance of a Tribal Cultural Resource. On March 7, 2016, CRM TECH submitted a written request to the State of California's Native American Heritage Commission (NAHC) for a records search in the commission's sacred lands file. In the meantime, the Soboba Band of Luiseño Indians and the Pechanga Band of Luiseño Indians were notified by telephone of the upcoming archaeological fieldwork and invited to participate. Following the NAHC's recommendations and previously established consultation protocol, on March 14, 2016, CRM TECH further contacted a total of 28 tribal representatives in the region in writing to solicit local Native American input regarding any potential properties of traditional cultural value that may exist in the Project vicinity. The NAHC reported that the sacred lands record search identified no Native American cultural resources within the Project area, but recommended that local Native American groups be contacted for further information. CRM TECH sent written requests for comments to all 17 individuals on the referral list and the organizations they represent as well as 11 individuals that were referred previously by the appropriate tribal government staff. Four of the tribes contacted responded to the inquires in writing. The Cabazon Band stated that the tribe had no specific information on any sites of Native American traditional cultural value in the Project area. The Cahuilla Band identified the Project location to be part of the tribe's traditional use area, and thus requested further consultation with the JPA. The San Manuel Band and the Morongo Band also claimed the Project location to be within their tribes' traditional use areas. Both of them requested copies of the records search results and this report for tribal review. The Morongo Band also requested that the Morongo Band's Standard Development Conditions be implemented to address inadvertent discoveries of Native American cultural resources, including human remains. The San Manuel Band recommended that development plans be adjusted to avoid impact on known archaeological sites in the Project area and indicated that the tribe will want to consult with the lead agency. As a result of the field survey performed in February-March 2016, 12 archaeological sites have been identified. Construction activities that are part of the proposed Project would not occur in the area identified in this cultural report and thus would have no impact on these resources.

On February 22, 2017, CRM TECH submitted a written request to the State of California's NAHC for a records search in the commission's Sacred Lands File. The commission stated in a letter dated February 27, 2017 that the Sacred Lands File identifies no Native American cultural resources within the overall Project boundaries but recommends that local Native American groups be contacted for further information. As such, CRM TECH sent written requests for comments to all 37 individuals on the referral list and the tribal organizations they represent as well as individuals that were referred previously by the appropriate tribal government staff. Two tribal representatives responded in writing. The San Manuel Band of Mission Indians stated that the Project location is outside the Serrano ancestral territory. The Morongo Band of Mission Indians identifies the project location as a part

of the tribe's traditional use area and requests that the tribe's Standard Development Conditions be implemented in anticipation of inadvertent discovery of Native American cultural resources, including human remains, a record search on the property, and a comprehensive archaeological survey with a tribal monitor participating, and copies of the final documentation of these procedures for tribal review. A field survey was performed on March 1, 2017 and found three cultural resources within the Project boundaries. As outlined in the report, these resources do not appear eligible for listing in the California Register of Historical Resources, and do not meet the definition of "historical resources" or "tribal cultural resources." However, the possibility of additional archaeological features occurring on the surface within the Project boundaries cannot be conclusively ruled out at this time. Therefore, mitigation measure L-1, as outlined in the 2003 EIR, would be implemented to ensure impacts to tribal cultural resources are less than significant. In addition, qualified monitors would be present at the Project site during all earth-moving operations in case tribal cultural resources are discovered.

Pursuant to Senate Bill 18 ("SB 18") the JPA provided all tribes on the NAHC consultation list with notice on June 19, 2017, that they had 90 days from the date of receipt of this notice to request consultation. Two tribes, the Soboba Band of Luiseño Indians and the Pechanga Band of Luiseño Indians requested consultation. Both Tribes requested additional information on the Project and were provided the Cultural Resources Study and Appendices for their review. MJPA staff was also in contact with the Tribes by phone. Further, and also pursuant to SB 18, on August 4, 2017, the JPA provided all tribes on the NAHC consultation list with 45-day notice of its consideration of proposed General Plan and March Business Center South Campus Specific Plan Amendment proposals.

Mitigation Measures
The 2003 EIR incorporated mitigation measure L-1 into the March Business Center Specific Plan. This mitigation would be applicable to the proposed project if cultural resources are discovered at the project site. Further, mitigation measures from the 1999 MEIR, as related to the Cultural Resource Management Plan, prepared by the U.S. Air Force, would be implemented to ensure impacts to cultural resources are less than significant.

1999 MEIR

Policy 7.1: Implement the approved Cultural Resource Management Plan prepared by the U.S. Air Force including the Maintenance Manual.

Policy 7.5: Require development proposals that are located on or near archaeological or paleontological resources to provide a cultural resources study that assesses potential impacts to the resource as a result of the proposed development. The report will include measures to avoid destruction of any significant cultural resources.

2003 EIR

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.

With implementation of the above-mentioned mitigation measures, impacts to cultural resources would remain less than significant. These findings are consistent with the findings in the 2003 Focused EIR. The proposed Project would not result in new or more significant impacts required new or modification mitigation measures.

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:	☐	☐	☒	☐

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

2003 March Business Center EIR General Discussion

As described in the 2003 EIR, future development in the Specific Plan area means that more people and structures will be exposed to geologic and seismic hazards. However, adverse impacts on earth and geology could be mitigated by land use controls and building and engineering methods. Seismic hazards can be reduced to minimize injury and property damage to less than significant impacts.

Specific Plan Amendment Analysis

a) Would the project 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.

The Project would not result in the rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map. Although the northeastern portion of the South Campus area is located within a County Fault zone, none of the proposed Project components are proposed in this

vicinity. No other known fault zone exists within the Project area (County of Riverside 2015). The Project is proposed within areas that were previously slated for development under the originally approved South Campus of the March Business Center Specific Plan. As such, no new or different earthquake fault impacts would occur than those previously identified in past environmental documents prepared for the March Business Center Specific Plan. In fact, use of the site for vehicle parking and trailer storage would expose fewer people and structures to risks from faults. As such, no further analysis is required.

ii. Strong seismic ground shaking?

The Project would not result in strong seismic ground shaking or be subject to risks from such shaking. Although the northeastern portion of the South Campus area is located within a County Fault zone, none of the proposed Project components are proposed in this vicinity. No other known fault zone exists within the Project area (County of Riverside 2015). The Project is proposed within areas that were previously slated for development under the originally approved South Campus of the March Business Center Specific Plan. As such, no new or different seismic ground shaking impacts would occur than those previously identified in past environmental documents prepared for the March Business Center Specific Plan. In fact, use of the site for vehicle parking and trailer storage would expose fewer people and structures to risks from seismic ground shaking. As such, no further analysis is required.

iii. Seismic-related ground failure, including liquefaction?

The Project would not be subject to seismic-related ground failure, including liquefaction. According to the Map My County – Riverside County database (County of Riverside 2015), the northeastern portion of the Project site is designated as high liquefaction potential. However, none of the proposed Project components are proposed at this location. The proposed Project locations are not located within an area identified with liquefaction potential. Further, the Project is proposed within areas that were previously slated for development under the originally approved South Campus of the March Business Center Specific Plan. As such, no new or different seismic-related ground failure impacts would occur than those previously identified in past environmental documents prepared for the March Business Center Specific Plan. No further analysis is required.

iv. Landslides?

The Project would not be subject to landslides. The Project site is not located within an area with steep slopes having the potential to result in landslides. The Project is proposed within areas that were previously slated for development under the originally approved South Campus of the March Business Center Specific Plan. The Project site does include an elevation change, with a downhill slope from west and an uphill slope from north to south. As with the originally approved Specific Plan, geotechnical recommendations would be incorporated into the Project design to ensure slope stability. In addition, the grading and construction of the Project would comply with the geotechnical recommendations contained in the geotechnical exploration update prepared by Leighton Consulting, Inc, dated March 9, 2017. As such, no new or different landslide impacts would occur than those previously identified in past environmental documents prepared for the March Business Center Specific Plan. No further analysis is required.

b) Would the project result in substantial soil erosion or the loss of topsoil?

The Project is proposed within areas that were previously slated for development under the originally approved South Campus of the March Business Center Specific Plan. Short-term erosion effects during construction of the Project would be prevented through implementation of a stormwater pollution prevention plan (SWPPP) as required in compliance with the National Pollution Discharge and Elimination System (NPDES) program and through incorporation of best management practices intended to reduce soil erosion. The SWPPP would include standard construction methods such as temporary detention basins to control on-site and off-site erosion. The SWPPP is required by the March JPA during plan review and approval of Project improvement plans. As such, no new or different erosion impacts would occur than those previously identified in past environmental documents prepared for the March Business Center Specific Plan. No further analysis is required.

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

The Project site is not located within an earthquake fault zone, liquefaction area, or in an area with steep slopes having the potential to result in landslides. Additionally, the Project is proposed within areas that were previously for development under the originally approved South Campus of the March Business Center Specific Plan. As such, no new or different geological impacts would occur than those previously identified in past environmental documents prepared for the March Business Center Specific Plan. No further analysis is required.

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

The Project is proposed within areas that were previously slated for development under the originally approved South Campus of the March Business Center Specific Plan. The general locations of the proposed Project components are in the same locations identified for development in the originally approved South Campus of the March Business Center Specific Plan, which is an area not identified to contain expansive soils. As such, no new or different expansive soil impacts would occur than those previously identified in past environmental documents prepared for the March Business Center Specific Plan. No further analysis is required.

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

Use of septic tanks or other alternative wastewater disposal systems are not planned. As such, no new or different impacts would occur than those previously identified in past environmental documents prepared for the March Business Center Specific Plan. No further analysis is required.

Mitigation Measures
The 2003 EIR incorporated mitigation measures K-1 through K-5 into the March Business Center Specific Plan. All mitigation measures listed would be applicable to the proposed Project.

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

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.

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

K-4 Revegetate graded area with native plants compatible to the area to prevent erosion.

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.

With implementation of the above-mentioned mitigation measures, impacts to geology and soils would remain less than significant. These findings are consistent with the findings in the 2003 Focused EIR. The proposed Project would not result in new or more significant impacts required new or modification mitigation measures.

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?	☐	☐	☒	☐

9a 231

Issues:		New Potentially Significant Impact	New Mitigation is Required	No New Impact/No Impact	Reduced Impact
b)	Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emission of greenhouse gases?	☐	☐	☒	☐

2003 March Business Center EIR General Discussion

At the time the 2003 EIR was certified in 2003, there was no legislation or regulatory guidance with respect to CEQA analysis of greenhouse gases (GHG) and climate change. The passage of AB 32 on September 27, 2006, the adoption of the California Air Resources Board's (CARB) implanting Climate Change Scoping Plan (CARB's Scoping Plan) in December 2008, and the adoption of State CEQA Guidelines specific to GHG analysis all occurred subsequent to certification of the 2003 Focused EIR. As such, since no GHG issues were raised at the time the 2003 EIR was certified, an addendum to this EIR is not required to address GHG issues (Citizens for Responsible Equitable Environmental Development v. City of San Diego (2011) 196 Cal.App.4th 515). Therefore, no further analysis is required.

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

Issues:		New Potentially Significant Impact	New Mitigation is Required	No New Impact/No Impact	Reduced Impact
f)	For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	☐	☐	☒	☐
g)	Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☒	☐
h)	Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	☐	☐	☐	☒

2003 March Business Center EIR General Discussion

As described in the previously certified 2003 EIR, due to the types of uses and facilities that would be allowed in the March Business Center, certain potentially hazardous materials are expected to be generated, stored, distributed and/or disposed of within the Specific Plan area. Potentially hazardous materials include household and industrial waste, oils, solvents, paints, corrosives, and other materials. The disposal of hazardous wastes will be the responsibility of the operators/businesses and must be in accordance with applicable regulations. Compliance with all applicable federal, state, and regional regulations will preclude any impacts considered to be significant.

Specific Plan Amendment Analysis

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

The Project would not create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials. The Project is proposed within areas that were previously slated for development under the originally approved South Campus of the March Business Center Specific Plan. The proposed parcel delivery terminal includes a CNG fueling station and a truck maintenance facility. While certain chemicals and materials would be utilized at the truck maintenance facility that are different than those previously considered under the business park use of the site, use of these chemicals would be regulated and material health, safety and protocol plans, as legally required, would be established. Section 9.08.090 of the March JPA Development Code requires that commercial and industrial uses which receive, utilize, store, transport, or dispose of hazardous waste in quantities exceeding 500 pounds at one time, shall have access to sewer and freeways, and shall keep such materials at least 2,000 feet from residential areas. In addition, the applicant would be required to provide the Fire Department with a list of hazardous materials to be used at the site, a description of where and how each is stored, and how each react in a fire. Placards or other appropriate signage shall be placed on all buildings which have hazardous materials or wastes stored. March JPA prohibits discharge of hazardous wastes into the air, land, or into water resources within March JPA Planning Area and requires the preparation of a hazardous materials and waste management plan for any commercial and industrial uses which create, utilize, store, or treat hazardous materials or waste. The plan shall be subject to approval by the March JPA Planning Director, review by the Police Department and shall outline source reduction, treatment, handling, transportation, disposal, emergency response, and employee training methods. Further, uses which involve hazardous waste, shall implement the best available technology for on-site pre-treatment and reduction of hazardous wastes, whenever feasible (March JPA, 1997). Additionally, the County of Riverside Ordinance 651.4 requires disclosure where businesses handle hazardous materials and the acquisition of a permit issued by the Department of Environmental Health for any owner or operator of a business where hazardous materials are handled. The Project applicant would ensure compliance with the regulations set forth by March JPA and the County of Riverside. As such, no new or more severe hazardous impacts would occur than those previously

evaluated in past environmental documents prepared for the March Business Center Specific Plan. No further analysis is required.

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

The Project is proposed within areas that were previously slated for development under the originally approved South Campus of the March Business Center Specific Plan. The proposed Project would involve the construction of a surface parking lot utilized for vehicle parking and parcel delivery trailer storage instead of a business park. Also located on site would be a truck maintenance facility. Also located on site would be a truck maintenance facility. While certain chemicals and materials would be utilized at the truck maintenance facility that are different than those previously considered under the Business Park use of the site, use of these chemicals would be regulated and material health, safety and protocol plans, as legally required, would be established. Section 9.08.090 of the March JPA Development Code requires that commercial and industrial uses which receive, utilize, store, transport, or dispose of hazardous waste in quantities exceeding 500 pounds at one time, shall have access to sewer and freeways, and shall keep such materials at least 2,000 feet from residential areas. In addition, the applicant would be required to provide the Fire Department with a list of hazardous materials to be used at the site, a description of where and how each is stored, and how each react in a fire. Placards or other appropriate signage shall be placed on all buildings which have hazardous materials or wastes stored. March JPA prohibits discharge of hazardous wastes into the air, land, or into water resources within March JPA Planning Area and requires the preparation of a hazardous materials and waste management plan for any commercial and industrial uses which create, utilize, store, or treat hazardous materials or waste. The plan shall be subject to approval by the March JPA Planning Director, review by the Police Department and shall outline source reduction, treatment, handling, transportation, disposal, emergency response, and employee training methods. Further, uses which involve hazardous waste, shall implement the best available technology for on-site pre-treatment and reduction of hazardous wastes, whenever feasible (March JPA, 1997). Additionally, the County of Riverside Ordinance 651.4 requires disclosure where businesses handle hazardous materials and the acquisition of a permit issued by the Department of Environmental Health for any owner or operator of a business where hazardous materials are handled. The Project applicant would ensure compliance with the regulations set forth by March JPA and the County of Riverside. As such, no new or more severe hazardous impacts would occur than those previously evaluated in past environmental documents prepared for the March Business Center Specific Plan. No further analysis is required.

c) Would the project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?

The Project site is not within one-quarter mile of an existing or planned school. As such, no new or different impacts would occur than those previously identified in past environmental documents prepared for the March Business Center Specific Plan. No further analysis is required.

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

The Project site is not located on a listed hazardous materials site compiled pursuant to Government Code Section 65962.5. As such, no new or different impacts would occur than those previously identified in past environmental documents prepared for the March Business Center Specific Plan. No further analysis is required.

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?

The Project would not result in a safety hazard for people residing or working in the Project area. The site is within two miles of the March Air Reserve Base and March Inland Port Airport but outside of Accident Potential Zones identified within the 2005 March Air Installation Compatibility Use Zone Study (AICUZ). Compatibility between the airport and its surrounding environment is evaluated in terms of four aeronautical factors: noise, overflight, safety, and airspace protection. These factors are compiled and used to designate compatibility zones in the Airport Compatibility Plan for MARB/IP, which was adopted by the Riverside County Airport Land Use Commission

(ALUC) in November 2014. The proposed Project is located in compatibility zone C2 of the Airport Compatibility Plan. On July 13, 2017, ALUC found the Project consistent with the 2014 MARB/IP Land Use Compatibility Plan. The Project is an allowed use within Zone C2; the only limitations in this zone are highly noise-sensitive outdoor nonresidential uses and hazards to flight (such as tall objects, visual and electronic forms of interference with the safety of aircrafts, and developments and land uses that could attract birds). Given that none of the restricted uses are planned on the Project site, no new or more severe impacts associated with hazards in proximity of an airport would occur. No further analysis is required.

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?

The Project site is not within the vicinity of a private airstrip. Additionally, no new or different impacts would occur than those previously identified in past environmental documents prepared for the March Business Center Specific Plan. No further analysis is required.

g) Would the project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

The Project would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan. While streets would be reconfigured under the proposed Project, emergency access to all uses within the South Campus would be maintained and available via Krameria Avenue to the north and Barton Street west. Additionally, emergency access driveways would be located on the western side of the property along Barton Street. As such, no new or different impacts associated with interference with emergency response plans beyond those previously evaluated in past environmental documents would occur. No further analysis is required.

h) Would the project 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?

The proposed Project would not result in new impacts or potential for existing people or structures to wildland fires. The Project would reduce the impact to wildland fires to people or structures because less people and structures would be present at the site. Moreover, the area is not identified as a high-risk area for wildland fires. As such, no new or different wildland fire impacts would occur than those previously identified in past environmental documents prepared for the March Business Center Specific Plan. Impacts would be reduced compared to previous development plans. As such, no further analysis is required.

Mitigation Measures

The 2003 EIR incorporated mitigation measures E-1 and E-2 into the March Business Center Specific Plan. All mitigation measures listed would be applicable to the proposed amendment.

E-1 No project facilities located within one-quarter miles of the existing school shall store, handle or use toxic or highly toxic gases as defined in the most currently adopted County fire code at quantities that exceed exempt amount as defined in the most currently adopted fire code.

E-2 Facilities that store, handle or use regulated substances as defined in the California Health and Safety Code 25532 (g) in excess of threshold quantities shall prepare risk management plans (RMP) for determination of risks to the community. If in the event the RMP shows that the facility stores, handles or uses regulated substances in excess of the thresholds described above, the activity will be prohibited.

With implementation of the above-mentioned mitigation measures, hazards and hazardous materials impacts would remain less than significant. These findings are consistent with the findings in the 2003 Focused EIR. The proposed Project would not result in new or more significant impacts required new or modification mitigation measures.

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

Issues:	New Potentially Significant Impact	New Mitigation is Required	No New Impact/No Impact	Reduced Impact
j) Expose people or structures to inundation by seiche, tsunami, or mudflow?	☐	☐	☒	☐

2003 March Business Center EIR General Discussion

Surface Water

As stated in the previously certified EIR, implementation of the March Business Center Specific Plan will increase the amount of impervious surface within the March Business Center Specific Plan area resulting in increased storm and surface water runoff into storm drain systems. The *March Business Center Drainage Plan* proposes construction of four detention basins to reduce peak runoff from the Specific Plan and reduce peak flow below existing levels.

The March Business Center is not within areas identified as floodplains. The March Business Center will include improvements to the storm drain system; therefore, the March Business Center would not result in flooding of the Project area.

The March Business Center Specific Plan is consistent with land use assumptions used in the Perris Valley Master Drainage Plan; therefore, the March Business Center Specific Plan will not have a significant impact on the size of master drainage facilities.

The March Business Center Specific Plan proposes land use densities less than those assumed in the Perris Valley Area Drainage Plan and will include the addition of detention basins, which will reduce peak flows below existing levels. The combination of less intense land use plus on-site detention will ensure that the capacity of downstream flood control facilities will not be an issue.

Ground Water

The March Business Center Specific Plan will include construction of impermeable surfaces. Although the March Business Center does not involve the extraction of groundwater, it will reduce areas of ground percolation and recharge of the groundwater due to the increase of impermeable surfaces. Groundwater recharge will continue in open space, detention basins and natural streambeds.

Water Quality

Non-point source surface water from impervious surfaces may contain contaminants. Additionally, storm water discharge could cause increased sediment loads in the storm drain system. Implementation of detention basins will reduce contaminants discharged from the Specific Plan area.

Construction activities and the storm drain system will require a National Pollutant Discharge Elimination System (NPDES) permit, issued by the Santa Ana Regional Water Quality Control Board. Prior to the issuance of an NPDES permit, a Storm Water Pollution Prevention Plan (SWPPP) must be developed for the project area and approved by the Santa Ana Regional Water Quality Control Board. The SWPPP will incorporate best management practices to minimize storm water runoff similar to those presented in the 1999 MEIR. Individual facilities that develop within the March Business Center may also require NPDES permits. These individual facilities would be responsible for obtaining and complying with NPDES permits.

Uncontrolled drainage from the Orange Crest development to the west of the March Business Center has eroded gullies into the hillsides, which has carried sediment into the March Business Center storm drain system. Because sediment deposition in the storm drains would reduce their capacity and would be difficult to remove, the storm drain system will include sediment basins near inlets to the system to intercept sediment in accessible areas where maintenance is practical. With implementation of mitigation measures outlined in the 2003 EIR, impacts to hydrology and water quality would be less than significant.

Specific Plan Amendment Analysis

a) Would the project violate any water quality standards or waste discharge requirements?

The Project would not violate any water quality standards or waste discharge requirements. The reconfiguration of streets and use of the southwestern portion of the Project site as a parcel delivery terminal, parking lot, truck maintenance and wash facility, and CNG station would not violate water quality standards or waste discharge requirements. The Project is designed and constructed in a manner to capture and treat runoff within the overall drainage master plan. More specifically, the proposed Project would involve the construction of bioswales that will treat and detain water using bioretention with underdrains to collect and route runoff water back into the storm drain system. The Project would generate vehicular traffic and include a trailer maintenance and wash area. According to Section 402 of the Clean Water Act (CWA), a National Pollutant Discharge Elimination System (NPDES) permit is required for the discharge of any pollutant (except for dredged or fill material) into waters of the United States. This permit program is administered by the State Water Resources Control Board with assistance and local oversight from the nine Regional Water Quality Control Boards, who have several programs that implement individual and general permits related to construction activities, stormwater runoff quality, and various kinds of non-stormwater discharges. The Project would be constructed and operated in compliance with CWA Section 402. Further, and in compliance with NPDES – New Development & Redevelopment Guidelines for Projects under the March JPA and the Riverside County Municipal Separate Storm Sewer System (MS4), the Project Applicant would ensure the reduction of pollutants in urban stormwater discharge to the maximum extent practicable through the use of structural and nonstructural BMPs to manage runoff water. In compliance with the March JPA General Plan, the proposed Project would ensure that storm water runoff is not diverted onto adjacent properties, or cause alterations of natural drainage courses that cannot be adequately handled by existing drainage facilities or the flood control improvements proposed with the development. As such, no new or different water quality impacts would occur than those previously identified in past environmental documents prepared for the March Business Center Plan. No further analysis is required.

b) Would the project substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of 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)?

The Project would not substantially deplete groundwater supplies or interfere substantially with groundwater recharge. The removal of Street V, Street X, and the southern portion of Street Y, reconfiguration of Krameria Avenue, change in parcel configuration, and use of the southwestern portion of the Project site as a surface parking lot, truck maintenance and wash facility, and CNG station would not affect the groundwater table in any new or different manner than was evaluated for the Meridian South Campus Project. No new or different groundwater impacts would occur than those previously identified in past environmental documents prepared for the March Business Center Specific Plan. No further analysis is required.

c) Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on or off site?

The Project would not substantially alter the existing drainage patter of the site or area. A Preliminary Hydrology Study was prepared by DRC Engineering, Inc. on May 9, 2017. This report is included as Appendix D of this Addendum. As described in this report, the proposed Project would alter the existing drainage pattern of the parking lot and trailer storage site, which is currently broken down into four main watersheds. The proposed development was designed to balance the watersheds as close to existing conditions as possible. As such, the development of the proposed Project would once again break up the parking lot and trailer storage site into four different watersheds.

The development adjacent to the parking lot and trailer storage site to the east updated the hydrology of the parking lot and trailer storage site from pre-existing conditions by taking a total of 5.9 acres from Watershed D and adding it to Watershed B. The proposed Project would alter this by increasing Watershed D by 4.1 acres from these existing conditions. Watershed C and D will remain surface flowing to the west and the south respectively. Storm drain improvements would be implemented as part of the proposed Project to Watershed A and B to help maintain the existing drainage patterns of the area. Proposed storm drain lines for Watershed A will join the existing drain inlet located at the intersection of Gless Ranch Road and Barton Street and then follow the same path as existing runoff to the Santa Ana River. Proposed storm drain lines for Watershed B will join the existing storm drain lines proposed for

Coyote Bush Road and Krameria Avenue, be routed to the existing Conservation Channel and flow into the regional basin located at Meridian Parkway and Opportunity Way.

Further, the development features landscape easement bioswales adjacent to all public roads in order to detain offsite runoff. These bioswales would be implemented to treat and detain water by using bioretention with underdrains to collect and route runoff water back into the storm drain system. Further, onsite, undetained volume and flow rates have been computed based on the ultimate buildout of each lot for industrial use at 90% impervious surface as recommended by the Riverside County Hydrology Manual. As such, with improvements to the storm drain system as well as implementation of bioswales, impacts to erosion or siltation on or off site would be less than significant. No new or different erosion or siltation impacts would occur than those previously identified in past environmental documents prepared for the March Business Center Specific Plan. No further analysis is required.

d) Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?

As described in Threshold c) above, the proposed Project would alter the existing drainage pattern of the parking lot and trailer storage site. However, storm drain improvements would be implemented as part of the proposed Project to Watershed A and B to help maintain the existing drainage patterns of the area. Proposed storm drain lines for Watershed A will join the existing drain inlet located at the intersection of Gless Ranch Road and Barton Street and then follow the same path as existing runoff to the Santa Ana River. Proposed storm drain lines for Watershed B will join the existing storm drain lines proposed for Coyote Bush Road and Krameria Avenue, be routed to the existing Conservation Channel and flow into the regional basin located at Meridian Parkway and Opportunity Way. Further, the development features landscape easement bioswales adjacent to all public roads in order to detain offsite runoff. These bioswales would be implemented to treat and detain water by using bioretention with underdrains to collect and route runoff water back into the storm drain system. As such, no new or different surface runoff impacts would occur than those previously identified in past environmental documents prepared for the March Business Center Specific Plan. No further analysis is required.

e) Would the project create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?

As described above, the proposed Project would alter the existing drainage pattern of the site. The Preliminary Hydrology Study calculated the 2-year and 100-year storm runoff volumes using the Riverside County unit hydrograph that divides the proposed parking lot and truck maintenance site into four different watersheds. All runoff will outlet to the same areas as the existing conditions. Nonetheless, the development of the site will require additional storm drains and hydromodification control to ensure discharge and runoff volumes match the existing conditions. As required by March JPA, all future development plans for the South Campus will be submitted to March JPA for review and approval. The proposed Project would include landscape bioswales adjacent to all right of ways to absorb offsite runoff from roadways, sidewalks, and landscaped areas. Assuming 40% voids, the bioswales can hold approximately 3 inches of runoff per foot of roadway. This methodology for mitigating for the increase in runoff for the public right of way is consistent with the first phase of development at the March Business Center. Further, storm drain improvements would be implemented to Watershed A and B as part of the proposed Project to help maintain the existing drainage pattern of the area. Storm drain lines for Watershed A will join with the existing drain inlet located at the intersection of Gless Ranch Road and Barton Street and then follow the same path as existing runoff to the Santa Ana River. Storm drain lines for Watershed B will join the existing storm drain lines proposed for Coyote Bush Road and Krameria Avenue, route to the existing Conservation Channel, and then flow into the regional basin located at Meridian Parkway and Opportunity Way. As such, with improvements to the storm drain system and implementation of bioswales as planned with the proposed Project, no new or different impacts to existing or planned stormwater drainage systems would occur than those previously identified in past environmental documents prepared for the March Business Center Specific Plan. No further analysis is required.

f) Would the project otherwise substantially degrade water quality?

The Project would not degrade water quality because runoff would be captured and routed to and treated by the storm water drainage system. As such, no new or different water quality impacts would occur than those previously

identified in past environmental documents prepared for the March Business Center Specific Plan. No further analysis is required.

g) Would the project 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?

The Project site is not located within a 100-year flood hazard area and does not involve the construction of housing. As such, no new or different flooding impact would occur than those previously identified in past environmental documents prepared for the March Business Center Specific Plan. No further analysis is required.

h) Would the project place within a 100-year flood hazard area structures which would impede or redirect flood flows?

The Project site is not located within a 100-year flood hazard area. As such, no new or different flooding impacts would occur than those previously identified in past environmental documents prepared for the March Business Center Specific Plan. No further analysis is required.

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

The Project site is not near a dam or levee, and therefore is not located in an area that would be subject to flooding as a result of a dam or levee failure. As such, no new or different flooding impacts would occur than those previously identified in past environmental documents prepared for the March Business Center Specific Plan. No further analysis is required.

j) Would the project lead to inundation by seiche, tsunami, or mudflow?

The Project site is not near a large water body or ocean that could generate a seiche, tsunami, or mudflow, and therefore is not in an area that would be subject to inundation by seiche, tsunami, or mudflow. As such, no new or different inundation impacts would occur than those previously identified in past environmental documents prepared for the March Business Center Specific Plan. No further analysis is required.

Mitigation Measures

The 2003 EIR incorporated mitigation measures F-1 through F-3 into the March Business Center Specific Plan. Further, the 2003 EIR incorporated mitigation measure A-4, as it relates to hazards into the March Business Center Specific Plan. The mitigation measures outlined below, as stated in the 2003 EIR, would be applicable and implemented to the proposed Project to ensure impacts to hydrology and water quality are less than significant.

2003 EIR

F-1 Detention basins and improvements to the storm drain system shall be constructed to reduce peak flows to less than those associated with existing conditions in accordance with the approved Drainage Plan.

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.

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.

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

4. A plan to discourage bird activity shall be implemented if basins are found to be an attraction to birds

With implementation of the above-mentioned mitigation measures, hydrology and water quality impacts would remain less than significant. These findings are consistent with the findings in the 2003 Focused EIR. The proposed Project would not result in new or more significant impacts required new or modification mitigation measures.

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?	☐	☐	☒	☐

2003 March Business Center EIR General Discussion

Land Use Compatibility

The March Business Center Specific Plan is compatible with surrounding land uses. As stated in the previously certified 2003 EIR, the proposed elimination of the Destination Recreation (DR) land use will allow more employment related uses in an area where there is no longer a market demand for DR. The Transportation Center use was identified in the Transportation Element of the General Plan and will be a permitted use in the Business Park zone. Due to the absence of residential uses, the Specific Plan not generate the need for park uses. The approved General Plan, however, incorporates a Park/Recreation/Open Space use in the area south of Van Buren Boulevard. The previously certified 2003 EIR, however, would include a business park, industrial, commercial and mixed use development in some of the area previously designated as Park/Recreation/Open space.

General Land Use and Policy Conformance

March JPA General Plan

The General Plan provides the following land uses: Industrial, Mixed Use, Destination Recreation, Park/Recreation/Open Space, Office, Commercial, Park/Recreation/Open Space and Public Facilities. As outlined in the 2003 EIR, no significant land use compatibility impacts will occur as a result of the Specific Plan.

March JPA Development Code

The March Business Park Specific Plan will comply with the requirements of the Development Code. Therefore, there will be no significant impacts associated with project compliance to the Development Code.

Southern California Association of Governments (SCAG) Regional Comprehensive Plan

The 2003 EIR outlined the Comprehensive Plan's policies that pertain to the March Business Center Specific Plan. The March Business Center Specific Plan was found to be consistent with the goals and policies of the SCAG, with the basic premises of creating an employment center within the housing-rich environment of the Inland Empire and replacing economic loss of base realignment. In addition, implementation of mitigation measures outlined that would minimize environmental impacts (outlined in the 2003 EIR and 1999 MEIR) would be required in order to be consistent with the SCAG.

Sub-regional Comprehensive Plan

The Sub-regional Comprehensive Plan for the Western Riverside County sub-region has historically designated the Specific Plan area as a federal installation, devoid of local land use and planning. With the approval of the General Plan in 1999, land use designations and planning for the General Plan area, which includes the Specific Plan area, was established. Sun-regional plans will need to be updated to take into account the March JPA General Plan; however, the formulation of the General Plan and its elements were done in compliance with the goals and objectives as contained within the Sub-regional Comprehensive Plan. The Specific Plan focuses on implementing the General Plan in a way and is consistent with the goals of the Sub-regional Comprehensive Plan. The creation of an employment center will decrease traffic commutes to local residents who will not result in a significant land use impact associated with the Sub-regional Comprehensive Plan.

Air Force Policies Affecting Adjacent Land Uses

The Specific Plan area is affected by two airport influence zones: the Clear Zone (CZ) and the Accident Potential Zone (APZ). The following land uses are allowed within the CZ: roads, agriculture, flood control and open space. The March Business Center Specific Plan will provide open space and a storm water detention basin in the CZ. APZ I allows a variety of industrial/manufacturing, communication/utilities, wholesale trade, open space, recreation and agricultural uses. Uses that concentrate people in small areas are not recommended. APZ II allows all the land uses that APZ I allows and low-density single family residential, and those personal and business services and commercial/retail trade uses of low intensity or scale of operation. The March Business Center Specific Plan proposes a business park with commercial and industrial development and other areas with mixed uses, recreational uses and open space in the accident potential zones. In addition, a transportation center is proposed within a business park land use in APZ I and II. The Transportation Center rail platform should be constructed in APZ I; however, parking facilities may be provided in this zone in accordance with AICUZ.

Riverside County Airport Land Use Plan

As discussed in the 2003 EIR, the eastern portion of the North Campus is located in Airport Influenced Area I, an imaginary approach surface extending northeasterly from the centerline of the airport runway. The remainder of the project is located within Airport Influenced Area II, defined as having safety concerns related to aircraft maneuvering. The March Business Center Specific Plan establishes land use regulations related to safety, noise impacts, and business heights to ensure that future development conforms to Airport Land Use Plan (ALUP) policies and requirements. Development projects in the March Business Center are be required to obtain determination of hazard to air navigation from the Federal Aviation Administration pursuant to Federal Aviation Regulations §77.13.2.i. In addition, supplemental review from the Airport Land Use Commission is be required for objects taller than 50 feet within the Height Caution Zone. This zone is defined as the area where the rough graded elevation plus the maximum building height penetrates the imaginary horizontal and conical surfaces emanating from the MARB runway as described in FAR Part 77.

Specific Plan Amendment Analysis

a) Would the project physically divide an established community?

The Project would not physically divide an established community. The Project area is a surrounded by Industrial and Business Park Uses to the south and east, and such uses are also proposed to the north. The Project will be adjacent to residential uses to the east. The proposed parcel delivery terminal is proposed in an area that was previously slated for industrial and business park developments within March Business Center Specific Plan. As such, the proposal is consistent with what was previously planned for the area. As such, no new or different land use impacts would occur than those previously identified in past environmental documents prepared for the March Business Center Specific Plan. No further analysis is required.

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

The Project would not 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. The Project is a part of the March Business Center Specific Plan and the development footprint of South Campus would remain unchanged from the originally approved South Campus Specific Plan. The proposed parcel delivery terminal is an allowed use under

the Business Park Designation pursuant to the March JPA Development Code (March JPA 2012) and would not conflict with any applicable land use plans, policies, or regulations. As such, no new or different land use impacts would occur than those previously identified in past environmental documents prepared for the March Business Center Specific Plan. No further analysis is required.

c) Would the project conflict with any applicable habitat conservation plan or natural community conservation plan?

Adoption of the proposed Project would not conflict with any applicable habitat conservation plans or natural community conversation plans, as the Project site was already planned to be developed as part of the originally-approved March Business Center Specific Plan. As such, no new or different land use impacts would occur than those previously identified in past environmental documents prepared for the March Business Center Specific Plan. No further analysis is required.

Mitigation Measures

The 2003 EIR incorporated mitigation measures A-1 through A-4 into the March Business Center Specific Plan. The proposed project is not located in a CZ or APZ zone, and as such, mitigation A-1 is not applicable to the proposed project. Further, the proposed project is not within a school buffer overlay zone and thus, mitigation A-3 is not required. Mitigation measures A-2 and A-4 would be implemented in the proposed Project.

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 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.

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

5. The basin shall drain within a six-hour period to reduce the potential for plant growth
6. Regular maintenance activities shall include the removal of vegetation
7. Detention basins shall be monitored regularly to determine if they attract waterfowl or other birds
8. A plan to discourage bird activity shall be implemented if basins are found to be an attraction to birds

With implementation of the above-mentioned mitigation measures, land use and planning impacts would remain less than significant. These findings are consistent with the findings in the 2003 Focused EIR. The proposed Project would not result in new or more significant impacts required new or modification mitigation measures.

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?	☐	☐	☒	☐

2003 March Business Center EIR General Discussion

As described in the 2003 March Business Center EIR, the Planning Area is not known to contain significant mineral

resources. As such, impacts of the proposed Specific Plan will not be significant or adverse. Where significant adverse impacts are expected (due to mineral discovery, etc.) they can be mitigated to levels of insignificance by implementing the Policies and Programs included within the 1999 MEIR

Specific Plan Amendment Analysis

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

The Project site is not located within a known mineral resources area. As such, no new or different mineral resource impacts would occur than those previously identified in past environmental documents prepared for the March Business Center Specific Plan. No further analysis is required.

b) Would the project result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?

The Project site is not located in a known mineral resource area. As such, no new or different mineral resource impacts would occur than those previously identified in past environmental documents prepared for the March Business Center Specific Plan. No further analysis is required.

Mitigation Measures

The 2003 EIR identified no mitigation measures regarding mineral resources, as impacts to mineral resources are anticipated to be less than significant. These findings are consistent with the findings in the 2003 Focused EIR. The proposed Project would not result in new or more significant impacts required new or modification mitigation measures.

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?	☐	☐	☒	☐

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

2003 March Business Center EIR General Discussion

Short-Term Impacts

As described in the 2003 March Business Center EIR, development of the Specific Plan area will lead to short-term noise impacts associated with demolition, excavation, earth moving, and construction activities. These impacts are accepted as the unavoidable consequences of Specific Plan buildout and generally do not represent a significant impact if: 1) construction activities are limited to daytime hours; 2) construction equipment is equipped with noise control filers, as appropriate; and 3) construction activity is monitored to ensure that noise reduction specifications and guidelines are met.

Long-Term Impacts

Long-term noise impacts from the March Business Center include commercial and industrial activities and associated operations and traffic. The Specific Plan for the March Business Center does not include land uses that would be considered incompatible to the ACLUP and AICUZ. Additionally, with the application of the California Public Code Section 21083.8.1, the noise contour footprints for March ARB/MIP for the year 2010 is significantly less than what was permitted and emitted by March AFB prior to its realignment in 1996. Much of the existing development subject to noise contours of 60 dBA or greater has both navigation easements and implemented noise attenuation measures.

Ambient Noise Levels

After the incorporation of previously adopted mitigation measures below, the buildout of the Specific Plan will not significantly impact generation of or exposure to noise levels in excess of established standards. Potential noise increases that occur as a result of the Specific Plan buildout will be within levels permitted by the March JPA Development Code. Noise levels established in this code are considered acceptable conditions within the parameters of the March JPA Planning Area's urban setting providing that sensitive noise receptors are not significantly impacted. Noise levels at sensitive receptors, such as Arnold Heights Elementary School located to the northeast of the Specific Plan area, will not exceed 65 CNEL. Further, projected noise levels for the General Plan area do not exceed the existing noise levels by 5 dBA in any location.

Further, the 1999 MEIR assumed 220,000 trips per day for the entire Planning Area and 131,400 trips per day for the 1,290 acres that is the March Business Center (88,100 total daily trips, including 74,900 external trips). As such, the March Business Center will generate 43,300 fewer daily trips than was assumed for the same area in the MEIR. As such, impacts from traffic noise generated by the March Business Center are less than significant.

Airport Noise

Although the March Business Center is located within two miles of a public airport, noise impacts associated with exposure of individuals working the project area to excessive noise levels are less than significant.

Specific Plan Amendment Analysis

a) Would the project result in exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?

The Project would not result in the exposure of persons to, or generation of noise levels in excess of standards established in the local general plan or noise ordinance. The proposed Project is for a parcel delivery terminal. The proposed additional vehicular parking and trailer parking storage areas, to a previously entitled 1,000,000 square foot industrial building, would not generate noise levels in excess of established standards or expose persons to excess noise levels. Construction noise impacts for the March Business Center Specific Plan were evaluated in the previously certified EIR, and no new noise levels would be generated. Roadway construction would be the same as

originally planned with the reconfiguration of Krameria Avenue. Operation of the proposed surface lot would not generate noise levels in excess of established standards or expose persons to excess noise levels and would be comparable to or less than noise projected to be generated from the originally approved business park use. Although the proposed truck maintenance facility would generate noise, it would be located further east than the previously approved Business Center and thus farther away from the residences to the west of Barton Street. The proposed Project would not be located near any other sensitive receptors. Arnold Heights Elementary School is located approximately 1.8 miles from the Project site, while Citrus Hill High School is located approximately 1.4 miles from the Project site. Due to their distance from the site, these sensitive receptors would not be affected by noise from the proposed Project. Additionally, no loading areas, uses or activities with the potential to exceed March JPA noise thresholds would occur near residences as part of the proposed Project. As such, no new or different noise impacts would occur than those previously identified in past environmental documents prepared for the March Business Center Specific Plan. No further analysis is required.

b) Would the project result in exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?

The Project would not result in exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels. The proposed Project vehicular parking areas are approximately 630-feet east of the nearest residential development, with the main 1,000,000 square foot facility located more than 1,650-feet east of Barton Street. The Project is for a parcel delivery terminal with areas designated for vehicular parking areas and truck trailer parking storage. The use would not generate groundborne vibration or groundborne noise levels in excess of established standards or expose persons to excess noise levels. Temporary construction noise and vibration impacts for the March Business Center Specific Plan were evaluated in the previously certified EIR and no new noise or vibration levels would be generated since roadway construction activities at Krameria Avenue would be the similar to the originally planned alignment and would instead terminate further east of Barton Street and any noise- or groundborne vibration-sensitive receptors. Although the proposed truck maintenance facility would generate noise, it would be located further east than the previously approved business center and thus farther away from the residences to the west of Barton Street. Construction noise and vibration would be reduced under the proposed Project scenario as compared to the originally approved Specific Plan scenario where multiple industrial and business park uses were envisioned within the Project area. As such, no new or different ground borne vibration and groundborne noise impacts would occur than those previously identified in past environmental documents prepared for the March Business Center Specific Plan. During operations, as discussed in the traffic section, 3,669 fewer total vehicle trips would occur. As such, groundborne noise of vibration from vehicles would be less than previously analyzed. Although the Project involves a truck maintenance facility, no excessive groundborne vibration or groundborne noise levels is expected from this use. No further analysis is required.

c) Would the project result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?

The project would not result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project. The proposed reconfiguration of Krameria Avenue, removal of streets and parcels to support a parcel delivery terminal with ancillary facilities that include a truck maintenance and wash facility, a security/customer service building and a CNG station would not generate substantial permanent increase in ambient noise levels in the Project vicinity above levels previously evaluated in already certified environmental documents. Construction activities for Krameria Avenue would be the same as originally planned under the March Business Center Specific Plan but would terminate further to the east and therefore be further from noise-sensitive receptors located on the west side of Barton Street. Additionally, during operations the number of vehicles projected in the future would decrease from what was evaluated in the previously certified EIR. As discussed in the traffic section, 3,669 fewer total vehicle trips would occur when compared to the originally approved development concept for the South Campus area. Therefore, the projected noise increase would be decreased compared to levels under the originally approved South Campus of the March Business Center Specific Plan. Further, although the proposed truck maintenance facility would generate noise, it would be located further east than the previously approved business center use and thus farther away from the residences to the west of Barton Street. As such, no new or different noise impacts would occur than those previously identified in past environmental documents prepared for the March Business Center Specific Plan. No further analysis is required.

d) Would the project result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?

The Project would not result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project. The proposed Project would not generate substantial temporary or periodic increase in ambient noise levels in the Project vicinity above levels previously considered and evaluated in the originally certified environmental documents. Construction activities for Krameria Avenue would be the same as originally planned under the March Business Center Specific Plan but would terminate further to the east and therefore be further from noise-sensitive receptors located on the west side of Barton Street.

Project operations would introduce trucks and forklifts onto the Project site as it relates to the movement of parcels. The Occupational Safety and Health Administration (OSHA) provides general industry noise standards to promote public health and safety standards within workplaces. As such, OSHA requires that equipment operators (such as truck and forklift drivers) utilize warning devices, to include "sound-producing" or alarm devices, that will ensure that equipment operators and other employees remain safe. While OSHA does not establish or regulate operational noise standards within communities, we use exposure standards from Table G-16 of Regulations Standards – CFR to illustrate noise levels that would be expected from the Project site. Table G-16 provides the following noise limitations for employees working on a project site:

TABLE G-16 - PERMISSIBLE NOISE EXPOSURES [1]

Duration per day, hours	Sound level dBA slow response
8	90
6	92
4	95
3	97
2	100
1 1/2	102
1	105
1/2	110
1/4 or less	115

Footnote[1]: When the daily noise exposure is composed of two or more periods of noise exposure of different levels, their combined effect should be considered, rather than the individual effect of each. If the sum of the following fractions: C(1)/T(1) + C(2)/T(2) C(n)/T(n) exceeds unity, then, the mixed exposure should be considered to exceed the limit value. Cn indicates the total time of exposure at a specified noise level, and Tn indicates the total time of exposure permitted at that level. Exposure to impulsive or impact noise should not exceed 140 dB peak sound pressure level.
Source: https://www.osha.gov/pls/oshaweb/owadisp.show_document?p_table=standards&p_id=9735

Based on the aforementioned, and that the main building setback from the nearest residential community is 1,800-feet, and a 12-foot high concrete wall is designed around the truck trailer parking area, with a 155-foot wide landscape buffer area along the westerly project boundary, operational noise levels from the site would not exceed noise levels analyzed in past environmental documents. No further analysis is required.

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?

The Project site is within two miles of the March Air Reserve Base and March Inland Port Airport but outside of Accident Potential Zones identified within the 2005 March Air Installation Compatibility Use Zone Study (AICUZ). Compatibility between the airport and its surrounding environment is evaluated in terms of four aeronautical factors: noise, overflight, safety, and airspace protection. These factors are compiled and used to designate compatibility zones in the Airport Compatibility Plan for MARB/IP, which was adopted by the Riverside County Airport Land Use Commission (ALUC) in November 2014. The proposed Project is located in compatibility zone C2 of the Airport Compatibility Plan. On July 13, 2017, ALUC found the Project consistent with the 2014 MARB/IP Land Use Compatibility Plan. The Project is an allowed use within Zone C2; the only limitations in this zone are highly noise-sensitive outdoor nonresidential uses and hazards to flight (such as tall objects, visual and electronic forms of interference with the safety of aircrafts, and developments and land uses that could attract birds). Given that none of the restricted uses are planned on the Project site, no new or more severe impacts associated with hazards in proximity of an airport would occur. No further analysis is required.

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?

The Project site is not located within the vicinity of a private airstrip. As such, no new or different noise impacts would occur than those previously identified in past environmental documents prepared for the March Business Center Specific Plan. No further analysis is required.

Mitigation Measures

The 2003 EIR outlined mitigation measures J-1 through J-14 to be applied as conditions of approval for implementing development projects. Of these, mitigation measures J-1, J-4, J-6, and J-7 will be implemented into the March Business Center Plan. Of these, mitigation measures J-2 would be applicable to and implemented into the proposed Project.

Short-term

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

Long-term

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.

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.

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.

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

With implementation of the above-mentioned and previously adopted mitigation measures, noise impacts would remain less than significant. These findings are consistent with the findings in the 2003 Focused EIR. The proposed Project would not result in new or more significant impacts required new or modification mitigation measures.

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?	☐	☐	☒	☐

2003 March Business Center EIR General Discussion

As described in the 2003 EIR, the March Business Center will stimulate an increase in employment opportunities within the housing rich environment of the sub-region. The 1999 MEIR and 2003 EIR analyzed future employment and housing needs with implementation of the General Plan as follows:

Creation of an Employment Center

As analyzed in the 2003 EIR, the land use designation of the General Plan, upon full build-out, will contribute upwards of 10 percent of the employment opportunities of the sub-region. The current jobs/housing ratio imbalance in the area would be lessened, and the goals and policies of the sub-region would be furthered. The General Plan forecasted that approximately 35,588 jobs would be created at full build-out. Of these jobs, approximately 15,195 jobs would be generated by the March Business Center Specific Plan. The creation of jobs within an area that has an imbalanced jobs/housing ratio has contributing factors for improving the regional environment (i.e., reduced vehicle miles traveled). Implementation of the March Business Center Specific Plan will result in positive impacts upon existing and projected housing conditions within the region, by bringing job opportunities to an area that is largely residential.

Job/Housing Balance

The Southern California Association of Governments (SCAG), South Coast Air Quality Management District (SCAQMD), and Western Riverside Council of Governments (WRCOG) are promoting jobs/housing balance as a means to solve a number of pressing problems in the Southern California region. The benefits of a job/housing balance include less traffic congestion, reduced vehicle miles traveled, fewer vehicle emissions with resulting clean air benefit, decreased commute times, and a reduction in the need for major capital expenditures for the development of highways and mass transit facilities. Overall, general improvements in quality of life and environment are anticipated.

Sub-regional Comprehensive Plan

The Sub-regional Comprehensive Plan (1994) for the Western Riverside County sub-area has unresolved issues relative to jobs/housing balance within its Growth Management Element. The need for the overall plan to assess the current and projected growth and the continued disparity of jobs to housing ratios will be assisted by the proposed March JPA General Plan. The proposed March Business Center is exclusively an employment generating land use. Development of business park and industrial areas in the March Business Center will help increase job opportunities in the area for better jobs/housing balance.

No New Housing Opportunities

Housing opportunities are not needed for this area.

Specific Plan Amendment Analysis

a) Would the project induce substantial population growth in an area, either directly or indirectly?

The Project would not induce substantial population growth. As with the previously studied business park use, the Project construction would utilize an existing local labor force, and Project operation would not result in population growth in the area. As such, no new or different impacts would occur than those previously identified in past environmental documents prepared for the March Business Center Specific Plan. No further analysis is required.

b) Would the project displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?

The Project would not displace existing housing, necessitating the construction of replacement housing. The parking lot and trailer storage site is undeveloped; implementation of the originally approved South Campus of the March Business Center Specific Plan and the proposed Project would not displace any housing or require the construction of replacement housing elsewhere. As such, no new or different impacts would occur than those previously identified in past environmental documents prepared for the March Business Center Specific Plan. No further analysis is required.

c) Would the project displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?

The Project would not displace substantial numbers of people. The parking lot and trailer storage site is undeveloped; just as with implementation of the originally approved South Campus of the March Business Center Specific Plan, the proposed Project would not displace any housing or require the construction of replacement housing elsewhere. As such, no new or different impacts would occur than those previously identified in past environmental documents prepared for the March Business Center Specific Plan. No further analysis is required.

Mitigation Measures

The 2003 EIR identified no mitigation measures regarding population and housing, as impacts to population and housing were anticipated to be less than significant. The proposed Project would have no new impacts related to population and housing, and no additional mitigation is necessary.

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?	☐	☐	☒	☐

2003 March Business Center EIR General Discussion

Police Protection

The demand for police protection services will increase with an increase in development of the March JPA Planning Area.

As more intensive development occurs in the March JPA Planning Area, police services will need to be expanded according to demand and the level of safety and security required. Police impacts regarding to the development of the March Business Center will be less than significant with implementation of the proposed mitigation measure below, but consistent with the MEIR analysis with regards to police service impacts.

Fire Department Services

As stated in the 2003 EIR, new development will increase demand on emergency and fire protection services due to the increase in the number of structures that need to be served. Fire protection will be greater on slopes with dry brush and limited access; within industrial areas; and other identified fire hazard areas. The 2003 EIR estimated that the Planning Area would require approximately 3 engine companies within a mile and a half of the subject site at buildout. As individual development occurs, fire protection needs will be evaluated and service provision augmented where necessary. To ensure that emergency fire flow requirements are available, the fire flow standards of 5,000 gallons per minute shall be used for planning purposes.

All water mains and fire hydrants providing required fire slows shall be constructed in accordance with the appropriate sections of Riverside County Ordinance No. 460 and/or No. 787, subject to review and approval by the Riverside County Fire Department.

The March Business Center's impacts to fire services will be less than significant with mitigation incorporated, but consistent with the MEIR analysis of fire service impacts. Construction of the March Business Center internal street network will have no impact on fire or police services, except for temporary road detours during construction, which may alter emergency response times serving existing facilities such as Defense Reutilization and Marketing Office. However, response times may reduce, as traffic service levels improve through the implementation of the proposed circulation system of the March Business Center Specific Plan.

Schools

School services will not be impacts, as there is no increase in population connected with the implementation of the Specific Plan. The school district will collect school fees as set forth within AB 2926 and AB 1929. Further, SB 50 stipulates that the school district can collect a fixed rate fee of $0.30 per square foot of non-residential development to account for non-residential growth inducing impacts to schools. This fee, as collected by Moreno Valley Unified School District, goes toward the cost of providing school facilities.

Due to the nature of development surrounding the schools, the March Business Center Specific Plan establishes an elementary school buffer extending 0.25 miles outward from Arnold Heights Elementary School to Tomas Rivera Elementary School in order to limit the potential for incompatible uses within nearby Business Park, Industrial and Mixed Use zones. If the March JPA determines the proposed use will have a significant impact on elementary schools, the use will not be allowed within the buffer zones.

Specific Plan Amendment Analysis

Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered 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:

a) Fire protection?

The proposed Project would not generate new population or additional demand for fire protection services beyond what was considered under the originally approved South Campus of the March Business Center Specific Plan. Instead, the Project would minimize the number of industrial and business park structures previously allowed under SP-1, A5. The proposed Project would install less structures within the project boundaries and introduce fewer people to the Project site than what was previously allowed. More specifically, the proposed Project would bring 1,699 employees to the parking lot and trailer storage site, while the originally approved SP was estimated to employ over 3,000 workers. Thus, fire protection demands would decrease in the area compared to the originally approved March Business Center Specific Plan. As such, impacts would be reduced compared to those previously identified in past environmental documents prepared for the March Business Center Specific Plan. No further analysis is required.

b) Police Protection?

The proposed Project would not generate new population or additional demand for police protection services

beyond what was considered under the originally approved South Campus of the March Business Center Specific Plan. Instead, the Project would minimize the number of industrial and business park structures previously allowed under SP-1, A5. The proposed Project would install less structures within the project boundaries and introduce fewer people to the Project site. As such, impacts would be reduced compared to those previously identified in past environmental documents prepared for the March Business Center Specific Plan. No further analysis is required.

c) Schools?

The proposed Project would not generate new population or additional demand for school services such that new schools would be required beyond what was considered under the originally approved South Campus of the March Business Center Specific Plan. As such, no new or different school impacts would occur than those previously identified in past environmental documents prepared for the March Business Center Specific Plan. No further analysis is required.

d) Parks?

The proposed Project would not generate new population or additional demand for park facilities such that new parks or would be required beyond what was considered under the originally approved South Campus of the March Business Center Specific Plan. Instead, the Project would provide an increase in the amount of park space available in the South Campus Specific Plan area. As such, no new or different impacts would occur than those previously identified in past environmental documents prepared for the March Business Center Specific Plan. No further analysis is required.

e) Other public facilities?

The Project would not generate new population or additional demand for any other public services or facilities beyond what was considered under the originally approved South Campus of the March Business Center Specific Plan. As such, no new or different public facilities impacts would occur than those previously identified in past environmental documents prepared for the March Business Center Specific Plan. No further analysis is required.

Mitigation Measures
The 2003 EIR incorporated mitigation measures P-1 through P-3 into the proposed Specific Plan as being applicable to projects under the March Business Center Specific Plan. Because the proposed Project would not be located with 0.25 miles of an elementary school, mitigation measure P-3, as it relates to a school buffer zone, would not be applicable.

P-1 The March JPA will contract with the Riverside County Sheriff's Department of provide additional police service to the Specific Plan area.

P-2 The developer shall dedicate land within the proposed project for a future fire station. The March JPA will develop a financing plan to fund the station.

With implementation of the above-mentioned, and previously adopted, mitigation measures, public services impacts would remain less than significant. These findings are consistent with the findings in the 2003 Focused EIR. The proposed Project would not result in new or more significant impacts required new or modification mitigation measures.

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

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?	☐	☐	☒	☐

2003 March Business Center EIR General Discussion

As stated in the previously certified EIR, a standard of 2.5 acres of local parkland per 1,000 population should be maintained. No impacts on recreational facilities were identified as a consequence of implementing the March Business Center Specific Plan because the Specific Plan proposed employment generating land uses, rather than residential, or recreation-generating, land uses. The Specific Plan will not cause an increase in population that would require allocation of parkland. Further, the previously approved Specific Plan would provide approximately 52 acres of parkland near the southeastern corner of South Campus, with passive uses and limited improvements which would improve the aesthetic appeal of the Specific Plan area and the quality of life for individuals visiting and working within the Specific Plan area and adjacent developments. Multi-use trails and bikeways are also included in the Transportation section of the Specific Plan.

The March Business Center, as outlined in the previously certified EIR, would remove approximately 105 acres of land designated as Park/Recreation/Open Space in the General plan. The majority of this land is located in the South Campus. The Park/Recreation/Open Space land designated in the South Campus was defined as a "regional-type" park in the Resource Management Element of the General Plan. This parkland allocation is not required to accommodate project population impacts; accordingly, its removal does not constitute a direct project impact.

Specific Plan Amendment Analysis

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

The Project would not 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. In fact, there are no existing neighborhood or regional parks within close proximity of the Project. The Project site encompasses parcels that were slated for multiple industrial and business park developments within the March Business Center Specific Plan. As approved under SP-1, A5, South Campus includes the installation of 119.4 acres of Park/Open Space parcels for the area. As the proposed Project would terminate the Krameria Avenue connection to Barton Road and replace the westerly terminus with an open space parcel, the proposed SPA would increase future usable Park/Open Space parcels for South Campus to 125-acres. However, no impact to existing facilities would occur; as such, no further analysis is required.

b) Would the project include recreational facilities or require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment?

The locations of all Project components were already slated for development under the originally approved South Campus of the March Business Center Specific Plan. The Project would result in the construction of a new pocket park facility north of Parcel 71 at the termination of Krameria Avenue. However, this area was already planned for development under the originally approved South Campus Specific Plan. As such, no new or different recreational

impacts would occur than those previously identified in past environmental documents prepared for the March Business Center Specific Plan. No further analysis is required.

Mitigation Measures
The 2003 EIR identified no mitigation measures regarding recreation, as impacts to recreation are anticipated to be less than significant. The proposed Project would have no new impacts related to recreation resources and no additional mitigation is necessary.

Issues:		New Potentially Significant Impact	New Mitigation is Required	No New Impact/No Impact	Reduced Impact
XVI.	**TRANSPORTATION / TRAFFIC.** Would the project:				
a)	Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	☐	☐	☒	☐
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?	☐	☐	☒	☐

Background

- Development of the South Campus was originally evaluated as Phase III of the March Business Center project. Land uses envisioned for the Project site included Industrial for the location of Building B, and Business Park for the

proposed parking lot and trailer storage area. A total traffic generation threshold for Phase III, as determined by the 2003 Specific Plan, is 29,910 trips. A Traffic Impact Study (TIS) Report, prepared by VRPA Technologies (2017) for the proposed Project, is included as Appendix E to this document. For the analysis of transportation and traffic analysis, one of key aspects of the Project is that it allows Building B to operate as a parcel delivery warehouse instead of a standard warehouse. Therefore, the trip generation of the project was calculated based on use of Building B as a parcel delivery warehouse minus the trip generation of the Building B site and the project site that was documented in the specific plan for the South Campus Area. This calculation resulted in a conclusion that the net effect of the Project would be to reduce trip generation somewhat compared to the trip generation that was anticipated in the specific plan. The Project is expected to generate 3,669 fewer daily trips, 253 fewer AM peak hour trips, and 149 fewer PM peak hour trips than was expected in the traffic analysis conducted for the specific plan. An additional aspect of the Project that relates to transportation and traffic issues is that it proposes the removal of Streets X, Y, and Z and a deletion of a portion of Krameria Avenue between Barton Street and Coyote Bush Road. These roadway network changes would cause some changes in traffic patterns on the adjacent roadways and these changes are analyzed in the TIA. For example, Krameria Avenue within South Campus will no longer punch through to Barton Street as a major corridor for South Campus. Because the westerly parking lot area replaces previously entitled business park parcels the reduced traffic from that South Campus area will access Barton Street through a minor connector. While the Project reduces the overall traffic that was previously analyzed under the March Business Center Specific Plan (SP-1, A5) the new Amendment (SP-1, A6) illustrates that all traffic improvements previously required of the South Campus development will be installed (Figure V-III). SP-1, A6 further illustrates that because traffic into the Project area from Barton Street and Lurin Avenue would be limited to emergency vehicles only, the traffic light that was previously required at this intersection under the 2003 March Business Center Final EIR would no longer be needed. However, to maintain all Barton Street improvements anticipated under the Final EIR, the Barton Street/Lurin Avenue traffic light will instead be moved to Barton Street and Q Street to account for traffic control at full South Campus buildout and as analyzed within the TIA.

2003 March Business Center EIR General Discussion

The March Business Center EIR (2003) evaluated traffic impacts to a total of 16 intersections. These intersections include:

1. Alessandro Boulevard/Trautwein Road
2. Alessandro Boulevard/Sycamore Canyon Boulevard/Brown Street
3. Alessandro Boulevard/I-215 SB ramps
4. Alessandro Boulevard/I-215 NB ramps
5. Cactus Avenue/I-215 SB ramps
6. Cactus Avenue/I-215 NB ramps
7. Van Buren Boulevard/Trautwein Road
8. Van Buren Boulevard/Barton Street
9. Van Buren Boulevard/Coyote Bush Road
10. Van Buren Boulevard/Orange Terrace Parkway
11. Van Buren Boulevard/Clark Street
12. Van Buren Boulevard/Brown Street
13. Van Buren Boulevard/Street "C"
14. Van Buren Boulevard/I-215 SB ramps
15. Van Buren Boulevard/I-215 NB ramps
16. Barton Street/Krameria Avenue

Improvements to the roadway network under Phase 3 (South Campus) of the March Business Center development were outlined in the 2003 Final EIR. Roadway network improvements included:

- Construction internal streets in the South Campus
- Half-width improvements on Barton Street (Project frontage)
- Modify traffic signal at Van Buren Boulevard/Village West Drive
- Modify traffic signal at Orange Terrace Parkway/Van Buren Boulevard
- Modify traffic signal at Van Buren Boulevard/Coyote Bush Road
- Modify traffic signal at Van Buren Boulevard/Barton Street
- Provide signal control at Barton Street/Krameria Avenue
- Provide signal control at Barton Street/Lurin Avenue
- Extend Krameria Avenue to west

- Widen Van Buren Boulevard

With build-out of the approved March Business Center, all intersections were projected to operate at acceptable levels of service (LOS) in year 2025, with the exception of the following:

- Alessandro Boulevard/Trautwein Road – LOS E, AM peak hour
- Alessandro Boulevard/I-215 NB ramps – LOS E, PM peak hour
- Cactus Avenue/I-215 NB ramps – LOS E, AM peak hour
- Van Buren Boulevard/Trautwein Road – LOS, AM peak hour

As such, mitigation was introduced to reduce potentially significant impacts at the above-listed intersections. The mitigation, which would reduce all impacts to a less than significant level are summarized in Table 5, 2010 Subsequent EIR Traffic Impact Summary.

Future Traffic Volumes

As stated in the 2003 Certified EIR, since the completion of the Transportation Study in 1998, Riverside County has initiated an amendment to its General Plan which requires re-allocation of land uses in the western portion of the County. This re-allocation had wide-ranging impacts to the General Plan, including the Circulation Element. To determine the traffic implications of land use changes, County staff has worked to develop the CETAP Year 2050 travel demand travel forecast. The 2003 EIR estimated the combined three-phase project to generate about 74,900 daily external trips, including 8,400 in the morning peak hour and 8,700 in the afternoon peak. Of the combined daily traffic generation, approximately 30 percent apiece would be in each of Phases 1 and 2. Phase 3 would generate about 40 percent of the total project traffic. Based on Year 2025 peak hour intersection capacity, all intersections would experience acceptable LOS during both peak hours, with the following exceptions:

- Alessandro Boulevard/Trautwein Road, LOS E, AM peak hour
- Alessandro Boulevard/I-215 northbound ramps, LOS E, PM peak hour
- Cactus Avenue/I-215 northbound ramps, LOS E, AM peak hour

Capacity Benefits

The March Business Center Plan would serve as a major employment center in a portion of the County that is characterized by primarily residential uses, providing a balance of population and employment in the project vicinity. As such jobs/housing balance would provide a transportation capacity benefit, reducing the concentration of work trips in the peak hour/peak direction of travel.

The benefits of matching jobs to housing can be illustrated in the context of typical peak hour commuting patterns. For instance, 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 March Business Center would "capture" some of the trips travelling along this path. This would provide the following benefits:

1. The magnitude of the future volume increate 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 would be substantially reduced[1], providing fuel consumption and air quality benefits.

As described in the 2003 Certified EIR, the March Business Center reflects a substantial reduction in total traffic generation, as compared to the uses assumed in the EIR. The project would generate 43,400 fewer total daily trips than the approved uses. This is a 33 percent reduction.

Cumulative Impacts

As described in the previously Certified 2003 EIR, the Traffic Circulation and Phasing Study identified a number of transportation improvements that would accommodate future traffic volumes in the year 2013. However, the project would contribute toward the future congestion, resulting in a significant cumulative impact. In order to achieve the performance standard of LOS D, the following improvements should be implemented:

[1] 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)

- Alessandro Boulevard/Trautwein Road: Add one westbound through land and one eastbound through lane
- Alessandro Boulevard/I-215 northbound: provide one additional eastbound left turn lane
- Cactus Avenue/I-215 northbound: restripe one eastbound through lane to provide a left turn lane and restripe one westbound through lane to provide a right lane
- Van Buren Boulevard/Trautwein Road: add one westbound left and one westbound through lane

Meridian Specific Plan Amendment Final Subsequent EIR

In July 2010, March JPA prepared a Final Subsequent EIR evaluating changes to the North Campus development, the results of which superseded the analysis in the previously certified 2003 EIR. Within the Subsequent EIR, an additional traffic analysis was performed covering the entire Meridian Specific Plan development area. The traffic analysis evaluated at total of 37 intersections, including the same 16 intersections evaluated in the 2003 Final EIR. Within the 2010 analysis, significant traffic impacts were identified at the following intersections:

- Van Buren Boulevard/Barton Street – LOS F, AM peak hour
- Van Buren Boulevard/I-215 SB ramps – LOS F, AM and PM peak hour
- Van Buren Boulevard/I-215 NB ramps – LOS F, AM peak hour

Additionally, the following significant, non-intersection impacts were identified in the 2010 traffic analysis:

- Queuing would exceed available storage at the following three intersections:
    - Cactus Avenue/I-215 NB ramps/Old 215 Frontage Road – AM peak hour
    - Van Buren Boulevard/I-215 SB ramps – AM and PM peak hour
    - Van Buren Boulevard/I-215 NB ramps – AM and PM peak hour
- Project average daily traffic (ADT) would cause significant impacts at the following roadway segments:
    - Van Buren Boulevard
        - West of Wood Road
        - Wood Road to Trautwein Road
        - Barton Street to Coyote Bush Road
        - Meridian Parkway to I-215 NB ramps
- Project ADT would cause significant impacts to the following freeway segments:
    - I-215
        - North of Alessandro Boulevard
        - Alessandro Boulevard to Cactus Avenue
        - Cactus Avenue to Van Buren Boulevard
        - South of Van Buren Boulevard
- Cumulative impacts would occur at intersections, street segments and freeway segments in the vicinity of the project.

As discussed in the 2010 Subsequent EIR, even with implementation of the additional mitigation, certain impacts would remain at significant levels. Table 5 provides a summary of traffic impacts, mitigation measures identified to reduce potentially significant impacts, and whether or not impacts can be successfully mitigated to a less than significant level, as outlined in the 2010 Subsequent EIR.

Table 5
2010 Subsequent EIR Traffic Impact Summary

Impact	2010 SEIR Mitigation Measures	Significance After Mitigation
Future developments within APZs could be incompatible with the AICUZ. Mitigation from 2003 Focused EIR	**MM-IV.A-2-1.** Development located within either APZ I or APZ II shall comply with Resolution # JPA 08-01. **MM-B-1.** The project shall contribute on a fair share basis toward the improvements identified in the Cumulative Impacts section. **MM-B-2.** The project shall construct the transportation improvements identified above. To the extent that such improvements provide capacity benefits for local or regional (i.e., non-project)	Less than significant.

	demand, the project is eligible for credits toward its contribution toward local and/or regional transportation impact fees, if any. The project's transportation phasing plan will provide 100 percent funding for improvements which, in certain cases, accommodate traffic growth from other local and regional developments. The difference between the 100 percent funding and the project's actual traffic contribution at these locations may form the basis of a credit for fair share contributions under mitigation measure B-1. **MM-B-3.** March Business Center traffic volumes shall be monitored periodically to assure that the transportation infrastructure provides sufficient capacity to serve project volumes. Traffic monitoring shall occur at a minimum of five-year intervals. **MM-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. **MM-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. **MM-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. **MM-B-7.** March Business Center shall provide truck routes on internal roadways to limit impacts of trucks on adjacent residential communities. **MM-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). **MM-B-9.** The March JPA shall collaborate with adjacent jurisdictions and agencies to facilitate improvements addressing the existing deficiency at the I-215/Van Buren Boulevard interchange. **MM-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. **MM-B-11.** The March JPA shall cooperate with the Riverside Transportation Agency (RTA) for the	

	provision of bus service within the Specific Plan Area. **MM-B-12.** Signage shall be provided at the Van Buren Boulevard intersections with Coyote Bush Road and Orange Terrace to discourage truck traffic on residential streets in the Orangecrest Development. Furthermore, the March JPA, as a responsible party, shall encourage the City of Riverside and Riverside County to review and consider appropriate legislation to eliminate or curtail truck traffic, exempting local deliveries, on Alessandro Boulevard and Van Buren Boulevard west of the March Business Center Development.	
Project peak hour traffic would cause a significant direct impact at the following intersections: • Van Buren Boulevard/Barton Street • Van Buren Boulevard/I-215 SB ramps • Van Buren Boulevard/I-215 NB ramps	**MM-IV.B-1-1:** The Project sponsor shall provide the following improvements upon issuance of occupancy permit for any lot in the North Campus after planned traffic generated by this Project exceeds 44,966 ADT: **23. Van Buren Boulevard and Barton Street** Change northbound shared left/through/right turn lane to exclusive northbound left and shared through/right turn lane Note that this improvement would not be required if completed by the commercial development at the southwestern corner of Van Buren Boulevard/Barton Street prior to the timing of this improvement described above.	**Van Buren/Barton** Less than significant
	29. Van Buren Boulevard and Southbound I-215 Ramps Project impacts at this location will be mitigated by the I-215/Van Buren Boulevard interchange improvement project that is being implemented by the County of Riverside and March JPA. With the planned improvements identified in the I-215/Van Buren Boulevard Project Report, this intersection would operate at an acceptable LOS. The interchange project has been accepted by Caltrans and Plans, Specifications and Estimates (PS&E) are being prepared. However, this improvement is not fully funded, due in part to insufficient TUMF reserves. If full funding is not in place to allow construction of this improvement prior to implementation of the proposed Project, then a significant and unavoidable interim impact would occur.	**Van Buren/I-215 SB** Significant and unavoidable (interim)
	30. Van Buren Boulevard and Northbound I-215 Ramps This intersection would also be re-configured as part of the I-215/Van Buren Boulevard interchange improvement project being implemented by County of Riverside and March JPA. The mitigation measures described above would improve the operation of this intersection to LOS D or better during both peak-hours. As is the case with intersection 29, this improvement is not fully funded. If full funding is not in place, this impact would be an interim significant unavoidable impact.	**Van Buren/I-215 NB** Significant and unavoidable (interim)

Project ADT would cause a significant direct impact to the following roadway segments: • Van Buren Boulevard o West of Wood Road o Wood Road to Trautwein Road o Barton Street to Coyote Bush Road o Meridian Parkway to I-215 NB ramps	Implementation of **MM-IV.B-1-1** above at Van Buren Boulevard/Barton Street would reduce the impacts on the Van Buren Boulevard segment from Barton Street to Coyote Bush Road to less than significant.	**Barton to Coyote Bush** Less than significant **Van Buren west of Wood** Significant and unavoidable (interim) **Van Buren – Wood to Trautwein** Significant and unavoidable (interim) **Van Buren – Meridian Pkwy to I-215 Interchange** Significant and unavoidable (interim)
Project ADT would cause a significant direct impact to the following freeway segments: • Interstate 215 o North of Alessandro Boulevard o Alessandro Boulevard to Cactus Avenue o Cactus Avenue to Van Buren Boulevard o South of Van Buren Boulevard	No feasible mitigation	Significant and unavoidable
Project peak hour traffic, together with peak hour traffic from cumulative projects, would cause a significant near term cumulative impact to the following intersections: • Alessandro Boulevard/I-215 NB ramps • Cactus Avenue/Meridian Parkway • Cactus Avenue/I-215 SB ramps • Cactus Avenue/I-215 NB ramps • Cactus Avenue/Elsworth Street • Van Buren Boulevard/Wood Road • Van Buren Boulevard/Trautwein Road • Van Buren Boulevard/Barton Street • Van Buren Boulevard/Coyote Bush Road • Van Buren Boulevard/Village West Drive • Nandina Avenue/Barton Street	**MM-IV-B-1-2.** The individual lot developers shall contribute on a fair share basis toward the following improvements to mitigate cumulative peak hour intersection impacts under Existing Plus Project Plus Cumulative conditions at the time of issuance of the building permit: **8. Alessandro Boulevard and Northbound I-215 Ramps** Provide the following improvements: • Add second eastbound left-turn lane; • Add exclusive westbound right-turn lane; • Reconfigure northbound leg to two left-turn lanes and one shared left-through-right lane **13. Cactus Avenue and Southbound I-215 Ramps** Interchange improvements, including widening of the Cactus Avenue bridge over I-215, have been identified in the 2008 RTIP (i.e., RTIP project RIV050533, which is proposed by the City of Moreno Valley). Figure 7-6 contained in the traffic technical report depicts the planned improvements at this location and at the northbound on- and off-ramps (i.e., intersection #14, below). The RTIP identifies that the primary source of funding is from the TUMF, and shows project completion in the year 2012. However, discussions with City staff indicate that the schedule for completion of the project is being extended primarily because of reduced TUMF collections. Because of the recent economic downturn, development activities in western Riverside County have slowed down, resulting in reduced collection of TUMF fees. Should economic conditions improve, TUMF collections would also improve, facilitating the funding of the interchange	**Alessandro/I-215 NB Ramps** Significant and unavoidable **Cactus/I-215 SB Ramps** Significant and unavoidable (interim)

	improvements. The proposed Project's fair share contribution for this improvement would be in the form of TUMF fee payments. The planned improvements at this intersection would provide sufficient capacity to operate at an acceptable LOS under this traffic scenario. However, as is the case for the I-215/Van Buren Boulevard interchange, a significant unavoidable interim impact would result if this improvement were delayed beyond the implementation of the proposed Project and the cumulative development proposals.	
	14. Cactus Avenue and Northbound I-215 Ramps As with intersection 13 above, the planned improvements identified in the RTIP would mitigate cumulative traffic impacts. The Project's fair share contribution for this improvement would be in the form of TUMF fee payments. However, in light of projected delays in the implementation of these improvements, a significant unavoidable interim impact would result.	**Cactus/I-215 NB Ramps** Significant and unavoidable (interim)
	15. Cactus Avenue and Elsworth Street Provide the following improvements: • Add third eastbound through and second eastbound left-turn lane; • Reconfigure northbound to leg to provide two left-turn lanes, one through lane, and one right-turn lane with an overlap phase	**Cactus/Elsworth** Significant and unavoidable
	21. Van Buren Boulevard and Wood Road Provide the following improvements: • Add third eastbound through lane (a TUMF15 improvement) and second eastbound left-turn lane; • Add third westbound through lane (a TUMF improvement); • Add second northbound through lane	**Van Buren/Wood** Significant and unavoidable
	22. Van Buren Boulevard and Trautwein Road Provide the following improvements: • Add third eastbound through lane (a TUMF improvement); • Add second southbound through lane; • Add exclusive northbound right-turn lane; • Add second westbound left-turn lane	**Van Buren/ Trautwein** Significant and unavoidable
	36. Nandina Avenue and Barton Street Provide the following improvement: • Add southbound left-turn lane	**Nandina/Barton** Significant and unavoidable
	MM-IV.B-1-5 The Project sponsor shall fully fund construction of the following improvements to mitigate cumulative peak hour intersection impacts: **12. Cactus Avenue and Meridian Parkway** Provide the following improvement: • Add second westbound left turn lane. The above improvement shall be required upon issuance of occupancy permit for any use within Phase 1, 2 or 2A after traffic generated by the	**Cactus/Meridian Parkway** Less than significant

	proposed Project exceeds 44,966 External ADT.	
	24. Van Buren Boulevard and Coyote Bush Road Provide the following improvements: • Add second northbound left-turn lane; • Add exclusive northbound right-turn lane with overlap phase These improvements shall be assured to the satisfaction of the March JPA Executive Director prior to issuance of the certificate of occupancy for a total building area exceeding 2.0 million square feet in Phase 3.	**Van Buren/Coyote Bush** Less than significant
	26. Van Buren Boulevard and Village West Drive Provide the following improvement: • Add northbound right-turn overlap phase This improvement shall be assured to the satisfaction of the March JPA Executive Director prior to issuance of the certificate of occupancy for a total building area exceeding 2.0 million square feet in Phase 3.	**Van Buren/Village West** Less than significant
	No feasible mitigation was available or identified for this intersection.	**Van Buren/Barton** Significant and unavoidable
Project ADT, together with ADT from cumulative projects, would cause a significant near term cumulative impact at the following street segments: • Cactus Avenue o I-215 NB ramps to Elsworth Street o Elsworth Street to Frederick Street • Van Buren Boulevard o West of Wood Road o Wood Road to Trautwein Road o Trautwein Road to Barton Street o Orange Terrace Parkway to Village West Drive o Village West Drive to Meridian Parkway • Barton Street o Van Buren Boulevard to Krameria Avenue o Krameria Avenue to Nandina Avenue	Implementation of **MM-IV.B-1-5** above at the Van Buren Boulevard intersection with Village West Drive would reduce the impacts on the Van Buren Boulevard segments from Orange Terrace Parkway to Village West Drive and from Village West Drive to Meridian Parkway to less than significant.	**Van Buren – Orange Terrace to Village West** Less than significant **Van Buren – Village West to Meridian Pkwy** Less than significant **Cactus** Significant and unavoidable **Van Buren – West of Wood** Significant and unavoidable **Van Buren – Wood to Trautwein** Significant and unavoidable **Van Buren – Trautwein to Barton** Significant and unavoidable **Barton** Significant and unavoidable

Project ADT, together with ADT from cumulative projects, would cause a significant near term cumulative impact at the following freeway segments: • Interstate 215 o North of Alessandro Boulevard o Alessandro Boulevard to Cactus Avenue o Cactus Avenue to Van Buren Boulevard o South of Van Buren Boulevard	No feasible mitigation	Significant and unavoidable
Project peak hour traffic, together with peak hour traffic from cumulative projects, would cause a significant long term cumulative impact at the following intersections: • Alessandro Boulevard/Canyon Crest Drive • Alessandro Boulevard/Trautwein Road • Alessandro Boulevard/Mission Grove Parkway • Alessandro Boulevard/Sycamore Canyon Road/Meridian Parkway • Alessandro Boulevard/I-215 SB Ramps • Alessandro Boulevard/I-215 NB Ramps • Alessandro Boulevard/Old 215 Frontage Road • Cactus Avenue/Meridian Parkway • Cactus Avenue/Elsworth Street • Van Buren Boulevard/Wood Road • Van Buren Boulevard/Barton Street • Van Buren Boulevard/Village West Drive • Van Buren Boulevard/Meridian Parkway • Cottonwood Avenue/Day Street	**MM IV.B-1-3** The individual lot developers shall contribute on a fair share basis toward the following improvements to mitigate cumulative peak hour intersection impacts under Future Year Plus Project conditions at the time of issuance of the building permit: **3. Alessandro Boulevard and Mission Grove Parkway** Provide the following improvement: • Add northbound right-turn overlap phase	**Alessandro/ Mission Grove** Significant and unavoidable
	6. Alessandro Boulevard and Meridian Parkway Provide the following improvements: • Add northbound right-turn overlap phase • Add southbound right-turn overlap phase	**Alessandro/ Meridian Pkwy** Significant and unavoidable
	7. Alessandro Boulevard and Southbound I-215 Ramps Provide the following improvement: • Split southbound shared left-right turn lane to separate left and right turn lanes	**Alessandro/I-215 SB Ramps** Significant and unavoidable
	8. Alessandro Boulevard and Northbound I-215 Ramps Provide the following improvement: • Reconfigure northbound approach to provide triple left-turn lanes and a shared through-right lane	**Alessandro/I-215 NB Ramps** Significant and unavoidable
	9. Alessandro Boulevard and Old 215 Frontage Road Provide the following improvement: • Add second southbound left-turn lane	**Alessandro/Old 215 Frontage** Significant and unavoidable
	15. Cactus Avenue and Elsworth Street Provide the following improvement: • Add second southbound right-turn lane	**Cactus/Elsworth** Significant and unavoidable
	37. Cottonwood Avenue and Day Street Provide the following improvement: • Add second southbound left-turn lane	**Cottonwood/Day** Significant and unavoidable
	No feasible mitigation was available or identified for these imapcts.	**Alessandro/ Canyon Crest** Significant and unavoidable **Alessandro/ Trautwein** Significant and

		unavoidable **Cactus/Meridian Pkwy** Significant and unavoidable **Van Buren/Wood** Significant and unavoidable **Van Buren/ Trautwein** Significant and unavoidable **Van Buren/Village West** Significant and unavoidable **Van Buren/ Meridian Pkwy** Significant and unavoidable
Project ADT, together with ADT from cumulative projects, would cause a significant cumulative impact on the following roadway segments: • Alessandro Boulevard o Meridian Parkway to I-215 SB ramps o I-215 NB ramps to Old 215 Frontage Road • Cactus Avenue o I-215 NB ramps to Elsworth Street • Van Buren Boulevard o Orange Terrace Parkway to Village West Drive o Village West Drive to Meridian Parkway	No feasible mitigation was available or identified for these impacts.	Significant and unavoidable
Project ADT, together with ADT from cumulative projects, would cause a significant long term cumulative impact at the following freeway segments: • Interstate 215 o North of Alessandro Boulevard o Alessandro Boulevard to Cactus Avenue o Cactus Avenue to Van Buren Boulevard o South of Van Buren Boulevard	No feasible mitigation was available or identified for these impacts.	Significant and unavoidable
Additional Mitigation	**MM-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. **MM-IV.B-1-6.** The Project sponsor shall dedicate land located along the southern boundary of the	

	North Campus to provide sufficient right-of-way for the planned full build out of Van Buren within 90 days of Project approval, as approved by the March JPA Civil Engineer. **MM-IV.B-1-7.** The Project sponsor shall dedicate land and provide temporary construction easements in the vicinity of the I-215/Van Buren Boulevard interchange to accommodate a portion of the planned future improvements identified in RTIP project RIV060120 within 90 days of Project approval or as required by Caltrans.	

Specific Plan Amendment Analysis

a) Would the project conflict with an applicable plan, ordinance, or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?

To evaluate whether this Project would result in new or more severe traffic impacts than those previously disclosed in past environmental documents, VRPA Technologies prepared a Traffic Impact Analysis (VRPA Technologies 2017). The following seven study area intersections were evaluated, three of which were studied as part of the 2010 Subsequent EIR:

1. Barton Street/Van Buren Boulevard
2. Barton Street/Krameria Avenue/Driveway *
3. Coyote Bush Road/Van Buren Boulevard
4. Village West Drive/Van Buren Boulevard
5. Village West Drive/Krameria Avenue *
6. Barton Street/Street P *
7. Barton Street/Street Q *

* Denotes an intersection not studied in 2010 because it was either not yet developed or are a part of the South Campus development area.

Project Impacts

The proposed Project site is designated as Business Park use in the current Meridian Specific Plan. A trip generation comparison between the proposed Project and the current specific plan land use was conducted in the TIA (Appendix E). The Project is expected to result in a reduction of 3,669 daily trips, 253 AM peak hour trips, and 149 PM peak hour trips as compared with the land uses proposed in the current specific plan.

Table 6 below identifies the previously evaluated intersections in the Project study area and identifies impacts and applicable mitigation from the 2010 traffic analysis and Subsequent EIR. The table then compares the significance finding for each intersection in the 2017 TIA (Appendix E) for the proposed Project.

Table 6
Previously Evaluated Intersections Comparison – Project Level Impact Analysis (Existing + Project)

Intersection	Mitigation from 2010 SEIR	Significance After Mitigation in 2010 SEIR	Significance For Proposed 2017 Parcel Delivery Terminal Project Impact, With 2010 SEIR Mitigation Applied
Wood Road/Van Buren Boulevard	No mitigation required.	N/A	Less than significant.
Trautwein Road/Van Buren Boulevard	No mitigation required.	N/A	Less than significant

Intersection	Mitigation from 2010 SEIR	Significance After Mitigation in 2010 SEIR	Significance For Proposed 2017 Parcel Delivery Terminal Project Impact, With 2010 SEIR Mitigation Applied
Barton Street/Van Buren Boulevard	**MM-IV.B-1-1** **Van Buren Boulevard and Barton Street** Change northbound shared left/through/right turn lane to exclusive northbound left and shared through/right turn lane.	Less than significant	Less than significant
Coyote Bush Road/Van Buren Boulevard	No mitigation required.	N/A	Less than significant
Orange Terrace Parkway/Van Buren Boulevard	No mitigation required.	N/A	Less than significant
Village West Drive/Van Buren Boulevard	No mitigation required.	N/A	Less than significant
Meridian Parkway/Cactus Avenue	No mitigation required.	N/A	Less than significant
Opportunity Way/Van Buren Boulevard	No mitigation required.	N/A	Less than significant
I-215 SB ramps/Cactus Avenue	No mitigation required.	N/A	Less than significant
I-215 SB ramps/Van Buren Boulevard	**MM-IV.B-1-1** I-215 SB Ramps and Van Buren Boulevard Project impacts at this location will be mitigated by the I-215/Van Buren Boulevard interchange improvement project that is being implemented by the County of Riverside and March JPA. With the planned improvements identified in the I-215/Van Buren Boulevard Project Report, this intersection would operate at an acceptable LOS. The interchange project has been accepted by Caltrans and Plans, Specifications and Estimates (PS&E) are being prepared. However, this improvement is not fully funded, due in part to insufficient TUMF reserves. If full funding is not in place to allow construction of this improvement prior to implementation of the proposed Project, then a significant and unavoidable interim impact would occur.	Significant and unavoidable (interim; until planned improvements are implemented)	Less than significant because improvement has been constructed.
Old 215 Frontage/I-215 NB ramps/Cactus Avenue	No mitigation required.	N/A	Less than significant
Van Buren Boulevard/I-215 NB ramps	**MM-IV.B-1-1** Van Buren Boulevard and I-215 NB Ramps This intersection would be reconfigured as part of the I-215/Van Buren Boulevard interchange improvement project being implemented by County of Riverside and March JPA. With the planned improvements identified in the I-215/Van Buren Boulevard Project Report, this intersection would operate at an acceptable LOS. The interchange project has been accepted by Caltrans and Plans, Specifications, and Estimates (PS&E) are being prepared. However, this improvement is not fully funded, due in part to insufficient TUMF reserves. If full funding is not in place to allow construction of	Significant and unavoidable (interim; until planned improvements are implemented)	Less than significant because improvement has been constructed.

Intersection	Mitigation from 2010 SEIR	Significance After Mitigation in 2010 SEIR	Significance For Proposed 2017 Parcel Delivery Terminal Project Impact, With 2010 SEIR Mitigation Applied
	this improvement prior to implementation of the proposed Project, then a significant and unavoidable interim impact would occur.		

[1] See Table 5-1 in the TIA included in Appendix E.

Based on the analysis in the TIA, and consistent with the findings in the 2010 traffic analysis and Subsequent EIR, one intersection would be affected by the proposed Project – the intersection of Barton Street/Van Buren Boulevard. Project impacts upon this one intersection would be mitigated to less than significant with required Mitigation Measure 2.1 (see below) . Table 7 below provides a summary of the impacts for the newly evaluated intersections that were not evaluated in the SEIR,

Table 7
Newly Evaluated 2017 Intersections – Project Level Impact Analysis (Existing + Project)

Intersection	Parcel Delivery Terminal Project Impact [1]
Barton Street/Krameria Avenue/Driveway	Less than significant
Village West Drive/Krameria Avenue	Less than significant
Barton Street/Street P	Less Than Significant
Barton Street/Street Q	Less than significant

As shown in Table 6 and Table 7 above, and as discussed in detail in the TIA for the Project (Appendix E), no study area intersections are anticipated to operate at unacceptable LOS during either the AM or PM peak hours, with the addition of Project traffic.

b) Would the project result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?

The proposed Project involves the reconfiguration of Krameria Avenue, removal of Streets X, Y, and Z, reconfiguration of parcels, use of a portion of the South Campus site for a parking lot and trailer storage lot, and a delivery parcel terminal in conjunction with the use of Building B. The locations of road and parcel reconfigurations were previously slated for development under the originally approved South Campus of the March Business Center Specific Plan and would not affect air traffic patterns. As such, no new or different impacts would occur than those previously identified in past environmental documents certified for the March Business Center Specific Plan. No further analysis is required.

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

The proposed Project involves the reconfiguration of Krameria Avenue, removal of Streets X, Y, and Z, reconfiguration of parcels, use of a portion of the South Campus site for a parking lot and trailer storage lot, and a delivery parcel terminal in conjunction with the use of Building B. The locations for road reconfiguration and removal and parcel reconfigurations were previously slated for development under originally approved South Campus of the March Business Center Specific Plan. The removal of Streets X, Y, and Z would better serve the proposed parking lot and reduce potential hazards by removing the curvilinear intersection at Street Y and Street Z, Street Y and Street V, and Street Y and Krameria Avenue. As such, no new or different traffic hazards impacts would occur other than those previously identified in past environmental documents certified for the March Business Center Specific Plan. No further analysis is required.

d) Would the project result in inadequate emergency access?

The Project would not result in inadequate emergency access. The Project involves the reconfiguration of Krameria Avenue, removal of Streets X, Y, and Z, reconfiguration of parcels, use of a portion of the South Campus site for a parking lot and trailer storage lot, and a delivery parcel terminal in conjunction with the use of Building B. The locations for road reconfiguration and removal and parcel reconfigurations were previously slated for development under originally approved South Campus of the March Business Center Specific Plan. Although the proposed Project involves the removal of Streets X, Y and Z, the Project is designed to provide two designated access points to and from

Building B while three access points are provided into the added parking area and ancillary CNG station site, as well as the security/customer service building. A designated emergency only access is also added to the parking areas. With the Project design meeting adequate emergency access points, there are no new or different impacts would occur. No further analysis is required.

e) Would the project conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?

The Project would not conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities. The proposed Project involves the reconfiguration of Krameria Avenue, removal of Streets X, Y, and Z, reconfiguration of parcels, use of a portion of the South Campus site for a parking lot and trailer storage, and a delivery parcel terminal in conjunction with the use of Building B. The locations of roadway removal and realignments, and parcel configurations were previously slated for development under the originally approved South Campus of the March Business Center Specific Plan. The removal of Streets X, Y, and Z, reconfiguration of parcels, use of a portion of the South Campus site for a parking and trailer storage lot, and a delivery parcel terminal in conjunction with Building B would not affect access to the adjacent neighborhood to the west of the site. Access would still be provided through Street Z and Street P, to the northwest of the parking lot and trailer storage lot site. The inclusion of any bicycle lanes and sidewalks would be designed and constructed in compliance with County and March JPA standards, as with the originally approved South Campus of the March Business Center Specific Plan. No new or different alternate modes of transportation impacts would occur than those previously identified in past environmental documents certified for the March Business Center Specific Plan. No further analysis is required.

Issues:	New Potentially Significant Impact	New Mitigation is Required	No New Impact/No Impact	Reduced Impact
XVII. **TRIBAL CULTURAL RESOURCES.** Would the project:				
a) 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:	☐	☐	☐	☐
i) 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	☐	☐	☒	☐

Issues:	New Potentially Significant Impact	New Mitigation is Required	No New Impact/No Impact	Reduced Impact
ii) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	☐	☐	☒	☐

1999 MEIR and 2003 EIR General Discussion

Tribal cultural resources were not evaluated in the 1999 MEIR and the 2003 EIR.

Specific Plan Amendment Analysis

a) 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:

i) 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)?

The Project would not cause a substantial adverse change in the significance of a tribal cultural resource, 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). As described in Section V, Threshold E, 12 archaeological sites have been identified in a field survey performed in February-March 2016 on the northern portion of the project site. As discussed in the Cultural Report prepared by CRM TECH in 2016, these none of these resources are eligible for listing in the California Register. An addendum Cultural Report was prepared by CRM TECH in 2017 to encompass the proposed parking lot and trailer storage site. This study found three cultural resources within the parking lot and trailer storage site. However, as outlined in the report, these resources do not appear eligible for the California Register of Historic Resources, and do not meet the definition of "historical resources" or "tribal cultural resources." However, the possibility of additional archaeological features occurring on the surface within the project boundaries cannot be conclusively ruled out at this time. Therefore, mitigation measure L-1, as outlined in the 2003 EIR, would be implemented to ensure impacts to tribal cultural resources are less than significant. In addition, qualified monitors would be present at the Project site during all earth-moving operations in case tribal cultural resources are discovered. As such, no new or different impacts to tribal cultural resources would occur than those previously identified in past environmental documents prepared for the March Business Center Specific Plan. No further analysis is required.

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

The Project would not cause a substantial adverse change in the significance of a tribal cultural resource, or resources 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. As described in Section V, Threshold e, CRM TECH submitted a written request to the State of California's Native American Heritage Commission (NAHC) for a records search in the commission's sacred lands file on March 7, 2016. Following the NAHC's recommendations and previously established consultation protocol, on March 14, 2016,

CRM TECH further contacted a total of 28 tribal representatives in the region in writing to solicit local Native American input regarding any potential properties of traditional cultural value that may exist in the project vicinity. The NAHC reported that the sacred lands record search identified no Native American cultural resources within the project area, but recommended that local Native American groups be contacted for further information. CRM TECH sent written requests for comments to all 17 individuals on the referral list and the organizations they represent as well as 11 individuals that were referred previously by the appropriate tribal government staff. Four of the tribes contacted responded to the inquires in writing. The Cabazon Band stated that the tribe had no specific information on any sites of Native American traditional cultural value in the project area. The Cahuilla Band identified the project location to be part of the tribe's traditional use area, and thus requested further consultation with the JPA. The San Manuel Band and the Morongo Band also claimed the project location to be within their tribes' traditional use areas. Both of them requested copies of the records search results and this report for tribal review. The Morongo Band also requested that the Morongo Band's Standard Development Conditions be implemented to address inadvertent discoveries of Native American cultural resources, including human remains. The San Manuel Band recommended that development plans be adjusted to avoid impact on known archaeological sites in the project area and indicated that the tribe will want to consult with the lead agency.

An additional cultural report was prepared by CRM TECH on the proposed parking lot and trailer storage site . On February 22, 2017, CRM TECH submitted a written request to the State of California's NAHC for a records search in the commission's Sacred Lands File. The commission stated in a letter dated February 27 that the Sacred Lands File identifies no Native American cultural resources within this additional project area but recommends that local Native American groups be contacted for further information. As such, CRM TECH sent written requests for comments to all 37 individuals on the referral list and the tribal organizations they represent as well as individuals that were referred previously by the appropriate tribal government staff. Two tribal representatives have responded in writing. The San Manuel Band of Mission Indians stated that the project location is outside the Serrano ancestral territory. The Morongo Band of Mission Indians identifies the project location as a part of the tribe's traditional use area and requests that the tribe's Standard Development Conditions be implemented in anticipation of inadvertent discovery of Native American cultural resources, including human remains, a record search on the property, and a comprehensive archaeological survey with a tribal monitor participating, and copies of the final documentation of these procedures for tribal review.

As such, with proper notification and coordination with California Native American tribes, compliance with Senate Bill 18, as well as implementation of mitigation measure L-1 from the 2003 EIR, impacts to tribal cultural resources would be less than significant. As such, no new or different impacts to tribal cultural resources would occur than those previously identified in past environmental documents prepared for the March Business Center Specific Plan. No further analysis is required.

Mitigation Measures

The 2003 EIR incorporated mitigation measure L-1 into the March Business Center Specific Plan. This mitigation would be applicable to the proposed Project if tribal cultural resources are discovered at the Project site to ensure impacts would be less than significant.

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.

By complying with the above-mentioned, and previously adopted, mitigation measures the impacts to tribal cultural resources would remain less than significant. The proposed Project would not result in new or more significant impacts required new or modification mitigation measures.

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

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?	☐	☐	☒	☐

2003 March Business Center EIR General Discussion

Water Resources

Analysis performed for the 2003 EIR concluded that although increased development associated with implementation of the March Business Center Specific Plan will result in an increase in water consumption, there is sufficient capacity to supply the Specific Plan area with potable water for the duration of timeframe specified in the legislation.

Potable Water

Potable water demand for the March Business Center was calculated using Western Municipal Water District's (WMWD)

standard criteria of 2,000 gallons per day (gpd)/acre of industrial/commercial property. Pipelines constructed to serve the Specific Plan area will be located in future street right-of-ways, will serve each parcel, and will be sized to meet maximum day demand plus fire flow of 5,000 gpm. Using 5,000 gpm fire flow will allow maximum flexibility of future development within the March Business Center. Connection from the Orangecrest Tank in the 1837's pressure zone is limited to one point near Buren Boulevard and four connections along Barton Street.

Non-Portable Water
As described in the analysis for the 2003 EIR, WMWD's existing reclaimed water system is purpose-built for its existing use and would require a major-retrofit to expand its service area. The proposed distribution system will parallel the proposed potable system and will meet "Purple" pipe standards for reclaimed water. When the wastewater treatment plant is upgraded to tertiary treatment, the reclaimed water will be supplied to the March Business Center system and will meet all of the irrigation demands of the Specific Plan area.

Wastewater
Increased development associated with implementation of the March Business Center Specific Plan will result in an increase in wastewater generation and require upgrades to the existing wastewater collection and treatment system. Upgrades to the treatment system will include tertiary treatment. The proposed sewer system for March Business Center will provide pipelines that serve Phase 1, Phase 2 and most of Phase 3 by gravity. The current capacity of the wastewater treatment plant is 0.75 mgd, which is adequate for the Phase1 development of the Specific Plan. Near term expansion of the wastewater treatment plant will have the capacity to treat 1.0 million gallons per day (mgd). WMWD has confirmed that future expansion to the wastewater treatment plant will increase capacity to 2.0 mgd. This is more than adequate to serve the development planned within March Business Center.

Power
As described in the 2003 EIR, the March JPA has formed a utility authority to provide electrical power to the West March Planning area which involves new underground electrical distribution constructed throughout the Specific Plan area. However, as stated in the MEIR, no adverse impacts to power service are expected to occur with new development proposed in the March JPA, consistent with the March JPA General Plan. As such, no adverse impacts to power service are expected to occur as a result of the March Business Center.

The East March Planning area is currently served by Southern California Edison (SCE). If in the event that the JPA Utility Authority is unable to serve the West March planning area, SCE will be able to provide electric service to the Specific Plan area.

Natural Gas
As stated in the MEIR, no adverse impacts to natural gas service are expected to occur with new development proposed in the March JPA General Plan. Expected natural gas consumption associated with the March Business Center Specific Plan is consistent with the March JPA General Plan.

Telecommunications
As stated in the MEIR, and further explained in the 2003 EIR, no adverse impacts with telecommunication services are expected to occur as a result of the March Business Center.

Solid Waste
Analysis performed for the 2003 EIR found that an estimated 165,626 pounds or 83 tons of solid waste per day will be generated at buildout of the Specific Plan and projects adequate capacity for Riverside County through the year 2024. Further, the 2003 EIR also estimates that El Sobrante landfill has permitted capacity until 2030, and that the landfill is permitted to receive up to 10,000 tons of municipal solid waste for disposal on a daily basis. The March Business Center will be serviced by Inland Waste Management Inc., who disposes waste at the El Sobrante landfill. The expected rate of solid waste generation is not expected to be a significant impact since County long-term landfill capacity is available through Specific Plan buildout in 2025 without the need for additional waste disposal facilities.

a) **Specific Plan Amendment Analysis**
Would the project exceed wastewater treatment requirements of the applicable regional water quality control board?

The Project would not exceed wastewater treatment requirements of the applicable regional water quality control board. The proposed parcel delivery terminal, with ancillary facilities, is proposed within an area that was slated for multiple industrial and business park uses. As the Project would minimize the number of structures and buildings going into the southwest portion of South Campus, the use would reduce the demand on wastewater generated at the

Project site. Nonetheless, by complying with existing mitigation measures for March Business Center, the proposed Project would not exceed wastewater treatment requirements of the RWQCB. No new or different wastewater impacts would occur than those previously identified in past environmental documents prepared for the March Business Center Specific Plan. No further analysis is required.

b) Would the project require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?

The Project would not require or result in the construction of new water or expanded wastewater treatment facilities, beyond what was previously analyzed within the March Business Center 2003 certified EIR. The locations of the planned water and wastewater infrastructure would remain as stated in the previously approved February 2016 Meridian South Campus Specific Plan Amendment Project. No new or expanded water or wastewater conveyance treatment facilities would be required for this proposed Project. Reconfiguration of Krameria Avenue, removal of internal streets, reconfiguration of parcels, revising the Specific Plan to include Parcel Delivery Terminal as an allowed use under the Business Park and use of the portion of the Specific Plan area as a surface parking lot and truck maintenance, security/customer service building and wash facility would not increase demand for water or generate additional wastewater beyond what was previously considered and evaluated in the 2003 certified EIR. As such, no new or expanded water or wastewater facilities would be required and no new or different impacts would occur than those previously identified in past environmental documents prepared for the March Business Center Specific Plan. No further analysis is required.

c) Would the project require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?

The Project would not require or result in the construction of new or expanded storm water drainage facilities, beyond what was previously analyzed within the March Business Center 2003 certified EIR. As discussed in Section IX, thresholds c, d, and e, storm drain improvements would be implemented as part of the proposed Project to Watershed A and B to help maintain the existing drainage patterns of the area. Proposed storm drain lines for Watershed A would join the existing drain inlet located at the intersection of Gless Ranch Road and Barton Street and then follow the same path as existing runoff to the Santa Ana River. Proposed storm drain lines for Watershed B would join the existing storm drain lines proposed for Coyote Bush Road and Krameria Avenue, be routed to the existing Conservation Channel and flow into the regional basin located at Meridian Parkway and Opportunity Way. Further, the development features landscape easement bioswales adjacent to all public roads that would be constructed in order to detain offsite runoff. These bioswales would be implemented to treat and detain water by using bioretention with underdrains to collect and route runoff water back into the storm drain system. As such, no new or different impacts to storm water drainage facilities would occur than those previously identified in past environmental documents prepared for the March Business Center Specific Plan. No further analysis is required.

d) Would the project 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 Lead Agency shall consider whether the project is subject to water supply assessment requirements of Water Code Section 10910, et. seq. (SB 610), and the requirements of Government Code Section 664737 (SB 221).*

The Project would have sufficient water supplies available to serve the Project. As addressed in the Water Supply Assessment Report (Appendix F of the 2003 EIR), the water demands associated with the development of the March Business Center were estimated to be approximately 2,179 acre-feet per year (AF/yr). The March Business Center will be served by a water system that will be built and connected to various locations to the WMWD system and served by both the 1900 and 1837 pressure zones. In its review of the main 1,000,000 square foot facility for the Project, WMWD determined within a March 2017 correspondence that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments, consistent with the previously certified 2003 EIR. As stated in CEQA Guidelines Section 15155(d), if a water-demand project has been the subject of a previous water assessment, no additional water assessment shall be required for subsequent water-demand projects that were included in such larger water-demand project as long as the assessment concluded that its water supplies are sufficient. As such, no further Water Supply Assessment is required for the proposed Project. No new or different water supply impacts would occur than those previously identified in past environmental documents prepared for the March Business Center Specific Plan. No further analysis is required.

e) Would the project result in a determination by the wastewater treatment provider, which serves or may serve the project, that it has adequate capacity to serve the project's projected demand in addition to the provider's

existing commitments?

Western Municipal Water District (WMWD) is the wastewater treatment provider for the March Business Center Specific Plan area. In its review of the main 1,000,000 square foot facility for the Project, WMWD determined that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments, consistent with the previously certified 2003 EIR. Moreover, the proposed parcel delivery terminal, with ancillary facilities, is proposed within an area that was slated for multiple industrial and business park uses. As the Project would minimize the number of structures and buildings going into the southwest portion of South Campus, the use would reduce the overall wastewater generated at the Project site. As such, no new or different wastewater impacts would occur than those previously identified in past environmental documents prepared for the March Business Center Specific Plan. No further analysis is required.

f) Would the project be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?

The Project would be served by a landfill with sufficient permitted capacity to accommodate the Project's solid waste disposal needs. As discussed in the 2003 EIR, the expected rate of solid waste generation within South Campus can be accommodated by County's long-term landfill capacity through project buildout in 2025 without the need for additional waste disposal facilities. Moreover, as the Project minimizes the total number of structures and buildings going into the southwest portion of South Campus, the use would reduce the overall solid waste disposal needs generated at the Project site. As such, no new or different solid waste impacts would occur than those previously identified in past environmental documents prepared for the March Business Center Specific Plan. No further analysis is required.

g) Would the project comply with federal, state, and local statutes and regulations related to solid waste?

The Project would comply with federal, state, and local statutes and regulations related to solid waste. The proposed parcel delivery terminal, with ancillary facilities, is proposed within an area that was slated for multiple industrial and business park uses. As the Project would minimize the number of structures and buildings going into the southwest portion of South Campus, the use would reduce the overall solid waste generated at the Project site. Nonetheless, by complying with existing mitigation measures for March Business Center, no new or different solid waste impacts would occur than those previously identified in past environmental documents prepared for the March Business Center Specific Plan. No further analysis is required.

Mitigation Measures The 2003 EIR incorporated mitigation measures P-1 through P-3 into the proposed Specific Plan as being applicable to projects under the March Business Center Specific Plan.

H-1 Provide for the extension of utility infrastructure to serve development, including over-sizing facilities for future needs.

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.

H-3 All storm drains and flood control facilities shall be approved and operational prior to the issuance of certificated of occupancy for the associated development.

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 a mulching type mower are left on the lawn) or onsite composting or directed to local wood grinding and/or composting operations.
- The use of mulch and/or compost in the development and maintenance of landscape areas is recommended.
- Construction and demolition waste should be reduced and/or diverted from landfill disposal by the use of onsite grinders or by directing the materials to recycling facilities.

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 required 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,

H-6 As Phase 1 develops, actual wastewater flows will be monitored relative to the capacity of Pumps Station 3586 so that future improvements will be in place before the capacity of the pump station is reached.

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

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

By complying with above-mentioned, and previously adopted, mitigation measures the utilities and service system impacts would remain less than significant. These findings are consistent with the 2003 Focused EIR. The proposed Project would not result in new or more significant impacts requiring new or modification mitigation measures.

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?	☐	☐	☒	☐

1999 MEIR General Discussion

As described in the 1999 MEIR, new development built under the proposed General Plan will represent a continued long-term commitment to urbanization and population support systems. Long-term effects associated with plan implementation include increases in traffic, air pollutants, noise visual changes, and additional demands on public services and infrastructure. Because the proposed General Plan and related projects allowed under the Plan would be implemented

over a long period, many of the environmental impacts associated with its implementation will be incremental and cumulative over the long-term rather than immediate. Urban development allowed under the proposed General Plan would limit the range of beneficial uses of the environment. For example, once an area is developed, its potential uses as a natural habitat for native plant and species would end. The land would not be expected to revert to a natural habitat use at any foreseeable time after development. Polies and programs in the proposed March JPA General Plan are designed to limit disruption of the natural environment and minimize the adverse effects of urban development and project-specific mitigation measures will also be included in the development of individual projects, as feasible.

2003 EIR General Discussion

Mandatory Findings of Significance were not analyzed in the 2003 EIR.

a) **Specific Plan Amendment Analysis**
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?

The Project does not 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. As described within this Environmental Checklist, the Project would occupy areas within South Campus that were previously entitled for a mix of industrial and business park uses. The footprint of the proposed use would not exceed those of the areas planned for development under SP-1, A5. As such, no new or different impacts to biological and cultural resources would occur than those previously identified in past environmental documents prepared for the March Business Center Specific Plan. No further analysis is required.

b) Does the project have the potential to achieve short-term environmental goals to the disadvantage of long-term environmental goals?

The Project does not have the potential to achieve short-term environmental goals to the disadvantage of long-term environmental goals. The proposed Project is consistent with the long-term environmental goals of the March JPA General Plan and the March Business Center Specific Plan. There are no impacts related to inconsistency with long-term environmental goals, as the Project does not introduce new of substantially different impacts than those analyzed under past environmental documents for the March Business Center. No further analysis is required.

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).

The proposed Project would not result in a new or more severe cumulatively significant impact as there are no new impacts beyond those identified in past environmental documents prepared for the March Business Center. As such, no further analysis is required.

d) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?

The proposed Project will not have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly. As outlined within this study, the Project would not degrade the environment in a manner different or greater than what was previously discussed and analyzed in previous environmental documents prepared for the March Business Center Specific Plan. As such, no further analysis is required.

MITIGATION, MONITORING AND REPORTING PLAN

Mitigation, Monitoring and Reporting Plan

March Business Center

Prepared by:
Kimley-Horn and Associates, Inc.
517 Fourth Avenue, Suite 301
San Diego CA 92101

February, 2003

Ga 278

March Business Center Specific Plan Project Mitigation, Monitoring and Reporting Plan				
Impact Category and Mitigation Measures	Responsible Party	Frequency/Timing	Monitoring Method	Monitoring Agency
LAND USE AND PLANNING				
▪ All 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, insulation and materials, as outlined in the approved 1998 Air Installation Compatible Use Zone (AICUZ).	Master Developer	Prior to the issuance of any building permits	▪ Review of plans to ensure that applicable codes and regulations are incorporated.	March JPA
▪ 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.	Master Developer	Prior to the issuance of any building permits	▪ Review of site plans	▪ FAA ▪ ALUC
▪ Prohibited uses, as outlined in the Specific Plan can not be within the established school buffer overlay district.	Master Developer	Prior to the issuance of any building permits	▪ Review of plans and specifications	March JPA
▪ Project detention basins shall have the following features to limit bird activity: 1. The basin shall drain within approximately six hours to reduce the potential for plant growth 2. Regular maintenance activities shall include the removal of vegetation, with the exception of lot 49 3. Detention basins shall be monitored regularly to determine if they attract waterfowl or other birds 4. A plan to discourage bird activity shall be implemented if the basins are found to be an attraction to birds	Master Developer	▪ Prior to issuance of grading permits ▪ Scheduled Inspection	▪ Review of plans and specifications ▪ Scheduled Inspections	March JPA

Ex 279

March Business Center Specific Plan Project Mitigation, Monitoring and Reporting Plan				
Impact Category and Mitigation Measures	Responsible Party	Frequency/Timing	Monitoring Method	Monitoring Agency
TRANSPORTATION/TRAFFIC				
The subdivider pay its fair share contribution towards the following improvements: ▪ Alessandro Boulevard/Trautwein Road: add one westbound through lane and one eastbound through lane ▪ Alessandro Boulevard/I-215 northbound: provide one additional eastbound left turn lane ▪ Cactus Avenue/I-215 northbound: restripe one eastbound through lane to provide a left turn lane and restripe one westbound through lane to provide a right turn lane ▪ Van Buren Boulevard/Trautwein Road: add one westbound left and one westbound through lane	Master Developer	Prior to the recordation of the Final Map for the first unit of Phase 3 of the Specific Plan	▪ Confirmation of fair share payment or review of plans and specifications.	March JPA
Construct/assure[1] the following phase 1 transportation improvements: ▪ Construct internal streets in Phase 1 ▪ Improve Alessandro/Sycamore Canyon Boulevard/Street Z intersection ▪ Widen Cactus Avenue RR Bridge (needed at 12,000 project trips) ▪ Improve Cactus Avenue/I-215 SB ramps (needed at 12,000 project trips) 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.	Master Developer	▪ Prior to the recordation of Phase 2 Final Maps ▪ During Construction	▪ Review of plans and specifications ▪ Construction Inspection	March JPA

[1] The "assurance" of a transportation improvement is defined in the Tentative Map Conditions of Approval

9a 280

March Business Center Specific Plan Project Mitigation, Monitoring and Reporting Plan				
Impact Category and Mitigation Measures	Responsible Party	Frequency/Timing	Monitoring Method	Monitoring Agency
Construct/assure[1] the following phase 2 transportation improvements: ▪ Construct internal streets in Phase 2 ▪ Widen Van Buren Blvd. to seven through lanes (4 westbound/3 eastbound) between I-215 and Brown Street ▪ Widen Van Buren Blvd. to six through lanes between Brown Street and the western edge of Phase 2 ▪ Improve Van Buren Blvd./I-215 interchange ▪ Provide/modify signal control at Van Buren Blvd/Street Z ▪ Provide signal control at Van Buren Blvd/Street "C" 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.	Master Developer	▪ Prior to the recordation of Phase 3 Final Maps ▪ During Construction	▪ Review of plans and specifications ▪ Construction Inspection	March JPA
Construct/assure[1] the following phase 3 transportation improvements: ▪ Construct internal streets in Phase 3 ▪ Half-width improvements on Barton Street (project frontage) ▪ Provide/modify signal control at Van Buren Blvd/Village West Drive ▪ Modify traffic signal at Orange Terrace Pkwy/Van Buren Blvd ▪ Provide signal control at Van Buren	Master Developer	▪ For Lurin/ Barton traffic signal, prior to the issuance of the certificate of occupancy for the first building that exceeds the level of 4.0 million square feet in Phase 3. ▪ For all other improvements, prior to the issuance of the	▪ Review of plans and specifications ▪ Construction Inspection	March JPA

Ex. 261

March Business Center Specific Plan Project Mitigation, Monitoring and Reporting Plan				
Impact Category and Mitigation Measures	Responsible Party	Frequency/Timing	Monitoring Method	Monitoring Agency
Blvd/Coyote Bush Road ▪ Modify traffic signal at Van Buren Blvd/Barton Street ▪ Provide signal control at Barton Street/Krameria Ave. ▪ Provide signal control at Barton Street/Lurin Ave. ▪ Extend Krameria Avenue to west (by others) ▪ Widen Van Buren Blvd. to provide six through lanes from the west edge of Phase 2 to Barton Street 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.		certificate of occupancy for the first building that exceeds the level of 2.0 million square feet in Phase 3. ▪ During construction		
▪ Traffic volumes shall be monitored periodically to assure that the transportation infrastructure provides sufficient capacity to serve project volumes. Traffic monitoring shall occur at a minimum of five-year intervals.	Master Developer	Update every five years and at intermittent periods when traffic thresholds are achieved.	▪ Review of traffic study update	March JPA
▪ Accommodate a future multi-modal transportation center by RCTC in the North Campus, north of Cactus Avenue and south of Alessandro Boulevard	Master Developer	Within 5 years of Specific Plan approval	▪ March JPA formal coordination with RCTC	March JPA
▪ Provide site plan parking ratios as defined in the Specific Plan that limit the need for on-street parking	Site Developer	Site plan review of each lot	▪ Review of plans and specifications	March JPA

Ga 282

March Business Center Specific Plan Project Mitigation, Monitoring and Reporting Plan				
Impact Category and Mitigation Measures	Responsible Party	Frequency/Timing	Monitoring Method	Monitoring Agency
▪ Provide bicycle facilities that accommodate non-motorized circulation on the site and connect to routes in the Cities of Riverside and Moreno Valley	Master Developer	Prior to the issuance of the first certificate of occupancy for each phase	▪ Review of plans and specifications ▪ Construction Inspection	March JPA
▪ Provide truck routes on internal roadways to limit impacts of trucks on adjacent residential communities	Master Developer	Prior to the issuance of the first certificate of occupancy for each phase	▪ Review of plans and specifications ▪ Construction Inspection	March JPA
▪ Construct all internal roadways in accordance with the *County Road Improvement Standards and Specifications* with additional landscaping as identified in the Riverside County Integrated Project (RCIP).	Master Developer	Prior to the issuance of the first certificate of occupancy for each phase	▪ Review of plans and specifications ▪ Construction Inspection	March JPA
▪ Collaborate with adjacent jurisdictions and agencies to facilitate improvements addressing the existing deficiency at the I-215/Van Buren Boulevard interchange.	March JPA	Prior to the issuance of the first certificate of occupancy for each phase	▪ Preparation and review of a Caltrans Project Study Report	March JPA
▪ Implement the 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.	Master Developer	Prior to the issuance of the first certificate of occupancy for each phase	▪ Review of Master Developer/RCTC/MJPA implementation agreement	March JPA
▪ Cooperate with the Riverside Transportation Agency (RTA) for the provision of bus service within the Specific Plan Area	March JPA	Prior to the issuance of the first certificate of occupancy for each phase	▪ Review of plans and specifications ▪ Construction Inspection	March JPA

Qa 283

March Business Center Specific Plan Project Mitigation, Monitoring and Reporting Plan				
Impact Category and Mitigation Measures	Responsible Party	Frequency/Timing	Monitoring Method	Monitoring Agency
▪ Signage shall be provided at the Van Buren Boulevard intersections with Coyote Bush Road and Orange Terrace to discourage truck traffic on residential streets in the Orangecrest Development. Furthermore, the March JPA, as a responsible party, shall encourage the City of Riverside and Riverside County to review and consider appropriate legislation to eliminate or curtail truck traffic, exempting local deliveries, on Alessandro Boulevard and Van Buren Boulevard west of the March Business Center Development.	▪ Master Developer ▪ March JPA	Prior to the issuance of the first certificate of phase 1	▪ Review of plans and specifications ▪ Construction Inspection	March JPA
AIR QUALITY				
▪ Implement the Transportation Demand Management (TDM), which will encourage the following: • Preferential parking spaces shall be offered to car pools and van pools. • Employers shall implement a compressed workweek schedule when feasible. • Employers with 250 employees or more shall develop a trip reduction plan to increase vehicle occupancy. • Employers shall provide on-site child care facilities when feasible. • Design elements shall be designed to reduce vehicle queuing when entering and exiting parking structures. • Projects shall provide for video conferencing facilities to the extent possible.	Master Developer	▪ Prior to the recordation of the first Final Map ▪ Site plan review	▪ Review of TDM plan ▪ Review of plans and specifications.	▪ RCTC ▪ March JPA

March Business Center Specific Plan Project Mitigation, Monitoring and Reporting Plan				
Impact Category and Mitigation Measures	Responsible Party	Frequency/Timing	Monitoring Method	Monitoring Agency
• Businesses shall minimize the use of fleet vehicles during smog alerts, and encourage the use of alternative fuel vehicles. • Buildings shall be designed to reduce energy usage by utilizing solar or low emissions water heaters, double paned glass windows, using light colored roofing materials, using skylights in warehouses, orienting buildings north to the extent practical, and increasing wall and attic installation above Title 24 requirements.				
▪ 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.	Site Developer	Site plan review	▪ Proposed facility permitting process	South Coast Air Quality Management District March JPA
▪ Cover or maintain at least two feet of freeboard for trucks hauling dirt, sand, gravel or in accordance with Section 23114 of the California Vehicle Code.	Contractor	During construction	▪ Construction Inspection	March JPA
▪ Pave construction access roads to the main roads to avoid dirt being carried on to the roadway.	Contractor	Prior to grading within any final map area	▪ Construction Inspection	March JPA
▪ Appoint a construction relations officer to act as a community liaison to oversee on-site construction activity and all emissions and congestion related matters.	Master Developer	Prior to grading within any final map area	▪ Confirm construction relations officer is in place prior to grading	March JPA

Ex 285

March Business Center Specific Plan Project Mitigation, Monitoring and Reporting Plan				
Impact Category and Mitigation Measures	Responsible Party	Frequency/Timing	Monitoring Method	Monitoring Agency
▪ Restrict idling emission from trucks by using auxiliary power units and electrification at the industrial warehouse facilities.	Site Developer	After construction	▪ Incorporate into project plans and specifications; ongoing during life of the project.	March JPA
▪ Landscape with appropriate drought-tolerant species to reduce water consumption.	Master Developer Site Developer	Ongoing during the life of the project	▪ Review of plans and specifications ▪ Construction Inspection	March JPA
BIOLOGICAL RESOURCES				
▪ Mitigate 35.2 acres of impacted occupied Stephens' kangaroo rat (SKR) habitat. As of September 2002, the March JPA is responsible for 14.2 acres of mitigation at a 1:1 ratio, as 21 acres of USFWS approved occupied habitat have previously been acquired by the March JPA and serves as mitigation for 21 acres of SKR occupied habitat.	March JPA	Prior to the recordation of the Phase 2 Final Map under the Specific Plan	▪ Provide evidence of mitigation land acquisition	March JPA
▪ Mitigate for (78.4 acres discussed in the 1999 BO Clarification letter at a fee of $500 per acre.	Master Developer	Prior to the recordation of the first Final Map under the Specific Plan	▪ Provide confirmation of payment to Riverside County Habitat Conservation Authority.	March JPA
▪ Avoid 13 acres of USFWS designated as least Bell's vireo riparian habitat north and south of Van Buren Boulevard by utilizing 100-foot buffer zones in these areas.	Master Developer	Prior to the recordation of any Final Map under the Specific Plan	▪ Review of plans and specifications ▪ Construction Inspection	March JPA
▪ No construction activities shall occur during the nesting/breeding season until a qualified biologist has conducted a field review of the affected areas for occupancy by the least bell's vireo.	Master Developer	Prior to the recordation of a Final Map within Phase 3 of the Specific Plan	▪ Construction Inspection	March JPA

9a 28

March Business Center Specific Plan Project Mitigation, Monitoring and Reporting Plan				
Impact Category and Mitigation Measures	Responsible Party	Frequency/Timing	Monitoring Method	Monitoring Agency
▪ Obtain a 404 permit from the Army Corps of Engineers, prior to activity within the boundaries of waters of the U.S to assure conformance with requirements of Section 404 of the Clean Water Act.	March JPA	Prior to the recordation of any Final Map under the Specific Plan	▪ Obtain 404 application and permit issuance.	ACOE
▪ Obtain a 401 permit from the Santa Ana Regional Water Quality Control Board, prior to construction activity to assure conformance with the requirements of Section 404/401 of the Clean Water Act and the State of California Porter Cologne Water Quality Control Act.	March JPA	Prior to the recordation of the first Final Map under the Specific Plan	▪ Obtain 401 application and permit issuance.	RWQCB
▪ Obtain a 1601-streambed alteration agreement from the California Department of Fish and Game (Eastern Sierra and Inland Desert Region 6), prior to activity within waters of the U.S to assure conformance with the Lake and Streambed Alteration permit requirements.	March JPA	Prior to the recordation of the first Final Map under the Specific Plan	▪ Obtain 1601 application and permit issuance.	CDFG
HAZARDS AND HAZARDOUS MATERIALS				
▪ Project facilities located within one-quarter mile of an existing school shall not store, handle or use toxic or highly toxic gases as defined in the most currently adopted County fire code at quantities that exceed exempt amount as defined in the most currently adopted fire code.	Lot Developer	Prior to the issuance of any building permits under the Specific Plan	▪ Review of plans to ensure that applicable codes and regulations are incorporated.	March JPA

Mar 287

March Business Center Specific Plan Project Mitigation, Monitoring and Reporting Plan				
Impact Category and Mitigation Measures	Responsible Party	Frequency/Timing	Monitoring Method	Monitoring Agency
▪ 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 for determination of risks to the community. If in the event the RMP shows that the facility stores, handles or uses regulated substances in excess of the thresholds described above, the activity will be prohibited.	Site Developer	Prior to the issuance of any building permits under the Specific Plan	▪ Review of plans and specifications by County Fire Marshall	County of Riverside Fire Marshall
HYDROLOGY/WATER QUALITY				
▪ Construct detention basins and improvements to the storm drain system for the final map area to reduce peak flows to less than those associated with existing conditions in accordance with the approved Drainage Plan.	Master Developer	Prior to the issuance of the first certificate of occupancy for each phase	▪ Review of plans and specifications ▪ Construction Inspection	March JPA
▪ Construct sediment basins near inlets to the storm drain system to intercept sediment in accessible areas where maintenance is practical.	Master Developer	Prior to the issuance of the first certificate of occupancy for each phase	▪ Review of plans and specifications	March JPA
▪ 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.	Master Developer	Prior to the issuance of the first certificate of occupancy for each phase	▪ Review of plans and specifications ▪ Construction Inspection	RWQCB March JPA
UTILITIES AND SERVICE SYSTEMS				
▪ Construct the storm drain and flood control facilities for each final map area, in accordance with the approved March Business Center Drainage Plan and Plan for March JPA Planning Area.	Master Developer	Prior to the issuance of the first certificate of occupancy for each phase	▪ Review of plans to ensure that applicable codes and regulations are incorporated ▪ Construction Inspection	March JPA

288

March Business Center Specific Plan Project Mitigation, Monitoring and Reporting Plan				
Impact Category and Mitigation Measures	Responsible Party	Frequency/Timing	Monitoring Method	Monitoring Agency
▪ Construct all storm drain and flood control facilities to the satisfaction of the March JPA engineer.	Master Developer	Prior to the issuance of the first certificate of occupancy for each phase	▪ Review of plans and specifications	March JPA
▪ All storm drain and flood control facilities shall be approved and operational prior to the issuance of certificates of occupancy for the associated development.	Master Developer	Prior to the issuance of the first certificate of occupancy for each phase	▪ Construction Inspection	March JPA
▪ 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.	▪ Master Developer ▪ Lot Developer	Prior to the recordation of each final map and issuance of site development permits	▪ Construction Inspection	Contractor
▪ Use mulch and/or compost in the development and maintenance of landscape areas	▪ Master Developer ▪ Lot Developer	Prior to the recordation of each final map and issuance of site development permits	▪ Review of plans and specifications ▪ Review of contracts for maintenance of public landscape areas	March JPA
▪ Minimize and/or divert from landfill disposal construction and demolition waste by the use of onsite grinders or by directing the materials to recycling facilities.	▪ Master Developer ▪ Contractor ▪ Lot Developer	Prior to the recordation of each final map and issuance of site development permits	▪ Construction Inspection	March JPA
▪ Prepare a Recyclables Collection and Loading Area plot plan	Lot Developer	Prior to building permit issuance	▪ Review of plans and specifications ▪ Construction Inspection	March JPA

Impact Category and Mitigation Measures	Responsible Party	Frequency/Timing	Monitoring Method	Monitoring Agency
▪ Monitor wastewater flows relative to the capacity of Pump Station 3586 so that future improvements will be in place before the capacity of the pump station is reached.	Master Developer	▪ During construction	▪ Construction Inspection	March JPA
▪ Construct non-potable water system to meet "Purple" pipe standards for reclaimed water systems.	Master Developer	Prior to the issuance of the first certificate of occupancy for each phase	▪ Review of plans and specifications ▪ Construction Inspection	March JPA
▪ Use a fireflow standard of 5,000 gallons per minute for the water distribution network.	Master Developer	Prior to the issuance of the first certificate of occupancy for each phase	▪ Review of plans and specifications ▪ Construction Inspection	March JPA
AESTHETICS				
▪ Construct all landscaping in accordance with the approved landscape concept plan and March JPA Development Code	▪ Master Developer ▪ Lot Developer	Prior to the final acceptance of the improvements within each final map area	▪ Review of landscape plans ▪ Construction Inspection	March JPA
NOISE				
▪ Prepare an acoustical analysis for all proposed projects within the established school buffer overlay district. If the acoustical analysis indicates noise levels from a proposed use will be in excess of the thresholds defined by the County of Riverside, then the March JPA will prohibit the use within the school overlay district.	▪ Lot Developer	Prior to the issuance of a site development permit	▪ Construction Inspection	March JPA
▪ All construction equipment used for construction activities shall be fitted with exhaust muffling and noise control filter devices to reduce noise impacts.	Contractor	Prior to the issuance of the first grading permit under the Specific Plan	▪ Review of plans and specifications ▪ Construction Inspection	March JPA

March Business Center Specific Plan Project Mitigation, Monitoring and Reporting Plan				
Impact Category and Mitigation Measures	Responsible Party	Frequency/Timing	Monitoring Method	Monitoring Agency
▪ Review and update the location of noise sensitive receptors 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.	March JPA	Prior to the recordation of each final map	▪ Review of plans and specifications	March JPA
▪ 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.	▪ Master Developer ▪ Lot Developer	Prior to building permit issuance	▪ Review of plans and specifications	March JPA
▪ All buildings located within the 65dBA noise contour will include appropriate sound attenuation devices within its construction.	Lot Developer	Prior to building permit issuance	▪ Review of plans and specifications ▪ Construction Inspection	March JPA
▪ Separate industrial and noise sensitive receptors (residential, schools, churches, hospitals, libraries, and senior housing) sufficiently to reduce the noise impact to sensitive receptors to an insignificant level.	Master Developer	Site plan review	▪ Review of plans and specifications	March JPA
▪ Separate residential uses and truck routes so that noise impacts will be contained without unnecessarily lengthening truck trips.	Master Developer	Site plan review	▪ Review of plans and specifications	March JPA
GEOLOGY AND SOILS				
▪ All grading shall be designed in accordance with the grading outlined in the March JPA Development Code.	Master Developer	Prior to issuance of any grading permit	▪ Review of plans and specifications	March JPA

March Business Center Specific Plan Project Mitigation, Monitoring and Reporting Plan				
Impact Category and Mitigation Measures	Responsible Party	Frequency/Timing	Monitoring Method	Monitoring Agency
▪ The grading and construction of the project site complies 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.	▪ Master Developer ▪ Contractor	Prior to issuance of any grading permit	▪ Review of geotechnical analysis and compare to bid documents to ensure recommendations are incorporated. ▪ Construction Inspection	March JPA
▪ All future development use proper erosion control measures during and following construction.	▪ Master Developer ▪ Contractor	▪ Preparation of bid documents ▪ Verification during construction	▪ Review of bid documents to ensure that applicable codes and regulations are incorporated. ▪ Inspection during construction to ensure that measures are implemented.	March JPA
▪ Revegetate all slopes with native plants compatible to the area to prevent erosion.	▪ Master Developer ▪ Contractor	▪ Incorporate into project plans and specifications ▪ During construction	▪ Review of plans and specifications ▪ Construction inspection	March JPA
▪ All proposed projects shall adhere to the Uniform Building Code and State building requirements in effect at the time specific development is proposed.	Master Developer	Prior to building permit issuance	▪ Review of geotechnical analysis and compare to bid documents to ensure recommendations are incorporated.	March JPA

March Business Center Specific Plan Project Mitigation, Monitoring and Reporting Plan				
Impact Category and Mitigation Measures	Responsible Party	Frequency/Timing	Monitoring Method	Monitoring Agency
CULTURAL RESOURCES				
▪ 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.	Lot Developer	Ongoing during life of the Project	▪ Construction Inspection	March JPA
PUBLIC SERVICES				
▪ Contract with the Riverside County Sheriff's Department to provide additional police service to the Specific Plan area.	March JPA	Prior to the issuance of the first building permit	▪ Confirm approved agreement with funding assured	March JPA
▪ Dedicate land within the proposed project for a future fire station.	Master Developer	Prior to the recordation of any final map in Phase 3 that includes the fire station site	▪ Final map review	March JPA
▪ All development within the elementary school buffer zone will abide by land use compatibility conditions as set forth in the March Business Center Specific Plan.	Lot Developer	Prior to the issuance any building permit within the buffer zone	▪ Review of plans to ensure that applicable codes and regulations are incorporated.	March JPA

Attachment 2

Resolution #JPA 17-23

Preparation Date: September 15, 2017

RESOLUTION #JPA 17-23

A RESOLUTION OF THE MARCH JOINT POWERS COMMISSION OF THE MARCH JOINT POWERS AUTHORITY ADOPTING GENERAL PLAN AMENDMENT NO. 17-01 (GPA 17-01), AMENDMENT NO. 4 TO TENTATIVE TRACT MAP NO. 30857 (TM 30857, A4), AND AMENDMENT NO. 1 TO PLOT PLAN NO. 16-07 (PP 16-07, A1) FOR THE DEVELOPMENT OF PARCEL DELIVERY TERMINAL ON 126.2 ACRES WITHIN THE SOUTH CAMPUS OF THE MARCH BUSINESS CENTER SPECIFIC PLAN

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

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

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

WHEREAS, Meridian Park 61, LLC ("Applicant") proposes the development of 126.2-acres within the southwestern portion of the South Campus of the March Business Center Specific Plan to accommodate a parcel delivery terminal. The project includes a previously entitled 48.02-acre site that will be occupied by an approved 1,000,000 square foot industrial building and ancillary parking facilities ("Project"); and

WHEREAS, on May 10, 2017, Applicant submitted certain land use applications (collectively, the "Project Entitlements") requesting the following:

1. A General Plan Amendment application (GPA 17-01) to update existing General Plan Circulation to include the termination of Krameria Avenue just west of Coyote Bush Road at a 3-acre Open Space parcel; elimination Streets X, Y and V south of Krameria. These changes would result in an Amendment to Exhibit 2-1 (Transportation Plan: Planned Roadway/Street System) and Exhibit 2-3 (Transportation Plans Systems) of the General Plan. An update to the Land Use Plan for March Business Center will remove 2.0-acres from Commercial, remove 3.3-acres from Mixed Use, add 11-acres to Business Park, and add 6-acres to Park/Open Space. These changes would result in an Amendment to Exhibit 1-4 (Land Use Plan) of the General Plan.

2. A Tentative Tract Map No. 30857 Amendment application (TM 30857, A4) to revise the circulation plan for the South Campus of the March Business Center Specific Plan by removing Street V, Street X, the southern portion of Street Y, and terminating Krameria Avenue at the Project site rather than extending it through to connect with Barton Street to the west. The Tentative Map Amendment would also reconfigure Parcels 67, 68, 69, 70, and 71.

3. A Plot Plan No. 16-07 Amendment application (PP 16-07, A1) to add 78.18 gross acres to a previously approved 48.02-acre parcel that will house a parcel delivery terminal. The total Project area would yield a total of 1,890 standard vehicular parking stalls; 99 carpool stalls; 37 handicap parking stalls; 101 bike parking spaces; and 1,291 truck trailer stalls to the parcel delivery terminal site. The 78.18-acre area would also accommodate a 5,000 square-foot customer service building; 12,000 square-foot enclosed truck maintenance and wash facility; a compressed natural gas (CNG) station; additional 298,417 square feet of landscaped areas; and a 9-acre landscape buffer zone along the easterly project boundary.

