RESOLUTION #JPA 18-24

A RESOLUTION OF THE MARCH JOINT POWERS COMMISSION OF THE MARCH JOINT POWERS AUTHORITY ADOPTING GENERAL PLAN AMENDMENT NO. 18-01 (GPA 18-01), AMENDMENT NO. 5 TO TENTATIVE TRACT MAP NO. 30857 (TTM 18-01), PLOT PLAN NO. 18-02 (PP 18-02), PLOT PLAN NO. 18-03 (PP 18-03), CONDITIONAL USE PERMIT 18-02 (CUP 18-02) AND PUBLIC CONVENIENCE AND NECESSITY (PCN 18-01) FOR THE DEVELOPMENT OF 54.65 ACRES WITHIN PARCELS 4, 72, 73, 74 AND 75 TO ACCOMMODATE 3.49 ACRES OF COMMERCIAL RETAIL DEVELOPMENT, 20.19 ACRES OF OFFICE DEVELOPMENT, 22.96 ACRES OF INDUSTRIAL DEVELOPMENT, AND 8.01 ACRES FOR A PRIVATE STORMWATER BASIN 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 54.65 acres within Parcels 4, 72, 73, 74 ,75 of the South Campus of the March Business Center Specific Plan to accommodate 3.49 acres of commercial retail development, 20.19 acres of office development, 22.96 acres of industrial development, and 8.01 acres for a private stormwater basin; and

WHEREAS, on April 30, 2018, Applicant submitted certain land use applications (collectively, the "Project Entitlements") requesting the following:

1. A General Plan Amendment (GPA 18-01) application
2. A Tentative Tract Map No. 30857 Amendment (TTM 18-01) application
3. A Plot Plan No. 18-02 (PP 18-02) application
4. A Plot Plan No. 18-03 (PP 18-03) application
5. A Conditional Use Permit (CUP 18-02) application

WHEREAS, in addition to the foregoing, on April 30, 2018, Applicant submitted a land use application for a Specific Plan Amendment (SP-1, A7), which is subject to separate approval. Any approval of General Plan Amendment 18-01 (GPA 18-01) Tentative Map No. 30857, Amendment No. 5 (TTM 18-01), Plot Plan No. 18-02 (PP 18-02), Plot Plan No. 18-03 (PP 18-03), and Conditional Use Permit 18-02 (CUP 18-02) shall be conditioned on the subsequent approval of Specific Plan No. 1, Amendment No. 7 (SP-1, A7); and

WHEREAS, this General Plan Amendment 18-01 (GPA 18-01) Tentative Map No. 30857, Amendment No. 5 (TTM 18-01) , Plot Plan No. 18-02 (PP 18-02), Plot Plan No. 18-03 (PP 18-03), and Conditional Use Permit 18-02 (CUP 18-02), along with Specific Plan No.1, Amendment No. 7 (SPA 18-01 – considered separately) collectively constitute the "Project" for purposes of the California Environmental Quality Act (Pub. Resources Code, § 2100 et seq.) ("CEQA"); and

WHEREAS, in accordance with CEQA 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 18-23 the Commission has adopted an Addendum to the FEIR for the Project Entitlements; and

WHEREAS, on October 10, 2018, the Commission conducted a duly-noticed public hearing pursuant to the March JPA Development Code on the Project Entitlements, at which time all persons wishing to testify in connection with the Project Entitlements were heard and the Project Entitlements were comprehensively reviewed; and

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

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

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

SECTION 2. Compliance with the California Environmental Quality Act. Pursuant to Resolution # JPA 18-23 the Commission has considered and adopted an Addendum to the 2003 FEIR (SCH # 2002071089) for the Project, including General Plan Amendment 18-01 (GPA 18-01) Tentative Map No. 30857, Amendment No. 5 (TTM 18-01) , Plot Plan No. 18-02 (PP 18-02), Plot Plan No. 18-03 (PP 18-03), and Conditional Use Permit 18-02 (CUP 18-02), in accordance with the requirements of CEQA, the State CEQA Guidelines, and the March JPA Local CEQA Guidelines. As the decision-making body for the Project, the Commission has reviewed and considered the 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 18-01 (GPA 18-01) Tentative Map No. 30857, Amendment No. 5 (TTM 18-01) , Plot Plan No. 18-02 (PP 18-02), Plot Plan No. 18-03 (PP 18-03), and Conditional Use Permit 18-02 (CUP 18-02).

SECTION 3. Findings for General Plan Amendment (GPA 18-01). 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 18-01) 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 18-01) is consistent with existing goals, objective, policies, and programs of the General Plan for the following reasons:

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

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

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

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

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

(e) Provides detailed development regulations for the Project.

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

2. Moreover, GPA 18-01 coupled with the adoption of the Specific Plan's development, performance, and design standards will govern future development of the area and will ensure consistent and context-sensitive land use, landscape design, and architectural treatments, and will provide for logical development phasing and adequate and efficient provision of needed public services and facilities. Furthermore the General Plan Amendment, coupled with the adoption of Plot Plan 18-02 (PP 18-02) and Plot Plan 18-03 (PP 18-03) 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 18-01 is integrated and compatible with the Transportation Element in that the intensity and distribution of uses within the Specific Plan Area will generate traffic that is anticipated and accommodated in the Transportation Element; however, the Specific Plan 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 18-01 will not impact the Housing Element as housing is not a component of the Specific Plan.

5. GPA 18-01 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 18-01 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 18-01 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 18-01 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 18-01 is consistent with the applicable airport land use plan in accordance with Government Code section 65302.3 because the development proposed along with GPA 18-01 has been reviewed by the Riverside County Airport Land Use Commission and has been determined by the Riverside County Land Use Commission to be consistent with the 2014 March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan (ALUCP) and because the accompanying Specific Plan has been conditioned to be developed consistent with FAA regulations. GPA 18-01 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 18-01 is in the public interest because it will provide for the development of the Specific Plan Area as a desirable

commercial retail and office use that is compatible with and complementary to the adjacent residential area to the north in Orangecrest. Additionally, the industrial use off Krameria Avenue is compatible with and complementary to the adjacent Industrial development to the south of the Project site.

10. GPA 18-01 will not adversely affect the public health, safety or general welfare as the Project is designed for sufficient access by the general public and employees. Additionally, the Riverside County Fire Department has determined that the Project meets the design requirements for fire access and circulation. Furthermore, sufficient accessible parking and accessible paths of travel in and around the Project has been designed to assure further safety.

SECTION 4. Findings for Tentative Tract Map No. 30857, Amendment No.5 (TTM 18-01). 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 Tentative Tract Map No. 30857, Amendment No.5 (TTM 18-01), in accordance with Government Code section 66410 *et seq*. and Sections 9.14.050 and 9.14.070 of the March JPA Development Code:

1. The Tentative Tract Map No. 30857, Amendment No. 5 (TTM 18-01) 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. 5 (TTM 18-01) 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. 5 (TTM 18-01) 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. 5 (TTM 18-01) 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. 5 (TTM 18-01) 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. 5 (TTM 18-01) 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. 5 (TTM 18-01) 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. 5 (TTM 18-01) 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. 5 (TTM 18-01) provides a shift in land uses to more efficiently accommodate Business Park, Commercial, Office, and Industrial uses; and

11. The discharge of waste into an existing sewer system from development proposed in the Tentative Tract Map No. 30857, Amendment No. 5 (TTM 18-01) 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. 5 (TTM 18-01) on the housing needs of the region were considered and balanced against the public service needs of residents, and the available fiscal and environmental resources because the Project facilitates the construction of a regional job center that will improve residents' ability to live where they work which yields a higher quality of life and more sustainable communities.

SECTION 5. Findings for Plot Plan No. 18-02 (PP 18-02) and Plot Plan No. 18-03 (PP 18-03. Based on the entire record before the Commission and all written and oral evidence presented to the Commission, the Commission makes the following findings for approval of Plot Plan No. 18-02 (PP 18-02) and Plot Plan No. 18-03 (PP 18-03) 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. Findings for Conditional Use Permit 18-02 (CUP 18-02). Based on the entire record before the Commission and all written and oral evidence presented to the Commission, the Commission makes the following findings for approval of Conditional Use Permit 18-02 (CUP 18-02) in accordance with Section 9.02.060 of the March JPA Development Code to allow an Automotive Service Station with the concurrent and ancillary sale of beer and wine for off-premises consumption (Alcohol Beverage Outlet) to be located at the southeast corner of the Van Buren Boulevard and Orange Terrace Parkway, Parcel 72 of the Meridian South Campus project.

1. The proposed Project is consistent with the goals, objectives, policies and programs of the March JPA General Plan because the proposed Project is a part of a balanced mix of land uses that contribute to the regional setting and expands upon the existing physical and economic potential of the General Plan and the March Business Center Specific Plan (SP-1) and will systematically implement the goals and objective of the General Plan and the March Business Center Specific Plan (SP-1) which allows for commercial retail development, including Automotive Service Stations as well as Alcoholic Beverage Outlet(s) with the issuance of a Conditional Use Permit. The proposed project includes a gas station (Automotive Service Station) with a convenience store that proposes the sale of beer and wine for off-site consumption. The sale of beer and wine is considered ancillary to the main use as a gas station and convenience store, but still falls under the "Alcoholic Beverage Outlet" which requires the Conditional Use Permit, and is thus consistent with the goals, objectives, policies and programs of the March JPA General Plan; and

2. The proposed Project complies with all applicable zoning and other regulations because the project is located within the March Business Center Specific Plan (SP-1), specifically within the Commercial Land Use Designation, and Land Use Table III-I describes certain uses as either Permitted (P) or Conditional (C), and "Automotive Service Stations" as well as "Alcohol Beverage Outlet(s)" are both listed as Conditional Uses within the Commercial designation; 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 Project is consistent with the March Business Center Specific Plan (SP-1), and the General Plan as amended. The overall Project will include commercial office and retail commercial uses and shall be limited to 200 average people/acre and 500 people/single-acre since the Project is located in Airport Compatibility Zone C2 as per the March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan adopted on November 13, 2014. Furthermore, the Automotive Service Station is not directly adjacent to residential uses, nor is it within 1,000 feet of a school or public park. The nearest School is Tomas Rivera Elementary School, located approximately 1,300 feet to the northwest, and Thundersky Park, which is located approximately 2,000 feet to the north, both located within the Orangecrest Neighborhood. The project is not visible from either location as it is buffered by existing homes, a wall, landscaping and Van Buren Boulevard; and

4. The location, design, and operation of the proposed Project will be compatible with existing and planned land uses in the vicinity as uses immediately surrounded the Automotive Service Station and convenience store include commercial retail to the east, and commercial office uses to the south and west, and residential uses across Van Buren Boulevard to the north. Additionally, the overall adjacent uses include open space (the Least Bell's Vireo Conservation area) to the northeast, south, and east, and the City of Riverside directly to the north. The sounding land uses are compatible with those proposed for the site due to the fact that the Automotive Service Station and convenience store will provide retail services to the nearby businesses, those traveling to and from the I-215 Freeway along Van Buren Boulevard, and the residential area located within the City of Riverside to the north. Furthermore, the proposed project is consistent with Riverside County Ordinance No. 348, Section 18.48 which requires noticing to property owners within 1,000 feet of the project site. Additionally, the project is not situated in a manner that vehicle traffic from the facility may reasonably be believed to be a potential hazard to a school, church, public park or playground. The closest use conducting the sale of beer and wine is the Albertsons Grocery Store located at 8938 Trautwein Road, located within the City of Riverside approximately 1.5 miles west of the subject site. Additionally, there are currently no other Automotive Service Stations with convenience stores within the March JPA Boundaries.

SECTION 7. Findings for Public Convenience and Necessity 18-01 (PCN 18-01). The following findings are necessary to determine if PCN findings can be made to support the sales of alcohol (beer and wine only) from the project location:

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

2. The California ABC Board has determined that for this Census Tract No. 467, five (5) off-site (Type 20 and 21) licenses have been permitted and that all licenses are currently active. Therefore, the granting of this liquor license would cause this census tract to be over-concentrated by ABC's determination.

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

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

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

6. The Automotive Service Station also includes a convenience store which will sell beer and wine, requiring a Type 20 beer and wine license. The Type 20 license allows for the sale of beer and wine exclusively for off-site consumption only and does not allow patrons to consume alcohol on-site.

7. The Automotive Service Station convenience store use is primarily engaged in the sale of fuel and common convenience store items, such as snacks, beverages (soda fountain, coffee and tea) sundries, and some limited grocery items. The sales of beer and wine would be ancillary to the sales of those other items as listed above.

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

9. The convenience store use is located within Parcel 72 of Tentative Map No. 30857, which is the retail site of the overall development, and is located at the southeast intersection of Van Buren Boulevard and Orange Terrace Parkway. The project is buffered from nearby adjacent residential uses by Van Buren Boulevard, and is further buffered by existing landscaping and a wall. Land located to the south of the overall project site is vacant. Uses nearby will include retail and restaurant space to the east, and commercial office space to the south and west.

10. The proposed convenience store building is located approximately 330 feet south of the nearest residential property line located north of the project site opposite of Van Buren Boulevard. The retail center has been designed to consider the residential uses to the north and the by being buffered with a large landscaped setback. Existing residential is buffered by existing landscaping and a wall, both of which run parallel to Van Buren Boulevard.

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

12. There are no other existing liquor stores, convenience stores, mini-markets or service stations selling beer, wine, or liquor within the vicinity of the project. The nearest point of sales for beer and wine is the Albertsons located at 8938 Trautwein Road, located within the City of Riverside approximately 1.5 miles west of the subject site.

13. The Automotive Service Station convenience store use is primarily engaged in the sale of fuel and general merchandise, and the sale of beer and wine is considered ancillary. Customers picking up general merchandise would be able to purchase beer and wine at the same time as purchasing these other items. Therefore, the project satisfies the public necessity and provides the public convenience for the residents of the surrounding community.

SECTION 8. Approval of Project Entitlements. Based on the entire record before the Commission, all written and oral evidence presented to the Commission, and the findings made in this Resolution, the Commission hereby approves the Project Entitlements, including General Plan Amendment 18-01 (GPA 18-01) Tentative Map No. 30857, Amendment No. 5 (TTM 18-01) , Plot Plan No. 18-02 (PP 18-02), Plot Plan No. 18-03 (PP 18-03), and Conditional Use Permit 18-02 (CUP 18-02), as shown on Exhibit "A", attached hereto and incorporated herein by this reference,

subject to the Conditions of Approval, as shown on the attached Exhibit "B", attached hereto and incorporated herein by this reference.

SECTION 9. Notice of Determination. The Commission directs March JPA staff to prepare, execute, and file a Notice of Determination with the Riverside County Clerk within five (5) working days of the passage and adoption of this Resolution.

SECTION 10. Custodian of Records. The documents and materials that constitute the record of proceedings on which these findings are based are located at the Office of the Planning Manager, March JPA, 14205 Meridian Parkway, Suite 140, Riverside, CA 92518.

SECTION 11. Execution of Resolution. The Chair of the Commission of March JPA shall sign this Resolution and the Clerk of March JPA shall attest and certify to the passage and adoption thereof.

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

PASSED, APPROVED, AND ADOPTED this 10th day of October, 2018.

Marion Ashley, Chairman
March Joint Powers Authority Commission

ATTEST:

I, Carey L. Allen, Clerk of the March Joint Powers Commission, do hereby certify that the foregoing Resolution #JPA 18-24 was adopted by the March Joint Powers Commission of the March Joint Powers Authority at a regular meeting thereof held on October 10, 2018, by the following vote of the Commission:

Ayes:	Baca, Gardner, Rogers, Vargas, Ashley
Noes:	Jeffries, Carbrera, Melendrez
Abstain:	None
Absent:	None

Dated: October 10, 2018

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

EXHIBIT "A"

Addendum

ADDENDUM TO THE 2003 MARCH BUSINESS CENTER FINAL FOCUSED EIR

Final Focused Environmental Impact Report (SCH No. 2002071089)

1 Introduction

This document is an Addendum to the 2003 March Business Center Final Focused Environmental Impact Report (EIR) (SCH 2002071089) to accommodate the changes to land use designations and development within the South Campus of the Specific Plan area. The Final Focused EIR was certified in 2003 by the March Joint Powers Authority (March JPA) Commission, which acted as the Lead Agency pursuant to the California Environmental Quality Act (CEQA) (*CEQA Guidelines* Title 14, California Code of Regulations, Section 15300 et. seq).

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

- General Plan Amendment
- Specific Plan Amendment (SP-1, Amendment #7)
- Tentative Tract Map Amendment 30857, Amendment #5 and Lot Merger
- Master Plot Plan Application
- Conditional Use Permit

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

2 Project Proposal

The proposed land use shifts would be followed by the construction of an industrial building (Building C) at the northeast corner of Coyote Bush Road and Krameria Avenue (Parcel 4), and a commercial and office development at the intersection of Orange Terrace Parkway and Van Buren Boulevard (Parcels 72, 73, 74 and 75). Figure 1, shows the Project Vicinity Figure 2, shows the South Campus layout under the proposed Project, including the proposed Industrial and Commercial development on Parcels 4, 72, 73, 74 and 75, and Figure 3 shows the development proposed on Parcels 72 through 75. The Project also includes changing the land use designations on Parcels 5, 6, and 28. The following would be required for the proposed Project:

General Plan Amendment

The following are proposed changes to the General Plan Land Use Map such that the total amount of acres designated for commercial and office remain similar to what is currently designated (all acreages in gross acres).

- Change 6.57 gross acres (5.84 net acres due to roadway dedications) of land in Parcel 28 designated as Commercial, located just southwest of the corner of Van Buren Boulevard and Village West Drive, to Business Park.
- Change 3.7 gross acres (3.49 net acres due to roadway dedications) of land in the northern portion of Parcel 74, located just southeast of the intersection of Orange Terrace Parkway and Van Buren Boulevard, from Office to Commercial (leaving a remaining 9.42 gross acres designated as Office).
- Change approximately 25.77 gross acres of land at the northeast corner of Krameria and Coyote Bush (Parcels 4/5) from Business Park to Industrial, while changing the approximate 21.78 gross acres located further to the east (Parcels 5/6) from Industrial to Business Park.
- Change the current land use designation from Business Park to Office on approximately 4.11 gross acres (3.65 net acres due to roadway dedications) on Parcel 41 at the southwest corner of Coyote Bush and Van Buren Boulevard.

Specific Plan Amendment

The following Specific Plan changes would result in a revised March Business Center Specific Plan (SP-1, Amendment #7) through modification of the land use designation and zoning of several areas and would specifically modify Figure II-1B, Figure II-3, Figure II-4, Figure II-5B, and Figure III-1 of the March Business Center Specific Plan (SP-1). (Note that acreages are shown in net square footages below.)

- Change 5.84 acres of from Commercial to Business Park located just slightly southwest of the corner of Van Buren Boulevard and Village West Drive on Parcel 28.
- Change 3.7 acres (3.49 net acres) of Parcel 74 from Office to Commercial, located just southeast of the intersection of Orange Terrace Parkway and Van Buren Boulevard (leaving a remaining 5.72 acres designated as Office).
- Change 10.77 acres of Business Park to Office, at the southwest corner of Van Buren and Coyote Bush Road on Parcel 73.

- Change 22.93 acres of land at the northeast corner of Krameria and Coyote Bush (Parcels 4/5) from Business Park to Industrial, while changing the approximate 19.84 acres located further to the east (Parcels 5/6) from Industrial to Business Park.

Under the proposed Project, the totals would be 134.5 acres of Industrial, 6.4 acres of Commercial, 32.0 of Office, and 232.1 acres of Business Park.

Tentative Tract Map Amendment 30857, Amendment #5 and Lot Merger

The following minor lot changes are necessary to accommodate the proposed land use changes (note that acreages are shown in net square footages):

- Consolidate the existing 4.42-acre Parcel 5 into Parcel 4 through a lot merger, for a combined acreage of 22.93 acres, all having the land use designation of Industrial. (Note that differences are slight because streets, pads and landscaped areas have been constructed so measurements are slightly different along Parcel edges and therefore we will process a tentative parcel map to clean up the acreages consistent with this project description.)
- Through lot line adjustments, create a new Parcel 5 (10.33 acres) in the western portion of Parcel 6 (9.51 acres), and change the existing Industrial designation for the revised Parcel 5 and all of Parcel 6, to a designation of Business Park. (Note that differences are slight because streets, pads and landscaped areas have been constructed so measurements are slightly different along Parcel edges and therefore we will process a tentative parcel map to clean up the acreages consistent with this project description.)
- Through lot line adjustments, modify Parcel 7 from 13.8 acres to 15.6 acres.
- Reduce Parcel 41 to 3.65 acres.
- Consolidate the southern portion of Parcel 41 as well as all of Parcels 49 and 50 to become a revised Parcel 48 with a total acreage of 5.03 acres.
- Reduce Parcel 72 to 3.7 acres with a net acreage of 3.49 per the tentative map which excludes the dedication of roadway
- Increase Parcel 73 to 10.77 acres.
- Increase Parcel 74 to 9.42 acres.
- Increase Parcel 75 to 8.24 acres with a net acreage 8.01 acres per the tentative map which excludes the dedication of roadway.

Master Plot Plan Application

Upon approval of the General Plan Amendment and Specific Plan Amendment, a Master Plot Plan Application would be submitted to allow the construction of a new 500,000-square foot Industrial building and a commercial and office development. The plot plan for the proposed Industrial building is shown in Figure 7, Building C Plot Plan. The proposed commercial and office development is shown in Figure 8, Commercial and Office Plot Plan. The following are included within the Master Plot Plan Application:

- 500,000 square foot Industrial building on the 22.93-acre Parcel 4 (Building C)
- 14,267 gross square feet of the following Commercial uses on the 3.7-acre Parcel 72:

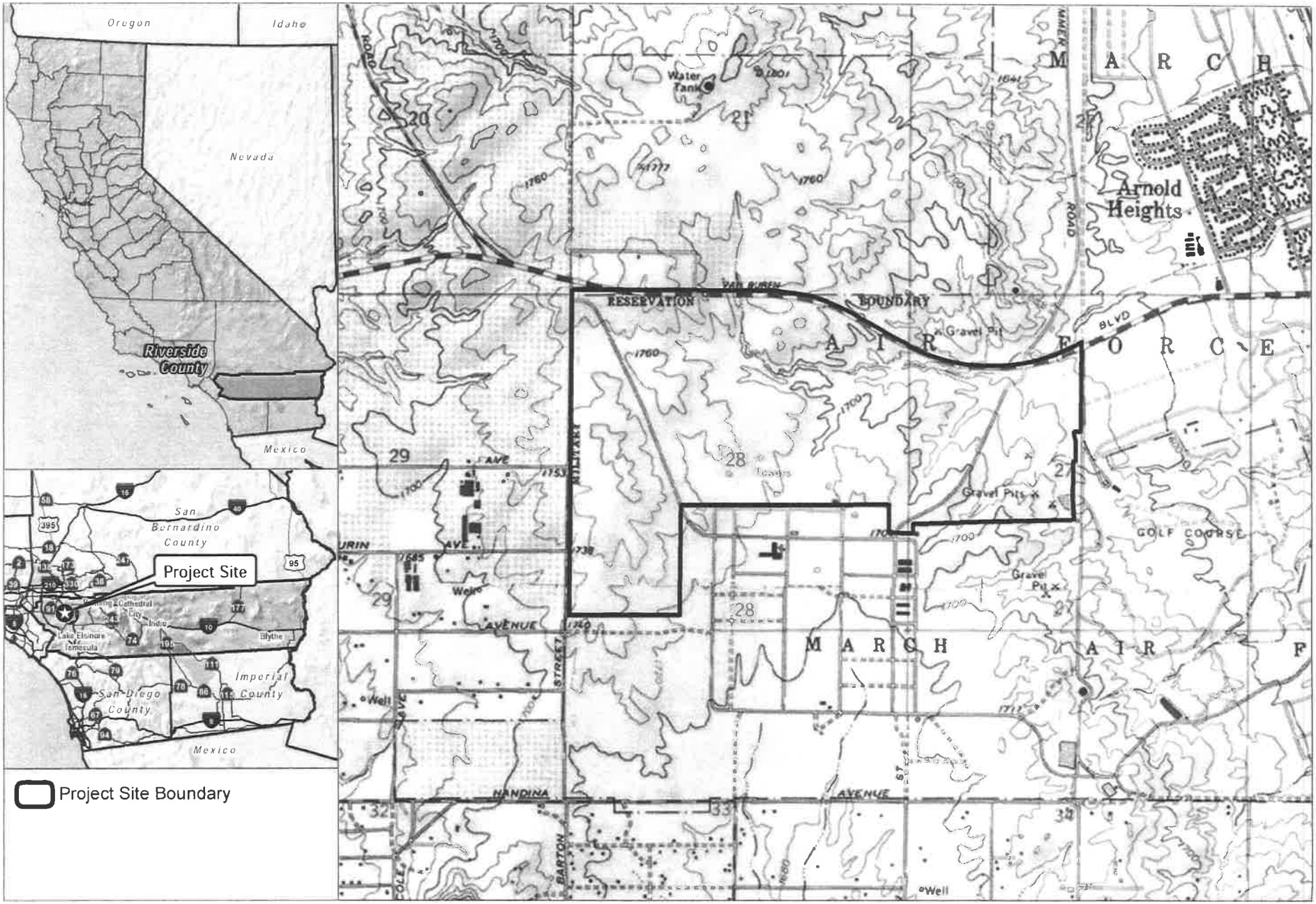
- 3,300 square feet of fast-food convenience restaurant with a drive through facility on Pad A site;
- 7,560 square feet (7,905 gross square feet) of shops and approximately
- Gas station with 12 vehicle fueling positions, and a 3,062 square foot convenience market
- 150 parking spaces provided

- Development of 140,570 square feet of Office uses and 1,015 parking stalls on 20.19 acres comprised of Parcel 73 and Parcel 74.
- Development of an 8.24-acre stormwater basin on a Parcel 75.

Conditional Use Permit

A Conditional Use Permit would be required for the Gas Station and Beer and Wine Convenience use included as part of the proposed Project.

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



SOURCE: USGS 7.5-Minute Series Riverside East & Steele Peak Quadrangles

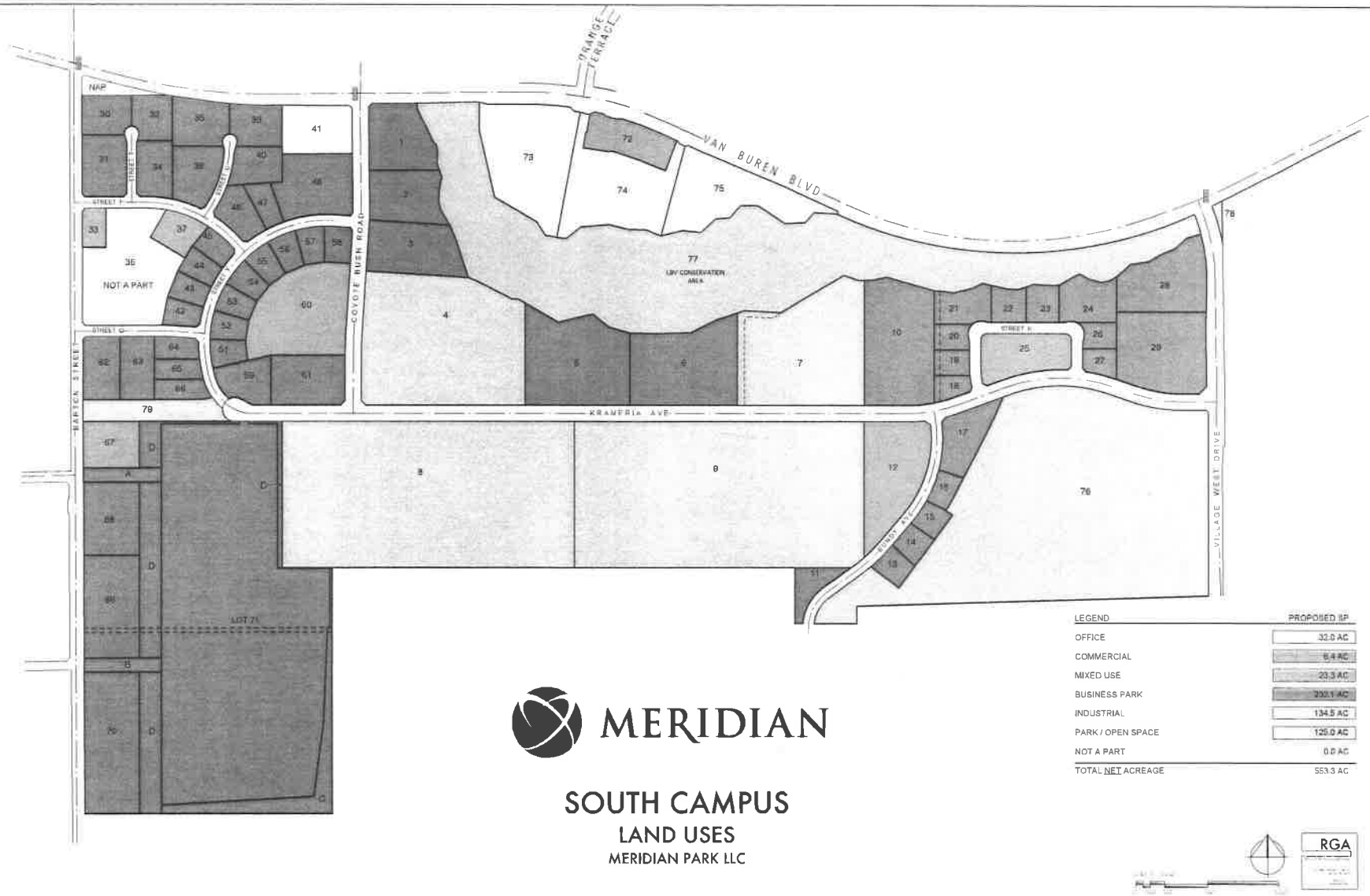
DUDEK

0 1,000 2,000 Feet

FIGURE 1

Project Vicinity Map

Meridian South Campus Land Swap



SOURCE: RGA

FIGURE 2

South Campus Proposed Land Uses Parcel Map

Meridian South Campus Land Swap

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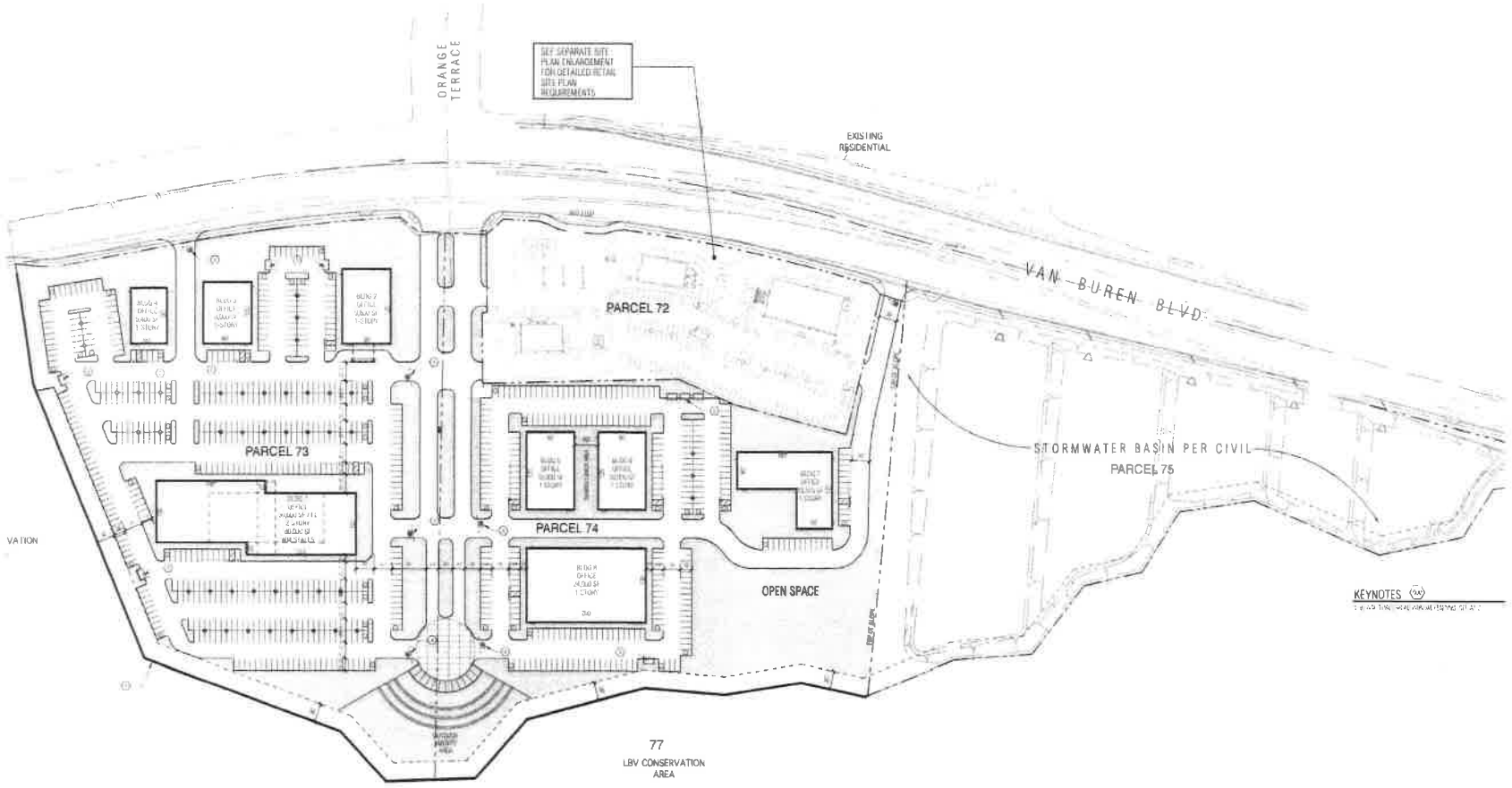

SITE FENCING AND SCREENING PLAN

FIGURE 3

Proposed South Campus Development

Meridian South Campus Land Swap

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3 Purpose of the Addendum

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

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

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

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

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

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

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

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

CEQA recommends that a brief explanation of the decision to prepare an Addendum rather than a subsequent or Subsequent EIR be included in the record for a proposed project (*CEQA Guidelines* Section 15164(e)). This Addendum has been prepared because the proposed General Plan Amendment, Specific Plan Amendment (SP-1, Amendment #7), Tentative Tract Map Amendment 30857, Amendment #5 and Lot Merger, Master Plot Plan, and Conditional Use Permit, herein referred to as the "proposed Project," are consistent with the overall project evaluated in the 2003 EIR (SCH #2002071089).

The proposed Project does not require major revisions to the Final Focused EIR due to no new significant impacts or substantial increases in the severity of previously identified significant

impacts. The anticipated environmental impacts of the proposed Project, as explained in detail in the following analysis and attached checklist, have been analyzed and mitigated accordingly in the previous Final Focused EIR prepared for the March Business Center Specific Plan certified in 2003, 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 Focused EIR and are applicable to the proposed Project are identified within this analysis.

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

4 Overview of Environmental Analysis

As mentioned in Section 2 of this Addendum, the Project would accomplish the following actions:

General Plan Amendment

The following are proposed changes to the General Plan Land Use Map such that the total amount of acres designated for commercial and office remain similar to what is currently designated (all acreages in gross acres).

- Change 6.57 gross acres (5.84 net acres due to roadway dedications) of land in Parcel 28 designated as Commercial, located just southwest of the corner of Van Buren Boulevard and Village West Drive, to Business Park.
- Change 3.7 gross acres (3.49 net acres due to roadway dedications) of land in the northern portion of Parcel 74, located just southeast of the intersection of Orange Terrace Parkway and Van Buren Boulevard, from Office to Commercial (leaving a remaining 9.42 gross acres designated as Office).
- Change approximately 25.77 gross acres of land at the northeast corner of Krameria and Coyote Bush (Parcels 4/5) from Business Park to Industrial, while changing the approximate 21.78 gross acres located further to the east (Parcels 5/6) from Industrial to Business Park.
- Change the current land use designation from Business Park to Office on approximately 4.11 gross acres (3.65 net acres due to roadway dedications) on Parcel 41 at the southwest corner of Coyote Bush and Van Buren Boulevard.

Specific Plan Amendment

The following Specific Plan changes would result in a revised March Business Center Specific Plan (SP-1, Amendment #7) through modification of the land use designation and zoning of several areas and would specifically modify Figure II-1B, Figure II-3, Figure II-4, Figure II-5B, and Figure III-1 of the March Business Center Specific Plan (SP-1). (Note that acreages are shown in net square footages below.)

- Change 5.84 acres of from Commercial to Business Park located just slightly southwest of the corner of Van Buren Boulevard and Village West Drive on Parcel 28.
- Change 3.7 acres (3.49 net acres) of Parcel 74 from Office to Commercial, located just southeast of the intersection of Orange Terrace Parkway and Van Buren Boulevard (leaving a remaining 5.72 acres designated as Office).
- Change 10.77 acres of Business Park to Office, at the southwest corner of Van Buren and Coyote Bush Road on Parcel 73.
- Change 22.93 acres of land at the northeast corner of Krameria and Coyote Bush (Parcels 4/5) from Business Park to Industrial, while changing the approximate 19.84 acres located further to the east (Parcels 5/6) from Industrial to Business Park.

Under the proposed Project, the totals would be 134.5 acres of Industrial, 6.4 acres of Commercial, 32.0 of Office, and 232.1 acres of Business Park.

Tentative Tract Map Amendment 30857, Amendment #5 and Lot Merger

The following minor lot changes are necessary to accommodate the proposed land use changes (note that acreages are shown in net square footages):

- Consolidate the existing 4.42-acre Parcel 5 into Parcel 4 through a lot merger, for a combined acreage of 22.93 acres, all having the land use designation of Industrial. (Note that differences are slight because streets, pads and landscaped areas have been constructed so measurements are slightly different along Parcel edges and therefore we will process a tentative parcel map to clean up the acreages consistent with this project description.)
- Through lot line adjustments, create a new Parcel 5 (10.33 acres) in the western portion of Parcel 6 (9.51 acres), and change the existing Industrial designation for the revised Parcel 5 and all of Parcel 6, to a designation of Business Park. (Note that differences are slight because streets, pads and landscaped areas have been constructed so measurements are slightly different along Parcel edges and therefore we will process a tentative parcel map to clean up the acreages consistent with this project description.)
- Through lot line adjustments, modify Parcel 7 from 13.8 acres to 15.6 acres.
- Reduce Parcel 41 to 3.65 acres.
- Consolidate the southern portion of Parcel 41 as well as all of Parcels 49 and 50 to become a revised Parcel 48 with a total acreage of 5.03 acres.
- Reduce Parcel 72 to 3.7 acres with a net acreage of 3.49 per the tentative map which excludes the dedication of roadway
- Increase Parcel 73 to 10.77 acres.
- Increase Parcel 74 to 9.42 acres.
- Increase Parcel 75 to 8.24 acres with a net acreage 8.01 acres per the tentative map which excludes the dedication of roadway.

Master Plot Plan Application

Upon approval of the General Plan Amendment and Specific Plan Amendment, a Master Plot Plan Application would be submitted to allow the construction of a new 500,000-square foot Industrial building and a commercial and office development. The plot plan for the proposed Industrial building is shown in Figure 7, Building C Plot Plan. The proposed commercial and office development is shown in Figure 8, Commercial and Office Plot Plan. The following are included within the Master Plot Plan Application:

- 500,000 square foot Industrial building on the 22.93-acre Parcel 4 (Building C)
- 14,267 gross square feet of the following Commercial uses on the 3.7-acre Parcel 72:
    - 3,300 square feet of fast-food convenience restaurant with a drive through facility on Pad A site;
    - 7,560 square feet (7,905 gross square feet) of shops and approximately
    - Gas station with 12 vehicle fueling positions, and a 3,062 square foot convenience market

- 150 parking spaces provided
- Development of 140,570 square feet of Office uses and 1,015 parking stalls on 20.19 acres comprised of Parcel 73 and Parcel 74.
- Development of an 8.24-acre stormwater basin on a Parcel 75.

Conditional Use Permit

A Conditional Use Permit would be required for the Gas Station and Beer and Wine Convenience use included as part of the proposed Project.

The 2003 Final Focused EIR evaluated and analyzed the potential environmental impacts associated with the implementation of the Specific Plan portion known as the South Campus. This Addendum has been prepared to identify certain minor changes and additional information that March JPA would like to add to the Final EIR in connection with the proposed Project. As further described below and in the attached checklist, the proposed Project does not involve new significant environmental effects or substantially increase the severity of a previously identified significant effect in the Final Focused EIR. The resource areas that were evaluated in the Final Focused EIR are presented below and evaluated in this Addendum.

- Aesthetics
- Agricultural Resources
- Air Quality
- Biological Resources
- Cultural Resources
- Geology and Soils
- Greenhouse Gas Emissions
- Hazards & Hazardous Materials
- Hydrology/Water Quality
- Land Use and Planning
- Mineral Resources
- Noise
- Population/Housing
- Public Services
- Recreation
- Transportation and Traffic
- Tribal Cultural Resources
- Utilities & Service Systems

This document compares the environmental effects of implementing the proposed Project to determine the extent to which the evaluations of the Final Focused EIR adequately address the impacts of the proposed Project. This Addendum incorporates mitigation measures from the Final Focused EIR, where applicable. In summary, the proposed Project would not result in any new significant environmental impacts or substantially increase the severity of significant unavoidable impacts evaluated in the Final Focused EIR. The Environmental Checklist attached hereto summarizes the differences between the Addendum and the Final Focused EIR. The

anticipated environmental impacts of the proposed Project are consistent with the analysis contained in the Final Focused EIR. In addition, the proposed Project would not result in any additional impacts, would not require additional mitigation measures, and would incorporate and implement the mitigation measures required in the Final Focused EIR to reduce impacts to less than significant levels.

EXHIBIT "B"

Initial Study

SUPPLEMENTAL ENVIRONMENTAL CHECKLIST FORM

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

1. **Project Title:**

   Meridian South Campus Specific Plan Amendment—Land Swap Addendum

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

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

3. **Contact Person and Phone Number:**

   Lauren Sotelo (951) 656-7000

4. **Project Location:**

   The Project site is located within the Meridian South Campus Specific Plan area. As shown in Figure 1, Project Location, 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.

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

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

6. **General Plan Designation:**

   Business Park, Commercial, Industrial, and Office

7. **Zoning:**

   Business Park, Commercial, Industrial, and Office

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

   In 1993, the federal government mandated the realignment of March Air Force Base (AFB) and a substantial reduction in its military use. In April 1996, March AFB was re-designated an Air Reserve Base (ARB). Approximately 4,400 acres of land that had historically supported March AFB 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 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)
  - Meridian South Campus Specific Plan Amendment—Parcel Delivery Terminal Project (September 2017)

Where applicable, environmental impact analysis and mitigation measures from both the 1999 EIR certified for the March JPA General Plan and the 2003 EIR certified for the March Business Center are included in the following Supplemental Environmental Checklist.

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

The following proposals, hereinafter collectively referred to as "Project", include a General Plan Amendment, Specific Plan Amendment, Master Plot Plan and a Tentative Tract Map Amendment/lot line adjustments that would shift land uses in to more efficiently accommodate needed uses in the Meridian Park South Campus. As shown in Figure 1, Project Location, the proposed Project is located in Riverside County, southeast of the City of Riverside, east of the unincorporated Woodcrest area, and west of Riverside National Cemetery and Interstate Highway 215.

The proposed land use shifts would be followed by the construction of an industrial building (Building C) at the northeast corner of Coyote Bush Road and Krameria Avenue (Parcel 4), and a commercial and office development at the intersection of Orange Terrace Parkway and Van Buren Boulevard (Parcels 72, 73, 74 and 75). Figure 2, Existing Land Uses, show the currently approved land uses for the entire March Business Plan area. Figure 3, Existing Approved South Campus Parcel Map, shows the currently approved parcel configuration for the South Campus.

Figure 4, Proposed Land Uses, shows the proposed land use designations for the entire March Business Plan area. Figure 5, South Campus Proposed Land Uses Parcel Map, shows the proposed parcel configuration for the South Campus. Figure 6, Proposed South Campus Development, shows the South Campus layout under the

proposed Project, including the proposed Industrial and Commercial development on Parcels 4, 72, 73, 74 and 75. The project also includes changing the land use designations on Parcels 5, 6, and 28.

General Plan Amendment

The following are proposed changes to the General Plan Land Use Map such that the total amount of acres designated for commercial and office remain very similar to what is currently designated (all acreages in gross acres).

- Change 6.57 gross acres (5.84 net acres due to roadway dedications) of land in Parcel 28 designated as Commercial, located just southwest of the corner of Van Buren Boulevard and Village West Drive, to Business Park.

- Change 3.7 gross acres (3.49 net acres due to roadway dedications) of land in the northern portion of Parcel 74, located just southeast of the intersection of Orange Terrace Parkway and Van Buren Boulevard, from Office to Commercial (leaving a remaining 9.42 gross acres designated as Office).

- Change approximately 25.77 gross acres of land at the northeast corner of Krameria and Coyote Bush (Parcels 4/5) from Business Park to Industrial, while changing the approximate 21.78 gross acres located further to the east (Parcels 5/6) from Industrial to Business Park.

- Change the current land use designation from Business Park to Office on approximately 4.11 gross acres (3.65 net acres due to roadway dedications) on Parcel 41 at the southwest corner of Coyote Bush and Van Buren Boulevard.

Specific Plan Amendment

The following Specific Plan changes would result in a revised March Business Center Specific Plan (SP-1, Amendment #7) through modification of the land use designation and zoning of several areas and will specifically modify Figure II-1B, Figure II-3, Figure II-4, Figure II-5B, and Figure III-1 of the March Business Center Specific Plan (SP-1). (Note that acreages are shown in net square footages below.)

- Change 5.84 acres of from Commercial to Business Park located just slightly southwest of the corner of Van Buren Boulevard and Village West Drive on Parcel 28.

- Change 3.7 acres (3.49 net acres) of Parcel 74 from Office to Commercial, located just southeast of the intersection of Orange Terrace Parkway and Van Buren Boulevard (leaving a remaining 5.72 acres designated as Office).

- Change 10.77 acres of Business Park to Office, at the southwest corner of Van Buren and Coyote Bush Road on Parcel 73.

- Change 22.93 acres of land at the northeast corner of Krameria and Coyote Bush (Parcels 4/5) from Business Park to Industrial, while changing the approximate 19.84 acres located further to the east (Parcels 5/6) from Industrial to Business Park.

Under the proposed Project, the totals would be 134.5 acres of Industrial, 6.4 acres of Commercial, 32.0 of Office, and 232.1 acres of Business Park.

Tentative Tract Map Amendment 30857, Amendment #5 and Lot Merger

The following minor lot changes are necessary to accommodate the proposed land use changes (note that acreages are shown in net square footages):

- Consolidate the existing 4.42-acre Parcel 5 into Parcel 4 through a lot merger, for a combined acreage of 22.93 acres, all having the land use designation of Industrial. (Note that differences are slight because streets, pads and landscaped areas have been constructed so measurements are

slightly different along Parcel edges and therefore we will process a tentative parcel map to clean up the acreages consistent with this project description.)

- Through lot line adjustments, create a new Parcel 5 (10.33 acres) in the western portion of Parcel 6 (9.51 acres), and change the existing Industrial designation for the revised Parcel 5 and all of Parcel 6, to a designation of Business Park. (Note that differences are slight because streets, pads and landscaped areas have been constructed so measurements are slightly different along Parcel edges and therefore we will process a tentative parcel map to clean up the acreages consistent with this project description.)

- Through lot line adjustments, modify Parcel 7 from 13.8 acres to 15.6 acres.

- Reduce Parcel 41 to 3.65 acres.

- Consolidate the southern portion of Parcel 41 as well as all of Parcels 49 and 50 to become a revised Parcel 48 with a total acreage of 5.03 acres.

- Reduce Parcel 72 to 3.7 acres with a net acreage of 3.49 per the tentative map which excludes the dedication of roadway

- Increase Parcel 73 to 10.77 acres.

- Increase Parcel 74 to 9.42 acres.

- Increase Parcel 75 to 8.24 acres with a net acreage 8.01 acres per the tentative map which excludes the dedication of roadway.

Table 1, Land Use Designations summarizes the changes in land use designations and acreages to the affected parcels.

Table 1
Land Use Designations

Parcel Number	Existing Land Use Designation	Existing Land Use Acreage[1]	Proposed Land Use Designation	Proposed Land Use Acreage	Change in Acreage
4	Business Park	18.1	Industrial	22.9	+ 4.8
5	Industrial	4.4	Business Park	10.3	+ 5.9
6	Industrial	20.3	Business Park	9.5	- 10.8
7	Industrial	13.8	Industrial	15.6	+1.5
10	Business Park	11.5	Business Park	9.7	-1.8
28	Commercial	5.8	Business Park	5.8	0
41	Business Park	5.6	Office	3.7	- 1.9
48	Business Park	1.0	Business Park	5.0	+4.0
49	Business Park	1.0	Business Park	0	-1.0
50	Business Park	1.1	Business Park	0	-1.1
72	Office	11.2	Commercial	3.5	- 7.7
73	Office	9.7	Office	10.8	+ 1.1
74	Office	7.9	Office	9.4	+ 1.5
75	Office	3.4	Office	8.2	+ 4.8

[1] *Acreages have been rounded to the nearest tenth.*

As shown in Table 2, Land Use Acreage Summary, below, with implementation of the proposed Project, Business Park use would increase by 2.0 acres, Commercial use would decrease by 2.3 acres, Industrial use would remain the same, and Office use would decrease by 0.1 acres. According to the Institute of Transportation Engineers (ITE), Trip Generation Manual, Tenth Edition (2017), a Commercial Shopping Center (Land Use Code 820) generates on average a total of 37.75 trips per 1,000 square feet of development while a Business Park (Land Use Code 770) generates on average a total of 12.44 trips per 1,000 square feet of development, which is approximately one-third fewer vehicle trips per 1,000 square feet of development. During the AM peak period, a Commercial Shopping

Center generates approximately 0.94 trips per 1,000 square feet of development while a Business Park generates approximately 0.40 trips per 1,000 square feet of development, which is less than half the number of vehicle trips. Similarly, during the PM peak period, a Commercial Shopping Center generates approximately 3.81 trips per 1,000 square feet of development while a Business Park generates approximately 0.42 trips per 1,000 square feet of development, which is less than one-eighth the number of vehicle trips. With the overall reduction in vehicle trips associated with a Business Park use when compared to Commercial Use the resulting impacts to air quality, greenhouse gas emissions, and operational roadway noise would all be reduced when compared to what was evaluated in the 2003 EIR. Discussions for each specific environmental issue area where this acreage change would have the potential to result in new or different impacts is discussed in the following Supplemental Environmental Checklist.

Table 2
Land Use Acreage Summary

Land Use	Original Acreage	Proposed Acreage	Acreage Change
Business Park	38.3	40.3	2.0
Commercial	5.8	3.5	-2.3
Industrial	38.5	38.5	0.0
Office	32.2	32.1	-0.1

Master Plot Plan Application

Upon approval of the General Plan Amendment and Specific Plan Amendment, a Master Plot Plan Application would be submitted to allow the construction of a new 500,000-square foot Industrial building and a commercial and office development. The plot plan for the proposed Industrial building is shown in Figure 7, Building C Plot Plan. The proposed commercial and office development is shown in Figure 8, Commercial and Office Plot Plan. The following are included within the Master Plot Plan Application:

- 500,000 square foot Industrial building on the 22.93-acre Parcel 4 (Building C)
- 15,485 gross square feet of the following Commercial uses on the 3.7-acre Parcel 72:
  - 3,300 square feet of fast-food convenience restaurant with a drive through facility on Pad A site;
  - 7,560 square feet (7,905 gross square feet) of shops and approximately
  - Gas station with 12 vehicle fueling positions, a 3,062 square foot convenience market
  - 166 parking spaces provided
- Development of 140,570 square feet of Office uses and 1,015 parking stalls on 20.19 acres comprised of Parcel 73 and Parcel 74.
- Development of an 8.24-acre stormwater basin on a Parcel 75.

Conditional Use Permit

A Conditional Use Permit would be required for the Gas Station and Beer and Wine Convenience use included as part of the proposed Project.

The 2003 EIR evaluated a mix of land uses within the South Campus, which was considered to be Phase 3 of the March Business Center project implementation. Table 3 below identifies each of the proposed development areas (transit area zone or TAZ), the proposed land use, and the assumed square footages.

Table 3
South Campus Build-Out Assumptions

TAZ	Use	Square Footage
5A	Industrial Park	294,870
5B	Research & Development	84,620

5B	Industrial Park	87,870
5C	Research & Development	195,150
5C	Industrial Park	52,280
5D	Research & Development	152,460
5D	Industrial Park	121,160
5E	Industrial Park	105,270
5E	Shopping Center	54,450
5E	Warehousing	97,570
5F	Research & Development	161,300
5F	Large Industrial Park	524,460
5F	Research & Development	240,430
5G	Warehousing	398,040
5G	Manufacturing	215,620
5H	Industrial Park	228,700
5H	Warehousing	618,830
5H	Research & Development	76,230
5H	Large Industrial Park	438,430
6	Office	140,570
6	Research & Development	421,700
7A	Warehousing	157,010
7A	Large Industrial Park	999,270
7A	Large Industrial Park	1,306,800
7A	Research & Development	164,500
7A	Industrial Park	39,200
7B	Industrial Park	205,260
7B	Park	TBD
7C	Research & Development	39,210
7C	Industrial Park	149,660
7C	Warehousing	107,790
7D	Shopping Center	54,450
7D	Research & Development	152,460

***Source**: Table B-1, Land Use Inventory and Traffic Generation, Entire Project, Appendix B to the Traffic Circulation and Phasing Study (2002)*

Based on the information in Table 3 above, Table 4 presents square footages of each respective land use category evaluated in the Traffic Circulation and Phasing Study, and thus in the 2003 EIR for the South Campus.

Table 4
Summary of Build-Out Assumptions by Land Use

Land Use Category	Development Square Footage
Industrial Park	1,284,270 SF
Research & Development (R&D)	1,688,060 SF
Shopping Center	108,900 SF
Warehousing	1,379,240 SF
Large Industrial Park	3,268,960 SF
Manufacturing	215,620 SF
Office	140,570 SF
Park	TBD

Based on the approved land use development categories and square footages outlined in Table 4 above, a summary of what has been constructed and/or approved for construction by March JPA within the South Campus is shown in Table 5 below. As shown therein, previously approved and/or built projects total approximately 2,000,000 square feet. The proposed Project would develop an additional 654,837 square feet. Therefore, the remaining square footage not yet built-out is 5,401,783 square feet. The proposed Project's

development falls well within the assumed build-out parameters evaluated in the 2003 EIR for the March Business Center, and specifically the South Campus.

Table 5
South Campus Build-Out Status

Land Use	Originally Approved	Approved/ Built	Proposed	Remaining
Industrial Park	1,284,270 SF	N/A		1,284,270 SF
R&D	1,688,060 SF	N/A		1,688,060 SF
Shopping Center	108,900 SF	N/A	14,267 SF	94,633 SF
Warehousing	1,379,240 SF	N/A		1,379,240 SF
Large Industrial Park	3,268,960 SF	2,000,000 SF	500,000 SF	768,960 SF
Manufacturing	215,620 SF	N/A		215,620 SF
Office	140,570 SF	N/A	140,570 SF	0 SF
Park	TBD	N/A		TBD
Total	**8,085,620 SF**	**2,000,000 SF**	**654,837 SF**	**5,401,783 SF**

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

The Project site is bordered by Van Buren Boulevard to the north, with vacant Business Park, Conservation Area Open Space, and Industrial parcels to the north; vacant Business Park and Industrial parcels to the west; Village West Drive to the east, and existing approved industrial developments (Building A and Building B) to the
south.

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

None

12. **Tribal Consultations:** Have California Native American tribes traditionally and culturally affiliated with the project area requested consultation pursuant to Public Resources Code section 21080.3.1? If so, has consultation begun?

March JPA has initiated the tribal consultation process, as required under Public Resources Code Section 21080.3.1. A total of 26 letters were sent to the following Native American tribes on May 22, 2018:

- Agua Caliente Band of Cahuilla Indians
- Augustine Band of Cahuilla Mission Indians
- Cabazon Band of Mission Indians
- Cahuilla Band of Indians
- Campo Band of Mission Indians
- Ewiiaapaayp Tribe
- Jamul Indian Village
- La Jolla Band of Luiseno Indians
- La Posta Band of Mission Indians
- Los Coyotes Band of Mission Indians
- Manzanita Band of Kumeyaay Nation
- Morongo Band of Mission Indians
- Pala Band of Mission Indians
- Pauma Band of Luiseno Indians – Pauma & Yuima Reservation
- Pechanga Band of Mission Indians
- Ramona Band of Cahuilla Mission Indians
- Rincon Band of Mission Indians
- San Pasqual Band of Mission Indians
- Santa Rosa Band of Cahuilla Indians
- Soboba Band of Luiseno Indians
- Sycuan Band of the Kumeyaay Nation
- Torres-Martinez Desert Cahuilla Indians
- Viejas Band of Kumeyaay Indians

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) (1999 MEIR). The evaluation determined that environmental impacts to aesthetics, as documented in the 1999 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 1999 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.

Proposed Project Analysis

a) Would the project 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). The proposed changes involve the swapping of land uses within the Planning Area, and the development of the Office, Commercial, and Industrial land uses. The heights of the proposed buildings would be similar the building heights of the previously certified 2003 March Business Center Specific Plan EIR. Similar to the original March Business Specific Plan, the proposed development would comply with Federal Aviation Regulations (FAR) Part 77, which limits the height on development. Construction of objects taller than 50 feet in the Height Caution Zone will require review by the Airport Land Use Commission. Additionally, because land use acreages would be very similar to the originally approved Specific Plan land acreages, with the exception of approximately two fewer acres of Commercial use and two additional acres of Business Park use, square footages of the proposed buildings would be similar to those of the originally approved Specific Plan. As displayed in Table 5, South Campus Build-Out Status, the proposed development makes up only a small percentage of the land use square footage originally approved in the March Business Center Specific Plan and was therefore evaluated within the 2003 EIR. Similar to the 2003 EIR, the proposed Project would increase the urban quality of the area, however, would not equate to an adverse aesthetic impact to the surrounding areas, as the height of the proposed buildings would be equal to the buildings previously studied for the March Business Center Specific Plan. 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. Similar to the 2003 EIR, the proposed Project would be consistent with the General Plan's scenic highways and corridors, and no new or different scenic resources impacts would occur. 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 Business Park, Commercial, Office, and Industrial uses. Neighboring land uses include vacant Business Park and Industrial parcels to the west, vacant Business Park, Conservation Area Open Space, and Industrial parcels to the north, Village West Drive to the east, and existing approved industrial developments (Building A and Building B) to the south. The Project would shift land uses in six parcels to better accommodate needed uses in Meridian Park South Campus, such that the total amount of acres designated for Commercial, Industrial, Office, and Business Park remain very similar to what is currently designated, with the exception of approximately two fewer acres of Commercial use and two additional acres of Business Park use. The Project would also include the development of the Commercial, Office, Business Park and Industrial land uses. As discussed in Threshold A, the heights and building mass of the proposed buildings including the proposed Business Park, Commercial, Office and Industrial development would apply the building height regulations set forth in the previously approved March Business Center Specific Plan. 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 similar lighting and glare from security and perimeter lighting as the buildings previously studied for the March Business Center Specific Plan Amendment. Although the proposed Project would shift land uses and develop Industrial, Office, and Commercial land uses, similar lighting methods would be used for the proposed land uses as the previously approved land uses. As such, 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 EIR regarding aesthetics. Based on the analysis above, no new mitigation or revisions to existing mitigation from the 1999 MEIR or 2003 EIR are required as a result of this Project.