WHEREAS, in addition to the foregoing, on May 10, 2017, Applicant submitted a land use application for a Specific Plan Amendment (SP-1, A6), which is subject to separate approval. Any approval of Tentative Map No. 30857, Amendment No. 4 (TM 30857, A4) and Plot Plan No. 16-07, Amendment No. 1 (PP 16-07, A1) shall be conditioned on the subsequent approval of Specific Plan No. 1, Amendment No. 6 (SP-1, A6); and

WHEREAS, this General Plan Amendment (GPA 17-01), Tentative Map No. 30857, Amendment No.4 (TM 30857, A4), Plot Plan No. 16-07, Amendment No. 1 (PP 16-07, A1), along with Specific Plan No.1, Amendment No. 6 (SP-1, A6 – 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, the Addendum to the FEIR 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 17-22 the Commission has adopted an Addendum to the FEIR for the Project Entitlements; and

WHEREAS, on September 21, 2017, the Commission conducted a duly-noticed public hearing pursuant to the March JPA Development Code on the Project Entitlements, at which time all persons wishing to testify in connection with the Project Entitlements were heard and the Project Entitlements were comprehensively reviewed; and

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

NOW, THEREFORE, THE 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 17-22 the Commission has considered and adopted an Addendum to the 2003

FEIR (SCH # 2002071089) for the Project, including General Plan Amendment (GPA 17-01), Tentative Tract Map No. 30857, Amendment No.4 (TM 30857, A4), and Plot Plan No. 16-07, Amendment No. 1 (PP 16-07, A1), in accordance with the requirements of CEQA, the State CEQA Guidelines, and the March JPA Local CEQA Guidelines. As the decision-making body for the Project, the Commission has reviewed and considered the FEIR, the Addendum to the FEIR, any oral or written comments received, and the administrative record prior to taking action on the Project, including action on General Plan Amendment (GPA 17-01), Tentative Tract Map No. 30857, Amendment No.4 (TM 30857, A4), and Plot Plan No. 16-07, Amendment No. 1 (PP 16-07, A1).

SECTION 3. Findings for General Plan Amendment (GPA 17-01). Based on the entire record before the Commission and all written and oral evidence presented to the Commission, the Commission makes the following findings for approval of General Plan Amendment (GPA 17-01) in accordance with Section 9.02.040 of the March JPA Development Code and Section 65358 of the California Government Code:

1. The proposed General Plan Amendment (GPA 17-01) is consistent with existing goals, objective, policies, and programs of the General Plan for the following reasons:

1. GPA 17-01 is integrated and compatible with the Land Use Element in that an amendment to establish a "Specific Plan" land use designation will accommodate implementation of the March Business Center Specific Plan which will provide an appropriate orientation and relationship between land uses within and adjacent to the Specific Plan Area and promotes orderly development beyond the Specific Plan Area's boundaries due to the development of the Specific Plan Area as a cohesive and coordinated development that includes the following elements:

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

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

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

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

(e) Provides detailed development regulations for the Project.

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

2. Moreover, GPA 17-01 coupled with the adoption of the Specific Plan's development, performance, and design standards will govern future development of the area and will ensure consistent and context-sensitive land use, landscape design, and architectural treatments, and will provide for logical development phasing and adequate and efficient provision of needed public services and facilities. Furthermore the General Plan Amendment, coupled with the adoption of the Plot Plan will serve as a tool for the March JPA to implement the provisions of its General Plan as it applies to the Specific Plan Area.

3. GPA 17-01 is integrated and compatible with the Transportation Element in that the intensity and distribution of uses within the Specific Plan Area will generate traffic that is anticipated and accommodated in the Transportation Element; however, the Specific Plan will better define minor arterials and bike lanes within the Specific Plan Area that will reflect the design of road, intersection and bike lane improvements that will improve the level of service of the circulation system in and around the Specific Plan Area.

4. GPA 17-01 will not impact the Housing Element as housing is not a component of the Specific Plan.

5. GPA 17-01 is integrated and compatible with the Resource Management Element in that it provides for the orderly conservation, development, and utilization of natural resources as stated within the Resource Management Element including the protection of groundwater resources, the control of flooding, the preservation of native vegetation and mature trees, development and maintenance of recreational facilities as economically feasible, and in that it meets the needs of the community for recreational activities, relaxation and social interaction, establishes standards for scenic corridors, trails and vistas that contribute to the quality of the JPA Planning Area.

6. GPA 17-01 is integrated and compatible with the Noise Element in that it provides a pattern of land uses that minimizes the exposure of community residents to excessive and unwanted noise due to the prohibition of noise sensitive residential uses within the area impacted by aviation activities, promotes alternative modes of travel, discourages noise sensitive commercial uses, and incorporates mass transit to reduce noise generated from vehicles.

7. GPA 17-01 is integrated and compatible with the Safety Risk Management Element in that it provides an appropriate land use distribution and orientation that protects the community from unreasonable risks associated with seismic, geologic, flood, and wildfire hazards because GPA 17-01 is consistent with existing goals for compliance with seismic standards, master drainage plan standards, fire flow standards and other public safety objectives identified within the existing General Plan.

8. GPA 17-01 is consistent with the applicable airport land use plan in accordance with Government Code section 65302.3 because the development proposed along with GPA 17-01 has been reviewed by the Riverside County Airport Land Use Commission and has been determined by the Riverside County Land Use Commission to be consistent with the Riverside County Airport Land Use Plan (ALUP) and because the accompanying Specific Plan has been conditioned to be developed consistent with FAA regulations. GPA 17-01 relies on the approved Air Installation Compatible Use Zone (AICUZ) Study and Airport Layout Plan (ALP)

to establish land use policies that will ensure the compatibility of land uses with the projected military and commercial aviation uses of the airfield.

9. Based on the entire record before the Commission and all written and oral evidence presented to the Commission, the Commission finds that GPA 17-01 is in the public interest because it will provide for the development of the Specific Plan Area as a desirable institutional residential use that is compatible with and complementary to the adjacent health care campus.

SECTION 4. Findings for Tentative Tract Map No. 30857, Amendment No.4 (TM 30857, A4). Based on the entire record before the Commission and all written and oral evidence presented to the Commission, the Commission makes the following findings for approval of Tentative Tract Map No. 30857, Amendment No.4 (TM 30857, A4), in accordance with Government Code section 66410 *et seq*. and Sections 9.14.050 and 9.14.070 of the March JPA Development Code:

1. The Tentative Tract Map No. 30857, Amendment No.4 (TM 30857, A4) is consistent with the March JPA General Plan and the March Business Center Specific Plan because it establishes and provides for a comprehensive transportation system that captures the assets and opportunities of the planning area, existing transportation facilities, and planned transportation facilities for the future growth and development of the planning area and sub- region; and

2. The design or improvement of the Tentative Tract Map No. 30857, Amendment No.4 (TM 30857, A 4) is consistent with applicable March JPA General Plan and March Business Center Specific Plan because it facilitates a transportation system that capitalizes on the multi-faceted elements of transportation planning and systems, designed to meet the needs of the planning area, while minimizing negative effects on air quality, the environment and adjacent land uses and jurisdictions and

3. The site of the Tentative Tract Map No. 30857, Amendment No.4 (TM 30857, A4) is physically suitable for the type of development because it facilitates a transportation system that is safe, convenient, efficient and provides adequate capacity to meet local and regional demands; and

4. The site of the Tentative Tract Map No. 30857, Amendment No.4 (TM 30857, A4) is physically suitable for the proposed density of development because it provides a balanced transportation system that ensures the safe and efficient movement of people and goods throughout the planning area, while minimizing the use of land for transportation facilities; and

5. The design of the Tentative Tract Map No. 30857, Amendment No.4 (TM 30857, A4) and proposed improvements are not likely to cause substantial environmental damage or substantially unavoidably injure fish or wildlife or their habitat because no development would occur within any significant habitat or impact a rare or endangered species of plant, animal, or insect, or any fragile or unique biotic community; and

6. The design of the Tentative Tract Map No. 30857, Amendment No.4 (TM 30857, A 4) and the type of improvements are not likely to cause serious public health problems because all development and public improvements will be performed per applicable standards and codes, while promoting the safe use of alternative transportation modes; and

7. The design of the Tentative Tract Map No. 30857, Amendment No. 4 (TM 30857, A4) and the type of improvements will not conflict with easements acquired by the public at large for access through or use of property within the proposed subdivision because no such easements currently exist within the Project site; and

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

9. The Tentative Tract Map No. 30857, Amendment No.4 (TM 30857, A4) and the associated design and improvements are consistent with all applicable ordinances as the Project is designed consistent with the provisions and standards of the March Business Center adopted ordinances of the March JPA; and

10. The design of the Tentative Tract Map No. 30857, Amendment No.4 (TM 30857, A4) provides, to the extent feasible, for future passive or natural heating and cooling opportunities of the subdivision because the Project minimizes building footprints previously allowed within the Specific Plan and increases the amount of Park/Open Space provided throughout the campus; and

11. The discharge of waste into an existing sewer system from development proposed in the Tentative Tract Map No. 30857, Amendment No.4 (TM 30857, A4) will not cause a violation of existing requirements prescribed by the local water quality control board because the Project will improve existing sewer system capacity to support local and regional growth; and

12. The effect of the Tentative Tract Map No. 30857, Amendment No.4 (TM 30857, A4) on the housing needs of the region were considered and balanced against the public service needs of residents, and the available fiscal and environmental resources because the Project facilitates the construction of a regional job center that will improve residents' ability to live where they work which yields a higher quality of life and more sustainable communities.

SECTION 5. Finding for Plot Plan No. 16-07, Amendment No. 1 (PP 16-07, A1). Based on the Based on the entire record before the Commission and all written and oral evidence presented to the Commission, the Commission makes the following findings for approval of Plot Plan No. 16-07, Amendment No. 1 (PP 16-07, A1), 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 EIR (SCH #2002071089); and

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

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

SECTION 6. 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 17-01), Tentative Tract Map No. 30857, Amendment No.4 (TM 30857, A4), and Plot Plan No. 16-07, Amendment No. 1 (PP 16-07, A1), 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 21st day of September, 2017.

_____

Marion Ashley, 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 17-23 was adopted by the March Joint Powers Commission of the March Joint Powers Authority at a regular meeting thereof held on September 21, 2017, by the following vote of the Commission:

Ayes:
Noes:
Abstain:
Absent:

Dated: September 21, 2017

_____

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

EXHIBIT "A"

Project Entitlements

GPA 17-01

Ga 304

General Plan Amendment Summary

Meridian South Parcel Delivery

1. **LAND USE ELEMENT**. Amended to add parcel delivery terminal as an allowed use within the Industrial and Business Park designations for parcels that are 60-acres in size or larger, and consistent with the March JPA Development Code (in Specific Plan only) and a modification to the ultimate roadway configuration for the general plan area to show the termination of Krameria Avenue just west of Coyote Bush Road instead of extending Krameria Avenue from Village West Road to Barton Street.
    - No Amendment to Exhibit 1-1 (Planning Area Boundaries)
    - No Amendment to Exhibit 1-2 (Cantonment Boundaries)
    - No Amendment to Exhibit 1-3 (Existing Independent Facilities)
    - Amendment to Exhibit 1-4 (Land Use Plan) to show existing land use plan (Exhibit 1-4A) and proposed land use plan (Exhibit 1-4B).
2. **TRANSPORTATION ELEMENT**. Amended to modify the ultimate roadway configuration for the General Plan area to show the termination of Krameria Avenue just west of Coyote Bush Road instead of extending Krameria Avenue from Village West Road to Barton Street.
    - Amendment to Exhibit 2-1 (Transportation Plan (Planned Roadway/Street System)) to show existing transportation plan (Exhibit 2-1A) and proposed transportation plan (Exhibit 2-1B).
    - No Amendment to Exhibit 2-2 (Roadway Classification Cross-Sections)
    - Amendment to Exhibit 2-3 (Transportation Plan Systems) to show ultimate roadway configuration.
    - No Amendment to Amendment to Exhibit 2-4 (Non-Roadway Transportation Plan Systems).

Meridian South Parcel Delivery

General Plan Amendment Justification Statement

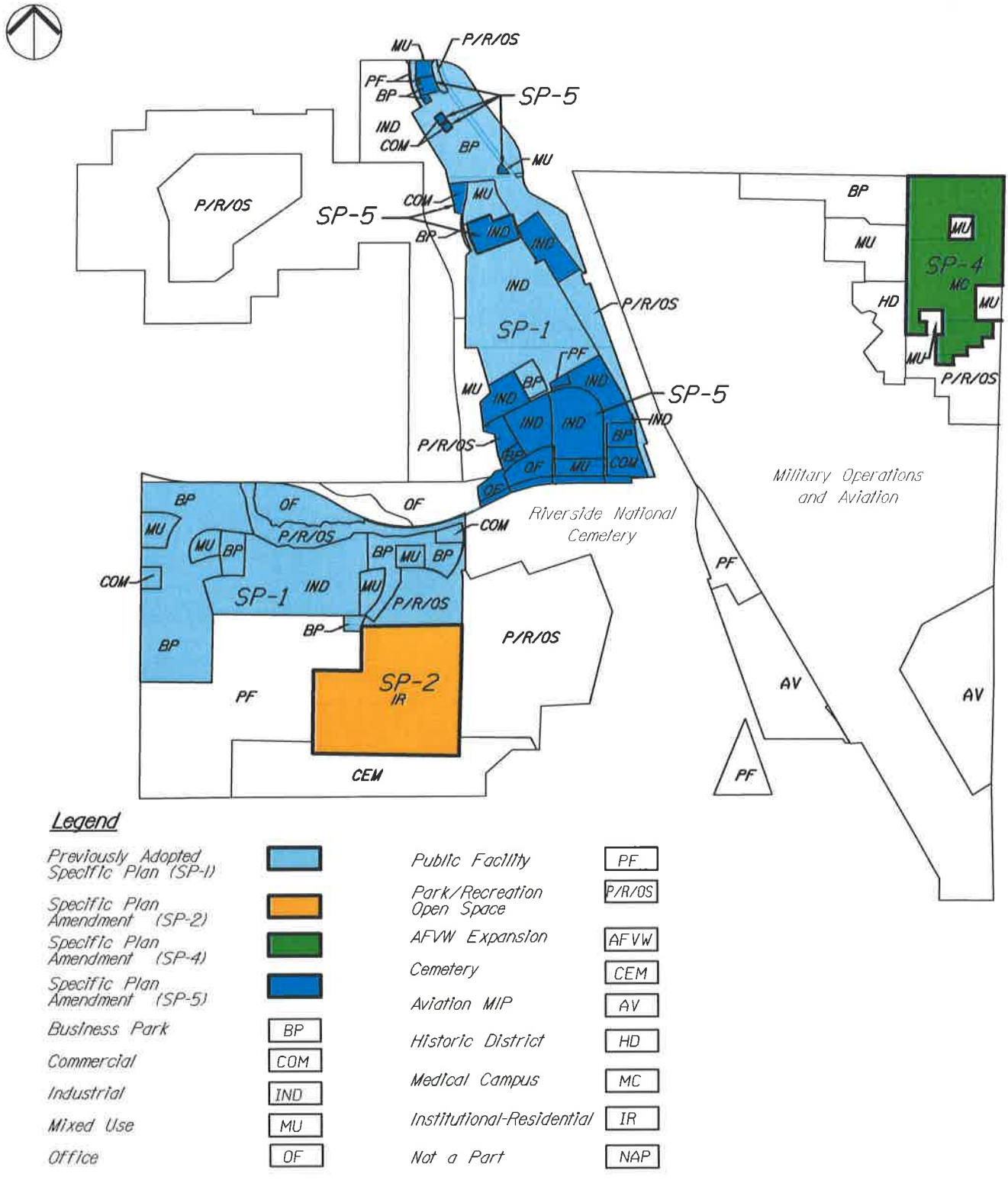
The proposed Project would add 78.18 gross acres to a previously approved 48.02-acre parcel that would house a parcel delivery terminal. The additional 78.18 gross acres would incorporate 1,587 standard vehicular parking stalls; 85 carpool stalls; 27 handicap parking stalls; 85 bike parking spaces; and 965 truck trailer stalls to the Project site. The 78.18-acre area would also accommodate a 5,000 square-foot customer service building; 12,000 square-foot enclosed truck maintenance and wash facility; a compressed natural gas (CNG) station; additional 298,417 square feet of landscaped areas; and a 9-acre landscape buffer zone along the easterly project boundary.

The proposed Project requires a General Plan Amendment to change the ultimate roadway configuration for the Specific Plan area where the proposed Project is located. The Project proposes to terminate Krameria Avenue just west of Coyote Bush Road instead of extending Krameria Avenue from Village West Road to Barton Street. The proposed Project would also require the addition of parcel delivery terminal as an allowed use within the Industrial and Business Park designations for parcels that are 60-acres in size or larger and add a land use definition within the Specific Plan for parcel delivery facility (in Specific Plan only).

Meridian South Parcel Delivery

General Plan Text Amendment (Redline additions noted)

Text changes are not proposed.



Legend

Previously Adopted Specific Plan (SP-1)		Public Facility	PF
Specific Plan Amendment (SP-2)		Park/Recreation Open Space	P/R/OS
Specific Plan Amendment (SP-4)		AFVW Expansion	AFVW
Specific Plan Amendment (SP-5)		Cemetery	CEM
Business Park	BP	Aviation MIP	AV
Commercial	COM	Historic District	HD
Industrial	IND	Medical Campus	MC
Mixed Use	MU	Institutional-Residential	IR
Office	OF	Not a Part	NAP

FIGURE 1-4A

EXISTING LAND USES

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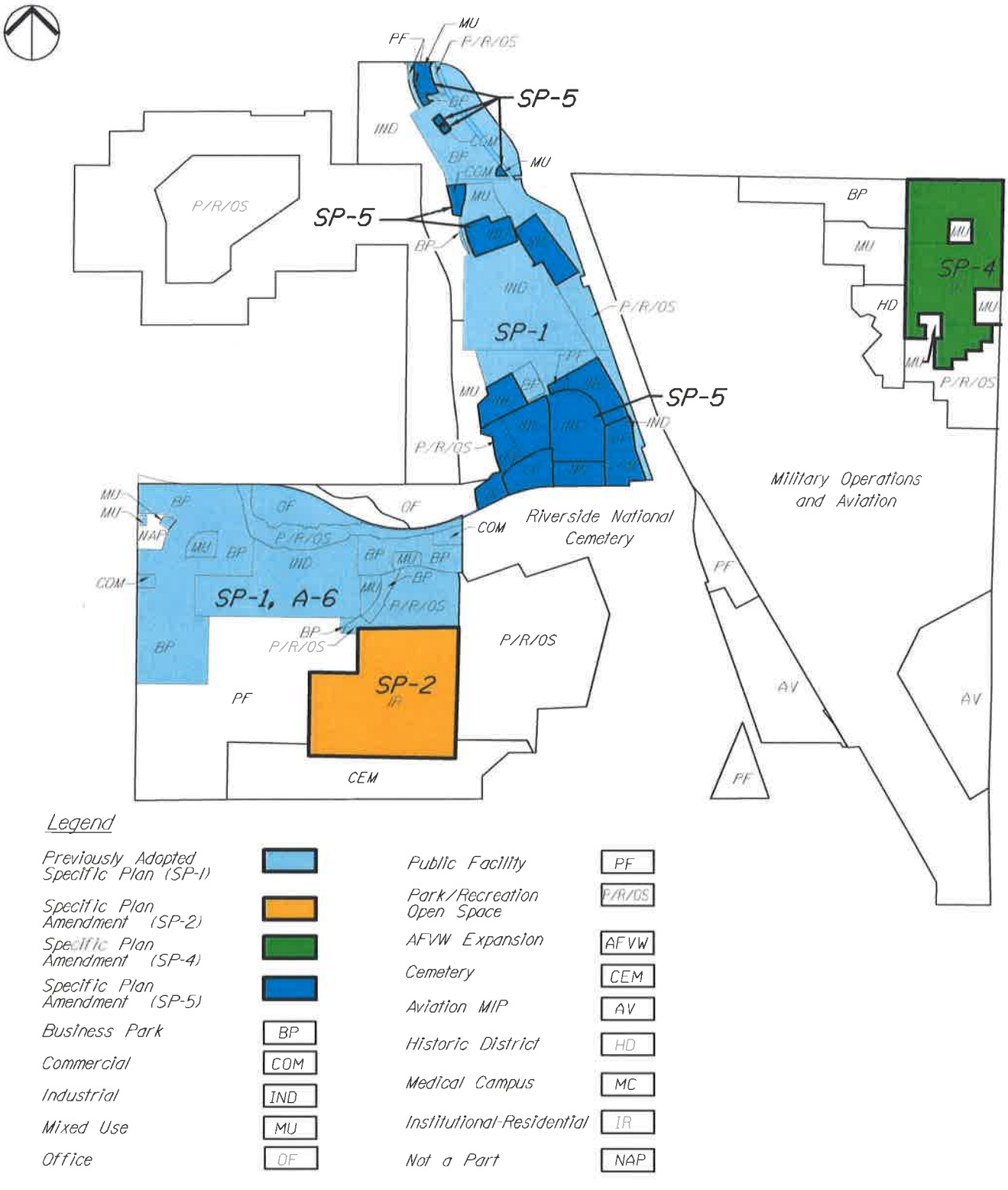


FIGURE 1-4B

PROPOSED GENERAL PLAN LAND USES

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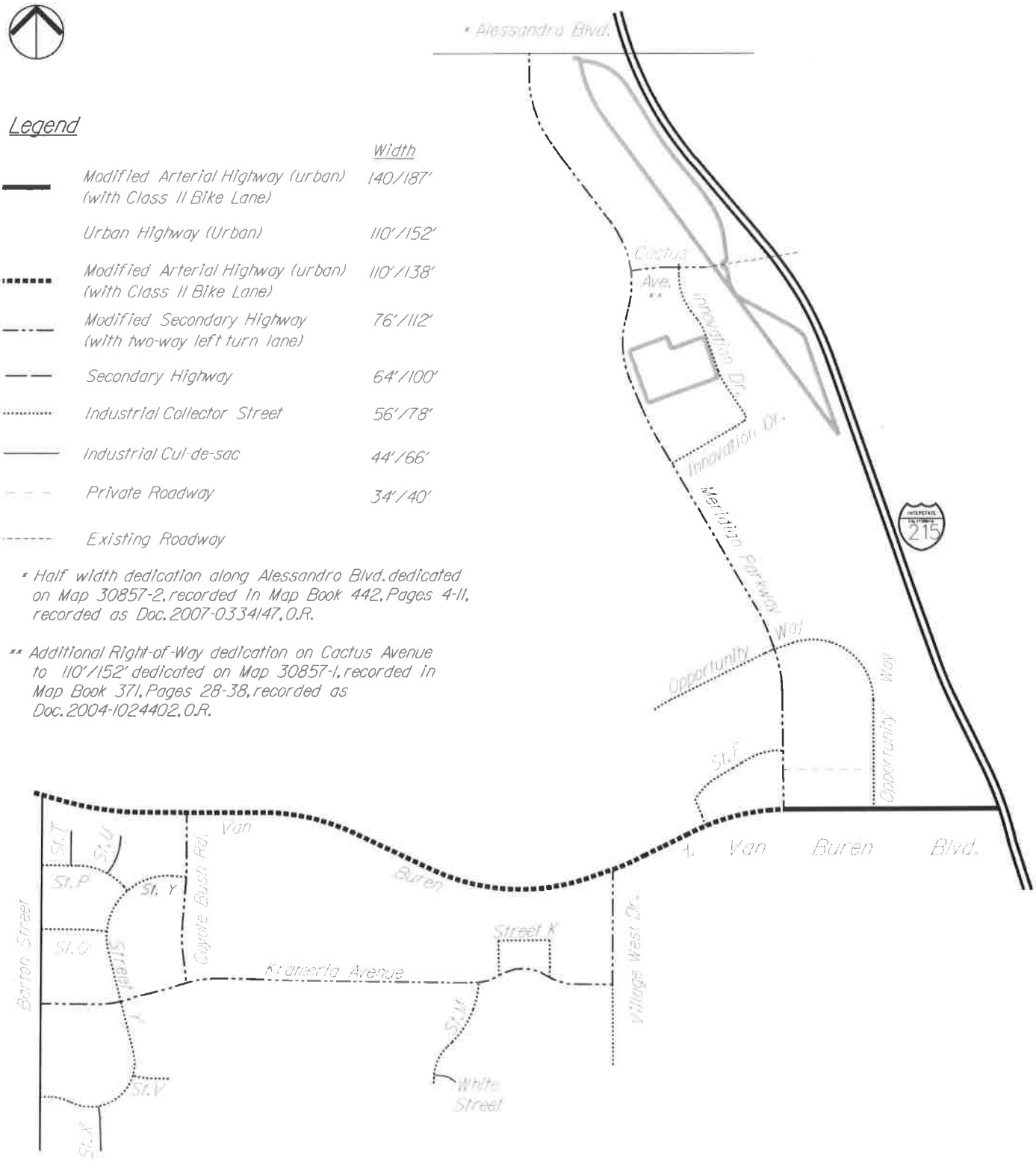


FIGURE 2-1A

EXISTING TRANSPORTATION PLAN

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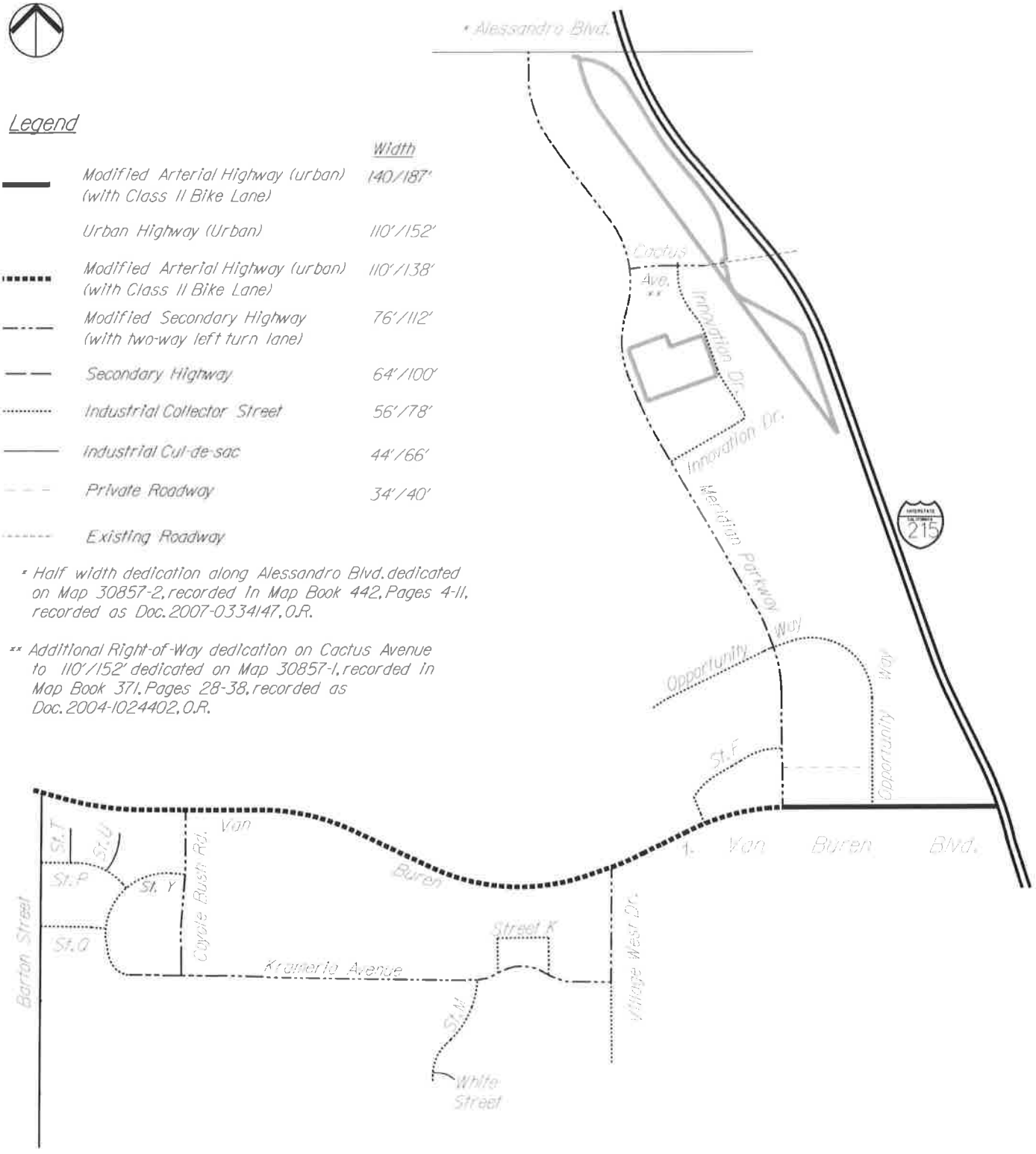


FIGURE 2-1B

PROPOSED TRANSPORTATION PLAN

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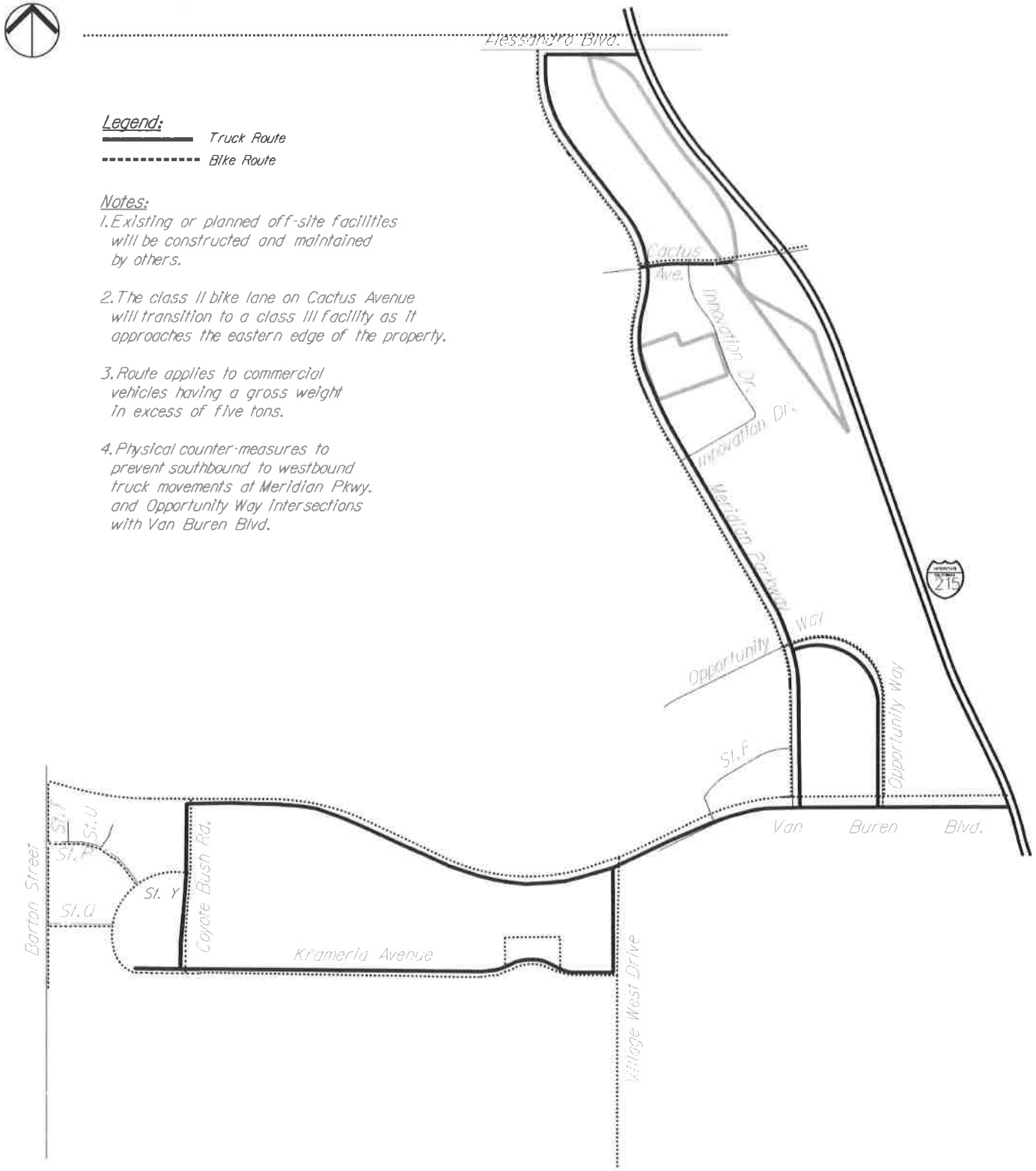


FIGURE 2-3

TRANSPORTATION SYSTEMS PLAN

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General Plan Goal/Policy		Consistency
Land Use		
Goal 1	Land Use Plan provides for a balanced mix of land uses that contribute to the regional setting, can capitalize on the assets of the Planning Area, while insuring compatibility throughout the Planning Area and with regional plans.	The Project is to develop a parcel delivery terminal within the March Business Center South Campus. This use is compatible with the General Plan and land uses within the March Business Center. The Project includes a General Plan Amendment that will update the circulation and land use plans for South Campus. Consistent with the Reuse Plan and General Plan, the Project will continue to improve the balance of population and employment in the project vicinity, providing an opportunity for residents to work locally, rather than commute to surrounding areas throughout the region.
Policy 1.1	Provide for a mix of land uses which implement the Base Master Reuse Plan for March AFB; offer a variety of employment opportunities; and capitalizes, enhances and expands upon existing physical and economic assets of the Planning Area.	As analyzed in the 2003 EIR, the land use designation of the General Plan, upon full build-out, will contribute upwards of 10 percent of the employment opportunities of the sub-region. The current jobs/housing ratio imbalance in the area would be lessened, and the goals and policies of the sub-region would be furthered. The General Plan forecasted that approximately 35,588 jobs would be created at full build-out. Of these jobs, approximately 15,195 jobs would be generated by the March Business Center Specific Plan. The creation of jobs within an area that has an imbalanced jobs/housing ratio has contributing factors for improving the regional environment (i.e., reduced vehicle miles traveled). Implementation of the March Business Center Specific Plan will result in positive impacts upon existing and projected housing conditions within the region, by bringing job opportunities to an area that is largely residential. The Project will help implement the March Business Center by developing a job generating use within South Campus that is consistent with the eco-system within the region and enhances the existing and growing assets of the Planning Area.
Policy 1.2	Develop and maintain a system of land use designations and zoning districts which will provide locations for commercial, business park, manufacturing, aviation, public, and open space uses, and which actuates compatible and synergistic land uses.	The March Business Center is a mix of commercial, business park, manufacturing, office and industrial uses. The Project is to develop a parcel delivery terminal within South Campus directly westerly of an industrial use, southerly of industrial designated parcels, northerly of Ben Clark Training Facility and easterly of vacant Business Park parcels. The Project promotes a use that actuates compatible and synergistic land uses.

Ga 313

General Plan Goal/Policy		Consistency
Policy 1.3	Provide for patterns of land use which can be supported by existing and planned circulation, public facilities, and infrastructure system improvements in a manner that will preserve the March JPA's fiscal capacity.	The Project is a part of the March Business Center Specific Plan and proposes land use that can be supported by planned circulation, public facilities, and infrastructure. The Project will modify previously approved parcel and street layouts on the southwesterly portion of South Campus to accommodate a parcel delivery terminal on 126.2-acres. As the use will reduce the number of buildings within South Campus, increase green spaces and eliminate streets, the change to the General Plan circulation plan will help accommodate a less intense use than what was previously analyzed within the southwestern corner of South Campus. Krameria Avenue within South Campus will terminate north of the Project parking lot site at a 3-acre open space site. The westerly Project parking lot will have one minor connector for vehicles to Barton Street and a designated emergency vehicle only connector to the Project site. The Project improvements will be completed in a manner that preserves the March JPA's fiscal capacity.
Policy 1.4	Use specific and/or master plan processes for the coordinated development of large properties to ensure cohesive, comprehensive development.	See responses to Land Use Policy 1.1 through 1.3.
Policy 1.5	Provide for a variety of industrial uses, including heavy manufacturing, light manufacturing, warehousing and distribution, transportation - related, and research and development.	See responses to Land Use Policy 1.1 and 1.2.
Policy 1.6	Locate and group commercial and industrial uses which are oriented toward regional service/market areas to promote utilization of regional transportation facilities and development-supporting infrastructure.	The March Business Center is a regional business park that groups a variety of commercial, industrial, manufacturing, business park and office types of uses within a central area that includes regional transportation facilities such as the March/Moreno Valley metrolink station and Riverside Transit Agency (RTA) bus services. Incorporating regional transportation facilities into a regional employment center promotes sustainable communities by offering multiple modes of transportation for local residents working in the area.

GA 314

Policy 1.9	Plan for compatible land uses within the aircraft noise impact contours depicted in the Air Installation Compatible Use Zones (AICUZ) Report for the airfield use.	The site is within two miles of the March Air Reserve Base and March Inland Port Airport but outside of Accident Potential Zones identified within the 2005 March Air Installation Compatibility Use Zone Study (AICUZ). Compatibility between the airport and its surrounding environment is evaluated in terms of four aeronautical factors: noise, overflight, safety, and airspace protection. These factors are compiled and used to designate compatibility zones in the Airport Compatibility Plan for MARB/IP, which was adopted by the Riverside County Airport Land Use Commission (ALUC) in November 2014. The Project is located within Zone C2 of the 2014 MARB/MIP Land Use Compatibility Plan. The only limitations in this zone are highly noise-sensitive outdoor nonresidential uses and hazards to flight (such as tall objects, visual and electronic forms of interference with the safety of aircrafts, and developments and land uses that could attract birds). None of the restricted uses are planned on the Project site. As such, the Project is consistent with the AICUZ guidelines and requirements.
Goal 2	Locate land uses to minimize land use conflict or creating competing land uses, and achieve maximum land use compatibility while improving or maintaining the desired integrity of the Planning Area and subregion.	In 1993, the federal government mandated the realignment of March Air Force Base (AFB) and a substantial reduction in its military use. In April 1996, March AFB was re-designated an Air Reserve Base (ARB). Approximately 4,400 acres of land that had historically supported March AFB was no longer needed to support the ARB. The cities of Moreno Valley, Perris, and Riverside, and the County of Riverside formed the March JPA to oversee the dispensation and management of the surplus land, and restore jobs to a high need region. A General Plan (GP) and Master Environmental Impact Report (EIR) were prepared and adopted/certified in 1999 for the JPA planning area, which includes the March ARB. The March Business Center Specific Plan and Final EIR (SCH#2002071089), which guides land use decisions within a 1,290-acre portion of the planning area, was adopted and certified in 2003. The Specific Plan maximizes redevelopment opportunities on former military properties by developing a much-needed regional job center. Project is proposed within the South Campus of the Specific Plan and would implement a use that is compatible with surrounding land uses while maintaining the desired integrity of the Planning Area.
Policy 2.1	Avoid conflicts and incompatibilities between land uses through the use of landscaped setbacks and buffers, site design, site orientation, architectural features, walls or fences, density/intensity reductions, reduced hours of operation for commercial and industrial uses, shielding of lighting, and the like.	The Project avoids conflicts and incompatibilities with surrounding land uses as it is a part of a master planned development with established design guidelines and standards. By complying with design standards within the Specific Plan, adopted design guidelines for March Business Center, the Project would avoid any land use incompatibilities with the surrounding areas.

Qa 315

Policy 2.3	Support land uses that provide a balanced land use pattern of the Planning Area, and discourage land uses that conflict of compete with the services and/or plans of adjoining jurisdictions.	See responses to Land Use Goal 2 and Policy 2.1.
Policy 2.4	Protect the interests of, and existing commitments to adjacent residents, property owners, and local jurisdictions in planning land uses.	See responses to Land Use Goal 2 and Policy 2.1.
Goal 3	Manage growth and development to avoid adverse environmental and fiscal effects.	Development of the Project is bound by the terms and conditions of the Development Agreement between the Master Developer and the March JPA. The Project will be required to implement the applicable infrastructure and services per the Development Agreement, that will require new developments to pay their fair share of infrastructure and public services costs without placing undue burden on existing infrastructure and services. The Development Agreement accommodates a number of financing strategies to fund public improvements and minimize fiscal impacts. Moreover, the March Business Center Specific Plan and Final EIR (SCH#2002071089) was certified in 2003 and guides land use decisions within the Project Area. By complying with the terms of the DDA and remaining within the limits of the Final EIR, the Project would avoid adverse environmental and fiscal effects.
Policy 3.1	Manage growth so that its rate does not exceed the ability of March JP A or service districts to provide for an acceptable level of public facilities and services.	See Response to Land Use Goal 3.
Goal 4	Develop an identity and foster quality development within the Planning Area.	The March Business Center Design Guidelines were established to provide extensive architectural, signage, parking, and landscaping standards to achieve the goals of both Project identity and quality development. The guidelines promote a very specific Business Park identity with color pallets that pay homage to the military history of the March Area, and public art displayed along major corridors that provide linkages to history and evolution of the Air Force in Riverside County.
Policy 4.1	Develop and maintain a land use plan for the Planning Area which proposes compatible land uses to create distinct, identifiable historic, commercial, industrial, public, and aviation areas.	See Response to Land Use Goal 4.

9a 3/6

Policy 4.4	Develop a distinctive community identity for commercial , business park and industrial developments that reflect the character and atmosphere of March JPA Planning Area through the use of good planning and design principals , and sound development practices which serve as guidelines for building materials, colors, site design and orientation, and landscaping.	See responses to Land Use Goals 1 and 4.
Policy 4.7	Develop and enhance the economic climate and create a balanced business community to serve the work force, commerce and industry of the region.	See responses to Land Use Goal 1 and Policies 1.1 through 1.6.
Goal 5	Maximize and enhance the tax base and generation of jobs through new, reuse and joint use opportunities.	See response to Land Use Goal 2.
Policy 5.1	Support the development and establishment of new employment centers and economic development activities that contribute to an improved tax base.	See responses to Land Use Goal 2 and Policy 2.1.
Policy 5.2	Encourage and facilitate the creation of public/private partnerships that will invest in, and further the implementation of the March AFB Master Reuse Plan.	See response to Land Use Goal 3.
Policy 5.5	Encourage the development of commercial, business park and industrial centers to expand the employment and fiscal base of the March JPA Planning Area and the western Riverside County Subregion.	See responses to Land Use Goals 2 and 3.

Ga 317

Goal 6	Support the continued Military Mission of March Air Reserve Base, and preservation of the airfield from incompatible land use encroachment.	The Project area was covered in the 2003 EIR for the March Business Center Specific Plan. The March Business Center Specific Plan establishes land use regulations related to safety, noise impacts, and business heights to ensure that future development conforms to Airport Land Use Plan (ALUP) policies and requirements. Development projects in the March Business Center are be required to obtain determination of hazard to air navigation from the Federal Aviation Administration pursuant to Federal Aviation Regulations §77.13.2.i. In addition, supplemental review from the Airport Land Use Commission (ALUC) is be required for objects taller than 50 feet within the Height Caution Zone. This zone is defined as the area where the rough graded elevation plus the maximum building height penetrates the imaginary horizontal and conical surfaces emanating from the MARB runway as described in FAR Part 77. The Project was reviewed by ALUC in July of 2017 and was found consistent with the provisions of the MARB/MIP Airport Compatibility Plan.
Policy 6.3	Ensure that plans and development do not interfere, conflict or degrade the military mission of March ARB.	See response to Land Use Goal 6.
Policy 6.4	Ensure that plans and development do not conflict with the long-term needs of the Air Force Reserve in terms of encroachment, noise, accident zone, constraints, etc.	See response to Land Use Goal 6.
Policy 6.5	Ensure that plans and development conform to the draft Comprehensive Land Use Plan for March AFB/March Inland Port.	See response to Land Use Goal 6.
Policy 6.8	Ensure that land uses adhere to both military and civilian Part 77 conical surface criteria, relative to height restrictions.	See response to Goal 6.
Goal 7	Maximize the development potential as a regional Intermodal Transportation facility to support both passenger and freight related air services	The Project does not include a component associated with passenger or freight related air services. The Project is to implement a parcel delivery terminal in March Business Center South Campus.
Policy 7.6	Plan for compatible land uses within the aviation area.	See response to Goal 6.

GA 318

Goal 8	Preserve the natural beauty, minimize degradation of the March JPA Planning Area, and provide enhancement of environmental resources and scenic vistas.	The Project would be consistent with this Goal. The March JPA's GP designates the area looking east and northeast of the March JPA Planning Area toward the Box Springs Mountains and San Jacinto Mountains as a scenic vista (Exhibit 5-5, Scenic & View Shed Areas, March JPA 1999). While distant scenic vistas of the Box Springs Mountains and San Jacinto Mountains are visible from the Project site and from areas surrounding the Project site, the Project would not change the views of scenic vistas because much of the improvements involve parking areas and landscaped buffer zones and open space. In addition, the removal and change of streets and parcel configurations would not conflict with scenic views or obstruct views of the distant Box Springs Mountains and San Jacinto Mountains.
Policy 8.1	Where practical, revegetate graded area with native plants compatible to the area to prevent erosion.	Short-term erosion effects during construction of the Project would be prevented through implementation of a stormwater pollution prevention plan (SWPPP) as required in compliance with the National Pollution Discharge and Elimination System (NPDES) program and through incorporation of best management practices intended to reduce soil erosion. The SWPPP would include standard construction methods such as temporary detention basins to control on-site and off-site erosion. The SWPPP is required by the March JPA during plan review and approval of Project improvement plans.
Goal 10	Avoid undue burdening of infrastructure, public facilities, and services by requiring new development to contribute to the improvement and development of the March JPA Planning Area.	See response to Goal 3.
Policy 10.1	Require new construction to pay its "fair share" of the cost of providing adequate public services, infrastructure, and facilities for the development.	See response to Goal 3. Moreover, as identified within the 2003 Final EIR and 2010 Supplemental EIR for March Business Center Specific Plan, all implementing developments such as the Project are required to contribute their "fair share" toward improvements for public facilities. (See 2003 FEIR Mitigation Measures and 2010 SEIR Mitigation Measures for March Business Center)
Policy 10.2	Require new construction to provide adequate infrastructure to serve the development (i.e., curbs and gutters, sidewalks, street lights, water service, sewer service or septic systems, etc.) prior to initiation of use.	See response to Policy 10.1.
Policy 10.3	Locate commercial and industrial development in areas where street rights-of-way and capacity are available, as well as sufficient infrastructure and public services.	See response to Policy 10.1

Att 319

Goal 12	Ensure, plan, and provide adequate infrastructure for all facility reuse and new development, including but not limited to, integrated infrastructure planning, financing and implementation.	See responses to Land Use Policy 1.3, Goal 3, and Land Use Policy 10.1.
Policy 12.3	Require new development projects to provide for the extension of infrastructure to serve the development, including over-sizing facilities for future needs.	See responses to Land Use Policy 1.3, Goal 3, and Land Use Policy 10.1.
Goal 13	Secure adequate water supply system capable of meeting normal and emergency demands for existing and future land uses.	The Project is to implement a portion of the March Business Center Specific Plan, and is consistent with previous analysis of the plan. Analysis performed for the 2003 EIR concluded that although increased development associated with implementation of the March Business Center Specific Plan would result in an increase in water consumption, there is sufficient capacity to supply the Specific Plan area with potable water for the duration of timeframe specified in the legislation. Potable water demand for the March Business Center was calculated using Western Municipal Water District's (WMWD) standard criteria of 2,000 gallons per day (gpd)/acre of industrial/commercial property. Pipelines constructed to serve the Specific Plan area will be located in future street right-of-ways, will serve each parcel, and will be sized to meet maximum day demand plus fire flow requirements, and allow maximum flexibility of future development within the March Business Center. As described in the analysis for the 2003 EIR, WMWD's existing reclaimed water system is purpose-built for its existing use and would require a major-retrofit to expand its service area. The proposed distribution system will parallel the proposed potable system and will meet "purple" pipe standards for reclaimed water. When the wastewater treatment plant is upgraded to tertiary treatment, the reclaimed water will be supplied to the March Business Center system and will meet all of the irrigation demands of the Specific Plan area, including the Project site.
Policy 13.2	Enhance local groundwater supplies through development designs which promote an on-site recharge and minimize impermeable ground coverage with landscaped areas, open space or recreation areas.	The Project is designed pursuant to March Business Center Specific Plan standards. The Project will include construction of impermeable surfaces. Although the March Business Center does not involve the extraction of groundwater, it will reduce areas of ground percolation and recharge of the groundwater due to the increase of impermeable surfaces. Groundwater recharge will continue in open space, detention basins and natural streambeds.

320

Goal 14	Establish, extend, maintain and finance a safe and efficient wastewater collection, treatment and disposal system, which maximizes treatment and water recharges, minimizes water use, and prevents groundwater contamination.	Non-point source surface water from impervious surfaces may contain contaminants. Additionally, storm water discharge could cause increased sediment loads in the storm drain system. Implementation of detention basins will reduce contaminants discharged from the Specific Plan area. Moreover, compliance with SWPPP and NPDES requirements would assure that water treatment and recharge opportunities are maximized.
Policy 14.1	Require all development to adequately collect, treat, and dispose of wastewater in accordance with the Santa Ana Regional Water Quality Control Board requirements.	See responses to Land Use Policy 8.1 and Goal 14.
Policy 14.2	Require connection to the sewer system for any development occurring on land formerly part of March AFB.	Increased development associated with implementation of the March Business Center Specific Plan, to include the Project site, would result in an increase in wastewater generation and require upgrades to the existing wastewater collection and treatment system. Upgrades to the treatment system under the master development plan will include tertiary treatment. The proposed sewer system for March Business Center will provide pipelines that serve Phase 1, Phase 2 and most of Phase 3 by gravity. The current capacity of the wastewater treatment plant is 0.75 mgd, which is adequate for the Phase1 development of the Specific Plan. Near term expansion of the wastewater treatment plant will have the capacity to treat 1.0 million gallons per day (mgd). WMWD has confirmed that the Project site can be served with existing capacity while future expansion to the wastewater treatment plant will increase capacity to 2.0 mgd, and will be more than adequate to serve the buildout planned within March Business Center.
Policy 14.3	Encourage reuse of reclaimed and treated non-potable water for irrigation and maintenance of recreation areas, landscaping and /open space preservation.	See response to Land Use Goal 13.
Goal 16	Adequate supplies of natural gas and electricity from utility purveyors and the availability of communications services shall be provided within the March JPA Planning Area.	As described in the 2003 EIR, the March JPA has formed a utility authority to provide electrical power to the West March Planning area which involves new underground electrical distribution constructed throughout the Specific Plan area. Natural gas services are provided through the Gas Company while communication services are provided by Frontier and Time Warner. As stated in the MEIR, no adverse impacts to power, natural gas or telecommunication services are expected to occur with new development proposed in the March JPA, consistent with the March JPA General Plan.

Ga 321

Policy 16.1	Where feasible, require new development to underground on-site telecommunication connections.	The Project will underground on-site telecommunication connections.
Goal 17	Adequate flood control facilities shall be provided prior to, and concurrent with, development in order to protect the lives and property within the March JPA Planning Area.	In compliance with the March JPA General Plan, and the March Business Center Specific Plan, the Project would ensure that storm water runoff is not diverted onto adjacent properties, or cause alterations of natural drainage courses that cannot be adequately handled by existing drainage facilities or the flood control improvements proposed with the development. The Project would install flood control facilities that will protect lives and property within the March JPA Planning Area.
Policy 17.1	Provide for the adequate drainage of storm runoff to protect the lives and property within the Planning Area.	See response to Land Use Goal 17.
Policy 17.2	Monitor and maintain drainage and flood control facilities to ensure adequate capacity to support the land use plan.	See response to Land Use Goal 17.
Policy 17.3	Require new development to construct new or upgrade existing drainage facilities to accommodate the additional storm runoff caused by the development.	See response to Land Use Goal 17.
	Transportation	
Goal 1	Establish and provide for a comprehensive transportation system that captures the assets and opportunities of the planning area, existing transportation facilities, and planned transportation facilities for the future growth and development of the planning area and sub-region.	Development of the March Business Center - South Campus was originally evaluated as Phase III of the March Business Center project. Land uses envisioned for the Project site included Industrial and Business Park. A total traffic generation threshold for Phase III, as determined by the 2003 Specific Plan, is 29,910 trips. The Project minimizes the roadway network within the southwesterly portion of South Campus and reduces the overall traffic that was previously analyzed under the March Business Center Specific Plan (SP-1, A5). A Traffic Impact Study (TIS) Report for the Project showed that the Project is expected to generate 3,669 fewer daily trips, 253 fewer AM peak hour trips, and 149 fewer PM peak hour trips than was expected in the traffic analysis conducted for the specific plan. Nonetheless, all traffic improvements previously required of the South Campus development will be installed so that the Project maintains what was previously anticipated under the Final EIR. Transportation Goal 1 will be maintained by the Project.

9a 322

Policy 1.1	Plan for a mix of transportation modes aimed at effective use of resources, both physical infrastructure and natural energy resources.	See response to Land Use Policy 1.6.
Policy 1.2	Design transportation improvements which are compatible with the natural environment. Xeriscape and drought tolerant landscaping techniques should be used for all parkway and median plantings. Where feasible non-potable water should be used for irrigation purposes.	March JPA's Ordinance #JPA 16-03 establishes stringent landscape requirements for new and substantially altered projects within the Planning Area. Compliance with the ordinance is a requirement of the Project.
Policy 1.4	Roadway system shall inter-relate with the components of the multi-faceted transportation system that will assist with the synergistic value of each element's effectiveness (i.e., bike lockers at the Metrolink station, with bike lanes emanating there from).	The Project is a part of March Business Center Specific Plan. In addition to the March ARB /Moreno Valley metrolink station in North Campus, the specific plan would provide approximately 52 acres of parkland near the southeastern corner of South Campus, with passive uses and limited improvements which would improve the aesthetic appeal of the Specific Plan area and the quality of life for individuals visiting and working within the Specific Plan area and adjacent developments. Multi-use trails and bikeways are also included in the Transportation section of the Specific Plan.
Goal 2	Build and maintain a transportation system which capitalizes on the multi-faceted elements of transportation planning and systems, designed to meet the needs of the planning area, while minimizing negative effects on air quality, the environment and adjacent land uses and jurisdictions.	See response to Transportation Policy 1.4.
Policy 2.6	FAA Standards, military AICUZ, and appropriate Comprehensive Land Use Plan for March Airfield shall be upheld and supported to encourage and realize a safe environment in and around the aviation field.	See response to Land Use Policy 1.9.

Qa 323

Policy 2.7	On-street parking shall be de-emphasized throughout the planning area to permit maximum capacity of roadways to be actuated by vehicular and bicycle transportation modes.	The Project will provide adequate off-street parking to limit the potential for on-street parking. This will allow for more capacity on the roadways for sidewalks and landscaping.
Policy 2.8	Street improvements shall be designed in a comprehensive manner to include parkway facilities, pedestrian walkways, commuter bike lanes, signing, lighting noise and air quality factors, as applicable.	The Project will comply with the roadway standards within the Circulation Plan associated with March Business Center Specific Plan and its associated Design Guidelines. The Specific Plan specifies the cross-sections for public roadways which include sidewalks, medians, and landscaping. The Design Guidelines provide the architectural, signage, parking, and landscaping standards to achieve the goals of the specific plan and General Plan.
Goal 3	Develop a transportation system that is safe, convenient, efficient and provides adequate capacity to meet local and regional demands.	See response to Transportation Policy 2.8.
Policy 3.1	Follow standards for transportation element roadways in designing and constructing street improvements.	See response to Transportation Policy 2.8.
Goal 4	Provide a balanced transportation system that ensures the safe and efficient movement of people and goods throughout the planning area, while minimizing the use of land for transportation facilities.	See response to Transportation Policy 2.8.
Policy 4.2	All streets shall be constructed in accordance with planning area's standard street classifications. Modifications within the Northeast Planning Subarea to the standard street classifications may be allowed on a limited basis to preserve the integrity of the area and facilities.	See response to Transportation Policy 2.8.

GA 324

Goal 6	Establish vehicular access control policies in order to maintain and insure the effectiveness and capacity of arterial roadways.	See response to Transportation Policy 2.8.
Policy 6.2	Access to an arterial road shall be limited to one point for every 300 feet of frontage or one point for parcels with less than 300 feet of frontage.	See response to Transportation Policy 2.8.
Goal 7	Facilitate and develop transportation demand management and transportation systems management programs, and use of alternate transportation modes.	The Project will implement Transportation Demand Management (TDM) strategies that include preferential parking spaces shall be offered to car pools and van pools; a compressed workweek schedule when feasible; a trip reduction plan to increase vehicle occupancy; design elements to reduce vehicle queuing when entering and exiting parking areas; provide for video conferencing facilities to the extent possible; encourage the use of alternative fuel vehicles; and the Project site also provide parking stalls for bikes.
Policy 7.5	Provide a system of bicycle facilities (paths, lanes and routes) in conjunction with circulation system roadway improvements.	See response to Transportation Policy 1.4.
Goal 8	Adequate, affordable, equitably distributed and energy efficient public and mass transit services which promote the mobility to, from, and within the planning area shall be provided.	See responses to Land Use Policy 1.6 and Transportation Policy 1.4.
Policy 8.1	Evaluate transportation alternatives with project design, development and implementation.	See responses to Transportation Goal 1 and Transportation Policy 1.4.
Goal 9	Develop measures which will reduce the number of vehicle-miles traveled during peak travel periods.	See responses to Goal 1 and Land Use Policy 1.6.

Qa 325

Policy 9.1	Provide incentives to employers who encourage carpooling and vanpooling for employees.	See response to Transportation Goal 7.
Policy 9.2	Provide preferential parking for carpools and vanpools, where appropriate.	See response to Transportation Goal 7.
Goal 10	Regulate the travel of trucks on March JPA Planning Area streets.	Truck routes within March Business Park Specific Plan are regulated as mitigation measures within the certified EIR promote project designs, signage and traffic control standards that discourage and prevent trucks from traveling westerly on Van Buren Boulevard and/or impacting residential communities.
Policy 10.1	Establish a truck route system which designates truck and commercial vehicle routes and provides adequately sized and designed roadways to meet the needs of trucks and commercial vehicles. This will eliminate truck and commercial vehicle traffic through inappropriate areas of the March JPA Planning Area.	See response to Transportation Goal 10.
Policy 10.2	Clearly sign designated truck routes and identify maximum weight limitations on these routes.	See response to Transportation Goal 10.
Goal 11	Adequate off-street parking for all land uses shall be provided which requires adequate on-site parking to prevent spill over on the adjacent street system.	The March Business Center Specific Plan provides parking ratios for projects that limit the need for on-street parking. The Project is consistent with specific plan ratios for a parcel delivery terminal and is designed to provide adequate on-site parking for employees so that on-street parking is avoided.
Policy 11.1	Provide for adequate parking facilities for all uses.	See response to Transportation Goal 11.
Policy 11.4	Provide for adequate parking facilities for all uses.	See response to Transportation Goal 11.

9a 326

Policy 11.5	Provide adequate loading areas within off-street parking areas for all commercial and manufacturing land uses.	The Project will provide adequate loading areas associated with a parcel delivery terminal service.
Goal 12	Plan for and seek to establish and area-wide system of bicycling trails, with linkages within the planning area and with adjacent jurisdictions, and in compliance with sub-regional plans.	See response to Land Use Policy 1.6 and Transportation Policy 1.4.
Policy 12.7	Require sidewalks on both sides of all streets. The March JPA encourages alternate designs including parkways and meandering and enhanced paving.	The Project is designed to provide parkways along the northerly boundary of the site, consistent with Specific Plan requirements.
Goal 13	Promote, preserve, and protect the joint use of the aviation field by the Air Force Reserves and civilian aviation.	The Project will not impact the use of the air field by Air Force Reserves or civilian aviation.
Policy 13.6	Protect flight paths from inappropriate development encroachment.	See response to Land Use Policy 1.9 and Land Use Goal 6.
Policy 13.8	Adhere to approved airport layout plans approved by the Joint Powers Commissions and recognized by the FAA.	See response to Land Use Policy 1.9 and Land Use Goal 6.
Goal 15	In accordance with state and federal law, promote and provide mobility for the disabled.	The Project is designed consistent with requirements of the Americans with Disability Act (ADA).
Policy 15.1	Require that all development comply with the requirements of the state and federal law for the disabled. Requirements may include ramps at street corners, access to public buildings, traffic signal timing and the like.	See response to Transportation Goal 15.

Ga 327

		Noise
Goal 1	Ensure that land uses are protected from excessive and unwanted noise.	Long-term noise impacts from the March Business Center include commercial and industrial activities and associated operations and traffic. The Specific Plan for the March Business Center does not include land uses that would be considered incompatible to the ACLUP and AICUZ. Additionally, with the application of the California Public Code Section 21083.8.1, the noise contour footprints for March ARB/MIP for the year 2010 is significantly less than what was permitted and emitted by March AFB prior to its realignment in 1996. Much of the existing development subject to noise contours of 60-dBA or greater has both navigation easements and implemented noise attenuation measures.
Policy 1.1	Establish acceptable limits of noise for various land uses throughout the March JPA Planning Area. Future development that could increase ambient noise levels shall be required to mitigate the anticipated noise increase, to the extent possible.	See response to Noise Policy 1.
Policy 1.3	Encourage good acoustical design in new construction.	See response to Noise Policy 1.
Goal 2	Minimize incompatible noise level exposures throughout the Planning Area, and where possible, mitigate the effect of noise incompatibilities to provide a safe and healthy environment.	The westerly Project boundary is more than 600-feet east of the nearest residential development, with a 155-foot wide 90-acre landscape buffer zone separating the westerly parking from westerly vacant business park parcels. Moreover, the building associated with the parcel delivery terminal is more than 1,600-feet east of the nearest residential development. With the Project designed to require all truck traffic to move easterly on Van Buren Boulevard, the significant setback from nearby residential development as well as the 90-acre buffer area along the westerly project boundary, the Project is designed to minimize noise level exposures to surrounding areas.
Policy 2.4	March JPA shall evaluate noise sensitivity and noise generation when considering land use projects and transportation improvement projects, and where appropriate mitigation measures shall be employed.	See response to Noise Goal 2.
Goal 3	Work toward the reduction of noise impacts from vehicular traffic, and aviation and rail operations.	The Project does not include aviation or rail operations.

Qx 328

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

Pa 329

Policy 3.2	Locate service uses and facilities in convenient proximity to employment and business center areas to encourage pedestrian or alternative transit to reduce the number of vehicle trips.	See responses to Land Use Policy 1.1, Land Use Policy 1.6 and Land Use Goal 2.
Policy 3.3	Develop a bike lane network that will link the bike lanes to residential areas adjacent to the Planning Area and Metrolink Stations to encourage non-motorized travel within the planning area.	See responses to Land Use Policy 1.1, Land Use Policy 1.6 and Land Use Goal 2.
Policy 3.4	Encourage ride share programs.	See response to Transportation Goal 7.
Policy 3.5	Parking facilities shall be designed to safely accommodate and support alternative modes of transportation and preferential location of alternative fuel vehicles and mass transit services.	See responses to Land Use Policy 1.1, Land Use Policy 1.6 and Land Use Goal 2.
Goal 5	Maximize the effectiveness of air quality control programs through coordination with other governmental entities.	The previously certified EIR for March Business Center explained that according to the SCAG (Southern California Association of Governments, *State of the Commute Report 1999*), Riverside County residences currently have the longest average home to work commute distance of the six counties comprising the SCAG, estimated at 21.6 miles. The opportunity to work close to home would translate into lower congestion, and commute time, and a decrease in the daily vehicle miles traveled within Riverside County. Because of the regional nature of the Project area, March JPA regularly seeks to coordinate its efforts with other governmental agencies.
Policy 5.5	Review development projects to determine the potential air quality impacts and provide appropriate mitigation, where necessary.	The March Business Center 2003 Final EIR and 2010 Supplemental EIR provided extensive mitigation measures for air quality to support the successful development and operation of a 1,290-acre regional business center in Riverside County. The Project positively contributes to the implementation of adopted mitigation measures by implementing a use that will reduce traffic counts and building footprints that were previously analyzed in 2003.
Goal 6	Reduce emissions associated with vehicle/engine use.	See responses to Land Use Goal 1, Land Use Policy 1.1, Land Use Policy 1.6, Land Use Goal 2 and Air Quality Policy 5.5.

Ex. 330

Policy 6.3	Encourage diversion of peak hour truck traffic, whenever feasible, to off-peak periods to reduce roadway congestion and associated emissions.	See response to Transportation Goal 10.
Policy 6.5	Encourage trucks operating within March JPA Planning Area to maintain safety equipment and operate at safe speeds so as to reduce the potential for accidents which create congestion and related emissions.	See response to Transportation Goal 10.
Goal 7	Reduce emissions associated with energy consumption.	Buildings within the March Business Center are designed to reduce energy usage by utilizing solar or low emissions water heaters, double paned glass windows, using light colored roofing materials, orienting buildings north and increasing wall and attic installation above Title 24 requirements. Landscaped areas within streets and public right-of-ways are designed to utilize drought tolerant landscaping, requiring the use of smart and energy efficient irrigation equipment. Idling emissions from trucks are restricted by using auxiliary power units and electrification at the industrial warehouse facilities.
Policy 7.1	Support the use of energy-efficient equipment and design in the March JPA Planning Area for facilities and infrastructure.	See response to Air Quality Goal 7.
Policy 7.3	Support passive solar design in new construction.	See response to Air Quality Goal 7.
Policy 7.4	Support recycling programs which reduce emissions associated with manufacturing and waste disposal.	Projects within the March Business Center are required to comply with local and state regulations pertaining to solid waste diversions from landfills and green waste recycling, including the California Solid Waste Reuse and Recycling Access Act that requires designated Recyclables Collection and Loading areas on the site. The use of mulch and compost in the Project area is also consistent with green waste requirements of the specific plan.
Policy 7.5	Support drought-resistant vegetation in landscaping areas to reduce energy needed to pump water.	The Specific Plan includes a landscape plan and plant palette for development within the Specific Plan area. The project's plant materials include predominantly drought tolerant vegetation pursuant to the March JPA's Ordinance #JPA 16-03 for efficiencies in landscaping.
Goal 8	Reduce air pollution emissions and impacts through siting and building design.	See response to Air Quality Goal 7.

9a 331

Policy 8.1	Support the use of low polluting construction materials and coatings.	The Project is designed to support the use of low polluting construction materials and coatings. Buildings within the March Business Center are designed to reduce energy usage by utilizing solar or low emissions water heaters, double paned glass windows, using light colored roofing materials, orienting buildings north and increasing wall and attic installation above Title 24 requirements.
Goal 9	Reduce fugitive dust and particulate matter emissions.	The Project's air quality emissions were evaluated to determine if the Project would violate an air quality standard or contribute to an existing or projected air quality violation. Construction activities associated with the Project would result in emissions of CO, VOCs, NOx, SOx, PM_{10}, and $PM_{2.5}$ from activities such as grading, building construction, architectural coating, paving, and construction workers commutes. The SCAQMD Rules that are currently applicable during construction activity for this Project include but are not limited to: Rule 1113 (Architectural Coatings) (32); Rule 431.2 (Low Sulfur Fuel) (33); Rule 403 (Fugitive Dust) (34); and Rule 1186 / 1186.1 (Street Sweepers) (35). As such, credit for Rule 1113 and Rule 403 have been taken. Emissions resulting from Project construction would not exceed numerical thresholds established by the SCAQMD for any criteria pollutant. Therefore, the construction of the Project would be consistent with this Goal. Operational emissions from the Project site will be less than what was analyzed under the 2003 Final EIR as the intensity of the Project will be less than what was previously approved under the March Business Center Specific Plan. As such, Project operations will be consistent with this Goal.
Policy 9.1	Require all feasible fugitive dust reduction techniques to be utilized during construction activities.	See response to Air Quality Goal 9.
Housing		
The General Plan does not allow for housing opportunities within the March JPA Planning Area due to incompatible uses with the airfield, the need to focus on the reestablishment of the numerous jobs lost due to base realignment, and the housing rich environment of Western Riverside County. The Project maintains consistency with the General Plan's absence of a residential land use designation within the Specific Plan area.		
Resource Management		
Goal 1	Conserve and protect surface water, groundwater, and imported water resources.	Implementation of the March Business Center Specific Plan will increase the amount of impervious surface within the March Business Center Specific Plan area resulting in increased storm and surface water runoff into storm drain systems. However, the March Business Center Drainage Plan will construct four campus-wide detention basins to reduce peak runoff from the Specific Plan and reduce peak flow below existing levels.

Ga 332

Policy 1.1	Where possible, retain local drainage courses, channels and creeks in their natural condition.	There are no drainage courses, channels or creeks on or around the Project site. Project drainage improvements will align with overall business park improvements for March Business Center South Campus.
Policy 1.2	Protect groundwater and surface water resources from depletion and sources of pollution.	The March Business Center Specific Plan will include construction of impermeable surfaces. Although the March Business Center does not involve the extraction of groundwater, it will reduce areas of ground percolation and recharge of the groundwater due to the increase of impermeable surfaces. Groundwater recharge will continue in open space, detention basins and natural streambeds. A Water Quality Management Plan has been approved for the Project as such the appropriate SWPPP and NPDES measures will be implemented to assure that groundwater will be protection from potential sources of pollution.
Policy 1.4	Require development to conserve water resources, including the use of water-efficient plumbing fixtures and irrigation systems.	See
Policy 1.5	Conserve imported water by requiring water conservation techniques, water-conserving and recycling processes, drought• resistant landscaping, and reclaimed water for irrigation, when available and appropriate.	The Project will comply with the Specific Plan's Design Guidelines that require landscaping with appropriate drought-tolerant species to reduce water consumption.
Policy 1.6	Promote the use of drought tolerant landscaping in development, and encourage the use of reclaimed water for irrigation in parks, golf courses, and industrial uses, as well as for other urban uses, whenever feasible and where legally permitted.	The use of drought tolerant landscaping is a requirement of the March Business Center. As described in the analysis for the 2003 EIR, WMWD's existing reclaimed water system is purpose-built for its existing use and would require a major-retrofit to expand its service area. The proposed distribution system will parallel the proposed potable system and will meet purple pipe standards for reclaimed water. When the wastewater treatment plant is upgraded to tertiary treatment, the reclaimed water will be supplied to the March Business Center system and will meet all of the irrigation demands of the Specific Plan area.

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Policy 1.8	Assure that development projects comply with regulatory agency requirements, including federal, state and regional regulations.	Impacts to waters of the U.S. are based on the proposed Section 404 Jurisdictional Determination for March Business Center. The total impacts to waters of the U.S. from the development of the Specific Plan area is 2.68 acre, which will require a Section 404 Individual Permit Authorization from the U.S. Army Corps of Engineers prior to development. Mitigation for these impacts will include realigning a portion of the channel (north of Van Buren Boulevard) to the north of the existing channel at twice the width of the present channel, and planting riparian vegetation at a 2:1 ratio in a proposed detention basin (Lot 49).
Goal 2	Control flooding to reduce major losses of life and property.	Implementation of the March Business Center Specific Plan will increase the amount of impervious surface within the March Business Center Specific Plan area resulting in increased storm and surface water runoff into storm drain systems. The March Business Center Drainage Plan proposes construction of four detention basins to reduce peak runoff from the Specific Plan and reduce peak flow below existing levels. The March Business Center is not within areas identified as floodplains. The March Business Center will include improvements to the storm drain system; therefore, the March Business Center would not result in flooding of the Project area. The March Business Center Specific Plan is consistent with land use assumptions used in the Perris Valley Master Drainage Plan; therefore, the March Business Center Specific Plan will not have a significant impact on the size of master drainage facilities. The March Business Center Specific Plan proposes land use densities less than those assumed in the Perris Valley Area Drainage Plan and will include the addition of detention basins, which will reduce peak flows below existing levels. The combination of less intense land use plus on-site detention will ensure that the capacity of downstream flood control facilities will not be an issue.
Policy 2.3	Ensure that development does not divert storm water runoff onto adjacent properties, or cause alterations of natural drainage courses that cannot be adequately handled by flood control improvements installed coincident with the development.	See response to Resource Management Goal 2.

9a 334

Policy 2.5	To the greatest extent possible, require development to use master flood control facilities and limit use of interim drainage facilities or open channels.	The Project would alter the existing drainage pattern of the site. All runoff will outlet to the same areas as the existing conditions. Nonetheless, the development of the site will require additional storm drains and hydromodification control to ensure discharge and runoff volumes match the existing conditions. The proposed Project includes landscape bioswales adjacent to all right of ways to absorb offsite runoff from roadways, sidewalks, and landscaped areas. Assuming 40% voids, the bioswales can hold approximately 3 inches of runoff per foot of roadway. This methodology for mitigating for the increase in runoff for the public right of way is consistent with the first phase of development at the March Business Center. Further, storm drain improvements would be implemented to watersheds to help maintain the existing drainage pattern of the area. New storm drain lines for the Project will join with the existing drain inlets and existing storm drain lines proposed for Coyote Bush Road and Krameria Avenue, route to the existing Conservation Channel, and then flow into the regional basin located at Meridian Parkway and Opportunity Way. As such, with improvements to the storm drain system and implementation of bioswales as planned with the proposed Project, no new or different impacts to existing or planned stormwater drainage systems would occur than those previously identified in past environmental documents prepared for the March Business Center Specific Plan. No further analysis is required.
Goal 3	Conserve and protect significant land forms, important watershed areas, mineral resources and soil conditions.	The Project will not impact any significant landforms or mineral resources. The Project EIR will evaluate impacts to hydrology, geology and soils from the Project. Any significant impacts to hydrology, geology and soils from the Project will be mitigated through the environmental review process and prior to development.
Policy 3.1	Conserve hillsides and rock outcroppings in the planning area through the use of master-planned developments which create a "Campus-like" setting, and encourage the creative siting of building areas as a means of retaining natural areas and open space.	The Project will be constructed in a flat area with no rock outcroppings and will not impact any of the area's hillsides.
Policy 3.5	Require and practice proper soil management techniques to reduce erosion, sedimentation and other soil-related problems.	See response to Land Use Policy 8.1. A SWPPP and Erosion Control Plan will be required for the project to reduce erosion and other soil related problems. In addition, all grading will be reviewed by a soils consultant as part of grading permit preparation.
Policy 3.6	Control erosion during and following construction through proper grading techniques, vegetation replanting, and the installation of proper drainage control improvements.	See response to Land Use Policy 8.1 and Resource Management Policy 3.5

PR 335

Policy 3.7	Require erosion control measures such as binders, revegetation, slope covers, and other practices which reduce soil erosion due to wind and water.	See response to Land Use Policy 8.1 and Resource Management Policy 3.5
Goal 4	Conserve energy resources through use of available energy technology and conservation practices.	Buildings within the March Business Center are designed to reduce energy usage by utilizing solar or low emissions water heaters, double paned glass windows, using light colored roofing materials, orienting buildings north and increasing wall and attic installation above Title 24 requirements. Idling emissions from trucks are restricted by using auxiliary power units and electrification at the industrial warehouse facilities. Moreover, landscaping with appropriate drought-tolerant species to reduce water consumption
Policy 4.1	Implement energy performance requirements established under the California Administration Code Title 24 Energy Conservation and Insulation Regulations.	See response to Goal 4.
Policy 4.2	Encourage innovative building, site design and orientation techniques which minimize energy use by taking advantage of sun/shade patterns, prevailing winds, landscaping, and building materials available to control energy usage.	See response to Goal 4.
Policy 4.3	Encourage the use and development of alternative and innovative energy resources and energy conservation techniques, where practical.	See response to Goal 4.
Goal 5	Conserve and protect significant stands of mature trees, native vegetation, and habitat within the planning area.	As outlined in the 2003 EIR, riparian vegetation would be impacted by the widening of Van Buren Boulevard, extension of Brown Street (Street Z), and the development of lots 47, 48, 49, 50, and 54, which would be used for business park and industrial. In total, 5.43 acres of impact located within lots 47, 48, 49, 50, and 54 will occur to riparian vegetation. The relatively minor loss of these vegetation communities is not significant as the areas were not considered suitable habitat for the least Bell's vireo, and given the overall abundance of the vegetation community in the area (52 acres within the Specific Plan).

Ia 336

Policy 5.1	Where practical, conserve important plant communities and habitats such as riparian areas, wetlands, significant tree stands, and species by using buffers, creative site planning, revegetation and open space easements/dedications.	See responses to Resource Management Goals 1 and 5.
Policy 5.2	Encourage the planting of native species of trees and other drought-tolerant vegetation.	See response to Resource Management Policy 1.5.
Policy 5.4	In areas that may contain important plant and animal communities, require development to prepare biological assessments identifying species types and locations and develop measures to preserve recognized sensitive species, as appropriate.	See responses to Resource Management Policy 1.8 and Goal 5. The site is not located in an area with important plan and animal communities.
Policy 5.6	Work with state, federal and local agencies in the preservation and/or mitigation of recognized sensitive vegetation and wildlife in March JPA Planning Area.	See response to Resource Management Policy 1.8.
Goal 6	Provide an effective and efficient waste management system for solid and hazardous wastes that is financially and environmentally responsible.	March JPA prohibits discharge of hazardous wastes into the air, land, or into water resources within March JPA Planning Area and requires the preparation of a hazardous materials and waste management plan for any commercial and industrial uses which create, utilize, store, or treat hazardous materials or waste. The plan shall be subject to approval by the March JPA Planning Director, review by the Police Department and shall outline source reduction, treatment, handling, transportation, disposal, emergency response, and employee training methods. Further, uses which involve hazardous waste, shall implement the best available technology for on-site pre-treatment and reduction of hazardous wastes, whenever feasible (March JPA, 1997). Additionally, the County of Riverside Ordinance 651.4 requires disclosure where businesses handle hazardous materials and the acquisition of a permit issued by the Department of Environmental Health for any owner or operator of a business where hazardous materials are handled. The Project applicant would ensure compliance with the regulations set forth by March JPA and the County of Riverside.

Qc 337

Policy 6.4	Coordinate with regulatory agencies in assuring that future development handles and disposes of hazardous materials in compliance with applicable regulations.	See response to Safety Risk/Management Goal 4.
Goal 7	Promote cultural awareness through preservation of the planning area's historic, archaeological and paleontological resources.	The Project would not cause a substantial adverse change in the significance of a historical resource. The Project site was historically vacant and undeveloped and has remained so to the present time. Despite its past designation as a part of the U.S. Army military preserve, the additional Project area was not in the development of Camp Haan, present just east of the additional Project area and initially served as an anti-aircraft artillery training and later as a Prisoner of War camp and a separation center after World War II. The site has been used briefly as an agricultural field, but no evidence of any other activities was observed on the property throughout the historic period. Further, a 2016 Historical/Archaeological Report concluded that although 12 archaeological sites are known to be present within or partially within the northeastern portion of the Project area, none of them met CEQA's definition of a historical resource. As such, the Project would not be in conflict with this goal.
Policy 7.5	Require development proposals that are located on or near archaeological or paleontological resources to provide a cultural resources study that assesses potential impacts to the resource as a result of the proposed development. The report will include measures to avoid destruction of any significant cultural resources.	See response to Resource Management Goal 7.
Policy 7.6	Require the preservation of identified cultural resources to the extent possible, prior to development, through dedication, removal, transfer, reuse, or other means.	See response to Resource Management Goal 7.

Qc 338

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

Ga 339

Policy 1.1	Require geological and geotechnical investigations in areas of potential seismic or geologic hazards as part of the environmental and development review process. Require mitigation of seismic or geologic hazards to the satisfaction of the responsible agencies.	See response to Safety/Risk Management Goal 1.
Policy 1.2	Ensure all grading plans comply with the Uniform Building Code (UBC) and California Building Code including, if necessary, requiring preliminary investigations of development sites by a State-registered geotechnical engineers and certified engineering geologists.	See response to Safety/Risk Management Goal 1.
Goal 2	Minimize grading and otherwise changing the natural topography, while protecting the public safety and property from geologic hazards.	The Project is subject to the development and constructions standards outlined within the March Business Center Specific Plan and Final EIR. Compliance with adopted local and state regulations will ensure that the Project will protect the public and properties from geologic hazards.
Policy 2.1	Discourage any grading beyond that which is necessary to create adequate building pads area.	See response to Safety Risk/Management Goal 2.
Goal 3	Minimize injury, loss of life, property damage, and economic and social disruption caused by flood hazards.	See response to Land Use Goal 17.
Policy 3.4	Ensure that development does not divert storm water run-off onto adjacent properties, or cause alterations of natural drainage courses that cannot be adequately handled by existing drainage facilities or the flood control improvements proposed with the development.	The proposed project will implement a drainage system that will convey existing storm water around the development footprint and will be consistent with approved drainage facilities for the March Business Center. Further, the project will mitigate storm water runoff to a flow rate equivalent to the pre-developed conditions. See response to Land Use Goal 17.

4a-340

Policy 3.5	Require the installation and maintenance of storm drains by property owners.	See response to Land Use Goal 17.
Goal 4	Reduce threats to public safety and protect property from wildland and urban fire hazards.	According to the Map My County – Riverside County database (County of Riverside 2015), the Project is not within a designated fire hazard area.
Policy 4.5	Ensure that new access roads have adequate widths and turning radius for fire and emergency vehicles.	Project roadways meet fire and emergency vehicle standards.
Policy 4.7	Encourage the planting and maintenance of drought-resistant, fire-retardant species on slopes to reduce the risk of brush fire and soil erosion in areas adjacent to hillsides; and develop stringent site design and maintenance standards for areas with high fire hazard.	According to the Map My County – Riverside County database (County of Riverside 2015), the Project is not within a designated fire hazard area. In addition, the Project will be constructed in a relatively flat area and will not impact hillsides.
Goal 5	Reduce the potential for hazardous material exposure or contamination in the Planning Area.	The Project is a part of the March Business Center Specific Plan and as described in the 2003 Final EIR, due to the types of uses and facilities that would be allowed in the March Business Center, certain potentially hazardous materials are expected to be generated, stored, distributed and/or disposed of within the Specific Plan area. Potentially hazardous materials include household and industrial waste, oils, solvents, paints, corrosives, and other materials. The disposal of hazardous wastes will be the responsibility of the operators/businesses and must be in accordance with applicable regulations. The transport of all hazardous materials, is regulated by the U.S. Department of Transportation (Title 49 of the Code of Federal Regulations, the California Highway Patrol (Title 13 of the California Code of Regulations), and the California State Fire Marshall (Title 19 of the California Code of Regulations). In addition, in order to operate in the State of California, all hazardous materials transporters must be registered with the California Department of Toxic Substances Control (DTSC). These regulations minimize the potential for incidents involving hazardous materials. Compliance with all applicable federal, state, and regional regulations is a requirement of the Project and will assure compliance with this Goal.

Policy 5.1	Comply with the enforcement of disclosure laws that require all users, producers, and transporters of hazardous materials and wastes to clearly identify such materials at the site, and to notify the appropriate County, State and/or Federal agencies in the event of a violation.	See response to Safety Risk/Management Goal 5.
Policy 5.3	Require land uses involved in the production, storage, transportation, handling, or disposal of hazardous materials are located a safe distance from land uses that may be adversely impacted by such activities.	See response to Safety Risk/Management Goal 5.
Policy 5.4	Ensure the storage, use and transportation of any hazardous materials complies with the standards set forth within the errata sheets published for each substance.	See response to Safety Risk/Management Goal 5.
Goal 7	Reduce the possible risk of upset, injury, and loss of life, property damage and other impacts associated with an aviation facility.	The Project does not involve an aviation facility and as such, it would be consistent with this Goal.
Policy 7.1	Ensure development and use of property within the vicinity of airfield complies with appropriate building standards and codes including height restrictions, restrictions on use, setbacks, population densities, insulation and materials, as contained within an approved Comprehensive Land Use Plan (CLUP) and appropriate AICUZ.	See response to Land Use Policy 1.9 and Noise Goal 1.

MA 342

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Qa 343

MERIDIAN - SOUTH CAMPUS
TENTATIVE TRACT MAP 30857

LEGAL DESCRIPTION

GENERAL NOTES

LAND USE TABLE

VICINITY MAP

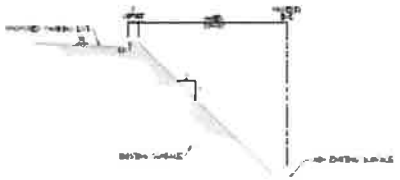


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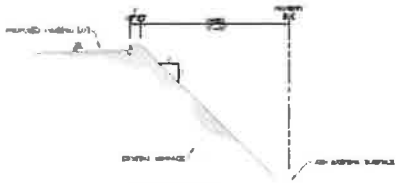
DEVELOPER

ENGINEER OF WORK

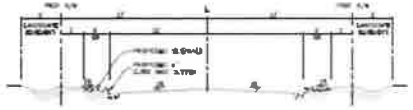
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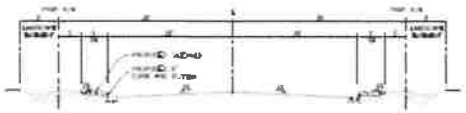
SECTION A-A



SECTION B-B



SECTION C-C
INDUSTRIAL CUL-DE-SAC

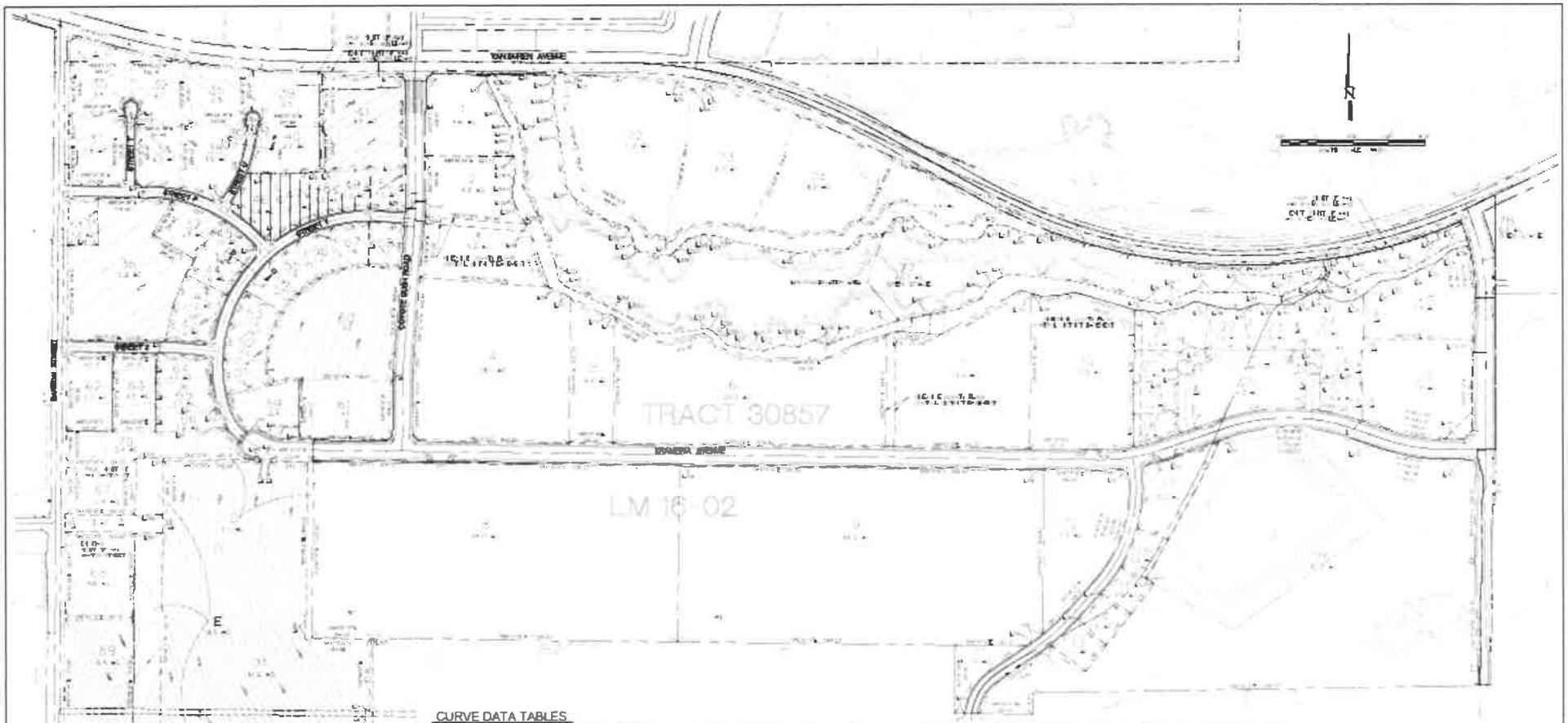


SECTION D-D
INDUSTRIAL COLLECTOR STREET

MERIDIAN
SOUTH CAMPUS

TENTATIVE TRACT MAP

1



CURVE DATA TABLES

LINE DATA TABLES

CONSERVATION EASEMENT DATA TABLES

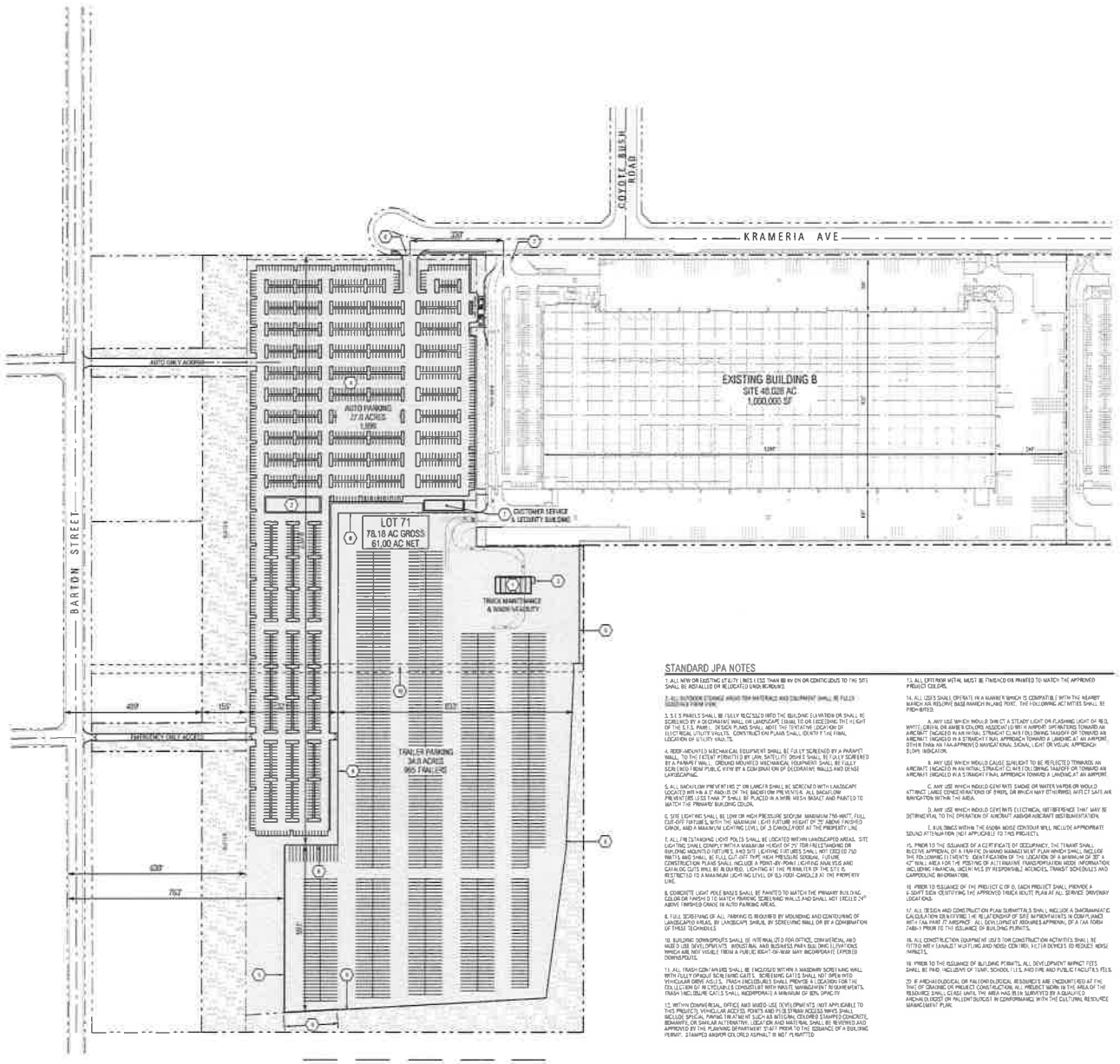
MERIDIAN
SOUTH CAMPUS

TENTATIVE TRACT MAP

345

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Ga 346



PROJECT DATA

GROSS SITE AREA:	3,405,456 SF / 78.18 AC
NET SITE AREA - LOT 71	2,657,258 SF / 61.00 AC

BUILDING AREA:

MAINTENANCE FACILITY	12,000 SF
SECURITY BUILDING	5,000 SF
TOTAL	17,000 SF

LOT 71 COVERAGE: 0.64 %

PARKING REQUIRED:

5,500 SF OFFICE @ 3.3/1000	19 STALLS
11,500 SF WAREHOUSE @1/1000	23 STALLS
TOTAL STALLS REQUIRED	42 STALLS

AUTO PARKING PROVIDED:

STANDARD STALLS	1,347 STALLS
CARPOOL STALLS (5% MIN)	85 STALLS
ACCESSIBLE STALLS	27 STALLS
TOTAL STALLS PROVIDED	1,459 STALLS

TRUCK TRAILER STALLS PROVIDED
12' X 53' 965 STALLS

BIKE PARKING:

REQUIRED @ 1/20 AUTO STALLS	85
PROVIDED	85

LOT 71 LANDSCAPE ARE REQUIRED @ 10%: 265,725 SF

LANDSCAPE AREA PROVIDED: 298,417 SF
11.23 %

MINIMUM SETBACKS REQUIRED (NO CHANGE):

FRONT BUILDING	20'
FRONT LANDSCAPE	15'
SIDE BUILDING	0'
SIDE LANDSCAPE	5'
REAR BUILDING	25'
REAR LANDSCAPING	5'

KEYNOTES

1. PAINTED CONCRETE TILT-UP MAINTENANCE AND CUSTOMER SERVICE FACILITIES.
2. SHADED AREA. PROPOSED IRRIGATED LANDSCAPING PER GUIDELINES WITH MIN 6" CONCRETE CURBS AT ALL INTERIOR PERIMETERS.
3. PAINTED CONCRETE TRASH AND RECYCLE BIN ENCLOSURE WALL 6'-0" HIGH, ONE BIN IS DESIGNATED FOR TRASH AND ONE BIN FOR RECYCLE PRODUCTS. TRASH ENCLOSURES ARE WITHIN THE SCREENED TRUCK COURT.
4. TYPICAL STANDARD PARKING STALL - DOUBLE STRIPE 11' X 20'.
5. 12'-0" PAINTED CONCRETE SCREEN WALL ON WALLS LONGER THAN 80' IN LENGTH. PROVIDE STONE CLAD PILASTERS AT 80' O.C. MAX. PER DESIGN GUIDELINES.
6. NEW CURB CUT PER STANDARDS. SEE CIVIL DRAWINGS FOR REQUIRED STREET AND ROW MODIFICATIONS. PROVIDE STOP SIGNS AT ALL POINTS OF EGRESS ONTO PUBLIC STREETS.
7. 6' SQUARE FOOT SIGN IDENTIFYING THE APPROVED TRUCK ROUTE PLAN AT ALL SERVICE DRIVEWAY EXIT LOCATIONS. SIGNS TO BE IN PLACE PRIOR TO ISSUANCE OF THE PROJECT CERTIFICATE OF OCCUPANCY.
8. 6'-0" BLACK TUBULAR STEEL FENCE ALONG INTERIOR PROPERTY LINES. ALL SITE GATES WILL HAVE KNOX LOCKS AND RAPID ENTRY SYSTEM TO ALLOW FOR FIRE DEPARTMENT ACCESS.
9. 8'-0" BLACK TUBULAR STEEL FENCE WITH PERFORATED STEEL MESH.
10. WATERLINE EASEMENT.

STANDARD JPA NOTES

1. ALL NEW OR EXISTING UTILITY LINES LESS THAN 69 KV OR CONTIGUOUS TO THE SITE SHALL BE AND ALLOW OR RELOCATED UNDERGROUND.
2. ALL OUTDOOR STORAGE AREAS FOR MATERIALS AND EQUIPMENT SHALL BE FULLY SCREENED FROM VIEW.
3. S.C.E. 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.C.E. 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. 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 OR LANDSCAPING SHALL BE SCREENED WITH LANDSCAPE LOCATED WITHIN A 0' AND 15' OF THE BACKFLOW PREVENTER. ALL BACKFLOW PREVENTERS LESS THAN 7' 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 75' 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 75' 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 SHALL 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 FINISH TO MATCH PARKING SCREENING WALLS AND SHALL NOT EXCEED 24" ABOVE FINISHED GRADE IN AUTO PARKING AREAS.
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 ENCLOSURES SHALL PROVIDE A LOCATION FOR THE COLLECTION OF RECYCLABLES CONSISTENT WITH WASTE MANAGEMENT REQUIREMENTS. TRASH ENCLOSURE GATES SHALL INCORPORATE A MINIMUM OF 80% OPACITY.
12. WITHIN COMMERCIAL, OFFICE AND MIXED-USE DEVELOPMENTS (NOT APPLICABLE TO THIS PROJECT), VEHICULAR ACCESS POINTS AND PEDESTRIAN ACCESS RAMPS SHALL INCLUDE SPECIAL PAVING TREATMENT SUCH AS INTEGRAL COLORED STAMPED CONCRETE, BENAMITE, OR SIMILAR ALTERNATIVE. LOCATION AND MATERIAL SHALL BE REVIEWED AND APPROVED BY THE PLANNING DEPARTMENT STAFF PRIOR TO THE ISSUANCE OF A BUILDING PERMIT. STAMPED ASPHALT OR COLORED ASPHALT IS NOT PERMITTED.
13. ALL EXTERIOR METAL MUST BE PAINTED OR PAINTED TO MATCH THE APPROVED PROJECT COLORS.
14. ALL LIGHTS 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 65DNL NOISE CONTOUR WILL INCLUDE APPROPRIATE SOUND ATTENUATION (NOT APPLICABLE TO THIS PROJECT).

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 35' X 42' WALL AREA FOR THE POSTING OF ALTERNATIVE TRANSPORTATION MODE INFORMATION INCLUDING FINANCIAL INCENTIVES BY RESPONSIBLE AGENCIES, TRANSIT SCHEDULES AND CARPOOLING INFORMATION.
16. PRIOR TO ISSUANCE OF THE PROJECT C OF O, EACH PROJECT SHALL PROVIDE A 6-SQUARE FOOT SIGN IDENTIFYING THE APPROVED TRUCK ROUTE PLAN AT ALL SERVICE DRIVEWAY EXITS.
17. ALL DESIGN AND CONSTRUCTION PLAN SUBMITTALS SHALL INCLUDE A DETERMINATION OF HEIGHT BY USING THE "ELEVATION OF SITE" METHOD AND A STATEMENT OF COMPLIANCE WITH FAA PART 77 CRITERIA. ALL DEVELOPMENT REQUIRES APPROVAL OF A FAA FORM 7460-1 PRIOR TO THE ISSUANCE OF BUILDING PERMITS.
18. ALL CONSTRUCTION EQUIPMENT USED FOR CONSTRUCTION ACTIVITIES SHALL BE FITTED WITH EXHAUST MUFFLING AND NOISE CONTROL FILTER DEVICES TO REDUCE NOISE IMPACTS.
19. PRIOR TO THE ISSUANCE OF BUILDING PERMITS, ALL DEVELOPMENT IMPACT FEES SHALL BE PAID, INCLUSIVE OF TUMF, SCHOOL FEES, AND FIRE AND PUBLIC FACILITIES FEES.
20. IF ARCHAEOLOGICAL OR PALEONTOLOGICAL RESOURCES ARE ENCOUNTERED AT THE TIME OF GRADING OR PROJECT CONSTRUCTION, ALL PROJECT WORK IN THE AREA OF THE RESOURCE SHALL CEASE UNTIL THE AREA HAS BEEN SURVEYED BY A QUALIFIED ARCHAEOLOGIST OR PALEONTOLOGIST IN CONFORMANCE WITH THE CULTURAL RESOURCE MANAGEMENT PLAN.

VICINITY MAP



UTILITY PROVIDERS

ELECTRICAL:	EDISON
WATER/SEWER:	WESTERN MUNICIPAL WATER DISTRICT
TELEPHONE:	VERIZON
GAS:	SOUTHERN CALIFORNIA GAS

PRE-APPLICATION SITE PLAN

SCALE: 1" = 150'-0"

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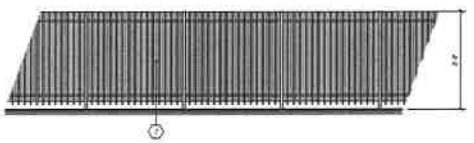
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MARK	DATE	DESCRIPTION

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CHKD BY: DH
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SHEET TITLE
SITE PLAN

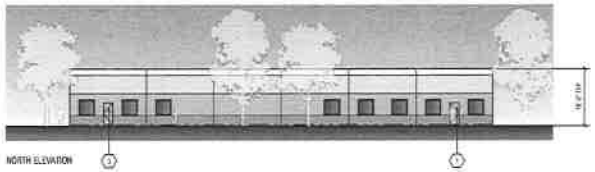
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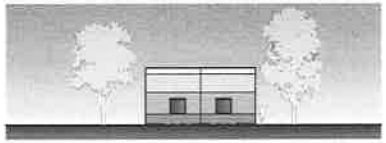




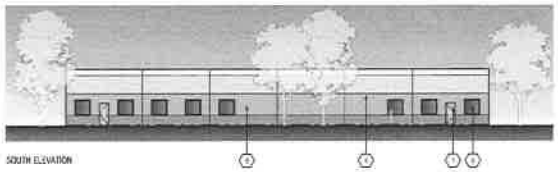
SOUTH AND EAST SITE FENCE



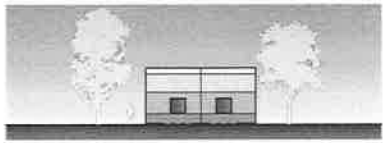
NORTH ELEVATION



WEST ELEVATION

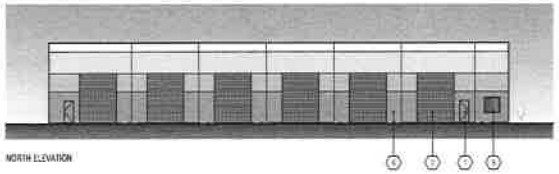


SOUTH ELEVATION

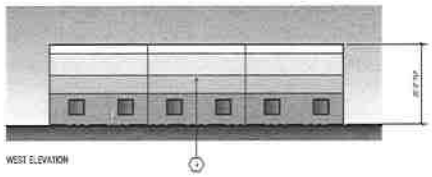


EAST ELEVATION

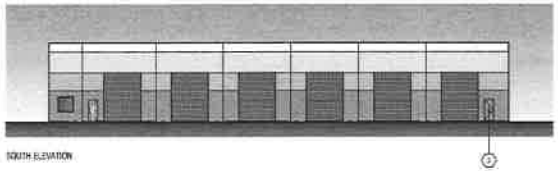
CUSTOMER SERVICE AND SECURITY BUILDING



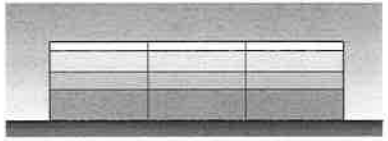
NORTH ELEVATION



WEST ELEVATION



SOUTH ELEVATION



EAST ELEVATION

TRUCK MAINTENANCE AND WASH FACILITY

KEYNOTES

1. PRIMARY ENTRANCE.
2. PAINTED 12'-WIDE X 16'-HIGH, LEVEL VERTICAL LIFT TRUCK DOOR.
3. 3'-0" X 7'-0" PAINTED METAL MAN DOOR.
4. 2" WIDE X 24" DEEP HORIZONTAL / VERTICAL REVEAL.
5. BLUE GLASS IN ANODIZED ALUMINUM STOREFRONT FRAME SYSTEM. GLASS WALL HAVE A 25% MAXIMUM REFLECTIVITY.
6. PAINTED CONCRETE TILT UP EXTERIOR WALL CONSTRUCTION.
7. 8'-0" BLACK PAINTED TUBULAR STEEL PICKET FENCE WITH PERFORATED SCREENING PANELS.

FINISH SCHEDULE

1. FIELD COLOR - SW 7126 BAMBOO WHITE
2. ACCENT COLOR - SW 6141 SOFTER TAN
3. ACCENT COLOR - SW 7015 IRONFUL GRAY
4. BASE ACCENT COLOR - SW 7063 IRON ORE
5. GLAZING - SEE KEYNOTE 5 - PPG VISTACOOL PACIFICA REFLECTIVE #2.

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MARK	DATE	DESCRIPTION
CD		
SD		
PC		
DD		
BID	10/16/2017	SCHEMATIC DESIGN

RGA PROJECT NO: 14136.11
OWNER PROJECT NO: 0000.000
EXCEL FILE NAME: 14136-11-A3-1-P
DRAWN BY: CV
CHECKED BY: DH

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SHEET TITLE
ELEVATIONS

SHEET: A3-1-P

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EAST ELEVATION



PARTIAL NORTH SCREEN WALLS ELEVATION



PARTIAL NORTH SCREEN WALL ELEVATION





NORTH EAST SITE FENCE

KEYNOTES

FINISH SCHEDULE

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ELEVATIONS
BUILDING B

A3-2-P

PR-349

EXHIBIT "B"

Conditions of Approval

Conditions of Approval

PLANNING DEPARTMENT, MARCH JOINT POWERS AUTHORITY

General Planning Conditions:

1. The effectiveness of these approvals is conditioned upon the subsequent approval of Specific Plan Amendment Ordinance #JPA 17-03.

2. The site shall be developed in accordance with the approved Plot Plan 16-07, Amendment No. 1 on file in the Planning Division, General Plan (GP 17-01), the Amended March Business Center Specific Plan (SP1, A6), Amended Tentative Map (TM 30857, A4), the JPA Development Code regulations, and the conditions contained herein. Prior to any use of the site or business activity being commenced thereon, all Conditions of Approval shall be completed to the satisfaction of the Planning Director or designee. Building and structural elevations shall comply with the color scheme and materials approved with Design Plan 16-07 and PP 16-07, A1.

3. The Applicant shall indemnify, protect, defend, and hold harmless March JPA and its constituent public agency members, officers, employees, attorneys, and agents from any and all actual or alleged claims, actions, proceedings, against March JPA to attack, set aside, void, annul, or seek monetary damages arising out of the approval of the Applicant's proposed development or related approval, including but not limited to CEQA approvals, permits, variances, design plans, plot plans, maps, licenses and amendments. March JPA shall promptly notify the Applicant of any and all claims, actions, and proceedings, covered by this Agreement. This indemnification shall include, but not be limited to, damages, fees, and/or costs awarded against March JPA, if any, and cost of suit, attorney's fees and other costs, liabilities and expenses incurred in connection with such claim, action, or proceeding whether incurred by Applicant, March JPA, and/or any parties bringing such forth.

4. The Plot Plan approval shall expire three years after the date of approval unless substantial construction contemplated by this approval has occurred within the three-year period, which is thereafter pursued to completion, or the March Joint Powers Authority has extended approval, otherwise the approval shall become null and void.

5. This development is located within Specific Plan SP-1, A6. Requirements of the March Business Center Specific Plan including the permitted uses, development standards, the March Business Center Design Guidelines, and the Conditions of Approval shall prevail unless modified herein.

~~6. Development within the Clear Zone and Accident Potential Zones I and II will abide by building standards and codes including height restrictions, restrictions on use, setbacks, population densities, and insulation and materials, as outlined in the approved 2005 Air~~

~~Installation Compatible Use Zone (AICUZ).~~ **Not Applicable – Not within the Clear Zone or Accident Potential Zones.**

7. 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.

8. The development shall comply with the requirements of the Americans with Disabilities Act. All disabled parking spaces shall measure 14' wide to include a 9' stall and 5'loading area, by 20' length. One in every 8 disabled spaces, but in no case less than one, shall be van accessible with a minimum 9' wide space and 8' wide loading area. All signage, striping, ramps and slopes shall meet ADA requirements. Overhang of parking shall not encroach upon handicapped access routes.

9. The development shall incorporate 5% of parking spaces as preferential parking for car pools and vanpools in extremely convenient locations.

10. Any signs indicated on the submitted plans are not included with this approval. All signs proposed for this development shall comply with the requirements of the March Business Center Design Guidelines and the March JPA Development Code. If requirements differ, the proposed signage shall meet the stricter of the provisions. In a multiple tenant facility, all signage shall meet the approved Sign Program for the development.

11. All new and existing utilities located on the site shall be under grounded.

12. Buildings shall be designed to reduce energy usage by utilizing solar or low emission water heaters, double paned windows, using light colored roofing materials, using skylights in ambient warehouses, orienting buildings to the north for natural cooling to the extent practical, and increasing insulation beyond Title 24 requirements.

~~13. All development adjacent to the 175 acre Least Bell's Vireo conservation easement shall comply with the Biological mitigation measures pertaining to the Least Bell's Vireo habitat identified in the Meridian Subsequent EIR (SCH#2009071069).~~ **Not applicable – Not adjacent to the Least Bell's Vireo Conservation Easement.**

14. Preconstruction surveys will be conducted for burrowing owls prior to grading. These surveys shall conform to the survey protocol established by the California Burrowing Owl Consortium (1993). Preconstruction surveys shall be conducted no more than 30 days prior to the initiation of construction activities and at 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.

15. The project applicant shall incorporate the following measures to help reduce the project's potential solid waste impacts and to help in the County's effort to comply with State law in diverting solid waste from landfill disposal. Green waste generated by the project should be kept separate from other waste types in order that it can be recycled through the practice of grass recycling (where lawn clippings from a mulching type mower are left on the lawn) or onsite composting or directed to local wood grinding and/or composting operations. All projects shall provide adequate area(s) for the collections and loading of recyclable materials. Prior to building permit issuance, the applicant shall submit a Recyclables Collection and Loading Area Plot Plan to the March JPA for review and approval.

16. Prior to individual lot development approval, the developer will coordinate with March JPA and shall contact WMWD to obtain the current flow reading and submit a sewer analysis demonstrating that the individual lot development projected sewer flows do not exceed the VBPS capacity (1.07 mgd).

17. Prior to individual lot development approval by the March JPA, the developer will coordinate with March JPA and WMWD to obtain the water demand for the proposed development to assure that the development is consistent with the water budget and Water Supply Assessment for the Project.

18. Uses located in proximity of noise sensitive uses shall comply with the noise mitigation measures identified in the Meridian Subsequent EIR

19. All uses shall comply with the noise emission criteria identified in the March JPA Development Code.

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

20. ~~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.~~ Not applicable – The proposed use is not a noise sensitive use.

21. ~~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.~~ Not applicable – The proposed use is not within the 65 dB noise contour.

22. Facilities that store, handle or use regulated substances as defined in the California Health and Safety Code 25532 shall comply with the Hazards and Hazardous Materials Mitigation Measures identified in the March Business Center FEIR

23. 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.

24. Prior to issuance of building permits, the developer or developer's successor-in-interest shall pay the applicable March JPA Development Impact Fee

~~25. The Project shall contribute on a fair share basis toward the cumulative off-site impacts identified in Specific Plan Chapter IV.B.~~

26. 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.

27. 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.

28. Prior to issuance of building permits, the Planning Division shall review and approve a computer-generated, point-by-point exterior lighting analysis plan as a component of the construction plan review. The lighting plan shall be generated on the site plan and shall be integrated with the final landscape plan. The plan shall indicate the manufacturer's specifications for fully shielded light fixtures and shall include fixture catalog cuts, light cut-off shielding details, wattage, illumination type (high or low pressure sodium only), location, and height. The lighting shall not exceed a 750-watt maximum, shall not be mounted more than 25' above finished grade, and site lighting of parking lots shall be limited to high pressure sodium lighting. As an option, LED lighting at 2,700 Kelvin or within 100 Kelvin shall be permitted. The lighting shall be designed in such a manner so that it does not exceed 0.5 candle/foot^2 illumination beyond the property line.

29. 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.

30. 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.

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

31. Prior to the issuance of a Certificate of Occupancy, the tenant shall submit to March JPA and shall receive approval of a Traffic Demand Management Plan which shall include the following elements: 1) identification of alternative modes of transportation and incentives available to employees; 2) the location of a minimum of 30" x 42" wall area for the posting of alternative transportation mode information including financial incentives by responsible agencies, transit schedules and carpooling information; 3) feasibility of flexible work hours including compressed work week; 4) availability of on-site and off-site child care facilities; 5) feasibility of video conference facilities; and 6) feasibility of minimizing the use of fleet vehicles during smog alerts.

32. 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.

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

34. 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.

35. Prior to Certificate of Occupancy, each development incorporating truck docks or roll-up doors shall provide a minimum 6-sq/ft sign identifying the approved truck route plan at all service driveway locations and employee lounge.

36. 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.

Landscape Provisions (Timing Varies)

37. All landscape located adjacent to parking areas shall be protected by a raised 6" extruded 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 JPA#16-02.

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.

40. All on site landscape irrigation shall be designed and constructed to meet non-potable "Purple Pipe" standards for reclaimed water systems.

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.

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.

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 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. The development shall be subject to all requirements of the March JPA NPDES Guidelines, Provision 1.8, which establishes stormwater/urban runoff management and discharge controls. These ensure compliance with federal regulations, subsequent amendments, revisions, or ordinances.

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.

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.

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.

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).

62. Project shall provide a parking lot design that includes clearly marked and shaded pedestrian pathways between transit facilities and building entrances.

63. Project shall annually file a Transportation Demand Management Plan to address available trip reductions strategies.

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).

65. Project shall install Energy Star labeled roof materials.

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

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.

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 project EIR.

69. All construction activities shall be limited to between 7:00 a.m. and 8:00 p.m. as feasible.

ENGINEERING DEPARTMENT, TRILAKE ENGINEERING

CONDITIONS OF APPROVAL

MJ-085
March 7, 2017, Revised July 11, 2017
PP No. 16-07, Meridian Park Building B (South Campus)

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. 30857-7 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.

The construction of street improvements including storm drain, water, sewer, street lighting, and other related improvements are a requirement of this and other projects within the boundaries of Tr. 30857-7.

1. Drainage and flood control facilities and improvements shall be provided in accordance with the MJPA and Riverside County Flood Control requirements and standards. The following drainage related conditions are the requirements of this project:

    a. Drainage facilities outletting sump conditions shall be designed to convey the tributary 100-year on and offsite storm flows. Additional emergency escape shall also be provided pursuant to Flood Control requirements.

b. The property's street and lot grading shall be designed in a manner that perpetuates the existing natural drainage patterns with respect to tributary drainage area. No ponding or concentration of water to upstream and downstream properties shall be permitted.

   The project site and building design shall consider the water table. The design of the site and the building shall be reviewed and approved by Building Department.

c. Final hydrology report and hydraulic calculation shall be submitted to the MJPA Public Works Engineer and RCFC for review and approval. The report shall address the offsite flow, accumulative onsite runoff, and the impact to adjacent downstream properties.

d. All grading and drainage improvements shall comply with NPDES and Best Management Practices. Erosion control plans shall be prepared and submitted to Water Quality Board and the MJPA Public Works Engineer as part of the grading plans.

e. The "first flush" basins shall be private and located onsite and properly landscaped and screened as determined by Planning Department. The parkway 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. Streetlights may be required per Riverside County and Southern California Edison standards and JPA. Streetlights shall be located along south side of Barton Street & Krameria Avenue as determined by JPA.

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 JPA & 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 standards 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 Krameria Avenue and adjacent roads if damaged during construction of this project shall be removed and replaced to the satisfaction of MJPA.

   Temporary turn around shall be installed at west end of Krameria Avenue pursuant to Fire Department and JPA standards.

9. Concrete intersections along Krameria Avenue at proposed driveways shall be installed as approved by JPA. The exact limits of the concrete intersection for both easterly and westerly driveways shall be determined during project plan review and approval as determined by JPA.

10. 2 paved access to the site shall be required prior to issuance of occupancy permit.

11. Barton Road adjacent to this site shall be improved to comply with Riverside County and City of Riverside Standards.

Habib Motlagh
Habib Motlagh
Public Works Engineer

WATER QUALITY MANAGEMENT PLAN CONDITIONS OF APPROVAL

MJPA project number # TTM 30857/South Campus Phase I Master WQMP - Addendum

"West Building" **March 16, 2017**

Water Quality Management Plan (WQMP) TTM 30857/South Campus Phase I Master WQMP is amended by this Addendum WQMP for the "West Building". This Addendum WQMP addresses 48 acres of the overall South Campus Master Plan. This new development is south of Krameria Avenue between Coyote Bush Road and Village Drive within the March Joint Powers Authority redevelopment area. The project is located within the South Campus Master WQMP area and is within DMA lots 79, 80, 81 and 82. The project proposes to construct one new 1,000,000 square foot building, associated parking lots, landscaping, utilities, and driveways. The primary LID and structural treatment control BMPs are two on-site underground detention systems, Modular Wetlands (2 units) and self-retaining landscape swales. The addendum WQMP addresses the overall long-term water quality management for the proposed development. It is also noted that this WQMP only addresses the flows from the "West Building" project. The applicant is Meridian Park, LLC.

General Requirements

1. The development shall be subject to all provisions of MJPA General Plan Resource Management Section (Water Resources) provision 1.8, which assures that development projects comply with regulatory agency requirements, including Federal, State and Regional regulations.

2. During normal and reasonable hours of operation, the on-site facilities manager shall permit MJPA Officials, and other designated County, State, or Federal personnel access to all facilities and records to conduct inspections and ascertain whether all site design, source control, and treatment control best management practices (BMP's), approved under Addendum to Master WQMP TTM 30857/South Campus Phase I for the "West Building" are being implemented effectively.

3. Development of the final grading and driveways and implementation of on-site operations and procedures including all site design, source control, and treatment control BMP's shall conform substantially to the approved Addendum Water Quality Management Plan dated November 2016 and the associated Conditions of Approval dated November 2, 2016 (Addendum WQMP TTM 30857 - West Building). Any deviation shall require the appropriate Planning Department and Engineering review and approval.

4. Development of the parcel specific premises and buildings, and implementation of on-site operations and procedures including all site design, source control, and treatment control BMP's shall conform substantially to the approved Addendum Water Quality Management

Plan dated November 2016 and the associated Conditions of Approval dated November 2, 2016 (Addendum WQMP TTM 30857 – West Building).

5. No expansion of the site or the use shall occur without subsequent WQMP reviews and approvals from the Planning Department and Engineering.

6. This Addendum WQMP TTM 30857 "West Building" shall exist in perpetuity with the use, scope of operations and development of the premises for which it was approved, and the obligation to implement the approved project-specific Addendum WQMP TTM 30857 "West Building" shall be vested with the current and any future owners and property owners' association of the developed site.

7. In accordance with the design for the specific flow-based BMP's approved with this Addendum WQMP TTM 30857 "West Building", the owner shall insure that the BMP is maintained for maximum design flow velocities.

8. In accordance with the design for the specific volume based BMP's approved with this Addendum WQMP TTM 30857 "West Building", the owner shall insure that no ponding or concentration of water exceeds the maximum drawdown time. Standing water exceeding the drawdown time shall be pumped from all volume based BMP's and disposed of in a manner permitted by law.

9. Any landscaping required in volume based and/or flow-based treatment control BMP's shall be maintained in a viable growth condition.

10. This Addendum WQMP TTM 30857 "West Building" shall adhere to all applicable building and development codes, including the Uniform Building Code and any applicable MJPA codes and ordinances, and State mandated requirements. This Addendum WQMP TTM 30857 "West Building" shall conform to the requirements of the Engineering Conditions of Approval as indicated in the approved conditions for TTM 30857 – West Building.

11. This Addendum WQMP shall conform to the requirements of the MJPA Conditions of Approval as indicated in the approved conditions for TTM 30857 West Building.

12. This approval shall be used within two (2) years of the approval date; otherwise it shall become null and void and of no effect whatsoever. By use is meant the beginning of substantial construction contemplated by this approval within the two (2) year period which is thereafter diligently pursued to completion, or the beginning of substantial utilization contemplated by this approval.

13. Failure to adhere to the conditions of approval set forth and referred to herein, shall be grounds for enforcement action by MJPA Officials, and notification to the State Water Resources Control Board.

14. The owner shall be aware and inform the on-site project or construction manager and all

the prime and lower tier contractors of their responsibility to call for WQMP (Water Quality Management Plan) inspections. A minimum of two (2) WQMP inspections are required in the following order:

a. At the time of precise grade and construction of flow-based/volume based BMP's, and/or installation of storm drain and WQMP equipment, when the trenches are still open; and
b. At final inspection, when all plant materials, structural treatment control BMP's, stenciling, employee source control handbooks, and WQMP equipment have been installed and are fully operational.
c. A written clearance letter shall be signed by the MJPA's Engineering Department to signify approval of WQMP site design, source control and treatment control BMP's (Best Management Practices). This letter will need to be presented to Building and Safety Department as part of the final approvals.

Prior to the Submittal of Grading Plans

15. The owner shall complete the Addendum WQMP submittal. This includes the completing the items listed in the review letter dated November 1, 2016 and attached to these COAs.

Prior to the Issuance of Grading Permits

16. The owner shall submit the Owner's Certification Form, signed by the Owner, or Owner's duly authorized representative.

17. The owner shall demonstrate that coverage has been obtained under California's General Permit for Storm Water Discharges Associated with Construction Activity by providing a copy of the Notice of Intent (NOI) submitted to the State Water Resources Control Board and a copy of the subsequent notification of issuance of a Waste Discharge Identification (WDID) Number or other proof of filing.

Prior to the Issuance of Occupancy Permits

18. The owner shall demonstrate that all structural BMPs described in the approved Addendum WQMP TTM 30857 "West Building" have been constructed and installed in conformance with approved plans and specifications.

19. The owner shall demonstrate that the applicant is prepared to implement all source control and non-structural BMPs described in the approved Addendum WQMP TTM 30857 "West Building".

20. The owner shall demonstrate that an adequate number of copies of the approved project-specific WQMP are available on the project site for use by on-site staff, and for any future property owners or management team.

21. The owner shall submit a "Covenant and Agreement" to the MJPA for review and approval.

The Covenant and Agreement shall substantially comply with the form, language and content provided in Exhibit F of the Riverside County Water Quality Management Plan for Urban Run-off, dated September 17, 2004.

22. The owner shall record the submitted and signed "Covenant and Agreement," acceptable to the MJPA, with the Riverside County Recorder's Office, to inform future property owners of the requirement to implement the approved project-specific WQMP TTM 30857 "West Building". The owner shall submit proof of recording, in the form of a certified copy of the recorded instrument, to the MJPA.

23. If the business use is subject to California's General Permit for Storm Water Discharges Associated with Industrial Activity as defined by the Standard Industrial Classification (SIC) Code, the owner shall demonstrate that coverage has been obtained by providing a copy of the Notice of Intent (NOI) submitted to the State Water Resources Control Board and a copy of the notification of issuance of a Waste Discharge Identification (WDID) Number or other proof of filing.

24. The owner shall first obtain clearance from the MJPA verifying that all pertinent conditions of approval, including but not limited to non-structural source control BMP's, have been met.

25. The owner shall obtain a clearance letter from the MJPA's Engineer's Office, indicating that all structural source control BMP's have been constructed in substantial conformance with the plans, specifications, and approved Master WQMP TTM 30857 "West Building".

_____ _____

Approval Date MJPA Storm Water Coordinator

26. The Undersigned is authorized to certify and to approve implementation of this Addendum WQMP TTM 30857 "West Building", including all Conditions of Approval included herein. The undersigned is aware that implementation of Addendum WQMP TTM 30857 "West Building" and all Conditions of Approval are enforceable under MJPA's General Plan Resource Management Section (Water Resources) provision 1.8, which assures that development projects comply with regulatory agency requirements, including Federal, State and Regional regulations.

27. If the undersigned transfers its interest in the subject property/project, its successors in interest the undersigned shall notify the successor in interest of its obligation to implement this Addendum WQMP TTM 30857 "West Building", and all Conditions of Approval included herein.

_____ _____

Owner's Signature Date

_____ _____

Owner's Printed Name Owner's Title/Position

BUILDING DEPARTMENT, WILLDAN

1. Provide 2 sets of plans and calculations along with a soils report no more than 12 months old to the building department along with a set for Planning Department review. If you choose to submit electronically, the Planning Department will require a hard copy at initial submittal for building plan check. Also provide partial submittal to the water district. Please note building permits cannot be issued without a will serve letter from WMWD.

2. Civil site work is under separate submittal and review by the Engineering Department.

3. Separate buildings must be submitted under separate plan check number, but will be issued separate permits at approval. Breakdown valuations for each building.

RIVERSIDE COUNTY FIRE DEPARTMENT

Planning Case Conditions

REVIEWED BY: Steve Payne, Assistant Fire Marshal
West Fire Protection Planning Office Responsibility:

It is the responsibility of the recipient of these Fire Department conditions to forward them to all interested parties. The project reference (**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 requires the following measures be provided in accordance with Riverside County Ordinances and recognized fire protection standards:

1. Fire Hydrants: prior to placing any combustibles on site, the applicant or developer shall provide an approved water source for firefighting purposes. Prior to building permit issuance, the applicant or developer shall install a water system capable of delivering fire flow as required by the California Fire Code, Riverside County Ordinance 460, and Riverside County Fire Department standards. Fire hydrants shall be spaced in accordance with the California Fire Code.

2. These comments are preliminary; further review will occur upon receipt of building plans. Additional conditions may be necessary at that time.

UNITED STATES POSTAL SERVICE

1. Prior to the issuance of building permits, the developer shall contact the U.S. Postal Service to determine the appropriate type and location of mailboxes.

Exhibit A

Standard March JPA Operation Mitigation Measures
To be placed on the cover sheet of all construction plan submittals

1. Future uses shall comply with all applicable permitting requirements for new or modified emission sources subject to SCAQMD rules and regulations.

2. All internal combustion engine-driven equipment will be properly maintained and tuned according to manufactures specifications.

3. Hazardous materials certified handler and disposal service shall conduct the disposal and servicing of any hazardous materials.

4. All landscaped areas shall be maintained in a healthy and thriving condition, free from weeds, trash and debris by the developer or the developer's successor-in-interest. The developer, or the developer's successor-in-interest, shall be responsible for maintaining any undeveloped portion of the site in a manner that provides for the control of weeds, erosion and dust.

5. Green waste generated by the Development shall be kept separate from other waste types in order that it can be recycled for onsite composting or directed to local wood grinding and/or composting facility.

6. Any graffiti located onsite shall be removed within 72 hours. The site shall be maintained in a graffiti-free state at all times.

Attachment 3

Ordinance #JPA 17-03

Preparation Date: September 15, 2017

ORDINANCE #JPA 17-03

AN ORDINANCE OF THE MARCH JOINT POWERS COMMISSION OF THE MARCH JOINT POWERS AUTHORITY ADOPTING AN AMENDMENT TO THE MARCH BUSINESS CENTER SPECIFIC PLAN – SP-1, A6

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

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

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

WHEREAS, Meridian Park 61, LLC ("Applicant") proposes the development of 126.2-acres within the southwestern portion of the South Campus of the March Business Center Specific Plan to accommodate a parcel delivery terminal. The project includes a previously entitled 48.02-acre site that will be occupied by an approved 1,000,000 square foot industrial building and ancillary parking facilities; and

WHEREAS, Applicant proposes to amend the March Business Center Specific Plan to accomplish the following actions: a) add parcel delivery terminal as an allowed use within the Industrial and Business Park designations for parcels that are 60-acres in size or larger, and consistent with the March JPA Development Code; b) amend Specific Plan exhibits to reflect proposed Project utilities, transportation and parcel layouts; c) add a land use definition within the Specific Plan for Parcel Delivery facility, consistent with the Authority's Development Code; d) modify previously approved parcel and street layouts for March Business Center South Campus; e) update Land Use and designation tables within the Specific Plan to reflect revised acreages within the Commercial, Mixed Use, Business Park, and Park/Open Space land uses; and f) add the following guidance pertaining to lighting - "site lighting must be 2700 Kelvin plus or minus 100 points"; and

WHEREAS, General Plan Amendment (GPA 17-01), Tentative Map No. 30857, Amendment No.4 (TM 30857, A4), Plot Plan No. 16-07, Amendment No. 1 (PP 16-07, A1), and this Specific Plan No.1, Amendment No. 6 (SP-1, A6) collectively constitute the "Project" for purposes of the California Environmental Quality Act (Pub. Resources Code, § 2100 et seq.) ("CEQA"); and

WHEREAS, in accordance with CEQA and the State CEQA Guidelines (Cal. Code Regs., tit. 14, § 15000 et seq.), March JPA staff prepared and the March Joint Powers Commission

("Commission") certified a Final Environmental Impact Report for the March Business Center Specific Plan (SP-1) (SCH # 2002071089) ("FEIR"); and

WHEREAS, in accordance with CEQA and the State CEQA Guidelines, March JPA staff has prepared and Commission has adopted an Addendum to the FEIR for the Specific Plan Amendment (SP-1, A6) for the Project; and

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

WHEREAS, on September 21, 2017, the Commission conducted a duly-noticed public hearing in accordance with Government Code section 65453 and 65355 on Specific Plan Amendment (SP-1, A6), at which time all persons wishing to testify in connection with Specific Plan Amendment (SP-1, A6) were heard and Specific Plan Amendment (SP-1, A6) was comprehensively reviewed; and

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

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

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

SECTION 2. Compliance with the California Environmental Quality Act. As documents in Resolution # JPA 17-22, the Commission has considered and adopted an Addendum to the 2003 FEIR (SCH # 2002071089) for the Project, including Specific Plan Amendment (SP-1, A6), in accordance with the requirements of CEQA, the State CEQA Guidelines, and the March JPA Local CEQA Guidelines. As the decision-making body for the Project, the Commission has reviewed and considered the FEIR, the Addendum to the FEIR, any oral or written comments received, and the administrative record prior to taking action on the Project, including action on Specific Plan Amendment (SP-1, A6).

SECTION 3. Findings for Specific Plan Amendment. Based on the entire record before the Commission and all written and oral evidence presented to the Commission, pursuant to Sections 9.13.080 and 9.13.090 of the March JPA Development Code and Section 65454 of the Government Code, the Commission finds that Specific Plan Amendment (SP-1, A6) is consistent with the March JPA General Plan and will systematically implement the goals and objectives of the General Plan. Moreover, the Commission hereby makes the following specific findings in accordance with state law and the March JPA Development Code:

A. Specific Plan Amendment (SP-1, A6) is in conformity with the General Plan because a general plan amendment request (GP 17-01) is being considered concurrently with SP-1, A6. The specific plan amendment makes revisions to street and parcel alignments within the southwest corner of March Business Center South Campus encompassing 126.2 acres of industrial and business park designated parcels to accommodate a parcel delivery terminal. The Project area

includes a previously entitled 1,000,000 square foot industrial building on 48-acres. SP-1 A6 will replace several business park parcels with a single parking area for vehicles, trailer storage, landscape buffer areas and ancillary facilities that include a security/customer service building, a maintenance and wash building, and a CNG fueling station, thereby minimizing the overall number of buildings and vehicles and increasing the areas for landscaping, that would have been allowed under the prior Specific Plan. SP-1 A6 results in less buildings and traffic within the southwest portion of South Campus, yielding a more efficient circulation and better land use compatibility, consistent with the March JPA General Plan's goals and policies. Thus, Specific Plan Amendment (SP-1, A6) will be consistent with the March JPA General Plan goals and policies.

B. Specific Plan Amendment (SP-1, A6) is consistent with the purpose and intent of the March JPA Development Code because Specific Plan Amendment (SP-1, A6) complies with Chapter 9.13 (Specific Plans) of the Development Code including but not limited to the specific plan requirements listed in Section 9.13.050 and the minimum design standards listed in Section 9.13.060.

C. Based on the entire record before the Commission and all written and oral evidence presented to the Commission, the Commission finds that Specific Plan Amendment (SP-1, A6) is in the public interest because it will provide for the efficient development of the South Campus area of the March Business Center Specific Plan as a safe and efficient industrial and business center.

SECTION 4. Adoption of Specific Plan Amendment. Based on the entire record before the Commission and all written and oral evidence presented to the Commission, the Commission hereby adopts Specific Plan Amendment (SP-1, A6) in substantially the form attached hereto as Exhibit "A", which is incorporated by this reference.

SECTION 5. Severability. Should any provision of this Ordinance, or its application to any person or circumstance, be determined by a court of competent jurisdiction to be unlawful, unenforceable or otherwise void, that determination shall have no effect on any other provisions of this Ordinance or the application of this Ordinance to any other person or circumstance and, to that end, the provisions hereof are severable.

SECTION 6. Publication. The Chair of the Commission shall sign this Ordinance and the Clerk of the Commission shall attest thereto and shall within fifteen (15) days of its adoption cause it, or a summary of it, to be published in the Press Enterprise, a newspaper published and circulated within the boundaries of the March JPA.

SECTION 7. Custodian of Records. The documents and materials that constitute the record of proceedings on which these findings are based are located at the Office of the Planning Manager, March JPA, 14205 Meridian Parkway, Suite 140, Riverside, CA 92518.

SECTION 8. Notice of Determination. The Commission directs March JPA staff to prepare, execute, and file a Notice of Determination with the Riverside County Clerk within five (5) working days of the passage and adoption of this Ordinance.

SECTION 9. Effectiveness. This Ordinance shall be effective thirty (30) days after its adoption.

INTRODUCED on the 21st day of September, 2017.

PASSED, APPROVED, and ADOPTED this 27th day of September, 2017.

_____

Mike Gardner, Chairman
March Joint Powers Authority Commission

ATTEST:

I, Carey Allen, Clerk of the March Joint Powers Commission, do hereby certify that the foregoing Ordinance # JPA 17-03 was duly introduced on September 21, 2017 and adopted by the Joint Powers Commission at its regularly scheduled meeting on September 27, 2017.