I-1 As projects are required to comply with the Specific Plan, Design Guidelines, landscape concept plane and Development Code, which will ensure the following:

- Conflicts and incompatibilities between land uses will not occur through the use of landscaped setbacks, buffers, site design, site orientation, architectural features, walls or fences, density/intensity reductions, reduced hours of operation for commercial and industrial uses. Shielding of lighting, and the like.
- Enhance and preserve natural and man-made features, such as major roadways, rail 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.

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				

Issues:		New Potentially Significant Impact	New Mitigation is Required	No New Impact/No Impact	Reduced Impact
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 1999 MEIR, have not significantly changed and that additional mitigation measures are not required for the development of the proposed amendment.

Proposed Project 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), nor is the site utilized for agricultural purposes. As such, no 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, no 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, no 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, no 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, no 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 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 2003 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 2003 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 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 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 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 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 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 EIR used conservative modeling assumptions. Actual impacts are expected to be much lower.

Proposed Project Analysis

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

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.

Impacts to air quality generated by the Specific Plan and anticipated South Campus development were analyzed in the previously certified March Business Center Specific Plan EIR, which concluded that operational emissions associated with the March Business Center would exceed SCAQMD significance criteria and as such would be considered a significant and unavoidable impact to air quality (March JPA 2003).

Consistency Criterion No. 1

A Focused Air Quality Memorandum was prepared for the proposed Project to evaluate whether potential air impacts associated with the Project are within the overall emissions previously evaluated for the 2003 March Business Center Specific Plan. The Focused Air Quality Memorandum is attached to this document as Appendix A.

The 2003 EIR evaluated a total of 5,769 heavy-duty truck trips, assuming each truck traveled 15-miles one-way or 30-miles two-way/roundtrip. Supplemental analysis has been prepared to determine if use of the more current 60-mile two-way/roundtrip length combined with the current EMFAC 2014 emissions inventory model would result in any new impacts not previously disclosed in the 2003 EIR. As shown on Tables 6 and 7, with a trip length increase from 30 miles (two-way) to 60 miles (two-way), no new impacts would occur, and in fact, emissions would generally be reduced with respect to what was disclosed in the 2003 EIR. The primary reason for the reduction in emissions is due to the natural turnover of older vehicle fleet being replaced by more efficient and cleaner truck fleets as required by law. Based on the findings herein, even if a 60-mile two-way trip length were used, the Project-related emissions would still be within the envelope of air quality impacts as previously disclosed in the 2003 March Business Center EIR.

Table 6
Emissions Comparison from 2003 EIR vs Current EMFAC 2014 (Entire March Business Center)

Model	Emissions (pounds per day)			
	ROG	NOx	CO	PM_{10}
2003 EIR (30-miles two-way)	1,230.50	7,380.99	16,725.43	2,494.36
Current Calculations based on EMFAC 2014 (30 -miles two-way passenger car + 60-miles two-way truck trips)	471.95	5,342.42	6,530.43	2,190.62
Net Difference	**-758.55**	**-2,038.57**	**-10,195.00**	**-303.74**

Source: Meridian South Campus Addendum #3 Focused Air Quality Memorandum August 2018 (Appendix A)

Table 7
Emissions Comparison from 2003 EIR vs Current EMFAC 2014 (Meridian South Campus Area)

Model	Emissions (pounds per day)			
	ROG	NOx	CO	PM_{10}
2003 EIR (30-miles two-way)	492.20	2,952.40	6,690.17	997.74
Current Calculations based on EMFAC 2014 (60-miles two-way)	188.78	2,136.97	2,612.17	876.25
Net Difference	**-303.42**	**-815.43**	**-4,078.00**	**-121.50**

Source: Meridian South Campus Addendum #3 Focused Air Quality Memorandum August 2018 (Appendix A)

Consistency Criterion No. 2

While striving to achieve the NAAQS for O_3 and $PM_{2.5}$ through a variety of air quality control measures, the 2016 AQMP also accommodates planned growth in the SCAB. Projects are considered consistent with, and would not conflict with or obstruct implementation of, the AQMP if the growth in socioeconomic factors (e.g., population, employment) is consistent with the underlying regional plans used to develop the AQMP (per Consistency Criterion No. 2 of the SCAQMD *CEQA Air Quality Handbook)*. The future emissions forecasts are primarily based on demographic and economic growth projections provided by the Southern California Association of Governments (SCAG). Thus, demographic growth forecasts for various socioeconomic categories (e.g., population, housing, employment by industry) developed by SCAG for their 2016 RTP/SCS were used to estimate future emissions in the 2016 AQMP (SCAQMD 2017).

The 2016 RTP/SCS is a long-range visioning plan that balances future mobility and housing needs with economic, environmental, and public health goals. The 2016 RTP/SCS charts a course for closely integrating land use and transportation so that the region can grow smartly and sustainably. The 2016 RTP/SCS was prepared through a collaborative, continuous, and comprehensive process with input from local governments, county transportation commissions, tribal governments, nonprofit organizations, businesses, and local stakeholders within the Counties of Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura. In June 2016, SCAG received its conformity determination from the Federal Highway Administration and the Federal Transit Administration indicating that all air quality conformity requirements for the 2016 RTP/SCS and associated 2015 Federal Transportation Improvement

Program Consistency Amendment through Amendment 15-12 have been met (SCAG 2016).

This Project lies entirely within transportation analysis zone (TAZ) 43261300. The SCS projects that within TAZ 43261300, 5,143 jobs will be created by 2035, and 5,902 jobs will be created by 2040. According to the March JPA data provided, within TAZ 43261300 there are 3,609 existing jobs (4,305,091 square feet) and another 508 jobs that will be generated by projects that are approved or under construction (1,188,000 square feet). This leaves an additional 1,026 jobs to be generated by 2035 and 1,785 jobs to be generated by 2040.

The SCS also indicates that this is a jobs poor area so providing more jobs will actually reduce GHG emissions and reduce VMT as it will provide local jobs to achieve a more favorable jobs housing balance. The March JPA Draft General Plan discusses the need to create more jobs. As just a few examples it states the following:

> "March JPA has a stated goal of providing 38,000 jobs, through development of its Planning Area, to the western Riverside County area thereby creating a much-needed job center. The creation of a job center is important to reduce the existing jobs/housing imbalance that exists in this region such that it can help reduce traffic congestion, pollution, fossil fuel dependence and improve the overall quality of life for the residents of western Riverside County." (p. 1-11)

> "March JPA has a mission to replace regional economic benefit that was lost with the realignment of the active duty March Air Force Base into a Reserve Base in April 1996. The quantified benefits are the creation of at least 38,000 jobs, and more that $500 million annual economic contribution to the Riverside County region." (p. 5-4)

The ITE Codes used in the Focused Traffic Impact Analysis (Appendix F) project that 861 jobs will be generated by the proposed Project. When these jobs are added to the existing 4,117 jobs, total jobs in the area will be 4,978 jobs, which falls within the estimated 5,902 jobs projected to be generated by 2040 in the SCS. The area surrounding the March JPA is a jobs poor area so providing more jobs will actually reduce air emissions, as it will provide local jobs to achieve a more favorable jobs housing balance, reduced vehicle miles travelled, and be consistent with the mission of the March JPA and the March JPA General Plan's goal to create more jobs.

As such, the proposed Project 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?

As discussed in threshold question (a), above, a Focused Air Quality Memorandum (Appendix A) was prepared for the proposed Meridian South Campus Addendum. As shown in Tables 6 and 7, no new impacts would occur, and emissions would generally be reduced when compared to those disclosed in the 2003 March Business Center EIR. The primary reason for the reduction in emissions is due to the natural turnover of older vehicle fleet being replaced by more efficient and cleaner truck fleets as required by law. Based on the findings herein, even if a 60-mile two-way trip length were assume, the Project-related emissions would still be within the envelope of air quality impacts as previously disclosed in the 2003 March Business Center EIR.

In addition to the Focused Air Quality Memorandum, a Cumulative Diesel Health Risk Assessment was also prepared for the proposed Meridian South Campus Addendum. The Cumulative Diesel Health Risk Assessment is included in this document as Appendix B. The Health Risk Assessment evaluates the potential mobile source health risk impacts to sensitive receptors associated with exposure to diesel particulate matter (DPM) as a result of diesel trucks serving the Meridian South Campus area. The results of the health risk assessment of lifetime cancer risk from resulting from the Meridian South Campus area are provided in Table 8, below.

Table 8
Summary of Risk Attributable to Diesel Truck Traffic

Time Period	Location	Maximum Lifetime Cancer Risk (Risk per Million)	Significance Threshold (Risk per Million)	Exceeds Significance Threshold
30 Year Exposure	Maximum Exposed Resident	4.0	10	NO

9 Year Exposure	Tomas Rivera Elementary School	0.53	10	NO
9 Year Exposure	Amelia Earhart Middle School	0.28	10	NO
Time Period	**Location**	**Maximum Hazard Index**	**Significance Threshold**	**Exceeds Significance Threshold**
30 Year Exposure	Maximum Exposed Resident	0.0018	1.0	NO
9 Year Exposure	Tomas Rivera Elementary School	0.0008	1.0	NO
9 Year Exposure	Amelia Earhart Middle School	0.0004	1.0	NO

Source: Meridian South Campus Addendum #3 Cumulative Diesel Health Risk Assessment, August 2018 (Appendix B)

Residential Exposure Scenario:
The results of the Cumulative Diesel Health Risk Assessment indicate that, at the maximally exposed individual receptor, the maximum incremental cancer risk attributable to trucks is estimated at 4.0 in one million, which is less than the threshold, established by the SCAQMD CEQA Air Quality Handbook (1993) of 10 in one million. At this same location, non-cancer risks were estimated to be 0.0018, which would not exceed the applicable threshold of 1.0. The sensitive land use with the greatest potential exposure to Project DPM source emissions is the existing residential community located north of Van Buren Boulevard and west of Orange Terrace Parkway (Appendix B).

Tomas Riviera School Child Exposure Scenario:
The results of the Cumulative Diesel Health Risk Assessment indicate that, at the Tomas Riviera School, the maximum incremental cancer risk attributable to trucks is estimated at 0.53 in one million, which is less than the threshold of 10 in one million. At this same location, non-cancer risks were estimated to be 0.0008, which would not exceed the applicable threshold of 1.0 (Appendix B).

Amelia Earhart Middle School Child Exposure Scenario:
The results of the Cumulative Diesel Health Risk Assessment indicate that, at the Amelia Earhart Middle School, the maximum incremental cancer risk attributable to trucks is estimated at 0.28 in one million, which is less than the threshold of 10 in one million. At this same location, non-cancer risks were estimated to be 0.0004, which would not exceed the applicable threshold of 1.0 (Appendix B).

In conclusion, build-out of the Project would not result in new or more severe air quality impacts than those previously evaluated and disclosed. As such, no additional significant impacts would occur, and no additional mitigation is required.

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)?

As discussed in threshold (a), above, a Focused Air Quality Memorandum (Appendix A) was prepared for the proposed Meridian South Campus Addendum. As shown on Tables 6 and 7, no new impacts would occur related to criteria pollutants, and emissions are generally reduced compared to what was disclosed in the 2003 March Business Center EIR. Based on the findings herein, even if a 60-mile two-way trip length were assumed, the Project-related emissions would still be within the envelope of air quality impacts as previously disclosed in the 2003 March Business Center EIR.

Cumulative impacts to air quality generated by the Specific Plan were analyzed in the previously certified March Business Center Specific Plan EIR Air Quality Report, which concluded that emissions from the Specific Plan and emissions from other planned development in the vicinity of the site would constitute a significant and unavoidable impact. The proposed Project includes a very similar total acreage of land uses, with the exception of approximately two fewer acres of Commercial use and two additional acres of Business Park use. According to the ITE, Trip Generation Manual, Tenth Edition (2017), a Commercial Shopping Center (Land Use Code 820) generates on average a total of 37.75 trips per 1,000 square feet of development while a Business Park (Land Use Code 770) generates on average a total of 12.44 trips per 1,000 square feet of development, which is approximately one-third fewer vehicle trips per 1,000 square feet of development. During the AM peak period, a Commercial Shopping Center generates

approximately 0.94 trips per 1,000 square feet of development while a Business Park generates approximately 0.40 trips per 1,000 square feet of development, which is less than half the number of vehicle trips. Similarly, during the PM peak period, a Commercial Shopping Center generates approximately 3.81 trips per 1,000 square feet of development while a Business Park generates approximately 0.42 trips per 1,000 square feet of development, which is less than one-eighth the number of vehicle trips. With the overall reduction in vehicle trips associated with a Business Park use when compared to Commercial Use the resulting impacts to air quality would be reduced when compared to what was evaluated in the 2003 EIR.

Additionally, as part of this Project, Commercial, Office and Industrial development would be constructed. As shown in Table 5, South Campus Build-Out Status, the proposed uses are well within the development limits evaluated in the 2003 EIR. Build-out of the Project would not result in new or more severe air quality impacts than those previously evaluated and disclosed. Build-out of the Project would not result in new or more severe impacts from criteria pollutants. Therefore, criteria pollutants would remain the same when significant when compared to the previously approved March Business Center EIR.

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

As stated in threshold (b), above, the Cumulative Diesel Health Risk Assessment (Appendix B) evaluates the potential mobile source health risk impacts to sensitive receptors associated with exposure to DPM as a result of diesel trucks serving the Meridian South Campus area. The results of the health risk assessment of lifetime cancer risk from resulting from the Meridian South Campus area are provided in Table 8. As shown therein, and detailed in Appendix B, non-cancer risks would not exceed the applicable threshold of 10 in one million.

Additionally, as shown in Table 5, South Campus Build-Out Status, the proposed uses are well within the development limits evaluated in the 2003 EIR. Build-out of the Project would not result in new or more severe air quality impacts than those previously evaluated and disclosed. Construction activities associated with the proposed Project would result in temporary sources of on-site fugitive dust and construction equipment emissions. Per SCAQMD guidance, off-site emissions from haul trucks, vendor trucks, and worker vehicle trips are not included in the localized significance threshold (LST) analysis (SCAQMD 2003).

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). 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 Commercial uses on Parcel 72, and the Office uses on Parcels 73 and 74. Mitigation measures C-1 through C-14 from the previously certified March Business Center EIR would be implemented. No new mitigation measures are required. 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 does not propose any land uses generally associated with odor complaints or activities that would result in potentially significant operational-source odor impacts. Development of the proposed Commercial uses on Parcel 72, Industrial uses on Parcel 4, and Office uses on Parcel 73 and 74, would have the potential to generate sources of operational odors including disposal of miscellaneous commercial and industrial 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 EIR in the Initial Study for the 2003 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 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 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?	☐	☐	☒	☐
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?	☐	☐	☒	☐

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 the Specific Plan area. *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 1999 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 within the Specific Plan area. 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 of the Specific Plan area was mitigated with the acquisition of USFW approved occupied habitat on January 24, 2005. Finally, the mitigation for 78.4 acres of potentially occupied habitat was mitigated on November 20, 2006 though the payment of the mitigation fee to the Stephens Kangaroo Rat Habitat Conservation Plan.

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 acre, which will require a Section 404 Authorization from the U.S. Army Corps of Engineers prior to development. As described in the 2003 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. The 2003 FEIR indicates that there are two drainage systems containing wetland areas and non-wetland jurisdictional waters within the Specific Plan area. The two drainage systems occur in Drainage A and B, which occur in the North Campus. As such, there are no wetlands or non-wetland jurisdictional waters located within the South Campus and construction of the specific parcels for this Project would not affect these federally protected waters.

Proposed Project 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. The California Department of Fish and Wildlife (CDFW) lists the burrowing owl as a Species of Special Concern and suitable habitat occurs on the project site.

A Pre-construction Burrowing Owl Survey Report was prepared in February 2016 by Rocks Biological Consulting and Kimley-Horn and Associates. This report has been included in this document as Appendix C. Pre-construction burrowing owl surveys were conducted in accordance with the CDFW Staff Report on Burrowing Owl Mitigation (2012). Per the 1999 MEIR, pre-construction burrowing owl surveys are required within 30 days of construction activity. In February 2016, no burrowing owls or burrowing owl signs were observed. Similar to the 2003 March Business Center Specific Plan EIR, the conclusions made in Appendix C call for the following actions:

- A pre-construction survey will be required in all areas still considered suitable burrowing owl habitat within 30 days prior to the start of ground-disturbing activities.
- A pre-construction survey will be required in all areas suitable for nesting birds within 30 days prior to the start of ground-disturbing activities, per the CDFW Streambed Alteration Agreement (SAA).
- Noise attenuation measures and noise monitoring by a qualified biologist will be required for construction activities that occur adjacent to occupied least Bell's vireo habitat during the least Bell's vireo breeding season (March 1 through August 15). The riparian vegetation north side of the project site will likely be occupied by least Bell's vireo therefore; we recommend that construction activities start nearest to the north side of the project site.

The 1999 MEIR outlines potential project mitigation measures that shall be applied to projects, on a project-by-project basis, where applicable. Mitigation is provided for potential impacts to burrowing owls, which requires burrowing owl surveys 30 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 would be reduced to less than significant.

Additionally, the 2003 March Business Center Specific Plan EIR provides mitigation measures that would apply to the proposed Project, which requires construction to avoid 13 acres of USFWS designated least Bell's vireo riparian habitat in both the North and South Campuses, and would require 100-foot buffer zones in these areas (Mitigation Measure D-2 of the 2003 EIR). The 2003 EIR also requires that no construction activities shall occur within the Specific Plan area (North Campus and South Campus) during the nesting /breeding season until a qualified biologist has conducted a field review of the affected area for occupancy by the least Bell's vireo (Mitigation Measure D-3 of the 2003 EIR). Mitigation D-3 of the 2003 EIR would apply to the proposed Project, and would fulfill the third recommendation made in Appendix C. Therefore, all three recommended actions in Appendix C would be fulfilled through mitigation measures included in both the 1999 MEIR and the 2003 EIR. 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 EIR riparian habitat exists within Parcels 47, 48, 49, 50, and 54. While the Project would result in the consolidation of Parcels 48, 49, and 50, no specific development is planned on these parcels at this time. The Project would merely change parcel boundaries on the tentative tract map. No additional impacts to riparian habitat would occur as a result of the proposed Project. As such, impacts to riparian habitat and sensitive natural communities would be not be greater than previously analyzed. 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 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. The two drainage systems containing wetland areas and non-wetland jurisdictional waters occur in Drainage A and B, which occur in the North Campus. As such, there are no wetlands or non-wetland jurisdictional waters located within the South Campus and construction of the specific parcels for this Project would not affect these federally protected waters. As shown in Table 5, South Campus Build-Out Status, the proposed uses are well within the development limits evaluated in the 2003 EIR. Build-out of the Project would not result in new or more severe biological impacts than those previously evaluated and disclosed. 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 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. 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 Project site is surrounded with vacant Business Park, Conservation Area Open Space, and Industrial parcels to the north; vacant Business Park and Industrial parcels to the west; Village West Drive to the east, and existing approved industrial developments (Building A and Building B) to the south. As shown in Table 5, South Campus Build-Out Status, the proposed uses are well within the development limits evaluated in the 2003 EIR. Build-out of the Project would not result in new or more severe impacts to the movement of any native resident or migratory fish or wildlife species than those previously evaluated and disclosed. 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 near the Project 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. No trees would be removed for the development of the Project. As shown in Table 5, South Campus Build-Out Status, the proposed uses are well within the development limits evaluated in the 2003 EIR. Build-out of the Project would not result in new or more severe impacts than those previously evaluated and disclosed related to local policies or ordinances protecting biological resources. 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 have 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 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 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 following mitigation measures, as outlined in the 1999 MEIR and the 2003 EIR would be applicable to the proposed Project.

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 below, specifically applies to the proposed Project site.

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 March Business Center EIR

D-1 Prior to construction activity, the applicant shall coordinate with USFWS to assure that the requirements and stipulations of the 1999 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 D 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 impacts 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 occupies habitat. Other required mitigation (78.4 acres discussed in the 1999 BO Clarification Letter) will be at a fee of $500 per acre.

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 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.

Proposed Project Analysis

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

Historical background research was conducted for a portion of the Project site in the 2016 Addendum to the March Business Center Specific Plan, 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 the 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 Project area was never involved in the development of Camp Haan, which is located just east of the 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 was briefly used as an agricultural field, but no evidence of any other activities was observed on the property throughout the historic period.

To supplement the historical background research completed in 2016 for a portion of the Project site, an updated Historical/Archaeological Resources Survey Report was prepared for the remaining 40 acres of proposed Project in November of 2017, and updated in June 2018, by CRM TECH. This survey report is included in this document as

Appendix D. As a part of the Historical/Archaeological Survey Report a field survey was completed. As a result, a previously unknown bedrock milling feature site was identified and recorded and subsequently designated Site 33-028029 by the Eastern Information Center. However, as concluded in the Historical/Archaeological Resources Survey Report, Site 33-028029 does not appear eligible for listing in the California Register of Historical Resources, and does not meet the definition of a "historical resource" or a "tribal cultural resource," as defined by CEQA and associated regulations. Additionally, the Historical/Archaeological Resources Survey Report concluded that no "historical resources" or "tribal cultural resources" are known to be present within the additional Project area. As a standard practice, the Survey Report recommends the following for the proposed Project:

- Archaeological monitoring should be implemented during grubbing of vegetation in the additional project area to ensure the timely identification and, if necessary, protection of undetected archaeological remains, should any be encountered.
- If buried cultural materials are discovered during any further earth-moving operations associated with the project, such as grading, trenching, and excavations, all work in the immediate vicinity should be halted or diverted until a qualified archaeologist can evaluate the nature and significance of the finds.

As described in the 2003 March Business Center EIR, impacts to cultural resources resulting from the development of the March Business Center are not likely to be significant. Additionally, as part of this Project Commercial, Office, and Industrial development would be constructed on site previously evaluated and intended to be developed. As shown in Table 5, South Campus Build-Out Status, the proposed uses are well within the development limits evaluated in the 2003 EIR.

Two Historical/Archaeological Resources Reports were prepared by CRM TECH, one in April 2016, and another in June 2018. The June 2018 Survey Report included the additional approximately 40 acres of undeveloped land that was not included in the April 2016 Survey Report. The April 2016 Report concluded 12 archaeological sites are known to be present within or partially within the Project area, but none of them meet CEQA's definition of a "historical resource" (CRM TECH 2016). The June 2018 report also concluded that no "historical resources" or "tribal cultural resources" are known to be present within the additional 40 acres of the Project area, thus the Project as currently proposed would not cause a substantial adverse change to any known historical resources, and no further cultural resources procedures are required for the project by CEQA provisions unless development plans undergo such changes as to include areas not covered by this study (CRM TECH 2018). Build-out of the Project would not result in new or more impacts to cultural resources than those previously evaluated and disclosed. 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. Mitigation measures related to cultural resources from the previous environmental documents would still be implemented. 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?

As stated in the 2003 March Business Center EIR, development within the Specific Plan area has the potential to affect existing archaeological resources as development typically involves on-site excavation and grading. However, impacts to archaeological resources resulting from the development of the March Business Center are not likely to be significant. As shown in Table 5, South Campus Build-Out Status, the proposed uses are well within the development limits evaluated in the 2003 EIR.

As previously stated in threshold (a), the Historical/Archaeological Resources Survey Report concluded that no "historical resources" or "tribal cultural resources" are known to be present within the Project area; thus the Project as currently proposed would not cause a substantial adverse change to any known historical resources (Appendix D, CRM TECH 2016, CRM TECH 2018). However, two standard practice recommendations were presented, the first was that archaeological monitoring be implemented during grubbing of vegetation in the additional project area to ensure the timely identification and, if necessary, protection of undetected archaeological remains, should any be encountered. The second recommendation was that, if buried cultural materials are discovered during any further earth-moving operations associated with the project, such as grading, trenching, and excavations, all work in the immediate vicinity should be halted or diverted until a qualified archaeologist can evaluate the nature and significance of the finds. This second measure is consistent with mitigation measure L-1 from the 2003 EIR. As such, build-out of the Project would not result in new or more impacts to archaeological resources than those previously evaluated and disclosed.

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

As stated in the 2003 March Business Center EIR, development within the Specific Plan area has the potential to affect existing paleontological resources as development typically involves on-site excavation and grading. However, impacts to paleontological resources resulting from the development of the March Business Center are not likely to be significant. 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. Additionally, as shown in Table 5, South Campus Build-Out Status, the proposed uses are well within the development limits evaluated in the 2003 EIR.

As previously stated in threshold (a), the Historical/Archaeological Resources Survey Report concluded that no "historical resources" or "tribal cultural resources" are known to be present within the Project area; thus the Project as currently proposed would not cause a substantial adverse change to any known historical resources (CRM TECH 2016, CRM TECH 2018). The Historical/Archaeological Resources Survey Report (Appendix D) made two standard practice recommendations, the first was that archaeological monitoring be implemented during grubbing of vegetation in the additional project area to ensure the timely identification and, if necessary, protection of undetected archaeological remains, should any be encountered. The second recommendation was that, if buried cultural materials are discovered during any further earth-moving operations associated with the project, such as grading, trenching, and excavations, all work in the immediate vicinity should be halted or diverted until a qualified archaeologist can evaluate the nature and significance of the finds. This second measure is consistent with mitigation measure L-1 from the 2003 EIR. As such, no impact would occur as a result of the proposed Project to paleontological resources. No further analysis is required.

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

As stated in the 2003 March Business Center EIR, development within the Specific Plan area has the potential to affect human remains, as development typically involves on-site excavation and grading. However, impacts to human remains resulting from the development of the March Business Center are not likely to be significant. As previously stated in threshold (a), the Historical/Archaeological Resources Survey Report concluded that no "historical resources" or "tribal cultural resources" are known to be present within the Project area; thus the Project as currently proposed would not cause a substantial adverse change to any known historical resources (CRM TECH 2016, CRM TECH 2018).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. Additionally, as shown in Table 5, South Campus Build-Out Status, the proposed uses are well within the development limits evaluated in the 2003 EIR. Mitigation measures related to cultural resources from the previous environmental documents would still be implemented. Further, qualified monitors would be present at the Project site during all earth-moving operations in case human remains are discovered. 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?

See Section XVII for discussion on Tribal Cultural Resources. 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.

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 Master EIR for March JPA General Plan

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 March Business Center 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 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:	☐	☐	☒	☐
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?	☐	☐	☒	☐

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

Proposed Project 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.

According to the most recent Alquist-Priolo Earthquake Fault Zoning Map, the Project area is not located within a fault zone. The nearest fault zone, the San Jacinito fault zone, is located approximately 9 miles east (Department of Conservation 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. As such, no further analysis is required.

ii. Strong seismic ground shaking?

As previously stated, the most recent Alquist-Priolo Earthquake Fault Zoning Map, the Project area is not located within a fault zone. 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. Additionally, as part of this Project, Commercial, Office, and Industrial development would be constructed. As shown in Table 5, South Campus Build-Out Status, the proposed uses are well within the development limits evaluated in the 2003 EIR. 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. Mitigation from the 2003 EIR would still be applied to the proposed Project, thus reducing impacts to less than significant levels. As such, no further analysis is required.

iii. Seismic-related ground failure, including liquefaction?

According to the Map My County – Riverside County database (County of Riverside 2015), Parcel 28 of the proposed Project is designated as high liquefaction potential. The remaining 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 included in 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. 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 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 extreme 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. 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 or in an area with steep slopes having the potential to result in landslides. According to Riverside County's Map My County, portions of the Project site are however, located on areas of high liquefaction potential (County of Riverside 2017a). However, 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 previously identified in past environmental documents prepared for the March Business Center Specific Plan. 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 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

2003 March Business Center EIR

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 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?	☐	☐	☒	☐
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 EIR. As GHG was a known issues 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). Nonetheless, in the event GHG impacts were to have been evaluated in 2003, the proposed Project is consistent with what was envisioned and analyzed in the scope of the 2003 EIR. Moreover, the area surrounding the March JPA is a jobs poor area so providing more jobs will actually reduce GHG emissions and reduce Vehicle Miles Traveled (VMT) as it will provide local jobs to achieve a more favorable jobs housing balance consistent with the mission of the March JPA and the March JPA General Plan's goal to create more jobs. As such, no new or different GHG impacts would occur.

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

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.

Proposed Project 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. Section 9.08.090 of the March JPA Development Code requires that Commercial, Office, 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 shifting of land uses while retaining very similar square footages of Commercial, Office, Business Park, and Industrial space, with the exception of approximately two fewer acres of Commercial use and two additional acres of Business Park use. Additionally, as part of this Project, Commercial, Office, and Industrial development would be constructed on Parcels 4, 72, 73 and 74, which were previously evaluated and planned for development. The proposed Project would also involve the development of Parcel 75 as a stormwater basin, which would provide groundwater recharge possibilities at the site. As shown in Table 5, South Campus Build-Out Status, the proposed uses are well within the development limits evaluated in the 2003 EIR. Section 9.08.090 of the March JPA Development Code requires that Commercial, Office, 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, office 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. The closest school to the Project site is Arnold Heights Elementary School, which is located approximately 0.5 mile east of the Project site, while Citrus Hill High School is located approximately 1.8 miles from the Project site. 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?

According to the March ARB Inland Port Airport Land Use Compatibility Plan (Hunt & Mead 2014), the Project site is located in airport Compatibility Zone C2. 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). As discussed in the Aesthetics section, similar to the original 2003 EIR, building heights would comply with the Federal Aviation Regulations (FAR) Part 77, which requires potential obstruction to be have a height less than 200 feet above ground level, or above the established airport elevation, whichever is higher (GPO 2018).

The proposed Project involves the construction of an 8.24-acre stormwater basin on Parcel 75. Large pools of water pose as potential safety hazards to the adjacent airport; as it attracts large quantities of birds which can be a hazard for airplanes. As such, the proposed stormwater basin is required to comply with FAA Advisory Circular 150/5200-33B which requires that all standing water, including stormwater detention basins, shall drain within 48 hours following a storm event (FAA 2007). Through compliance with FAA Advisory Circular 150/5200-33B, potential ponding waters for birds would not be a concern for the nearby March Inland Port Airport. 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. 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?

Emergency access to all uses within the South Campus would remain as originally approved in the South Campus of the March Business Center Specific Plan. 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. Additionally, as part of this Project, Commercial, Office and Industrial development would be constructed on Parcels 4 (Industrial), 72 (Commercial), 73 and 74 (Office), which were previously evaluated and planned for development. As shown in Table 5, South Campus Build-Out Status, the proposed uses are well within the development limits evaluated in the 2003 EIR. All proposed development would comply with the applicable Fire and Building Codes. 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

2003 March Business Center EIR

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 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)?	☐	☐	☒	☐

Issues:		New Potentially Significant Impact	New Mitigation is Required	No New Impact/No Impact	Reduced Impact
c)	Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	☐	☐	☒	☐
d)	Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?	☐	☐	☒	☐
e)	Create or contribute runoff water which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff?	☐	☐	☒	☐
f)	Otherwise substantially degrade water quality?	☐	☐	☒	☐
g)	Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	☐	☐	☒	☐
h)	Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	☐	☐	☒	☐
i)	Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	☐	☐	☒	☐
j)	Expose people or structures to inundation by seiche, tsunami, or mudflow?	☐	☐	☒	☐

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, including an 8.24-acre stormwater basin on Parcel 75 in the South Campus, 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, including the 8.24-acre stormwater basin on Parcel 75 in the South Campus.

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 NPDES permit, issued by the Santa Ana Regional Water Quality Control Board. Prior to the issuance of an NPDES permit, a 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.

Proposed Project Analysis

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

A Hydrology Study was prepared for the Meridian Park South Building C on parcel 4, by DRC Engineering in February 2018. This Hydrology Study is attached to this document as Appendix E. The Hydrology Study states that the northern 10.02 acres of Parcel 4 would drain to underground detention system 'A'. Detention system 'A' would consist of a series of parallel 60-inch solid wall storm drain pipes that would flow to a modular drainage system located at the northeast corner of the Parcel 4.

Parcels 72 (Commercial), 73 and 74 (Office) were analyzed under the 2003 EIR, as well as the shifting of land uses throughout the Specific Plan area. The proposed Project would also involve the development of Parcel 75 as a stormwater basin, which would provide groundwater recharge possibilities at the site. As shown in Table 5, South Campus Build-Out Status, the proposed uses are well within the development limits evaluated in the 2003 EIR. 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. South Campus is designed and constructed in a manner to capture and treat runoff within the overall drainage master plan. According to Section 402 of the Clean Water Act (CWA), a 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 with groundwater recharge. 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 does not involve the extraction of groundwater, as it would involve the shifting of land uses while retaining very similar square footages of Commercial, Office, Business Park, and Industrial space, with the exception of approximately two fewer acres of Commercial use and two additional acres of Business Park use. Additionally, as part of this Project, Commercial, Office and Industrial development would be constructed on Parcels 4, 72, 73 and 74. One component of the project, the stormwater basin proposed on Parcel 75, would actually provide groundwater recharge possibilities at the site. Parcels within the Specific Plan area would be graded to drain toward the stormwater basin. The 8.24-acre stormwater basin located on Parcel 75 would be designed to closely match the tributary areas of drainage basins from existing to developed. As shown in Table 5, South Campus Build-Out Status, the proposed uses are well within the development limits evaluated in the 2003 EIR. The Project would continue to implement the previously approved March Business Center Drainage Plan, which proposes construction of four detention basins to reduce peak runoff from the Project. The addition of these detention basins would reduce peak flows below existing levels. 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 Hydrology Study, included in Appendix E, states that the northern 10.02 acres of the Parcel 4 would drain to underground detention system 'A'. Detention system 'A' would consist of a series of parallel 60-inch solid wall storm drain pipes that would flow to a modular drainage system located at the northeast corner of the Parcel 4. Table 9, Two-Year 24 Hour Storm Summary, below, displays how the total site discharge under the proposed Parcel 4 would be reduced.

Table 9
Two-Year 24 Hour Storm Summary

	Existing Total Site Discharge	Proposed Total Site Discharge After Detention	Difference
Flowrate	0.503 CFS	0.468 CFS	-0.035 CFS

CFS = cubic feet per second
Source: Hydrology Study for Meridian Park South Building C, February 2018 (Appendix E)

The Hydrology Study indicates that Parcel 4 runoff volumes would increase in the proposed condition from 13,335 cubic feet (cf) to 107,775 cf. Additionally, Parcel 4 would use detention systems with outlet control to reduce the proposed runoff peak flows so as not to exceed existing conditions or the 2-year 24-hour storm event. Parcel 4 would have two separate underground detention systems consisting of a series of parallel 60-inch solid wall storm drain pipes that would flow to modular drainage systems. The development of Parcel 4 would contain measures to control the peak flows and would not have a negative impact on downstream facilities. Additionally, the proposed 8.24-acre stormwater

basin on Parcel 75 would provide groundwater recharge, designed to closely match the tributary areas of drainage basins from existing to developed. Furthermore, the Project would continue to implement the previously approved March Business Center Drainage Plan, which proposes construction of four detention basins in various locations to reduce peak runoff from the Project.

Implementation of the Project on other parcels within South Campus, including the construction of the proposed Commercial development on Parcel 72, Office development of Parcel 73 and 74, and the stormwater basin on Parcel 75, would increase the amount of impervious surface within the March Business Center Specific Plan area. However, the Project is proposed within areas that were previously slated for development under the originally evaluated and approved South Campus of the March Business Center Specific Plan. The proposed Project would not increase the acreage of land being developed. No new or different drainage erosion or siltation impacts would occur other 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?

The Project is not within areas identified as floodplains because it is located in a former military area (FEMA 2008). However, as discussed in the 1999 EIR, areas identified as potential flood zones are not within the March Business Center Specific Plan area. Implementation of the Project, including the construction of the proposed Commercial development on Parcel 72, Office development of Parcels 73 and 74, and Industrial development on Parcel 4, would increase the amount of impervious surface within the March Business Center Specific Plan area resulting in increased storm and surface runoff into storm drains. The proposed Commercial, Office, and Industrial development would not alter the existing drainage pattern of the site or area in a manner different from what was anticipated under the originally approved March Business Center Specific Plan. The drainage systems as approved in the Meridian South Campus Specific Plan would remain unchanged. The March Business Center includes improvements to the storm drain system; therefore would not result in flooding of the Project area. Additionally, the Project which includes the proposed Commercial, Office, and Industrial development would implement the previously approved March Business Center Drainage Plan, which proposes construction of four detention basins to reduce peak runoff from the Project. The addition of these detention basins would reduce peak flows below existing levels. 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 Project area is not within areas identified as floodplains. Implementation of the Project, including the proposed Commercial, Office, and Industrial development would increase the amount of impervious surface within the March Business Center Specific Plan area resulting in increased storm and surface runoff into storm drains. However, the March Business Center includes the improvements to the storm drain system. A NPDES permit is required for the construction of the proposed Project, including the proposed Commercial, Office and Industrial development on Parcels 4 (Industrial), 72 (Commercial), 73 and 74 (Office). The proposed Project would also involve the construction of a stormwater basin on Parcel 75, which would provide groundwater recharge possibilities at the site. The proposed 8.24-acre stormwater basin located on Parcel 75 would be designed to closely match the existing tributary areas and natural drainage flow in the vicinity. The addition of the stormwater basin would reduce peak flows to existing levels. As each parcel is developed, the parcels would be required to comply with the SWPPP, which as previously stated, incorporates best management practices to minimize storm water runoff similar.

Additionally, the Project would be constructed and operated in compliance with CWA Section 402, and the NPDES – New Development & Redevelopment Guidelines for Projects under the March JPA and the Riverside County Municipal Separate Storm Sewer System (MS4). 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, 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. Additionally, an NPDES permit would be required for the construction of the proposed Project, including the proposed Commercial, Office and Industrial development on Parcels 4, 72, 73 and 74. The proposed Project would also involve the construction of a stormwater basin on Parcel 75, which would enhance groundwater recharge possibilities. The Project would be constructed and operated in compliance with CWA Section 402, and the NPDES – New Development & Redevelopment Guidelines for Projects under the March JPA and the Riverside County Municipal Separate Storm Sewer System (MS4). Compliance with these regulations reduces potential water quality impacts. 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. Additionally, as shown in Table 5, the proposed uses are well within the development limits evaluated in the 2003 EIR. 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

2003 March Business Center EIR

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 into the March Business Center Specific Plan, which reduces potential hazards related to bird activity. 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.

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:

- The basin shall drain within a six-hour period to reduce the potential for plant growth
- Regular maintenance activities shall include the removal of vegetation
- Detention basins shall be monitored regularly to determine if they attract waterfowl or other birds
- 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 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. 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. Sub-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.

Proposed Project Analysis

a) Would the project physically divide an established community?

The Project would not physically divide an established community. The Project area is surrounded by Industrial, Business Park, Mixed Use, and Park/Open Space uses, as well as Residential to the north of Parcels 72, 73, 74, and 75. The proposed Project is in an area that was previously evaluated and planned for development within March Business Center Specific Plan. As shown in Table 5, South Campus Build-Out Status, the proposed uses are well within the development limits evaluated in the 2003 EIR. As such, the proposal is consistent with what was previously planned for the area and 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, which has designated the proposed Project's parcels as shown in Table 1, Land Use Designations. The proposed Project would involve the shifting of land uses on parcels while retaining very similar acreages of Commercial, Office, Business Park, and Industrial use, with the exception of approximately two fewer acres of Commercial use and two additional acres of Business Park use. This Project would also include the proposed development of Commercial development of Parcel 72, Office development on Parcels 73 and 74, and Industrial development of Parcel 4. The proposed Project would also involve the development of Parcel 75 as a stormwater basin, which would enhance groundwater recharge possibilities. As shown in Table 2, Land Use Acreage Summary, below, with implementation of the proposed Project, Business Park use would increase by 2.0 acres, Commercial use would decrease by 2.3 acres, Industrial use would remain the same, and Office use would decrease by 0.1 acres. The Project would continue to implement the previously approved March Business Center Drainage Plan, which proposes construction of four detention basins to reduce peak runoff from the Project.

The land use designation for Parcel 75 would remain as Office; however, Parcel 75 would be developed as a stormwater basin. The development of a stormwater basin would be considered an adequate use on Parcel 75 of Specific Plan under General Plan Policy LU 4.1 (f), which requires the incorporation of water conservation techniques, such as groundwater recharge basins, as appropriate (County of Riverside 2017b).

As such, the development footprint of South Campus would be changed from the originally approved South Campus Specific Plan. However, the acres of each land use would remain very similar to the previously approved acreages, with the exception of approximately two fewer acres of Commercial use and two additional acres of Business Park use. As shown in Table 5, South Campus Build-Out Status, Land Use Development Square Footages, the proposed development makes up only a small percentage of the land use square footages originally approved in the March Business Center Specific Plan and was therefore evaluated within the 2003 EIR. 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. All proposed land uses are allowed uses under the Industrial and Commercial designations pursuant to the March JPA Development Code (March JPA 2012). As such, no new or different land use impacts would occur other than those previously identified in past environmental documents prepared for the March Business Center Specific Plan. No further analysis is required.

Mitigation Measures

2003 March Business Center EIR

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 Airport Land Use Commission (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:

- The basin shall drain within a six-hour period to reduce the potential for plant growth
- Regular maintenance activities shall include the removal of vegetation
- Detention basins shall be monitored regularly to determine if they attract waterfowl or other birds

- 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 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 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

Proposed Project 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 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?	☐	☐	☒	☐
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 EIR, the nearest noise-sensitive receptor to the March Business Center was identified as Arnold Heights Elementary School, and 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 Airport Comprehensive Land Use Plan (ACLUP) and Air Installation Compatible Use Zone (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 Community Noise Equivalent Level (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 1999 MEIR. As such, impacts from traffic noise generated by the March Business Center are less than significant.

Airport Noise

As described in the 2003 EIR, 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.

Proposed Project 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 proposed Project would shift land uses while retaining very similar land use acreages as the previously approved Business Center Specific Plan, with the exception of approximately two fewer acres of Commercial use and two additional acres of Business Park use. Additionally, as part of this Project, Commercial, Office, and Industrial development would be constructed on Parcels 4, 72, 73 and 74. The proposed Project would also involve the development of Parcel 75 as a stormwater basin, which would enhance groundwater recharge possibilities. All proposed land uses are allowed use under the March JPA Development Code (March JPA 2012). As displayed in Table 5, South Campus Build-Out Status, the proposed development makes up only a small percentage of the land use square footages originally approved in the March Business Center Specific Plan and was therefore evaluated within the 2003 EIR.

Construction noise impacts for the March Business Center Specific Plan were evaluated in the previously certified 1999 MEIR, and no new noise sources beyond those previously considered and evaluated would be generated. The nearest sensitive receptor is located approximately 35 meters (115 feet) north of the Project site, across the street from Van Buren Boulevard, a major roadway thoroughfare. Construction of the proposed Commercial development on Parcel 72, Industrial development on Parcel 4, and Office development on Parcels 73 and 74, and a stormwater basin on Parcel 75 would generate temporary noise from construction equipment. However, construction activities would comply with the standards stated in the 1999 MEIR. As such, all construction projects shall be reviewed on a project-by-project basis by the March JPA staff to determine possible impacts upon identified sensitive noise receptors and to determine the need for project specific acoustical analysis. If a specific construction activity is determined to have significant noise impacts, an acoustical analysis shall be prepared containing appropriate mitigation. Mitigation measures from the previously approved March Business Plan EIR would be implemented. The nearest sensitive receptor is located approximately 35 meters (115 feet) north of the Project site, across the street from Van Buren Boulevard, a major roadway thoroughfare. Arnold Heights Elementary School is located approximately 0.5 mile east of the Project site, while Citrus Hill High School is located approximately 1.8 miles from the Project site. Therefore, the proposed Project would not generate new or substantially more severe impacts than were previously evaluated in the originally approved March Business Center Specific Plan.

Operational noise would be similar, if not reduced, when compared to the operational noise as originally planned for and evaluated in the 2003 EIR. According to the ITE Trip Generation Manual, Tenth Edition (2017), a Commercial Shopping Center (Land Use Code 820) generates on average a total of 37.75 trips per 1,000 square feet of development while a Business Park (Land Use Code 770) generates on average a total of 12.44 trips per 1,000 square feet of development, which is approximately one-third fewer vehicle trips per 1,000 square feet of development. During the AM peak period, a Commercial Shopping Center generates approximately 0.94 trips per 1,000 square feet of development while a Business Park generates approximately 0.40 trips per 1,000 square feet of development, which is less than half the number of vehicle trips. Similarly, during the PM peak period, a Commercial Shopping Center

generates approximately 3.81 trips per 1,000 square feet of development while a Business Park generates approximately 0.42 trips per 1,000 square feet of development, which is less than one-eighth the number of vehicle trips. With the overall reduction in vehicle trips associated with a Business Park use when compared to Commercial Use the resulting impacts to operational roadway noise would be reduced when compared to what was evaluated in the 2003 EIR. Additionally, the proposed Project would comply with the March JPA Development Code (March JPA 2012). Therefore, 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 include the shifting of land uses on select parcels within the March Business Center Specific Plan. Land uses would include Industrial, Office, Business Park, And Commercial space. Additionally, as part of this Project, Commercial, Office, and Industrial development would be constructed on Parcels 4, 72, 73 and 74. The proposed Project would also involve the development of Parcel 75 as a stormwater basin. All proposed land uses are allowed use under the March JPA Development Code (March JPA 2012). As shown in Table 5, South Campus Build-Out Status, the proposed development makes up only a small percentage of the land use square footages originally approved in the March Business Center Specific Plan and was therefore evaluated within the 2003 EIR.

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 as a result of the proposed Project. Development of the Project may lead to short-term groundborne vibration or groundborne noise impacts associated with excavation, earth moving, and paving construction activities. However, these impacts would be temporary and short in duration. As discussed in Threshold A, above, in compliance with the previously approved 2003 EIR, all construction projects shall be reviewed on a project-by-project basis by the March JPA staff to determine possible impacts upon identified sensitive noise receptors and to determine the need for project-specific acoustical analysis. Additionally, the use of heavy equipment (e.g., a large bulldozer) generates vibration levels of 0.089 inches per second peak particle velocity (PPV) at a distance of 25 feet. With a nearest distance to the adjacent noise sensitive receptors of approximately 35 meters (115 feet) to the north, the levels of groundborne vibrations would not exceed the Federal Transit Administration (FTA) building damage threshold of 0.2 inches per second PPV or 94 vibration decibels (VdB). Therefore, construction of the Project would not result in exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels, and impacts would be comparable to those previously identified in past environmental documents prepared for the March Business Center Specific Plan.

The operations of Commercial, Office, and Industrial uses have the potential to result in long-term impacts. However, as stated in the previously certified 1999 MEIR, exposure of persons to or generation of excessive groundborne noise levels will be less than significant based on the thresholds of significance established in the past environmental documents prepared for the March Business Center Specific Plan. As such, operational noise and vibration would be comparable to the proposed Project scenario as compared to the originally approved Specific Plan. As such, no new or different groundborne vibration or groundborne 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.

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 proposed Project would shift land uses while retaining very similar land use acreages as the previously approved Business Center Specific Plan, with the exception of approximately two fewer acres of Commercial use and two additional acres of Business Park use. Additionally, as part of this Project, Commercial, Office, and Industrial development would be constructed on Parcels 4, 72, 73 and 74. The proposed Project would also involve the development of Parcel 75 as a stormwater basin. The operations of these uses would generate noise from commercial, office, industrial, and traffic activities. As stated in the previously certified EIR, the March Business Center as a whole would generate approximately 88,100 total daily trips, including 74,900 external trips. The traffic noise generated by the March Business Center is not considered a significant impact, per the 2003 EIR. Furthermore, according to the ITE Trip Generation Manual, Tenth Edition (2017), a Commercial Shopping Center (Land Use Code 820) generates on average a total of 37.75 trips per 1,000 square feet of development while a Business Park (Land Use Code 770) generates on average a total of 12.44 trips per 1,000 square feet of development, which is approximately one-third fewer vehicle trips per 1,000 square feet of development. During the AM peak period, a Commercial Shopping Center generates approximately 0.94 trips per 1,000 square feet of development while a Business Park generates approximately 0.40 trips per 1,000 square feet of development, which is less than half the number of vehicle trips. Similarly, during the PM peak period, a Commercial Shopping Center generates approximately 3.81 trips per 1,000

square feet of development while a Business Park generates approximately 0.42 trips per 1,000 square feet of development, which is less than one-eighth the number of vehicle trips. With the overall reduction in vehicle trips associated with a Business Park use when compared to Commercial Use the resulting impacts to operational roadway noise would be reduced when compared to what was evaluated in the 2003 EIR. As such, the Project would not result in a substantial change in ambient noise levels in the Project vicinity from those that would occur than those previously identified in past environmental documents prepared for the March Business Center Specific Plan and no new or different impacts would occur. 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?

As described in the 2003 EIR, development of the Specific Plan area would lead to temporary noise. Construction activities for the proposed Project would be comparable as originally planned under the March Business Center Specific Plan. Therefore, 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. Therefore, the projected noise would not increase compared to levels under the originally approved South Campus of the March Business Center Specific Plan. 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.

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 March ARB/IP, which was adopted by the Riverside County 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 March ARB/IP Land Use Compatibility Plan. Revising the Specific Plan to shift around land uses while retaining very similar land use acreages, with the exception of approximately two fewer acres of Commercial use and two additional acres of Business Park use, would not expose people residing or working in the Project area to excessive noise levels. 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.

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

2003 March Business Center EIR

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-2 through J-7 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-5 Building located within the 65 dBA noise contour will include appropriate sound attenuation devices within its construction.

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 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.

Proposed Project Analysis

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

The proposed Project would shift land uses on select parcels within the previously approved Specific Plan. These land uses include Business Park, Commercial, Industrial, and Office. Additionally, as part of this Project, Commercial, Office, and Industrial development would be constructed on Parcels 4, 72, 73 and 74. The proposed Project would also involve the development of Parcel 75 as a stormwater basin. No Residential uses are proposed. As shown in Table 5, South Campus Build-Out Status, the proposed development makes up only a small percentage of the land use square footages originally approved in the March Business Center Specific Plan and was therefore evaluated within the 2003 EIR. As with the previously studied in the 2003 EIR, the Project construction would utilize an existing local labor force, and Project operation would not result in population growth in the area. 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?

Implementation of the proposed Project would not include the construction of residential uses; therefore 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?

Implementation of the proposed Project would not include the construction of residential uses; therefore 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.

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. 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.

Proposed Project 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?

Implementation of the proposed Project would not include the construction of residential uses; therefore the Project would not generate population increases or additional demand for fire protection services beyond what was considered under the originally approved South Campus of the March Business Center Specific Plan. 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. Additionally, as shown in Table 5, South Campus Build-Out Status, the proposed uses are well within the development limits evaluated in the 2003 EIR. 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.

b) Police Protection?

Implementation of the proposed Project would not include the construction of Residential uses; therefore, the Project would not generate population increases or additional demand for police protection services beyond what was considered under the originally approved South Campus of the March Business Center Specific Plan. 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.

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. 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
2003 March Business Center EIR

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 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
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.

Proposed Project 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 proposed Project would shift land uses while retaining very similar land use acreages as the previously approved Business Center Specific Plan, with the exception of approximately two fewer acres of Commercial use and two additional acres of Business Park use. Additionally, as part of this Project, Commercial, Office, and Industrial development would be constructed on Parcels 4, 72, 73 and 74. The proposed Project would also involve the development of Parcel 75 as a stormwater basin. As displayed in Table 5, South Campus Build-Out Status, the proposed development makes up only a small percentage of the land use square footages originally approved in the March Business Center Specific Plan and was therefore evaluated within the 2003 EIR. The proposed Project would not generate population increases or additional demand for neighborhood and regional parks or other recreational

facilities. The Project site encompasses parcels that were slated for development under the originally approved South Campus of the March Business Center Specific Plan. As such, no new or different recreational impacts would occur other 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 include recreational facilities or require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment?

The proposed Project would shift land uses while retaining very similar land use acreages as the previously approved Business Center Specific Plan, with the exception of approximately two fewer acres of Commercial use and two additional acres of Business Park use. Land uses included in the land use swap would be Business Park, Commercial, Industrial, and Office. Additionally, as part of this Project, Commercial, Office, and Industrial development would be constructed on Parcels 4, 72, 73 and 74. The proposed Project would also involve the development of Parcel 75 as a stormwater basin. Commercial uses proposed on Parcel 73 include a shopping center, two drive-thru restaurants, a gas station including 12 vehicle fueling positions, a convenience market and a car wash; thus none of these uses would be considered a recreational uses. The locations of all Project components were already slated for development under the originally approved South Campus of the March Business Center 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?	☐	☐	☒	☐

Issues:		New Potentially Significant Impact	New Mitigation is Required	No New Impact/No Impact	Reduced Impact
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 3 of the March Business Center project. Land uses envisioned for the Project site included Business Park, Commercial, Industrial, and Office. Total traffic generation for Phase 3, as determined by summing up all uses within the various traffic analysis zones (TAZs) in the traffic analysis for the 2003 Specific Plan, is 46,598 trips.

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 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 E, AM peak hour

As such, mitigation measures B-1 through B-12 were introduced to reduce potentially significant impacts at the above-listed intersections. With implementation of mitigation, all impacts would be reduced to less than significant levels.

Future Traffic Volumes
As stated in the 2003 Certified EIR, 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 to 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, providing fuel consumption and air quality benefits.

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 and 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:

- 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

Mitigation Measures
The following mitigation measures were included within the 2003 EIR.

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

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) 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.

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.

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.

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.

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.

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

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).

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.

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.

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

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.

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 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.

Mitigation Measures

The following mitigation measures were included within the 2010 Subsequent EIR.

IV.A-2-1 Development located within either APZ I or APZ II shall comply with Resolution # JPA 08-01.

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.

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.

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.

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 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.

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

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

22. Van Buren Boulevard and Trautwein Road
Provide the following improvements:

- Add third eastbound through lane (a TUMF improvement);
- Add second southbound through lane;
- Add exclusive northbound right-turn lane;
- Add second westbound left-turn lane

36. Nandina Avenue and Barton Street
Provide the following improvement:

- Add southbound left-turn lane

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

6. Alessandro Boulevard and Meridian Parkway

Provide the following improvements:

- Add northbound right-turn overlap phase
- Add southbound right-turn overlap phase

7. Alessandro Boulevard and Southbound I-215 Ramps

Provide the following improvement:

- Split southbound shared left-right turn lane to separate left and right turn lanes

8. Alessandro Boulevard and Northbound I-215 Ramps

Provide the following improvement:

- Reconfigure northbound approach to provide triple left-turn lanes and a shared through-right lane

9. Alessandro Boulevard and Old 215 Frontage Road

Provide the following improvement:

- Add second southbound left-turn lane

15. Cactus Avenue and Elsworth Street

Provide the following improvement:

- Add second southbound right-turn lane

37. Cottonwood Avenue and Day Street

Provide the following improvement:

- Add second southbound left-turn lane

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.

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 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.

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.

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.

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.

Proposed Project 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?

A Focused Traffic Impact Analysis (TIA) was prepared by Urban Crossroads for the proposed Project in August 2018 (Appendix F). The purpose of the TIA was to determine whether the currently proposed Project and the associated land designation swap within the South Campus, would result in additional deficiencies or improvement recommendations in comparison to the current approved Specific Plan. As the Project is not expected to increase traffic compared to land uses currently proposed by the specific plan, the study area for the traffic study focused on access points to the street system and included the following 8 intersections:

1. Barton Street / Van Buren Boulevard
2. Barton Street / Street P (Future Intersection – Horizon Year 2025 only)
3. Barton Street / Street Q (Future Intersection – Horizon year 2025 only)
4. Barton Street / Krameria Avenue
5. Coyote Bush Road / Van Buren Boulevard

6A. Driveway 1 / Van Buren Boulevard

6. Orange Terrace Parkway / Van Buren Boulevard

6B. Driveway 2 / Van Buren Boulevard

7. Village West Drive / Van Buren Boulevard
8. Village West Drive / Krameria Avenue (Future Intersection)

Trip Generation

The proposed Project is anticipated to generate a net total of 3,824 trip-ends per day with 322 AM peak hour trips and 379 PM peak hour trips. The South Campus was estimated to generate 46,598 total trip-ends per day with 5,573 AM peak hour trips and 5,611 PM peak hour trips. The net truck trips associated with the Industrial Warehouse (Building C) are 320 trip-ends per day with 27 AM peak hour trips and 20 PM peak hour trips. The net truck trips associated with the retail and office portions of the Project are 49 trip-ends per day with 4 AM peak hour trips and 5 PM peak hour trips. As shown in Table 10, the total trips generated by permitted uses in South Campus plus the proposed Project is well within the total number of trips estimated in the 2003 EIR.

A summary of traffic generation analyzed for South Campus in the Specific Plan, the LGB6 Project (Building A), the Parcel Delivery Project (Building B), and the proposed Project are shown in Table 11 below. As shown in this table, with the approved Building A, approved Building B, and the currently proposed Project, build out of these three projects would not result in an exceedance in the number of vehicle trips associated with the overall South Campus development. Table 10 provides a breakdown of Project trip generation rates from the proposed Industrial, Business Park, and Commercial uses on Parcels 4 and 72, 73 and 74.

Table 10
Meridian South Campus Trip Allocation

	ADT	AM	PM
Total Approved for South Campus	46,598	5,573	5,611

Parcel Delivery Site (Building B)	4,672	683	805
LGB6 (Building A)	2,897	259	303
Proposed Project	*3,824*	*322*	*379*
Remaining Vehicle Trips after Project	35,205	4,309	4,124

Source: Meridian South Campus Addendum #3 Focused Traffic Impact Analysis (August 2018, prepared by Urban Crossroads, Inc.; Appendix F), LGB6 Project Substantial Conformance Traffic Assessment (November 2017, prepared by VRPA Technologies, Inc.)