AYES:
NOES:
ABSTAIN:
ABSENT:

Dated: September 27, 2017

_____

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

EXHIBIT "A"

SPECIFIC PLAN AMENDMENT

Draft Specific Plan

March Business Center

SP-1 Amendment #6

August 2017

9a 376

TABLE OF CONTENTS

I. PROJECT SUMMARY I-1

BACKGROUND OF THE SPECIFIC PLAN AMENDMENT SP-1 A6 ..... I-1

II. INTRODUCTION II-1

A. LAND USE OVERVIEW II-1
B. LOCATION AND ACCESS II-1
C. BACKGROUND AND HISTORY II-6
D. PLANNING CONTEXT II-7
E. FOCUSED ENVIRONMENTAL IMPACT REPORT II-7
F. DISCRETIONARY ACTIONS II-7
1. General Plan Amendment II-7
2. Specific Plan Amendment II-7
3. Plot Plan Amendment II-8
4. Design Guidelines II-12
5. Tentative Subdivision Map II-12
6. Development Agreement II-13

III. LAND USE III-1

A. LAND USE OVERVIEW III-1
B. PURPOSE AND APPLICABILITY III-1
C. LAND USE COMPATIBILITY III-2
D. OBJECTIVES OF DEVELOPMENT DISTRICTS III-2
E. OVERLAY DISTRICTS III-4
1. Aviation Safety Regulations III-4
2. Aviation Noise Regulations III-8
3. Aviation Building Height Regulations III-8
F. LAND USE TABLE III-9
G. DEVELOPMENT REGULATIONS III-13
H. SPECIAL TREATMENT AREAS III-18
1. Riparian Areas III-18
2. Adjacent to SKR Management Area III-18

IV. OPEN SPACE IV-1

A. CONSERVATION EASEMENTS IV-1
B. PARK IV-1
C. SCENIC CORRIDOR LANDSCAPE IV-2
D. DRAINAGE BASINS IV-2

V. TRANSPORTATION V-1

A. EXISTING TRANSPORTATION ISSUES V-1
B. TRAFFIC CIRCULATION PLAN V-1
1. Project Development Phasing V-1
2. Street Sizing and Landscaping V-2
3. Traffic Monitoring V-2
4. "Reverse Commute" V-15
5. Transportation Demand Management V-15
C. NON-AUTOMOBILE CIRCULATION V-16
1. Transportation Center V-16
2. Local Transit Service V-16
3. Truck Traffic V-16

9a 377

4. Bicycle/Pedestrian Access *V-18*

VI. INFRASTRUCTURE AND GRADING **VI-1**

A. Existing Infrastructure Issues VI-1
B. Sewer Service and Facilities VI-1
C. Potable Water Service VI-1
D. Reclaimed Water VI-4
E. Storm Water Management VI-4
F. Gas and Electrical Services VI-7
G. Solid Waste VI-7
H. Grading VI-7
Grading Plan Development Standards *VI-7*

VII. IMPLEMENTATION **VII-1**

A. Phasing Plan VII-1
B. Financing Strategies VII-1
C. Project Review and Processing VII-4
D. Roles of the JPA Staff and March Business Center Implementation Committee VII-4
E. Maintenance VII-6
F. Specific Plan Amendments VII-7

VIII. CONSISTENCY WITH THE GENERAL PLAN **VIII-1**

A. Overview VIII-1
B. General Plan Elements VIII-1

APPENDIX A LAND USE DEFINITIONS **A-1**

INDUSTRIAL *A-1*
WHOLESALE, STORAGE AND DISTRIBUTION *A-2*
OFFICE *A-3*
COMMERCIAL *A-3*

APPENDIX B AIRPORT LAND USE PLAN EXHIBITS **B-1**

GA 378

List of Figures

Figure I-1 Regional Location Map I-3
Figure I-2 Local Vicinity Map I-4
Figure II-1A Specific Plan Amendment: North Campus II-3
Figure II-1B Specific Plan Amendment: South Campus II-4
Figure II-2 Aerial Photograph II-5
Figure II-3 Existing Land Uses II-8
Figure II-4 Proposed General Plan Land Uses II-9
Figure II-5A Zoning Map for North Campus II-10
Figure II-5B Zoning Map for South Campus II-11
Figure III-1 Overlay Zones III-5
Figure III-2 Airport Influenced Areas III-6
Figure III-3 Wall Detail III-16
Figure V-1 Transportation Improvements, Development Phase 1 ..... V-3
Figure V-2 Transportation Improvements, Development Phase 2 ..... V-4
Figure V-3 Transportation Improvements, Development Phase 3 ..... V-5
Figure V-4 Transportation Plan V-6
Figure V-5A Street Cross-Sections V-7
Figure V-5B Street Cross-Sections V-8
Figure V-5C Street Cross-Sections V-9
Figure V-5C1 Street Cross-Sections V-10
Figure V-5D Street Cross-Sections V-11
Figure V-5E Street Cross-Sections V-12
Figure V-5F Street Cross-Sections V-13
Figure V-5G Street Cross-Sections V-14
Figure V-6 Transportation Systems Plan V-17
Figure VI-1 Sewer System V-2
Figure VI-2 Water System VI-3
Figure VI-3 Reclaimed Water System VI-5
Figure VI-4 Storm Drain System VI-6
Figure B-1 Land Use Compatibility Map B-2
Figure B-2 March Air Reserve Base Flight Tracks B-3

List of Tables

Table III-1 March Business Center Specific Plan Land Use Table III-10
Table III-2 Lot and Yard Dimensions by Land Use Category III-13
Table III-3 Parking Ratios by Land Use III-17
Table VII-1 Infrastructure/Service Funding Responsibility VII-7

I. PROJECT SUMMARY

BACKGROUND OF THE SPECIFIC PLAN AMENDMENT SP-1 A6

The March Business Center project was the subject of a Specific Plan and a Focused Environmental Impact Report (FEIR) certified by the March Joint Powers Commission in February 2003 (SCH# 2002071089). The March Business Center Specific Plan is here forward referred to the previously adopted Specific Plan. The previously adopted Specific Plan described an industrial business park to be developed on approximately 1,290 acres in the northwestern portion of Riverside County, California, on land that was formerly a part of the March Air Force Base (MAFB). **Figure I-1** depicts the location of the project in a regional context. The previously adopted Specific Plan area is shown in **Figure I-2**. Land use authority for the Specific Plan area resides with the March Joint Powers Authority (JPA). The March JPA General Plan was approved in 1999 and divided the MAFB property into planning subareas. The March Business Center is located in the northern portion of West March Planning Subarea. This Specific Plan guides the development of the March Business Center within the framework of the March JPA General Plan.

The previously adopted Specific Plan was divided into two elements. The northern portion, referred to as the North Campus, comprises approximately 662 acres, and is bounded by Alessandro Boulevard to the north, I-215 to the east, and Van Buren Boulevard to the south. It should be noted, North Campus previously adopted SP-5 in 2010 which reconfigured a portion of North Campus' developable lots. The lots that were not included in that specific plan amendment are still a part of this Specific Plan. As such, this Specific Plan Amendment focuses on revisions to the South Campus which encompasses approximately 628 acres, and is located south of Van Buren Boulevard and west of an existing golf course and cemetery. The March Business Center development footprint would include 962 acres on 153 developable lots. Approximately 328 acres will be allocated for parks, landscape buffers, drainage basins, and roads.

The following land use types specified in the March JPA General Plan will be developed as part of the March Business Center project:

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

Following FEIR certification and permitting, development commenced on the North Campus. Numerous parcels were developed and are now occupied. South Campus, ~~Phase 1,~~ is currently under construction ~~for the development of~~with mass graded lots, utilities, roadway improvements, and traffic devices underway. ~~–~~Specific Plan Amendment SP-1 A6 ~~affects future development within the South Campus. As discussed in Section II.E.2, SP-1 A6~~ redistributes~~d~~ the acreage of several lots and land uses due to the realignment of the roadway network along Krameria Avenue within South Campus, clarifies of the use "parcel delivery terminal" within the Business Park and Industrial zones consistent with the March JPA

Development Code, and provides additional guidance pertaining to design guidelines and campus lighting.

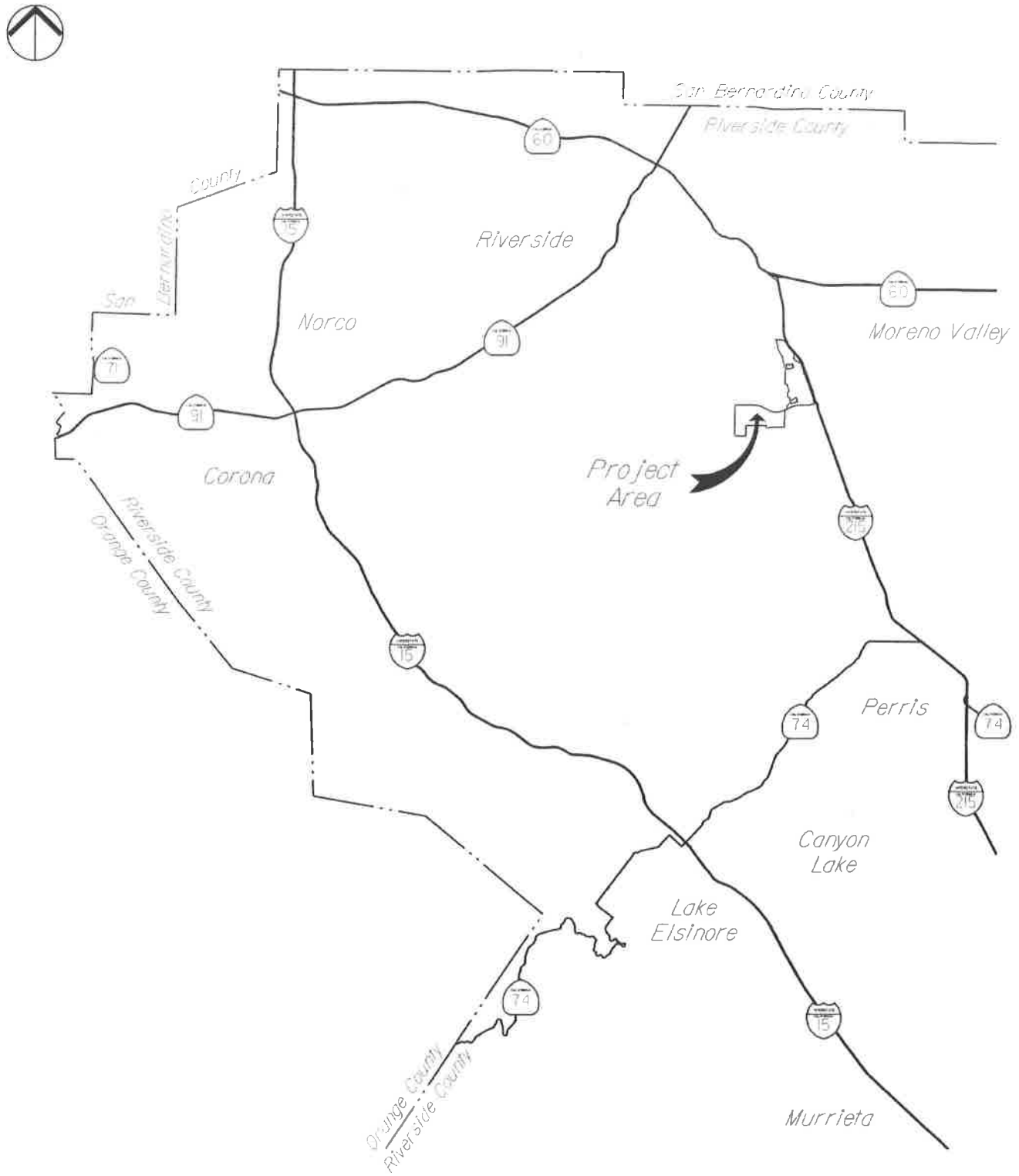


FIGURE I-1

REGIONAL LOCATION MAP

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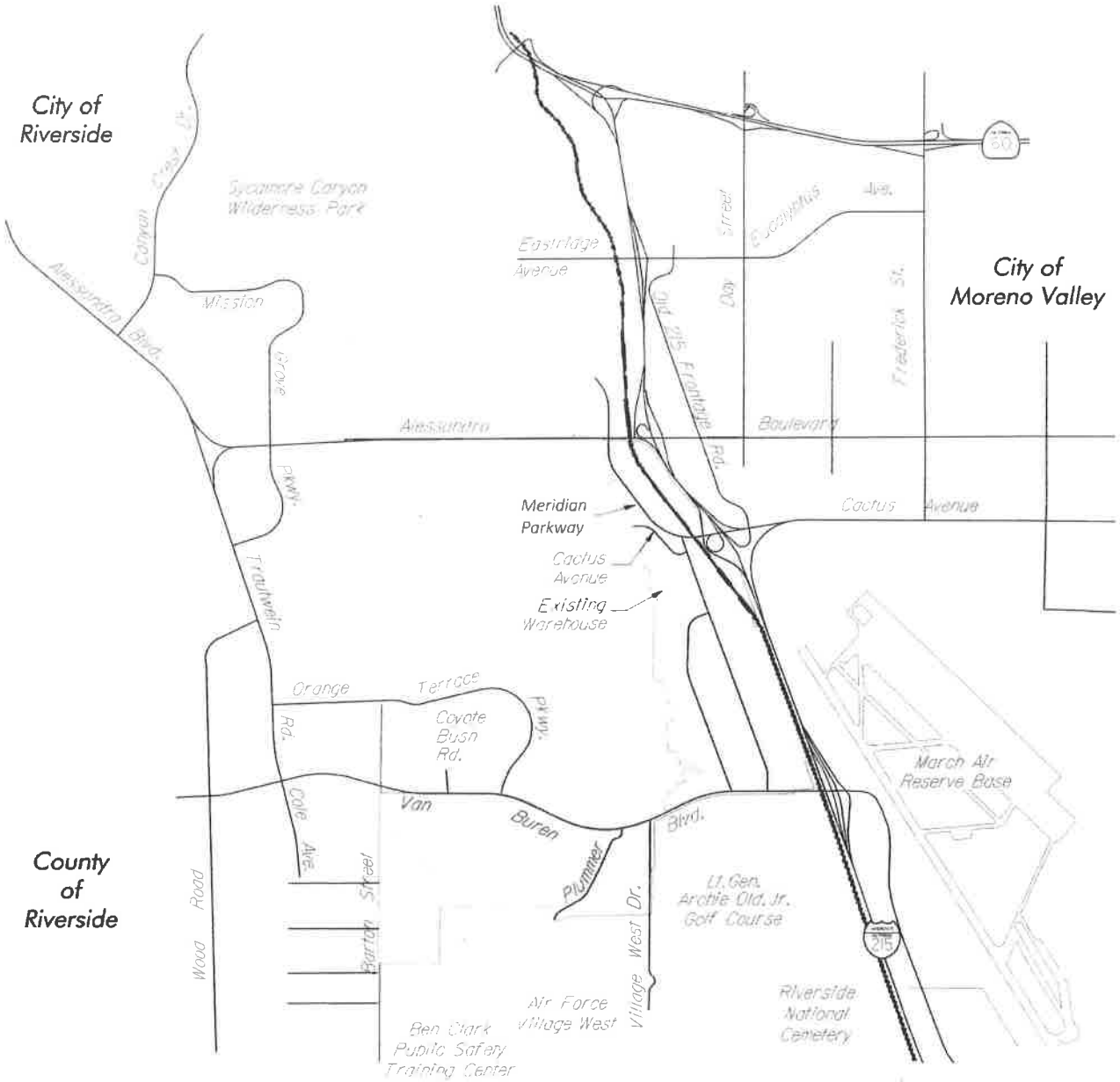


FIGURE I-2

LOCAL VICINITY MAP

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

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

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

~~This Specific Plan is to be constructed in three development phases, referred to as Phase I, II and III, as shown in **Figure I-3.** It should be noted that the precise boundaries of each development phase will be determined in the Final Map stage of site development; the boundaries in Figure I-3 are therefore considered preliminary and subject to change.~~

Regional access to and from the Specific Plan area will be provided via the I-215 freeway and interchanges with Alessandro Boulevard, Cactus Avenue and Van Buren Boulevard. This Specific Plan Amendment will construct a collector and arterial street network to facilitate access to and from the areas to be developed. Project internal streets will be public roadways to be maintained by the March Joint Powers Authority.

II. INTRODUCTION

A. LAND USE OVERVIEW

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

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

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

A Focused EIR (SCH No. 2002071089) was prepared for the Specific Plan in accordance with the California Environmental Quality Act (CEQA). The EIR evaluated the land use plan, circulation, and infrastructure improvements to be provided under the March Business Center Specific Plan and the potential impacts associated with their implementation. The EIR also identified actions to mitigate potential impacts. Many mitigation measures have been incorporated into this document. A Master EIR (MEIR) (SCH No. 97071095) for the entire General Plan area ~~has been~~was certified in 1999. The Specific Plan implements the policies of the General Plan.

~~A Master EIR (MEIR) for the entire March JPA General Plan area was certified in 1999.~~ The General Plan area encompasses the 6,500 acres of the former March Air Force Base, including 4,400 acres identified for disposal and reuse by the Department of Defense. The development intensity of the March Business Center is substantially less than what was assumed for the project in the MEIR. In terms of traffic generation, the General Plan EIR assumed 131,400 daily trips. The previously approved Specific Plan would generate 88,100 daily trips. This reflects a daily traffic reduction of more than 33 percent.

B. LOCATION AND ACCESS

The March Business Center Specific Plan approved on February 26, 2003 is located within the southern portion of the West March Planning Subarea. The March Business Center Specific Plan applies to both the North and South Campuses; however, modifications proposed by Specific Plan Amendment SP-1 A6 are limited to the South Campus. This Specific Plan Amendment includes approximately 628 acres located within the South Campus, located south of Van Buren Boulevard between Barton Street and

Village West Drive. **Figures II-1A** and **II-1B** illustrates the location of the North Campus and the South Campus. **Figure II-2** is an aerial photograph showing the project location and the boundaries of adjacent developments.

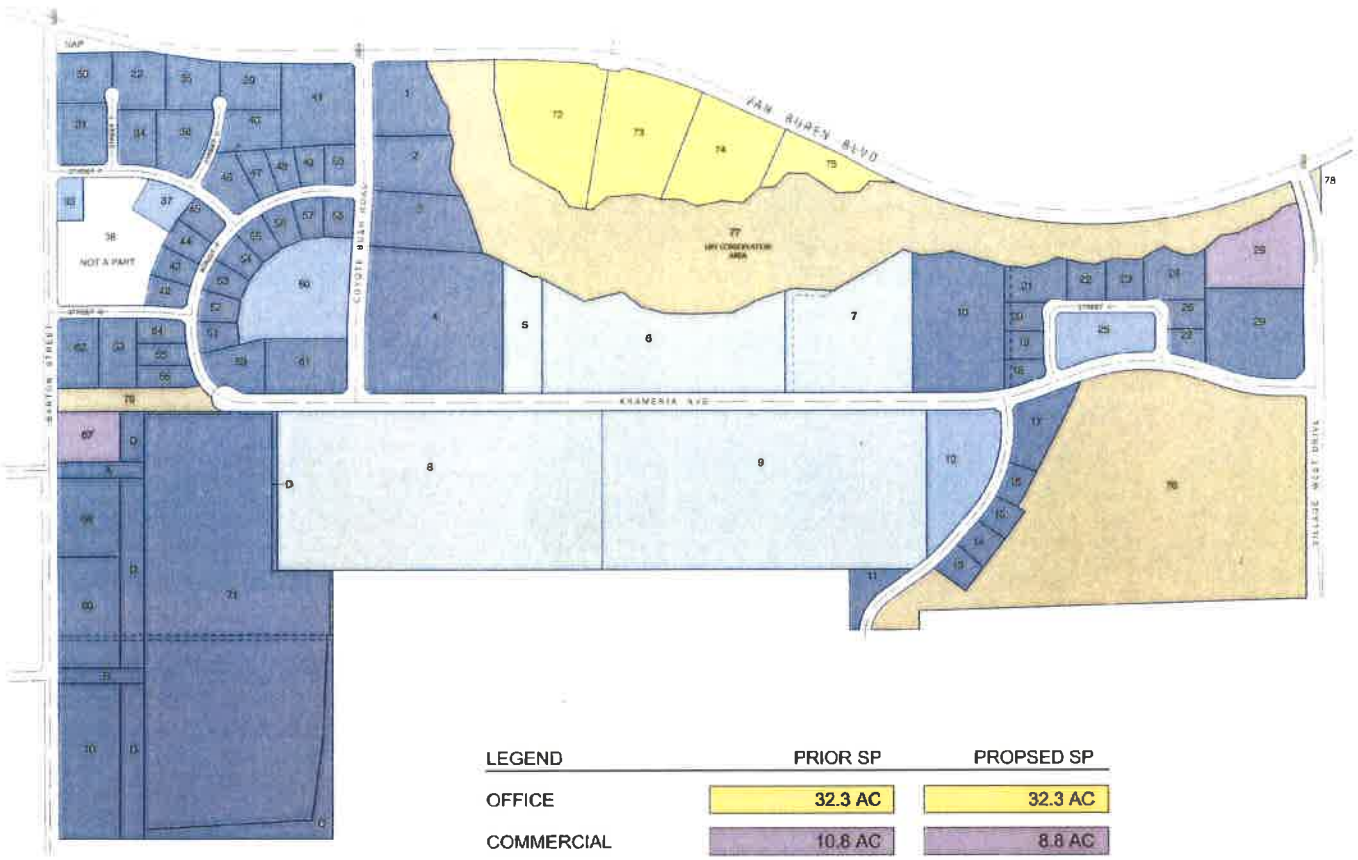
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FIGURE II-1A

SPECIFIC PLAN AMENDMENT: NORTH CAMPUS



LEGEND	PRIOR SP	PROPSED SP
OFFICE	32.3 AC	32.3 AC
COMMERCIAL	10.8 AC	8.8 AC
MIXED USE	26.6 AC	23.3 AC
BUSINESS PARK	218.9 AC	230.0 AC
INDUSTRIAL	134.5 AC	134.5 AC
PARK / OPEN SPACE	119.4 AC	125.0 AC
NOT A PART	10 AC	0.0 AC
TOTAL NET ACREAGE	552.5 AC	553.9 AC

FIGURE II-1B

SPECIFIC PLAN AMENDMENT - SOUTH CAMPUS

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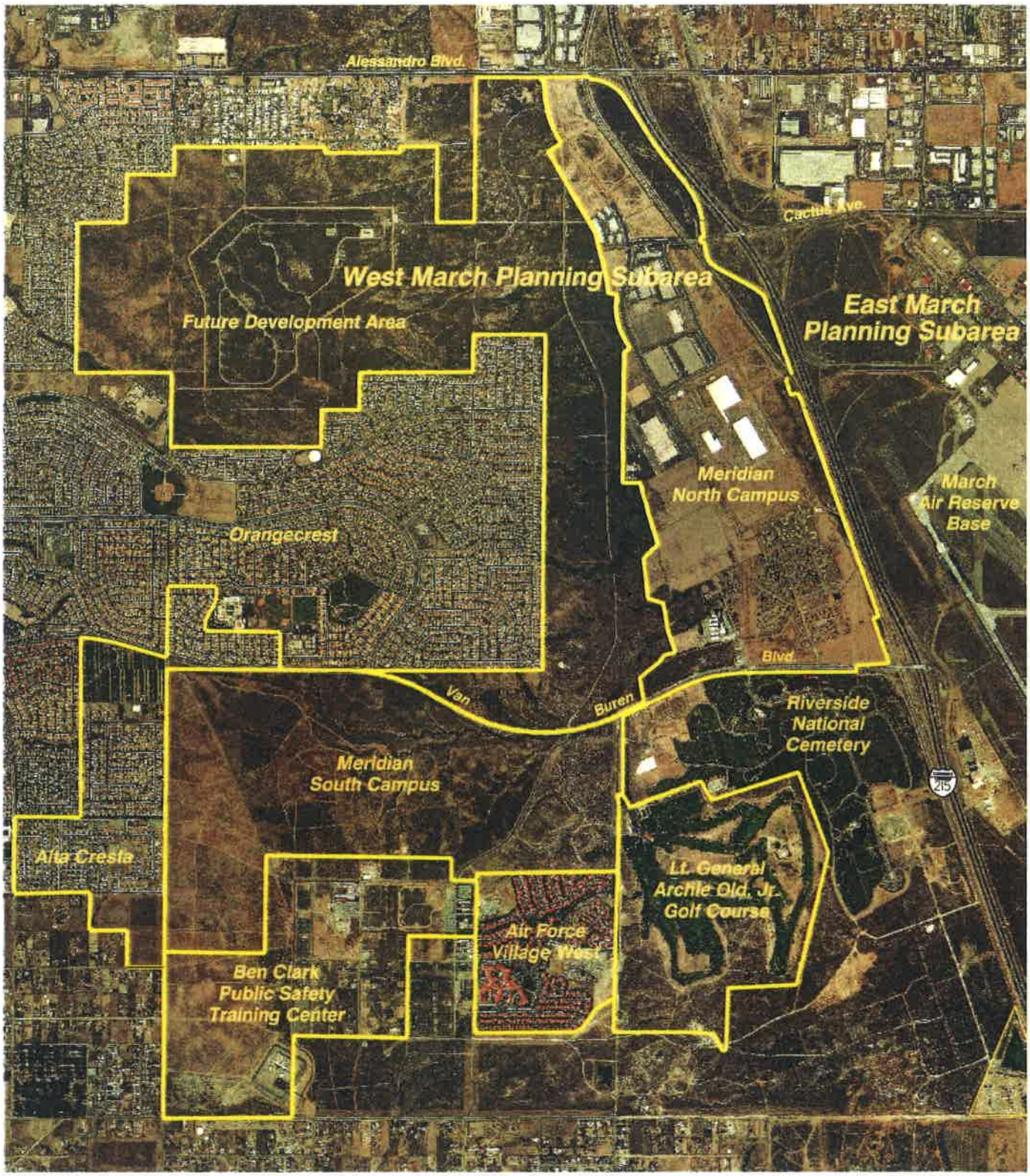


FIGURE II-2

AERIAL PHOTO

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In the South Campus, Krameria Avenue will terminate in a cul-de-sac west of its intersection with Coyote Bush Road. The South Campus will take access to/from Van Buren Boulevard via Coyote Bush Road and Village West Drive. Streets Y, Q, and P will provide access to and from Barton Street south of Van Buren Boulevard. The project roadway network will be public roadways, to be maintained by the March Joint Powers Authority.

C. BACKGROUND AND HISTORY

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

- Final Environmental Impact Statement: Disposal of Portions of March Air Force Base (February 1996)
- Final Environmental Impact Report for the March Air Force Base Redevelopment Project (June 1996)
- Redevelopment Plan for the March Air Force Base Redevelopment Project (June 1996)
- General Plan of the March Joint Powers Authority (September 1999)
- March Joint Powers Authority Development Code (July 1997)
- Master Environmental Impact Report for the General Plan of the March Joint Powers Authority (September 1999)
- March Business Center Statutory Development Agreement (2003)
- March Business Center Design Guidelines (2003)
- March Business Center Focused Environmental Impact Report (2003)
    - Addenda to the certified 2003 FEIR, including:
        - Tentative Tract Map 30857 Amendment (April 2007)
        - General Plan Amendment GP 15-01 (2016)
        - Specific Plan Amendment SP-1, A5 (2016)
        - Tentative Tract Map 30857, Amendment #3 (2016)
        - Addendum to the Certified FEIR (2016)

A vast majority of the 1,178-acre area situated along the western boundary of the North Campus has been placed into conservation easements. The portion of this area outside of the conservation easements could be developed in the future but is not the subject of any current development plans. The previously adopted Specific Plan infrastructure has been planned for the development within this area in accordance with the land uses identified in the General Plan.

D. PLANNING CONTEXT

Figure II-3 depicts the land use designations in the Specific Plan area as shown in the existing General Plan. **Figure II-4** illustrates General Plan land uses that account for the March Business Center as proposed under this Specific Plan. The March JPA General Plan has been amended concurrently with this Specific Plan to rectify minor differences in land use ~~type and location~~designations within the Specific Plan area. **Figure II-5A and 5B** depict zoning for the North and South Campus.

E. FOCUSED ENVIRONMENTAL IMPACT REPORT

A Focused EIR was previously prepared in accordance with the provisions under CEQA. The EIR evaluated the land use plan, circulation and infrastructure improvements associated with the March Business Center Specific Plan and the potential impacts that would result from their implementation. The EIR serves as a project-wide environmental document for the March Business Center Specific Plan Area. Review and permit approval by the Air Quality management district is required for all stationary source emissions other than natural gas and electricity, for projects with the possibility of emitting air pollutants. Also, any project which deviates or has impacts not considered in the Focused EIR shall require additional environmental documentation. Together, the March Business Center Specific Plan, Tentative Map and EIR provide a path to properly develop the project site, taking into account policies, goals, objectives and environmental considerations of the March JPA General Plan. The Focused EIR was previously certified by resolution.

~~F~~E. DISCRETIONARY ACTIONS

The following discretionary actions will be required as part of SP-1 A6 project:

1. General Plan Amendment

~~A~~ General Plan Amendment No. 17-01 ~~has been processed concurrently with this Specific Plan Amendment to~~ modifies~~y~~ the General Plan Circulation and~~internal street network and~~ L~~l~~and U~~u~~se plans for South Campus ~~as described above. The General Plan Amendment is adopted by resolution~~.

2. Specific Plan Amendment

The Specific Plan No. 1, Amendment No. 6 ~~for the proposed Project would~~ revises the March Business Center South Campus Specific Plan to accomplish the following actions: a) add p~~P~~arcel d~~D~~elivery t~~T~~erminal as an allowed use within the Industrial and Business Park designations for parcels that are 60-acres in size or larger, and consistent with the March JPA Development Code; b) amend Specific Plan exhibits ~~to reflect proposed Project~~for land use, utilities, transportation and parcel layouts; c) add a land use definition within the Specific Plan for p~~P~~arcel d~~D~~elivery facility, consistent with the ~~Authority~~ March JPA Development Code; and d) update l~~L~~and u~~U~~se ~~and~~ designation tables within the SP to reflect revised acreages within the Commercial, Mixed Use, Business Park, and Park/Open Space land uses~~; e) add the following guidance pertaining to lighting - "site lighting must be 2700 Kelvin plus or minus 100 points."~~.

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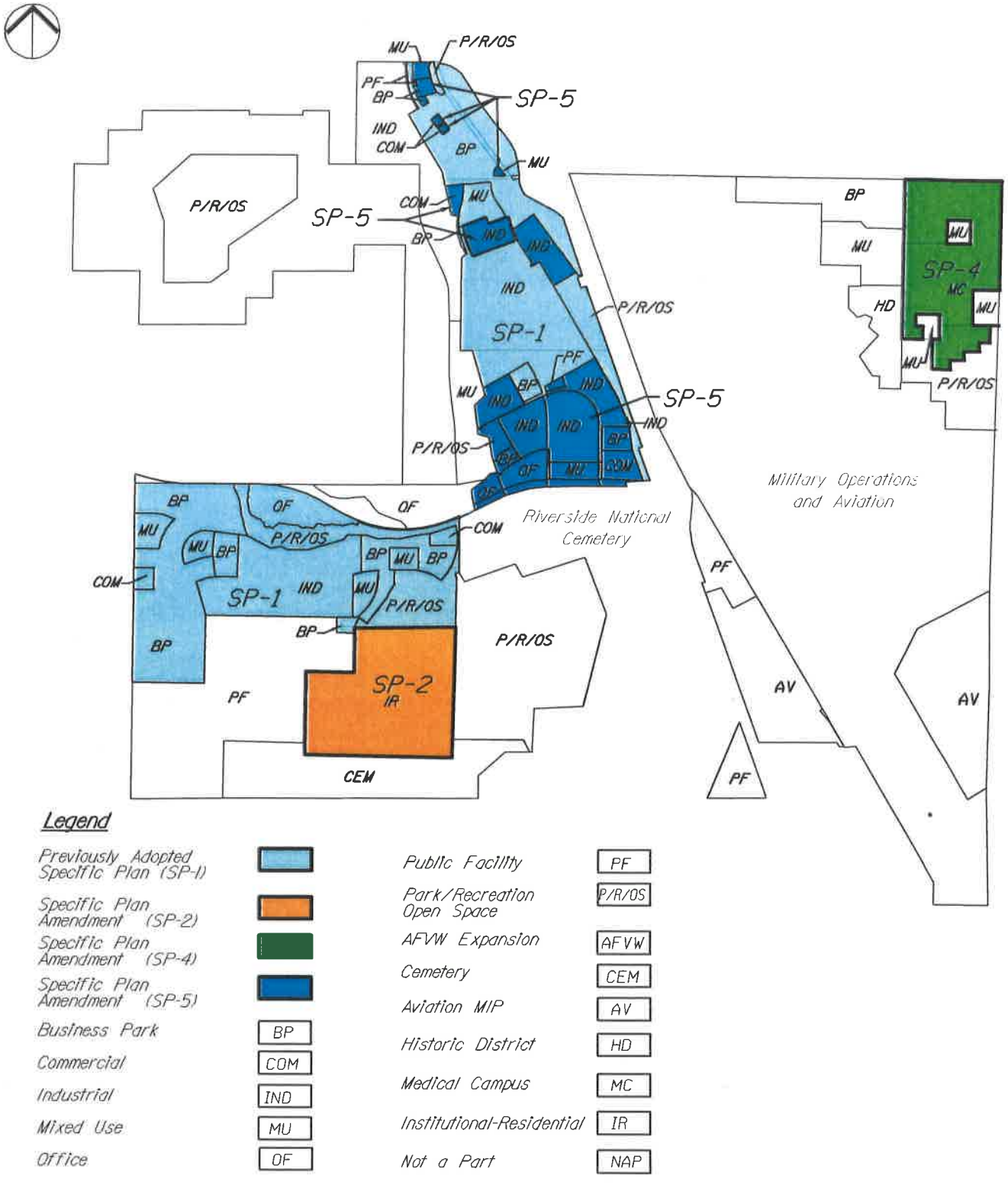


FIGURE II-3

EXISTING LAND USES

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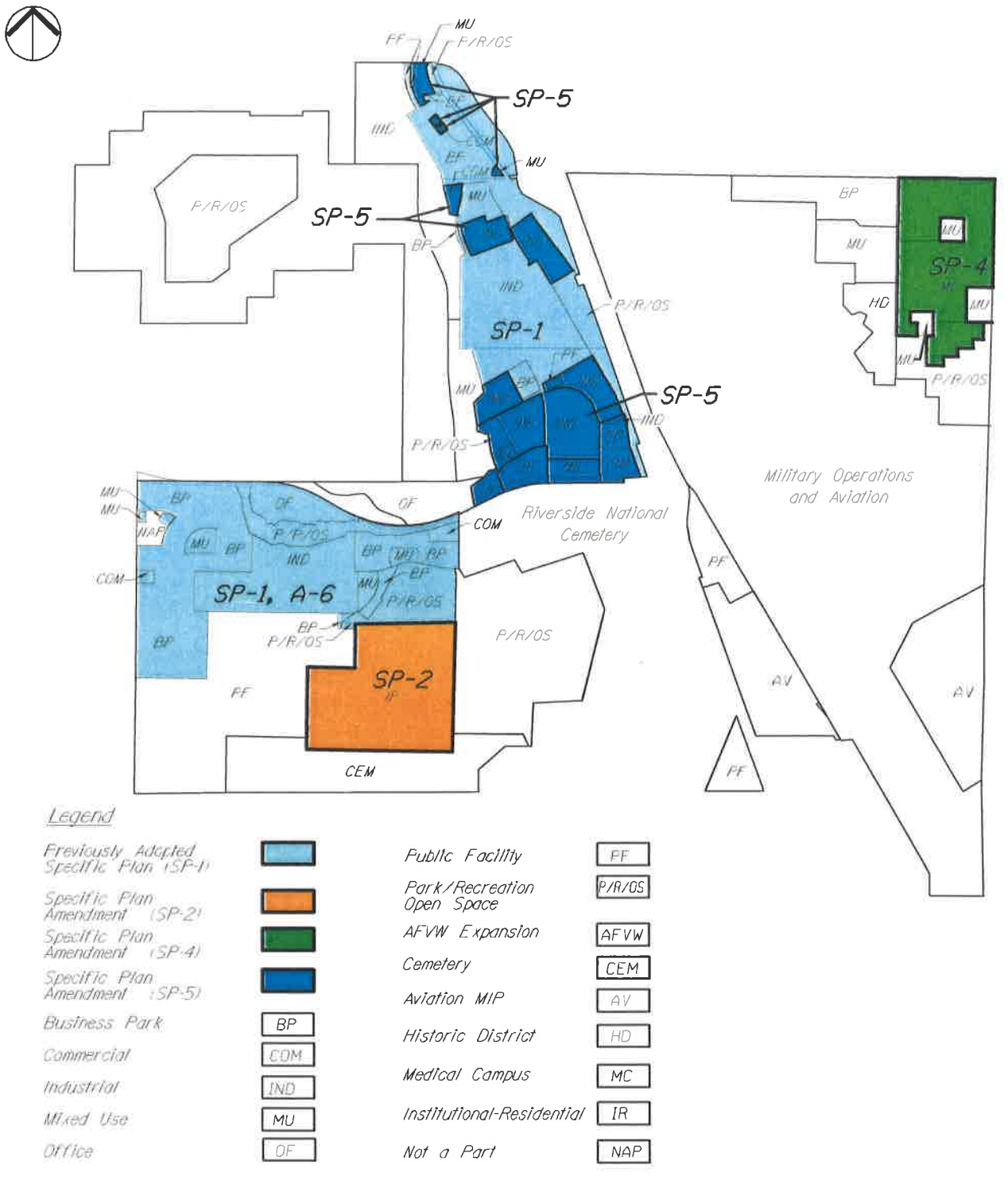
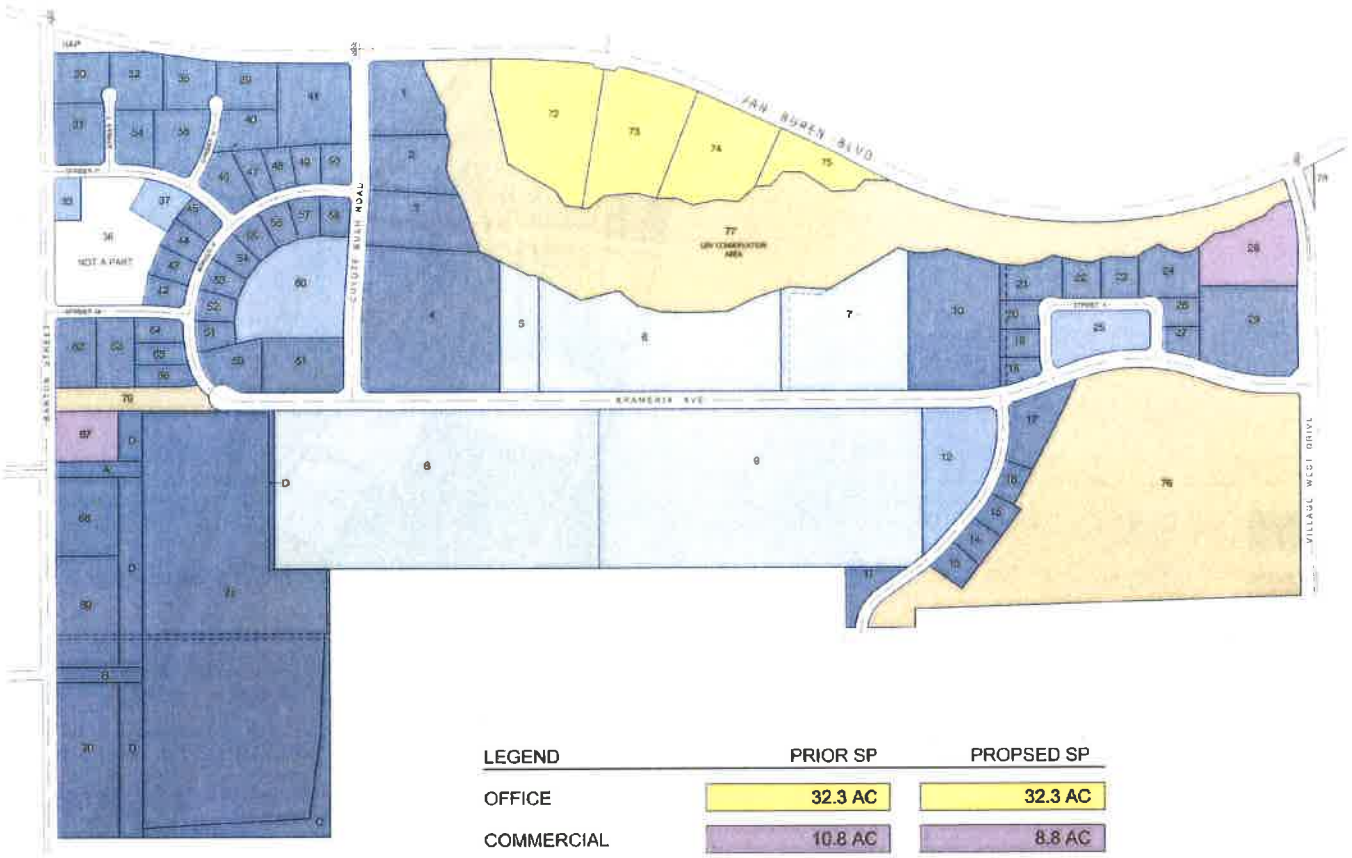


FIGURE II-4

PROPOSED GENERAL PLAN LAND USES

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LEGEND	PRIOR SP	PROPSED SP
OFFICE	32.3 AC	32.3 AC
COMMERCIAL	10.8 AC	8.8 AC
MIXED USE	26.6 AC	23.3 AC
BUSINESS PARK	218.9 AC	230.0 AC
INDUSTRIAL	134.5 AC	134.5 AC
PARK / OPEN SPACE	119.4 AC	125.0 AC
NOT A PART	10 AC	0.0 AC
TOTAL NET ACREAGE	552.5 AC	553.9 AC

FIGURE II-1B

SPECIFIC PLAN AMENDMENT - SOUTH CAMPUS

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3. Plot Plan Amendment

The Plot Plan Amendment would add 78.18 gross acres to a previously approved 48.02-acre parcel that will house a Parcel Delivery Terminal. The additional 78.18 gross acres would incorporate 1,587 standard vehicular parking stalls; 85 carpool stalls; 27 handicap parking stalls; 85 bike parking spaces; and 965 truck trailer stalls to the Parcel Delivery Terminal site. The 78.18-acre area would also accommodate a 5,000 square-foot customer service building; 12,000 square-foot enclosed truck maintenance and wash facility; a compressed natural gas (CNG) station; additional 298,417 square feet of landscaped areas; and a 9-acre landscape buffer zone along the easterly project boundary.

4. Design Guidelines

This document establishes architectural, signage, parking, and landscaping objectives that will guide the design of the March Business Center. The ~~The~~ Design Guidelines ~~will be~~are updated to ~~adopted by resolution~~reflect SP1, A6 and includes ~~,~~the following guidance pertaining to lighting - "site lighting must be 2700 Kelvin plus or minus 100 ~~points~~Kelvin.~~5. Focused Environmental Impact Report~~

~~A Focused EIR was previously prepared in accordance with the provisions under CEQA. The EIR evaluated the land use plan, circulation and infrastructure improvements associated with the March Business Center Specific Plan and the potential impacts that would result from their implementation. The EIR serves as a project-wide environmental document for the March Business Center Specific Plan Area. Review and permit approval by the Air Quality management district is required for all stationary source emissions other than natural gas and electricity, for projects with the possibility of emitting air pollutants. Also, any project which deviates or has impacts not considered in the Focused EIR shall require additional environmental documentation. Together, the March Business Center Specific Plan, Tentative Map and EIR provide a path to properly develop the project site, taking into account policies, goals, objectives and environmental considerations of the March JPA General Plan. The Focused EIR was previously certified by resolution.~~

~~6~~5. Tentative Subdivision Map

Tentative Subdivision Map 30857 was approved on February 19, 2003. The Tentative Map 30857, Amendment No. 4 would revise the circulation plan for the March Business Center South Campus Specific Plan by removing Street V, Street X, the southern portion of Street Y, and terminating Krameria Avenue at ~~the Project~~an approximate 3.4-acre Open Space site rather than extending it through to connect with Barton Street to the west. The Tentative Map Amendment would also reconfigure Parcels 67, 68, 69, 70 and 71. This amended Tentative Map details project land development, and is in accordance with guidelines and development intensities presented in this Specific Plan Amendment, the State Subdivision Map Act and March JPA requirements. The amended Tentative Map complies with Schedule "E" Parcel Map Division as per March Joint Powers Authority Development Code Section 9.14.100 (J). ~~Amendment 4 to Tentative Map 30857 is to be reviewed and approved by the March Joint Powers Planning Commission.~~

~~7~~6. Development Agreement

~~The~~ On June 18, 2004, the JPA ~~has~~ entered into a Development Agreement with the Master Developer in order to facilitate development of the land and provision of public services and urban infrastructure. ~~The Development Agreement will be adopted by ordinance.~~

III. LAND USE

The previously adopted Specific Plan helped to implement some of the regional land use/transportation goals outlined in the General Plan. Specifically, the previously adopted Specific Plan facilitated development of a large employment center in a portion of the County that is largely residential. Improving the balance of housing and jobs in this area. This provides an opportunity for residents to work locally, rather than commute to Los Angeles or Orange Counties. Jobs/housing balance provides a transportation capacity benefit ~~reducing the~~due to a reduced concentration of work trips on public streets during the peak hour/peak direction of travel.

A. Land Use Overview

This section identifies the types of land uses to be allowed in this Specific Plan Amendment and provides regulations and standards to govern future development. In accordance with the General Plan, the Specific Plan will accommodate land uses that will support future growth and development in the area. The March Business Center Specific Plan Land Use Element references the following policies, regulations, and guidelines:

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

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

B. Purpose and Applicability

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

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

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

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

C. Land Use Compatibility

This Specific Plan establishes development patterns to limit the potential for land use conflicts, both within the March Business Center and in relation to other uses in the project vicinity. A key consideration guiding the development is the proximity of Air Reserve Base Runway 14/32. The Riverside County Airport Land Use Commission published an Airport Land Use Plan in 1984. This plan established land use restrictions within Airport Influenced Areas, which consist of imaginary surfaces extending outward from an airport's runway. In 1998, an Air Installation Compatible Use Zone (AICUZ) Study was completed to identify land use restrictions and height limitations within the airfield influence area

This Specific Plan creates an overlay zone to limit the types of uses within a quarter-mile radius of the Tomas Rivera Elementary (off-site) based on noise and hazardous materials. (See Section E of this chapter for additional discussion.). Additionally, Arnold Heights Elementary School was located in the North Campus at the time of the original March Business Center Specific Plan approval in 2003. The school has since been demolished; therefore, there are no compatibility issues with the Specific Plan and this school. [1]

Another potential land use conflict involves the Commercial land uses proposed within the Specific Plan. The intent of these uses is to serve retail demand generated within the March Business Center only. They are not intended to attract customers or clientele from outside the Specific Plan area. This Specific Plan identifies land use types, intensities, and locations that will limit the potential competition between project Commercial uses and shopping centers and other retail uses in surrounding communities.

D. Objectives of Development Districts

This section of the Specific Plan identifies the following six land use districts: Business Park, Industrial, Office, Mixed Use, Commercial, and Park. [2]

The land use designations are summarized below:[3]

1. Business Park

Business park uses include administrative, financial, governmental, and community support services; research and development centers; light manufacturing; parcel delivery terminal on no less than 60-acres; vocational education and training facilities; business and trade schools; and emergency services. ~~A 15-acre transportation center to accommodate commuter rail service is a permitted use in this district.~~ Business Park areas are generally served by arterial roadways, providing automobile and transit access. These areas are characterized as major employment concentrations. Development in this category, except for warehousing, is generally within a campus-like setting or cluster development pattern. Outdoor storage is prohibited.

[1] Arnold Heights Elementary School was removed from the Specific Plan in accordance with Ordinance #JPA 08-01.

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

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

2. Industrial

Industrial may support a wide range of manufacturing and non-manufacturing uses from warehouse and distribution facilities to industrial activities. Uses supported include warehousing/distribution and assemblage of non-hazardous products and materials or retailing related to manufacturing activity; and parcel delivery terminal on no less than 60 acres. Uses may include open storage, office/industrial park; light industry; manufacturing; research and development centers; maintenance shops; and emergency services centers. The area devoted to outdoor storage may not exceed the building area.

3. Office

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

4. Mixed-Use

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

5. Commercial

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

6. Park/Recreation/Open Space

A 52-acre park is proposed within the planning area in the South Campus, adjacent to the existing golf course and Air Force Village West. A portion of the park is located on a closed and capped sanitary landfill. The park would be passive in nature, with limited athletic facilities and other improvements.

E. Overlay Districts

The Specific Plan area contains overlay zones within its boundaries. **Figure III-1** depicts the location of the runway Clear Zone (CZ), Accident Potential Zones (APZ), and the Elementary School Buffer zone. The CZ, together with both APZs, comprise Airport Influenced Area I, as defined in the *Riverside County Airport Land Use Plan* (ALUP). The remainder of the site is included in Airport Influenced Area II. The standards for military operations are as follows:

1. **Clear Zone (CZ):** The clear zone (CZ) is a 3,000-foot by 3,000-foot area closest to the end of each runway and along the approach and departure flight path. These areas must remain clear and free of any infrangible obstacles. The project would provide drainage facilities and underground utilities within the CZ.

2. **Accident Potential Zone (APZ) I:** The accident potential zones (APZs) are areas beyond the CZ, which possess a significant potential for accidents. APZ I extends from the outer edge of the CZ for an additional 5,000 feet. According to the AICUZ study, APZ I is compatible with a variety of industrial/manufacturing, transportation, and other uses. Uses that create dense concentrations of people are not recommended within this zone. See the current AICUZ standards for restrictions within the APZ I zone.

3. **Accident Potential Zone (APZ) II:** This APZ extends from APZ I for an additional 7,000 feet in length. The potential for accidents in this zone are lower than APZ I; accordingly, some low-density residential could be provided. However, multi-story buildings and places of assembly (theaters, churches, schools, restaurants, etc.) are not considered appropriate. See the current AICUZ standards for restrictions within the APZ II zone.

In order to conform to the ALUP, this Specific Plan provides land use regulations relating to safety (both for air navigation and for people within the March Business Center), noise impacts, and building heights. The following paragraphs summarize these regulations.

1. Aviation Safety Regulations

Figure III-2 shows the location of Airport Influenced Areas I and II. The ALUP has the following policies related to project land uses:

Policy 1: Area I shall be kept free of all high-risk land uses. High-risk land uses are defined as having a high concentration of people; having a critical facility (such as a telephone exchange); or having explosive or flammable materials.

In order to comply with the requirements of the ALUP, the following land uses are prohibited from Airport Influenced Area I:

- Assembly and Entertainment

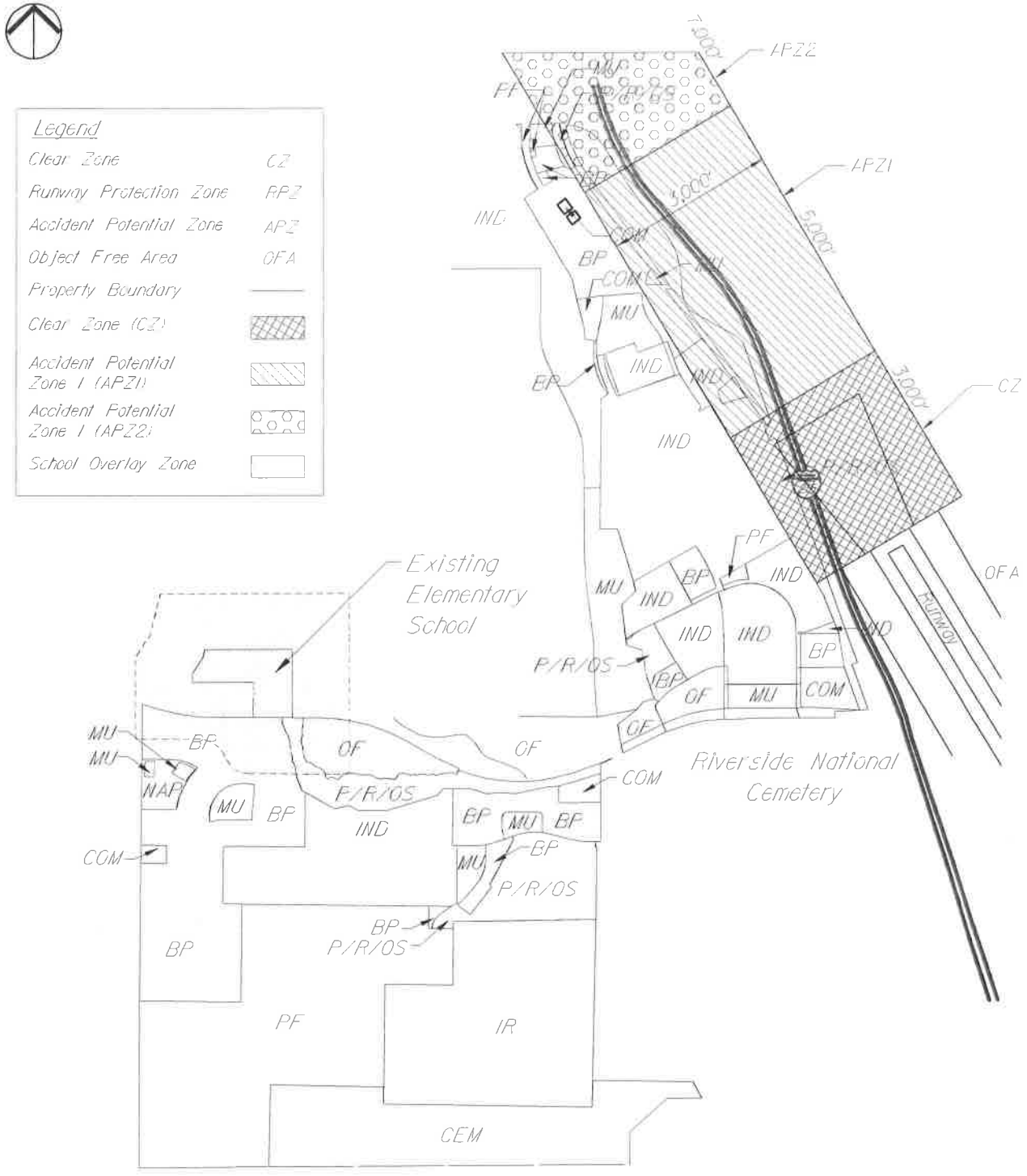


FIGURE III-1

OVERLAY ZONES

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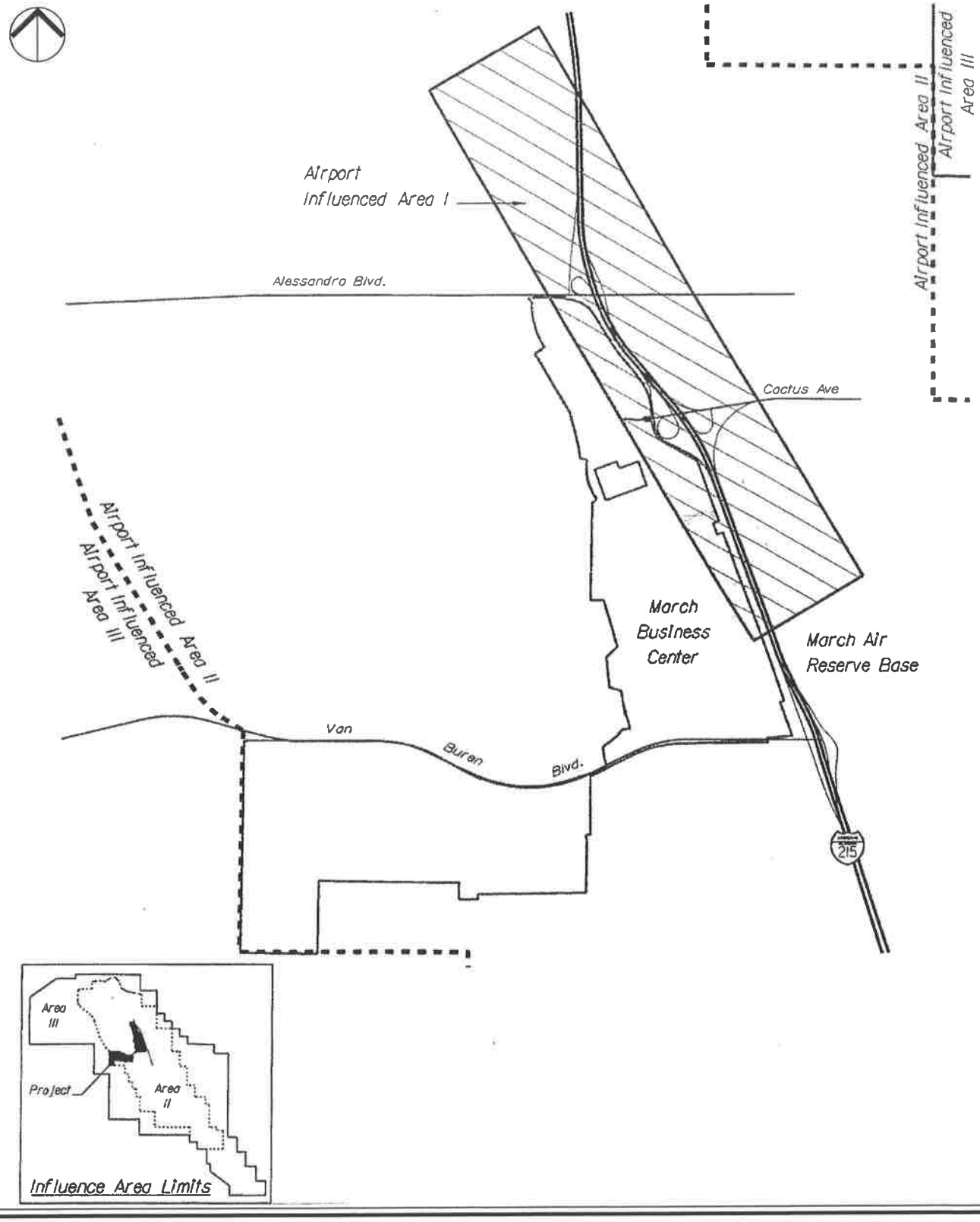


FIGURE III-2

AIRPORT INFLUENCE AREAS

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Land Uses Prohibited in Airport Influenced Area I

- Child Care Facilities
- Churches and Places of Religious Assembly
- Energy Generation and Distribution Facilities
- Hospitals, Intermediate Care Facilities and Nursing Facilities
- Hotel/Motel
- Major Transmission, Relay or Communications Switching Stations
- Nightclubs and Bars
- Petroleum Products Storage
- Private Clubs, Lodges, and Fraternal Organizations
- Restaurant (fast food)
- Restaurant (sit down)
- Sidewalk Cafes
- Theaters
- Trade Schools

The remainder of March Business Center is located within Airport Influenced Area II. Within this area, a number of land uses are prohibited or discouraged because of their proximity to the airport. Discouraged uses must demonstrate to the satisfaction of the March JPA Commission that development outside the Airport Influenced Area II is not feasible. The following uses are prohibited within Airport Influenced Area II:

Land Uses Prohibited in Airport Influenced Area II

- Child Care Facilities (Commercial facilities as defined in accordance with state law; noncommercial facilities ancillary to a place of business are generally allowed)
- Hospitals, Intermediate Care Facilities and Nursing Facilities
- Above-ground storage of explosives or flammable gases or liquids shall be prohibited, except gas and diesel of 500 gallons or less

Land Uses Discouraged in Airport Influenced Area II

- Churches and Places of Religious Assembly or Public Assembly
- Energy Generation and Distribution Facilities
- Hotel/Motel
- Petroleum Products Storage
- Private Clubs, Lodges, and Fraternal Organizations
- Trade Schools

Any discouraged use must be reviewed by the ALUC, and is required to obtain a use permit in accordance with Table III-1.

Regulations relating to the safety of air navigation are as follows:

- The Final Map shall convey an avigation easement to the JPA
- Lighting Plans for any development shall be reviewed and approved by the Airport Authority and the Air Force Reserve

- Uses that would direct a steady light or flashing light of red, white, green, or amber colors associated with airport operations toward an aircraft during initial climb or final approach shall be prohibited
- Uses that would cause sunlight to be reflected toward an aircraft during initial climb or final approach shall be prohibited
- Uses that generate smoke or water vapor which would affect safe air navigation shall be prohibited
- Uses that generate electrical interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation shall be prohibited
- Detention facilities within the Specific Plan will be designed to drain within six to 12 hours. These basins shall be monitored on a regular basis to identify if waterfowl and other birds are attracted to the basins. If such birds begin to be attracted to the basins, a plan to harass or exclude potential hazardous wildlife shall be developed and implemented.

2. Aviation Noise Regulations

An acoustical analysis shall be required for any noise sensitive uses. These uses include the following:

- Churches and Places of Religious Assembly
- Hotel/Motel
- Museums
- Private Clubs, Lodges, and Fraternal Organizations
- Radio and television studios
- Trade Schools

This analysis will include components necessary to achieve an indoor noise reduction level of 25 and 30 decibels for each of the project's components with noise sensitive uses, and will include all surrounding noise sources (e.g., transportation and industrial) at their ultimate design and capacity

3. Aviation Building Height Regulations

A further limitation on site development is the height of structures in the vicinity of the runway. Federal Aviation Regulations (FAR) Part 77 defines a variety of imaginary surfaces around airports, including a horizontal surface and a conical surface. FAR Part 77 is not an absolute height limit. Instead, it is a guideline used by the FAA to identify structures that may constitute a hazard to air navigation. Any construction or alteration of greater height than an imaginary surface extending upward and outward at a 100 to 1 slope from the nearest point of the runway (see FAR §77.13.2.i) will require the preparation of FAA Notice of Proposed Construction or Alteration (form 7460-1). If a hazard to air navigation is identified, then the FAA will issue a determination of hazard to air navigation. However, the FAA does not have the authority to prevent encroachment; it is up to the local land use authority to enforce the recommendation.

Figure B-1 in Appendix B is a land use compatibility map that shows FAR Part 77 surfaces adjacent to MARB. As shown in this exhibit, terrain elevations (without structures) penetrate the conical surface to the west of the North Campus and into the South Campus, east of Barton Street. Depending on the elevation of the finished grade and height of the proposed structure, future development in March Business Center may penetrate the Part 77 surfaces. Development proposals in March Business Center will file form 7460-1 as appropriate based on §77.13.2.i.

Figure B-1 in Appendix B also shows the location of the Height Caution Zone. This zone is defined as the area within Airport Influenced Area II where the maximum allowable building height plus the rough grading plan elevation penetrates the Part 77 surface. Within the Height Caution Zone, objects up to 50 feet tall are acceptable, and do not require ALUC review for the purposes of height factors. ALUC review will be required for any proposed object taller than 50 feet within the Height Caution Zone.

4. **Elementary School Buffer:** This zone extends 0.25 miles outward from Tomas Rivera Elementary (located north of Van Buren Boulevard). The objective of this zone is to limit the potential for incompatible uses within nearby Business Park, Office, Industrial and Mixed Use zones and to provide additional screening for the school through landscaping. This zone provides for the following:

    1. Abutting lots shall be required to provide 40 feet of landscaping adjacent to the school
    2. The following permitted or conditionally permitted uses are not allowed within the Buffer zone:

        - Automotive Service Stations
        - Hazardous Waste Treatment Facilities
        - Manufacturing (Custom, Light, Medium, Heavy)
        - Trucking/Transportation Terminals
        - Automotive/Truck Repair (Major and Minor)
        - Energy Generation and Distribution Facilities

    3. Development projects not listed above that are proposed within the Buffer zone shall provide studies of noise and hazardous materials impacts on the school.

Development (if allowed) within each aviation-related overlay district shall be consistent with the guidelines and standards established in the Airport Land Use Plan and the AICUZ study.

F. Land Use Table

Table III-1 is a matrix indicating the status of specific land use types within the development districts described in preceding paragraphs. For each specific land use, a "P" indicates that it is permitted and a "C" indicates that a conditional use permit is required. A blank space indicates that the use is not allowed.

TABLE III-1
MARCH BUSINESS CENTER SPECIFIC PLAN LAND USE TABLE

USES	BUSINESS PARK[4,5]	INDUSTRIAL[6]	OFFICE	MIXED USE[7]	COMMERCIAL[8]
INDUSTRIAL					
Hazardous Waste Treatment Facility					
Bio-Medical Waste Treatment Facility		C			
Manufacturing – Custom	P	P			
Manufacturing – Light	P	P			
Manufacturing – Medium		P			
Manufacturing – Heavy		C			
Mining & Extractive Industries					
Newspaper Publishing Plants	P	P			
Parcel Delivery Terminal	P	P			
Research & Development	P	P	P	P	
Trucking/Transportation Terminals		P			
Wrecking & Dismantling of Motor Vehicles					
WHOLESALE STORAGE/DISTRIBUTION					
Public storage/Mini-warehouse (indoor)	C	C			
Business Enterprise	P	P		P	
Warehouse, Storage & Distribution – Medium		P			
Warehouse, Storage & Distribution – Heavy		P			
OFFICE					
Financial Institutions	P		P	P	P
Government	P		P	P	P
Medical Clinics	P	P	P	P	
Offices, Business & Professional	P		P	P	P
Regional & Corporate Headquarters	P		P	P	P
COMMERCIAL					
Agricultural Equipment Repair Shops		P			
Agricultural/Nursery Supplies & Service	C	C			C
Alcoholic Beverage Outlets					C
Animal Care/Pet Hotels	P	P			P

[4] Within the Business Park zone, a use permit is required for uses that provide outdoor storage in excess of 10% of the building area
[5] Parcel Delivery Terminal is allowed within the Business Park and Industrial zones on parcels that are 60 acres in size or larger
[6] Within the Industrial zone, a use permit is required for uses that provide outdoor storage in excess of the building area
[7] The Mixed Use designation shall have a maximum of 25 percent retail uses.
[8] Within the Commercial zoning district, a use permit shall be required for single uses above 25,000 square feet of gross floor area

203 MY

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

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

G. Development Regulations

No building or portion thereof shall be erected, constructed, converted, established, altered, enlarged, nor shall any legal lot or premises be used unless the legal lot or premises and building comply with the following regulations and standards:

(a) Lot Development

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

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

(3) Construction of objects taller than 50 feet in the Height Caution Zone (see Figure B-1), will require review by the Airport Land Use Commission

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

DIMENSIONS	Business Park	Industrial	Office	Mixed Use	Commercial
Area (minimum)	30,000 sq. ft.	30,000 sq. ft.	30,000 sq. ft.	30,000 sq. ft.	30,000 sq. ft.
Street Frontage (minimum)	100 ft. *	100 ft. *	100 ft.	100 ft.	100 ft.
Lot Width (minimum)	100 ft.	100 ft.	100 ft.	100 ft.	100 ft.
Minimum Yards					
Front Yard Setback	20 ft.	20 ft.	25 ft.	20 ft.	25 ft.
Interior Side Yard Setback	0 ft.	0 ft.	0 ft.	0 ft.	0 ft.
(Abutting Residential Zone)	30 ft.	30 ft.	30 ft.	30 ft.	30 ft.
Street Side Yard Setback	20 ft.	20 ft.	15 ft.	15 ft.	15 ft.
Rear Yard Setback	25 ft.	25 ft.	10 ft.	10 ft.	10 ft.
(Abutting Residential Zone)	50 ft.	50 ft.	40 ft.	40[R] ft.	40 ft.
Building Height	35'/2 stories**	35'/2 stories**	50'/3 stories	50'/3 stories	50'/3 stories
Floor Area Ratio	0.45	0.50	0.35	0.35	0.25
Site Landscaping[9]	10%	10%	20%	20%	20%

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

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

[9] May be reduced through the use of colored pavers or other decorative pavement treatments under certain conditions. See item (b) landscaping.

(b) Landscaping

Landscaping design for development in the March Business Center Specific Plan Amendment SP-1 A6 shall be consistent with the March Business Center Design Guidelines. A 15-foot landscaped setback, measured from the public right-of-way, will be required for all front and side yards adjacent to public streets. The following two exceptions apply:

(1) The use of colored pavers or other decorative pavement treatments within public right-of-ways or public areas in the Specific Plan Amendment Area -may reduce the site landscaping requirements for Office, Mixed-use and Commercial land uses by up to a maximum of two~~five~~ percent.

~~(1)~~(2) The use of colored pavers or other decorative pavement treatments within public right-of-ways or public areas in the Specific Plan Amendment Area may reduce the site landscaping requirement for Industrial land uses on lots or development greater than 20 acres by up to a maximum of two percent.

(c) -Driveway Widths and Locations

Driveway width and spacing shall be in conformance with the March JPA Development Code or as approved by the March IPA Civil Engineer.~~e.~~

(d) Off-street Loading Facilities

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

(e) Special Regulations

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

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

In addition to the above, the following regulations apply:

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

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

(3) All walls or fences within 100 feet of a public right-of-way or visible from residential development shall match ~~the following~~ wall details in **Figure III-3** (higher walls may be necessary to screen trucks and outdoor storage, consistent with the approved screening plan). All walls facing residential development and along the outside boundaries of the Meridian South Campus Specific Plan Area shall be painted the designated color as

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shown ~~on the following wall detail.~~**Figure III-3**. - All other site walls may be painted to be consistent with the approved building color scheme.

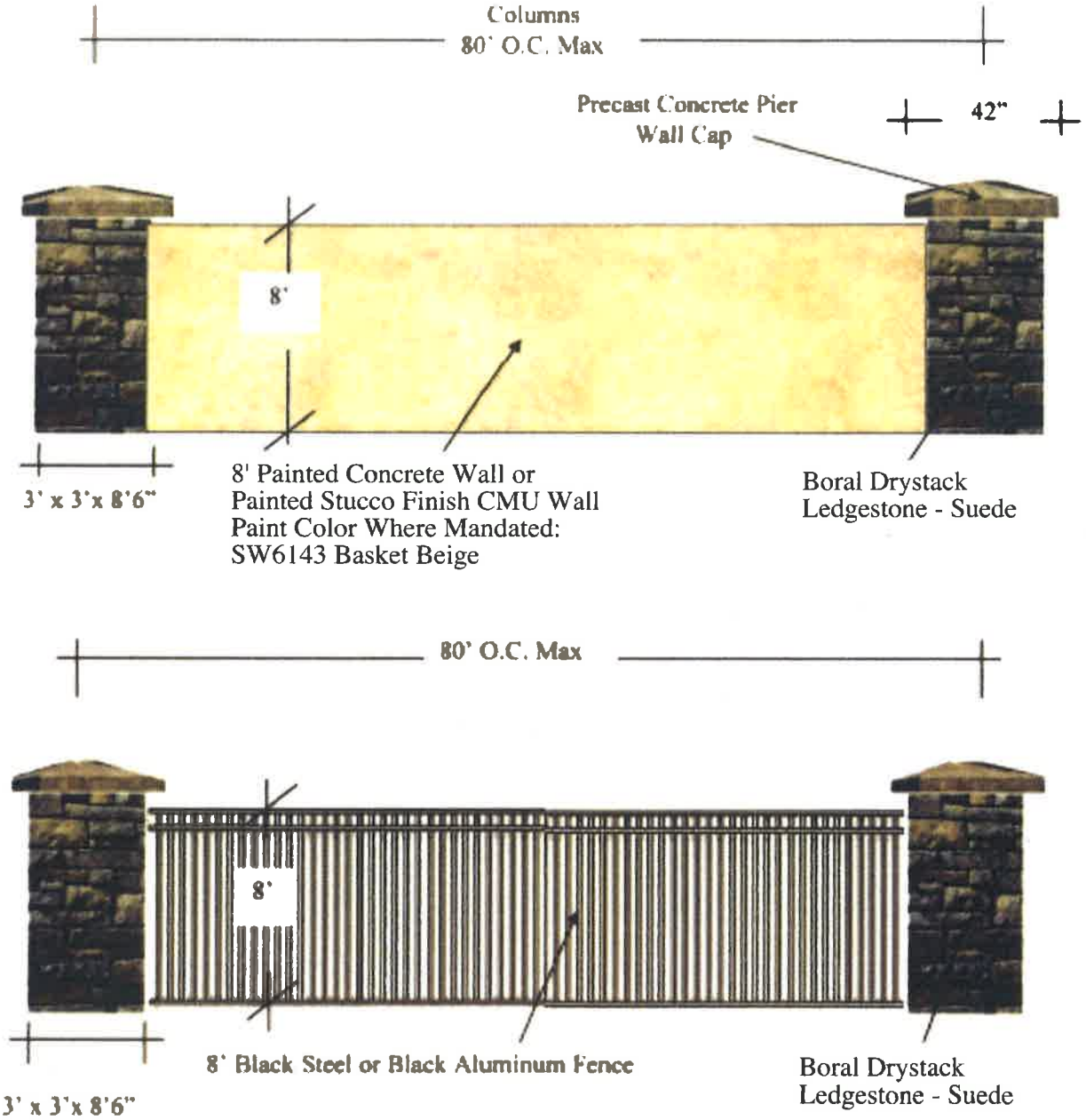


FIGURE III-3

WALL DETAIL

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(f) Off-street Parking Regulations

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

TABLE III-3
PARKING RATIOS BY LAND USE

Use	Parking Spaces Per 1,000 Square Feet of Gross Floor Area (Unless Otherwise Noted)
INDUSTRIAL	
Light, Medium & Heavy Manufacturing	2.0
Research & Development	3.0
Other Industrial Uses	1.0 – 1.5
WHOLESALE STORAGE & DISTRIBUTION	
Public Storage/Mini-Warehouse	1 per 100 storage spaces & 2 per caretaker residence
Other Wholesale Storage/Distribution 0 – 50,000 sq. ft. 50,000 – 200,000 sq. ft. 200,000 sq. ft. or greater	 1.0 per 1,000 sq. ft. 50 spaces + (0.33 per ksf > 50,000 sq. ft.) 100 spaces + (0.20 per ksf > 200,000 sq. ft.)
OFFICE	
Medical Clinics, Hospitals, and Medical Offices	4.0
Other Office	3.3
COMMERCIAL	
Agricultural Equipment Repair Shops	2.5
Agricultural/Nursery Supplies	3.3
Alcoholic Beverage Outlets	2.5
Animal Care/Pet Hotels	2.5
Assembly and Entertainment	3.3
Automotive Parts and Accessory Sales	3.3
Automotive Service Stations	3/station + 2/service bay
Automotive/Truck Repair-Major	3/station + 2/service bay
Automotive/Truck Repair-Minor	3/station + 2/service bay
Business Support Services	4.0
Churches and Places of Religious Assembly	1/3 seats, 1/60 inches of pew, 30.0 if no seating
Energy Generation & Distribution Facilities	2.0
Equestrian Show & Exhibition Facilities	1/3 seats
Funeral & Mortuary Services	1/3 seats, 30.0 for assembly area if no fixed seating
Interpretive Centers	3.3
Major Transmission, Relay or Communications Switching Stations	2.0
Bar & Grill	8.0
Outdoor Recreation and Swap Meet Facilities	(to be determined through use permit)
Private Clubs, Lodges and Fraternal Organization	4.0
Radio and Television Studios	3.3
Restaurants (sit down)	8.0
Restaurants (fast food)	8.0
Theaters	1-3 screens: 1/3 seats 4+ screens: 1/3.3 seats Per assembly area if no fixed seating: 50
Vehicle & Vehicular Equipment Sales and Service	1 per each 20 display cars (minimum of 5 spaces)
Vehicle Storage	2.5
Veterinary Clinic & Animal Hospitals	2.5
Other Commercial	3.5

(g) Settlement Agreement Provisions

A Settlement and General Release Agreement for Development of March Business Center within the March Joint Powers Authority was signed by the March JPA, the Master Developer and community groups in 2003 as the result of litigation following March JPA approval of the previously adopted Specific Plan. The Settlement Agreement contained a number of land use requirements and limitations related to "logistics"[10] warehouse type facilities, including the prohibition of such facilities to the west of Meridian Parkway. This Specific Plan Amendment is consistent with this restriction.

H. Special Treatment Areas

1. Riparian Areas

Riparian areas found within the project area are considered prime habitat for the endangered least bell vireo. The riparian vegetation community is located along several of the brief and intermittent drainages within the project area. These areas are concentrated in the north portion of the South Campus and the south portion of the North Campus. Projects adjacent to designated riparian areas will not be allowed to encroach within one hundred feet of the drainage channel. In addition, storm water runoff from adjacent development is to be intercepted by applicable non-source pollution control best management practices (BMP) prior to discharging off-site.

2. Adjacent to SKR Management Area

As part of the on-going management within the Stephens' kangaroo rat (SKR) set-aside area, development of lots directly adjacent to this area will be subject to brush removal activities along their western boundary. Suitable SKR habitat requires minimal vegetation. This is provided with frequent controlled burns. No encroachment of grading or improvements within the SKR management area are allowed without March JPA or USF&WS approval. Projects which are adjacent to the SKR management area will be required to design their sites in such a way as to limit the potential for controlled burns crossing into the property. These measures may include placing parking along the western edge of the site and use of less-flammable plants for landscaping.

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

IV. OPEN SPACE

A. Conservation Easements

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

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

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

All newly created and existing adjacent habitat and wetlands will be overlaid with a conservation easement for management and monitoring in perpetuity. The boundary of the easements will be extended past the limits of the habitat to include a "buffer" zone. This "buffer" will serve as additional protection of wetlands and riparian habitat. Also, this area provides the potential for wildlife to find refuge in a conserved and maintained habitat. The Conservation Easement is 185.9 acres and is located to the north and south of Van Buren Boulevard and west of the North Campus.

B. Park

An approximately 59-acre park area will be located near the southern boundary of the South Campus, south of Krameria Avenue. Approximately 16 acres of the designated park area is impacted by a closed and capped landfill. This area is subject to certain Deed Restrictions as directed by the Air Force and regulates/restricts access to this area. This 16-acre area will generally remain in its natural vegetation state. Approximately 6 acres of the park, adjacent to and accessed via Village West Drive is shown to be a picnic type area with turf, shade trees, benches, picnic tables, restrooms, parking areas, etc. This could be used by employees within March Business Center and/or local residents. Discussions have been held that may see the balance of the usable area of the designated park be utilized as an "interpretive style" memorial park incorporating the historical significance of the former March Air Force Base. Preliminary plans indicate that this area would incorporate approximately 11 acres. In addition, a 3.4-acre pocket park will be located at the west terminus of Krameria Avenue. Additional natural buffers surrounding the developed portions of the park areas would amount to approximately 19 acres.

The park is shown in the third phase of the project. Subject to the availability of construction capital and ongoing maintenance responsibilities being defined, the park could be constructed prior to commencement of the third phase of the development without causing significant impacts to the area. Potential sources of funding for the construction and maintenance of the park include county and local

funds, grants, bonds, tax increment financing or private sources. The park will have the following acreages:

Capped landfill:	16 AC
Pocket Park	3.4 AC
Picnic area/parking	6 AC
Interpretive park	11 AC
Buffer/open space	26 AC
TOTAL:	62.459 AC

C. Scenic Corridor Landscape

Landscaping easements will be provided along the project frontages along segments of Van Buren Boulevard, Cactus Avenue, and Alessandro Boulevard. These easements will be 20 feet wide and the landscaping will be maintained by a Landscaping and Lighting Assessment District. A 30-foot landscape easement will be provided along the eastern side of Barton Street along the project frontage. In addition, a nine-foot landscaping easement will be provided along the entire length of Street Z. Supplemental landscaping shall also be provided adjacent to the Elementary School in accordance with the Elementary School Buffer Zone. The March Business Center Design Guidelines establish the landscaping criteria.

D. Drainage Basins

Drainage detention facilities will be provided along the eastern portion of the North Campus and the southwestern portion of the South Campus. The southern North Campus basin will encompass the portion of the project that is included in the CZ. Currently, there is a new Drainage Master Plan underway, which will revise the need for dual 8' x 8' box culverts at the Project's Van Buren terminus of the San Jacinto River Watershed. This revision to the Drainage Master Plan incorporates an increase of volume to the existing basins which can accommodate South Campus' post development run-off contribution into this system. The northern facility is south of Alessandro Boulevard in APZ II. The detention facilities shall be maintained by either the Riverside County Flood Control and Water Conservation District (RCFC & WCD) or an assessment district.

V. TRANSPORTATION

A. Existing Transportation Issues

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

- The Van Buren Boulevard/Barton Street intersection is characterized by LOS F conditions during the morning peak.

- An off-site segment of Krameria Avenue, west of Barton Street, will need to be paved in order to accommodate future traffic growth. This improvement will be constructed by the adjacent subdivider.

While the Specific Plan requires a General Plan amendment due to land use changes, it should be noted that the Specific Plan land uses will have a substantially lower traffic generation than previously approved uses evaluated in the MEIR. The MEIR assumed a development scenario for the entire March JPA area that totaled 220,000 trips per day. Of this, 131,400 trips per day were evaluated for the 1,290 acres comprising March Business Center. As discussed in the *Traffic Circulation and Phasing Study*, the March Business Center will generate 88,100 total daily trips, including 74,900 external trips. This is a 33 percent reduction from approved General Plan land uses. The *Traffic Circulation and Phasing Study* was prepared to fulfill the following objectives:

1. To provide the baseline for future traffic monitoring updates
2. To specify the internal circulation network for the March Business Center Specific Plan
3. To determine the timing of off-site transportation improvements with respect to Specific Plan development phases
4. To confirm whether or not the transportation improvements identified in the 1998 Transportation Study are still needed, given updated land use information for the Specific Plan and the surrounding area

B. Traffic Circulation Plan

An internal roadway network, consisting of a hierarchy of local, collector and arterial streets, will be constructed to provide access to and from the parcels comprising the March Business Center. The internal street network will be public roadways to be maintained by the County of Riverside. Off-site transportation improvements will be provided to ensure there is sufficient capacity to accommodate future traffic. The improvements associated with each development phase will be assured to the satisfaction of the JPA prior to the occupancy of that phase.

1. Project Development Phasing

South Campus of the March Business Center will be constructed in phases. Figure I-3 on page I-4 of this Specific Plan illustrates the boundaries of each of the three phases. The purpose of phasing the project is

to divide the project into smaller phases that deliver transportation facilities based on when the project needs these improvements. As shown in this figure, the first development phase encompasses the North Campus area between Alessandro Boulevard and the to-be-demolished former military housing project. **Figure V-1** illustrates the transportation improvements associated with this development phase. Phase 2 includes the area formerly occupied by the demolished housing development. The improvements for Phase 2 are shown in **Figure V-2**. Phase 3 includes the South Campus. The improvements for this phase are shown in **Figure V-3**.

2. Street Sizing and Landscaping

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

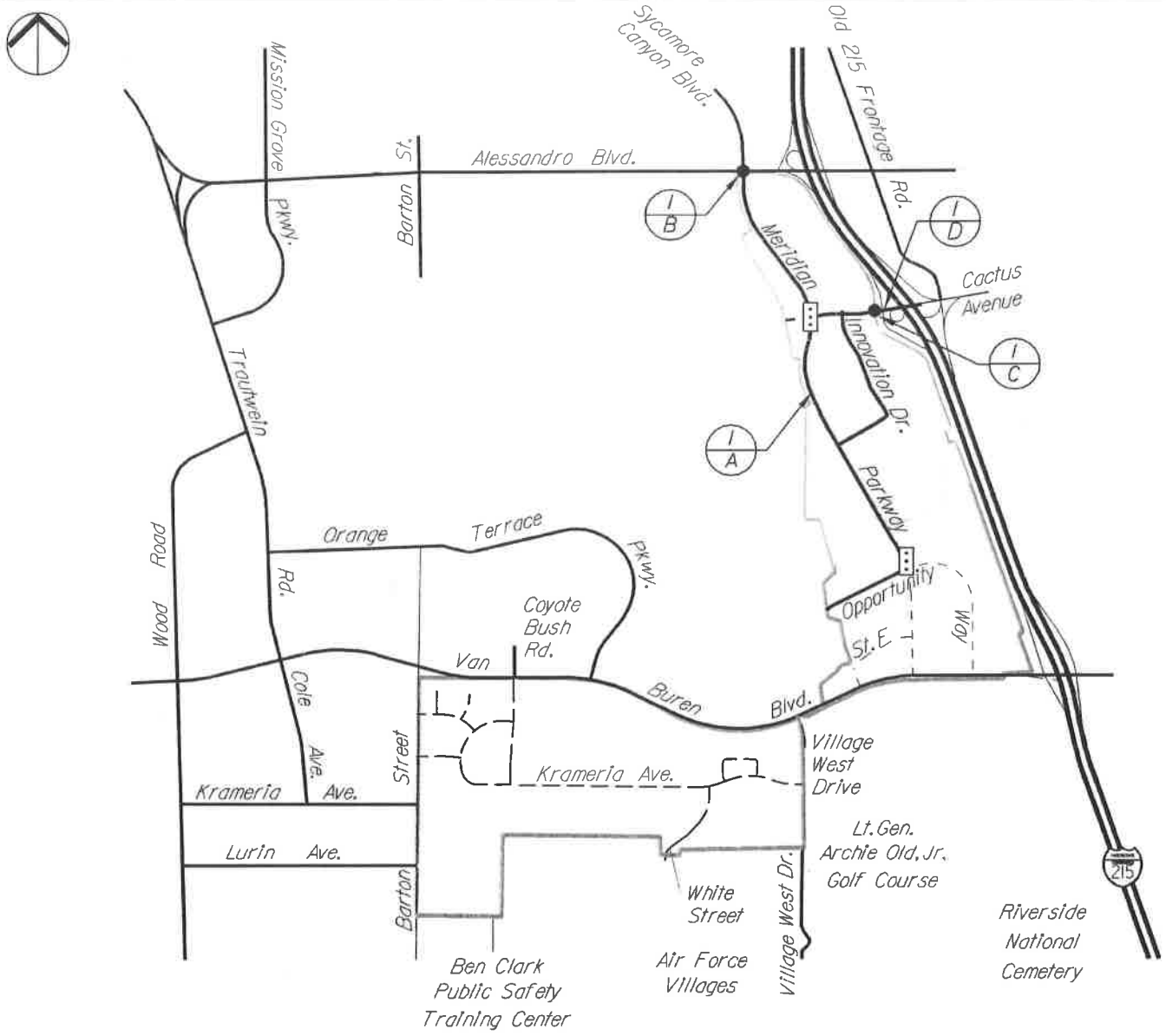
- Existing improvements are provided adjacent to the Orangecrest development and Riverside National Cemetery
- Van Buren Boulevard will traverse sensitive habitat west of the North Campus

However, the design of Van Buren Boulevard is consistent with the intent of the RCIP because additional landscaping will be provided along this roadway adjacent to the project, including a 50-foot landscaping easement on the south side of Van Buren Boulevard, east of Barton Street.

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

3. Traffic Monitoring

One of the MEIR mitigation measures requires traffic monitoring every five years. Because the Transportation Study prepared in support of the MEIR was published in 1998, an updated *Transportation Circulation and Phasing Study* has been completed for March Business Center. This document forms the basis for future traffic monitoring updates. This document has established a traffic generation "budget" in order to ensure that the transportation network has sufficient capacity to accommodate project traffic. This budget is 74,900 daily external trips. Over the course of project buildout, the traffic generation characteristics of the site will be monitored and compared to the traffic generation assumed in the *Transportation Circulation and Phasing Study*. If future increases in density result in traffic generation in excess of the established budget, then the traffic impacts and mitigation identified in the study must be revisited as part of the traffic monitoring update process.



Phase ID	Proposed Phase I Improvements	Status of Improvements
I-A	Construct internal streets	Complete
I-B	Modify signal at Alessandro Blvd./Sycamore Canyon Blvd.	Complete
I-C	Widen Cactus Avenue railroad bridge	Complete
I-D	Improve Cactus Avenue/ I-215 southbound ramps	Complete

Legend:

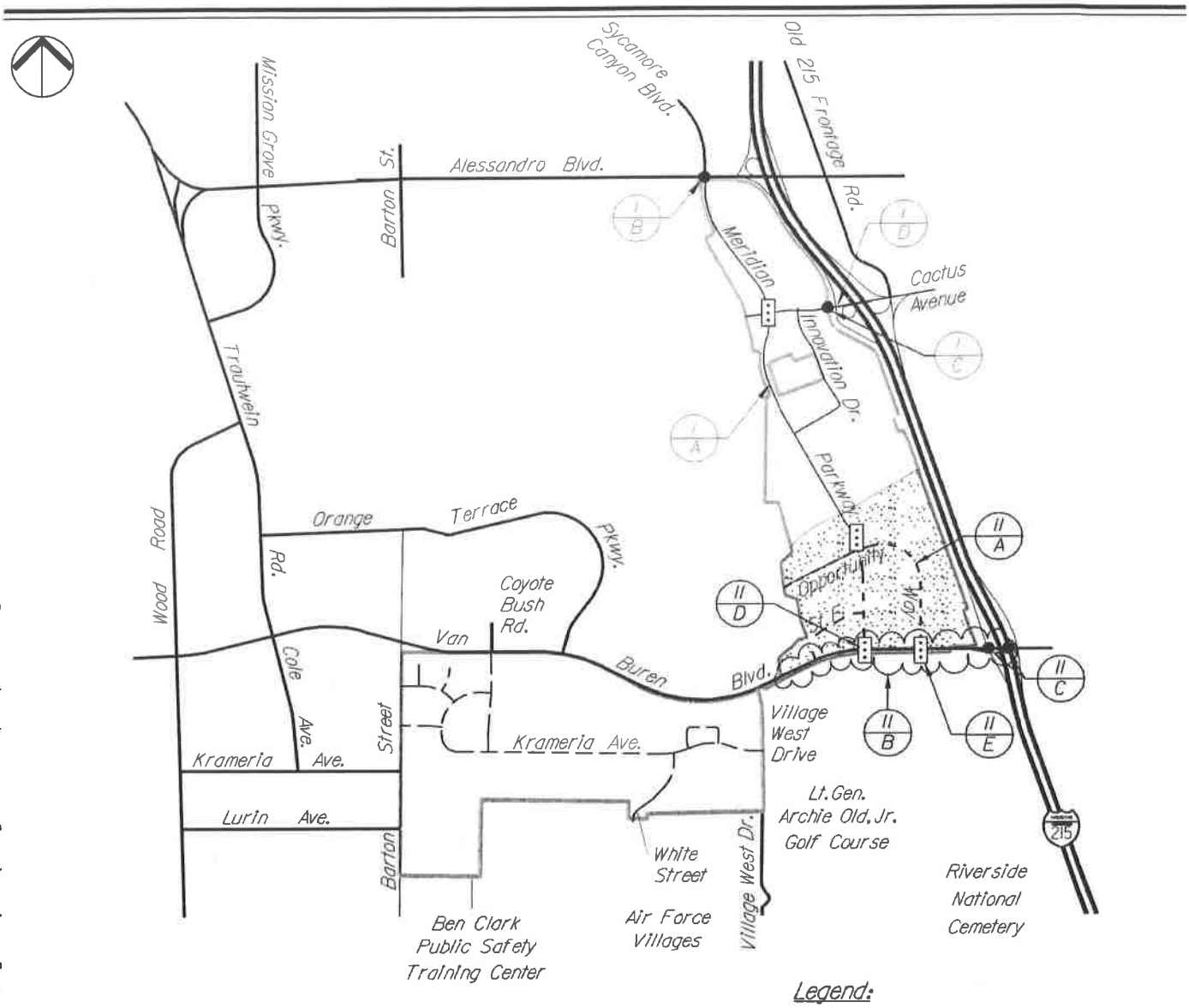
- Complete Project Roadway
- - - - - Future Project Roadway
- I/B - Improvement Phase / Identifier
- Traffic Signal

NOTE:
SPA Improvements Included In Phase II-A

FIGURE V-1

TRANSPORTATION IMPROVEMENTS, DEVELOPMENT PHASE I

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Legend:

- Future Project Roadway
- I/B - Improvement Phase / Identifier
- Traffic Signal
- Phase II

Phase ID	Proposed Phase 2 Improvements	Status of Improvements *
II-A	Construct internal streets	Complete
II-B	Widen Van Buren Boulevard	In Construction
II-C	Improve Van Buren Blvd/ I-215 Interchange	Complete
II-D	Provide signal control	Complete
II-E	Provide signal control	Complete

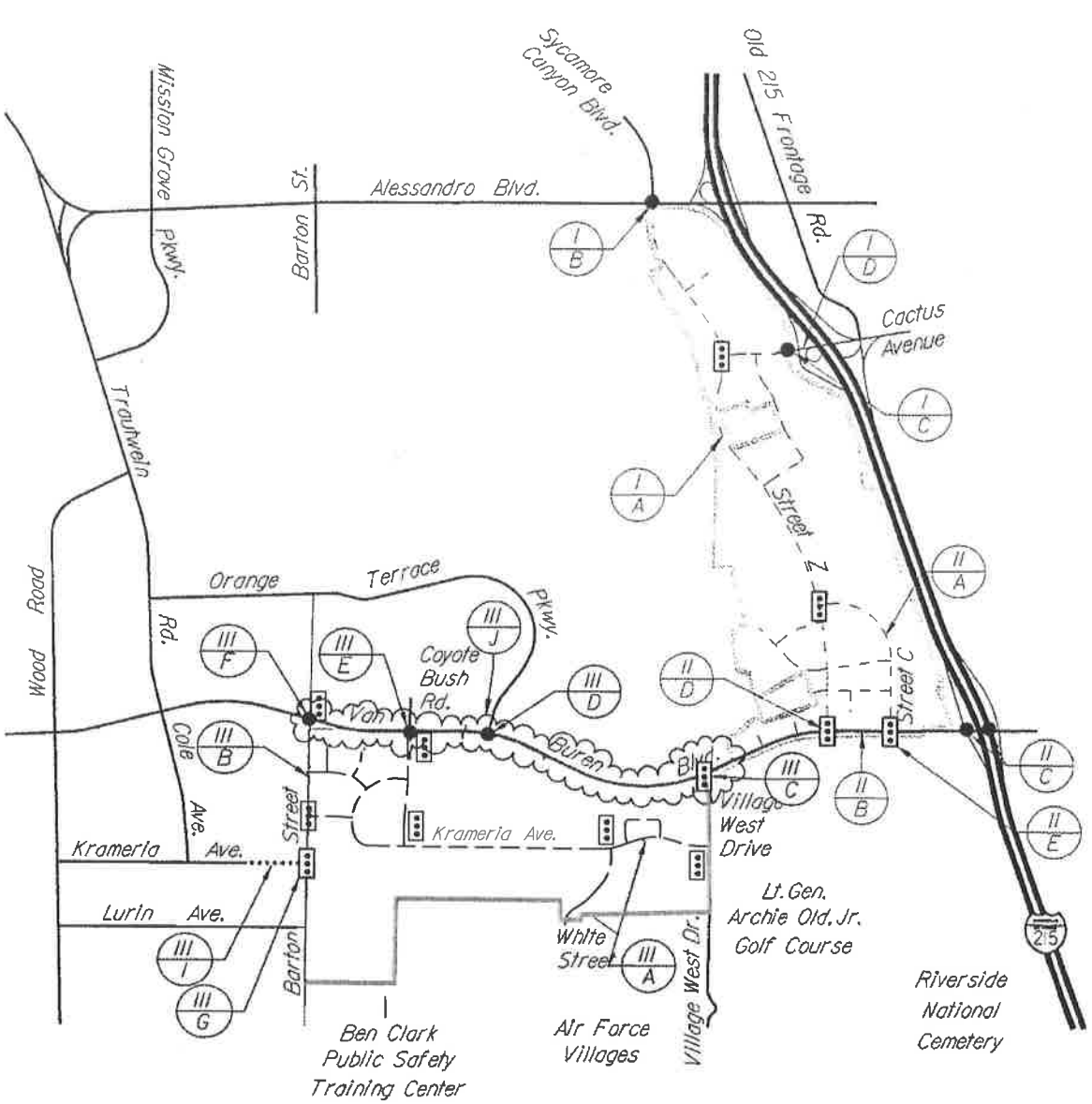
NOTE:
SPA Improvements Included in Phase II-A

* Improvements to be Constructed or Assured upon Issuance of occupancy permit for any use within Phase 1, 2, or 2-A after traffic generated by this use exceeds 44,966 ADT.

FIGURE V-2

TRANSPORTATION IMPROVEMENTS, DEVELOPMENT PHASE II

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Phase ID	Proposed Phase 3 Improvements
III-A	Construct Internal streets
III-B	Half-width Improvements on Barton Street
III-C Thru III-G	Provide or modify traffic signal control
III-I	Complete
III-J	Widen Van Buren Boulevard

Legend:

- - - - - Future Project Roadway

..... Future Roadway By Others

(I/B) - Improvement Phase / Identifier

- Traffic Signal

FIGURE V-3

TRANSPORTATION IMPROVEMENTS, DEVELOPMENT PHASE III

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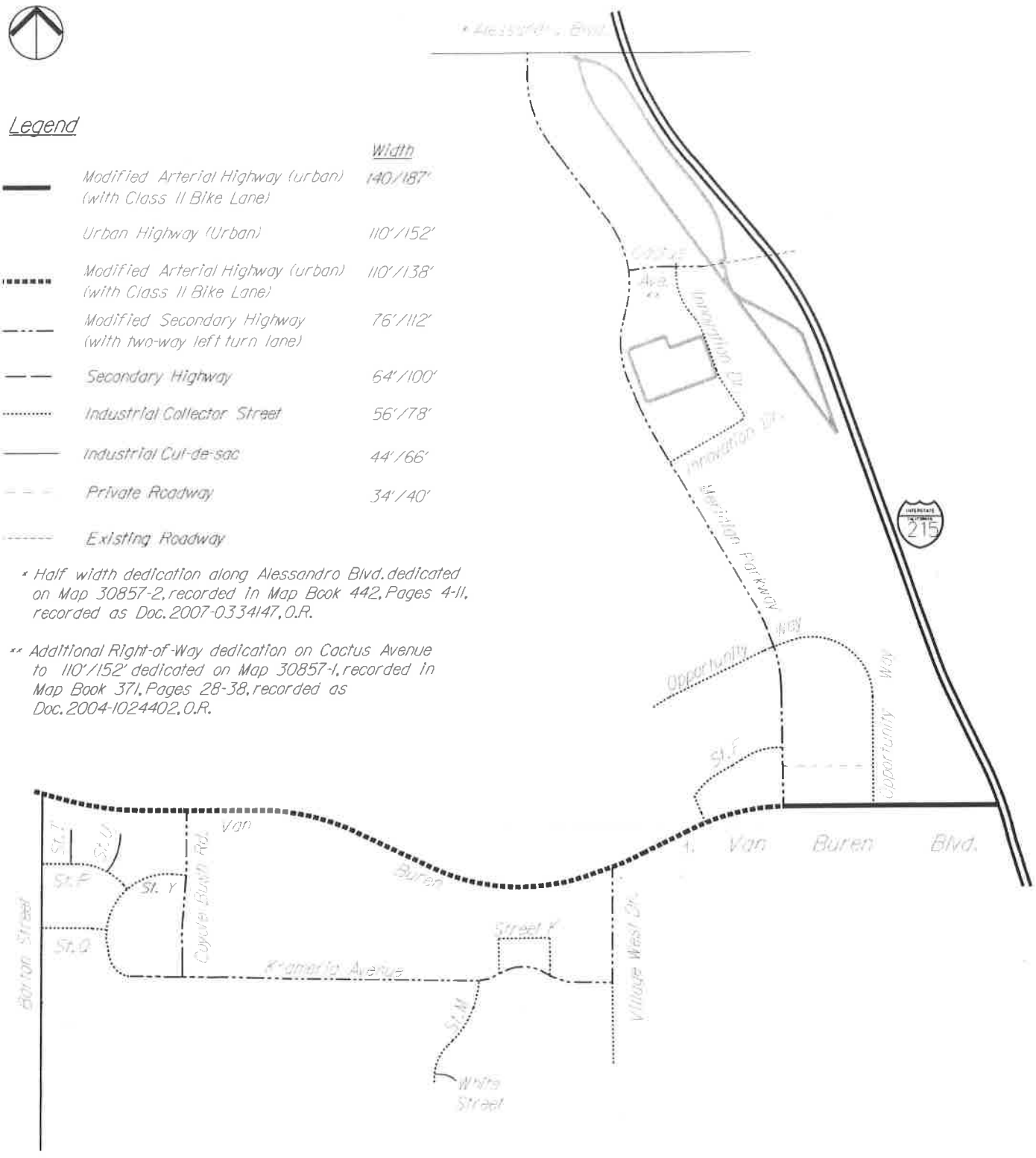
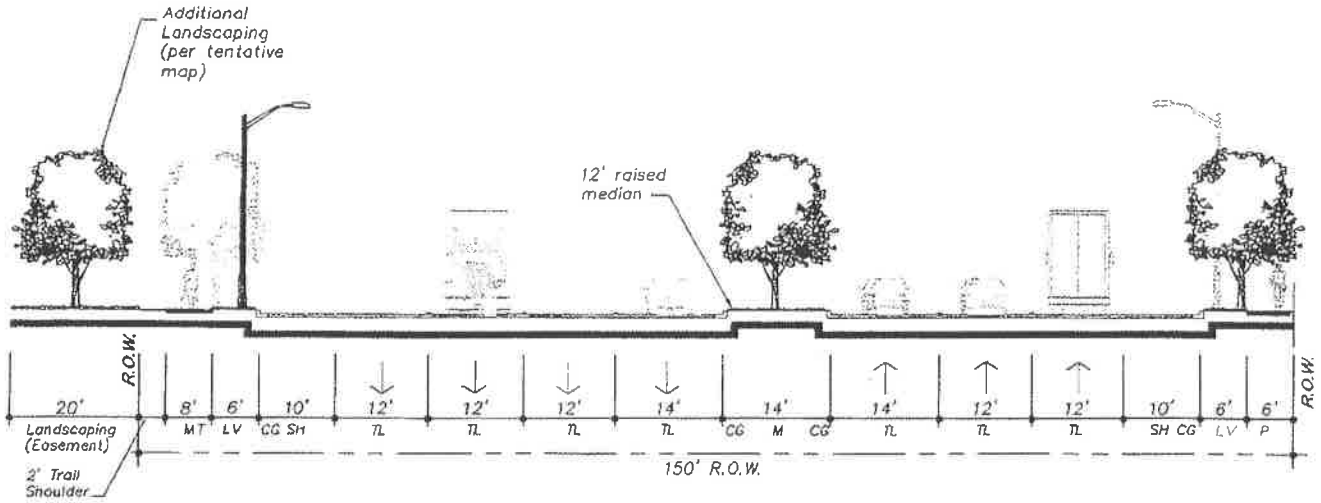


FIGURE V-4

TRANSPORTATION PLAN

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NOT TO SCALE



Legend

TL = Travel Lane
M = Median
LV = Landscape Verge
P = Pedestrian Way
CG = Curb/Gutter
SH = Shoulder
MT = Multi-use Trail

Notes:

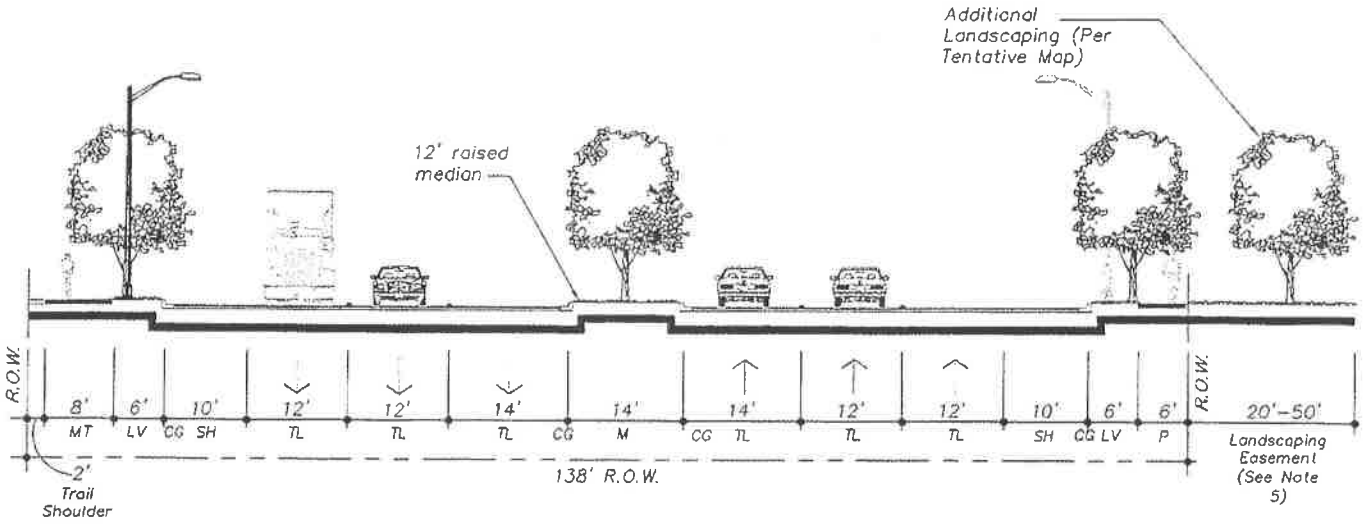
1. Combined thickness of base and surface to be determined by soil test.
2. Minimum paving thickness per Riverside County specifications.
3. Refer to Figure V-7 of the Specific Plan for the location of the Class I trail.
4. Design will match existing improvements where possible adjacent to Riverside National Cemetery.

FIGURE V-5A

VAN BUREN BLVD (STREET Z TO I-215, FACING EAST)
MOD. ARTERIAL (URBAN) HIGHWAY, 7 LANES (WITH CLASS I MULTI-USE TRAIL)

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NOT TO SCALE



Legend

TL = Travel Lane
M = Median
LV = Landscape Verge
P = Pedestrian Way
CG = Curb/Gutter
SH = Shoulder
MT = Class I Multi-Use Trail

Notes:

1. Combined thickness of base and surface to be determined by soil test.
2. Minimum paving thickness per Riverside County specifications.
3. Refer to Figure V-7 of the Specific Plan for the location of the Class I trail.
4. North side of Van Buren Boulevard to be constructed as proposed between Orange Crest Parkway and Street Z only.
5. -50' landscape easement on Van Buren Boulevard from South edge of Lot 39 to the east edge of South Campus Lot 22.

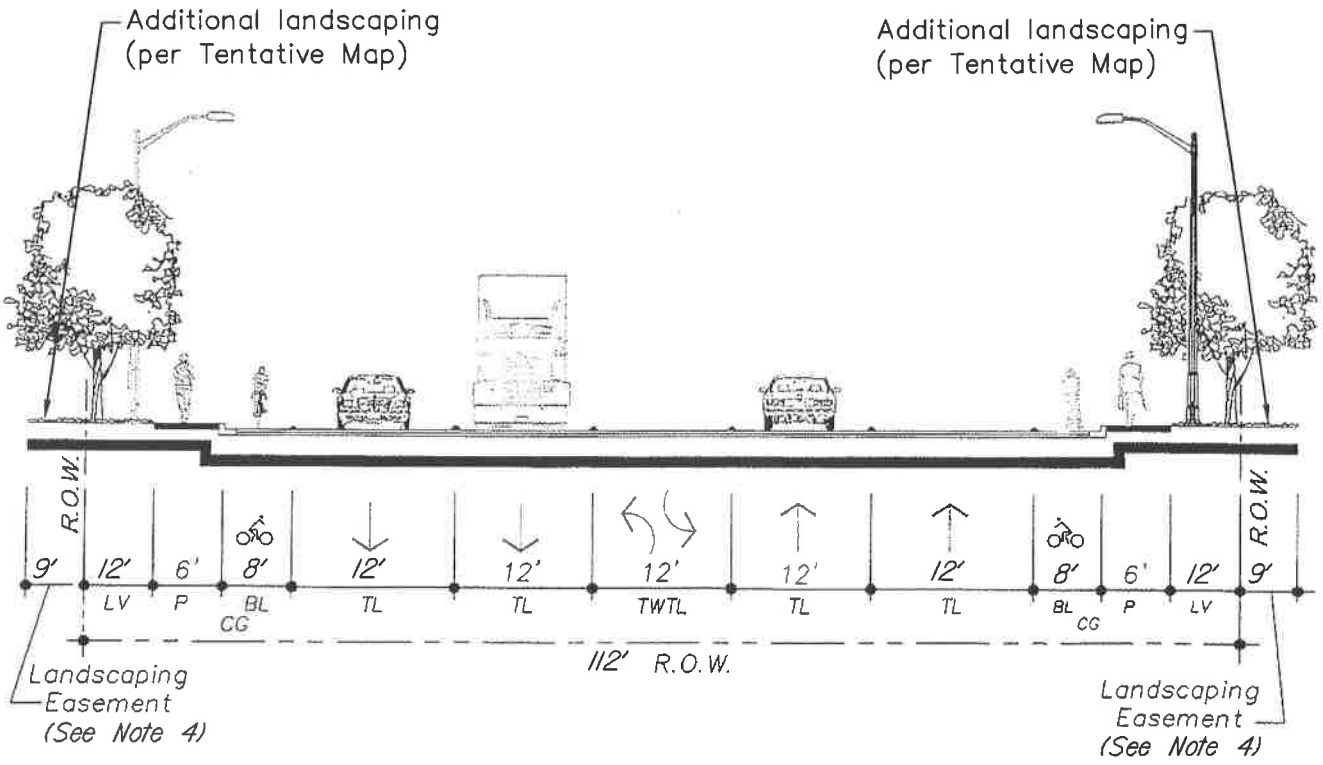
   -20' landscape easement on Van Buren Boulevard from West edge of North Campus Lot 23 to East edge of South Campus Lot 26.
6. Design will match existing improvements where possible adjacent to Orangecrest.
7. Landscaping will not be provided adjacent to wildlife habitat.
8. Multi-use trail will transition from north side of Van Buren Blvd. to the south side at Orange Terrace Parkway.

FIGURE V-5B

VAN BUREN BLVD (WEST OF STREET Z, FACING EAST)
MOD. ARTERIAL (URBAN) HIGHWAY (WITH CLASS I MULTI-USE TRAIL)

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NOT TO SCALE



Legend

TL = Travel Lane
LV = Landscape Verge
P = Pedestrian Way
CG = Curb/Gutter
BL = Class II Bike Lane
TWTL = Two-Way Left Turn Lane

Notes:

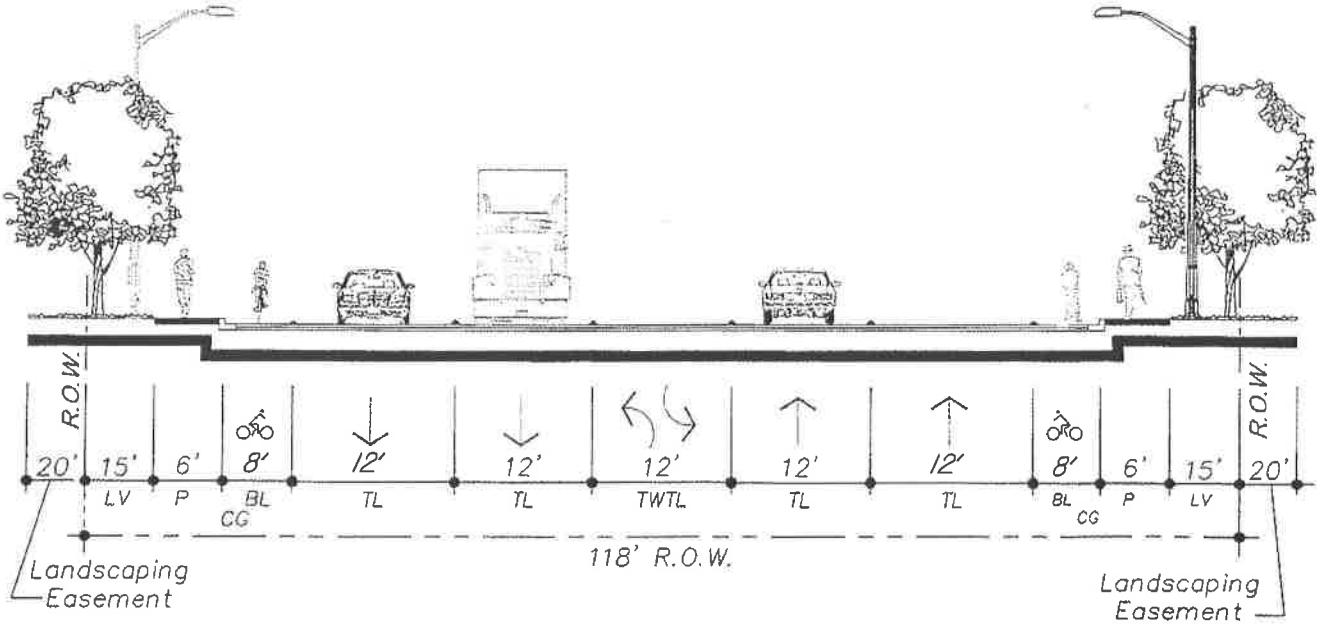
1. **Combined thickness of base and surface to be determined by soil test.**
2. **Minimum paving thickness per Riverside County specifications.**
3. **Refer to Figure V-7 of the Specific Plan for the location of the Class II bike lanes.**
4. **Provide 9' landscaping easement on Krameria Avenue and Street Z.**
5. **For Krameria Avenue and Street Z, the parkway slope from the back of sidewalk will be 6:1.**
6. **For Barton Street, provide 30' landscaping easement on east side only.**
7. **Assessment district will maintain all landscaping in public right-of-way.**

FIGURE V-5C

BARTON STREET (EAST HALF ONLY), STREET Z,
KRAMERIA AVENUE, AND VILLAGE WEST DR (NORTH OR KRAMERIA AVE.)
MOD. SECONDARY HIGHWAY (WITH TWO WAY LEFT TURN LANE AND CLASS II BIKE LANES)

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NOT TO SCALE



Legend

TL = Travel Lane
LV = Landscape Verge
P = Pedestrian Way
CG = Curb/Gutter
BL = Class II Bike Lane
TWTL = Two-Way Left Turn Lane

Notes:

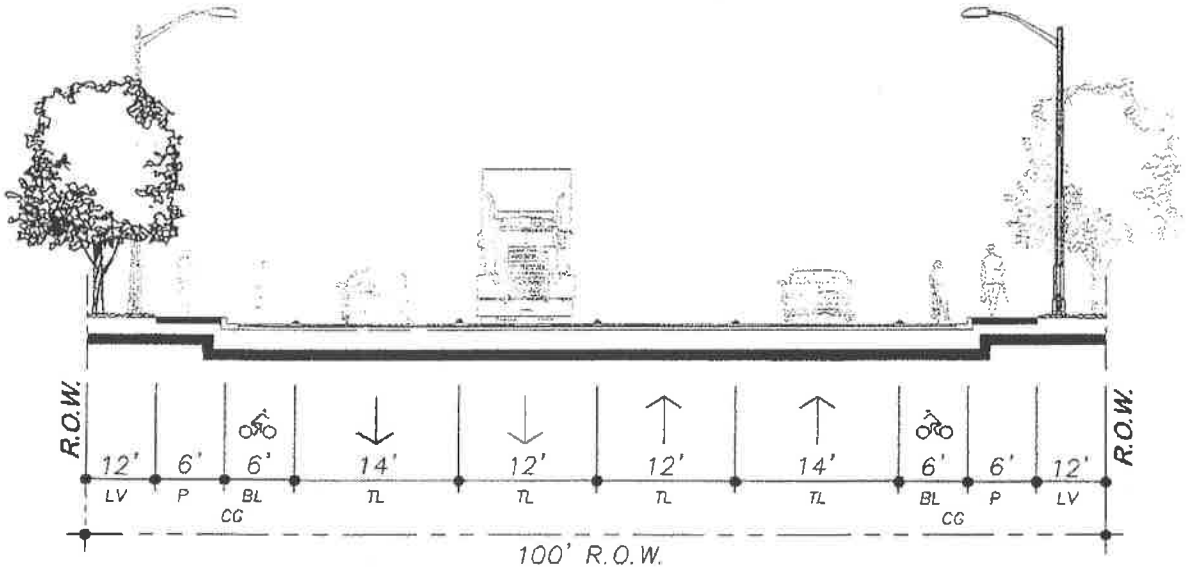
1. Combined thickness of base and surface to be determined by soil test.
2. Minimum paving thickness per Riverside County specifications.
3. Refer to Figure V-7 of the Specific Plan for the location of the Class II bike lanes.
4. Assessment district will maintain all landscaping in public right-of-way.
5. Build Out of Future Development Area will necessitate widening of Cactus Avenue to Arterial (Urban) Highway Standards (110' pavement/152' right-of-way).

FIGURE V-5C1

CACTUS AVENUE (STREET Z TO EASTERN EDGE OF SPECIFIC PLAN)
MOD. SECONDARY HIGHWAY (WITH TWO WAY LEFT TURN LANE AND CLASS II BIKE LANES)

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Legend

TL = Travel Lane
LV = Landscape Verge
P = Pedestrian Way
CG = Curb/Gutter
BL = Class II Bike Lane

Notes:

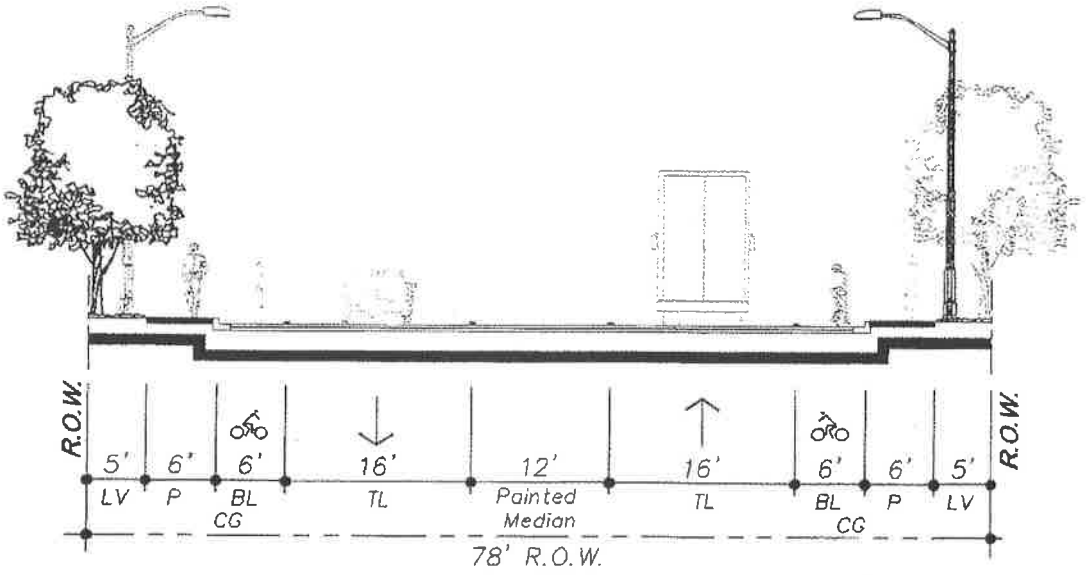
1. Combined thickness of base and surface to be determined by soil test.
2. Minimum paving thickness per Riverside County specifications.
3. Refer to Figure V-7 of the Specific Plan for the location of the Class II bike lanes.

FIGURE V-5D

COYOTE BUSH ROAD
SECONDARY HIGHWAY (WITH CLASS II BIKE LANE)

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Legend

TL = Travel Lane
M = Median
LV = Landscape Verge
P = Pedestrian Way
CG = Curb/Gutter
BL = Class II Bike Lane

Notes:

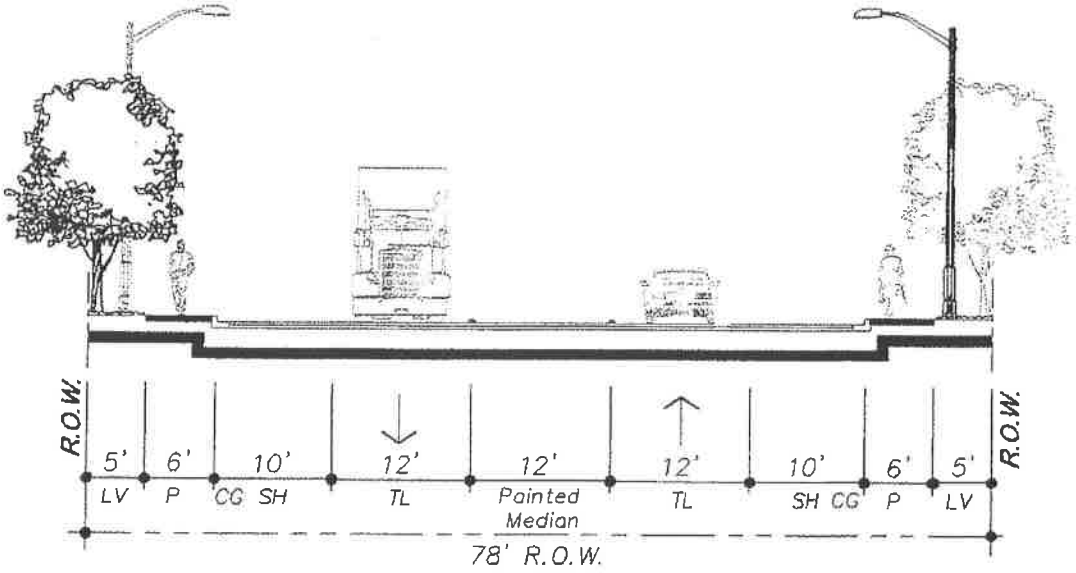
1. Combined thickness of base and surface to be determined by soil test.
2. Minimum paving thickness per Riverside County specifications.
3. All curb and gutter to be type "A-6" unless otherwise specified.
4. Refer to Figure V-7 of the Specific Plan for the location of Class II bike lanes.

FIGURE V-5E

STREET C, STREET E (EAST OF STREET Z), STREET F (EAST OF STREET Z), STREET K, STREET W, LURIN AVENUE, VILLAGE WEST DRIVE (SOUTH OF KRAMERIA AVE.) AND STREET Y INDUSTRIAL COLLECTOR STREET (WITH CLASS II BIKE LANE)

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NOT TO SCALE



Legend

TL = Travel Lane
M = Median
LV = Landscape Verge
P = Pedestrian Way
CG = Curb/Gutter
SH = Shoulder

Notes:

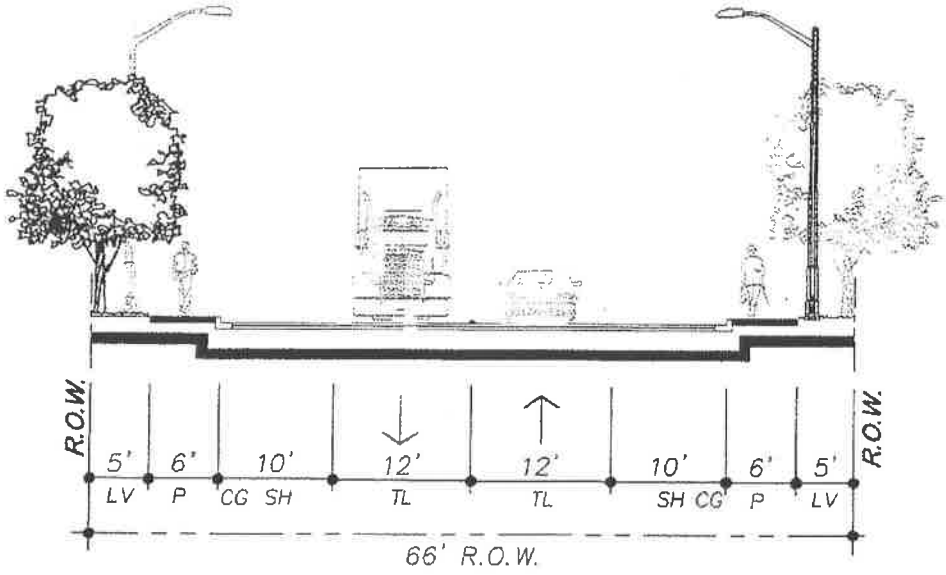
1. Combined thickness of base and surface to be determined by soil test.
2. Minimum paving thickness per Riverside County specifications.
3. All curb and gutter to be type "A-6" unless otherwise specified.
4. Refer to Figure V-7 of the Specific Plan for the location of Class II bike lanes.
5. Parking allowed on shoulders.

FIGURE V-5F

STREET A, STREET D, STREET E (FROM STREET Z TO STREET D), STREET M, STREET P, AND STREET Q
INDUSTRIAL COLLECTOR STREET (NO CLASS II BIKE LANE)

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NOT TO SCALE



Legend

TL = Travel Lane
LV = Landscape Verge
P = Pedestrian Way
CG = Curb/Gutter
SH = Shoulder

Notes:

1. Combined thickness of base and surface to be determined by soil test.
2. Minimum paving thickness per Riverside County specifications.
3. See Standard No. 212 for A.C. Dike Detail.
4. All curb and gutter to be type "A-6" unless otherwise specified.
5. This standard may also serve as a cul-de-sac in industrial or commercial use areas but shall not exceed 660 feet.

FIGURE V-5G

STREET E (NORTH OF STREET D), STREET F (WEST OF STREET Z), STREET G, STREET H, STREET R, STREET S, STREET T, AND STREET U INDUSTRIAL CUL-DE-SAC

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4. "Reverse Commute"

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

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

1. The magnitude of the future volume increase on Van Buren Boulevard west of the project, and at the Van Buren Boulevard/SR-91 interchange, would not be as high as compared to a no-project or residential type of development
2. The distance and duration of certain additional work trips will be substantially reduced,[11] providing fuel consumption and air quality benefits

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

5. Transportation Demand Management

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

1. The March JPA shall coordinate with the RCTC as the project Transportation Management Agency (TMA). The purpose of the TMA will be to:
   - Provide information on employee matching for carpools and van pools
   - Identify park and ride lot locations
   - Provide information on and encourage transit use

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

2. Each employer with more than 250 full-time employees shall submit a TDM plan to the JPA. The TDM plan shall address the following:
   - Designate a TDM coordinator
   - Provide a space (e.g., kiosk, bulletin board, etc.) for rideshare information
   - Provide preferential parking for carpools
   - Identify bus routes and bicycle facilities in the vicinity
   - Provide flexible working hours and/or a telecommuting program (to the extent feasible)
   - Bicycle storage facilities
   - Showers and locker rooms (optional)

C. Non-Automobile Circulation

1. Transportation Center

The existing General Plan Transportation Element identified a potential commuter rail/bus transfer facility near the I-215/Van Buren Boulevard interchange. ~~,~~ This was actually constructed on Unit 2 Lot 4, whereas the construction was completed in December of 2015. The Transit Center, constructed by RCTC, has provided a commuter rail station and a transfer facility for express bus, local bus, and area shuttle service.

2. Local Transit Service

As established in the March Business Center Design Guidelines, site design and building orientation will facilitate pedestrian access and transit service. Where appropriate, this Specific Plan requires the installation of bus improvements, such as bus turnouts, bus stops, and terminals as part of the conditions of development for land uses that have a large number of employees. This Specific Plan also requires dedication of appropriate transit routes, stations, and stops as part of new development.

3. Truck Traffic

The industrial, business park, warehousing, and related uses typically generate a higher volume of truck traffic than other types of uses. The large size and acceleration/deceleration characteristics of trucks have a disproportionate impact on transportation capacity, as compared to passenger vehicles.

In order to reduce the impacts of trucks on roadway and intersection capacity, trucks that are not on local delivery routes will be routed through the Specific Plan roadways in accordance with the circulation routes depicted on **Figure V-6**. Also, the project will cooperate with the City of Riverside to support measures to restrict the use of residential collector streets and secondary highways by trucks. All project through streets within the Specific Plan are classified as Industrial Collectors (or higher classifications) in order to accommodate trucks. Design of pavement sections will provide a structural depth sufficient for anticipated truck traffic. Key access intersections shall be designed to accommodate truck turns.

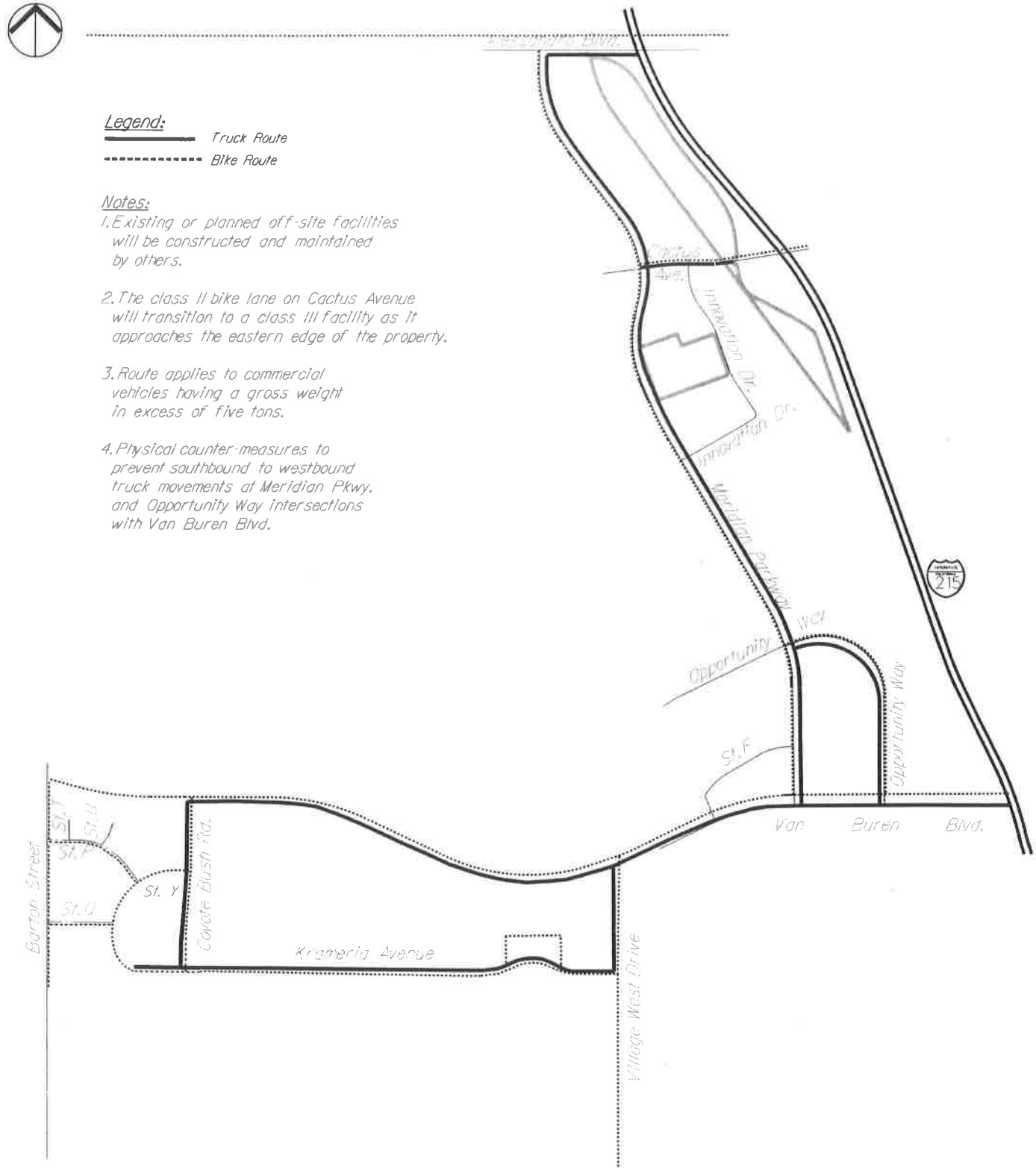


FIGURE V-6

TRANSPORTATION SYSTEMS PLAN

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4. 4.——Bicycle/Pedestrian Access

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

1. The network was defined based on likely routes between March Business Center and existing and future residential development in the project area.
2. The proposed routes will provide linkages to bicycle and pedestrian facilities identified by adjacent jurisdictions. According to the City of Moreno Valley's Bikeway Plan, Cactus Avenue will accommodate a Class I facility east of I-215. According to the City of Riverside's General Plan, Alessandro Boulevard accommodates a Class II facility.
3. Bicyclists and pedestrians on Van Buren Boulevard should be physically separated from vehicular traffic due to the high-speed design and heavy volumes anticipated on this roadway.
4. Class II facilities should be provided on internal streets to facilitate access to project land uses and the Transit Center

Figure V-6 depicts the Class I, Class II, and Class III facilities on project streets and Van Buren Boulevard.

VI. INFRASTRUCTURE AND GRADING

A. Existing Infrastructure Issues

The March Business Center Specific Plan area, particularly the South Campus, consists primarily of vacant land, with minimal municipal utilities or services. Public facilities, services and infrastructure will be provided concurrently with the appropriate phase of project development. Figure I-3 on page I-4 of this Specific Plan shows the boundaries of each project development phase.

B. Sewer Service and Facilities

Existing sewer service in the March Business Center Specific Plan area is provided to the DRMO facility and the abandoned Arnold Heights residential development. **Figure VI-1** shows sewer facilities in the project vicinity. Sewage is currently conveyed to an existing secondary treatment plant located west of I-215 and north of Nandina Avenue. The on-site sewer system has been transferred to the Western Municipal Water District (WMWD). The existing treatment plant has a capacity of 0.75 million gallons per day (mgd), of which 0.60 mgd is used by existing development. Substantial additional conveyance facilities and treatment capacity must be provided in order to accommodate the sewage to be generated by Specific Plan land uses.

WMWD is constructing a replacement tertiary reclamation plant that will expand and upgrade the treatment capacity of the existing plant to 1.0 mgd. Future expansions will increase the treatment capacity to 5.0 mgd. The costs associated with these expansions will be borne by future developments in the March Business Center and other areas served by the sewer system. WMWD will own and maintain all planned future sewer facilities, including lift stations.

C. Potable Water Service

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

The March Business Center will substantially increase water demand as compared to previous uses. Because of the location and capacity of existing facilities, an entirely new system must be built to accommodate the project. **Figure VI-2** illustrates project water supply facilities. All potable water facilities, including water mains, zone transitions, pressure pumps and reducers, storage facilities, will be operated and maintained by WMWD.



FIGURE VI-1

SEWER SYSTEM

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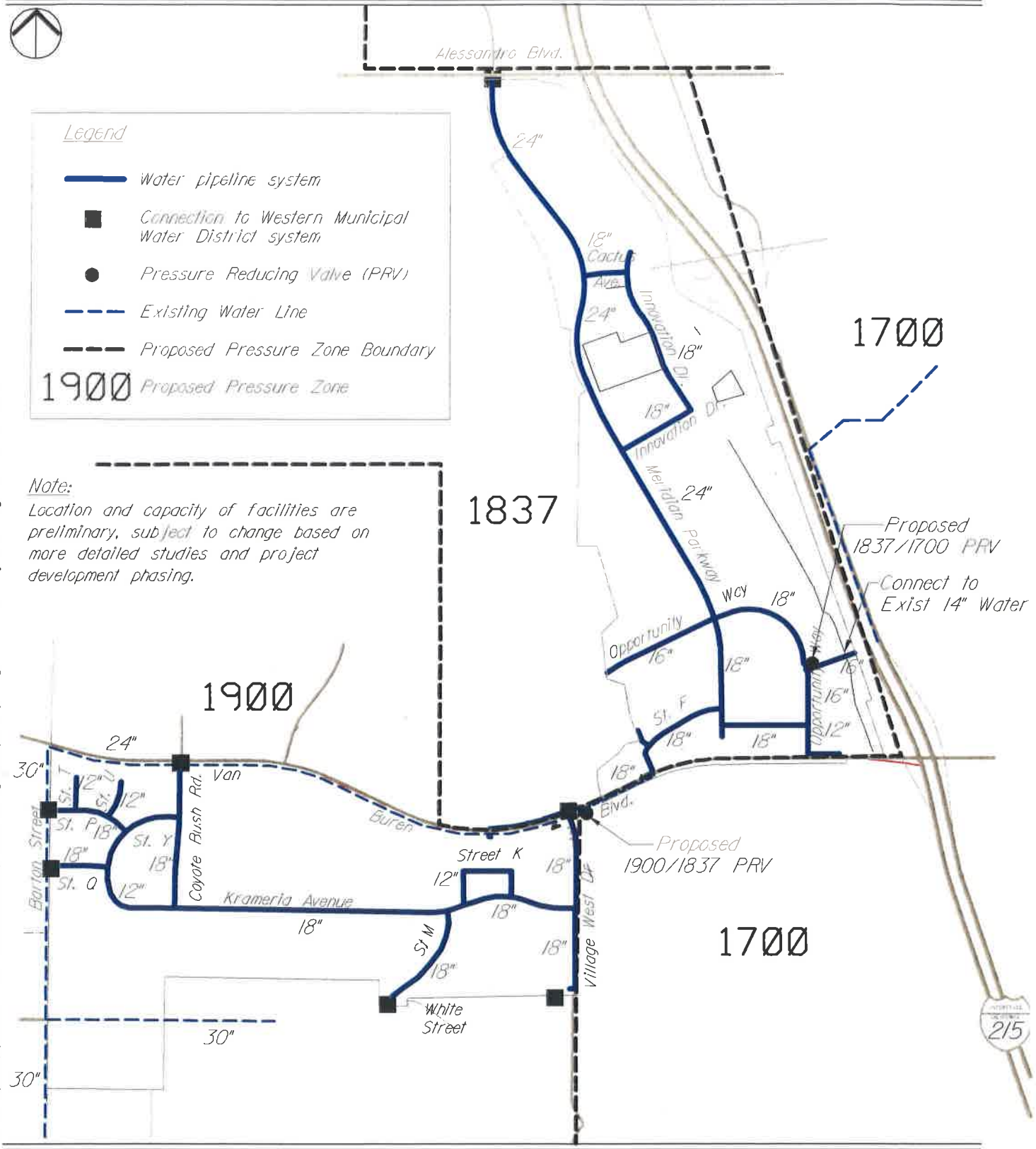


FIGURE VI-2

WATER SYSTEM

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D. Reclaimed Water

The March Business Center project will use reclaimed water for landscape irrigation throughout the project area. As the project develops, reclaimed water pipelines will be constructed within the rights-of-way of new roadways. Currently, no Title 22 reclaimed water is available to the project area. This may require that the reclaimed water system be temporarily connected to the potable system. The existing wastewater treatment plant along I-215 at Nandina Avenue provides secondary effluent through a 12-inch force main to a holding reservoir at the golf course (0.33 million gallons (mg)). This effluent is used to irrigate the cemetery and the golf course. The effluent does not meet state or federal treatment requirements for use as irrigation water, so it will not be used by the March Business Center project. The improvements to the existing treatment plant described above will provide a treatment capability that meets the requirements (i.e., Title 22) of the Regional Water Quality Control Board. The expanded plant will treat wastewater generated by the March Business Center project and supply it to the project's reclaimed water system. **Figure VI-3** illustrates the reclaimed water system. The proposed reclaimed water system will supply reclaimed water for all landscaped areas, streetscape, and for other open space areas that require irrigation. The reclaimed water distribution system, including pumps and storage facilities, will ~~by~~be maintained by WMMD.

E. Storm Water Management

The existing watersheds that drain the March Business Center project flow into either the Santa Ana River Basin or the San Jacinto River Basin. Both the northern portion of Phase 1 (which flows to the north) and the western edge of Phase 3 (which flows to the west) drain into the Santa Ana River Basin. The remainder of the project flows to the south into the San Jacinto River Basin. Soil types within the Specific Plan area consist primarily of Monserate sandy loam and Fallbrook sandy loam. A Drainage Plan has been prepared to identify and size drainage facilities required to accommodate the runoff resulting from the additional impervious area created by project development. This Plan is a project-specific supplement to the *March Air Force Base Reuse Drainage Plan* prepared for the Riverside County Flood Control and Water Conservation District (RCFC & WCD) for the entire General Plan area.

Figure VI-4 depicts proposed on-site drainage facilities. As shown in this figure, a detention basin will be provided in the eastern portion of the North Campus, north of Van Buren Boulevard. This area is designated as a Clear Zone (CZ) to accommodate aircraft operations at March ARB. Drainage facilities will intercept storm water runoff, reducing peak hour flows substantially below existing levels. The drainage system shall employ Best Management Practices for drainage, water quality, using basins, erosion control, and urban pollution removal prior to the discharge of runoff into natural watersheds or wetlands. Storm drain facilities shall be designed to the standards of the RCFC & WCD. Public storm drains 39" and larger will be maintained by the RCFC & WCD and private facilities shall be maintained by the property owner. The detention basins will be maintained by RCFC & WCD or an assessment district.

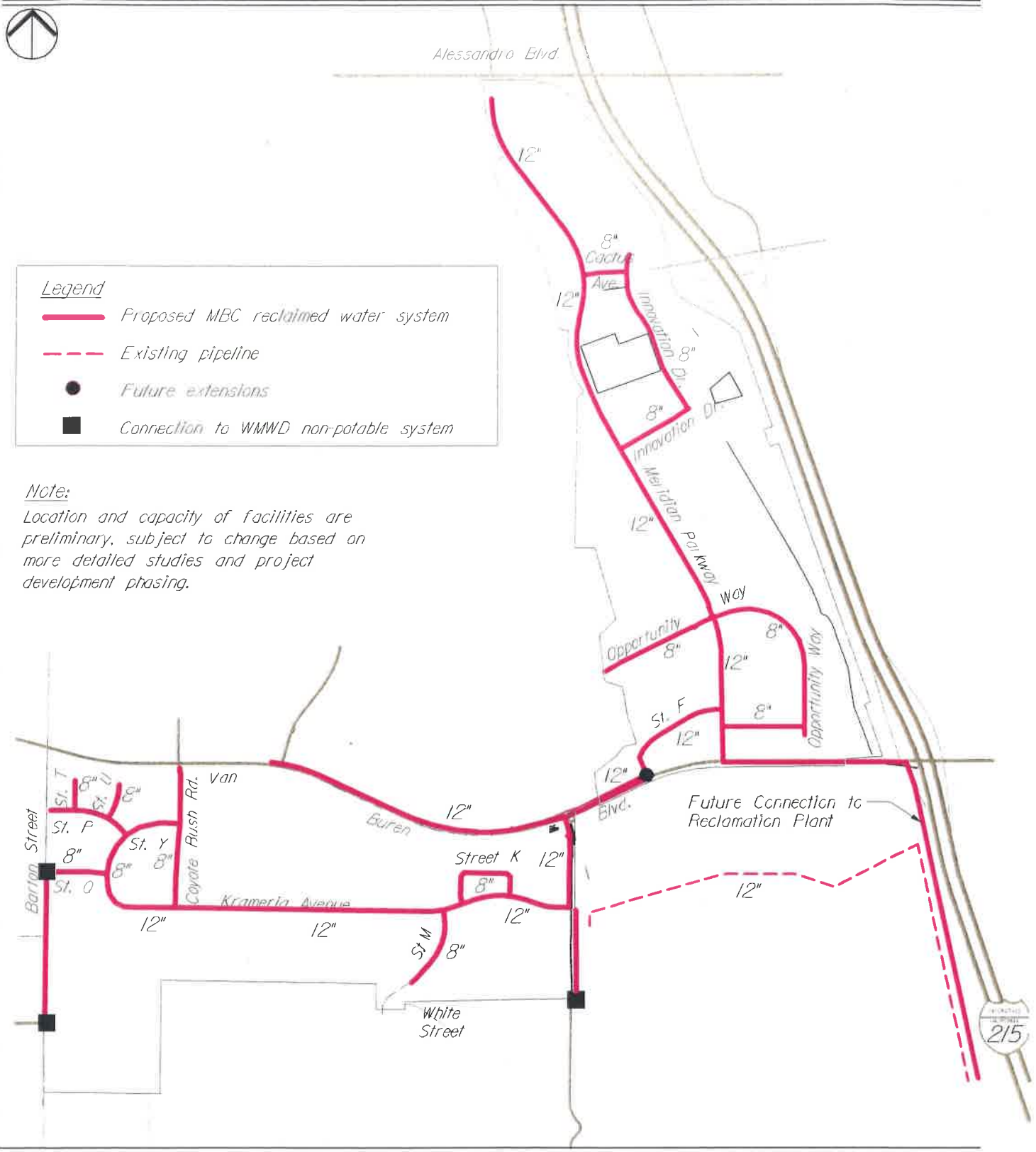


FIGURE VI-3

RECLAIMED WATER SYSTEM

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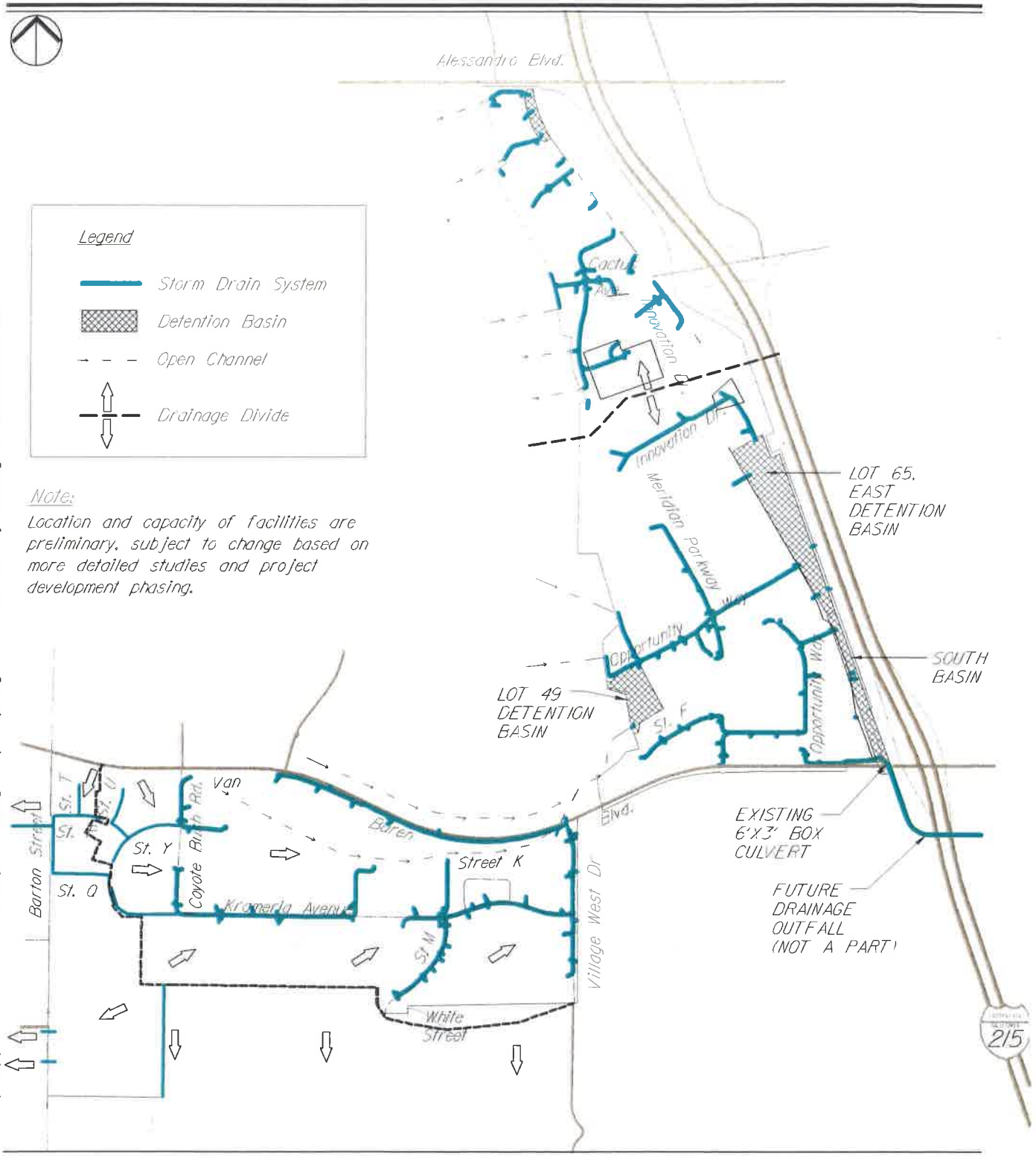


FIGURE VI-4

STORM DRAIN SYSTEM

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F. Gas and Electrical Services

The March Business Center planning area will have its own electrical distribution system. A "Municipal Utilities District" has been formed to provide electrical power to the site. This District's members include the Cities of Riverside, Moreno Valley and Perris. (Riverside County is prohibited by state law from participating). This district is working to procure electric power directly from the City of Riverside, which has distribution facilities adjacent to March Business Center. Southern California Gas Company provides natural gas. A 10-inch transmission main located west of I-215 traverses the planning area, and the Master Developer will install distribution from this line to individual building lots at the time that other land improvements and utilities are constructed.

G. Solid Waste

When MAFB was an active duty military base, it generated 13.1 tons per day of solid waste. When fully built out, the entire General Plan will generate about 49.1 tons per day. Solid waste in western Riverside County is disposed of at the El Sobrante, Lambs Canyon, and Badlands landfills. In order to reduce the amount of material generated by the Specific Plan, the March Business Center will comply with the requirements of the County of Riverside's Source Reduction and Recycling Element (SRRE).

H. Grading

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

Grading Plan Development Standards

- All grading activities shall be in substantial conformance with the approved tentative map or development permit and shall implement any grading-related mitigation measures outlined in the accompanying EIR for the March Business Center.
- Prior to any development within any area of the Specific Plan, an overall grading plan for the portion in process shall be submitted for approval by the JPA. The grading plan for each area shall be used as a guideline for subsequent grading plans for individual stages of development.
- All streets shall have a gradient not exceeding use minimums and maximums established by the County of Riverside or as approved by the March JPA
- A precise grading plan shall be prepared prior to any on-site grading for individual projects.
- The project developer/applicant shall be responsible for installation and maintenance of all planting and irrigation systems on manufactured slopes until those responsibilities are assumed by the Landscape Maintenance District or other parties.
- To the extent that it is feasible, the overall shape, height, and gradient of any cut and fill slope shall be designed to be consistent with the existing natural contours and scale of the natural terrain.
- Potential brow ditches, terrace drains, or other minor swales, determined necessary at future stages of project review, shall be concealed, as feasible and possible, with landscape plantings, earth berms, and similar features.

- Graded but undeveloped pads shall be maintained weed-free, appropriate erosion control measures within ninety (90) days of completion of grading, unless building permits are obtained from the JPA. Appropriate desiltation basins are required for graded areas.
- Cut and fill slopes shall be constructed at inclinations of no steeper than two horizontal feet to one vertical foot, unless otherwise approved by the March JPA. Variable slope ratios will be used to avoid abrupt changes from the pads to the slopes.
- All newly created slopes exceeding 10 feet in vertical height shall be landscaped with a permanent irrigation system approved by the JPA prior to final acceptance. Landscaping shall be consistent with the Landscape Concept Plan and the March Business Center Design Guidelines.
- Grading shall not be permitted to commence prior to approval of grading permits for any proposed development. Mass grading will only occur for those areas undergoing development, or for those areas specifically identified as borrow or disposal sites.
- Grading operations within the confines of the Specific Plan Area shall conform to all applicable March JPA Development Code standards.
- Project grading design shall make reasonable efforts to balance cut and fill on site to avoid the need for excessive importing or exporting of soil.

Manufactured slopes greater than 10 feet in vertical height, together with landscaping and irrigation systems, will be maintained by a maintenance assessment district or owner's association. These slope areas will be entirely within a separate lot or easement. Irrigation systems maintained by the assessment district or owner's association will be separate from private systems. All slopes less than 10 feet in vertical height will be maintained by each project consistent with the March JPA Development Code.

VII. IMPLEMENTATION

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

A. Phasing Plan

The project will be constructed in planning phases, as illustrated in Figure I-3 on page I-4 of this Specific Plan. As shown in this figure, the first development phase encompasses the North Campus area between Alessandro Boulevard and the to-be-demolished military family housing development, known as Arnold Heights. Phase 2 includes the area occupied by the to-be-demolished Arnold Heights development. Phase 3 includes the South Campus. Each planning area may be implemented in smaller "sub-phases," with one or more Final Maps.

B. Financing Strategies

(a) Financing of Public Facilities

(1) Purpose and Intent

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

(2) Financial Responsibility

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

(3) Financial Programs for Municipal Facilities

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

(A) Facilities Benefit Assessment or Development Impact Fee.

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

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

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

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

(B) Improvement District

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

(C) On-Site Municipal Improvements

The on-site municipal facilities, those within the individual project and not provided by (i) or (ii) above, such as streets, storm drains, and sewer, water, gas, power, and telephone utilities, will be provided by the subdivider under the conventional bonded subdivision agreement.

(D) Off-Site Municipal Improvements

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

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

(F) Implementation

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

(i) A Capital Improvement Program (CIP) for all public facilities needed to support the project, as required by the March JPA, has been adopted. The CIP may be adopted in phases.

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

(b) Tax Increment Financing

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

Tax increment financing is a redevelopment tool authorized by State statute and used by cities and development authorities, such as the March Joint Powers Redevelopment Agency, to finance certain public redevelopment costs. Projects financed with tax increment financing must serve a public purpose such as redeveloping blighted areas, constructing low- and moderate-income housing, providing employment opportunities and improving the tax base. When a tax increment financing district is established, the tax capacity of the properties located within the district are "frozen." For the district's duration, which varies depending on the type of district, the property taxes resulting from any increase in the tax capacity above the frozen level are available to the Redevelopment Agency to finance public project costs. This financing approach will be a valuable tool for financing public facilities that will serve the March Business Center. Because the properties comprising the Specific Plan have not as yet been subjected to taxation, the tax capacity will be frozen at zero.

After pass-through of property tax receipts that are required to provide adequate levels of police and fire protection and reserves for the maintenance of public roadways, a significant amount of funds will be allocated back to the March Redevelopment Agency. The Agency will be in position to use this ever-increasing annual influx of funding to issue bonds that would provide the funding to build any number of designated projects within the Redevelopment area. These types of bonds (tax-increment secured) are of minimal risk to both the issues and holders as the annual payment of property taxes by owners/users is the

source of bond debt service. Given that properties within the March Redevelopment Area have never previously been on tax rolls, a relatively high percentage of collected taxes will go directly to the Agency.

(c) Grants

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

C. Project Review and Processing

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

2. All proposals for new development shall proceed toward approval through the following process:
   A. ***Pre-application:*** A pre-application meeting shall be scheduled with March JPA staff to assure that the use is permitted and that the development requirements are accurately conveyed to the applicant. The applicant shall provide a conceptual site plan at the time of the pre-application meeting.
   B. ***March Business Center Implementation Committee:*** Prior to submittal of the project construction plans, the project developer shall prepare a detailed site plan, conceptual landscape plan, and colored building elevations for the review and approval of the March Business Center Implementation Committee. The Committee shall review new development applications for consistency with the March Business Center Design Guidelines. Any project denial may be appealed to the March JPA Commission.
   C. ***Construction Plan Submittal:*** Upon approval of the project by the March Business Center Implementation Committee, the project developer shall submit completed construction plans, including a detailed site plan, landscape plan, irrigation plans, grading plans, foundation plans, building elevations, fire suppression plans, electrical plans, plumbing plans, structural plans, civil plans, and other plans, as required by the March JPA.

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

(a) General Provisions

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

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

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

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

(A) The proposed use is consistent with the land use designation and text of the March JPA General Plan.

(B) The proposal is in compliance with the March Business Center Specific Plan, particularly with respect to the financing of public facilities, permitted uses, and property development regulations.

(C) The project does not require any action that requires approval by the March Joint Powers Commission or March Business Center Implementation Committee.

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

(b) March Business Center Implementation Committee

(1) March Business Center Implementation Committee

(A) It is hereby created a March Business Center Implementation Committee ("the Committee") which shall be composed of three members. The members shall consist of three at-large members appointed by the March JPA Commission. One of the three at-large members shall serve as the Committee Chair.

(B) The at large member shall be specifically qualified by reason of interest, training or experience in land development, landscape, architecture, planning, urban design or other relevant business or profession upon the property values, and development of surrounding areas.

(C) The Committee may adopt rules of procedure to supplement those contained within this Specific Plan. Two voting members shall constitute a quorum for the transaction of business and a majority vote; and not less than two affirmative votes shall be necessary to make any Committee decision.

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

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

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

(2) Powers and Duties

It shall be the duty of the Committee to review Development Review Applications and comment on development plans, the Capital Improvement Plan implementation and on major public improvements. The Committee shall approve or deny the design of the site plan, landscape plan and building elevations. Appeals of committee denials shall be

placed on the next available March JPA Commission agenda for final determination. The Committee shall submit its recommendations or comments on other items to the March JPA Executive Director. The Committee shall also recommend to the March JPA Executive Director any changes to the regulations, provided such changes are necessary for the proper execution of the adopted plan. The Committee may also consider items of broader scope that may affect the March Business Center Specific Plan and, when appropriate, offer its recommendations on these matters to the March JPA Executive Director.

E. Maintenance

The March JPA will create a landscape maintenance district to accommodate the maintenance of portions of the open space and landscaped areas within the March Business Center. The district would be formed per the Landscape and Lighting Act of 1972 which allows for properties to be assessed via property tax billing for allocated maintenance items. The Master Developer, with assistance from the March JPA staff, will be responsible for the formation and initial funding of the district, which will be approved and adopted by resolution by Riverside County. The district will be used exclusively for the ongoing maintenance of the improvements described below. The district will not be for the capital expenditures and/or construction of the improvements. The improvements will be constructed by the Master Developer or future developers as outlined in a particular subdivision's conditions of approval or otherwise mandated by approving jurisdiction(s). Subdivision conditions of approval will require that all projects within the Specific Plan will be subject to the district, as well as all subsequent subdivisions/phases of the March Business Center.

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

- Street lighting electricity, maintenance and replacement;
- Landscape maintenance of the parkways, medians within all public streets, and landscape easements shall be maintained by the landscape and lighting district.
- Irrigation water for the above;
- Tree trimming and/or color replacement;
- Maintenance of drainage structures not maintained by RCFCD or Riverside County;
- Project entry monumentation, maintenance and repairs;
- Any insurance requirements;
- Slope maintenance (over 10 feet);
- Graffiti control;
- Traffic signal maintenance;
- District management fee.

The district's engineer will prepare the annual budget for the district as well as determine budget amounts for new properties entering the district. All other terms of the district will follow those dictated by the Act, including the methodology of interfacing with the Riverside County Tax Collector/auditor and other agencies involved in the collection and disbursement of the assessments.
The maintenance of major regional infrastructure components will be as follows:

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

- Public Streets: County of Riverside

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

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

TABLE VII-1
INFRASTRUCTURE/SERVICE FUNDING RESPONSIBILITY

SERVICE /INFRASTRUCTURE	CAPITAL EXPENSE[12]	OPERATIONS AND MAINTENANCE
Street Lighting	Master Developer	Landscape and Lighting Maintenance District
Fire Protection	Impact Fee collected in permitting	Property tax
Reclaimed Water Delivery System	Master Developer	Distribution system: Western Municipal Water District Irrigation system: Landscape and Lighting Maintenance District
Police	Impact Fee collected in permitting	Contract with County Sheriff by JPA
Storm Drains	Master Developer	Public lines: Riverside County Flood Control District (36"+); Riverside County – Public Lines ≤ 36" Private line: Landscape and Lighting District or Owners of Individual Lots
Detention Basins	Master Developer	Large basin near I-215/Van Buren: Riverside County Flood Control District Other Basins: Landscape and Lighting Maintenance District
Traffic Signals/Streets, sidewalk, curb and gutter	Master Developer	March JPA/County[13]
Bus Stops	Master Developer	RTA
Bus Shelters	Riverside Transit Authority	RTA
Landscaping	Master Developer	Public R/W "letter lots" and landscaping easements: Landscape and Lighting Maintenance District Other Landscaping: Owner of Individual Lots

F. Specific Plan Amendments

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

[12] Capital commitments as noted due not preclude funding from other sources, such as Transportation Impact Fees, grants, or state and federal transportation funding programs.

[13] Transportation facilities will be conveyed to Riverside County. The County will be responsible for O&M after they have accepted the transportation facilities.

VIII. Consistency with the General Plan

A. Overview

The March Business Center Specific Plan is based upon the goals and policies set forth in the March JPA General Plan. This section addresses the conformance of the March Business Center Specific Plan to the General Plan on a general or conceptual basis.

B. General Plan Elements

1. Land Use

Goal: *Land Use Plan provides for a balanced mix of land uses that contribute to the regional setting, can capitalize on the assets of the Planning Area, while insuring compatibility throughout the Planning Area and with regional plans.*

> **Consistency:** Development of March Business Center will occur in a logical pattern of growth, compatible with adjacent land uses and regional plans. The project will provide a large employment center in a portion of the County that is largely residential. This will improve the balance of population and employment in the project vicinity, providing an opportunity for residents to work locally, rather than commute to surrounding areas throughout the region.

Goal: *Locate land uses to minimize land use conflict or creating competing land uses, and achieve maximum land use compatibility while improving or maintaining the desired integrity of the Planning Area and subregion.*

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

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

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

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

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

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

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

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

Consistency: The project is designed to incorporate appropriate uses within the development-limited areas as defined in the Air Installation Compatible Use Zone (AICUZ) Study done in 1998.

Goal: *Maximize the development potential as a regional transportation facility to support passenger service.*

Consistency: The March Business Center will accommodate a transportation center for inter-city passenger rail service.

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

Consistency: The project proposes the establishment of open space along the riparian corridor within the South Campus.

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

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

Goal: *Avoid undue burdening of infrastructure, public facilities, and services by requiring new development to contribute to the improvement and development of the March JPA Planning Area.*

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

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

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

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

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

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

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

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

Consistency: As described in Section VI, the March Business Center will provide the necessary conveyance and treatment facilities to achieve this goal.

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

Consistency: the March Business Center will comply with the requirements of the County of Riverside's Source Reduction and Recycling Element (SRRE).

Goal: *Adequate supplies of natural gas and electricity from utility purveyors and the availability of communications services shall be provided within the March JPA Planning Area.*

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

Goal: *Adequate flood control facilities shall be provided prior to, and concurrent with, development in order to protect the lives and property within the March JPA Planning Area.*

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

2. Transportation

Goal: *Establish and provide for a comprehensive transportation system that captures the assets and opportunities of the planning area, existing transportation facilities, and planned transportation facilities for the future growth and development of the planning area and sub-region.*

Consistency: Where feasible, existing transportation facilities, such as the Burlington Northern Santa Fe (BNSF) rail line, are incorporated into the Specific Plan transportation network.

Goal: *Build and maintain a transportation system which capitalizes on the multi-faceted elements of transportation planning and systems, designed to meet the needs of the planning area, while minimizing negative effects on air quality, the environment and adjacent land uses and jurisdictions.*

Consistency: The March Business Center will accommodate a transportation center, local transit service, bicycle lanes, and pedestrian facilities. A Transportation Demand Management (TDM) plan will be implemented to limit peak hour traffic impacts.

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

Consistency: The March Business Center will construct an internal street network and provide transportation capacity improvements to existing facilities off-site based on future demand. Transportation improvements will be constructed in phases based on March Business Center development and projected background traffic growth.

Goal: *Provide a balanced transportation system that ensures the safe and efficient movement of people and goods throughout the planning area, while minimizing the use of land for transportation facilities.*

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

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

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

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

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

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

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

Goal: *Adequate, affordable, equitably distributed and energy efficient public and mass transit services which promote the mobility to, from, and within the planning area shall be provided.*

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

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

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

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

Consistency: The project is designed to accommodate truck traffic. In addition, trucks will be required to travel on designated routes as they traverse the March Business Center internal streets.

Goal: *Adequate off-street parking for all land uses shall be provided which requires adequate on-site parking to prevent spill over on the adjacent street system.*

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

Goal: *Plan for and seek to establish and area-wide system of bicycling trails, with linkages within the planning area and with adjacent jurisdictions, and in compliance with sub-regional plans.*

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

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

Consistency: The project includes the existing BNSF railway line is incorporated into the project design.

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

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

3. 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 Riverside County Airport Land Use Plan.

Goal: *Minimize incompatible noise level exposures throughout the Planning Area, and where possible, mitigate the effect of noise incompatibilities to provide a safe and healthy environment.*

Consistency: ~~(~~: (see above)

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

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

Goal: *Promote alternative modes of travel.*

Consistency: The March Business Center will accommodate a transportation center, local transit service, bicycle lanes, and pedestrian facilities. A Transportation Demand Management (TDM) plan will be implemented to limit peak hour traffic impacts.

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

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

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

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

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

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

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

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

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

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

Goal: *Reduce emissions associated with energy consumption.*

Consistency: Development in March Business Center will comply with the policies outlined in Air Quality Goal 7.

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

Consistency: Development in March Business Center will comply with the policies outlined in Air Quality Goal 8.

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

Consistency: Development in March Business Center will comply with the policies outlined in Air Quality Goal 9.

4. Housing

The General Plan does not allow for housing opportunities within the March JPA Planning Area due to incompatible uses with the airfield, the need to focus on the reestablishment of the numerous jobs lost due to base realignment, and the housing rich environment of Western Riverside County. The March Business Center Specific Plan maintains consistency with the General Plan's absence of a residential land use designation within the Planning Area.

3. Resource Management

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

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

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

Consistency: The March Business Center Specific Plan will provide a number of drainage facilities, including culverts, open channels, and retention basins, to control flooding.

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

Consistency: The MEIR and the Focused EIR have been prepared to assess and, if appropriate, mitigate project impacts on geology, soils, and hydrology.

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

Consistency: As appropriate, the March Business Center shall comply with applicable regulations relating to energy conservation.

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

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

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

Consistency: The March Business Center shall comply with appropriate and applicable regulations and standards with respect to the management of solid and hazardous wastes.

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

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

Goal: *Develop and maintain recreational facilities as economically feasible, and that meet the needs of the community for recreational activities, relaxation and social interaction.*

Consistency: The project will include a ~~52-acre~~52-acre passive park facility to be utilized by employees of the business center.

Goal: *Create a network of open space areas and linkages throughout the Planning Area that serves to preserve natural resources, protect health and safety, contributes to the character of the community, provide active and passive recreational use, as well as visual and physical relief from urban development.*

Consistency: The project abuts the Stephens' kangaroo rat (SKR) management area, which seeks to protect the endangered species. This area encompasses 1,178 acres and is located between residential uses and the project. Within this open space area, a variety of natural resources will be protected, including riparian communities.

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

Consistency: The March Business Center will provide landscaped lots adjacent to major arterial roadways and will provide additional landscaping within easements along internal streets adjacent to large industrial lots. A Class I multi-use pedestrian/bicycle trail will be provided along Van Buren Boulevard between Barton Street and I-215.

4. Safety/Risk Management

Goal: *Minimize injury and loss of life, property damage, and other impacts caused by seismic shaking, fault rupture, ground failure, and landslides.*

Consistency: A geological reconnaissance has been conducted for the property. That study revealed that there are no active or inactive faults crossing the property and that the property is suitable for development.

Goal: *Minimize grading and otherwise changing the natural topography, while protecting the public safety and property from geologic hazards.*

Consistency: Grading within the Specific Plan area is designed to minimize impacts to the existing topography. The project will incorporate grading development standards and recommendations, which will minimize any potential geotechnical and site development constraints that occur on-site.

Goal: *Minimize injury, loss of life, property damage, and economic and social disruption caused by flood hazards.*

Consistency: The March Business Center Specific Plan will provide a number of drainage facilities, including culverts, open channels, and retention basins, to control flooding.

Goal: *Reduce threats to public safety and protect property from wildland and urban fire hazards.*

Consistency: As appropriate, the March Business Center shall comply with applicable regulations and guidelines relating to brush management and fire protection services.

Goal: *Reduce the potential for hazardous material exposure or contamination in the Planning Area.*

Consistency: To the extent that it is appropriate, the March Business Center shall comply with regulations and guidelines relating to hazardous material exposure/contamination.

Goal: *Ensure to the fullest extent practical that, in the event of a major disaster, critical structures and facilities remain safe and functional.*

Consistency: To the extent that it is appropriate, the March Business Center shall comply with regulations and guidelines relating to the functionality of critical structures in the event of a major disaster.

Goal: *Reduce the possible risk of upset, injury and loss of life property damage, and other impacts associated with an aviation facility.*

Consistency: The project is designed to incorporate appropriate uses within the development-limited areas as defined in the Air Installation Compatible Use Zone (AICUZ) Study done in 1998. The project will also comply with the Airport Land Use Plan.

Goal: *Plan for emergency response and recovery from natural and urban disasters.*

Consistency: The project shall comply with appropriate and applicable regulations and guidelines relating to emergency response and recovery from natural and urban disasters.

Appendix A Land Use Definitions

The following definitions are intended to provide a general description of each use category. Under each category, example uses are provided. These examples are not all-inclusive, but are intended to provide a sample of uses that would fit in a particular category. Uses not addressed in the Land Use Table (i.e., Table III-1) are prohibited. However, the March JPA Planning Manager has the discretion to make land use interpretations based upon the description of the proposed use and similarities with the listed uses.

INDUSTRIAL

Hazardous Waste Treatment Facility: Activities include the treatment, transfer, storage, resource recovery, disposal, or recycling of hazardous waste.

Bio-Medical Waste Treatment Facility: Activities include the treatment, transfer, storage, disposal or recycling of wastes generated during the diagnosis, treatment or immunization of patients.

Manufacturing - Custom: Activities typically include: manufacturing, processing, assembling, packaging, treatment, or fabrication of custom made products. These types of business establishments do not utilize raw materials for their finished products, but rather, may utilize semi-finished type of manufactured materials for their custom made-to-order products. The finished products from these business establishments are ready for use or consumption and may include incidental on-site display, wholesale and retail sale of the goods produced, not to exceed 25% of the building. Such uses may include: jewelry, household furniture, art objects, apparel products, small instruments (musical, electronic and photographic), stationary, signs, advertising displays, stained glass products, and leather products. The uses do not produce odors, noise, and vibration or particulate that would adversely affect uses in the same structure or on the same site.

Manufacturing - Light: Activities typically include: labor-intensive manufacturing, assembly, fabrication or repair processes which do not involve frequent large container truck traffic or the transport of large scale bulky products. The new products may be finished in the sense that it is ready for use or consumption or it may be semi-finished to become a component for further assembly and packaging. These types of business establishments are customarily directed to the wholesale market, inter-plant transfer rather than the direct sale to the consumer, however, may include incidental on-site display, wholesale and retail sale of the goods produced, not to exceed 25% of the building. Such uses may include: electronic microchip assembly, printing, publishing, candy, confectionery products, canned/bottled soft drinks, bottles water, apparel, paper board containers, boxes, drugs, small fabricated metal products, such as hand tools, general hardware, architectural and ornamental metal; and, toys amusement, sports and athletic goods. The activities do not produce odors, noise vibration, hazardous materials or particulate, which would adversely affect other uses in the structure on the same site.

Manufacturing - Medium: Activities typically include: manufacturing, compounding of materials, processing, assembly, packaging, treatment or fabrication of materials and products which require frequent large container truck traffic or rail traffic, or the transport of heavy, bulky items. The new products are semi-finished to be a component for further manufacturing, fabrication and assembly. These types of business establishments are customarily directed to inter-plant transfer, or to order from industrial uses, rather than for direct sale to the domestic consumer. However, may include incidental on-site display, wholesale and retail sale of the goods products not to exceed 25% of the building. Such uses

may include, but not limited to: canned food, textile products; furniture and fixtures converted paper and paper board product; plastic products made from purchased rubber, plastic or resin; fabricated metal products made from sheet metals; electrical and electronic machinery, equipment and supplies; office, commuting and accounting machines. Activities may produce noise, odors, vibrations and illumination or particulate that affects the persons residing in or conducting business in the vicinity.

Manufacturing - Heavy: Activities typically include: manufacturing, compounding of material, processing, assembly, packaging, treatment or fabrication. Activities in this area may have frequent rail or truck traffic and the transportation of heavy large-scale products. Characteristics of use activities permitted within this area may include massive structures outside of buildings such as cranes, conveyor systems, cooling towers or open-air storage of large quantities of products including, but not limited to forge shops, metal fabricating facilities, open welding shop, lumber woodworking facilities, heavy machine shops, chemical storage and distribution, plastic, plants, light or vacuum casting facilities, vehicular assembly plants, concrete products manufacturing activities, batch plants, air melting foundries and aggregate or asphalt yards.

Mining and Extractive Industries: Activities typically include: prospecting for or exploration of minerals for commercial purposes, surface mining, and excavations or grading.

Newspaper Publishing Plants: Activities typically include the production and distribution of newspapers and related publications.

Parcel Delivery Terminals: Activities typically include sorting, processing, and distribution of parcels to the consumer or to other inter-transfer facilities.

Research and Development: Activities typically include: research, design, analysis and development, and/or testing of a product. Uses typically include testing laboratories, acoustical chambers, wind tunnels, and computer services. Such uses do not promote odors, noise, vibration or particulate that would adversely affect uses in the same structure or on the same site.

Trucking/Transportation Terminals: Activities typically include the temporary storage and transfer of trailers.

Wrecking and Dismantling of Motor Vehicles: Activities typically include: temporary storage and wrecking/dismantling of passenger cars and other vehicles and sales and/or distribution of salvaged parts and other materials.

WHOLESALE, STORAGE AND DISTRIBUTION

Public Storage/Mini-Warehouses: Activities include mini-warehouse or recreational vehicle storage facilities for the rental or lease of small scale enclosed storage units or parking spaces primarily to individuals rather than firms or organizations.

Business Enterprise: Activities typically include: wholesale, storage, and warehousing services and storage and wholesale to retailers from the premises of finished goods and food products. Activities under this classification are typically conducted in enclosed buildings and occupy 50,000 square feet or

less of building space. May include incidental display and retail sales from the premises, not to exceed 25% of the building.

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

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

OFFICE

Financial Institutions: Banks, savings and loan associations and similar establishments.

Government Offices: Offices to accommodate administrative and/or operational functions of local, county, state and federal agencies.

Medical Clinics: Activities include medical clinics, family planning, in-patient and out-patient health care, inclusive of hospitals and convalescent homes.

Offices, Business and Professional: Offices or firms or organizations providing professional, executive, management, or administrative services, such as architectural, engineering, real estate, insurance, investment, legal, and medical/dental offices. This classification includes medical/dental laboratories incidental to an office use, but excludes banks and savings and loan associations.

Regional and Corporate Headquarters: Office buildings solely occupied by a single business or entity for the purpose of managing or organizing other, affiliated units.

COMMERCIAL

Agricultural Equipment Repair Shops: Activities typically include: temporary storage and repair and maintenance of agricultural equipment, such as tractors, harvesters, irrigation equipment, etc.

Agricultural/Nursery Supplies and Services: Activities typically include: retail sale from the premises of feed and grain, fertilizers, pesticides, herbicides, and similar goods, feed and grain stores, well drilling, tree services and plant materials and nursery/landscape services.

Alcoholic Beverage Outlets: Activities typically include: retail sale from the premises of beer, wine, and other alcoholic beverages.

Animal Care/Pet Hotels: Activities typically include: provision of animal care treatment, and boarding services of large and small animals, animal clinics, large and small animal hospitals, kennels and catteries.

Assembly and Entertainment: Indoor or outdoor facilities to accommodate concerts and/or civic events. This land use will be restricted in capacity and ancillary services in order to limit potential noise and parking impacts.

Automotive Parts and Accessory Sales: Activities typically include: retail sale from the premises of automobile components, lubricants, specialized tools, and related accessories.

Automotive Fleet Storage: Activities typically include: storage of vehicles used regularly in business operations and not available for sale on-site. Such uses typically include: overnight storage of service vehicles, mobile catering trucks and taxicabs, inclusive of dispatching services.

Automotive Service Stations: Activities typically include: the sale of goods and the provision of service normally required in the day-to-day operation of motor vehicles, including the principal sale of petroleum products, the incidental sale of tires, batteries and replacement items, and the performance of minor repairs, such as tune-up, tire changes, part replacement, oil change and brake work. Activities include incidental convenience, food and beverage sales.

Automotive/Truck Repair – Major: Activities typically include: heavy automobile and truck repair such as transmission and engine repair, the painting of automobile vehicles, automotive body work, and the installation of major accessories.

Automotive/Truck Repair – Minor: Activities typically include: automotive and light truck repair, the retail sale of goods and services for vehicles, and the cleaning and washing of automotive vehicles, brake, muffler and tire shops and automotive drive-through car washes. Heavier automotive repair such as transmission and engine repair are not included.

Building and Site Maintenance Services: Activities include maintenance and custodial services, window cleaning services, disinfecting and exterminating services, pool and landscape services.

Building Contractor's Storage Yards: Activities typically include: offices and storage of equipment materials, and vehicles for contractors who are in trades involving construction activities which include: plumbing, painting, electrical, roofing, carpentry, and other services.

Building Material and Equipment Sales: Activities typically include: retail sale or rental from the premises of goods and equipment, including paint, glass, hardware, fixtures, electrical supplies, roto-tillers, small trailers and lumber.

Business Supply/Equipment Sales/Rentals: Activities include retail sales, rental or repair from the premises of office equipment, office supplies and similar office goods primarily to firms and other organizations utilizing the goods rather than to individuals. The exclude the sale of materials used in construction industry.

Business Support Services: Activities include services that support the activity of other local businesses, such as clerical, employment, protective, personal services, or minor processing, including blueprint and copying services. Activities not included in this category are the printing of books.

Child Care Facilities: Any childcare facility licensed by the State of California; includes infant care centers, preschools and extended day care facilities. Excludes family day care homes.

Churches and Place of Religious Assembly: Structures and/or assembly areas to be used for worship, related meetings, ministerial residence, and/or religious education.

Communication Facilities, Antennas & Satellite Dishes: Activities typically include: broadcasting and other information relay services accomplished primarily through use of electronic and telephonic mechanisms, inclusive of television and radio studios, telegraph offices, and cable, cellular and telecommunication facilities. The use of antennas, satellite dishes and similar communication facilities shall be regulated pursuant to AICUZ and the Airport Land Use Plan.

Consumer Goods, Furniture, Appliances, Equipment Sales: Typically a freestanding retail store where merchandise is sold to an end user, typically in small quantities.

Convenience Sales: Activities typically include: retail sales from the premises of frequently needed small personal convenience items and professional services that are used frequently. Uses include drug stores, stores selling toiletries, tobacco, and magazines, shoe repair and apparel laundering and dry cleaning.

Energy Generation and Distribution Facilities: Activities typically include: conversion of other forms of energy, such as water power (i.e., hydroelectric), fossil fuels, nuclear power, and solar power, into electrical energy. These facilities typically produce electric energy and provide electricity to transmission systems or to electric power distribution systems.

Equestrian Show and Exhibition Facilities: Activities typically include: training and competition of horses and riders in cross-country equestrian events and the exhibition of participating horses.

Exhibit Halls and Convention Facilities: Temporary display of materials and products associated with a specific trade group, recreational organization, or other affiliation.

Fairgrounds: Large display of agricultural products, such as livestock and produce, to consumers and the general public. Fairgrounds are typically associated with county or state agricultural agencies and are held on an annual basis.

Food and Beverage Sales: Activities include retail sale from the premises of food and beverages for off-premises consumption. Including mini-markets, liquor stores and retail bakeries, catering businesses except chain type grocery stores.

Funeral and Mortuary Services: Activities include services involving the care, preparation, and disposition of human or pet dead, inclusive funeral homes, crematories and mausoleums, inclusive of above ground and in-ground internment.

Golf Courses, Driving Ranges, and Pitch and Putt Courses: Activities typically include: recreational golfing, driving range, short game practice, and tournament competition.

Heavy Equipment Sales & Rentals: Activities typically include: the sale or rental from the premises of heavy construction equipment, farm equipment, trucks and aircraft together with maintenance, including aircraft, farm equipment, heavy truck, large boats and heavy construction equipment dealers.

Horticultural Nurseries and Greenhouses: Activities typically include the cultivation of various indoor and outdoor plants for sale to the public.

Hospitals, Intermediate Care Facilities and Nursing Facilities: A hospital is a freestanding institution where the sick or injured are given medical or surgical care. Emergency medical treatment is usually provided.

Hotel/Motel: Activities typically include: lodging services to transient guests on a less-than-monthly basis, other than in the case of uses classified as residential uses, including hotels, motels, boarding houses and resorts.

Instructional Studios: Instructional studios are establishments in which skills including dance, art, and martial arts are taught to individuals or groups. Instructional studios do not include educational facilities.

Interpretive Centers: Interpretive centers are structures or facilities designed to inform and educate the public about the surrounding environment.

Laundry Services: Activities typically include: institutional or commercial linen supply and laundry services, dry cleaning plants, rug cleaning and diaper service laundries.

Maintenance and Repair: Facilities to accomplish the repair and maintenance of non-automotive devices and other appliances.

Major Transmission, Relay or Communications Switching Stations: Telecommunications facilities accommodating fiber optics, Integrated Services Digital Network (ISDN) and digital switching infrastructure.

Museums: Activities typically include the display of items, materials, and media of historical and/or cultural significance.

Bars and Grill: A restaurant or pub where food is predominately sold.

Open Air Markets for the Sale of Agriculture-Related Products and Flowers: Typically informal outdoor facilities to accommodate the sale of agricultural materials to the general public and other buyers.

Outdoor Commercial: Activities typically include: those that produce or may produce a substantial impact upon the surrounding area. Including flea markets, outdoor auction sales or swap meet activities.

Outpatient Medical Clinics: Medical facilities providing limited treatment to patients not requiring an overnight stay.

Parking Facilities as Primary Use: Paved lots to accommodate the temporary storage of passenger cars and other vehicles.

Personal Services: Activities typically include: services of a personal nature, including photography studios and barber/beauty shops.

Petroleum Products Storage: Activities include bulk storage sale, and distribution of gasoline, liquefied petroleum gas, and other petroleum products.

Pets and Pet Supplies: Activities typically include: sale of mammals, fish, reptiles and birds as pets, sales of food, toys and other pet supplies, and related services, such as pet grooming.

Private Clubs, Lodges, and Fraternal Organizations: Private clubs, lodges, and fraternal organizations are associations of persons, whether incorporated or unincorporated, for the promotion of some common social, cultural, educational, religious, or recreational objective. This use does not include *churches* or any group whose primary objective is a business customarily carried on for a profit.

Radio and Television Studios: Activities typically include: production, taping, editing, distribution, and broadcasting of various programs and/or advertisements for radio, television and other media.

Recreational Facilities: Activities include sports performed either indoor or outdoors which require a facility for conducting the recreational activity, such as health clubs, exercise studios or classes, swimming centers, skating rinks, bowling alleys, tennis courts, sports fields, golf courses and amusement parks.

Recycling Facilities: Activities include: drop-off facilities, reverse vending machines, small and large collection facilities, green materials composting facilities, mixed organics composting facilities, and tire processing facilities

Repair Services: Activities include repair services involving articles such as upholstery, furniture and large electrical appliance repair services.

Restaurant (fast food): Activities typically include: the retail sale from the premises of unpackaged food or beverages generally prepared for immediate on-premises or off-site consumption, including restaurants and delicatessens, inclusive of drive-through facilities.

Restaurant (sit down): Activities typically include: the retail sale from the premises of unpackaged food or beverages generally prepared for immediate on-premises consumption, including restaurants and bars and delicatessens, exclusive of drive-through facilities.

Sidewalk Cafes: Eating and drinking establishments with outdoor dining facilities adjacent to public street sidewalks and other pedestrian-oriented areas.

Social Service Institutions: Activities typically include organizing and executing local, regional, and national service and charitable campaigns.

Sundries, Pharmaceutical and Convenience Sales: Freestanding establishment selling food items, beverages, and other items. Sales are typically in small quantities. This use may also provide up to four vehicle fueling spaces.

Swap Meets and Other Large Outdoor Retail Facilities: Activities typically include sales of a range of specialized products to the general public, usually from designated stalls.

Theaters: Activities typically include the performance of plays or music from a stage in an indoor or outdoor venue.

Trade Schools: Activities typically include: information, instruction and similar services, including computer training, driving schools, travel bureaus, photography studios, and vocational and trade schools.

Vehicle, Boat and Trailer Sales: Activities typically include: display, retail sale, leasing, rental of new and used vehicles, boats and trailers, with incidental minor repair, body work, and sale and installation of accessories. Vehicles include automobiles, motorcycles, boats, recreational vehicles and golf carts.

Vehicle Storage: Uses include the storage of operable and inoperative vehicles, including impound yards.

Veterinary Clinics and Animal Hospitals: Activities typically include: provision of routine and emergency medical attention to domestic pets and other animals.

Zoological Parks: Wilderness areas and freestanding facilities designed to house animals that are foreign to the surrounding area. Typical zoological parks also include aquariums, aviaries, and natural wildlife areas.

Appendix B Airport Land Use Plan Exhibits

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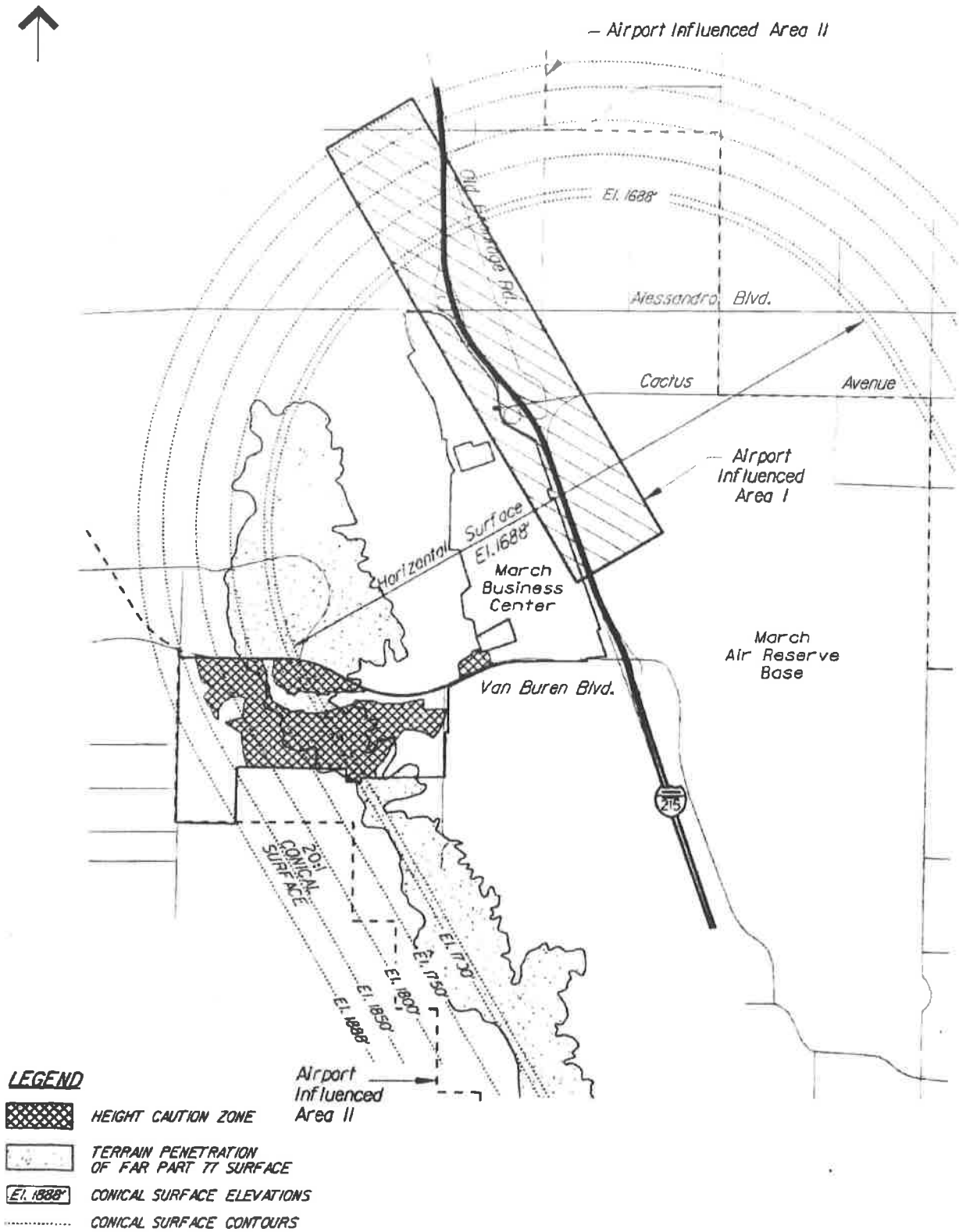


Figure B-1

Land Use Compatibility and FAR Part 77 Surfaces

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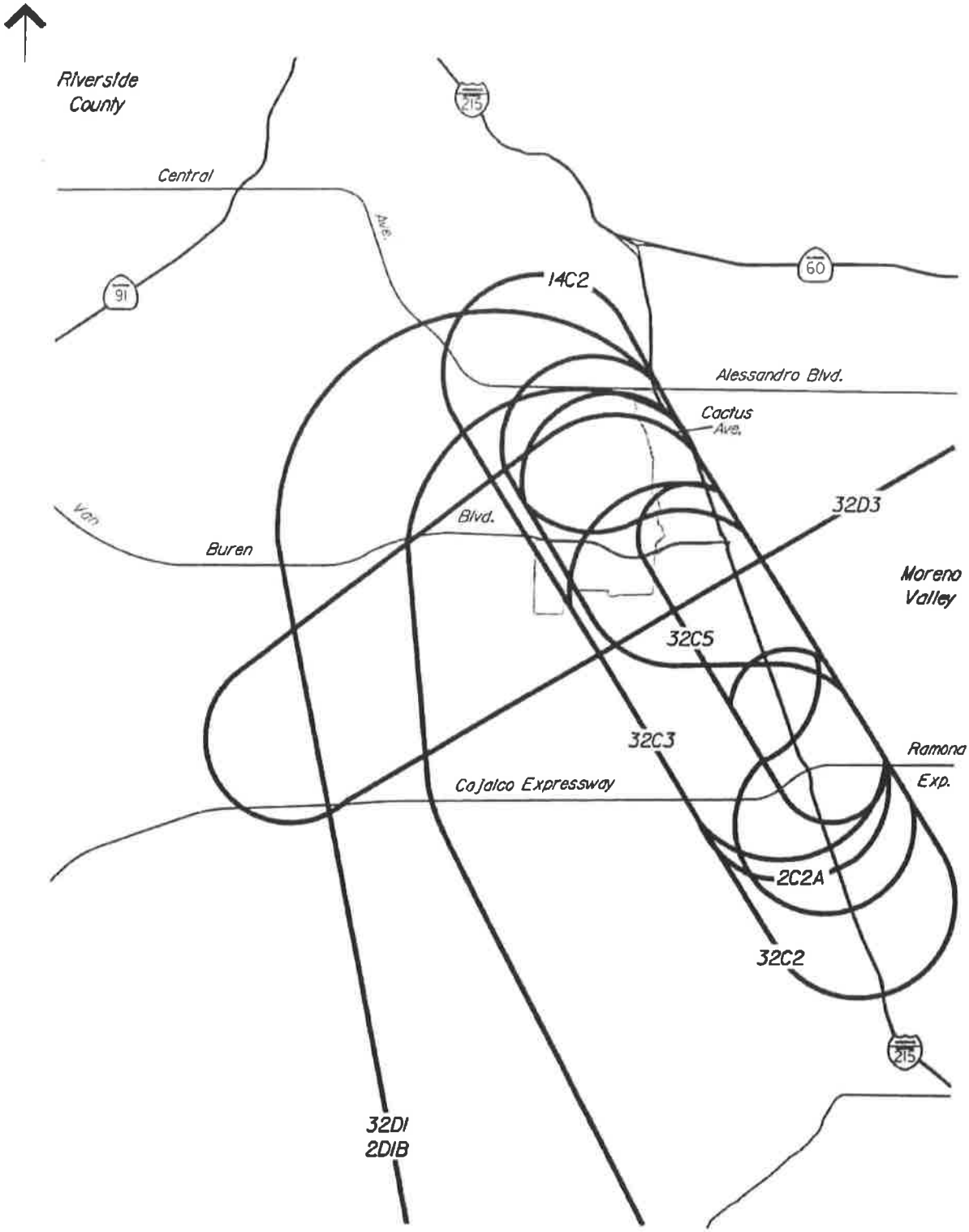


Figure B-2

March Air Reserve Flight Tracks

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Design Guidelines





March Business Center





March Joint Powers Authority

July 2017

Amendment #2

Ex 471

TABLE OF CONTENTS

1.0 Introduction 1–1
- 1.1 March Business Center 1–1
- 1.2 Design Guide Purpose 1–2
- 1.3 Related Controls 1–2

2.0 Design Review and Submittal Guidelines 2–1
- 2.1 Design Review Procedure 2–1
- 2.2 Submittal Guidelines 2–1

3.0 General Design Criteria 3–1
- 3.1 Commercial Retail Development 3–1

4.0 Site Planning 4–1
- 4.1 Objectives 4–1
- 4.2 Minimum Landscape Setbacks at Buildings/R.O.W.s 4–1
- 4.3 Building Location 4–1
- 4.4 Site Access/Driveway Widths and Locations 4–2
- 4.5 Vehicular Circulation 4–2
- 4.6 Parking 4–3
- 4.7 Pedestrian/Bicycle Circulation 4–3
- 4.8 Service Areas 4–3
- 4.9 Grading and Drainage 4–4
- 4.10 Utilities 4–5
- 4.11 Walls and Fences 4–5

5.0 Architecture 5–1
- 5.1 Objectives 5–1
- 5.2 Architectural Character 5–2
- 5.3 Building Form and Massing 5–3
- 5.4 Facades 5–4
- 5.5 Structure 5–5
- 5.6 Fenestration 5–6
- 5.7 Roofs 5–7
- 5.8 Entrances 5–8
- 5.9 Materials 5–10
- 5.10 Exterior Color 5–11
- 5.11 Design Details 5–12
- 5.12 Equipment 5–12

March Business Center

TABLE OF CONTENTS (CONT.)

6.0 Landscaping 6–1
- 6.1 Objectives 6–1
- 6.2 Water Conservation Measures 6–2
- 6.3 Streetscapes 6–3
- 6.4 On-site Landscaping 6–4
- 6.5 On-site Plant Selection List 6–5

7.0 Lighting 7–1
- 7.1 Objectives 7–1
- 7.2 Street Lighting 7–1
- 7.3 General On-site Lighting Parameters 7–1
- 7.4 Vehicular Circulation and Parking Area Lighting 7–2
- 7.5 Pedestrian Circulation Lighting 7–3
- 7.6 Architectural Lighting 7–4
- 7.7 Service Area Lighting 7–4
- 7.8 Accent Lighting 7–4

8.0 Signage Requirements 8–1
- 8.1 Introduction 8–1
- 8.2 Materials 8–1
- 8.3 Monument Signs at Lots 8–2
- 8.4 Directional/Informational Signage 8–3
- 8.5 Not Permitted 8–4
- 8.6 Additional Submittal Requirements 8–4

9.0 Maintenance Requirements 9–1
- 9.1 Common Areas 9–1
- 9.2 Landscape 9–2

10.0 Appendix 10–1
- 10.1 Landscape Concept Plan /Design Vignettes 10–1
- 10.2 Signage Location Map 10–2

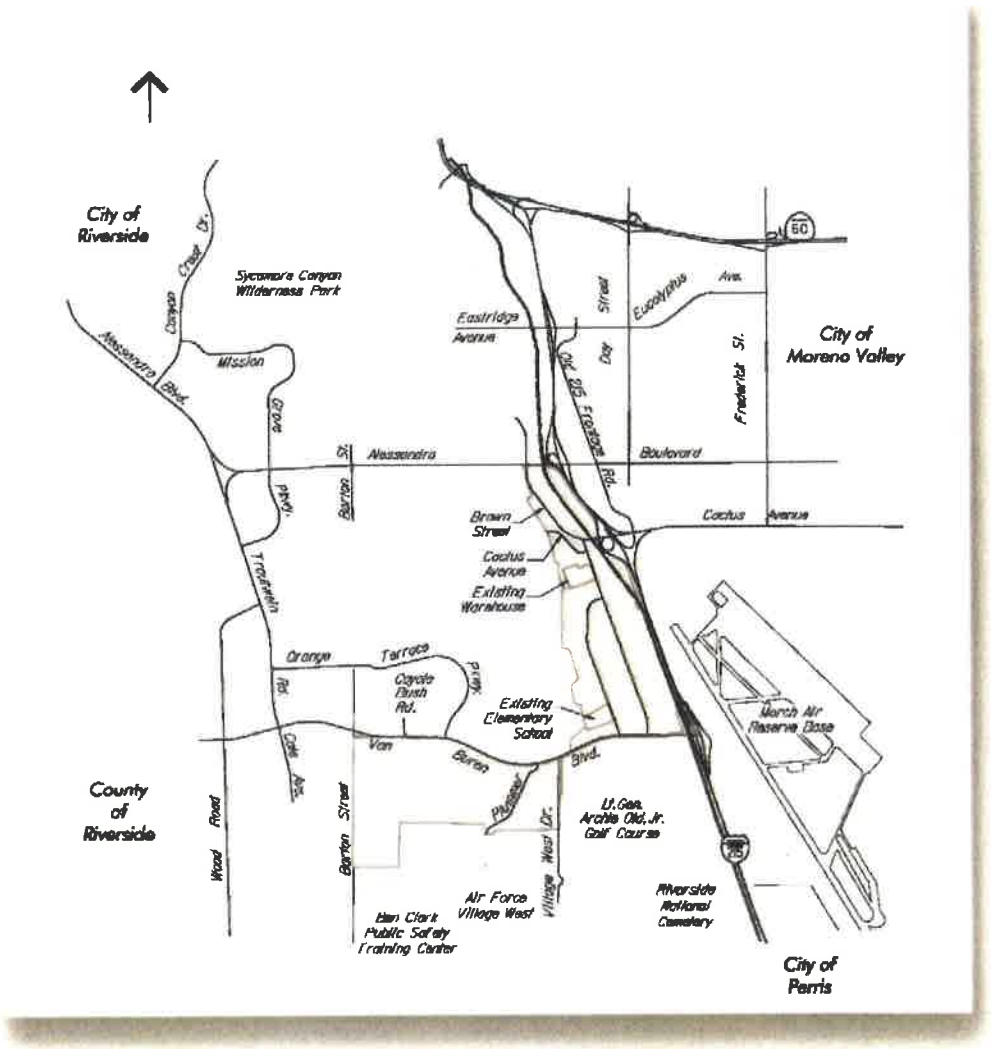
March Business Center

1.0 Introduction

"The design guidelines given in this document define criteria for implementing coordinated design, organizational unity and overall visual identity for the area, while maintaining opportunities for individual needs and creativity for each project."

1.1 March Business Center

March Business Center is a master-planned development for business, commercial, research, and industrial development, designed to provide quality business locations in a quality environment. It is located in Riverside County, California, along Interstate 215, between the Alessandro and Van Buren interchanges.



March Business Center

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Amendment #2

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1.2 DESIGN GUIDELINE PURPOSE

To promote the quality of development planned for March Business Center, the design guidelines given in this document define criteria for implementing coordinated design, organizational unity and overall visual identity for the area, while maintaining opportunities for individual needs and creativity for each project. Included are parameters for integrated site planning, architecture, landscaping and exterior lighting, as well as procedures and requirements for design submittal and review. The intent of these guidelines is to establish a consistent design concept that produces a clear image and a sense of prestige, efficiency and integrity for March Business Center and all projects within.

1.3 RELATED CONTROLS

All development within March Business Center must comply with the intent of the March Business Center Design Guidelines, as well as the following documents:

- March JPA General Plan — The planning document that outlines in general terms the development plans for the entire March JPA area.
- March Business Center Specific Plan — A more specific planning and regulatory document outlining requirements for future development of March Business Center.
- March JPA Development Code — Zoning Ordinance level development requirements.

In general terms, the Specific Plan and Design Guidelines provide basic land use planning and design objectives for development in the project, while the Development Code provides construction and building permit minimum standards.

To the extent these Design Guidelines provide a more stringent development standard than any applicable JPA, state or federal regulation, it is the intent that the March Business Center Design Guidelines shall apply. To the extent that any applicable JPA, state or federal regulation is more stringent, it shall apply.

Remedies for noncompliance with these guidelines are stated in the March Business Center Specific Plan.

March Business Center

4.3.4 — All buildings/site plans shall provide an outdoor break area for employees with seating and shade trees, as shown below.



4.3.5 — The orientation of multiple buildings on a single site must be clearly coordinated, such as separating service areas from more public areas.

4.4 SITE ACCESS/DRIVEWAY WIDTHS AND LOCATIONS

Vehicular access points to individual sites should be limited to minimize disruption of traffic flow and setback zones.

Driveway locations and size criteria shall be required as outlined in the Development Code.

4.5 VEHICULAR CIRCULATION

On-site vehicular circulation should be clear and direct. Dead-end parking aisles should be avoided, if possible. All circulation requirements of the County Fire Department will be met, including apparatus turn arounds.

4.6 PARKING

Parking quantity, location, configuration, and landscape requirements shall be as outlined in the Specific Plan and Development Code, Section III. Refer to Section 6.0 of the Design Guidelines and the March JPA Development Code for landscape requirements related to parking.

4.7 PEDESTRIAN/BICYCLE CIRCULATION

Pedestrian access, separate from the vehicular access, will be provided from street sidewalks to building entrances, in accordance with the American Disabilities Act requirements. A minimum of three bicycle parking spaces will be provided for each building near the building entrance.

4.8 SERVICE AREAS

Service, storage, maintenance, loading and refuse collection areas are to be located out of view of public roadways, and buildings on adjacent sites, and screened by dense landscaping and architectural barriers. These enclosures shall be fully screened by a minimum 6' decorative wall and finished opaque screening gates. Landscape will be used to de-emphasize the refuse containers and further integrate the refuse facilities into the site plan. In addition, all enclosures must be designed with materials that are compatible with the project's architecture.

Service areas may not extend into required setback zones.

Service areas should be located so that service vehicles have clear and convenient access and do not disrupt vehicular and pedestrian circulation. No loading or unloading is permitted from public streets, or in front of street side yards. Concrete paving is required for all service areas.

All backflow preventors shall be screened by landscape berms or landscaping. All building loading bays, tractor trailer parking/storage, and outdoor inventory/ storage areas shall be screened to the maximum extent possible by landscape or decorative masonry walls.



Appropriate treatment.



Inappropriate treatment.

4.9 GRADING AND DRAINAGE

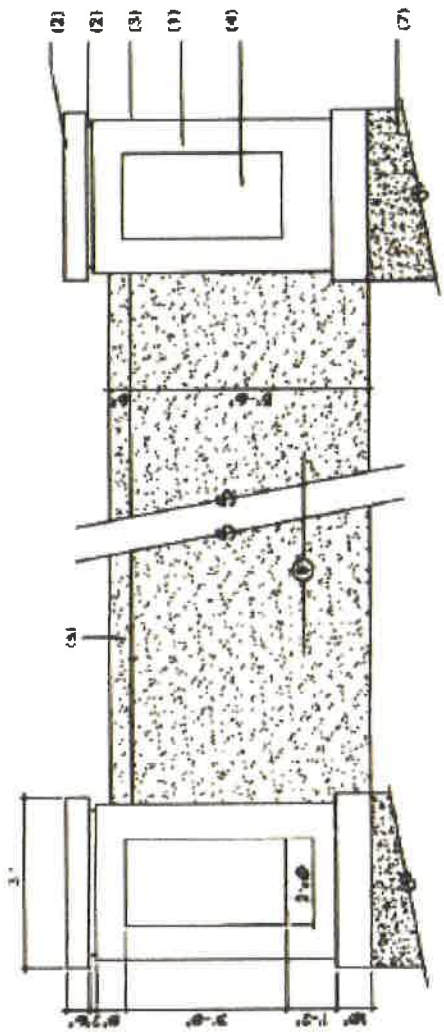
Grading and drainage shall be designed so that surface drainage and soil erosion do not flow off-site.

On-site grading shall be designed to accommodate and be compatible with streetscape grades. The grading concept must prevent ramps with handrails from being required by public agencies, both from the public sidewalk to the site and from the parking lot to the building.

Typical Wall/Fence Details

(1) DECORATIVE PILASTER AT 20' O.C.
(2) 3' SQ. X 6' THICK DECORATIVE CAP
(3) REVEAL AS DIMENSIONED
(4) 2' X 3'-4" X 1/2" INSET
(5) 6' DECORATIVE MASONRY WALL (36" HEIGHT W/ 3" CAP IF STREETSIDE WALL)
(6) 6" CAP W/ 1/2" - 1" OVERHANG
(7) FOOTINGS AS REQUIRED BY BUILDING CODE

NOTES:
1. MASONRY WALLS SHALL BE STUCCO WITH EARTH TONE COLOR CONSISTENT WITH SECTION 3.10 OF THE DESIGN GUIDELINES
2. THIS WALL STANDARD APPLIES ONLY TO WALLS BUILT ALONG VAN BUREN, CACTUS, ALESSANDRO, EASTON, BROWN AND REMUDA
3. PROJECT ENTRY WALLS MAY INCORPORATE ADDITIONAL AESTHETIC ENHANCEMENTS CONSISTENT WITH THE OVERALL PROJECT'S THEME
4. ALL PILASTERS TO BE CULTURED STONE, DRYSTACK LEDGE STONE, SUEDE, MARSH AND NANA COLORS (CS4-3954 AND CS4-3955) OR SIMILAR
5 WALL COLOR TO BE FRAZEE SW 6143 "BASKET BEIGE"



DECORATIVE MASONRY WALL
N.T.S.

March Business Center

4.10 UTILITIES

All utilities are to be installed underground. Easements for underground utilities that preclude the planting of trees may not be located along side and rear property lines where the design guidelines require perimeter trees.

4.11 WALLS AND FENCES

Walls, when used, must be designed as an integral part of the overall architectural or landscaping design concept.

No walls are permitted within streetside landscaping setback areas except for parking screening walls. Any wall between the streetside landscaping area and a building front is limited to a maximum height of 30", unless otherwise approved by the JPA.

No side or rear wall may exceed 8'-0" unless approved by the JPA. Refuse enclosure walls must be 6'-0" high.

All walls must be built of materials and finishes that are compatible with adjacent buildings. In addition, all walls or fences along Van Buren, Cactus,Alessandro, Barton, Krameria, and Brown must be consistent with the standard details in this section. Additionally, all properties along the western property line that are visible from the residential units within Orangecrest/Mission Grove are required to install a 6' wall or fence consistent with details in this section.

No chain link fences are allowed within 100' of a public R.O.W. Beyond the 100' distance from a right-of-way, black, commercial grade, vinyl clad chain link fences are permitted to secure properties. Razor wire, barbed wire, and similar materials are not permitted within the development. Appropriate landscaping is required with all fences and walls to soften their appearance. At a minimum, a combination of trees and shrubs shall be required providing a 75% opaque screen, within two years of planting, along all chain link fence areas. All other walls and fences shall have a minimum of 30% planting opacity within the same period.

Typical Wall/Fence Details

(1) 3 1/2" SQUARE STEEL POSTS

(2) 2 1/2" SQ TOP & BOTTOM RAIL

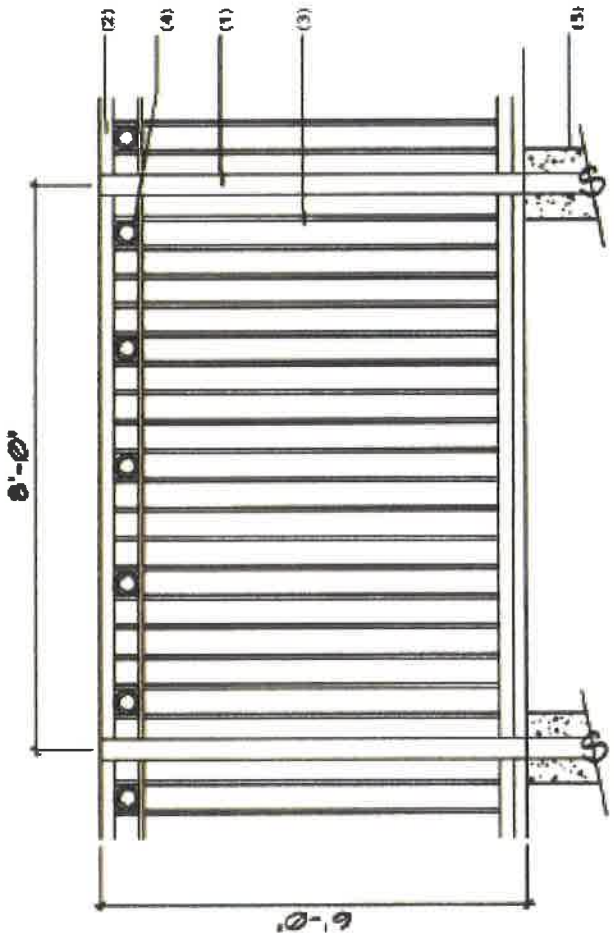
(3) 3/4" SQ PICKETS @ SPACED AS SHOWN

(4) 4 3/4" O.D. DECORATIVE CIRCLES EVERY 4TH PICKET

(5) POST FOOTER AS REQUIRED BY BUILDING CODE

NOTES:

1. FINISH SHALL BE ONE COAT OF PRIMER AND TWO COATS OF SEMI-GLOSS BLACK. PAINT AND COATING SYSTEM BY MATTHEW PAINT CO. (1-800-323-6393) OR APPROVED EQUAL.
2. ALL METAL TO BE COMMERCIAL GRADE TUBULAR STEEL OR ALUMINUM.
3. ALL FENCES SHALL BE SUBMITTED FOR REVIEW AND APPROVAL BY THE J.P.A.
4. ALL PILASTERS TO BE CULTURED STONE, DRYSTACK LEDGE STONE, SUEDE, MARSH AND NAPA COLORS (CSA-3084 AND CSH-3095) OR SIMILAR.



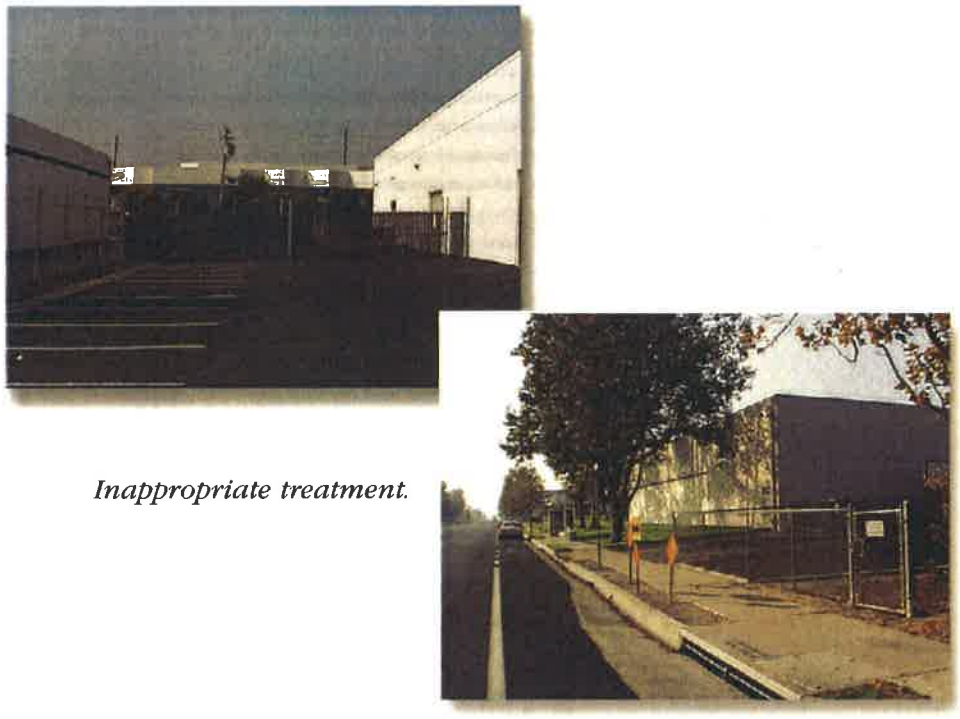
DECORATIVE ALUMINUM FENCE
N.T.S.

March Business Center

Ga 481



Appropriate treatment.



Inappropriate treatment.

March Business Center

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Amendment #2

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5.0 ARCHITECTURE

"Individual creativity and identity are encouraged."

5.1 OBJECTIVES

Architectural design should express the character of a high quality business center in a manner that is both progressive and enduring. Individual creativity and identity are encouraged, but care must be taken to maintain design integrity and compatibility among all projects in order to establish a clear, unified image throughout March Business Center.



The following guidelines present parameters for architectural character, building form and massing, facades, fenestration, structure, entries, materials, colors, details, service areas and mechanical equipment.

5.2 ARCHITECTURAL CHARACTER

Architectural character should portray a high quality business center image in a manner that is both progressive and timeless.

5.2.1 — Appropriate Characteristics

- Contemporary, classic, technical style.
- Clean, smooth, efficient lines.
- Distinctive, but image compatible with March Business Center style and theme.



Appropriate scale, attention to detail and massing.



Inappropriate design and detailing.

March Business Center

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Amendment #2

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5.2.2 — Inappropriate Characteristics

- Trendy, historical, residential styles.
- Tricky, complicated, arbitrary forms.
- Sharp contrast with surroundings.
- Inappropriate or no articulation or fenestration.

5.3 BUILDING FORM AND MASSING

Building design should employ clean, simple, geometric forms and coordinated massing that produce overall unity, scale, and interest.

5.3.1 — Appropriate Treatment

- Straightforward geometry.
- Unified composition.
- Expression of floor levels and structure.
- Solid parapets.



Appropriate Treatment.



Inappropriate/insufficient detailing and design.

March Business Center

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Amendment #2

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5.3.2 — Inappropriate Treatment

- Complicated forms.
- Arbitrary, inconsistent composition.
- Monolithic blocks.
- Glass box forms.

5.4 FACADES

Facades should reflect a coordinated design concept, including expression of building function, structure, and scale.

5.4.1 — Appropriate Treatment

- Straightforward, functional design.
- Expression of structure.
- Unity and scale reinforced through an integrated grid module.
- Surface delineation through expression of reveals, mullions, recesses, and structure.



Appropriate, unified composition.



Awkward detailing, form.

5.4.2 — Inappropriate Treatment

- Arbitrary, inconsistent forms and decoration.
- Uninterrupted, floating horizontals.
- Blank surfaces.

Buildings can be designed with a consistent, uniform façade; with the center of the façade emphasized; or with the corners of the façade emphasized as shown below.

5.5 STRUCTURE

Structure should be expressed clearly and consistently.

5.5.1 — Appropriate Treatment

- Visible vertical support
- Visible structural base.
- Functional, straightforward columns.
- Columns integrated into the façade.
- Proper structural scale.



Appropriate structure and scale integrated into design.



Inappropriately scaled structural components, overuse of glass.

March Business Center

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Amendment #2

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5.5.2 — Inappropriate Treatment

- Floating horizontal levels.
- Glazing direct to ground (except at entries).
- False, decorative structure.
- Undersized or oversized structural components.

5.6 FENESTRATION

Fenestration should be defined by function and structure, and should be consistent in form, pattern, and color.

5.6.1 — Appropriate Treatment

- Functional glass use and patterns.
- Glazing delineation by mullions and structure.
- Balance of wall and glazed surfaces.
- Tinted or lightly reflective glazing.



Appropriate example of fenestration consistent and integrated into composition.



Awkward, sloping fenestration.

5.6.2 — Inappropriate Treatment

- Arbitrary, decorative glass patterns.
- Uninterrupted horizontal glazing.
- Sloping glass.
- Overly reflective glass (more than 35% reflectance).

5.6.3 — Glazing Colors

- Preferred: Colors complimentary to "earth tone" palette.
- Prohibited: Bright or multiple colors inconsistent with color palette.
- Other: Requires specific approval from the JPA, or its designee.

5.6.4 — Reflectivity

Glass should generally be nonreflective within March Business Center.

The maximum allowable outdoor reflectance is 25 percent.

5.7 ROOFS

Rooflines of the primary structure should be horizontal.

5.7.1 — Appropriate Treatment

- Visible vertical support.
- Horizontal planes and parapets.
- Varied parapet height.
- Roofing materials hidden from off-site view of adjacent roadways/streets.



Appropriate roof treatment with parapet.

5.7.2 — Inappropriate Treatment

- Gable, hip, and mansard room forms, except at entries if effectively integrated into building style/design.
- Metal, tile, shingle, and shake roofing, except at entries if effectively integrated into building style/design
- Arbitrary decoration.



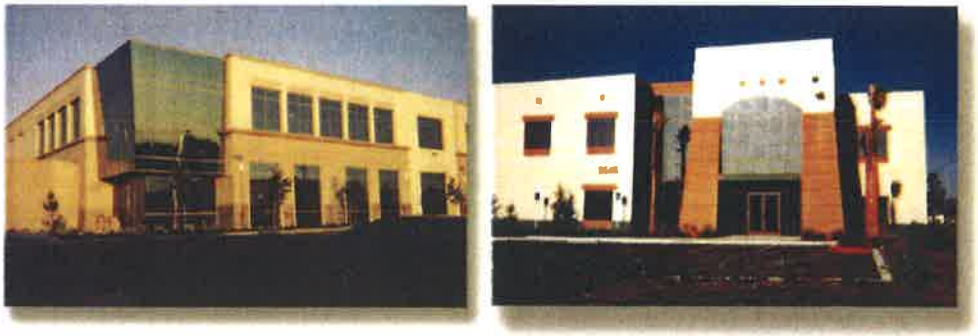
Inappropriate roof style.

5.8 ENTRANCES

Entrances should be clearly defined and inviting.

5.8.1 — Appropriate Treatment

- Articulation and appropriate use of color for identity and interest.
- Light, open, inviting aspect.
- Entry space sequence.
- Recessed, protected doorway.
- Integration with overall building form.
- Coordinated landscaping.



Clearly defined, detailed entry.

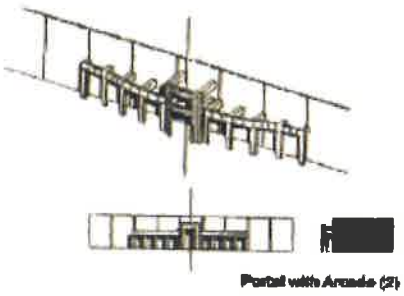
5.8.2 — Inappropriate Treatment

- Exaggerated forms and color.
- Dark, confined appearance.
- Abrupt entry. Flush doorways. Tacked-on entry alcove.

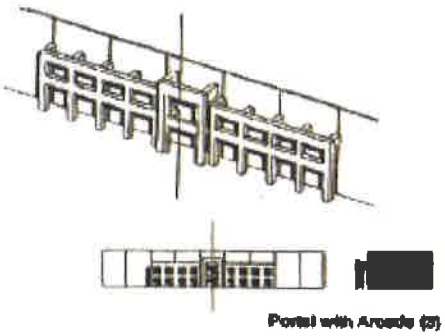


Insufficiently detailed, scaled entry.

Each facility shall have at least one Building Entrance Element. The Element may be located at the end of the primary facade facing the street frontage (or it may be located along the primary facade facing the street frontage). The Element shall be designed with materials and colors appropriate to the overall theme, and must be at least 2/3 of the overall building height. The Element should contain large-scaled, simple, clean forms. Additionally, canopies of contrasting, permanent materials with highly articulated, large-scale, bold forms may be utilized to further enhance the Element (*see Figures below*). Entrances can also be emphasized with portals and arcades as shown below.



Portal with Arcade (2)



Portal with Arcade (3)



March Business Center

5.9 MATERIALS

Exterior building materials should be smooth, clean, and efficient, with an appearance that is contemporary and professional.

5.9.1 — Appropriate Materials

- Smooth, precast, or tilt-up concrete.
- Smooth metal panel systems used as an accent.
- Ribbed or rough textured concrete used as an accent.
- Tinted or lightly reflective glass.
- Stucco or E.I.F.S. used as an accent or contrast of materials.



Appropriate materials.



Inappropriate use and mix of materials.

5.9.2 — Inappropriate Treatment

- Wood beams and siding.
- Brick, Spanish tile.
- Corrugated metal.
- Highly reflective glass.

5.9.3 — Other Materials

All other materials, including Drivit®, concrete masonry, wall tile, glass fiber reinforced concrete, and new technology materials, must be approved by the JPA, or its designee. Buildings constructed entirely of prefabricated metal shall require approval by the March Joint Powers Commission.

5.10 EXTERIOR COLOR

Exterior building colors shall be compatible with the natural landscape, surrounding hillsides and open space. Use of this natural color palette will also maintain compatibility throughout March Business Center while allowing for variety of color among projects. All exterior colors shall be submitted for review and approval of the JPA. Appropriate colors are listed as follows:

Sherwin Williams color
or similar-
Navaho White SW 6126
Restained Gold SW 6129
Chamois SW 6131
Softer Tan SW 6141
Basket Beige SW 6143
Dapper Tan SW 6144
Ancient Marble SW 6162
Svelte Sage SW 6164
Connected Gray SW 6165
Filmy Green SW 6190
Coastal Plain SW 6192
Privilege Green SW 6193
Vanillin SW 6371
Inviting Ivory SW 6372
Torch Light SW 6374
Convivial Yellow SW 6393
Sequin SW 6394
Alchemy SW 6395
Sea Salt SW 6204
Comfort Gray SW 6205
Oyster Bay SW 6206

5.10.1 — Appropriate Treatment

- Concrete or stone should have natural finish.
- Other colors will be permitted generally on recessed or interior facing wall surfaces, or on special features, reveals, or mullions if complementary with building.
- Service door and mechanical screen colors are to be the same as the adjacent wall color.



March Business Center

5.10.2 — Inappropriate Treatment

- Dark natural finishes.
- Arbitrary patterns, stripes.
- Garish use of color.
- Use of a broad painted band to reflect a corporate theme.

5.11 DESIGN DETAILS

Detailing should be clean, clear, and straightforward. Details should reinforce overall design unity, interest, and scale.

5.11.1 — Appropriate Treatment

- Coordinated mullions and details.
- Expression and alignment of structural connections.
- Finishes commensurate with building materials.
- Coordinated entry spaces and landscaping.

5.11.2 — Inappropriate Treatment

- Insufficient or excessive detailing.
- Inadequate interface between materials.
- No indication of scale.
- Lack of interest.

5.12 EQUIPMENT

All exterior equipment—including, but not limited to, mechanical equipment, electrical equipment, storage tanks, risers, electrical conduit, gas lines, cellular microcell facilities, and satellite dishes—must be screened from on-site and off-site view. The top of all roof-mounted equipment—including, but not limited to, skylights, vents, air handlers, exhaust fans, smoke hatches, and ducts—must be below the top of the parapet.

5.12.1 — Appropriate Treatment

- Rooftop equipment shall be fully screened from off-site views by a parapet wall equal to or exceeding the height of the roof mounted euipment.

- Mechanical screen fully integrated into architecture.
- Ground equipment hidden by screen walls or landscaping.
- Screen walls or same or similar material as building walls.

5.12.2 — Inappropriate Treatment

- Improperly located equipment requiring non-integrated walls.
- Rooftop equipment extending above parapet or screen.
- Rooftop screen too close to parapet.
- Screen material contrasting with adjacent surfaces.
- Rooftop screen "hat."

6.0 LANDSCAPING

"Landscaping should be simple, clean, and appropriately-scaled for each development."

6.1 OBJECTIVES

Landscaping is an integral element contributing to the identity and unity of March Business Center. As such, all landscaping for March Business Center must be designed to:

- Promote a pleasant, distinctive, appropriate environment.
- Augment internal cohesion and continuity within March Business Center.
- Be consistent with the clean, simple, straightforward urban design concept for March Business Center.
- Promote water conversation.



The March JPA Development Code includes Landscape and Irrigation Guidelines and Specifications to be utilized as the governing standards for March Business Center. For additional reference, the Landscape Concept Plan from the Specific Plan has been included in the appendix of this document. The Concept Plan identifies general landscape concepts within the public row's within the project. The appendix also includes a number of landscape "vignettes" illustrating the landscape, streetscape, and entry features envisioned for the project. While most of these treatments occur in common areas and will be implemented by the master developer, individual site developers and designers are encouraged to prepare site designs that are consistent with and complementary to these treatments.

6.2 WATER CONSERVATION MEASURES

6.2.1 — All landscape areas are to be provided with a complete, state-of-the-art, automatic irrigation system equipped with ET-based smart controllers. This system must conform to all requirements of this document and the March JPA Development Code.

6.2.2 — Landscape design should consider the following water conservation measures:

- Site analysis of macro and micro climates, solar exposure, prevailing wind conditions, seasonal temperature patterns, soils and drainage, grades and slopes,
- Use of planting zones coordinated according to plant type, climatic exposure, soil condition and slope to facilitate use of zoned irrigation systems,
- Use of low water or drought tolerant plant species in landscape areas,
- Coordination of irrigation type for plant species used,
- Use of drip irrigation where appropriate,
- Design to meet peak moisture demand of all plant materials within design zones, while avoiding flow rates that exceed infiltration rate of soil,
- Design to prevent overspray or discharge onto roadways, non-landscaped areas or adjacent properties,
- Timing of irrigation cycles to be set at night when wind, evaporation and people activities are at a minimum.

6.3 STREETSCAPES

Landscape along public streets is designed to provide a unified appearance along street frontages, to reinforce the street hierarchy, and to establish identities of place, particularly at intersections within March Business Center.

To meet these objectives, landscaping along street frontages and next to intersections in March Business Center address the following parameters:

6.3.1 — General Design Criteria

a. Trees are required along all street frontages according to the criteria specified in the Development Code, and a minimum 24" box size shall be planted. Consideration should be given to ROW planting provided by March Business Center to ensure consistency with theme and species (see Landscape Concept Plan). Street trees will be planted at 40' on center, unless located within clustered plantings. Clustered trees should average 40' on center.

b. Hedges along street frontages are to be trimmed to a formal, rectangular shape. Minimum size at installation is five gallon.

c. If required interior landscape islands (as specified in March JPA Development Code) create operational hazards for a proposed development, design latitude may be provided to relocate the required landscape into fewer, larger areas. Such requests will be considered on a case by case basis as a part of the design approval process.

d. In general, use of turf areas should be minimized in favor of low water usage ground covers. When used, turf may not exceed 10% of a site's landscape area, and must be useable by employees. Use of turf must comply with all local landscape water efficiency requirements.

6.4 On-Site Landscaping

On-site landscaping is to be coordinated in a manner that enhances overall continuity of development in March Business Center, while providing for the individual identity and needs of each project within. The design must address the following criteria:

6.4.1 — Landscaping should be used to reinforce site-planning principles, such as using trees to define parking lots and drive aisles.

6.4.2 — Plant materials for on-site landscaping are to be selected from the Plant Selection List in Section 6.5.

6.4.3 — Parking area trees are to be provided as noted in the Development Code. All parking visible from public streets will be screened by naturally contoured landscaped berms measuring 2.0' to 3.5', a 30" high hedge, or a 30" parking screening wall. Landscape must be used to supplement the berms or walls, but may not be used in place of the walls. Refer to the Development Code for more information.

6.4.4 — **Comprehensive planting, including trees, is required along all building and site perimeters**, as identified in the specific plan.

- A minimum landscape setback of fifteen (15) feet* is required along all front yards. As noted in Table III-2 of the Specific Plan, minimum front yard setbacks are twenty (20) feet or twenty-five (25) feet depending on use; therefore, most of the setbacks shall be landscaping if a building is set close to the front yard property line.
- A minimum landscape setback of five (5) feet* is required along at least one side of internal property lines, on all development parcels.

6.4.5 — **All buildings facing a roadway frontage shall have a minimum ten (10) foot foundation planting area.**

6.4.6 — **Large natural granite boulders exist within March, and their use as part of the landscape theme is encouraged.**

6.4.7 — Project drainage/retention areas should be landscaped with native vegetation in a natural manner, similar to naturally occurring drainageways elsewhere on site, with minimal or no use of turf.

* If perpendicular parking spaces are located adjacent to the minimum landscape zone, then a 2'-6" minimum parking overhang is required in addition to the above measurements (17'-6", 12'-6", and 7'-6" respectively).

March Business Center

6.5 On-Site Plant Selection List

6.5.1 — Trees

Entries/Parking/Perimeter

- Cercidium 'Desert Museum' (Palo Verde 'Desert Museum')
- Cercidium praecox (Palo Brea)
- Pithecellobium flexicaule (Texas Ebony)
- Thevatia peruviana (Yellow Oleander)
- Platanus racemosa 'Bloodgood' (London Plane Tree)
- Populus nigra 'Italica' (Lombardy Poplar)
- Fraxinus oxycarpa 'Raywood' (Raywood Ash)
- Magnolia grandiflora (Magnolia)
- Ficus macrocarpa (Indian Laurel Fig)
- Olea europaea 'Swan Hill' (Olive Tree)
- Rhus lancea (African Sumac)
- Podocarpus gracilior (Fern Pine)
- Cinnamonum camphora (Camphor Tree)
- Ulmus parvifolia 'True Green' (Chinese Elm)
- Koelreuteria paniculata (Goldenrain Tree)
- Pinus eldarica (Afghan Pine)
- Pinus canariensis (Canary Island Pine)
- Pinus halepensis (Allepo Pine)
- Prunus caroliana (Carolina Laurel Cherry)
- Brachychiton populneus (Bottle Tree)
- Tristania conferia (Brisbane Box)
- Geijera parviflora (Australian Willow)
- Magnolia grandiflora 'Sommer', 'Russet', and 'Little Gem' (Magnolia)
- Gleditsia triocanthos (Honey Locust)
- Eucalyptus leucoxylon (White Ironbark)
- Eucalyptus maculata (Spotted Gum)
- Eucalyptus nicholii (Willow Peppermint)
- Eucalyptus sideroxylon (Red Ironbark)
- Chitalpa tashkentensis

Accent Trees

- Cercis Canadensis 'Hearts of Gold' (Hearts of Gold Redbud)
- Jacaranda mimosifolia (Jacaranda)
- Lagerstroernia indica (Crape myrtle)
- Pyrus calleryana 'Aristocrat' (Aristocrat Pear)
- Tabebuia ipe (Pink Trumpet Tree)

Parks/Open Space

- Quercus ilex (Holly Oak)
- Fraxinus oxycarpa 'Raywood' (Raywood Ash)
- Magnolia grandiflora (Magnolia)
- Platanus racemosa 'Bloodgood' (London Plane Tree)

Palms

- Phoenix dactylifera (Date Palm)
- Phoenix canariensis (Canary Island Palm)
- Washington robusta (Mexican Fan Palm)
- Washington filifera (California Fan Palm)
- Brahia armata
- Chamaerops humilis (Med. Fan Palm)

March Business Center

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6.5 ON-SITE PLANT SELECTION LIST

6.5.2 — Shrubs/Ground Cover

- Acacia redolens
- Agave spp.
- Anigozathos (Kangaroos Paw)
- Baccharis spp. (Coyote Brush)
- Bougainvillea spp.
- Ceanothus spp.
- Coprosma kirkii
- Dasylirion wheeleri (Desert Spoon)
- Dietes bicolor
- Dodonaea viscosa
- Elaeagnus pungens
- Gazania rigens (Clumping Gazania)
- Hemerocallis species (Daylily)
- Hesperaloe parviflora (Red Yucca)
- Heteromeles arbutifolia (Toyon)
- Lantana montevidensis
- Lavandula spp.
- Leucophyllum f. 'Green Cloud' (Green Cloud Texas Ranger)
- Leptospermum (Tea Tree)
- Lonicera 'Halliana'
- Miscanthus spp.
- Muhlenbergia spp.
- Myoporum parviflorum
- Pennisetum 'Cupreum'
- Photinia fraseri
- Phormium tenax
- Pyracantha
- Pyracantha 'Santa Cruz' (Firethorn)
- Plumbago auriculata 'Imperial Blue'
- Rhaphiolepis spp.
- Salvia spp.
- Senecio spp.
- Senna arternisioides (Feathery Cassia)
- Rosmarinus 'Prostratus'
- Westrigia fruticose (Coast Rosemary)

7.0 LIGHTING

"Lighting is an important element contributing to the identity and unity of March Business Center."

7.1 OBJECTIVES

Exterior lighting is to be provided to enhance the safety and security of motorists, pedestrians, and cyclists throughout March Business Center. As with landscaping, lighting is also an important element contributing to the identity and unity of March Business Center.

To reinforce identity and unity, all exterior lighting is to be generally consistent in height, spacing, color and type of fixture throughout the area and throughout March Business Center.

7.2 STREET LIGHTING

Street lighting is being coordinated throughout March Business Center.

7.3 GENERAL ON-SITE LIGHTING PARAMETERS

To ensure consistency throughout March Business Center, on-site lighting must conform to the overall lighting parameters for March Business Center, including the following:

7.3.1 — On-site lighting includes lighting for parking areas, vehicular and pedestrian circulation, building exteriors, service areas, landscaping, security, and special effects.

7.3.2 — All exterior on-site lighting must be fully shielded and generally confined within site boundaries. The maximum lighting level at the property line of a site is .5 candle/ft. The maximum wattage for exterior lighting shall be 750 watts.

7.3.3 — Lighting fixtures are to be of clean, contemporary design. All exterior illumination shall be high-pressure sodium, low-pressure sodium, or Light Emitting Diode (LED). Metal Halide shall be prohibited. LED lighting at or within 100 Kelvin of 2,700 Kelvin shall be permitted.

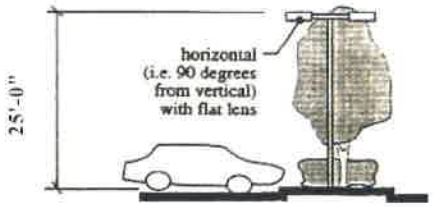
7.3.4 — The location and design of all lighting must be approved by the JPA or its designee. All construction plan submittals shall include the submittal of a point-by-point lighting analysis.

7.3.5 — Tilted wall fixtures (i.e., light fixtures which are not 90 degrees from vertical) are not permitted. The maximum height of building mounted light fixtures is 25'.

7.3.6 — Wall-mounted utility lights that cause off-site glare are not permitted. "Shoebox" or cut-off, glare-controlled lights are preferred.

7.4 VEHICULAR CIRCULATION AND PARKING AREA LIGHTING

7.4.1 — All vehicular circulation and parking lot lighting shall have cut-off fixtures (i.e., the bulb/source is not visible above "horizontal"). Pole and fixture height shall not exceed twenty-five (25) feet overall.



Parking Area Lighting

7.4.2 — Pole footings in traffic areas shall be above grade. They may be round or square and shall have a maximum footing height of 24" above grade.

7.4.3 — **All luminaires shall** have a Kelvin rating of 2700 plus or minus 100.

7.4.4 — **Vehicular lighting levels shall be as follows:**

	Minimum Maintained Illumination	Minimum Average Illumination	Uniformity Ratio (Avg. to Min.)
Vehicular Circulation	0.13 fc	0.52 fc	4:1
Parking Areas	0.14 fc	1.60 fc	4:1

March Business Center

7.5 PEDESTRIAN CIRCULATION LIGHTING

7.5.1 — Pedestrian walkways and building entries shall be illuminated to provide for pedestrian orientation and to clearly identify a secure route between parking areas and points of entry to the building.

Pedestrian walkway lighting should be added as appropriate to enhance safety and visibility for users. All additional fixtures must be cut-off style.

Building entries may be lit with soffit, bollard, step, or comparable lighting.

7.5.2 — Step or bollard lighting shall be used to clearly illuminate level changes and handrails for stairs and ramps.

Bollards may be used to supplement and enhance other pedestrian area lighting. Bollard height shall not exceed forty-two (42) inches, and shall be cut-off.

7.5.3 — Courtyards, arcades, and seating areas shall be lighted to promote pedestrian use and safety. A variety of lighting may be used to create interest and special effects in coordination with the character and function of the area.

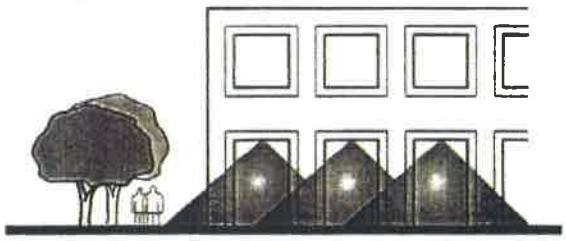
7.5.4 — All pedestrian lighting shall have a Kelvin rating of 2700 maximum.

7.6 ARCHITECTURAL LIGHTING

Architectural lighting effects are encouraged to promote nighttime identity and character.

7.6.1 — All exterior architectural lighting shall utilize indirect or hidden lighting sources. Acceptable lighting includes wall washing, overhead down lighting, and interior lighting that spills outside. All architectural lighting shall be fully shielded to eliminate views of the source of illumination from public streets and adjacent sites.

7.6.2 — Entry areas should be lit so as to provide an inviting glow from the interior.



Illumination from Building

7.7 SERVICE AREA LIGHTING

All service area lighting must be fully shielded and shall have a Kelvin rating of 2700 plus or minus 100.

7.8 ACCENT LIGHTING

Unique lighting may be used to feature architectural elements, landscaping, entries and pedestrian areas, provided it is compatible with all other lighting. Accent lighting used in landscaping and pedestrian areas shall employ shielded light sources and have a Kelvin rating of 2700 plus or minus 100.

8.0 SIGNAGE REQUIREMENTS

"A well designed and executed sign system is an affordable and effective method of presenting a professional appearance."

8.1 INTRODUCTION

A cohesive system of signing has been created to provide additional design continuity to the project and to reinforce the architectural themes.

Project entry signs, off-site directional signs, and regulatory signs installed by the JPA will be in the same "family" of signs, consistent with the theme of the project. Development parcel guidelines have been provided to reinforce this continuity throughout the project.

8.2 MATERIALS

Contemporary, professional, and creative use of simple, low maintenance materials is encouraged. These materials should include metal or masonry consistent with and complimentary to the lot architectural design. All materials and coatings shall be of a high quality industrial/commercial grade to ensure longevity and minimal maintenance. Property owners will be required to maintain *all* on-site signage in a professional manner consistent with its initially approved appearance.



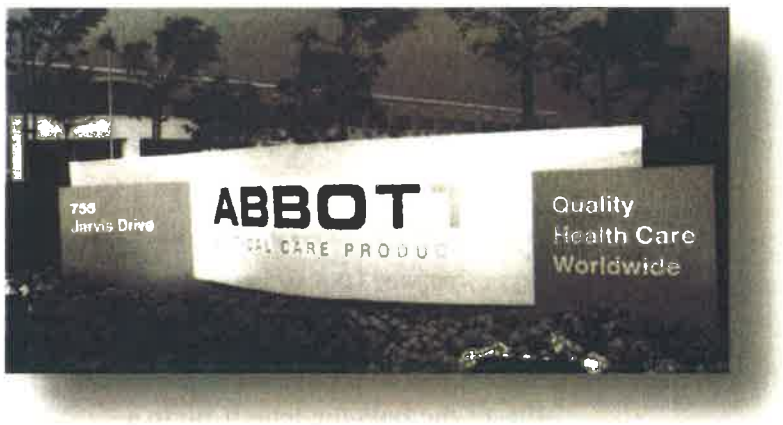
"Creativity is encouraged with monument and site signage."



8.3 MONUMENT SIGNS AT LOTS

Each lot in March Business Center fronting on an internal circulation road or a public road shall be allowed one (1) monument sign.

A monument sign is defined as a ground mounted, low profile, free standing sign, with a support structure designed to be integral to the overall sign design.



Monument signs may be up to Ten (10) feet long by eight (8) feet tall by two (2) feet deep. Monument signs should be placed perpendicular to the adjacent roadway whenever feasible. The monument signs shall be of prefinished, flat faced metal panels with applied letters and graphics, which are a minimum of one (1) inch deep, and a maximum of fourteen (14) inches high, not including logos. Internal illumination is discouraged, in favor of ground lighting or reverse lit copy. In addition, each monument sign shall have the numerical street address incorporated on the sign, with a minimum of six (6)-inch high copy. When internal illumination is provided on monument signs, it shall be illumination of the sign copy and logo only, with no illumination of sign background.

8.4 DIRECTIONAL/INFORMATIONAL SIGNAGE

Each lot in March Business Center may have ground mounted directional/ informational signage installed as determined by the JPA at the time of site plan submittal, and consistent with the Development Code.

8.4.1 — Building Signs



In addition to monument signs, each building in the March Business Center shall be permitted to have one (1) building-mounted illuminated sign on the façade facing the road serving as primary vehicular access to the site, and one on an additional building face if located on an additional street frontage (not to exceed two signs total). The height of said sign shall not exceed 30% of the height of the façade and 10% of the building length, up to a maximum length of twenty (20) feet and a maximum of eighty (80) S.F. On buildings in excess of 200 feet in length, a maximum of two (2) signs shall be permitted on each app of the two (2) signs shall not exceed 10% of the building length (or a maximum length of forty (40) feet and a maximum of 160 square feet).

8.4.2 — Freeway Signs

A total of three freeway signs shall be permitted for the entire March Business Center, with a maximum height of 45', a maximum sign area of 150', and signage limited to the master project name and logo (March Business Center), and up to three tenants each, upon approval of the March Joint Powers Commission.

8.4.3 — Multi-Tenant Signage

For buildings which house more than one tenant, one (1) additional building sign shall be permitted for each tenant, and tenant space. The signs shall not exceed two (2) feet in height and not exceed 60% of the width of the tenant's lease space, up to a maximum of 15' in length. In addition, the permitted monument sign may be constructed in a way to allow identification of each tenant in addition to any identification of the building, up to 8 tenants maximum. All multi-tenant signage shall comply with a uniform sign program.

March Business Center

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Amendment #2

Pa 508

8.5 NOT PERMITTED

The following types of signs shall not be permitted except where noted:

1. Animated Sign
2. Awning (containing signage)
3. Automatic Changing Sign
4. Special Event Sign — not to exceed 30 days per year, permitted on building face occupied by the tenant, in the form of a temporary banner with maximum area of 80 square feet.
5. Changeable Copy Sign (Except at fueling stations where cost per gallon of various grades of fuels are integrated into the approved signage.)
6. Flags — (Exception: Up to 3 flags/flagpoles may be provided, not to exceed 20' in height. These flags may contain the American flag, California flag, and corporate logo, but may not contain marketing information for the tenant.)
7. Flashing Sign
8. Marquee Sign
9. Outdoor Advertising Sign
10. Portable Sign
11. Pennant
12. Rotating Sign
13. Billboards, searchlights and inflatable signs.
14. Other signs not specifically permitted in this section.

8.6 ADDITIONAL SUBMITTAL REQUIREMENTS

Plans for proposed tenant sign designs must be submitted to and approved in writing by the March JPA, or its designee, prior to making an application to the building department for a sign permit, consistent with this document.

Sign dimensions, materials, colors, copy layout, location, or placement on storefront elevation, construction details, and lighting techniques including bulb types and wattage should be identified on the plans. Shop drawings, color, and material samples must also be provided. Prior to installation, owner must obtain a permit from the March JPA and shall comply with the Uniform Building Code and the National Electrical Code Requirements.

9.0 MAINTENANCE REQUIREMENTS

9.1 COMMON AREAS

Use of a landscaped maintenance assessment district mechanism is proposed for the maintenance of portions of the open space and landscaped areas within the March Business Center. The district would be formed per the "Landscape and Lighting Act of 1972" which allows for properties to be assessed via property tax billing for allocated maintenance items. The Master Developer, with assistance from the March JPA staff, will be responsible for the formation and initial funding of the district, which will be approved and adopted by resolution by the March Joint Powers Commission. The district is intended to be utilized exclusively for the ongoing expenditures and/or construction of the improvement; the improvements will be constructed by the Master or future developers as outlined in a particular subdivision's conditions of approval or otherwise mandated by approving jurisdictions. Subdivision conditions of approval will require that affected improvements territories will be subject to the district, as well as all subsequent subdivisions/phases of the March Business Center.

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

- Street lighting electricity, maintenance and replacement,
- Landscape maintenance of the parkways and medians adjacent to all public streets, generally per the attached diagram,
- Irrigation water for the above,
- Tree trimming and/or color replacement,
- Maintenance of drainage structures and facilities not maintained by RCFCD,
- Master project entry monumentation, maintenance and repairs,
- Any insurance requirements,
- Slope maintenance (over 10' in vertical height),
- District management fee.

Landscaped areas within each lease parcel, including side and rear yards, shall be maintained by individual lease parcel tenants. Maintenance of each individual lease parcel shall conform to standards for common area maintenance. All maintenance of landscaping shall be performed in accordance with the March JPA Development Code.

March Business Center

9.2 LANDSCAPE

9.2.1 — General

The Landscape and Lighting District will maintain all landscaping in both common areas and public right-of-ways to assure uniformity in appearance and high level of quality control. Individual tenants shall be responsible for landscaping in their project areas within their property boundaries.

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

9.2.2 — Irrigation

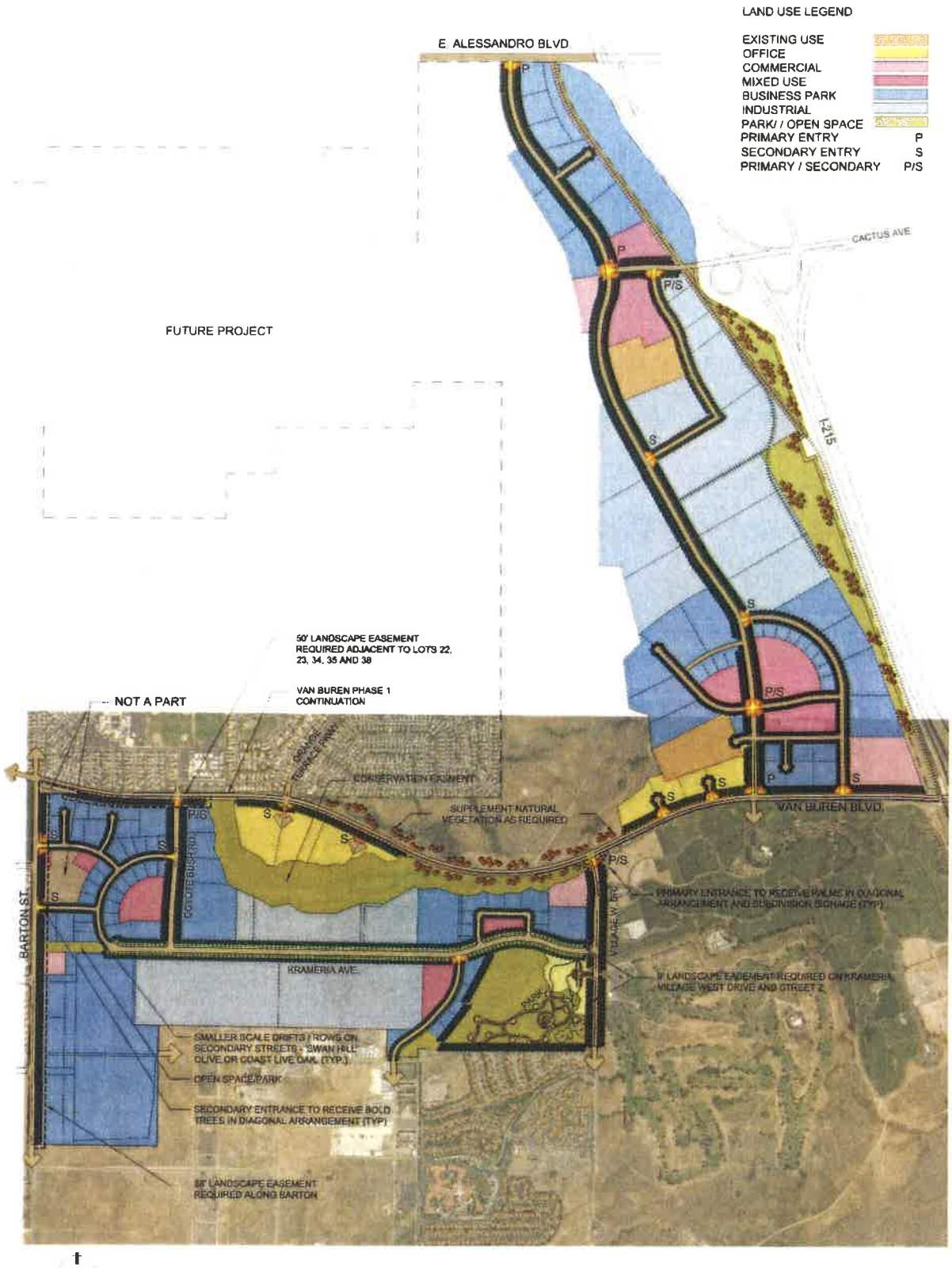
The following standards shall apply to the development of irrigation systems:

- Irrigation systems shall be designed to maintain the proposed vegetation.
- Irrigation systems shall comply with the March JPA Development Code.
- Submission of a complete irrigation system design shall be required consistent with Section 2 of these Guidelines and the Development Code.

10.0 Appendix

10.1 Landscape Concept Plan/Design Vignettes

The following drawings illustrate the general design theme, style, and materials for the landscape architectural components within the "public realm" of March Business Center. While most of these elements will be implemented by the Master Developer, individual site developers are encouraged to utilize these design documents for reference and incorporate thematic elements to ensure consistency throughout the project.



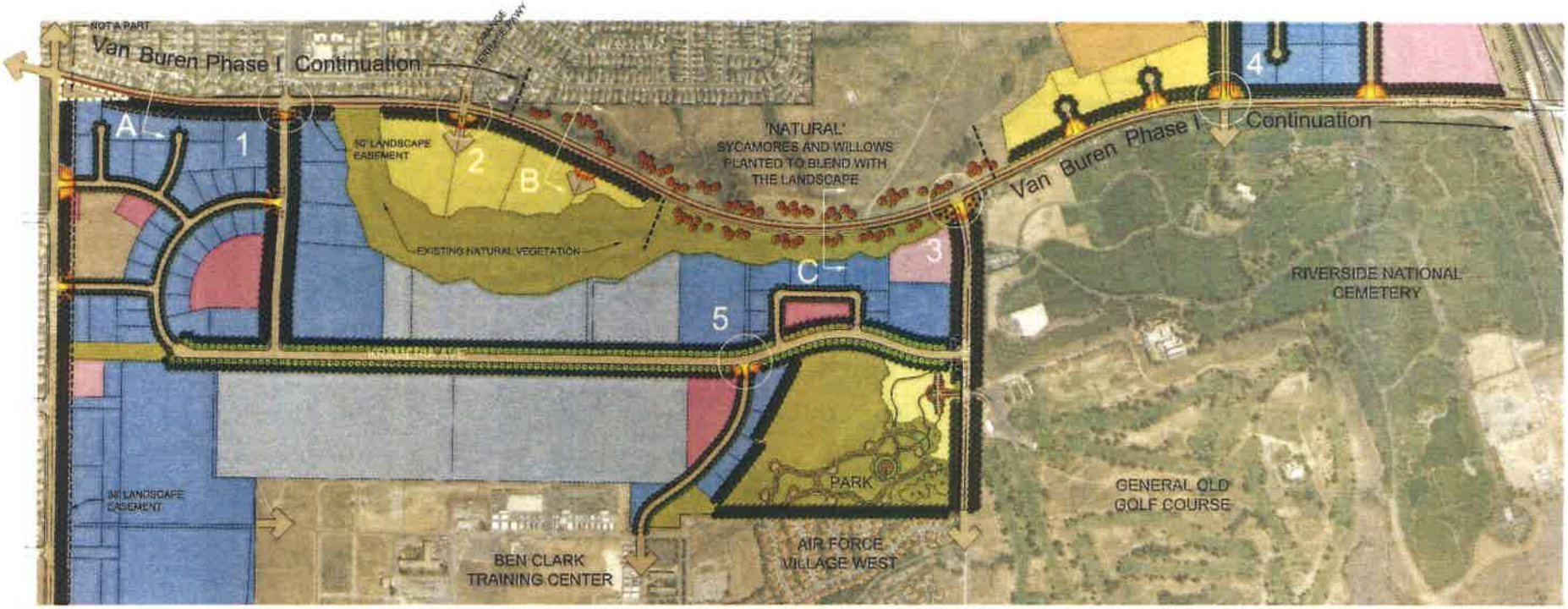
MERIDIAN
Amendment #2

MARCH BUSINESS CENTER
RIVERSIDE, CA

LANDSCAPE CONCEPT PLAN
DESIGN GUIDELINES

RLA

Ga 513



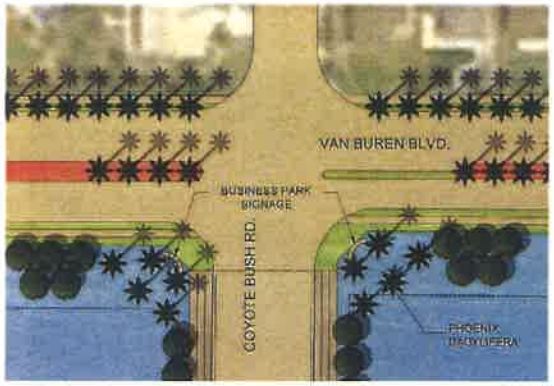
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MARCH BUSINESS CENTER
RIVERSIDE, CA

VAN BUREN CORRIDOR LANDSCAPE CONCEPT
DESIGN GUIDELINES

RLA

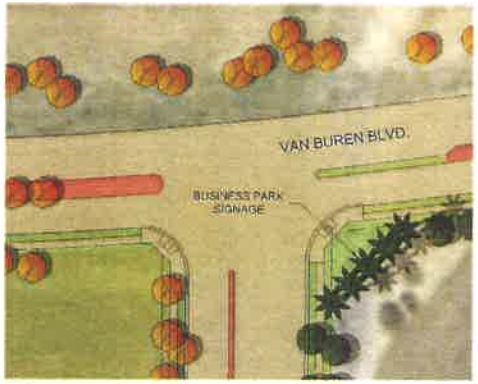
514



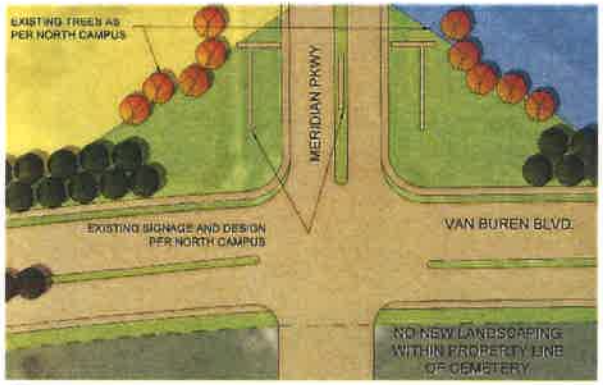
1 VAN BUREN BLVD. AT COYOTE BUSH RD.



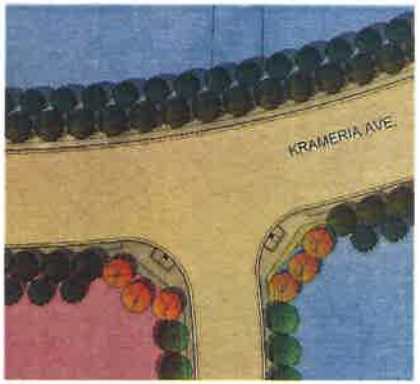
2 VAN BUREN BLVD. AT ORANGE TERRACE PKWY



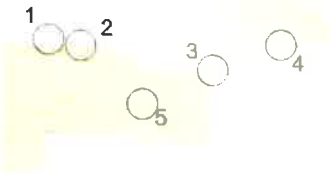
3 VAN BUREN BLVD. AT VILLAGE WEST DR



4 VAN BUREN BLVD. AT MERIDIAN PKWY



5 KRAMERIA AVE. AT STREET 'M'

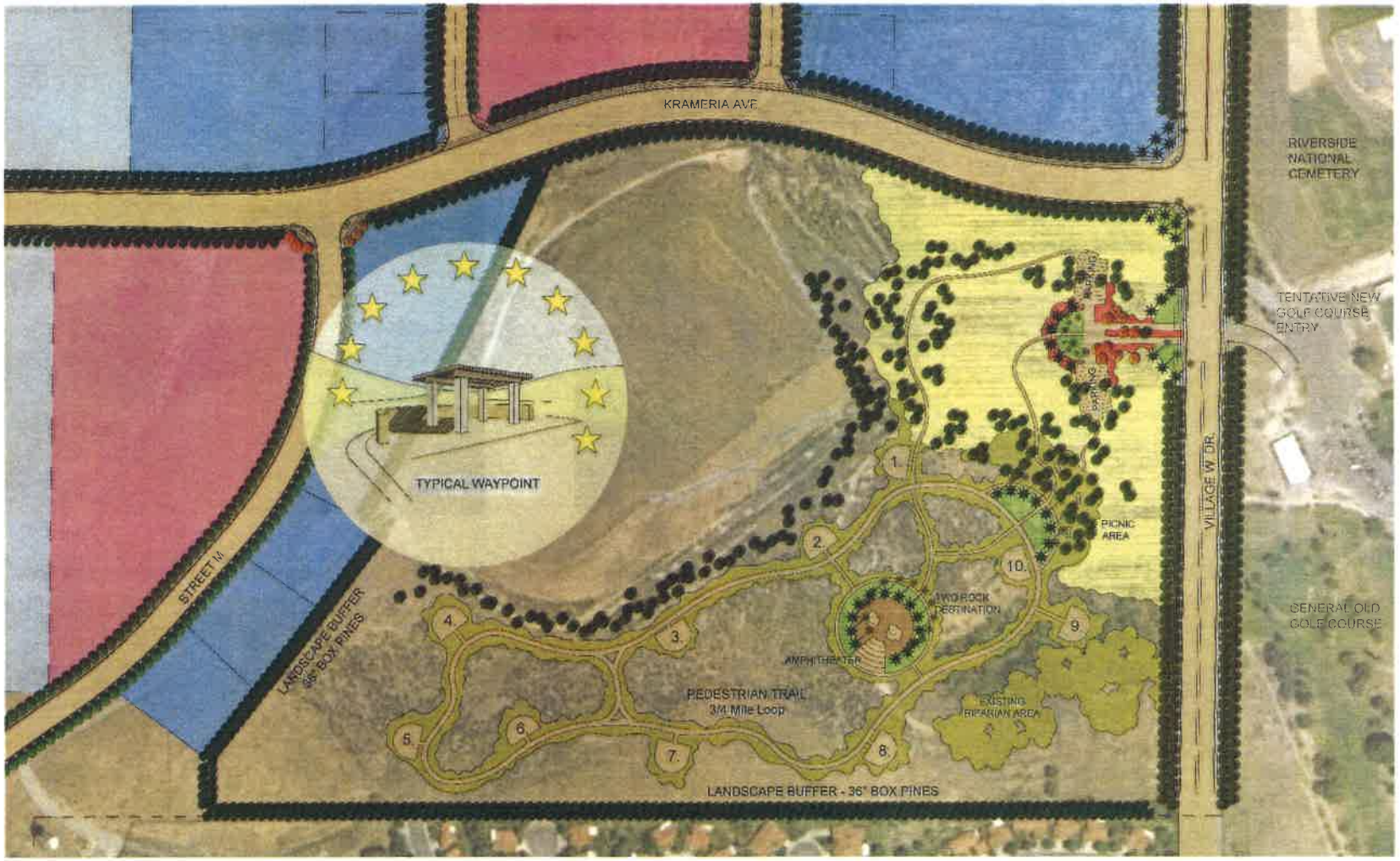


Key Map

MERIDIAN

MARCH BUSINESS CENTER
RIVERSIDE, CA

INTERSECTION LANDSCAPE CONCEPTS
DESIGN GUIDELINES



MERIDIAN

MARCH BUSINESS CENTER
RIVERSIDE, CA

MARCH INTERPRETIVE CENTER
DESIGN GUIDELINES



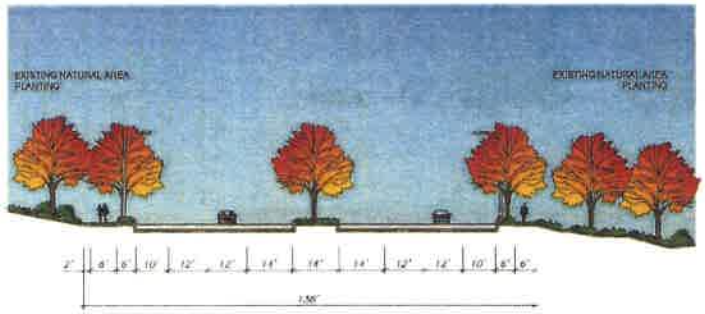
(A) VAN BUREN BLVD.
(w/ Van Buren Phase I Continuation)



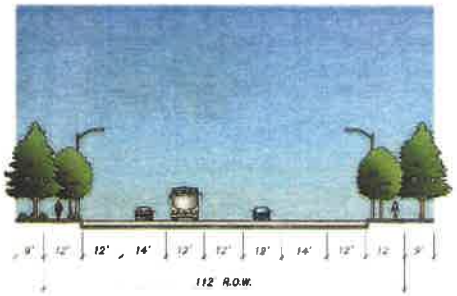
(C) VAN BUREN BLVD. AT RIVERSIDE NATIONAL CEMETARY



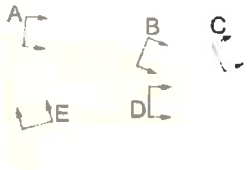
(E) TYPICAL SECONDARY STREET



(B) VAN BUREN BLVD. AT NATURAL RESERVE



(D) KRAMERIA AVENUE TYPICAL CONDITION

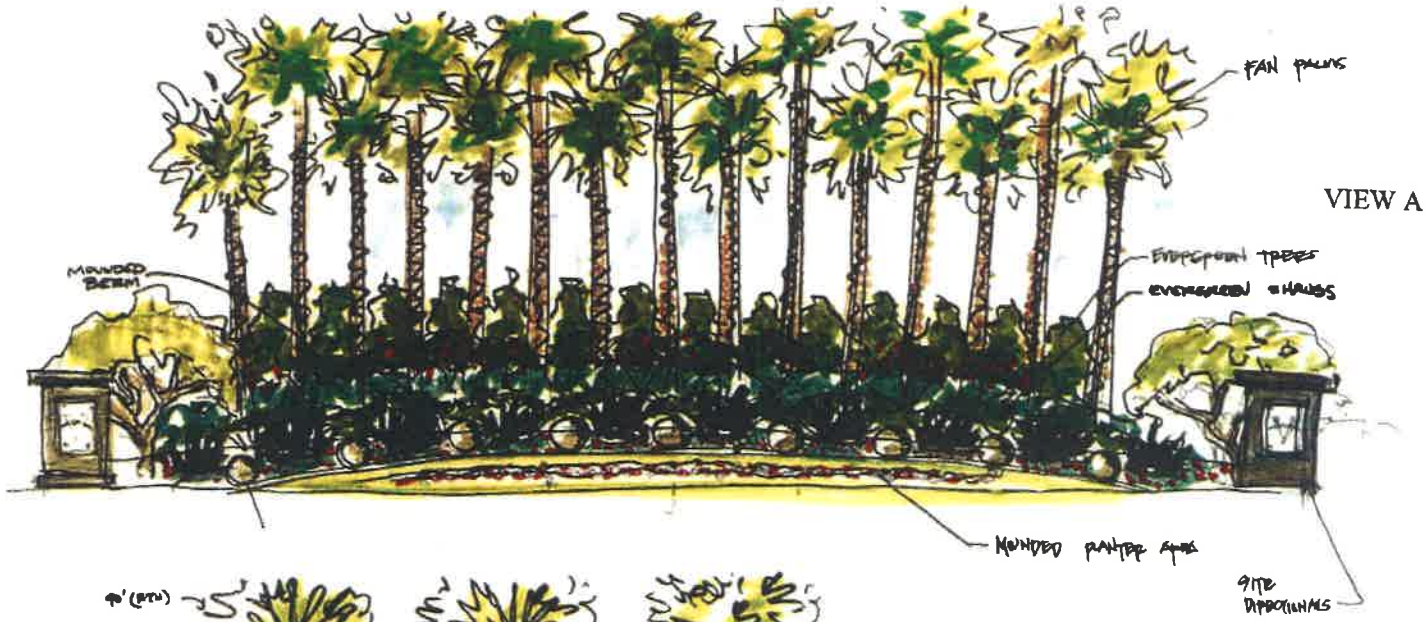


Key Map

MERIDIAN

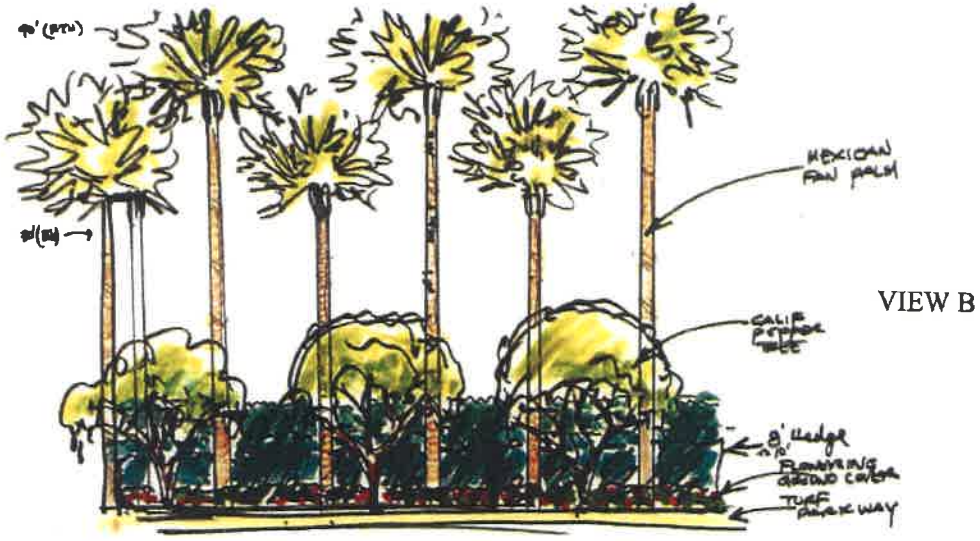
MARCH BUSINESS CENTER
RIVERSIDE, CA

CONCEPTUAL STREET SECTIONS
DESIGN GUIDELINES



Cactus Avenue Intersection
Elevation

1/4"=1'-0"



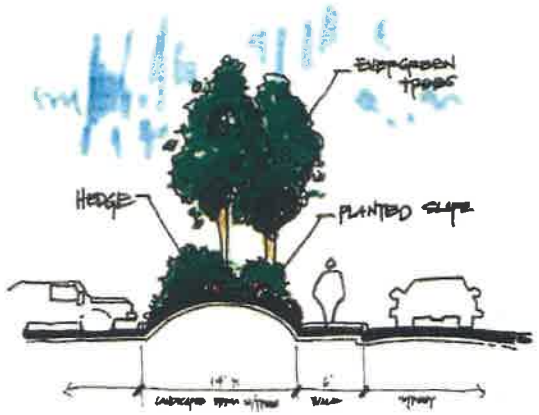
Cactus Avenue Street Scene
Elevation

1/4"=1'-0"

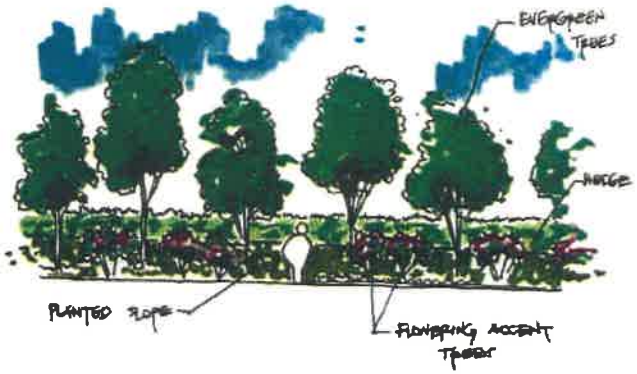
SCHEMATIC LANDSCAPE PLAN

LITESCAPES INTERNATIONAL INC

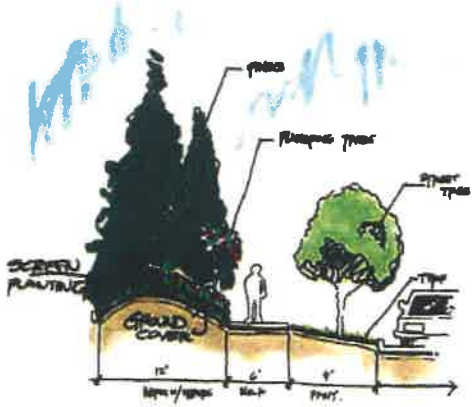
March 5, 2003



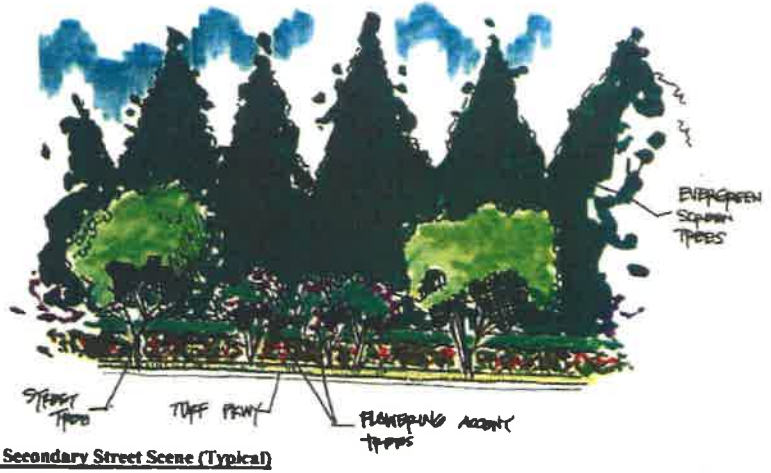
Secondary Street Scene (Typical)
Section



Secondary Street Scene (Typical)
Elevation



Alternate Secondary Street Scene (Typical)
Section

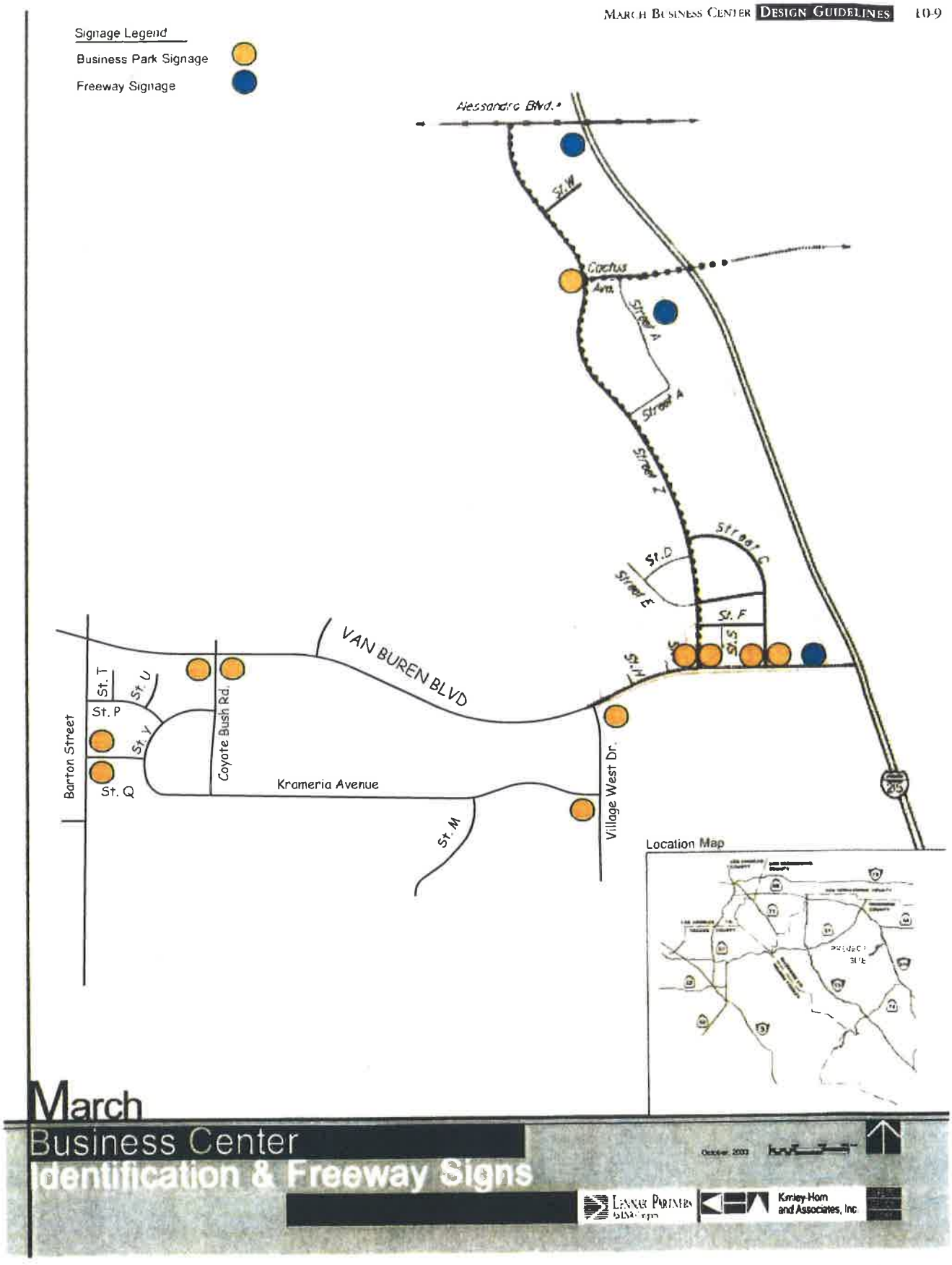


Alternate Secondary Street Scene (Typical)
Elevation

SCHEMATIC LANDSCAPE PLAN

March 5, 2003

SA 519



Amendment #2

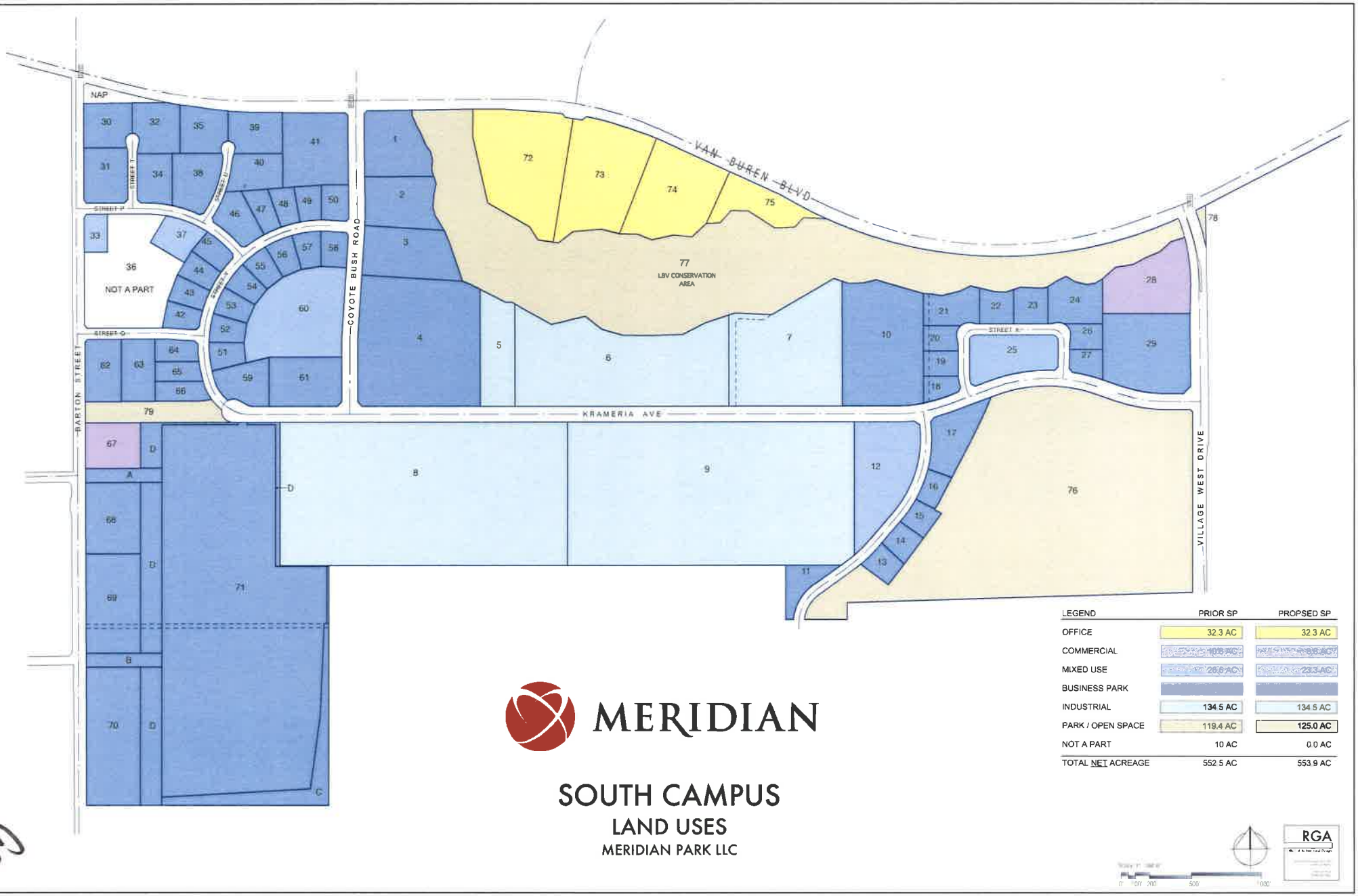
9c 520

Attachment 4

March Business Center
Land Use Map for South Campus

Preparation Date: September 15, 2017

9a 521



MERIDIAN

SOUTH CAMPUS

LAND USES

MERIDIAN PARK LLC

RGA

522

Attachment 5

Applicant's Project Narrative

Preparation Date: September 15, 2017

Ga 523

Meridian South Campus – Parcel Delivery Terminal Project
Project Description

Project Location

The Project site is located within the Meridian South Campus Specific Plan area. More specifically, the Project site encompasses the western portion of the Meridian South Campus Specific Plan area. The 126.2-acre Project site is located east of Barton Street and south of Krameria Avenue, in unincorporated Riverside County, California (Figure 1, Regional Map).