Table 11
Project Trip Generation Summary

Project	Quantity	Units[2]	AM Peak Hour			PM Peak Hour			Daily
			In	Out	Total	In	Out	Total	
Shopping Center (Shops [1])	7.905	TSF	5	3	8	14	16	30	298
Pass-by Reduction (PM-34%)[4]:			*0*	*0*	*0*	*-5*	*-5*	*-10*	*-101*
Net External Trips:			5	3	8	9	11	20	197
Fast-Food Restaurant with Drive-Through (PAD A & PAD B)	3.300	TSF	68	65	133	56	52	108	1,554
Internal Capture[3]:			-30	-28	-58	-17	-23	-40	-576
Pass-by Reduction (AM-49%/PM-50%)[4]:			*-19*	*-19*	*-38*	*-20*	*-20*	*-40*	*-489*
Net External Trips:			19	18	37	19	9	28	489
Gasoline Station w/ Conv. Market	12	VFP	122	122	244	134	134	268	2,378
Internal Capture[3]:			-15	-21	-36	-32	-19	-51	-453
Pass-by Reduction (AM-62%/PM-56%)[4]:			*-66*	*-66*	*-132*	*-64*	*-64*	*-128*	*-1,078*
Net External Trips:			41	35	76	38	51	89	847
Retail Parcel Total Net External Trips [5]			**65**	**56**	**121**	**66**	**71**	**137**	**1,533**
Office	157.837	TSF	136	22	158	26	139	165	1,584
Internal Capture:			-24	-20	-44	-5	-12	-17	-163
Office Parcel Total Net External Trips			**112**	**2**	**114**	**21**	**127**	**148**	**1,421**
Warehousing	500.000	TSF							
Passenger Cars			46	14	60	20	54	74	550
2-Axle Trucks			4	1	5	1	3	4	53
3-Axle Trucks			4	1	5	1	3	4	66
4-Axle Trucks			13	4	17	3	9	12	201
Net Truck Trips (Actual Trucks)[6]			21	6	27	5	15	20	320
Warehousing (BLDG C) Total Net Trips			**67**	**20**	**87**	**25**	**69**	**94**	**870**
Grand Total			**244**	**78**	**322**	**112**	**267**	**379**	**3,824**

[1] *Trip Generation Source: Institute of Transportation Engineers (ITE), Trip Generation Manual, Tenth Edition (2017).*
[2] *TSF = Thousand Square Feet; VFP = Vehicle Fueling Positions*
[3] *Calculated using the NCHRP 684 Internal Trip Capture Estimation Tool.*
[4] *Pass-by reduction percentage consistent with ITE Trip Generation Handbook, 3rd Edition (2017)*
[5] *Truck trips assumed to be 1% of total daily trips based on NCHRP Synthesis 298, Truck Trip Generation Data, Transportation Research Board (2001)*
[6] *Total Net Trips (Actual Vehicles) = Passenger Cars + Net Truck Trips (Actual Trucks).*
Source: Meridian South Campus Addendum #3 Focused Traffic Impact Analysis (August 2018, prepared by Urban Crossroads, Inc.; Appendix F)

To determine the net truck trips associated with the proposed Project, the March Business Center Specific Plan air quality analysis had estimated a total of 5,769 daily truck trips, with the South Campus assumed to generate 40% of those trips. As such, a total of 2,308 daily truck trips were assumed for the South Campus.

A summary of the daily truck trips analyzed for the South Campus in the Specific Plan, the LGB6 project (Building A), the Parcel Delivery project (Building B) and this proposed Project is summarized in Table 12, below. As indicated in Table 12, the proposed Project generates fewer trucks trips than those considered in the 2003 EIR.

Table 12
Meridian South Campus Truck Trip Allocation

	Daily Truck Trips (Actual Vehicles)
Total Approved for South Campus	2,308
Parcel Delivery Site (Building B)[1]	1,089
LGB6 (Building A)[2]	591
Proposed Project (Industrial)	*320*
Proposed Project (Retail/Office)	*49*
Remaining Trips after Project	259

Source: Meridian South Campus Addendum #3 Focused Traffic Impact Analysis (August 2018, prepared by Urban Crossroads, Inc.), LGB6 Project Substantial Conformance Traffic Assessment (November 2017, prepared by VRPA Technologies, Inc.)
[1] Truck percentage based on City of Fontana Truck Trip Generation Study for warehousing use applied to the total daily trips.
[2] Truck percentage based on City of Fontana Truck Trip Generation Study for warehousing use applied to the total daily trips.

As shown in Tables 10, 11 and 12, the total number of vehicle and truck trips generated by the Project and the other projects recently approved or in process in South Campus is significantly less than the total evaluated in the March Business Center Specific Plan.

Existing Plus Project Conditions

Existing Plus Project traffic conditions have been analyzed to assess the potential impacts the Project may have on current traffic conditions at each of the 8 study area intersections. The Project would construct dual westbound left turn lanes, an eastbound right turn lane, dual northbound left turn lane, northbound through lane and a northbound right turn lane and associated traffic signal modifications at the intersection of Orange Terrace Parkway and Van Buren Boulevard. It is assumed these improvements would be in place for Existing Plus Project traffic conditions and subsequent "With Project" scenarios. The connection of Coyote Bush Road to Van Buren Boulevard and Krameria Avenue to Village West Drive would also be in place for Existing Plus Project traffic conditions and subsequent scenarios.

As shown on Table 13, the addition of Project traffic to Existing (2017) traffic conditions is not anticipated to result in any deficiencies. As such, the addition of Project traffic to Existing (baseline) traffic conditions would not result in a significant traffic impact.

Table 13
Intersection Analysis for Existing Plus Project Condition

			Existing (2017)				Existing Plus Project			
			Delay[1] (seconds)		Level of Service		Delay[1] (seconds)		Level of Service	
#	Intersection	Traffic Control[2]	AM	PM	AM	PM	AM	PM	AM	PM
1	Barton St. / Van Buren Bl.	TS	31.9	38.8	C	D	34.1	39.2	C	D
2	Barton St. / Street P		Future Intersection				Future Intersection			
3	Barton St. / Street Q		Future Intersection				Future Intersection			
4	Barton St. / Krameria Av.	CSS	17.7	13.6	C	B	19.2	13.9	C	B
5	Coyote Bush Rd. / Van Buren Bl.	TS	16.7	14.3	B	B	18.4	30.1	B	C
6A	Driveway 1 / Van Buren Bl.	CSS	Future Intersection				0.0	19.4	C	C
6	Orange Terrace Pkwy. / Van Buren Bl.	TS	16.5	18.1	B	B	30.8	27.3	C	C
6B	Driveway 2 / Van Buren Bl.	CSS	Future Intersection				15.5	18.9	C	C
7	Village W. Dr. / Van Buren Bl.	TS	22.2	22.0	C	C	24.7	30.2	C	C
8	Village W. Dr. / Krameria Av.	TS	Future Intersection				3.2	4.0	A	A

[1] Per the 2010 Highway Capacity Manual, overall average intersection delay and level of service are shown for intersections with a traffic signal or all way stop control. For intersections with cross street stop control, the delay and level of service for the worst individual movement (or movements sharing a single lane) are shown.
[2] CSS = Cross-street Stop; TS = Traffic Signal; CSS = Improvement
Source: Meridian South Campus Addendum #3 Focused Traffic Impact Analysis (August 2018, prepared by Urban Crossroads, Inc.; Appendix F)

Opening Year Cumulative (2019) Conditions

Opening Year Cumulative (2019) Without and With Project traffic conditions have been analyzed to assess any near-term

cumulative traffic issues that may be present at the time of the Projects' completion and occupancy. Improvements associated with the construction of the Project and cumulative development projects assumed to be in place for Opening Year Cumulative (2019) With Project traffic conditions are summarized below:

- Project driveways and those facilities assumed to be constructed by the Project to provide site access are assumed to be in place for Opening Year Cumulative conditions. This includes intersection improvements at Orange Terrace Parkway and Van Buren Boulevard, Driveway 1 and Van Buren Boulevard, and Driveway 2 and Van Buren Boulevard in conjunction with half-section roadway improvements along Van Buren Boulevard.
- Driveways and those facilities assumed to be constructed by the cumulative development projects to provide site access are also assumed to be in place for Opening Year Cumulative conditions. The extension of Coyote Bush Road to the south of Van Buren Boulevard to Krameria Avenue and the extension of Krameria Avenue to Village West Drive have also been assumed in the analysis as these roadways are under construction and are anticipated to be completed by the opening year of the Project.

To account for background traffic growth, an ambient growth factor from existing conditions of 4.04% (2 percent per year over 2 years) is included for Opening Year Cumulative (2019) traffic conditions. In addition, traffic associated with other cumulative projects that were determined to be in process was also added in conjunction with Project traffic.

As shown in Table 14, two study area intersections are anticipated to operate at an unacceptable LOS for Opening Year Cumulative Without Project traffic conditions:

- Barton St. / Van Buren Bl. (#1)
- Barton St. / Krameria Av. (#4)

Improvements have been identified and recommended for these intersections are complete. The improvements are as follows:

Barton St. / Van Buren Bl. (#1)
- Add a 2nd northbound left turn lane
- Add a northbound right turn lane with overlap phasing
- Add eastbound right turn lane
- Add 2nd westbound left turn lane

Barton St. / Krameria Av. / Driveway (#4)
- Install a traffic signal
- Southbound left turn lane
- Westbound shared left-through-right turn lane (auto only driveway)

The analysis shown in Table 14 below assumes implementation of these improvements, which are already complete, and shows intersection operations with and without the proposed Project. There are no additional study area intersections anticipated to operate at an unacceptable LOS with the addition of Project traffic during one or more peak hours, in addition to those previously identified under Opening Year Cumulative (2019) Without Project traffic conditions.

Table 14
Intersection Analysis for Opening Year Cumulative (2019) Conditions

#	Intersection	Traffic Control[3]	Intersection Approach Lanes[1]												Delay[2] (seconds)		Level of Service	
			Northbound			Southbound			Eastbound			Westbound						
			L	T	R	L	T	R	L	T	R	L	T	R	AM	PM	AM	PM
1	Barton St. / Van Buren Bl.																	
	2019 Without Project	TS	1	1	0	1	1	0	1	2	0	1	3	0	**103.1**	**98.9**	F	F
	- With Improvements[4]	TS	**2**	1	**1>**	1	1	0	1	**2**	**1**	**1**	3	0	37.3	49.2	D	D
	2019 With Project	TS	1	1	0	1	1	0	1	2	0	1	3	0	**109.8**	**104.0**	F	F
	- With Improvements[4]	TS	**2**	1	**1>**	1	1	0	1	**2**	**1**	**1**	3	0	40.3	53.5	D	D
2	Barton St. / Street P		Future Intersection															

3	Barton St. / Street Q		Future Intersection															
4	Barton St. / Krameria Av.																	
	2019 Without Project	**CSS**	1	1	0	0	1	0	1	0	1	0	**1**	0	**>100**	**>100**	**F**	**F**
	- With Improvements[5]	**TS**	1	1	0	**1**	1	0	1	**1**	**0**	0	**1**	0	20.8	19.4	C	B
	2019 With Project	**CSS**	1	1	0	0	1	0	1	0	1	0	**1**	0	**>100**	**>100**	**F**	**F**
	- With Improvements[5]	**TS**	1	1	0	**1**	1	0	1	**1**	**0**	0	**1**	0	21.1	19.9	C	B
5	Coyote Bush Rd. / Van Buren Bl.																	
	2019 Without Project	TS	**2**	**1**	**1**	1	**1**	0	1	3	**1**	**2**	3	0	21.7	21.0	C	C
	2019 With Project	TS	**2**	**1**	**1**	1	**1**	0	1	3	**1**	**2**	3	0	23.4	23.7	C	C
6A	Driveway 1 / Van Buren Bl. 2019 Without Project		Future Intersection															
	2019 Without Project	**CSS**	0	0	1	0	0	0	0	3	**1**	0	3	0	0.0	25.7	A	D
6	Orange Terrace Pkwy. / Van Buren Bl.																	
	2019 Without Project	TS	0	0	0	2	0	2>	2	**3**	0	0	3	1	14.3	15.6	B	B
	2019 With Project	TS	**2**	**1**	**1**	2	**1**	**1>**	2	**3**	1	**2**	3	1	37.1	32.9	D	D
6B	Driveway 2 / Van Buren Bl. 2019 Without Project		Future Intersection															
	2019 Without Project	**CSS**	0	0	1	0	0	0	0	3	**1**	0	3	0	17.3	25.0	C	D
7	Village W. Dr. / Van Buren Bl.																	
	2019 Without Project[4]	TS	**2**	**0**	**2**	0	0	0	**1****	**3**	1	**2**	**3**	0	9.9	14.2	A	B
	2019 With Project[4]	TS	**2**	**0**	**2**	0	0	0	**1****	**3**	1	**2**	**3**	0	10.5	19.0	B	B
8	Village W. Dr. / Krameria Av.																	
	2019 Without Project	**TS**	**1**	**2**	0	**1****	**1**	**1**	**2**	0	**1**	0	0	0	4.4	5.5	A	A
	2019 With Project	**TS**	**1**	**2**	0	**1****	**1**	**1**	**2**	0	**1**	0	0	0	4.6	5.7	A	A

***BOLD** = LOS does not meet the applicable jurisdictional requirements (i.e., unacceptable LOS).*

[1] When a right turn is designated, the lane can either be striped or unstriped. To function as a right turn lane there must be sufficient width for right turning vehicles to travel outside the through lanes.

L = Left; T = Through; R = Right; > = Right-Turn Overlap Phasing; >> = Free Right Turn Lane; d= Defacto Right Turn Lane; 1 = Improvement

[2] Per the 2010 Highway Capacity Manual, overall average intersection delay and level of service are shown for intersections with a traffic signal or all way stop control. For intersections with cross street stop control, the delay and level of service for the worst individual movement (or movements sharing a single lane) are shown.

[3] TS = Traffic Signal; CSS = Improvement

[4] Recommended improvements are consistent with the Van Buren Boulevard Phase III improvements.

[5] Improvements to be constructed as part of the Meridian Parcel Delivery Project.

Source: Meridian South Campus Addendum #3 Focused Traffic Impact Analysis (August 2018, prepared by Urban Crossroads, Inc.; Appendix F)

Horizon Year (2025) Conditions

As the Project is not expected to increase traffic compared to land uses currently proposed by the approved Specific Plan the overall traffic volumes for "Without Project" and "With Project" scenarios within the South Campus would be the same. The Horizon Year (2025) Without Project were then adjusted for Horizon Year (2025) With Project scenario to account for change of land use designations within the parcels. As shown in Table 15, Intersection Analysis for Horizon Year (2025) Conditions, the following study area intersections are anticipated to operate at an unacceptable LOS for Horizon Year (2025) Without Project traffic conditions:

- Barton St. / Van Buren Bl. (#1)
- Barton St. / Street Q (#3)
- Coyote Bush Rd. / Van Buren Bl. (#5)
- Village West Dr. / Van Buren Bl. (#7)

Table 15
Intersection Analysis for Horizon Year (2025) Conditions

#	Intersection	Traffic Control[3]	Intersection Approach Lanes[1]												2025 No Project				2025 With Project			
			Northbound			Southbound			Eastbound			Westbound			Delay[2] (secs.)		Level of Service		Delay[2] (secs.)		Level of Service	
			L	T	R	L	T	R	L	T	R	L	T	R	AM	PM	AM	PM	AM	PM	AM	PM
1	Barton St. / Van Buren Bl.	TS	2	1	1>	1	1	0	1	3	1	2	3	0	**98.3**	**56.3**	**F**	**E**	**98.3**	**56.3**	**F**	**E**
2	Barton St. / Street P	CSS	0	1	0	1	1	0	0	0	0	0	1	0	19.3	19.7	C	D	19.3	19.7	C	C
3	Barton St. / Street Q	CSS	0	1	0	1	1	0	0	0	0	0	1	0	**>100.0**	**>100.0**	**F**	**F**	**>100.0**	**>100.0**	**F**	**F**
4	Barton St. / Krameria Av.	TS	1	2	0	1	2	0	1	1	0	0	1	0	17.7	16.5	B	B	17.7	16.5	B	B
5	Coyote Bush Rd. / Van Buren Bl.	TS	1	1	1	1	1	0	1	3	1	2	3	1	**>100.0**	**97.9**	**F**	**F**	**>100.0**	**97.6**	**F**	**F**
6A	Driveway 1 / Van Buren Bl.	CSS	0	0	1	0	0	0	0	3	1	0	3	0	Future Intersection				0	23.8	C	C
6	Orange Terrace Pkwy. / Van Buren Bl.	TS	2	1	1	2	1	1>	2	3	1	2	3	1	43.3	33.7	D	D	44.8	47.2	D	D
6B	Driveway 2 / Van Buren Bl.	CSS	0	0	1	0	0	0	0	3	1	0	3	0	Future Intersection				18.6	28.7	C	D
7	Village W. Dr. / Van Buren Bl.	TS	2	0	2	0	0	0	0	3	1	2	3	0	**>100.0**	**>100.0**	**F**	**F**	**>100.0**	**>100.0**	**F**	**F**
8	Village W. Dr. / Krameria Av.	TS	1	1	0	0	1	1>	1	1	0	0	0	0	15.0	10.2	B	B	15.0	9.9	B	A

***BOLD** = LOS does not meet the applicable jurisdictional requirements (i.e., unacceptable LOS)*

[1] When a right turn is designated, the lane can either be striped or unstriped. To function as a right turn lane there must be sufficient width for right turning vehicles to travel outside the through lanes.

L = Left; T = Through; R = Right; > = Right-Turn Overlap Phasing; >> = Free Right Turn Lane; d= Defacto Right Turn Lane; I = Improvement

[2] Per the 2010 Highway Capacity Manual, overall average intersection delay and level of service are shown for intersections with a traffic signal or all way stop control. For intersections with cross street stop control, the delay and level of service for the worst individual movement (or movements sharing a single lane) are shown.

[3] TS = Traffic Signal; CSS = Improvement

Source: Meridian South Campus Addendum #3 Focused Traffic Impact Analysis (August 2018, prepared by Urban Crossroads, Inc.; Appendix F)

As shown on Table 15, there are no additional study area intersections that are anticipated to operate at an unacceptable LOS with the addition of Project traffic during one or more peak hours, in addition to those previously identified under Horizon Year (2025) Without Project traffic conditions. The Horizon Year (2025) impacts would occur with or without the Project due to cumulative growth. As discussed previously, the intersections along Van Buren Boulevard would be improved as part of the ongoing Van Buren Boulevard Phase 3 improvements.

The intersection of Barton Road/Street Q would only exist under long-range conditions as the Specific Plan is built out. Installation of a traffic signal would reduce peak hour delay and associated LOS grade at the intersection of Barton Road / Street Q to an acceptable LOS. This location shall be monitored after construction of Street Q and a traffic signal shall be installed at the intersection of Barton and Street Q, when warranted. This is different from the traffic signal location envisioned along Barton Street in the original Specific Plan, which recommended traffic signals at intersection of Barton Street with Krameria Avenue and Lurin Avenue. The Lurin Avenue signal would no longer be needed as it is proposed to be used as emergency access only for the Meridian Parcel Delivery project.

The intersections along Van Buren Boulevard would be improved as part of the ongoing Van Buren Boulevard Phase 3 improvements. As such, traffic impacts discussed in the 2003 EIR and the 2010 Subsequent EIR would be comparable to impacts associated with implementation of the proposed Project. Improvements to the roadway network outlined in these prior environmental documents would be applied to the proposed Project. As discussed in the 2010 Subsequent EIR, even with implementation of the additional mitigation, certain impacts would remain at significant and unavoidable levels. The locations of all Project components were already slated for development under the originally approved South Campus of the March Business Center Specific Plan. As such, no new or different traffic impacts would occur than those previously identified in past environmental documents prepared for the March Business Center Specific Plan and no new mitigation is required.

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?

The proposed Specific Plan Amendment involves the shifting of land uses to better accommodate needed uses in Meridian Park South Campus, such that the total amount of acres designated for Commercial, Industrial, Office, and Business Park remain very similar to what is currently designated, with the exception of approximately two fewer acres of Commercial use and two additional acres of Business Park use. The Project would also include the development of the Industrial, Office, and Commercial land uses on Parcels 4, 72, 73 and 74. The proposed Project would also involve the development of Parcel 75 as a stormwater basin. Land use acreages would be very similar to the originally approved Specific Plan land acreages; therefore, square footages of the proposed buildings would be similar to those of the originally approved Specific Plan. The affected parcels were previously slated for development under the originally approved South Campus of the March Business Center Specific Plan. Further, the proposed Project is anticipated to generate a net total of 3,824 trip-ends per day with 322 AM peak hour trips and 379 PM peak hour trips, which is accounted for within the total evaluated in the March Business Center Specific Plan. No new potential conflicts with an applicable congestion management plan would occur, and no further analysis is required.

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?

The proposed Specific Plan Amendment involves the shifting of land uses to better accommodate needed uses in Meridian Park South Campus, such that the total amount of acres designated for Commercial, Industrial, Office, and Business Park remain very similar to what is currently designated, with the exception of approximately two fewer acres of Commercial use and two additional acres of Business Park use. The Project would also include the development of the Industrial, Office, and Commercial land uses on Parcels 4, 72, 73, 74, and 75. The proposed Project involves the construction of an 8.24-acre stormwater basin on Parcel 75. Large pools of water pose as potential safety hazards to the adjacent airport, as it attracts large quantities of birds which can be a hazard for airplanes. As such, the proposed stormwater basin is required to comply with FAA Advisory Circular 150/5200-33B which requires that all standing water, including stormwater detention basins, shall drain within 48 hours following a storm event (FAA 2007). Through compliance with FAA Advisory Circular 150/5200-33B, potential ponding waters for birds would not be a concern for the nearby March Inland Port Airport.

Land use acreages would be very similar to the originally approved Specific Plan land acreages, with the exception of approximately two fewer acres of Commercial use and two additional acres of Business Park use; therefore, square footages of the proposed buildings would be similar to those of the originally approved Specific Plan. The affected parcels were previously slated for development under the originally approved South Campus of the March Business Center Specific

Plan. As such, through compliance with FAA Advisory Circular 150/5200-33B for the stormwater basin, no new impacts would occur than those previously identified in past environmental documents certified for the March Business Center Specific Plan. No further analysis is required.

d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

Access to the commercial retail (Parcel 72) and office development (Parcel 73 and 74) would be provided by the addition of a fourth leg to the existing Orange Terrace Parkway/Van Buren Boulevard intersection. Access to Building C (Industrial Warehouse) would be provided via two driveways on Coyote Bush Road and one driveway on Krameria Avenue. The Project shall provide traffic signal modification and related project design features such as lane and roadway modifications at the site adjacent intersection of Orange Terrace Parkway and Van Buren Boulevard in compliance with applicable March JPA and County of Riverside standards. The site adjacent roadways of Van Buren Boulevard, Coyote Bush Road and Krameria Avenue are being constructed to their ultimate General Plan designation. Curb-and-gutter and sidewalk improvements should be modified accordingly based on proposed driveway locations. The affected parcels were previously slated for development under the originally approved South Campus of the March Business Center Specific Plan. The Project's additional roadway improvements would be in compliance with applicable March JPA and County of Riverside standards, and thus would not create hazardous design features or incompatible uses 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.

e) Result in inadequate emergency access?

The proposed Project would not result in inadequate emergency access. Access to the proposed commercial and office development (Parcels 72, 73 and 74) would be provided by the addition of a fourth leg to the existing Orange Terrace Parkway / Van Buren Boulevard intersection. Access to Building C (Warehouse) would be provided via two driveways on Coyote Bush Road and one driveway on Krameria Avenue. The Project would also include the development of the Industrial, Office, and Commercial land uses on Parcels 4, 72, 73 and 74. The proposed Project would also include the development of a stormwater basin on Parcel 75. Emergency access to these developments would be provided via the proposed accessed driveways. The affected parcels were previously slated for development under the originally approved South Campus of the March Business Center Specific Plan. The Project development and roadway improvements would maintain adequate emergency access roads to and from the Project Site. As such, no new impacts resulting in inadequate emergency access would occur than those previously identified in past environmental documents certified for the March Business Center Specific Plan. No further analysis is required.

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?

The proposed Project involves the shifting of land uses to better accommodate needed uses in Meridian Park South Campus, such that the total amount of acres designated for Commercial, Industrial, and Business Park remain very similar to what is currently designated, with the exception of approximately two fewer acres of Commercial use and two additional acres of Business Park use. The Project would also include the development of the Industrial, Office, and Commercial land uses on Parcels 4, 72, 73 and 74. The proposed Project would also involve the development of Parcel 75 as a stormwater basin. Land use acreages would be very similar to the originally approved Specific Plan land acreages (with the exception of approximately two fewer acres of Commercial use and two additional acres of Business Park use); therefore, square footages of the proposed buildings would be similar to those of the originally approved Specific Plan. The affected parcels were previously slated for development under the originally approved South Campus of the March Business Center Specific Plan. 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.

Mitigation Measures

With implementation of the above mitigation measures stated in previously identified in past environmental documents certified for the March Business Center Specific Plan, and the completed improvements to traffic and transportation would remain less than significant. The proposed Project would not result in new or more significant impacts required new or modification of mitigation measures.

Issues:	New Potentially Significant Impact	New Mitigation is Required	No New Impact/No Impact	Reduced Impact
g) **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	☐	☐	☒	☐
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.

Proposed Project 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). The Project would shift land uses to better accommodate needed uses in Meridian Park South Campus, such that the total amount of acres designated for Commercial, Industrial, Office, and Business Park remain very similar to what is currently designated, with the exception of approximately two fewer acres of Commercial use and two additional acres of Business Park use. The Project would also include the development of the Commercial,

Office, and Industrial land uses on Parcels 4, 72, 73 and 74. Land use acreages would be very similar to the originally approved Specific Plan land acreages (with the exception of approximately two fewer acres of Commercial use and two additional acres of Business Park use); therefore, square footages of the proposed buildings would be similar to those of the originally approved Specific Plan. As displayed in Table 5, South Campus Build-Out Status, the proposed development makes up only a small percentage of the land use square footages originally approved in the March Business Center Specific Plan and was therefore evaluated within the 2003 EIR.

As described in Section V, Cultural Resources, development within the Specific Plan area has the potential to affect existing historic, archaeological, traditional, and paleontological resources as development typically involves on-site excavation and grading. However, impacts to cultural resources resulting from the development of the March Business Center are not likely to be significant. 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. Following the NAHC's recommendations and previously established consultation protocol, on May 22 2018, March JPA contacted a total of 26 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. Tribal consultations are ongoing.

As such, with proper notification and coordination with California Native American tribes, compliance with Senate Bill 18, Assembly Bill 52, 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

2003 March Business Center EIR

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
h) **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 Phase 1 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). As discussed in the 2003 EIR, 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 1999 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 1999 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 1999 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.

Proposed Project Analysis

a) 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 Project would shift land uses to better accommodate needed uses in Meridian Park South Campus, such that the

total amount of acres designated for Commercial, Industrial, Office, and Business Park remain very similar to what is currently designated, with the exception of approximately two fewer acres of Commercial use and two additional acres of Business Park use. The Project would also include the development of the Commercial, Office, and Industrial land uses on Parcels 4, 72, 73 and 74. Land use acreages would be very similar to the originally approved Specific Plan land acreages; therefore, square footages of the proposed buildings would be similar to those of the originally approved Specific Plan. As shown in Table 5, South Campus Build-Out Status, the proposed development makes up only a small percentage of the land use square footages originally approved in the March Business Center Specific Plan and was therefore evaluated within the 2003 EIR. The proposed Industrial, Office and Commercial uses on Parcels 4, 72, 73, 74, and 75 would generate a demand for wastewater treatment facilities, however since the land use acreages would be similar to those of the 2003 EIR (with the exception of approximately two fewer acres of Commercial use and two additional acres of Business Park use), the demand generated by the proposed development would not significantly increase the demand analyzed in the 2003 EIR. 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 proposed Industrial, Office, and Commercial uses on Parcels 4, 72, 73 and 74 would generate a demand for wastewater treatment facilities, however since the land use acreages would be very similar to those of the 2003 EIR, with the exception of approximately two fewer acres of Commercial use and two additional acres of Business Park use, the demand generated by the proposed development would not significantly increase the demand analyzed in the 2003 EIR. Additionally, the proposed Project includes the development of an 8.24-acre stormwater basin on Parcel 75, which would allow groundwater recharge within the Specific Plan area. The proposed Project is within an area that was previously slated for Business Park, Commercial, Industrial, and Office uses. No new or expanded water or wastewater conveyance treatment facilities would be required for this proposed Project. 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, the proposed Project, including the proposed Commercial, Office, and Industrial development on Parcels 4, 72, 73 and 74 would require an NPDES permit and would be constructed and operated in compliance with CWA Section 402, and the NPDES – New Development & Redevelopment Guidelines for Projects under the March JPA and the Riverside County Municipal Separate Storm Sewer System (MS4). The Project would be designed and constructed in a manner to capture and treat runoff within the overall drainage master plan. The proposed Project includes the development of a stormwater basin on Parcel 75, which would allow groundwater recharge within the Specific Plan area. Parcels within the Specific Plan area would be graded to drain toward the stormwater basin. Therefore, the proposed Project would maintain the existing drainage patterns of the area. Further, the development features including bioswales 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).*

Sufficient water supplies are available from Western Municipal Water District (WMWD) to serve the Project. The Project would shift land uses to better accommodate needed uses in Meridian Park South Campus, such that the total amount of acres designated for Commercial, Industrial, and Business Park remain very similar to what is currently designated, with the exception of approximately two fewer acres of Commercial use and two additional acres of Business Park use. The Project would also include the development of the Commercial, Office, and Industrial land uses

on Parcels 4, 72, 73 and 74. The proposed Project includes the development of a stormwater basin on Parcel 75, which would allow groundwater recharge within the Specific Plan area. The proposed Industrial, Office, and Commercial uses would generate a demand for water supplies. However, as displayed in Table 5, South Campus Build-Out Status, the proposed development makes up only a small percentage of the land use square footages originally approved in the March Business Center Specific Plan and was therefore evaluated within the 2003 EIR. 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. 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 the certified 2003 EIR, WMWD confirmed that future expansion to the wastewater treatment plant will increase capacity to 2.0 mgd which is more than an adequate amount to serve the development planned within March Business Center. The Project would shift land uses such that the total amount of acres designated for Commercial, Office, Industrial, and Business Park remain very similar to what is currently designated, with the exception of approximately two fewer acres of Commercial use and two additional acres of Business Park use. The proposed Industrial, Office, and Commercial uses on Parcels 4, 72, 73 and 74 would generate wastewater. However, the proposed Project is within an area that was previously slated for Business Park, Commercial, Industrial, and Office uses, and as displayed in Table 5, South Campus Build-Out Status, the proposed development makes up only a small percentage of the land use square footages originally approved in the March Business Center Specific Plan. Therefore, the proposed Project would generate a comparable amount of wastewater as the amount anticipated for those previously identified in past environmental documents prepared for the March Business Center Specific Plan. As such, no new or different wastewater impacts would occur. 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 El Sobrante landfill with sufficient permitted capacity to accommodate the Project's solid waste disposal needs (2003 EIR). 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. The Project would shift land uses such that the total amount of acres designated for Commercial, Industrial, Office, and Business Park remain very similar to what is currently designated, with the exception of approximately two fewer acres of Commercial use and two additional acres of Business Park use. The proposed Industrial, Office, and Commercial uses on Parcels 4 72, 73 and 74 would generate solid waste. However, the proposed Project is within an area that was previously slated for Business Park, Commercial, Industrial, and Office uses, and as displayed in Table 5, South Campus Build-Out Status, the proposed development makes up only a small percentage of the land use square footages originally approved in the March Business Center Specific Plan. 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 Project would shift land uses to better accommodate the needed uses in the Meridian Park South Campus. However, the proposed Project is within an area that was previously slated for Business Park, Commercial, Industrial, and Office uses. Additionally, as displayed in Table 5, South Campus Build-Out Status, the proposed development makes up only a small percentage of the land use square footages originally approved in the March Business Center Specific Plan and was therefore evaluated within the 2003 EIR. 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

2003 March Business Center EIR

The 2003 EIR incorporated mitigation measures H-1 through H-8 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 drain 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 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
i) 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?	☐	☐	☒	☐

2003 EIR General Discussion

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

Proposed Project Analysis

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?

As described in the 1999 MEIR, new development built under the General Plan would represent a continued long-term commitment to urbanization and population support systems. Therefore, policies and programs in the March JPA General Plan were designed to limit disruption of the natural environment and minimize the adverse effects of urban development. The proposed Project would be consistent with the General Plan's policies regarding disruption of the natural environment and minimizing adverse effects of urban development.

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 discussed in Section IV Biological Resources, mitigation from previously certified environmental documents is provided for potential impacts to burrowing owls and least bell's vireo, which requires a field review for occupancy of least bell's vireo during the nesting/breeding season, as well as burrowing owl surveys thirty days prior to the onset of construction activities and construction restrictions if burrowing owls are found at the site. Build-out of the Project would not result in new or more severe biological impacts than those previously evaluated and disclosed. As described within this Environmental Checklist, the Project would occupy areas within South Campus that were previously entitled for a mix of Business

Park, Commercial, Industrial, Office and uses. The footprint of the proposed use would not exceed those of the areas planned for development. 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 would not have environmental effects which would 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.

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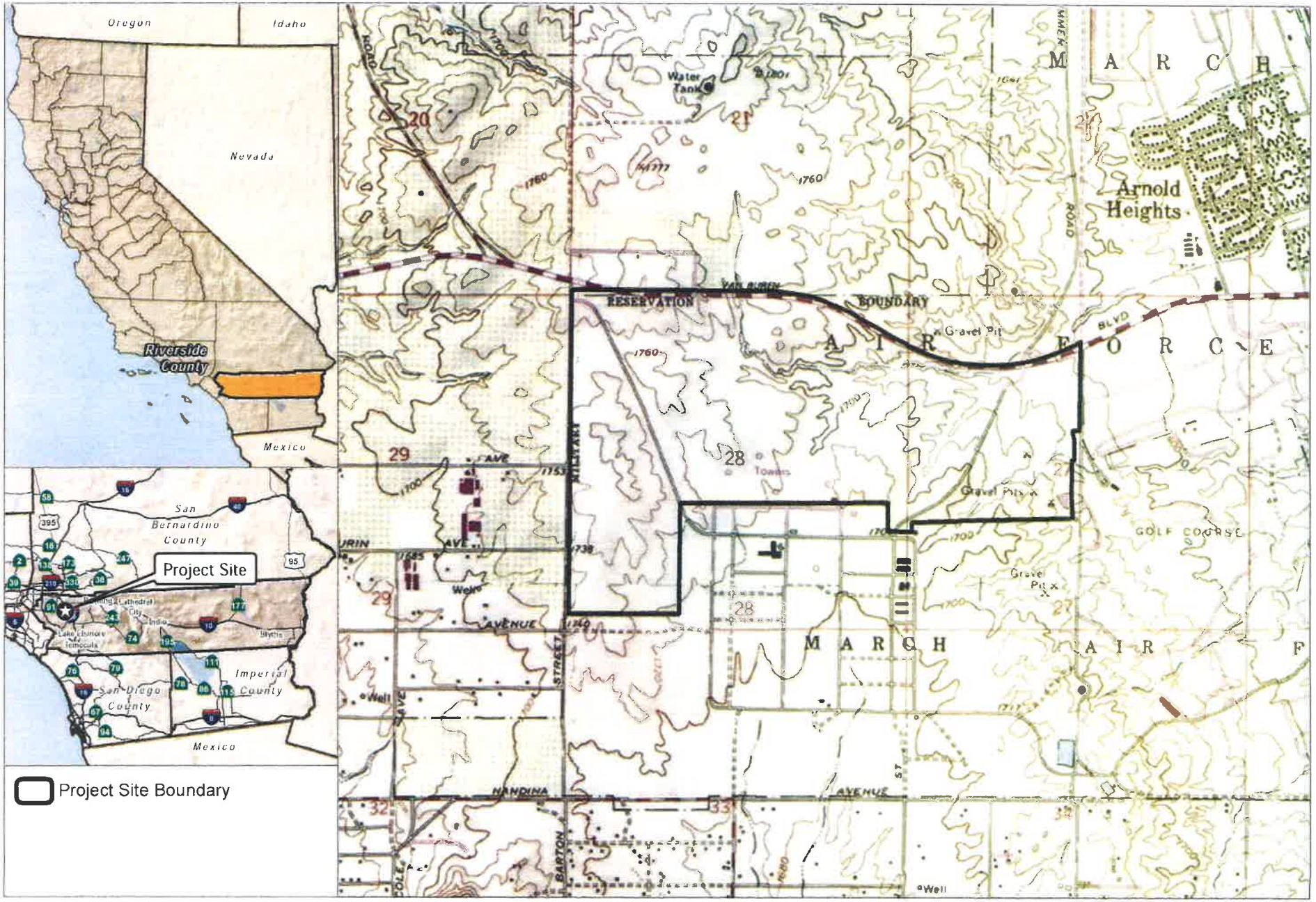


SOURCE: USGS 7.5-Minute Series Riverside East & Steele Peak Quadrangles

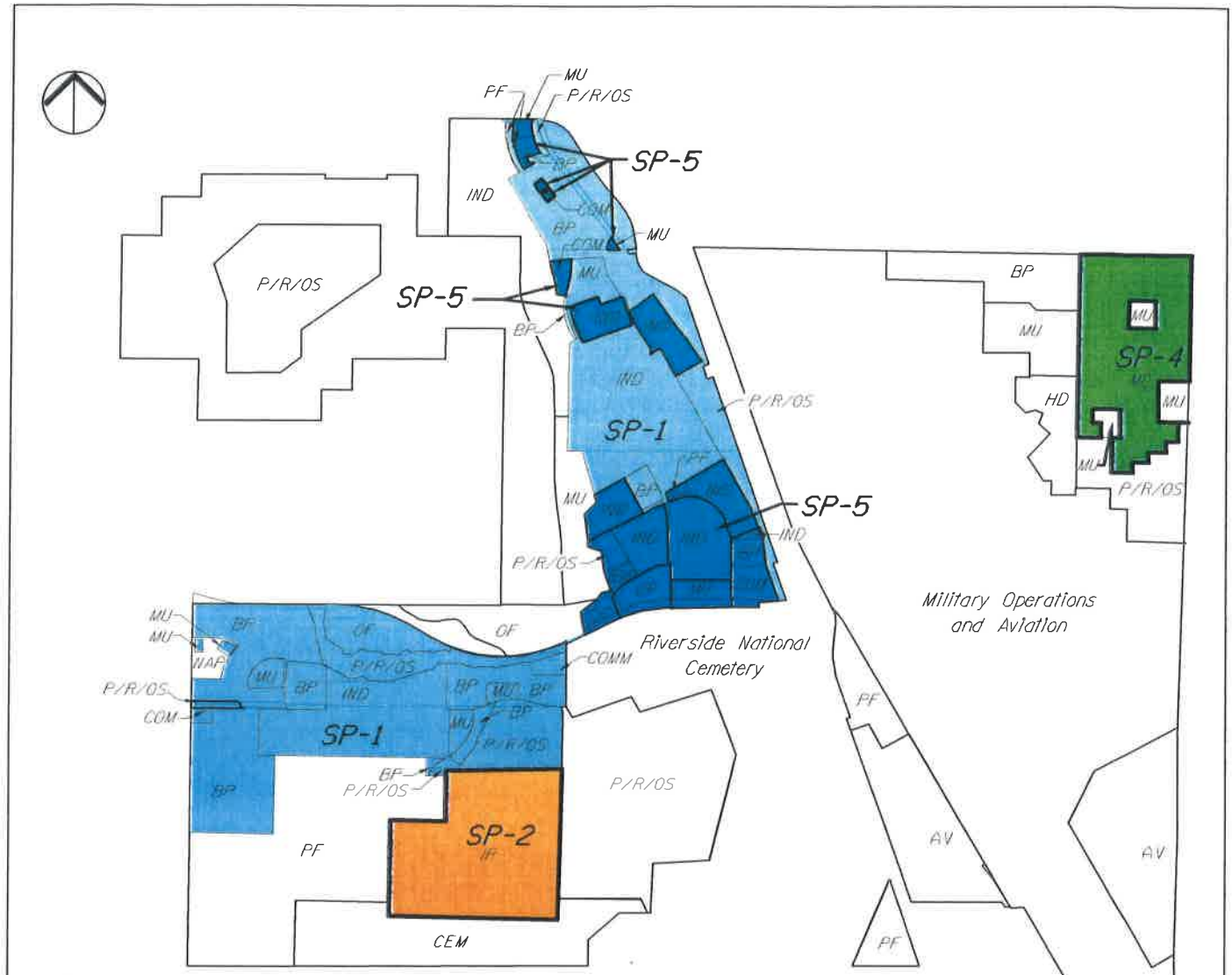
DUDEK

0 1,000 2,000 Feet

FIGURE 1

Project Location

Meridian South Campus Land Swap



SOURCE: RGA

FIGURE 2

Existing Land Uses

Meridian South Campus Land Swap

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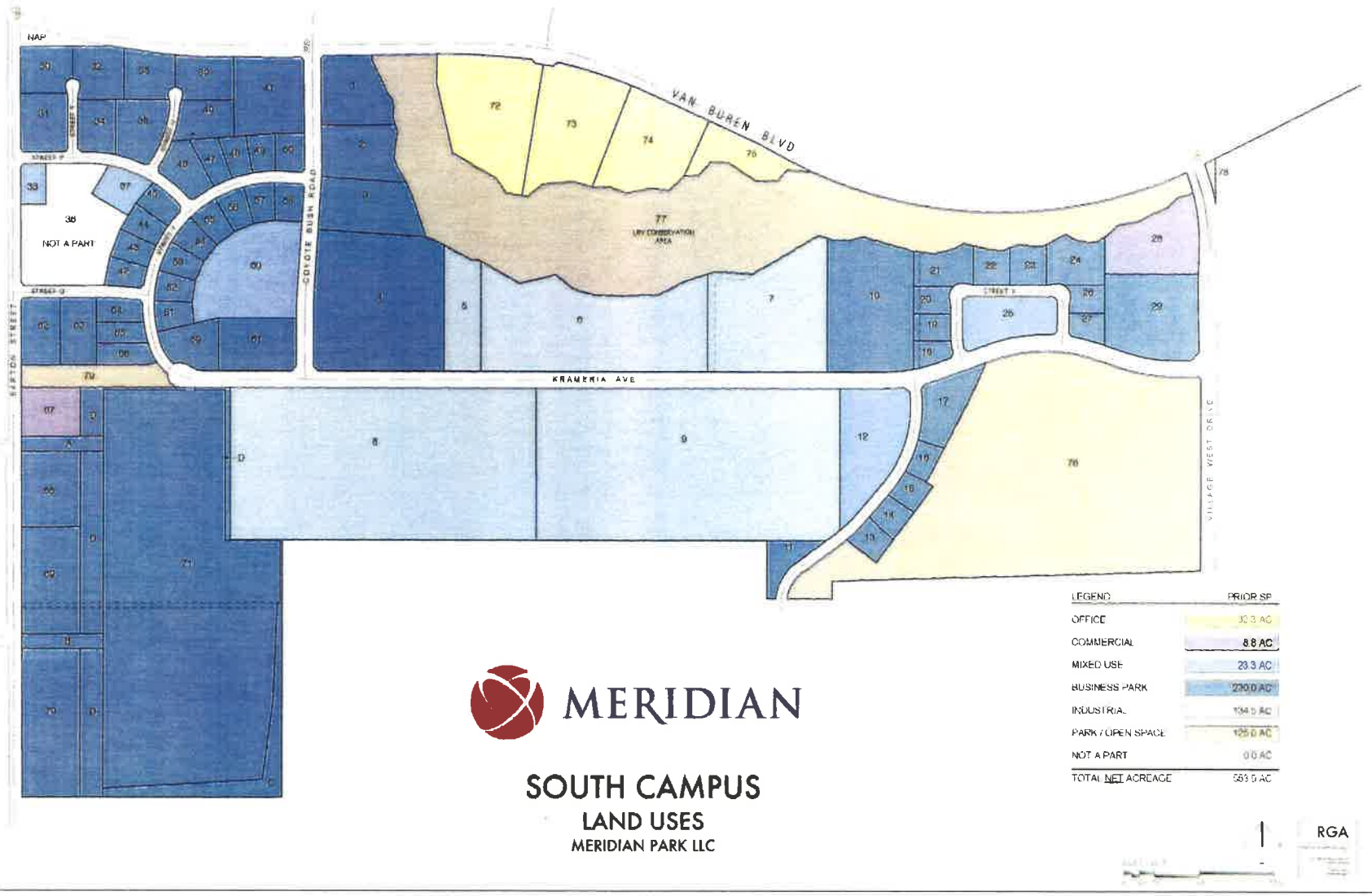

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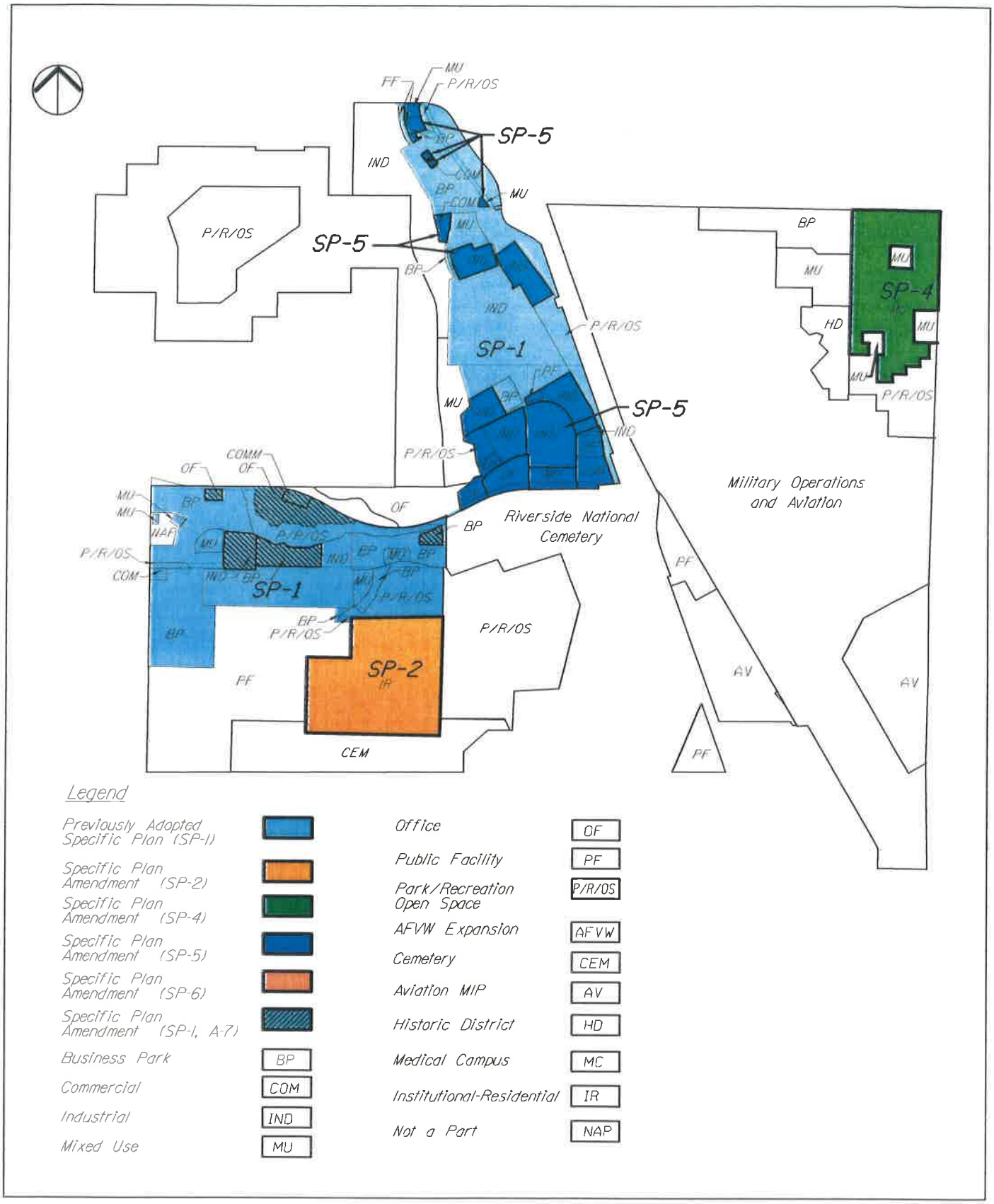
FIGURE 3

Existing Approved South Campus Parcel Map

Meridian South Campus Land Swap



SOURCE RGA

FIGURE 4

Proposed Land Uses

Meridian South Campus Land Swap

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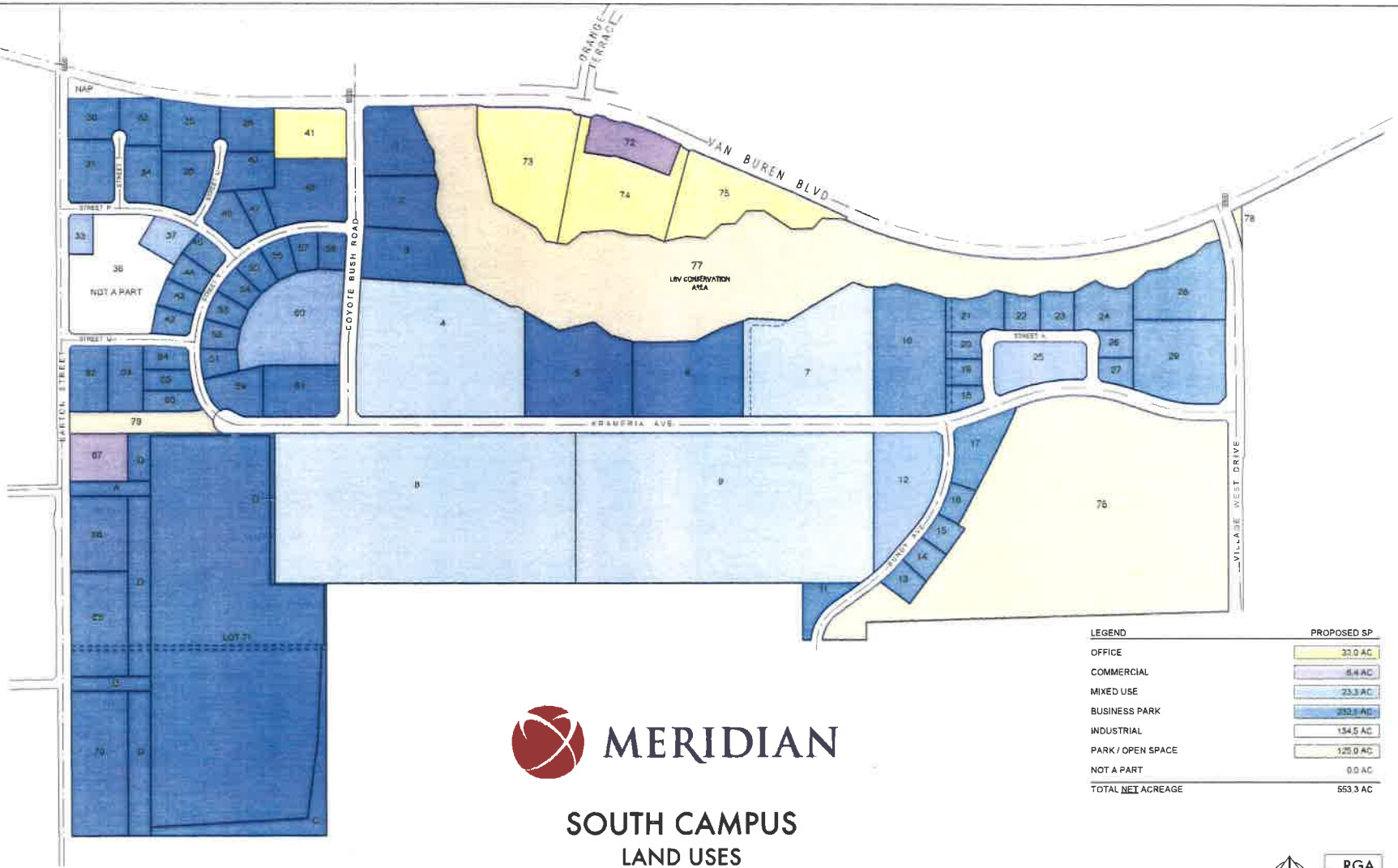
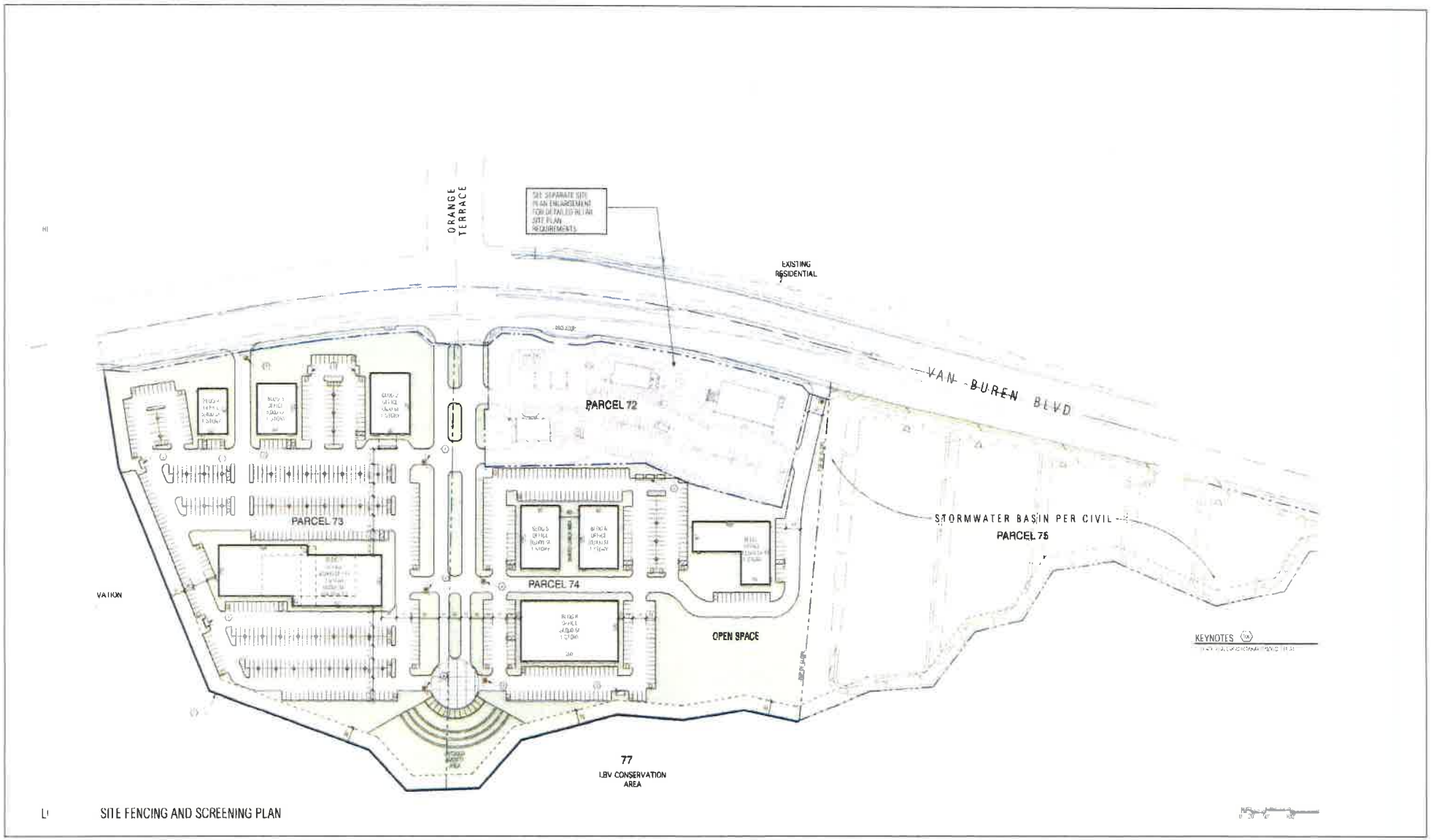


FIGURE 5

South Campus Proposed Land Uses Parcel Map

Meridian South Campus Land Swap

DUDEK



SITE FENCING AND SCREENING PLAN

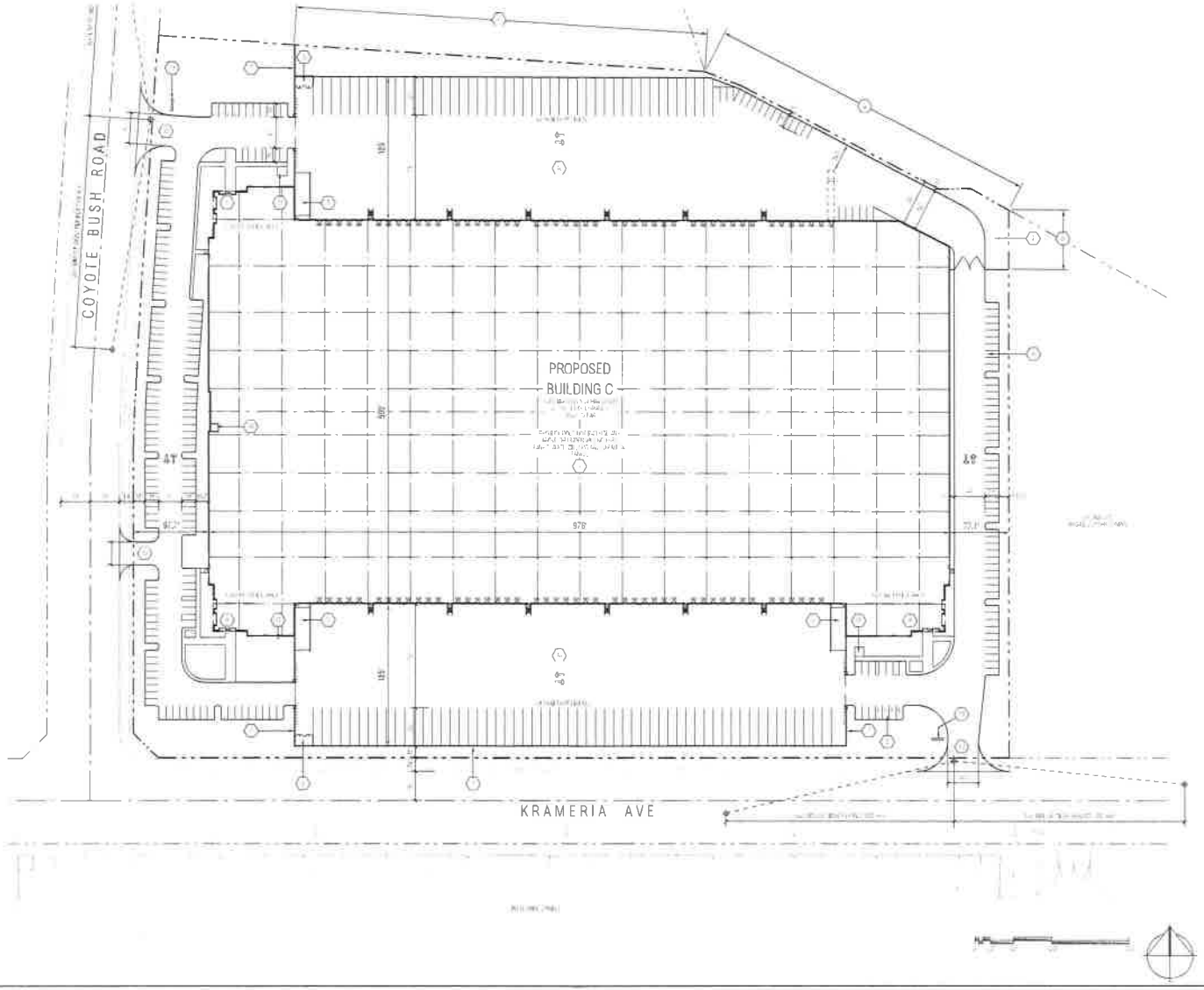
SOURCE: KDA

FIGURE 6

Proposed South Campus Development

Meridian South Campus Land Swap

DUDEK



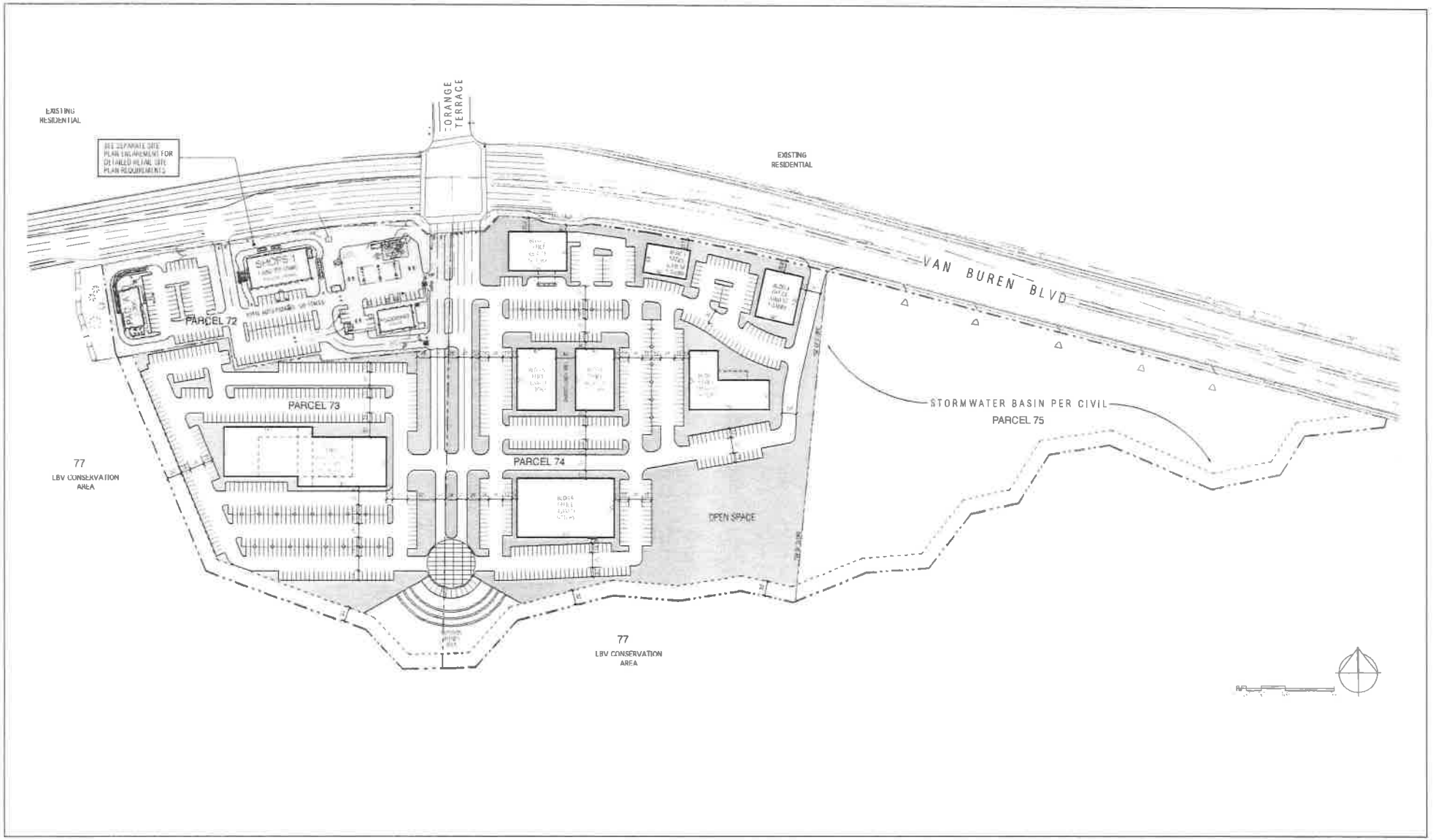
SOURCE: RGA

FIGURE 7

Building C Plot Plan

Meridian South Campus Land Swap

DUDEK



SOURCE: KSA

FIGURE 8

Commercial and Office Plot Plan

Menifee South Campus Land Swap

DUDEK

EXHIBIT "C"

Initial Study Technical Studies available at the office of March JPA (available in separate electronic copy)

ATTACHMENT 2

Resolution #JPA 18-24

EXHIBIT "A"

Project Entitlements

EXHIBIT A1

Existing General Plan Land Use Map

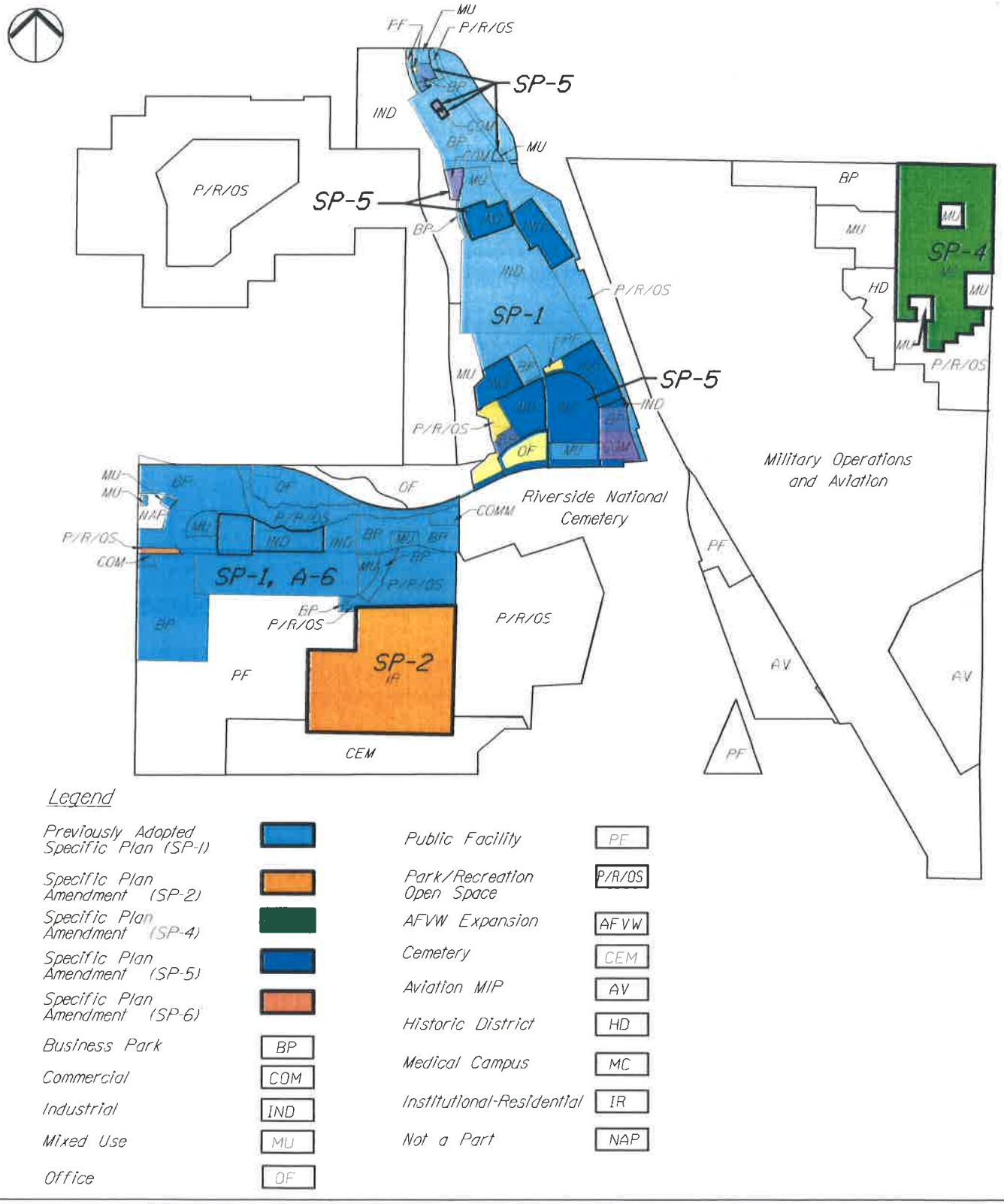


FIGURE II-3

EXISTING GENERAL PLAN LAND USES

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EXHIBIT A2

Proposed General Plan Land Use Map

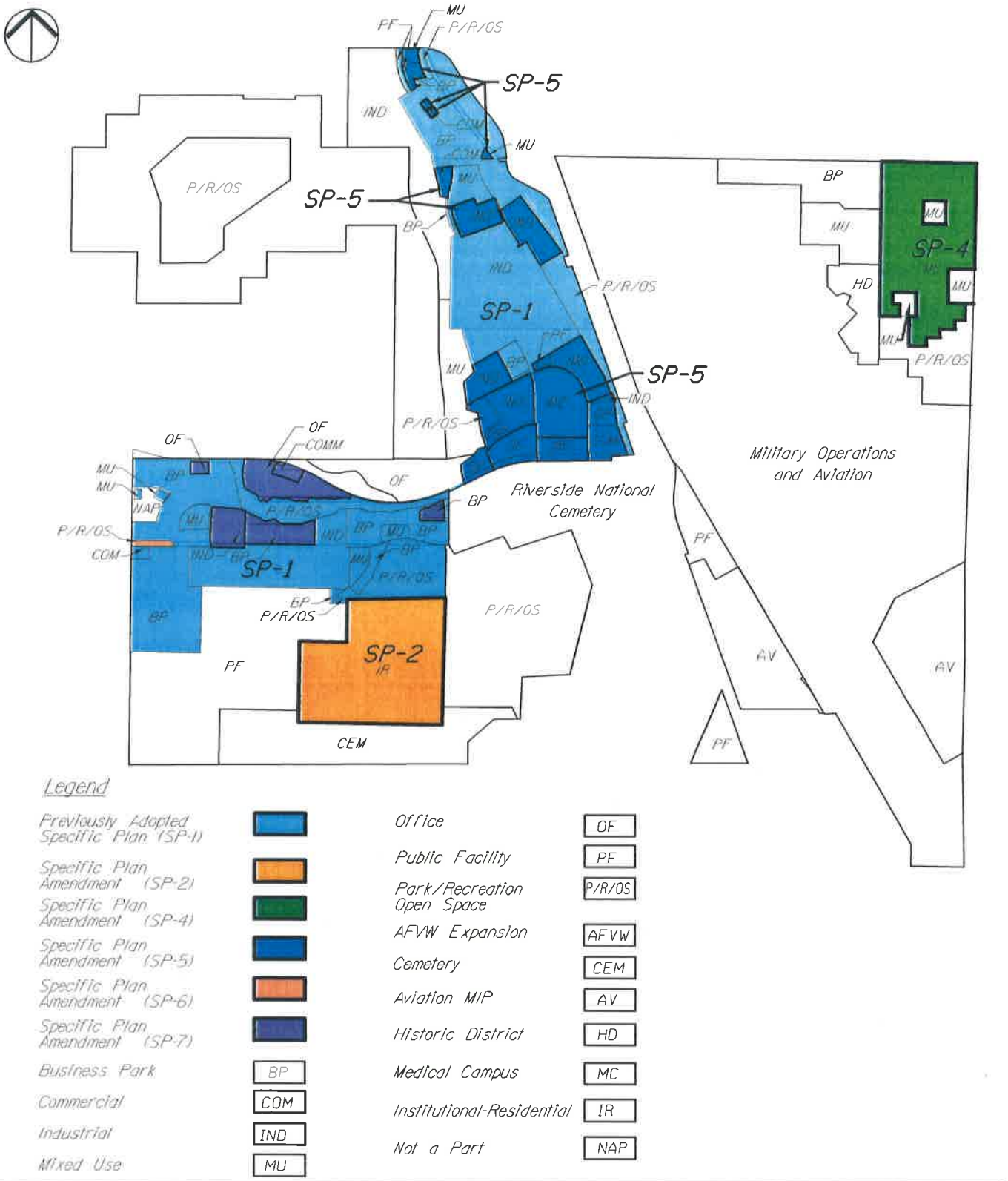

FIGURE II-4

PROPOSED GENERAL PLAN LAND USES

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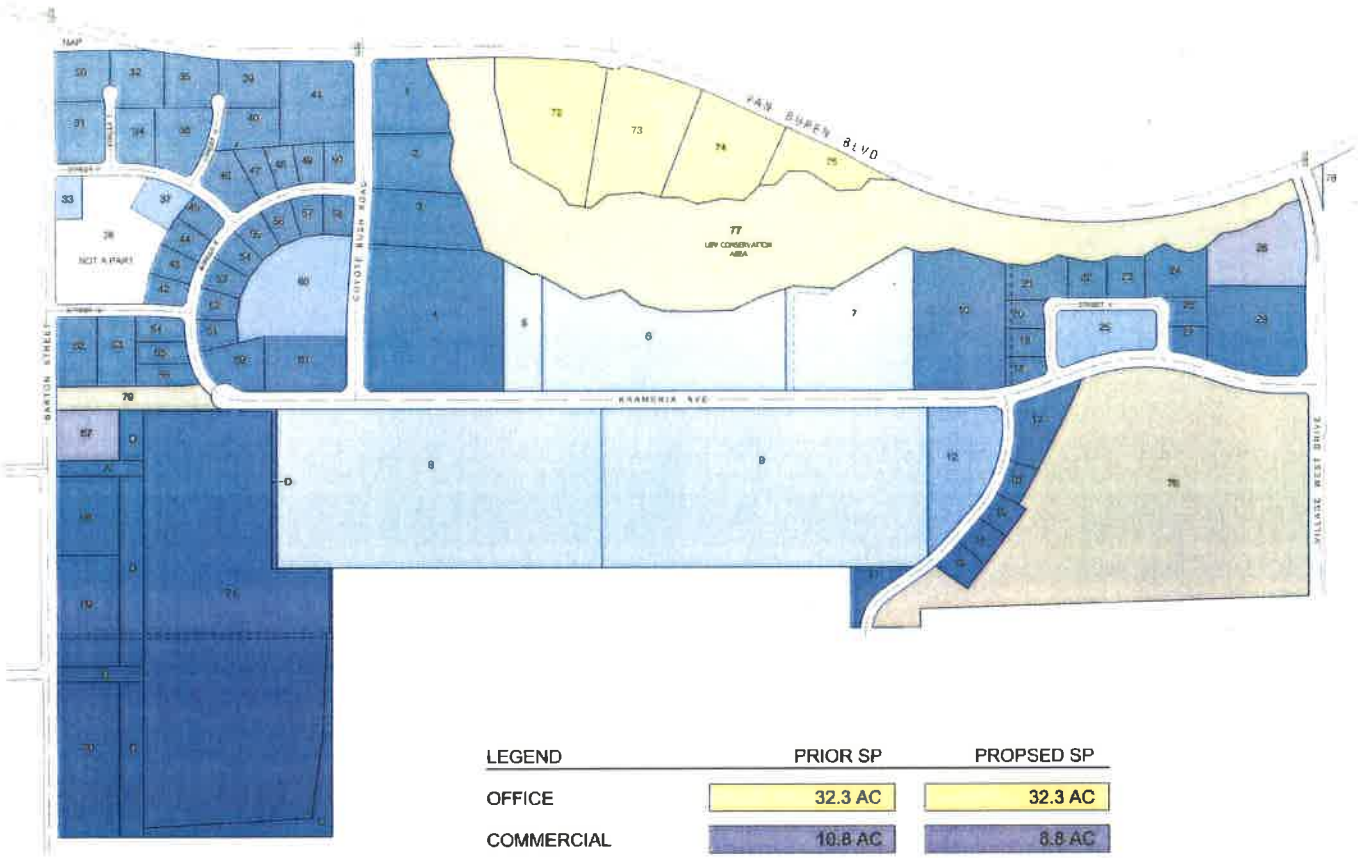
EXHIBIT A3

Existing South Campus (SP-1) Zoning Map



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	210.9 AC	250.0 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-5B

EXISTING ZONING MAP FOR SOUTH CAMPUS

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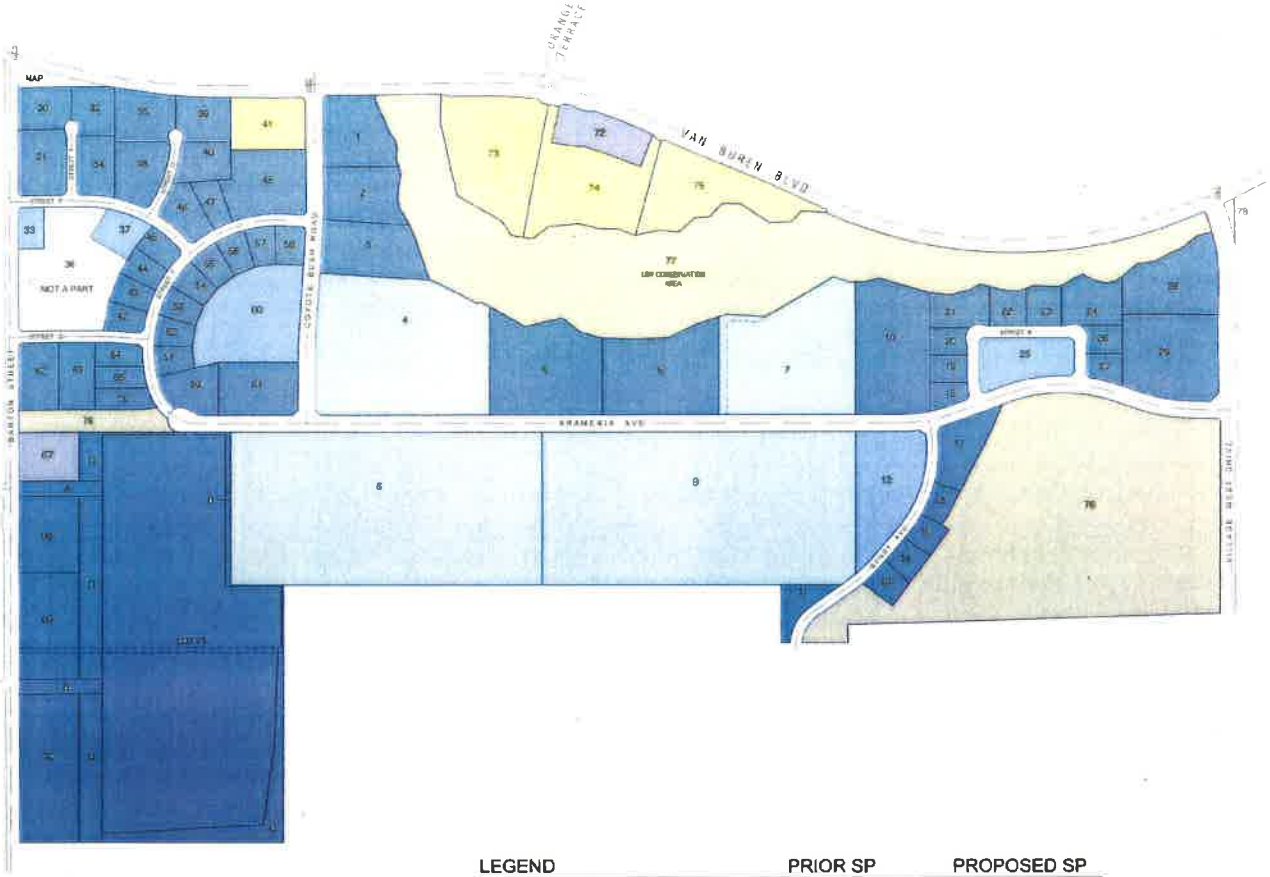
EXHIBIT A4

Proposed South Campus (SP-1) Zoning Map



LEGEND	PRIOR SP	PROPOSED SP
OFFICE	32.3 AC	32.0 AC
COMMERCIAL	8.8 AC	8.4 AC
MIXED USE	23.3 AC	23.3 AC
BUSINESS PARK	250.0 AC	232.1 AC
INDUSTRIAL	134.5 AC	134.5 AC
PARK / OPEN SPACE	125.0 AC	125.0 AC
NOT A PART	0.0 AC	0.0 AC
TOTAL NET ACREAGE	553.9 AC	553.3 AC

FIGURE II-5C

PROPOSED ZONING MAP FOR SOUTH CAMPUS

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EXHIBIT A5

Applicant's Project Narrative

Meridian South Campus Land Swap Project Description

The following proposals, hereinafter collectively referred to as "Project", include a General Plan Amendment, Specific Plan Amendment, Master Plot Plan and a Tentative Tract Map Amendment/lot line adjustments that would shift land uses in to more efficiently accommodate needed uses in the Meridian Park South Campus. As shown in Figure 1, Project Location, the proposed Project is located in Riverside County, southeast of the City of Riverside, east of the unincorporated Woodcrest area, and west of Riverside National Cemetery and Interstate Highway 215.

The proposed land use shifts would be followed by the construction of an industrial building (Building C) at the northeast corner of Coyote Bush Road and Krameria Avenue (Parcel 4), and a commercial and office development at the intersection of Orange Terrace Parkway and Van Buren Boulevard (Parcels 72, 73, 74 and 75). Figure 2, Existing Land Uses, show the currently approved land uses for the entire March Business Plan area. Figure 3, Existing Approved South Campus Parcel Map, shows the currently approved parcel configuration for the South Campus.

Figure 4, Proposed Land Uses, shows the proposed land use designations for the entire March Business Plan area. Figure 5, South Campus Proposed Land Uses Parcel Map, shows the proposed parcel configuration for the South Campus. Figure 6, Proposed South Campus Development, shows the South Campus layout under the proposed Project, including the proposed Industrial and Commercial development on Parcels 4, 72, 73, 74 and 75. The project also includes changing the land use designations on Parcels 5, 6, and 28.

General Plan Amendment

The following are proposed changes to the General Plan Land Use Map such that the total amount of acres designated for commercial and office remain relatively similar to what is currently designated (all acreages in gross acres).

- Change 6.57 gross acres (5.84 net acres due to roadway dedications) of land in Parcel 28 designated as Commercial, located just southwest of the corner of Van Buren Boulevard and Village West Drive, to Business Park.

- Change 3.7 gross acres (3.49 net acres due to roadway dedications) of land in the northern portion of Parcel 74, located just southeast of the intersection of Orange Terrace Parkway and Van Buren Boulevard, from Office to Commercial (leaving a remaining 9.42 gross acres designated as Office).

- Change approximately 25.77 gross acres of land at the northeast corner of Krameria and Coyote Bush (Parcels 4/5) from Business Park to Industrial, while changing the approximate 21.78 gross acres located further to the east (Parcels 5/6) from Industrial to Business Park.

- Change the current land use designation from Business Park to Office on approximately 4.11 gross acres (3.65 net acres due to roadway dedications) on Parcel 41 at the southwest corner of Coyote Bush and Van Buren Boulevard.

Specific Plan Amendment

The following Specific Plan changes would result in a revised March Business Center Specific Plan (SP-1, Amendment #7) through modification of the land use designation and zoning of several areas and will specifically modify Figure II-1B, Figure II-3, Figure II-4, Figure II-5B, and Figure III-1 of the March Business Center Specific Plan (SP-1). (Note that acreages are shown in net square footages below.)

- Change 5.84 acres of from Commercial to Business Park located just slightly southwest of the corner of Van Buren Boulevard and Village West Drive on Parcel 28.

- Change 3.7 acres (3.49 net acres) of Parcel 74 from Office to Commercial, located just southeast of the intersection of Orange Terrace Parkway and Van Buren Boulevard (leaving a remaining 5.72 acres designated as Office).

- Change 10.77 acres of Business Park to Office, at the southwest corner of Van Buren and Coyote Bush Road on Parcel 73.

- Change 22.93 acres of land at the northeast corner of Krameria and Coyote Bush (Parcels 4/5) from Business Park to Industrial, while changing the approximate 19.84 acres located further to the east (Parcels 5/6) from Industrial to Business Park.

Under the proposed Project, the totals would be 134.5 acres of Industrial, 6.4 acres of Commercial, 32.0 of Office, and 232.1 acres of Business Park.

Tentative Tract Map Amendment 30857, Amendment #5 and Lot Merger

The following minor lot changes are necessary to accommodate the proposed land use changes (note that acreages are shown in net square footages):

- Consolidate the existing 4.42-acre Parcel 5 into Parcel 4 through a lot merger, for a combined acreage of 22.93 acres, all having the land use designation of Industrial. (Note that differences are slight because streets, pads and landscaped areas have been constructed so measurements are slightly different along Parcel edges and therefore we will process a tentative parcel map to clean up the acreages consistent with this project description.)

- Through lot line adjustments, create a new Parcel 5 (10.33 acres) in the western portion of Parcel 6 (9.51 acres), and change the existing Industrial designation for the revised Parcel 5 and all of Parcel 6, to a designation of Business Park. (Note that differences are slight because streets, pads and landscaped areas have been constructed so measurements are slightly different along Parcel edges and therefore we will process a tentative parcel map to clean up the acreages consistent with this project description.)

- Through lot line adjustments, modify Parcel 7 from 13.8 acres to 15.6 acres.

- Reduce Parcel 41 to 3.65 acres.

- Consolidate the southern portion of Parcel 41 as well as all of Parcels 49 and 50 to become a revised Parcel 48 with a total acreage of 5.03 acres.

- Reduce Parcel 72 to 3.7 acres with a net acreage of 3.49 per the tentative map which excludes the dedication of roadway

- Increase Parcel 73 to 10.77 acres.

- Increase Parcel 74 to 9.42 acres.

- Increase Parcel 75 to 8.24 acres with a net acreage 8.01 acres per the tentative map which excludes the dedication of roadway.

Table 1, Land Use Designations summarizes the changes in land use designations and acreages to the affected parcels.

Table 1
Land Use Designations

Parcel Number	Existing Land Use Designation	Existing Land Use Acreage[1]	Proposed Land Use Designation	Proposed Land Use Acreage	Change in Acreage
4	Business Park	18.1	Industrial	22.9	+ 4.8
5	Industrial	4.4	Business Park	10.3	+ 5.9
6	Industrial	20.3	Business Park	9.5	- 10.8
7	Industrial	13.8	Industrial	15.6	+1.5
10	Business Park	11.5	Business Park	9.7	-1.8
28	Commercial	5.8	Business Park	5.8	0

41	Business Park	5.6	Office	3.7	- 1.9
48	Business Park	1.0	Business Park	5.0	+4.0
49	Business Park	1.0	Business Park	0	-1.0
50	Business Park	1.1	Business Park	0	-1.1
72	Office	11.2	Commercial	3.5	- 7.7
73	Office	9.7	Office	10.8	+ 1.1
74	Office	7.9	Office	9.4	+ 1.5
75	Office	3.4	Office	8.2	+ 4.8

[1] *Acreages have been rounded to the nearest tenth.*

As shown in Table 2, Land Use Acreage Summary, below, with implementation of the proposed Project, Business Park use would increase by 2.0 acres, Commercial use would decrease by 2.3 acres, Industrial use would remain the same, and Office use would decrease by 0.1 acres. According to the Institute of Transportation Engineers (ITE), Trip Generation Manual, Tenth Edition (2017), a Commercial Shopping Center (Land Use Code 820) generates on average a total of 37.75 trips per 1,000 square feet of development while a Business Park (Land Use Code 770) generates on average a total of 12.44 trips per 1,000 square feet of development, which is approximately one-third fewer vehicle trips per 1,000 square feet of development. During the AM peak period, a Commercial Shopping Center generates approximately 0.94 trips per 1,000 square feet of development while a Business Park generates approximately 0.40 trips per 1,000 square feet of development, which is less than half the number of vehicle trips. Similarly, during the PM peak period, a Commercial Shopping Center generates approximately 3.81 trips per 1,000 square feet of development while a Business Park generates approximately 0.42 trips per 1,000 square feet of development, which is less than one-eighth the number of vehicle trips. With the overall reduction in vehicle trips associated with a Business Park use when compared to Commercial Use the resulting impacts to air quality, greenhouse gas emissions, and operational roadway noise would all be reduced when compared to what was evaluated in the 2003 EIR. Discussions for each specific environmental issue area where this acreage change would have the potential to result in new or different impacts is discussed in the following Supplemental Environmental Checklist.

Table 2
Land Use Acreage Summary

Land Use	Original Acreage	Proposed Acreage	Acreage Change
Business Park	38.3	40.3	2.0
Commercial	5.8	3.5	-2.3
Industrial	38.5	38.5	0.0
Office	32.2	32.1	-0.1

Master Plot Plan Application

Upon approval of the General Plan Amendment and Specific Plan Amendment, a Master Plot Plan Application would be submitted to allow the construction of a new 500,000-square foot Industrial building and a commercial and office development. The plot plan for the proposed Industrial building is shown in Figure 7, Building C Plot Plan. The proposed commercial and office development is shown in Figure 8, Commercial and Office Plot Plan. The following are included within the Master Plot Plan Application:

- 500,000 square foot Industrial building on the 22.93-acre Parcel 4 (Building C)
- 14,267 gross square feet of the following Commercial uses on the 3.7-acre Parcel 72:
  - 3,300 square feet of fast-food convenience restaurant with a drive through facility on Pad A site;
  - 7,560 square feet (7,905 gross square feet) of shops and approximately
  - Gas station with 12 vehicle fueling positions, and a 3,062 square foot convenience market
  - 150 parking spaces provided

- Development of 140,570 square feet of Office uses and 1,015 parking stalls on 20.19 acres comprised of Parcel 73 and Parcel 74.

- Development of an 8.24-acre stormwater basin on a Parcel 75.

Conditional Use Permit

A Conditional Use Permit would be required for the Gas Station and Beer and Wine Convenience use included as part of the proposed Project.

The 2003 EIR evaluated a mix of land uses within the South Campus, which was considered to be Phase 3 of the March Business Center project implementation. Table 3 below identifies each of the proposed development areas (transit area zone or TAZ), the proposed land use, and the assumed square footages.

Table 3
South Campus Build-Out Assumptions

TAZ	Use	Square Footage
5A	Industrial Park	294,870
5B	Research & Development	84,620
5B	Industrial Park	87,870
5C	Research & Development	195,150
5C	Industrial Park	52,280
5D	Research & Development	152,460
5D	Industrial Park	121,160
5E	Industrial Park	105,270
5E	Shopping Center	54,450
5E	Warehousing	97,570
5F	Research & Development	161,300
5F	Large Industrial Park	524,460
5F	Research & Development	240,430
5G	Warehousing	398,040
5G	Manufacturing	215,620
5H	Industrial Park	228,700
5H	Warehousing	618,830
5H	Research & Development	76,230
5H	Large Industrial Park	438,430
6	Office	140,570
6	Research & Development	421,700
7A	Warehousing	157,010
7A	Large Industrial Park	999,270
7A	Large Industrial Park	1,306,800
7A	Research & Development	164,500
7A	Industrial Park	39,200
7B	Industrial Park	205,260
7B	Park	TBD
7C	Research & Development	39,210
7C	Industrial Park	149,660
7C	Warehousing	107,790
7D	Shopping Center	54,450
7D	Research & Development	152,460

***Source**: Table B-1, Land Use Inventory and Traffic Generation, Entire Project, Appendix B to the Traffic Circulation and Phasing Study (2002)*

Based on the information in Table 3 above, Table 4 presents square footages of each respective land use category evaluated in the Traffic Circulation and Phasing Study, and thus in the 2003 EIR for the South Campus.

Table 4
Summary of Build-Out Assumptions by Land Use

Land Use Category	Development Square Footage
Industrial Park	1,284,270 SF
Research & Development (R&D)	1,688,060 SF
Shopping Center	108,900 SF
Warehousing	1,379,240 SF
Large Industrial Park	3,268,960 SF
Manufacturing	215,620 SF
Office	140,570 SF
Park	TBD

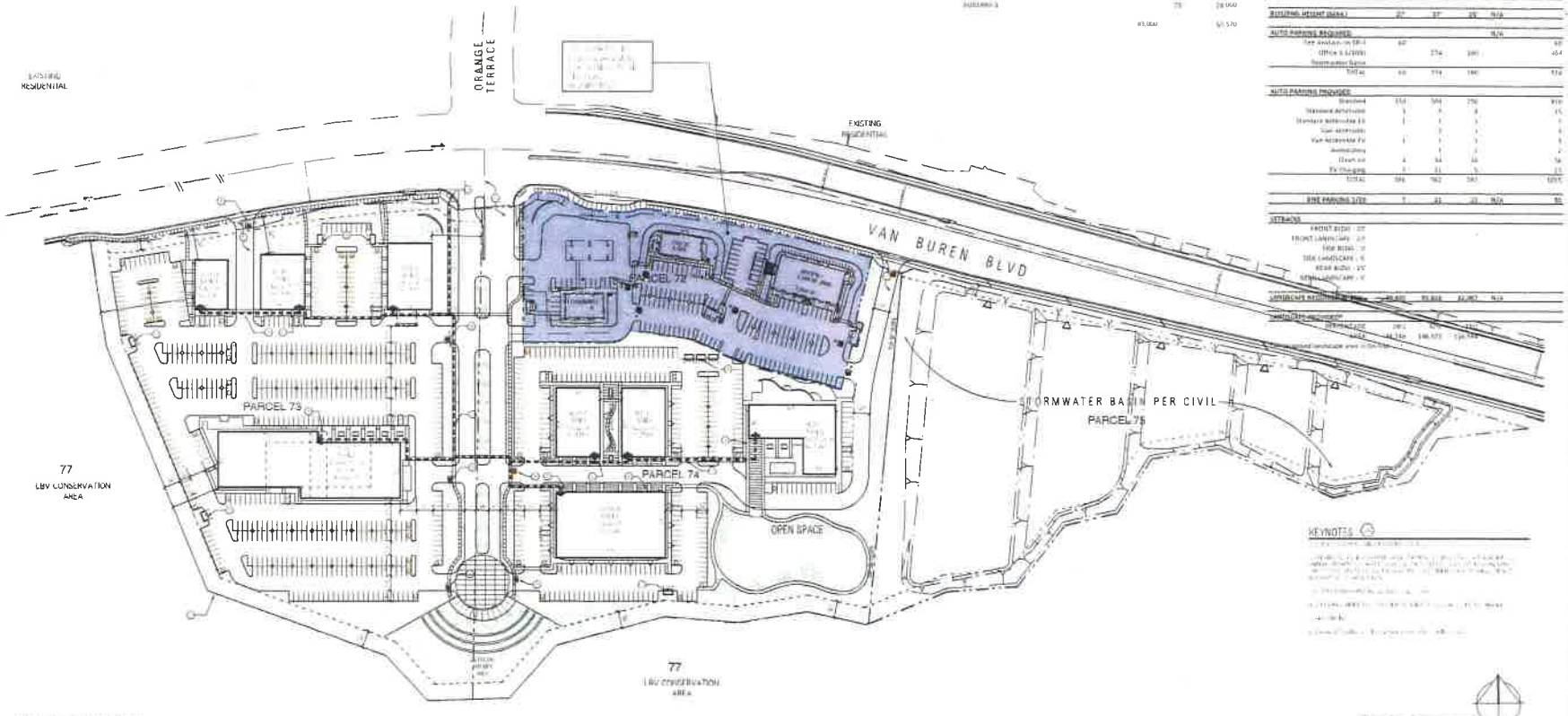
Based on the approved land use development categories and square footages outlined in Table 4 above, a summary of what has been constructed and/or approved for construction by March JPA within the South Campus is shown in Table 5 below. As shown therein, previously approved and/or built projects total approximately 2,000,000 square feet. The proposed Project would develop an additional 654,837 square feet. Therefore, the remaining square footage not yet built-out is 5,401,783 square feet. The proposed Project's development falls well within the assumed build-out parameters evaluated in the 2003 EIR for the March Business Center, and specifically the South Campus.

Table 5
South Campus Build-Out Status

Land Use	Originally Approved	Approved/ Built	Proposed	Remaining
Industrial Park	1,284,270 SF	N/A		1,284,270 SF
R&D	1,688,060 SF	N/A		1,688,060 SF
Shopping Center	108,900 SF	N/A	14,267 SF	94,633 SF
Warehousing	1,379,240 SF	N/A		1,379,240 SF
Large Industrial Park	3,268,960 SF	2,000,000 SF	500,000 SF	768,960 SF
Manufacturing	215,620 SF	N/A		215,620 SF
Office	140,570 SF	N/A	140,570 SF	0 SF
Park	TBD	N/A		TBD
Total	**8,085,620 SF**	**2,000,000 SF**	**654,837 SF**	**5,401,783 SF**

EXHIBIT A6

Plot Plan 18-02 Reduced Site Plan



LOTS 72-75 SITE PLAN

BUILDING BREAKDOWN

BUILDING	PARCEL 72 HGT	PARCEL 72 AREA	PARCEL 73 HGT	PARCEL 73 AREA	PARCEL 74 HGT	PARCEL 74 AREA
PAD A	28	3,300				
SHOPS 1	28	3,905				
HOOKWAY	28	6,062				
BUILDING 1			45'	60,000		
BUILDING 2			45'	9,600		
BUILDING 3			28'	8,000		
BUILDING 4			45'	5,400		
BUILDING 5					28'	10,000
BUILDING 6					28'	10,000
BUILDING 7					28'	19,570
BUILDING 8					28'	28,000
				83,000		57,570

PROJECT DATA TABLE

	PARCEL 72	PARCEL 73	PARCEL 74	PARCEL 75	GRAND TOTAL
SITE AREA					
sf of	152,024	464,141	410,395	348,916	1,350,476
acres	3.49	10.77	9.42	8.01	31.00
BUILDING AREA					
Retail	14,267				14,267
Office - 1st Floor		53,000	57,570		110,570
Office - 2nd Floor		30,000			30,000
Maintenance Room					
TOTAL	14,267	83,000	57,570	358,934	154,837
FAR	0.094	0.179	0.140	N/A	
BUILDING HEIGHT (EAVE)	28'	57'	28'	N/A	
AUTO PARKING REQUIRED				N/A	
Net Available on SP-1	60				60
Office 1:300SF		274	190		464
Maintenance Space					
TOTAL	60	274	190		524
AUTO PARKING PROVIDED					
Standard	150	504	256		910
Standard Accessible	3	8	4		15
Standard Accessible EV	1	3	1		5
Van Accessible	1	3	1		5
Van Accessible EV	1	3	1		5
Motorcycle		2			2
Trash Enclosure	4	14	10		28
EV Charging	3	11	5		19
TOTAL	164	562	283		1009
BIKE PARKING SITE	7	23	11	N/A	41
SETBACKS					
FRONT BLDG	25'				
FRONT LANDSCAPE	25'				
SIDE BLDG	0'				
SIDE LANDSCAPE	0				
REAR BLDG	25'				
REAR LANDSCAPE	0'				
LANDSCAPE AREA	30,405	92,828	82,079	N/A	
LANDSCAPE REQUIRED					
PERCENTAGE	20%	20%	20%		
AREA	30,405	92,828	82,079		

KEYNOTES

MARCH BUSINESS CENTER FINAL FOCUSED EIR MITIGATION MEASURES

STANDARD JPA NOTES

GENERAL NOTES

UTILITY PROVIDERS

VICINITY MAP

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[redacted]

MERIDIAN SOUTH CAMPUS
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OWNER / DEVELOPER
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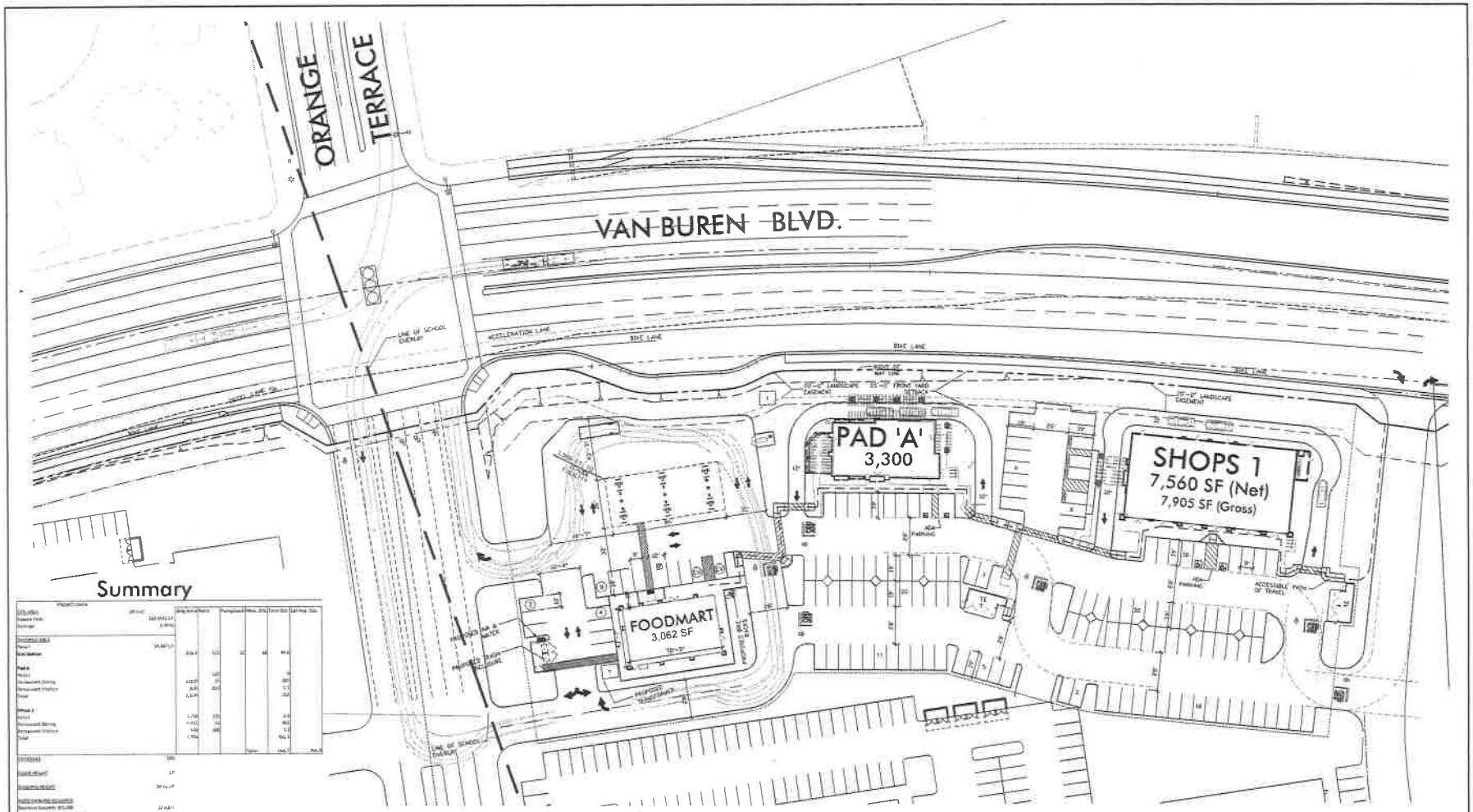
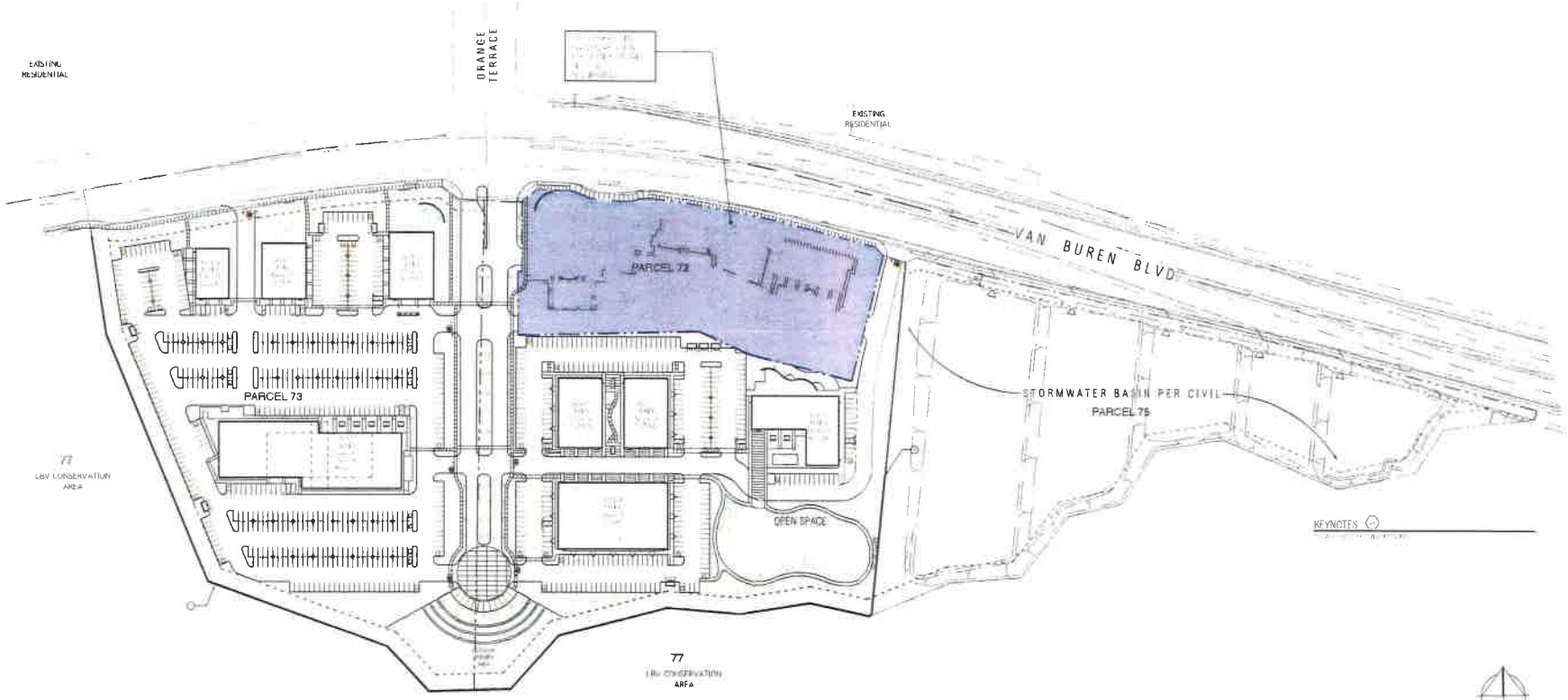
A1-1P


ORANGE TERRACE
VAN BUREN BLVD.
PAD 'A'
3,300
SHOPS 1
7,560 SF (Net)
7,905 SF (Gross)
FOODMART
3,062 SF
30'
North

Summary

EXHIBIT A7

Plot Plan 18-02 Reduced Architectural Drawings and Colored Building Elevations



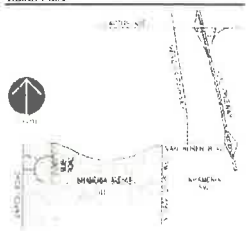
LOTS 72-75 SITE FENCING AND SCREENING PLAN

KEYNOTES

GENERAL NOTES

UTILITY PROVIDERS

VICINITY MAP



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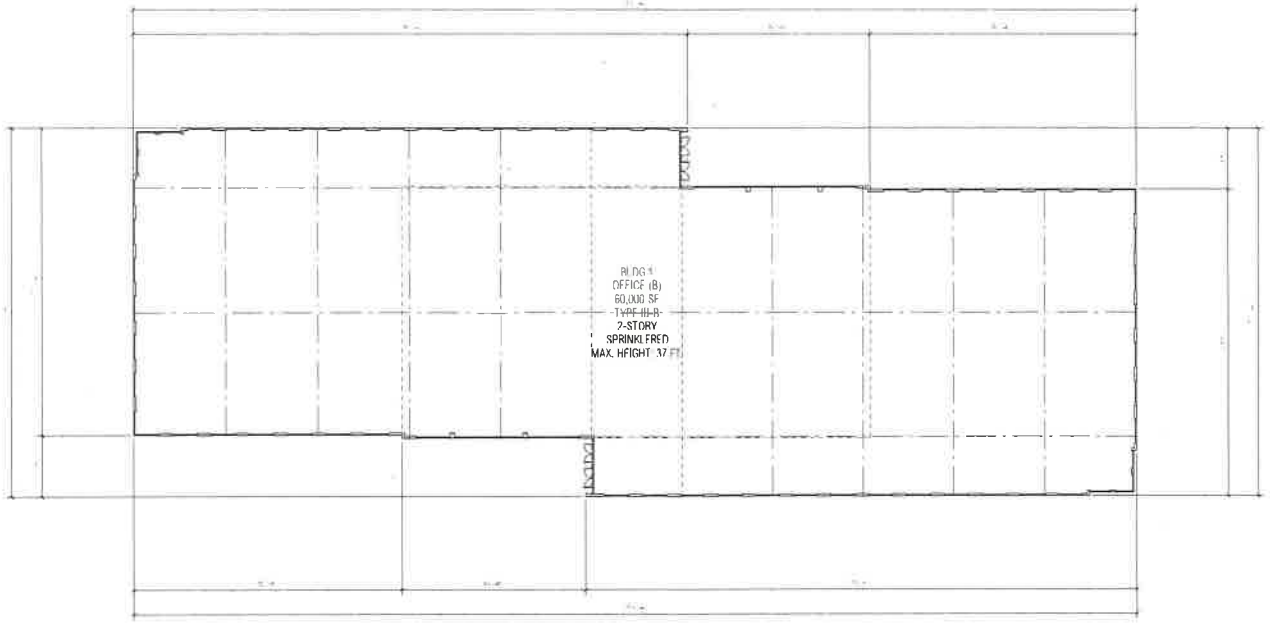

FLOOR PLAN

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FINISH SCHEDULE

GENERAL NOTES

NORTH ELEVATION

WEST ELEVATION

SOUTH ELEVATION

EAST ELEVATION

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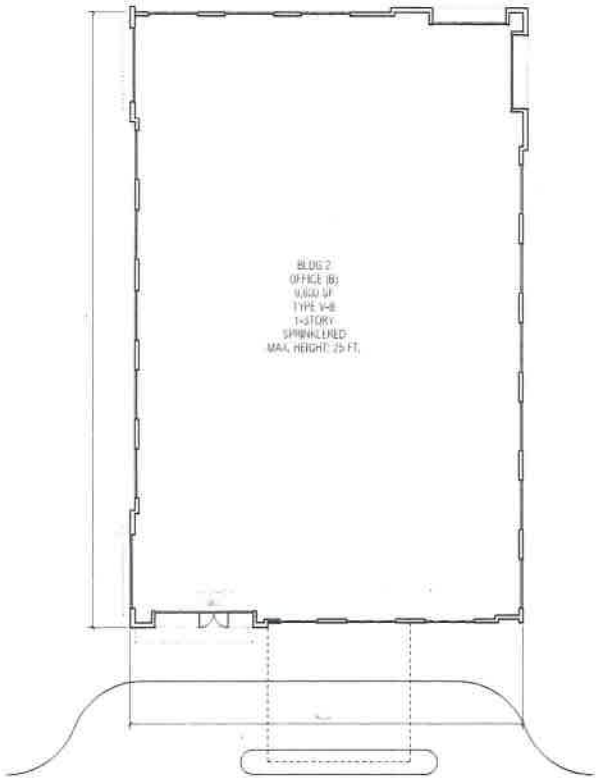

FLOOR PLAN

SOUTH ELEVATION

NORTH ELEVATION

FINISH SCHEDULE

GENERAL NOTES

EAST ELEVATION

WEST ELEVATION

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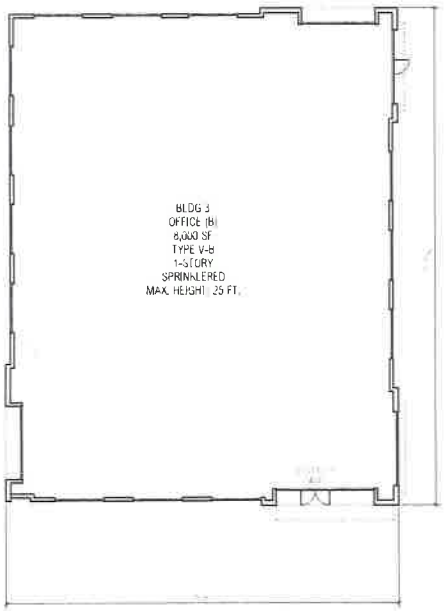

FLOOR PLAN

SOUTH ELEVATION

NORTH ELEVATION

FINISH SCHEDULE

GENERAL NOTES

EAST ELEVATION

WEST ELEVATION

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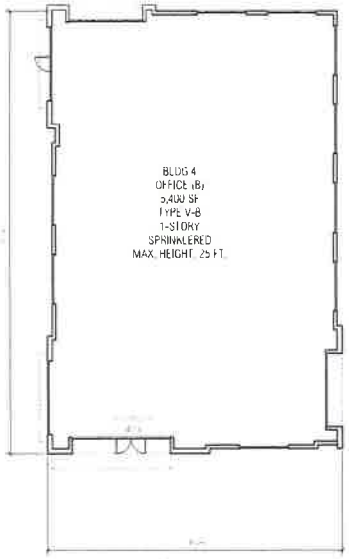


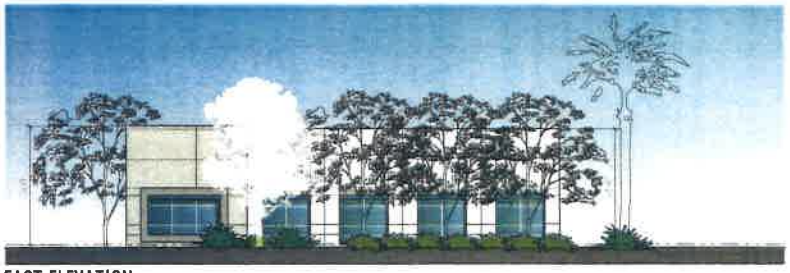
FLOOR PLAN

SOUTH ELEVATION

NORTH ELEVATION

FINISH SCHEDULE

GENERAL NOTES



EAST ELEVATION

WEST ELEVATION

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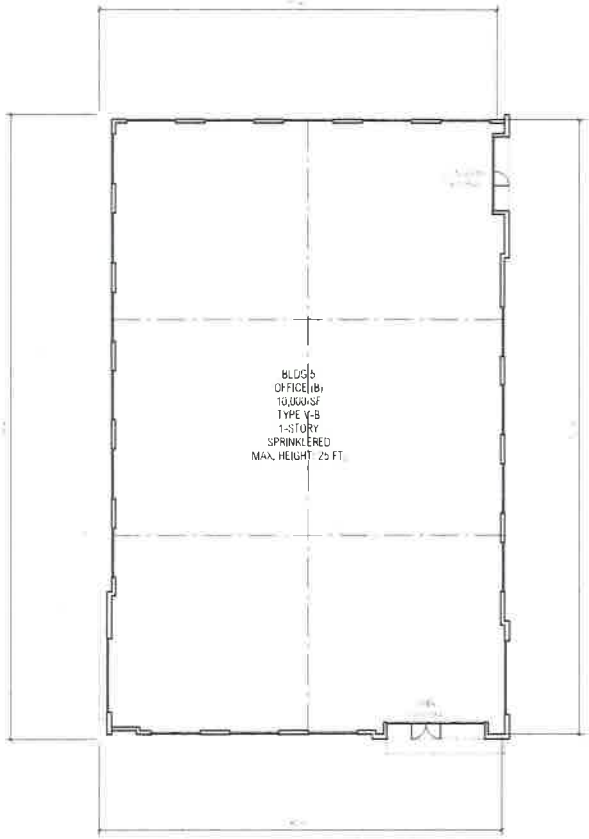
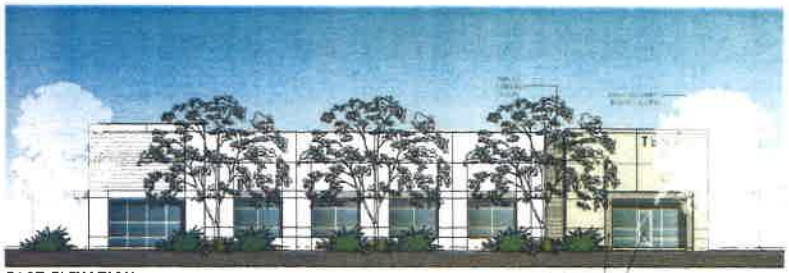


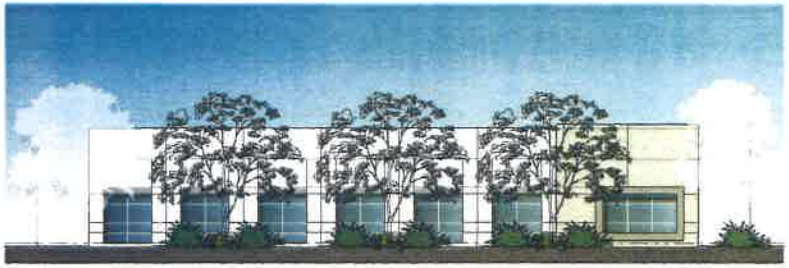
FLOOR PLAN

SOUTH ELEVATION



EAST ELEVATION

NORTH ELEVATION



WEST ELEVATION

FINISH SCHEDULE

GENERAL NOTES

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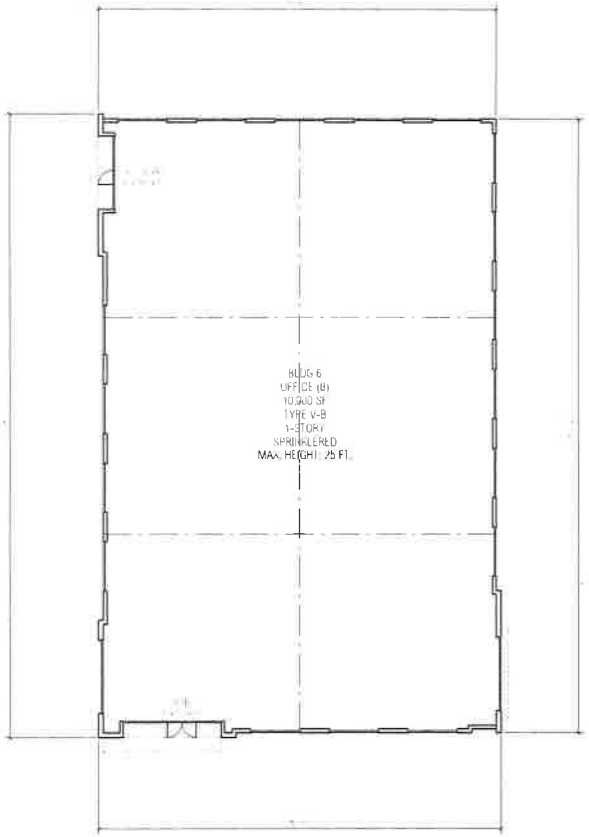