The Meridian South Campus Specific Plan area is generally located south of Van Buren Boulevard, west of Village West Drive, and east of Barton Street, in unincorporated Riverside County, California (Figure 2, Vicinity Map; Figure 3, Aerial Map). Interstate 215 (I-215) is located approximately 2.5 mile east of the Project site.

The latitude and longitude of the approximate center of the Project site is 33°52'53.9407" N and -117°18'08.7738"W. The Project site sits on Township 3 South, Range 4 West, including Sections 21, 27, and 28, all within the Riverside East 7.5-minute quadrangle, as mapped by the U.S. Geological Survey.

March Business Center Specific Plan Background

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

The March Business Center Specific Plan and Final EIR (SCH#2002071089), which guides land use decisions within a 1,290-acre portion of the planning area, was adopted and certified in 2003. Within the March Business Center Specific Plan, two separate "campuses" were identified (North Campus and South Campus). Since adoption of the March Business Center Specific Plan in 2003, the Specific Plan area has become known and marketed as "Meridian." However, the term "March Business Center Specific Plan" is used herein when referring to the approved 2003 Specific Plan. The North and South Campus components of the March Business Center Specific Plan were analyzed under the California Environmental Quality Act (CEQA) and the National Environmental Policy Act (NEPA) within the following documents:

- Final Environmental Impact Statement (EIS): Disposal of Portions of March Air Force Base (February 1996)
- Final Environmental Impact Report (EIR) for the March Air Force Base Redevelopment Project (June 1996)
- Redevelopment Plan for the March Air Force Base Redevelopment Project (June 1996)
- March Joint Powers Authority Development Code (July 1997)
- General Plan of the March Joint Powers Authority (September 1999)

- Master EIR 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 EIR (February 2003)
- March Business Center Design Guidelines (November 2003)

Subsequent Amendments to aforementioned Specific Plan Documents were made as follows:

- Addenda to the certified 2003 Focused EIR, including:
  - Tentative Tract Map 30857 Amendment (April 2007)
  - 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 2, Addendum to the FEIR (January 2009)
  - Meridian Specific Plan Amendment, SP-5, An Amendment to the North Campus of the Meridian Specific Plan, (also known as the March Business Center Specific Plan), March JPA, July 2010
  - The Subsequent EIR for the Meridian Specific Plan (SP-5), (State Clearinghouse #2009071069)

Proposed Project

The proposed Project is located on 126.2-acres which includes a previously entitled 48.02-acre site that will be occupied by an approved 1,000,000 square foot industrial building, 327 parking stalls for passenger vehicles with 14 carpool parking spaces and 10 handicapped parking spaces, as well as 326 trailer parking stalls. The building also includes 218 dock-high doors and four at-grade doors that are evenly distributed along the north and south building elevations. No changes to this prior approved 48.02-acre site is proposed with this Project. As such, the Project includes the following applications:

- **Specific Plan No. 1, Amendment No. 6 (SP-1, A6)** – The Specific Plan Amendment for the proposed Project would revise the March Business Center South Campus Specific Plan to accomplish the following actions: a) add parcel delivery terminal as an allowed use within the Industrial and Business Park designations for parcels that are 60-acres in size or larger, and consistent with the March JPA Development Code; b) amend Specific Plan exhibits to reflect proposed Project utilities, transportation and parcel layouts; c) add a land use definition within the Specific Plan for Parcel Delivery facility, consistent with the Authority Development Code; d) update Land Use and designation tables within the SP to reflect revised acreages within the Commercial, Mixed Use, Business Park, and Park/Open Space land uses; e) add the following guidance pertaining to lighting - "site lighting must be 2700 Kelvin plus or minus 100 points."

- **Tentative Map No. 30857, Amendment No. 4** – The Tentative Map Amendment would revise the circulation plan for the March Business Center South Campus Specific Plan by removing Street V, Street X, the southern portion of Street Y, and terminating Krameria Avenue at the Project site rather than extending it through to connect with Barton Street to the west. The Tentative Map Amendment would also reconfigure Parcels 67, 68, 69, 70 and 71. Figure 4, Approved South Campus Tentative Tract Map, shows the originally approved parcel and roadway configuration for South Campus. Figure 5, Proposed South Campus Tract Map, shows the South Campus layout under the proposed Project revisions.

- **General Plan Amendment No. 17-01** – The proposed Project would require an update to existing General Plan Circulation and Land Use Plans for South Campus.

- **Plot Plan No. 16-07, Amendment No. 1** – The Plot Plan Amendment would add 78.18 gross acres to a previously approved 48.02-acre parcel that will house a parcel delivery terminal. The additional 78.18 gross acres would incorporate 1,587 standard vehicular parking stalls; 85 carpool stalls; 27 handicap parking stalls; 85 bike parking spaces; and 965 truck trailer stalls to the parcel delivery terminal site. The 78.18-acre area would also accommodate a 5,000 square-foot customer service building; 12,000 square-foot enclosed truck maintenance and wash facility; a compressed natural gas (CNG) station; additional 298,417 square feet of landscaped areas; and a 9-acre landscape buffer zone along the westerly project boundary.

Truck ingress and egress to the Project Site is allowed to and from Krameria Avenue only within South Campus, while passenger vehicles can access the westerly parking lot area from Krameria Avenue and Barton Street. The only other access point to the westerly parking area from Barton Street is an emergency vehicle only street. Passenger vehicle access to the 48.02-acre site is only allowed off of Krameria Avenue. No truck access to and from the Project site is allowed off of Barton Street, and all trucks will travel easterly on Van Buren Boulevard. Because the Project reduces the overall number of buildings and streets within the southwesterly portion of South Campus, and increases the amount of Park/Open Space within South Campus, it yielded less impacts on the site as compared to the originally approved plan. For example, compared to previously entitled parcels within the Project boundaries, the Project is expected to generate 3,669 fewer daily trips, 253 fewer AM peak hour trips, and 149 fewer PM peak hour trips than was expected in the traffic analysis conducted previously for the specific plan. Nonetheless, as illustrated through the attached Initial Study, the master developer will proceed with full street improvements along Barton Street as previously conditioned under the specific plan.

Attachment 6

WMWD Will Serve Letter

Preparation Date: September 15, 2017

John V. Rossi
General Manager

Robert Stockton
Division 1

Thomas P. Evans
Division 2

Brenda Dennstedt
Division 3

Donald D. Galleano
Division 4

S.R. "Al" Lopez
Division 5

WESTERN MUNICIPAL WATER DISTRICT

Securing Your Water Supply

March 20, 2017

Jeff Gordon
Meridian Park, LLC
1156 N. Mountain Avenue
Upland, CA 91786

WATER AND SEWER AVAILABILITY REQUEST
WESTERN'S GRID # 41042
20901 Krameria Avenue
ID-MW, T3S, R4W, SEC. 23

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 +/- 1,000,000 square foot industrial warehouse building ("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.

(c) Western is the water and sewer service agency. Facilities sufficient to serve the project will need to be planned and installed, or other arrangements made in collaboration with Western.

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.

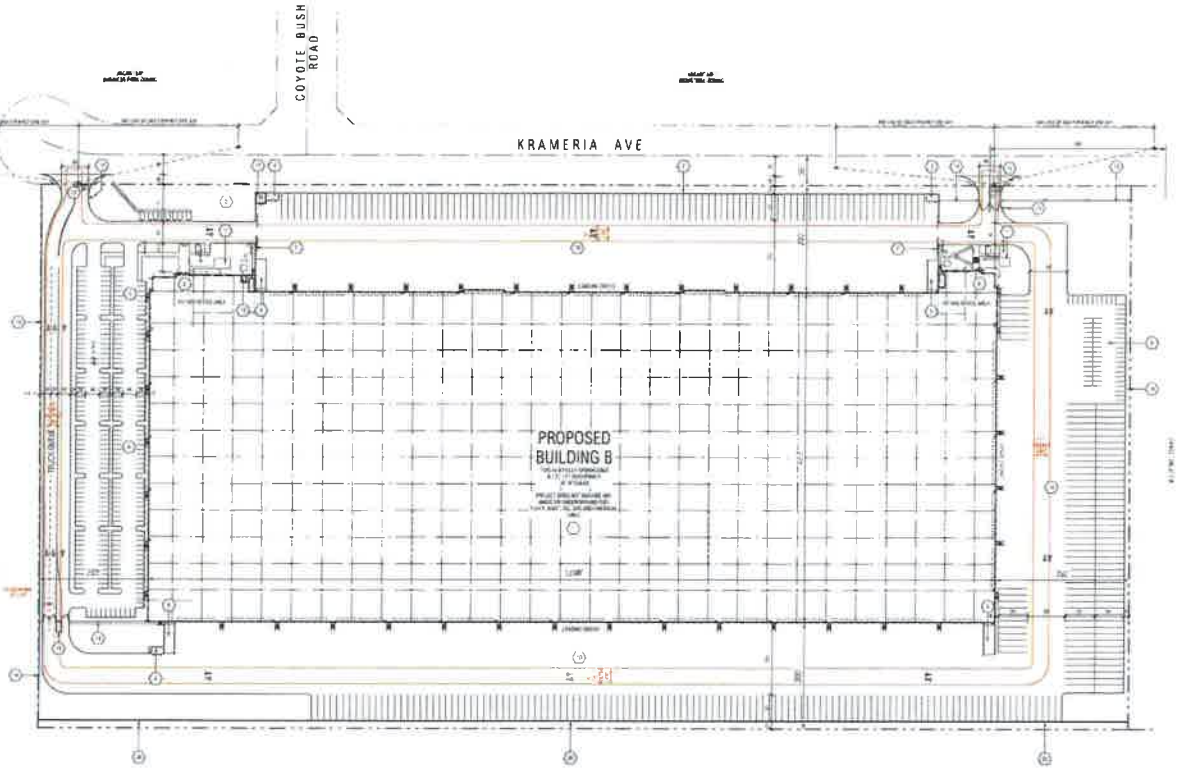
Should you have any questions regarding this matter, please contact Development Services at (951) 571-7100.

Thomas M. Thornton

TOM THORNTON
Principal Engineer

TT:tp

Enclosure(s): Map



SITE PLAN

STANDARD JPA NOTES

PROJECT DATA

SITE AREA 2,092,182 SF 48.029 AC

BUILDING AREA
GROUND FLOOR 1,000,000 SF
MEZZANINE 0 SF
TOTAL

COVERAGE 47.8 %

PARKING REQUIRED
TOTAL STALLS REQUIRED

AUTO PARKING PROVIDED
STANDARD STALLS 745 STALLS
COMPACT STALLS (25% MAX) 14 STALLS
ACCESSIBLE STALLS 16 STALLS
STALLS W/ TRUCK RAMP 10 STALLS
TOTAL STALLS PROVIDED 785 STALLS

LOADING DOCK POSITIONS 116 DOCKS

GRADE DOOR POSITIONS 4 DOORS

TRUCK TRAILER STALLS 1265 106 STALLS

BIKE PARKING
REQUIRED @ 1/20 AUTO STALLS 39
PROVIDED 39

LANDSCAPE AREA REQUIRED @ 10% 209,232 SF

LANDSCAPE AREA PROVIDED 210,720 SF 10.07% %

MINIMUM SETBACKS REQUIRED (NO CHANGE)
HOME BUILDING 28'
FRONT LANDSCAPE 15'
SIDE BUILDING 0'
SIDE LANDSCAPE 0'
REAR BUILDING 0'
REAR LANDSCAPING 0'

KEYNOTES

VICINITY MAP

UTILITY PROVIDERS

ELECTRICAL	
GAS/ELECTRIC	
TELEPHONE	
WATER	
SEWER	

RGA

MERIDIAN PARK SOUTH BUILDING B

KRAMERIA AVENUE RIVERSIDE COUNTY, CA

MERIDIAN PARK LLC
UPLAND CA 91786
CONTACTS:
TIMOTHY REEVES 909 579 1294
JEFF GORDON 949 200-6755

SITE PLAN BUILDING B

SHEET A1-1-P

Qa 530

Attachment 7

Traffic Impact Assessment

Preparation Date: September 15, 2017

Qa 531

Meridian South Parcel Delivery

Traffic Impact Study Report
August 2017

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

Prepared by:
VRPA Technologies, Inc.
9520 Padgett Street, Suite 213
San Diego, CA 92126
Project Manager: Erik Ruehr

VRPA TECHNOLOGIES, INC.

"Bringing Good Jobs to Riverside County."
MARCH JOINT POWERS AUTHORITY

Meridian South Parcel Delivery Traffic Impact Study Report

Study Team

- ✓ Georgiena Vivian, President, VRPA Technologies, Inc., gvivian@vrpatechnologies.com, (559) 259-9257
- ✓ Erik Ruehr, Dir. of Traffic Engineering, VRPA Technologies, Inc., eruehr@vrpatechnologies.com, (858) 566-1766
- ✓ Jason Ellard, Transportation Engineer, VRPA Technologies, Inc., jellard@vrpatechnologies.com, (559) 271-1200

Table of Contents

Section	Description	Page
1.0	Introduction	1
1.1	Description of the Region/Project	1
1.1.1	Project Access	1
1.1.2	Study Area	2
1.1.3	Study Scenarios	2
1.2	Methodology	6
1.2.1	Intersection Analysis	6
1.3	Policies to Maintain Level of Service	6
2.0	Existing Conditions	11
2.1	Existing Traffic Counts and Roadway Geometrics	11
2.2	Existing Roadway System	11
2.3	Affected Streets and Highways	11
2.4	Level of Service	16
2.4.1	Intersection Capacity Analysis	16
3.0	Traffic Impacts	18
3.1	Trip Generation	18
3.2	Trip Distribution	18
3.3	Project Traffic	19
3.4	Approved/Pending Project Traffic	19
3.5	Opening Year 2018 Traffic Conditions	19
3.6	Horizon Year 2025 Traffic Conditions	19
3.7	Impacts	32
3.7.1	Intersection Capacity Analysis	32
4.0	Mitigation	33
Appendices		
	Appendix A – Existing Traffic Counts	
	Appendix B – Synchro 9 (HCM 2010) Worksheets	

List of Tables

1-1	Signalized Intersections Level of Service Definitions	8
1-2	Unsignalized Intersections Level of Service Definitions	9
1-3	General Plan Target LOS by Intersection	10
2-1	Existing Intersection Operations	17
3-1	Project Trip Generation	18
3-2	Intersection Operations	32

List of Figures

1-1	Regional Location	3
1-2	Project Study Area	4
1-3	Project Site Plan	5
2-1	Existing Lane Geometry	13
2-2	Existing AM Peak Hour Traffic	14
2-3	Existing PM Peak Hour Traffic	15
3-1a	Project Trip Distribution – Passenger Cars	20
3-1b	Project Trip Distribution – Trucks	21
3-2	Project AM Peak Hour Project Traffic (PCE)	22
3-3	Project PM Peak Hour Project Traffic (PCE)	23
3-4	Opening Year 2018 Without Project AM Peak Hour Traffic	24
3-5	Opening Year 2018 Without Project PM Peak Hour Traffic	25
3-6	Opening Year 2018 Plus Project AM Peak Hour Traffic	26
3-7	Opening Year 2018 Plus Project PM Peak Hour Traffic	27
3-8	Horizon Year 2025 Without Project AM Peak Hour Traffic	28
3-9	Horizon Year 2025 Without Project PM Peak Hour Traffic	29
3-10	Horizon Year 2025 Plus Project AM Peak Hour Traffic	30
3-11	Horizon Year 2025 Plus Project PM Peak Hour Traffic	31

This Traffic Impact Study (TIS) has been prepared for the purpose of analyzing traffic conditions related to the Meridian South Parcel Delivery Development (hereafter known as the Project). The proposed Project is located south of Krameria Avenue and east of Barton Street within the jurisdiction of the March Joint Powers Authority (March JPA). The Project is located within the Meridian Specific Plan.

1.0 Introduction

1.1 Description of the Region/Project

The Project site is approximately 105 acres located within the boundaries of the Meridian Specific Plan. Figures 1-1 and 1-2 show the location of the Project along with major roadways and highways in the Project area. A conceptual site plan for the proposed Project is provided in Figure 1-3.

The Project is being developed in conjunction with an adjacent 1,000,000 square foot warehouse development located just to the east (referred to in this report as Building B). The Project provides additional parking for Building B that allows it to operate as a parcel delivery warehouse instead of a standard warehouse. The traffic generated by the Project is therefore considered to be the net difference in trips between the operation of Building B as a parcel delivery facility versus a standard warehouse.

In addition to proposing a parking lot that would be utilized by Building B, the project also proposes a change in the ultimate roadway configuration for the specific plan area where the project is located. The Project proposes to end Krameria Avenue just west of Coyote Bush Road instead of extending Krameria Avenue all the way from Village West Road to Barton Street.

For the purposes of analyzing Project traffic at its opening, this traffic analysis is focused on Project traffic (as defined above) plus the addition of traffic that Building B would generate as a standard warehouse, plus other existing and cumulative traffic that would be occurring at the time of Project opening.

For the purposes of analyzing Project traffic in comparison to the current specific plan for the Project site, the traffic analysis also considers the reduction in traffic that would occur due to the fact that the parking lot proposed by the Project would be built on land that would otherwise be developed with other uses.

1.1.1 *Project Access*

The Project is located south of Krameria Avenue and east of Barton Street. The Project site plan proposes access along Barton Street via Driveway 1 (at the existing Krameria Avenue), and Krameria Avenue via Driveway 2 (west of Coyote Bush Road). Driveway 1 is proposed to be signalized and assumed to allow full-access turning movements for passenger cars only.

Driveway 2 is assumed to allow full-access turning movements for passenger cars, package delivery trucks, and heavy trucks.

1.1.2 *Study Area*

The study intersections and street and highway segments included in this TIS are listed below. The study area described below was selected to analyze the access points for Project traffic to the local street system. As documented in Chapter 3, the net effect of the Project would be to decrease traffic somewhat as compared to the traffic expected with the development of the project site with land uses proposed by the specific plan. Therefore, the project would not increase traffic to off-site roadways and it can be concluded that the project would not have an effect on roadways away from the project site.

Intersections

- ✓ **Existing Intersections**
  - Van Buren Boulevard / Barton Street
  - Van Buren Boulevard / Coyote Bush Road
  - Van Buren Boulevard / Village West Drive
  - Krameria Avenue / Barton Street

- ✓ **Future Intersections**
  - Barton Street / Street P
  - Barton Street / Street Q
  - Village West Drive / Krameria Avenue

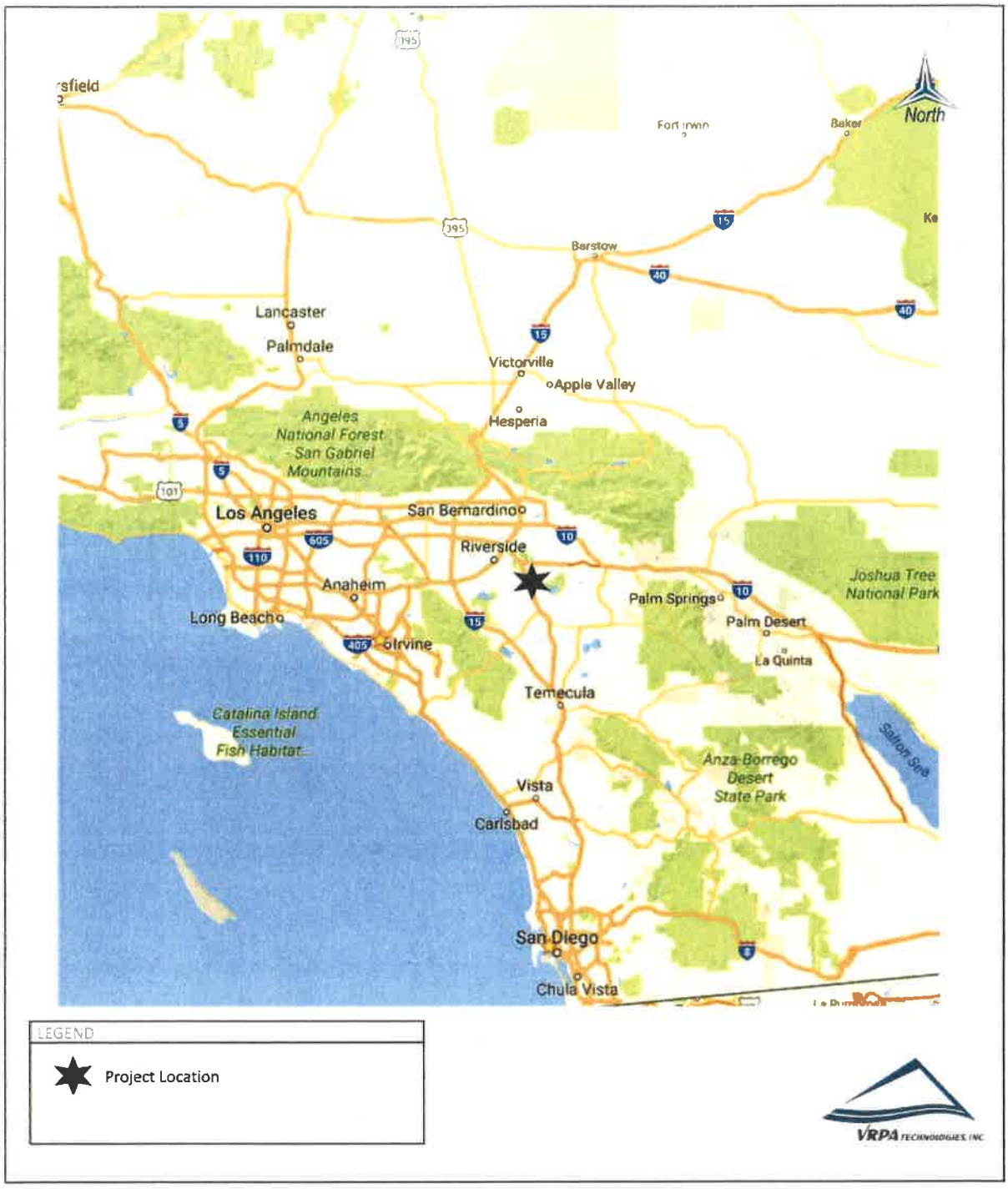
1.1.3 *Study Scenarios*

The TIS completed for the proposed Project includes level of service (LOS) analysis for the following traffic scenarios:

- ✓ **Existing Conditions (Baseline Year)** - This scenario represents the existing land uses in the Study Area during the base year when traffic analysis/counts are taken. It is the existing year that all modeling scenarios are compared to in order to determine any potential effects
- ✓ **Opening Year 2018 Without Project** - This scenario represents the existing land uses in the Study Area during the assumed opening year of the proposed Project.
- ✓ **Opening Year 2018 Plus Project** - This scenario represents the opening year scenario implementation of the proposed Project.
- ✓ **Horizon Year 2025 Without Project** - This scenario is based upon build out of the Study Area at horizon year 2025 without the implementation of the proposed Project.
- ✓ **Horizon Year 2025 Plus Project** - This scenario is based upon build out of the Study Area at horizon year 2025 with the implementation of the proposed Project.

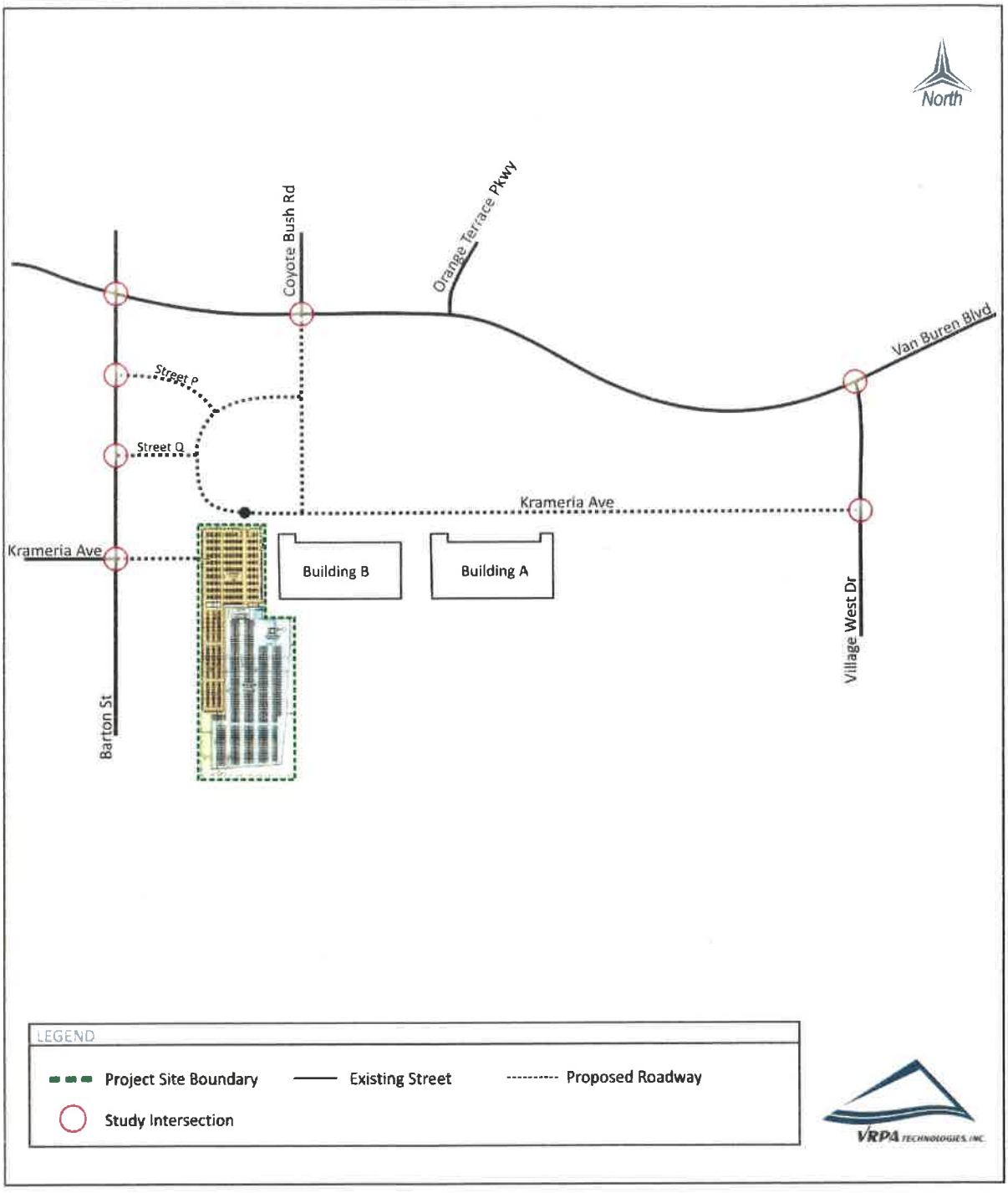
Meridian South Parcel Delivery
Regional Location

Figure 1-1



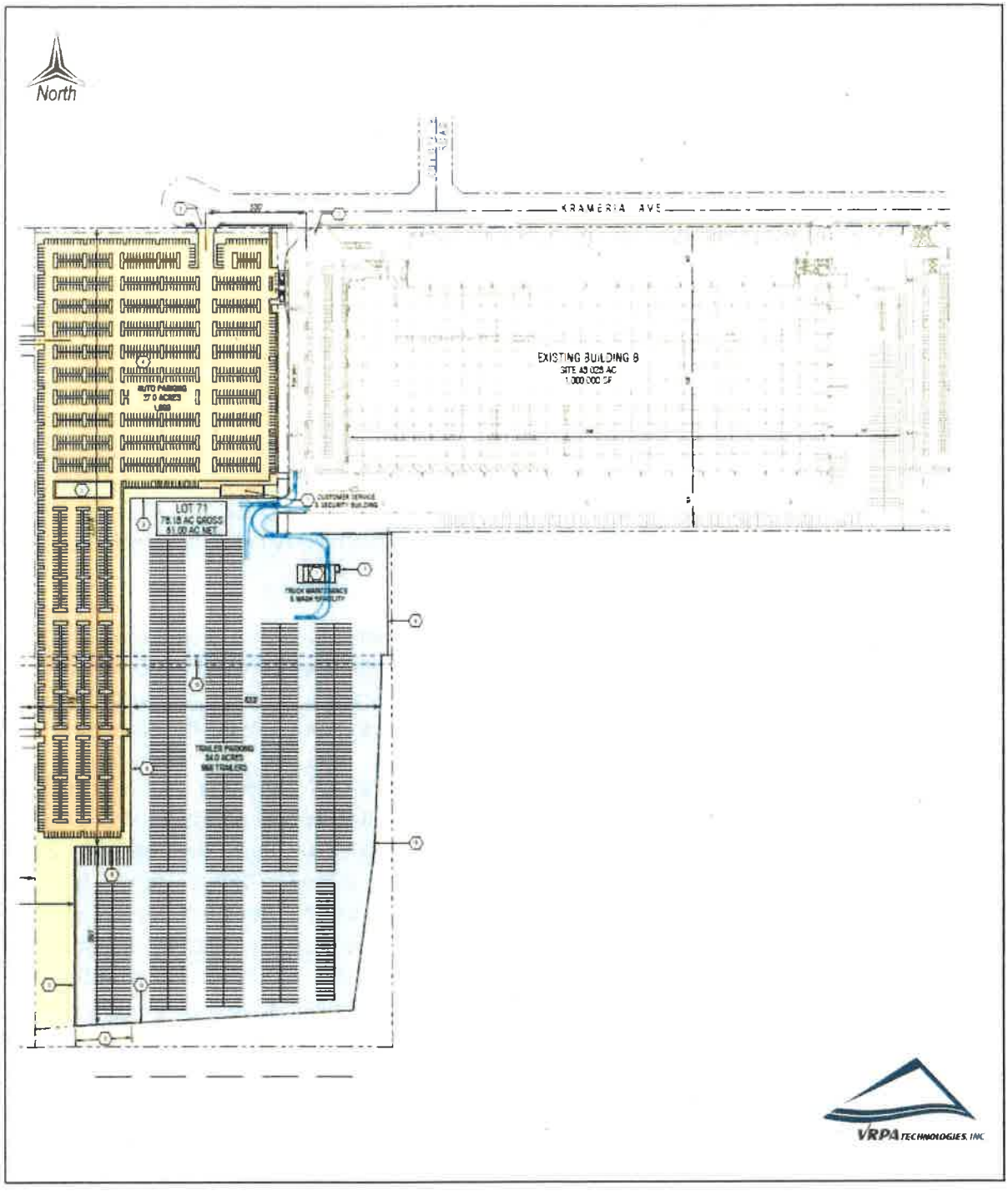
Meridian South Parcel Delivery
Project Study Area

Figure 1-2



March JPA - VIP 215 Traffic Study
Project Site Plan

Figure 1-3



1.2 Methodology

When preparing a TIS, guidelines set by affected agencies are followed. In analyzing street and intersection capacities the Level of Service (LOS) methodologies are applied. LOS standards are applied by transportation agencies to quantitatively assess a street and highway system's performance. In addition, safety concerns are analyzed to determine the need for appropriate mitigation resulting from increased traffic near sensitive uses, the need for dedicated ingress and egress access lanes to the project, and other evaluations such as the need for signalized intersections or other improvements.

1.2.1 *Intersection Analysis*

Intersection LOS analysis was conducted using the Synchro 9 software program. Synchro 9 supports the Highway Capacity Manual (HCM) 2010 and 2000 methodologies and is an acceptable program by March JPA staff for assessment of traffic impacts. Levels of Service can be determined for both signalized and unsignalized intersections. Three (3) of the existing study intersections are currently signalized while one (1) of the intersections is unsignalized.

Tables 1-1 and 1-2 indicate the ranges in the amounts of average delay for a vehicle at signalized and unsignalized intersections for the various levels of service ranging from LOS "A" to "F".

The signalized LOS standards applied to calculate intersection LOS are in accordance with the current edition of the Highway Capacity Manual (HCM). Intersection turning movement counts and roadway geometrics used to develop LOS calculations were obtained from field review findings and count data provided from the traffic count sources identified in Section 2.1.

When an unsignalized intersection does not meet acceptable LOS standards, the investigation of the need for a traffic signal shall be evaluated. The California Manual on Uniform Traffic Control Devices for Streets and Highways (California MUTCD) dated November 7, 2014 introduces standards for determining the need for traffic signals. The California MUTCD indicates that the satisfaction of one or more traffic signal warrants does not in itself require the installation of a traffic signal. In addition to the warrant analysis, an engineering study of the current or expected traffic conditions should be conducted to determine whether the installation of a traffic signal is justified. The California MUTCD Peak Hour Warrant (Warrant 3) was used to determine if a traffic signal is warranted at unsignalized intersections that fall below current LOS standards.

1.3 Policies to Maintain Level of Service

An important goal is to maintain acceptable levels of service along the highway, street, and road network. To accomplish this, affected agencies adopt minimum levels of service in an attempt to control congestion that may result as new development occurs. As noted previously,

LOS standards are applied by transportation agencies to quantitatively assess a street and highway system's performance. The affected level of service standards applicable to the traffic analysis are described below.

March JPA

All intersections and roadway segments within the March JPA Planning Area shall operate at LOS "D" or better with limiting circumstances of LOS "E" to occur. LOS "E" may also be allowed to the extent that it would support transit-oriented development (TOD) and walkable communities. LOS "E" is also acceptable during peak hours at interchange ramp intersections where ramp metering occurs.

County of Riverside

LOS C shall apply to all development proposals in any area of the Riverside County not located within the boundaries of an Area Plan, as well those areas located within the following Area Plans: REMAP, Eastern Coachella Valley, Desert Center, Palo Verde Valley, and those non-Community Development areas of the Elsinore, Lake Mathews/Woodcrest, Mead Valley and Temescal Canyon Area Plans.

LOS D shall apply to all development proposals located within any of the following Area Plans: Eastvale, Jurupa, Highgrove, Reche Canyon/Badlands, Lakeview/Nuevo, Sun City/Menifee Valley, Harvest Valley/Winchester, Southwest Area, The Pass, San Jacinto Valley, Western Coachella Valley and those Community Development Areas of the Elsinore, Lake Mathews/Woodcrest, Mead Valley and Temescal Canyon Area Plans.

LOS E may be allowed by the Board of Supervisors within designated areas where transit-oriented development and walkable communities are proposed.

Notwithstanding the forgoing minimum LOS targets, the Board of Supervisors may, on occasion by virtue of their discretionary powers, approve a project that fails to meet these LOS targets in order to balance congestion management considerations in relation to benefits, environmental impacts and costs, provided an Environmental Impact Report, or equivalent, has been completed to fully evaluate the impacts of such approval. Any such approval must incorporate all feasible mitigation measures, make specific findings to support the decision, and adopt a statement of overriding considerations.

City of Riverside

The City of Riverside General Plan states the City will strive to maintain LOS D or better on arterial streets wherever possible. At some key locations, such as City arterial roadways, which are used as a freeway bypass by regional through traffic and at heavily traveled freeway interchanges, LOS E may be acceptable as determined on a case-by-case basis. Locations that may warrant the LOS E standard include portions of Arlington Avenue/Alessandro Boulevard,

Van Buren Boulevard throughout the City, portions of La Sierra Avenue, and selected freeway interchanges. A higher standard, such as LOS C or better, may be adopted for Local and Collector streets in residential areas.

Given the LOS standards of the affected agencies in the Project area, the goal of the Project was to provide LOS results that meet the goals of the individual agencies for intersections and street segments under their jurisdiction.

Table 1-3 shows the General Plan target LOS for each intersection based upon its jurisdictional location.

Table 1-1
Signalized Intersections
Level of Service Definitions
(Highway Capacity Manual)

LEVEL OF SERVICE	DEFINITION	AVERAGE TOTAL DELAY (sec/veh)
A	Describes operations with very low delay. This level of service occurs when there is no conflicting traffic for a minor street.	≤ 10.0
B	Describes operations with moderately low delay. This level generally occurs with a small amount of conflicting traffic causing higher levels of average delay.	> 10.0 - 20.0
C	Describes operations with average delays. These higher delays may result from a moderate amount of minor street traffic. Queues begin to get longer.	> 20.0 - 35.0
D	Describes a crowded operation, with below average delays. At level D, the influence of congestion becomes more noticeable. Longer delays may result from shorter gaps on the mainline and an increase of minor street traffic. The queues of vehicles are increasing.	> 35.0 - 55.0
E	Describes operations at or near capacity. This level is considered by many agencies to be the limit of acceptable delay. These high delay values generally indicate poor gaps for the minor street to cross and large queues.	> 55.0 - 80.0
F	Describes operations that are at the failure point. This level, considered to be unacceptable to most drivers, often occurs with over- saturation, that is, when arrival flow rates exceed the capacity of the intersection. Insufficient gaps of suitable size exist to allow minor traffic to cross the intersection safely.	> 80.0

Table 1-2
Unsignalized Intersections
Level of Service Definitions
(Highway Capacity Manual)

LEVEL OF SERVICE	DEFINITION	AVERAGE TOTAL DELAY (sec/veh)
A	No delay for stop-controlled approaches.	0 - 10.0
B	Describes operations with minor delay.	> 10.0 - 15.0
C	Describes operations with moderate delays.	> 15.0 - 25.0
D	Describes operations with some delays.	> 25.0 - 35.0
E	Describes operations with high delays and long queues.	> 35.0 - 50.0
F	Describes operations with extreme congestion, with very high delays and long queues unacceptable to most drivers.	> 50.0

Table 1-3
General Plan Target LOS by Intersection

INTERSECTION	JURISDICTION	TARGET LOS[1]
1. Van Buren Boulevard / Barton Street [2]	March JPA / City of Riverside	D
2. Van Buren Boulevard / Coyote Bush Road [2]	March JPA / City of Riverside	D
3. Van Buren Boulevard / Village West Drive [2]	Riverside County / March JPA / City of Riverside	D
4. Krameria Avenue / Barton Street [3]	City of Riverside / March JPA	D
5. Krameria Avenue / Village West Drive (Future Intersection)	Riverside County / March JPA	D
6. Barton Street / Street Q (Future Intersection)	March JPA / City of Riverside	D
7. Barton Street / Street P (Future Intersection)	March JPA / City of Riverside	D

(1) Based on respective jurisdiction General Plan Standards
(2) Signalized Intersection.
(3) One-Way Stop Intersection.

2.0 Existing Conditions

2.1 Existing Traffic Counts and Roadway Geometrics

The first step toward assessing Project traffic impacts is to assess existing traffic conditions. Existing AM and PM peak hour turning movements were collected at each study intersection by Counts Unlimited. Intersection turning movement counts were conducted for the peak hour periods of 7:00-9:00 AM and 4:00-6:00 PM for all study intersections on April 12, 2017. Traffic count data worksheets are provided in Appendix A.

2.2 Existing Roadway System

Functional classification is the process by which streets and highways are grouped into classes, or systems, according to the type of service they are intended to provide. Fundamental to this process is the recognition that individual streets and highways do not serve travel independently in any major way. Rather, most travel involves movement through a network of roads.

- ✓ **Van Buren Boulevard** – currently exists as a four to eight lane facility and plays an integral role in the principle network for traffic flow in the study area. This east-west roadway is classified as an urban arterial in the County of Riverside General Plan Circulation Element.

- ✓ **Barton Street** – This north-south roadway currently exists as a two-lane facility. This roadway is classified as an arterial in the City of Riverside General Plan Circulation Element.

- ✓ **Krameria Avenue** – This east-west roadway currently exists as a two-lane facility with a Two Way Left Turn Lane (TWLTL). This roadway is classified as an arterial in the City of Riverside General Plan Circulation Element.

- ✓ **Village West Drive** – This north-south roadway currently exists as a two-lane facility with a posted speed limit of 35 mph. This roadway is classified as a Modified Secondary Highway in the Meridian Specific Plan.

- ✓ **Coyote Bush Road** – This north-south roadway currently exists as a two-lane facility with a posted speed limit of 25 mph. The future portion of this roadway is classified as a Modified Secondary Highway in the Meridian Specific Plan.

2.3 Affected Streets and Highways

Street and highway intersections and segments near and adjacent to the Project site were analyzed to determine levels of service utilizing HCM-based methodologies described previously. The study intersections included in this TIS are listed below. The study area outline below was developed in consultation with March JPA staff.

Intersections

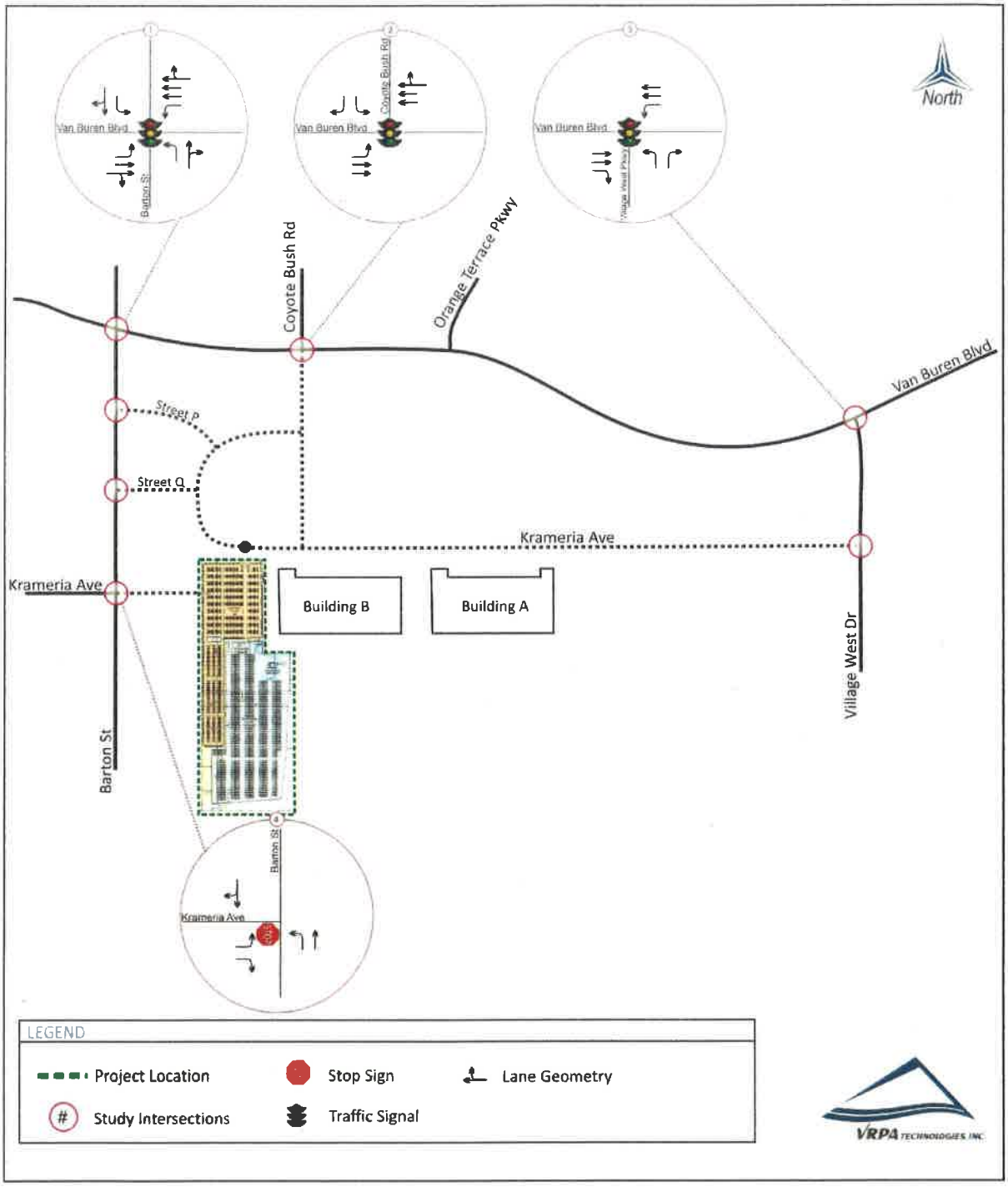
✓ **Existing Intersections**
- Van Buren Boulevard / Barton Street
- Van Buren Boulevard / Coyote Bush Road
- Van Buren Boulevard / Village West Drive
- Krameria Avenue / Barton Street

✓ **Future Intersections**
- Barton Street / Street P
- Barton Street / Street Q
- Village West Drive / Krameria Avenue

The existing lane geometry at study area intersections is shown in Figure 2-1. Three (3) of the existing study intersections are currently signalized while one (1) of the intersections is unsignalized. Figures 2-2 and 2-3 show existing traffic volumes for the AM and PM peak hours in the study area.

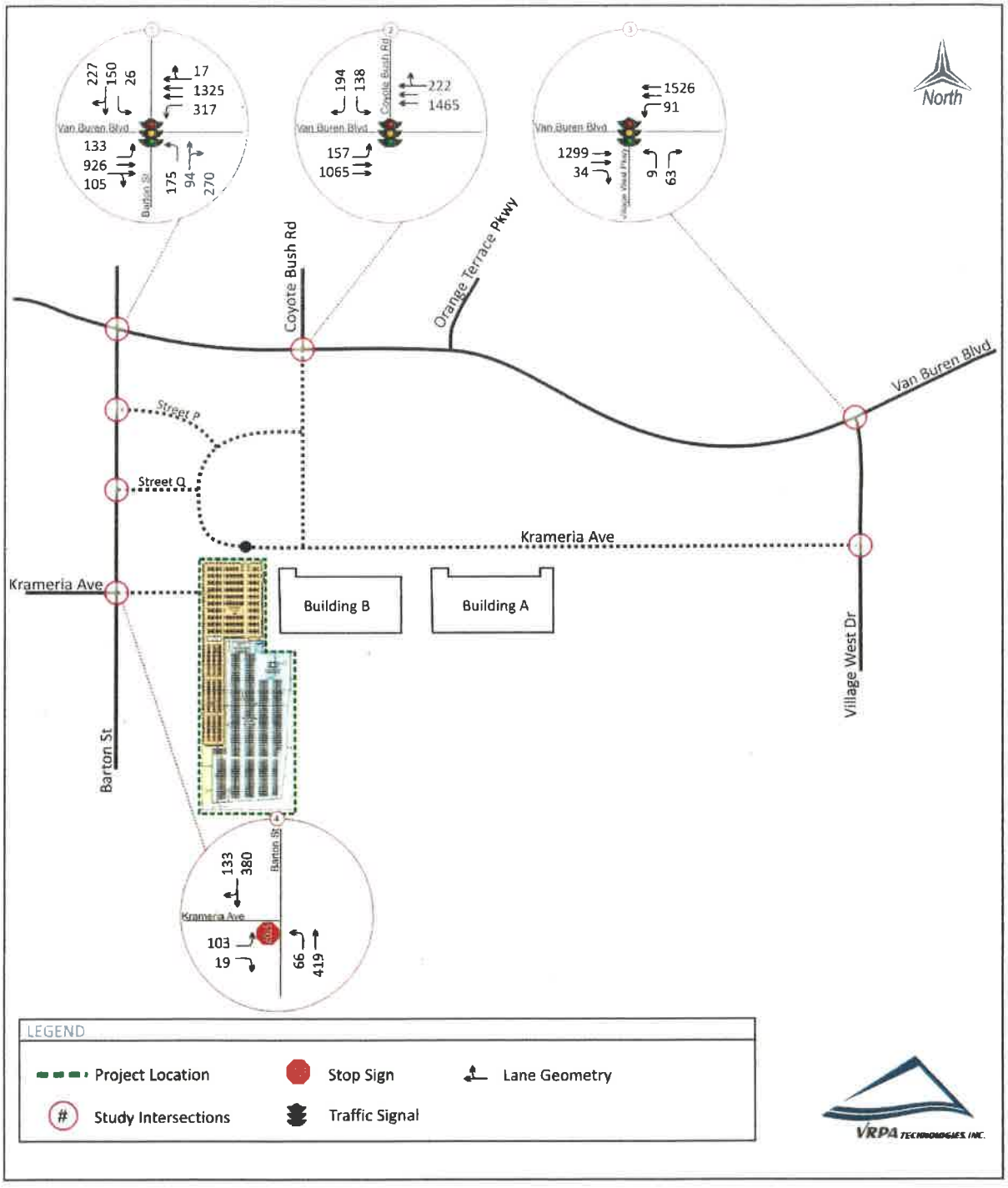
Meridian South Parcel Delivery
Existing Lane Geometry

Figure 2-1



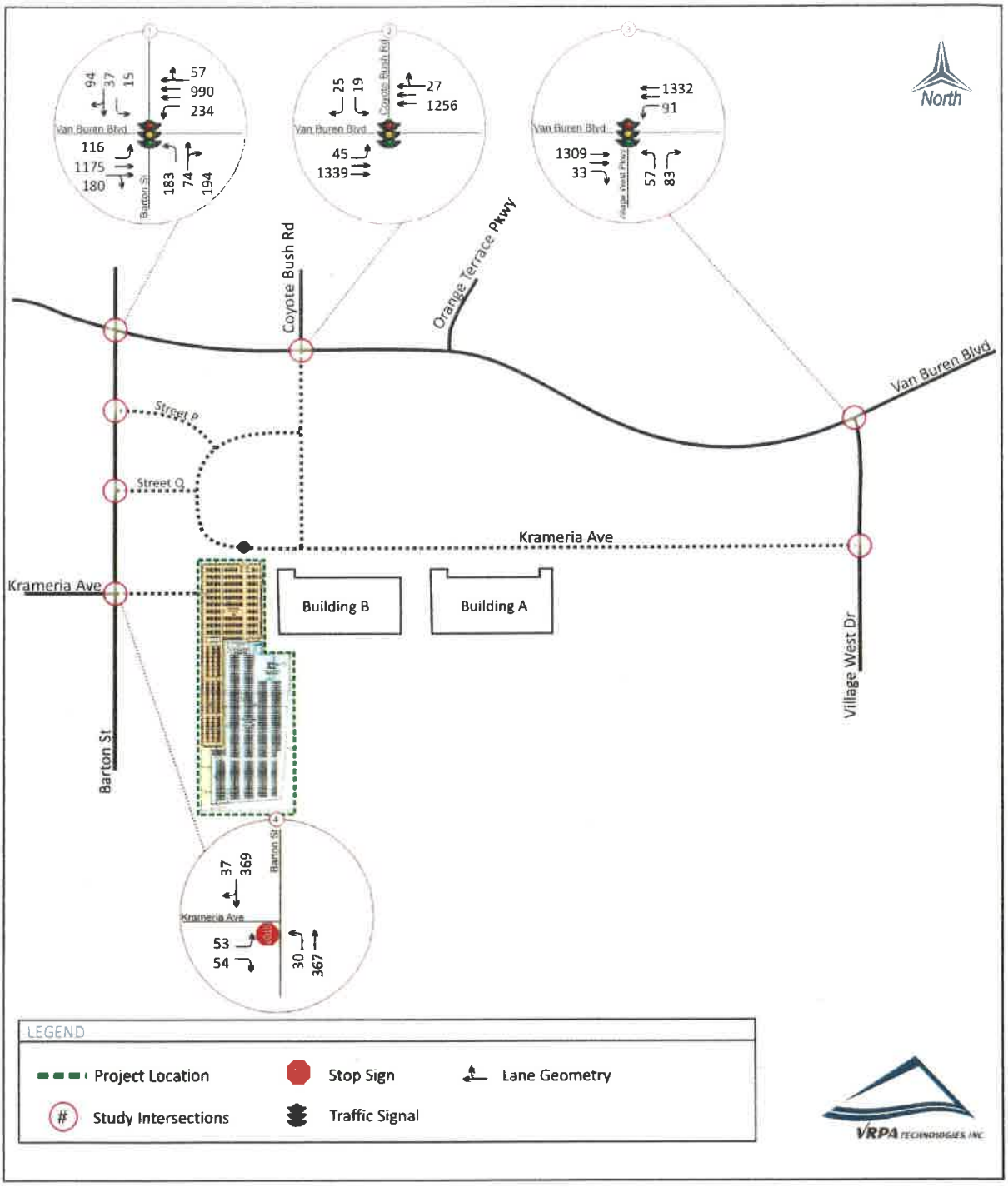
Meridian South Parcel Delivery
Existing AM Peak Hour Traffic

Figure 2-2



Meridian South Parcel Delivery
Existing PM Peak Hour Traffic

Figure 2-3



2.4 Level of Service

2.4.1 *Intersection Capacity Analysis*

All intersection LOS analyses were estimated using Synchro 9 Software. Various roadway geometrics, traffic volumes, and properties (peak hour factors, storage pocket length, etc) were input into the Synchro 9 Software program in order to accurately determine the travel delay and LOS for each Study scenario. The intersection LOS and delays reported represent the 2010 HCM outputs. Synchro assumptions, listed below, show the various Synchro inputs and methodologies used in the analysis.

- ✓ **Lane Geometry**
  - Storage lengths for turn lanes for existing intersections were obtained from aerial photos and rounded to the nearest 25 feet.

- ✓ **Traffic Conditions**
  - The peak hour factor used for Existing conditions was determined from the existing counts.

Results of the analysis show that one of the study intersections (Krameria Avenue at Barton Street) is currently operating worse than the minimum level of service during the AM peak hour. It should be noted that the traffic volume experienced during the AM peak hour does not warrant a traffic signal. Table 2-1 shows the intersection LOS for the existing conditions. Synchro 9 (HCM 2010) Worksheets are provided in Appendix B.

Table 2-1
Existing Intersection Operations

INTERSECTION	CONTROL	TARGET LOS	PEAK HOUR	EXISTING	
				DELAY	LOS
1. Van Buren Boulevard / Barton Street	Signalized	D	AM	48.8	D
			PM	34.7	C
2. Van Buren Boulevard / Coyote Bush Road	Signalized	D	AM	13.2	C
			PM	4.3	A
3. Van Buren Boulevard / Village West Drive	Signalized	D	AM	23.8	C
			PM	20.8	C
4. Krameria Avenue / Barton Street	One-Way Stop	D	AM	N/A	D +
			PM	19.7	C

DELAY is measured in seconds

LOS = Level of Service / **BOLD** denotes LOS standard has been exceeded

For signalized and all-way stop controlled intersections, delay results show the average for the entire intersection. For one-way and two-way stop controlled intersections, delay results show the delay for the worst movement.

+ LOS D assumed since intersection does not meet peak hour signal warrants

3.0 Traffic Impacts

This chapter provides an assessment of the traffic the Project is expected to generate and the impact of that traffic on the surrounding street system.

3.1 Trip Generation

Project trip generation is shown in Table 3-1 and was conducted as follows:

Since trip generation estimates for parcel delivery facilities have not been analyzed in previous trip generation research, the trip generation of the project was determined using the number of parking spaces proposed along with documented trip generation characteristics of standard warehouses.

- The Trip Generation manual (9th Edition) published by the Institute of Transportation Engineers (ITE) includes a trip generation rate for standard warehouse per employee.
- It was assumed for trip generation purposes that the number of employees using the site could be approximated using the number of parking spaces proposed to be provided for employees at the Project site, a total of 1,699 auto parking spaces.
- As described in Chapter 1, subtractions were made for Building B if were operated as a standard warehouse and for the proposed specific plan land uses that would occupy the Project site if the Project were not built.

Table 3-1
Project Trip Generation

LAND USE	Quantity	DAILY TRIP ENDS	(ADT)	AM PEAK HOUR					PM PEAK HOUR				
		RATE	VOLUME	RATE	IN:OUT SPLIT	VOLUME			RATE	IN:OUT SPLIT	VOLUME		
						IN	OUT	TOTAL			IN	OUT	TOTAL
Parcel Delivery	1,699 Employees	2.75	4,672	0.402	72:28	492	191	683	0.474	35:65	282	523	805
Project Site Trip Allocation	N/A	N/A	-6,294	N/A	N/A	-611	-137	-748	N/A	N/A	-168	-570	-738
Building B Trip Allocation	N/A	N/A	-2,047	N/A	N/A	-155	-33	-188	N/A	N/A	-43	-173	-216
TOTAL (NET) TRIPS			-3,669			-274	21	-253			71	-220	-149

3.2 Trip Distribution

Project trip distribution is shown in Figure 3-1a and Figure 3-1b and is based upon engineering judgement, prevailing traffic patterns in the study area, complementary land uses, and major routes.

3.3 Project Traffic

Project traffic as shown in Table 3-1 was distributed to the roadway system using the trip distribution percentages shown in Figures 3-1a and 3-1b. A graphical representation of the resulting AM and PM peak hour Project trips used is shown in Figures 3-2 and 3-3.

3.4 Approved/Pending Project Traffic

Traffic impact analyses typically require the analysis of approved or pending developments that have not yet been built in the vicinity of the Project in addition to the proposed Project. There are several developments in the Project's vicinity that will add new trips to the intersections and roadway segments that are being studied in this TIS. Numerous approved or pending viable developments, provided by affected agency staff, were included in the development of the Opening Year 2018 Without Project and Horizon Year 2025 Without Project scenarios discussed later in the report. Trip generation and distribution information for the approved or pending developments was based on information found in their corresponding TIS reports or operational statements, if available, or engineering judgment.

3.5 Opening Year 2018 Traffic Conditions

Traffic conditions without the Project in the Year 2018 (Project Opening Day) were estimated by using a 2% per year growth factor for background (ambient) growth in addition to the cumulative developments that are anticipated to be in operation by the year 2018. The resulting traffic is shown in Figures 3-4 and 3-5.

Project trips were added to the forecasted Opening Year 2018 Without Project traffic volumes to obtain Opening Year 2018 Plus Project conditions. The resulting traffic is shown in Figures 3-6 and 3-7.

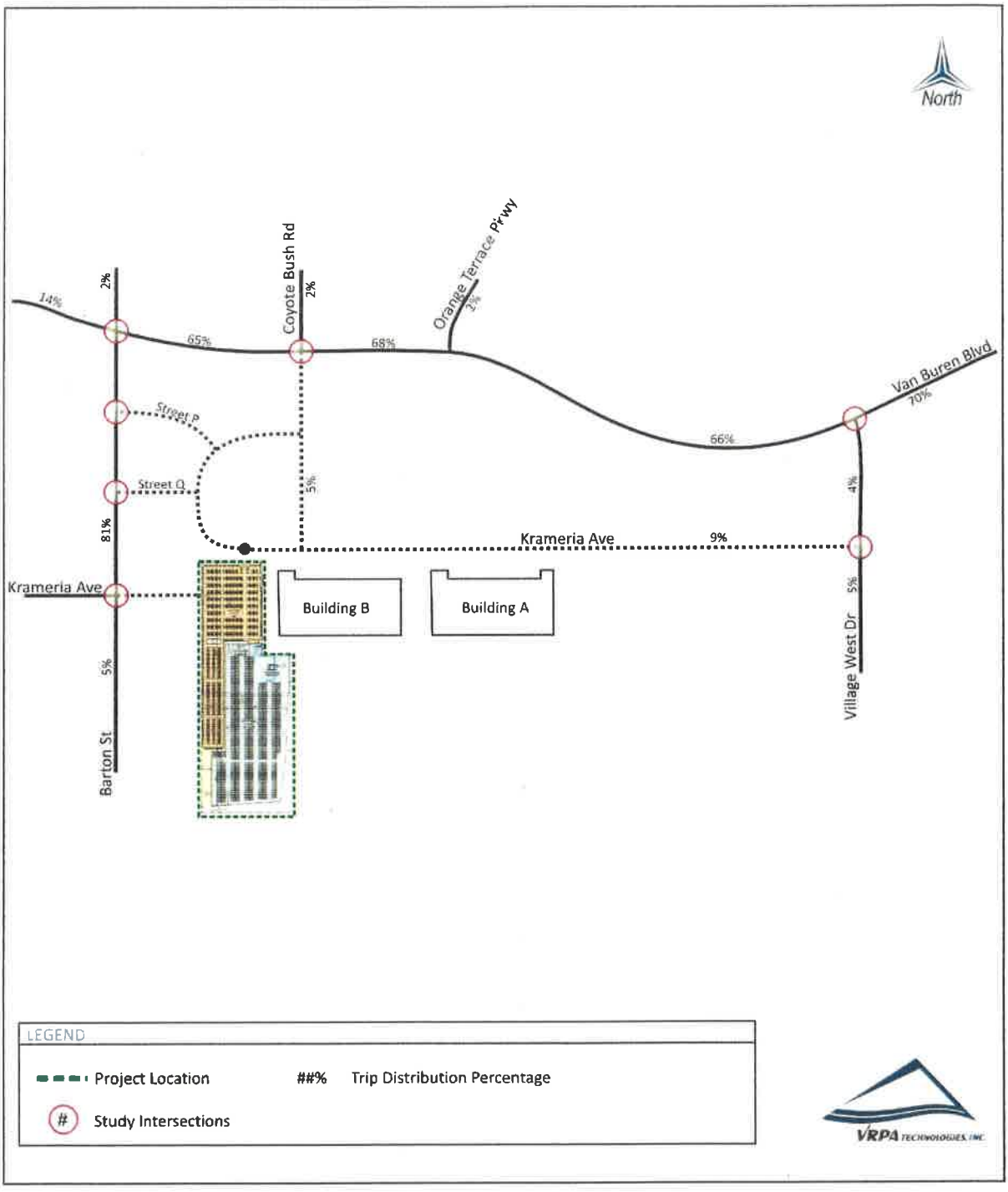
3.6 Horizon Year 2025 Traffic Conditions

Traffic conditions without the Project in the Year 2025 were determined from the March Business Center Environmental Impact Report (EIR) traffic analysis dated October 7, 2002. The resulting traffic is shown in Figures 3-8 and 3-9.

Project trips were added to the forecasted Horizon Year 2025 Without Project traffic volumes to obtain Horizon Year 2025 Plus Project conditions. The resulting traffic is shown in Figures 3-10 and 3-11.

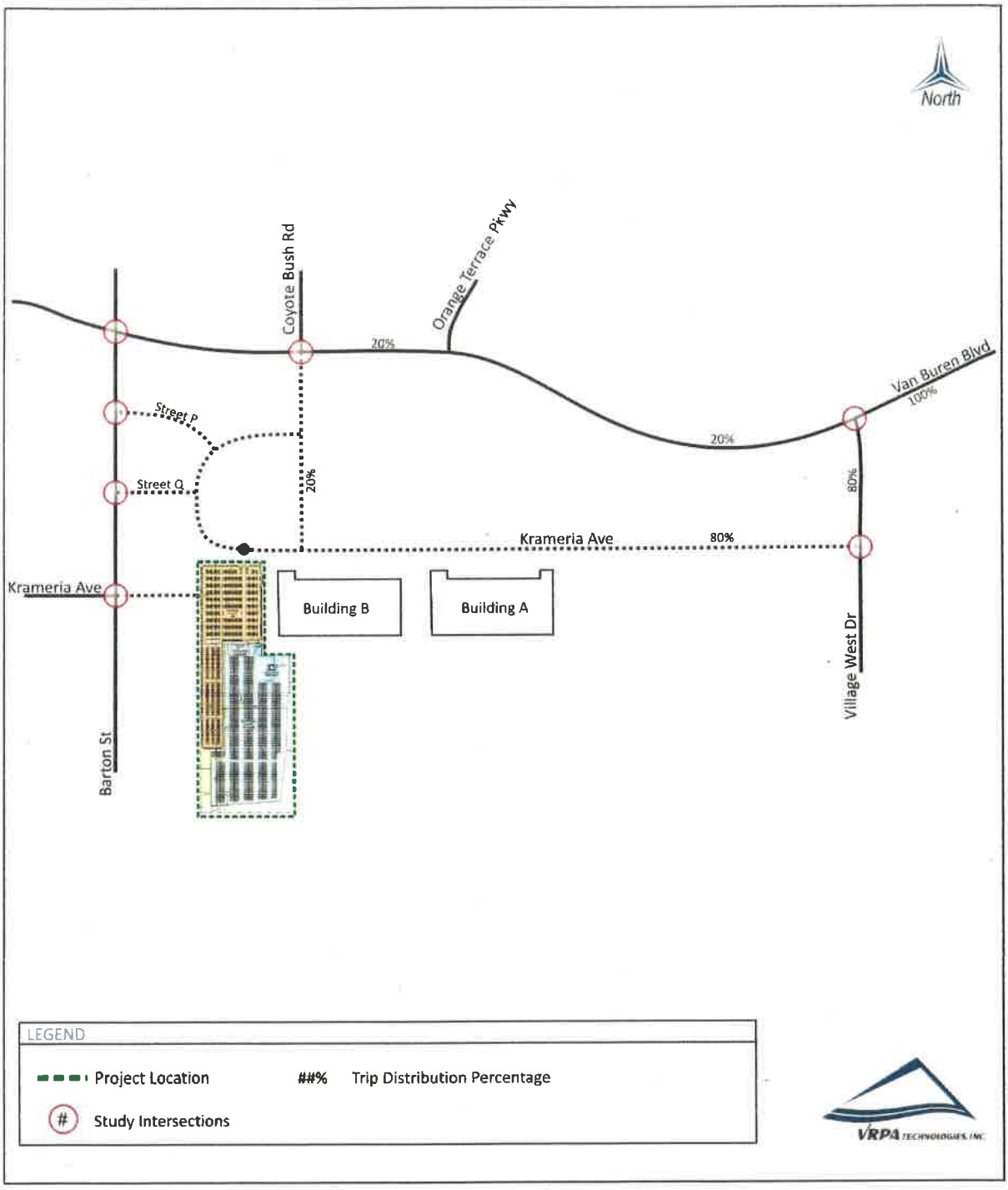
Meridian South Parcel Delivery
Project Trip Distribution - Passenger Cars

Figure 3-1a



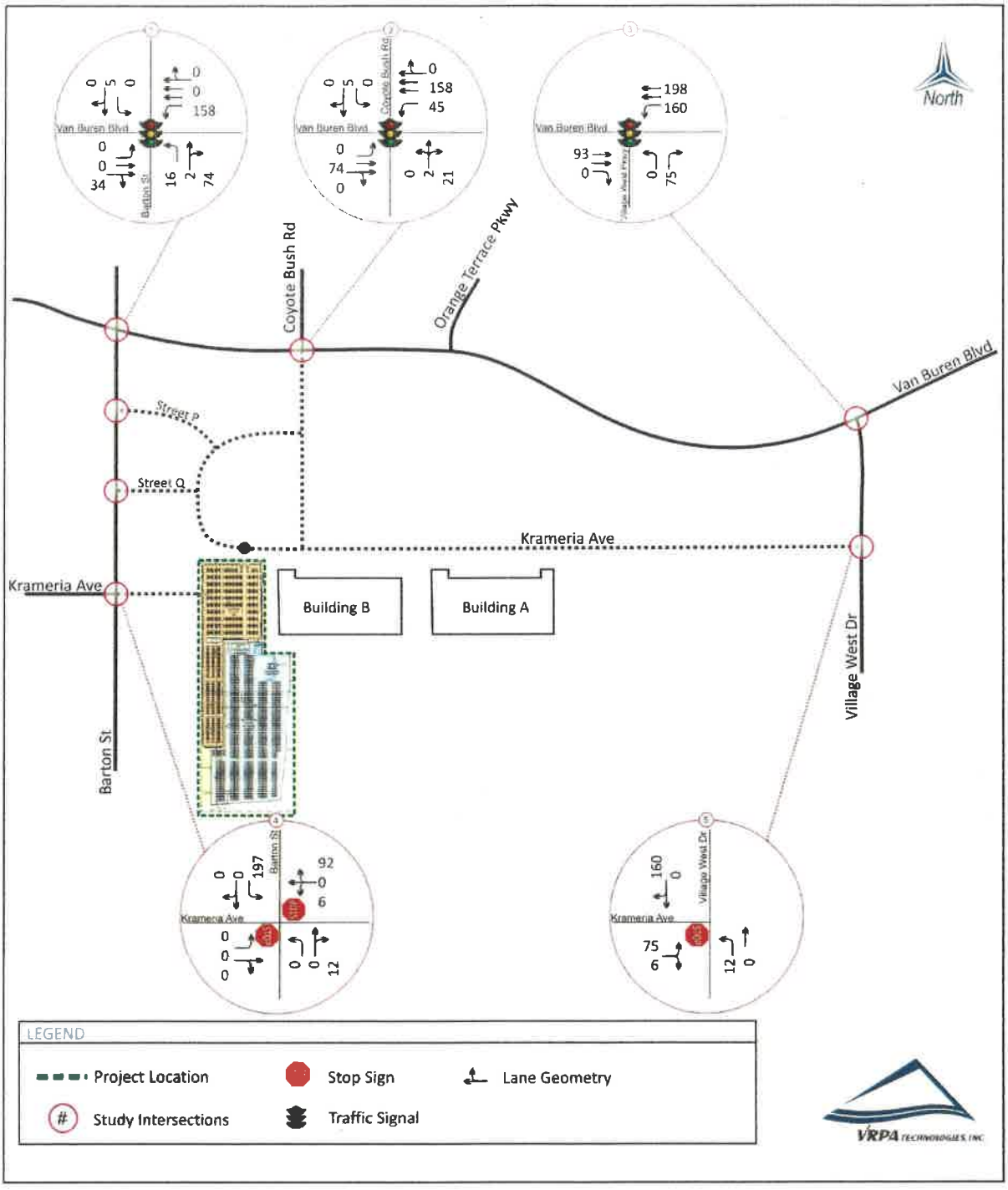
Meridian South Parcel Delivery
Project Trip Distribution - Trucks

Figure 3-1b



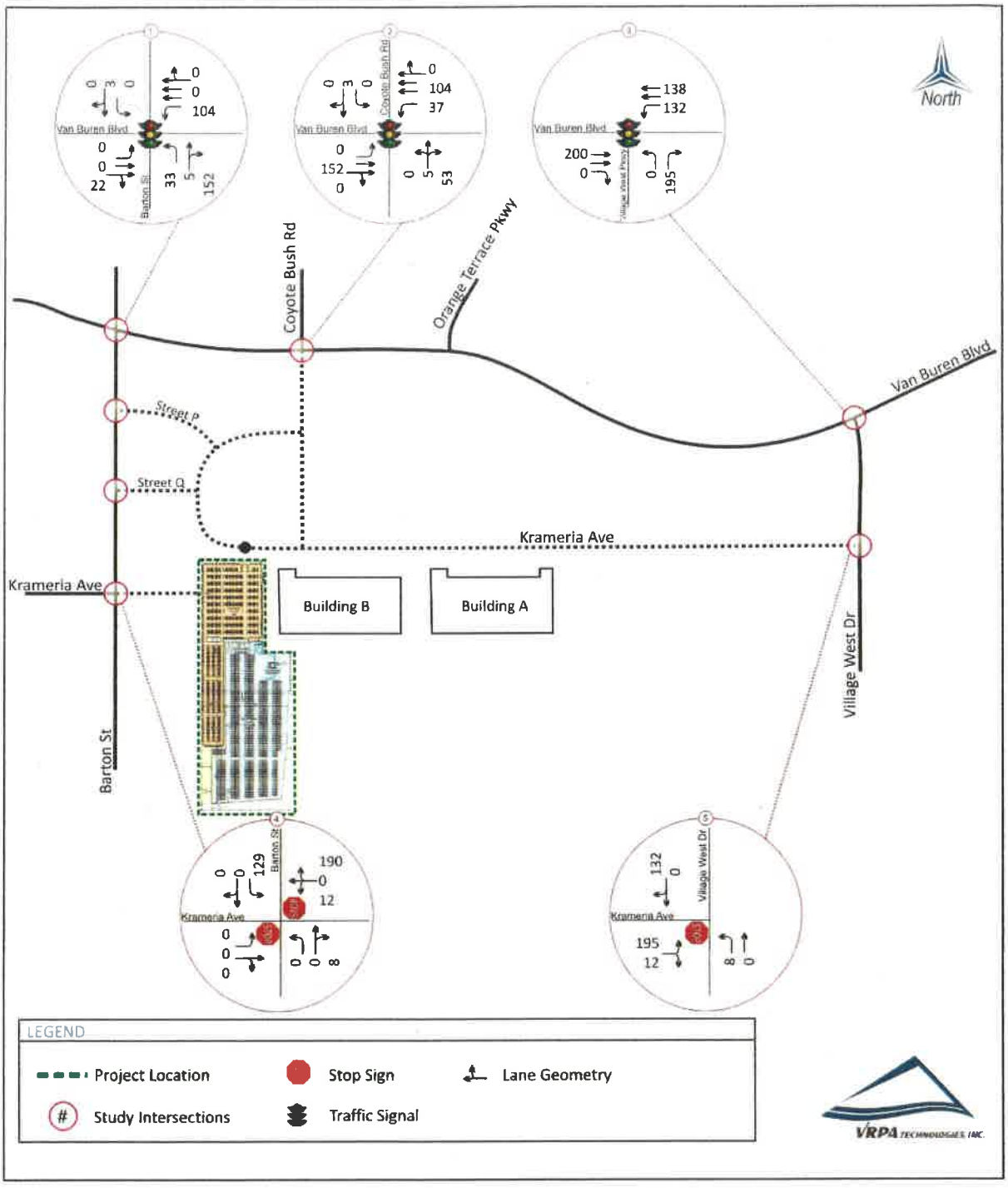
Meridian South Parcel Delivery
Project AM Peak Hour Traffic (PCE)

Figure 3-2



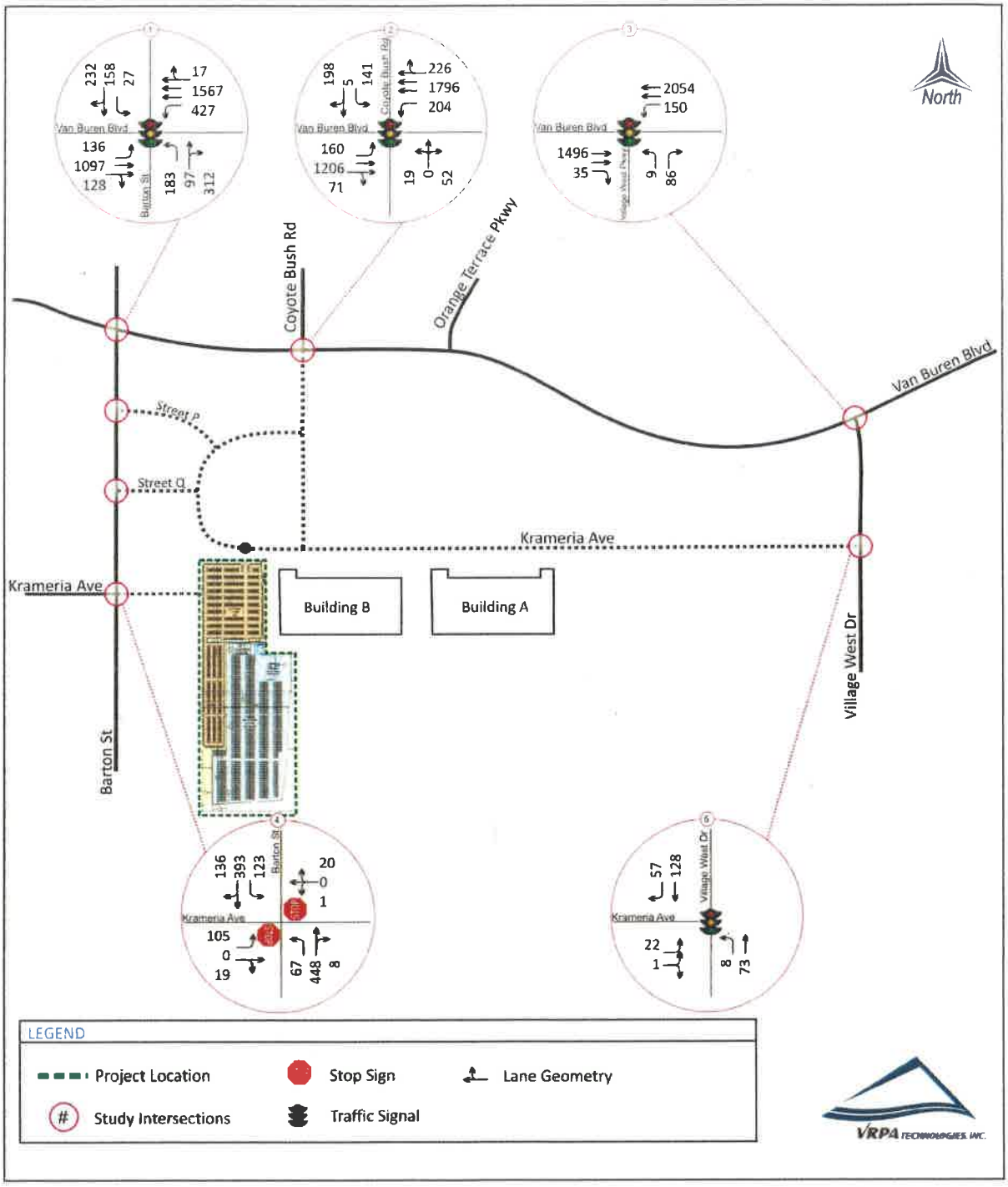
Meridian South Parcel Delivery
Project PM Peak Hour Traffic (PCE)

Figure 3-3



Meridian South Parcel Delivery
Opening Year 2018 Without Project AM Peak Hour Traffic (PCE)

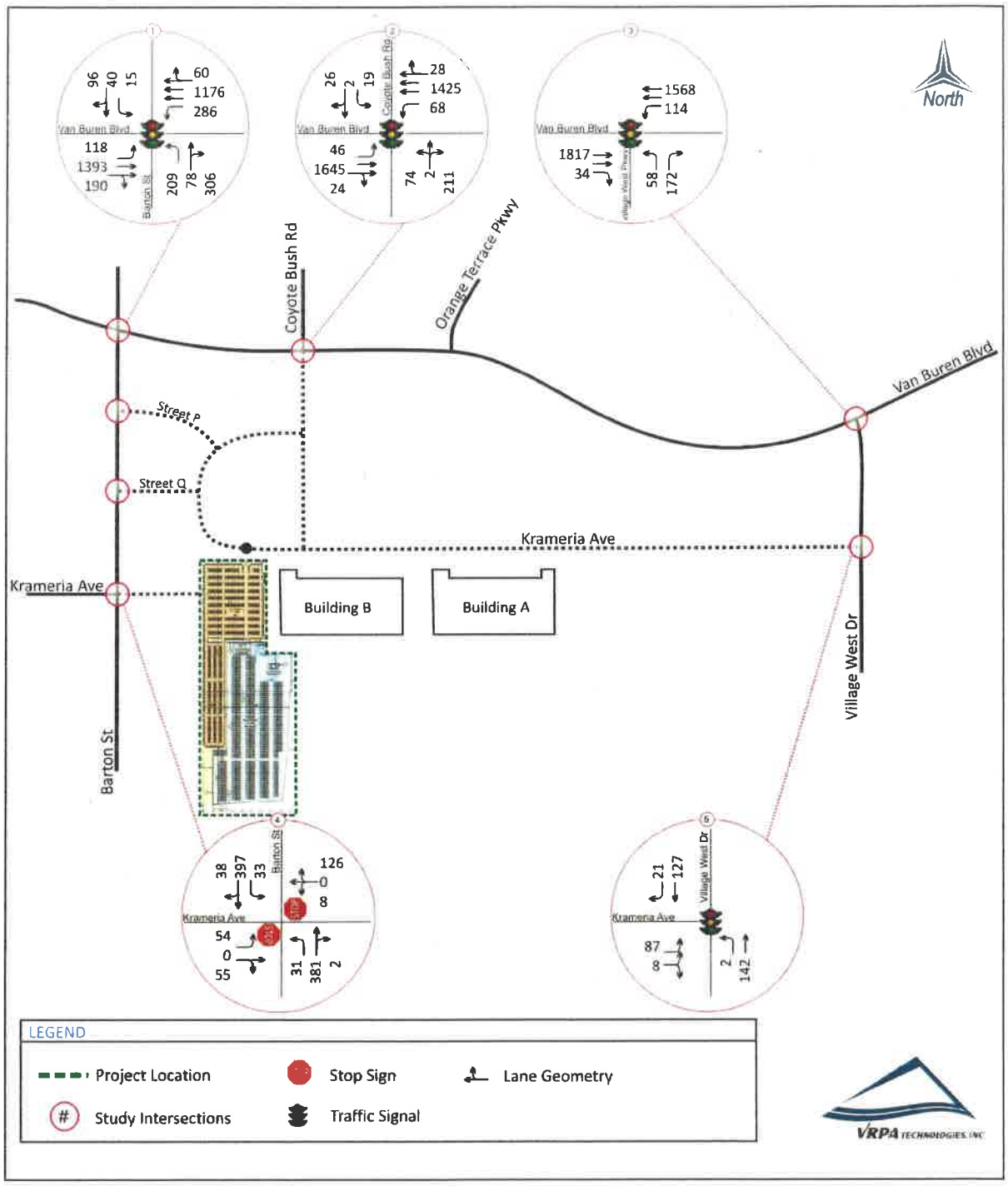
Figure 3-4



Ex 559

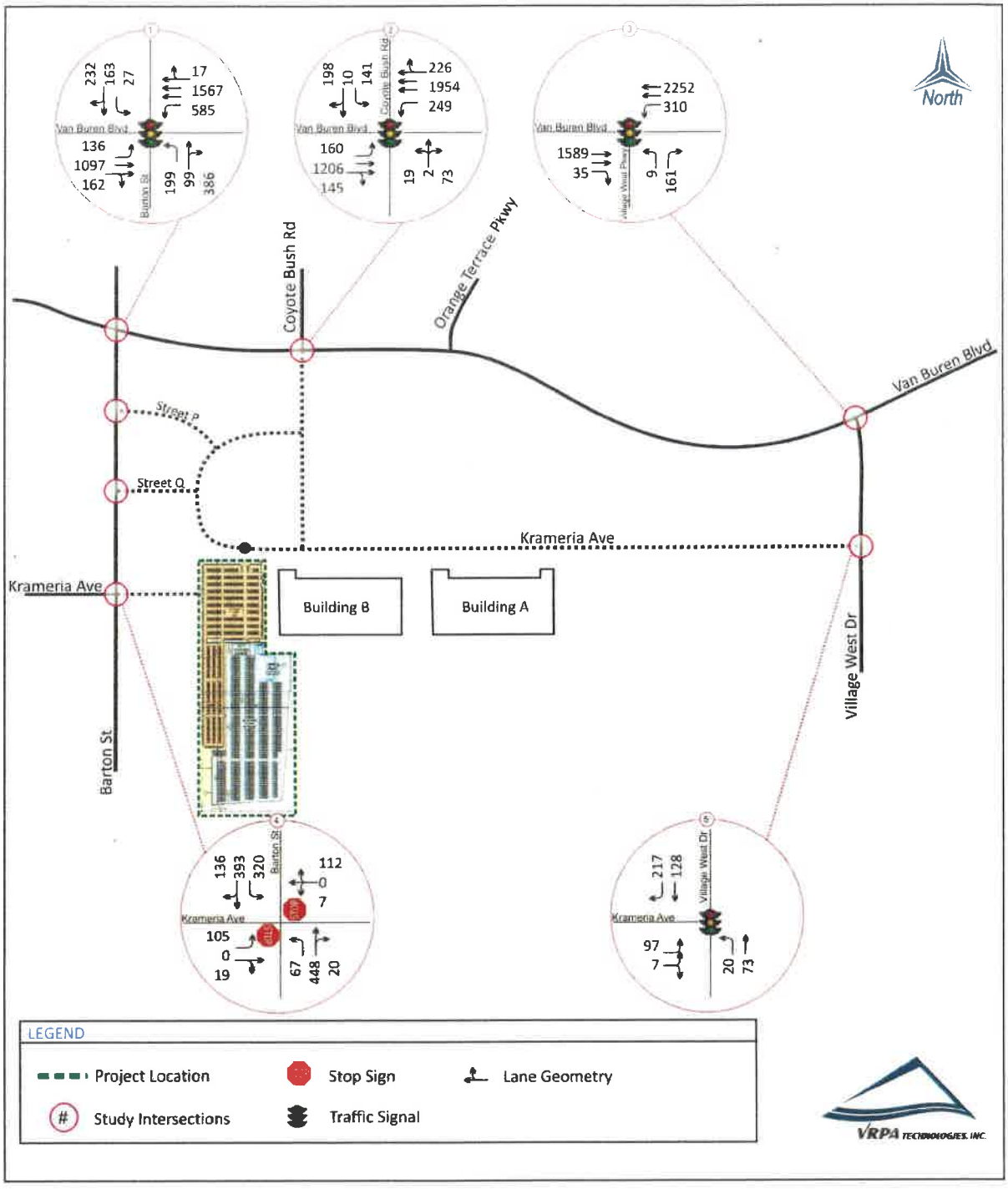
Meridian South Parcel Delivery
Opening Year 2018 Without Project PM Peak Hour Traffic (PCE)

Figure 3-5



Meridian South Parcel Delivery
Opening Year 2018 Plus Project AM Peak Hour Traffic (PCE)

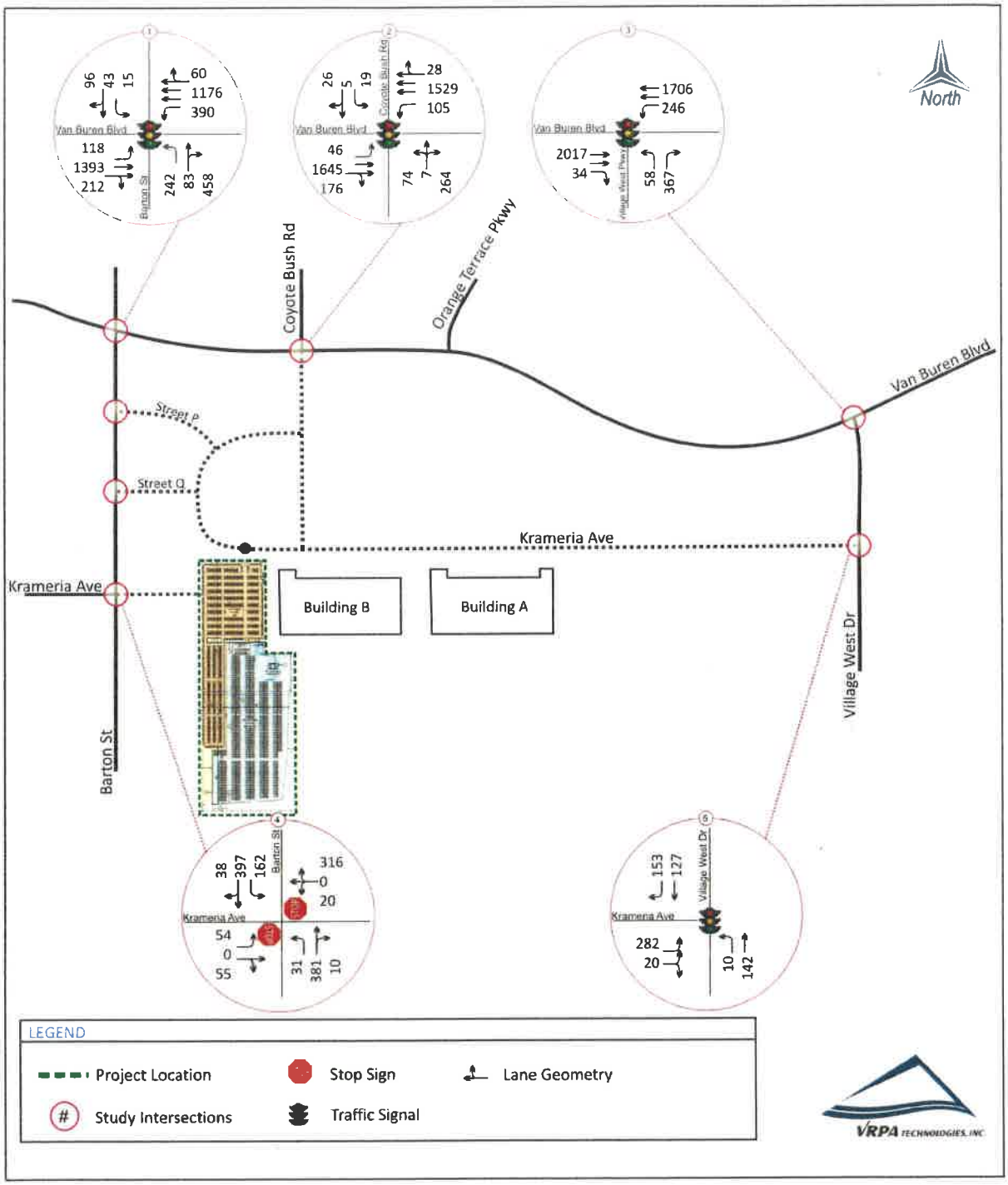
Figure 3-6



9a561

Meridian South Parcel Delivery
Opening Year 2018 Plus Project PM Peak Hour Traffic (PCE)

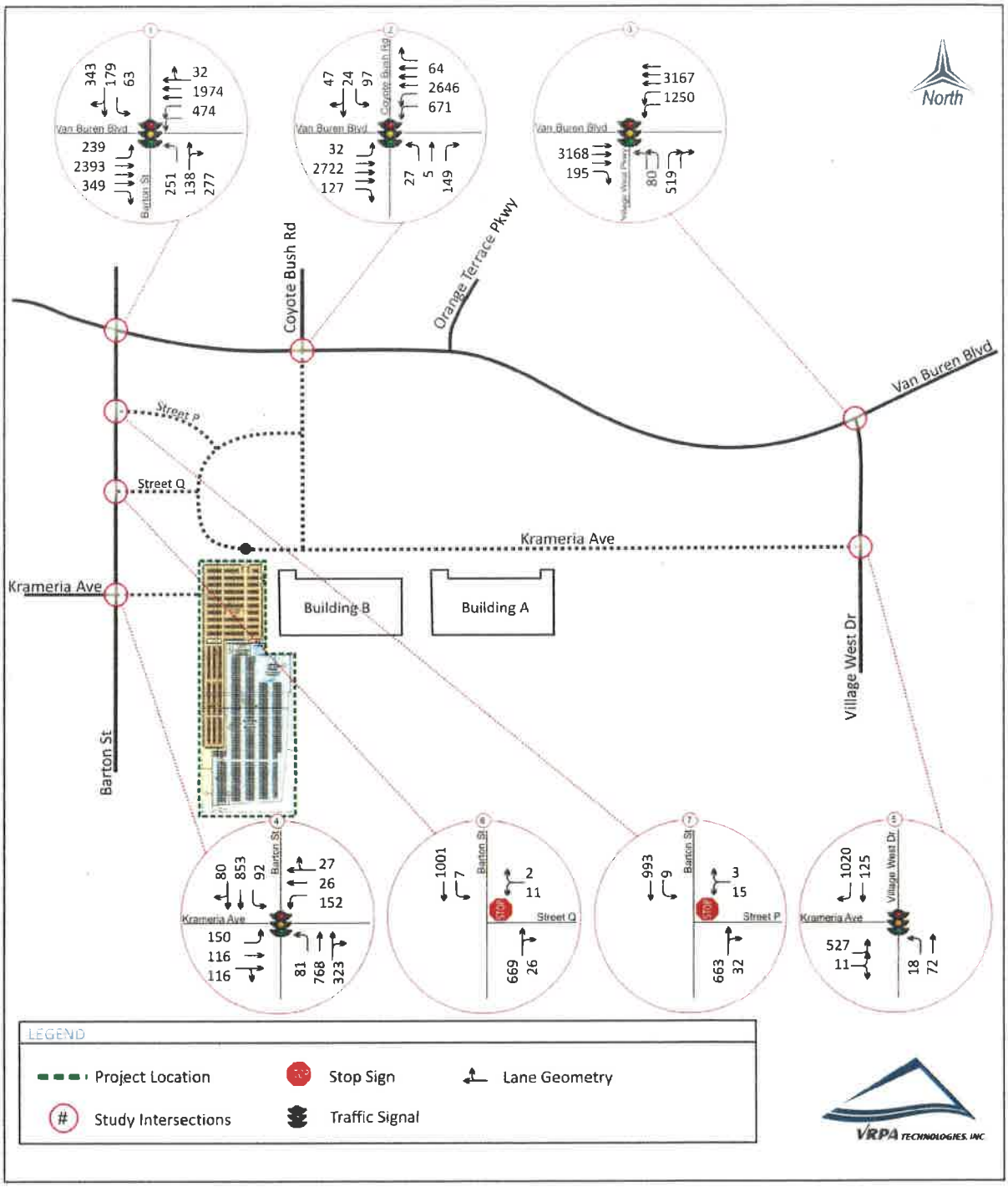
Figure 3-7



Meridian South Parcel Delivery

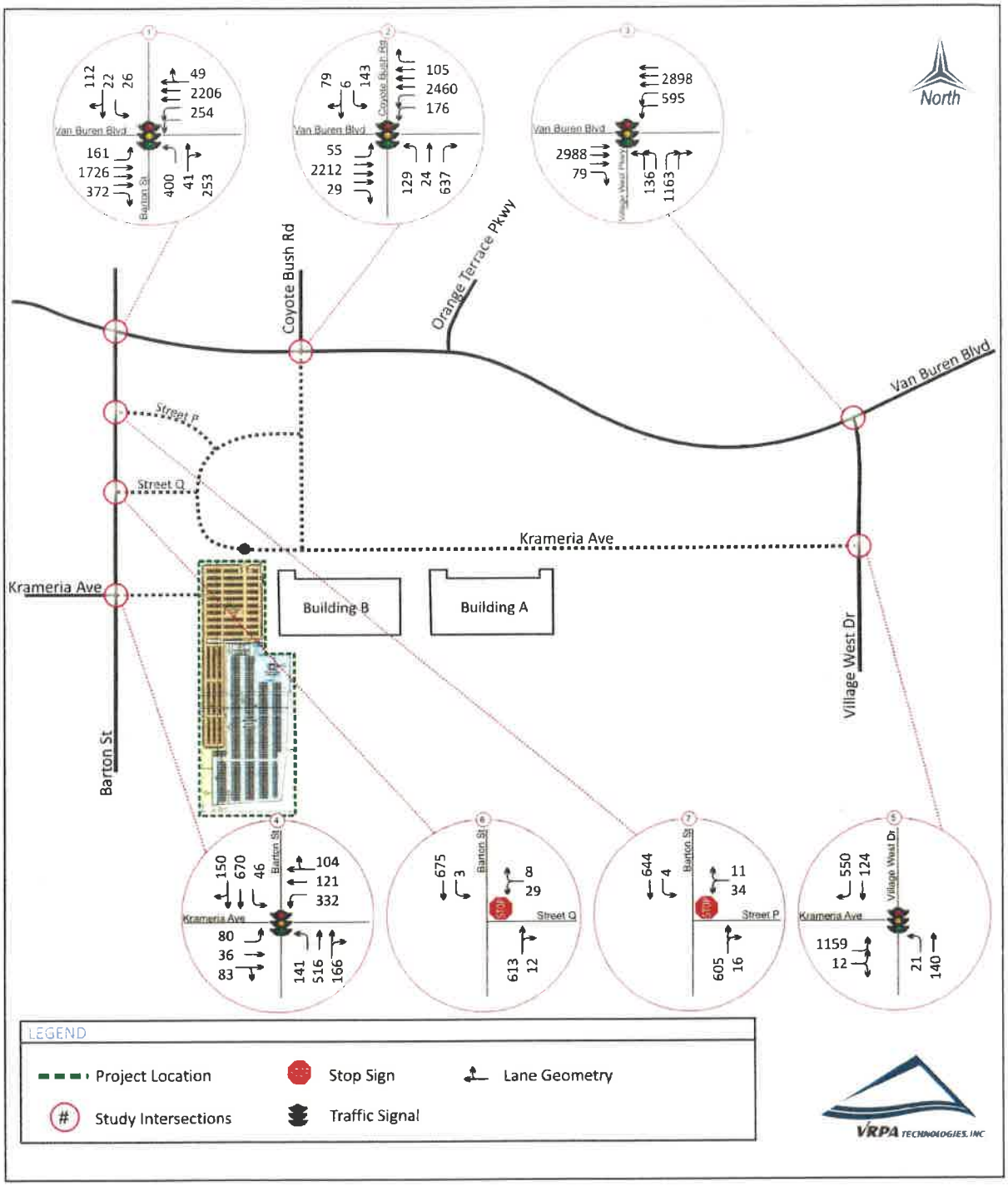
Horizon Year 2025 Without Project AM Peak Hour Traffic

Figure 3-8



Meridian South Parcel Delivery
Horizon Year 2025 Without Project PM Peak Hour Traffic

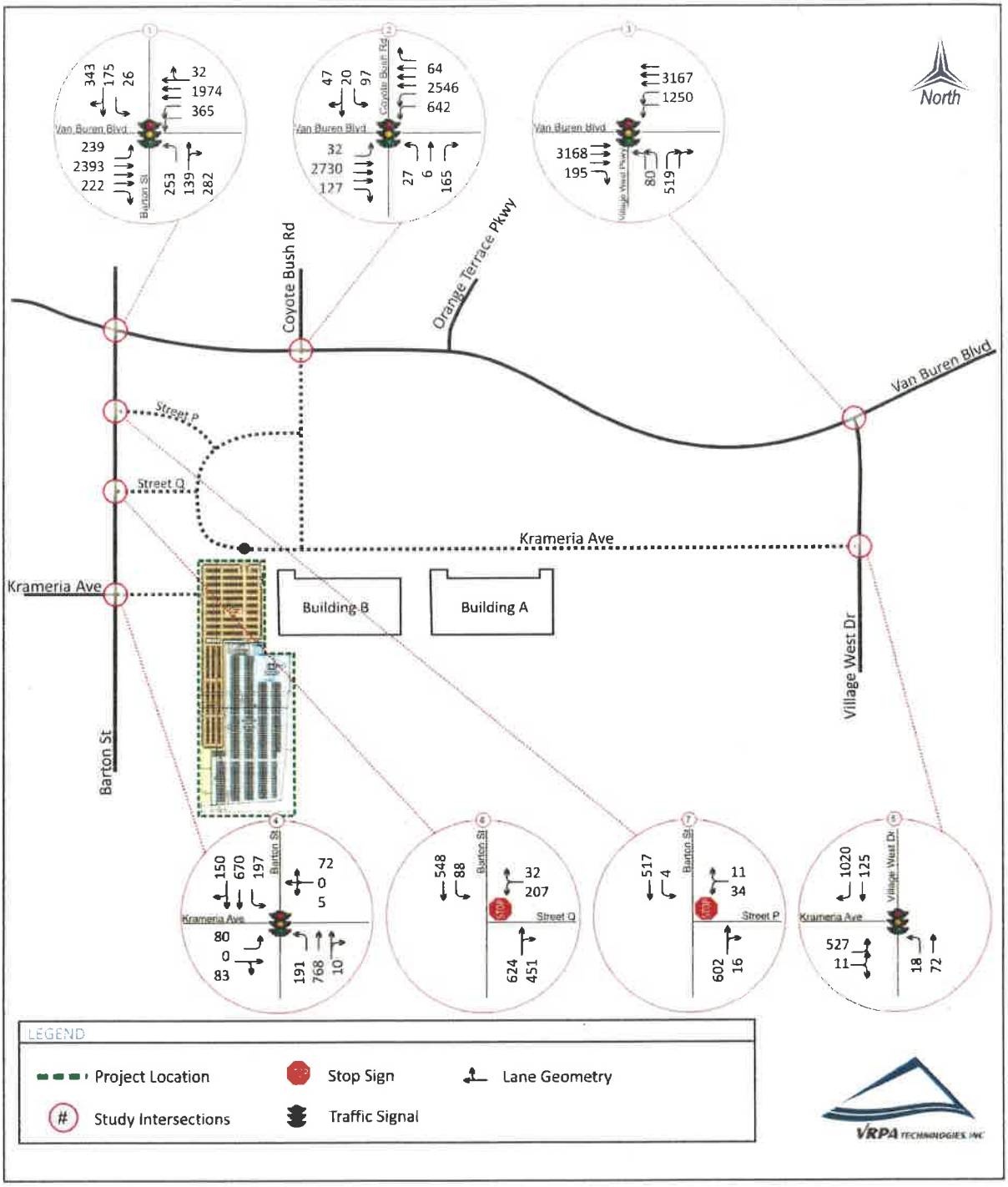
Figure 3-9



Ga 564

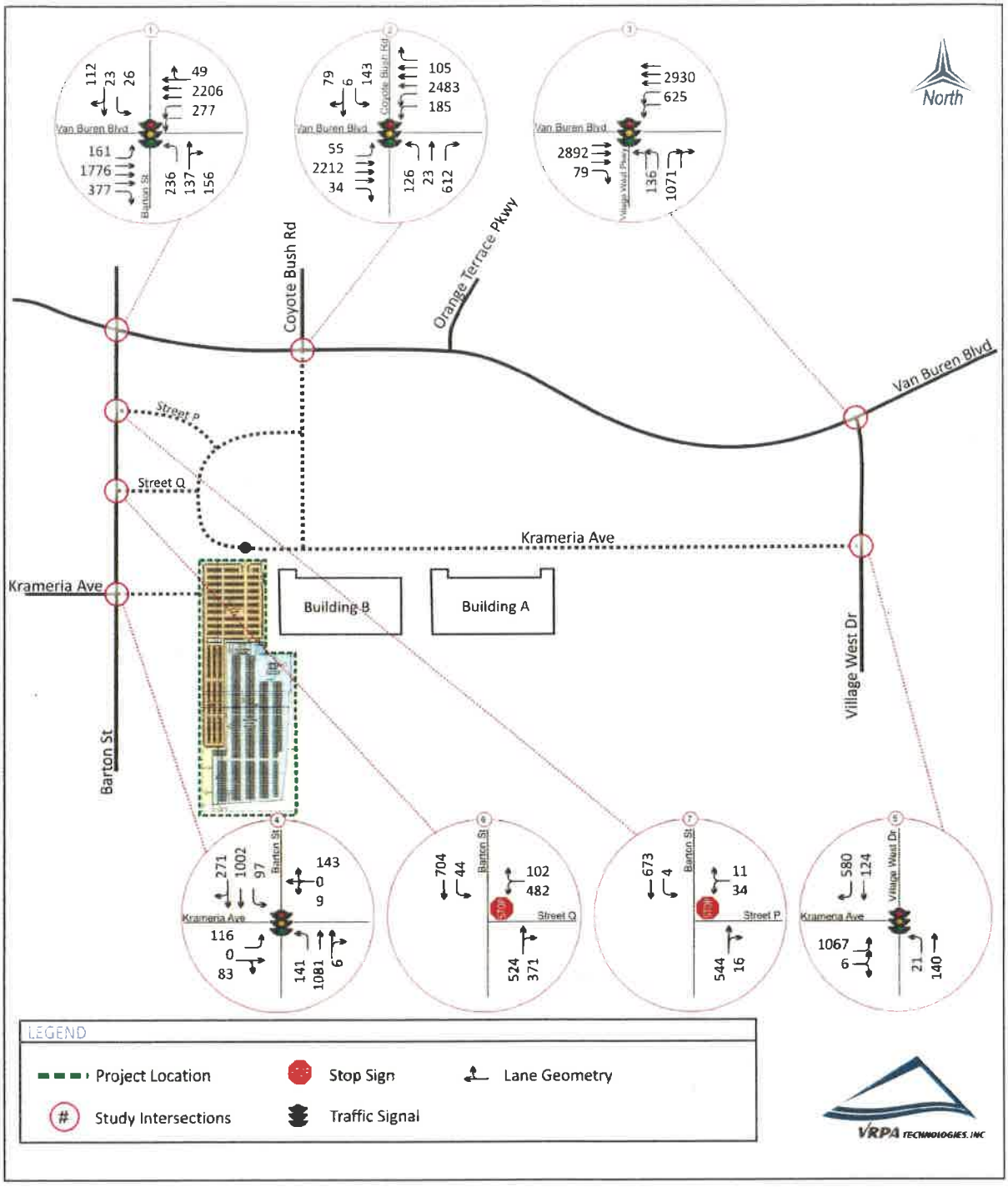
Meridian South Parcel Delivery
Horizon Year 2025 Plus Project AM Peak Hour Traffic

Figure 3-10



Meridian South Parcel Delivery
Horizon Year 2025 Plus Project PM Peak Hour Traffic

Figure 3-11



3.7 Impacts

3.7.1 *Intersection Capacity Analysis*

Table 3-2 shows intersections that are expected to fall short of desirable operating conditions for various scenarios. Potential mitigation measures are discussed in Chapter 4 of this report. Results of the analysis also show that 4 of the 7 study intersections will fall below acceptable levels of service through the year 2025. However, Horizon Year 2025 impacts at 3 intersections would occur due to cumulative growth, and would occur with or without the Project.

Table 3-2
Intersection Operations

INTERSECTION	CONTROL	TARGET LOS	PEAK HOUR	OPENING YEAR 2018 WITHOUT PROJECT		OPENING YEAR 2018 PLUS PROJECT		HORIZON YEAR 2025 WITHOUT PROJECT		HORIZON YEAR 2025 PLUS PROJECT	
				DELAY	LOS	DELAY	LOS	DELAY	LOS	DELAY	LOS
1. Van Buren Boulevard / Barton Street	Signalized	D	AM	**77.1**	**E**	**>80.0**	**F**	**>80.0**	**F**	**>80.0**	**F**
			PM	54.0	D	**>80.0**	**F**	49.4	D	33.7	C
2. Van Buren Boulevard / Coyote Bush Road	Signalized	D	AM	30.8	C	42.6	D	47.8	D	48.6	D
			PM	29.6	C	45.9	D	**77.9**	**E**	**72.5**	**E**
3. Van Buren Boulevard / Village West Drive	Signalized	D	AM	14.9	B	22.4	C	**>80.0**	**F**	**>80.0**	**F**
			PM	14.8	B	29.0	C	**>80.0**	**F**	**>80.0**	**F**
4. Krameria Avenue / Barton Street [1]	One-Way Stop	D	AM	N/A	D +	N/A	D +	24.2	C	20.9	C
			PM	N/A	D +	N/A	D +	28.8	C	29.4	C
5. Krameria Avenue / Village West Drive	Signalized	D	AM	5.9	A	7.7	A	33.5	C	35.9	D
			PM	6.1	A	8.2	A	11.3	B	11.2	B
6. Barton Street / Street Q	One-Way Stop	D	AM					27.9	C	**>50.0**	**F**
			PM					21.5	C	**>50.0**	**F**
7. Barton Street / Street P	One-Way Stop	D	AM					28.6	D	19.4	C
			PM					21.2	C	19.8	C

DELAY is measured in seconds
LOS = Level of Service / **BOLD** denotes LOS standard has been exceeded
For signalized and all-way stop controlled intersections, delay results show the average for the entire intersection. For one-way and two-way stop controlled intersections, delay results show the delay for the worst movement.
1 - Signalization assumed for Horizon Year 2025 scenario
+ LOS D assumed since intersection does not meet peak hour signal warrant.

4.0 Mitigation

This chapter considers the need for improvements to mitigate any expected traffic impacts of the Project.

Based on the results of Table 3-2, traffic congestion (i.e. level of service E or F conditions) is expected at the following intersections for 2018 conditions with the project:

- Van Buren Boulevard/Barton Street
- Van Buren Boulevard/Coyote Bush Road
- Van Buren Boulevard/Village West Drive

Each of these intersections are part of an ongoing improvement process to widen Van Buren Boulevard. Therefore, the level of service issues that have the potential to develop at these intersections will be resolved through the ongoing improvement project.

Based on the results of Table 3-2, traffic congestion is expected at the following intersections for 2025 conditions with the project:

- Van Buren Boulevard/Barton Street
- Van Buren Boulevard/Coyote Bush Road
- Van Buren Boulevard/Village West Drive
- Barton Street/Street Q

The intersection of Barton Street/Street Q is not expected to exist at the opening of the project, but is expected to be built over time through development of the local specific plan. The expected traffic congestion at this intersection can be resolved through the installation of a traffic signal.

Although not necessarily an impact of the project, it would be recommended that traffic signals ultimately be installed at the intersections of Barton Street with Street Q and Krameria Avenue. This is different from the expectation of the ultimate buildout of the specific plan, which envisioned that traffic signals would be installed at the intersections of Barton Street with Krameria Avenue and Lurin Avenue. The Lurin Avenue signal would no longer be needed as the Project would only have emergency access to Barton Street at this intersection per the Project site plan.

APPENDIX A

Traffic Count Data Sheets

Counts Unlimited
PO Box 1178
Corona, CA 92878
(951) 268-6268

City of Riverside
N/S: Barton Street
E/W: Van Buren Boulevard
Weather: Clear

File Name : 03_RIVBAVBAM
Site Code : 05117225
Start Date : 4/12/2017
Page No : 1

Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

	Barton Street Southbound					Van Buren Boulevard Westbound					Barton Street Northbound					Van Buren Boulevard Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	8	44	80	38	132	60	326	3	0	389	33	26	40	11	99	41	194	15	3	250	52	870	922
07:15 AM	4	53	56	25	113	95	392	4	0	491	42	28	62	21	132	49	205	20	2	274	48	1010	1058
07:30 AM	8	38	58	19	104	89	320	3	0	412	55	20	83	19	158	23	240	34	2	297	40	971	1011
07:45 AM	6	15	33	19	54	73	287	7	2	367	45	20	85	19	150	20	286	36	2	342	42	913	955
Total	26	150	227	101	403	317	1325	17	2	1659	175	94	270	70	539	133	925	105	9	1163	182	3764	3946
08:00 AM	3	11	34	17	48	66	304	4	1	374	62	7	64	21	133	8	185	15	1	208	40	763	803
08:15 AM	4	3	21	14	28	35	226	1	0	262	50	5	46	23	101	5	195	15	0	215	37	606	643
08:30 AM	2	9	20	11	31	46	251	6	1	303	48	12	50	15	110	9	172	24	7	205	34	649	683
08:45 AM	9	6	25	16	40	49	229	8	3	286	39	4	49	31	92	11	145	11	0	167	50	585	635
Total	18	29	100	58	147	196	1010	19	5	1225	199	28	209	90	436	33	697	65	8	795	161	2603	2764
Grand Total	44	179	327	159	550	513	2335	36	7	2884	374	122	479	160	975	166	1622	170	17	1958	343	6367	6710
Apprch %	8	32.5	59.5			17.8	81	1.2			38.4	12.5	49.1			8.5	82.8	8.7					
Total %	0.7	2.8	5.1		8.6	8.1	36.7	0.6		45.3	5.9	1.9	7.5		15.3	2.6	25.5	2.7		30.8	5.1	94.9	
Passenger Vehicles	44	175	316		689	488	2266	33		2794	361	120	452		1085	162	1561	168		1908	0	0	6476
% Passenger Vehicles	100	97.8	96.6	96.9	97.2	95.1	97	91.7	100	96.6	96.5	98.4	94.4	95	95.6	97.6	96.2	98.8	100	96.6	0	0	96.5
Large 2 Axle Vehicles	0	2	8		13	18	61	2		81	8	2	12		25	4	48	2		54	0	0	173
% Large 2 Axle Vehicles	0	1.1	2.4	1.9	1.8	3.5	2.6	5.6	0	2.8	2.1	1.6	2.5	1.9	2.2	2.4	3	1.2	0	2.7	0	0	2.6
3 Axle Vehicles	0	2	3		7	3	3	0		6	0	0	9		11	0	6	0		6	0	0	30
% 3 Axle Vehicles	0	1.1	0.9	1.3	1	0.6	0.1	0	0	0.2	0	0	1.9	1.2	1	0	0.4	0	0	0.3	0	0	0.4
4+ Axle Trucks	0	0	0		0	4	5	1		10	5	0	6		14	0	7	0		7	0	0	31
% 4+ Axle Trucks	0	0	0	0	0	0.8	0.2	2.8	0	0.3	1.3	0	1.3	1.9	1.2	0	0.4	0	0	0.4	0	0	0.5

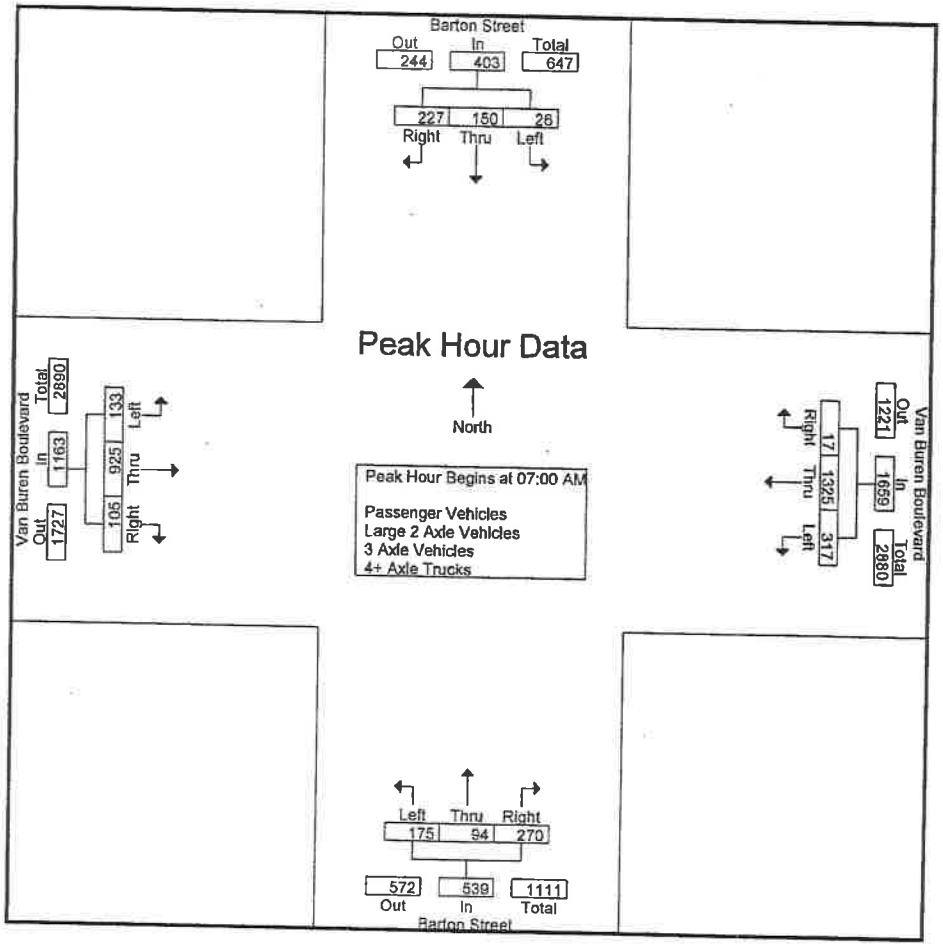
	Barton Street Southbound				Van Buren Boulevard Westbound				Barton Street Northbound				Van Buren Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	**8**	**44**	**80**	**132**	60	326	3	389	33	26	40	99	41	194	15	250	870
07:15 AM	4	**53**	56	113	**95**	**392**	4	**491**	42	**28**	62	132	**49**	205	20	274	**1010**
07:30 AM	8	38	58	104	89	320	3	412	**55**	20	83	**158**	23	240	34	297	971
07:45 AM	6	15	33	54	73	287	7	367	45	20	85	150	20	**286**	**36**	**342**	913
Total Volume	26	150	227	403	317	1325	17	1659	175	94	270	539	133	925	105	1163	3764
% App. Total	6.5	37.2	56.3		19.1	79.9	1		32.5	17.4	50.1		11.4	79.5	9		
PHF	.813	.708	.709	.763	.834	.845	.607	.845	.795	.839	.794	.853	.679	.809	.729	.850	.932

Pg 570

Counts Unlimited
PO Box 1178
Corona, CA 92878
(951) 268-6268

City of Riverside
N/S: Barton Street
E/W: Van Buren Boulevard
Weather: Clear

File Name : 03_RIVBAVBAM
Site Code : 05117225
Start Date : 4/12/2017
Page No : 2



SR 571

Counts Unlimited
PO Box 1178
Corona, CA 92878
(951) 268-6268

City of Riverside
N/S: Barton Street
E/W: Van Buren Boulevard
Weather: Clear

File Name : 03_RIVBAVBPM
Site Code : 05117225
Start Date : 4/12/2017
Page No : 1

Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

	Barton Street Southbound					Van Buren Boulevard Westbound					Barton Street Northbound					Van Buren Boulevard Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	2	13	15	7	30	54	200	4	1	258	44	16	52	18	112	17	280	36	2	333	28	733	761
04:15 PM	6	9	17	11	32	39	219	8	2	266	40	20	42	9	102	23	249	38	1	310	23	710	733
04:30 PM	5	8	27	14	40	45	228	13	1	286	52	15	56	16	123	22	321	38	1	381	32	830	862
04:45 PM	3	12	20	11	35	68	240	17	2	325	35	21	41	8	97	36	280	39	2	355	23	812	835
Total	16	42	79	43	137	206	887	42	6	1135	171	72	191	51	434	98	1130	151	6	1379	106	3085	3191
05:00 PM	3	11	24	20	38	52	241	10	0	303	52	17	42	13	111	31	274	55	0	360	33	812	845
05:15 PM	4	6	23	16	33	69	276	17	3	362	44	21	55	12	120	27	300	48	2	375	33	890	923
05:30 PM	3	10	27	15	40	40	271	14	0	325	48	19	44	16	111	25	272	38	1	335	32	811	843
05:45 PM	5	6	27	15	38	49	227	7	2	283	31	19	39	14	89	29	235	48	3	312	34	722	756
Total	15	33	101	66	149	210	1015	48	5	1273	175	76	180	55	431	112	1081	189	6	1382	132	3235	3367
Grand Total	31	75	180	109	286	416	1902	90	11	2408	346	148	371	106	865	210	2211	340	12	2761	238	6320	6558
Apprch %	10.8	26.2	62.9			17.3	79	3.7			40	17.1	42.9			7.6	80.1	12.3					
Total %	0.5	1.2	2.8		4.5	6.6	30.1	1.4		38.1	5.5	2.3	5.9		13.7	3.3	35	5.4		43.7	3.6	96.4	
Passenger Vehicles	31	73	180		393	407	1859	89		2365	342	148	364		959	207	2165	335		2719	0	0	6436
% Passenger Vehicles	100	97.3	100	100	99.5	97.8	97.7	98.9	90.9	97.8	98.8	100	98.1	99.1	98.8	98.6	97.9	98.5	100	98.1	0	0	98.1
Large 2 Axle Vehicles	0	2	0		2	6	36	1		44	4	0	5		10	3	36	5		44	0	0	100
% Large 2 Axle Vehicles	0	2.7	0	0	0.5	1.4	1.9	1.1	9.1	1.8	1.2	0	1.3	0.9	1	1.4	1.6	1.5	0	1.6	0	0	1.5
3 Axle Vehicles	0	0	0		0	2	2	0		4	0	0	2		2	0	3	0		3	0	0	9
% 3 Axle Vehicles	0	0	0	0	0	0.5	0.1	0	0	0.2	0	0	0.5	0	0.2	0	0.1	0	0	0.1	0	0	0.1
4+ Axle Trucks	0	0	0		0	1	5	0		6	0	0	0		0	0	7	0		7	0	0	13
% 4+ Axle Trucks	0	0	0	0	0	0.2	0.3	0	0	0.2	0	0	0	0	0	0	0.3	0	0	0.3	0	0	0.2

3.1-45

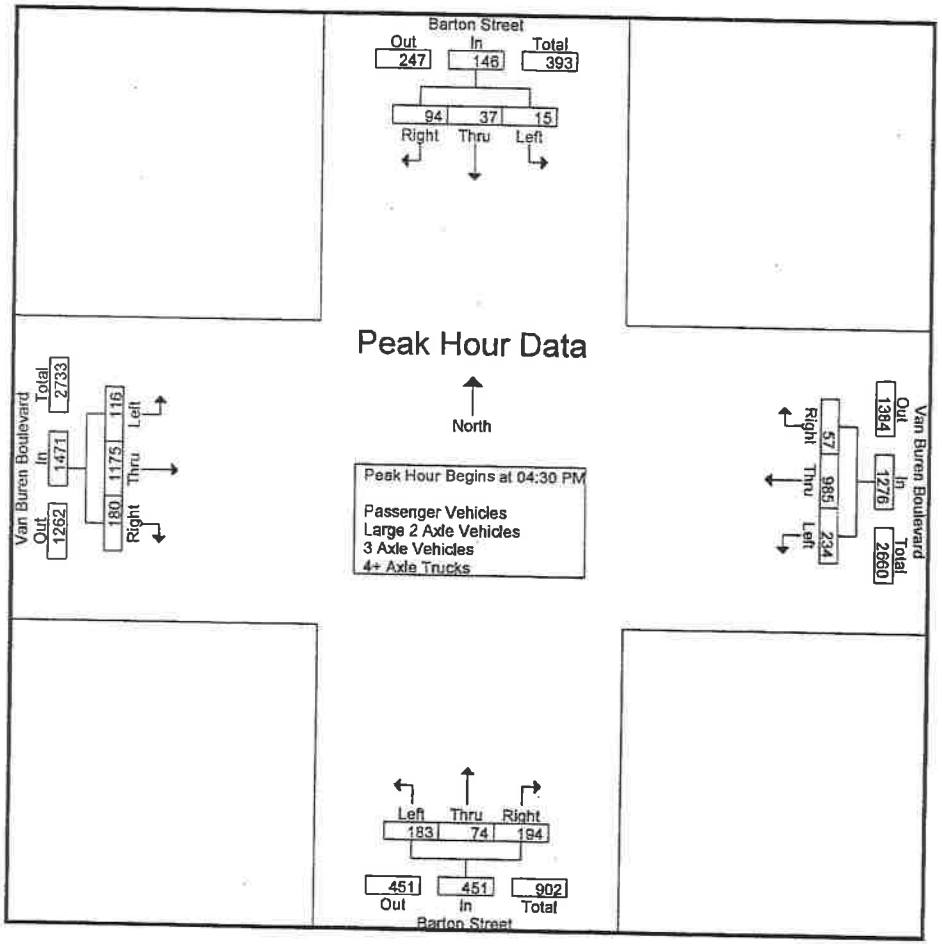
	Barton Street Southbound				Van Buren Boulevard Westbound				Barton Street Northbound				Van Buren Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	**5**	8	**27**	**40**	45	228	13	286	**52**	15	**56**	**123**	22	**321**	38	**381**	830
04:45 PM	3	**12**	20	35	68	240	**17**	325	35	**21**	41	97	**36**	280	39	355	812
05:00 PM	3	11	24	38	52	241	10	303	52	17	42	111	31	274	**55**	360	812
05:15 PM	4	6	23	33	**69**	**276**	17	**362**	44	21	55	120	27	300	48	375	**890**
Total Volume	15	37	94	146	234	985	57	1276	183	74	194	451	116	1175	180	1471	3344
% App. Total	10.3	25.3	64.4		18.3	77.2	4.5		40.6	16.4	43		7.9	79.9	12.2		
PHF	.750	.771	.870	.913	.848	.892	.838	.881	.880	.881	.866	.917	.806	.915	.818	.965	.939

Ga 572

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City of Riverside
N/S: Barton Street
E/W: Van Buren Boulevard
Weather: Clear

File Name : 03_RIVBAVBPM
Site Code : 05117225
Start Date : 4/12/2017
Page No : 2



Ga 573

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City of Riverside
N/S: Barton Street
E/W: Krameria Avenue
Weather: Clear

File Name : 04_RIVBAKRAM
Site Code : 05117225
Start Date : 4/12/2017
Page No : 1

Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

	Barton Street Southbound				Barton Street Northbound				Krameria Avenue Eastbound						
Start Time	Thru	Right	RTOR	App. Total	Left	Thru	RTOR	App. Total	Left	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	49	40	0	89	22	79	0	101	22	2	0	24	0	214	214
07:15 AM	91	63	0	154	25	100	0	125	22	7	0	29	0	308	308
07:30 AM	119	34	0	153	23	91	0	114	29	4	0	33	0	300	300
07:45 AM	96	19	0	115	9	114	0	123	33	6	0	39	0	277	277
Total	355	156	0	511	79	384	0	463	106	19	0	125	0	1099	1099
08:00 AM	74	17	0	91	9	114	0	123	19	2	0	21	0	235	235
08:15 AM	35	6	0	41	4	60	0	64	15	3	0	18	0	123	123
08:30 AM	66	5	0	71	5	75	0	80	14	1	0	15	0	166	166
08:45 AM	54	3	0	57	2	79	0	81	8	7	0	15	0	153	153
Total	229	31	0	260	20	328	0	348	56	13	0	69	0	677	677
Grand Total	584	187	0	771	99	712	0	811	162	32	0	194	0	1776	1776
Apprch %	75.7	24.3			12.2	87.8			83.5	16.5					
Total %	32.9	10.5		43.4	5.6	40.1		45.7	9.1	1.8		10.9	0	100	
Passenger Vehicles	574	182		756	98	702		800	159	29		188	0	0	1744
% Passenger Vehicles	98.3	97.3	0	98.1	99	98.6	0	98.6	98.1	90.6	0	96.9	0	0	98.2
Large 2 Axle Vehicles	8	2		10	1	8		9	2	1		3	0	0	22
% Large 2 Axle Vehicles	1.4	1.1	0	1.3	1	1.1	0	1.1	1.2	3.1	0	1.5	0	0	1.2
3 Axle Vehicles	1	3		4	0	1		1	1	2		3	0	0	8
% 3 Axle Vehicles	0.2	1.6	0	0.5	0	0.1	0	0.1	0.6	6.2	0	1.5	0	0	0.5
4+ Axle Trucks	1	0		1	0	1		1	0	0		0	0	0	2
% 4+ Axle Trucks	0.2	0	0	0.1	0	0.1	0	0.1	0	0	0	0	0	0	0.1

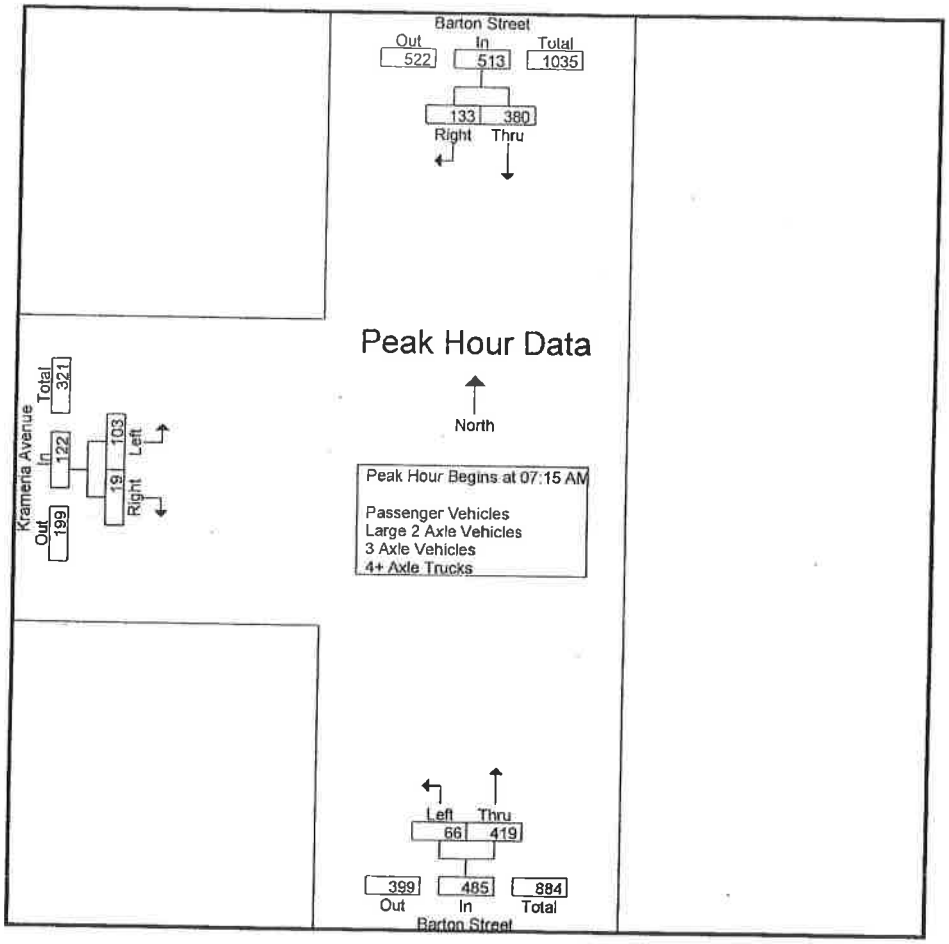
	Barton Street Southbound			Barton Street Northbound			Krameria Avenue Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:15 AM										
07:15 AM	91	**63**	**154**	**25**	100	**125**	22	**7**	29	**308**
07:30 AM	**119**	34	153	23	91	114	29	4	33	300
07:45 AM	96	19	115	9	**114**	123	**33**	6	**39**	277
08:00 AM	74	17	91	9	114	123	19	2	21	235
Total Volume	380	133	513	66	419	485	103	19	122	1120
% App. Total	74.1	25.9		13.6	86.4		84.4	15.6		
PHF	.798	.528	.833	.660	.919	.970	.780	.679	.782	.909

9a 574

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City of Riverside
N/S: Barton Street
E/W: Krameria Avenue
Weather: Clear

File Name : 04_RIVBAKRAM
Site Code : 05117225
Start Date : 4/12/2017
Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:15 AM			07:15 AM			07:00 AM		
+0 mins.	91	63	154	25	100	125	22	2	24
+15 mins.	119	34	153	23	91	114	22	7	29
+30 mins.	96	19	115	9	114	123	29	4	33
+45 mins.	74	17	91	9	114	123	33	6	39
Total Volume	380	133	513	66	419	485	106	19	125
% App. Total	74.1	25.9		13.6	86.4		84.8	15.2	
PHF	.798	.528	.833	.660	.919	.970	.803	.679	.801

9a 575

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City of Riverside
N/S: Barton Street
E/W: Krameria Avenue
Weather: Clear

File Name : 04_RIVBAKRPM
Site Code : 05117225
Start Date : 4/12/2017
Page No : 1

Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

	Barton Street Southbound				Barton Street Northbound				Krameria Avenue Eastbound						
Start Time	Thru	Right	RTOR	App. Total	Left	Thru	RTOR	App. Total	Left	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	74	7	0	81	5	95	0	100	12	13	0	25	0	206	206
04:15 PM	74	10	0	84	4	80	0	84	20	7	0	27	0	195	195
04:30 PM	75	8	0	83	6	111	0	117	11	19	0	30	0	230	230
04:45 PM	98	11	0	109	6	62	0	68	16	14	0	30	0	207	207
Total	321	36	0	357	21	348	0	369	59	53	0	112	0	838	838
05:00 PM	96	9	0	105	9	93	0	102	8	7	0	15	0	222	222
05:15 PM	100	9	0	109	9	101	0	110	18	14	0	32	0	251	251
05:30 PM	80	7	0	87	2	80	0	82	20	15	0	35	0	204	204
05:45 PM	84	11	0	95	1	65	0	66	20	10	0	30	0	191	191
Total	360	36	0	396	21	339	0	360	66	46	0	112	0	868	868
Grand Total	681	72	0	753	42	687	0	729	125	99	0	224	0	1706	1706
Apprch %	90.4	9.6			5.8	94.2			55.8	44.2					
Total %	39.9	4.2		44.1	2.5	40.3		42.7	7.3	5.8		13.1	0	100	
Passenger Vehicles	677	72		749	41	681		722	123	97		220	0	0	1691
% Passenger Vehicles	99.4	100	0	99.5	97.6	99.1	0	99	98.4	98	0	98.2	0	0	99.1
Large 2 Axle Vehicles	4	0		4	1	6		7	0	2		2	0	0	13
% Large 2 Axle Vehicles	0.6	0	0	0.5	2.4	0.9	0	1	0	2	0	0.9	0	0	0.8
3 Axle Vehicles	0	0		0	0	0		0	1	0		1	0	0	1
% 3 Axle Vehicles	0	0	0	0	0	0	0	0	0.8	0	0	0.4	0	0	0.1
4+ Axle Trucks	0	0		0	0	0		0	1	0		1	0	0	1
% 4+ Axle Trucks	0	0	0	0	0	0	0	0	0.8	0	0	0.4	0	0	0.1