FLOOR PLAN

SOUTH ELEVATION

WEST ELEVATION

NORTH ELEVATION

EAST ELEVATION

FINISH SCHEDULE

GENERAL NOTES

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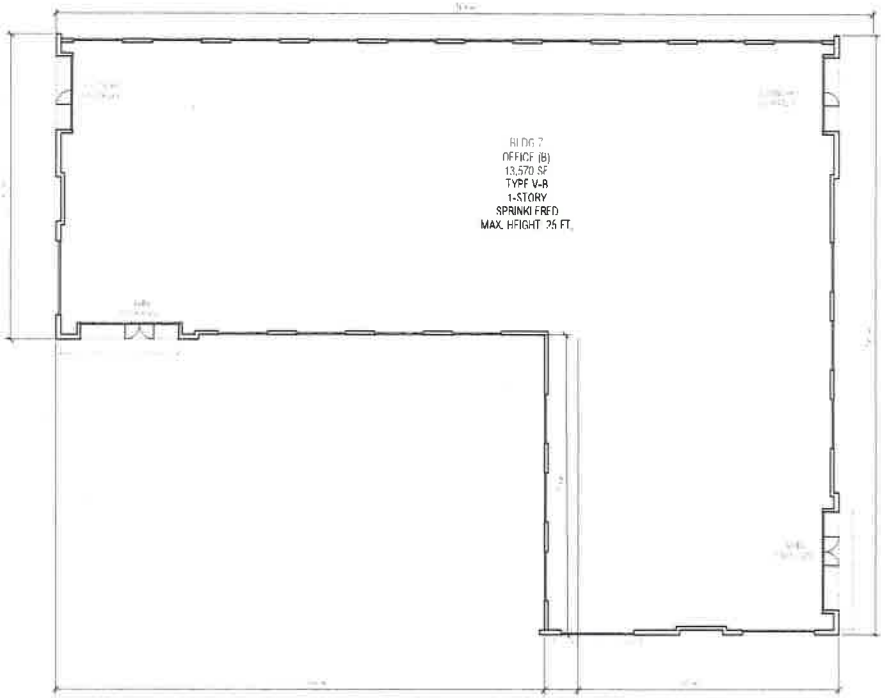

FLOOR PLAN

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SOUTH ELEVATION

WEST ELEVATION

NORTH ELEVATION

EAST ELEVATION

FINISH SCHEDULE

GENERAL NOTES

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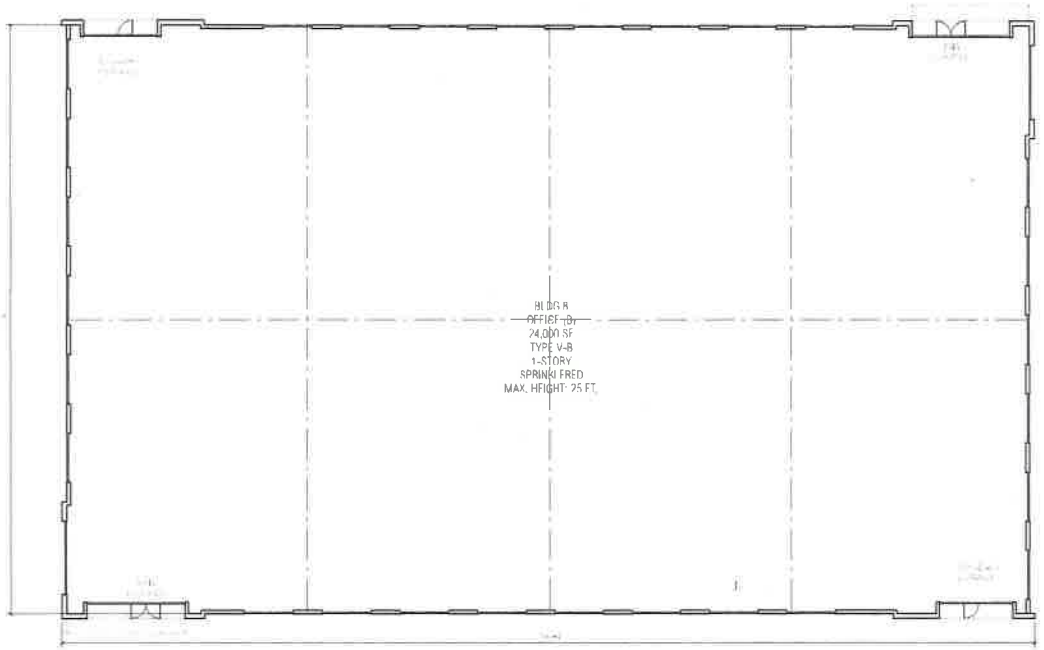

FLOOR PLAN

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VAN BUREN @ ORANGE
TERRACE

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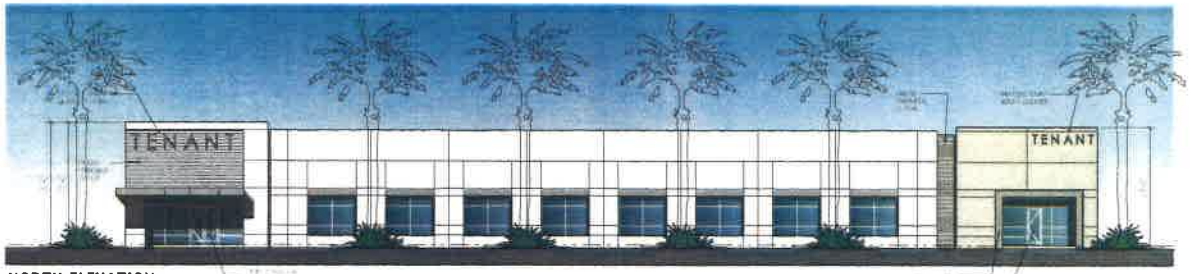
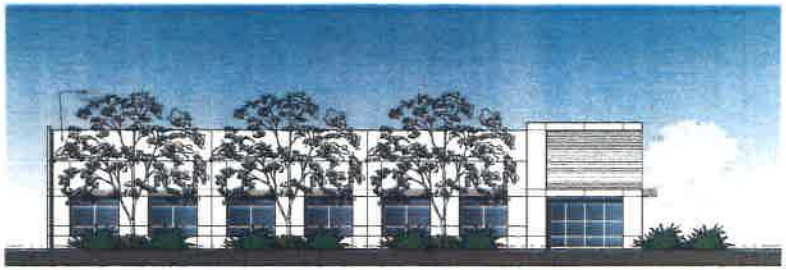
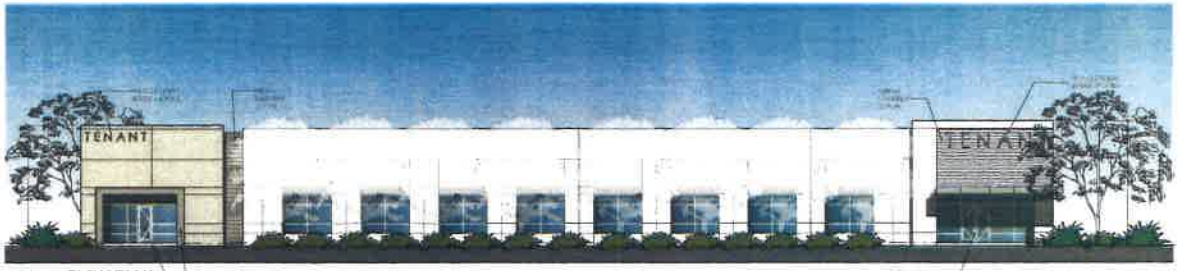


NORTH ELEVATION



WEST ELEVATION



SOUTH ELEVATION

EAST ELEVATION

FINISH SCHEDULE

GENERAL NOTES

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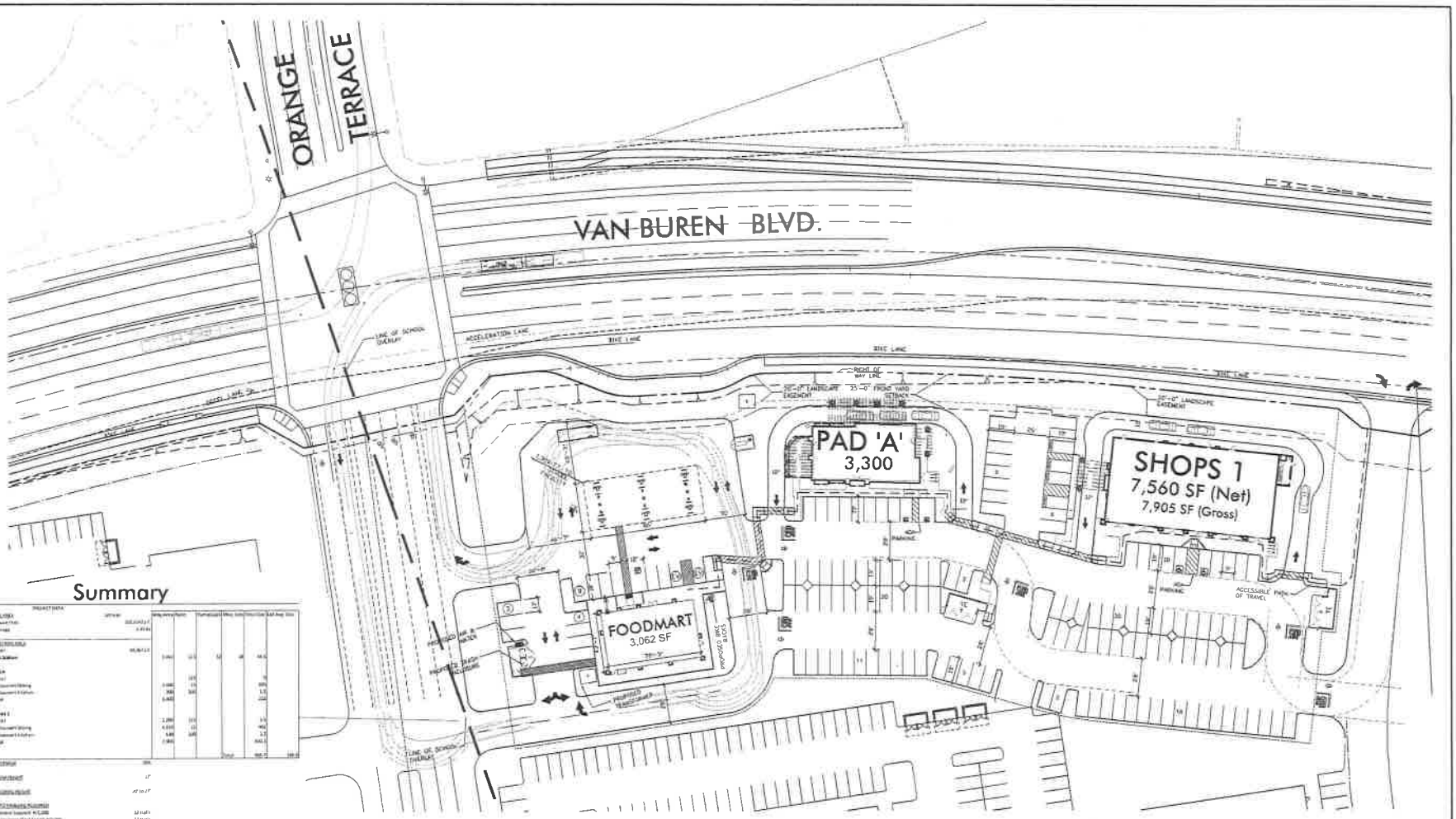
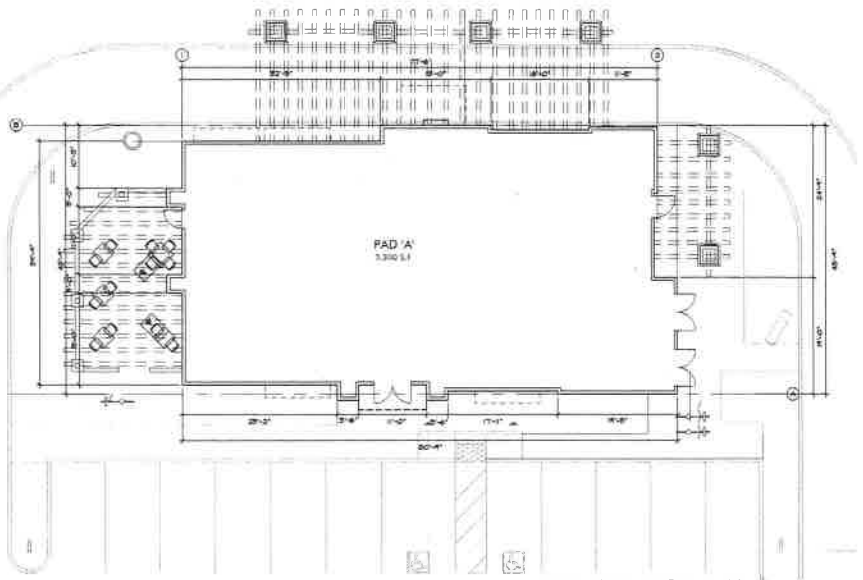
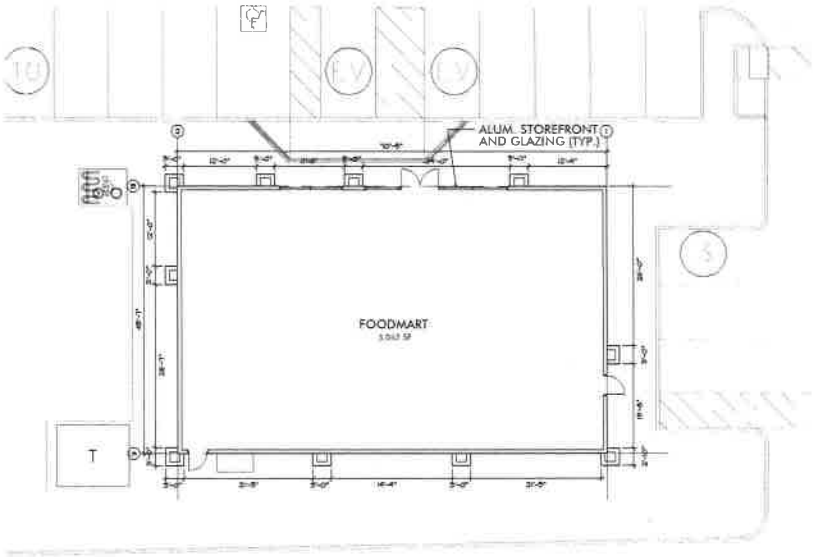

ORANGE TERRACE
VAN BUREN BLVD.
PAD 'A'
3,300
SHOPS 1
7,560 SF (Net)
7,905 SF (Gross)
FOODMART
3,062 SF
ACCESSIBLE PATH OF TRAVEL
30'
North

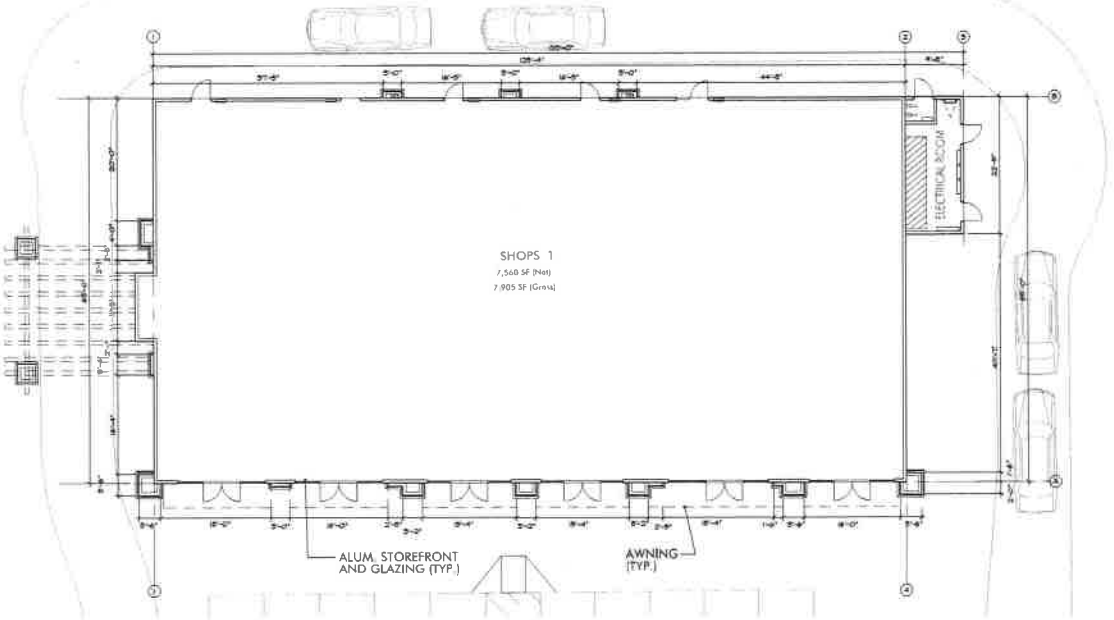
Summary



PAD 'A' FLOOR PLAN
1/8" = 1'-0"



CONVENIENCE STORE/ GAS SALES FLOOR PLAN
1/8" = 1'-0"



SHOPS BLDG. FLOOR PLAN
1/8" = 1'-0"

NADEL

NADEL STUDIO ONE INC
1000 S. BEVERLY DRIVE
SUITE 600
LOS ANGELES, CA 90035
T. 310.826.7191
F. 310.826.0161
WWW.NADELARC.COM
LOS ANGELES
LAS VEGAS

LEWIS RETAIL

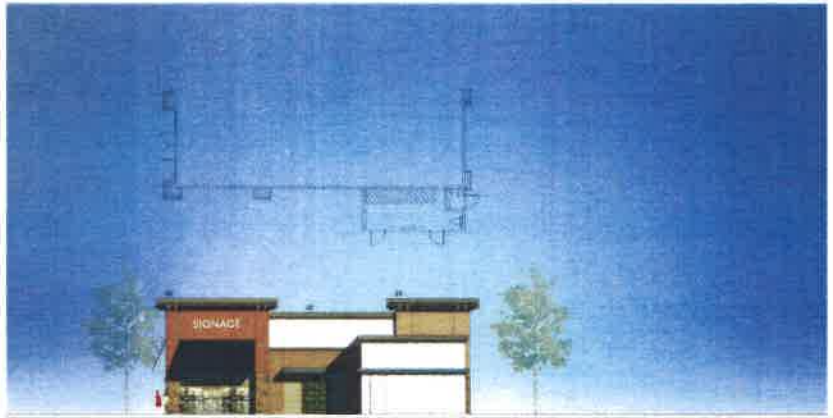
SOUTH CAMPUS

SWC OF VAN BUREN & ORANGE
MERIDIAN, CA

ENTITLEMENT SET

RETAIL FLOOR PLANS

FP-1



SHOPS 1 - EAST ELEVATION

SHOPS 1 - SOUTH ELEVATION

SHOPS 1 - WEST ELEVATION

SHOPS 1 - NORTH ELEVATION

PROPOSED EXTERIOR ELEVATIONS

MERIDIAN SOUTH CAMPUS - RETAIL

RIVERSIDE, CALIFORNIA

SCALE 3/32" = 1'-0"

E-1

DATE: AUGUST 10, 2018
NADEL JOB#: 1708.2

NADEL STUDIO ONE INC.
1990 S. BUNDY DR., FOURTH FLOOR
LOS ANGELES, CA 90025
T 310.826.3100 F 310.826.0182
WWW.NADELARC.COM

NADEL

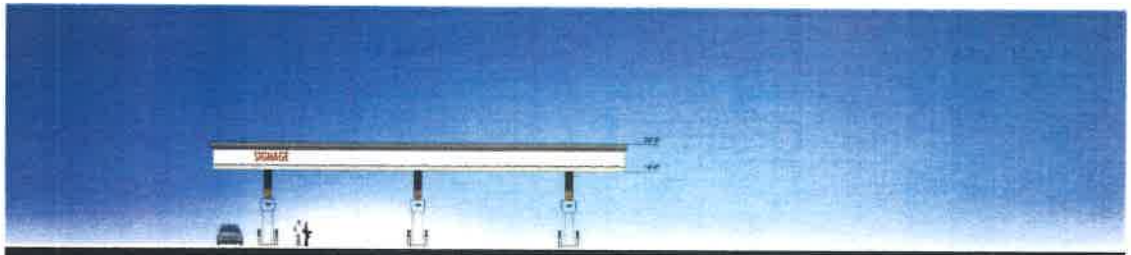
FOODMART/GAS SALES- SOUTH ELEVATION

FOODMART/GAS SALES- EAST ELEVATION

FOODMART/GAS SALES- WEST ELEVATION

FOODMART/GAS SALES- NORTH ELEVATION

FUEL PUMP - TYPICAL SIDE ELEVATION

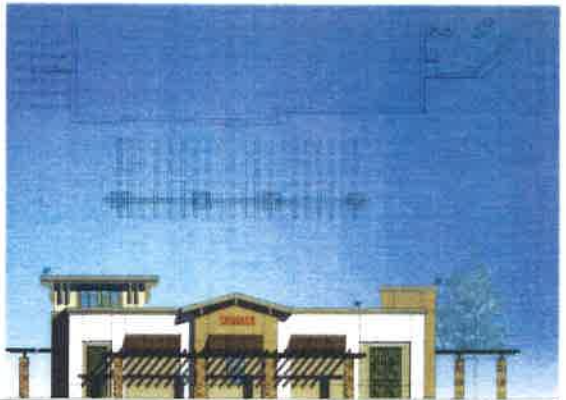


FUEL PUMP - TYPICAL FRONT & REAR ELEVATION

PAD A - SOUTH ELEVATION

PAD A - EAST ELEVATION

PAD A - NORTH ELEVATION



PAD A - WEST ELEVATION

PROPOSED EXTERIOR ELEVATIONS

MERIDIAN SOUTH CAMPUS- RETAIL

RIVERSIDE, CALIFORNIA

SCALE 3/32" = 1'-0"

E-2

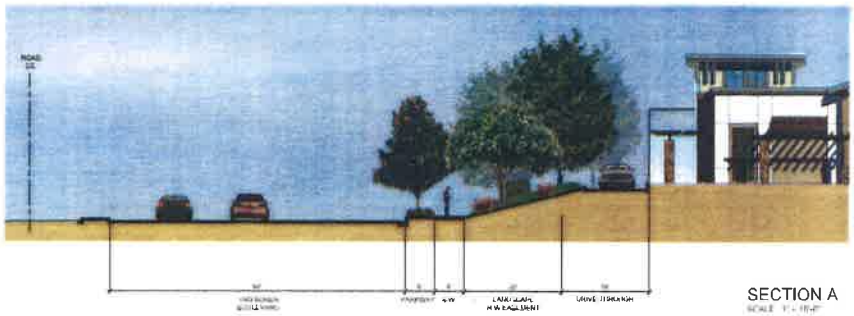
DATE AUGUST 10, 2018
NADEL JOB# 17082

NADEL STUDIO ONE INC
1990 S. BUNDY DR., FOURTH FLOOR
LOS ANGELES, CA 90025
T 310 826 2100 F 310 826 0182
WWW.NADELARC.COM

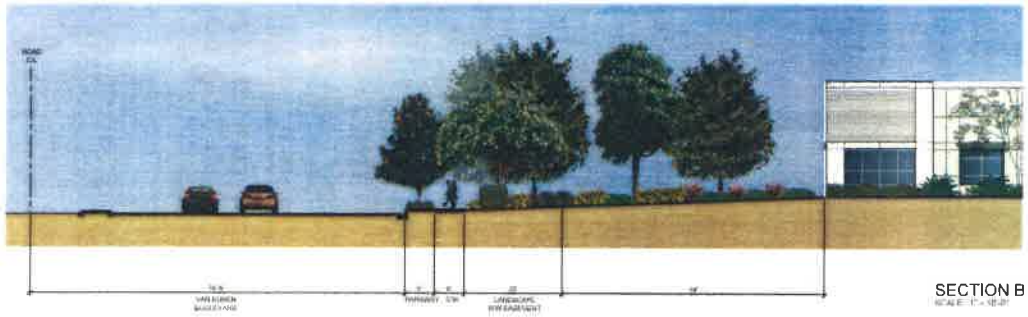
NADEL

EXHIBIT A8

Plot Plan 18-02 Reduced Landscape Plan



SECTION A



SECTION B

PLANT LEGEND

SYMBOL	BOTANICAL NAME	COMMON NAME	SIZE	COMMENTS	SPACING	WATER USE
TREES:						
	LAGERSTROEMIA INDICA	CRAPE MYRTLE		DECIDUOUS TREE	PER PLAN	MOD
	PHOENIX DACTYLIFERA 'MEDJOOL'	DATE PALM		ACCENT PALM	PER PLAN	LOW
	PINUS HALEPENSIS	ALEPPO PINE		EVERGREEN CANOPY	PER PLAN	LOW
	PODOCARPUS GRACILIOR	FERN PINE		EVERGREEN CANOPY	PER PLAN	MOD
	PYRUS CALLERYANA 'CHANTICLEER'	CHANTICLEER PEAR		DECIDUOUS TREE	PER PLAN	MOD
	QUERCUS VIRGINIANA	SOUTHERN LIVE OAK		EVERGREEN CANOPY	PER PLAN	MOD
	WASHINGTONIA ROBUSTA	MEXICAN FAN PALM		ACCENT PALM	PER PLAN	LOW

EXISTING TREES

SYMBOL	BOTANICAL NAME	COMMON NAME
TREES:		
	CERCIS C. 'HEARTS OF GOLD'	HEARTS OF GOLD REDBUD
	CINNAMOMUM CAMPHORA	CAMPHOR TREE
	MAGNOLIA G. 'LITTLE GEM'	DWARF SOUTHERN MAGNOLIA
	CHIONANTHUS RETUSUS	CHINESE FRINGE TREE
	QUERCUS SUBER	CORK OAK
	PLATANUS RACEMOSA	SYCAMORE

0 40 80 160 240

RGA
Office of Architectural Design
11221 Bliss Parkway Suite 105
Rialto, CA 92316
T 909.581.0626
F 909.581.0622

RLA

MERIDIAN SOUTH
CAMPUS PARCELS
72 - 75

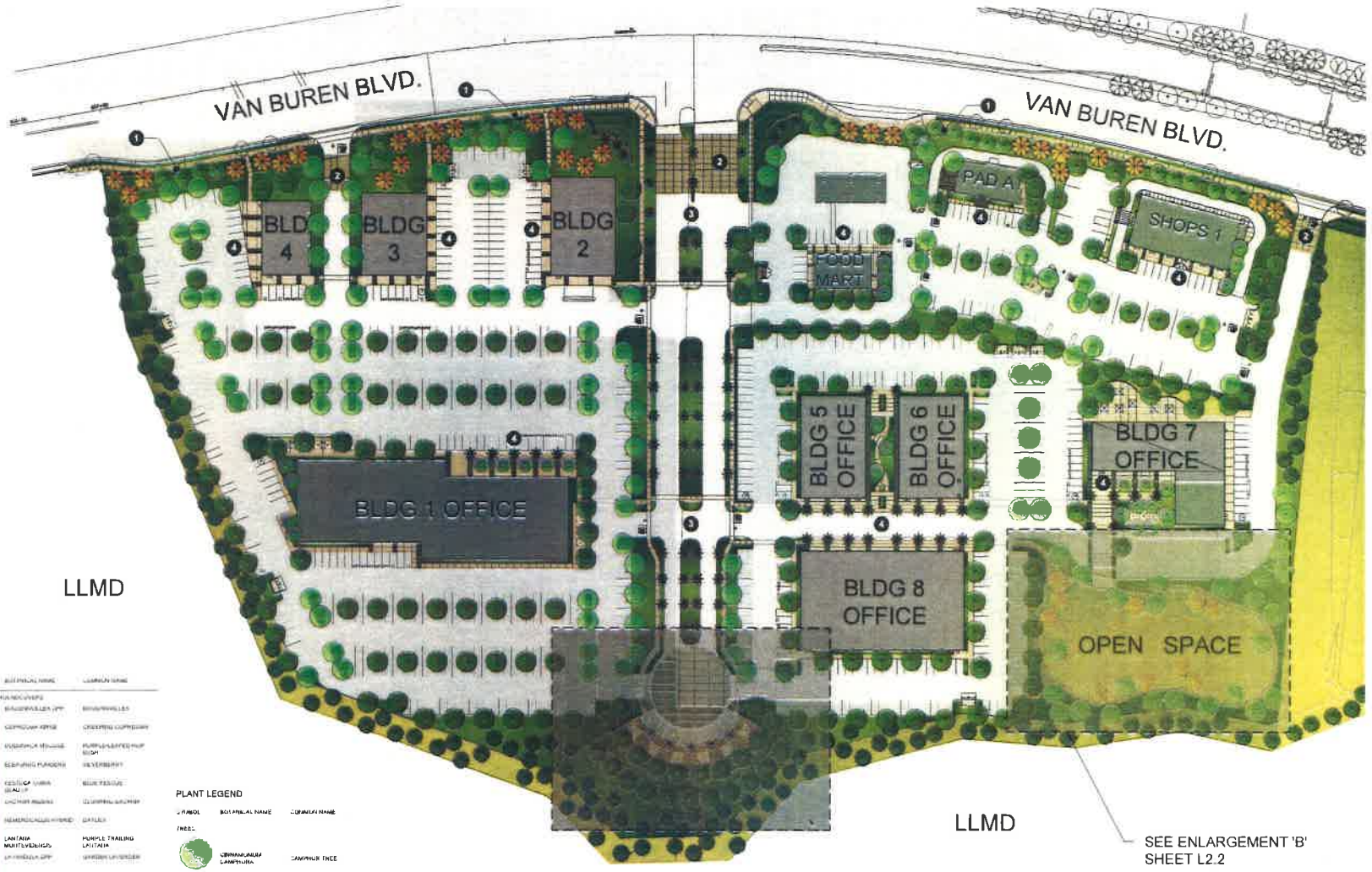
MERIDIAN

MERIDIAN PARK WEST LLC
1156 N. MOUNTAIN AVENUE
UPLAND CA 91786
CONTACT TIMOTHY REEVES
909-579-1294
JEFF GORDON
949-203-6755

SITE PLAN

PRELIMINARY
LANDSCAPE
PLAN...

L1.1



PLANT LEGEND

SYMBOL	BOTANICAL NAME	COMMON NAME
TREES		
	CINNAMOMUM CAMPHORA	CAMPHOR TREE
	RHUS LANCEA	AFRICAN SUMAC
	PHOENIX DACTYLIFERA MEDJOOL	DATE PALM
	PINUS HALEPENSIS	ALEPPO PINE
	PODOCARPUS GRACILIOR	FERN PINE
	RHUS LANCEA/INDICA	ZANAK Y ISLAND PINE
	PLATANUS RACEMOSA	CALIFORNIA SYCAMORE
	LAGERSTROEMIA INDICA	CRAPE MYRTLE

EXISTING TREES

SYMBOL	BOTANICAL NAME	COMMON NAME
TREES		
	CERCIS C. 'HEARTS OF GOLD'	HEARTS OF GOLD REDBUD
	CINNAMOMUM CAMPHORA	CAMPHOR TREE
	MAGNOLIA G. 'LITTLE GEM'	DWARF SOUTHERN MAGNOLIA
	CHIONANTHUS RETUSUS	CHINESE FRINGE TREE
	[illegible]	[illegible]
	PLATANUS RACEMOSA	CALIFORNIA SYCAMORE

NORTH SITE FENCE

THE TEMPORARY CHAIN-LINK FENCE ADJACENT TO THE CONSERVATION EASEMENT WILL BE REPLACED BY THE INDIVIDUAL LOT DEVELOPER AT THE TIME OF THE FINE GRADING IMPROVEMENTS FOR EACH LOT. DEVELOPERS WILL INSTALL BLACK [illegible]

LEGEND

1. SCREENING SHRUB HEDGE ALONG STREETSCAPE AT TOP OF SLOPE.
2. ENHANCED CONCRETE PAVING AT VEHICULAR ENTRIES.
3. PALM LINED ENTRY DRIVE.
4. ENHANCED CONCRETE PAVING AND PATIOS AT BUILDING ENTRIES.

0 50 100 150

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Office of Architectural Design
[illegible]

RLA

MERIDIAN SOUTH
CAMPUS PARCELS
72 - 75

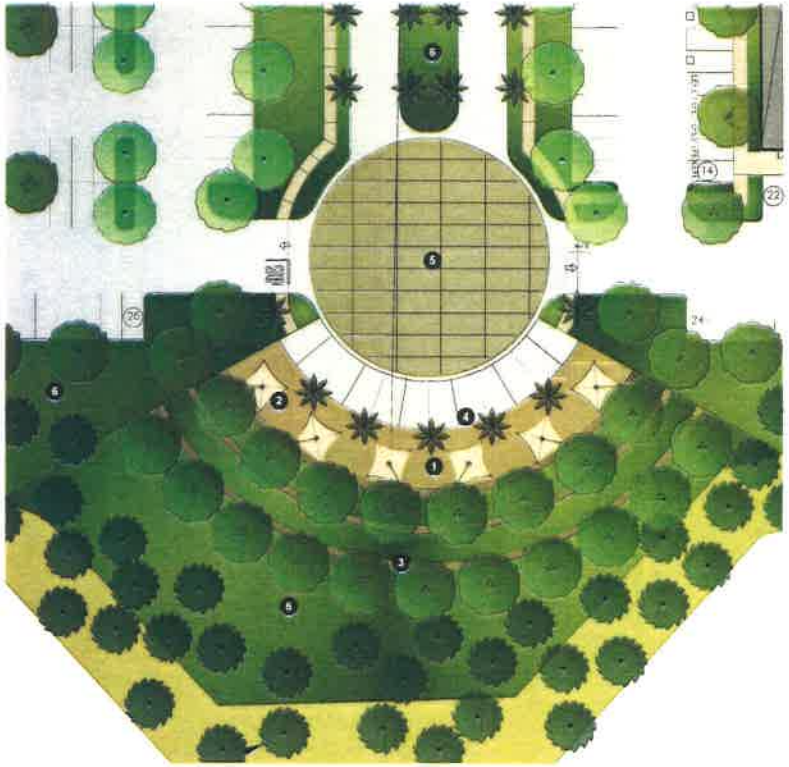
MERIDIAN

MERIDIAN PARK WEST LLC
1156 N. MOUNTAIN AVENUE
UPLAND, CA 91785
CONTACT: TIMOTHY REEVES
909-579-1294
JEFF GORDON
949-203-6755

SITE PLAN
LANDSCAPE PLAN ENLARGEMENT

SHEET L2.1

ENLARGEMENT 'B'



ENLARGEMENT 'A'

EXISTING TREES

PLANT LEGEND

LEGEND

1. STABILIZED DECOMPOSED GRANITE PAVING PATIO AREA.
2. CANTILEVERED UMBRELLAS W/ CHAIRS & TABLES
3. TERRACED RETAINING WALLS.
4. PALM TREE ARCADE.
5. ENHANCED VEHICULAR PAVING.
6. PLANTER AREA.
7. STABILIZED DECOMPOSED GRANITE PATHWAY.
8. TURF AREA.
9. ENHANCED CONCRETE PAVING.
10. UMBRELLAS WITH TABLES AND CHAIRS.
11. SEAT WALLS WITH ACCENT TREES AT ENTRY.

0 10 20 40 60

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MERIDIAN SOUTH
CAMPUS PARCELS
72 - 75

MERIDIAN

MERIDIAN PARK WEST LLC
1156 N. MOUNTAIN AVENUE
UPLAND CA 91786
CONTACT TIMOTHY REEVES
909-579-1294
JEFF GORDON
949-203-6755

SITE PLAN

LANDSCAPE PLAN
ENLARGEMENT

L2.2

PROPOSED TREES

CINNAMOMUM CAMPHORA /
CAMPHOR TREE

RHUS LANCEA /
AFRICAN SUMAC

PHOENIX DACTYLIFERA 'MEDJOOL' /
MEDJOOL DATE PALM

PINUS HALEPENSIS /
ALEPPO PINE

PODOCARPUS GRACILIOR /
FERN PINE

PINUS CANARIENSIS /
CANARY ISLAND PINE

PLATANUS RACEMOSA /
WESTERN SYCAMORE

LAGERSTROEMIA INDICA 'SPLASH OF PINK' /
SPLASH OF PINK CRAPE MYRTLE

SHRUBS & GROUND COVERS

BOUGAINVILLA 'LA JOLLA' /
LA JOLLA BOUGAINVILLA

COPROSMA KIRKII /
CREEPING COPROSMA

DODONAEA VISCOSA 'PURPUREA' /
PURPLE-LEAFED HOP-BUSH

ELAEAGNUS PUNGENS /
SILVERBERRY

FESTUCA OVINA GLAUCA /
BLUE FESCUE

GAZANIA RIGENS /
CLUMPING GAZANIA

HEMEROCALLIS 'HYBRID YELLOW' /
YELLOW DAY LILY

LANTANA MONTEVIDENSIS /
PURPLE TRAILING LANTANA

LAVANDULA ANGUSTIFOLIA /
ENGLISH LAVENDER

LONICERA J. 'HALLIANA' /
HALL'S HONEYSUCKLE

MUHLENBERGIA RIGENS /
DEER GRASS

MISCANTHUS 'MORNING LIGHT' /
MORNING LIGHT MAIDEN GRASS

PHOTINIA FRASERI /
FRASER'S PHOTINIA

PHORMIUM TENAX /
NEW ZEALAND FLAX

PYRACANTHA 'SANTA CRUZ' /
SANTA CRUZ FIRETHORN

PLUMBAGO A. 'IMPERIAL BLUE' /
BLUE CAPE PLUMBAGO

RHAPHIOLEPIS INDICA 'CLARA' /
CLARA INDIAN HAWTHORN

RGA

Office of Architectural Design

RLA

MERIDIAN SOUTH
CAMPUS PARCELS
72 - 75

MERIDIAN

MERIDIAN PARK WEST LLC
1156 N. MOUNTAIN AVENUE
UPLAND CA 91786
CONTACT TIMOTHY REEVES
909-579-1294
JEFF GORDON
949-200-6755

SITE PLAN

LANDSCAPE
IMAGERY

L3.1

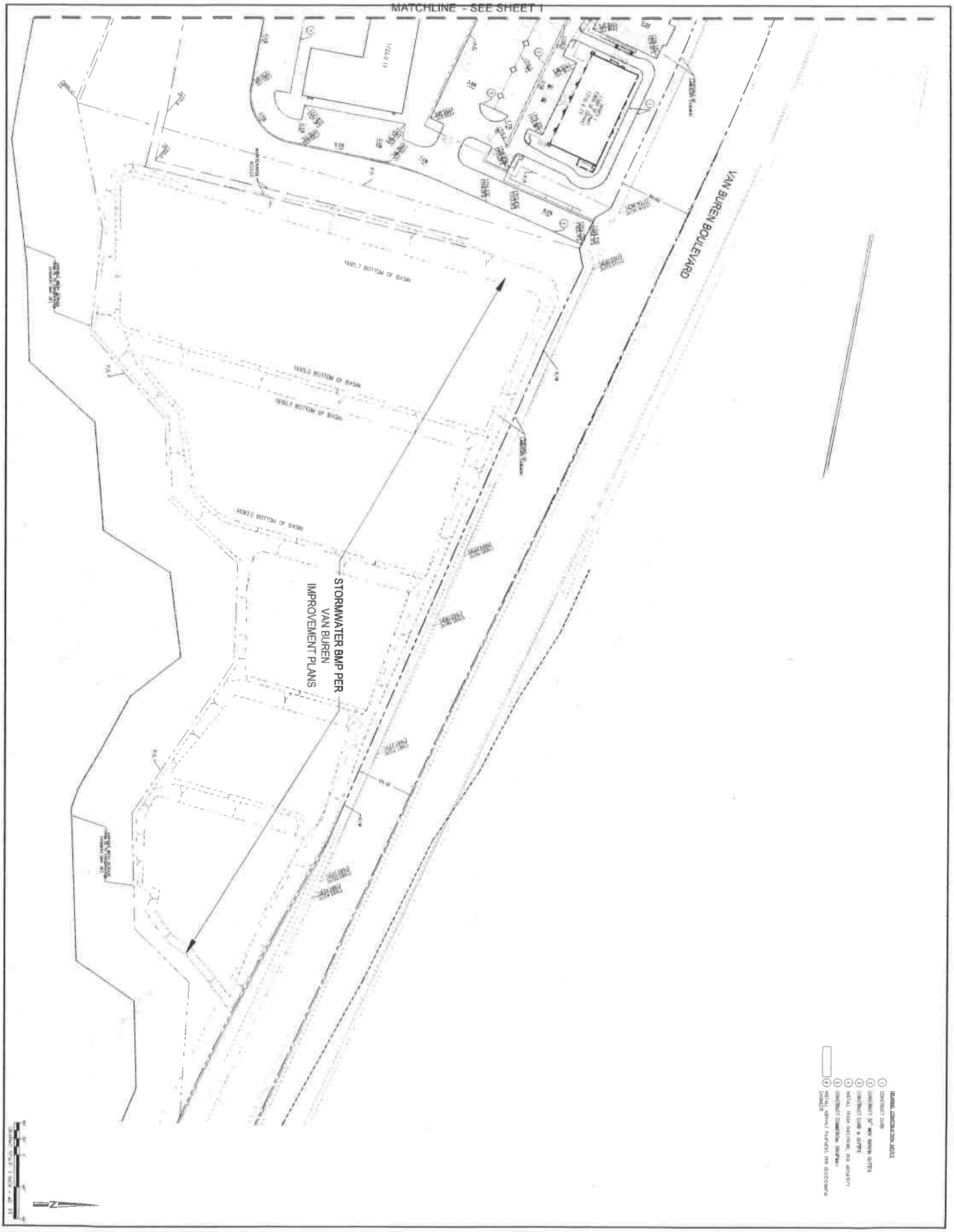
EXHIBIT A9

Plot Plan 18-02 Concept Grading Plan

ORANGE TERRACE PKWY & VAN BUREN BLVD.
MERIDIAN SOUTH CAMPUS
RIVERSIDE COUNTY, CA

CONCEPTUAL GRADING

NOT FOR CONSTRUCTION

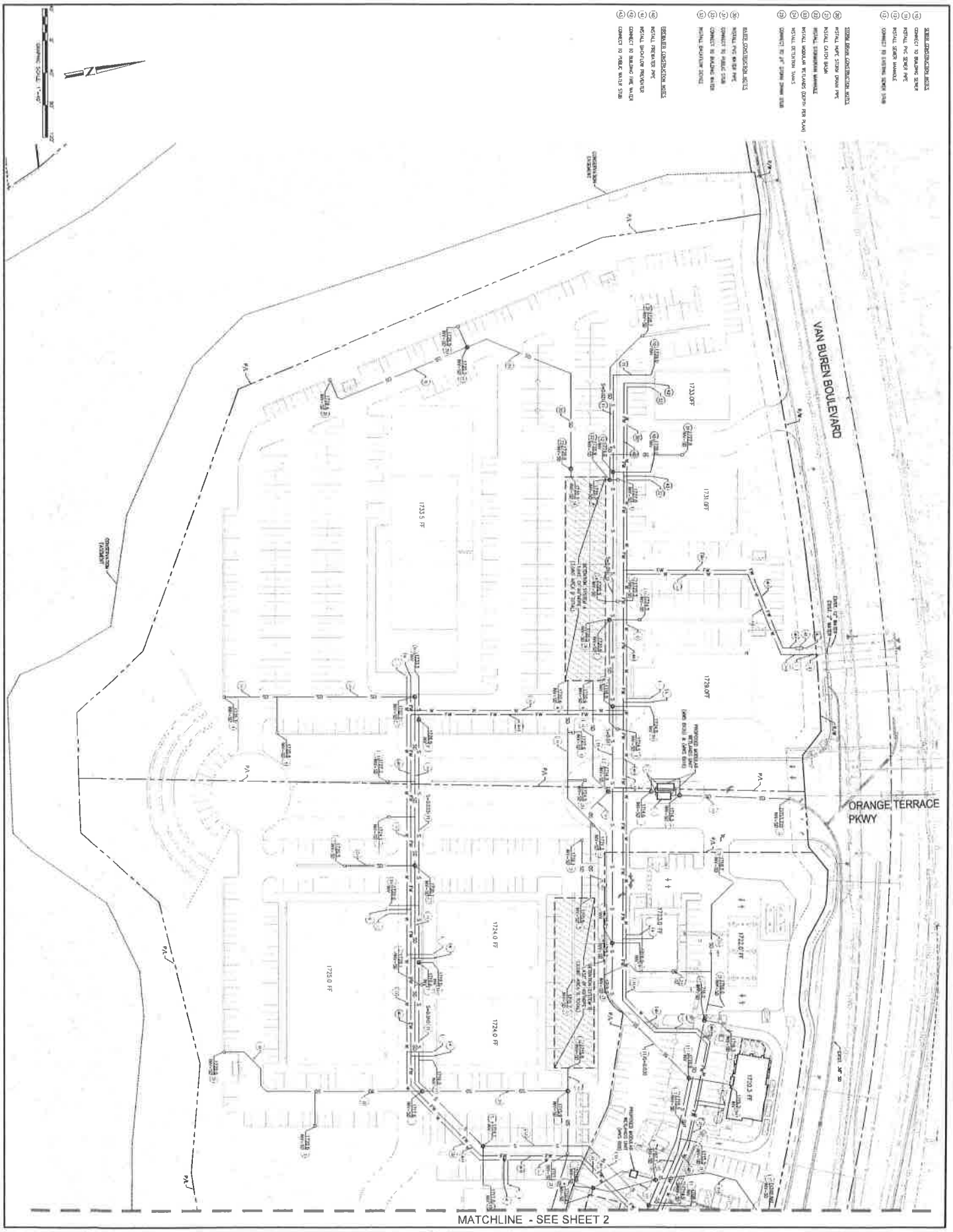


SHEET NUMBER 2 SHEETS	PROJECT: ORANGE TERRACE PKWY & VAN BUREN BLVD. MERIDIAN SOUTH CAMPUS RIVERSIDE COUNTY, CA	NO. REVISION DATE	DRC Engineering, Inc. Civil Engineering/Land Surveying/Land Planning
	ORIGINAL ISSUE: CONCEPTUAL GRADING		

NOT FOR CONSTRUCTION

EXHIBIT A10

Plot Plan 18-02 Concept Utility Plan



PROJECT: ORANGE TERRACE PKWY & VAN BUREN BLVD.
MERIDIAN SOUTH CAMPUS
RIVERSIDE COUNTY, CA

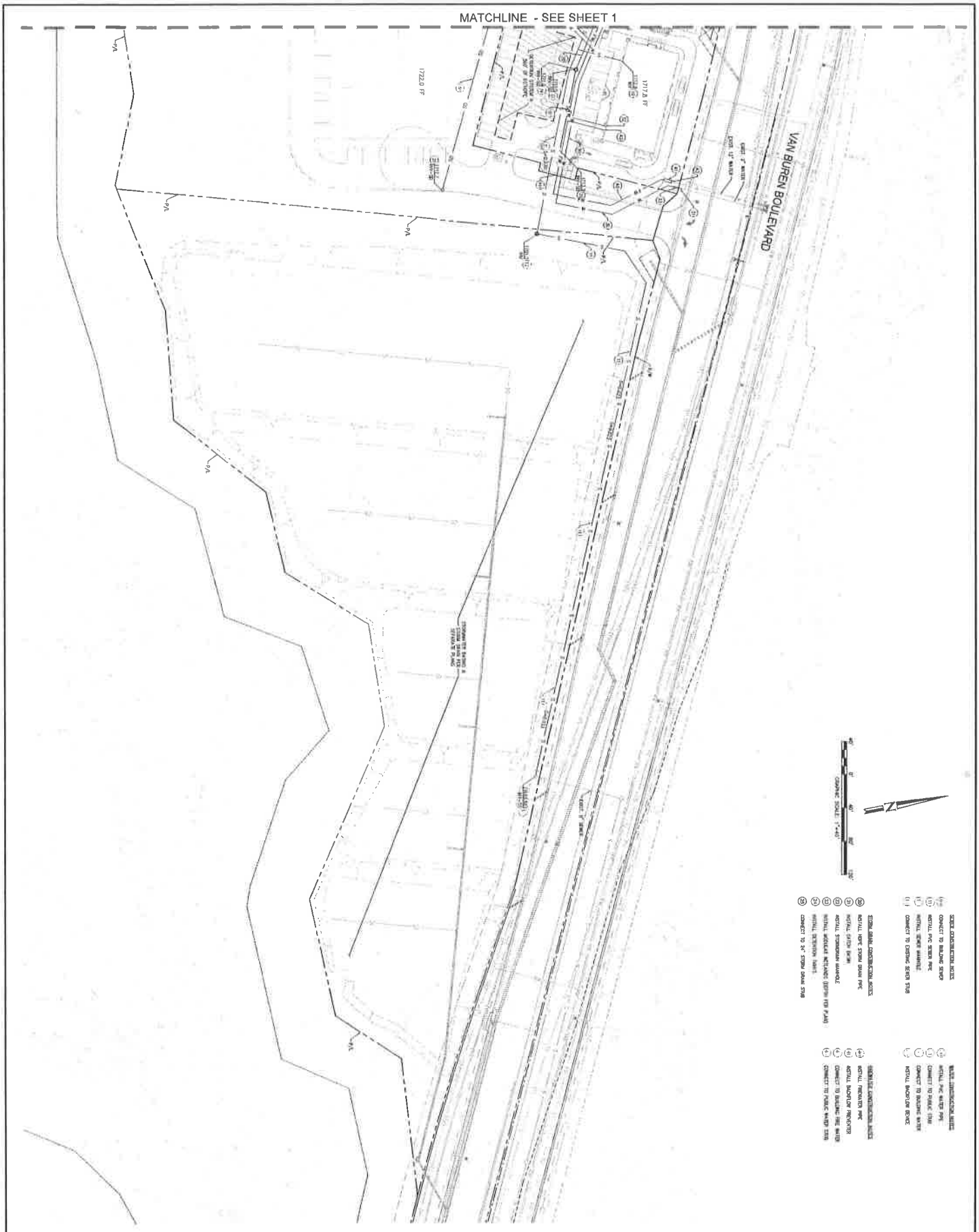
DRAWING NAME: CONCEPTUAL UTILITY

NO.	REVISION	DATE

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

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

NOT FOR CONSTRUCTION



PROJECT:	ORANGE TERRACE PKWY & VAN BUREN BLVD.
	MERIDIAN SOUTH CAMPUS
	RIVERSIDE COUNTY, CA
DRAWING NAME:	CONCEPTUAL UTILITY

NO.	REVISION:	DATE:

DRC Engineering, Inc.
Civil Engineering/Land Surveying/Land Planning
160 S. Old Springs Road
Suite 210
Anaheim Hills, CA 92808
714-635-6860

NOT FOR CONSTRUCTION

EXHIBIT A11

Conditional Use Permit 18-02: Convenience Store Floor Plan with Beer and Wine Location

LEGEND:

BEER AND WINE

1042846 - RIVERSIDE, CA - LAYOUT 4

ORANGE TERRACE &
VAN BUREN
RIVERSIDE, CA

SCALE: 1/4"=1'-0"

TDG #18-082

APPROVED: 02/08/18

YES ☒ NO ☐

02/08/2018

N

Job#:	18-082
Scale:	AS NOTED
Date:	2/8/2018
Drawn By:	
Checked By:	

DIMENSION GROUP
ARCHITECTURE
CIVIL ENGINEERING
MEP ENGINEERING
PLANNING

ELEVEN

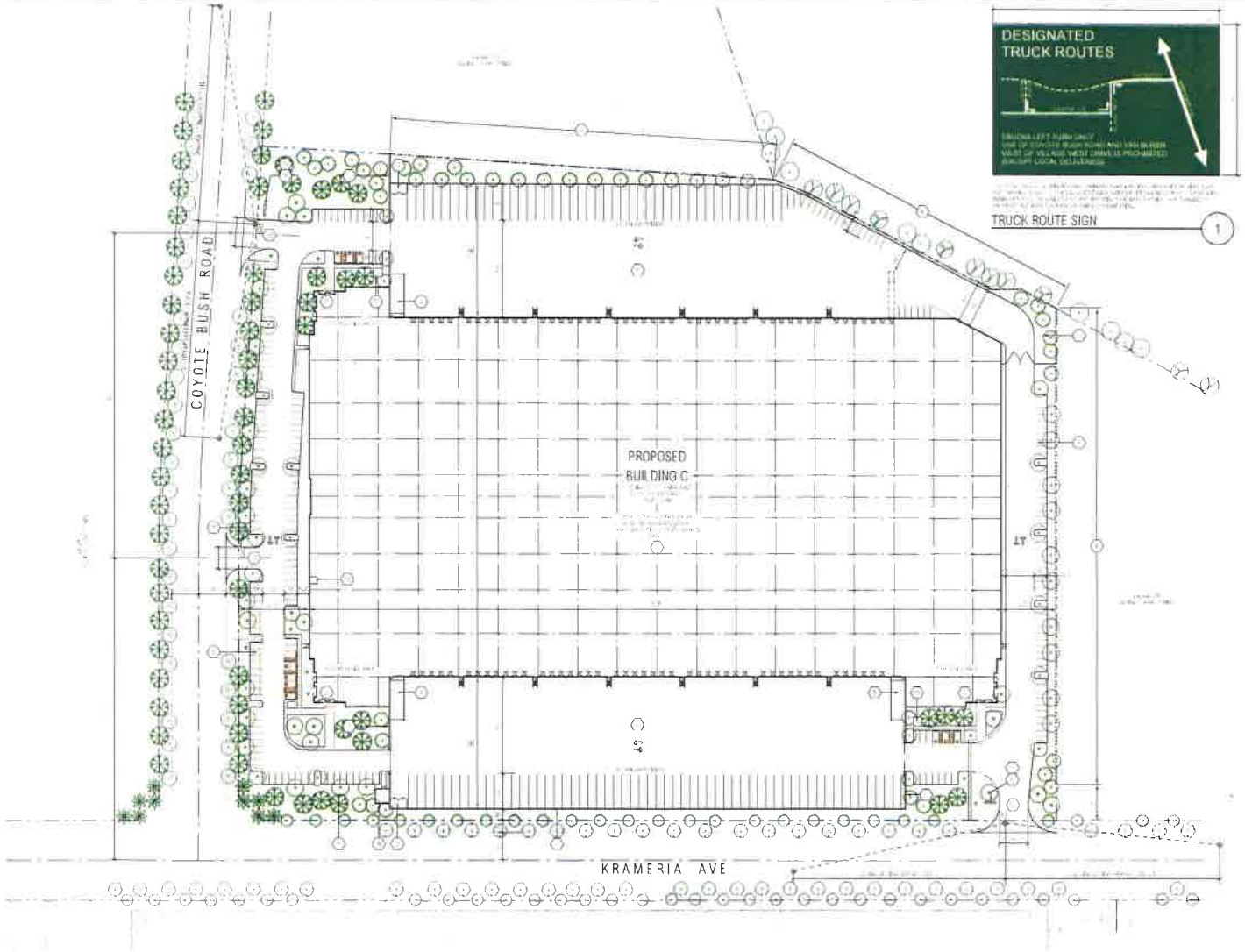
7-ELEVEN, INC.
3200 Hackberry Rd Irving Texas 75063

7-11 #1042846
ORANGE TERRACE & VAN BUREN
RIVERSIDE CA

SHEET

EXHIBIT A12

Plot Plan 18-03 Reduced Site Plan



TRUCK ROUTE SIGN 1

SITE PLAN

STANDARD BMP NOTES

MITIGATION MEASURES

PROJECT DATA

KEYNOTES

GENERAL NOTES

VICINITY MAP

UTILITY PROVIDERS

RGA
Office of Architectural Design

MERIDIAN PARK
SOUTH
BUILDING C

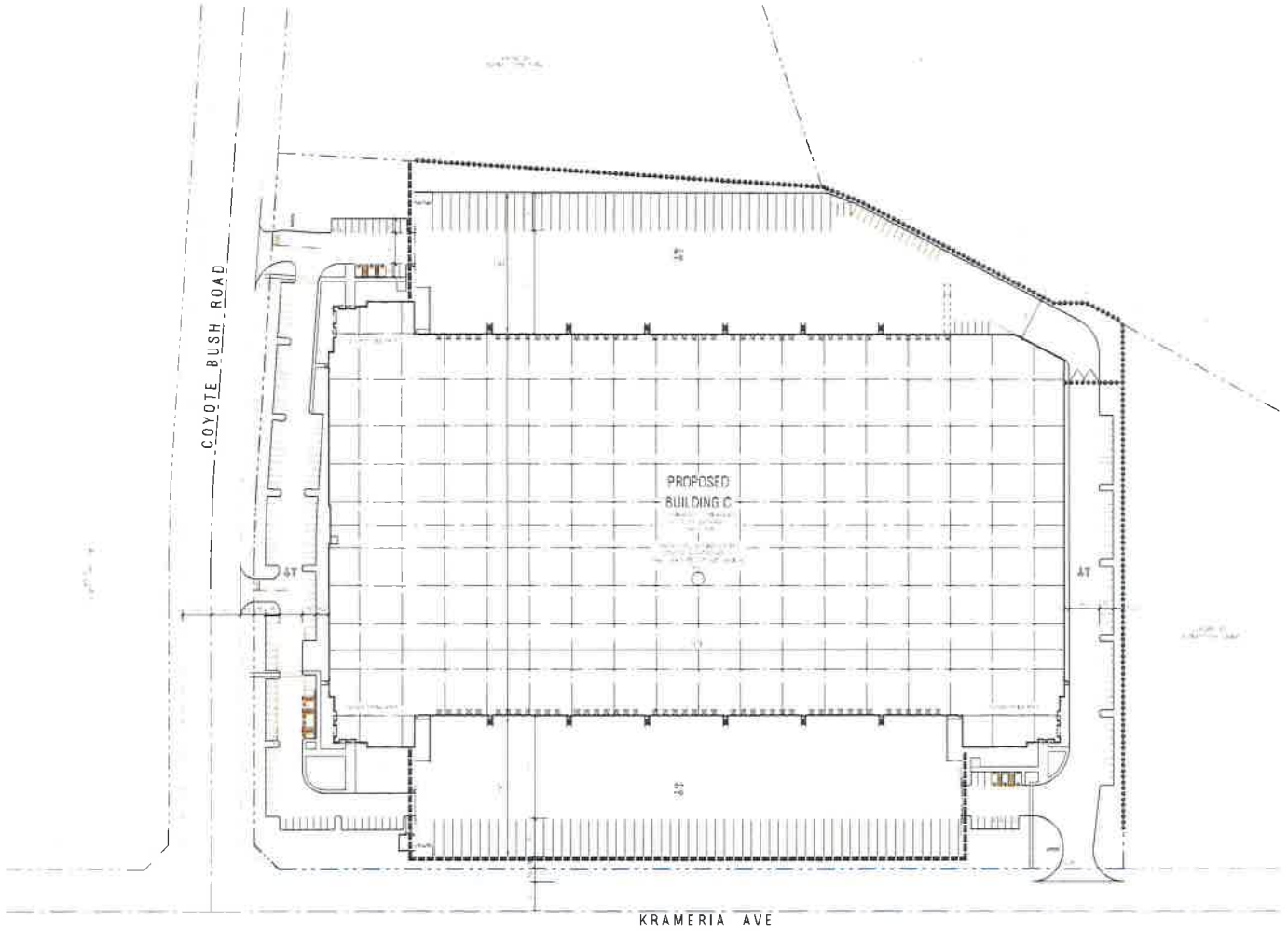
00000 COYOTE BUSH ROAD
RIVERSIDE COUNTY, CA 92518

MERIDIAN PARK LLC
1156 N. MOUNTAIN AVENUE
UPLAND, CA 91786
CONTACTS:

A1-1P

EXHIBIT A13

Plot Plan 18-03 Reduced Architectural Drawings



SCREENING LEGEND

SITE FENCING & SCREENING PLAN

RGA
Office of Architectural Design

MERIDIAN PARK
SOUTH
BUILDING C

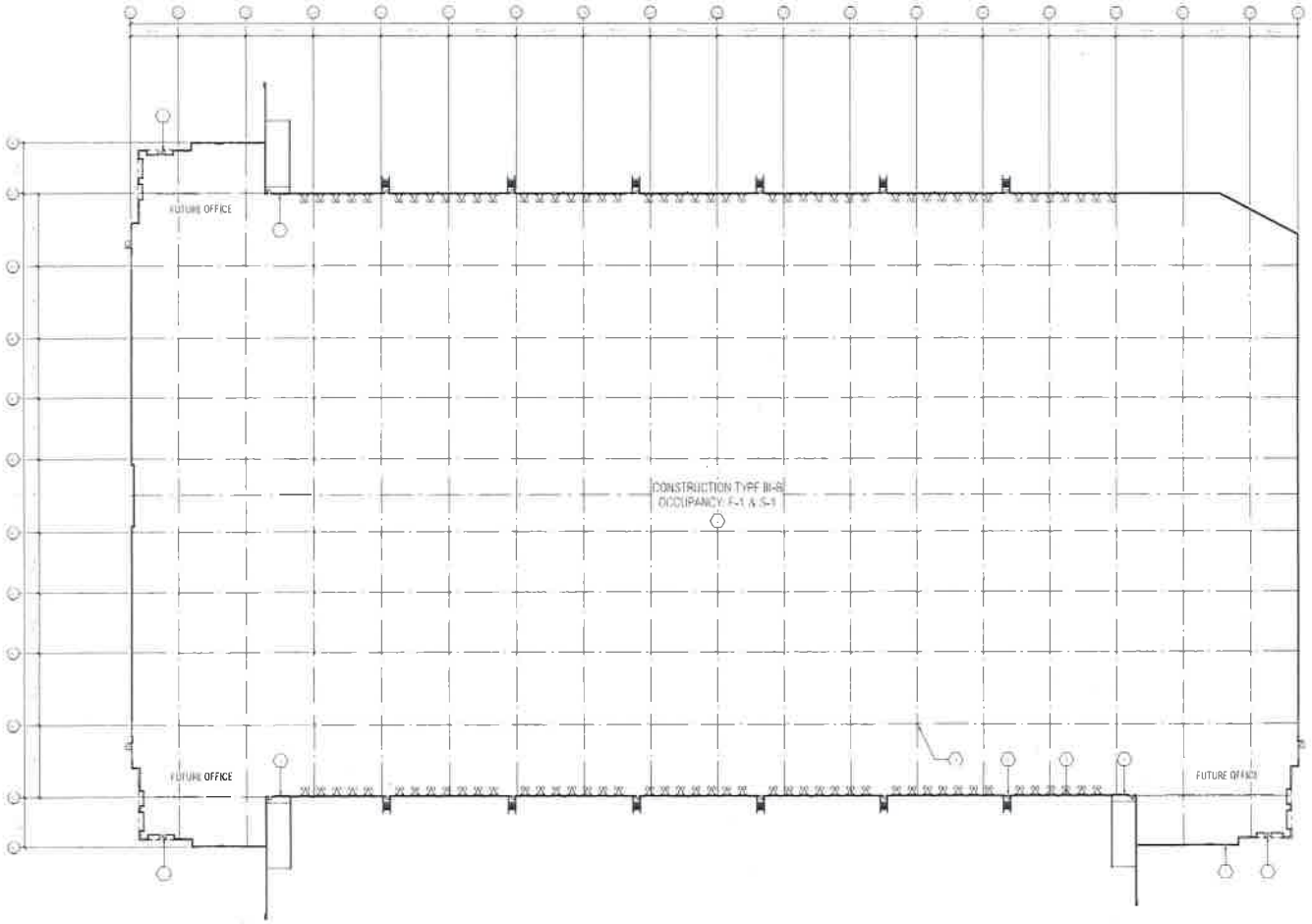
00000 COYOTE BUSH ROAD
RIVERSIDE COUNTY, CA 92518

MERIDIAN PARK LLC
1156 N MOUNTAIN AVENUE
CONTACTS
TIMOTHY REEVES - 909-579-1294
JEFF GORDON - 949-200-6755

A1-2P

KEYNOTES

RGA
Office of Architectural Design



FLOOR PLAN

MERIDIAN PARK
SOUTH
BUILDING C

00000 COYOTE BUSH ROAD
RIVERSIDE COUNTY, CA 92518

MERIDIAN PARK LLC
1156 N MOUNTAIN AVENUE
UPLAND, CA 91786
CONTACTS
TIMOTHY REEVES - 909-579-1294
JEFF GORDON - 949-200-6755

EXHIBIT A14

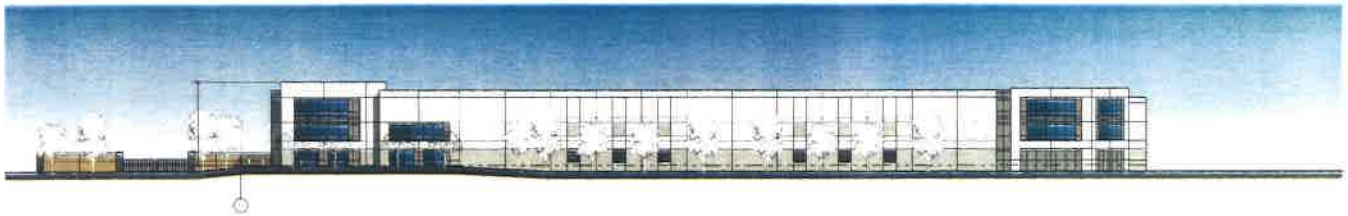
Plot Plan 18-03 Reduced Colored Building Elevations

KEYNOTES

GENERAL NOTES

WEST ELEVATION - COYOTE BUSH ROAD

SOUTH ELEVATION - KRAMERIA AVENUE



FINISH SCHEDULE

EAST ELEVATION

NORTH ELEVATION

RGA

Office of Architectural Design

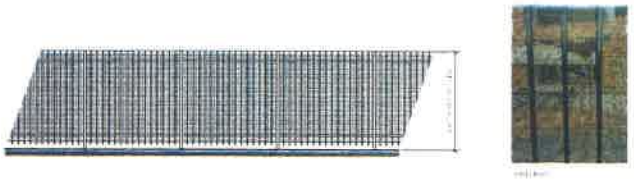
MERIDIAN PARK
SOUTH
BUILDING C

00000 COYOTE BUSH ROAD
RIVERSIDE COUNTY, CA 92518

MERIDIAN PARK LLC
ITTIAN MOUNTAIN AVENUE
UPLAND, CA 91786
CONTACTS
TIMOTHY REEVES - 909-579-1294
JEFF GORDON - 949-200-6755

A3-1P

KEYNOTES



NORTH SITE FENCE

SOUTH SCREEN WALL ELEVATION - KRAMERIA AVENUE

FINISH SCHEDULE

RGA

Office of Architectural Design

MERIDIAN PARK
SOUTH
BUILDING C

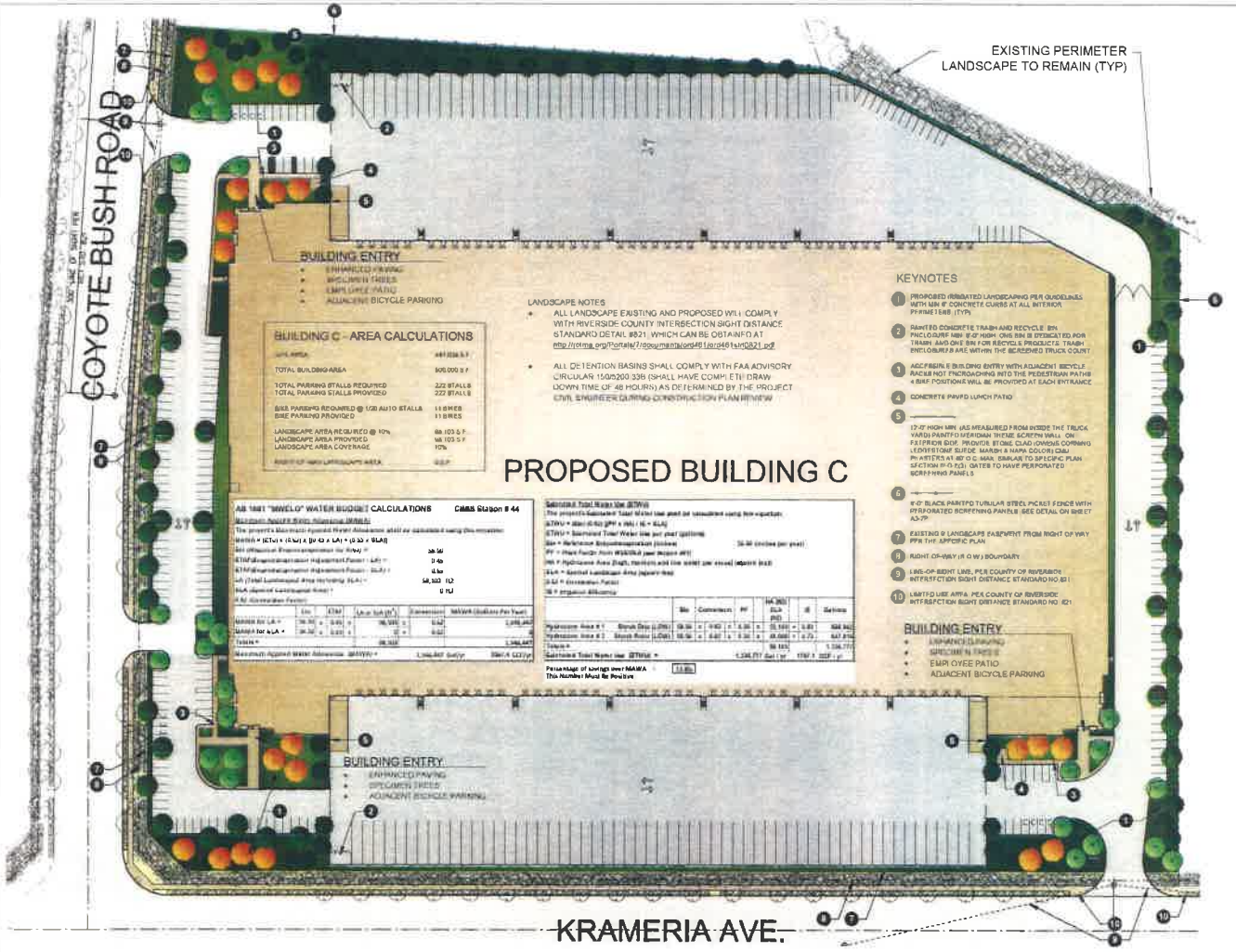
00000 COYOTE BUSH ROAD
RIVERSIDE COUNTY, CA 92518

MERIDIAN PARK LLC
1156 N. MOUNTAIN AVENUE
UPLAND, CA 91786
CONTACTS:
TIMOTHY REYES - 909-579-1294
JEFF GORJON - 949-200-6755

A3-2P

EXHIBIT A15

Plot Plan 18-03 Reduced Landscape Plan



PROPOSED PLANT MATERIAL

SYMBOL	BOTANICAL NAME	COMMON NAME	SIZE	SPACING	WATER USE
TREES					
	CERCIDIUM FLORIDUM 'DESERT MUSEUM'	PALO VERDE, DESERT MUSEUM	24" BOX	-	LOW
	LAGERSTROEMIA INDICA 'MUSKOGEE'	CRAPE MYRTLE	24" BOX	-	MOD
	PINUS MUGO PERVENSIS	SLOPING PINE	24" BOX OR 15 GAL.	-	LOW
	WASHINGTONIA ROBUSTA	MEXICAN FAN PALM	24" BTH OR 15 GAL.	-	LOW

PROPOSED PLANT MATERIAL

SYMBOL	BOTANICAL NAME	COMMON NAME	SIZE	SPACING	WATER USE
SHRUBS AND GROUNDCOVERS					
	ACACIA R. 'DESERT CARPET'	DESPERT CARPET ACACIA	1 GAL.	3' O.C.	LOW
	AGAVE AMERICANA	CENTURY PLANT	15 GAL.	4' O.C.	LOW
	ANIGOZANTHOS FLAVIDUS	KANGAROO PAW	1 GAL.	30" O.C.	LOW
	ARBUTUS UNEDO	STRAWBERRY TREE	5 GAL.	8' O.C.	LOW
	BULBINE F. 'ORANGE PIGEON POINT'	ORANGE STICKS BRUSH	1 GAL.	30" O.C.	LOW
	CALLISTEMON 'LITTLE JOHN'	DWARF BOTTLEBRUSH	5 GAL.	30" O.C.	LOW
	CANNA 'APPLEBLOSSOM'	DESERT CANNA	5 GAL.	4' O.C.	LOW
	CISTUS PURPUREUS	ROCKROSE	5 GAL.	4'O.C.	LOW
	COTONEASTER DAMMERI	BEARBERRY	5 GAL.	6' O.C.	LOW
	CUPRESSUS SEMPERVIRENS	ITALIAN CYPRESS	15 GAL.	AS PLAN	LOW
	DIANELLA REVOLUTA	BLACK FLAX	1 GAL.	30" O.C.	LOW
	ELEAGNUS PUNGENS	SILVERBERRY	5 GAL.	4' O.C.	LOW
	FESTUCA RUBRA GLAUCA	BLUE FESCUE	1 GAL.	24" O.C.	LOW
	GREVILLEA R. 'NOELLII'	NOELLII	5 GAL.	4' O.C.	LOW
	HEMEROCALLIS 'STELLA D'ORO'	STELLA D'ORO DAYLILY	1 GAL.	24" O.C.	MOD
	HESPERALOE PARVIFLORA	RED YUCCA	5 GAL.	36" O.C.	LOW
	HELICTOTRICHON SEMPERVIRENS	BLUE OAT GRASS	1 GAL.	24" O.C.	LOW
	JUNIPERUS CHINENSIS 'TORULOSA'	TEXAS BLUEBERRY	5 GAL.	4' O.C.	LOW
	LANTANA MONTEVIDENSIS	EVERGREEN WEEPING	5 GAL.	36" O.C.	LOW
	MUHLENBERGIA RIGENS	DEER GRASS	1 GAL.	30" O.C.	LOW
	MYOPORUM P. 'PACIFIC SUNSET'	PURPLE LEAF MYOPORUM	1 GAL.	30" O.C.	LOW
	ROSMARINUS O. 'HUNTINGTON CARPET'	TRAILING ROSEMARY	5 GAL.	36" O.C.	LOW
	ROSMARINUS O. 'TUSCAN BLUE'	TUSCAN BLUE ROSEMARY	5 GAL.	36" O.C.	LOW
	RHAMNUS C. 'LAVE CHRIST'	CALIFORNIA COFFEEBERRY	5 GAL.	5' O.C.	LOW
	ROSA FLORIBUNDA 'ICEBERG'	ICEBERG ROSE	5 GAL.	36" O.C.	MOD
	ROSA X 'FLOWER CARPET PINK'	PINK CARPET ROSE	5 GAL.	36" O.C.	MOD
	SALVIA GREGGII	AUTUMN SAGE	1 GAL.	30" O.C.	LOW
	WESTRINGIA 'MORNING LIGHT'	COAST ROSEMARY	5 GAL.	36" O.C.	LOW
	PENNISETUM PURPUREUM	FOUNTAIN GRASS	1 GAL.	4' O.C.	LOW
INCIDENTAL PAVING					
	BARKER PATERS	CALIFORNIA GRAY BARK	1 GAL.	36" O.C.	MOD
	GRASS	HYDROSEED	-	PER PLAN	MOD

WATER NEEDS KEY
VL = VERY LOW WATER USE L = LOW WATER USE M = MODERATE WATER USE H = HIGH WATER USE
WATER USE STATED IS PER A GUIDE TO ESTIMATING IRRIGATION WATER NEEDS OF LANDSCAPE PLANTINGS IN CALIFORNIA (ALSO REFERRED TO AS WUCOLS).

EXISTING PLANT LEGEND

EXISTING STREETSCAPE LANDSCAPE TO BE PROTECTED IN PLACE. SEE KRAMERIA (SOUTH) AND COYOTE BUSH (EAST) STREETSCAPE PLANS SHEET L1.0

EXISTING STREET TREE TO BE PROTECTED IN PLACE

0 50 100 150

STANDARD MJPA NOTES

1. ALL NEW OR EXISTING UTILITY LINES LESS THAN 69 kV OR CONTIGUOUS TO THE SITE SHALL BE INSTALLED OR RELOCATED UNDER GROUND.
2. ALL OUTDOOR STORAGE AREAS FOR MATERIALS AND EQUIPMENT SHALL BE FULLY SCREENED FROM VIEW.
3. D.E.S. PANELS SHALL BE FULLY RECESSED INTO THE BUILDING ELEVATION OR SHALL BE SCREENED BY A DECORATIVE WALL OR LANDSCAPE EQUAL TO OR EXCEEDING THE HEIGHT OF THE D.E.S. PANEL. DESIGN PLANS SHALL NOTE THE TENTATIVE LOCATION OF ELECTRICAL UTILITY VAULTS. CONSTRUCTION PLANS SHALL IDENTIFY THE FINAL LOCATION OF UTILITY VAULTS.
4. ROOF MOUNTED MECHANICAL EQUIPMENT SHALL BE FULLY SCREENED BY A PARAPET WALL EQUAL TO OR EXCEEDING THE HEIGHT OF THE MECHANICAL UNITS. AT A MINIMUM BUILDINGS SHALL INCORPORATE A PARAPET WALL MEASURING 24" AROUND ALL PORTIONS OF THE BUILDING TO THE EXTENT PERMITTED BY LAW. SATELLITE DISHES SHALL BE FULLY SCREENED BY A PARAPET WALL. GROUND MOUNTED MECHANICAL EQUIPMENT SHALL BE FULLY SCREENED FROM PUBLIC VIEWS BY A COMBINATION OF DECORATIVE WALLS AND DENSE LANDSCAPING.
5. ALL BACKFLOW PREVENTERS OF LARGER SHALL BE SCREENED WITH LANDSCAPE LOCATED WITHIN A RADIUS OF THE BACKFLOW PREVENTER. ALL BACKFLOW PREVENTERS 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 250-WATT. FULL CUT-OFF FIXTURES WITH THE MAXIMUM LIGHT FIXTURE HEIGHT OF 25 ABOVE FINISHED GRADE AND A MAXIMUM LIGHTING LEVEL OF 1 CANDLE/SQUARE AT THE PROPERTY LINE. ALL FREESTANDING LIGHT POLES SHALL BE LOCATED WITHIN LANDSCAPE AREAS.
7. CONCRETE LIGHT POLE BASES SHALL BE PAINTED TO MATCH THE PRIMARY BUILDING COLOR OR FINISHED TO MATCH PARKING SCREENING WALL AND SHALL NOT EXCEED 24 INCHES FINISHED GRADE.
8. FINAL 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.
9. BUILDING DOWNSPOUTS SHALL BE INTERNALIZED FOR OFFICE, COMMERCIAL AND MIXED USE BUILDINGS AND INDUSTRIAL AND BUSINESS PARK BUILDING ELEVATIONS WHICH ARE NOT VISIBLE FROM A PUBLIC RIGHT-OF-WAY MAY INCORPORATE EXPOSED DOWNSPOUTS.
10. 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 30% OPENING.
11. WITHIN COMMERCIAL, OFFICE AND MIXED-USE DEVELOPMENTS, VEHICULAR ACCESS POINTS AND PEDESTRIAN ACCESS WAYS SHALL INCLUDE SPECIAL PAVING TREATMENT SUCH AS INTEGRAL COLORED STAMPED CONCRETE, BOMANITE, OR SIMILAR ALTERNATIVE. LOCATION AND MATERIAL SHALL BE REVIEWED AND APPROVED BY THE PLANNING DEPARTMENT STAFF PRIOR TO THE ISSUANCE OF A BUILDING PERMIT. STAMPED ANDOR COLORED ASPHALT IS NOT PERMITTED.
12. ALL EXTERIOR METAL MUST BE FINISHED OR PAINTED TO MATCH THE APPROVED PROJECT COLORS.
13. ALL USES SHALL OPERATE IN A MANNER WHICH IS COMPATIBLE WITH THE NEARBY MARCH AIR RESERVE BASE/MARCH INLAND PORT. THE FOLLOWING ACTIVITIES SHALL BE PROHIBITED:
   A. ANY USE WHICH WOULD DIRECT A STEADY LIGHT OR FLASHING LIGHT OF RED, WHITE, GREEN, OR AMBER COLORS ASSOCIATED WITH AIRPORT OPERATIONS TOWARD AN AIRCRAFT ENGAGED IN AN INITIAL STRAIGHT CLIMB FOLLOWING TAKEOFF OR TOWARD AN AIRCRAFT ENGAGED IN A STRAIGHT FINAL APPROACH TOWARDS 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 TOWARDS A LANDING AT AN AIRPORT.
   C. ANY USE WHICH WOULD GENERATE SMOKE OR WATER VAPOR OR WOULD ATTRACT LARGE CONCENTRATIONS OF BIRDS, OR ANOTHER OTHERWISE AFFECT SAFE AIR NAVIGATION WITHIN THE AREA.
   D. ANY USE WHICH WOULD CREATE ELECTRICAL INTERFERENCE THAT MAY BE DETRIMENTAL TO THE OPERATION OF AIRCRAFT AND/OR AIRCRAFT INSTRUMENTATION.
   E. BUILDINGS WITHIN THE NOISE CONTOUR. CONTRACTOR WILL INCLUDE APPROPRIATE SOUND ATTENUATION.
14. PRIOR TO THE ISSUANCE OF A CERTIFICATE OF OCCUPANCY, THE TENANT SHALL RECEIVE APPROVAL OF A TRANSPORTATION MANAGEMENT PLAN WHICH SHALL INCLUDE THE FOLLOWING ELEMENTS: IDENTIFICATION OF THE LOCATION OF A MINIMUM OF 10' X 42' WALL AREA FOR THE POSTING OF ALTERNATIVE TRANSPORTATION MODE INFORMATION INCLUDING FINANCIAL INCENTIVES BY RESPONSIBLE AGENCIES, TRANSIT SCHEDULES AND CARPOOL INFORMATION.
15. PRIOR TO ISSUANCE OF THE PROJECT'S D.E.S. PACK, PROJECT SHALL PROVIDE A 8-SHEET SIGN IDENTIFYING THE APPROVED TRUCK ROUTE PLAN AT ALL DRIVEWAY EXIT/WAY LOCATIONS.
16. ALL DESIGN AND CONSTRUCTION PLAN SUBMITTALS SHALL INCLUDE A DIAGRAMMATIC CALCULATION IDENTIFYING THE RELATIONSHIP OF SITE IMPROVEMENTS IN COMPLIANCE WITH FAA PART 77 AIRSPACE. ALL DEVELOPMENT REQUIRES APPROVAL OF A FAA FORM 7460-1 PRIOR TO THE ISSUANCE OF PERMITS.
17. ALL CONSTRUCTION EQUIPMENT USED FOR CONSTRUCTION ACTIVITIES SHALL BE FITTED WITH EXHAUST MUFFLING AND NOISE CONTROL FILTER DEVICES TO REDUCE NOISE IMPACTS.
18. PRIOR TO THE ISSUANCE OF BUILDING PERMITS, ALL DEVELOPMENT IMPACT FEES SHALL BE PAID, INCLUSIVE OF FUTURE SCHOOL FEES, AND FIRE AND PUBLIC FACILITIES FEES.
19. IF ANCHAEOLOGICAL 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.

MITIGATION MEASURES

MITIGATION M-AQ-1: PROJECT SHALL INSTALL ENERGY STAR LABELED ROOF MATERIALS.

MITIGATION M-AQ-2: PROJECT SPONSOR SHALL ENCOURAGE AN INCREASE OF EXTERIOR WALL INSULATION OVER TITLE 24 REQUIREMENTS. HOWEVER, A SPECIFIC PERCENT INCREASE IS NOT REQUIRED.

MITIGATION M-AQ-3: PROJECT SPONSOR SHALL ENCOURAGE AN INCREASE OF ROOF INSULATION OVER TITLE 24 REQUIREMENTS. HOWEVER, A SPECIFIC PERCENT INCREASE IS NOT REQUIRED.

MITIGATION M-AQ-4: PROVIDE ONE PREFERENTIAL PARKING SPACE FOR EV/SOV/HOV VEHICLES FOR SINGLE USER PARKING LOTS AND SHARED RETAIL PARKING FOR HUNDRED REQUIRED SPACES NOT TO EXCEED FOUR PREFERENTIAL PARKING SPACES PER DEVELOPMENT. ONE CHARGING FACILITY WILL BE PROVIDED FOR EVERY TWO EV STALLS.

MITIGATION M-AQ-5: PROVIDE LIGHT COLORED CONCRETE PAVING IN TRUCK COURTS.

MITIGATION M-AQ-6: PROVIDE ELECTRICAL OUTLETS AT BUILDING EXTERIOR AREAS.

MITIGATION NOTES

1. THE PROPOSED ON-SITE NATIVE WATER SYSTEM WILL MEET PURPLE PIPE STANDARDS FOR RECLAIMED WATER SYSTEMS.
2. PROVIDE PARKING LOT AREAS, WHICH INCLUDE 40 - TREE COVERAGE (APPROXIMATELY ONE TREE FOR EVERY 10 STALLS) FOR OFFICE USES AND 10% TREE COVERAGE (APPROXIMATELY ONE TREE FOR EVERY 20 STALLS) FOR INDUSTRIAL OR BUSINESS PARK USES WITH 50 TO 75 YEARS OF CONSTRUCTION. PROJECT WILL USE TREES THAT MATURE OVER A LONGER TIME FRAME WITH LOWER FLOW WATER DEMAND SHADE REQUIREMENTS WILL EXCLUDE TRUCK COURTS AND DRIVE AISLES.

RGA
Office of Architectural Design
13371 Alton Parkway, Suite 100
Irvine, CA 92618
T (949) 457-0500
F (949) 457-0507

RLA

MERIDIAN PARK
SOUTH
BUILDING C
00000 COYOTE BUSH ROAD
RIVERSIDE COUNTY, CA 92518

MERIDIAN

MERIDIAN PARK LLC
1156 N. MOUNTAIN AVENUE
UPLAND, CA 91786
CONTACTS
TIMOTHY REEVES - 909-579-1294
JEFF GORDON - 949-300-6755

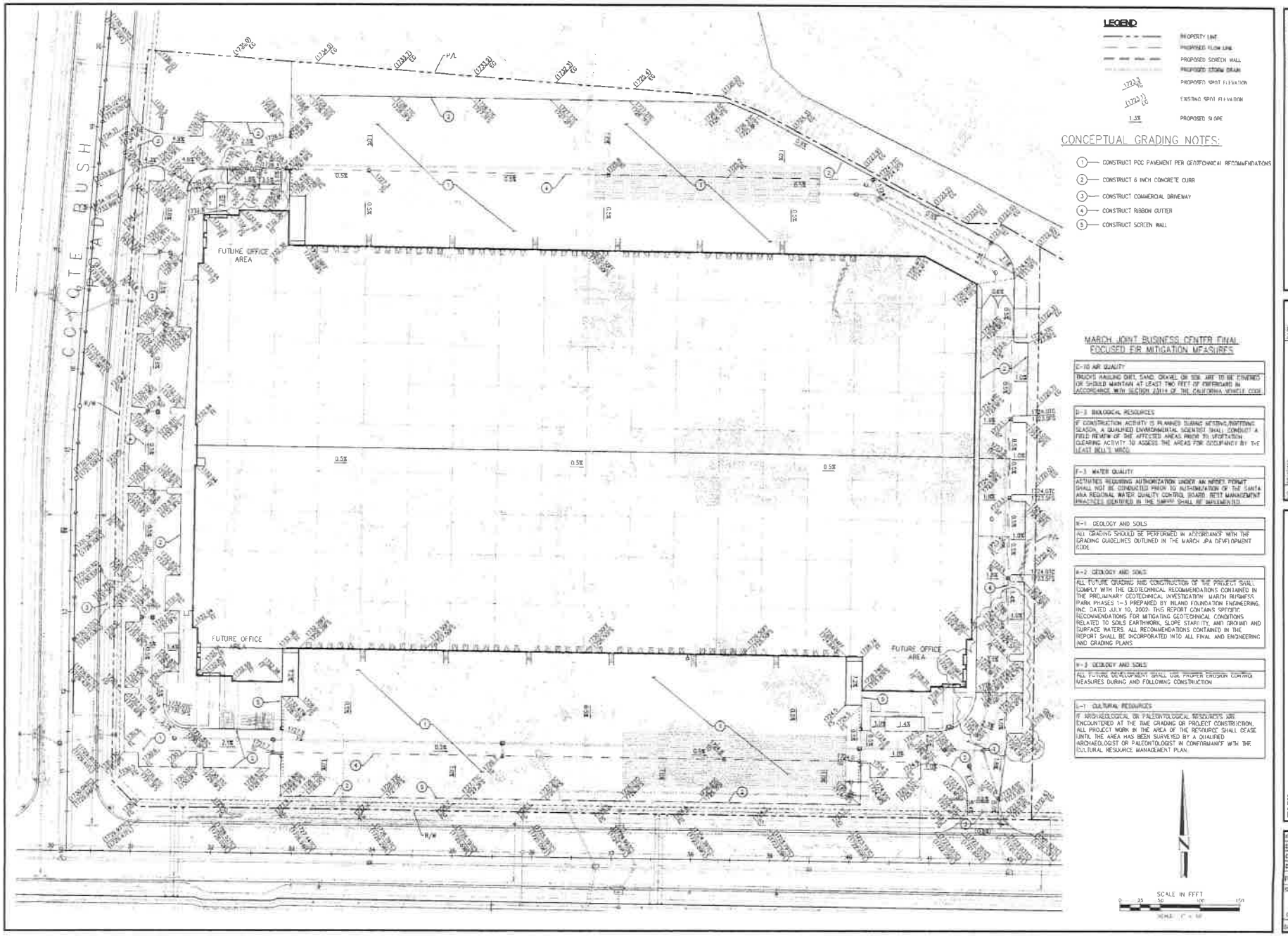
SITE PLAN

CONCEPTUAL
LANDSCAPE PLAN

L1.1

EXHIBIT A16

Plot Plan 18-03 Reduced Concept Grading Plan



LEGEND

- PROPERTY LINE
- PROPERTIES FLOW LINE
- PROPOSED SCREEN WALL
- PROPOSED STORM DRAIN
- PROPOSED SPOT ELEVATION
- EXISTING SPOT ELEVATION
- 1.5% PROPOSED SLOPE

CONCEPTUAL GRADING NOTES:

1. CONSTRUCT PCC PAVEMENT PER GEOTECHNICAL RECOMMENDATIONS
2. CONSTRUCT 6 INCH CONCRETE CURB
3. CONSTRUCT COMMERCIAL DRIVEWAY
4. CONSTRUCT RIBBON GUTTER
5. CONSTRUCT SCREEN WALL

MARCH JOINT BUSINESS CENTER FINAL FOCUSED EIR MITIGATION MEASURES

C-10 AIR QUALITY

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

D-3 BIOLOGICAL RESOURCES

IF CONSTRUCTION ACTIVITY IS PLANNED DURING NESTING/BREEDING SEASON, A QUALIFIED ENVIRONMENTAL SCIENTIST SHALL CONDUCT A FIELD REVIEW OF THE AFFECTED AREAS PRIOR TO VEGETATION CLEARING ACTIVITY TO ASSESS THE AREAS FOR OCCUPANCY BY THE LEAST BELL'S VIREO.

F-3 WATER QUALITY

ACTIVITIES REQUIRING AUTHORIZATION UNDER AN NPDES PERMIT SHALL NOT BE CONDUCTED PRIOR TO AUTHORIZATION OF THE SANTA ANA REGIONAL WATER QUALITY CONTROL BOARD. BEST MANAGEMENT PRACTICES IDENTIFIED IN THE SWPPP SHALL BE IMPLEMENTED.

G-1 GEOLOGY AND SOILS

ALL GRADING SHOULD BE PERFORMED IN ACCORDANCE WITH THE GRADING GUIDELINES OUTLINED IN THE MARCH JPA DEVELOPMENT CODE.

G-2 GEOLOGY AND SOILS

ALL FUTURE GRADING AND CONSTRUCTION OF THE PROJECT 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, 2003. 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.

G-3 GEOLOGY AND SOILS

ALL FUTURE DEVELOPMENT SHALL USE PROPER EROSION CONTROL MEASURES DURING AND FOLLOWING CONSTRUCTION.

L-1 CULTURAL RESOURCES

IF ARCHAEOLOGICAL OR PALEONTOLOGICAL RESOURCES ARE ENCOUNTERED AT THE TIME 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.

SCALE IN FEET
0 25 50 100 150

NOT FOR CONSTRUCTION

DRC Engineering Inc.
Civil Engineering Land Surveying Land Planning

NO.	REVISION	DATE

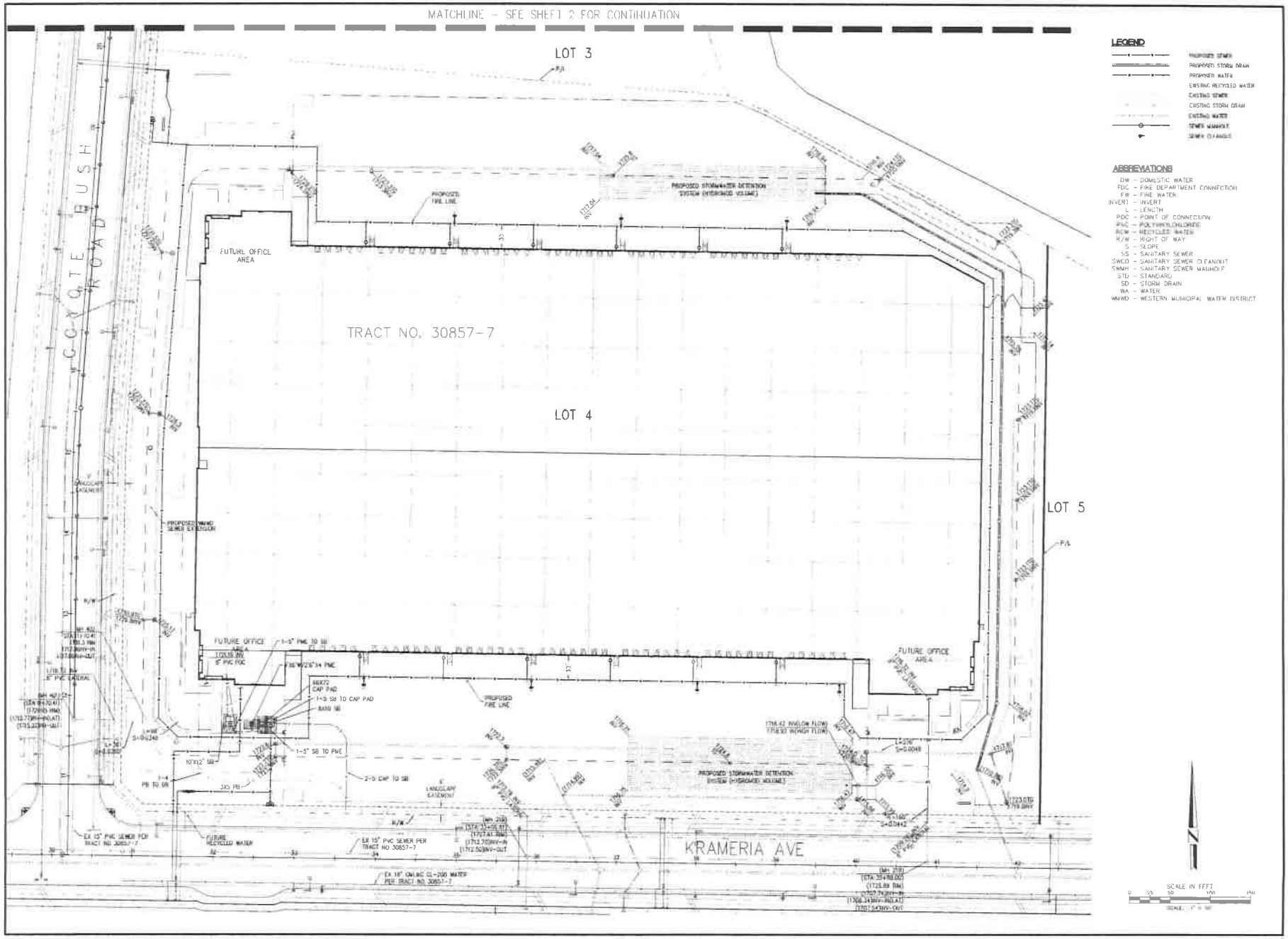
PROJECT:
MERIDIAN SOUTH CAMPUS - BLDG C
RIVERSIDE, CA

DRAWING NAME:
CONCEPTUAL GRADING PLAN

ISSUE	CD PLAN
DATE	3/23/2016
CHECKED: CM	DRAWN: PP
DRAWING FILE: 17520CG102	
PROJECT NO.: 17-520	
SHEET NUMBER:	1
OF 1 SHEETS	
SCALE: 1" = 30'	

EXHIBIT A17

Plot Plan 18-03 Reduced Concept Utility Plan



NOT FOR CONSTRUCTION

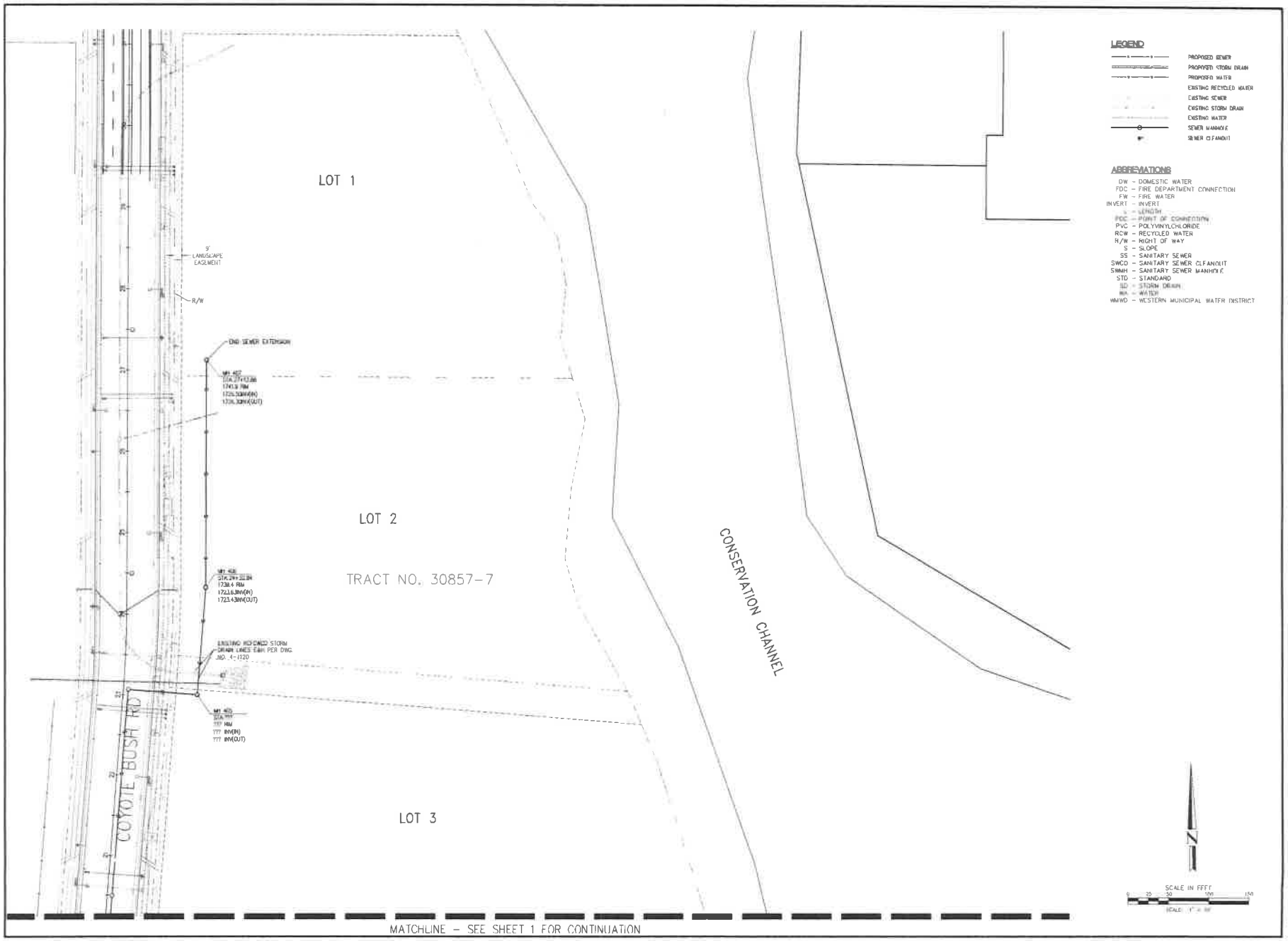
JRC Engineering, Inc.
Civil Engineering • Land Surveying • Planning
ENGR. DATE
DESIGN BY: COOK

NO. REVISION DATE

PROJECT: MERIDIAN SOUTH CAMPUS - BLDG C
RIVERSIDE, CA

DRAWING NAME: CONCEPTUAL UTILITY PLAN

ISSUE	PRELIMINARY
DATE	4/11/2018
CHECKED: CM	DRAWN: PP
DRAWING FILE: 17520CU100	
PROJECT NO.: 17-030	
SHEET NUMBER	1
OF 2 SHEETS	
SCALE: 1" = 80'	



LEGEND

- PROPOSED SEWER
- PROPOSED STORM DRAIN
- PROPOSED WATER
- EXISTING RECYCLED WATER
- EXISTING SEWER
- EXISTING STORM DRAIN
- EXISTING WATER
- SEWER MANHOLE
- SEWER CLEANOUT

ABBREVIATIONS

DW - DOMESTIC WATER
FDC - FIRE DEPARTMENT CONNECTION
FW - FIRE WATER
INVERT - INVERT
L - LENGTH
POC - POINT OF CONNECTION
PVC - POLYVINYLCHLORIDE
RCW - RECYCLED WATER
R/W - RIGHT OF WAY
S - SLOPE
SS - SANITARY SEWER
SWCO - SANITARY SEWER CLEANOUT
SWMH - SANITARY SEWER MANHOLE
STD - STANDARD
SD - STORM DRAIN
WA - WATER
WMWD - WESTERN MUNICIPAL WATER DISTRICT

NOT FOR CONSTRUCTION

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

NO.	REVISION	DATE

PROJECT:
MERIDIAN SOUTH CAMPUS - BLDG C
RIVERSIDE, CA

DRAWING NAME:
CONCEPTUAL UTILITY PLAN

ISSUE:	1752B (D)
DATE:	4/11/2018
CHECKED: CM	DRAWN: PP
DRAWING FILE:	1752BCU102
PROJECT NO.:	17-830
SHEET NUMBER:	2
OF	3 SHEETS
SCALE:	1" = 50'

EXHIBIT A18

Reduced Tentative Map 30857, Amendment 5

MERIDIAN - SOUTH CAMPUS
TENTATIVE TRACT MAP 30857

LEGAL DESCRIPTION

REAL PROPERTY IN THE COUNTY OF RIVERSIDE, STATE OF CALIFORNIA, DESCRIBED AS FOLLOWS:

IN THE COUNTY OF RIVERSIDE, STATE OF CALIFORNIA, BEING ALL OF THAT LAND CONVEYED IN THOSE CERTAIN QUITCLAIM DEEDS FROM THE UNITED STATES OF AMERICA TO THE MARCH JOINT POWERS AUTHORITY RECORDED AS DOCUMENT NOS. 2001-338598 AND 2001-338599 ON JULY 26, 2001 AND NOVEMBER 02, 2006, RESPECTIVELY, ALSO SHOWN AS PARCEL 3 AND PARCEL 7 ON RECORD OF SURVEY 20-128 FILED IN BOOK 178, PAGES 31 THROUGH 40, INCLUSIVE OF RECORDS OF SURVEY, IN THE SAID RECORDER'S OFFICE OF SAID COUNTY.

EXCEPTING THEREFROM THAT PORTION OF SAID PARCEL 6 DESCRIBED IN THAT CERTAIN DOCUMENT RECORDED SEPTEMBER 15, 2006 AS INSTRUMENT NO. 2006-0714859, OFFICIAL RECORDS OF SAID COUNTY RECORDER'S OFFICE, AND COMMONLY REFERRED TO AS ASSESSOR'S PARCEL NUMBER 294-100-004.

GENERAL NOTES

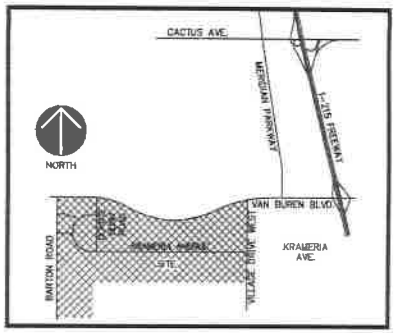
1. CURRENT DEVELOPMENT AREA:
   - BUSINESS PARK ..... 238.2 ACRES
   - MIXED USE ..... 33.2 ACRES
   - COMMERCIAL ..... 6.4 ACRES
   - INDUSTRIAL ..... 134.6 ACRES
   - OFFICE ..... 34.8 ACRES
   - OPEN SPACE ..... 139.8 ACRES
   - ROADS ..... 75.0 ACRES
   - NOT A PART ..... 16.8 ACRES
   - TOTAL ..... 688.8 ACRES
2. SOUTH CAMPUS TOTAL DEVELOPABLE LOTS 75
   SOUTH CAMPUS TOTAL OPEN SPACE LOTS 4
   SOUTH CAMPUS TOTAL LOTS 79
3. ZONING PER MARCH BUSINESS CENTER SPECIFIC PLAN
4. UTILITIES:
   - WATER ..... EASTERN MUNICIPAL WATER DISTRICT (951) 789-3000
   - SEWER ..... WESTERN MUNICIPAL WATER DISTRICT (951) 789-3000
   - STORM DRAIN ..... RIVERSIDE COUNTY FLOOD CONTROL DISTRICT (951) 955-1200
   - GAS ..... SOUTHERN CALIFORNIA GAS COMPANY (800) 427-2000
   - ELECTRIC ..... SOUTHERN CALIFORNIA EDISON CO. (800) 655-4555
   - TELEPHONE/CATV ..... VERIZON (800) 483-6000
5. SOURCE OF TOPOGRAPHY: INLAND AERIAL SURVEY INC., DATED JUNE 30, 2000.
6. EASEMENTS ARE SHOWN UNLESS OTHERWISE NOTED.
7. THIS PROJECT IS A MULTI-UNIT SUBDIVISION. ORDER OF FILED MAPS MAY VARY. MULTIPLE FINAL MAPS MAY BE FILED PURSUANT TO SECTION 66456.1 OF THE SUBDIVISION MAP ACT.
8. GRADING SHOWN IS APPROXIMATE AND SUBJECT TO CHANGE IN FINAL DESIGN.
9. CONTOURS IN PROPOSED ROADWAYS SHOWN TO GUARANTEE ELEVATION ONLY.
10. ALL RIGHT OF WAY RESERVATIONS, LANDSCAPE EASEMENTS, AND ALL STORM DRAIN FACILITIES 24" AND SMALLER WILL BE MAINTAINED BY THE LIGHTING AND LANDSCAPE DISTRICT.
11. STORM DRAIN FACILITIES LARGER THAN 24" THROUGHOUT THE DEVELOPMENT WILL BE MAINTAINED BY THE FLOOD CONTROL DISTRICT.
12. SUBDIVIDER WILL SERVE "NOT A PART" IN SOUTH CAMPUS LOT 79 AND SOUTH CAMPUS LOT 76 WILL REQUIRE ACCESS BY THE AIR FORCE REAL PROPERTY AGENCY, ENVIRONMENTAL PROTECTION AGENCY, THE DEPARTMENT OF TOXIC SUBSTANCES CONTROL, THE REGIONAL WATER QUALITY CONTROL AGENCY, AND THEIR DULY AUTHORIZED REPRESENTATIVES.
13. ALL DRY UTILITIES TO BE RELOCATED TO BE COMPATIBLE WITH PROPOSED DESIGN.

LAND USE TABLE

Parcel #	AREA (AC.)	Proposed Land Use
1	4.82	Business Park
2	4.31	Business Park
3	5.24	Business Park
4	23.53	Industrial
5	15.33	Business Park
6	9.91	Business Park
7	15.81	Industrial
8	46.22	Industrial
9	40.23	Industrial
10	9.70	Business Park
11	1.97	Business Park
12	7.31	Mixed Use
13	1.46	Business Park
14	1.32	Business Park
15	0.97	Business Park
16	0.83	Business Park
17	2.03	Business Park
18	0.82	Business Park
19	1.23	Business Park
20	1.62	Business Park
21	2.16	Business Park
22	1.24	Business Park
23	1.38	Business Park
24	2.39	Business Park
25	4.18	Mixed Use
26	1.65	Business Park
27	2.68	Business Park
28	2.84	Business Park
29	7.24	Business Park
30	2.17	Business Park
31	2.11	Business Park
32	2.31	Business Park
33	1.84	Mixed Use
34	2.27	Business Park
35	2.65	Business Park
36	10.18	Incl. A Part
37	1.72	Mixed Use
38	2.96	Business Park
39	3.81	Business Park
40	3.21	Business Park
41	3.85	Office
42	1.92	Business Park
43	1.84	Business Park
44	1.94	Business Park
45	3.32	Business Park
46	1.84	Business Park
47	1.14	Business Park
48	0.92	Business Park
49	NOT USED	NOT USED
50	NOT USED	NOT USED
51	1.01	Business Park
52	1.03	Business Park
53	3.01	Business Park
54	1.29	Business Park
55	1.16	Business Park
56	1.23	Business Park
57	1.19	Business Park
58	1.26	Business Park
59	2.39	Business Park
60	6.22	Mixed Use
61	4.13	Business Park
62	2.66	Business Park
63	2.47	Business Park
64	1.92	Business Park
65	1.06	Business Park
66	1.21	Business Park
67	2.69	Commercial
68	4.57	Business Park
69	6.38	Business Park
70	4.62	Business Park
71	61.05	Business Park
72	3.49	Commercial
73	10.77	Office
74	8.48	Office
75	9.01	Office
76	81.32	Park/Open Space
77	60.38	Park/Open Space
78	12.72	Park/Open Space
79	2.86	Park/Open Space

Parcel #	AREA (AC.)	Proposed Land Use
A	1.23	Business Park
B	1.29	Business Park
C	4.34	Business Park
D	10.06	Business Park

Business Park:	238.2 AC
Commercial:	6.4 AC
Industrial:	134.6 AC
Mixed Use:	33.2 AC
Office:	34.8 AC
Park/Open Space:	139.8 AC



VICINITY MAP
NTS

OWNER

MARCH JOINT POWERS AUTHORITY
23555 ALESSI BLVD.
MORRISON, CA 92555
CONTACT: DANIELLE KADELAN
PHONE: 951-656-7000

DEVELOPER

MERIDIAN PARK, LLC.
882 SAN NICOLAS DRIVE, SUITE 270
NEWPORT BEACH, CA 92660
CONTACT: JEFF GIBSON
PHONE: 909-579-1284

ENGINEER OF WORK

DRC ENGINEERING, INC.
160 SOUTH OLD SPRINGS ROAD, SUITE 270
ANAHEIM HILLS, CALIFORNIA 92808
TELEPHONE: 714-685-6860

ACCESSOR'S PARCEL NO.

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294-110-010
294-130-030
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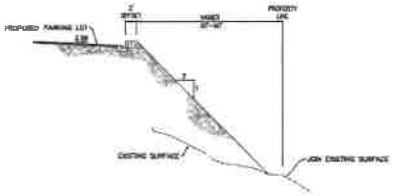

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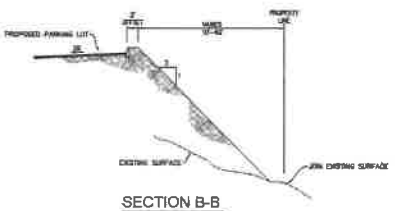

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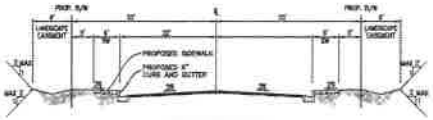
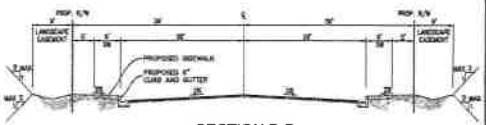
VERT. 1"=5'



SECTION C-C
INDUSTRIAL CUL-DE-SAC
STREET P IN STREET U
SCALE: HORIZ. 1"=10'
VERT. 1"=5'



SECTION D-D
INDUSTRIAL COLLECTOR STREET
STREET P, STREET Y, STREET Z
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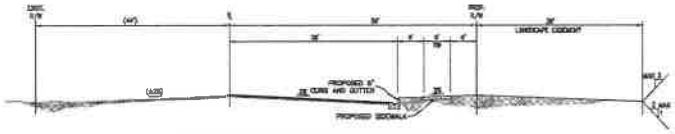
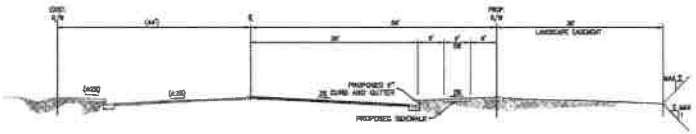
VERT. 1"=5'

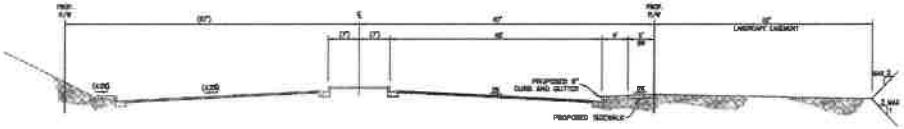
TYPICAL ACCESS ROAD
SCALE: HORIZ. 1"=10'
VERT. 1"=5'



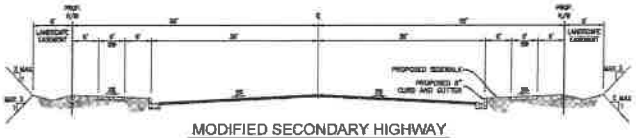
MODIFIED SECONDARY HIGHWAY
BARTON STREET (VAN BUREN BOULEVARD TO ALESSI RANCH ROAD)
BARTON STREET (LUNN AVENUE TO SOUTH PROPERTY LINE)
SCALE: HORIZ. 1"=10'
VERT. 1"=5'



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



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



MODIFIED SECONDARY HIGHWAY
BARTON ROAD
MORRISON AVENUE
SCALE: HORIZ. 1"=10'
VERT. 1"=5'

160 S. Old Springs Road
Suite 270
Anaheim Hills, CA 92808
714-685-6860

NO.	BY	DATE	REVISIONS
1			
2			
3			

PROJECT: MERIDIAN SOUTH CAMPUS
DRAWING NAME: TENTATIVE TRACT MAP

DESIGN: TM
DRAWN: TM
DATE: 09/16/16
CHECKED BY: DRAWING NO.
DRAWING NO. 170827TM
PROJECT NO. 17-0827
SHEET NUMBER: 1
OF 3 SHEETS
SCALE: AS SHOWN

MERIDIAN
SOUTH CAMPUS

TENTATIVE TRACT MAP

NO.	REVISION	DATE
	VERSION 8	05/23/2016

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

CONSERVATION EASEMENT LINE TABLES

Line Table			Line Table			Line Table			Line Table			Line Table			Line Table		
Line #	Length	Direction	Line #	Length	Direction	Line #	Length	Direction	Line #	Length	Direction	Line #	Length	Direction	Line #	Length	Direction
L1	344.226	S89° 45' 28.8"E	L21	122.842	N84° 31' 36.68"W	L41	196.123	S88° 33' 46.53"W	L61	83.366	N70° 17' 36.02"E	L81	134.825	N88° 33' 24.6"E	L101	81.636	S32° 34' 05.08"E
L2	41.468	N52° 08' 49.68"E	L22	108.470	S72° 44' 18.85"W	L42	140.084	N88° 33' 00.18"E	L62	48.940	S18° 49' 01.56"E	L82	112.147	N42° 27' 18.43"E	L102	126.353	S32° 09' 34.75"E
L3	203.362	N35° 30' 08.81"W	L23	87.386	N65° 42' 17.98"W	L43	226.288	S89° 34' 56.89"W	L63	83.266	N01° 02' 08.04"E	L83	117.747	N88° 25' 33.36"E	L103	88.139	S07° 25' 06.36"E
L4	85.385	N52° 01' 25.25"E	L24	100.817	S84° 36' 43.84"W	L44	80.992	N79° 16' 48.15"E	L64	138.362	N88° 18' 48.04"W	L84	156.574	N62° 54' 19.43"E	L104	101.306	S08° 48' 15.15"E
L5	191.409	N88° 28' 24.76"W	L25	83.187	N68° 44' 14.07"W	L45	30.780	S79° 16' 48.15"E	L65	36.788	N23° 41' 11.91"E	L85	30.886	S86° 24' 21.38"E			
L6	189.794	N62° 36' 55.65"E	L26	76.327	S8° 39' 26.50"W	L46	39.849	N79° 16' 48.15"E	L66	16.883	S23° 41' 11.96"W	L86	283.560	S79° 17' 36.78"E			
L7	189.411	S27° 20' 25.19"E	L27	237.170	S71° 38' 59.80"W	L47	138.999	S81° 16' 48.66"W	L67	123.478	S88° 18' 48.04"E	L87	186.426	S72° 37' 12.38"E			
L8	283.714	N18° 58' 08.34"W	L28	181.078	S72° 39' 43.48"W	L48	89.839	S71° 52' 26.44"W	L68	191.303	S01° 02' 08.04"E	L88	86.380	S84° 59' 41.38"E			
L9	117.878	N14° 07' 12.78"W	L29	164.183	S77° 02' 27.62"W	L49	19.889	S71° 52' 26.44"W	L69	78.006	N12° 42' 00.52"E	L89	83.152	S24° 08' 39.71"E			
L10	30.744	S48° 17' 14.28"E	L30	28.834	S86° 30' 34.13"E	L50	15.573	N77° 18' 48.66"W	L70	40.851	N62° 42' 18.67"E	L90	111.183	N48° 24' 58.38"E			
L11	246.884	N82° 28' 34.58"W	L31	180.948	S85° 44' 20.77"W	L51	12.764	N84° 04' 08.34"W	L71	94.445	S84° 28' 15.85"E	L91	32.732	N84° 14' 06.31"E			
L12	47.132	N82° 35' 11.36"W	L32	144.210	S84° 42' 32.18"E	L52	102.530	N84° 04' 08.34"W	L72	34.481	S84° 28' 15.85"E	L92	167.957	S85° 46' 57.26"E			
L13	169.816	N82° 35' 02.58"W	L33	37.000	S35° 48' 11.05"W	L53	190.756	N82° 34' 42.87"W	L73	186.788	N88° 21' 33.83"E	L93	32.707	S85° 18' 30.36"E			
L14	187.880	N26° 35' 14.61"W	L34	74.473	S84° 28' 51.27"E	L54	82.913	N85° 12' 48.49"W	L74	88.764	N34° 19' 33.36"E	L94	50.157	S1° 2' 27" E3.33"E			
L15	266.719	S84° 18' 45.12"W	L35	43.332	S71° 43' 27.47"W	L55	176.736	S84° 36' 31.18"W	L75	187.566	N88° 01' 13.66"E	L95	73.218	S20° 45' 24.02"E			
L16	33.305	S88° 18' 23.89"W	L36	45.758	S88° 32' 25.13"W	L56	190.300	N82° 36' 16.41"W	L76	24.809	S75° 15' 06.2"E	L96	136.813	S70° 57' 19.34"E			
L17	13.321	N84° 01' 07.54"E	L37	284.312	N82° 02' 36.44"W	L57	197.271	S83° 44' 06.82"W	L77	133.233	S80° 54' 32.83"E	L97	200.383	S89° 24' 17.56"E			
L18	31.309	N82° 22' 05.62"W	L38	151.436	N79° 43' 27.67"W	L58	121.153	S86° 26' 05.84"W	L78	78.858	S36° 16' 27.82"E	L98	86.730	S22° 56' 36.7"E			
L19	83.150	S44° 32' 47.23"E	L39	283.075	N7° 31' 44.17"W	L59	106.442	S18° 12' 00.52"E	L79	106.538	N82° 56' 26.33"E	L99	237.329	S07° 25' 06.46"E			
L20	60.194	N77° 22' 39.81"E	L40	112.008	N78° 45' 33.34"W	L60	80.081	N10° 44' 01.65"W	L80	90.360	N32° 07' 24.01"E	L100	1.736	S08° 48' 59.11"E			

CONSERVATION EASEMENT CURVE TABLES

Curve Table				
Curve #	Length	Radius	Delta	Tangent
C1	148.562	3055.000	002°47'16"	74.285
C2	548.398	3055.000	010°17'43"	275.017
C3	127.810	318.974	022°56'56"	64.638
C4	120.797	178.914	038°39'46"	62.733
C5	579.083	3055.000	010°51'26"	290.789

LINE DATA TABLES

Line Table			Line Table			Line Table			Line Table			Line Table			Line Table			Line Table			Line Table			Line Table			Line Table			Line Table			Line Table			Line Table			Line Table		
Line #	Length	Direction	Line #	Length	Direction	Line #	Length	Direction	Line #	Length	Direction	Line #	Length	Direction	Line #	Length	Direction	Line #	Length	Direction	Line #	Length	Direction	Line #	Length	Direction	Line #	Length	Direction	Line #	Length	Direction	Line #	Length	Direction	Line #	Length	Direction	Line #	Length	Direction
L1000	32.985	S49° 19' 33.58"W	L1038	150.000	N01° 08' 53.00"W	L1147	62.904	N70° 44' 26.15"E	L1185	107.810	N89° 10' 19.00"W	L1189	212.324	N89° 15' 16.70"W	L1210	153.015	S72° 13' 34.00"E	L1231	39.487	N82° 23' 41.89"W	L1252	248.997	S77° 50' 57.38"W	L1272	24.997	N22° 27' 02.82"W	L1298	11.009	S24° 17' 36.28"W	L1317	362.045	N72° 08' 40.81"W	L1338	134.018	S89° 22' 33.32"E	L1381	30.000	N01° 07' 15.37"E
L1001	23.767	N89° 49' 24.47"W	L1127	3.130	N23° 24' 47.19"W	L1148	34.376	N72° 26' 14.81"E	L1186	130.703	N70° 12' 34.00"E	L1190	80.373	S89° 39' 43.26"E	L1211	107.150	S89° 11' 18.00"E	L1232	37.128	N41° 26' 21.82"W	L1253	187.270	S77° 09' 57.38"W	L1273	237.266	N24° 12' 52.82"W	L1297	24.412	S75° 18' 44.86"W	L1318	167.287	S21° 47' 12.06"W	L1339	125.681	S20° 48' 21.36"E	L1382	30.000	S88° 54' 36.20"E
L1002	58.130	N82° 19' 05.80"E	L1128	145.278	N72° 12' 36.58"W	L1149	148.255	S89° 30' 40.03"E	L1170	74.000	N00° 49' 41.90"E	L1191	344.308	S41° 29' 26.81"W	L1212	74.691	S44° 07' 47.02"E	L1233	11.884	N12° 58' 46.27"W	L1254	143.181	N24° 52' 49.42"W	L1274	48.145	S74° 16' 04.23"E	L1298	30.250	S89° 34' 26.53"E	L1319	32.746	N82° 09' 43.74"E	L1340	134.500	N89° 22' 30.44"E	L1383	7.107	N82° 21' 53.81"E
L1003	126.742	N20° 08' 36.70"W	L1129	287.040	N82° 44' 37.07"W	L1150	30.828	N80° 17' 46.41"E	L1171	17.308	N70° 12' 34.26"E	L1192	245.947	S89° 15' 52.08"E	L1213	23.077	S89° 20' 11.87"W	L1234	125.494	N74° 48' 58.39"W	L1255	256.000	S87° 20' 46.22"E	L1275	159.053	S89° 36' 29.13"W	L1299	33.941	S44° 24' 36.13"E	L1320	138.288	S89° 46' 58.35"E	L1341	100.000	N12° 30' 23.63"E	L1384	118.841	N84° 36' 43.04"W
L1004	100.630	N22° 37' 11.58"W	L1130	124.940	S89° 34' 09.09"W	L1151	2.705	N80° 12' 59.94"E	L1172	34.201	N37° 05' 55.17"W	L1193	36.163	N89° 04' 44.06"E	L1214	31.282	N18° 31' 21.32"W	L1235	155.596	S81° 31' 53.20"W	L1256	142.255	N09° 41' 18.66"E	L1276	356.726	S18° 31' 34.25"E	L1300	44.656	N14° 12' 38.84"E	L1321	169.427	S11° 55' 33.07"W	L1342	25.100	N89° 12' 28.84"W	L1385	16.806	N72° 26' 20.13"W
L1005	49.870	N27° 35' 13.09"W	L1131	120.000	S89° 38' 09.00"W	L1152	81.170	N04° 42' 53.00"E	L1173	71.407	N00° 49' 41.90"E	L1194	78.395	N89° 04' 44.06"E	L1215	5.284	N24° 38' 31.84"E	L1236	67.258	N81° 54' 09.59"W	L1257	250.000	S72° 01' 38.81"E	L1277	190.437	N89° 36' 29.13"E	L1301	13.818	S81° 08' 36.34"E	L1322	25.533	N34° 49' 28.42"W	L1343	37.571	S00° 49' 21.26"W	L1386	6.533	N84° 50' 43.09"W
L1006	39.790	N14° 24' 53.09"W	L1132	158.919	S84° 36' 20.32"W	L1153	71.196	N00° 39' 25.00"E	L1174	32.189	N00° 49' 41.90"E	L1195	120.686	S00° 27' 14.64"W	L1216	74.365	S82° 46' 25.61"E	L1237	81.103	N81° 52' 34.67"W	L1258	143.260	N24° 19' 33.09"E	L1278	283.068	N12° 02' 34.08"W	L1302	31.898	N48° 36' 04.78"E	L1323	25.464	N35° 54' 34.27"E	L1344	154.368	N89° 22' 34.07"W	L1387	33.130	S21° 16' 24.31"E
L1007	69.999	N20° 49' 17.00"E	L1133	195.843	S12° 17' 33.20"W	L1154	87.810	S26° 25' 09.00"E	L1175	41.283	N12° 48' 41.90"E	L1196	186.323	N37° 51' 15.32"E	L1217	288.338	S00° 01' 42.86"E	L1238	111.578	N25° 22' 11.11"E	L1259	250.332	S88° 11' 33.40"E	L1282	114.353	S89° 36' 29.13"W	L1303	110.760	N20° 56' 47.23"E	L1324	46.621	S89° 34' 27.98"E	L1345	100.021	N00° 49' 21.36"E	L1388	42.598	N82° 48' 25.50"W
L1008	192.830	N17° 31' 11.02"W	L1134	52.437	N72° 17' 33.09"E	L1155	80.750	S24° 41' 28.90"E	L1176	41.282	S89° 30' 41.90"W	L1197	200.111	S49° 46' 37.99"E	L1218	130.898	N82° 13' 11.46"E	L1239	158.497	N25° 52' 59.88"E	L1260	142.260	N28° 46' 26.80"E	L1283	1.725	S24° 17' 28.20"W	L1304	80.000	S12° 03' 18.39"E	L1325	136.268	S84° 48' 38.20"E	L1346	154.498	S89° 18' 12.20"E	L1389	53.430	N78° 18' 46.39"E
L1009	52.410	N17° 24' 33.09"W	L1135	113.460	S7° 19' 57.80"E	L1156	80.630	N01° 23' 26.00"E	L1177	12.237	N89° 10' 18.87"W	L1198	28.890	S41° 29' 26.81"W	L1219	188.538	N88° 01' 42.39"E	L1240	36.213	N00° 16' 32.59"E	L1261	250.000	S42° 52' 27.09"E	L1284	24.257	S11° 14' 41.42"E	L1305	59.634	N24° 42' 39.42"W	L1326	32.746	S41° 47' 41.42"E	L1347	106.003	S00° 27' 34.47"E	L1370	96.439	N84° 50' 43.09"W
L1010	87.730	N11° 35' 58.90"E	L1136	39.407	N89° 18' 31.39"E	L1157	80.180	N82° 11' 29.00"E	L1178	137.808	S00° 49' 41.90"W	L1199	198.386	S41° 29' 26.81"W	L1220	83.577	S42° 48' 09.86"E	L1241	3.875	N28° 46' 15.11"E	L1262	142.260	N53° 33' 26.20"E	L1285	31.058	S41° 29' 26.13"E	L1306	54.941	S48° 36' 21.78"W	L1327	314.567	N89° 22' 21.88"W	L1348	90.377	S00° 49' 41.21"W	L1371	114.464	S72° 21' 08.37"E
L1011	86.252	N11° 01' 34.20"E	L1137	30.533	N89° 18' 32.89"E	L1158	120.340	N49° 53' 27.00"E	L1179	85.004	S02° 24' 30.34"W	L1200	23.144	N37° 51' 26.07"E	L1221	145.738	N89° 39' 09.94"E	L1242	1.820	N82° 26' 49.82"E	L1263	250.000	S03° 19' 20.59"E	L1286	32.746	S89° 10' 48.87"E	L1307	150.998	S89° 34' 36.53"E	L1328	163.370	N00° 38' 21.78"E	L1349	154.466	N89° 26' 58.82"W	L1372	88.899	S00° 23' 31.87"E
L1012	18.870	N18° 20' 24.68"W	L1138	135.870	N70° 47' 18.09"E	L1159	123.912	N82° 01' 24.00"E	L1180	34.124	S48° 32' 30.87"W	L1201	208.457	S54° 40' 36.71"E	L1222	134.506	S89° 54' 56.86"E	L1243	39.648	S89° 30' 19.09"E	L1264	143.269	N67° 57' 42.61"E	L1287	52.034	S19° 42' 03.86"W	L1308	33.564	N13° 49' 13.09"W	L1350	15.000	S89° 10' 19.75"E	L1373	136.907	S84° 36' 24.04"E
L1013	120.882	N30° 18' 18.80"W	L1139	49.217	S89° 47' 46.23"E	L1160	47.170	N82° 26' 58.00"E	L1181	33.788	N62° 22' 44.09"E	L1202	17.941	S41° 29' 26.96"W	L1223	118.867	S42° 31' 32.73"E	L1244	28.182	N24° 07' 41.48"E	L1265	250.000	S14° 48' 14.18"E	L1288	57.886	S15° 41' 23.69"E	L1309	247.398	N89° 26' 21.72"E	L1329	343.663	S89° 22' 21.88"E	L1351	5.001	S00° 49' 21.36"W	L1374	44.987	N82° 21' 55.07"E
L1014	1.883	N82° 42' 43.09"W	L1140	20.243	S84° 47' 48.82"E	L1161	114.310	N82° 48' 12.00"E	L1182	27.904	N78° 57' 22.76"W	L1203	215.343	N38° 36' 53.23"E	L1224	89.119	N82° 32' 14.94"E	L1245	45.954	S44° 10' 18.70"E	L1266	142.269	N82° 31' 48.02"E	L1289	57.886	S44° 42' 27.00"W	L1310	167.874	N89° 26' 21.72"E	L1330	140.389	S00° 26' 21.78"W	L1352	80.139	N89° 10' 49.17"W	L1375	14.721	S84° 36' 24.84"E
L1015	84.237	N22° 42' 43.09"W	L1141	72.732	S82° 01' 13.00"E	L1162	109.130	N48° 58' 08.00"E	L1183	27.903	S10° 13' 14.94"E	L1204	50.788	N58° 47' 00.00"E	L1225	140.141	S48° 32' 14.23"E	L1246	45.955	N48° 46' 41.36"E	L1267	250.401	S00° 11' 57.76"E	L1290	198.152	N89° 40' 21.28"E	L1311	33.746	S01° 51' 48.36"W	L1331	142.744	S00° 26' 21.78"W	L1353	36.271	N89° 49' 38.21"E	L1376	108.631	N20° 01' 38.08"E
L1021	31.540	N89° 21' 17.60"W	L1142	137.859	N7° 17' 16.09"E	L1163	103.240	N74° 18' 09.00"E	L1184	42.631	S00° 49' 41.90"W	L1205	4.202	N28° 11' 24.39"E	L1226	131.384	S82° 26' 22.58"E	L1247	79.198	S89° 10' 19.75"E	L1268	179.406	S89° 31' 50.09"E	L1291	126.553	N89° 52' 44.42"E	L1312	283.045	N89° 37' 18.48"E	L1354	3.585	N12° 49' 11.79"E						
L1022	89.836	N01° 56' 33.20"W	L1143	76.000	N82° 01' 30.00"E	L1164	36.500	S18° 01' 21.00"E	L1185	143.052	S00° 49' 41.90"W	L1206	198.549	N82° 06' 39.34"W	L1227	155.831	N78° 27' 15.67"E	L1248	100.803	S89° 10' 19.75"E	L1269	243.715	N04° 35' 24.00"E	L1292	24.997	N12° 36' 21.82"E	L1313	177.139	N41° 04' 40.28"E	L1334	83.187	S89° 10' 19.75"E	L1356	67.874	N82° 26' 49.78"W						
L1023	338.984	N81° 06' 33.09"W	L1144	64.688	S78° 07' 44.09"E	L1165	6.018	S84° 36' 22.09"E	L1186	34.353	S37° 15' 42.78"W	L1207	44.000	N39° 06' 33.20"E	L1228	115.888	S81° 24' 20.36"E	L1249	56.402	S80° 25' 30.82"E	L1270	5.404	N04° 23' 26.82"E	L1293	99.193	S01° 36' 38.83"E	L1335	15.274	N00° 49' 21.36"E	L1357	55.985	N89° 10' 49.58"W						
L1024	43.530	N89° 20' 00.09"W	L1145	114.284	S18° 42' 35.47"E	L1166	73.753	S82° 23' 55.38"W	L1187	180.092	S70° 41' 04.87"W	L1208	67.696	N70° 52' 13.21"E	L1229	139.573	S88° 14' 10.83"E	L1250	37.218	S12° 46' 13.71"E	L1271	135.174	N88° 27' 30.71"E	L1294	117.281	N81° 26' 36.64"W	L1315	265.044	N82° 16' 41.67"W	L1336	15.011	S00° 49' 41.36"W	L1358	19.815	S88° 42' 43.76"E						
L1025	96.199	N82° 12' 43.09"W	L1146	82.281	S84° 32' 45.09"E	L1167	77.814	S42° 23' 55.48"W	L1188	81.340	N89° 09' 49.66"W	L1209	42.601	N70° 41' 05.04"E	L1230	24.205	N77° 09' 43.73"W	L1251	23.727	S13° 59' 02.84"E	L1272	130.462	N88° 27' 30.71"W	L1295	71.208	S12° 36' 08.07"E	L1316	66.427	N31° 48' 12.38"E	L1337	205.033	S89° 10' 38.64"E	L1360	8.000	N89° 10' 34.78"W						

CURVE DATA TABLES

Curve Table					Curve Table					Curve Table					Curve Table					Curve Table					Curve Table					Curve Table				
Curve #	Length	Radius	Delta	Tangent	Curve #	Length	Radius	Delta	Tangent	Curve #	Length	Radius	Delta	Tangent	Curve #	Length	Radius	Delta	Tangent	Curve #	Length	Radius	Delta	Tangent	Curve #	Length	Radius	Delta	Tangent	Curve #	Length	Radius	Delta	Tangent
C26	362.150	1244.000	016°40'47"	182.368	C28	188.333	1044.000	010°20'07"	94.413	C44	288.555	3055.000	005°24'47"	144.356	C60	64.467	888.783	004°09'31"	32.247	C84	88.838	48.500	105°30'06"	65.313	C102	11.364	21.000	031°00'16"	5.819				
C27	23.544	888.172	002°00'20"	11.774	C29	10.001	39.000	014°41'40"	7.499	C45	307.398	2311.000	007°37'28"	153.885	C61	152.716	888.838	009°50'51"	76.504	C85	42.087	2012.330	002°09'44"	20.034	C103	11.343	21.000	030°56'06"	5.814				
C28	65.722	1074.611	003°30'22"	32.871	C27	19.453	39.000	002°17'43"	9.744	C46	18.808	37.256	028°55'26"	9.599	C62	146.754	888.352	009°04'02"	73.524	C86	98.643	48.500	116°32'06"	82.331	C105	94.369	1460.633	003°42'06"	47.218				
C29	257.014	1139.000	012°55'41"	129.196	C28	136.295	1185.996	006°34'19"	68.227	C48	199.671	2314.468	004°56'34"	99.896	C66	133.146	886.363	008°36'34"	66.744	C87	23.814	100.003	013°38'37"	11.943	C106	17.388	39.000	025°32'42"	8.845				
C30	60.671	1039.000	003°20'44"	30.344	C29	169.465	1081.000	009°58'06"	84.883	C49	18.487	138.000	008°33'43"	9.254	C67	301.334	883.000	019°33'09"	152.117	C88	144.868	811.000	010°13'35"	72.448	C107	23.561	83.000	016°15'57"	11.853				
C31	17.424	100.000	009°58'06"	8.734	C30	173.638	1224.148	008°07'38"	87.002	C50	20.827	138.000	008°38'19"	10.424	C70	243.462	888.000	015°42'24"	121.998	C89	318.648	811.284	022°30'56"	161.384	C108	25.942	62.000	023°58'34"	13.183				
C32	314.613	88.000	074°49'10"	81.224	C31	291.786	2055.000	008°08'26"	146.032	C52	85.370	1484.000	003°17'41"	42.687	C71	167.602	888.870	010°48'17"	75.318	C90	340.668	833.016	023°25'46"	171.158	C109	45.747	188.000	013°56'34"	23.014				
C33	34.584	88.000	022°31'46"	17.527	C32	217.728	287.000	043°47'46"	113.646	C53	67.126	1344.000	002°51'53"	43.564	C72	225.072	888.813	014°30'51"	114.101	C91	138.548	888.434	008°56'23"	84.398	C110	116.672	2314.000	002°53'46"	58.350				
C34	17.424	100.000	009°58'06"	8.734	C33	88.855	1134.000	004°29'58"	43.421	C54	83.483	126.000	037°57'27"	43.417	C73	19.515	88.997	012°33'54"	9.778	C92	153.274	888.316	009°53'19"	76.838	C112	15.379	888.000	009°55'48"	7.705				
C35	91.281	34.000	098°50'02"	66.000	C34	187.285	1139.000	009°25'16"	93.824	C55	53.291	83.000	036°47'46"	46.521	C74	89.741	48.433	106°77'07"	64.858	C93	152.568	888.351	009°50'36"	76.472	C113	46.564	42.500	062°45'27"	25.813				
C36	90.723	301.000	017°16'37"	45.653	C35	88.245	888.895	005°41'05"	44.112	C56	165.904	301.000	031°34'48"	84.992	C75	98.114	4999.000	001°07'31"	49.056	C94	130.227	888.288	008°24'01"	81.215										
C37	91.281	34.000	098°50'02"	66.000	C36	76.874	888.000	004°57'45"	38.461	C57	206.211	813.877	014°31'08"	103.992	C76	133.648	3314.827	002°18'31"	81.286	C95	103.068	1931.958	003°04'42"	51.366										
C38	19.284	88.000	011°52'56"	9.673	C37	253.540	888.000	016°21'24"	113.469	C58	206.211	811.000	014°34'08"	103.844	C77	284.998	4999.000	003°16'01"	142.498	C96	106.120	1361.043	004°28'58"	54.964										
C39	81.848	87.999	053°17'33"	44.153	C38	96.233	1139.000	004°50'25"	48.121	C59	206.211	813.878	014°34'08"	103.992	C78	66.193	46.000	131°49'28"	81.992	C97	123.531	909.982	007°46'54"	61.899										
C40	60.333	88.000	039°16'30"	48.994	C39	11.618	21.000	031°42'00"	6.000	C60	206.211	811.024	014°34'08"	103.884	C79	32.697	100.144	018°42'01"	16.526	C98	139.494	888.999	007°29'28"	84.816										
C41	19.284	100.000	011°52'56"	9.673	C40	11.403	21.000	031°06'38"	5.846	C61	206.211	813.878	014°34'08"	103.992	C80	400.584	816.331	028°06'04"	304.146	C99	134.823	270.000	028°36'17"	70.715										
C42	34.274	438.000	004°29'24"	17.140	C41	278.068	2883.567	005°31'36"	139.106	C62	206.211	811.024	014°34'08"	103.884	C81	204.138	888.038	013°09'31"	102.516	C100	132.010	534.866	012°40'41"	66.268										
C43	83.872	438.000	010°58'48"	42.083	C42	92.285	2316.407	002°16'42"	38.648	C63	206.211	813.878	014°34'08"	103.992	C82	199.701	888.035	012°53'26"	80.718	C101	103.815	278.000	023°51'45"	52.826										
C24	161.601	1044.000	008°52'07"	80.913	C43	317.208	1570.000	010°52'06"	159.081	C64	66.866	811.251	004°43'27"	33.462	C83	38.969	110.356	020°13'50"	14.561	C102	121.353	50.000	069°40'54"	65.394										

100 S. Old Springs Road
Suite 210
Anaheim Hills, CA 92808
714-685-6860
Civil Engineering • Land Planning • Surveying

DATE	DESCRIPTION
08/15/19	

PROJECT
MERIDIAN
SOUTH CAMPUS

DRAWING NAME
TENTATIVE TRACT MAP

SHEET
08/15/19
CHECKED BY: DRAWN BY:
DRAWING FILE: (TENTATIVE)
PROJECT NO.: 17-009
SHEET NUMBER
3
OF 3 SHEETS
SCALE: AS SHOWN

EXHIBIT A19

FAA- Determination of No Hazard to Air Navigation Letters dated June 22, 2018

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

Aeronautical Study No.
2018-AWP-9380-OE

Issued Date: 06/22/2018

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 1
Location:	Riverside, CA
Latitude:	33-53-09.97N NAD 83
Longitude:	117-18-10.27W
Heights:	1733 feet site elevation (SE)
	38 feet above ground level (AGL)
	1771 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does exceed obstruction standards but 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 12/22/2019 unless:

(a) the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
(b) extended, revised, or terminated by the issuing office.
(c) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within

6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

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

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

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

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

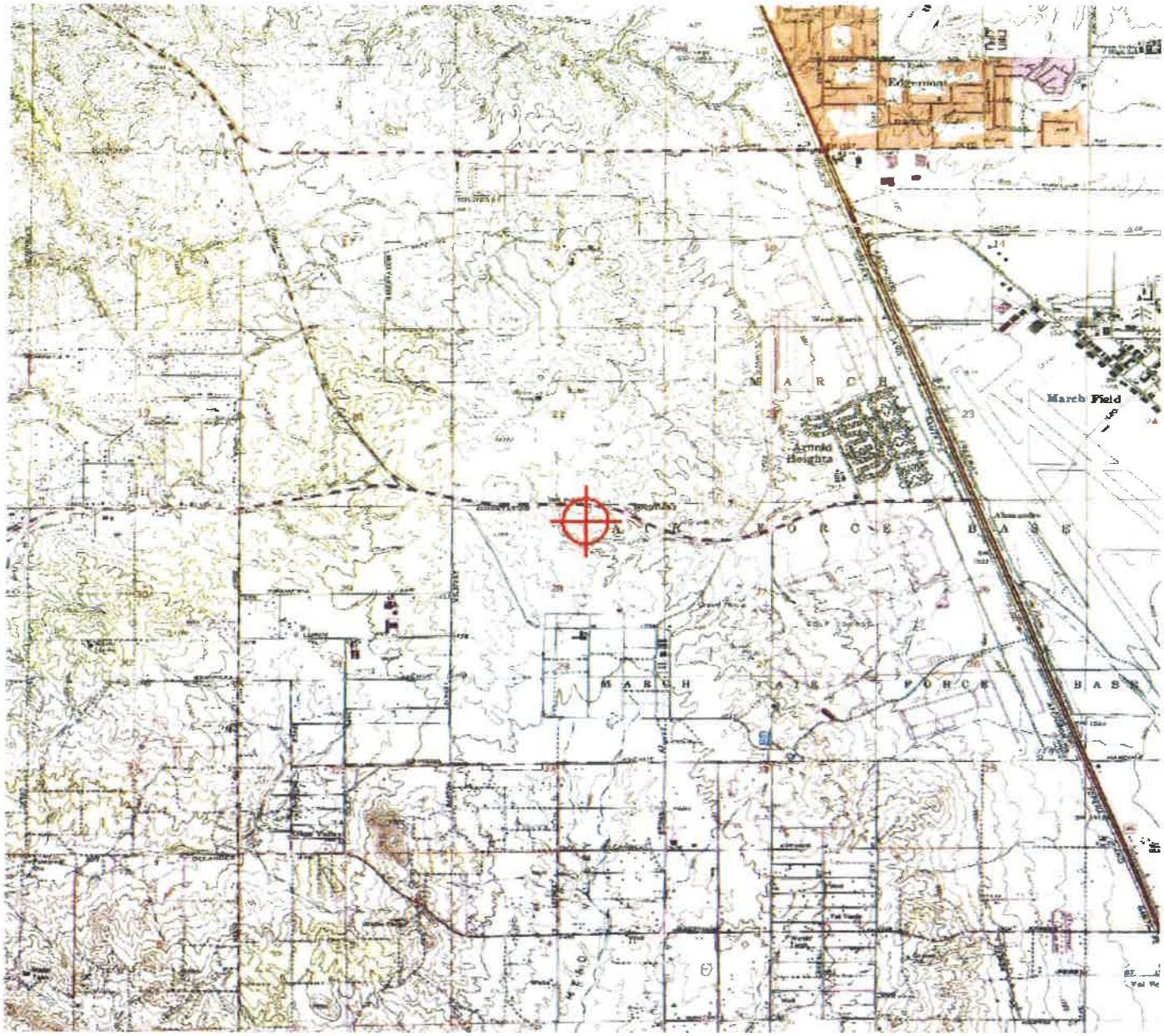
This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

If we can be of further assistance, please contact our office at (310) 725-6557, or karen.mcdonald@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2018-AWP-9380-OE.

Signature Control No: 364501672-368524325 (EBO)
Karen McDonald
Specialist

Attachment(s)
Map(s)

TOPO Map for ASN 2018-AWP-9380-OE



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

Aeronautical Study No.
2018-AWP-9381-OE

Issued Date: 06/22/2018

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 2
Location:	Riverside, CA
Latitude:	33-53-13.41N NAD 83
Longitude:	117-18-05.09W
Heights:	1722 feet site elevation (SE)
	26 feet above ground level (AGL)
	1748 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does exceed obstruction standards but 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 12/22/2019 unless:

(a) the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
(b) extended, revised, or terminated by the issuing office.
(c) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within

6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

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

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

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

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

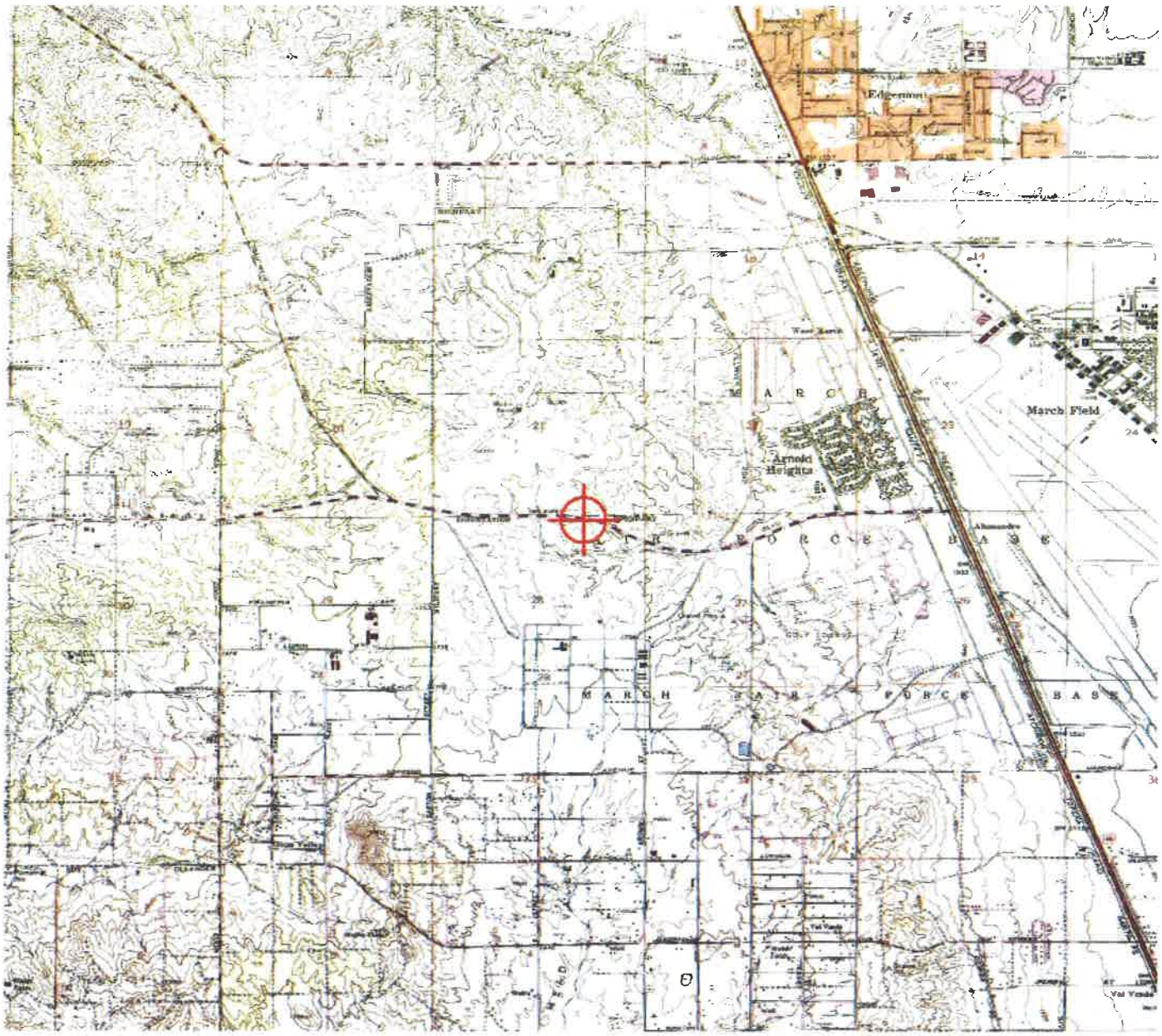
This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

If we can be of further assistance, please contact our office at (310) 725-6557, or karen.mcdonald@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2018-AWP-9381-OE.

Signature Control No: 364501675-368524326 (EBO)
Karen McDonald
Specialist

Attachment(s)
Map(s)

TOPO Map for ASN 2018-AWP-9381-OE



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

Aeronautical Study No.
2018-AWP-9383-OE

Issued Date: 06/22/2018

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 4
Location:	Riverside, CA
Latitude:	33-53-11.69N NAD 83
Longitude:	117-17-59.57W
Heights:	1717 feet site elevation (SE) 26 feet above ground level (AGL) 1743 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does exceed obstruction standards but 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 12/22/2019 unless:

(a) the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
(b) extended, revised, or terminated by the issuing office.
(c) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within

6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

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

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

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

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

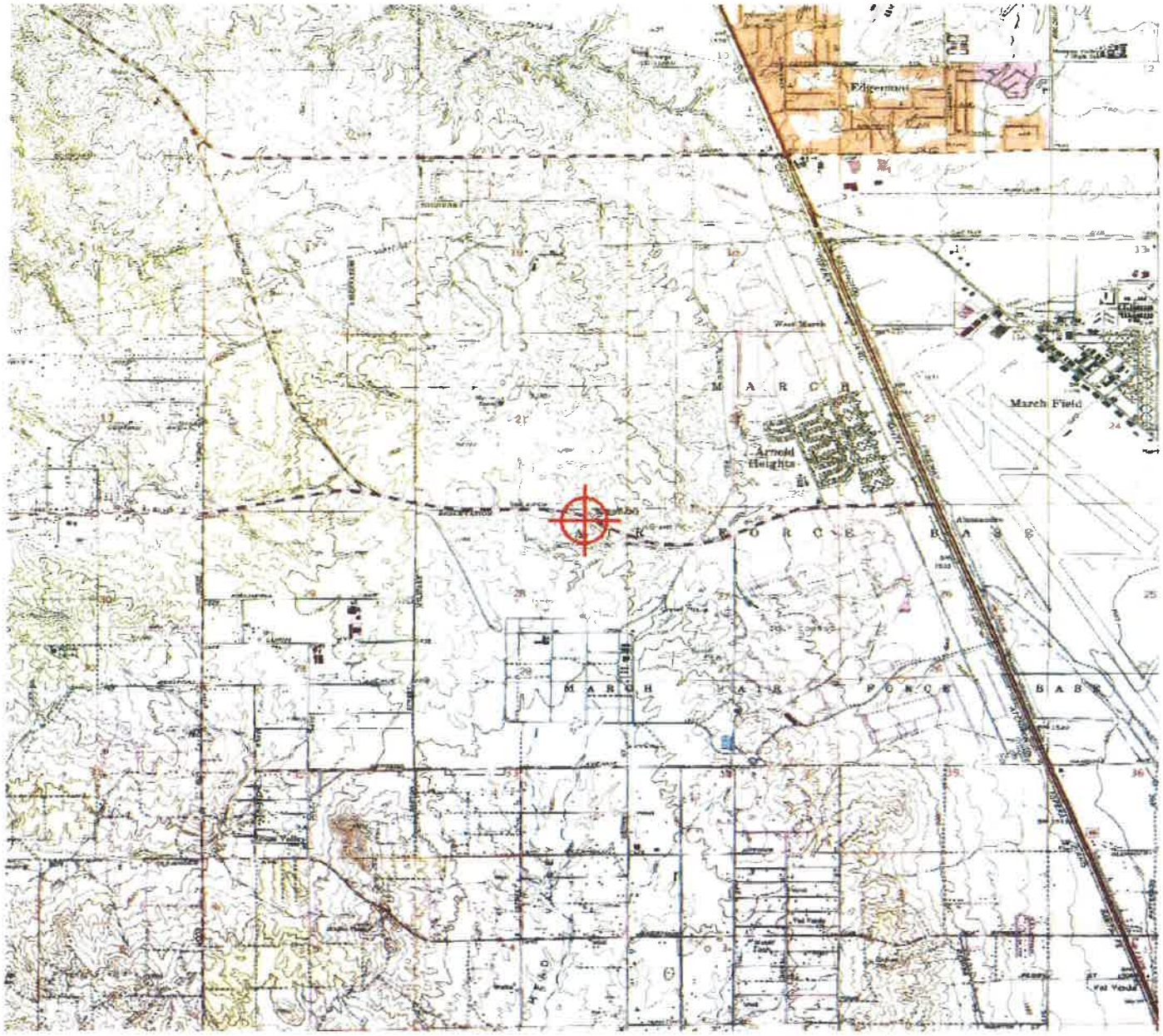
This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

If we can be of further assistance, please contact our office at (310) 725-6557, or karen.mcdonald@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2018-AWP-9383-OE.

Signature Control No: 364501677-368524328 (EBO)
Karen McDonald
Specialist

Attachment(s)
Map(s)

TOPO Map for ASN 2018-AWP-9383-OE



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

Aeronautical Study No.
2018-AWP-9384-OE

Issued Date: 06/22/2018

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 5
Location:	Riverside, CA
Latitude:	33-53-11.13N NAD 83
Longitude:	117-18-05.85W
Heights:	1723 feet site elevation (SE)
	26 feet above ground level (AGL)
	1749 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does exceed obstruction standards but 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 12/22/2019 unless:

(a) the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
(b) extended, revised, or terminated by the issuing office.
(c) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within

6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

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

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

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

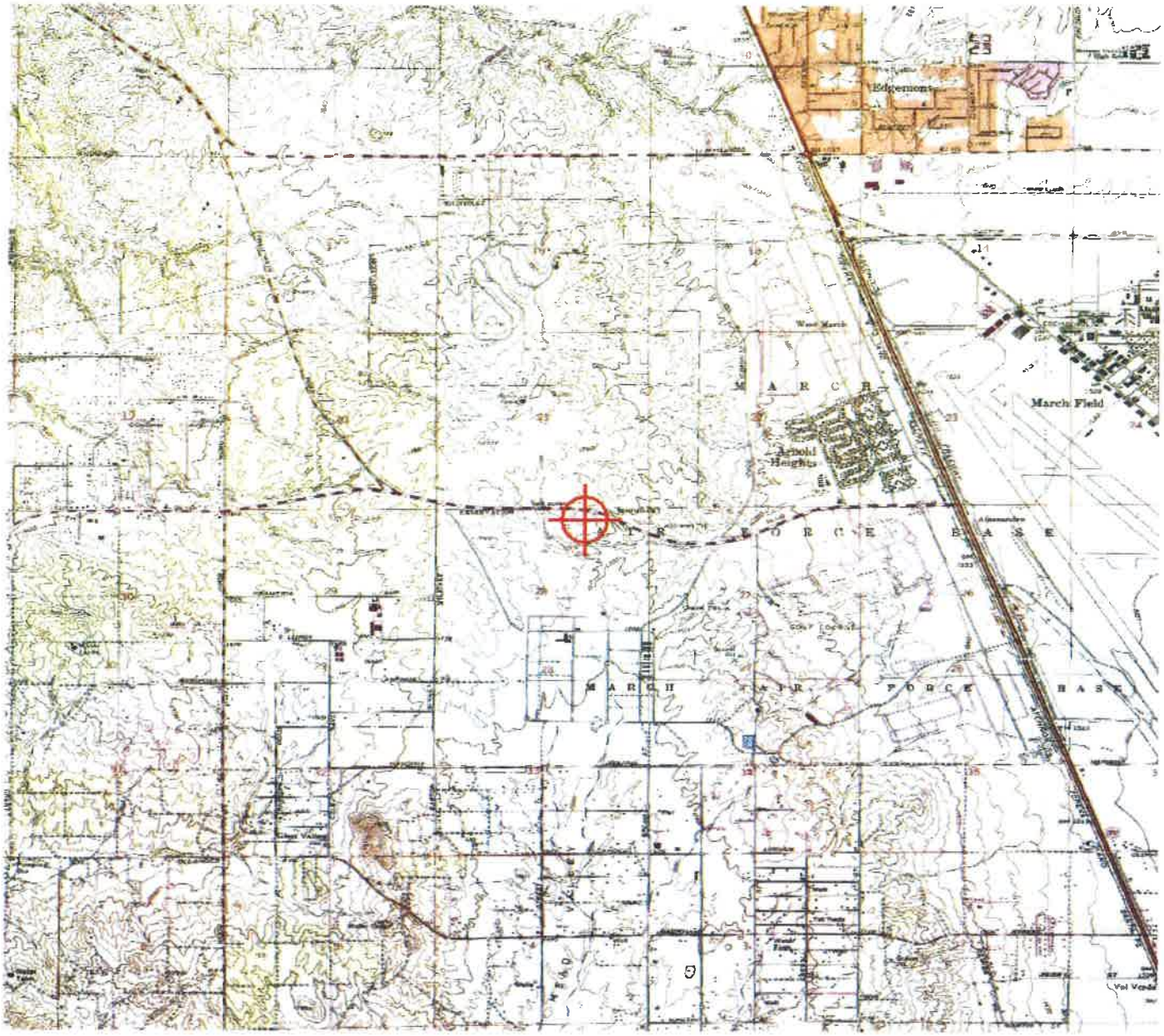
This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

If we can be of further assistance, please contact our office at (310) 725-6557, or karen.mcdonald@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2018-AWP-9384-OE.

Signature Control No: 364501678-368524333 (EBO)
Karen McDonald
Specialist

Attachment(s)
Map(s)

TOPO Map for ASN 2018-AWP-9384-OE



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

Aeronautical Study No.
2018-AWP-9385-OE

Issued Date: 06/22/2018

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 6
Location:	Riverside, CA
Latitude:	33-53-10.91N NAD 83
Longitude:	117-18-04.45W
Heights:	1723 feet site elevation (SE) 26 feet above ground level (AGL) 1749 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does exceed obstruction standards but 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 12/22/2019 unless:

(a) the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
(b) extended, revised, or terminated by the issuing office.
(c) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within

6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

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

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

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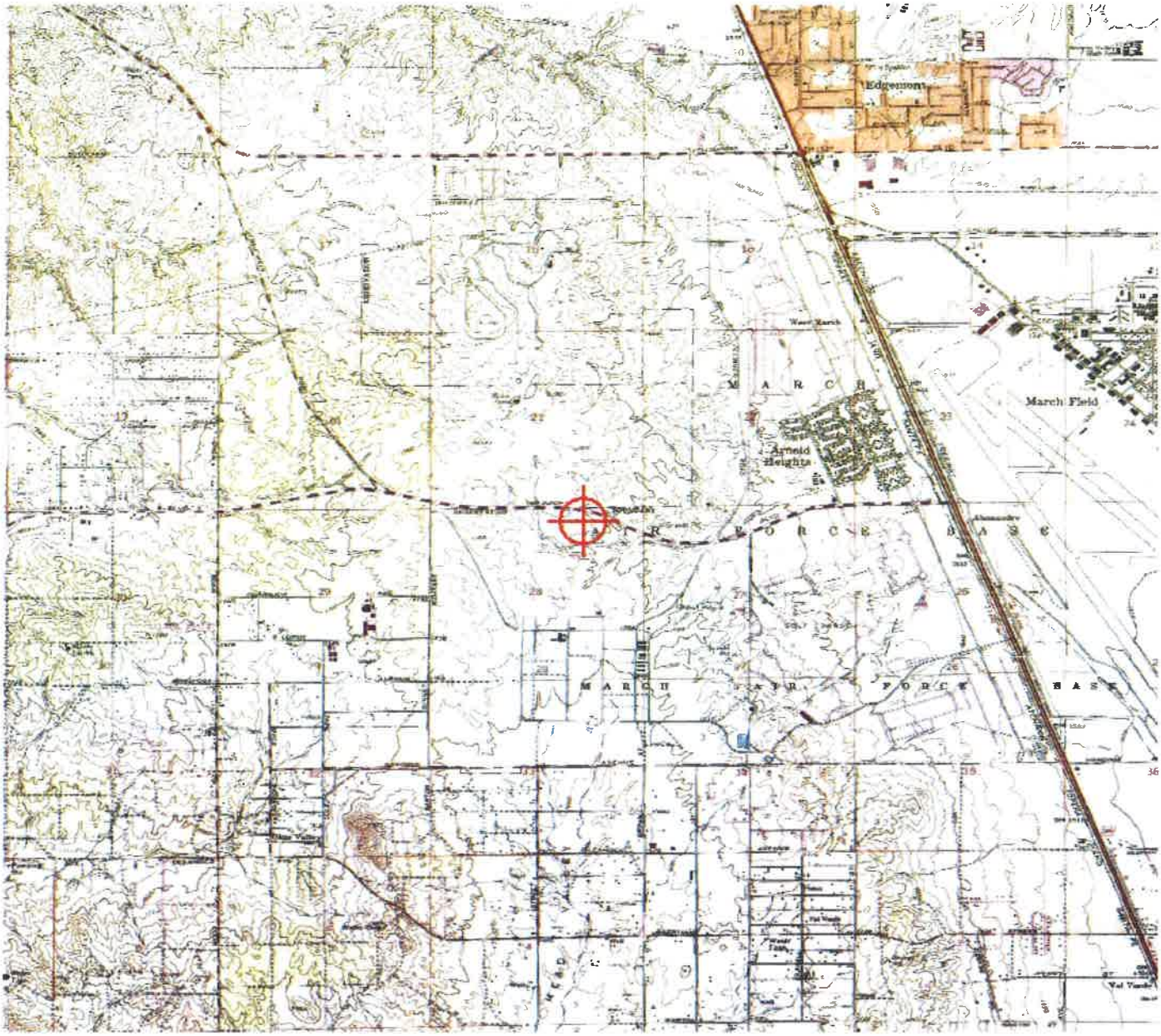
If we can be of further assistance, please contact our office at (310) 725-6557, or karen.mcdonald@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2018-AWP-9385-OE.

Signature Control No: 364501681-368524329 (EBO)
Karen McDonald
Specialist

Attachment(s)
Map(s)

TOPO Map for ASN 2018-AWP-9385-OE



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

Aeronautical Study No.
2018-AWP-9386-OE

Issued Date: 06/22/2018

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 7
Location:	Riverside, CA
Latitude:	33-53-09.75N NAD 83
Longitude:	117-18-00.83W
Heights:	1719 feet site elevation (SE)
	26 feet above ground level (AGL)
	1745 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does exceed obstruction standards but 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 12/22/2019 unless:

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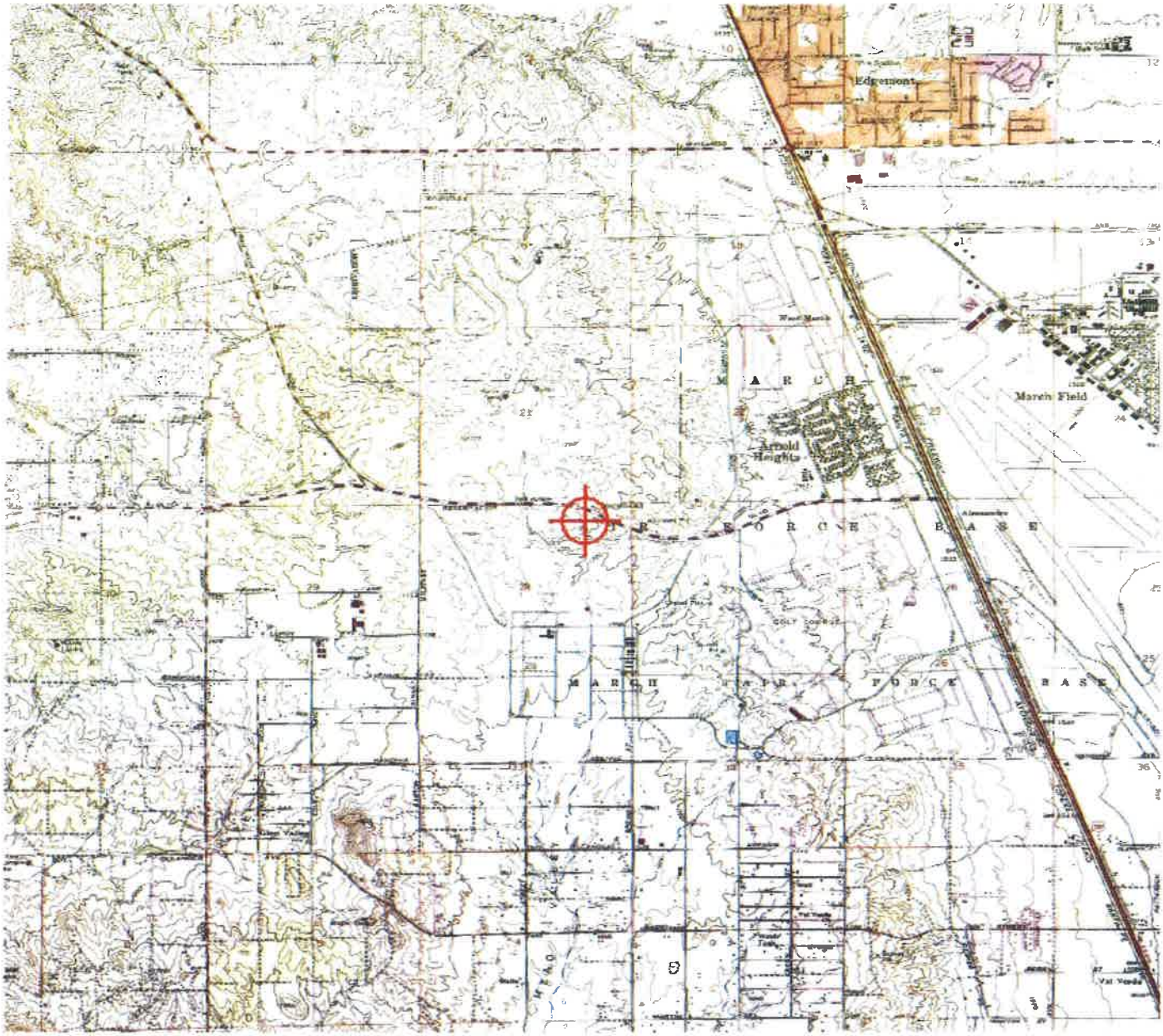
This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

If we can be of further assistance, please contact our office at (310) 725-6557, or karen.mcdonald@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2018-AWP-9386-OE.

Signature Control No: 364501685-368524336 (EBO)
Karen McDonald
Specialist

Attachment(s)
Map(s)

TOPO Map for ASN 2018-AWP-9386-OE



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

Aeronautical Study No.
2018-AWP-9387-OE

Issued Date: 06/22/2018

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 8
Location:	Riverside, CA
Latitude:	33-53-08.35N NAD 83
Longitude:	117-18-04.98W
Heights:	1724 feet site elevation (SE) 36 feet above ground level (AGL) 1760 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does exceed obstruction standards but 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 12/22/2019 unless:

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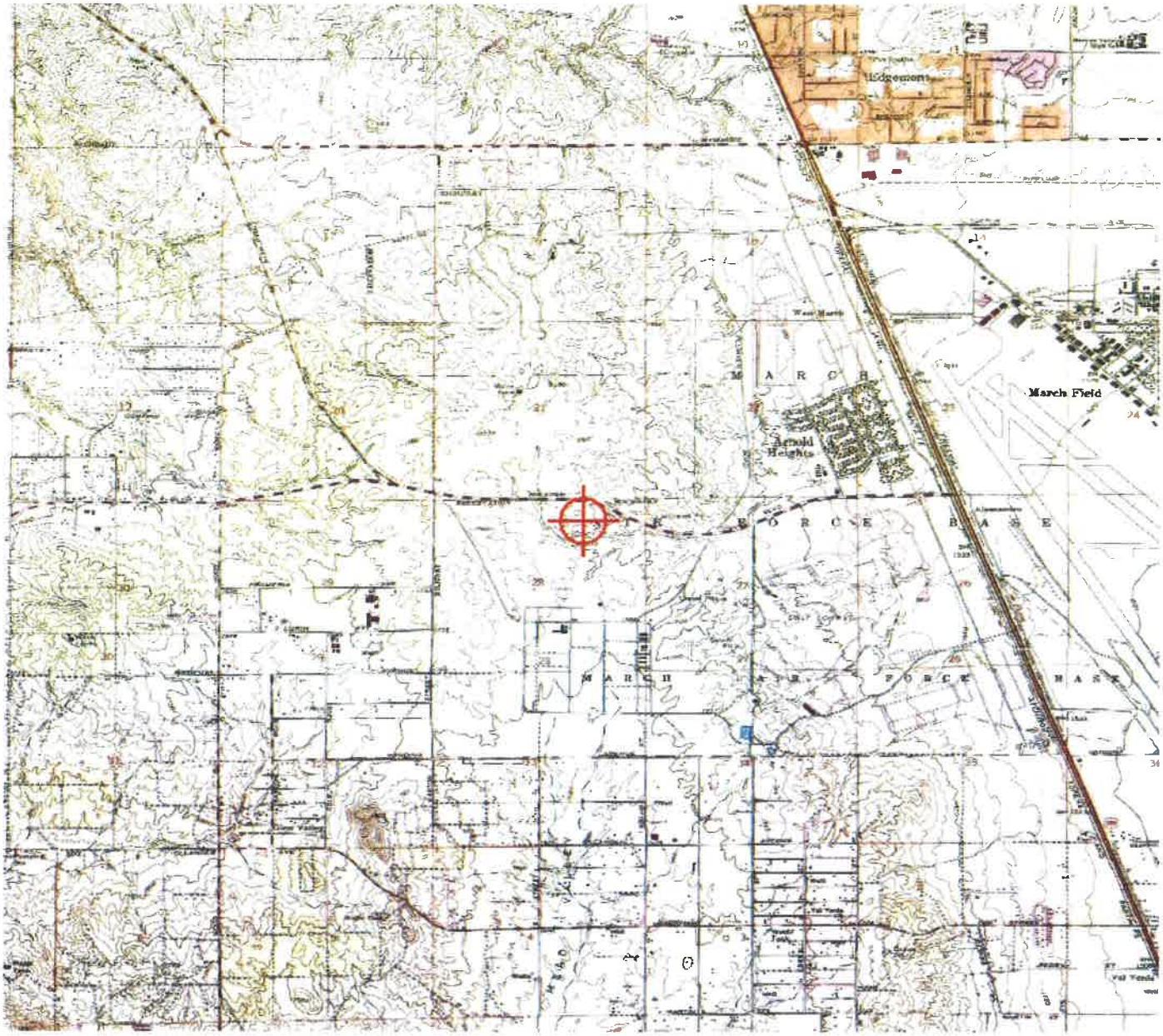
If we can be of further assistance, please contact our office at (310) 725-6557, or karen.mcdonald@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2018-AWP-9387-OE.

Signature Control No: 364501686-368524335 (EBO)
Karen McDonald
Specialist

Attachment(s)
Map(s)

TOPO Map for ASN 2018-AWP-9387-OE



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

Aeronautical Study No.
2018-AWP-9388-OE

Issued Date: 06/22/2018

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 FOODMART BLDG
Location:	Riverside, CA
Latitude:	33-53-12.48N NAD 83
Longitude:	117-18-09.13W
Heights:	1727 feet site elevation (SE)
	25 feet above ground level (AGL)
	1752 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does exceed obstruction standards but 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.

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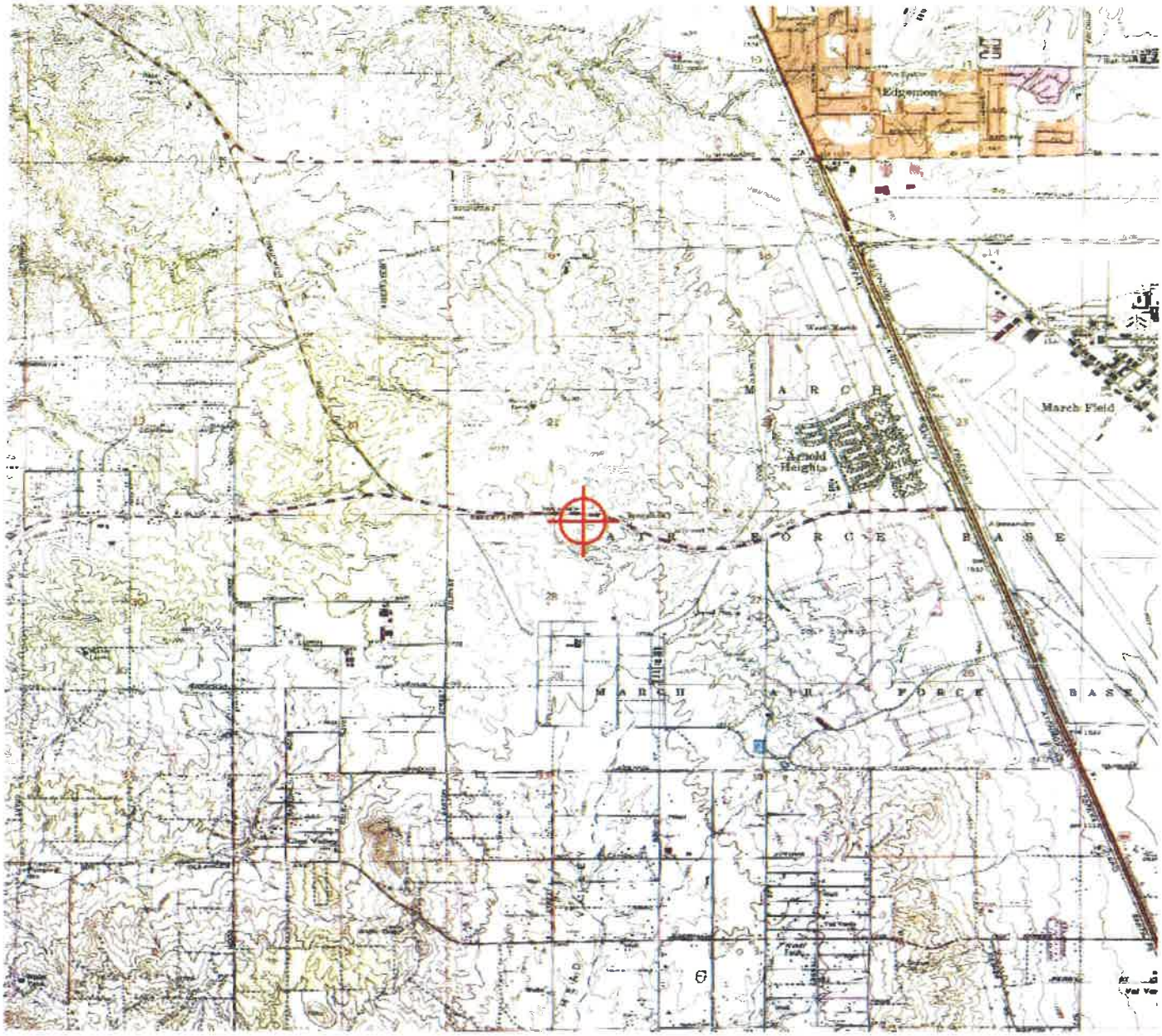
If we can be of further assistance, please contact our office at (310) 725-6557, or karen.mcdonald@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2018-AWP-9388-OE.

Signature Control No: 364501687-368524330 (EBO)
Karen McDonald
Specialist

Attachment(s)
Map(s)

TOPO Map for ASN 2018-AWP-9388-OE



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

Aeronautical Study No.
2018-AWP-9389-OE

Issued Date: 06/22/2018

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 GAS STATION CPY
Location:	Riverside, CA
Latitude:	33-53-13.42N NAD 83
Longitude:	117-18-09.25W
Heights:	1726 feet site elevation (SE)
	22 feet above ground level (AGL)
	1748 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does exceed obstruction standards but 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)
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Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking/ lighting are accomplished on a voluntary basis, we recommend it be installed in accordance with FAA Advisory circular 70/7460-1 L Change 1.