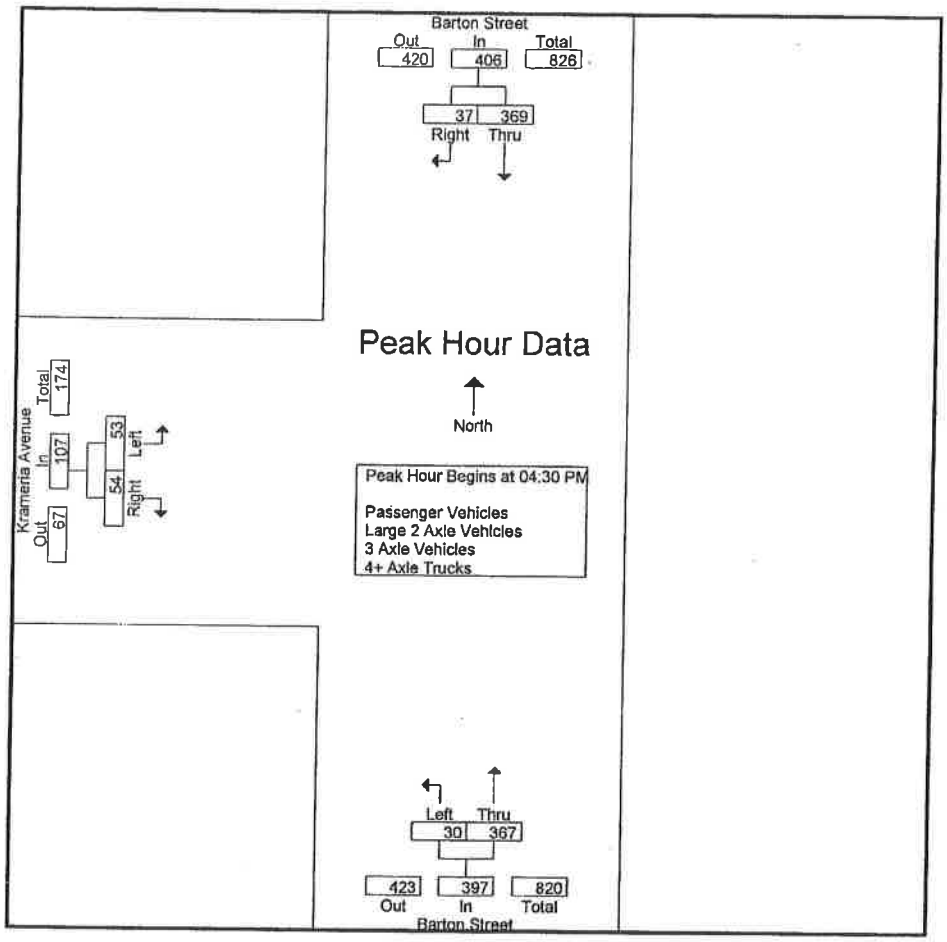
	Barton Street Southbound			Barton Street Northbound			Krameria Avenue Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:30 PM										
04:30 PM	75	8	83	6	**111**	**117**	11	**19**	30	230
04:45 PM	98	**11**	**109**	6	62	68	16	14	30	207
05:00 PM	96	9	105	**9**	93	102	8	7	15	222
05:15 PM	**100**	9	109	9	101	110	**18**	14	**32**	**251**
Total Volume	369	37	406	30	367	397	53	54	107	910
% App. Total	90.9	9.1		7.6	92.4		49.5	50.5		
PHF	.923	.841	.931	.833	.827	.848	.736	.711	.836	.906

9a 576

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City of Riverside
N/S: Barton Street
E/W: Krameria Avenue
Weather: Clear

File Name : 04_RIVBAKRPM
Site Code : 05117225
Start Date : 4/12/2017
Page No : 2



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:45 PM			04:30 PM			04:00 PM		
+0 mins.	98	**11**	**109**	6	**111**	**117**	12	13	25
+15 mins.	96	9	105	6	62	68	**20**	7	27
+30 mins.	**100**	9	109	**9**	93	102	11	**19**	**30**
+45 mins.	80	7	87	9	101	110	16	14	30
Total Volume	374	36	410	30	367	397	59	53	112
% App. Total	91.2	8.8		7.6	92.4		52.7	47.3	
PHF	.935	.818	.940	.833	.827	.848	.738	.697	.933

GA 577

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City of Riverside
N/S: Coyote Bush Road
E/W: Van Buren Boulevard
Weather: Clear

File Name : 05_RIVCOVBAM
Site Code : 05117225
Start Date : 4/12/2017
Page No : 1

Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

	Coyote Bush Road Southbound				Van Buren Boulevard Westbound				Van Buren Boulevard Eastbound						
Start Time	Left	Right	RTOR	App. Total	Thru	Right	RTOR	App. Total	Left	Thru	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	9	36	23	45	355	41	5	396	27	223	0	250	28	691	719
07:15 AM	32	82	30	114	416	93	7	509	45	218	0	263	37	886	923
07:30 AM	18	29	19	47	384	25	3	409	36	295	0	331	22	787	809
07:45 AM	44	36	25	80	332	30	6	362	57	315	0	372	31	814	845
Total	103	183	97	286	1487	189	21	1676	165	1051	0	1216	118	3178	3296
08:00 AM	44	47	24	91	326	29	9	355	19	237	0	256	33	702	735
08:15 AM	10	10	6	20	248	1	0	249	11	227	0	238	6	507	513
08:30 AM	2	8	6	10	302	3	0	305	5	220	0	225	6	540	546
08:45 AM	1	4	4	5	274	2	0	276	5	206	0	211	4	492	496
Total	57	69	40	126	1150	35	9	1185	40	890	0	930	49	2241	2290
Grand Total	160	252	137	412	2637	224	30	2861	205	1941	0	2146	167	5419	5586
Apprch %	38.8	61.2			92.2	7.8			9.6	90.4					
Total %	3	4.7		7.6	48.7	4.1		52.8	3.8	35.8		39.6	3	97	
Passenger Vehicles	160	249		546	2562	223		2815	201	1863		2064	0	0	5425
% Passenger Vehicles	100	98.8	100	99.5	97.2	99.6	100	97.4	98	96	0	96.2	0	0	97.1
Large 2 Axle Vehicles	0	3		3	58	1		59	4	47		51	0	0	113
% Large 2 Axle Vehicles	0	1.2	0	0.5	2.2	0.4	0	2	2	2.4	0	2.4	0	0	2
3 Axle Vehicles	0	0		0	6	0		6	0	16		16	0	0	22
% 3 Axle Vehicles	0	0	0	0	0.2	0	0	0.2	0	0.8	0	0.7	0	0	0.4
4+ Axle Trucks	0	0		0	11	0		11	0	15		15	0	0	26
% 4+ Axle Trucks	0	0	0	0	0.4	0	0	0.4	0	0.8	0	0.7	0	0	0.5

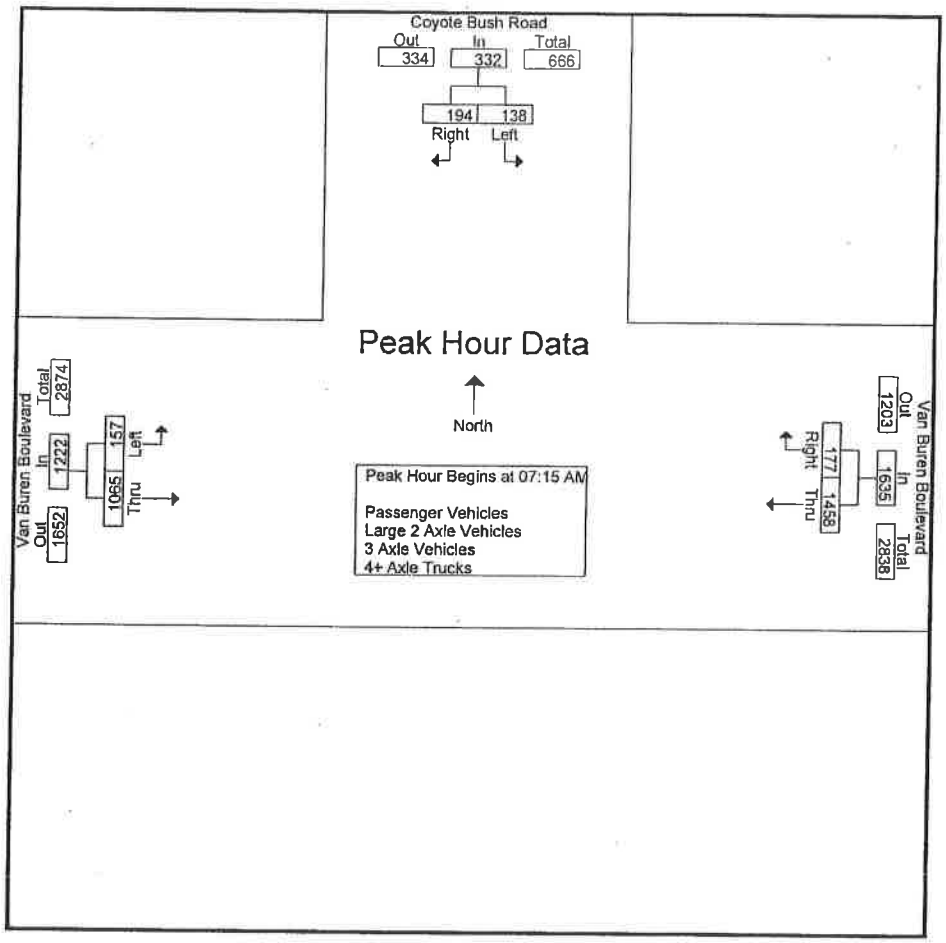
	Coyote Bush Road Southbound			Van Buren Boulevard Westbound			Van Buren Boulevard Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:15 AM										
07:15 AM	32	**82**	**114**	**416**	**93**	**509**	45	218	263	**886**
07:30 AM	18	29	47	384	25	409	36	295	331	787
07:45 AM	**44**	36	80	332	30	362	**57**	**315**	**372**	814
08:00 AM	44	47	91	326	29	355	19	237	256	702
Total Volume	138	194	332	1458	177	1635	157	1065	1222	3189
% App. Total	41.6	58.4		89.2	10.8		12.8	87.2		
PHF	.784	.591	.728	.876	.476	.803	.689	.845	.821	.900

9a 578

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City of Riverside
N/S: Coyote Bush Road
E/W: Van Buren Boulevard
Weather: Clear

File Name : 05_RIVCOVBAM
Site Code : 05117225
Start Date : 4/12/2017
Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM			07:00 AM			07:15 AM		
+0 mins.	32	**82**	**114**	355	41	396	45	218	263
+15 mins.	18	29	47	**416**	**93**	**509**	36	295	331
+30 mins.	**44**	36	80	384	25	409	**57**	**315**	**372**
+45 mins.	44	47	91	332	30	362	19	237	256
Total Volume	138	194	332	1487	189	1676	157	1065	1222
% App. Total	41.6	58.4		88.7	11.3		12.8	87.2	
PHF	.784	.591	.728	.894	.508	.823	.689	.845	.821

Qa 579

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City of Riverside
N/S: Coyote Bush Road
E/W: Van Buren Boulevard
Weather: Clear

File Name : 05_RIVCOVBPM
Site Code : 05117225
Start Date : 4/12/2017
Page No : 1

Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

	Coyote Bush Road Southbound				Van Buren Boulevard Westbound				Van Buren Boulevard Eastbound						
Start Time	Left	Right	RTOR	App. Total	Thru	Right	RTOR	App. Total	Left	Thru	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	4	12	8	16	251	4	0	255	14	316	0	330	8	601	609
04:15 PM	4	7	6	11	261	10	1	271	8	286	0	294	7	576	583
04:30 PM	7	9	6	16	277	8	0	285	17	371	0	388	6	689	695
04:45 PM	1	2	1	3	328	8	0	336	11	317	0	328	1	667	668
Total	16	30	21	46	1117	30	1	1147	50	1290	0	1340	22	2533	2555
05:00 PM	5	6	2	11	294	4	0	298	6	303	0	309	2	618	620
05:15 PM	6	8	6	14	357	7	1	364	11	345	0	356	7	734	741
05:30 PM	3	11	7	14	318	12	5	330	13	305	0	318	12	662	674
05:45 PM	6	12	5	18	262	6	1	268	5	268	0	273	6	559	565
Total	20	37	20	57	1231	29	7	1260	35	1221	0	1256	27	2573	2600
Grand Total	36	67	41	103	2348	59	8	2407	85	2511	0	2596	49	5106	5155
Apprch %	35	65			97.5	2.5			3.3	96.7					
Total %	0.7	1.3		2	46	1.2		47.1	1.7	49.2		50.8	1	99	
Passenger Vehicles	36	67		144	2307	59		2374	85	2476		2561	0	0	5079
% Passenger Vehicles	100	100	100	100	98.3	100	100	98.3	100	98.6	0	98.7	0	0	98.5
Large 2 Axle Vehicles	0	0		0	32	0		32	0	25		25	0	0	57
% Large 2 Axle Vehicles	0	0	0	0	1.4	0	0	1.3	0	1	0	1	0	0	1.1
3 Axle Vehicles	0	0		0	3	0		3	0	3		3	0	0	6
% 3 Axle Vehicles	0	0	0	0	0.1	0	0	0.1	0	0.1	0	0.1	0	0	0.1
4+ Axle Trucks	0	0		0	6	0		6	0	7		7	0	0	13
% 4+ Axle Trucks	0	0	0	0	0.3	0	0	0.2	0	0.3	0	0.3	0	0	0.3

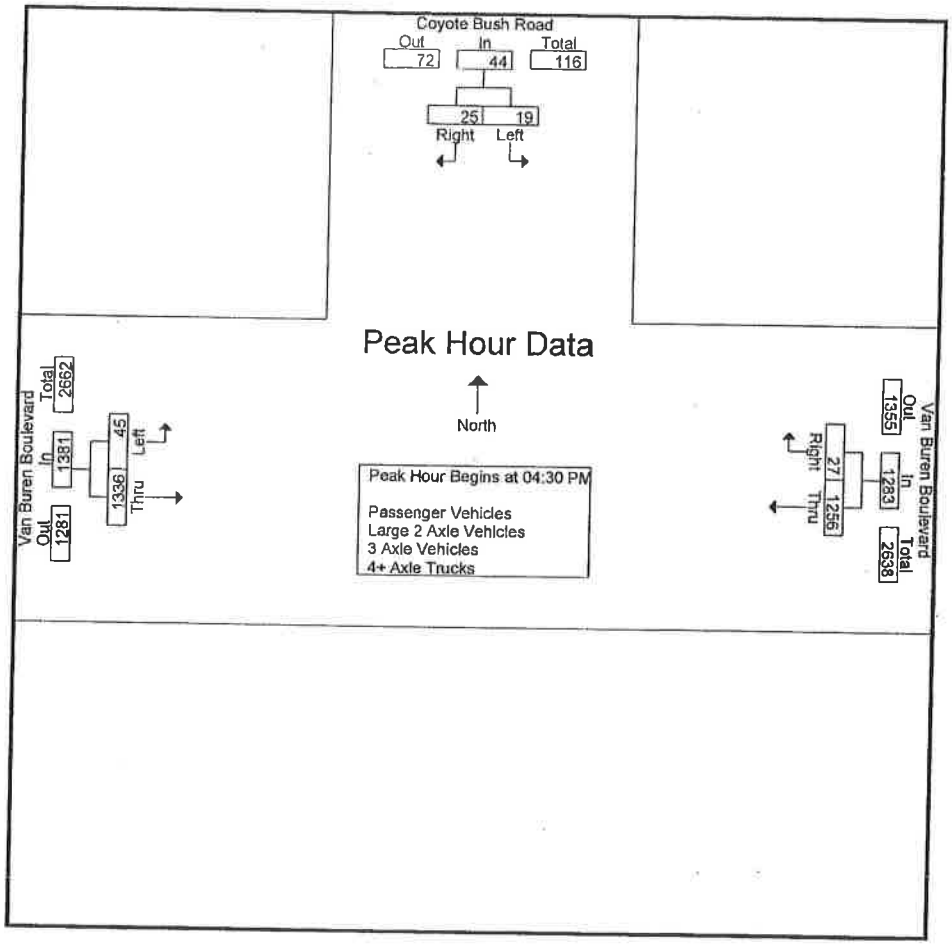
	Coyote Bush Road Southbound			Van Buren Boulevard Westbound			Van Buren Boulevard Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:30 PM										
04:30 PM	**7**	**9**	**16**	277	**8**	285	**17**	**371**	**388**	689
04:45 PM	1	2	3	328	8	336	11	317	328	667
05:00 PM	5	6	11	294	4	298	6	303	309	618
05:15 PM	6	8	14	**357**	7	**364**	11	345	356	**734**
Total Volume	19	25	44	1256	27	1283	45	1336	1381	2708
% App. Total	43.2	56.8		97.9	2.1		3.3	96.7		
PHF	.679	.694	.688	.880	.844	.881	.662	.900	.890	.922

4a 580

Counts Unlimited
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Corona, CA 92878
(951) 268-6268

City of Riverside
N/S: Coyote Bush Road
E/W: Van Buren Boulevard
Weather: Clear

File Name : 05_RIVCOVBPM
Site Code : 05117225
Start Date : 4/12/2017
Page No : 2



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	05:00 PM			04:45 PM			04:30 PM		
+0 mins.	5	6	11	328	8	336	**17**	**371**	**388**
+15 mins.	**6**	8	14	294	4	298	11	317	328
+30 mins.	3	11	14	**357**	7	**364**	6	303	309
+45 mins.	6	**12**	**18**	318	**12**	330	11	345	356
Total Volume	20	37	57	1297	31	1328	45	1336	1381
% App. Total	35.1	64.9		97.7	2.3		3.3	96.7	
PHF	.833	.771	.792	.908	.646	.912	.662	.900	.890

9a 581

Counts Unlimited
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County of Riverside
N/S: Village West Drive
E/W: Van Buren Boulevard
Weather: Clear

File Name : 08_CRVVIVBAM
Site Code : 05117225
Start Date : 4/12/2017
Page No : 1

Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

	Van Buren Boulevard Westbound				Village West Drive Northbound				Van Buren Boulevard Eastbound						
Start Time	Left	Thru	RTOR	App. Total	Left	Right	RTOR	App. Total	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	22	390	0	412	1	15	6	16	252	5	0	257	6	685	691
07:15 AM	14	398	0	412	3	20	10	23	283	6	0	289	10	724	734
07:30 AM	26	342	0	368	3	16	11	19	346	10	0	356	11	743	754
07:45 AM	29	361	0	390	2	12	8	14	348	11	0	359	8	763	771
Total	91	1491	0	1582	9	63	35	72	1229	32	0	1261	35	2915	2950
08:00 AM	31	311	0	342	5	13	13	18	272	9	0	281	13	641	654
08:15 AM	24	252	0	276	2	14	11	16	251	11	0	262	11	554	565
08:30 AM	16	273	0	289	7	14	11	21	220	8	1	228	12	538	550
08:45 AM	21	279	0	300	5	12	11	17	212	12	3	224	14	541	555
Total	92	1115	0	1207	19	53	46	72	955	40	4	995	50	2274	2324
Grand Total	183	2606	0	2789	28	116	81	144	2184	72	4	2256	85	5189	5274
Apprch %	6.6	93.4			19.4	80.6			96.8	3.2					
Total %	3.5	50.2		53.7	0.5	2.2		2.8	42.1	1.4		43.5	1.6	98.4	
Passenger Vehicles	124	2530		2654	26	62		131	2110	68		2182	0	0	4967
% Passenger Vehicles	67.8	97.1	0	95.2	92.9	53.4	53.1	58.2	96.6	94.4	100	96.5	0	0	94.2
Large 2 Axle Vehicles	3	59		62	1	3		7	43	3		46	0	0	115
% Large 2 Axle Vehicles	1.6	2.3	0	2.2	3.6	2.6	3.7	3.1	2	4.2	0	2	0	0	2.2
3 Axle Vehicles	0	5		5	0	0		0	15	1		16	0	0	21
% 3 Axle Vehicles	0	0.2	0	0.2	0	0	0	0	0.7	1.4	0	0.7	0	0	0.4
4+ Axle Trucks	56	12		68	1	51		87	16	0		16	0	0	171
% 4+ Axle Trucks	30.6	0.5	0	2.4	3.6	44	43.2	38.7	0.7	0	0	0.7	0	0	3.2

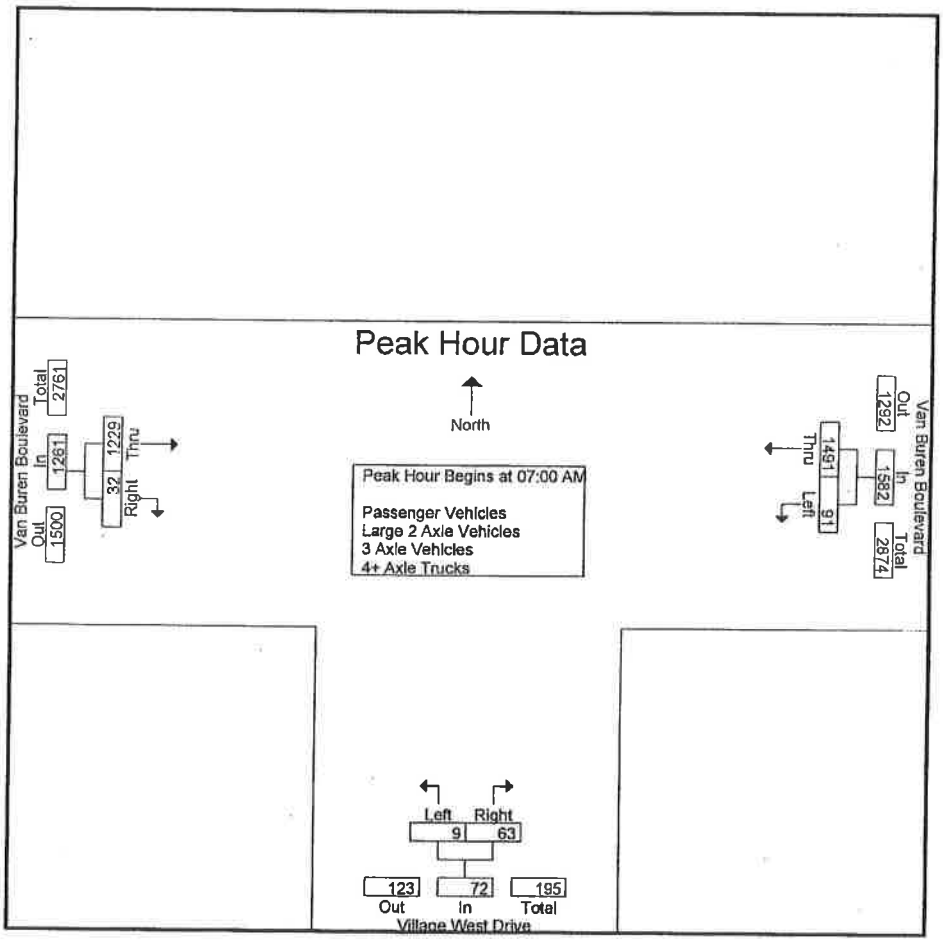
	Van Buren Boulevard Westbound			Village West Drive Northbound			Van Buren Boulevard Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:00 AM										
07:00 AM	22	390	**412**	1	15	16	252	5	257	685
07:15 AM	14	**398**	412	**3**	**20**	**23**	283	**6**	**289**	724
07:30 AM	26	342	368	3	16	19	346	10	356	743
07:45 AM	**29**	361	390	2	12	14	**348**	**11**	**359**	**763**
Total Volume	91	1491	1582	9	63	72	1229	32	1261	2915
% App. Total	5.8	94.2		12.5	87.5		97.5	2.5		
PHF	.784	.937	.960	.750	.788	.783	.883	.727	.878	.955

Qa 582

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County of Riverside
N/S: Village West Drive
E/W: Van Buren Boulevard
Weather: Clear

File Name : 08_CRVVIVBAM
Site Code : 05117225
Start Date : 4/12/2017
Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:00 AM			07:15 AM			07:15 AM		
+0 mins.	22	390	**412**	3	**20**	**23**	283	6	289
+15 mins.	14	**398**	412	3	16	19	346	10	356
+30 mins.	26	342	368	2	12	14	**348**	**11**	**359**
+45 mins.	**29**	361	390	**5**	13	18	272	9	281
Total Volume	91	1491	1582	13	61	74	1249	36	1285
% App. Total	5.8	94.2		17.6	82.4		97.2	2.8	
PHF	.784	.937	.960	.650	.763	.804	.897	.818	.895

Ga 583

Counts Unlimited
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County of Riverside
N/S: Village West Drive
E/W: Van Buren Boulevard
Weather: Clear

File Name : 08_CRVVIVBPM
Site Code : 05117225
Start Date : 4/12/2017
Page No : 1

Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

	Van Buren Boulevard Westbound				Village West Drive Northbound				Van Buren Boulevard Eastbound						
Start Time	Left	Thru	RTOR	App. Total	Left	Right	RTOR	App. Total	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	19	259	0	278	15	22	7	37	272	14	0	286	7	601	608
04:15 PM	17	288	0	305	17	20	12	37	268	13	2	281	14	623	637
04:30 PM	15	301	0	316	11	26	20	37	337	14	3	351	23	704	727
04:45 PM	12	324	0	336	17	18	9	35	322	6	0	328	9	699	708
Total	63	1172	0	1235	60	86	48	146	1199	47	5	1246	53	2627	2680
05:00 PM	11	336	0	347	13	10	7	23	313	6	0	319	7	689	696
05:15 PM	13	360	0	373	16	14	11	30	326	7	0	333	11	736	747
05:30 PM	10	337	0	347	13	22	13	35	274	4	1	278	14	660	674
05:45 PM	11	288	0	299	5	8	8	13	274	5	0	279	8	591	599
Total	45	1321	0	1366	47	54	39	101	1187	22	1	1209	40	2676	2716
Grand Total	108	2493	0	2601	107	140	87	247	2386	69	6	2455	93	5303	5396
Apprch %	4.2	95.8			43.3	56.7			97.2	2.8					
Total %	2	47		49	2	2.6		4.7	45	1.3		46.3	1.7	98.3	
Passenger Vehicles	108	2455		2563	105	139		330	2351	69		2426	0	0	5319
% Passenger Vehicles	100	98.5	0	98.5	98.1	99.3	98.9	98.8	98.5	100	100	98.6	0	0	98.6
Large 2 Axle Vehicles	0	28		28	2	1		4	22	0		22	0	0	54
% Large 2 Axle Vehicles	0	1.1	0	1.1	1.9	0.7	1.1	1.2	0.9	0	0	0.9	0	0	1
3 Axle Vehicles	0	3		3	0	0		0	4	0		4	0	0	7
% 3 Axle Vehicles	0	0.1	0	0.1	0	0	0	0	0.2	0	0	0.2	0	0	0.1
4+ Axle Trucks	0	7		7	0	0		0	9	0		9	0	0	16
% 4+ Axle Trucks	0	0.3	0	0.3	0	0	0	0	0.4	0	0	0.4	0	0	0.3

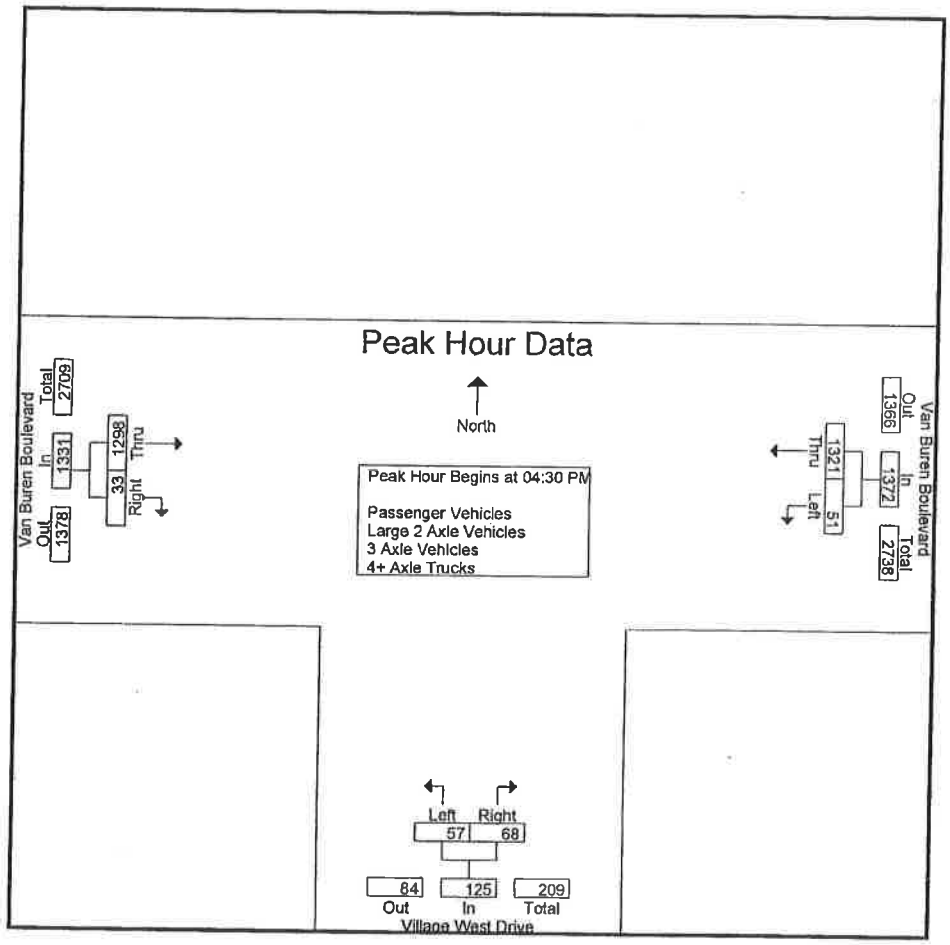
	Van Buren Boulevard Westbound			Village West Drive Northbound			Van Buren Boulevard Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:30 PM										
04:30 PM	**15**	301	316	11	**26**	**37**	**337**	**14**	**351**	704
04:45 PM	12	324	336	**17**	18	35	322	6	328	699
05:00 PM	11	336	347	13	10	23	313	6	319	689
05:15 PM	13	**360**	**373**	16	14	30	326	7	333	**736**
Total Volume	51	1321	1372	57	68	125	1298	33	1331	2828
% App. Total	3.7	96.3		45.6	54.4		97.5	2.5		
PHF	.850	.917	.920	.838	.654	.845	.963	.589	.948	.961

9a 584

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County of Riverside
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Weather: Clear

File Name : 08_CRVVIVBPM
Site Code : 05117225
Start Date : 4/12/2017
Page No : 2



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:45 PM			04:00 PM			04:30 PM		
+0 mins.	12	324	336	15	22	**37**	**337**	**14**	**351**
+15 mins.	11	336	347	**17**	20	37	322	6	328
+30 mins.	**13**	**360**	**373**	11	**26**	37	313	6	319
+45 mins.	10	337	347	17	18	35	326	7	333
Total Volume	46	1357	1403	60	86	146	1298	33	1331
% App. Total	3.3	96.7		41.1	58.9		97.5	2.5	
PHF	.885	.942	.940	.882	.827	.986	.963	.589	.948

APPENDIX B

SYNCHRO 9 (HCM 2010) Worksheets

HCM 2010 Signalized Intersection Summary
1: Barton Street & Van Buren Boulevard

9/5/2017

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	133	926	105	317	1325	17	175	94	270	26	150	227
Future Volume (veh/h)	133	926	105	317	1325	17	175	94	270	26	150	227
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1845	1827	1900	1845	1863	1900	1863	1863	1900	1900	1845	1900
Adj Flow Rate, veh/h	143	996	113	341	1425	18	188	101	290	28	161	244
Adj No. of Lanes	1	2	0	1	3	0	1	1	0	1	1	0
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	3	4	4	3	2	2	2	2	2	0	3	3
Cap, veh/h	171	1055	120	349	2262	29	201	149	429	211	233	353
Arrive On Green	0.10	0.34	0.34	0.20	0.44	0.44	0.35	0.35	0.35	0.35	0.35	0.35
Sat Flow, veh/h	1757	3143	356	1757	5176	65	976	425	1222	1009	663	1005
Grp Volume(v), veh/h	143	550	559	341	933	510	188	0	391	28	0	405
Grp Sat Flow(s),veh/h/ln	1757	1736	1764	1757	1695	1851	976	0	1647	1009	0	1667
Q Serve(g_s), s	9.5	36.4	36.4	22.8	25.3	25.3	16.9	0.0	23.9	2.9	0.0	24.6
Cycle Q Clear(g_c), s	9.5	36.4	36.4	22.8	25.3	25.3	41.5	0.0	23.9	26.7	0.0	24.6
Prop In Lane	1.00		0.20	1.00		0.04	1.00		0.74	1.00		0.60
Lane Grp Cap(c), veh/h	171	583	592	349	1482	809	201	0	578	211	0	586
V/C Ratio(X)	0.84	0.94	0.94	0.98	0.63	0.63	0.94	0.00	0.68	0.13	0.00	0.69
Avail Cap(c_a), veh/h	275	610	620	349	1482	809	201	0	578	211	0	586
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	52.4	38.2	38.2	47.1	25.8	25.8	52.8	0.0	32.6	44.0	0.0	32.9
Incr Delay (d2), s/veh	11.4	23.0	22.8	41.6	0.9	1.6	49.0	0.0	6.2	1.3	0.0	6.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.2	21.1	21.5	15.1	12.0	13.2	8.8	0.0	11.9	0.9	0.0	12.3
LnGrp Delay(d),s/veh	63.8	61.1	61.0	88.6	26.7	27.4	101.8	0.0	38.8	45.3	0.0	39.4
LnGrp LOS	E	E	E	F	C	C	F		D	D		D
Approach Vol, veh/h		1252			1784			579			433	
Approach Delay, s/veh		61.4			38.7			59.3			39.8	
Approach LOS		E			D			E			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2	3	4		6	7	8
Phs Duration (G+Y+Rc), s		46.0	28.0	44.2		46.0	16.0	56.2
Change Period (Y+Rc), s		4.5	4.5	4.5		4.5	4.5	4.5
Max Green Setting (Gmax), s		41.5	23.5	41.5		41.5	18.5	46.5
Max Q Clear Time (g_c+I1), s		43.5	24.8	38.4		28.7	11.5	27.3
Green Ext Time (p_c), s		0.0	0.0	1.2		4.9	0.2	14.2

Intersection Summary	
HCM 2010 Ctrl Delay	48.8
HCM 2010 LOS	D

9a587

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	157	1065	0	0	1465	222	0	0	0	138	0	194
Future Volume (veh/h)	157	1065	0	0	1465	222	0	0	0	138	0	194
Number	7	4	14	3	8	18				1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1827	0	0	1849	1900				1900	0	1863
Adj Flow Rate, veh/h	174	1183	0	0	1628	247				153	0	216
Adj No. of Lanes	1	2	0	0	3	0				1	0	1
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90				0.90	0.90	0.90
Percent Heavy Veh, %	2	4	0	0	3	3				0	0	2
Cap, veh/h	215	2445	0	0	2278	344				287	0	444
Arrive On Green	0.12	0.70	0.00	0.00	0.51	0.51				0.16	0.00	0.16
Sat Flow, veh/h	1774	3563	0	0	4594	669				1810	0	1583
Grp Volume(v), veh/h	174	1183	0	0	1236	639				153	0	216
Grp Sat Flow(s),veh/h/ln	1774	1736	0	0	1683	1731				1810	0	1583
Q Serve(g_s), s	6.3	10.0	0.0	0.0	18.5	18.7				5.1	0.0	7.5
Cycle Q Clear(g_c), s	6.3	10.0	0.0	0.0	18.5	18.7				5.1	0.0	7.5
Prop In Lane	1.00		0.00	0.00		0.39				1.00		1.00
Lane Grp Cap(c), veh/h	215	2445	0	0	1732	891				287	0	444
V/C Ratio(X)	0.81	0.48	0.00	0.00	0.71	0.72				0.53	0.00	0.49
Avail Cap(c_a), veh/h	256	2614	0	0	1818	935				592	0	710
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	0.00	1.00	1.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	28.1	4.4	0.0	0.0	12.2	12.3				25.4	0.0	19.7
Incr Delay (d2), s/veh	14.8	0.1	0.0	0.0	1.3	2.5				1.5	0.0	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.9	4.8	0.0	0.0	8.7	9.5				2.7	0.0	6.8
LnGrp Delay(d),s/veh	43.0	4.5	0.0	0.0	13.5	14.8				26.9	0.0	20.5
LnGrp LOS	D	A			B	B				C		C
Approach Vol, veh/h		1357			1875						369	
Approach Delay, s/veh		9.4			14.0						23.2	
Approach LOS		A			B						C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs				4		6	7	8
Phs Duration (G+Y+Rc), s				50.8		14.9	12.5	38.3
Change Period (Y+Rc), s				4.5		4.5	4.5	4.5
Max Green Setting (Gmax), s				49.5		21.5	9.5	35.5
Max Q Clear Time (g_c+I1), s				12.0		9.5	8.3	20.7
Green Ext Time (p_c), s				28.8		1.0	0.1	13.1

Intersection Summary	
HCM 2010 Ctrl Delay	13.2
HCM 2010 LOS	B

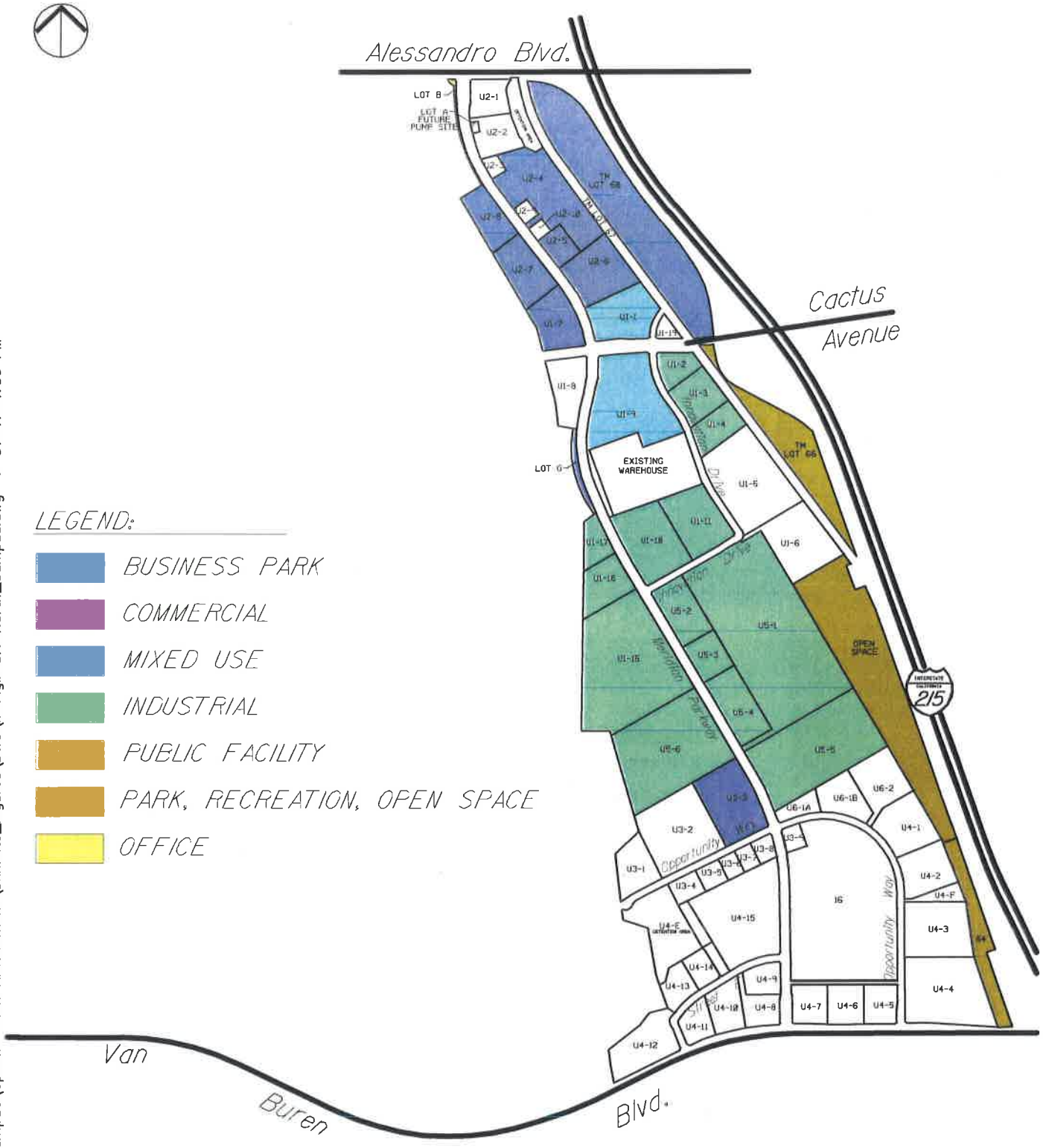
Ga 588

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	1299	34	91	1526	9	63
Future Volume (veh/h)	1299	34	91	1526	9	63
Number	4	14	3	8	5	12
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1827	1792	1429	1845	1776	1293
Adj Flow Rate, veh/h	1353	35	95	1590	9	66
Adj No. of Lanes	2	1	1	2	1	1
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	4	6	33	3	7	47
Cap, veh/h	1493	655	111	1990	540	351
Arrive On Green	0.43	0.43	0.08	0.57	0.32	0.32
Sat Flow, veh/h	3563	1524	1361	3597	1691	1099
Grp Volume(v), veh/h	1353	35	95	1590	9	66
Grp Sat Flow(s),veh/h/ln	1736	1524	1361	1752	1691	1099
Q Serve(g_s), s	29.1	1.1	5.5	28.6	0.3	3.5
Cycle Q Clear(g_c), s	29.1	1.1	5.5	28.6	0.3	3.5
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	1493	655	111	1990	540	351
V/C Ratio(X)	0.91	0.05	0.86	0.80	0.02	0.19
Avail Cap(c_a), veh/h	1500	658	111	1997	540	351
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	21.2	13.3	36.2	13.6	18.6	19.7
Incr Delay (d2), s/veh	8.2	0.0	44.8	2.4	0.1	1.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	15.4	0.5	3.4	14.3	0.1	1.2
LnGrp Delay(d),s/veh	29.5	13.3	81.0	16.0	18.7	20.9
LnGrp LOS	C	B	F	B	B	C
Approach Vol, veh/h	1388			1685	75	
Approach Delay, s/veh	29.1			19.7	20.6	
Approach LOS	C			B	C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2	3	4				8
Phs Duration (G+Y+Rc), s		30.0	11.0	38.8				49.8
Change Period (Y+Rc), s		4.5	4.5	4.5				4.5
Max Green Setting (Gmax), s		25.5	6.5	34.5				45.5
Max Q Clear Time (g_c+I1), s		5.5	7.5	31.1				30.6
Green Ext Time (p_c), s		0.2	0.0	3.3				13.2

Intersection Summary	
HCM 2010 Ctrl Delay	23.8
HCM 2010 LOS	C

Ga 589



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FIGURE II-5A

ZONING MAP FOR NORTH CAMPUS

Intersection	
Int Delay, s/veh	4.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Traffic Vol, veh/h	103	19	66	419	380	133
Future Vol, veh/h	103	19	66	419	380	133
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	100	0	150	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	2	10	1	2	2	2
Mvmt Flow	113	21	73	460	418	146

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1096	491	564	0	-	0
Stage 1	491	-	-	-	-	-
Stage 2	605	-	-	-	-	-
Critical Hdwy	6.42	6.3	4.11	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.39	2.209	-	-	-
Pot Cap-1 Maneuver	236	562	1013	-	-	-
Stage 1	615	-	-	-	-	-
Stage 2	545	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	219	562	1013	-	-	-
Mov Cap-2 Maneuver	219	-	-	-	-	-
Stage 1	615	-	-	-	-	-
Stage 2	506	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	33.7	1.2	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	1013	-	219	562	-	-
HCM Lane V/C Ratio	0.072	-	0.517	0.037	-	-
HCM Control Delay (s)	8.8	-	37.8	11.7	-	-
HCM Lane LOS	A	-	E	B	-	-
HCM 95th %tile Q(veh)	0.2	-	2.7	0.1	-	-

Ga 590

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	116	1175	180	234	990	57	183	74	194	15	37	94
Future Volume (veh/h)	116	1175	180	234	990	57	183	74	194	15	37	94
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1873	1900	1900	1884	1900
Adj Flow Rate, veh/h	123	1250	191	249	1053	61	195	79	206	16	39	100
Adj No. of Lanes	1	2	0	1	3	0	1	1	0	1	1	0
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2	2	0	0	0	3	3
Cap, veh/h	151	1450	220	278	2666	154	296	117	306	174	119	306
Arrive On Green	0.09	0.47	0.47	0.16	0.54	0.54	0.25	0.25	0.25	0.25	0.25	0.25
Sat Flow, veh/h	1774	3082	468	1774	4918	285	1245	460	1201	1112	469	1203
Grp Volume(v), veh/h	123	715	726	249	726	388	195	0	285	16	0	139
Grp Sat Flow(s),veh/h/ln	1774	1770	1780	1774	1695	1813	1245	0	1661	1112	0	1672
Q Serve(g_s), s	7.8	41.0	41.7	15.7	14.2	14.3	17.3	0.0	17.6	1.5	0.0	7.7
Cycle Q Clear(g_c), s	7.8	41.0	41.7	15.7	14.2	14.3	25.0	0.0	17.6	19.1	0.0	7.7
Prop In Lane	1.00		0.26	1.00		0.16	1.00		0.72	1.00		0.72
Lane Grp Cap(c), veh/h	151	833	837	278	1838	983	296	0	423	174	0	426
V/C Ratio(X)	0.82	0.86	0.87	0.90	0.39	0.40	0.66	0.00	0.67	0.09	0.00	0.33
Avail Cap(c_a), veh/h	253	881	886	318	1838	983	296	0	423	174	0	426
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	51.4	26.9	27.1	47.3	15.2	15.2	44.8	0.0	38.3	46.9	0.0	34.6
Incr Delay (d2), s/veh	10.1	8.2	8.8	24.1	0.1	0.3	11.0	0.0	8.3	1.0	0.0	2.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.3	21.7	22.4	9.5	6.7	7.2	6.8	0.0	9.1	0.5	0.0	3.8
LnGrp Delay(d),s/veh	61.5	35.0	35.8	71.4	15.4	15.5	55.7	0.0	46.6	48.0	0.0	36.7
LnGrp LOS	E	D	D	E	B	B	E		D	D		D
Approach Vol, veh/h		1564			1363			480			155	
Approach Delay, s/veh		37.5			25.6			50.3			37.8	
Approach LOS		D			C			D			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2	3	4		6	7	8
Phs Duration (G+Y+Rc), s		33.6	22.4	58.3		33.6	14.2	66.5
Change Period (Y+Rc), s		4.5	4.5	4.5		4.5	4.5	4.5
Max Green Setting (Gmax), s		29.1	20.5	56.9		29.1	16.3	61.1
Max Q Clear Time (g_c+I1), s		27.0	17.7	43.7		21.1	9.8	16.3
Green Ext Time (p_c), s		0.7	0.2	10.1		2.0	0.1	25.5

Intersection Summary	
HCM 2010 Ctrl Delay	34.7
HCM 2010 LOS	C

9a 591

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	45	1339	0	0	1256	27	0	0	0	19	0	25
Future Volume (veh/h)	45	1339	0	0	1256	27	0	0	0	19	0	25
Number	7	4	14	3	8	18				1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	0	0	1864	1900				1900	0	1900
Adj Flow Rate, veh/h	49	1455	0	0	1365	29				21	0	27
Adj No. of Lanes	1	2	0	0	3	0				1	0	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92				0.92	0.92	0.92
Percent Heavy Veh, %	0	2	0	0	2	2				0	0	0
Cap, veh/h	89	2726	0	0	3232	69				88	0	159
Arrive On Green	0.05	0.77	0.00	0.00	0.63	0.63				0.05	0.00	0.05
Sat Flow, veh/h	1810	3632	0	0	5295	109				1810	0	1615
Grp Volume(v), veh/h	49	1455	0	0	903	491				21	0	27
Grp Sat Flow(s),veh/h/ln	1810	1770	0	0	1696	1844				1810	0	1615
Q Serve(g_s), s	1.3	8.0	0.0	0.0	6.7	6.7				0.6	0.0	0.8
Cycle Q Clear(g_c), s	1.3	8.0	0.0	0.0	6.7	6.7				0.6	0.0	0.8
Prop In Lane	1.00		0.00	0.00		0.06				1.00		1.00
Lane Grp Cap(c), veh/h	89	2726	0	0	2138	1163				88	0	159
V/C Ratio(X)	0.55	0.53	0.00	0.00	0.42	0.42				0.24	0.00	0.17
Avail Cap(c_a), veh/h	237	3523	0	0	2626	1428				782	0	778
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	0.00	1.00	1.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	23.1	2.2	0.0	0.0	4.6	4.6				22.8	0.0	20.6
Incr Delay (d2), s/veh	5.1	0.2	0.0	0.0	0.1	0.2				1.4	0.0	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	3.7	0.0	0.0	3.0	3.4				0.3	0.0	0.7
LnGrp Delay(d),s/veh	28.2	2.4	0.0	0.0	4.8	4.9				24.1	0.0	21.1
LnGrp LOS	C	A			A	A				C		C
Approach Vol, veh/h		1504			1394						48	
Approach Delay, s/veh		3.2			4.8						22.4	
Approach LOS		A			A						C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs				4		6	7	8
Phs Duration (G+Y+Rc), s				42.8		6.9	7.0	35.8
Change Period (Y+Rc), s				4.5		4.5	4.5	4.5
Max Green Setting (Gmax), s				49.5		21.5	6.5	38.5
Max Q Clear Time (g_c+I1), s				10.0		2.8	3.3	8.7
Green Ext Time (p_c), s				27.9		0.1	0.0	22.7

Intersection Summary	
HCM 2010 Ctrl Delay	4.3
HCM 2010 LOS	A

9a 592

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↱	↰	↑↑	↰	↱
Traffic Volume (veh/h)	1309	33	91	1332	57	83
Future Volume (veh/h)	1309	33	91	1332	57	83
Number	4	14	3	8	5	12
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1900	1900	1863	1863	1881
Adj Flow Rate, veh/h	1364	34	95	1388	59	86
Adj No. of Lanes	2	1	1	2	1	1
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	0	0	2	2	1
Cap, veh/h	1563	713	122	2002	570	513
Arrive On Green	0.44	0.44	0.07	0.57	0.32	0.32
Sat Flow, veh/h	3632	1615	1810	3632	1774	1599
Grp Volume(v), veh/h	1364	34	95	1388	59	86
Grp Sat Flow(s),veh/h/ln	1770	1615	1810	1770	1774	1599
Q Serve(g_s), s	27.8	1.0	4.1	22.3	1.9	3.1
Cycle Q Clear(g_c), s	27.8	1.0	4.1	22.3	1.9	3.1
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	1563	713	122	2002	570	513
V/C Ratio(X)	0.87	0.05	0.78	0.69	0.10	0.17
Avail Cap(c_a), veh/h	1582	722	125	2028	570	513
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	20.2	12.7	36.5	12.3	18.9	19.3
Incr Delay (d2), s/veh	5.6	0.0	25.7	1.0	0.4	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	14.7	0.4	2.9	11.1	1.0	1.5
LnGrp Delay(d),s/veh	25.8	12.7	62.1	13.3	19.3	20.0
LnGrp LOS	C	B	E	B	B	C
Approach Vol, veh/h	1398			1483	145	
Approach Delay, s/veh	25.5			16.5	19.7	
Approach LOS	C			B	B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2	3	4				8
Phs Duration (G+Y+Rc), s		30.0	9.9	39.6				49.4
Change Period (Y+Rc), s		4.5	4.5	4.5				4.5
Max Green Setting (Gmax), s		25.5	5.5	35.5				45.5
Max Q Clear Time (g_c+I1), s		5.1	6.1	29.8				24.3
Green Ext Time (p_c), s		0.4	0.0	5.3				17.3

Intersection Summary	
HCM 2010 Ctrl Delay	20.8
HCM 2010 LOS	C

9a 593

Intersection	
Int Delay, s/veh	2.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Traffic Vol, veh/h	53	54	30	367	369	37
Future Vol, veh/h	53	54	30	367	369	37
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	100	0	150	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	2	2	3	1	1	0
Mvmt Flow	58	59	33	403	405	41

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	895	426	446	0	-	0
Stage 1	426	-	-	-	-	-
Stage 2	469	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.13	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.227	-	-	-
Pot Cap-1 Maneuver	311	628	1109	-	-	-
Stage 1	659	-	-	-	-	-
Stage 2	630	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	302	628	1109	-	-	-
Mov Cap-2 Maneuver	302	-	-	-	-	-
Stage 1	659	-	-	-	-	-
Stage 2	611	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	15.5	0.6	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	1109	-	302	628	-	-
HCM Lane V/C Ratio	0.03	-	0.193	0.094	-	-
HCM Control Delay (s)	8.3	-	19.7	11.3	-	-
HCM Lane LOS	A	-	C	B	-	-
HCM 95th %tile Q(veh)	0.1	-	0.7	0.3	-	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	136	1097	128	427	1567	17	183	97	312	27	158	232
Future Volume (veh/h)	136	1097	128	427	1567	17	183	97	312	27	158	232
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1845	1827	1900	1845	1863	1900	1863	1863	1900	1900	1845	1900
Adj Flow Rate, veh/h	146	1180	138	459	1685	18	197	104	335	29	170	249
Adj No. of Lanes	1	2	0	1	3	0	1	1	0	1	1	0
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	3	4	4	3	2	2	2	2	2	0	3	3
Cap, veh/h	174	1083	126	344	2296	25	182	134	433	163	234	343
Arrive On Green	0.10	0.35	0.35	0.20	0.44	0.44	0.35	0.35	0.35	0.35	0.35	0.35
Sat Flow, veh/h	1757	3133	365	1757	5188	55	964	389	1253	965	677	992
Grp Volume(v), veh/h	146	652	666	459	1101	602	197	0	439	29	0	419
Grp Sat Flow(s),veh/h/ln	1757	1736	1762	1757	1695	1853	964	0	1642	965	0	1670
Q Serve(g_s), s	9.8	41.5	41.5	23.5	32.2	32.2	15.2	0.0	28.7	3.3	0.0	26.3
Cycle Q Clear(g_c), s	9.8	41.5	41.5	23.5	32.2	32.2	41.5	0.0	28.7	32.0	0.0	26.3
Prop In Lane	1.00		0.21	1.00		0.03	1.00		0.76	1.00		0.59
Lane Grp Cap(c), veh/h	174	600	610	344	1501	820	182	0	568	163	0	577
V/C Ratio(X)	0.84	1.09	1.09	1.33	0.73	0.73	1.08	0.00	0.77	0.18	0.00	0.73
Avail Cap(c_a), veh/h	271	600	610	344	1501	820	182	0	568	163	0	577
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	53.1	39.2	39.3	48.3	27.6	27.6	54.9	0.0	35.0	49.3	0.0	34.3
Incr Delay (d2), s/veh	12.8	62.6	64.0	169.0	1.9	3.4	90.3	0.0	9.9	2.4	0.0	7.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.4	30.3	31.0	27.5	15.4	17.2	10.6	0.0	14.5	1.0	0.0	13.3
LnGrp Delay(d),s/veh	65.9	101.9	103.3	217.2	29.5	31.0	145.2	0.0	44.9	51.7	0.0	42.0
LnGrp LOS	E	F	F	F	C	C	F		D	D		D
Approach Vol, veh/h		1464			2162			636			448	
Approach Delay, s/veh		98.9			69.8			76.0			42.7	
Approach LOS		F			E			E			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2	3	4		6	7	8
Phs Duration (G+Y+Rc), s		46.0	28.0	46.0		46.0	16.4	57.6
Change Period (Y+Rc), s		4.5	4.5	4.5		4.5	4.5	4.5
Max Green Setting (Gmax), s		41.5	23.5	41.5		41.5	18.5	46.5
Max Q Clear Time (g_c+I1), s		43.5	25.5	43.5		34.0	11.8	34.2
Green Ext Time (p_c), s		0.0	0.0	0.0		3.8	0.2	10.9

Intersection Summary	
HCM 2010 Ctrl Delay	77.1
HCM 2010 LOS	E

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	160	1206	71	204	1465	222	19	0	52	141	5	198
Future Volume (veh/h)	160	1206	71	204	1465	222	19	0	52	141	5	198
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1829	1900	1863	1849	1900	1900	1863	1900	1900	1863	1900
Adj Flow Rate, veh/h	178	1340	79	227	1628	247	21	0	58	157	6	220
Adj No. of Lanes	1	2	0	1	3	0	0	1	0	1	1	0
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	4	4	2	3	3	2	2	2	0	2	2
Cap, veh/h	272	1560	92	263	2047	309	71	12	97	191	10	373
Arrive On Green	0.15	0.47	0.47	0.15	0.46	0.46	0.09	0.00	0.09	0.11	0.24	0.24
Sat Flow, veh/h	1774	3335	196	1774	4428	669	263	137	1105	1810	42	1547
Grp Volume(v), veh/h	178	697	722	227	1236	639	79	0	0	157	0	226
Grp Sat Flow(s),veh/h/ln	1774	1737	1794	1774	1683	1731	1505	0	0	1810	0	1590
Q Serve(g_s), s	8.9	33.6	33.8	11.8	29.4	29.7	2.0	0.0	0.0	8.0	0.0	11.9
Cycle Q Clear(g_c), s	8.9	33.6	33.8	11.8	29.4	29.7	4.6	0.0	0.0	8.0	0.0	11.9
Prop In Lane	1.00		0.11	1.00		0.39	0.27		0.73	1.00		0.97
Lane Grp Cap(c), veh/h	272	813	839	263	1556	800	181	0	0	191	0	383
V/C Ratio(X)	0.65	0.86	0.86	0.86	0.79	0.80	0.44	0.00	0.00	0.82	0.00	0.59
Avail Cap(c_a), veh/h	306	930	960	329	1844	949	382	0	0	240	0	649
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	37.6	22.3	22.4	39.3	21.6	21.6	41.3	0.0	0.0	41.3	0.0	31.7
Incr Delay (d2), s/veh	4.2	7.3	7.3	17.5	2.1	4.2	1.7	0.0	0.0	16.7	0.0	1.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.7	17.7	18.3	7.1	14.0	14.9	2.1	0.0	0.0	4.9	0.0	5.4
LnGrp Delay(d),s/veh	41.8	29.6	29.6	56.7	23.7	25.8	42.9	0.0	0.0	58.0	0.0	33.1
LnGrp LOS	D	C	C	E	C	C	D			E		C
Approach Vol, veh/h		1597			2102			79			383	
Approach Delay, s/veh		31.0			27.9			42.9			43.3	
Approach LOS		C			C			D			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4		6	7	8
Phs Duration (G+Y+Rc), s	14.4	12.8	18.5	48.6		27.3	19.0	48.1
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5		4.5	4.5	4.5
Max Green Setting (Gmax), s	12.5	21.5	17.5	50.5		38.5	16.3	51.7
Max Q Clear Time (g_c+I1), s	10.0	6.6	13.8	35.8		13.9	10.9	31.7
Green Ext Time (p_c), s	0.1	1.7	0.2	7.8		2.1	3.7	11.9

Intersection Summary	
HCM 2010 Ctrl Delay	30.8
HCM 2010 LOS	C

Qa 596

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑	↱	↰	↑↑↑	↰	↱
Traffic Volume (veh/h)	1496	35	150	2054	9	86
Future Volume (veh/h)	1496	35	150	2054	9	86
Number	4	14	3	8	5	12
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1827	1792	1429	1845	1776	1293
Adj Flow Rate, veh/h	1558	36	156	2140	9	90
Adj No. of Lanes	3	1	1	3	1	1
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	4	6	33	3	7	47
Cap, veh/h	2310	706	180	3287	395	257
Arrive On Green	0.46	0.46	0.13	0.65	0.23	0.23
Sat Flow, veh/h	5152	1524	1361	5202	1691	1099
Grp Volume(v), veh/h	1558	36	156	2140	9	90
Grp Sat Flow(s),veh/h/ln	1663	1524	1361	1679	1691	1099
Q Serve(g_s), s	19.3	1.0	8.9	20.3	0.3	5.4
Cycle Q Clear(g_c), s	19.3	1.0	8.9	20.3	0.3	5.4
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	2310	706	180	3287	395	257
V/C Ratio(X)	0.67	0.05	0.86	0.65	0.02	0.35
Avail Cap(c_a), veh/h	2362	722	180	3339	395	257
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	16.6	11.7	33.6	8.3	23.4	25.3
Incr Delay (d2), s/veh	0.7	0.0	32.7	0.4	0.1	3.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	9.0	0.4	5.0	9.4	0.2	1.9
LnGrp Delay(d),s/veh	17.3	11.7	66.3	8.8	23.5	29.1
LnGrp LOS	B	B	E	A	C	C
Approach Vol, veh/h	1594			2296	99	
Approach Delay, s/veh	17.2			12.7	28.6	
Approach LOS	B			B	C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2	3	4				8
Phs Duration (G+Y+Rc), s		23.0	15.0	41.2				56.2
Change Period (Y+Rc), s		4.5	4.5	4.5				4.5
Max Green Setting (Gmax), s		18.5	10.5	37.5				52.5
Max Q Clear Time (g_c+I1), s		7.4	10.9	21.3				22.3
Green Ext Time (p_c), s		0.2	0.0	15.4				27.6

Intersection Summary	
HCM 2010 Ctrl Delay	14.9
HCM 2010 LOS	B

Ga 597

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	22	1	8	73	128	57
Future Volume (veh/h)	22	1	8	73	128	57
Number	7	14	5	2	6	16
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1900	1863	1863	1863	1863
Adj Flow Rate, veh/h	25	0	9	79	139	62
Adj No. of Lanes	2	1	1	1	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	0	2	2	2	2
Cap, veh/h	115	52	22	937	481	409
Arrive On Green	0.03	0.00	0.01	0.50	0.26	0.26
Sat Flow, veh/h	3548	1615	1774	1863	1863	1583
Grp Volume(v), veh/h	25	0	9	79	139	62
Grp Sat Flow(s),veh/h/ln	1774	1615	1774	1863	1863	1583
Q Serve(g_s), s	0.1	0.0	0.1	0.4	1.2	0.6
Cycle Q Clear(g_c), s	0.1	0.0	0.1	0.4	1.2	0.6
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	115	52	22	937	481	409
V/C Ratio(X)	0.22	0.00	0.42	0.08	0.29	0.15
Avail Cap(c_a), veh/h	4306	1960	1786	8417	6108	5192
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	9.1	0.0	9.5	2.5	5.8	5.5
Incr Delay (d2), s/veh	0.9	0.0	12.2	0.0	0.3	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.0	0.1	0.2	0.6	0.3
LnGrp Delay(d),s/veh	10.1	0.0	21.7	2.5	6.1	5.7
LnGrp LOS	B		C	A	A	A
Approach Vol, veh/h	25			88	201	
Approach Delay, s/veh	10.1			4.5	6.0	
Approach LOS	B			A	A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4	5	6		
Phs Duration (G+Y+Rc), s		14.2		5.1	4.7	9.5		
Change Period (Y+Rc), s		4.5		4.5	4.5	4.5		
Max Green Setting (Gmax), s		87.5		23.5	19.5	63.5		
Max Q Clear Time (g_c+I1), s		2.4		2.1	2.1	3.2		
Green Ext Time (p_c), s		1.5		0.0	0.0	1.5		

Intersection Summary	
HCM 2010 Ctrl Delay	5.9
HCM 2010 LOS	A

Notes

4a 598

Intersection	
Int Delay, s/veh	22.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	105	0	19	1	0	20	67	448	8	123	393	136
Future Vol, veh/h	105	0	19	1	0	20	67	448	8	123	393	136
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	100	-	-	-	-	-	150	-	-	150	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	92	91	92	92	92	91	91	92	92	91	91
Heavy Vehicles, %	2	2	10	2	2	2	1	2	2	2	2	2
Mvmt Flow	115	0	21	1	0	22	74	492	9	134	432	149

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1429	1422	507	1428	1493	497	581	0	0	501	0	0
Stage 1	774	774	-	644	644	-	-	-	-	-	-	-
Stage 2	655	648	-	784	849	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.3	7.12	6.52	6.22	4.11	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.39	3.518	4.018	3.318	2.209	-	-	2.218	-	-
Pot Cap-1 Maneuver	~ 112	136	550	113	123	573	998	-	-	1063	-	-
Stage 1	391	408	-	461	468	-	-	-	-	-	-	-
Stage 2	455	466	-	386	377	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	~ 92	110	550	93	100	573	998	-	-	1063	-	-
Mov Cap-2 Maneuver	~ 92	110	-	93	100	-	-	-	-	-	-	-
Stage 1	362	357	-	427	433	-	-	-	-	-	-	-
Stage 2	405	431	-	325	329	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	222.5	13.2	1.1	1.7
HCM LOS	F	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	998	-	-	92	550	460	1063	-	-
HCM Lane V/C Ratio	0.074	-	-	1.254	0.038	0.05	0.126	-	-
HCM Control Delay (s)	8.9	-	-	260.6	11.8	13.2	8.9	-	-
HCM Lane LOS	A	-	-	F	B	B	A	-	-
HCM 95th %tile Q(veh)	0.2	-	-	8.2	0.1	0.2	0.4	-	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Ga 599

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	118	1393	190	286	1176	60	209	78	306	15	40	96
Future Volume (veh/h)	118	1393	190	286	1176	60	209	78	306	15	40	96
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1870	1900	1900	1883	1900
Adj Flow Rate, veh/h	126	1482	202	304	1251	64	222	83	326	16	43	102
Adj No. of Lanes	1	2	0	1	3	0	1	1	0	1	1	0
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2	2	0	0	0	3	3
Cap, veh/h	157	1477	199	318	2783	142	246	72	281	72	107	253
Arrive On Green	0.09	0.47	0.47	0.18	0.56	0.56	0.22	0.22	0.22	0.22	0.22	0.22
Sat Flow, veh/h	1774	3136	422	1774	4955	253	1238	333	1307	992	497	1178
Grp Volume(v), veh/h	126	829	855	304	856	459	222	0	409	16	0	145
Grp Sat Flow(s),veh/h/ln	1774	1770	1788	1774	1695	1818	1238	0	1640	992	0	1675
Q Serve(g_s), s	7.0	46.6	47.1	17.0	14.8	14.8	14.1	0.0	21.5	0.0	0.0	7.4
Cycle Q Clear(g_c), s	7.0	46.6	47.1	17.0	14.8	14.8	21.5	0.0	21.5	21.5	0.0	7.4
Prop In Lane	1.00		0.24	1.00		0.14	1.00		0.80	1.00		0.70
Lane Grp Cap(c), veh/h	157	833	842	318	1904	1021	246	0	353	72	0	360
V/C Ratio(X)	0.80	0.99	1.02	0.96	0.45	0.45	0.90	0.00	1.16	0.22	0.00	0.40
Avail Cap(c_a), veh/h	270	833	842	318	1904	1021	246	0	353	72	0	360
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	44.7	26.3	26.5	40.7	12.8	12.8	44.5	0.0	39.3	50.0	0.0	33.7
Incr Delay (d2), s/veh	9.3	29.6	35.0	39.1	0.2	0.3	36.7	0.0	99.0	7.0	0.0	3.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.8	29.4	31.3	11.7	6.9	7.5	8.6	0.0	19.4	0.6	0.0	3.8
LnGrp Delay(d),s/veh	54.0	55.9	61.4	79.8	13.0	13.2	81.2	0.0	138.3	57.0	0.0	37.1
LnGrp LOS	D	E	F	E	B	B	F		F	E		D
Approach Vol, veh/h		1810			1619			631			161	
Approach Delay, s/veh		58.4			25.6			118.2			39.0	
Approach LOS		E			C			F			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2	3	4		6	7	8
Phs Duration (G+Y+Rc), s		26.0	22.4	51.6		26.0	13.3	60.7
Change Period (Y+Rc), s		4.5	4.5	4.5		4.5	4.5	4.5
Max Green Setting (Gmax), s		21.5	17.9	47.1		21.5	15.2	49.8
Max Q Clear Time (g_c+I1), s		23.5	19.0	49.1		23.5	9.0	16.8
Green Ext Time (p_c), s		0.0	0.0	0.0		0.0	0.1	10.6

Intersection Summary	
HCM 2010 Ctrl Delay	54.0
HCM 2010 LOS	D

9a 600

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	46	1645	24	68	1425	28	74	2	211	19	2	26
Future Volume (veh/h)	46	1645	24	68	1425	28	74	2	211	19	2	26
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1900	1900	1863	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	50	1788	26	74	1549	30	80	2	229	21	2	28
Adj No. of Lanes	1	2	0	1	3	0	0	1	0	1	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	2	2	0	2	2	0	0	0	0	0	0
Cap, veh/h	65	1972	29	95	2922	57	115	15	248	39	30	420
Arrive On Green	0.04	0.55	0.55	0.05	0.57	0.57	0.21	0.21	0.21	0.02	0.28	0.28
Sat Flow, veh/h	1810	3572	52	1810	5138	100	347	68	1158	1810	109	1523
Grp Volume(v), veh/h	50	884	930	74	1022	557	311	0	0	21	0	30
Grp Sat Flow(s),veh/h/ln	1810	1770	1854	1810	1696	1846	1572	0	0	1810	0	1631
Q Serve(g_s), s	3.1	50.5	50.8	4.6	21.0	21.0	18.6	0.0	0.0	1.3	0.0	1.5
Cycle Q Clear(g_c), s	3.1	50.5	50.8	4.6	21.0	21.0	21.8	0.0	0.0	1.3	0.0	1.5
Prop In Lane	1.00		0.03	1.00		0.05	0.26		0.74	1.00		0.93
Lane Grp Cap(c), veh/h	65	977	1024	95	1929	1050	378	0	0	39	0	450
V/C Ratio(X)	0.77	0.90	0.91	0.78	0.53	0.53	0.82	0.00	0.00	0.54	0.00	0.07
Avail Cap(c_a), veh/h	143	1012	1060	107	1929	1050	398	0	0	82	0	510
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	54.0	22.6	22.7	52.8	15.0	15.0	43.3	0.0	0.0	54.7	0.0	30.1
Incr Delay (d2), s/veh	17.3	11.2	11.1	27.1	0.3	0.5	12.6	0.0	0.0	11.3	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.9	27.6	29.0	3.0	9.9	10.8	10.8	0.0	0.0	0.8	0.0	0.7
LnGrp Delay(d),s/veh	71.2	33.8	33.8	79.9	15.3	15.5	55.9	0.0	0.0	66.0	0.0	30.2
LnGrp LOS	E	C	C	E	B	B	E			E		C
Approach Vol, veh/h		1864			1653			311			51	
Approach Delay, s/veh		34.8			18.3			55.9			45.0	
Approach LOS		C			B			E			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4		6	7	8
Phs Duration (G+Y+Rc), s	6.9	28.7	10.4	66.8		35.6	8.5	68.7
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5		4.5	4.5	4.5
Max Green Setting (Gmax), s	5.1	25.7	6.7	64.5		35.3	8.9	62.3
Max Q Clear Time (g_c+I1), s	3.3	23.8	6.6	52.8		3.5	5.1	23.0
Green Ext Time (p_c), s	0.0	0.4	0.0	9.5		2.4	0.0	32.4

Intersection Summary	
HCM 2010 Ctrl Delay	29.6
HCM 2010 LOS	C

9a 601

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑	↱	↰	↑↑↑	↰	↱
Traffic Volume (veh/h)	1817	34	114	1568	58	172
Future Volume (veh/h)	1817	34	114	1568	58	172
Number	4	14	3	8	5	12
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1900	1900	1863	1863	1881
Adj Flow Rate, veh/h	1893	35	119	1633	60	179
Adj No. of Lanes	3	1	1	3	1	1
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	0	0	2	2	1
Cap, veh/h	2615	830	138	3292	423	381
Arrive On Green	0.51	0.51	0.08	0.65	0.24	0.24
Sat Flow, veh/h	5253	1615	1810	5253	1774	1599
Grp Volume(v), veh/h	1893	35	119	1633	60	179
Grp Sat Flow(s),veh/h/ln	1695	1615	1810	1695	1774	1599
Q Serve(g_s), s	22.7	0.8	5.1	13.1	2.1	7.6
Cycle Q Clear(g_c), s	22.7	0.8	5.1	13.1	2.1	7.6
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	2615	830	138	3292	423	381
V/C Ratio(X)	0.72	0.04	0.86	0.50	0.14	0.47
Avail Cap(c_a), veh/h	2690	854	138	3367	423	381
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	14.8	9.5	36.0	7.2	23.7	25.7
Incr Delay (d2), s/veh	1.0	0.0	39.7	0.1	0.7	4.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	10.7	0.4	4.1	6.1	1.1	3.8
LnGrp Delay(d),s/veh	15.8	9.5	75.7	7.3	24.4	29.9
LnGrp LOS	B	A	E	A	C	C
Approach Vol, veh/h	1928			1752	239	
Approach Delay, s/veh	15.7			12.0	28.5	
Approach LOS	B			B	C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2	3	4				8
Phs Duration (G+Y+Rc), s		23.3	10.5	45.0				55.5
Change Period (Y+Rc), s		4.5	4.5	4.5				4.5
Max Green Setting (Gmax), s		18.8	6.0	41.7				52.2
Max Q Clear Time (g_c+I1), s		9.6	7.1	24.7				15.1
Green Ext Time (p_c), s		0.5	0.0	15.8				32.2

Intersection Summary	
HCM 2010 Ctrl Delay	14.8
HCM 2010 LOS	B

Ga 602

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	87	8	2	142	127	21
Future Volume (veh/h)	87	8	2	142	127	21
Number	7	14	5	2	6	16
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1900	1863	1863	1863	1863
Adj Flow Rate, veh/h	103	0	2	154	138	23
Adj No. of Lanes	2	1	1	1	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	0	2	2	2	2
Cap, veh/h	383	174	9	856	448	381
Arrive On Green	0.11	0.00	0.00	0.46	0.24	0.24
Sat Flow, veh/h	3548	1615	1774	1863	1863	1583
Grp Volume(v), veh/h	103	0	2	154	138	23
Grp Sat Flow(s),veh/h/ln	1774	1615	1774	1863	1863	1583
Q Serve(g_s), s	0.6	0.0	0.0	1.0	1.3	0.2
Cycle Q Clear(g_c), s	0.6	0.0	0.0	1.0	1.3	0.2
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	383	174	9	856	448	381
V/C Ratio(X)	0.27	0.00	0.23	0.18	0.31	0.06
Avail Cap(c_a), veh/h	5544	2523	1407	7030	5149	4377
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	8.5	0.0	10.3	3.3	6.5	6.1
Incr Delay (d2), s/veh	0.4	0.0	13.4	0.1	0.4	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.0	0.0	0.5	0.7	0.1
LnGrp Delay(d),s/veh	8.9	0.0	23.8	3.4	6.9	6.2
LnGrp LOS	A		C	A	A	A
Approach Vol, veh/h	103			156	161	
Approach Delay, s/veh	8.9			3.7	6.8	
Approach LOS	A			A	A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4	5	6		
Phs Duration (G+Y+Rc), s		14.1		6.7	4.6	9.5		
Change Period (Y+Rc), s		4.5		4.5	4.5	4.5		
Max Green Setting (Gmax), s		78.5		32.5	16.5	57.5		
Max Q Clear Time (g_c+I1), s		3.0		2.6	2.0	3.3		
Green Ext Time (p_c), s		0.9		0.3	0.6	0.9		

Intersection Summary	
HCM 2010 Ctrl Delay	6.1
HCM 2010 LOS	A

Notes

Qa 603

Intersection	
Int Delay, s/veh	4.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	54	0	55	8	0	126	31	381	2	33	397	38
Future Vol, veh/h	54	0	55	8	0	126	31	381	2	33	397	38
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	100	-	-	-	-	-	150	-	-	150	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	92	91	92	92	92	91	91	92	92	91	91
Heavy Vehicles, %	2	2	2	2	2	2	3	1	2	2	1	0
Mvmt Flow	59	0	60	9	0	137	34	419	2	36	436	42

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1085	1018	457	1047	1038	420	478	0	0	421	0	0
Stage 1	529	529	-	488	488	-	-	-	-	-	-	-
Stage 2	556	489	-	559	550	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.13	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.227	-	-	2.218	-	-
Pot Cap-1 Maneuver	194	237	604	206	231	633	1079	-	-	1138	-	-
Stage 1	533	527	-	561	550	-	-	-	-	-	-	-
Stage 2	515	549	-	513	516	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	145	222	604	177	217	633	1079	-	-	1138	-	-
Mov Cap-2 Maneuver	145	222	-	177	217	-	-	-	-	-	-	-
Stage 1	516	510	-	543	533	-	-	-	-	-	-	-
Stage 2	391	532	-	447	500	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	28.6	13.9	0.6	0.6
HCM LOS	D	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1079	-	-	145	604	549	1138	-	-
HCM Lane V/C Ratio	0.032	-	-	0.409	0.1	0.265	0.032	-	-
HCM Control Delay (s)	8.4	-	-	46	11.6	13.9	8.3	-	-
HCM Lane LOS	A	-	-	E	B	B	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	1.8	0.3	1.1	0.1	-	-

Ga 604

HCM 2010 Signalized Intersection Summary
1: Barton Street & Van Buren Boulevard

9/5/2017

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	136	1097	162	585	1567	17	199	99	386	27	163	232
Future Volume (veh/h)	136	1097	162	585	1567	17	199	99	386	27	163	232
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1845	1827	1900	1845	1863	1900	1863	1863	1900	1900	1845	1900
Adj Flow Rate, veh/h	146	1180	174	629	1685	18	214	106	415	29	175	249
Adj No. of Lanes	1	2	0	1	3	0	1	1	0	1	1	0
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	3	4	4	3	2	2	2	2	2	0	3	3
Cap, veh/h	174	1050	154	344	2296	25	178	115	450	95	239	339
Arrive On Green	0.10	0.35	0.35	0.20	0.44	0.44	0.35	0.35	0.35	0.35	0.35	0.35
Sat Flow, veh/h	1757	3038	446	1757	5188	55	959	332	1301	895	690	982
Grp Volume(v), veh/h	146	672	682	629	1101	602	214	0	521	29	0	424
Grp Sat Flow(s),veh/h/ln	1757	1736	1748	1757	1695	1853	959	0	1633	895	0	1671
Q Serve(g_s), s	9.8	41.5	41.5	23.5	32.2	32.2	14.8	0.0	36.8	3.9	0.0	26.7
Cycle Q Clear(g_c), s	9.8	41.5	41.5	23.5	32.2	32.2	41.5	0.0	36.8	40.6	0.0	26.7
Prop In Lane	1.00		0.26	1.00		0.03	1.00		0.80	1.00		0.59
Lane Grp Cap(c), veh/h	174	600	605	344	1501	820	178	0	565	95	0	578
V/C Ratio(X)	0.84	1.12	1.13	1.83	0.73	0.73	1.20	0.00	0.92	0.30	0.00	0.73
Avail Cap(c_a), veh/h	271	600	605	344	1501	820	178	0	565	95	0	578
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	53.1	39.2	39.3	48.3	27.6	27.6	55.1	0.0	37.7	57.2	0.0	34.4
Incr Delay (d2), s/veh	12.8	74.4	77.0	383.9	1.9	3.4	131.1	0.0	22.9	8.1	0.0	8.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.4	32.2	32.9	48.1	15.4	17.2	12.4	0.0	20.1	1.2	0.0	13.5
LnGrp Delay(d),s/veh	65.9	113.6	116.3	432.2	29.5	31.0	186.2	0.0	60.6	65.3	0.0	42.4
LnGrp LOS	E	F	F	F	C	C	F		E	E		D
Approach Vol, veh/h		1500			2332			735			453	
Approach Delay, s/veh		110.2			138.5			97.2			43.9	
Approach LOS		F			F			F			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2	3	4		6	7	8
Phs Duration (G+Y+Rc), s		46.0	28.0	46.0		46.0	16.4	57.6
Change Period (Y+Rc), s		4.5	4.5	4.5		4.5	4.5	4.5
Max Green Setting (Gmax), s		41.5	23.5	41.5		41.5	18.5	46.5
Max Q Clear Time (g_c+I1), s		43.5	25.5	43.5		42.6	11.8	34.2
Green Ext Time (p_c), s		0.0	0.0	0.0		0.0	0.2	11.0

Intersection Summary	
HCM 2010 Ctrl Delay	115.5
HCM 2010 LOS	F

Ga 605

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	160	1206	145	249	1954	226	19	2	73	141	10	198
Future Volume (veh/h)	160	1206	145	249	1954	226	19	2	73	141	10	198
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1831	1900	1863	1848	1900	1900	1863	1900	1900	1863	1900
Adj Flow Rate, veh/h	178	1340	161	277	2171	251	21	2	81	157	11	220
Adj No. of Lanes	1	2	0	1	3	0	0	1	0	1	1	0
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	4	4	2	3	3	2	2	2	0	2	2
Cap, veh/h	209	1450	173	305	2380	271	59	14	116	186	18	367
Arrive On Green	0.12	0.46	0.46	0.17	0.52	0.52	0.10	0.10	0.10	0.10	0.24	0.24
Sat Flow, veh/h	1774	3130	374	1774	4597	523	198	140	1191	1810	76	1519
Grp Volume(v), veh/h	178	741	760	277	1579	843	104	0	0	157	0	231
Grp Sat Flow(s),veh/h/ln	1774	1739	1765	1774	1682	1756	1529	0	0	1810	0	1595
Q Serve(g_s), s	10.8	43.7	44.5	16.8	46.8	48.8	3.5	0.0	0.0	9.3	0.0	14.1
Cycle Q Clear(g_c), s	10.8	43.7	44.5	16.8	46.8	48.8	7.1	0.0	0.0	9.3	0.0	14.1
Prop In Lane	1.00		0.21	1.00		0.30	0.20		0.78	1.00		0.95
Lane Grp Cap(c), veh/h	209	806	818	305	1741	909	189	0	0	186	0	385
V/C Ratio(X)	0.85	0.92	0.93	0.91	0.91	0.93	0.55	0.00	0.00	0.84	0.00	0.60
Avail Cap(c_a), veh/h	211	806	818	319	1766	922	314	0	0	190	0	524
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	47.4	27.5	27.7	44.5	24.0	24.5	47.7	0.0	0.0	48.3	0.0	36.9
Incr Delay (d2), s/veh	26.8	15.6	16.8	27.5	7.2	15.0	2.5	0.0	0.0	27.5	0.0	1.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.8	24.3	25.4	10.6	23.2	27.2	3.2	0.0	0.0	6.1	0.0	6.4
LnGrp Delay(d),s/veh	74.2	43.1	44.5	72.0	31.2	39.5	50.2	0.0	0.0	75.8	0.0	38.4
LnGrp LOS	E	D	D	E	C	D	D			E		D
Approach Vol, veh/h		1679			2699			104			388	
Approach Delay, s/veh		47.0			38.0			50.2			53.5	
Approach LOS		D			D			D			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4		6	7	8
Phs Duration (G+Y+Rc), s	15.8	15.2	23.4	55.3		30.9	17.4	61.2
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5		4.5	4.5	4.5
Max Green Setting (Gmax), s	11.5	20.0	19.7	50.8		36.0	13.0	57.5
Max Q Clear Time (g_c+I1), s	11.3	9.1	18.8	46.5		16.1	12.8	50.8
Green Ext Time (p_c), s	0.0	1.6	0.1	3.2		2.2	0.2	6.0

Intersection Summary	
HCM 2010 Ctrl Delay	42.6
HCM 2010 LOS	D

Ga 606

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑	↱	↰	↑↑↑	↰	↱
Traffic Volume (veh/h)	1589	35	310	2252	9	161
Future Volume (veh/h)	1589	35	310	2252	9	161
Number	4	14	3	8	5	12
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1827	1792	1429	1845	1776	1293
Adj Flow Rate, veh/h	1655	36	323	2346	9	168
Adj No. of Lanes	3	1	1	3	1	1
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	4	6	33	3	7	47
Cap, veh/h	2395	732	339	3865	265	172
Arrive On Green	0.48	0.48	0.25	0.77	0.16	0.16
Sat Flow, veh/h	5152	1524	1361	5202	1691	1099
Grp Volume(v), veh/h	1655	36	323	2346	9	168
Grp Sat Flow(s),veh/h/ln	1663	1524	1361	1679	1691	1099
Q Serve(g_s), s	30.6	1.5	27.7	24.1	0.5	18.1
Cycle Q Clear(g_c), s	30.6	1.5	27.7	24.1	0.5	18.1
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	2395	732	339	3865	265	172
V/C Ratio(X)	0.69	0.05	0.95	0.61	0.03	0.98
Avail Cap(c_a), veh/h	2449	748	339	3919	265	172
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	24.0	16.4	43.9	6.0	42.4	49.8
Incr Delay (d2), s/veh	0.8	0.0	36.3	0.3	0.2	62.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	14.1	0.6	13.8	11.0	0.3	8.5
LnGrp Delay(d),s/veh	24.8	16.4	80.2	6.3	42.7	112.4
LnGrp LOS	C	B	F	A	D	F
Approach Vol, veh/h	1691			2669	177	
Approach Delay, s/veh	24.6			15.2	108.9	
Approach LOS	C			B	F	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2	3	4				8
Phs Duration (G+Y+Rc), s		23.1	34.1	61.5				95.6
Change Period (Y+Rc), s		4.5	4.5	4.5				4.5
Max Green Setting (Gmax), s		18.6	29.6	58.3				92.4
Max Q Clear Time (g_c+I1), s		20.1	29.7	32.6				26.1
Green Ext Time (p_c), s		0.0	0.0	24.4				58.6

Intersection Summary	
HCM 2010 Ctrl Delay	22.4
HCM 2010 LOS	C

Ga 607

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	97	7	20	73	128	217
Future Volume (veh/h)	97	7	20	73	128	217
Number	7	14	5	2	6	16
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1900	1863	1863	1863	1863
Adj Flow Rate, veh/h	112	0	22	79	139	236
Adj No. of Lanes	2	1	1	1	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	0	2	2	2	2
Cap, veh/h	392	179	51	939	528	449
Arrive On Green	0.11	0.00	0.03	0.50	0.28	0.28
Sat Flow, veh/h	3548	1615	1774	1863	1863	1583
Grp Volume(v), veh/h	112	0	22	79	139	236
Grp Sat Flow(s),veh/h/ln	1774	1615	1774	1863	1863	1583
Q Serve(g_s), s	0.7	0.0	0.3	0.5	1.4	2.9
Cycle Q Clear(g_c), s	0.7	0.0	0.3	0.5	1.4	2.9
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	392	179	51	939	528	449
V/C Ratio(X)	0.29	0.00	0.44	0.08	0.26	0.53
Avail Cap(c_a), veh/h	4175	1900	1253	6656	4982	4235
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	9.5	0.0	11.2	3.0	6.5	7.1
Incr Delay (d2), s/veh	0.4	0.0	5.8	0.0	0.3	1.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.0	0.2	0.3	0.7	1.4
LnGrp Delay(d),s/veh	9.9	0.0	17.0	3.0	6.7	8.0
LnGrp LOS	A		B	A	A	A
Approach Vol, veh/h	112			101	375	
Approach Delay, s/veh	9.9			6.1	7.5	
Approach LOS	A			A	A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4	5	6		
Phs Duration (G+Y+Rc), s		16.3		7.1	5.2	11.1		
Change Period (Y+Rc), s		4.5		4.5	4.5	4.5		
Max Green Setting (Gmax), s		83.5		27.5	16.5	62.5		
Max Q Clear Time (g_c+I1), s		2.5		2.7	2.3	4.9		
Green Ext Time (p_c), s		0.5		0.3	0.3	1.7		

Intersection Summary	
HCM 2010 Ctrl Delay	7.7
HCM 2010 LOS	A

Notes

Ga 608

Intersection	
Int Delay, s/veh	113.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	105	0	19	7	0	112	67	448	20	320	393	136
Future Vol, veh/h	105	0	19	7	0	112	67	448	20	320	393	136
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	100	-	-	-	-	-	150	-	-	150	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	92	91	92	92	92	91	91	92	92	91	91
Heavy Vehicles, %	2	2	10	2	2	2	1	2	2	2	2	2
Mvmt Flow	115	0	21	8	0	122	74	492	22	348	432	149

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1913	1863	507	1863	1927	503	581	0	0	514	0	0
Stage 1	1202	1202	-	650	650	-	-	-	-	-	-	-
Stage 2	711	661	-	1213	1277	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.3	7.12	6.52	6.22	4.11	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.39	3.518	4.018	3.318	2.209	-	-	2.218	-	-
Pot Cap-1 Maneuver	~ 51	73	550	56	67	569	998	-	-	1052	-	-
Stage 1	225	258	-	458	465	-	-	-	-	-	-	-
Stage 2	424	460	-	222	237	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	~ 28	45	550	38	42	569	998	-	-	1052	-	-
Mov Cap-2 Maneuver	~ 28	45	-	38	42	-	-	-	-	-	-	-
Stage 1	208	173	-	424	431	-	-	-	-	-	-	-
Stage 2	309	426	-	143	159	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	$ 1433.7	24.5	1.1	3.8
HCM LOS	F	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	998	-	-	28	550	312	1052	-	-
HCM Lane V/C Ratio	0.074	-	-	4.121	0.038	0.415	0.331	-	-
HCM Control Delay (s)	8.9	-	-	$ 1691	11.8	24.5	10.1	-	-
HCM Lane LOS	A	-	-	F	B	C	B	-	-
HCM 95th %tile Q(veh)	0.2	-	-	14	0.1	2	1.5	-	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

9a 609

HCM 2010 Signalized Intersection Summary
1: Barton Street & Van Buren Boulevard

9/5/2017

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	118	1393	212	390	1176	60	242	83	458	15	43	96
Future Volume (veh/h)	118	1393	212	390	1176	60	242	83	458	15	43	96
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1868	1900	1900	1882	1900
Adj Flow Rate, veh/h	126	1482	226	415	1251	64	257	88	487	16	46	102
Adj No. of Lanes	1	2	0	1	3	0	1	1	0	1	1	0
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2	2	0	0	0	3	3
Cap, veh/h	153	1464	220	303	2768	142	269	60	334	60	126	280
Arrive On Green	0.09	0.47	0.47	0.17	0.56	0.56	0.24	0.24	0.24	0.24	0.24	0.24
Sat Flow, veh/h	1774	3087	464	1774	4955	253	1235	249	1377	851	522	1157
Grp Volume(v), veh/h	126	840	868	415	856	459	257	0	575	16	0	148
Grp Sat Flow(s),veh/h/ln	1774	1770	1781	1774	1695	1818	1235	0	1625	851	0	1678
Q Serve(g_s), s	8.4	56.9	56.9	20.5	17.9	17.9	20.3	0.0	29.1	0.0	0.0	8.8
Cycle Q Clear(g_c), s	8.4	56.9	56.9	20.5	17.9	17.9	29.1	0.0	29.1	29.1	0.0	8.8
Prop In Lane	1.00		0.26	1.00		0.14	1.00		0.85	1.00		0.69
Lane Grp Cap(c), veh/h	153	839	844	303	1894	1016	269	0	394	60	0	407
V/C Ratio(X)	0.82	1.00	1.03	1.37	0.45	0.45	0.96	0.00	1.46	0.27	0.00	0.36
Avail Cap(c_a), veh/h	241	839	844	303	1894	1016	269	0	394	60	0	407
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	53.9	31.5	31.6	49.8	15.6	15.6	51.7	0.0	45.5	60.0	0.0	37.8
Incr Delay (d2), s/veh	12.0	31.5	38.2	185.9	0.2	0.3	44.6	0.0	220.1	10.6	0.0	2.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.6	35.1	36.9	25.7	8.4	9.0	11.8	0.0	37.1	0.7	0.0	4.4
LnGrp Delay(d),s/veh	65.9	63.0	69.7	235.6	15.8	15.9	96.3	0.0	265.5	70.6	0.0	40.3
LnGrp LOS	E	F	F	F	B	B	F		F	E		D
Approach Vol, veh/h		1834			1730			832			164	
Approach Delay, s/veh		66.4			68.6			213.3			43.2	
Approach LOS		E			E			F			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2	3	4		6	7	8
Phs Duration (G+Y+Rc), s		33.6	25.0	61.4		33.6	14.9	71.5
Change Period (Y+Rc), s		4.5	4.5	4.5		4.5	4.5	4.5
Max Green Setting (Gmax), s		29.1	20.5	56.9		29.1	16.3	61.1
Max Q Clear Time (g_c+I1), s		31.1	22.5	58.9		31.1	10.4	19.9
Green Ext Time (p_c), s		0.0	0.0	0.0		0.0	0.1	30.4

Intersection Summary	
HCM 2010 Ctrl Delay	93.2
HCM 2010 LOS	F

9a 610

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	46	1645	176	105	1529	28	74	7	264	19	5	26
Future Volume (veh/h)	46	1645	176	105	1529	28	74	7	264	19	5	26
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1866	1900	1900	1863	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	50	1788	191	114	1662	30	80	8	287	21	5	28
Adj No. of Lanes	1	2	0	1	3	0	0	1	0	1	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	2	2	0	2	2	0	0	0	0	0	0
Cap, veh/h	65	1780	187	134	3024	55	96	16	244	38	65	366
Arrive On Green	0.04	0.55	0.55	0.07	0.59	0.59	0.20	0.20	0.20	0.02	0.26	0.26
Sat Flow, veh/h	1810	3239	340	1810	5146	93	293	78	1210	1810	250	1402
Grp Volume(v), veh/h	50	964	1015	114	1095	597	375	0	0	21	0	33
Grp Sat Flow(s),veh/h/ln	1810	1773	1806	1810	1696	1847	1581	0	0	1810	0	1653
Q Serve(g_s), s	3.2	63.0	64.5	7.3	23.1	23.1	20.8	0.0	0.0	1.3	0.0	1.8
Cycle Q Clear(g_c), s	3.2	63.0	64.5	7.3	23.1	23.1	23.7	0.0	0.0	1.3	0.0	1.8
Prop In Lane	1.00		0.19	1.00		0.05	0.21		0.77	1.00		0.85
Lane Grp Cap(c), veh/h	65	974	993	134	1993	1086	356	0	0	38	0	432
V/C Ratio(X)	0.77	0.99	1.02	0.85	0.55	0.55	1.05	0.00	0.00	0.55	0.00	0.08
Avail Cap(c_a), veh/h	137	974	993	134	1993	1086	356	0	0	79	0	469
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	56.1	26.1	26.4	53.7	14.7	14.7	48.0	0.0	0.0	56.9	0.0	32.7
Incr Delay (d2), s/veh	17.2	26.2	34.4	37.4	0.3	0.6	62.0	0.0	0.0	11.7	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.9	37.6	41.5	5.0	10.9	11.9	17.6	0.0	0.0	0.8	0.0	0.8
LnGrp Delay(d),s/veh	73.3	52.3	60.8	91.1	15.1	15.3	110.0	0.0	0.0	68.6	0.0	32.7
LnGrp LOS	E	D	F	F	B	B	F			E		C
Approach Vol, veh/h		2029			1806			375			54	
Approach Delay, s/veh		57.1			19.9			110.0			46.7	
Approach LOS		E			B			F			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4		6	7	8
Phs Duration (G+Y+Rc), s	7.0	28.2	13.2	69.0		35.2	8.7	73.5
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5		4.5	4.5	4.5
Max Green Setting (Gmax), s	5.1	23.7	8.7	64.5		33.3	8.9	64.3
Max Q Clear Time (g_c+I1), s	3.3	25.7	9.3	66.5		3.8	5.2	25.1
Green Ext Time (p_c), s	0.0	0.0	0.0	0.0		3.0	0.0	34.6

Intersection Summary	
HCM 2010 Ctrl Delay	45.9
HCM 2010 LOS	D

Ga 611

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑	↱	↰	↑↑↑	↰	↱
Traffic Volume (veh/h)	2017	34	246	1706	58	367
Future Volume (veh/h)	2017	34	246	1706	58	367
Number	4	14	3	8	5	12
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1900	1900	1863	1863	1881
Adj Flow Rate, veh/h	2101	35	256	1777	60	382
Adj No. of Lanes	3	1	1	3	1	1
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	0	0	2	2	1
Cap, veh/h	2561	813	289	3576	385	347
Arrive On Green	0.50	0.50	0.16	0.70	0.22	0.22
Sat Flow, veh/h	5253	1615	1810	5253	1774	1599
Grp Volume(v), veh/h	2101	35	256	1777	60	382
Grp Sat Flow(s),veh/h/ln	1695	1615	1810	1695	1774	1599
Q Serve(g_s), s	39.4	1.2	15.6	18.0	3.1	24.5
Cycle Q Clear(g_c), s	39.4	1.2	15.6	18.0	3.1	24.5
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	2561	813	289	3576	385	347
V/C Ratio(X)	0.82	0.04	0.89	0.50	0.16	1.10
Avail Cap(c_a), veh/h	2591	823	393	3898	385	347
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	23.7	14.2	46.4	7.6	35.8	44.2
Incr Delay (d2), s/veh	2.2	0.0	16.7	0.1	0.9	78.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	18.8	0.6	9.2	8.3	1.6	18.4
LnGrp Delay(d),s/veh	25.9	14.2	63.1	7.8	36.7	122.2
LnGrp LOS	C	B	E	A	D	F
Approach Vol, veh/h	2136			2033	442	
Approach Delay, s/veh	25.7			14.7	110.6	
Approach LOS	C			B	F	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2	3	4				8
Phs Duration (G+Y+Rc), s		29.0	22.5	61.3				83.8
Change Period (Y+Rc), s		4.5	4.5	4.5				4.5
Max Green Setting (Gmax), s		24.5	24.5	57.5				86.5
Max Q Clear Time (g_c+I1), s		26.5	17.6	41.4				20.0
Green Ext Time (p_c), s		0.0	0.4	15.4				57.2

Intersection Summary	
HCM 2010 Ctrl Delay	29.0
HCM 2010 LOS	C

9a 612

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	282	20	10	142	127	153
Future Volume (veh/h)	282	20	10	142	127	153
Number	7	14	5	2	6	16
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1900	1863	1863	1863	1863
Adj Flow Rate, veh/h	328	0	11	154	138	166
Adj No. of Lanes	2	1	1	1	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	0	2	2	2	2
Cap, veh/h	670	305	26	843	481	409
Arrive On Green	0.19	0.00	0.01	0.45	0.26	0.26
Sat Flow, veh/h	3548	1615	1774	1863	1863	1583
Grp Volume(v), veh/h	328	0	11	154	138	166
Grp Sat Flow(s),veh/h/ln	1774	1615	1774	1863	1863	1583
Q Serve(g_s), s	2.1	0.0	0.2	1.2	1.5	2.2
Cycle Q Clear(g_c), s	2.1	0.0	0.2	1.2	1.5	2.2
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	670	305	26	843	481	409
V/C Ratio(X)	0.49	0.00	0.42	0.18	0.29	0.41
Avail Cap(c_a), veh/h	6009	2735	954	5085	3749	3186
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	9.1	0.0	12.3	4.1	7.5	7.7
Incr Delay (d2), s/veh	0.6	0.0	10.4	0.1	0.3	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	0.0	0.1	0.6	0.8	1.0
LnGrp Delay(d),s/veh	9.7	0.0	22.7	4.2	7.8	8.4
LnGrp LOS	A		C	A	A	A
Approach Vol, veh/h	328			165	304	
Approach Delay, s/veh	9.7			5.4	8.1	
Approach LOS	A			A	A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4	5	6		
Phs Duration (G+Y+Rc), s		15.9		9.2	4.9	11.0		
Change Period (Y+Rc), s		4.5		4.5	4.5	4.5		
Max Green Setting (Gmax), s		68.5		42.5	13.5	50.5		
Max Q Clear Time (g_c+I1), s		3.2		4.1	2.2	4.2		
Green Ext Time (p_c), s		2.3		1.2	0.0	2.3		

Intersection Summary	
HCM 2010 Ctrl Delay	8.2
HCM 2010 LOS	A

Notes

9a 613

Intersection	
Int Delay, s/veh	25.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	54	0	55	20	0	316	31	381	10	162	397	38
Future Vol, veh/h	54	0	55	20	0	316	31	381	10	162	397	38
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	100	-	-	-	-	-	150	-	-	150	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	92	91	92	92	92	91	91	92	92	91	91
Heavy Vehicles, %	2	2	2	2	2	2	3	1	2	2	1	0
Mvmt Flow	59	0	60	22	0	343	34	419	11	176	436	42

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1473	1307	457	1332	1322	424	478	0	0	430	0	0
Stage 1	809	809	-	492	492	-	-	-	-	-	-	-
Stage 2	664	498	-	840	830	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.13	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.227	-	-	2.218	-	-
Pot Cap-1 Maneuver	105	160	604	131	156	630	1079	-	-	1129	-	-
Stage 1	374	394	-	558	548	-	-	-	-	-	-	-
Stage 2	450	544	-	360	385	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	~ 41	131	604	101	128	630	1079	-	-	1129	-	-
Mov Cap-2 Maneuver	~ 41	131	-	101	128	-	-	-	-	-	-	-
Stage 1	362	333	-	540	531	-	-	-	-	-	-	-
Stage 2	198	527	-	273	325	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	230.2	32.6	0.6	2.4
HCM LOS	F	D		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1079	-	-	41	604	480	1129	-	-
HCM Lane V/C Ratio	0.032	-	-	1.447	0.1	0.761	0.156	-	-
HCM Control Delay (s)	8.4	-	-	$ 452.9	11.6	32.6	8.8	-	-
HCM Lane LOS	A	-	-	F	B	D	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	6	0.3	6.6	0.6	-	-

Notes

~: Volume exceeds capacity $: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Ga 614

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	239	2393	349	474	1974	32	251	138	277	63	179	343
Future Volume (veh/h)	239	2393	349	474	1974	32	251	138	277	63	179	343
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1845	1827	1827	1845	1845	1900	1845	1845	1900	1845	1845	1900
Adj Flow Rate, veh/h	257	2573	375	510	2123	34	270	148	298	68	192	369
Adj No. of Lanes	1	3	1	2	3	0	1	1	0	1	1	0
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	3	4	4	3	3	3	3	3	3	3	3	3
Cap, veh/h	183	1891	589	383	1979	32	198	169	341	87	139	267
Arrive On Green	0.10	0.38	0.38	0.11	0.39	0.39	0.11	0.31	0.31	0.05	0.25	0.25
Sat Flow, veh/h	1757	4988	1553	3408	5106	82	1757	548	1103	1757	566	1087
Grp Volume(v), veh/h	257	2573	375	510	1395	762	270	0	446	68	0	561
Grp Sat Flow(s),veh/h/ln	1757	1663	1553	1704	1679	1830	1757	0	1650	1757	0	1653
Q Serve(g_s), s	12.5	45.5	23.7	13.5	46.5	46.5	13.5	0.0	30.7	4.6	0.0	29.5
Cycle Q Clear(g_c), s	12.5	45.5	23.7	13.5	46.5	46.5	13.5	0.0	30.7	4.6	0.0	29.5
Prop In Lane	1.00		1.00	1.00		0.04	1.00		0.67	1.00		0.66
Lane Grp Cap(c), veh/h	183	1891	589	383	1301	709	198	0	510	87	0	406
V/C Ratio(X)	1.40	1.36	0.64	1.33	1.07	1.07	1.37	0.00	0.87	0.79	0.00	1.38
Avail Cap(c_a), veh/h	183	1891	589	383	1301	709	198	0	510	92	0	406
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	53.8	37.3	30.5	53.3	36.8	36.8	53.3	0.0	39.3	56.4	0.0	45.3
Incr Delay (d2), s/veh	211.4	165.8	2.3	165.5	46.8	55.5	193.7	0.0	18.5	33.4	0.0	186.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	16.8	49.9	10.5	15.2	30.0	34.4	17.2	0.0	16.6	3.0	0.0	34.4
LnGrp Delay(d),s/veh	265.1	203.0	32.8	218.8	83.6	92.3	246.9	0.0	57.8	89.8	0.0	231.4
LnGrp LOS	F	F	C	F	F	F	F		E	F		F
Approach Vol, veh/h		3205			2667			716			629	
Approach Delay, s/veh		188.1			111.9			129.1			216.0	
Approach LOS		F			F			F			F	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.4	41.6	18.0	50.0	18.0	34.0	17.0	51.0
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	6.3	36.7	13.5	45.5	13.5	29.5	12.5	46.5
Max Q Clear Time (g_c+I1), s	6.6	32.7	15.5	47.5	15.5	31.5	14.5	48.5
Green Ext Time (p_c), s	0.0	2.3	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 2010 Ctrl Delay	156.5
HCM 2010 LOS	F

9a 615



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	32	2722	127	671	2646	64	27	5	149	97	24	47
Future Volume (veh/h)	32	2722	127	671	2646	64	27	5	149	97	24	47
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1810	1810	1810	1810	1810	1810	1810	1810	1810	1810	1810	1900
Adj Flow Rate, veh/h	35	2959	138	729	2876	70	29	5	162	105	26	51
Adj No. of Lanes	1	3	1	2	3	1	1	1	1	1	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	5	5	5	5	5	5	5	5	5	5	5	5
Cap, veh/h	50	2725	848	683	3589	1117	169	230	195	209	69	136
Arrive On Green	0.03	0.55	0.55	0.20	0.73	0.73	0.13	0.13	0.13	0.13	0.13	0.13
Sat Flow, veh/h	1723	4940	1538	3343	4940	1538	1279	1810	1538	1179	547	1073
Grp Volume(v), veh/h	35	2959	138	729	2876	70	29	5	162	105	0	77
Grp Sat Flow(s),veh/h/ln	1723	1647	1538	1672	1647	1538	1279	1810	1538	1179	0	1620
Q Serve(g_s), s	2.3	63.5	5.1	23.5	43.9	1.5	2.4	0.3	11.8	9.9	0.0	5.0
Cycle Q Clear(g_c), s	2.3	63.5	5.1	23.5	43.9	1.5	7.5	0.3	11.8	10.1	0.0	5.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.66
Lane Grp Cap(c), veh/h	50	2725	848	683	3589	1117	169	230	195	209	0	206
V/C Ratio(X)	0.69	1.09	0.16	1.07	0.80	0.06	0.17	0.02	0.83	0.50	0.00	0.37
Avail Cap(c_a), veh/h	75	2725	848	683	3589	1117	224	307	261	259	0	274
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	55.4	25.8	12.7	45.8	10.3	4.5	49.5	44.0	49.0	48.4	0.0	46.1
Incr Delay (d2), s/veh	15.7	45.7	0.1	54.1	1.4	0.0	0.5	0.0	15.3	1.9	0.0	1.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	40.3	2.2	15.9	19.9	0.6	0.9	0.1	5.8	3.3	0.0	2.3
LnGrp Delay(d),s/veh	71.1	71.5	12.8	99.9	11.7	4.5	50.0	44.0	64.3	50.3	0.0	47.2
LnGrp LOS	E	F	B	F	B	A	D	D	E	D		D
Approach Vol, veh/h		3132			3675			196			182	
Approach Delay, s/veh		68.9			29.0			61.6			49.0	
Approach LOS		E			C			E			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2	3	4		6	7	8
Phs Duration (G+Y+Rc), s		19.1	28.0	68.0		19.1	7.9	88.1
Change Period (Y+Rc), s		4.5	4.5	4.5		4.5	4.5	4.5
Max Green Setting (Gmax), s		19.5	23.5	63.5		19.5	5.0	82.0
Max Q Clear Time (g_c+I1), s		13.8	25.5	65.5		12.1	4.3	45.9
Green Ext Time (p_c), s		0.8	0.0	0.0		0.9	0.0	36.0

Intersection Summary	
HCM 2010 Ctrl Delay	47.8
HCM 2010 LOS	D

9a 616

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑	↱	↰↰	↑↑↑	↰↰	↱↱
Traffic Volume (veh/h)	3168	195	1250	3167	80	519
Future Volume (veh/h)	3168	195	1250	3167	80	519
Number	4	14	3	8	5	12
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1810	1810	1810	1810	1810	1810
Adj Flow Rate, veh/h	3300	203	1302	3299	83	541
Adj No. of Lanes	3	1	2	3	2	2
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	5	5	5	5	5	5
Cap, veh/h	2120	660	989	3767	543	440
Arrive On Green	0.43	0.43	0.30	0.76	0.16	0.16
Sat Flow, veh/h	5103	1538	3343	5103	3343	2707
Grp Volume(v), veh/h	3300	203	1302	3299	83	541
Grp Sat Flow(s),veh/h/ln	1647	1538	1672	1647	1672	1354
Q Serve(g_s), s	51.5	10.4	35.5	57.3	2.6	19.5
Cycle Q Clear(g_c), s	51.5	10.4	35.5	57.3	2.6	19.5
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	2120	660	989	3767	543	440
V/C Ratio(X)	1.56	0.31	1.32	0.88	0.15	1.23
Avail Cap(c_a), veh/h	2120	660	989	3767	543	440
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	34.3	22.5	42.3	10.2	43.2	50.3
Incr Delay (d2), s/veh	252.8	0.3	149.6	2.6	0.6	122.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	73.0	4.4	36.9	26.3	1.2	14.8
LnGrp Delay(d),s/veh	287.0	22.8	191.8	12.8	43.8	172.2
LnGrp LOS	F	C	F	B	D	F
Approach Vol, veh/h	3503			4601	624	
Approach Delay, s/veh	271.7			63.5	155.1	
Approach LOS	F			E	F	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2	3	4				8
Phs Duration (G+Y+Rc), s		24.0	40.0	56.0				96.0
Change Period (Y+Rc), s		4.5	4.5	4.5				4.5
Max Green Setting (Gmax), s		19.5	35.5	51.5				91.5
Max Q Clear Time (g_c+I1), s		21.5	37.5	53.5				59.3
Green Ext Time (p_c), s		0.0	0.0	0.0				32.1

Intersection Summary	
HCM 2010 Ctrl Delay	153.6
HCM 2010 LOS	F

617

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	150	116	116	152	26	27	81	768	323	92	853	80
Future Volume (veh/h)	150	116	116	152	26	27	81	768	323	92	853	80
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1845	1845	1900	1845	1845	1900	1845	1845	1900	1845	1845	1900
Adj Flow Rate, veh/h	163	126	126	165	28	29	88	835	351	100	927	87
Adj No. of Lanes	1	2	0	1	2	0	1	2	0	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	305	205	183	204	103	92	113	1163	487	128	1591	149
Arrive On Green	0.17	0.12	0.12	0.12	0.06	0.06	0.06	0.48	0.48	0.07	0.49	0.49
Sat Flow, veh/h	1757	1752	1568	1757	1752	1568	1757	2410	1009	1757	3239	304
Grp Volume(v), veh/h	163	126	126	165	28	29	88	607	579	100	501	513
Grp Sat Flow(s),veh/h/ln	1757	1752	1568	1757	1752	1568	1757	1752	1667	1757	1752	1791
Q Serve(g_s), s	7.2	5.8	6.6	7.8	1.3	1.5	4.2	23.3	23.4	4.8	17.3	17.3
Cycle Q Clear(g_c), s	7.2	5.8	6.6	7.8	1.3	1.5	4.2	23.3	23.4	4.8	17.3	17.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.61	1.00		0.17
Lane Grp Cap(c), veh/h	305	205	183	204	103	92	113	846	804	128	861	879
V/C Ratio(X)	0.53	0.62	0.69	0.81	0.27	0.31	0.78	0.72	0.72	0.78	0.58	0.58
Avail Cap(c_a), veh/h	382	381	341	382	381	341	258	1082	1029	258	1082	1106
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	32.0	35.7	36.1	36.7	38.3	38.4	39.2	17.4	17.4	38.7	15.4	15.4
Incr Delay (d2), s/veh	1.4	3.0	4.5	7.5	1.4	1.9	10.8	1.7	1.8	9.8	0.6	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.6	3.0	3.1	4.2	0.7	0.7	2.4	11.5	11.0	2.7	8.5	8.7
LnGrp Delay(d),s/veh	33.4	38.7	40.6	44.2	39.7	40.3	49.9	19.1	19.2	48.6	16.1	16.0
LnGrp LOS	C	D	D	D	D	D	D	B	B	D	B	B
Approach Vol, veh/h		415			222			1274			1114	
Approach Delay, s/veh		37.2			43.1			21.3			19.0	
Approach LOS		D			D			C			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.7	45.5	14.4	14.4	10.0	46.2	19.3	9.5
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	12.5	52.5	18.5	18.5	12.5	52.5	18.5	18.5
Max Q Clear Time (g_c+I1), s	6.8	25.4	9.8	8.6	6.2	19.3	9.2	3.5
Green Ext Time (p_c), s	0.1	15.6	0.3	1.4	0.1	17.4	1.3	0.2

Intersection Summary	
HCM 2010 Ctrl Delay	24.2
HCM 2010 LOS	C

Ga 618

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	572	11	18	72	125	1020
Future Volume (veh/h)	572	11	18	72	125	1020
Number	7	14	5	2	6	16
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1810	1900	1810	1810	1810	1810
Adj Flow Rate, veh/h	633	0	20	78	136	1109
Adj No. of Lanes	2	1	1	1	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	5	0	5	5	5	5
Cap, veh/h	908	426	42	981	761	1052
Arrive On Green	0.26	0.00	0.02	0.54	0.42	0.42
Sat Flow, veh/h	3447	1615	1723	1810	1810	1538
Grp Volume(v), veh/h	633	0	20	78	136	1109
Grp Sat Flow(s),veh/h/ln	1723	1615	1723	1810	1810	1538
Q Serve(g_s), s	7.7	0.0	0.5	1.0	2.2	19.5
Cycle Q Clear(g_c), s	7.7	0.0	0.5	1.0	2.2	19.5
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	908	426	42	981	761	1052
V/C Ratio(X)	0.70	0.00	0.47	0.08	0.18	1.05
Avail Cap(c_a), veh/h	6060	2840	204	1152	761	1052
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	15.4	0.0	22.3	5.1	8.4	5.4
Incr Delay (d2), s/veh	1.0	0.0	8.0	0.0	0.1	43.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.7	0.0	0.3	0.5	1.1	25.7
LnGrp Delay(d),s/veh	16.4	0.0	30.3	5.1	8.5	48.4
LnGrp LOS	B		C	A	A	F
Approach Vol, veh/h	633			98	1245	
Approach Delay, s/veh	16.4			10.3	44.1	
Approach LOS	B			B	D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4	5	6		
Phs Duration (G+Y+Rc), s		29.6		16.7	5.6	24.0		
Change Period (Y+Rc), s		4.5		4.5	4.5	4.5		
Max Green Setting (Gmax), s		29.5		81.5	5.5	19.5		
Max Q Clear Time (g_c+I1), s		3.0		9.7	2.5	21.5		
Green Ext Time (p_c), s		0.4		2.5	0.1	0.0		

Intersection Summary	
HCM 2010 Ctrl Delay	33.5
HCM 2010 LOS	C

Notes

Qa 619

Intersection	
Int Delay, s/veh	0.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	11	2	669	26	7	1001
Future Vol, veh/h	11	2	669	26	7	1001
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	150	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	12	2	727	28	8	1088

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1300	378	0	0	755	0
Stage 1	741	-	-	-	-	-
Stage 2	559	-	-	-	-	-
Critical Hdwy	6.86	6.96	-	-	4.16	-
Critical Hdwy Stg 1	5.86	-	-	-	-	-
Critical Hdwy Stg 2	5.86	-	-	-	-	-
Follow-up Hdwy	3.53	3.33	-	-	2.23	-
Pot Cap-1 Maneuver	152	617	-	-	845	-
Stage 1	429	-	-	-	-	-
Stage 2	533	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	151	617	-	-	845	-
Mov Cap-2 Maneuver	151	-	-	-	-	-
Stage 1	429	-	-	-	-	-
Stage 2	528	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	27.9	0	0.1
HCM LOS	D		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	- 171	845	-
HCM Lane V/C Ratio	-	- 0.083	0.009	-
HCM Control Delay (s)	-	- 27.9	9.3	-
HCM Lane LOS	-	- D	A	-
HCM 95th %tile Q(veh)	-	- 0.3	0	-

9a 620

Intersection	
Int Delay, s/veh	0.4

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	15	3	663	32	9	993
Future Vol, veh/h	15	3	663	32	9	993
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	150	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	16	3	721	35	10	1079

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1297	378	0	0	755	0
Stage 1	738	-	-	-	-	-
Stage 2	559	-	-	-	-	-
Critical Hdwy	6.86	6.96	-	-	4.16	-
Critical Hdwy Stg 1	5.86	-	-	-	-	-
Critical Hdwy Stg 2	5.86	-	-	-	-	-
Follow-up Hdwy	3.53	3.33	-	-	2.23	-
Pot Cap-1 Maneuver	152	617	-	-	845	-
Stage 1	431	-	-	-	-	-
Stage 2	533	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	150	617	-	-	845	-
Mov Cap-2 Maneuver	150	-	-	-	-	-
Stage 1	431	-	-	-	-	-
Stage 2	527	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	28.6	0	0.1
HCM LOS	D		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	- 172	845	-
HCM Lane V/C Ratio	-	- 0.114	0.012	-
HCM Control Delay (s)	-	- 28.6	9.3	-
HCM Lane LOS	-	- D	A	-
HCM 95th %tile Q(veh)	-	- 0.4	0	-

GA 621

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	161	1726	372	254	2206	49	400	41	253	26	22	112
Future Volume (veh/h)	161	1726	372	254	2206	49	400	41	253	26	22	112
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1845	1845	1845	1845	1845	1900	1845	1845	1900	1845	1845	1900
Adj Flow Rate, veh/h	171	1836	396	270	2347	52	426	44	269	28	23	119
Adj No. of Lanes	1	3	1	2	3	0	1	1	0	1	1	0
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	200	2648	825	341	2597	57	289	58	352	142	66	344
Arrive On Green	0.11	0.53	0.53	0.10	0.51	0.51	0.26	0.26	0.26	0.26	0.26	0.26
Sat Flow, veh/h	1757	5036	1568	3408	5070	112	1229	225	1377	1052	260	1347
Grp Volume(v), veh/h	171	1836	396	270	1552	847	426	0	313	28	0	142
Grp Sat Flow(s),veh/h/ln	1757	1679	1568	1704	1679	1825	1229	0	1602	1052	0	1607
Q Serve(g_s), s	10.9	31.0	18.2	8.8	47.7	48.1	20.9	0.0	20.6	2.9	0.0	8.2
Cycle Q Clear(g_c), s	10.9	31.0	18.2	8.8	47.7	48.1	29.1	0.0	20.6	23.5	0.0	8.2
Prop In Lane	1.00		1.00	1.00		0.06	1.00		0.86	1.00		0.84
Lane Grp Cap(c), veh/h	200	2648	825	341	1720	935	289	0	409	142	0	411
V/C Ratio(X)	0.86	0.69	0.48	0.79	0.90	0.91	1.48	0.00	0.76	0.20	0.00	0.35
Avail Cap(c_a), veh/h	251	2648	825	613	1801	979	289	0	409	142	0	411
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	49.6	20.2	17.1	50.1	25.2	25.3	48.8	0.0	39.2	50.1	0.0	34.6
Incr Delay (d2), s/veh	20.3	0.8	0.4	4.1	6.6	11.5	232.2	0.0	12.8	3.1	0.0	2.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.4	14.5	8.0	4.4	23.6	27.0	27.7	0.0	10.6	1.0	0.0	3.9
LnGrp Delay(d),s/veh	69.9	20.9	17.6	54.2	31.8	36.8	281.0	0.0	52.0	53.2	0.0	36.9
LnGrp LOS	E	C	B	D	C	D	F		D	D		D
Approach Vol, veh/h		2403			2669			739			170	
Approach Delay, s/veh		23.9			35.6			184.0			39.6	
Approach LOS		C			D			F			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2	3	4		6	7	8
Phs Duration (G+Y+Rc), s		33.6	15.9	64.4		33.6	17.5	62.9
Change Period (Y+Rc), s		4.5	4.5	4.5		4.5	4.5	4.5
Max Green Setting (Gmax), s		29.1	20.5	56.9		29.1	16.3	61.1
Max Q Clear Time (g_c+I1), s		31.1	10.8	33.0		25.5	12.9	50.1
Green Ext Time (p_c), s		0.0	0.6	23.2		1.6	0.1	8.2

Intersection Summary	
HCM 2010 Ctrl Delay	49.4
HCM 2010 LOS	D

Qa 622

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	55	2212	29	176	2460	105	129	24	637	143	6	79
Future Volume (veh/h)	55	2212	29	176	2460	105	129	24	637	143	6	79
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1810	1810	1810	1810	1810	1810	1810	1810	1810	1810	1810	1900
Adj Flow Rate, veh/h	60	2404	32	191	2674	114	140	26	692	155	7	86
Adj No. of Lanes	1	3	1	2	3	1	1	1	1	1	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	5	5	5	5	5	5	5	5	5	5	5	5
Cap, veh/h	72	2346	731	209	2449	763	449	633	538	302	41	503
Arrive On Green	0.04	0.47	0.47	0.06	0.50	0.50	0.35	0.35	0.35	0.35	0.35	0.35
Sat Flow, veh/h	1723	4940	1538	3343	4940	1538	1261	1810	1538	710	117	1439
Grp Volume(v), veh/h	60	2404	32	191	2674	114	140	26	692	155	0	93
Grp Sat Flow(s),veh/h/ln	1723	1647	1538	1672	1647	1538	1261	1810	1538	710	0	1556
Q Serve(g_s), s	4.1	57.0	1.3	6.8	59.5	4.8	10.4	1.1	42.0	22.1	0.0	5.0
Cycle Q Clear(g_c), s	4.1	57.0	1.3	6.8	59.5	4.8	15.3	1.1	42.0	23.2	0.0	5.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.92
Lane Grp Cap(c), veh/h	72	2347	731	209	2449	763	449	633	538	302	0	544
V/C Ratio(X)	0.84	1.02	0.04	0.91	1.09	0.15	0.31	0.04	1.29	0.51	0.00	0.17
Avail Cap(c_a), veh/h	72	2347	731	209	2449	763	449	633	538	302	0	544
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	57.1	31.5	16.9	55.9	30.3	16.5	32.3	25.7	39.0	33.4	0.0	27.0
Incr Delay (d2), s/veh	54.5	25.1	0.0	39.3	48.7	0.1	0.4	0.0	142.1	1.5	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.1	31.3	0.6	4.3	38.0	2.1	3.7	0.6	39.0	4.5	0.0	2.1
LnGrp Delay(d),s/veh	111.6	56.6	16.9	95.2	78.9	16.6	32.6	25.7	181.1	34.9	0.0	27.1
LnGrp LOS	F	F	B	F	F	B	C	C	F	C		C
Approach Vol, veh/h		2496			2979			858			248	
Approach Delay, s/veh		57.4			77.6			152.1			32.0	
Approach LOS		E			E			F			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2	3	4		6	7	8
Phs Duration (G+Y+Rc), s		46.5	12.0	61.5		46.5	9.5	64.0
Change Period (Y+Rc), s		4.5	4.5	4.5		4.5	4.5	4.5
Max Green Setting (Gmax), s		42.0	7.5	57.0		42.0	5.0	59.5
Max Q Clear Time (g_c+I1), s		44.0	8.8	59.0		25.2	6.1	61.5
Green Ext Time (p_c), s		0.0	0.0	0.0		5.2	0.0	0.0

Intersection Summary	
HCM 2010 Ctrl Delay	77.9
HCM 2010 LOS	E

9a 623

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑	↱	↰↰	↑↑↑	↰↰	↱↱
Traffic Volume (veh/h)	2988	79	595	2898	136	1163
Future Volume (veh/h)	2988	79	595	2898	136	1163
Number	4	14	3	8	5	12
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1810	1810	1810	1810	1810	1810
Adj Flow Rate, veh/h	3112	82	620	3019	142	1211
Adj No. of Lanes	3	1	2	3	2	2
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	5	5	5	5	5	5
Cap, veh/h	2367	737	488	3273	878	711
Arrive On Green	0.48	0.48	0.15	0.66	0.26	0.26
Sat Flow, veh/h	5103	1538	3343	5103	3343	2707
Grp Volume(v), veh/h	3112	82	620	3019	142	1211
Grp Sat Flow(s),veh/h/ln	1647	1538	1672	1647	1672	1354
Q Serve(g_s), s	57.5	3.5	17.5	63.6	3.9	31.5
Cycle Q Clear(g_c), s	57.5	3.5	17.5	63.6	3.9	31.5
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	2367	737	488	3273	878	711
V/C Ratio(X)	1.31	0.11	1.27	0.92	0.16	1.70
Avail Cap(c_a), veh/h	2367	737	488	3273	878	711
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	31.2	17.2	51.3	17.6	34.1	44.2
Incr Delay (d2), s/veh	144.7	0.1	137.6	5.0	0.4	322.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	57.8	1.5	17.4	30.0	1.9	43.7
LnGrp Delay(d),s/veh	176.0	17.3	188.8	22.6	34.5	367.2
LnGrp LOS	F	B	F	C	C	F
Approach Vol, veh/h	3194			3639	1353	
Approach Delay, s/veh	171.9			50.9	332.2	
Approach LOS	F			D	F	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2	3	4				8
Phs Duration (G+Y+Rc), s		36.0	22.0	62.0				84.0
Change Period (Y+Rc), s		4.5	4.5	4.5				4.5
Max Green Setting (Gmax), s		31.5	17.5	57.5				79.5
Max Q Clear Time (g_c+I1), s		33.5	19.5	59.5				65.6
Green Ext Time (p_c), s		0.0	0.0	0.0				13.8

Intersection Summary	
HCM 2010 Ctrl Delay	144.6
HCM 2010 LOS	F

Ga 624

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	80	36	83	332	121	104	141	516	166	46	670	150
Future Volume (veh/h)	80	36	83	332	121	104	141	516	166	46	670	150
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1845	1845	1900	1845	1845	1900	1845	1845	1900	1845	1845	1900
Adj Flow Rate, veh/h	87	39	90	361	132	113	153	561	180	50	728	163
Adj No. of Lanes	1	2	0	1	2	0	1	2	0	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	129	173	155	410	480	381	190	1079	345	72	985	221
Arrive On Green	0.07	0.10	0.10	0.23	0.26	0.26	0.11	0.41	0.41	0.04	0.35	0.35
Sat Flow, veh/h	1757	1752	1568	1757	1862	1475	1757	2614	836	1757	2847	637
Grp Volume(v), veh/h	87	39	90	361	124	121	153	376	365	50	448	443
Grp Sat Flow(s),veh/h/ln	1757	1752	1568	1757	1752	1584	1757	1752	1697	1757	1752	1732
Q Serve(g_s), s	4.1	1.7	4.6	16.7	4.7	5.2	7.1	13.4	13.5	2.4	18.9	18.9
Cycle Q Clear(g_c), s	4.1	1.7	4.6	16.7	4.7	5.2	7.1	13.4	13.5	2.4	18.9	18.9
Prop In Lane	1.00		1.00	1.00		0.93	1.00		0.49	1.00		0.37
Lane Grp Cap(c), veh/h	129	173	155	410	452	409	190	724	701	72	606	599
V/C Ratio(X)	0.67	0.23	0.58	0.88	0.27	0.30	0.81	0.52	0.52	0.69	0.74	0.74
Avail Cap(c_a), veh/h	379	376	336	659	655	592	324	910	881	186	772	763
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	37.9	34.9	36.2	31.1	24.9	25.0	36.6	18.4	18.4	39.8	24.1	24.1
Incr Delay (d2), s/veh	5.9	0.7	3.4	8.2	0.3	0.4	7.9	0.6	0.6	11.3	2.8	2.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.2	0.9	2.1	9.0	2.3	2.3	3.9	6.6	6.4	1.4	9.6	9.5
LnGrp Delay(d),s/veh	43.8	35.6	39.6	39.3	25.2	25.4	44.5	19.0	19.0	51.1	26.9	27.0
LnGrp LOS	D	D	D	D	C	C	D	B	B	D	C	C
Approach Vol, veh/h		216			606			894			941	
Approach Delay, s/veh		40.6			33.7			23.4			28.2	
Approach LOS		D			C			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	7.9	39.2	24.1	12.8	13.6	33.6	10.7	26.2
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	8.9	43.6	31.5	18.0	15.5	37.0	18.1	31.4
Max Q Clear Time (g_c+I1), s	4.4	15.5	18.7	6.6	9.1	20.9	6.1	7.2
Green Ext Time (p_c), s	0.0	10.6	0.9	1.7	0.2	8.2	0.1	2.3

Intersection Summary	
HCM 2010 Ctrl Delay	28.8
HCM 2010 LOS	C

Ga 625

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	1159	12	21	140	124	550
Future Volume (veh/h)	1159	12	21	140	124	550
Number	7	14	5	2	6	16
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1810	1900	1810	1810	1810	1810
Adj Flow Rate, veh/h	1272	0	23	152	135	598
Adj No. of Lanes	2	1	1	1	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	5	0	5	5	5	5
Cap, veh/h	1598	749	46	680	487	1127
Arrive On Green	0.46	0.00	0.03	0.38	0.27	0.27
Sat Flow, veh/h	3447	1615	1723	1810	1810	1538
Grp Volume(v), veh/h	1272	0	23	152	135	598
Grp Sat Flow(s),veh/h/ln	1723	1615	1723	1810	1810	1538
Q Serve(g_s), s	17.6	0.0	0.7	3.2	3.3	9.5
Cycle Q Clear(g_c), s	17.6	0.0	0.7	3.2	3.3	9.5
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	1598	749	46	680	487	1127
V/C Ratio(X)	0.80	0.00	0.50	0.22	0.28	0.53
Avail Cap(c_a), veh/h	4455	2088	261	1242	823	1412
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	12.8	0.0	26.9	11.9	16.2	3.3
Incr Delay (d2), s/veh	0.9	0.0	8.0	0.2	0.3	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.5	0.0	0.5	1.6	1.7	9.3
LnGrp Delay(d),s/veh	13.7	0.0	34.9	12.1	16.5	3.7
LnGrp LOS	B		C	B	B	A
Approach Vol, veh/h	1272			175	733	
Approach Delay, s/veh	13.7			15.1	6.0	
Approach LOS	B			B	A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4	5	6		
Phs Duration (G+Y+Rc), s		25.6		30.5	6.0	19.6		
Change Period (Y+Rc), s		4.5		4.5	4.5	4.5		
Max Green Setting (Gmax), s		38.5		72.5	8.5	25.5		
Max Q Clear Time (g_c+I1), s		5.2		19.6	2.7	11.5		
Green Ext Time (p_c), s		4.4		6.4	0.0	3.5		

Intersection Summary	
HCM 2010 Ctrl Delay	11.3
HCM 2010 LOS	B

Notes

9a 626

Intersection	
Int Delay, s/veh	0.6

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	29	8	613	12	3	675
Future Vol, veh/h	29	8	613	12	3	675
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	150	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	32	9	666	13	3	734

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1046	340	0	0	679	0
Stage 1	673	-	-	-	-	-
Stage 2	373	-	-	-	-	-
Critical Hdwy	6.86	6.96	-	-	4.16	-
Critical Hdwy Stg 1	5.86	-	-	-	-	-
Critical Hdwy Stg 2	5.86	-	-	-	-	-
Follow-up Hdwy	3.53	3.33	-	-	2.23	-
Pot Cap-1 Maneuver	222	653	-	-	902	-
Stage 1	466	-	-	-	-	-
Stage 2	664	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	221	653	-	-	902	-
Mov Cap-2 Maneuver	221	-	-	-	-	-
Stage 1	466	-	-	-	-	-
Stage 2	662	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	21.5	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	258	902	-
HCM Lane V/C Ratio	-	-	0.156	0.004	-
HCM Control Delay (s)	-	-	21.5	9	-
HCM Lane LOS	-	-	C	A	-
HCM 95th %tile Q(veh)	-	-	0.5	0	-

9a 627

Intersection	
Int Delay, s/veh	0.9

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	34	11	605	16	4	644
Future Vol, veh/h	34	11	605	16	4	644
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	150	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	37	12	658	17	4	700

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1025	338	0	0	675	0
Stage 1	666	-	-	-	-	-
Stage 2	359	-	-	-	-	-
Critical Hdwy	7.56	6.96	-	-	4.16	-
Critical Hdwy Stg 1	6.56	-	-	-	-	-
Critical Hdwy Stg 2	6.56	-	-	-	-	-
Follow-up Hdwy	3.53	3.33	-	-	2.23	-
Pot Cap-1 Maneuver	188	655	-	-	905	-
Stage 1	413	-	-	-	-	-
Stage 2	629	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	187	655	-	-	905	-
Mov Cap-2 Maneuver	187	-	-	-	-	-
Stage 1	413	-	-	-	-	-
Stage 2	626	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	25.2	0	0.1
HCM LOS	D		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	227	905	-
HCM Lane V/C Ratio	-	-	0.215	0.005	-
HCM Control Delay (s)	-	-	25.2	9	-
HCM Lane LOS	-	-	D	A	-
HCM 95th %tile Q(veh)	-	-	0.8	0	-

9a 628

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	239	2393	222	365	1974	32	253	139	282	26	175	343
Future Volume (veh/h)	239	2393	222	365	1974	32	253	139	282	26	175	343
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1845	1827	1827	1845	1845	1900	1845	1845	1900	1845	1845	1900
Adj Flow Rate, veh/h	257	2573	239	392	2123	34	272	149	303	28	188	369
Adj No. of Lanes	1	3	1	2	3	0	1	1	0	1	1	0
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	3	4	4	3	3	3	3	3	3	3	3	3
Cap, veh/h	183	1891	589	383	1979	32	198	181	368	44	137	269
Arrive On Green	0.10	0.38	0.38	0.11	0.39	0.39	0.11	0.33	0.33	0.03	0.25	0.25
Sat Flow, veh/h	1757	4988	1553	3408	5106	82	1757	544	1106	1757	557	1094
Grp Volume(v), veh/h	257	2573	239	392	1395	762	272	0	452	28	0	557
Grp Sat Flow(s),veh/h/ln	1757	1663	1553	1704	1679	1830	1757	0	1650	1757	0	1652
Q Serve(g_s), s	12.5	45.5	13.6	13.5	46.5	46.5	13.5	0.0	30.2	1.9	0.0	29.5
Cycle Q Clear(g_c), s	12.5	45.5	13.6	13.5	46.5	46.5	13.5	0.0	30.2	1.9	0.0	29.5
Prop In Lane	1.00		1.00	1.00		0.04	1.00		0.67	1.00		0.66
Lane Grp Cap(c), veh/h	183	1891	589	383	1301	709	198	0	549	44	0	406
V/C Ratio(X)	1.40	1.36	0.41	1.02	1.07	1.07	1.38	0.00	0.82	0.63	0.00	1.37
Avail Cap(c_a), veh/h	183	1891	589	383	1301	709	198	0	549	92	0	406
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	53.8	37.3	27.3	53.3	36.8	36.8	53.3	0.0	36.8	57.9	0.0	45.3
Incr Delay (d2), s/veh	211.4	165.8	0.5	51.8	46.8	55.5	197.8	0.0	13.1	13.8	0.0	182.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	16.8	49.9	5.9	9.1	30.0	34.4	17.4	0.0	15.7	1.1	0.0	34.0
LnGrp Delay(d),s/veh	265.1	203.0	27.8	105.0	83.6	92.3	251.1	0.0	49.8	71.7	0.0	227.6
LnGrp LOS	F	F	C	F	F	F	F		D	E		F
Approach Vol, veh/h		3069			2549			724			585	
Approach Delay, s/veh		194.6			89.5			125.4			220.1	
Approach LOS		F			F			F			F	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	7.5	44.5	18.0	50.0	18.0	34.0	17.0	51.0
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	6.3	36.7	13.5	45.5	13.5	29.5	12.5	46.5
Max Q Clear Time (g_c+I1), s	3.9	32.2	15.5	47.5	15.5	31.5	14.5	48.5
Green Ext Time (p_c), s	0.0	2.5	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 2010 Ctrl Delay	150.8
HCM 2010 LOS	F

Ga 629

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	32	2730	127	642	2546	64	27	6	165	97	20	47
Future Volume (veh/h)	32	2730	127	642	2546	64	27	6	165	97	20	47
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1810	1810	1810	1810	1810	1810	1810	1810	1810	1810	1810	1900
Adj Flow Rate, veh/h	35	2967	138	698	2767	70	29	7	179	105	22	51
Adj No. of Lanes	1	3	1	2	3	1	1	1	1	1	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	5	5	5	5	5	5	5	5	5	5	5	5
Cap, veh/h	50	2737	852	646	3549	1105	185	247	210	216	66	154
Arrive On Green	0.03	0.55	0.55	0.19	0.72	0.72	0.14	0.14	0.14	0.14	0.14	0.14
Sat Flow, veh/h	1723	4940	1538	3343	4940	1538	1284	1810	1538	1159	485	1125
Grp Volume(v), veh/h	35	2967	138	698	2767	70	29	7	179	105	0	73
Grp Sat Flow(s),veh/h/ln	1723	1647	1538	1672	1647	1538	1284	1810	1538	1159	0	1611
Q Serve(g_s), s	2.3	64.5	5.1	22.5	41.7	1.6	2.4	0.4	13.2	10.1	0.0	4.8
Cycle Q Clear(g_c), s	2.3	64.5	5.1	22.5	41.7	1.6	7.2	0.4	13.2	10.4	0.0	4.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.70
Lane Grp Cap(c), veh/h	50	2737	852	646	3549	1105	185	247	210	216	0	220
V/C Ratio(X)	0.70	1.08	0.16	1.08	0.78	0.06	0.16	0.03	0.85	0.49	0.00	0.33
Avail Cap(c_a), veh/h	101	2737	852	646	3549	1105	224	303	258	252	0	270
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	56.0	25.9	12.7	46.9	10.5	4.8	48.7	43.6	49.1	48.1	0.0	45.4
Incr Delay (d2), s/veh	16.0	44.9	0.1	59.0	1.2	0.0	0.4	0.0	19.8	1.7	0.0	0.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	40.5	2.2	15.6	19.1	0.7	0.9	0.2	6.8	3.3	0.0	2.2
LnGrp Delay(d),s/veh	72.0	70.8	12.8	105.9	11.7	4.9	49.1	43.6	68.9	49.8	0.0	46.3
LnGrp LOS	E	F	B	F	B	A	D	D	E	D		D
Approach Vol, veh/h		3140			3535			215			178	
Approach Delay, s/veh		68.3			30.1			65.4			48.4	
Approach LOS		E			C			E			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2	3	4		6	7	8
Phs Duration (G+Y+Rc), s		20.4	27.0	69.0		20.4	7.9	88.1
Change Period (Y+Rc), s		4.5	4.5	4.5		4.5	4.5	4.5
Max Green Setting (Gmax), s		19.5	22.5	64.5		19.5	6.8	80.2
Max Q Clear Time (g_c+I1), s		15.2	24.5	66.5		12.4	4.3	43.7
Green Ext Time (p_c), s		0.7	0.0	0.0		0.9	0.0	36.3

Intersection Summary	
HCM 2010 Ctrl Delay	48.6
HCM 2010 LOS	D

9a 630

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑	↱	↰↰	↑↑↑	↰↰	↱↱
Traffic Volume (veh/h)	3168	195	1250	3167	80	519
Future Volume (veh/h)	3168	195	1250	3167	80	519
Number	4	14	3	8	5	12
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1810	1810	1810	1810	1810	1810
Adj Flow Rate, veh/h	3300	203	1302	3299	83	541
Adj No. of Lanes	3	1	2	3	2	2
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	5	5	5	5	5	5
Cap, veh/h	2120	660	989	3767	543	440
Arrive On Green	0.43	0.43	0.30	0.76	0.16	0.16
Sat Flow, veh/h	5103	1538	3343	5103	3343	2707
Grp Volume(v), veh/h	3300	203	1302	3299	83	541
Grp Sat Flow(s),veh/h/ln	1647	1538	1672	1647	1672	1354
Q Serve(g_s), s	51.5	10.4	35.5	57.3	2.6	19.5
Cycle Q Clear(g_c), s	51.5	10.4	35.5	57.3	2.6	19.5
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	2120	660	989	3767	543	440
V/C Ratio(X)	1.56	0.31	1.32	0.88	0.15	1.23
Avail Cap(c_a), veh/h	2120	660	989	3767	543	440
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	34.3	22.5	42.3	10.2	43.2	50.3
Incr Delay (d2), s/veh	252.8	0.3	149.6	2.6	0.6	122.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	73.0	4.4	36.9	26.3	1.2	14.8
LnGrp Delay(d),s/veh	287.0	22.8	191.8	12.8	43.8	172.2
LnGrp LOS	F	C	F	B	D	F
Approach Vol, veh/h	3503			4601	624	
Approach Delay, s/veh	271.7			63.5	155.1	
Approach LOS	F			E	F	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2	3	4				8
Phs Duration (G+Y+Rc), s		24.0	40.0	56.0				96.0
Change Period (Y+Rc), s		4.5	4.5	4.5				4.5
Max Green Setting (Gmax), s		19.5	35.5	51.5				91.5
Max Q Clear Time (g_c+I1), s		21.5	37.5	53.5				59.3
Green Ext Time (p_c), s		0.0	0.0	0.0				32.1

Intersection Summary	
HCM 2010 Ctrl Delay	153.6
HCM 2010 LOS	F

9a 631

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	80	0	83	5	0	72	191	768	10	197	670	150
Future Volume (veh/h)	80	0	83	5	0	72	191	768	10	197	670	150
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1845	1845	1900	1900	1845	1900	1845	1845	1900	1845	1845	1900
Adj Flow Rate, veh/h	87	0	90	5	0	78	208	835	11	214	728	163
Adj No. of Lanes	1	1	0	0	1	0	1	2	0	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	163	0	145	6	0	100	264	1138	15	385	1111	249
Arrive On Green	0.09	0.00	0.09	0.07	0.00	0.07	0.15	0.32	0.32	0.22	0.39	0.39
Sat Flow, veh/h	1757	0	1568	95	0	1483	1757	3542	47	1757	2847	637
Grp Volume(v), veh/h	87	0	90	83	0	0	208	413	433	214	448	443
Grp Sat Flow(s),veh/h/ln	1757	0	1568	1578	0	0	1757	1752	1836	1757	1752	1732
Q Serve(g_s), s	2.8	0.0	3.3	3.1	0.0	0.0	6.9	12.6	12.6	6.5	12.6	12.6
Cycle Q Clear(g_c), s	2.8	0.0	3.3	3.1	0.0	0.0	6.9	12.6	12.6	6.5	12.6	12.6
Prop In Lane	1.00		1.00	0.06		0.94	1.00		0.03	1.00		0.37
Lane Grp Cap(c), veh/h	163	0	145	106	0	0	264	563	590	385	684	676
V/C Ratio(X)	0.54	0.00	0.62	0.78	0.00	0.00	0.79	0.73	0.73	0.56	0.66	0.66
Avail Cap(c_a), veh/h	536	0	478	476	0	0	711	1200	1257	717	1206	1192
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	26.0	0.0	26.2	27.6	0.0	0.0	24.6	18.1	18.1	20.8	15.0	15.0
Incr Delay (d2), s/veh	2.7	0.0	4.3	11.7	0.0	0.0	5.2	1.9	1.8	1.3	1.1	1.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.5	0.0	1.6	1.7	0.0	0.0	3.7	6.4	6.7	3.3	6.2	6.1
LnGrp Delay(d),s/veh	28.7	0.0	30.5	39.3	0.0	0.0	29.8	20.0	19.9	22.1	16.1	16.1
LnGrp LOS	C		C	D			C	B	B	C	B	B
Approach Vol, veh/h		177			83			1054			1105	
Approach Delay, s/veh		29.6			39.3			21.9			17.2	
Approach LOS		C			D			C			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	17.6	23.8		10.1	13.5	27.9		8.5
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5
Max Green Setting (Gmax), s	24.5	41.1		18.3	24.3	41.3		18.1
Max Q Clear Time (g_c+I1), s	8.5	14.6		5.3	8.9	14.6		5.1
Green Ext Time (p_c), s	5.0	4.7		0.5	0.5	5.9		0.3

Intersection Summary	
HCM 2010 Ctrl Delay	20.9
HCM 2010 LOS	C

Ga 632

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	527	11	18	72	125	1020
Future Volume (veh/h)	527	11	18	72	125	1020
Number	7	14	5	2	6	16
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1810	1900	1810	1810	1810	1810
Adj Flow Rate, veh/h	584	0	20	78	136	1109
Adj No. of Lanes	2	1	1	1	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	5	0	5	5	5	5
Cap, veh/h	856	401	42	1001	778	1043
Arrive On Green	0.25	0.00	0.02	0.55	0.43	0.43
Sat Flow, veh/h	3447	1615	1723	1810	1810	1538
Grp Volume(v), veh/h	584	0	20	78	136	1109
Grp Sat Flow(s),veh/h/ln	1723	1615	1723	1810	1810	1538
Q Serve(g_s), s	7.0	0.0	0.5	0.9	2.1	19.5
Cycle Q Clear(g_c), s	7.0	0.0	0.5	0.9	2.1	19.5
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	856	401	42	1001	778	1043
V/C Ratio(X)	0.68	0.00	0.47	0.08	0.17	1.06
Avail Cap(c_a), veh/h	6190	2901	209	1176	778	1043
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	15.4	0.0	21.8	4.7	8.0	5.5
Incr Delay (d2), s/veh	1.0	0.0	8.0	0.0	0.1	46.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.4	0.0	0.3	0.5	1.0	26.2
LnGrp Delay(d),s/veh	16.4	0.0	29.8	4.8	8.1	51.9
LnGrp LOS	B		C	A	A	F
Approach Vol, veh/h	584			98	1245	
Approach Delay, s/veh	16.4			9.9	47.1	
Approach LOS	B			A	D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4	5	6		
Phs Duration (G+Y+Rc), s		29.6		15.8	5.6	24.0		
Change Period (Y+Rc), s		4.5		4.5	4.5	4.5		
Max Green Setting (Gmax), s		29.5		81.5	5.5	19.5		
Max Q Clear Time (g_c+I1), s		2.9		9.0	2.5	21.5		
Green Ext Time (p_c), s		0.4		2.3	0.1	0.0		

Intersection Summary	
HCM 2010 Ctrl Delay	35.9
HCM 2010 LOS	D

Notes

Ga 633

Intersection	
Int Delay, s/veh	76.4

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	207	32	624	451	88	548
Future Vol, veh/h	207	32	624	451	88	548
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	150	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	225	35	678	490	96	596

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1412	584	0	0	1168	0
Stage 1	923	-	-	-	-	-
Stage 2	489	-	-	-	-	-
Critical Hdwy	6.86	6.96	-	-	4.16	-
Critical Hdwy Stg 1	5.86	-	-	-	-	-
Critical Hdwy Stg 2	5.86	-	-	-	-	-
Follow-up Hdwy	3.53	3.33	-	-	2.23	-
Pot Cap-1 Maneuver	~ 128	452	-	-	588	-
Stage 1	345	-	-	-	-	-
Stage 2	579	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	~ 107	452	-	-	588	-
Mov Cap-2 Maneuver	~ 107	-	-	-	-	-
Stage 1	345	-	-	-	-	-
Stage 2	484	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	$ 618.6	0	1.7
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	119	588	-
HCM Lane V/C Ratio	-	-	2.183	0.163	-
HCM Control Delay (s)	-	-	$ 618.6	12.3	-
HCM Lane LOS	-	-	F	B	-
HCM 95th %tile Q(veh)	-	-	22	0.6	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Ga 634

Intersection	
Int Delay, s/veh	0.8

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	34	11	602	16	4	517
Future Vol, veh/h	34	11	602	16	4	517
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	150	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	37	12	654	17	4	562

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	953	336	0	0	672	0
Stage 1	663	-	-	-	-	-
Stage 2	290	-	-	-	-	-
Critical Hdwy	6.86	6.96	-	-	4.16	-
Critical Hdwy Stg 1	5.86	-	-	-	-	-
Critical Hdwy Stg 2	5.86	-	-	-	-	-
Follow-up Hdwy	3.53	3.33	-	-	2.23	-
Pot Cap-1 Maneuver	255	657	-	-	908	-
Stage 1	471	-	-	-	-	-
Stage 2	731	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	254	657	-	-	908	-
Mov Cap-2 Maneuver	254	-	-	-	-	-
Stage 1	471	-	-	-	-	-
Stage 2	728	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	19.4	0	0.1
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	299	908	-
HCM Lane V/C Ratio	-	-	0.164	0.005	-
HCM Control Delay (s)	-	-	19.4	9	-
HCM Lane LOS	-	-	C	A	-
HCM 95th %tile Q(veh)	-	-	0.6	0	-

9a 635



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	161	1776	377	277	2206	49	236	137	156	26	23	112
Future Volume (veh/h)	161	1776	377	277	2206	49	236	137	156	26	23	112
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1845	1845	1845	1845	1845	1900	1845	1845	1900	1845	1845	1900
Adj Flow Rate, veh/h	171	1889	401	295	2347	52	251	146	166	28	24	119
Adj No. of Lanes	1	3	1	2	3	0	1	1	0	1	1	0
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	200	2617	815	367	2604	58	286	201	228	153	69	341
Arrive On Green	0.11	0.52	0.52	0.11	0.51	0.51	0.25	0.25	0.25	0.25	0.25	0.25
Sat Flow, veh/h	1757	5036	1568	3408	5070	112	1228	789	897	1053	270	1339
Grp Volume(v), veh/h	171	1889	401	295	1552	847	251	0	312	28	0	143
Grp Sat Flow(s),veh/h/ln	1757	1679	1568	1704	1679	1825	1228	0	1686	1053	0	1608
Q Serve(g_s), s	10.9	33.0	18.9	9.7	47.8	48.2	20.8	0.0	19.3	2.9	0.0	8.3
Cycle Q Clear(g_c), s	10.9	33.0	18.9	9.7	47.8	48.2	29.1	0.0	19.3	22.2	0.0	8.3
Prop In Lane	1.00		1.00	1.00		0.06	1.00		0.53	1.00		0.83
Lane Grp Cap(c), veh/h	200	2617	815	367	1725	937	286	0	429	153	0	409
V/C Ratio(X)	0.86	0.72	0.49	0.80	0.90	0.90	0.88	0.00	0.73	0.18	0.00	0.35
Avail Cap(c_a), veh/h	251	2617	815	611	1794	975	286	0	429	153	0	409
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	49.7	21.1	17.7	49.8	25.1	25.2	47.9	0.0	39.0	49.1	0.0	34.9
Incr Delay (d2), s/veh	20.5	1.0	0.5	4.2	6.5	11.4	29.3	0.0	10.3	2.6	0.0	2.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.5	15.5	8.2	4.8	23.5	27.0	10.2	0.0	10.2	0.9	0.0	4.0
LnGrp Delay(d),s/veh	70.2	22.1	18.2	54.0	31.6	36.6	77.2	0.0	49.3	51.7	0.0	37.2
LnGrp LOS	E	C	B	D	C	D	E		D	D		D
Approach Vol, veh/h		2461			2694			563			171	
Approach Delay, s/veh		24.8			35.6			61.7			39.6	
Approach LOS		C			D			E			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2	3	4		6	7	8
Phs Duration (G+Y+Rc), s		33.6	16.8	63.9		33.6	17.5	63.2
Change Period (Y+Rc), s		4.5	4.5	4.5		4.5	4.5	4.5
Max Green Setting (Gmax), s		29.1	20.5	56.9		29.1	16.3	61.1
Max Q Clear Time (g_c+I1), s		31.1	11.7	35.0		24.2	12.9	50.2
Green Ext Time (p_c), s		0.0	0.6	21.4		1.6	0.1	8.5

Intersection Summary	
HCM 2010 Ctrl Delay	33.7
HCM 2010 LOS	C

9a-636

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	55	2212	34	185	2483	105	126	23	612	143	6	79
Future Volume (veh/h)	55	2212	34	185	2483	105	126	23	612	143	6	79
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1810	1810	1810	1810	1810	1810	1810	1810	1810	1810	1810	1900
Adj Flow Rate, veh/h	60	2404	37	201	2699	114	137	25	665	155	7	86
Adj No. of Lanes	1	3	1	2	3	1	1	1	1	1	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	5	5	5	5	5	5	5	5	5	5	5	5
Cap, veh/h	73	2388	743	223	2507	781	432	611	519	299	40	486
Arrive On Green	0.04	0.48	0.48	0.07	0.51	0.51	0.34	0.34	0.34	0.34	0.34	0.34
Sat Flow, veh/h	1723	4940	1538	3343	4940	1538	1261	1810	1538	729	117	1439
Grp Volume(v), veh/h	60	2404	37	201	2699	114	137	25	665	155	0	93
Grp Sat Flow(s),veh/h/ln	1723	1647	1538	1672	1647	1538	1261	1810	1538	729	0	1556
Q Serve(g_s), s	4.1	58.0	1.5	7.2	60.9	4.7	10.3	1.1	40.5	21.8	0.0	5.1
Cycle Q Clear(g_c), s	4.1	58.0	1.5	7.2	60.9	4.7	15.4	1.1	40.5	22.9	0.0	5.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.92
Lane Grp Cap(c), veh/h	73	2388	743	223	2507	781	432	611	519	299	0	525
V/C Ratio(X)	0.82	1.01	0.05	0.90	1.08	0.15	0.32	0.04	1.28	0.52	0.00	0.18
Avail Cap(c_a), veh/h	73	2388	743	223	2507	781	432	611	519	299	0	525
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	57.0	31.0	16.4	55.6	29.5	15.7	33.4	26.7	39.7	34.4	0.0	28.0
Incr Delay (d2), s/veh	49.6	20.1	0.0	35.0	42.6	0.1	0.4	0.0	140.7	1.6	0.0	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.0	30.7	0.7	4.4	37.3	2.0	3.6	0.6	37.4	4.5	0.0	2.2
LnGrp Delay(d),s/veh	106.6	51.1	16.4	90.6	72.2	15.8	33.8	26.7	180.4	36.0	0.0	28.2
LnGrp LOS	F	F	B	F	F	B	C	C	F	D		C
Approach Vol, veh/h		2501			3014			827			248	
Approach Delay, s/veh		51.9			71.3			151.5			33.0	
Approach LOS		D			E			F			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2	3	4		6	7	8
Phs Duration (G+Y+Rc), s		45.0	12.5	62.5		45.0	9.6	65.4
Change Period (Y+Rc), s		4.5	4.5	4.5		4.5	4.5	4.5
Max Green Setting (Gmax), s		40.5	8.0	58.0		40.5	5.1	60.9
Max Q Clear Time (g_c+I1), s		42.5	9.2	60.0		24.9	6.1	62.9
Green Ext Time (p_c), s		0.0	0.0	0.0		4.8	0.0	0.0

Intersection Summary	
HCM 2010 Ctrl Delay	72.5
HCM 2010 LOS	E

9a 637

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑	↱	↰↰	↑↑↑	↰↰	↱↱
Traffic Volume (veh/h)	2892	79	625	2930	136	1071
Future Volume (veh/h)	2892	79	625	2930	136	1071
Number	4	14	3	8	5	12
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1810	1810	1810	1810	1810	1810
Adj Flow Rate, veh/h	3012	82	651	3052	142	1116
Adj No. of Lanes	3	1	2	3	2	2
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	5	5	5	5	5	5
Cap, veh/h	2449	763	543	3437	766	620
Arrive On Green	0.50	0.50	0.16	0.70	0.23	0.23
Sat Flow, veh/h	5103	1538	3343	5103	3343	2707
Grp Volume(v), veh/h	3012	82	651	3052	142	1116
Grp Sat Flow(s),veh/h/ln	1647	1538	1672	1647	1672	1354
Q Serve(g_s), s	59.5	3.4	19.5	59.0	4.1	27.5
Cycle Q Clear(g_c), s	59.5	3.4	19.5	59.0	4.1	27.5
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	2449	763	543	3437	766	620
V/C Ratio(X)	1.23	0.11	1.20	0.89	0.19	1.80
Avail Cap(c_a), veh/h	2449	763	543	3437	766	620
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	30.3	16.1	50.3	14.5	37.2	46.3
Incr Delay (d2), s/veh	107.2	0.1	106.1	3.2	0.5	365.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	51.3	1.4	17.0	27.3	2.0	41.8
LnGrp Delay(d),s/veh	137.4	16.2	156.3	17.7	37.8	412.2
LnGrp LOS	F	B	F	B	D	F
Approach Vol, veh/h	3094			3703	1258	
Approach Delay, s/veh	134.2			42.1	369.9	
Approach LOS	F			D	F	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2	3	4				8
Phs Duration (G+Y+Rc), s		32.0	24.0	64.0				88.0
Change Period (Y+Rc), s		4.5	4.5	4.5				4.5
Max Green Setting (Gmax), s		27.5	19.5	59.5				83.5
Max Q Clear Time (g_c+I1), s		29.5	21.5	61.5				61.0
Green Ext Time (p_c), s		0.0	0.0	0.0				22.5

Intersection Summary	
HCM 2010 Ctrl Delay	128.7
HCM 2010 LOS	F

9a 638

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	116	0	83	9	0	143	141	1081	6	97	1002	271
Future Volume (veh/h)	116	0	83	9	0	143	141	1081	6	97	1002	271
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1845	1845	1900	1900	1845	1900	1845	1845	1900	1845	1845	1900
Adj Flow Rate, veh/h	126	0	90	10	0	155	153	1175	7	105	1089	295
Adj No. of Lanes	1	1	0	0	1	0	1	2	0	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	169	0	151	12	0	187	221	1832	11	133	1264	340
Arrive On Green	0.10	0.00	0.10	0.13	0.00	0.13	0.13	0.51	0.51	0.08	0.46	0.46
Sat Flow, veh/h	1757	0	1568	96	0	1483	1757	3572	21	1757	2733	734
Grp Volume(v), veh/h	126	0	90	165	0	0	153	576	606	105	695	689
Grp Sat Flow(s),veh/h/ln	1757	0	1568	1578	0	0	1757	1752	1841	1757	1752	1715
Q Serve(g_s), s	6.6	0.0	5.2	9.7	0.0	0.0	7.9	22.7	22.7	5.6	33.6	34.3
Cycle Q Clear(g_c), s	6.6	0.0	5.2	9.7	0.0	0.0	7.9	22.7	22.7	5.6	33.6	34.3
Prop In Lane	1.00		1.00	0.06		0.94	1.00		0.01	1.00		0.43
Lane Grp Cap(c), veh/h	169	0	151	199	0	0	221	899	944	133	810	793
V/C Ratio(X)	0.74	0.00	0.60	0.83	0.00	0.00	0.69	0.64	0.64	0.79	0.86	0.87
Avail Cap(c_a), veh/h	335	0	299	301	0	0	250	1009	1060	205	965	944
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	41.8	0.0	41.2	40.5	0.0	0.0	39.8	16.8	16.8	43.2	22.8	23.0
Incr Delay (d2), s/veh	6.4	0.0	3.7	11.2	0.0	0.0	6.9	1.2	1.1	10.9	6.8	7.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.5	0.0	2.4	4.8	0.0	0.0	4.2	11.2	11.7	3.1	17.8	17.8
LnGrp Delay(d),s/veh	48.2	0.0	44.9	51.7	0.0	0.0	46.6	18.0	17.9	54.1	29.6	30.6
LnGrp LOS	D		D	D			D	B	B	D	C	C
Approach Vol, veh/h		216			165			1335			1489	
Approach Delay, s/veh		46.8			51.7			21.2			31.8	
Approach LOS		D			D			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	11.7	53.2		13.7	16.5	48.4		16.5
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5
Max Green Setting (Gmax), s	11.1	54.7		18.1	13.5	52.3		18.1
Max Q Clear Time (g_c+I1), s	7.6	24.7		8.6	9.9	36.3		11.7
Green Ext Time (p_c), s	0.1	8.2		0.5	2.2	7.6		0.4

Intersection Summary	
HCM 2010 Ctrl Delay	29.4
HCM 2010 LOS	C

9a 639

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	1067	6	21	140	124	580
Future Volume (veh/h)	1067	6	21	140	124	580
Number	7	14	5	2	6	16
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1810	1900	1810	1810	1810	1810
Adj Flow Rate, veh/h	1167	0	23	152	135	630
Adj No. of Lanes	2	1	1	1	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	5	0	5	5	5	5
Cap, veh/h	1485	696	46	731	533	1116
Arrive On Green	0.43	0.00	0.03	0.40	0.29	0.29
Sat Flow, veh/h	3447	1615	1723	1810	1810	1538
Grp Volume(v), veh/h	1167	0	23	152	135	630
Grp Sat Flow(s),veh/h/ln	1723	1615	1723	1810	1810	1538
Q Serve(g_s), s	15.9	0.0	0.7	3.0	3.1	10.4
Cycle Q Clear(g_c), s	15.9	0.0	0.7	3.0	3.1	10.4
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	1485	696	46	731	533	1116
V/C Ratio(X)	0.79	0.00	0.49	0.21	0.25	0.56
Avail Cap(c_a), veh/h	4515	2116	268	1310	879	1410
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	13.4	0.0	26.2	10.6	14.7	3.5
Incr Delay (d2), s/veh	1.0	0.0	7.9	0.1	0.2	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.7	0.0	0.4	1.5	1.6	9.4
LnGrp Delay(d),s/veh	14.3	0.0	34.1	10.7	14.9	3.9
LnGrp LOS	B		C	B	B	A
Approach Vol, veh/h	1167			175	765	
Approach Delay, s/veh	14.3			13.8	5.9	
Approach LOS	B			B	A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4	5	6		
Phs Duration (G+Y+Rc), s		26.6		28.0	6.0	20.6		
Change Period (Y+Rc), s		4.5		4.5	4.5	4.5		
Max Green Setting (Gmax), s		39.5		71.5	8.5	26.5		
Max Q Clear Time (g_c+I1), s		5.0		17.9	2.7	12.4		
Green Ext Time (p_c), s		4.6		5.6	0.0	3.7		

Intersection Summary	
HCM 2010 Ctrl Delay	11.2
HCM 2010 LOS	B

Notes

9a 640

Intersection	
Int Delay, s/veh	324.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	482	102	524	371	44	704
Future Vol, veh/h	482	102	524	371	44	704
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	150	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	524	111	570	403	48	765

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1249	486	0	0	973	0
Stage 1	771	-	-	-	-	-
Stage 2	478	-	-	-	-	-
Critical Hdwy	6.86	6.96	-	-	4.16	-
Critical Hdwy Stg 1	5.86	-	-	-	-	-
Critical Hdwy Stg 2	5.86	-	-	-	-	-
Follow-up Hdwy	3.53	3.33	-	-	2.23	-
Pot Cap-1 Maneuver	~ 164	525	-	-	698	-
Stage 1	~ 414	-	-	-	-	-
Stage 2	587	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	~ 153	525	-	-	698	-
Mov Cap-2 Maneuver	~ 153	-	-	-	-	-
Stage 1	~ 414	-	-	-	-	-
Stage 2	547	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	$ 1235.6	0	0.6
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	- 175	698	-
HCM Lane V/C Ratio	-	- 3.627	0.069	-
HCM Control Delay (s)	-	$ 1235.6	10.5	-
HCM Lane LOS	-	- F	B	-
HCM 95th %tile Q(veh)	-	- 61.4	0.2	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

9a 641

Intersection	
Int Delay, s/veh	0.7

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	34	11	544	16	4	673
Future Vol, veh/h	34	11	544	16	4	673
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	150	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	37	12	591	17	4	732

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	974	304	0	0	609	0
Stage 1	600	-	-	-	-	-
Stage 2	374	-	-	-	-	-
Critical Hdwy	6.86	6.96	-	-	4.16	-
Critical Hdwy Stg 1	5.86	-	-	-	-	-
Critical Hdwy Stg 2	5.86	-	-	-	-	-
Follow-up Hdwy	3.53	3.33	-	-	2.23	-
Pot Cap-1 Maneuver	247	689	-	-	959	-
Stage 1	508	-	-	-	-	-
Stage 2	663	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	246	689	-	-	959	-
Mov Cap-2 Maneuver	246	-	-	-	-	-
Stage 1	508	-	-	-	-	-
Stage 2	660	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	19.8	0	0.1
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	- 292	959	-
HCM Lane V/C Ratio	-	- 0.168	0.005	-
HCM Control Delay (s)	-	- 19.8	8.8	-
HCM Lane LOS	-	- C	A	-
HCM 95th %tile Q(veh)	-	- 0.6	0	-

Qa 642

Attachment 8

FAA Determinations of No Hazard to Air Navigation

Preparation Date: September 15, 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-1611-OE

Issued Date: 03/23/2017

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

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

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

Structure:	Building MERIDIAN PARK SOUTH - NWC BUILDING B
Location:	Riverside, CA
Latitude:	33-52-50.83N NAD 83
Longitude:	117-18-30.36W
Heights:	1738 feet site elevation (SE) 49 feet above ground level (AGL) 1787 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 09/23/2018 unless:

(a) the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
(b) extended, revised, or terminated by the issuing office.
(c) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within

Ga 644

6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

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

This determination is based, in part, on the foregoing description which includes specific coordinates , heights, frequency(ies) and power . Any changes in coordinates , heights, and frequencies or use of greater power will void this determination. Any future construction or alteration , including increase to heights, power, or the addition of other transmitters, requires separate notice to the FAA.

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

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

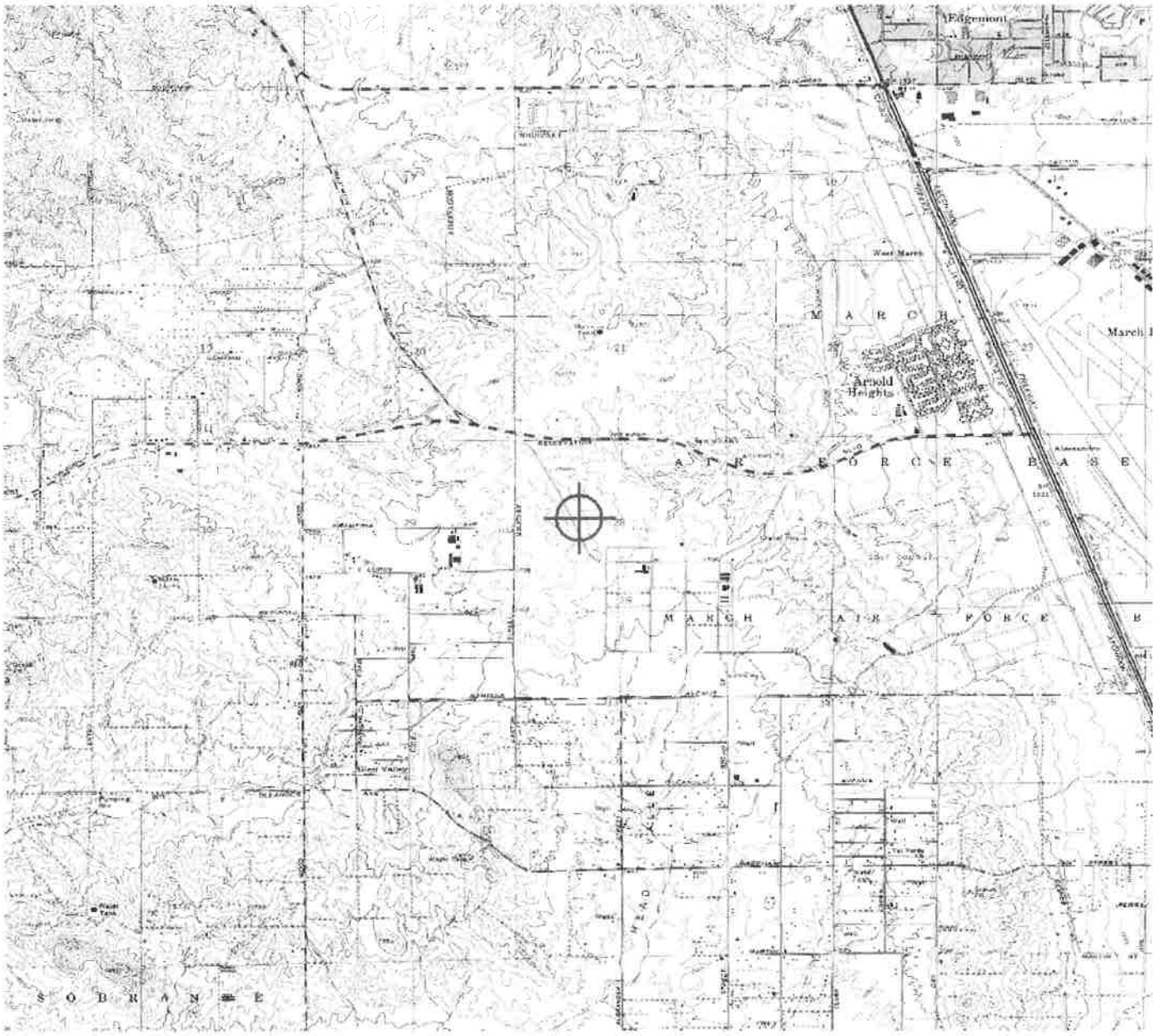
If we can be of further assistance, please contact our office at (310) 725-6557. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2017-AWP-1611-OE.

Signature Control No: 323485377-326505234 (DNE)
Karen McDonald
Specialist

Attachment(s)
Map(s)

9a 645

TOPO Map for ASN 2017-AWP-1611-OE



Qa 646

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

Aeronautical Study No.
2017-AWP-1612-OE

Issued Date: 03/23/2017

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

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

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

Structure:	Building MERIDIAN PARK SOUTH- NEC BUILDING B
Location:	Riverside, CA
Latitude:	33-52-50.86N NAD 83
Longitude:	117-18-11.50W
Heights:	1730 feet site elevation (SE)
	49 feet above ground level (AGL)
	1779 feet above mean sea level (AMSL)

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

It is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be e-filed any time the project is abandoned or:

_____ At least 10 days prior to start of construction (7460-2, Part 1)
__X__ Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

See attachment for additional condition(s) or information.

Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking/ lighting are accomplished on a voluntary basis, we recommend it be installed in accordance with FAA Advisory circular 70/7460-1 L Change 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 09/23/2018 unless:

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

(b) extended, revised, or terminated by the issuing office.

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

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

This determination is subject to review if an interested party files a petition that is received by the FAA on or before April 22, 2017. In the event a petition for review is filed, it must contain a full statement of the basis upon which it is made and be submitted to the Manager, Airspace Policy & Regulation, Federal Aviation Administration, 800 Independence Ave, SW, Room 423, Washington, DC 20591.

This determination becomes final on May 02, 2017 unless a petition is timely filed. In which case, this determination will not become final pending disposition of the petition. Interested parties will be notified of the grant of any review. For any questions regarding your petition, please contact Airspace Regulations & ATC Procedures Group via telephone -- 202-267-8783 - or facsimile 202-267-9328.

This determination is based, in part, on the foregoing description which includes specific coordinates, heights, frequency(ies) and power. Any changes in coordinates, heights, and frequencies or use of greater power will void this determination. Any future construction or alteration, including increase to heights, power, or the addition of other transmitters, requires separate notice to the FAA.

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

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

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

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

9a 648

If we can be of further assistance, please contact Karen McDonald, at (310) 725-6557. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2017-AWP-1612-OE.

Signature Control No: 323485378-326507731 (DNH)
Mike Helvey
Manager, Obstruction Evaluation Group

Attachment(s)
Additional Information
Map(s)

Ga 649

Additional information for ASN 2017-AWP-1612-OE

The proposal, submitted by Meridian Park LLC, will construct a 49-foot above ground level (agl) Building, on significantly rising natural terrain in Riverside, California.

The site is located approximately 2.21 nautical miles (NM) west of the March ARB (RIV) airport reference point. The ARB Field Elevation (FE) is 1,536 feet above mean sea level (amsl). RIV is the closest civilian public-use or military landing area. The site elevation of this proposal is 1,730 feet amsl.

The structure height exceeds the obstruction standards of Title 14 Code of Federal Regulations (CFR) Part 77 as follows:

Section 77.19(b) by 23 feet, - a height exceeding the RIV Conical Surface.

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

AERONAUTICAL STUDY FOR POSSIBLE EFFECT UPON THE OPERATION OF AN AIR NAVIGATION AID:

- None.

AERONAUTICAL STUDY FOR POSSIBLE INSTRUMENT FLIGHT RULES (IFR) EFFECT DISCLOSED THE FOLLOWING:

- The proposal would have no effect on any existing or proposed IFR arrival/departure routes, operations, or procedures.

- The proposal would have no effect on any existing or proposed IFR en route routes, operations, or procedures.

- The proposal would have no effect on any existing or proposed IFR minimum flight altitudes.

AERONAUTICAL STUDY FOR POSSIBLE VISUAL FLIGHT RULES (VFR) EFFECT DISCLOSED THE FOLLOWING:

- The proposal would have no effect on any existing or proposed VFR arrival or departure routes, operations or procedures.

- The proposal would not conflict with airspace required to conduct normal VFR traffic pattern operations at any known public use or military airports, including RIV. The proposal does not penetrate the maneuvering area associated with VFR Traffic Pattern operations at RIV. Aircraft at normal Traffic Pattern altitudes and standard rates of descent have reasonable clearance above this structure.

- The proposal would not penetrate those altitudes normally considered available to airmen for VFR en route flight.

The cumulative impact of the proposed structure, when combined with other existing structures is not considered significant. Study did not disclose any adverse effect on existing or proposed public-use or military airports or navigational facilities. Nor would the proposal affect the capacity of any known existing or planned civilian public-use or military airport.

Therefore, it is determined that the proposed construction would not have a substantial adverse effect on the safe and efficient utilization of the navigable airspace by aircraft or on any air navigation facility and would not be a hazard to air navigation.

This determination, issued in accordance with Part 77, concerns the effect of the proposal on the safe and efficient use of the navigable airspace by aircraft and does not relieve the sponsor of any compliance responsibilities relating to laws, ordinances, or regulations of any Federal, state, or local governmental bodies.

Determinations, which are issued in accordance with Part 77, do not supersede or override any state, county, or local laws, avigation easements, or ordinances, or local zoning maximum heights.
The proposal, submitted by Meridian Park LLC, will construct a 49-foot above ground level (agl) Building, on significantly rising natural terrain in Riverside, California.

The site is located approximately 2.21 nautical miles (NM) west of the March ARB (RIV) airport reference point. The ARB Field Elevation (FE) is 1,536 feet above mean sea level (amsl). RIV is the closest civilian public-use or military landing area. The site elevation of this proposal is 1,730 feet amsl.

The structure height exceeds the obstruction standards of Title 14 Code of Federal Regulations (CFR) Part 77 as follows:

Section 77.19(b) by 23 feet, - a height exceeding the RIV Conical Surface.

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

AERONAUTICAL STUDY FOR POSSIBLE EFFECT UPON THE OPERATION OF AN AIR NAVIGATION AID:

- None.

AERONAUTICAL STUDY FOR POSSIBLE INSTRUMENT FLIGHT RULES (IFR) EFFECT DISCLOSED THE FOLLOWING:

- The proposal would have no effect on any existing or proposed IFR arrival/departure routes, operations, or procedures.

- The proposal would have no effect on any existing or proposed IFR en route routes, operations, or procedures.

- The proposal would have no effect on any existing or proposed IFR minimum flight altitudes.

AERONAUTICAL STUDY FOR POSSIBLE VISUAL FLIGHT RULES (VFR) EFFECT DISCLOSED THE FOLLOWING:

- The proposal would have no effect on any existing or proposed VFR arrival or departure routes, operations or procedures.

- The proposal would not conflict with airspace required to conduct normal VFR traffic pattern operations at any known public use or military airports, including RIV. The proposal does not penetrate the maneuvering area associated with VFR Traffic Pattern operations at RIV. Aircraft at normal Traffic Pattern altitudes and standard rates of descent have reasonable clearance above this structure.

- The proposal would not penetrate those altitudes normally considered available to airmen for VFR en route flight.

The cumulative impact of the proposed structure, when combined with other existing structures is not considered significant. Study did not disclose any adverse effect on existing or proposed public-use or military airports or navigational facilities. Nor would the proposal affect the capacity of any known existing or planned civilian public-use or military airport.

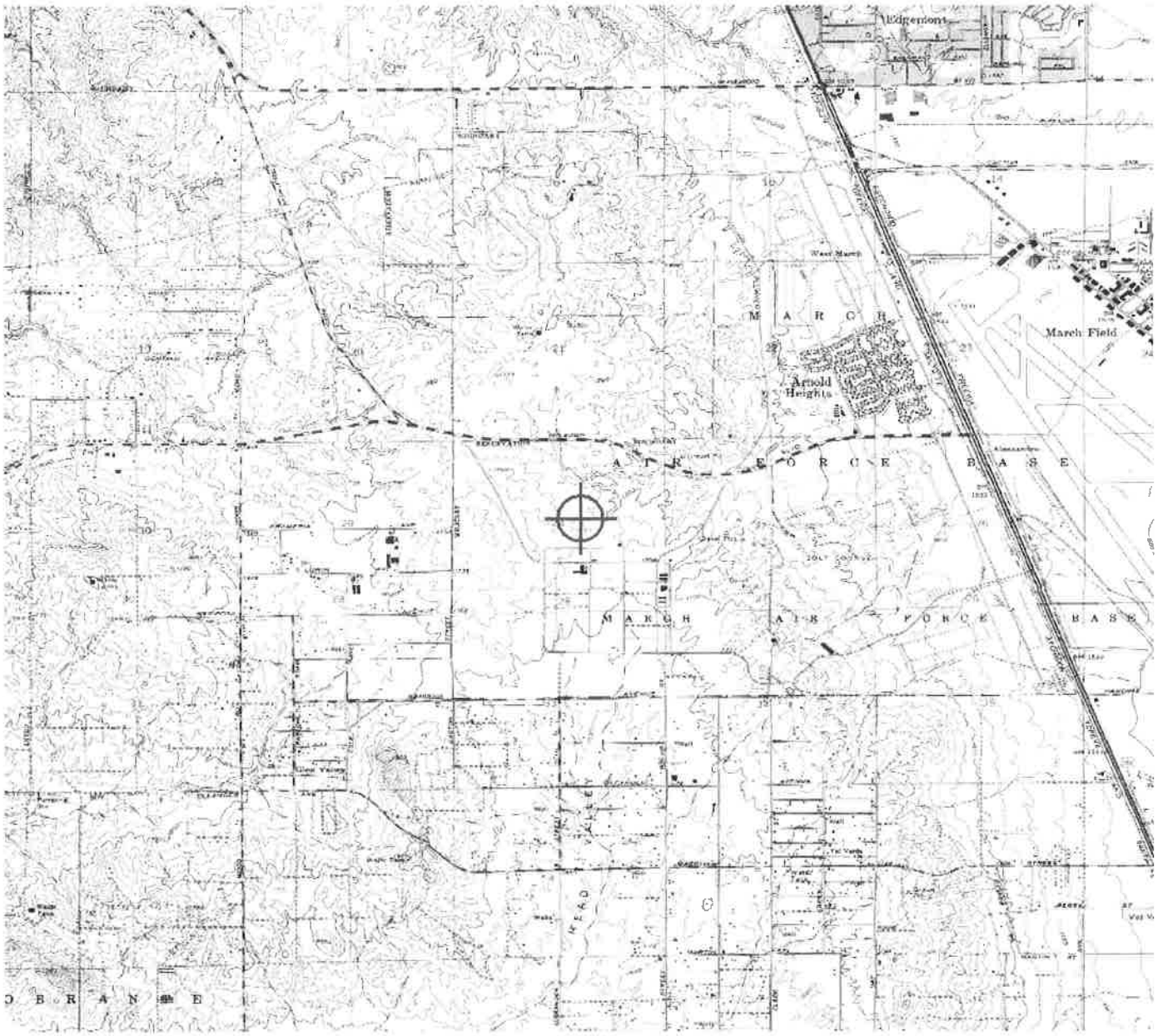
Therefore, it is determined that the proposed construction would not have a substantial adverse effect on the safe and efficient utilization of the navigable airspace by aircraft or on any air navigation facility and would not be a hazard to air navigation.

This determination, issued in accordance with Part 77, concerns the effect of the proposal on the safe and efficient use of the navigable airspace by aircraft and does not relieve the sponsor of any compliance responsibilities relating to laws, ordinances, or regulations of any Federal, state, or local governmental bodies.

Determinations, which are issued in accordance with Part 77, do not supersede or override any state, county, or local laws, avigation easements, or ordinances, or local zoning maximum heights.

9a 652

TOPO Map for ASN 2017-AWP-1612-OE



Ex 653

Attachment 9

March Business Center Implementation Committee Packet for PP 16-07

Preparation Date: September 15, 2017

9a 654

MARCH JOINT POWERS AUTHORITY

NOTICE TO THE PUBLIC

and to the

MEMBERS OF THE MARCH BUSINESS CENTER IMPLEMENTATION COMMITTEE

of the

MARCH JOINT POWERS AUTHORITY

Meeting will be held

Wednesday, March 29, 2017 – 3:30 PM

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

I hereby certify that the foregoing notice is a full, true and correct copy of a notice sent to the following locations:

1. County of Riverside
   County Administrative Center
   4080 Lemon Street
   Riverside, CA 92501

2. City of Perris
   City Hall
   101 North D Street
   Perris, CA 92570

3. City of Riverside
   City Hall
   3900 Main Street
   Riverside, CA 92522

4. City of Moreno Valley
   City Hall
   14177 Frederick Street
   Moreno Valley, CA 92553

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

I hereby certify that a copy of the foregoing notice was dispatched by me on March 23, 2017 to each member of the March Business Center Implementation Committee of the March Joint Powers Authority.

Notice was also sent to the local newspaper of general circulation for announcement and general circulation.

Cindy Camargo

Cindy Camargo, Acting Clerk
March Business Center Implementation Committee

Meeting of the

March Business Center Implementation Committee

of the

MARCH JOINT POWERS AUTHORITY

Wednesday, March 29, 2017 - 3:30 PM
at the

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

AGENDA

1. **Call to Order and Roll Call**

2. **Approval of Minutes of the Meeting held on November 7, 2016** (Page 4)

3. **Public Comments**

4. **Discussion and Action Items** (Page 10)

   a) PP 16-07: A request for Design Plan approval in compliance with March Business Center Specific Plan (SP-1, A5) Section VII. D (b) for an application by Meridian Park, LLC, for a 1,000,000-square foot speculative warehouse and distribution facility on approximately 48 acres located at 20801 Krameria Avenue, in the Industrial zoning district within the March Business Center Specific Plan (SP-1, A5). The Design Plan would grant approval for the site plan, floor plan, landscape plan, building elevations and preliminary grading plans, and would authorize the applicant to proceed with construction plan submittal. This is a ministerial review involving a single building located west of the southwest corner of Village West Drive and Krameria Avenue. The March Business Center Implementation Committee will also consider a Notice of Exemption pursuant to section 21080 of the California Environmental Quality Act in conjunction with this case.

5. **Adjournment**

In accordance with Government Code section 65009, anyone wishing to challenge any action taken by the members appointed by the March Business Center Implementation Committee of the entity listed in this agenda above in court may be limited to raising only those issues raised at the public hearing described in the notice, or raised in written correspondence delivered to the hearing body, at or prior to the public hearing. Any written correspondence submitted to one or more of the March JPA Commissioners regarding a matter on this Agenda shall be carbon copied to the Clerk and the project planner, if applicable, at or prior to the meeting date first referenced above.

Copies of written documentation relating to each item of business described above are on file in the office of the March Joint Powers Authority (JPA) 14205 Meridian Parkway, Ste. 140, Riverside, California and are available for public inspection during regular office hours which are 8:00 a. m. to 5:00 p.m., Monday through Thursday. Written materials distributed to the March Business Center Implementation Committee within 72 hours of the meeting are available for public inspection immediately upon distribution in the JPA office at 14205 Meridian Parkway, Ste. 140, Riverside, California (Government Code Section 54957.5(b)(2)). Copies of written materials may be purchased for $0.20 per page. Pursuant to State law, this agenda was posted at least 72 hours prior to the meeting.

9a 656

I hereby certify under penalty of perjury, under the laws of the State of California that the foregoing agenda was posted in accordance with the applicable legal requirements.

Dated: 2-23-17

Signed: Cindy Camargo
Cindy Camargo, Acting Clerk, March Business Center Implementation Committee

ADA: If you require special accommodations during your attendance at a meeting, please contact the JPA at (951) 656-7000 at least 24 hours in advance of the meeting time.

March Joint Powers Authority
14205 Meridian Parkway, Ste. 140, Riverside, CA 92518
Phone: (951) 656-7000 Facsimile: (951) 653-5558

Meeting of the

March Business Center Implementation Committee

of the

MARCH JOINT POWERS AUTHORITY

Monday, November 7, 2016 - 4:30 PM
at the
March Joint Powers Authority Office
14205 Meridian Pkwy, Suite 140
Riverside, CA 92518

Meeting Minutes

1. Call to Order and Roll Call
   Chairman Melendrez called the meeting to order at 4:30 pm.

   Roll Call
   Present: Chairman Melendrez, Member Jeffries
   Absent: Member Gutierrez

   Chairman Melendrez requested the meeting attendees provide self-introductions.

   Other Meeting Attendees:
   March JPA Planning Director Dan Fairbanks
   March JPA Associate Planner Lauren Sotelo
   March JPA Administrative Assistant/Plan Expeditor Katie Dunlap
   Best Best and Krieger (BBK) Legal Counsel Charity Schiller
   RGA Architects Dennis Roy
   Lewis Companies Timothy Reeves
   Waypoint Property Group Jeff Gordon

2. Approval of October 22, 2014 Minutes as printed.
   Motion by Member Jeffries to approve the October 22, 2014 meeting minutes as printed, seconded by Chairman Melendrez.
   Motion: Jeffries
   Second: Melendrez
   Ayes: Jeffries, Melendrez
   Noes: None

3. Public Comments
   None.

4. Discussion and Action Items

Item 4a, PP 15-02: A request for Design Plan approval in compliance with the Meridian Specific Plan (SP-5) Section VII. D. (b) for an application by Newcastle Partners, Inc, for a 262,260 square foot speculative warehouse and distribution facility on 13.53 acres located at 21822 Opportunity Way, in the Industrial zoning district within the Meridian Specific Plan (SP-5). The Design Plan would grant approval for the site plan, floor plan, landscape plan, building elevations and preliminary grading plans, and would authorize the applicant to proceed with construction plan submittal. This is a ministerial review involving a single building located west of the northwest corner of Opportunity Way and Meridian Parkway. The March Business Center Implementation Committee will also consider a Notice of Exemption pursuant to section 21080 of the California Environmental Quality Act in conjunction with this case.

Atty. Schiller provided an overview of the Ministerial Approval process. Atty. Schiller stated the original March Business Specific Plan was approved in 2003 pursuant to an Ordinance and Environmental Impact Report (EIR) process under California Environmental Quality Act (CEQA). Part of March JPA's approval at that time created the March Business Center Implementation Committee. Although the Specific Plan has been amended, none of the amendments have changed the process and the authority of this committee. To be more specific, the Joint Powers Commission (JPC) has very broad authority and power over the approval process for new development. The JPC, through the approval of the March Business Center Specific Plan and Meridian Specific Plan created the March Business Center Implementation Committee to review projects with a very limited and very narrow purview. In this case this committee is looking at the application before you and comparing it against an existing checklist of items to determine whether the application is consistent with the existing adopted Specific Plan, certified EIR and approved Design Guidelines. If determined that the application is consistent with the existing approvals, then it may be approved. If found inconsistent, the approval may be denied. Any such denial can be appealed to the JPC. This is the process set up through the Specific Plan and was challenged by the Health First group in 2008 when the March Business Center Implementation Committee used this process to approve the Fresh & Easy/Tesco warehouse and the court of appeals confirmed that where you are merely comparing a set of plans against a set of existing requirements, as is the case in your packets today, that your exercise of approval authority is a Ministerial Act under CEQA and no further environmental review need be done.

Member Jeffries asked what is unique about this item compared to other developments in March JPA that sent it to the committee, versus not, and is it the Specific Plan. Atty. Schiller confirmed it is the Specific Plan that has been approved and has been ratified to the Specific Plan, and a 2009 amendment to the Specific Plan is not available to the developments outside the Specific Plan boundaries.

Chairman Melendrez asked for the project presentation from Associate Planner, Lauren Sotelo. Mrs. Sotelo explained Agenda Item 4a is a request for a Design Plan approval for

PP 15-02 by Applicant Newcastle Partners Inc. for a 262,260 square foot speculative warehouse on 13.53 acres at 21822 Opportunity Way in the Industrial Zoning District as indicated by the Meridian Specific Plan. The approval of the Design Plan would authorize the Applicant to proceed with the Construction Plan submittal. Mrs. Sotelo gave a description of the site location, surrounding buildings, and the LBV Easement. The project will be developed in a single phase and will be designed to accommodate a user for storage/consolidation/light assembly use. Of the total square footage, 5,000 will be dedicated to Mezzanine or Office Space, with 30 dock-high doors along the East Elevation, 26 dock-high doors along the West Elevation, and a 12 foot high masonry block wall to screen the truck court from public view. Mrs. Sotelo gave an overview of the building elevations including the color scheme, window glazing, and the various landscape features. She stated that a Traffic Consistency Memo was prepared to analyze the number of trips the site would generate and, according to the Memo, the passenger car trips would total 837 and 189 truck trips. A total of 6,080 daily vehicle trips and 1,760 truck trips was projected for Planning Region C as identified in the Meridian Specific Plan. With regards to the FAA, given the proximity to the airport, the calculations were submitted to the FAA on behalf of the Applicant, and were reviewed by the Riverside County ALUC (Airport Land Use Commission) on January 26, 2016, finding no further determination needed and no additional conditions of approval were necessary beyond what is covered under Meridian Specific Plan SP-05. Chairman Melendrez asked if the building could go up to 80 feet. Planning Director, Dan Fairbanks, stated they are able to utilize the maximum building height, as long as they match the setback requirements of equal building height. Chairman Melendrez asked what the proposed building height is. Mrs. Sotelo responded with a height of 40-44 feet.

Chairman Melendrez asked if the residential area will be affected by any noise from the truck court. Mr. Fairbanks identified that the residential area is approximately 2,000 feet from the proposed warehouse site and the Focused EIR did not identify any impacts to the residential neighborhood. He also identified, in addition to the distance, there is also a "buffer" of trees that are part of the Landscape Lighting Maintenance District (LLMD) and offered that the usual amount of complaints coming from the residential area typically occurs when there is early morning construction and not from day to day operations.

Mrs. Sotelo continued with her presentation of item 4a, noting that a comprehensive Ministerial Review Checklist was prepared in order to maintain consistency with the proposed development and the Meridian Specific Plan Development Standards, the Meridian Specific Plan Subsequent EIR and its Mitigation Measure, and the March Business Center Design Guidelines. Proceeding to present her Project Findings, and Staff Recommendations to the Committee recommending an approval of Design Plan 15-02.

Member Jeffries asked if these developments contribute to the DIF charges. Mrs. Sotelo stated they contribute to the Building Permit issuance. Mr. Fairbanks further explained the DIF Fees and the times at which they are charged, collected, and dispersed between TUMF, Riverside County, and March JPA.

Member Jeffries asked who maintains the roads.

Mr. Fairbanks stated the March JPA maintains the roads through the General Revenue Fund.

Mr. Jeffries asked if this development will contribute to that fund to maintain the roads.

Mr. Fairbanks stated the maintenance of the roads is not paid by the developer.

Chairman Melendrez discussed the traffic flow at the Sysco development and asked if there would be any related issues for Unit 3 Lot 2.

Mr. Fairbanks responded that there is no foreseeable conflict for this site.

Motion by Member Jeffries to approve as per Staff recommendation, seconded by Chairman Melendrez.

Motion:	Jeffries
Second:	Melendrez
Ayes:	Jeffries, Melendrez
Noes:	None

Mr. Fairbanks presented Item 4b, PP 16-05: A request for Design Plan approval in compliance with March Business Center Specific Plan (SP-1, A5) Section VII. D (b) for an application by Meridian Park, LLC, for a 1,000,000 square foot speculative warehouse and distribution facility on 48.027 acres located at 20801 Krameria Avenue, in the Industrial zoning district within the March Business Center Specific Plan (SP-1, A5). The Design Plan would grant approval for the site plan, floor plan, landscape plan, building elevations and preliminary grading plans, and would authorize the applicant to proceed with construction plan submittal. This is a ministerial review involving a single building located west of the southwest corner of Village West Drive and Krameria Avenue. The March Business Center Implementation Committee will also consider a Notice of Exemption pursuant to section 21080 of the California Environmental Quality Act in conjunction with this case.

Mr. Fairbanks gave an overview of the zoning of the South Campus as a whole, indicating various park sites, conservation areas, industrial, office, and mixed use sites. He proceeded to discuss the truck route limitations that will be put in place to prevent semi-trucks from making a left turn on Van Buren Boulevard or leaving the South Campus on to Barton Road. In order to prevent a left turn onto Van Buren Boulevard, there would be height barriers, lane delineators, striping on the roads, signage, and cameras in order to enforce any left turns. ALUC determined they do not have jurisdiction in this area, and they present no hazard to air navigation. In terms of occupancy, they are allowed up to 500 people in the densest acre on their site and 250 people on an average basis, and will have 16.8 employees in the least dense, and 147 employees in the most dense. The building is 41-49 feet high with an allowable height of 80 feet. The lighting is identified as high pressure

sodium with a maximum height of 25 feet with a maximum wattage of 750 in order to keep the lighting level low. This site has 327 parking spaces with a requirement of 322 spaces.

Mr. Fairbanks confirmed the Applicant meets all requirements per the checklist of the Specific Plan Requirements, with the exception of the Project Signage, and On-Site Lighting. RGA Architects Dennis Roy detailed the design of the speculative building that affords flexibility for any future tenant and the current elevation design. Mr. Roy detailed the on-site queuing lanes that remain on the site in order to prevent any queuing on the public street.

Chairman Melendrez asked if the 4 lots south of Krameria is adjacent to any Residential areas.

Mr. Fairbanks detailed the proximity to Ben Clark Training Center and the Altavita, formerly Air Force Village West, Living Community.

Chairman Melendrez expressed his concern with the idling trucks and its impact on the Health Risk Assessment.

Mr. Fairbanks explained they were less than significant as far as the impact to Orangecrest Residents, and will have no impact on Altavita.

Member Jeffries asked when the Developer will make improvements to Barton Road.

Mr. Fairbanks stated the Developer must make improvements prior to the development of two million square feet of land, expanding Barton Road to two lanes of each path of travel and a center lane.

Member Jeffries asked if trucks will be utilizing Barton Road.
Mr. Fairbanks responded that it will be restricted to passenger vehicles only.

Chairman Melendrez asked if the video monitoring feed will be actively reviewed.

Mr. Fairbanks responded that staff will utilize the feed when necessary, and will enforce a right turn only as much as necessary.

Chairman Melendrez asked if the warehouse will be split into two tenant spaces or a single use tenant only.

Mr. Roy stated they are intended for a single tenant but can be split at a later time if the economy doesn't call for a large warehouse space.

Member Jeffries expressed his dislike for one million square foot speculative buildings, but acknowledged that this was a decision of the private sector.

Chairman Melendrez inquired about the average length of time that a warehouse, of this size, remains empty.

Waypoint Property, Jeff Gordon stated there has not been any lack of interest and there has not been any warehouses of that size that have sat vacant since this is the "size de jour" of the market.

Member Jeffries asked the Developer if they will be making the street improvements to Barton Road sooner.

Lewis Companies Timothy Reeves stated they are already in the midst of installing $30 million worth of infrastructure on Van Buren Boulevard as well as several intersections and drainage. Mr. Gordon noted the developing of the east side of the property at this time, which will not impact traffic on the west side near Barton Road. Mr. Fairbanks also stated that the Master Developer has been phasing in the improvements on Van Buren Boulevard and are complying with the phasing schedule.

Chairman Melendrez asked if Resident's were notified of the development.

Mr. Fairbanks noted that the Ministerial Review meets the requirements of the Brown Act and March JPA has worked extensively with Ben Clark Training Center.

Motion by Member Jeffries to approve as per Staff recommendation, seconded by Chairman Melendrez.

Motion:	Jeffries
Second:	Melendrez
Ayes:	Jeffries, Melendrez
Noes:	None

5. Chairman Melendrez adjourned the meeting at 5:21 p.m.

MARCH JOINT POWERS AUTHORITY

TO: MARCH BUSINESS CENTER IMPLEMENTATION COMMITTEE

FROM: GRACE WILLIAMS, ECONOMIC & COMMUNITY DEVELOPMENT MANAGER

DATE: **MARCH 29, 2017**

SUBJECT: **AGENDA ITEM 4(a) PP 16-07: A REQUEST FOR DESIGN PLAN APPROVAL IN COMPLIANCE WITH MARCH BUSINESS CENTER SPECIFIC PLAN (SP-1, A5) SECTION VII. D (B) FOR AN APPLICATION BY MERIDIAN PARK, LLC, FOR A 1,000,000 SQUARE FOOT SPECULATIVE WAREHOUSE AND DISTRIBUTION FACILITY ON 48-ACRES LOCATED AT 20801 KRAMERIA AVENUE, IN THE INDUSTRIAL ZONING DISTRICT WITHIN THE MARCH BUSINESS CENTER SPECIFIC PLAN (SP-1, A5). THE DESIGN PLAN WOULD GRANT APPROVAL FOR THE SITE PLAN, FLOOR PLAN, LANDSCAPE PLAN, BUILDING ELEVATIONS AND PRELIMINARY GRADING PLANS, AND WOULD AUTHORIZE THE APPLICANT TO PROCEED WITH CONSTRUCTION PLAN SUBMITTAL. THIS IS A MINISTERIAL REVIEW INVOLVING A SINGLE BUILDING LOCATED WEST OF THE SOUTHWEST CORNER OF VILLAGE WEST DRIVE AND KRAMERIA AVENUE. THE MARCH BUSINESS CENTER IMPLEMENTATION COMMITTEE WILL ALSO CONSIDER A NOTICE OF EXEMPTION PURSUANT TO SECTION 21080 OF THE CALIFORNIA ENVIRONMENTAL QUALITY ACT IN CONJUNCTION WITH THIS CASE.**

Recommended Motions:

1. The March Business Center Implementation Committee review is limited to a determination of Project consistency with the approved March Business Center Specific Plan Development Standards, the adopted March Business Center Design Guidelines and the March Business Center Focused EIR, the action is considered a ministerial action under the California Environmental Quality Act (CEQA) [Section 15268.(a)]; therefore, the March Business Center Implementation Committee directs staff to file a Notice of Exemption consistent with the Authority's CEQA Guidelines;

2. The March Business Center Implementation Committee finds that the application is consistent with the requirements of the March Business Center Design Guidelines, the March Business

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Center Specific Plan (SP-1, A5), and the Certified Environmental Impact Report for the March Business Center Specific Plan (SCH #2002071089);

3. The March Business Center Implementation Committee adopts the findings identified in the staff report; and

4. The March Business Center Implementation Committee has reviewed the proposed Design Plan, March Business Center Specific Plan Land Use Plan, applicant's narrative, and the March Business Center Implementation Committee Checklist for Design Plan PP 16-07, and other related land use and environmental documents and approves Design Plan PP 16-07 subject to the Standard Conditions of Approval for the March Business Center.

Applicant: Meridian Park, LLC

Background:

The March Business Center Implementation Committee was created on February 26, 2003 through the adoption of the March Business Center Specific Plan. As identified in Section VII. D.(b), Design Plans consistent with the Specific Plan Amendment and Focused EIR go through a ministerial review process with the March Business Center Implementation Committee.

The March Business Center Implementation Committee's review of the proposed development does not involve the exercise of judgement or deliberation, but is merely a determination of whether the proposed plans comply with the existing March Business Center Design Guidelines, March Business Center Specific Plan and March Business Center Specific Plan Certified EIR (SCH #2009071069). Project denial by the March Business Center Implementation Committee is appealable to the March Joint Powers Commission in conformance with Section 9.02.240 of the March Joint Powers Authority Development Code.

The use of a ministerial approval process and the March Business Center Implementation Committee Checklist was specifically upheld in the Good Neighbors v. Tesco Fresh and Easy, published in Ca. 07928907. This proposed Design Plan is located within the south campus of the March Business Center (south of Van Buren Boulevard), whereas the subject site in the Good Neighbors v. Tesco Fresh and Easy case is located in the north campus (north of Van Buren).

Development Overview:

The building is proposed to be constructed in one phase, with all ancillary landscape, parking and screening walls constructed with the initial development. The development is located approximately 2,000 feet south of the nearest single family residential unit within the Orangecrest community, about 1,000 feet northwest of the nearest residence in the Altavita retirement community and 1,800 east of the Mission Ranch community. The site is adjacent to and immediately north of the Ben Clark Training Center (BCTC). The building design can accommodate a single tenant or two-tenant configuration with office components at the northwest or northeast corners of the building.

Meridian Park, LLC proposes a 1,000,000-square foot facility as a speculative warehouse/ distribution building on 48 acres. The industrial building will be designed for storage, sorting, consolidation, and distribution facility, with possible light assembly. A combined office area of approximately 27,000 sq/ft is identified in the northwest and northeast corners of the building. Total on-site automobile parking includes 327 spaces, whereas 322 spaces are required. Proposed parking includes 14 carpool parking spaces and 10 handicapped parking spaces. The industrial building incorporates 218 dock-high doors and 4 at-grade doors, which are evenly distributed along the north and south building elevations. Site access is provided through two driveways on Krameria Avenue, one at the northwest and one at the northeast site corners. All parking and access complies with the requirements of the March Business Center Design Guidelines.

The Project incorporates a 12' concrete wall along the north and south property lines, to screen all activities within the truck courts. The wall in proximity to Krameria Avenue is designed as the March Business Center theme wall, inclusive of stone pilasters at 80' on center, whereas the 12' wall adjacent to the BCTC facility is a painted concrete wall. As other developments (by others) are planned adjacent to the east and west property lines, these side property lines incorporate fences. The eastern fence is a black tubular steel fence with perforated screening panels to screen interior views. The western fence is a black plasticized chain link fence supplemented by 24" evergreen Aleppo pines to obscure views into the property. All fencing is consistent with the requirements of the March Business Center Design Guidelines.

The attached Ministerial Review Checklist indicates that the facility will be used for warehouse and distribution use. The project is expected to generate 3,560 total daily trips, of which 727 trips are truck trips. Minor amounts of the projected trips will be captured within the south campus, and thus will not be counted against the planned external trips calculated in the March Business Center Focused EIR. The remaining total vehicle and truck trips for the south campus is 39,478 daily vehicle trips and 854 daily truck trips. Based on the attached traffic consistency letter (Urban Crossroads, 2/15/17) all projected trips are consistent with the estimated trips identified in the March Business Center Focused EIR.

The proposed use is consistent with the Settlement Agreement between March JPA, LNR Riverside, CAREE and CCAEJ. As identified in the Settlement Agreement, truck turning restrictions are required to restrict trucks from turning westbound on Van Buren Boulevard from the Business Park. As such, the south campus is designed to include restrictive truck turning measures that include lane delineators, overhead height restrictions, pavement striping, truck route identification, street signage and camera enforcement. Truck trips from this site are required to use the intersection of Village West Drive and Van Buren Boulevard to access Interstate 215 (SP-5, Figure V-6). With the implementation of the truck trip restrictions, all components of the development will comply with the Settlement Agreement.

Airport Compatibility:

The site is located outside of the Accident Potential Zones identified within the 2005 March Air Installation Compatibility Use Zone Study (AICUZ). Compatibility between the airport and its surrounding environment is evaluated in terms of four aeronautical factors: noise, overflight, safety, and airspace protection. These factors are compiled and used to designate compatibility

zones in the Airport Compatibility Plan for March Air Reserve Base/March Inland Port (March ARB/IP), which was adopted by the Riverside County Airport Land Use Commission in November 2014. The proposed development is located in compatibility zone C2 of the Airport Compatibility Plan. Commercial/Industrial development must comply with an average of 200 people/acre and 500 people/in the most concentrated single-acre.

Average Land Use Intensity: The allowed average land use intensity is 200 persons/acre. The Riverside County Airport Land Use Commission uses the following criteria to determine average intensity: for warehouse use - one person per 1,428 square feet, and for office use – one person per 200 square feet. The proposed warehouse facility measures 1,000,000 square feet, of which 27,000 square feet is office area in the northwest and northeast corner of the building. Accordingly, occupancy for this building on an average basis is (973,000/1,428 + 27,000/200) = 816 people or = 16.9 people/acre. A second method for determining total average occupancy is based on the number of parking spaces. In this case, the number of passenger vehicle parking spaces (327) is multiplied by 1.5 passengers per vehicle, and added to the number of truck dock spaces to yield the total building occupancy (327 X 1.5 + 192). Accordingly, based on the alternate average building occupancy method, building occupancy is 683 people or 14.2 persons per acre. Through use of either calculation, the average intensity in persons per acre is in full compliance with the Airport Compatibility Plan for March ARB/IP.

Single-Acre Land Use Intensity: Airport Compatibility Zone C2 limits maximum single-acre occupancy to 500 persons an acre. Based on the submitted site plan, the maximum single acre for the building would consist of the 27,000 square foot floor office area and 16,500 square foot first floor warehouse area. This would result in a single-acre occupancy of 147, which is well below but consistent with the Zone C2 single-acre criterion of 500 persons/acre. Although the Development Agreement on this site exempts the site from the Riverside County Airport Land Use Commission review process, the site never-the-less meets the required density criteria for the March ARB/IP Airport Compatibility Plan.

Surrounding Area/Land Use:

Location	GP Designation/Zoning	Existing Land Use
North	**Specific Plan/ Industrial**	**Vacant Land**
West	Specific Plan/ Business Park	Vacant Land
South	**Public Facility (Riverside County Ben Clark Training Center)**	**Ben Clark Training Center**
East	Specific Plan/ Industrial	Industrial (under development)

Compliance with Development Standards:

Proposed Development		
Development Standard	**Minimum/Maximum Required**	**Proposed Development**
Building Area	N/A	1,000,000 square feet
Gross Site Area	30,000 square feet (minimum)	48 acres
Number of Buildings (range in size)	N/A	1 @ 1,000,000 square feet
Floor Area Ratio (Maximum)	50%	47.8%
Setbacks	Front: 20 feet Side: 0 feet Rear: 25 feet	Front: 200 ft. Side: 233 ft. (west) and 250 ft. (east) Rear: 200 ft.
Landscape Required (Minimum)	10%	10.025%
Building Height (Maximum)	80 ft.	45 - 49 ft.
Parking	322 stalls	327 stalls

Development Analysis:

Site Planning: The proposed development meets all the minimum standards identified in the March Business Center Specific Plan (SP-1, A5). Specifically, the proposed building height, setbacks, floor area ratio and landscape requirements are compliant with the March Business Center Specific Plan (SP-1, A5). Employee parking, carpool, bicycle and ADA parking spaces provided on the proposed site plan (Sheet A1-1-P) meet the minimum parking standards required for Industrial uses. FAA Part 77 calculations were submitted to the Federal Aviation Administration (FAA) pursuant to 49 U.S.C. Section 44718 and Title 14 of the Code of Federal Regulations (Part 77). The FAA issued Determinations 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 has been submitted and approved subject to conditions. A Final Water Quality Management Plan will be signed and notarized upon the completion of building construction and prior to Certificate of Occupancy, recorded to assure long term water quality. A conceptual drainage study has been completed for the site and has been reviewed by March JPA's Engineering Department, NPDES consultant CGRME and also Riverside County Flood Control and Water Conservation District.

Conformance with March Business Center Design Guidelines:

Architecture/Color Palette:
The proposed warehouse and distribution facility will be erected with painted concrete tilt-up walls. Variation in parapet height, shifts in the planes of the front elevations and use of contrasting field, base and accent colors emphasize the variation in the building design. Prominent low reflectance glazing not exceeding 25% reflectance is proposed at each entrance to the building and used to emphasize a grid module throughout the design, consist with the Design Guidelines.

Building colors consist of an earth tone palette with prominent field and base colors. Colors include SW 6126 Navajo White and SW 6141 Softer Tan, which are specifically included in the Design Guideline color palette. Other earth tone colors include SW 7016 Mindful Gray and SW 7052 Gray Area, which are consistent with the approved color palette. Alucobond Spectra Ocean Metal Panel is used as an accent on a prominent expansion/score line. The roof mounted equipment is designed to be fully screened by parapets. The Project architecture, color palette and glazing all comply with the requirements of the March Business Center Design Guidelines.

Site Landscaping:
A stricter, water conserving landscape palette is provided for this site in accordance with March JPA Water Efficiency Ordinance #JPA 16-03. The landscape plans identify use of Cercidium (Palo Verde), Cinnamomum (Camphor), Pinus Halepensis (Aleppo Pine), and Magnolia plant species listed in the Design Guidelines. The landscape plan complies with the Design Guidelines and the Landscape Water Efficiency Ordinance and will result in an attractive landscape design in compliance with the March Business Center Design Guidelines.

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 as the Project is a speculative development. Future signage is required to be approved by the March JPA planning staff prior to construction of any on-site signage.

Exterior Lighting:
Given the proximity to the airport, the March Business Center Design Guidelines provide specific requirements for all on-site lighting to provide fully shielded fixtures (no light emitted above horizon), high pressure or low pressure sodium lighting, maximum 750 watts, maximum fixture height of 25' above finished grade, and maximum lighting of 0.5 candle/foot^2 at the property line. This information is noted in the site plan notes and identified on Page A1-1-P of Project plans. Some components of the site lighting, including the lighting of the employee outdoor break area, lighting of pedestrian paths, and use of ornamental lighting for landscape and building enhancement have not been submitted, and will likely need to be addressed at a future date during construction plan review or during tenant improvement review, when the future tenant is known. For those lighting types, a subsequent review will be needed at a future date to ensure compliance with the March Business Center Design Guidelines. Accordingly, all exterior lighting will comply with the exterior lighting requirements of the March Business Center Design Guidelines.

Project Findings:

Should the March Business Center Implementation Committee find this application consistent with the requirements of the March Business Center Design Guidelines, the March Business Center Specific Plan (SP-1, A5), and the Certified Focused Environmental Impact Report and Mitigation Measures for the March Business Center Specific Plan; the March Business Center Implementation Committee should adopt the following findings:

1. That through the preparation and analysis of a comprehensive checklist, clear and concise information documents that the proposed development complies with all requirements of the March Business Center Specific Plan (SP-1, A5), the March Business Center Design Guidelines and the Final Environmental Impact Report for the March Business Center Specific Plan;

2. That the proposed project is consistent with the goals, objectives, policies, and programs of the March JPA General Plan and the March Business Center Specific Plan (SP-1, A5); and

3. That the proposed project, together with the Conditions of Approval thereto, will not be detrimental to the public health, safety, or welfare, or be materially injurious to properties or improvements in the vicinity.

Staff Recommendation:

Staff recommends that the March Business Center Implementation Committee find that:

1. The March Business Center Implementation Committee finds that a Notice of Exemption should be filed in accordance with CEQA and the Authority's Local Guidelines for implementing CEQA;

2. The March Business Center Implementation Committee adopts the findings and finds that this consistency determination merely involves a comparison of the proposed Design Plan to the existing March Business Center Design Guidelines, Approved Specific Plan Development Standards and Certified March Business Center Mitigation Measures and, as such, is a ministerial action that is exempt from environmental review under the California Environmental Quality Act [Section 15268.(a)];

3. Pursuant to this report, attached exhibits and the Ministerial Review Comprehensive Checklist, the proposed Design Plan 16-07 is consistent with the requirements of the March Business Center Design Guidelines, the March Business Center Specific Plan (SP-1, A5) and the Certified Focused Environmental Impact Report and Mitigation Measures for the March Business Center Specific Plan; and

4. The March Business Center Implementation Committee approves Design Plan 16-07, a Design Plan for a 1,000,000-square foot speculative warehouse and distribution facility

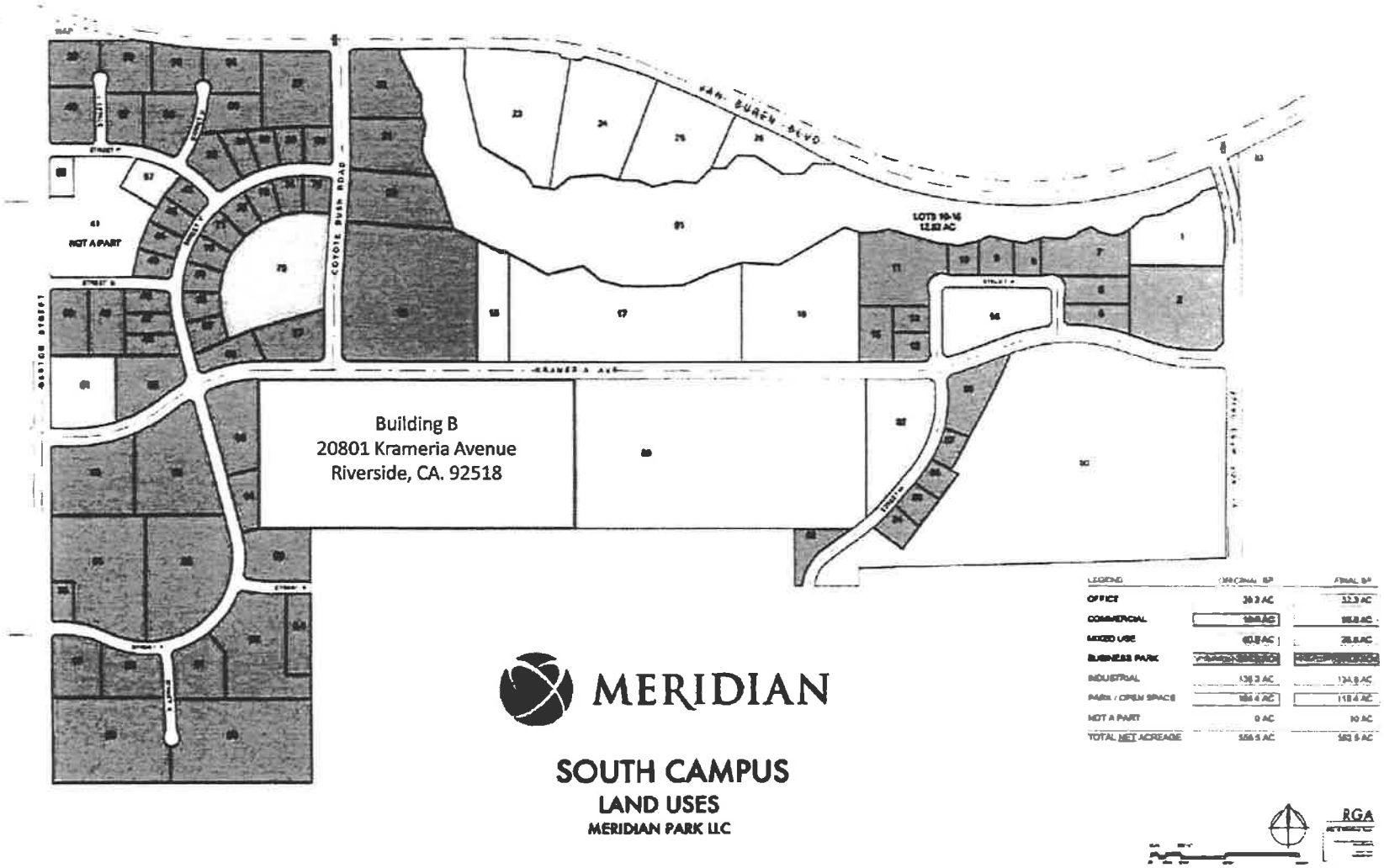
within the Industrial land use designation of the March Business Center Specific Plan (SP-1, A5), subject to the attached Standard Conditions of Approval.

Attachments:

1. March Business Center Land Use Map for South Campus
2. Applicant's Project Narrative (February 10, 2017)
3. Standard Conditions of Approval
4. Trilake Conditions of Approval (March 7, 2017)
5. CGRME Conditions of Approval PP16-07 (March 22, 2017)
6. Riverside County Fire Department Conditions of Approval (February 19, 2017)
7. WMWD Will Serve Letter (March 20, 2017)
8. Traffic Consistency Memorandum (February 15, 2017)
9. FAA Determination of No Hazard to Air Navigation (2017-AWP-1611-OE)
10. FAA Determination of No Hazard to Air Navigation (2017-AWP-1612-OE)
11. Reduced Site Plan
12. Reduced Building Elevations
13. Reduced Elevation/Screen Walls
14. Reduced Landscape Plan
15. Colored Landscape Plan
16. Preliminary Hydrology Plan
17. March Business Center Implementation Committee Ministerial Review Checklist
18. Notice of Exemption

Attachment 1

March Business Center
Land Use Map for South Campus



MERIDIAN

SOUTH CAMPUS

LAND USES

MERIDIAN PARK LLC

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Attachment 2

Applicant's Project Narrative (February 10, 2017)

Ga 674

PROJECT DESCRIPTION

MERIDIAN SOUTH CAMPUS BUILDING "B"

Meridian Park, LLC plans to begin construction of the second building in the South Campus section of the Meridian Business Park later this year. This building, known as Building "B", will be 1 million square feet in size and designed for warehouse/distribution and possibly light manufacturing uses. Although we are in discussions with several, a specific tenant/user has not been identified at this time. The building will be located on the south side of the Krameria Ave, north of the Ben Clark Training Center and immediately west of Building "A", presently under construction. Access to the site will be from Van Buren Boulevard, southward via Coyote Bush or Village West drive directly to Kremeria Avenue.

The structure will be 1,598' long and 620' wide. It will be built using the concrete tilt-up technique with an 8" thick concrete floor slab. The building will have a clear height inside of 36' and the outside walls will range form 41' tall to 49' tall as measured from the floor level. The average building height will be 45' tall as measured from the exterior grade. There will be approximately 218 loading dock positions and four grade level positions. Fire protection will be provided by a state of the art ESFR fire sprinkler system.

The building will be painted "flat" with a field color and up to three accent colors. The office and entrance areas in the building corners will feature an anodized aluminum storefront system and a combination of blue-toned reflective glass and spandrel panels. A similar system will be used at various positions along the upper length of the building to provide daylight to the interior. The front of the building will Additional vertical and horizontal scoring of the concrete will be used to highlight architectural features and create additional articulation. Metal panel soffit structures and aluminum sunscreens will also be utilized as additional architectural features.

The building will be on lot area of 48.023 acres. The yard areas will be primarily 7" minimum thickness concrete in the yard areas. 327 auto parking stalls are provided and 326 trailer parking stalls are available. Two points of ingress and egress are provided from Kremeria Avenue at each end of the building. Truck queuing is provided as are security gates and provisions for a future guard house structure. A 12' tall painted concrete screen wall with stone clad pilasters 80' on center will be built along the street frontage. An additional 12' painted concrete screen wall will be built the length of the south (rear) property line. The east and west ends of the site have 8' tall tubular steel picket fences. Approximately 10% of the site will be landscaped with drought tolerant materials in accordance with current CalGreen requirements.

As a tenant has not been defined at this time, there will be minimal interior improvements until specific tenant requirements are determined.

Ga 675

Attachment 3

Standard Conditions of Approval

Ga 676

Conditions of Approval
Building B @ 20801 Krameria Avenue
Design Plan 16-07

PLANNING DEPARTMENT, MARCH JOINT POWERS AUTHORITY

General Planning Conditions:

1. The site shall be developed in accordance with the approved Plot Plan 16-07 on file in the Planning Division, the March Business Center Specific Plan (SP1, A5), the JPA Development Code regulations, 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 Design Plan.

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.

4. This development is located within Specific Plan SP-1, A5. Requirements of the March Business Center Specific Plan including the permitted uses, development standards, the March Business Center Design Guidelines, and the Conditions of Approval shall prevail unless modified herein.

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).~~ **Not Applicable – Not within the Clear Zone or Accident Potential Zones.**

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.

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.

8. The development shall incorporate 5% of parking spaces as preferential parking for car pools and vanpools in extremely convenient locations.

9. Any signs indicated on the submitted plans are not included with this approval. All signs proposed for this development shall comply with the requirements of the March Business Center Design Guidelines and the March JPA Development Code. If requirements differ, the proposed signage shall meet the stricter of the provisions. In a multiple tenant facility, all signage shall meet the approved Sign Program for the development.

10. All new and existing utilities located on the site shall be under grounded.

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.

~~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).~~ **Not applicable – Not adjacent to the Least Bell's Vireo Conservation Easement.**

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.

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.

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).

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.

17. Uses located in proximity of noise sensitive uses shall comply with the noise mitigation measures identified in the Meridian Subsequent EIR

18. All uses shall comply with the noise emission criteria identified in the March JPA Development Code.

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.~~ **Not applicable – The proposed use is not a noise sensitive use.**

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.~~ **Not applicable – The proposed use is not within the 65 dB noise contour.**

Ga 679

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 March Business Center FEIR

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.

23. Prior to issuance of building permits, the developer or developer's successor-in-interest shall pay the applicable March JPA Development Impact Fee

24. The Project shall contribute on a fair share basis toward the cumulative off-site impacts identified in Specific Plan Chapter IV.B.

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.

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 parking lots shall be limited to high pressure sodium lighting. The lighting shall be designed in such a manner so that it does not exceed 0.5 candle/foot^2 illumination beyond the property line.

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.

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

30. Prior to the issuance of a Certificate of Occupancy, the tenant shall submit to March JPA and shall receive approval of a Traffic Demand Management Plan which shall include the following elements: 1) identification of alternative modes of transportation and incentives available to employees; 2) the location of a minimum of 30" x 42" wall area for the posting of alternative transportation mode information including financial incentives by responsible agencies, transit schedules and carpooling information; 3) feasibility of flexible work hours including compressed work week; 4) availability of on-site and off-site child care facilities; 5) feasibility of video conference facilities; and 6) feasibility of minimizing the use of fleet vehicles during smog alerts.

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.

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

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.

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.

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.

Landscape Provisions (Timing Varies)

36. All landscape located adjacent to parking areas shall be protected by a raised 6" extruded curb.

37. Prior to the issuance of the Certificate of Occupancy, the applicant shall provide a letter from the landscape architect identifying that all landscape has been installed consistent with the approved landscape plan and that the landscape complies with the provisions of the March JPA Landscape Irrigation Efficiency Ordinance JPA#16-02.

38. 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.

39. All on site landscape irrigation shall be designed and constructed to meet non-potable "Purple Pipe" standards for reclaimed water systems.

40. 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.

41. 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.

42. 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.

43. 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.

44. 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.

45. 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.

46. 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.

47. 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)

48. 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.

49. 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.

50. 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.

51. 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.

52. Prior to the issuance of building permits, the developer or developer's successor-in-interest shall submit and receive approval of a Storm Water Management Plan addressing long term development storm water mitigation measures.

53. 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).

54. The development shall be subject to all requirements of the March JPA NPDES Guidelines, Provision 1.8, which establishes stormwater/urban runoff management and discharge controls. These ensure compliance with federal regulations, subsequent amendments, revisions, or ordinances.

55. 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)

56. 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.

57. 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.

58. 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.

59. 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.

60. 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).

61. Project shall provide a parking lot design that includes clearly marked and shaded pedestrian pathways between transit facilities and building entrances.

62. Project shall annually file a Transportation Demand Management Plan to address available trip reductions strategies.

63. 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).

64. Project shall install Energy Star labeled roof materials.

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

66. Developer shall consider an increase of exterior wall insulation and roof insulation over Title 24 requirements; however, a specific percent increase is not required.

67. Prior to issuance of grading or building permit, the Construction Contractor shall submit a Construction Management Plan identifying compliance with all construction mitigation measures identified in the project EIR.

68. All construction activities shall be limited to between 7:00 a.m. and 8:00 p.m. as feasible.

ENGINEERING DEPARTMENT, TRILAKE ENGINEERING

MJ-085

March 7, 2017

PP No. 16-07, Meridian Park Building B

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. 30857-7 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.

The construction of street improvements including storm drain, water, sewer, street lighting, and other related improvements are a requirement of this and other projects within the boundaries of Tr. 30857-7 (South Campus).

1. Drainage and flood control facilities and improvements shall be provided in accordance with the MJPA and Riverside County Flood Control requirements and standards. The following drainage related conditions are the requirements of this project:

   a. Drainage facilities outletting sump conditions shall be designed to convey the tributary 100-year on and offsite storm flows. Additional emergency escape shall also be provided pursuant to Flood Control requirements.

   b. The property's street and lot grading shall be designed in a manner that perpetuates the existing natural drainage patterns with respect to tributary drainage area. No ponding or concentration of water to upstream and downstream properties shall be permitted.

      The project site and building design shall consider the water table. The design of the site and the building shall be reviewed and approved by Building Department.

   c. Final hydrology report and hydraulic calculation shall be submitted to the MJPA Public Works Engineer and RCFC for review and approval. The report shall address the offsite flow, accumulative onsite runoff, and the impact to adjacent downstream properties.

   d. All grading and drainage improvements shall comply with NPDES and Best Management Practices. Erosion control plans shall be prepared and submitted to Water Quality Board and the MJPA Public Works Engineer as part of the grading plans.

   e. The "first flush" basins shall be private and located onsite and properly landscaped and screened as determined by Planning Department. The parkway 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. Streetlights may be required per Riverside County and Southern California Edison standards and JPA. Streetlights shall be located along side of Krameria Avenue as determined by JPA.

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 JPA & 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 standards 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 Krameria and adjacent roads if damaged during construction of this project shall be removed and replaced to the satisfaction of MJPA

   Temporary turn around shall be installed at west end of Krameria pursuant to Fire Department and JPA standards.

9. Concrete intersections along Krameria at proposed driveways shall be installed as approved by JPA. The exact limits of the concrete intersection for both easterly and westerly driveways shall be determined during project plan review and approval as determined by JPA.

10. 2 paved access to the site shall be required prior to issuance of occupancy permit.

WATER QUALITY MANAGEMENT PLAN CONDITIONS OF APPROVAL

MJPA project number # TTM 30857/South Campus Phase I Master WQMP - Addendum

"West Building" **March 16, 2017**

Water Quality Management Plan (WQMP) TTM 30857/South Campus Phase I Master WQMP is amended by this Addendum WQMP for the "East Building". This Addendum WQMP addresses 48 acres of the overall South Campus Master Plan. This new development is south of Krameria Avenue between Coyote Bush Road and Village Drive within the March Joint Powers Authority redevelopment area. The project is located within the South Campus Master WQMP area and is within DMA lots 79, 80, 81 and 82. The project proposes to construct one new 1,000,000 square foot building, associated parking lots, landscaping, utilities, and driveways. The primary LID and structural treatment control BMPs are two on-site underground detention systems, Modular Wetlands (2 units) and self-retaining landscape swales. The addendum WQMP addresses the overall long-term water quality management for the proposed development. It is also noted that this WQMP only addresses the flows from the "East Building" project. The applicant is Meridian Park, LLC.

General Requirements

1. The development shall be subject to all provisions of MJPA General Plan Resource Management Section (Water Resources) provision 1.8, which assures that development projects comply with regulatory agency requirements, including Federal, State and Regional regulations.

2. During normal and reasonable hours of operation, the on-site facilities manager shall permit MJPA Officials, and other designated County, State, or Federal personnel access to all facilities and records to conduct inspections and ascertain whether all site design, source control, and treatment control best management practices (BMP's), approved under Addendum to Master WQMP TTM 30857/South Campus Phase I for the "East Building" are being implemented effectively.

3. Development of the final grading and driveways and implementation of on-site operations and procedures including all site design, source control, and treatment control BMP's shall conform substantially to the approved Addendum Water Quality Management Plan dated November 2016 and the associated Conditions of Approval dated November 2, 2016 (Addendum WQMP TTM 30857 - East Building). Any deviation shall require the appropriate Planning Department and Engineering review and approval.

4. Development of the parcel specific premises and buildings, and implementation of on-site operations and procedures including all site design, source control, and treatment control BMP's shall conform substantially to the approved Addendum Water Quality Management Plan dated November 2016 and the associated Conditions of Approval dated November 2,

9a 688

2016 (Addendum WQMP TTM 30857 – East Building).

5. No expansion of the site or the use shall occur without subsequent WQMP reviews and approvals from the Planning Department and Engineering.

6. This Addendum WQMP TTM 30857 "East Building" shall exist in perpetuity with the use, scope of operations and development of the premises for which it was approved, and the obligation to implement the approved project-specific Addendum WQMP TTM 30857 "East Building" shall be vested with the current and any future owners and property owners' association of the developed site.

7. In accordance with the design for the specific flow-based BMP's approved with this Addendum WQMP TTM 30857 "East Building", the owner shall insure that the BMP is maintained for maximum design flow velocities.

8. In accordance with the design for the specific volume based BMP's approved with this Addendum WQMP TTM 30857 "East Building", the owner shall insure that no ponding or concentration of water exceeds the maximum drawdown time. Standing water exceeding the drawdown time shall be pumped from all volume based BMP's and disposed of in a manner permitted by law.

9. Any landscaping required in volume based and/or flow-based treatment control BMP's shall be maintained in a viable growth condition.

10. This Addendum WQMP TTM 30857 "East Building" shall adhere to all applicable building and development codes, including the Uniform Building Code and any applicable MJPA codes and ordinances, and State mandated requirements. This Addendum WQMP TTM 30857 "East Building" shall conform to the requirements of the Engineering Conditions of Approval as indicated in the approved conditions for TTM 30857 – East Building.

11. This Addendum WQMP shall conform to the requirements of the MJPA Conditions of Approval as indicated in the approved conditions for TTM 30857 East Building.

12. This approval shall be used within two (2) years of the approval date; otherwise it shall become null and void and of no effect whatsoever. By use is meant the beginning of substantial construction contemplated by this approval within the two (2) year period which is thereafter diligently pursued to completion, or the beginning of substantial utilization contemplated by this approval.

13. Failure to adhere to the conditions of approval set forth and referred to herein, shall be

grounds for enforcement action by MJPA Officials, and notification to the State Water Resources Control Board.

14. The owner shall be aware and inform the on-site project or construction manager and all the prime and lower tier contractors of their responsibility to call for WQMP (Water Quality Management Plan) inspections. A minimum of two (2) WQMP inspections are required in the following order:

    a. At the time of precise grade and construction of flow-based/volume based BMP's, and/or installation of storm drain and WQMP equipment, when the trenches are still open; and
    b. At final inspection, when all plant materials, structural treatment control BMP's, stenciling, employee source control handbooks, and WQMP equipment have been installed and are fully operational.
    c. A written clearance letter shall be signed by the MJPA's Engineering Department to signify approval of WQMP site design, source control and treatment control BMP's (Best Management Practices). This letter will need to be presented to Building and Safety Department as part of the final approvals.

Prior to the Submittal of Grading Plans

15. The owner shall complete the Addendum WQMP submittal. This includes the completing the items listed in the review letter dated November 1, 2016 and attached to these COAs.

Prior to the Issuance of Grading Permits

16. The owner shall submit the Owner's Certification Form, signed by the Owner, or Owner's duly authorized representative.

17. The owner shall demonstrate that coverage has been obtained under California's General Permit for Storm Water Discharges Associated with Construction Activity by providing a copy of the Notice of Intent (NOI) submitted to the State Water Resources Control Board and a copy of the subsequent notification of issuance of a Waste Discharge Identification (WDID) Number or other proof of filing.

Prior to the Issuance of Occupancy Permits

18. The owner shall demonstrate that all structural BMPs described in the approved Addendum WQMP TTM 30857 "East Building" have been constructed and installed in conformance with approved plans and specifications.

19. The owner shall demonstrate that the applicant is prepared to implement all source control and non-structural BMPs described in the approved Addendum WQMP TTM 30857 "East

Building".

20. The owner shall demonstrate that an adequate number of copies of the approved project-specific WQMP are available on the project site for use by on-site staff, and for any future property owners or management team.

21. The owner shall submit a "Covenant and Agreement" to the MJPA for review and approval. The Covenant and Agreement shall substantially comply with the form, language and content provided in Exhibit F of the Riverside County Water Quality Management Plan for Urban Run-off, dated September 17, 2004.

22. The owner shall record the submitted and signed "Covenant and Agreement," acceptable to the MJPA, with the Riverside County Recorder's Office, to inform future property owners of the requirement to implement the approved project-specific WQMP TTM 30857 "East Building". The owner shall submit proof of recording, in the form of a certified copy of the recorded instrument, to the MJPA.

23. If the business use is subject to California's General Permit for Storm Water Discharges Associated with Industrial Activity as defined by the Standard Industrial Classification (SIC) Code, the owner shall demonstrate that coverage has been obtained by providing a copy of the Notice of Intent (NOI) submitted to the State Water Resources Control Board and a copy of the notification of issuance of a Waste Discharge Identification (WDID) Number or other proof of filing.

24. The owner shall first obtain clearance from the MJPA verifying that all pertinent conditions of approval, including but not limited to non-structural source control BMP's, have been met.

25. The owner shall obtain a clearance letter from the MJPA's Engineer's Office, indicating that all structural source control BMP's have been constructed in substantial conformance with the plans, specifications, and approved Master WQMP TTM 30857 "East Building".

_____ _____

Approval Date MJPA Storm Water Coordinator

26. The Undersigned is authorized to certify and to approve implementation of this Addendum WQMP TTM 30857 "East Building", including all Conditions of Approval included herein. The undersigned is aware that implementation of Addendum WQMP TTM 30857 "East Building" and all Conditions of Approval are enforceable under MJPA's General Plan Resource Management Section (Water Resources) provision 1.8, which assures that

development projects comply with regulatory agency requirements, including Federal, State and Regional regulations.

27. If the undersigned transfers its interest in the subject property/project, its successors in interest the undersigned shall notify the successor in interest of its obligation to implement this Addendum WQMP TTM 30857 "East Building", and all Conditions of Approval included herein.

_____ _____

Owner's Signature Date

_____ _____

Owner's Printed Name Owner's Title/Position

BUILDING DEPARTMENT, WILLDAN

1. Provide 2 sets of plans and calculations along with a soils report no more than 12 months old to the building department along with a set for Planning Department review. If you choose to submit electronically, the Planning Department will require a hard copy at initial submittal for building plan check. Also provide partial submittal to the water district. Please note building permits cannot be issued without a will serve letter from WMWD.

2. Civil site work is under separate submittal and review by the Engineering Department.

3. Separate buildings must be submitted under separate plan check number, but will be issued separate permits at approval. Breakdown valuations for each building.

RIVERSIDE COUNTY FIRE DEPARTMENT

Planning Case Conditions

REVIEWED BY: Steve Payne, Assistant Fire Marshal
West Fire Protection Planning Office Responsibility:

It is the responsibility of the recipient of these Fire Department conditions to forward them to all interested parties. The project reference (**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.

CITY CASE STATEMENT

Regarding the conditions for the referenced project, the Fire Department requires the following fire protection measures be provided in accordance with Riverside County Ordinances and/or recognized fire protection standards:

1. Fire Flow: Provide or show there exists a water system capable of delivering fire flow of 4,000 GPM at 20 psi for 4 hours as required by California Fire Code and Riverside County Fire Department standards. This fire flow is based Type III-B construction and buildings having a fire sprinkler system. Fire flow may be adjusted upon receiving building plans.

2. Fire Hydrants: Provide Super Fire Hydrants (6" x 4" x 2-2 1/2") within 400 feet of all portions of all structures and distributed in accordance with the California Fire Code.

3. Water Plans: Prior to building plan approval and construction, applicant/developer shall furnish two copies of the water system fire hydrant plans to Fire Department for review and approval. Plans shall be signed by a registered civil engineer, and shall confirm hydrant type, location, spacing, and minimum fire flow.

4. Water System Prior to Permit Issuance: Prior to issuance of building permits, the water system for fire protection must be installed and approved by the Fire Department.

5. Water System Prior to Combustibles on Site: The water system shall be installed and accepted prior to bringing any combustibles on site.

6. Blue Dot Reflectors: Blue retro-reflective pavement markers shall be mounted on public/private streets and driveways to indicate the location of fire hydrants. Prior to installation, placement of markers must be approved by the Riverside County Fire Department.

7. Fire Command Center: Buildings greater than 300,000 square feet in area shall be provided with a fire command center. The fire command center shall be a minimum of 96 square feet in area with a minimum dimension of 8 feet. The fire command center shall comply with NFPA 72 and contain the features set forth in Section 508.1.5 subsections 5, 8, 10, 12, 13 and 14. The features set forth in Section 508.1.5 subsections 1, 2, 3, 4, 6, 7, 9, 11, 15, 16, 17, 18 and 19 shall be required when such building contains systems or functions related to these features.

8. Fire Sprinklers: Fire sprinklers are required for per the California Fire Code and Riverside County Fire Department Ordinance 787. Plans must be submitted to the Fire Department for review and approval prior to installation.

9. Fire Department Access: Provide access to within 150 feet of all portions of all buildings. Access roads shall comply with California Fire Code and Riverside County Fire Department standards.

10. Knox Rapid Entry System: Buildings and gates shall be equipped with a Knox Rapid Entry System. Contact the Riverside County Fire Department for further information.

11. Building Address Numbers: Display street numbers in a prominent location on the address side of buildings. Numbers shall be legible, of a contrasting color, and adequately illuminated to be visible from street at all hours.

12. These conditions are preliminary; further review will occur upon receipt of building plans. Additional conditions may be necessary at that time.

Should you have any questions, or if some items are unclear, please phone our office and speak with a Specialist to assist you with these conditions. 951-955-4777.

Steve Payne
Assistant Fire Marshal

UNITED STATES POSTAL SERVICE

1. Prior to the issuance of building permits, the developer shall contact the U.S. Postal Service to determine the appropriate type and location of mailboxes.

Exhibit A

Standard March JPA Operation Mitigation Measures
To be placed on the cover sheet of all construction plan submittals

1. Future uses shall comply with all applicable permitting requirements for new or modified emission sources subject to SCAQMD rules and regulations.

2. All internal combustion engine-driven equipment will be properly maintained and tuned according to manufactures specifications.

3. Hazardous materials certified handler and disposal service shall conduct the disposal and servicing of any hazardous materials.

4. All landscaped areas shall be maintained in a healthy and thriving condition, free from weeds, trash and debris by the developer or the developer's successor-in-interest. The developer, or the developer's successor-in-interest, shall be responsible for maintaining any undeveloped portion of the site in a manner that provides for the control of weeds, erosion and dust.

5. Green waste generated by the Development shall be kept separate from other waste types in order that it can be recycled for onsite composting or directed to local wood grinding and/or composting facility.

6. Any graffiti located onsite shall be removed within 72 hours. The site shall be maintained in a graffiti-free state at all times.

Attachment 4

Trilake Conditions of Approval
(March 7, 2017)

CONDITIONS OF APPROVAL

MJ-085
March 7, 2017
PP No. 16-07, Meridian Park Building B

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. 30857-7 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.

The construction of street improvements including storm drain, water, sewer, street lighting, and other related improvements are a requirement of this and other projects within the boundaries of Tr. 30857-7.

1. Drainage and flood control facilities and improvements shall be provided in accordance with the MJPA and Riverside County Flood Control requirements and standards. The following drainage related conditions are the requirements of this project:

   a. Drainage facilities outletting sump conditions shall be designed to convey the tributary 100-year on and offsite storm flows. Additional emergency escape shall also be provided pursuant to Flood Control requirements.

b. The property's street and lot grading shall be designed in a manner that perpetuates the existing natural drainage patterns with respect to tributary drainage area. No ponding or concentration of water to upstream and downstream properties shall be permitted.

   The project site and building design shall consider the water table. The design of the site and the building shall be reviewed and approved by Building Department.

c. Final hydrology report and hydraulic calculation shall be submitted to the MJPA Public Works Engineer and RCFC for review and approval. The report shall address the offsite flow, accumulative onsite runoff, and the impact to adjacent downstream properties.

d. All grading and drainage improvements shall comply with NPDES and Best Management Practices. Erosion control plans shall be prepared and submitted to Water Quality Board and the MJPA Public Works Engineer as part of the grading plans.

e. The "first flush" basins shall be private and located onsite and properly landscaped and screened as determined by Planning Department. The parkway 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. Streetlights may be required per Riverside County and Southern California Edison standards and JPA. Streetlights shall be located along south side of Krameria Avenue as determined by JPA.

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 JPA & 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 standards 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 Krameria and adjacent roads if damaged during construction of this project shall be removed and replaced to the satisfaction of MJPA.

   Temporary turn around shall be installed at west end of Krameria pursuant to Fire Department and JPA standards.

9. Concrete intersections along Krameria at proposed driveways shall be installed as approved by JPA. The exact limits of the concrete intersection for both easterly and westerly driveways shall be determined during project plan review and approval as determined by JPA.

10. 2 paved access to the site shall be required prior to issuance of occupancy permit.

Habib Motlagh
Habib Motlagh
Public Works Engineer

Attachment 5

CGRME
Conditions of Approval PP16-07
(March 22, 2017)

9a.700

March Joint Powers Authority

PLANNING
MEMORANDUM

TO: Grace Williams, Economic and Community Development Manager
FROM: Cynthia Gabaldon P.E., CPSWQ, CPESC, QSD/P
DATE: March 22, 2017

RE: Conditions of Approval for PP16-07 (Preliminary WQMP)
South Campus – West Building (B)
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 PP16-07, South Campus – West Building (B) Riverside California. The project's preliminary WQMP submittal revision dated March 13, 2017 **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.

This project is included into the South Campus Master WQMP.

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 underground detention system, Modular Wetlands, self-retaining landscaping, roof drains to vegetation and trash enclosure. The Engineering Department shall review and approve the final WQMP text, plans and details.

Attachment 6

Riverside County Fire Department
Conditions of Approval
(February 19, 2017)

9a 702

RIVERSIDE COUNTY FIRE DEPARTMENT

IN COOPERATION WITH
THE CALIFORNIA DEPARTMENT OF FORESTRY AND FIRE PROTECTION

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• Fax (951) 955-4886
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MORENO VALLEY
NORCO
PALM DESERT
PERRIS
RANCHO MIRAGE
RUBIDOUX CSD
SAN JACINTO
TEMECULA
WILDOMAR

BOARD OF SUPERVISORS:

KEVIN JEFFRIES
DISTRICT 1
JOHN TAVAGLIONE
DISTRICT 2
CHARLES WASHINGTON
DISTRICT 3
JOHN BENOIT
DISTRICT 4
MARION ASHLEY
DISTRICT 5

Planning Case Conditions

DATE: 2/19/2017

CASE: 16-MJPA-PP-07

CONTACT: Grace Williams, Economic & Community Development Director

REVIEWED BY: Steve Payne, Assistant Fire Marshal

West Fire Protection Planning Office Responsibility:

It is the responsibility of the recipient of these Fire Department conditions to forward them to all interested parties. The project reference (**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.

CITY CASE STATEMENT

Regarding the conditions for the referenced project, the Fire Department requires the following fire protection measures be provided in accordance with Riverside County Ordinances and/or recognized fire protection standards:

1. Fire Flow: Provide or show there exists a water system capable of delivering fire flow of 4,000 GPM at 20 psi for 4 hours as required by California Fire Code and Riverside County Fire Department standards. This fire flow is based Type III-B construction and buildings having a fire sprinkler system. Fire flow may be adjusted upon receiving building plans.

2. Fire Hydrants: Provide Super Fire Hydrants (6" x 4" x 2-2 1/2") within 400 feet of all portions of all structures and distributed in accordance with the California Fire Code.

3. Water Plans: Prior to building plan approval and construction, applicant/developer shall furnish two copies of the water system fire hydrant plans to Fire Department for review and approval. Plans shall be signed by a registered civil engineer, and shall confirm hydrant type, location, spacing, and minimum fire flow.

4. Water System Prior to Permit Issuance: Prior to issuance of building permits, the water system for fire protection must be installed and approved by the Fire Department.

5. Water System Prior to Combustibles on Site: The water system shall be installed and accepted prior to bringing any combustibles on site.

6. Blue Dot Reflectors: Blue retro-reflective pavement markers shall be mounted on public/private streets and driveways to indicate the location of fire hydrants. Prior to installation, placement of markers must be approved by the Riverside County Fire Department.

7. Fire Command Center: Buildings greater than 300,000 square feet in area shall be provided with a fire command center. The fire command center shall be a minimum of 96 square feet in area with a minimum dimension of 8 feet. The fire command center shall comply with NFPA 72 and contain the features set forth in Section 508.1.5 subsections 5, 8, 10, 12, 13 and 14. The features set forth in Section 508.1.5 subsections 1, 2, 3, 4, 6, 7, 9, 11, 15, 16, 17, 18 and 19 shall be required when such building contains systems or functions related to these features.

8. Fire Sprinklers: Fire sprinklers are required for per the California Fire Code and Riverside County Fire Department Ordinance 787. Plans must be submitted to the Fire Department for review and approval prior to installation.

9. Fire Department Access: Provide access to within 150 feet of all portions of all buildings. Access roads shall comply with California Fire Code and Riverside County Fire Department standards.

10. Knox Rapid Entry System: Buildings and gates shall be equipped with a Knox Rapid Entry System. Contact the Riverside County Fire Department for further information.

11. Building Address Numbers: Display street numbers in a prominent location on the address side of buildings. Numbers shall be legible, of a contrasting color, and adequately illuminated to be visible from street at all hours.

12. These conditions are preliminary; further review will occur upon receipt of building plans. Additional conditions may be necessary at that time.

Should you have any questions, or if some items are unclear, please phone our office and speak with a Specialist to assist you with these conditions. 951-955-4777

Steve Payne

Assistant Fire Marshal

Ga 705

Attachment 7

WMWD Will Serve Letter
(March 20, 2017)

9a 705a

John V. Rossi
General Manager

Robert Stockton
Division 1

Thomas P. Evans
Division 2

Brenda Dennstedt
Division 3

Donald D. Galleano
Division 4

S R "Al" Lopez
Division 5

WESTERN MUNICIPAL WATER DISTRICT

Securing Your Water Supply

March 20, 2017

Jeff Gordon
Meridian Park, LLC
1156 N. Mountain Avenue
Upland, CA 91786

WATER AND SEWER AVAILABILITY REQUEST
WESTERN'S GRID # 41042
20901 Krameria Avenue
ID-MW, T3S, R4W, SEC. 23

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 +/- 1,000,000 square foot industrial warehouse building ("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.

(c) Western is the water and sewer service agency. Facilities sufficient to serve the project will need to be planned and installed, or other arrangements made in collaboration with Western.

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.

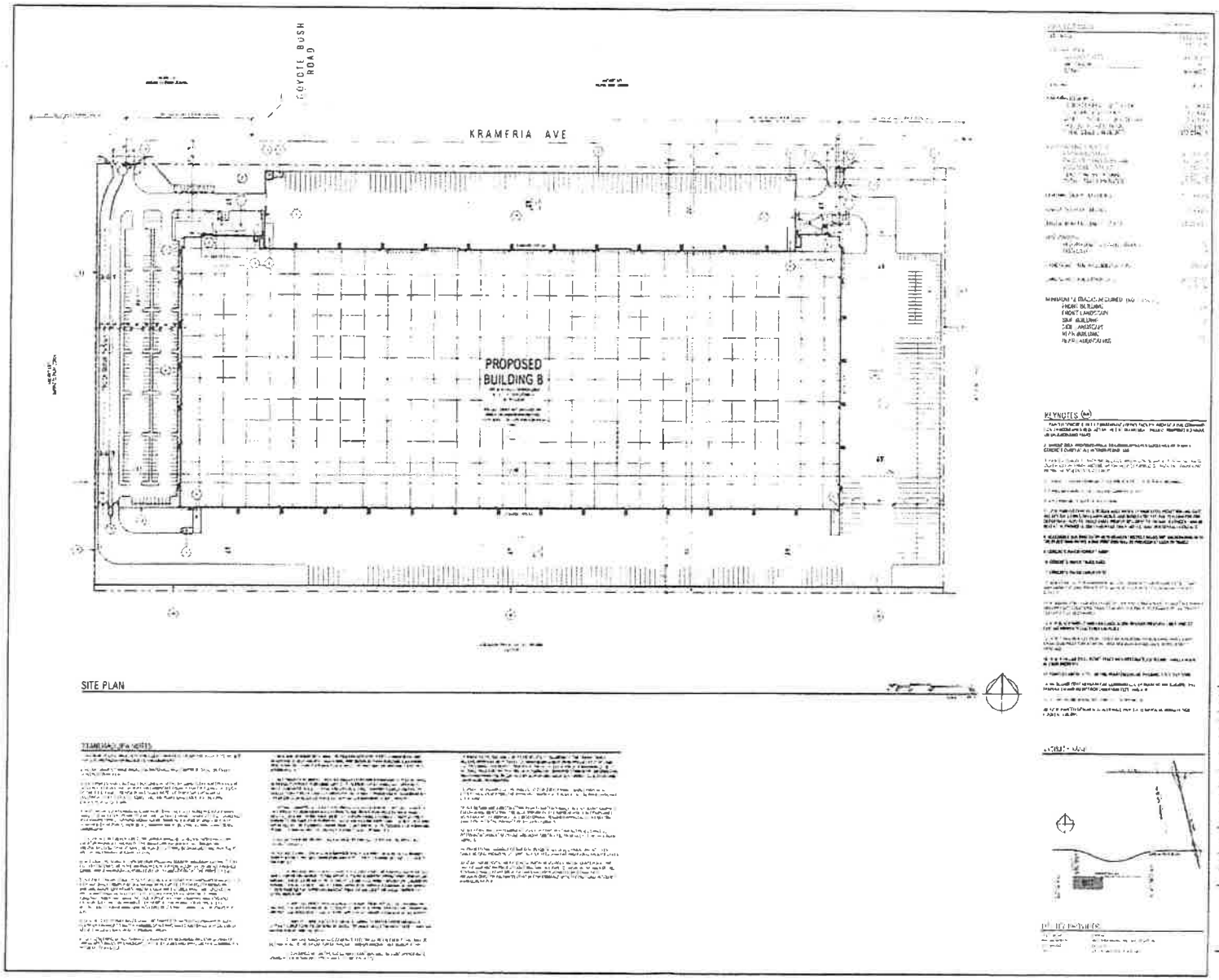
Should you have any questions regarding this matter, please contact Development Services at (951) 571-7100.

Thomas M. Thornton

TOM THORNTON
Principal Engineer

TT:tp

Enclosure(s): Map



RGA

MERIDIAN PARK SOUTH BUILDING B

KRAMERIA AVENUE RIVERSIDE COUNTY, CA

MERIDIAN PARK LLC

SITE PLAN BUILDING B

A1-1-P

55

807 Ga 708

Attachment 8

Traffic Consistency Letter
(February 15, 2017)

9a 709

URBAN CROSSROADS

41 Corporate Park | Suite 300 | Irvine, CA 92606 | (949) 660-1994
www.urbanXroads.com

February 15, 2017

Mr. Timothy Reeves
Lewis Retail Centers
1156 N. Mountain Avenue
Upland, CA 91786

SUBJECT: MARCH BUSINESS CENTER SOUTH CAMPUS BUILDING B TRAFFIC CONSISTENCY ASSESSMENT

Dear Mr. Timothy Reeves:

Urban Crossroads, Inc. is pleased to submit this letter to provide a Traffic Consistency Assessment for the March Business Center South Campus Building B ("Project"), which is located in the March JPA within the County of Riverside. The Project consists of 1 million square-foot warehouse development. The location of Building B within Meridian South Campus is shown on Exhibit A.

The purpose of this assessment is to review the Project's consistency with the following traffic planning documents for Meridian South Campus:

- March Business Center Specific Plan (February 2003) ("Specific Plan")

Trips generated by the Project's proposed land uses have been estimated based on trip generation rates collected by the Institute of Transportation Engineers (ITE) *Trip Generation Manual*, 9th Edition, 2012.

Trip generation rates for the Project in actual vehicles and passenger car equivalents (PCE) are shown in Table 1. PCEs translate the typical "real-world" mix of vehicle types to be represented as a single, standardized unit, such as the passenger car.

The trip generation summary illustrating daily and peak hour trip generation estimates for the proposed Project based on actual vehicles and PCE are shown on Table 2. ITE land use code 152 (High-Cube Warehouse) would generate fewer trips in terms of both passenger cars and trucks compared to ITE land use code 150 (Warehousing). As such ITE land use code 150 (Warehousing), has been used to derive site-specific trip generation estimates to provide a conservative analysis. In order to accurately reflect the impact that heavy trucks would have on the street system, Project trips have been further broken down between passenger cars and trucks for each of the peak hours and weekday daily trip generation. As noted on Table 1, refinements to the raw trip generation estimates have been made to provide a more detailed breakdown of trips by vehicle mix. The vehicle mix percentages were obtained from the City of Fontana Truck Trip Generation Study (August 2003).

TABLE 1: PROJECT TRIP GENERATION RATES

Actual Vehicles

Land Use[1]	Units[2]	ITE LU Code	AM Peak Hour In	AM Peak Hour Out	AM Peak Hour Total	PM Peak Hour In	PM Peak Hour Out	PM Peak Hour Total	Daily
Warehousing[3]	TSF	150	0.240	0.060	0.300	0.080	0.240	0.320	3.560
Passenger Cars			0.191	0.048	0.239	0.064	0.191	0.255	2.833
2-Axle Trucks			0.008	0.002	0.010	0.003	0.008	0.011	0.123
3-Axle Trucks			0.011	0.003	0.014	0.004	0.011	0.015	0.165
4-Axle+ Trucks			0.030	0.007	0.037	0.010	0.030	0.039	0.439

P.C.E.

Land Use[1]	Units[2]	ITE LU Code	AM Peak Hour In	AM Peak Hour Out	AM Peak Hour Total	PM Peak Hour In	PM Peak Hour Out	PM Peak Hour Total	Daily
Warehousing[3,4]	TSF	150	0.240	0.060	0.300	0.080	0.240	0.320	3.560
Passenger Cars			0.191	0.048	0.239	0.064	0.191	0.255	2.833
2-Axle Trucks (PCE = 1.5)			0.012	0.003	0.016	0.004	0.012	0.017	0.185
3-Axle Trucks (PCE = 2.0)			0.022	0.006	0.028	0.007	0.022	0.030	0.330
4-Axle+ Trucks (PCE = 3.0)			0.089	0.022	0.111	0.030	0.089	0.118	1.317

[1] Trip Generation Source: Institute of Transportation Engineers (ITE), Trip Generation Manual, Ninth Edition (2012).

[2] TSF = thousand square feet

[3] Vehicle Mix Source: City of Fontana Truck Trip Generation Study for LU 150, August 2003.

[4] PCE rates are per the San Bernardino County CMP.

TABLE 2: PROJECT TRIP GENERATION SUMMARY

Actual Vehicles

Land Use	Quantity	Units[1]	AM Peak Hour			PM Peak Hour			Daily
			In	Out	Total	In	Out	Total	
Building B (Warehousing)	1,000.000	TSF							
Passenger Cars:			191	48	239	64	191	255	2,833
Truck Trips:									
2-axle:			8	2	10	3	8	11	123
3-axle:			11	3	14	4	11	15	165
4+-axle:			30	7	37	10	30	39	439
- Net Truck Trips (Actual Trucks)[2]			*49*	*12*	*61*	*16*	*49*	*65*	*727*
Building B Total Net Trips (Actual Vehicles)			***240***	***60***	***300***	***80***	***240***	***320***	***3,560***

P.C.E.

Land Use	Quantity	Units[1]	AM Peak Hour			PM Peak Hour			Daily
			In	Out	Total	In	Out	Total	
Building B (Warehousing)	1,000.000	TSF							
Passenger Cars:			191	48	239	64	191	255	2,833
Truck Trips:									
2-axle:			12	3	16	4	12	17	185
3-axle:			22	6	28	7	22	30	330
4+-axle:			89	22	111	30	89	118	1,317
- Net Truck Trips (PCE)[2]			*124*	*31*	*154*	*41*	*124*	*165*	*1,832*
Building B Total Net Trips (PCE)[3]			***314***	***79***	***393***	***105***	***314***	***419***	***4,665***

[1] TSF = thousand square feet

[2] Vehicle Mix Source: Total truck percentage source from ITE Trip Generation manual. Truck mix (by axle type) source from the City of Fontana Truck Trip Generation Study for warehousing use.

[3] Total Net Trips (PCE) = Passenger Cars + Net Truck Trips (PCE). PCE rates are per the San Bernardino County CMP.

As shown on Table 2, the Project is anticipated to generate a net total of 3,560 trip-ends per day with 300 AM peak hour trips and 320 PM peak hour trips (actual vehicles as opposed to PCE). The Project is

anticipated to generate 727 daily truck trips in terms of actual vehicles which is equivalent to 1,832 PCE trips.

CONSISTENCY WITH TRAFFIC PLANNING DOCUMENTS

The proposed Project is located within TAZ 7A of the March Business Center Specific Plan, which was designated as "Large Industrial Park". The overall land use remains similar to the approved Specific Plan. The land use inventory and traffic generation for South Campus evaluated in the Specific Plan is included in Attachment A. A summary of traffic generation analyzed for South Campus in the Specific Plan, the previously evaluated Building A, and the Project (Building B) is as follows:

	ADT	AM	PM
Total South Campus	46,598	5,573	5,611
Building A	3,560	300	320
Project (Building B)	3,560	300	320
Remaining after Project	39,478	4,973	4,971

The March Business Center Specific Plan air quality analysis had estimated a total of 5,769 daily truck trip generation from the entire March Business Center. The south campus was estimated to generate approximately 40% of the total project traffic, which is equal to 2,308 daily truck trips. A summary of daily truck trips analyzed for South Campus in the Specific Plan, the previously evaluated Building A, and the Project (Building B) is shown below:

	Daily Truck Trips (Actual Vehicles)
Total South Campus	2,308
Building A	727
Project (Building B)	727
Remaining after Project	854

As shown, the Project (Building B) is anticipated to generate 727 daily truck trips, which is within the 2,308 truck trips analyzed for South Campus.

CONCLUSION

The proposed Project would be consistent with traffic planning documents and mitigation measures identified in the March Business Center Specific Plan if a 1 million square-foot warehouse development is constructed in March Business Center South Campus. The total number of truck trips anticipated to be generated by the Project will be within the limits of the truck trips estimated in the air quality analysis of the March Business Center Specific Plan.

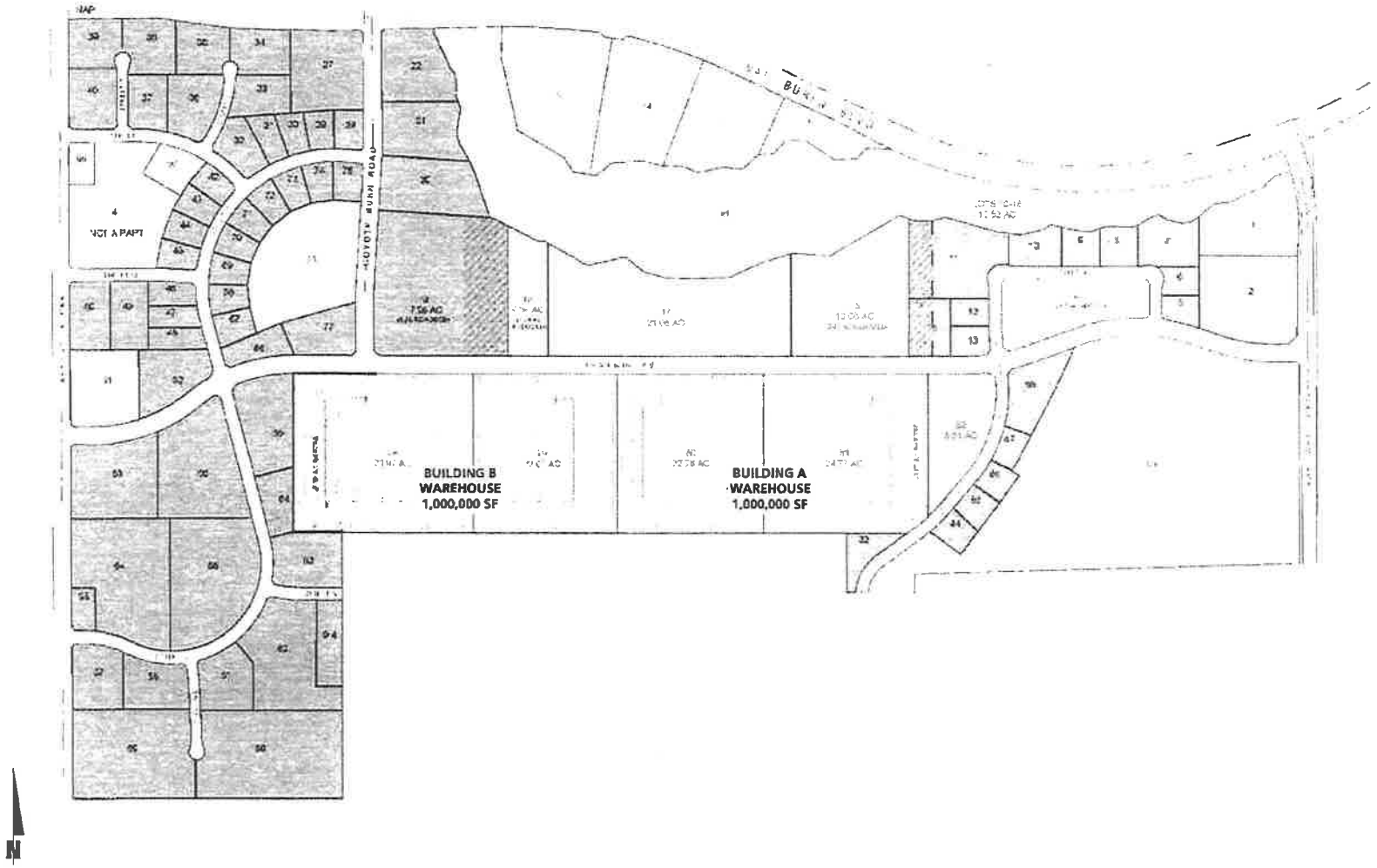
If you have any questions, please contact me directly at (949) 336-5978.

Respectfully submitted,
URBAN CROSSROADS, INC.

Aric Evatt, PTP
President

Pranesh Tarikere, PE
Senior Engineer

EXHIBIT A: PROPOSED LAND USE MAP



10606 - landuse.dwg

ATTACHMENT A

EXCERPTS FROM MARCH BUSINESS CENTER SPECIFIC PLAN (FEBRUARY 2003)

Table B-1 LAND USE INVENTORY AND TRAFFIC GENERATION, ENTIRE PROJECT

TAZ	LOT #	ACREAGE	LOT TYPE	FAR	KSF	ITE RATES	ITE ADT	AM PEAK HOUR TOTAL	AM PEAK HOUR IN	AM PEAK HOUR OUT	PM PEAK HOUR TOTAL	PM PEAK HOUR IN	PM PEAK HOUR OUT
South Campus													
7D	1	5 00	Shopping Center	0.25	54.45	43	2337	56	34	22	204	98	106
7D	2	5.00	Research and Development	0.35	76.23	8	610	95	78	16	82	12	70
7D	3	5.00	Research and Development	0.35	76.23	8	610	95	78	16	82	12	70
7C	4	1.00	Research and Development	0.30	13.07	8	105	16	13	3	14	2	12
7C	5	1 00	Research and Development	0.30	13.07	8	105	16	13	3	14	2	12
7C	6	1 00	Research and Development	0 30	13.07	8	105	16	13	3	14	2	12
7C	7	3.00	Industrial Park	0 35	45.74	7	320	41	33	7	42	9	33
7C	8	1 00	Industrial Park	0.30	13.07	7	91	12	10	2	12	3	9
7C	9	1 00	Industrial Park	0.30	13.07	7	91	12	10	2	12	3	9
7C	10	2.53	Industrial Park	0.35	38.57	7	270	34	28	6	35	7	28
7C	11	1.00	Industrial Park	0.30	13.07	7	91	12	10	2	12	3	9
7C	12	1.00	Industrial Park	0.30	13.07	7	91	12	10	2	12	3	9
7C	13	1.00	Industrial Park	0.30	13.07	7	91	12	10	2	12	3	9
7C	14	7.07	Warehousing	0.35	107.79	5	539	61	50	11	55	13	42
7A	15	8.01	Warehousing	0.45	157.01	5	785	89	73	16	80	19	61
7A	16	25.86	Large Industrial Park	0.50	563.23	2	901	56	46	10	84	18	67
7A	17	20.02	Large Industrial Park	0.50	436.04	2	698	44	36	8	65	14	52
5F	18	24.08	Large Industrial Park	0.50	524.46	2	839	52	43	9	79	17	62
5F	19	5 77	Research and Development	0.35	87.97	8	704	109	91	19	95	14	81
5F	20	5.00	Research and Development	0.35	76.23	8	610	95	78	16	82	12	70
5F	21	5 00	Research and Development	0.35	76.23	8	610	95	78	16	82	12	70
6	22	36.88	Office/R&D	0.35	562.27	9	4920	742	627	115	665	104	561
			25% Office Space		*140.57*	*11*	*1546*	*219*	*193*	*26*	*209*	*36*	*174*
			75% Research and Development		*421.70*	*8*	*3374*	*523*	*434*	*89*	*455*	*68*	*387*
5B	23	5.55	Research and Development	0.35	84.62	8	677	105	87	18	91	14	78
5B	24	1.25	Industrial Park	0.30	16.34	7	114	15	12	3	15	3	12
5B	25	1.00	Industrial Park	0.30	13.07	7	91	12	10	2	12	3	9
5B	26	1.00	Industrial Park	0.30	13.07	7	91	12	10	2	12	3	9
5B	27	1 14	Industrial Park	0 30	14.90	7	104	13	11	2	14	3	11
5B	28	2 00	Industrial Park	0.35	30.49	7	213	27	22	5	28	6	22
5A	29	2 22	Industrial Park	0.35	33.85	7	237	30	25	5	31	7	25
5A	30	2 30	Industrial Park	0.35	35.07	7	245	31	26	6	32	7	25
5A	31	2 18	Industrial Park	0 35	33.24	7	233	30	24	5	31	6	24
5A	32	3 00	Industrial Park	0 35	45.74	7	320	41	33	7	42	9	33
5A	33	2 08	Industrial Park	0 35	31.71	7	222	28	23	5	29	6	23
5A	34	2 53	Industrial Park	0.35	38.57	7	270	34	28	6	35	7	28
5A	35	2 31	Industrial Park	0 35	35.22	7	247	31	25	6	32	7	26
5A	36	2 72	Industrial Park	0 35	41 47	7	290	37	30	7	38	8	30
5C	37	12 80	R&D Cluster	0 35	195 15	8	1561	242	201	41	211	32	179
5C	38	1 00	Industrial Park	0 30	13.07	7	91	12	10	2	12	3	9
5C	39	1 00	Industrial Park	0 30	13 07	7	91	12	10	2	12	3	9
5C	40	1 00	Industrial Park	0.30	13.07	7	91	12	10	2	12	3	9
5C	41	1.00	Industrial Park	0 30	13.07	7	91	12	10	2	12	3	9
5E	42	1 15	Industrial Park	0.30	15.03	7	105	13	11	2	14	3	11
5E	43	1.06	Industrial Park	0 30	13 85	7	97	12	10	2	13	3	10
5E	44	1.18	Industrial Park	0.30	15.42	7	108	14	11	2	14	3	11
5E	45	2 51	Industrial Park	0 35	38.27	7	268	34	28	6	35	7	28
5E	46	2.50	Industrial Park	0 35	38 12	7	267	34	28	6	35	7	28
5E	47	5 00	Shopping Center	0 25	54.45	43	2337	56	34	22	204	98	106
5E	48	5.60	Warehousing	0 40	97.57	5	488	56	46	10	50	12	38
5G	49	6 00	Warehousing	0 40	104.54	5	523	60	49	11	53	13	41
5G	50	11.00	Manufacturing	0.45	215.62	4	862	157	121	36	160	57	102
5G	51	9.64	Warehousing	0.45	188.96	5	945	108	88	19	96	23	73
5G	52	6 00	Warehousing	0 40	104.54	5	523	60	49	11	53	13	41
5H	53	3 00	Industrial Park	0 35	45 74	7	320	41	33	7	42	9	33

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Table B-1 LAND USE INVENTORY AND TRAFFIC GENERATION, ENTIRE PROJECT

TAZ	LOT #	ACREAGE	LOT TYPE	FAR	KSF	ITE RATES	ITE ADT	AM PEAK HOUR			PM PEAK HOUR		
								TOTAL	IN	OUT	TOTAL	IN	OUT
5H	54	3.00	Industrial Park	0.35	45.74	7	320	41	33	7	42	9	33
5H	55	10.00	Warehousing	0.45	196.02	5	980	112	92	20	100	24	76
5H	56	12.00	Warehousing	0.45	235.22	5	1176	134	110	24	120	29	91
5H	57	3.00	Industrial Park	0.35	45.74	7	320	41	33	7	42	9	33
5H	58	9.57	Warehousing	0.45	187.59	5	938	107	88	19	96	23	73
5H	59	5.00	Research and Development	0.35	76.23	8	610	95	78	16	82	12	70
5H	60	3.00	Industrial Park	0.35	45.74	7	320	41	33	7	42	9	33
5H	61	3.00	Industrial Park	0.35	45.74	7	320	41	33	7	42	9	33
5D	62	5.00	Research and Development	0.35	76.23	8	610	95	78	16	82	12	70
5D	63	1.12	Industrial Park	0.30	14.64	7	102	13	11	2	13	3	11
5D	64	1.00	Industrial Park	0.30	13.07	7	91	12	10	2	12	3	9
5D	65	1.00	Industrial Park	0.30	13.07	7	91	12	10	2	12	3	9
5D	66	1.00	Industrial Park	0.30	13.07	7	91	12	10	2	12	3	9
5D	67	1.00	Industrial Park	0.30	13.07	7	91	12	10	2	12	3	9
5D	68	1.00	Industrial Park	0.30	13.07	7	91	12	10	2	12	3	9
5D	69	1.00	Industrial Park	0.30	13.07	7	91	12	10	2	12	3	9
5D	70	1.00	Industrial Park	0.30	13.07	7	91	12	10	2	12	3	9
5D	71	1.15	Industrial Park	0.30	15.03	7	105	13	11	2	14	3	11
5F	72	10.58	R&D Cluster	0.35	161.30	8	1290	200	166	34	174	26	148
5D	73	5.00	Research and Development	0.35	76.23	8	610	95	78	16	82	12	70
5H	74	20.13	Large Industrial Park	0.50	438.43	2	701	44	36	8	66	14	52
7A	75	20.00	Large Industrial Park	0.50	435.60	2	697	44	36	8	65	14	52
7A	76	20.00	Large Industrial Park	0.50	435.60	2	697	44	36	8	65	14	52
7A	77	20.00	Large Industrial Park	0.50	435.60	2	697	44	36	8	65	14	52
7A	78	10.79	R&D Cluster	0.35	164.50	8	1316	204	169	35	178	27	151
7A	79	3.00	Industrial Park	0.30	39.20	7	274	35	29	6	36	8	28
7B	80	2.99	Industrial Park	0.35	45.59	7	319	41	33	7	42	9	33
7B	81	1.00	Industrial Park	0.30	13.07	7	91	12	10	2	12	3	9
7B	82	1.00	Industrial Park	0.30	13.07	7	91	12	10	2	12	3	9
7B	83	1.00	Industrial Park	0.30	13.07	7	91	12	10	2	12	3	9
7B	84	2.33	Industrial Park	0.35	35.52	7	249	32	26	6	33	7	26
7B	85	3.00	Industrial Park	0.35	45.74	7	320	41	33	7	42	9	33
7B	86	50.75	Park			3	152	1	0	0			

65 Sa 717

Attachment 9

FAA Determination of No Hazard (2017-AWP-1611-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-1611-OE

Issued Date: 03/23/2017

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

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

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

Structure:	Building MERIDIAN PARK SOUTH - NWC BUILDING B
Location:	Riverside, CA
Latitude:	33-52-50.83N NAD 83
Longitude:	117-18-30.36W
Heights:	1738 feet site elevation (SE)
	49 feet above ground level (AGL)
	1787 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 09/23/2018 unless:

(a) the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
(b) extended, revised, or terminated by the issuing office.
(c) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within

67
Ga 719

6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

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

This determination is based, in part, on the foregoing description which includes specific coordinates , heights, frequency(ies) and power . Any changes in coordinates , heights, and frequencies or use of greater power will void this determination. Any future construction or alteration , including increase to heights, power, or the addition of other transmitters, requires separate notice to the FAA.

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

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

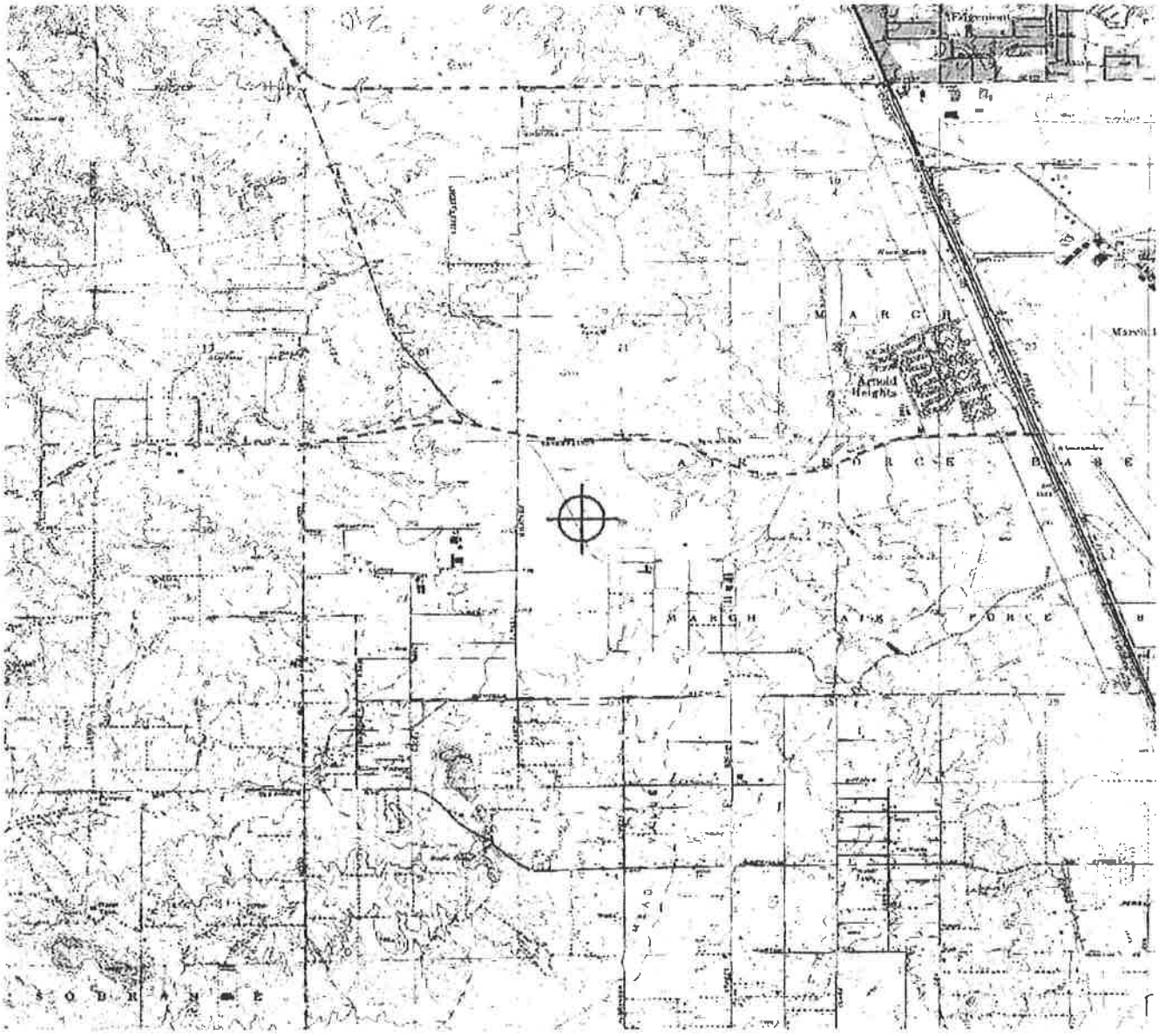
If we can be of further assistance, please contact our office at (310) 725-6557. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2017-AWP-1611-OE.

Signature Control No: 323485377-326505234 (DNE)
Karen McDonald
Specialist

Attachment(s)
Map(s)

68
Ex 720'

TOPO Map for ASN 2017-AWP-1611-OE



69
9a 721

Attachment 10

FAA Determination of No Hazard (2017-AWP-1612-OE)

Ga 722

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

Aeronautical Study No.
2017-AWP-1612-OE

Issued Date: 03/23/2017

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

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

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

Structure:	Building MERIDIAN PARK SOUTH- NEC BUILDING B
Location:	Riverside, CA
Latitude:	33-52-50.86N NAD 83
Longitude:	117-18-11.50W
Heights:	1730 feet site elevation (SE)
	49 feet above ground level (AGL)
	1779 feet above mean sea level (AMSL)

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

It is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be e-filed any time the project is abandoned or:

_____ At least 10 days prior to start of construction (7460-2, Part 1)
__X__ Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

See attachment for additional condition(s) or information.

Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking/ lighting are accomplished on a voluntary basis, we recommend it be installed in accordance with FAA Advisory circular 70/7460-1 L Change 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 09/23/2018 unless:

(a) the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
(b) extended, revised, or terminated by the issuing office.
(c) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within 6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

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

This determination is subject to review if an interested party files a petition that is received by the FAA on or before April 22, 2017. In the event a petition for review is filed, it must contain a full statement of the basis upon which it is made and be submitted to the Manager, Airspace Policy & Regulation, Federal Aviation Administration, 800 Independence Ave, SW, Room 423, Washington, DC 20591.

This determination becomes final on May 02, 2017 unless a petition is timely filed. In which case, this determination will not become final pending disposition of the petition. Interested parties will be notified of the grant of any review. For any questions regarding your petition, please contact Airspace Regulations & ATC Procedures Group via telephone -- 202-267-8783 - or facsimile 202-267-9328.

This determination is based, in part, on the foregoing description which includes specific coordinates, heights, frequency(ies) and power. Any changes in coordinates, heights, and frequencies or use of greater power will void this determination. Any future construction or alteration, including increase to heights, power, or the addition of other transmitters, requires separate notice to the FAA.

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

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

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

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

If we can be of further assistance, please contact Karen McDonald, at (310) 725-6557. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2017-AWP-1612-OE.

Signature Control No: 323485378-326507731 (DNH)
Mike Helvey
Manager, Obstruction Evaluation Group

Attachment(s)
Additional Information
Map(s)

Additional information for ASN 2017-AWP-1612-OE

The proposal, submitted by Meridian Park LLC, will construct a 49-foot above ground level (agl) Building, on significantly rising natural terrain in Riverside, California.

The site is located approximately 2.21 nautical miles (NM) west of the March ARB (RIV) airport reference point. The ARB Field Elevation (FE) is 1,536 feet above mean sea level (amsl). RIV is the closest civilian public-use or military landing area. The site elevation of this proposal is 1,730 feet amsl.

The structure height exceeds the obstruction standards of Title 14 Code of Federal Regulations (CFR) Part 77 as follows:

Section 77.19(b) by 23 feet, - a height exceeding the RIV Conical Surface.

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

AERONAUTICAL STUDY FOR POSSIBLE EFFECT UPON THE OPERATION OF AN AIR NAVIGATION AID:

- None.

AERONAUTICAL STUDY FOR POSSIBLE INSTRUMENT FLIGHT RULES (IFR) EFFECT DISCLOSED THE FOLLOWING:

- The proposal would have no effect on any existing or proposed IFR arrival/departure routes, operations, or procedures.

- The proposal would have no effect on any existing or proposed IFR en route routes, operations, or procedures.

- The proposal would have no effect on any existing or proposed IFR minimum flight altitudes.

AERONAUTICAL STUDY FOR POSSIBLE VISUAL FLIGHT RULES (VFR) EFFECT DISCLOSED THE FOLLOWING:

- The proposal would have no effect on any existing or proposed VFR arrival or departure routes, operations or procedures.

- The proposal would not conflict with airspace required to conduct normal VFR traffic pattern operations at any known public use or military airports, including RIV. The proposal does not penetrate the maneuvering area associated with VFR Traffic Pattern operations at RIV. Aircraft at normal Traffic Pattern altitudes and standard rates of descent have reasonable clearance above this structure.

- The proposal would not penetrate those altitudes normally considered available to airmen for VFR en route flight.

The cumulative impact of the proposed structure, when combined with other existing structures is not considered significant. Study did not disclose any adverse effect on existing or proposed public-use or military airports or navigational facilities. Nor would the proposal affect the capacity of any known existing or planned civilian public-use or military airport.

Therefore, it is determined that the proposed construction would not have a substantial adverse effect on the safe and efficient utilization of the navigable airspace by aircraft or on any air navigation facility and would not be a hazard to air navigation.

This determination, issued in accordance with Part 77, concerns the effect of the proposal on the safe and efficient use of the navigable airspace by aircraft and does not relieve the sponsor of any compliance responsibilities relating to laws, ordinances, or regulations of any Federal, state, or local governmental bodies.

Determinations, which are issued in accordance with Part 77, do not supersede or override any state, county, or local laws, avigation easements, or ordinances, or local zoning maximum heights.
The proposal, submitted by Meridian Park LLC, will construct a 49-foot above ground level (agl) Building, on significantly rising natural terrain in Riverside, California.

The site is located approximately 2.21 nautical miles (NM) west of the March ARB (RIV) airport reference point. The ARB Field Elevation (FE) is 1,536 feet above mean sea level (amsl). RIV is the closest civilian public-use or military landing area. The site elevation of this proposal is 1,730 feet amsl.

The structure height exceeds the obstruction standards of Title 14 Code of Federal Regulations (CFR) Part 77 as follows:

Section 77.19(b) by 23 feet, - a height exceeding the RIV Conical Surface.

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

AERONAUTICAL STUDY FOR POSSIBLE EFFECT UPON THE OPERATION OF AN AIR NAVIGATION AID:

- None.

AERONAUTICAL STUDY FOR POSSIBLE INSTRUMENT FLIGHT RULES (IFR) EFFECT DISCLOSED THE FOLLOWING:

- The proposal would have no effect on any existing or proposed IFR arrival/departure routes, operations, or procedures.

- The proposal would have no effect on any existing or proposed IFR en route routes, operations, or procedures.

- The proposal would have no effect on any existing or proposed IFR minimum flight altitudes.

AERONAUTICAL STUDY FOR POSSIBLE VISUAL FLIGHT RULES (VFR) EFFECT DISCLOSED THE FOLLOWING:

- The proposal would have no effect on any existing or proposed VFR arrival or departure routes, operations or procedures.

- The proposal would not conflict with airspace required to conduct normal VFR traffic pattern operations at any known public use or military airports, including RIV. The proposal does not penetrate the maneuvering area associated with VFR Traffic Pattern operations at RIV. Aircraft at normal Traffic Pattern altitudes and standard rates of descent have reasonable clearance above this structure.

- The proposal would not penetrate those altitudes normally considered available to airmen for VFR en route flight.

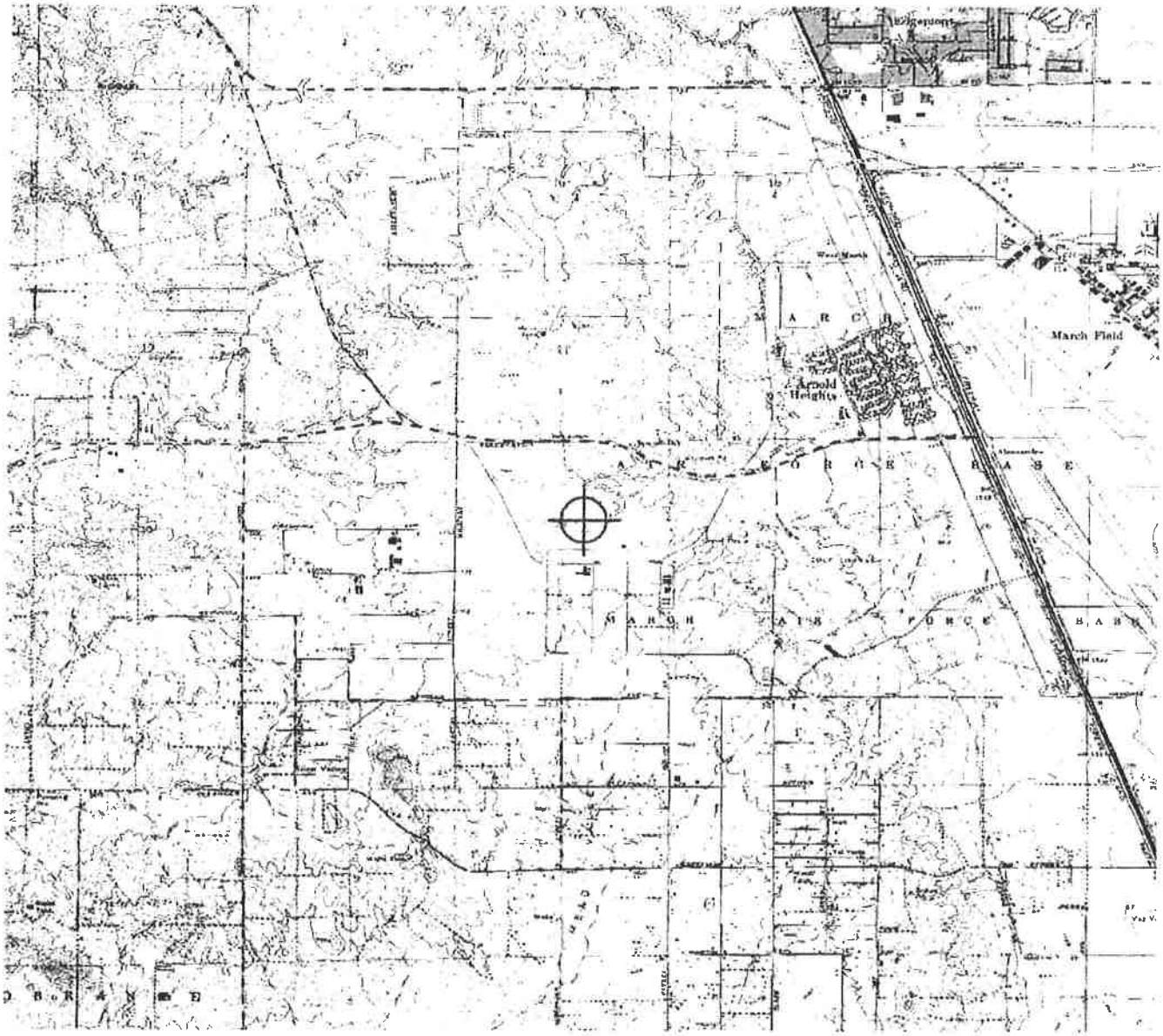
The cumulative impact of the proposed structure, when combined with other existing structures is not considered significant. Study did not disclose any adverse effect on existing or proposed public-use or military airports or navigational facilities. Nor would the proposal affect the capacity of any known existing or planned civilian public-use or military airport.

Therefore, it is determined that the proposed construction would not have a substantial adverse effect on the safe and efficient utilization of the navigable airspace by aircraft or on any air navigation facility and would not be a hazard to air navigation.

This determination, issued in accordance with Part 77, concerns the effect of the proposal on the safe and efficient use of the navigable airspace by aircraft and does not relieve the sponsor of any compliance responsibilities relating to laws, ordinances, or regulations of any Federal, state, or local governmental bodies.

Determinations, which are issued in accordance with Part 77, do not supersede or override any state, county, or local laws, avigation easements, or ordinances, or local zoning maximum heights.

TOPO Map for ASN 2017-AWP-1612-OE



77
Ga 729

Attachment 11

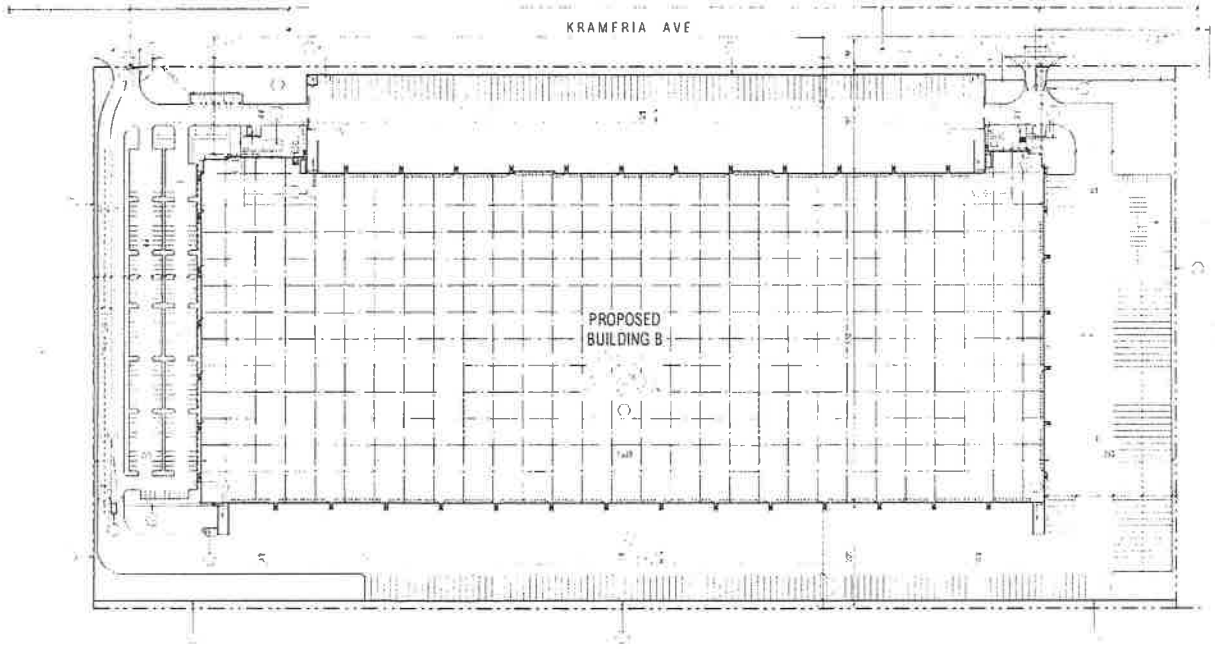
Reduced Site Plan

9a 730

Attachment 11

Reduced Site Plan

Ga 731



SITE PLAN

STANDARD APA NOTES

PROJECT DATA

KEYNOTES

VICINITY MAP

UTILITY PROVIDERS

RGA

MERIDIAN PARK SOUTH BUILDING B

KRAMERIA AVENUE
RIVERSIDE COUNTY, CA

MERIDIAN PARK LLC

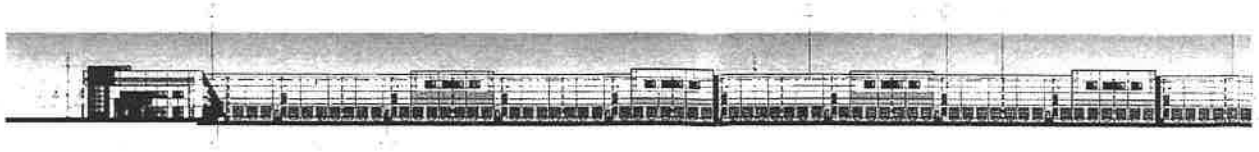
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Re 732

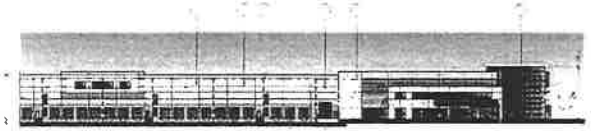
Attachment 12

Reduced Building Elevations

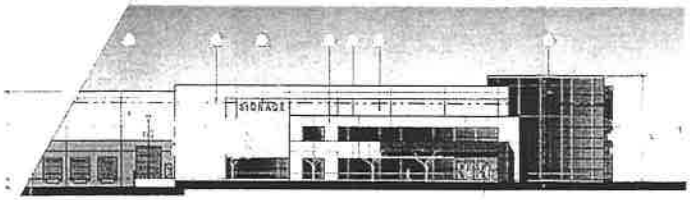
Ga 733



PARTIAL NORTH ELEVATION - KRAMERIA AVE

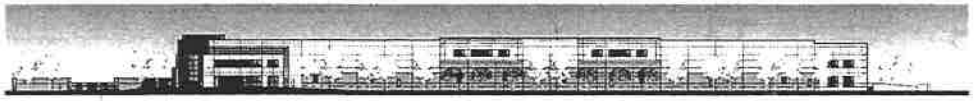


PARTIAL NORTH ELEVATION - KRAMERIA AVE

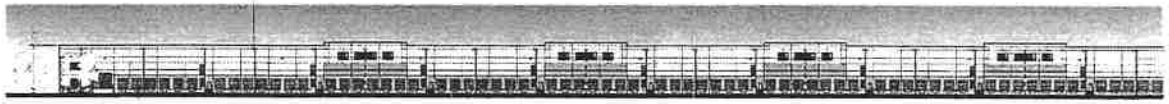


PARTIAL NORTH ELEVATION

KEYNOTES

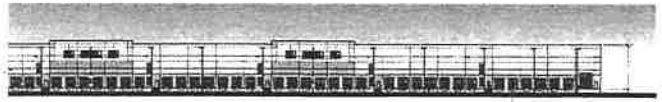


WEST ELEVATION



PARTIAL SOUTH ELEVATION

FINISH SCHEDULE



PARTIAL SOUTH ELEVATION

RGA

Office of Architectural Design

MERIDIAN PARK
SOUTH
BUILDING B

20801 KRAMERIA AVENUE
RIVERSIDE COUNTY, CA 92518

MERIDIAN PARK LLC
[redacted]
UPLAND CA 91786
CONTACTS:
[redacted]

ELEVATIONS
BUILDING B

A3-1-P

81

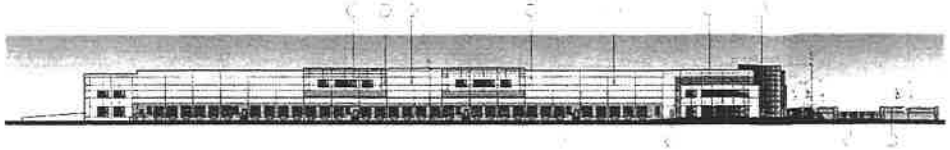
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Attachment 13

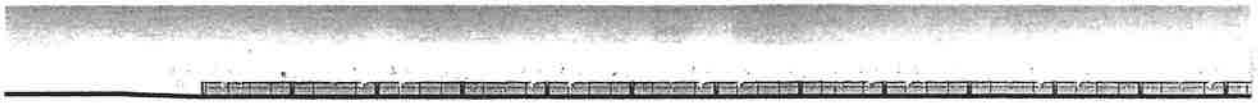
Reduced Elevation/Screen Walls

Ga. 735

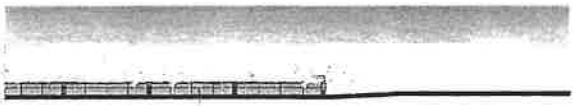
KEYNOTES



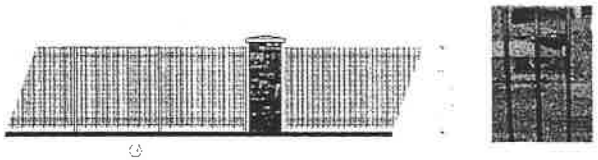
EAST ELEVATION



PARTIAL NORTH SCREEN WALLS ELEVATION



PARTIAL NORTH SCREEN WALL ELEVATION



NORTH EAST SITE FENCE

FINISH SCHEDULE

RGA

MERIDIAN PARK
SOUTH
BUILDING B

20801 KRAMERIA AVENUE
RIVERSIDE COUNTY, CA 92518

MERIDIAN PARK LLC
1156 N MOUNTAIN AVENUE
UPLAND, CA 91786
CONTACTS
TIMOTHY REEVES - 909-579-1284
JEFF GORNON - 949-206-6755

ELEVATIONS
BUILDING B

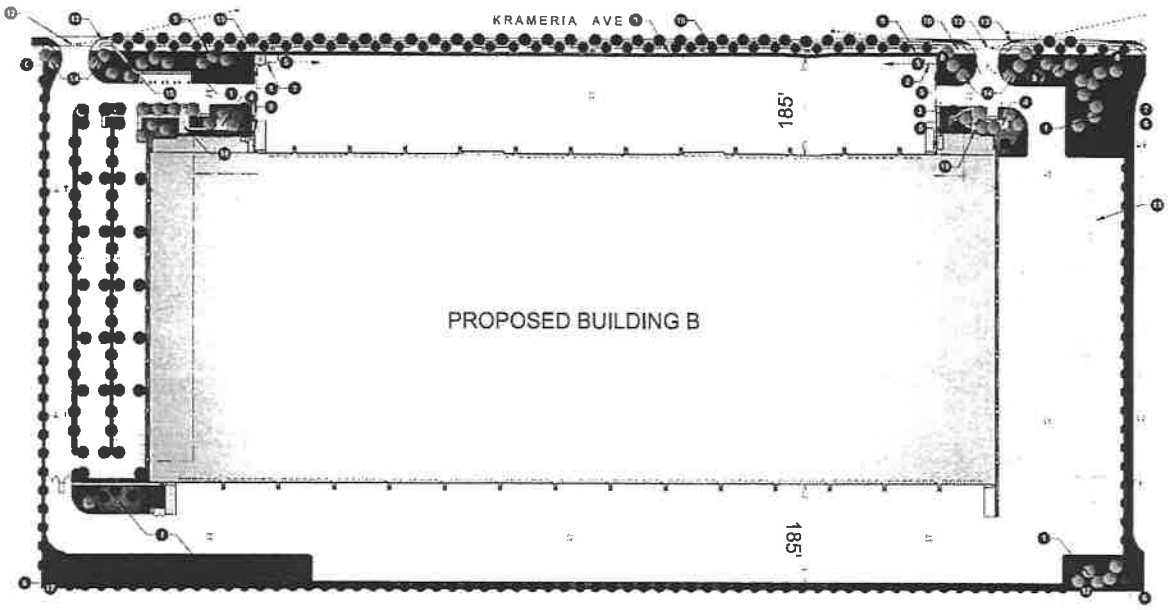
A3-2-P

PA 736

Attachment 14

Reduced Landscape Plan

Ga 737



1 BUILDING 'B' PLAN VIEW

BUILDING B - AREA CALCULATIONS

[illegible]	[illegible]
TOTAL BUILDING FOOTPRINT AREA	[illegible]
TOTAL PARKING STALLS REQUIRED	207 STALLS
TOTAL PARKING STALLS PROVIDED	207 STALLS
BIKE PARKING REQUIRED @ 10% OF VEHICLE STALLS	18 RACKS
BIKE PARKING PROVIDED	18 RACKS
LANDSCAPE AREA REQUIRED @ 10%	249,168 S.F.
LANDSCAPE AREA PROVIDED	249,732 S.F.
LANDSCAPE AREA COVERAGE	10.02%
[illegible]	[illegible]

LANDSCAPE NOTES

- ALL LANDSCAPE, EXISTING AND PROPOSED, WILL COMPLY WITH RIVERSIDE COUNTY SIGHT DISTANCE STANDARD DETAIL NO. 805 WHICH CAN BE OBTAINED AT http://rctlma.org/trans/Engineering/Standards/Standard-Plans
- ALL DETENTION BASINS SHALL COMPLY WITH TAMC ADVISORY CIRCULAR 1909320-336 (S) AND SHALL HAVE COMPLETE DRAW DOWN TIME OF 48 HOURS AS DETERMINED BY THE PROJECT CIVIL ENGINEER DURING CONSTRUCTION PLAN REVIEW

STANDARD MJPA NOTES

1. ALL MAINTAINED LANDSCAPING WITHIN THE LESS MAINTAINED OPEN SPACE AREAS SHALL BE IRRIGATED BY RECLAIMED WATER WHERE AVAILABLE.
2. ALL MULCH USED IN SHRUB AREAS AND PLANTING AREAS SHALL BE LOCALLY SOURCED WHERE FEASIBLE.
3. ALL TREES, SHRUBS, GROUND COVER AND TURF SHALL BE PLANTED IN ACCORDANCE WITH THE APPROVED PLANTING PLAN AND SHALL BE MAINTAINED IN A HEALTHY AND GROWING CONDITION THROUGHOUT THE DURATION OF THE PROJECT. ANY DISEASED OR DEAD PLANTING SHALL BE REMOVED AND REPLACED WITH PLANTING OF THE SAME OR SIMILAR SPECIES AND SIZE AS SPECIFIED IN THE APPROVED PLANTING PLAN.
4. ALL PLANTING AREAS SHALL BE PROVIDED WITH WATER FACILITIES, INSTALLED AND MAINTAINED IN ACCORDANCE WITH THE REQUIREMENTS OF THE LOCAL WATER AGENCY. WATER FACILITIES SHALL BE DESIGNED TO ENCOURAGE WATER CONSERVATION AND SHALL FEATURE AUTOMATIC CONTROLLERS, DRIP OR BUBBLER IRRIGATION AND THE USE OF RECLAIMED WATER WHERE AVAILABLE.
5. ALL PLANTING AREAS SHALL BE PROVIDED WITH WATER FACILITIES, INSTALLED AND MAINTAINED IN ACCORDANCE WITH THE REQUIREMENTS OF THE LOCAL WATER AGENCY. WATER FACILITIES SHALL BE DESIGNED TO ENCOURAGE WATER CONSERVATION AND SHALL FEATURE AUTOMATIC CONTROLLERS, DRIP OR BUBBLER IRRIGATION AND THE USE OF RECLAIMED WATER WHERE AVAILABLE.
6. ALL PLANTING AREAS SHALL BE PROVIDED WITH WATER FACILITIES, INSTALLED AND MAINTAINED IN ACCORDANCE WITH THE REQUIREMENTS OF THE LOCAL WATER AGENCY. WATER FACILITIES SHALL BE DESIGNED TO ENCOURAGE WATER CONSERVATION AND SHALL FEATURE AUTOMATIC CONTROLLERS, DRIP OR BUBBLER IRRIGATION AND THE USE OF RECLAIMED WATER WHERE AVAILABLE.
7. CONCRETE LIGHT POLE BASES SHALL BE PAINTED TO MATCH THE PRIMARY BUILDING COLOR OR PAINTED TO MATCH PARKING SCREENING WALL AND SHALL NOT EXCEED 24" ABOVE FINISHED GRADE.
8. FULL MOUNTING OF ALL PARKING IS REQUIRED BY MOUNDING AND CONTOURING OF LANDSCAPED AREAS, BY LANDSCAPE BERMS, BY SCREENING WALL OR BY A COMBINATION OF THESE TECHNIQUES.
9. ALL TRASH ENCLOSURES SHALL BE WITHIN LOCATIONS THAT PROVIDE CONVENIENT ACCESS FOR USERS AND FOR TRASH COLLECTION VEHICLES. ENCLOSURES SHALL BE CONSTRUCTED OF MATERIALS AND COLORS CONSISTENT WITH THE ARCHITECTURE OF THE BUILDINGS THEY SERVE.
10. ALL TRASH ENCLOSURES SHALL BE ENCLOSED WITH A MASONRY SCREENING WALL WITH SOLID METAL 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 60% OPENNESS FOR VENTILATION.
11. WITHIN COMMERCIAL, OFFICE AND MIXED USE DEVELOPMENTS, VEHICULAR ACCESS POINTS AND PEDESTRIAN ACCESS WAYS SHALL INCLUDE A "FINAL PAVING TREATMENT" SUCH AS A RECESSED CONCRETE BAND WITH CONTRASTING COLOR OR TEXTURE. ONE OR MORE ALTERNATIVE LOCATIONS AND MATERIALS MAY SHALL BE REVIEWED AND APPROVED BY THE PLANNING DEPARTMENT STAFF PRIOR TO THE ISSUANCE OF A BUILDING PERMIT.
12. ALL ENTRY OR METAL GATES OR PAINTED TO MATCH THE APPROVED PALETTE OF COLORS.
13. ALL USES SHALL COMPLY IN A MANNER WHICH IS COMPATIBLE WITH THE MEANING AND INTENT OF THE MJPA DESIGN GUIDELINES AND POLICIES. THE FOLLOWING ACTIVITIES SHALL BE PROHIBITED:
    a. ANY USE WHICH SHALL DIRECT A STEADY LIGHT OR FLASHING LIGHT OF RED, WHITE, GREEN OR AMBER COLOR ACROSS ANY LOT LINE OF A NEARBY FORWARD AIRCRAFT ENGAGED IN ANY FINAL STRAIGHT CLIMB FOLLOWING TAKEOFF OR TOWARD AN AIRCRAFT ENGAGED IN A FINAL STRAIGHT FINAL APPROACH TOWARD A LANDING AT AN AIRPORT, OTHER THAN AN APPROVED NAVIGATIONAL SIGNAL LIGHT OR VISUAL APPROACH SLOPE INDICATOR.
    b. ANY USE WHICH WOULD CAUSE SUNLIGHT TO BE REFLECTED TOWARDS AN AIRCRAFT ENGAGED IN A FINAL 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 DRAWS 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 MJPA NOISE CONTOUR CONTOUR WILL INCLUDE APPROPRIATE SOUND ATTENUATION.
14. PRIOR TO THE ISSUANCE OF A CERTIFICATE OF OCCUPANCY, THE PERMITTEE SHALL RECEIVE APPROVAL OF A TRAFFIC DEMAND MANAGEMENT PLAN WHICH SHALL INCLUDE THE FOLLOWING ELEMENTS: IDENTIFICATION OF THE LOCATION OF A MINIMUM OF 20 CARPOOL AREA FOR THE PARKING OF ALTERNATIVE TRANSPORTATION MODES; INFORMATION AND/OR FINANCIAL INCENTIVES BY RESPONSIBLE AGENCIES TRANSIT SCHEDULES AND CARPOOL RIDE INFORMATION.
15. PRIOR TO ISSUANCE OF THE PROJECT CLUB OR EACH PROJECT SHALL PROVIDE A BAD FT AS DETERMINED BY THE APPROVED TRAFFIC ENGINEER AT ALL SERVICE DRIVEWAY LOCATIONS.
16. ALL OF SIGN AND LIGHTING PLAN SUBMITTED SHALL INCLUDE A PHOTOMETRIC CALCULATION DEMONSTRATING THE PROPOSED LEVEL OF LIGHT IMPROVEMENTS IN FOOTCANDLES.
17. ALL CONSTRUCTION EQUIPMENT USED FOR CONSTRUCTION ACTIVITIES SHALL BE FITTED WITH EFFICIENT MUFFLING DEVICES. CONTROL OF NOISE FROM CONSTRUCTION ACTIVITIES SHALL BE PERFORMED IN ACCORDANCE WITH THE REQUIREMENTS OF THE LOCAL JURISDICTION.
18. PRIOR TO THE ISSUANCE OF BUILDING PERMITS, ALL DEVELOPMENT IMPACT FEES SHALL BE PAID INCLUDING BUT NOT LIMITED TO: TRAFFIC SIGNAL FEES AND MJPA IMPACT MITIGATION FEES.
19. ANY USE OF PYROTECHNICS OR AIR-CONTAINED EXPLOSIVES SHALL BE PROHIBITED.

MITIGATION MEASURES

MITIGATION M-AQ-1: THE PROJECT APPLICANT SHALL ENCOURAGE ALL THE HEADS OF CLEARANCE WHILE AVOIDING ANY LOSS OF TREE REQUIREMENTS. HOWEVER, A BALANCE IN HEIGHT INCREASE IS NOT REQUIRED.

MITIGATION M-AQ-2: THE PROJECT SHALL ENCOURAGE ALL THE HEADS OF CLEARANCE WHILE AVOIDING ANY LOSS OF TREE REQUIREMENTS. HOWEVER, A BALANCE IN HEIGHT INCREASE IS NOT REQUIRED.

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MITIGATION NOTES

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PROPOSED PLANT LEGEND

[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
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PLANT LEGEND

KEYNOTES

1. [illegible]
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RGA
Office of Landscape Design
[illegible]

MERIDIAN PARK SOUTH
BUILDING B
KRAMERIA AVENUE
RIVERSIDE COUNTY, CA
MERIDIAN

MERIDIAN PARK LLC
[illegible]
UPLAND, CA 91786
CONTACTS:
TIMOTHY REEVES - 909-579-1294
JEFF GORDON - 909-260-4355

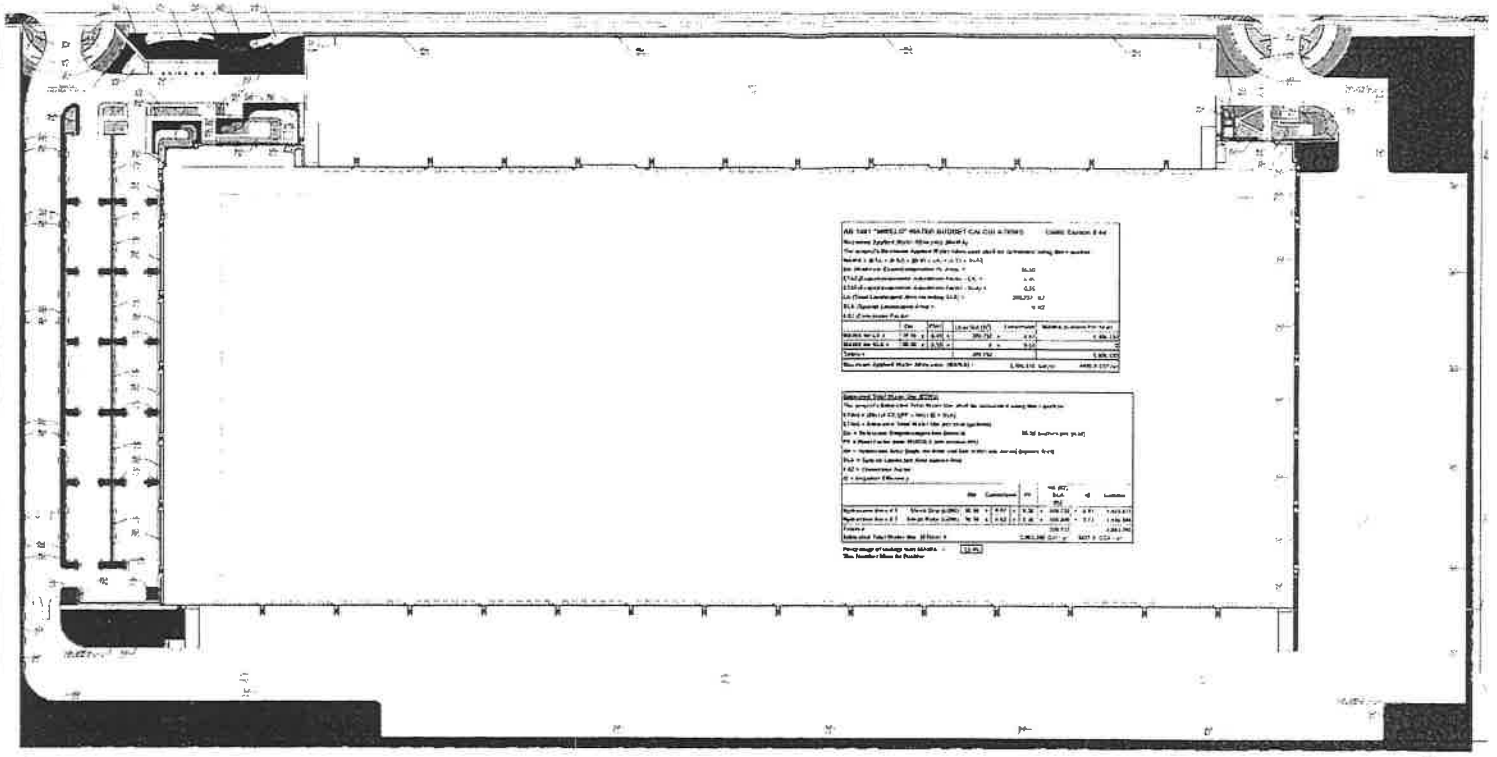
SITE PLAN

BUILDING 'B'
CONCEPTUAL
LANDSCAPE PLAN

L1.1

Attachment 15

Colored Landscape Plan



BUILDING 'B' PLAN VIEW

PROPOSED PLANT LEGEND

SYMBOL	BOTANICAL NAME	COMMON NAME	SIZE	SPACING	WATER USE	QTY
	CHAMAEROPS HUMILIS / WASHINGTONIA ROBUSTA - OR - OLEA EUROPEA 'SWAN HILL'	MEDITERRANEAN FAN PALM / MEXICAN FAN PALM - OR - FRUITLESS OLIVE	24" BOX STD	20' O.C.	L	27
	CINNAMOMUM CAMPHORA	CAMPHOR	24" BOX	AS SHOWN	M	77
	PINUS HALEPENSIS	ALEPPO PINE	24" BOX	AS SHOWN	L	14
	PRUNUS CAROLINIANA	CAROLINA LAUREL CHERRY	24" BOX	AS SHOWN	M	21
	MAGNOLIA 'LITTLE GEM'	LITTLE GEM MAGNOLIA	24" BOX	AS SHOWN	M	72

WATER NEEDS KEY
VL = VERY LOW WATER USE; L = LOW WATER USE; M = MODERATE WATER USE; H = HIGH WATER USE.
WATER USES SHOULD BE MADE TO CONFORM TO ESTIMATED WATER NEEDS OF LANDSCAPE PLANTINGS IN CALIFORNIA (AVERAGE YEARLY RAINFALL TO BE SPECIFIED)

SHRUBS

SYMBOL	KEY	BOTANICAL NAME	COMMON NAME	QUT	SPACING	WATER USE	QTY
	ACA DEL	ACACIA REDOLENS 'DESERT CARPET'	DESERT CARPET PROSTRATE ACACIA	1 GAL	48" O.C.	L	1860
	AGA VAS	AGAVE OVATIFOLIA 'VARIEGATA'	VARIEGATED SHADOW AGAVE	15 GAL	72" O.C.	L	11
	CAL LJ	CALLISTEMON 'LITTLE JOHN'	LITTLE JOHN BOTTLE BRUSH	5 GAL	36" O.C.	M	1,215
	HES PAR	HESPERALOE PARVIFLORA	RED YUCCA	5 GAL	36" O.C.	L	633
	LAN MAI	LANTANA MONTEVIDENSIS	NEW GOLD LANTANA	5 GAL	36" O.C.	L	1,441
	LEU EMI	LEUCOPHYLLUM C. 'RAIN CLOUD'	RAIN CLOUD	5 GAL	36" O.C.	L	750
	MYO PAR	MYOPORUM PARVIFOLIUM 'PINK'	PINK CARDIAD COVER MYOPORUM	1 GAL	36" O.C.	L	462
	RUS PRO	ROSMARINUS OFFICINALIS 'PROSTRATUS'	ORIENTAL ROSEMARY	5 GAL	48" O.C.	L	2,961
	WES MOM	WESTRINGIA FRUTICOSA 'MORNING LIGHT'	COAST ROSEMARY	5 GAL	36" O.C.	L	462
	WES FRU	WESTRINGIA FRUTICOSA 'WYNYABBIE GEM'	COAST ROSEMARY	1 GAL	36" O.C.	L	462

STATEMENT OF COMPLIANCE

THE PLANS SHALL COMPLY WITH THE REQUIREMENTS OF ORDINANCE NO. 859 AND A COMPLETE LANDSCAPE DOCUMENTATION PACKAGE WILL BE SUBMITTED. SHOULD THE ORDINANCE BE REVISED, THE PLANS MAY BE SUBJECT TO CHANGE BASED ON THE UPDATED ORDINANCE.

MATERIAL COLOR AND FINISH SCHEDULE

KEY	DESCRIPTION	MANUFACTURER	MODEL	FINISH	COMMENTS
PAVING					
P1					
P2	CONCRETE PAVING #1	L.M. SCOFIELD		W.R. GRACE TOPCAST #31	PAVING SHALL BE AT BUILDING MAIN ENTRYS
P3	CONCRETE PAVING #2	L.M. SCOFIELD		W.R. GRACE TOPCAST #31	BUILDING MAIN ENTRYS
P4	CONCRETE PAVING #3	SOUTHWEST BOULDER			BUILDING MAIN ENTRYS FACADE
P5	PRE-CAST CONCRETE TRUNCATED DOME PAVERS	ADEPTSTONE	PA ADJU 12 TRUNCATED DOMES		PATTERN STACKED BOND

EXISTING PLANT LEGEND

EXISTING STREETSCAPE LANDSCAPE TO BE PROTECTED IN PLACE. SEE MATERIALS BOARD EXAMPLES SHOWN ON PLANT PALETTE

BUILDING B - AREA CALCULATIONS

GROSS AREA	
TOTAL BUILDING FLOOR AREA (GROSS AREA)	
TOTAL PARKING STALLS REQUIRED	
TOTAL PARKING STALLS PROVIDED	
BIKE PARKING REQUIRED @ 10% OF AUTO STALLS	
BIKE PARKING PROVIDED	
LANDSCAPE AREA REQUIRED @ 10%	
LANDSCAPE AREA PROVIDED	
LANDSCAPE AREA CONTINUED	

RGA
Office of Architectural Design
[illegible]

RLA

MERIDIAN PARK SOUTH
BUILDING B
KRAMERIA AVENUE
RIVERSIDE COUNTY, CA

MERIDIAN

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SITE PLAN

BUILDING 'B' COLOR LANDSCAPE PLAN

L2.1

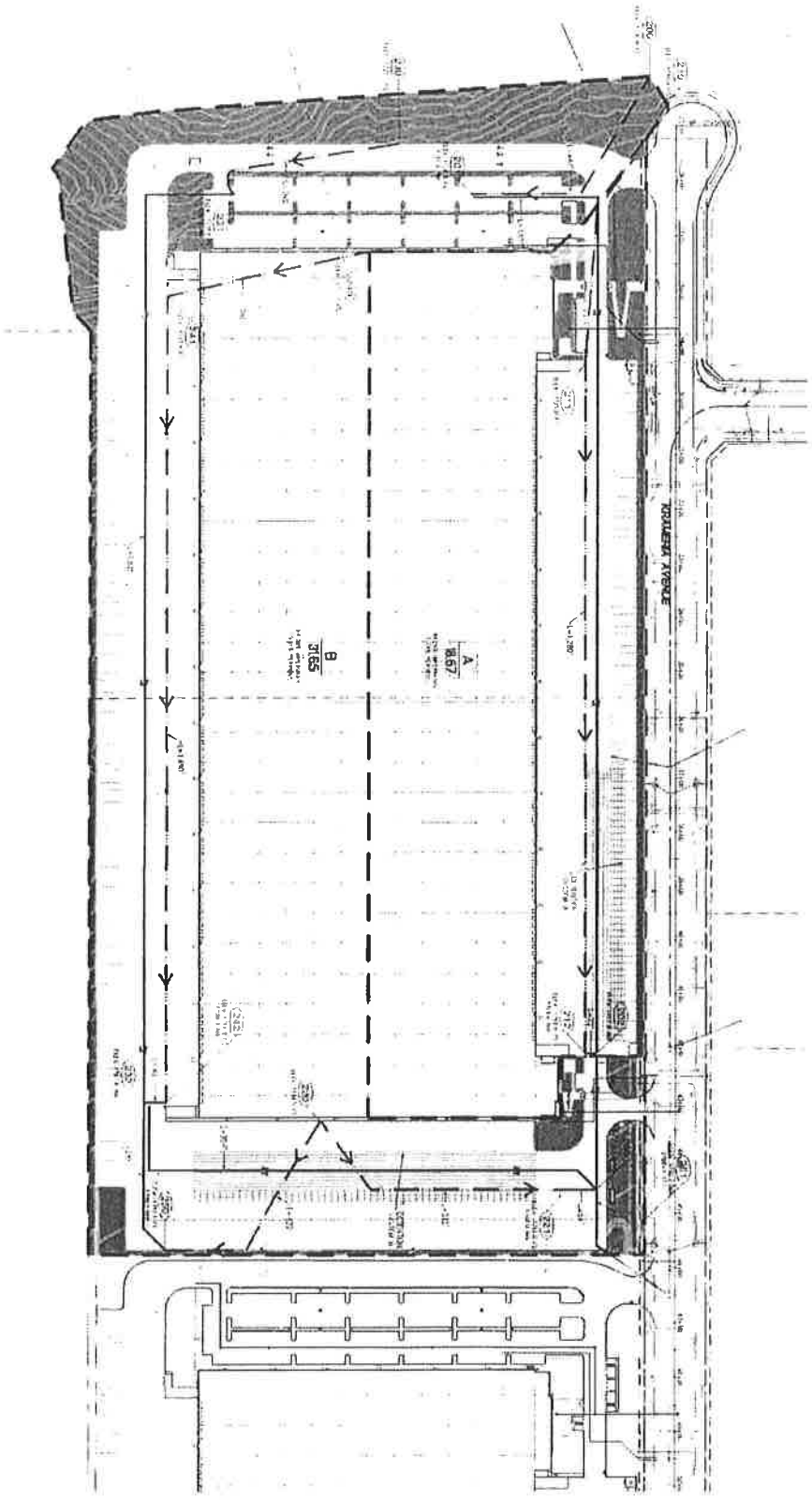
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Attachment 16

Preliminary Hydrology Plan

88
Ga 741.



MERIDIAN PARK SOUTH
KRAMERIA AVENUE
RIVERSIDE, CALIFORNIA
PROPOSED HYDROLOGY MAP

DRC

89

NOT FOR CONSTRUCTION

742.

Attachment 17

March Business Center Implementation Committee Ministerial Review Checklist (PP 16-07)

Ga 743

20801 Krameria Avenue, Riverside CA 92518
March Business Center Implementation Committee
Ministerial Review Checklist

March Business Center Specific Plan (SP-1, A5)

Compliance with March Business Center Specific Plan Development Standards	Complies with Requirement	Requirement Not Applicable	Does Not Comply with Requirement
Section III. F.: Compliance with Land Use Table III-1. ***The proposed use for the development project will be a speculative warehouse and distribution facility. This particular use is permitted according to the Specific Plan Land Use Table III-1 of the Meridian Specific Plan (SP-1, A5).***	X		
Section III. G. Compliance with Table III-2. ***The proposed development project complies with the Lot and Yard Dimensions By Land Use Category Table III-2:***	X		

Dimensions	*Minimum Requirements*	*Site-Specific Dimensions*
Area	*30,000 sq. ft.*	*2,092,102 sq. ft.*
Street Frontage	*100 ft.*	*2,067 ft.*
Lot Width	*100 ft.*	*1,020 ft.*
Minimum Yards		
Front Yard Setback	*15 ft.*	*200 ft.*
Interior Side Yard Setback	*0 ft.*	*210 ft. on the west side and 259 ft. on the east side*
(Abutting Residential Zone)	*30 ft.*	*N/A*
Street Side Yard Setback	*20 ft.*	*200 ft.*
Rear Yard Setback	*25 ft.*	*200 ft.*
(Abutting Residential Zone)	*50 ft.*	*N/A*
Building Height	*35'/2 stories**	*41 ft. – 49 ft.*
Floor Area Ratio (maximum)	*0.50*	*0.478*
Site Landscaping	*10%*	*10%*

**** Increased height up to 80 ft. is permitted where all building setbacks meet or exceed the proposed building height.***

Section III. G. (a) (1): Zero side yard is permitted when the opposite side yard is not less than 30 feet. ***The proposed side setbacks consist of 250 ft. side yard to the east of the facility and 210 ft. side yard to the west of the facility. The proposed development project will have auto and truck trailer access around the entire perimeter of the proposed facility.***	X		
Section III. G. (a) (2): FAA form 7460-1 shall be prepared (FAR §77.13.2.i). ***On September 29, 2016, the Federal Aviation Administration issued a "Determination Of No Hazard to Air Navigation" for the proposed development project after conducting an aeronautical study in response to the applicant filing a FAA form 7460-1.***	X		

Section III. G. (a) (2): Objects taller than 50 feet in the Height Caution Zone require review by the Airport Land Use Commission. ***The proposed development is located within the Height Caution Zone, however the building does not exceed 50' in height, and therefore is not subject to Riverside County ALUC review. Moreover, the site is not subject to ALUC review through a site-specific exemption identified in the March ARB/IP Airport Compatibility Plan.***	X		
Section III. G. (b): A 15-foot landscaped setback is required for all front and side yards adjacent to public streets. ***The proposed development project complies with this requirement through the provision of an 18' - wide landscaped parkway setback from Krameria Avenue.***	X		
Section III. G. (c): Driveways width and spacing shall comply with Riverside County requirements as approved by the March JPA Civil Engineer. ***The proposed development project has site driveways proposed at the northeast and northwest corner of the site, which far exceed the 300' driveway spacing parameter identified in the March JPA General Plan.***	X		
Section III. G. (d): Off-street loading shall be sized and located so that trucks are not located within the required front or street side yard. ***The proposed development project is designed so that all loading and unloading functions are performed within the site interior in a manner that does not impact site access/driveways.***	X		
Section III. G. (e): All uses shall occur entirely within a building, except for storage, loading and outdoor work. Outdoor work; storage of merchandise, material and equipment is permitted in interior side yards or rear yards, provided the area is enclosed by obscuring walls, fences or a combination thereof. ***The proposed development project is designed to have a use accommodating warehouse, storage and distribution. All uses are planned to occur entirely within the building. The views from the public right of way and Public Facilities to the south of the site are screened by a 12-foot-high (minimum) Meridian theme screen wall, and an 8-foot high black painted tubular steel fence with perforated screening panels along the easterly and westerly property lines. Though not planned, loading and outdoor work could occur within the project sideyards and would meet the required screening requirement.***	X		
Section III. G. (e) (1): Chain link fencing will not be used within 100' of a public right-of-way. Where used, it will be vinyl coated. ***As previously mentioned, the views from the public right of way and Public Facilities to the south of the site are screened by a 12-foot-high (minimum) Meridian theme screen wall, and an 8-foot high black painted tubular steel fence with perforated screening panels along the easterly and westerly property lines.***	X		
Section III. G. (e) (2): Coiled, spiraled, or rolled fencing such as razor wire or concertina wire are not be permitted. ***The proposed development project does not include coiled, spiral, or rolled fencing such as razor wire or concertina wire.***	X		
Section III. G. (f): Table III-3 summarizes the parking ratios. It is acknowledged that certain land uses will have unique parking characteristics, based on building	X		

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 a minimum of three bicycle parking spaces. ***The proposed development project is consistent with the Parking Ratios identified in Land Use Table III-3 for Wholesale, Storage and Distribution uses. The site parking requirement is 322 parking spaces and the Design Plan provides 327 parking spaces. The proposed development project does not incorporate unique parking characteristics. The conceptual site plan includes standard parking, handicap stalls, carpool stalls, and bike parking facilities. Sixteen bike parking spaces are provided, well in excess of the minimum 3 required bike parking spaces.***			
Section III. G. (g): Development shall comply with the March Business Center Settlement Agreement. ***The proposed development project complies with the March Business Center Settlement Agreement in that there are mitigation measures assigned to the Meridian North and South Campus developments for reducing semi-truck emissions and to facilitate the use of bio-diesel and alternative fuels. The Meridian Design Guidelines are in place to make certain that all development projects in the Meridian North and South campus have architectural appeal and are attractive developments when visible from the Orangecrest residential development. This proposed development project also incorporates a truck route sign at each egress location. The truck route signs enforce the approved truck route and prevent trucks from traveling west along Van Buren Blvd. Once a tenant occupies the shell building, an annual traffic demand management plan is required to be prepared and posted in the employee breakroom/ lounge.***	X		
Section III. H. 1: Riparian Special Treatment areas will be protected. ***The project is approximately 700' south of the closest riparian area and will not impact the riparian habitat. The 185-acre Least Bell's Vireo conservation easement has already been recorded and is maintained by the Riverside Land Conservancy.***	X		
Section III. H. 2: Development of Lots Adjacent to the Stephen Kangaroo Rat Habitat. ***The Project is not located in proximity to the Stephens Kangaroo habitat area located west of the March Business Center North Campus. This Project is located in the South Campus will not impact Stephen Kangaroo habitat.***		X	

Meridian Environmental Impact Report, February, 2003				
Compliance with the Certified FEIR Mitigation Measures (SCH# 2002071089)		Complies with Mitigation Measure	Mitigation Measure Not Applicable	Does not Comply with Mitigation Measure
A-1	Development within the Clear Zone and Accident Potential Zones I and II will abide by building standards and codes including height restrictions, restrictions on use, setbacks, population densities, and insulation and materials, as outlined in the approved 2005 Air Installation Compatible Use Zone (AICUZ).		X	

	Not Applicable. As shown on the development plans and the 2005 March Air Reserve Base Air Installation Compatibility Use Zone Study (2005 AICUZ), the development is located outside of APZs I and II, therefore this requirement is not applicable.			
A-2	As established in the Specific Plan, the project will comply with the policies and requirements of the Riverside County Airport Land Use Plan. Development plans will be submitted to the FAA for review in accordance with FAR 77.13.2.i. Additional ALUC review will be required for objects taller than 50 feet in the Height Caution Zone shown on Figure IV.A-4 *[in the Focused EIR]*. Other land use controls (relating to safety (both in the air and on the ground) and noise) have been developed in consultation with the ALUC, and have been incorporated into the Specific Plan. The Project does not exceed 50' in height, and thus is not subject to ALUC review ***Compatibility between the airport and its surrounding environment is evaluated in terms of four aeronautical factors: noise, overflight, safety, and airspace protection. These factors are compiled and used to designate compatibility zones in the Airport Compatibility Plan for March Air Reserve Base/March Inland Port (March ARB/IP), which was adopted by the Riverside County Airport Land Use Commission in November 2014. The proposed development is located in compatibility zone C2 of the Airport Compatibility Plan. Commercial/Industrial development must comply with an average of 200 people/acre and 500 people/in the most concentrated single-acre.*** ***Average Land Use Intensity: The allowed average land use intensity is 200 persons/acre. The Riverside County Airport Land Use Commission uses the following criteria to determine average intensity: for warehouse use - one person per 1,428 square feet, and for office use – one person per 200 square feet. The proposed warehouse facility measures 1,000,000 square feet, of which 27,000 square feet is office area in the northwest and northeast corner of the building. Accordingly, occupancy for this building on an average basis is (973,000/1,428 + 27,000/200) = 816 people or = 16.9 people/acre. A second method for determining total average occupancy is based on the number of parking spaces. In this case, the number of passenger vehicle parking spaces (327) is multiplied by 1.5 passengers per vehicle, and added to the number of truck dock spaces to yield the total building occupancy (327 X 1.5 + 192). Accordingly, based on the alternate average building occupancy method, building occupancy is 683 people or 14.2 persons per acre. Through use of either calculation, the average intensity in persons per acre is in full compliance with the Airport Compatibility Plan for March ARB/IP.*** ***Single-Acre Land Use Intensity: Airport Compatibility Zone C-1 limits maximum single-acre occupancy to 200 persons an acre. Based on the submitted site plan, the maximum single acre for the building would consist of the 27,000-square foot floor office area and 16,500 square foot first floor warehouse area. This would result in a single-acre occupancy of 147, which is well below but consistent with the Zone B2***	X		

	single-acre criterion of 500. ***Although the Development Agreement on this site exempts the site from the Riverside County Airport Land Use Commission review process, the site never-the-less meets the required density criteria for the march ARB/IP Airport.***			
A-3	In accordance with the requirements of the Specific Plan, a School Buffer overlay district will be established. This district will extend 0.25 miles from the boundary of the Arnold Heights Elementary School and Tomas Rivera Elementary School. The overlay district will provide landscaping around the boundaries of the school for screening; will prohibit certain uses with the potential noise impacts and/or hazardous materials handling/generation; and will provide for enhanced review of other development proposals to limit the potential for adverse impacts on the school. ***As shown Specific Plan Figure III-1, the School Overlay Zone for Tomas Rivera Elementary, the nearest school site, is not located in proximity to the site, and is approximately 1,000' to the north. Thus, this provision does not apply.***		X	
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. 4. A plan to discourage bird activity shall be implemented if the basins are found to be an attraction to birds. ***As identified the Project Hydrology Study dated January 17, 2017, the site will utilize two separate underground detention/water quality treatment systems for storm water management purposes. Storm drain facilities are designed to discourage standing water on the site that may be found as waterfowl attractants; as a result, no exposed standing water will be located on-site.***	X		
B-1	The Project shall contribute on a fair share basis toward the improvements identified in the Cumulative Impacts section. ***Fair Share proportional Fees are collected in accordance with the Meridian development Standard Conditions of Approval. These improvements are required prior to the recordation of the first unit of Phase III (South Campus) and the fee is paid by the master developer (Meridian Park).***	X		
B-2	The Project shall construct the transportation improvements identified in previously referenced Figures IV.B-5 through IV.B-7 (project phasing). To the extent that such improvements provide capacity benefits for local or regional (i.e., non-project) demand, the project is eligible for credits toward its contribution toward local and/or regional transportation impact fees, if any. ***All Phase 1 improvements identified in Meridian Specific Plan Figure***	X		

	IV.B-5 ***are complete. Phase 2 improvements identified in the Meridian Specific Plan Figure*** **IV.B-6** ***are complete or in construction as required by the approved phasing schedule. The status of all street infrastructure is consistent with the project phasing schedule.***			
B-3	March Business Center traffic volumes shall be monitored periodically to assure that the transportation infrastructure provides sufficient capacity to serve Project volumes. Traffic monitoring shall occur at a minimum of five-year intervals. ***Two five-year March Business Center Traffic Study Update have been provided to MJPA staff by the Master Developer. The Traffic Study Update indicates that current trip generations is consistent with and less than what was analyzed in the March Business Center EIR projected traffic. This information was reported to the March Joint Powers Authority at their Commission hearing on February 17, 2016. No action by the Applicant is required under this measure.***	X		
B-4	The Project shall provide a site that can accommodate the future construction of a multi-modal transportation center by RCTC in the North Campus, 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. ***This measure has been completed. The March Field/Moreno Valley Metrolink Station was approved on Lot 4 of the Meridian Business Park, north of Cactus Avenue, south of Alessandro Boulevard and west of the I-215 freeway. Metrolink trains and RTA busses now operate at the station. This mitigation measure is complete.***	X		
B-5	The March Business Center shall require implementation of parking ratios that limit the need for on-street parking. These ratios are identified in the Specific Plan. ***As identified on plan A1-1-P, the development requires 322 parking spaces pursuant to Off-Street Parking Regulations within the Specific Plan (Section G(f); Table III-3; p. III-14) and 327 parking spaces are provided. All streets are striped for bike lanes and parking within the bike lanes is prohibited. Please refer to Page A1-1-P of the development plans. Thus, no on-street parking will occur within the development.***	X		
B-6	The Project shall provide for bicycle facilities to accommodate non-motorized circulation on the site and connectivity to routes in the Cities of Riverside and Moreno Valley. ***The project has been designed to accommodate 16 bike parking stalls. This total meets the requirement of 1 bike stall per 20 auto stalls provided on site. The Meridian public streets are all striped with bike lanes. At buildout, over 15 miles of bike lanes will be provided within the Specific Plan.***	X		
B-7	March Business Center shall provide truck routes on internal roadways to limit impacts of trucks on adjacent residential communities. ***As identified on site plan sheet A1-1-P, the development includes the placement of signs at the two truck entryways, illustrating the restrictive turning movements and approved truck routes within the Meridian***	X		

	Business Park approved by Ordinance #JPA 09-01. The approved truck route plan is identified in Figure V-6 of the Specific Plan. Truck route signs are required at the driveway ingress/egress points for each lot in accordance with standard condition #34, identified on Page 5 of the Project Conditions of Approval.			
B-8	The Project shall construct internal roadways in accordance with the *County Road Improvement Standards and Specifications* with additional landscaping as identified in the Riverside County Integrated Project (RCIP). ***The Project would develop a new speculative warehouse distribution facility on Krameria Avenue. All internal roads have been constructed to Riverside County standards in conformance with the approved phasing schedule.***	X		
B-9	The March JPA shall collaborate with adjacent jurisdictions and agencies to facilitate improvements addressing the existing deficiency at the I-215/Van Buren Boulevard interchange. ***This measure has been completed. The I-215/ Van Buren Boulevard interchange was reconstructed and is in full operation.***	X		
B-10	The March JPA shall implement Transportation Demand Management (TDM) strategies to shift trips outside the standard commuting hours and/or to non-"drive alone" modes of travel. This is accomplished through various employer-initiated measures, such as flexible working hours, encouragement of carpooling, and facilitating access for non-motorized (i.e., bicycling or walking) modes of travel. Section V of the Specific Plan outlines TDM requirements. ***This mitigation measure is ongoing. The future tenant will comply by filing a TDM plan prior to occupancy. Refer to Site Plan Page A1-1-P of the development plans Condition #15 and Conditions of Approval Condition #30, page 4. This mitigation will be performed by the future tenant which is not presently known.***	X		
B-11	The March JPA shall cooperate with the Riverside Transportation Agency (RTA) for the provision of bus service within the Specific Plan Area. ***Upon the recent completion of the Moreno Valley/March Field Metrolink station, RTA commenced operation of bus service on Route 26 along Meridian Parkway within the Specific Plan area.***	X		
B-12	Signage shall be provided at the Van Buren Boulevard intersections with Coyote Bush Road and Orange Terrace to discourage truck traffic on residential streets in the Orangecrest Development. Furthermore, the March JPA, as a responsible party, shall encourage the City of Riverside and Riverside County to review and consider appropriate legislation to eliminate or curtail truck traffic, exempting local deliveries, on Alessandro Boulevard and Van Buren Boulevard west of the March Business Center Development. ***This mitigation measure was identified for both Coyote Bush Road and Orange Terrance Parkway. On February 1, 2006, the City of Riverside determined that the signage was appropriate for Orange Terrace Parkway but not Coyote Bush Road. Thus, the signage was provided for***	X		

	Orange Terrace Parkway as indicated in the staff report to the Riverside City Council on March 14, 2006. This requirement has been implemented to the degree possible, as ultimately, the City of Riverside owns the streets within the City of Riverside. Limitations on westbound truck movements are in full effect for the March Business Center Specific Plan.			
C-1	Preferential parking spaces shall be offered to car pools and van pools. ***The Project provides 14 preferential parking spaces for carpools/vanpools. Refer to Page A1-1P of the Design Plans.***	X		
C-2	Employers with 250 employees or more shall implement a compressed workweek schedule when feasible. ***Employers with 250 or more employees are required to comply with the trip reduction requirements of SCAQMD Rule 2202, which may be implemented through the use of a compressed workweek schedule, as feasible for the employer. Additionally, prior to occupancy, tenant(s) are required to submit a Traffic Demand Management Plan for review as identified in mitigation measure B-10.***	X		
C-3	Employers with 250 employees or more shall develop a trip reduction plan to increase vehicle occupancy. ***Employers with more than 250 employees are subject to AQMD Rule 2222 requirements for trip reduction. This requirement is implemented at the time of tenant improvements to confirm that compressed work weeks is feasible. Child care is prohibited in airport compatibility zones A through C1 (entire Meridian North Campus) in accordance with the March Airport Compatibility Plan.***	X		
C-4	Employers shall provide on-site child care facilities when feasible. ***The applicant's narrative identifies that the business models of warehouse distribution facilities make on-site childcare facilities to be infeasible on this site, due to the industrial nature of the use, the location within an airport compatibility zone that encourages reduced building occupancies and the limited number of employees (327 employees).***	X		
C-5	Design elements shall be designed to reduce vehicle queuing when entering and exiting parking structures. ***This measure is not applicable as the Development Project will not incorporate a parking structure. No parking structures have been constructed within the March Business Center development. Appropriate queuing would be required, as determined through a traffic study, when reviewing a parking structure application prior to plot plan approval.***		X	
C-6	Projects shall provide for video conferencing facilities to the extent possible. ***The feasibility of a video conferencing facility will be reviewed during the tenant improvement process and through the review of the required Traffic Demand Management plan, when a tenant is identified. This mitigation measure, though applicable, is implemented prior to***	X		

	occupancy of the building, through the review of the Traffic Demand Management plan.			
C-7	Businesses shall minimize the use of fleet vehicles during smog alerts, and encourage the use of alternative fuel vehicles. ***Because the Project does not include a known tenant at this time, compliance with this requirement will be verified prior to occupancy of the building, through the review of the Traffic Demand Management plan.***	X		
C-8	Buildings shall be designed to reduce energy usage by utilizing solar or low emissions water heaters, double paned glass windows, using light colored roofing materials, using skylights in warehouses, orienting buildings north to the extent practical, and increasing wall and attic installation above Title 24 requirements. ***These requirements are implemented at the time of construction plan review as identified in Standard Condition of Approval 11, Page 2 and assured during construction plan review.***	X		
C-9	CEQA Review of stationary source emissions other than natural gas and electricity shall be done on all projects with the possibility of emitting air pollutants. In addition, all projects involving stationary source emissions shall obtain permits to construct and operate from the SCAQMD. ***There are no stationary emissions planned in conjunction with this development. If, at a future date, equipment is proposed that would have stationary emissions, such as an emergency generator, conformance with this requirement will be assured through implementation of Standard Condition of Approval #29, Page 4.***	X		
C-10	Trucks hauling dirt, sand, gravel or soil are to be covered or should maintain at least two feet of freeboard in accordance with Section 23114 of the California Vehicle Code. ***The grading contractor is required to verify compliance with this measure in a signed letter prior to a grading plan approval in compliance with Standard Condition of Approval #67, Page 8.***	X		
C-11	Construction access roads to the main roads should be paved to avoid dirt being carried on to the roadway. ***The grading contractor is required to verify compliance with this measure in a signed letter prior to a grading plan approval in compliance with Standard Conditions of Approval #67, Page 8.***	X		
C-12	A construction relations officer should be appointed to act as a community liaison to oversee on-site construction activity and all emissions and congestion related matters. ***The grading contractor is required to verify compliance with this measure in a signed letter prior to a grading plan approval, in compliance with Standard Condition of Approval #67, Page 8 that addresses all construction mitigation measures.***	X		
C-13	Restrict idling emission from trucks by using auxiliary power units and electrification at the industrial warehouse facilities.	X		

	This measure is implemented by Standard Conditions #58, Page 7 requiring the installation of electrical conduit at dock doors for cold storage facilities, as well as a phase in schedule to assure that cold storage trailer fleets are 100% electrified within 10 years of issuance of the building certificate of occupancy.			
C-14	Landscape with appropriate drought-tolerant species to reduce water consumption. ***This requirement is implemented through compliance with March JPA's Water Efficient Landscape Ordinance (Ordinance #JPA 16-03).***	X		
D-1	Prior to construction activity, the applicant shall coordinate with USFWS to assure that the requirements and stipulations of the 1999 Biological Opinion and the Biological Opinion Clarification Letter (September 6, 2002) are met. The 1999 Biological Opinion and the 1999 Biological Opinion Clarification letter are included in Appendices A and B of the Biological Resources Review found in Appendix F of this document. Mitigation for potential impacts to federal or state listed species shall be as per the 1999 Biological Opinion and the 1999 Biological Opinion Clarification Letter issued by USFWS. This mitigation shall include the replacement 35.2 acres of impacted occupied Stephens' kangaroo rat (SKR) habitat at a 1:1 ratio. As of September 2002, the March JPA is responsible for 14.2 acres of mitigation at a 1:1 ratio, as 21 acres of USFWS approved occupied habitat have previously been acquired by the March JPA and serve as mitigation for 21 acres of SKR occupied habitat. Other required mitigation (78.4 acres discussed in the 1999 BO Clarification letter) will be at a fee of $500 per acre. ***The mitigation credits for SKR were purchased on January 24, 2005 from the County of Riverside and November 20, 2006 from the Southwestern Riverside County Multi-Species Reserve. This mitigation measure is complete. In accordance with the CMMP for impacts on Biological resources associated with the Specific Plan, 185 acres of Least Bell's Vireo habitat was placed within a perpetual conservation easement.***	X		
D-2	Per the 1999 BO, avoid 13 acres of USFWS designated least Bell's vireo riparian habitat north and south of Van Buren Boulevard by utilizing 100-foot buffer zones in these areas. ***Through the requirements of the 404 permit and Streambed Alteration Permit, these 13 acres were included in the 185 acre LBV Conservation Easement reserving the habitat area in perpetuity. The project site has been verified that the distance from the building to the nearest riparian habitat exceeds the 100-foot buffer distance.***	X		
D-3	If construction activity is planned during nesting/breading season, a qualified environmental scientist shall conduct a field review of the affected areas prior to vegetation clearing activity to access the areas for occupancy by least Bell's Vireo. ***The Project is approximately 1000' feet south of the Least Bell's Vireo (LBV) conservation easement and no willow habitat is located on the site that would accommodate Least Bell's Vireo. The lot has previously been graded for subdivision development and will not impact LBV.***	X		

D-4	Prior to construction activity, the applicant shall coordinate with the L.A. District Corps office to assure conformance with the requirements of Section 404 of the Clean Water Act. ***This measure has been completed by the Master Developer. A USACE individual 404 permit was executed on September 8, 2010 for impacts on 2.36 acres located more than 700 feet from the Project site. All grading is complete in association with the project 404 permit. There are no Waters of the US within proximity to the Project.***	X		
D-5	Prior to construction activity, the applicant shall coordinate with the Santa Ana Water Quality Board (Region 8) to assure conformance with the requirements of Section 404/401 of the Clean Water Act and the State of California Porter Cologne Water Quality Control Act. ***This measure has been completed by the Master Developer. Water quality certification was issued March 21, 2003 for the master development. There are no Waters of the US within proximity to the Project.***	X		
D-6	Prior to activity within waters of the U.S., the applicant shall coordinate with the California Department of Fish and Game (Eastern Sierra and Inland Desert Region 6) relative to conformance to the Lake and Streambed Alteration permit requirements. ***This measure has been completed by the Master Developer. The Streambed Alteration Agreement (6-2002-291) was approved on March 3, 2003 and amended and signed on June 2, 2010. There are no Waters of the US or state waters within close proximity to the Project.***	X		

E-1	No project facilities located within one-quarter mile of the existing school shall store, handle or use toxic or highly toxic gases as defined in the most currently adopted County fire code at quantities that exceed exempt amount as defined in the most currently adopted fire code. ***As shown on the Development Plans, the Project site is outside of any school buffer. The nearest school, Tomas Rivera Elementary School in Riverside, is approximately one-half mile north of the Project site. Thus, this provision does not apply to the development.***		X	
E-2	Facilities that store, handle or use regulated substances as defined in the California Health and Safety Code 25532 (g) in excess of threshold quantities shall prepare risk management plans (RMP) for determination of risks to the community. If in the event the RMP shows that the facility stores, handles or use regulated substances in excess of the thresholds described above, the activity will be prohibited. ***This tilt-up concrete building is planned as a warehouse distribution facility that accommodates storage of finished household projects. No processing or handling of regulated substances is anticipated or is likely. Construction plans will include this mitigation under "Construction Notes" and compliance with this requirement will be verified during tenant improvement plan review.***	X		
F-1	Detention basins and improvements to the storm drain system shall be constructed to reduce peak flows to less than those associated with the existing conditions in accordance with the approved Drainage Plan. ***As identified on pages 6, 14, 15 and 16 of the precise grading plans dated October 6, 2016, an underground storm water containment system with drywells is being developed. As a result, storm water flows will not exceed existing conditions.***	X		
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. ***As identified on pages 6, 14, 15 and 16 of the precise grading plans dated October 6, 2016, an underground storm water containment system with drywells is being developed. As a result, storm water flows will not exceed existing conditions. Sediment will be treated through a CDS unit, as identified in the Hydrology Study, dated October 13, 2016.***	X		
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 Prevention Plan shall be implemented. ***The development will require an NPDES Storm Water Pollution Prevention Plan. In accordance with Condition of Approval #49, page 6, the developer is required to receive approval of a SWPPP prior to grading permit issuance by March JPA.***	X		
	The following conditions shall be incorporated into the proposed Specific Plan and shall be required of future development:			

H-1	Provide for the extension of utility infrastructure to serve the development, including over-sizing facilities for future needs. ***All Infrastructure has been designed and is being installed consistent with Specific Plan SP-1, A5 Figure V-1 (Transportation Infrastructure), Figure V-6 (Bike and Truck Routes), Figure VI-1 (Sewer), Figure VI-2 (Water) and Figure VI-3 (Reclaimed Water).***	X		
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. ***All drainage Infrastructure has been designed and is being installed consistent with Specific Plan SP-1, A5 Figure VI-4 (Storm Drainage).***	X		
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. ***All drainage facilities for the site development will be installed consistent with the Engineering Conditions of Approval and shall be assured prior to the issuance of the project Certificate of Occupancy.***	X		
H-4	The Project sponsor shall incorporate the following measures to help reduce the project's potential solid waste impacts and to help in the County's effort to comply with State law in diverting solid waste from landfill disposal: · Green waste generated by the project should be kept separate from other waste types in order that it can be recycled through the practice of grass recycling (where lawn clippings from a mulching type mower are left on the lawn) or onsite composting or directed to local wood grinding and/or composting operations. · The use of mulch and/or compost in the development and maintenance of landscape areas is recommended. · Construction and demolition waste should be reduced and/or diverted from landfill disposal by the use of onsite grinders or by directing the materials to recycling facilities. ***The requirements for separation of green waste and use of mulch and/or compost is implemented through Standard Operating Condition #5. As identified in the applicant's narrative, construction/demolition waste will be diverted from landfills through recycling of materials.***	X		
H-5	The proposed Project shall comply with the State Model Ordinance, implemented in 9/1/94 in accordance with AB 1327, Chapter 18, California Solid Waste Reuse and Recycling Access Act of 1991, which requires that all commercial, industrial, and multifamily residential projects provide adequate area(s) for the collections and loading of recyclable materials. Prior to building permit issuance, the applicant shall submit a Recyclables Collection and Loading Area plot plan to the March JPA for review and approval. ***Incorporation of a recyclables collection and loading area is identified on***	X		

	Plan A1-1-P, which identifies the location of a recycling collection facility at the trash enclosures.			
H-6	As Phase I develops, actual wastewater flows will be monitored relative to the capacity of Pump Station 3586 so that future improvement will be in place before the capacity of the pump station is reduced. ***Pump Station 3586, a remnant of the former military development was removed and replaced by an updated sewer lift facility on lot A of Final Map 30857-Unit 2. This mitigation measure is complete.***	X		
H-7	The proposed non-potable water system will meet "Purple" pipe standards for reclaimed water systems. ***The Specific Plan incorporates a sophisticated reclaimed "purple pipe" water system identified in Figure VI-3 of the March Business Center Specific Plan. The reclaimed water infrastructure has been installed for Phase I and II of the Specific Plan. "Purple" pipe reclaimed landscape irrigation system is provided on site.***	X		
H-8	A Fire Flow of 5,000 gallons per minute shall be used for the water distribution network. ***The water system identified on Figure VI-2 of the Focused EIR meets the requirement of 5,000 GPM.***	X		
I-1	All projects are required to comply with the 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. • The enhancement and preservation of natural and man-made features, such as major roadways, rail lines, 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. ***The standard buffer used between land uses in March Business Center is a 12' concrete wall and large 24" box evergreen trees (Aleppo Pine), which completely screens outdoor operations, attenuates sound and provides appropriate aesthetics between uses. This method is used along the rear property line where the subject site backs to the Ben Clark Training Center (BCTC). Activity within the Project site is further separated from BCTC through the location of 50' trailer parking spaces such that truck activity is further separated from Ben Clark. Lighting will comply with JPA requirements, not to exceed a height of 25', fully shielded, maximum 750 watt LPS or HPS, and lighting not to exceed .5 candle/foot at the project property line There are no significant natural***	X		

	features, inclusive of rock outcroppings, trees, water courses or geographic features in proximity to the site (the riparian/conservation easement is approximately 700' to the north). The Van Buren Boulevard scenic corridor is more than 1,500 feet from the site and has no visual or aesthetic connection to the site.			
J-1	Short-term All proposed projects within the School Buffer Overlay District will be required to conduct an acoustical analysis. If the acoustical analysis indicates noise levels from a proposed use will be in excess of thresholds defined in this section, then the March JPA will prohibit the use within the school overlay district. ***As shown Specific Plan Figure III-1, the School Overlay Zone for Tomas Rivera Elementary, the nearest school site, is not located in proximity to the site. The Tomas Rivera School buffer zone (where this parameter is applicable) is approximately 1,000' to the north. Thus, this provision does not apply.***		**X**	
J-2	Short-term All construction equipment used for construction activities shall be fitted with exhaust muffling and noise control filler devices to reduce noise impacts. ***The grading contractor is required to verify compliance with this measure in a signed letter prior to a grading plan approval in compliance with Standard Condition of Approval #67, Page 8.***	**X**		
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 school. ***The March Business Center Focused EIR did not identify significant noise impacts to proximate sensitive receptors. Nearby sensitive receptors were inventoried through March JPA Resolution #JPA 08-21. Proximate Sensitive Receptors to the site include Tomas Rivera Elementary, Amelia Earhart Middle School, Orangecrest neighborhood, Mission Ranch neighborhood and Altavita residential community. With the exception of Altavita, the other sensitive receptors are more than 2000' from the Project location. The closest residence within Altavita is 850 feet from the Project site. In between that residence and the Project site is planned small Business Park development and a military themed community park. The adjacent Ben Clark Training Center was not identified as a sensitive receptor, as the impacts associated with the BCTC Force Continuum shooting range, Fire Training and Scenario Village likely have a greater impact on surrounding uses than the surrounding uses, including the subject Project, have on the BCTC. The project design features fully incorporate the March Business Center noise mitigation measures, including the use of the project 12' concrete screen wall to separate the site from uses to the south and southeast, the planned use of a landscape screen (24" box Aleppo evergreen pines), and the additional separation afforded from the design of a row of trailers being located between the BCC/Altavita and the subject site. This Project is consistent with all noise mitigation requirements regarding all nearby sensitive receptors.***	**X**		

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. ***The standard buffer used between different land uses in March Business Center is a 12' concrete wall and large 24" box evergreen trees (Aleppo Pine), which completely screen outdoor operations, attenuates sound and provides appropriate aesthetics between different land uses. This method is used along the rear property line where the subject site backs to the Ben Clark Training Center (BCTC). Activity within the Project site is further separated from BCTC through the location of a row of 50' trailer parking spaces such that potential truck activity is further separated from Ben Clark.***	**X**		
J-5	Buildings located within the 65 dBA noise contour will include appropriate sound attenuation devices within its construction. ***The Project site is not located within the 65 dB noise contour for March ARB or Ben Clark Training Center Force Continuum shooting range facility. This mitigation measure is not applicable.***		**X**	
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. ***The Project site is located 2000' south of Tomas Rivera and Amelia Earhart schools and will not have noise impacts on those facilities.***	X		
J-7	Separate residential uses and truck routes so that noise impacts will be contained without unnecessarily lengthening truck trips. ***The Project truck route assures that all truck traffic will not conflict with nearby residential uses. All trucks associated with this use are required to travel east on Krameria Avenue to Village West Drive. Trucks from the subject site are not allowed to use Coyote Bush Street. In compliance with the approved truck route (Figure V-6), truck will not impact nearby residential uses.***	X		
K-1	All grading should be performed in accordance with the grading guidelines outlined in the March JPA Development Code. ***All Development Code Provisions in the March JPA Development Code, Chapter 9 will be implemented during project grading.***	X		
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 engineering and grading plans.			

	All grading is required to comply with the approved geotechnical investigation as provided by law. This will be fully implemented at the time of site grading.	X		
K-3	All future development shall use proper erosion control measures during and following construction. ***The development is subject to a Storm Water Pollution Prevention Plan (SWPPP) to control short term construction water quality impacts and a Water Quality Management Plan (WQMP) to address long term operating conditions. With compliance with the requirements for implementing the SWPPP and WQMP, proper erosion control shall be assured.***	X		
K-4	Revegetate graded area within native plants compatible to the area to prevent erosion. ***The project will go directly into development in a single phase. No portions of the site will remain undeveloped through a phased development concept. This provision is not applicable.***	X		
K-5	All future development within the project site shall adhere to the Uniform Building Code and State building requirements in effect at the time specific development is proposed. ***Compliance with this measure will be verified during construction plan review and prior to building permit issuance.***	X		
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 ***The development area is currently being monitored by Pechanga and Soboba tribal monitors. In addition, this requirement is noted as Standard JPA note #20 on the site plan and is thus required to be implemented, if resources are found, at the time of grading.***	X		
P-1	The March JPA will contract with the Riverside County Sheriff's Department to provide additional police service to the Specific Plan area. ***The March JPA continues to contract with Riverside County Sheriff's Department for patrol services. The March JPA is responsible for this measure.***	X		
P-2	The developer shall dedicate land within the proposed Project for a future fire station. The March JPA will develop a financing plan to fund the station. ***Lot U6-1A has been dedicated for the Fire Station site. At present, all lots pay the Fire Impacts Development Impact Fee at building permit for the future development of the Fire Station. Additionally, all developments pay the structural Fire Tax which is a property tax that funds Fire***	X		

	Department operational and maintenance costs.			
P-3	Development within the elementary school buffer zone will abide by land use compatibility conditions as set forth in the March Business Center Specific Plan. ***As shown in Specific Plan Figure III-1, the School Overlay Zone for Tomas Rivera Elementary, the nearest school site, is not located in proximity to the site, and is approximately 1,000' to the north. Thus, this provision does not apply.***		X	

Compliance with Approved March Business Center Design Guidelines, adopted November 19, 2003.			
Compliance with Design Guidelines	Complies With Objective	Guideline Not Applicable	Does Not Comply With Objective
3.0 General Design Criteria			
3.1 For Commercial Retail sites only: Quality to be consistent with Mission Grove Shopping Center and Kohl's Shopping Center. ***The proposed development will be a speculative warehouse distribution facility located in the Industrial use designation. The quality and design is consistent with the March Business Center Design Guidelines. Since this requirement is specific to commercial retail sites only, we have marked this measure under not applicable as the site is a proposed industrial use facility.***		X	
4.0 Site Planning			
Site Planning Objective: Clean, pleasant and contemporary. Compatible with adjacent sites.			
4.2 Minimum Landscape Setbacks at Buildings/R.O.W.s ▪ 10' Minimum landscaping between parking and building when adjacent to a street) ▪ 15' landscape between public ROW & parking ▪ No parking within landscape easements ***There is no parking adjacent to the street, so the 10' landscape requirement between the building and parking is not applicable. The proposed development project has met the minimum landscape setbacks as sheet A1-1-P illustrates that there will be 15-foot landscape area located between the truck court and the public street. Additionally, there is no proposed parking to be located in the Lighting, Landscape and Maintenance District easement area.***	 X X	X	
4.3 Building Location 4.3.1 Locate buildings to enhance visibility and identity while assuring compatibility with adjacent street frontages 4.3.2 Loading and Service areas do not face roadways and street frontages 4.3.3 Convenient access to building entrances and efficient circulation for vehicles and pedestrians 4.3.4 All buildings/site plans shall provide outdoor break area with seating and shade trees 4.3.5 Multiple buildings on a single site must be coordinated to separate service areas from more public areas	 X X X X		

Sheet A1-1-P of the design plans illustrates that the building will have enhanced visibility and identity through use of bold glazing features at the northeast and northwest portions of the building. There is a truck court which faces north, however it is entirely screened from the road by a 12' high run of the March Business Center theme wall, which provides decorative stone pilasters located 80' on center, and a stucco finished wall. The site provides convenient and efficient access through use of driveways that are significantly spaced apart. Paved patio lunch areas are provided with shade trees, as identified on plan A1-1-P, keynote 11. The development consists of a single building on a site, and is not subject to design parameters regarding multiple buildings.		X	
4.4 Site Access/Driveway Widths and Locations ▪ Vehicular access points limited to minimize disruption of traffic flow and setback zones ▪ Driveway criteria and size locations shall be as outlined in the Dev. Code ***Vehicular access to the site will be provided through two driveways in order to limit vehicular access to the site, while still meeting the minimum two points of access required by the Fire Department. The driveways are designed as 60' wide driveways with wide curb returns to accommodate trucks. The driveway criteria and size locations conform to what is outlined in the Dev. Code.***	X X		
4.5 Vehicular Circulation ▪ Avoid dead-end parking aisles. ▪ Development needs to meet requirements of County Fire Dept. including apparatus turn arounds ***As per sheet A1-1-P of the design plans, the proposed circulation of the site is proposed without disruption of the traffic flow. The design avoids dead-end parking aisles and includes, in a cross-hatch pattern, Riverside County Fire Department's requirement of a 30-foot fire lane around the perimeter of the building. Truck circulation is planned in a counter-clockwise pattern to allow easier over the shoulder visibility/backing movements for trucks.***	X X		
4.6 Parking ▪ Meet number of spaces per Specific Plan ▪ Provide handicapped and carpool parking spaces in convenient locations ▪ Meet parking dimensions of Development Code (9' X 18') ▪ Meet parking landscape requirements of Design Guidelines (See Section 6) ***The proposed number of parking spaces meets the parking ratios as identified in the Meridian Specific Plan – there are a total of 327 auto parking stalls provided whereas 322 are required. There are also 326 truck trailer stalls provided. According to sheet A1-P of the design plans, there are 14 carpool/vanpool parking spaces and 10 handicap stalls proposed on site. The parking dimensions conform to what is depicted in the Development Code (9' X 18'). The parking landscape requirements found in Section 6 of the MBC Design Guidelines are consistent with the proposed landscaping to be located in the front yard of the proposed development.***	X X X X		
4.7 Pedestrian/Bicycle Circulation ▪ Provide pedestrian access from streets to building entrances (ADA) ▪ Minimum of three bicycle parking spaces for each building near entrance ***The proposed development site provides two locations for (ADA) path of travel from the street to the building entrances. Each (ADA) path of travel location starts at the Krameria Avenue sidewalk. In the case of the eastern path of travel, a switchback is used to maintain the minimal ADA grade. In addition, 16 bike parking spaces are***	X X		

provided to comply with March JPA requirements.			
4.8 Service Areas ▪ Service, storage, maintenance, loading and refuse collection areas out of view from streets and adjacent buildings and screened by dense landscape and architectural barriers. These enclosures shall be fully screened by 6' decorative wall and finished opaque screening gates ▪ Landscape used to deemphasize enclosures ▪ All refuse enclosures to be compatible with development architecture ▪ Service areas may not extend into required setbacks ▪ Service areas do not disrupt vehicular and pedestrian circulation ▪ No loading or unloading permitted on public streets or in front or street side yards ▪ Concrete paving required for all service areas ▪ Backflow preventers screened ▪ Loading bays, tractor trailers and outdoor storage screened ***In regards to the service areas (service, storage, maintenance, loading, and refuse collection) all are located out of view from streets. The use of 12-foot Meridian-themed masonry walls and dense landscape allow for additional screening of the service areas. These areas are also positioned in a way that do not disrupt vehicular movements and pedestrian circulation. A proposed concrete truck court will be located in the service area locations on each side of the proposed building. Trash dumpster enclosures are screened from public streets by the perimeter walls, and then further screened by concrete enclosures around the trash facilities. The service areas do not impact the pedestrian or ADA facilities located near the office areas and they are not visible from the public streets. As identified in Standard condition #33, the Planning Department will review the method of screening transformer cabinets and backflow preventers, prior to issuance of a Certificate of Occupancy.***	X X X X X X X X X		
4.9 Grading and Drainage ▪ Surface drainage and soil erosion designed to prevent flow off-site ▪ On-site grading compatible w/ streetscape grades ▪ Slopes shall avoid the need for ramps with handrails ***As identified the Project Hydrology Study dated January 17, 2017, the site will utilize two separate underground detention/water quality treatment systems for storm water management purposes. Storm drain facilities are designed to discourage standing water on the site that may be found as waterfowl attractants; as a result, surface drainage is designed to prevent off-site flow and soil erosion. On-site grading is compatible with the adjacent Krameria streetscape and is gently sloped to avoid the need for handrails.***	X X X		
4.10 Utilities ▪ All utilities are to be installed underground ▪ Easements that preclude planting of perimeter trees shall not be placed where landscape is required ***All utilities are required to be underground, as required by the approved Specific Plan and Standard Condition of Approval #10, Page 2. There are no utility easements (see Final Map 30857-7) that would prevent the planting of the themed street trees or other landscaping.***	X X		

4.11 Walls and Fences			
▪ Walls, when used, must be an integral portion of the architecture and landscape	X		
▪ No walls are permitted within the street side landscaping setback areas except for 30" parking screening walls	X		
▪ Side and rear wall not to exceed 8'-0" unless approved by the JPA			
▪ Refuse enclosure walls must be 6'-0" high	X		
▪ All walls shall be compatible with building finish and materials	X		
▪ Walls adjacent to Van Buren, Cactus, Alessandro, Barton, Krameria, and Meridian Parkway shall match the development theme wall	X X		
▪ Walls adjacent to the open space area located west of the northern campus shall comply with the typical wall/fence requirements in the Design Guidelines	X		
▪ No chain link fences allowed w/in 100' of public R.O.W.			
▪ Beyond 100' R.O.W.: Black, commercial grade, vinyl clad chain link fences are permitted	X		
▪ Razor wire and barbed wire are not permitted	X		
▪ Where chain link is used, tree and shrub landscape planting providing 75% opacity is required within two years of development	X		
▪ Other walls and fences shall have a minimum of 30% opacity (2 years)	X		
The proposed development will include the Meridian theme wall along Krameria Avenue, complete with decorative stone pilasters installed at 80' on center. In compliance with the March Business Center Design Guidelines, the side fences will be decorative tubular steel on the easterly and westerly property lines, with perforated screening panels to block views of the facility from neighboring properties to the east and west. The south screen wall is a 12' concrete screen wall painted to match the Meridian theme wall. All walls and fences comply with the required setbacks. All trash enclosures are located within minimum 6' screen enclosures, and are further within the perimeter screening for the site. No razor or barbed wire is proposed or allowed based on the Design Guidelines. The black plasticized chain link meets the minimum 100' setback from public right-of-ways. All walls and fences comply with the March Business Center Design Guidelines.	X		
5.0 Architecture			
5.1 Objective: Designed to express high quality business center which is progressive and enduring. Promotes unified image throughout the business center			
5.2 Architectural Character			
5.2.1 Appropriate Characteristics			
▪ Clean, smooth, efficient lines	X		
▪ Distinctive yet compatible with	X		
▪ Meridian style and theme	X		
5.2.2 Inappropriate Characteristics			
▪ Trendy, historical, residential styles			
▪ Tricky, complicated, arbitrary forms			
▪ Sharp contrast w/ surroundings			
▪ Inappropriate or no articulation or fenestration			
The architectural character of the proposed building has clean, smooth and efficient lines. The building architecture includes variations in parapet height and alternating front planes which create areas of variation and shadow lines to further Project interest. The proposed exterior colors are consistent with the Color Palette contained within the March Business Center Design Guidelines. The prominent use of glazing at the office features is distinctive yet compatible with the Meridian style and theme.		X X X X	

5.3 Building Form and Massing			
5.3.1 Appropriate Treatment			
▪ Straightforward geometry	X		
▪ Unified composition	X		
▪ Expression of floor levels and structure	X		
▪ Solid parapets	X		
5.3.2 Inappropriate Treatment			
▪ Complicated forms		X	
▪ Arbitrary, inconsistent composition		X	
▪ Monolithic blocks		X	
▪ Glass box forms		X	
The proposed building form and massing includes straightforward geometry and unified composition. The proposed building is rectangular in nature. To break up the big box appearance, the architect has incorporated variations in parapet height and shifts in the front elevation planes. The building is designed to have two prominent entrances/architectural interest features located at the office areas. The color pattern, parapet relief and spandrel glass features are used as a grid module to reinforce the organization of the building design. The parapet features are solid concrete. These features comply with the March Business Center Design Guidelines.			
5.4 Facades			
5.4.1 Appropriate Treatment			
▪ Straightforward, functional design			
▪ Expression of structure	X		
▪ Unity and scale reinforced through grid module	X		
▪ Surface delineation through expression of reveals, mullions, recesses, and structure	X X		
5.4.2 Inappropriate Treatment			
▪ Arbitrary, inconsistent forms and decoration			
▪ Uninterrupted, floating horizontals		X	
▪ Blank surfaces		X	
▪ Buildings can be designed with a consistent, uniform facade with the center or corners of the façade emphasized		X X	
The proposed building includes two pronounced office features that are located at the northwest and northeast corners of the building. The building elevations use an integrated grid module that features spandrel glass features facing north and south. The building elevations, found on sheet A3-1-P of the design plans, illustrate the proposed design of each façade. Each façade includes prominent glazing to offer more interest and appeal. The façades also includes earth-tone beige and gray paint variations to carry out a more warm and inviting appearance.			
5.5 Structure			
5.5.1 Appropriate Treatment			
▪ Visible vertical support			
▪ Visible structural base	X		
▪ Functional, straightforward columns	X		
▪ Columns integrated into the façade	X		
▪ Proper structural scale	X		
	X		
5.5.2 Inappropriate Treatment			
▪ Floating horizontal levels		X	

▪ Glazing direct to ground (except at entries) ▪ False, decorative structure ***The structure of the proposed building is emphasized through use of the gradient color scheme which provides darker colors near the ground and lighter colors near the parapet line, the structure is further reinforced through use of the grid module, which focuses on the repeating projecting features and additional glazing in the grid module. Column features are introduced into the office areas through the use of the contrasting while vertical features/columns. These treatments combine to break up the mass and provide proper scale to the building.***		X X	
5.6 Fenestration 5.6.1 Appropriate Treatment ▪ Functional glass use and patterns ▪ Glazing delineation by mullions and structure ▪ Balance of wall and glazed surfaces ▪ Tinted or lightly reflective glazing 5.6.2 Inappropriate Treatment ▪ Arbitrary, decorative glass patterns ▪ Uninterrupted horizontal glazing ▪ Sloping glass Overly reflective glass (more than 35% reflectance) ***The fenestration of the proposed building is detailed along the façades of the building. Sheet A3-1-P of the design plans detail the elevation design. The fenestration includes use of a balance of glazing through emphasis at the office corners while repeating the glazing theme within a repetitive grid module, use of building scoring to reinforce the grid module, and of use of an appropriate glazing design that meets the maximum reflectance (25%), while subtly contrasting the building earth tone colors.***	 X X X X	 X X X X	
5.6.3 Glazing Colors ▪ Preferred: earth tone palette ▪ Prohibited: bright or multiple colors inconsistent with the color palette ***The proposed glazing is PPG Vistacool Pacifica Reflective #2. The applicant has chosen to select a subtly contrasting blue glazing color to emphasize the balance of glazing and earth tone field color, rather than pursue an earth tone glazing color. This option is provided in the Design Guidelines and is effective in this execution as the subtle contrast helps break up the length of the façade.***	 X	 X	
5.6.4 Reflectivity ▪ Glass should generally be non-reflective ▪ 25% maximum allowable outdoor reflectance ***The proposed glazing is PPG Vistacool Pacifica Reflective #2 and is identified on sheet A1-1-P as having a maximum reflectance of %25%.***	 X X		
5.7 Roofs 5.7.1 Appropriate Treatment ▪ Visible vertical support ▪ Horizontal planes and parapets ▪ Varied parapet height ▪ Roofing materials hidden from off-site view of adjacent roadways/streets 5.7.2 Inappropriate Treatment ▪ Gable, hip, and mansard room forms (may be acceptable at entries)	 X X X X	 X	

▪ Metal, tile, shingle and shake roofing(may be acceptable at entries) ▪ Arbitrary decoration ***The proposed roof design includes variation in parapet height to add increased interest in the rectangle-shaped building and vertical support emphasized through vertical score lines and a repeating grid module. Roofing materials will be screened from off-site view of adjacent roadways/streets. No gabled, hip or mansard roof components are requested.***		X X	
5.8 Entrances 5.8.1 Appropriate Treatment ▪ Light, open, inviting aspect ▪ Entry space sequence ▪ Recessed, protected doorway ▪ Integration w/ overall building form ▪ Coordinated landscaping 5.8.2 Inappropriate Treatment ▪ Exaggerated forms and color ▪ Dark, confined appearance ▪ Abrupt entry (Flush doorways, tacked-on entry alcove) ▪ Each building shall have at least one Building Entrance Element ▪ Located at primary façade or facing street frontage ▪ Entrance element to be at least 2/3 of overall building height ▪ Entrance element to have large scaled, simple, clean forms ▪ Canopies of contrasting permanent materials encouraged ▪ Highly articulated, large-scale, bold forms encouraged ▪ Entrances can be emphasized with portals and arcades ***The site plan and building elevations show that there will be two main entrances to the building. The use of prominent glazing at the entrance areas emphasizes, through the reflectance of light, a light, open and inviting building entrance design. The prominent landscape areas (sheet L1.1) adjacent to the building entrances provides for an entry sequence completed through the recessed building entrance. The effect of the office design and coordinated landscaping at the building entrance provides for the coordination and integration of the building form and site landscaping design.***	 X X X X X	 X X X X X X X X X X	
5.9 Materials 5.9.1 Appropriate Materials ▪ Smooth, precast or tilt-up concrete ▪ Smooth metal panel systems used as an accent only ▪ Ribbed or rough textured concrete used as an accent ▪ Tinted or lightly reflective glass ▪ Stucco or E.I.F.S. used as an accent or contrast of materials only 5.9.2 Inappropriate Treatment ▪ Wood beams and siding ▪ Brick, Spanish tile ▪ Corrugated metal ▪ Highly reflective glass 5.9.3 Other Materials ▪ All other materials including Drivit®, concrete masonry, wall tile, etc must be approved by the JPA ▪ Pre-fabricated buildings require Joint Powers Commission approval	 X X X X X	 X X X X X X	

The proposed building will be composed of smooth, tilt-up concrete walls with tinted and lightly reflective glass along the façade. The building color is composed of earth tones with coordinating landscaping.			
5.10 Exterior Color Appropriate Treatment ▪ Concrete or stone should have natural finish ▪ Other colors may be permitted on special features, reveals or mullions ▪ Service door and mechanical screen colors are to be the same as the adjacent wall color Inappropriate Treatment ▪ Dark natural finishes ▪ Arbitrary patterns, stripes ▪ Garish use of color ▪ Broad painted band to reflect a corporate theme ***The proposed building exterior color palette will incorporate Sherwin Williams paints including Navajo White and Softer Tan from the March Business Center Design Guidelines, as well as other compatible earth tone colors. Service doors are painted the background field color, so as to not emphasize the utilitarian function of the building. The concrete finish is a natural smooth finish. All exterior color and finishes are consistent with the March Business Center Design Guidelines.***	 X X X

▪ Improperly located equipment requiring non-integrated walls ▪ Rooftop equipment extending above parapet or screen ▪ Rooftop screen too close to parapet ▪ Screen material contrasting w/ adjacent surfaces ▪ Rooftop screen "hat" ***The architect has designed the building in a way that all rooftop equipment will be screened by the height of the parapet. Any ground equipment will be screened by landscaping. The project screen walls are integrated in to the overall design and are similar to the building design.***		X X X X X	
6.0 Landscaping			
6.1 Objective: Promote a pleasant, distinctive, appropriate environment. Augment internal cohesion and continuity within March Business Center. Clean, simple and straight forward urban design. Promotes water conservation			
6.2 Water Conservation Measures 6.2.1 Landscape areas to have complete, state-of-the-art, automatic irrigation system ***The project will be equipped with a reclaimed water irrigation system consisting of evapotranspiration weather based smart controller, low flow rotors, bubbler and/or drip systems used throughout. The irrigation water efficiency will meet or surpass the current state mandated AB-1881 water ordinance. All irrigation shall be approved by WMWD and March JPA prior to installation.***	X		
6.2.2 Conservation Measures: ▪ Site analysis of macro and micro climates, solar exposure, prevailing wind conditions, seasonal temperature patterns, soils and drainage, grades and slopes ▪ Planting zone usage according to plant type, climatic exposure, soil condition and slope to facilitate use of zoned irrigation systems ▪ Use of low water or drought tolerant plant species in landscape areas ▪ Meets peak moisture demand of all plant materials w/in design zones, while avoiding flow rates that exceed infiltration rate of soil ▪ Design to prevent overspray or discharge onto roadways, non-landscaped areas or adjacent properties ▪ Timing of irrigation cycles to be set at night when wind, evaporation and people activities are at a minimum ***The project's landscaping has been selected from the "On-Site Plant Selection List" menu found in the March Business Center Design Guidelines. The plant species selected consist of low water use or drought tolerant plant species. A WUCOL's Plant factor has been determined for each plant species designated for Region 4-south inland valley climate. The selected plant species have an overall WUCOL's plant factor rating of L-Low Water Needs. Additionally, the project will be equipped with a low flow irrigation system consisting of evapotranspiration weather based smart controller, low flow rotors, bubbler and/or drip systems used throughout. The irrigation water efficiency will meet or surpass the current state mandated AB-1881 water ordinance. All irrigation shall be approved by WMWD prior to installation. The specifics to this measure will be determined during the construction plan review process where irrigation plans are reviewed to determine compliance with these measures. The developer has ensured these measures will be complied with in the detailed project description.***	X X X X X X		

6.3 Streetscapes ▪ Landscape along public streets reinforces unified appearance and street hierarchy ▪ Establishes sense of place, particularly at street intersections ***The March Business Center Specific Plan establishes a sense of place through use of a double row of trees with a detached sidewalk located between the rows of trees on arterial streets. This design will be incorporated along Krameria adjacent to the site, consistent with the March Business Center Specific Plan.***	x X		
6.3.1 General Design Criteria ▪ Minimum 24" box size trees planted along all street frontages ▪ Street trees planted 40' on center or clustered as approved by JPA, clustered trees to average 40' on center ▪ Hedges on street frontages should be trimmed to a formal, rectangular shape ▪ Hedge minimum sizes at installation is five gallon ▪ If required interior landscape creates an operational hazard, the JPA may allow latitude to shift landscape to larger landscape areas, as approved on a case-by-case basis ▪ Turf area usage should be approximately 20% of the landscape area. (in no case shall it exceed 50%) ▪ Turf shall not exceed 50% of landscape area nor shall it be less than 10% of landscape area. ***The site incorporates 24" box trees along Krameria Avenue. Formal hedges are used along the parkways to provide consistency and unity in landscape design, and to screen car parking viewed from Krameria. The TURF provisions in the Design Guidelines have been superseded by the irrigation water efficiency mandated by the AB-1881 water ordinance, to reduce water waste in landscape designs.***	X X X X X X	 X X	
6.4 On-Site Landscaping			
6.4.1 Use landscape to reinforce site planning such as trees to define parking lots and drive aisles ***According to the conceptual landscape plans, sheet L- 1.1, the site will define the parking lots and drive aisles with Palo Verde, Chilean Mesquite and Aleppo pine.***	X		
6.4.2 Plant materials shall be selected from Plant Selection List in Section 6.5 of the Meridian Business Center Design Guidelines. ***The proposed landscaping is consistent with the plant selection list in Section 6.5 of the March Business Center Design Guidelines "On-site plant selection list".***	X		
6.4.3 Parking area trees shall be provided per the Development Code. Parking shall be screened from public streets by naturally contoured landscape berms measuring 2.0' to 3.5', or a 30" parking screening wall. Landscape must be used to supplement or replace the berms or wall. ***According to the conceptual landscape plans, sheet L-1, the parking area shall be screened from the roadway through the use of the planned LLMD planting area, on-site planting which include a continuous screen shrub along parkway curb, assorted drought tolerant back drop, layered accent plants and Aleppo Pines, Palo Verde and Chilean Mesquite trees.***	X		

6.4.4 Comprehensive planting required along building and site perimeters ▪ Minimum landscape set back of 15' required along all front yards ▪ Minimum front yard setback is typically 20' or 25' (see Specific Plan) ▪ Minimum landscape setback of 5' required along at least one side of internal property lines ***The applicant proposes a 15' landscaped setback consistent with the Design Guidelines and Specific Plan, though the building setback is 200'. A 20' landscaped setback is proposed along the western property line, consistent with the Design Guidelines. All landscape provisions are consistent with the Design Guidelines.***	X X X		
6.4.5 All buildings facing a roadway frontage shall have a foundation planting area ***According to the conceptual landscape plan sheet L1.1, the proposed building includes a foundation planting. The proposed landscaping used for the foundation planting includes trees, shrubs and groundcover.***	X		
6.4.6 Large natural granite boulders are encouraged as part of the landscape theme ***The use of large, natural granite boulders is not proposed within the on-site landscaping for the project. As this was only encouraged, the design is still consistent with the Design Guidelines.***		X	
6.4.7 Drainage/retention areas should be landscaped with native vegetation in a natural manner w/ minimal use of turf ***The proposed drainage/retention areas are located underground. As the site meets the minimum 10% landscape provision, the design is consistent with the March Business Center Design Guidelines.***	X		
6.5 On-Site Plant Selection List ▪ See Design Guidelines ***The proposed landscaping is consistent with the plant selection list in Section 6.5 of the March Business Center Design Guidelines "On-site plant selection list".***	X		
7.0 Lighting			
7.1 Objective: Exterior lighting is to be provided to enhance the safety and security of motorists, pedestrians, and cyclists. To reinforce identity and unity of March Business Center, all exterior lighting is to be generally consistent in height, spacing, color and type of fixture.			
7.2 Public Street lighting is coordinated throughout March Business Center ***All March Business Center streets are illuminated with High Pressure Sodium street lighting consistent with Riverside County Road Standards Ordinance #461, specific detail #1000 and #1001. This measure has been complied with and is ongoing during development.***	X		
7.3 General On-Site Lighting Parameters 7.3.1 On-site lighting includes parking areas, vehicular and pedestrian circulation, building exteriors, service areas, landscaping, security, and special effects ***The applicant is proposing to include on-site lighting in the parking areas of the site for***	X		

security and also along the building exterior for the purposes of visibility and security. All lighting is HPA or LPS, maximum height 25', full shielded and not to exceed 750 watts, as identified in JPA Note #6 on site plan sheet A1-1-P.			
7.3.2 All exterior on-site lighting must be fully shielded and generally confined w/in site boundaries. Maximum lighting level at the property line of a site is .5 candle/ft. Maximum wattage for exterior lighting shall be 750 watts. ***Standard JPA note #7 on site plan sheet A1-1-P requires full compliance with this measure. This item is in compliance with the March Business Center Design Guidelines.***	X		
7.3.3 Lighting fixtures are to be of clean, contemporary design All exterior illumination shall be high-pressure sodium or low-pressure sodium. Metal Halide is prohibited ***Standard JPA note #6 and #7 on site plan sheet A1-1-P requires full compliance with this measure. This item is in compliance with the March Business Center Design Guidelines.***	X		
7.3.4 Point-by-point lighting analysis required at construction plan submittal ***A point-by-point lighting analysis will be completed as part of the construction plan submittal process. Full compliance with this measure is identified on sheet A1-1-P, JPA Notes #6 and #7.***	X		
7.3.5 Tilted wall fixtures (emitting light above 90 degree horizontal) are not permitted. ▪ Maximum height of building mounted light fixtures is 25'. ***Full compliance with fully shielded light fixtures and 25' maximum height is assured through sheet A1-1-P, JPA Notes #6 and #7.***	X		
7.3.6 Wall-mounted utility lights that cause off-site glare are prohibited "Shoebox" or cut-off, glare-controlled lights are preferred ***This measure will not be determined until the lighting plans are submitted during the construction plan review process, and the actual details of the light fixtures are reviewed.***		X	
7.4 Vehicular Circulation and Parking Area Lighting 7.4.1 All vehicular circulation and parking lot lighting shall have cut-off fixtures (i.e., bulb/source is not visible above horizontal) ▪ Pole and fixture height shall not exceed 25' overall ***Full compliance with fully shielded light fixtures and 25' maximum height is assured through sheet A1-1-P, JPA Notes #6 and #7.***	X X		
7.4.2 Pole footings in traffic areas shall be above grade and a maximum of 24" high. ***Pole footings specs are not a component of the design plan review. Pole footings are called out in the construction plans. This measure will be determined during the construction plan check review process.***		X	
7.4.3 All luminaries shall be high-pressure sodium or low-pressure sodium lighting. ***The applicant's narrative identifies full compliance with these lighting types, and this is further reinforced by the requirement of JPA note #6 for high-pressure sodium or low-pressure sodium lighting on sheet A1-1-P.***	***X***		
7.4.4 Lighting Levels ▪ Vehicle circulation lighting shall maintain an average lighting level of .52 ft/candle, minimum .13 ft/candle and 4:1 uniformity ratio ▪ Parking areas shall have an average lighting level of 1.60 ft/candle, minimum .14		X X	

ft/candle and 4:1 uniformity ratio ***This measure will not be determined until lighting plans are submitted during the construction plan review process. The developer has ensured that high-pressure or low-pressure sodium luminaries will be used per their project description. The level of lighting will be confirmed through review of the point-by-point lighting analysis, submitted with the project construction plans. Conformance cannot be assured until the construction plans and future tenant are known.***			
7.5 Pedestrian Circulation Lighting 7.5.1 Pedestrian walkways and building entries shall be illuminated to provide a secure route between parking areas and points of entry to the building ▪ Building entries may be lit with soffit, bollard, step or comparable lighting ***This measure will not be determined until lighting plans are submitted during the construction plan review process. The developer has provided a detailed project description for the site describing the pedestrian circulation from parking areas/pedestrian walkways to the building entries, however the manner of lighting of these areas has not yet been determined.***		X X	
7.5.2 Step or bollard lighting shall be used to clearly illuminate level changes and handrails for stairs and ramps. Bollard lighting shall not exceed 42" ***This measure will not be determined until lighting plans are submitted during the construction plan review process.***		X	
7.5.3 Courtyards, arcades, and seating areas shall be lighted to promote pedestrian use and safety ***The employee break areas are called out on the site plan, but the method of illumination has yet to be designed. This measure will be determined during the construction plan check review process.***		X	
7.5.4 Pedestrian lighting shall be high-pressure sodium, low-pressure sodium, or incandescent lamps ***The applicant's narrative identifies full compliance with these lighting types, and this is further reinforced by the requirement of JPA note #6 for high-pressure sodium or low-pressure sodium lighting on sheet A1-1-P.***		X	
7.6 Architectural Lighting 7.6.1 Utilize indirect or hidden lighting sources for wall washing, overhead down lighting, and interior lighting that spills outside). All architectural lighting shall be fully shielded to eliminate views of the source of illumination ***No accent lighting for architectural features, landscape features or pedestrian areas is currently planned as a component of the speculative building development. However, the future tenant may have an interest in accent lighting. Accordingly, it is premature to address specialized accent lighting until the ultimate tenant is known and the lighting designer has reviewed the March Business Center Design Guidelines.***		X	
7.6.2 Entry areas should be lit to provide an inviting glow from the interior ***This measure will not be determined until lighting plans are submitted during the construction plan review process. The future lighting plans shall be required to comply with the March Business Center Design Guidelines.***		X	
7.7 Service Area Lighting ▪ Lighting must be fully shielded, HPS or LPS type	X		

Standard JPA note #7 on site plan sheet A1-1-P requires full compliance with this measure. This item is in compliance with the March Business Center Design Guidelines.			
7.8 Accent Lighting ▪ Unique lighting may be used to feature architectural elements, landscaping, entries and pedestrian areas ▪ Accent lighting for landscaping and pedestrian areas shall be shielded land be HPS only ***No accent lighting for architectural features, landscape features or pedestrian areas is currently planned as a component of the speculative building development. However, the future tenant may have an interest in accent lighting. Accordingly, it is premature to address specialized accent lighting until the ultimate tenant is known and the lighting designer has reviewed the March Business Center Design Guidelines.***		X X	
8.0 Signage Requirements			
8.2 Materials ▪ Contemporary, professional, and creative use of simple, low maintenance materials ▪ Metal or masonry materials of high quality and high longevity industrial/commercial grade ***Since the proposed development is designed as a speculative warehouse and distribution facility and a tenant has not be determined at this time, the signage requirements will not be applicable during the design plan review process. These requirements will be applicable once a tenant has been determined during the tenant improvement process.***		X X	
8.3 Monument Signs at Lots ▪ One monument sign provided per lot. ▪ May be up to 10' long x 8' tall x 2' deep ▪ Monument signs should be perpendicular to the adjacent roadway ▪ Signs of made of prefinished, flat-faced metal panels ▪ Letters 14" high. 1" deep. ▪ Reverse or exterior lit encouraged. ▪ Illumination of the sign copy and logo only, w/ no illumination of sign background ▪ Shall have the numerical street address on sign w/ a minimum 6" high copy ***Since the proposed development is designed as a speculative warehouse and distribution facility and a tenant has not be determined at this time, the signage requirements will not be applicable during the design plan review process. These requirements will be applicable once a tenant has been determined during the tenant improvement process.***		X X X X X X X X	
8.4 Directional/Informational Signage 8.4.1 Building Signs ▪ Permitted (1) building mounted illuminated sign on the facade facing the road serving as primary vehicular access to site and one additional sign if located on another street frontage (not to exceed two signs total) ▪ Height of sign shall not exceed 30% of the height of the façade and 10% of the building length ▪ Maximum length of (20) feet and a maximum of (80) S.F. For buildings in excess of 200 feet in length, they can have a maximum of (2) signs on each approved façade. The maximum length of the (2) signs shall not exceed 10% of the building length (or a maximum length of forty (40) feet and a maximum of 160 square feet)		X X X	

Since the proposed development is designed as a speculative warehouse and distribution facility and a tenant has not be determined at this time, the signage requirements will not be applicable during the design plan review process. These requirements will be applicable once a tenant has been determined during the tenant improvement process.			
8.4.2 Freeway Signs ▪ Three freeway signs shall be permitted for the entire March Business Center ▪ Maximum height of 45', a maximum sign area of 150' and signage limited to the master project name logo and up to three tenants each ***Page 10-9 of the March Business Center Design Guidelines identifies the approved locations for the Freeway Signs. These locations are more than 1-mile from the site and are not applicable to this development.***		X X	
8.4.3 Multi-Tenant Signage ▪ For buildings which house more than one tenant, (1) additional building sign shall be permitted for each tenant, and tenant space ▪ The signs shall not exceed (2) feet in height and not exceed 60% of the width of the tenant's lease space, up to a maximum of 15' in length ▪ Permitted monument sign may be constructed in a way to allow identification of each tenant in addition to any identification of the building, up to 8 tenant maximum ***Since the proposed development is designed as a speculative warehouse and distribution facility and a tenant has not be determined at this time, the signage requirements will not be applicable during the design plan review process. These requirements will be applicable once a tenant has been determined during the tenant improvement process.***		X X X	
8.5 Not Permitted ▪ Animated Signs ▪ Awning (containing signage) ▪ Automatic Changing Sign ▪ Special Event Sign ▪ Changeable Copy Sign ▪ Flags (Exception: Up to 3 flags/flagpoles may be provided, not to exceed 20' in height. Flags may contain the American flag, California flag, and corporate logo, no marketing information) ▪ Flashing Sign ▪ Marquee Sign ▪ Outdoor Advertising Sign ▪ Portable Sign ▪ Pennant ▪ Rotating Sign ▪ Billboards, searchlights and inflatable signs ▪ Other signs not specifically permitted in this section ***Since the proposed development is designed as a speculative warehouse and distribution facility and a tenant has not be determined at this time, the signage requirements will not be applicable during the design plan review process. These requirements will be applicable once a tenant has been determined during the tenant improvement process.***		X X X X X X X X X X X X X	
8.6 Additional Submittal Requirements ▪ All signs must be approved by March JPA. Sign program approval required for multi-tenant sign programs. ▪ Complies with the Uniform Building Code and the National Electrical Code Requirements		X X	

Since the proposed development is designed as a speculative warehouse and distribution facility and a tenant has not be determined at this time, the signage requirements will not be applicable during the design plan review process. These requirements will be applicable once a tenant has been determined during the tenant improvement process.			
9.0 Maintenance Requirements			
9.1 Common Areas ▪ Landscaped areas within each lease parcel, including side and rear yards, shall be maintained by individual lease parcel tenants ▪ Maintenance of each individual lease parcel shall conform to standards for common area maintenance ***The proposed landscape areas within each parcel shall be maintained by the individual lease parcel tenants. This is consistent with the Standard Operational Mitigation Measures, Condition # 4, all site landscaping is required to be maintained in a healthy and thriving condition.***	X X		
9.2 Landscape			
9.2.1 General ▪ Individual tenants shall be responsible for landscaping in their development areas within their property boundaries ▪ If any existing landscape is damaged or removed during demolition or construction, it shall be repaired and/or replaced in kind and equivalent size per the approved plans within 30 days of completion of construction by the tenant ***The developer has provided the March JPA with conceptual landscape plans that comply with the March Business Center Design Guidelines. In compliance with the Standard Operational Mitigation Measures, Condition # 4, all site landscaping is required to be maintained in a healthy and thriving condition, free from weeds and trash.***	X X		
9.2.2 Irrigation ▪ Irrigation systems shall be designed to maintain the proposed vegetation ▪ Irrigation systems shall comply with the March JPA Development Code ▪ Submission of a complete irrigation system design shall be required consistent with Section 2 of these Guidelines and the Development Code ***According to the conceptual landscape plans, sheet L-1.1, the irrigation system shall be designed to maintain the proposed landscaping. The proposed irrigation systems are designed to comply with the Landscape Water Efficiency Ordinance. Submission of a complete irrigation system design shall be required consistent with Section 2 of these Guidelines and the March JPA Water Efficiency Ordinance #JPA 16-03.***	X X X		

Attachment 18

Notice of Exemption

MARCH JOINT POWERS AUTHORITY

NOTICE OF EXEMPTION

TO:	☐ Office of Planning and Research P. O. Box 304 Sacramento, CA 95812-3044	FROM: March Joint Powers Authority Attn: Grace Williams 14205 Meridian Parkway, Suite 140 Riverside, CA 92518
	☐ Clerk of the Board of Supervisors or ☒ County Clerk County of: Riverside	

1.	Project Title:	Design Plan 16-07; Building B at 20801 Krameria Avenue
2.	Project Applicant:	Meridian Park, LLC
3.	Project Location – Identify street address and cross streets or attach a map showing project site (preferably a USGS 15' or 7 1/2' topographical map identified by quadrangle name):	The project is to be located on the south side of Krameria Avenue, north of the Ben Clark Training Center, and approximately 2,600 feet west of Village West Drive, within the March Joint Powers Authority (JPA) Planning Jurisdiction, at 20801 Krameria Avenue.
4.	(a) Project Location – City:	Unincorporated County (March JPA Jurisdiction)
	(b) Project Location – County:	Riverside County
5.	Description of nature, purpose, and beneficiaries of Project:	Design Plan 16-07, a Design Plan application for a 1,000,000 sq/ft warehouse distribution use on 48.027 acres within the South Campus of the March Business Center Specific Plan (SP-1, A5). The project ranges in height from 41' to 49' at a lot coverage of 47.8% and contains 327 parking spaces, 218 truck loading positions and 10% site landscaping. The Project is designed as a speculative building, no future tenant has been identified. On March 29, 2017 the March Business Center Implementation Committee held a public meeting and approved the Design Plan Application subject to conditions of approval.
6.	Name of Public Agency approving project:	March Joint Powers Authority
7.	Name of Person or Agency undertaking the project, including any person undertaking an activity that receives financial assistance from the Public Agency as part of the activity or the person receiving a lease, permit, license, certificate, or other entitlement of use from the Public Agency as part of the activity:	Jeff Gordon Meridian Park, LLC 567 San Nicolas Drive, Suite 270 Newport Beach, CA 92660 Phone: 949-200-6733
8.	Exempt status: (check one)	
	(a) ☒ Ministerial project.	(Pub. Res. Code § 21080(b)(1); State CEQA Guidelines § 15268 and State CEQA Guidelines § 15061(b)(3))
	(b) ☐ Not a project.	

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	(c)	☐	Emergency Project.
	(d)	☐	Categorical Exemption. State type and class number:
	(e)	☐	Declared Emergency.
	(f)	☐	Statutory Exemption. State Code section number:
	(g)	☐	Other. Explanation:
9.	Reason why project was exempt:		The approval of Design Plan 16-07 is exempt from environmental review pursuant to State CEQA Guidelines section 15268 (a) for Ministerial Projects. The project was previously analyzed under the Certified Focused Environmental Impact Report for the March Business Center Specific Plan (SCH#2002071089). The project is found to be consistent with what was previously identified and evaluated for the 48.027-acre March Business Center South Campus area. The project underwent a Ministerial Review process and was found to be consistent with the development standards under the March Business Center Specific Plan (SP-1, A5), March Business Center Design Guidelines and the Certified Focused Environmental Impact Report for March Business Center (SCH#2002071089). All services, access and utilities were approved through the March Business Center Specific Plan. Determining that the Design Plan was consistent involved no personal judgement by the March Business Center Implementation Committee and involved only the use of fixed and objective standards identified in the checklist, rather than subjective decision making. The Project is also exempt under State CEQA Guidelines section 15061(b)(1) because it can be seen with certainty that the approval of the Design Plan fully complies with a previously adopted Specific Plan and certified EIR will not have any new significant impacts on the environment.
10.	Lead Agency Contact Person:		Grace Williams, Economic & Community Development Manager
	Telephone:		(951) 656-7000
11.	Map of Site:		



12.	If filed by applicant: Attach Preliminary Exemption Assessment (Form "A") before filing.
13.	Has a Notice of Exemption been filed by the public agency approving the project? ✓ Yes No
14.	Was a public meeting held by the lead agency to consider the exemption? ✓ Yes No
	If yes, the date of the public meeting was: March 29, 2017

Signature:_____ Date:_____ Title:_____

Signed by Lead Agency Signed by Applicant

(Clerk Stamp Here)

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

Attachment 10

Notice of Determination

Preparation Date: September 15, 2017

NOTICE OF DETERMINATION

TO:	☐ Clerk of the Board of Supervisors or ☒ County Clerk **County of: Riverside** Address: **PO Box 751** **2724 Gateway Drive** **Riverside, CA 92502-0751**	FROM:	**March Joint Powers Authority (Lead Agency)** **14205 Meridian Parkway,** **Suite 140** **Riverside, CA 92518** Contact: **Dr. Grace Williams** Phone: **(951) 656-7000**

TO:	☒ Office of Planning and Research P. O. Box 3044 Sacramento, CA 95812-3044	Lead Agency (if different from above) Address:
	☐ 1400 Tenth Street (overnight or hand delivery) Sacramento, CA 95814	Contact: Phone:

SUBJECT: Filing of Notice of Determination in Compliance with Section 21108 or 21152 of the Public Resources Code.

State Clearinghouse Number (If submitted to SCH): **2002071089**		

Project Title: Meridian South Campus Specific Plan Amendment—Parcel Delivery Terminal Project

Project Applicant: Meridian Park 61, LLC, 1156 N. Mountain Avenue, Upland, California 91786

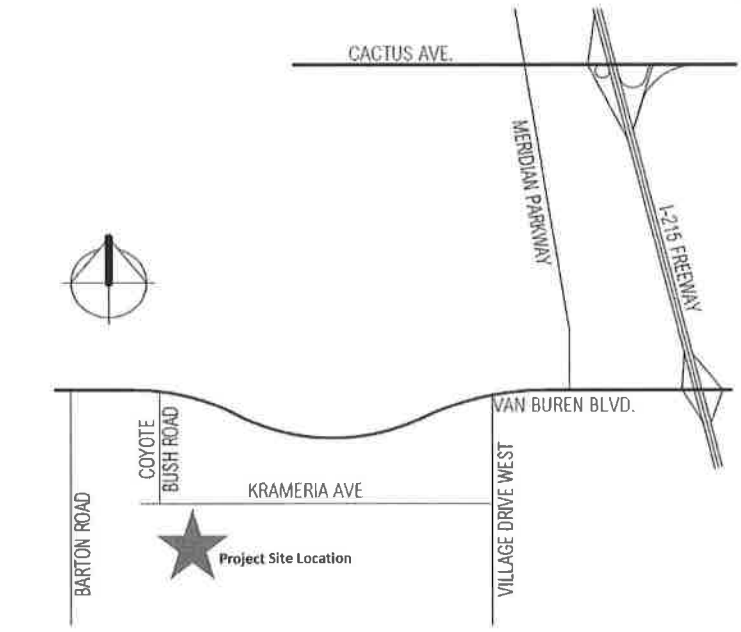
Specific Project Location – Identify street address and cross street or attach a map showing project site (preferably a USGS 15' or 7 ½' topographical map identified by quadrangle name):

The Project site is located within the Meridian South Campus Specific Plan area, as shown on the attached map. More specifically, the Project site encompasses 126.2 acres within the southwestern portion of the Meridian South Campus Specific Plan area. The Project site is located east of Barton Street, south of Krameria Avenue, and west of Ferguson Avenue, in unincorporated Riverside County, California. The Meridian South Campus Specific Plan area is generally located south of Van Buren Boulevard, west of Village West Drive, and east of Plummer Road, in unincorporated Riverside County, California. Interstate 215 (I-215) is located approximately 2.5 mile east of the Project site. The Specific Plan area is located within the existing March Business Center Specific Plan area, within the South Campus of the Meridian Business Park, and within the jurisdiction of the March Joint Powers Authority (JPA). The latitude and longitude of the approximate center of the Project site is 33°52'53.9407" N and -117°18'08.7738"W. The Project site sits on Township 3 South, Range 4 West, including Sections 21, 27, and 28, all within the Riverside East 7.5-minute quadrangle, as mapped by the U.S. Geological Survey.

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Qa 782

VICINITY MAP



General Project Location (City and/or County): **Riverside County**

Project Description:

The proposed Project is located on 126.2-acres which includes a previously entitled 48.02-acre site that will be occupied by an approved 1,000,000 square foot industrial building, 327 parking stalls for passenger vehicles with 14 carpool parking spaces and 10 handicapped parking spaces, as well as 326 trailer parking stalls. The building also includes 218 dock-high doors and four at-grade doors that are evenly distributed along the north and south building elevations. No changes to this prior approved 48.02-acre site is proposed with this Project. As such, the Project includes the following applications:

General Plan Amendment No. 17-01 – The proposed Project would require an update to existing General Plan Circulation and Land Use Plans for South Campus.

Specific Plan No. 1, Amendment No. 6 (SP-1, A6) – The Specific Plan Amendment for the proposed Project would revise the March Business Center South Campus Specific Plan to accomplish the following actions: a) add parcel delivery terminal as an allowed use within the Industrial and Business Park designations for parcels that are 60-acres in size or larger, and consistent with the March JPA Development Code; b) amend Specific Plan exhibits to reflect proposed Project utilities, transportation and parcel layouts; c) add a land use definition within the Specific Plan for Parcel Delivery facility, consistent with the Authority Development Code; d) update Land Use and designation tables within the SP to reflect revised acreages within the Commercial, Mixed Use, Business Park, and Park/Open Space land uses; e) add the following guidance pertaining to lighting - "site lighting must be 2700 Kelvin plus or minus 100 points."

Tentative Map No. 30857, Amendment No. 4 – The Tentative Map Amendment would revise the circulation plan for the March Business Center South Campus Specific Plan by removing Street V, Street X, the southern portion of Street Y, and terminating Krameria Avenue at the Project site rather than extending it through to connect with Barton Street to the west. The Tentative Map Amendment would also reconfigure Parcels 67, 68, 69, 70 and 71. Figure 4, Approved South Campus Tentative Tract Map, shows the originally approved parcel and roadway configuration for South Campus. Figure 5, Proposed South Campus Tract Map, shows the South Campus layout under the proposed Project revisions.

Plot Plan No. 16-07, Amendment No. 1 – The Plot Plan Amendment would add 78.18 gross acres to a previously approved 48.02-acre parcel that will house a parcel delivery terminal. The additional 78.18 gross acres would incorporate 1,587 standard vehicular parking stalls; 85 carpool stalls; 27 handicap parking stalls; 85 bike parking

spaces; and 965 truck trailer stalls to the parcel delivery terminal site. The 78.18-acre area would also accommodate a 5,000 square-foot customer service building; 12,000 square-foot enclosed truck maintenance and wash facility; a compressed natural gas (CNG) station; additional 298,417 square feet of landscaped areas; and a 155-foot wide 9-acre landscape buffer zone along the westerly project boundary.

Truck ingress and egress to the Project Site is allowed to and from Krameria Avenue only within South Campus, while passenger vehicles can access the westerly parking lot area from Krameria Avenue and Barton Street. The only other access point to the westerly parking area from Barton Street is an emergency vehicle only street. Passenger vehicle access to the 48.02-acre site is only allowed off of Krameria Avenue. No truck access to and from the Project site is allowed off of Barton Street, and all trucks will travel easterly on Van Buren Boulevard. Because the Project reduces the overall number of buildings and streets within the southwesterly portion of South Campus, and increases the amount of Park/Open Space within South Campus, it yielded less impacts on the site as compared to the originally approved plan. For example, compared to previously entitled parcels within the Project boundaries, the Project is expected to generate 3,669 fewer daily trips, 253 fewer AM peak hour trips, and 149 fewer PM peak hour trips than was expected in the traffic analysis conducted previously for the specific plan. Nonetheless, as illustrated through the attached Initial Study, the master developer will proceed with full street improvements along Barton Street and Van Buren Boulevard (Phase III) as previously conditioned under the specific plan.

Identify the person or entity undertaking the project, including any private applicant, any other person undertaking an activity that receives financial assistance from the Public Agency as part of the project, and any person receiving a lease, permit, license, certificate, or other entitlement of use from the Public Agency as part of the project.

Meridian Park 61, LLC, 1156 N. Mountain Avenue, Upland, California 91786

This is to advise that the (☒ Lead Agency or ☐ Responsible Agency) has approved the above described project on September 21, 2017 and has made the following determinations regarding the above described project:

1. ☐	The project will have a significant effect on the environment.
☒	The project will NOT have a significant effect on the environment beyond that already identified in the previously certified EIR.
2. ☒	An Addendum to a previously certified Environmental Impact Report **(SCH#2002071089)** was prepared and adopted for this project pursuant to the provisions of CEQA and reflects the independent judgment of the Lead Agency.
☐	A Negative Declaration was prepared for this project pursuant to the provisions of CEQA and reflects the independent judgment of the Lead Agency.
☐	A Mitigated Negative Declaration was prepared for this project pursuant to the provisions of CEQA and reflects the independent judgment of the Lead Agency.
3. ☒	Mitigation measures were made a condition of the approval of the project.
☐	Mitigation measures were NOT made a condition of the approval of the project.
4. ☒	A Mitigation Monitoring or Reporting Plan was adopted for this project. Specifically, this Project relies upon and is subject to the Mitigation Monitoring and Reporting Program adopted in connection with the previously-certified March Business Center Specific Plan Final Environmental Impact Report (SCH#2002071089).
☐	A Mitigation Monitoring or Reporting Plan was NOT adopted for this project.
5. ☒	A Statement of Overriding Considerations was previously adopted for this project.
☐	A Statement of Overriding Considerations was NOT adopted for this project
6. ☒	Findings were made pursuant to the provisions of CEQA.

Ga 784

☐	Findings were NOT made pursuant to the provisions of CEQA.	
	This certifies that Final EIR with comments and responses and record of project approval, or the Negative Declaration, is available to the general public at the following location(s):	
	Custodian: Dr. Grace Williams, March Joint Powers Authority	Location: March Joint Powers Authority (Lead Agency) 14205 Meridian Parkway, Suite 140 Riverside, CA 92518

Date: _____	_____ **Signature:**
Date Received for Filing: _____	_____ **Title:**

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

GC 785