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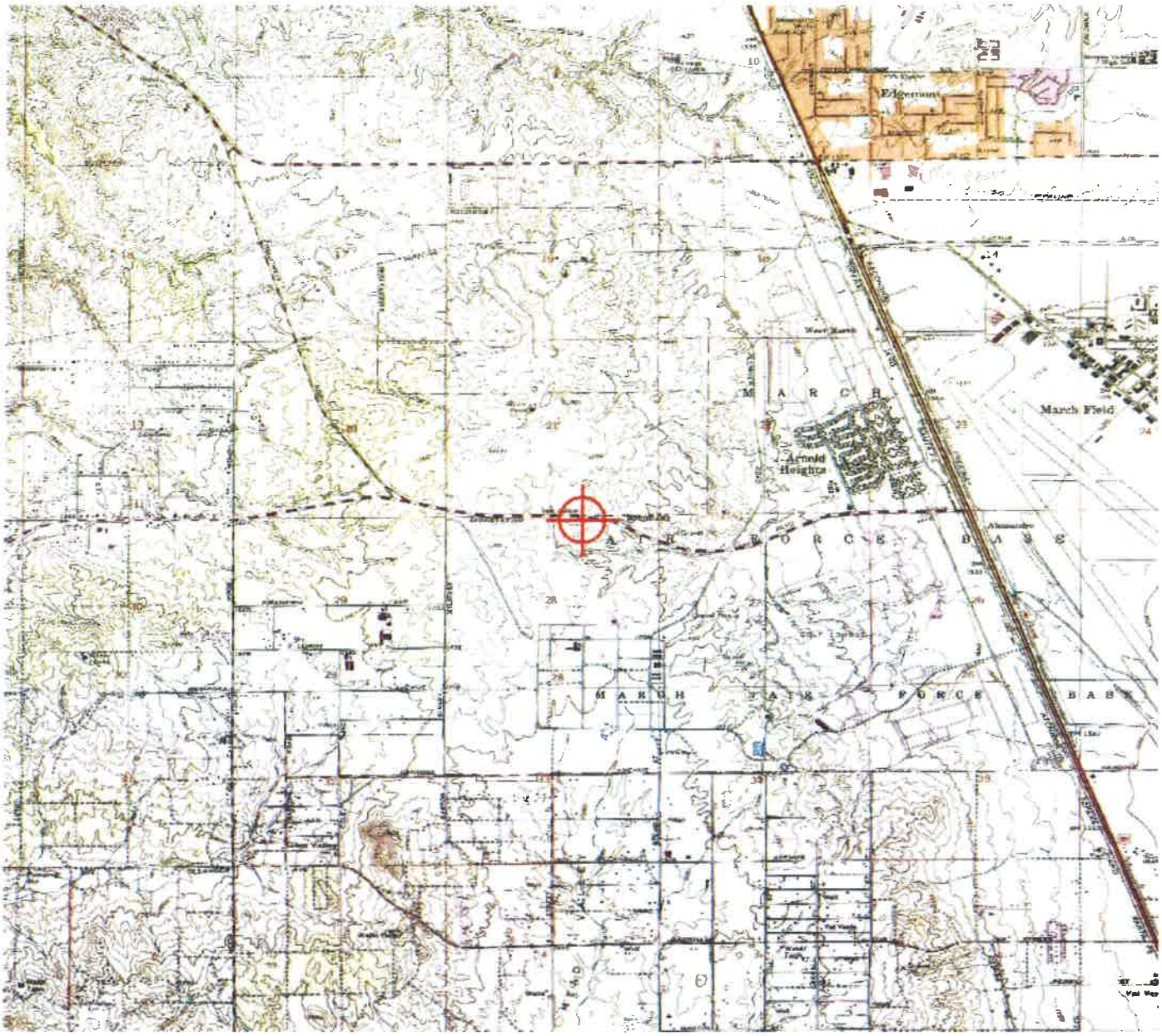
If we can be of further assistance, please contact our office at (310) 725-6557, or karen.mcdonald@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2018-AWP-9389-OE.

Signature Control No: 364501688-368524337 (EBO)
Karen McDonald
Specialist

Attachment(s)
Map(s)

TOPO Map for ASN 2018-AWP-9389-OE



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

Aeronautical Study No.
2018-AWP-9391-OE

Issued Date: 06/22/2018

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 RETAIL A FF BLDG
Location:	Riverside, CA
Latitude:	33-53-13.80N NAD 83
Longitude:	117-18-15.55W
Heights:	1733 feet site elevation (SE)
	28 feet above ground level (AGL)
	1761 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does exceed obstruction standards but 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.

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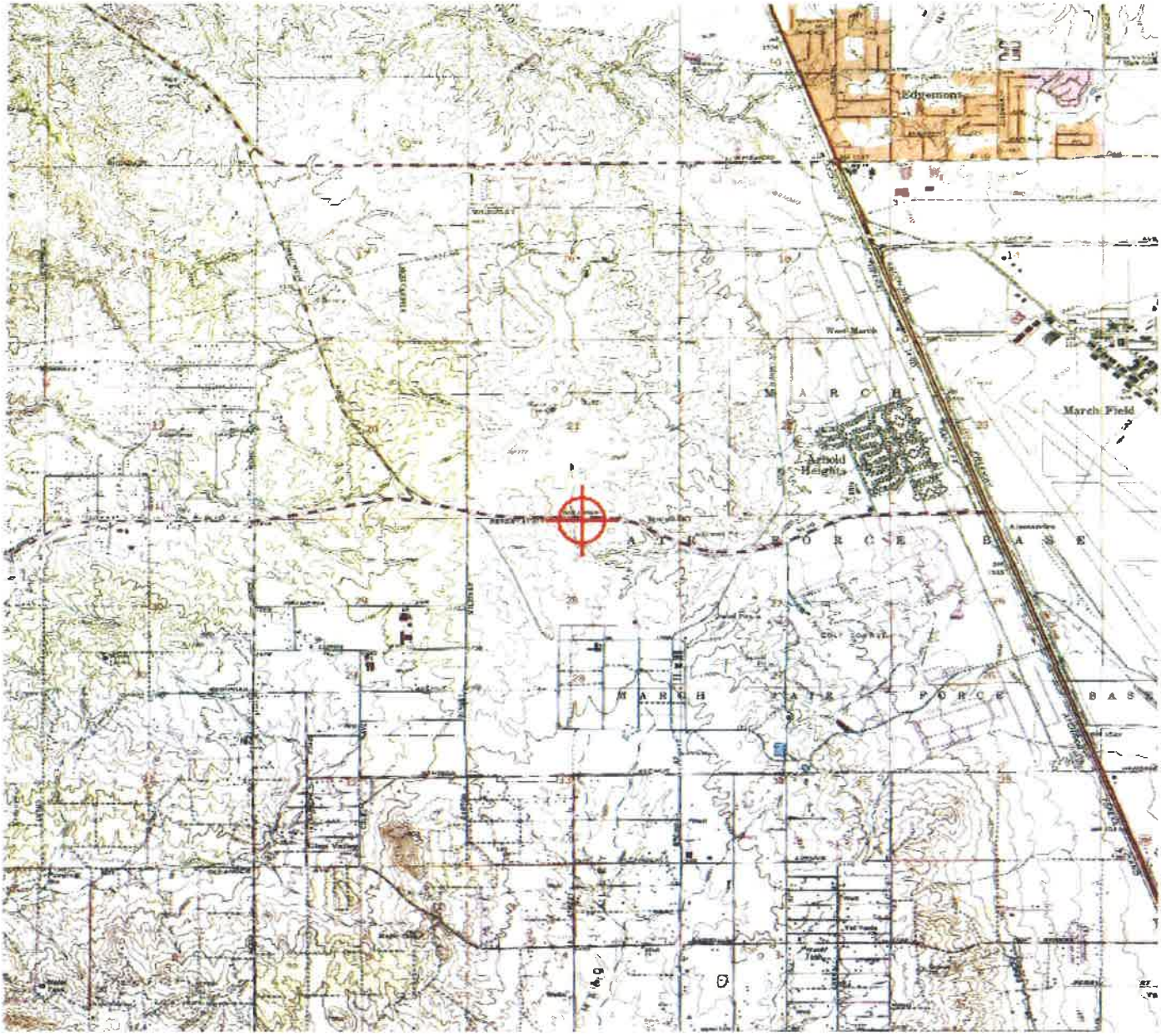
If we can be of further assistance, please contact our office at (310) 725-6557, or karen.mcdonald@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2018-AWP-9391-OE.

Signature Control No: 364501692-368524327 (EBO)
Karen McDonald
Specialist

Attachment(s)
Map(s)

TOPO Map for ASN 2018-AWP-9391-OE



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

Aeronautical Study No.
2018-AWP-9390-OE

Issued Date: 06/22/2018

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 RETAIL SHOPS BLDG
Location:	Riverside, CA
Latitude:	33-53-13.98N NAD 83
Longitude:	117-18-11.39W
Heights:	1730 feet site elevation (SE)
	29 feet above ground level (AGL)
	1759 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does exceed obstruction standards but 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 12/22/2019 unless:

(a) the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
(b) extended, revised, or terminated by the issuing office.
(c) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within

6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

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

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

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

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

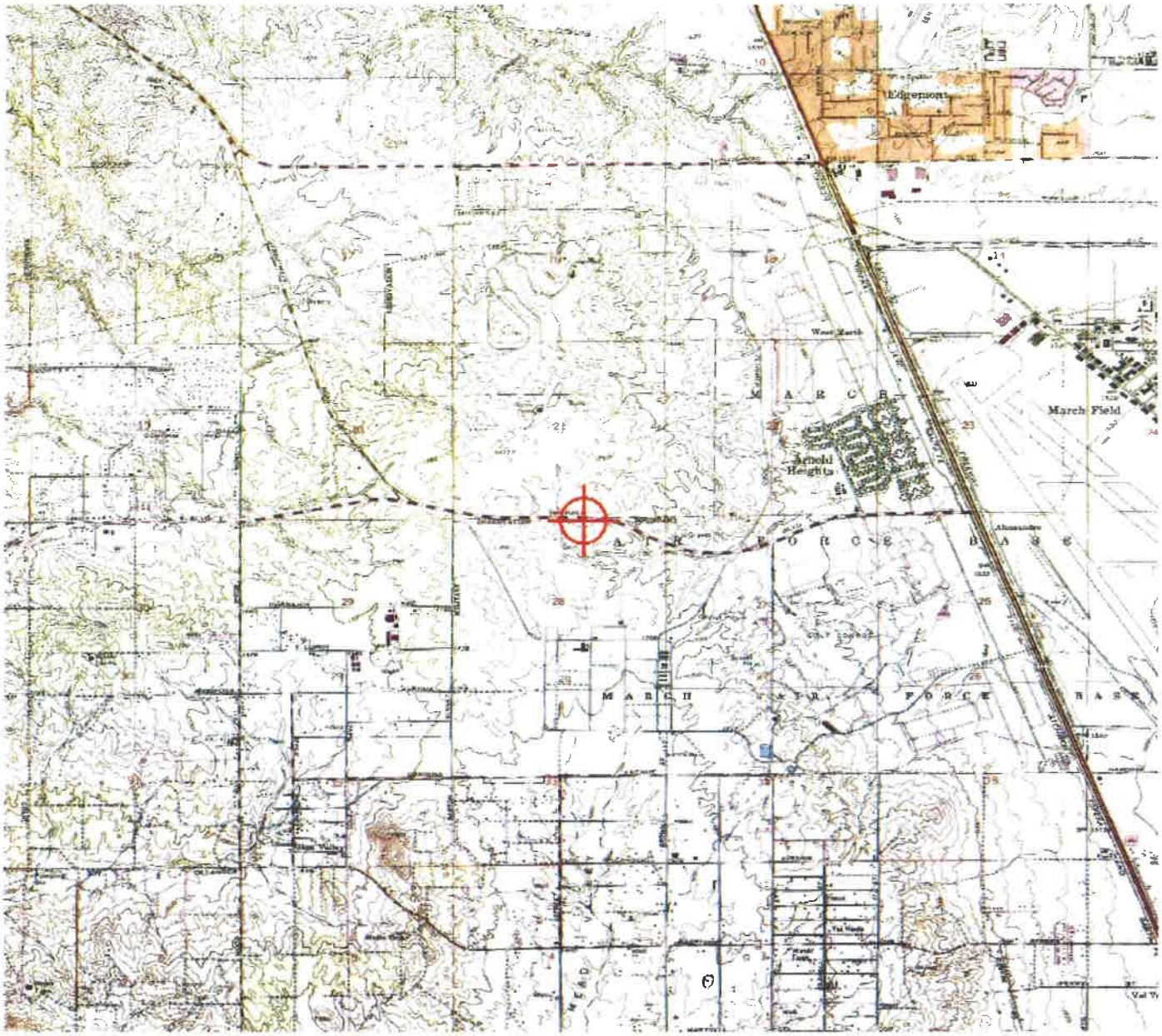
This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

If we can be of further assistance, please contact our office at (310) 725-6557, or karen.mcdonald@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2018-AWP-9390-OE.

Signature Control No: 364501690-368524334 (EBO)
Karen McDonald
Specialist

Attachment(s)
Map(s)

TOPO Map for ASN 2018-AWP-9390-OE



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

Aeronautical Study No.
2018-AWP-9379-OE

Issued Date: 06/22/2018

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 C
Location:	Riverside, CA
Latitude:	33-53-00.18N NAD 83
Longitude:	117-18-13.52W
Heights:	1726 feet site elevation (SE)
	51 feet above ground level (AGL)
	1777 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does exceed obstruction standards but 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 12/22/2019 unless:

(a) the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
(b) extended, revised, or terminated by the issuing office.
(c) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within

6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

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

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

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

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

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

If we can be of further assistance, please contact our office at (310) 725-6557, or karen.mcdonald@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2018-AWP-9379-OE.

Signature Control No: 364501671-368524332 (EBO)
Karen McDonald
Specialist

Attachment(s)
Map(s)

TOPO Map for ASN 2018-AWP-9379-OE

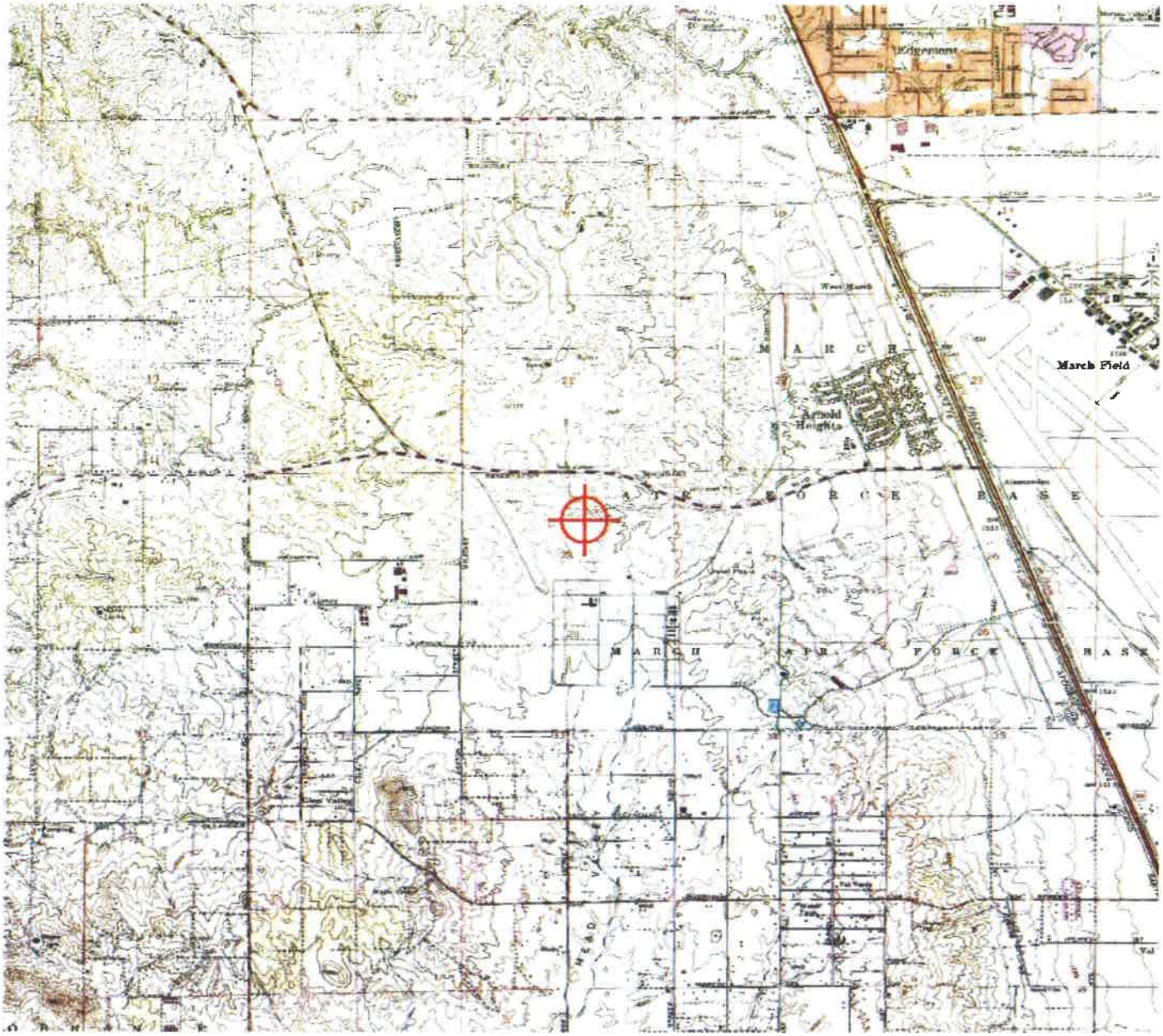


EXHIBIT A20

WMWD Conditions of Approval dated August 07, 2018

Craig D. Miller
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

August 7, 2018

Lauren Sotelo, Associate Planner
March Joint Powers Authority
14205 Meridian Pkwy., Suite 140
Riverside, CA 92518

CONDITIONS OF APPROVAL FOR MARCH BUSINESS CENTER SPECIFIC PLAN AMENDMENT/LAND SWAP – AMENDMENT #2, PLOT PLAN NO. 18-02 "THE COMMONS AT MERIDIAN"

In response to your letter received on July 19, 2018, Western Municipal Water District's (Western) Conditions of Approval for the above referenced project are as follows:

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

2. All applicable Added Facilities Charges (for water facilities), Sewer Connection Fees, and Meter Installation Fees must be paid as well as Cross Connection Testing and regulatory compliance approved prior to the installation of any water meter.

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

4. Western, as a member agency of Metropolitan Water District of Southern California (MWD) will enforce MWD's Plan for Water Use Efficiency Guideline requirements for water conservation.

5. The property is located within the 1900 Pressure Zone. Currently, there is a proposed 12-inch water pipeline to be constructed in Van Buren Blvd. for service connection to the proposed project. Please be advised to confirm master meter sizing to ensure it is sized appropriately for the intended use. Western will require documentation to verify it is sized properly. Available Fire Flow will be determined by a flow test or model.

6. There is a proposed 12-inch recycled water pipeline to be constructed in Van Buren Blvd. for service connection to the proposed project.

7. There is a proposed 8-inch sewer pipeline to be constructed in Van Buren Blvd. for service connection to the proposed project. The sewer capacity required for the proposed project is subject to review and approval by Western.

8. Developer to submit a 22" x 34" preliminary onsite and/or offsite plan of water, sewer and recycled water plan layout to Western before formal submittal of Water, Sewer and/or Recycled Improvement Plans.

9. Preliminary water, sewer and/or recycled water plans shall show the following items:
    a. Delineate all existing utility facilities (i.e.; pipe diameter, pipe material, manholes, water meters, air/vac, blow-off, fire hydrants, valves, sewer, gas, communication, electrical, etc.) within project boundaries.
    b. Delineate all easements within project boundaries.
    c. Delineate all proposed and existing lots, streets, and storm drains.
    d. Delineate all proposed water, sewer and/or recycled water facilities within project boundaries. Include pipeline diameters and type of material.

10. Developer to submit a detailed engineer's construction cost estimate to Western for review and approval. Once approved, developer shall make a deposit for plan checking services for Water, Sewer and/or Recycled Water Improvement Plans.

11. Water, Sewer and/or Recycled Water Improvement Plans shall be designed per Western's Standard Specifications. Please review Western's Developer Handbook for submittal formats and requirements online at:

    http://www.wmwd.com/162/Developer-Handbook

12. Water, Sewer and Recycled Water Commercial Plans for connections only shall be designed per Western's Standards and Specifications. Please review Western's Commercial Plan Check Package for submittal formats and requirements online at:

    http://www.wmwd.com/DocumentCenter/Home/View/237

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

14. Water, Sewer and/or Recycled Water Improvement Plans or Commercial Plans shall not be approved until all items mentioned above are received and approved by Western.

15. The developer is responsible for installing, paying all costs and obtaining an encroachment permit from the local jurisdiction having authority over installation of water, sewer and/or recycled water facilities including laterals in the public right-of-way. If the customer chooses to cross private property then the customer is responsible to obtain private easements from adjacent property

owners. Proof of private easement must be provided to Western prior to plan approval.

16. For water, sewer and/or recycled water service by Western, the developer must comply with the "Standard Conditions," and all applicable Rules, Regulations, and General Policies of Western at the time of construction.

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

Thank you for giving Western the opportunity to submit these items as part of the Conditions of Approval.

THOMAS W. THORNTON, P.E.
Principal Engineer

TWT:tp:sc

Enclosure: Transmittal (copy)

Craig D. Miller
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

August 7, 2018

Lauren Sotelo, Associate Planner
March Joint Powers Authority
14205 Meridian Pkwy., Suite 140
Riverside, CA 92518

CONDITIONS OF APPROVAL FOR MARCH BUSINESS CENTER SPECIFIC PLAN AMENDMENT/LAND SWAP – AMENDMENT #1, PLOT PLAN NO. 18-03 "SOUTH CAMPUS BUILDING C"

In response to your letter received on June 21, 2018, Western Municipal Water District's (Western) Conditions of Approval for the above referenced project are as follows:

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

2. All applicable Added Facilities Charges (for water facilities), Sewer Connection Fees, and Meter Installation Fees must be paid as well as Cross Connection Testing and regulatory compliance approved prior to the installation of any water meter.

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

4. Western, as a member agency of Metropolitan Water District of Southern California (MWD) will enforce MWD's Plan for Water Use Efficiency Guideline requirements for water conservation.

5. The property is located within the 1900 Pressure Zone. Currently, Western has an existing 18-inch water pipeline located in both Krameria Avenue and Coyote Bush Road for service connection to the proposed project. Please be advised that there are services installed and stubbed at the property line that were intended to serve this project site. Available Fire Flow will be determined by a flow test or model.

6. Western has an existing 12-inch recycled water pipeline in Krameria Avenue and an 8-inch recycled water pipeline in Coyote Bush Road for service connection to the proposed project. Please be advised that there are services installed and stubbed at the property line that were intended to serve this project site.

7. Western has an existing 15-inch sewer pipeline in Krameria Avenue and a 12-inch sewer pipeline in Coyote Bush Road for service connection to the proposed project. Please be advised that there are services installed and stubbed at the property line that were intended to serve this project site. The sewer capacity required for the proposed project is subject to review and approval by Western.

8. Developer to submit a 22" x 34" preliminary onsite and/or offsite plan of water, sewer and recycled water plan layout to Western before formal submittal of Water, Sewer and/or Recycled Improvement Plans.

9. Preliminary water, sewer and/or recycled water plans shall show the following items:
    a. Delineate all existing utility facilities (i.e.; pipe diameter, pipe material, manholes, water meters, air/vac, blow-off, fire hydrants, valves, sewer, gas, communication, electrical, etc.) within project boundaries.
    b. Delineate all easements within project boundaries.
    c. Delineate all proposed and existing lots, streets, and storm drains.
    d. Delineate all proposed water, sewer and/or recycled water facilities within project boundaries. Include pipeline diameters and type of material.

10. Developer to submit a detailed engineer's construction cost estimate to Western for review and approval. Once approved, developer shall make a deposit for plan checking services for Water, Sewer and/or Recycled Water Improvement Plans.

11. Water, Sewer and/or Recycled Water Improvement Plans shall be designed per Western's Standard Specifications. Please review Western's Developer Handbook for submittal formats and requirements online at:

    http://www.wmwd.com/162/Developer-Handbook

12. Water, Sewer and Recycled Water Commercial Plans for connections only shall be designed per Western's Standards and Specifications. Please review Western's Commercial Plan Check Package for submittal formats and requirements online at:

    http://www.wmwd.com/DocumentCenter/Home/View/237

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

14. Water, Sewer and/or Recycled Water Improvement Plans or Commercial Plans shall not be approved until all items mentioned above are received and approved by Western.

15. The developer is responsible for installing, paying all costs and obtaining an encroachment permit from the local jurisdiction having authority over installation of water, sewer and/or recycled water facilities including laterals in the public

right-of-way. If the customer chooses to cross private property then the customer is responsible to obtain private easements from adjacent property owners. Proof of private easement must be provided to Western prior to plan approval.

16. For water, sewer and/or recycled water service by Western, the developer must comply with the "Standard Conditions," and all applicable Rules, Regulations, and General Policies of Western at the time of construction.

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

Thank you for giving Western the opportunity to submit these items as part of the Conditions of Approval.

THOMAS W. THORNTON, P.E.
Principal Engineer

TWT:tp:sc

Enclosure: Transmittal (copy)

EXHIBIT A21

Riverside County Flood Control Letter's dated August 28, 2018

JASON E. UHLEY
General Manager-Chief Engineer

1995 MARKET STREET
RIVERSIDE, CA 92501
951.955.1200
FAX 951.788.9965
www.rcflood.org

222321

RIVERSIDE COUNTY FLOOD CONTROL
AND WATER CONSERVATION DISTRICT

August 28, 2018

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

Dear Ms. Sotelo:

Re: March Joint Powers Authority
Plot Plan 18-02,
The Commons at Meridian
Tentative Review No. 1
Account No. 137-0-3-75287

The District has reviewed Plot Plan 48-02, The Commons at Meridian, Preliminary Grading and Drainage dated June 2018. The District's review is limited to the preparation of recommended conditions of approval for the submitted project as it relates to the existing District facilities. It is the District's understanding that the project's water quality components will be reviewed by another agency.

GENERAL CONDITIONS

The Commons at Meridian is a business park development located in the Meridian South Campus of the March JPA. The overall project is approximately 32.2 acres and will consist of retail and office buildings. The drainage from the Commons will tie into an existing (undersized) storm drain in Van Buren Boulevard and drain to the regional detention basin on the North Campus. The improvement plans include a proprietary Modular Wetlands devices to provide water quality treatment. The project also proposes a series of underground storage chambers to detain the water quality volume and to mitigate increased runoff to a rate that can be accommodated by the existing storm drain system in Van Buren Boulevard. The onsite facilities will not be maintained by RCFC&WCD as they are smaller than 42" in diameter.

100-YEAR SUMP OUTLET

Drainage facilities outletting sump conditions shall be designed to convey the tributary 100-year storm flows. Additional emergency escape shall also be provided.

PERP DRAINAGE PATTERNS

The property's street and lot grading shall be designed in a manner that perpetuates the existing drainage patterns with respect to tributary drainage areas, outlet points and outlet conditions.

PRIOR TO GRADING PERMIT

ENCROACHMENT PERMIT REQUIRED

An Encroachment Permit shall be obtained for any work within District right of way or work impacting District facilities. The Encroachment Permit application shall be processed and approved concurrently with the improvement plans.

SUBMIT PLANS

A copy of the project specific WQMP, improvement plans, grading plans, BMP improvement plans and any other necessary documentation along with supporting hydrologic and hydraulic calculations (drainage report) shall be submitted to the District as reference material for the review and approval of the drainage report and storm drain plans. The plans must receive District approval prior to the issuance of grading permits. All submittals shall be date stamped by the engineer and include a completed flood control deposit based fee worksheet and the appropriate plan check fee deposit.

Please feel free to contact me at 951.955.8885 with any questions pertaining to this project.

Very truly yours,

CASSANDRA SANCHEZ
Senior Civil Engineer

c: Meridian Park, LLC
Attn: Timothy Reeves
DRC Engineering, Inc.
Attn: Christopher McKee
ec: Jesus Bermudez

JCC:blm

JASON E. UHLEY
General Manager-Chief Engineer

1995 MARKET STREET
RIVERSIDE, CA 92501
951.955.1200
FAX 951 788.9965
www.rcflood.org

222322

RIVERSIDE COUNTY FLOOD CONTROL
AND WATER CONSERVATION DISTRICT

August 28, 2018

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

Dear Ms. Sotelo:

Re: March Joint Powers Authority
Plot Plan 18-03, 500K Warehouse
Tentative Review No. 1
Account No. 137-0-3-75288

The District has reviewed Plot Plan 48-03, 500K Warehouse Building C, Preliminary Grading and Drainage dated June 2018. The District's review is limited to the preparation of recommended conditions of approval for the submitted project as it relates to the existing District facilities. It is the District's understanding that the project's water quality components will be reviewed by another agency.

GENERAL CONDITIONS

The Meridian Park South – Building C Project is a proposed 500,000 square foot industrial warehouse in the Meridian South Campus of the March JPA. The overall project is approximately 22.95 acres and consists of a building and truck parking. The drainage from the Building will tie into an existing storm drain in Kramcria Avenue. The improvement plans include a proprietary Modular Wetlands devices to provide water quality treatment. The project also proposes a series of underground storage chambers to detain the water quality volume and to mitigate the increased hydromodification runoff. The onsite facilities will not be maintained by the District as they smaller than 42" in diameter.

100-YEAR SUMP OUTLET

Drainage facilities outletting sump conditions shall be designed to convey the tributary 100-year storm flows. Additional emergency escape shall also be provided.

PERP DRAINAGE PATTERNS

The property's street and lot grading shall be designed in a manner that perpetuates the existing drainage patterns with respect to tributary drainage areas, outlet points and outlet conditions

PRIOR TO GRADING PERMIT

ENCROACHMENT PERMIT REQUIRED

An Encroachment Permit shall be obtained for any work within District right of way or work impacting District facilities. The Encroachment Permit application shall be processed and approved concurrently with the improvement plans.

SUBMIT PLANS

A copy of the project specific WQMP, improvement plans, grading plans, BMP improvement plans and any other necessary documentation along with supporting hydrologic and hydraulic calculations (drainage report) shall be submitted to the District as reference material for the review and approval of the drainage report and storm drain plans. The plans must receive District approval prior to the issuance of grading permits. All submittals shall be date stamped by the engineer and include a completed flood control deposit based fee worksheet and the appropriate plan check fee deposit.

Please feel free to contact me at 951.955.8885 with any questions pertaining to this project.

Very truly yours,

CASSANDRA SANCHEZ
Senior Civil Engineer

c: Meridian Park, LLC
Attn: Timothy Reeves
DRC Engineering, Inc.
Attn: Christopher McKee
ec: Jesus Bermudez

JCC:blm

EXHIBIT A22

Willdan Building and Safety Conditions of Approval dated May 07, 2018

Building and Safety Conditions of Approval

Date:	**May 7, 2018**
Applicant:	**Meridian Park LLC**
Address of Applicant:	**1156 N. Mountain Avenue, Upland, CA 91786**
Site Location:	**South of Van Buren Blvd. Orange Terrace Parkway**
Project:	**Meridian Park South Campus, Retail /Office**

Provide four (4) sets of construction plans and documentation for plan review for each proposed building. Below you will find a list of the plans and documents Building and Safety will need for plan review for each building. The initial plan review will take approximately two weeks on most projects.

Provide the following sets of plans and documents for each proposed building.

Building and Safety submittals required at first plan review.

(4) Architectural Plans
(4) Structural Plans
(2) Structural Calculations
(4) Plot/Site Plans
(4) Electrical Plans
(4) Electrical Load Calculations
(4) Plumbing Plans/Isometrics, Water, Sewer and Gas
(4) Mechanical Plans
(4) Mechanical Duct Layout Plans
(2) Roof and Floor Truss Plans
(2) Title 24 Energy Calculations
(4) Precise Grading Plans
(2) Water Quality Management Plan, (WQMP) and Erosion Control Plan
(2) Stormwater Pollution Prevention Plan

Building & Safety General Information

All structures shall be designed in accordance with the 2016 California Building Code, 2016 California Mechanical Code, 2016 California Plumbing Code, and the 2016 California Electrical Code, and the 2016 California Green Buildings Standards adopted by the State of California.

The Developer/Owner is responsible for the coordination of the final occupancy. The Developer/Owner shall obtain clearances from each department and division prior to requesting a final building inspection from Building & Safety. Each agency shall sign the bottom of the Building & Safety Job Card.

Building & Safety inspection requests can be made twenty-four (24) hours in advance for next day inspection. Please contact 951-656-7000. You may also request inspections at the Building & Safety public counter.

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

Temporary toilet facilities shall be provided for construction workers. The toilet facilities shall be maintained in a sanitary condition. Construction toilet facilities of the non-sewer type shall conform to ANSI ZA.3.

Construction projects which require temporary electrical power shall obtain an Electrical Permit from Building & Safety. No temporary electrical power will be granted to a project unless one of the following items is in place and approved by Building & Safety and the Planning Department.

(A) Installation of a construction trailer, or,
(B) Security fenced area where the electrical power will be located.

Installation of construction/sales trailers must be located on private property. No trailers can be located on the public street right of way.

Site development and grading shall be designed to provide access to all entrances and exterior ground floors exits and access to normal paths of travel, and where necessary to provide access. Paths of travel shall incorporate (but not limited to) exterior stairs, landings, walks and sidewalks, pedestrian ramps, curb ramps, warning curbs, detectable warning, signage, gates, lifts and walking surface materials. The accessible route(s) of travel shall be the most practical direct route between accessible building entrances, site facilities, accessible parking, public sidewalks, and the accessible entrance(s) to the site, California Building Code, (CBC) Chapter 11, Sections, 11A and 11B.

The City enforces the State of California provisions of the California Building Code disabled access requirements. The Federal Americans with Disabilities Act (ADA) standards may differ in some cases from the California State requirements, therefore it is the building owner's responsibility to be aware of those differences and comply accordingly.

Site facilities such as parking open or covered, recreation facilities, and trash dumpster areas, and common use areas shall be accessible per the CBC, Chapter 11.

Separate plan submittals and permits are required for all accessory structures; example would be trash enclosures, patios, block walls, play equipment and storage buildings.

Pursuant to the California Business and Professions Code Section 6737, most projects are required to be designed by a California Licensed Architect or Engineer. The project owner or developer should review the section of the California Codes and comply with the regulation.

Building & Safety, (Willdan Engineering) will review plans, inspect all foundation work, structural work on the building to include plumbing, electrical, mechanical, title 24, green building code items. Building & Safety will also inspect the electrical conduit in the common areas for light standards as well as accessibility from the right of way to the building and the disabled parking stalls. Signage will be inspected by the Building & Safety as well as trash enclosures and other ornamental structures on the site.

Engineering, (Tri Lakes Engineering) will review plans, inspect the construction in the right of way as well as the grading and precise grading on site. This includes curb and gutter on the site and sidewalks on site.

Storm Water, (CG Recourse Management) will inspect the Storm Water requirements on and off site.

Building & Safety Conditions

Prior to the issuance of a building permit, the applicant shall pay all Development Improvement Fee's to the City; this also includes school fees and outside agency fees such as sewer water and utilities. Copies of receipts shall be provided to Building & Safety prior to permit issuance.

All on site utilities shall be underground to the new proposed structure unless prior approval has been obtained by the utility company or the City.

Prior to issuance of Building Permits, on site water service shall be installed and approved by the responsible agency. On site fire hydrants shall be approved by the Fire Department. No flammable materials will be allowed on the site until the fire hydrants are established and approved.

Prior to issuance of building permits, site grading certification and pad certifications shall be submitted to Building & Safety. Prior to concrete placement, submit a certification for the finish floor elevation and set backs of the structures. The certification needs to reflect that the structure is in conformance with the Precise Grading Plans. Compaction reports shall accompany pad certifications. The certifications are required to be signed by the engineer of record.

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

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

Special inspectors and structural observation inspectors that are required by the engineer of record shall register with Building & Safety. The special inspectors shall provide a copy of their certifications as well as a copy of their driver's license before they start work as an inspector on the project. Special inspectors are to provide daily reports to Building & Safety by e-mail to the City inspector and to the permit technician. Special inspectors are also required to provide a hard copy of the reports in the construction office daily for the inspector's use. The special inspectors shall make all necessary and required inspections before the City provides periodic inspections.

A Certificate of Occupancy will be granted to the Developer/Owner when the building is 100 percent complete and all agencies have signed for permanent occupancy. If the Developer/Owner has a tenant that will be performing a tenant improvement, Building & Safety will issue a permit for the tenant improvement if all other agencies agree to allow the permit to be issued and the plans are approved.

Building and Safety Conditions of Approval

Date:	**May 7, 2018**
Applicant:	**Meridian Park LLC**
Address of Applicant:	**1156 N. Mountain Avenue, Upland, CA 91786**
Site Location:	**20800 Krameria Avenue, Riverside, CA**
Project:	**Meridian Park South, Building 'C"**

Provide four (4) sets of construction plans and documentation for plan review of the proposed project. Below you will find a list of the plans and documents Building and Safety will need for plan review. The initial plan review will take approximately two weeks on most projects.

Provide the following sets of plans and documents.

Building and Safety submittals required at first plan review.

(4) Architectural Plans
(4) Structural Plans
(2) Structural Calculations
(4) Plot/Site Plans
(4) Electrical Plans
(4) Electrical Load Calculations
(4) Plumbing Plans/Isometrics, Water, Sewer and Gas
(4) Mechanical Plans
(4) Mechanical Duct Layout Plans
(2) Roof and Floor Truss Plans
(2) Title 24 Energy Calculations
(4) Precise Grading Plans
(2) Water Quality Management Plan, (WQMP) and Erosion Control Plan
(2) Stormwater Pollution Prevention Plan

Building & Safety General Information

All structures shall be designed in accordance with the 2016 California Building Code, 2016 California Mechanical Code, 2016 California Plumbing Code, and the 2016 California Electrical Code, and the 2016 California Green Buildings Standards adopted by the State of California.

The Developer/Owner is responsible for the coordination of the final occupancy. The Developer/Owner shall obtain clearances from each department and division prior to requesting a final building inspection from Building & Safety. Each agency shall sign the bottom of the Building & Safety Job Card.

Building & Safety inspection requests can be made twenty-four (24) hours in advance for next day inspection. Please contact 951-656-7000. You may also request inspections at the Building & Safety public counter.

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

Temporary toilet facilities shall be provided for construction workers. The toilet facilities shall be maintained in a sanitary condition. Construction toilet facilities of the non-sewer type shall conform to ANSI ZA.3.

Construction projects which require temporary electrical power shall obtain an Electrical Permit from Building & Safety. No temporary electrical power will be granted to a project unless one of the following items is in place and approved by Building & Safety and the Planning Department.

(A) Installation of a construction trailer, or,
(B) Security fenced area where the electrical power will be located.

Installation of construction/sales trailers must be located on private property. No trailers can be located on the public street right of way.

Site development and grading shall be designed to provide access to all entrances and exterior ground floors exits and access to normal paths of travel, and where necessary to provide access. Paths of travel shall incorporate (but not limited to) exterior stairs, landings, walks and sidewalks, pedestrian ramps, curb ramps, warning curbs, detectable warning, signage, gates, lifts and walking surface materials. The accessible route(s) of travel shall be the most practical direct route between accessible building entrances, site facilities, accessible parking, public sidewalks, and the accessible entrance(s) to the site, California Building Code, (CBC) Chapter 11, Sections, 11A and 11B.

The City enforces the State of California provisions of the California Building Code disabled access requirements. The Federal Americans with Disabilities Act (ADA) standards may differ in some cases from the California State requirements, therefore it is the building owner's responsibility to be aware of those differences and comply accordingly.

Site facilities such as parking open or covered, recreation facilities, and trash dumpster areas, and common use areas shall be accessible per the CBC, Chapter 11.

Separate plan submittals and permits are required for all accessory structures; example would be trash enclosures, patios, block walls, play equipment and storage buildings.

Pursuant to the California Business and Professions Code Section 6737, most projects are required to be designed by a California Licensed Architect or Engineer. The project owner or developer should review the section of the California Codes and comply with the regulation.

Building & Safety, (Willdan Engineering) will review plans, inspect all foundation work, structural work on the building to include plumbing, electrical, mechanical, title 24, green building code items. Building & Safety will also inspect the electrical conduit in the common areas for light standards as well as accessibility from the right of way to the building and the disabled parking stalls. Signage will be inspected by the Building & Safety as well as trash enclosures and other ornamental structures on the site.

Engineering, (Tri Lakes Engineering) will review plans, inspect the construction in the right of way as well as the grading and precise grading on site. This includes curb and gutter on the site and sidewalks on site.

Storm Water, (CG Recourse Management) will inspect the Storm Water requirements on and off site.

Building & Safety Conditions

Prior to the issuance of a building permit, the applicant shall pay all Development Improvement Fee's to the City; this also includes school fees and outside agency fees such as sewer water and utilities. Copies of receipts shall be provided to Building & Safety prior to permit issuance.

All on site utilities shall be underground to the new proposed structure unless prior approval has been obtained by the utility company or the City.

Prior to issuance of Building Permits, on site water service shall be installed and approved by the responsible agency. On site fire hydrants shall be approved by the Fire Department. No flammable materials will be allowed on the site until the fire hydrants are established and approved.

Prior to issuance of building permits, site grading certification and pad certifications shall be submitted to Building & Safety. Prior to concrete placement, submit a certification for the finish floor elevation and set backs of the structures. The certification needs to reflect that the structure is in conformance with the Precise Grading Plans. Compaction reports shall accompany pad certifications. The certifications are required to be signed by the engineer of record.

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

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

Special inspectors and structural observation inspectors that are required by the engineer of record shall register with Building & Safety. The special inspectors shall provide a copy of their certifications as well as a copy of their driver's license before they start work as an inspector on the project. Special inspectors are to provide daily reports to Building & Safety by e-mail to the City inspector and to the permit technician. Special inspectors are also required to provide a hard copy of the reports in the construction office daily for the inspector's use. The special inspectors shall make all necessary and required inspections before the City provides periodic inspections.

A Certificate of Occupancy will be granted to the Developer/Owner when the building is 100 percent complete and all agencies have signed for permanent occupancy. If the Developer/Owner has a tenant that will be performing a tenant improvement, Building & Safety will issue a permit for the tenant improvement if all other agencies agree to allow the permit to be issued and the plans are approved.

EXHIBIT A23

Trilake Consultants Conditions of Approval dated September 27, 2018

CONDITIONS OF APPROVAL

MJ-100
September 27, 2018
PP No. 18-02, The Commons @ Meridian (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. 30857-9 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.

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. Reference is made to RCFC letter dated August 28, 2018, the project shall comply with the requirements of said letter.

2. Streetlights may be required per Riverside County and Southern California Edison standards and JPA. Streetlights shall be located along all streets including Van Buren Boulevard.

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 including partial reimbursement for maintenance of traffic signal located at Orange Terrace Parkway and Van Buren Boulevard.

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. The most northerly driveway along southerly extension of Orange Terrace Parkway shall be for right in and out only.

7. Onsite striping, lighting, landscaping shall be reviewed and approved by Planning Department.

8. The improvements on Van Buren Boulevard shall be pursuant to requirements and approval by Riverside County Transportation Department including the recent correspondence dated September 21, 2018 between the County and Developer's representative.

9. Southerly extension of Orange Terrace Parkway (private road) shall include construction of hardscaped/landscaped median, 2 northbound, 2 northbound left turn, right turn lane in addition to 2 southbound lanes and a right turn transition lane as recommended by applicant's Traffic Engineer and approved by JPA. The southerly end of the private road shall be designed and constructed in substantial conformance with the project development plan as recommended by the Traffic Engineer

Habib Motlagh
Habib Motlagh
Public Works Engineer

CONDITIONS OF APPROVAL

MJ-099
September 27, 2018
PP 18-03 South Campus Building "C"

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 amended Tract No. 30857 and the associated specific plan. It is understood that the site plan correctly shows all existing easements, traveled ways and drainage courses with appropriate Q's and that their omission may require the map to be resubmitted for further consideration. The following conditions are essential parts and requirement occurring in ONE is as binding as though occurring in all. They are intended to be complimentary to the tract map and specific plan and to describe the conditions for a complete design of the improvements. All questions regarding the true meaning of the conditions shall be referred to the MJPA Public Works Engineer. The on and offsite improvements shall be installed pursuant to Riverside County Flood Control, Riverside County Transportation Department and Western Municipal Water District Standards and as approved by MJPA. Encroachment permit shall be obtained from all affected agencies.

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.

1. Drainage and flood control facilities and improvements shall be provided in accordance with the MJPA and Riverside County Flood Control requirements and standards as stated in their letter dated August 28, 2018. 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 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. Additional streetlights along and adjacent to the site 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. Right turn out for the most northerly driveway along Coyote Busch shall be restricted by installation of raised pork chop and other improvements as approved by JPA.

7. Onsite striping, lighting, landscaping shall be reviewed and approved by Planning Department.

8. The improvements on Krameria Avenue and Coyote Busch Road and adjacent roads if damaged during construction of this project shall be removed and replaced to the satisfaction of MJPA.

9. Concrete intersections at Krameria and Coyote Bush 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. Any trenching for utility and other infrastructure along already developed roads shall be repaired per MJPA trench repair standards and as approved by JPA Public Works Engineer.

Habib Motlagh
Habib Motlagh
Public Works Engineer

EXHIBIT A24

Riverside County Fire Department Conditions of Approval dated July 27, 2018

CAL FIRE – RIVERSIDE UNIT
RIVERSIDE COUNTY FIRE DEPARTMENT

Daniel R. Talbot - Fire Chief
210 West San Jacinto Avenue, Perris, CA 92570-1915
Bus: (951) 940-6900 Fax: (951) 940-6373 www.rvcfire.org

Proudly serving the unincorporated areas of riverside county and the cities of:

Banning

Beaumont

Canyon lake

Coachella

Desert Hot Springs

Eastvale

Indian Wells

Indio

Jurupa Valley

Lake Elsinore

La Quinta

Menifee

Moreno Valley

Norco

Palm Desert

Perris

Rancho Mirage

Rubidoux CSD

San Jacinto

Temecula

Wildomar

BOARD OF

Planning Case Conditions

DATE: 7/27/2018

CASE: 18-MJPA-PP-02

PLANNER: Lauren Sotelo

REVIEWED BY: Ken King, Assistant Fire Marshal

Fire Department Permit Number: FPPPC1800027

West Office of the Fire Marshal Responsibility

It is the responsibility of the recipient of these Fire Department conditions to forward them to all interested parties. The permit number (**as it is noted above**) is required on all correspondence.

Additional information is available at our website: www.rvcfire.org

Questions should be directed to the Riverside County Fire Department, Office of the Fire Marshal at 2300 Market Street, Suite 150, Riverside, CA 92501. Phone: (951) 955-4777.

With respect to the conditions of approval 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 Hydrants and Fire Flow: Provide or show there exist fire hydrant(s) capable of delivering required fire flow per the California Fire Code, Riverside County Fire Department within 400 feet to all portions around the proposed structure. Reference 2016 California Fire Code (CFC) Section 507.5.1

2. Water Plans: If fire hydrants are required to be installed, applicant/developer shall furnish two copies of the water system fire hydrant plans to Fire Department for review and approval prior to building permit issuance. Plans shall be signed by a registered civil engineer, and shall confirm hydrant type, location, spacing, and minimum fire flow. Once plans are signed and approved by the local water authority, the originals shall be presented to the Fire Department for review and approval. Ref. CFC 105.4.1

3. Blue Dot Reflectors: Blue retro-reflective pavement markers shall be installed to indicate the location of fire hydrants. Reference CFC Section 507.5.8 as amended by Riverside County Ordinance 787.8

4. Fire Department Access: Fire Department apparatus access shall be provided to within 150 feet to of all portions of all buildings. Fire apparatus roads shall have an unobstructed width of not less than 24 feet. Driveway loops, fire apparatus access lanes and entrance curb radius should be designed to adequately allow access of emergency fire vehicles. Reference CFC Sections 503.1.1 and 503.2.1 as amended by Riverside County Ordinance 787.7

5. Fire Sprinkler System: All structures 3,600 square feet or larger will be required to install a fire sprinkler system in accordance with the CFC and NFPA 13. Ref. CFC 903.2 as amended by Riverside County Ordinance 787.8

6. Fire Alarm and Detection System: A water flow monitoring system and/or a fire alarm system will be required per the CFC and NFPA 72. Ref. CFC 903.4/907.2

7. Address: The address shall be posted per Riverside County Fire Department standards and will be clearly visible from public roadway. Ref. CFC 505.1 as amended by Riverside County Ordinance 787.8 and the County of Riverside Fire Prevention Standard #07-01 Premises Identification

8. These conditions are preliminary and 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 at 951-955-4777 and speak with a Assistant Fire Marshal Ken King to assist you with these conditions.

Ken King
Assistant Fire Marshal/Office of the County Fire Marshal
CAL FIRE/Riverside County Fire Department

CAL FIRE – RIVERSIDE UNIT
RIVERSIDE COUNTY FIRE DEPARTMENT

Daniel R. Talbot - Fire Chief
210 West San Jacinto Avenue, Perris, CA 92570-1915
Bus: (951) 940-6900 Fax: (951) 940-6373 www.rvcfire.org

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La Quinta

Menifee

Moreno Valley

Norco

Palm Desert

Perris

Rancho Mirage

Rubidoux CSD

San Jacinto

Temecula

Wildomar

BOARD OF

Planning Case Conditions

DATE: 7/27/2018

CASE: 18-MJPA-PP-03

PLANNER: Lauren Sotelo

REVIEWED BY: Ken King, Assistant Fire Marshal

Fire Department Permit Number: TBD

West Office of the Fire Marshal Responsibility

It is the responsibility of the recipient of these Fire Department conditions to forward them to all interested parties. The permit number (**as it is noted above**) is required on all correspondence.

Additional information is available at our website: www.rvcfire.org

Questions should be directed to the Riverside County Fire Department, Office of the Fire Marshal at 2300 Market Street, Suite 150, Riverside, CA 92501. Phone: (951) 955-4777.

With respect to the conditions of approval 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 Hydrants and Fire Flow: Provide or show there exist fire hydrant(s) capable of delivering required fire flow per the California Fire Code, Riverside County Fire Department within 400 feet to all portions around the proposed structure. Reference 2016 California Fire Code (CFC) Section 507.5.1

2. Water Plans: If fire hydrants are required to be installed, applicant/developer shall furnish two copies of the water system fire hydrant plans to Fire Department for review and approval prior to building permit issuance. Plans shall be signed by a registered civil engineer, and shall confirm hydrant type, location, spacing, and minimum fire flow. Once plans are signed and approved by the local water authority, the originals shall be presented to the Fire Department for review and approval. Ref. CFC 105.4.1

3. Blue Dot Reflectors: Blue retro-reflective pavement markers shall be installed to indicate the location of fire hydrants. Reference CFC Section 507.5.8 as amended by Riverside County Ordinance 787.8

4. Fire Department Access: Fire Department apparatus access shall be provided to within 150 feet to of all portions of all buildings. Fire apparatus roads shall have an unobstructed width of not less than 24 feet. Driveway loops, fire apparatus access lanes and entrance curb radius should be designed to adequately allow access of emergency fire vehicles. Reference CFC Sections 503.1.1 and 503.2.1 as amended by Riverside County Ordinance 787.7

5. Fire Sprinkler System: All structures 3,600 square feet or larger will be required to install a fire sprinkler system in accordance with the CFC and NFPA 13. Ref. CFC 903.2 as amended by Riverside County Ordinance 787.8

6. Fire Alarm and Detection System: A water flow monitoring system and/or a fire alarm system will be required per the CFC and NFPA 72. Ref. CFC 903.4/907.2

7. Address: The address shall be posted per Riverside County Fire Department standards and will be clearly visible from public roadway. Ref. CFC 505.1 as amended by Riverside County Ordinance 787.8 and the County of Riverside Fire Prevention Standard #07-01 Premises Identification

8. **High Pile Storage: If this building is to be used for high pile storage, building access doors may be required every 100 liner feet on the exterior walls that face the required fire apparatus access doors or justify omission of building access requirnments at your building plans submittal. Ref. CFC3206.6.1.1**

9. These conditions are preliminary and 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 at 951-955-4777 and speak with a Assistant Fire Marshal Ken King to assist you with these conditions.

Ken King
Assistant Fire Marshal/Office of the County Fire Marshal
CAL FIRE/Riverside County Fire Department

EXHIBIT A25

Preliminary Water Quality Management Plan Approval Letter's dated August 1, 2018 and September 05, 2018

March Joint Powers Authority

PLANNING
MEMORANDUM

TO: Lauren Sotelo, Associate Planner
FROM: Cynthia Gabaldon P.E., CPSWQ, CPESC, QSD/P
DATE: August 1, 2018

RE: Meridian South Campus Phase III (The Commons) Master (PP18-02)
Meridian Parkway
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 PP18-02, Meridian South Campus Phase III, The Commons, Master PWQMP, Riverside California. The project's preliminary WQMP submittal revision dated July 2018 **was determined to be in substantial compliance, for a preliminary WQMP, in concept, with the requirements of the 2012 Riverside County WQMP Manual.**

The following conditions apply:

The development shall be subject to all provisions of March Joint Powers Authority General Plan Section 1.8, which establishes requirements to meet all local, state and federal environmental requirements. This includes the implementation of stormwater/urban runoff management and discharge controls to improve water quality and comply with federal regulations, and any subsequent amendments, revisions, or ordinances pertaining thereto.

The structural BMPs selected for this project have been approved in concept. The owner shall submit a final WQMP including plans and details providing the elevations, slopes, and other details for the proposed structural BMPs including the underground detention basins, self-retaining landscaping, roof drains to vegetation and trash enclosure. The Engineering Department shall review and approve the final WQMP text, plans and details.

March Joint Powers Authority

PLANNING
MEMORANDUM

TO: Lauren Sotelo, Associate Planner
FROM: Cynthia Gabaldon P.E., CPSWQ, CPESC, QSD/P
DATE: September 5, 2018

RE: Conditions of Approval for PP18-03 (Preliminary WQMP)
South Campus – Building C
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 industrial/commercial project submitted as PP18-03, South Campus Building C, Riverside California. The project's preliminary WQMP submittal revision dated August 9, 2018 **was determined to be in substantial compliance, for a preliminary WQMP, in concept, with the requirements of the 2012 Riverside County WQMP Manual.**

The following conditions apply:

The development shall be subject to all provisions of March Joint Powers Authority General Plan Section 1.8, which establishes requirements to meet all local, state and federal environmental requirements. This includes the implementation of stormwater/urban runoff management and discharge controls to improve water quality and comply with federal regulations, and any subsequent amendments, revisions, or ordinances pertaining thereto.

The structural BMPs selected for this project have been approved in concept. The owner shall submit a final WQMP including plans and details providing the elevations, slopes, and other details for the proposed structural BMPs including an underground detention system, two Modular Wetlands Systems, self-retaining landscaping, roof drains to vegetation and trash enclosure. The Engineering Department shall review and approve the final WQMP text, plans and details.

EXHIBIT A26

VRPA Transportation Consultants Approval Letter dated September 25, 2018

Transportation Planning · Traffic Engineering - Environmental Assessment
Sustainable Communities Planning - Public Outreach

VRPA TECHNOLOGIES, INC.

September 25, 2018

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

Re: Review of Applications Materials for Meridian South Campus Amendment Project

Dear Lauren:

VRPA Technologies, Inc. (VRPA) has reviewed the application materials and other traffic-related information for the Meridian South Campus Amendment project. This includes Plot Plan 18-02 showing proposed office and retail development, Plot Plan 18-03 showing proposed warehouse development, and the Focused Traffic Impact Analysis prepared by Urban Crossroads.

The materials provided adequately document the proposed development and we do not have any requested changes in the proposed design or documentation.

If you have any questions regarding this letter, please feel free to contact me. I can be reached by email at eruehr@vrpatechnologies.com or by phone at (858) 361-7151.

Sincerely,

Erik O. Ruehr, P.E., Director of Traffic Engineering
VRPA Technologies, Inc.

9747 Businesspark Avenue, Suite 210, San Diego, CA, 92131 - Phone (858) 566-1766 Fax (858) 566-0243
www.vrpatechnologies.com

EXHIBIT A27

Riverside County TLMA letter dated September 25, 2018

COUNTY OF RIVERSIDE
TRANSPORTATION AND LAND MANAGEMENT AGENCY

Juan C. Perez, P.E., T.E.
Transportation and Land Management Agency Director

Patricia Romo, P.E.
Director of Transportation

Transportation Department

September 25, 2018

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

Subject: South Campus – The Commons at Meridian - PP 18-03

The County of Riverside Transportation Department has completed the review of Plot Plan 18-03 including the revised site plan and response to comments. Your 9/1/2018 e-mail response to comments and attachments addresses our final concerns with vehicle conflicts while avoiding split phase signal timing.

Regarding the County's comments on the curb location on Van Buren Blvd. east of the Orange Terrace Parkway signalized intersection, and in order to allow the project to proceed to hearing, the County requests that March JPA include the following conditions to be met prior to the County encroachment permit approval:

Street improvement, grading, traffic signal, signing, striping and traffic control plans, and all other documentation requested at the time of application for all work within the existing and proposed Van Buren Boulevard right-of-way shall prepared to County standards and approved prior to issuance of an encroachment permit. The County may, upon review of said plans, require adjustments to locations of certain improvements within the proposed right-of-way to address safety and operation concerns.

3525 14th Street, 2nd Floor, Riverside, CA 92501 (951) 955-6800
P.O. Box 1090 · Riverside, CA 92502-1090 · FAX (951) 955-3164

Thank you,

Susan Vombaur, PE, TE
Senior Civil Engineer

Cc: Kevin Tsang

3525 14th Street, 2nd Floor, Riverside, CA 92501 (951) 955-6800
P.O. Box 1090 · Riverside, CA 92502-1090 · FAX (951) 955-3164

EXHIBIT A28

Riverside County ALUC ZAP1317MA18 Staff Report dated September 13, 2018

COUNTY OF RIVERSIDE
AIRPORT LAND USE COMMISSION

STAFF REPORT

AGENDA ITEM:	3.3
HEARING DATE:	September 13, 2018
CASE NUMBER:	ZAP1317MA18 – Meridian Park, LLC (Representative: Jeff Gordon)
APPROVING JURISDICTION:	March Joint Powers Authority
JURISDICTION CASE NO:	GPA 18-01 (General Plan Amendment), SPA 18-01 (Specific Plan Amendment), TTM 18-01 (Revision to Tentative Tract Map No. 30857), PP 18-02 and PP 18-03 (Plot Plans)
MAJOR ISSUES:	**None**

RECOMMENDATION: Staff recommends that the Commission find the proposed General Plan Amendment and Specific Plan Amendment CONSISTENT with the 2014 March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan, and find the proposed Tentative Tract Map and Plot Plans CONSISTENT, subject to the conditions included herein.

PROJECT DESCRIPTION: PP18-02 proposes a commercial development consisting of 140,570 square feet of office area, 7,905 square foot commercial retail building (which may include dining establishments) with drive-through, a 3,300 square foot fast food restaurant with drive-through, a gas station with 12 vehicle fueling pumps, and a 3,200 square foot convenience store on 23.68 acres (located southerly of Van Buren Boulevard and easterly of the southerly extension of Orange Terrace Drive). PP18-03 proposes a 500,000 square foot industrial high cube warehouse building on 22.96 acres (located on the northeast corner of Krameria Avenue and Coyote Bush Road).

The applicant also proposes to amend the March JPA General Plan and March Business Center Specific Plan land use designations on five sites within the South Campus of the March Business Center as follows:

(1) to enable development proposed through PP18-02, change 3.7 gross acres (3.49 net acres due to roadway dedications) of land located southerly of Van Buren Boulevard and easterly of the southerly extension of Orange Terrace Drive from Office to Commercial (leaving a remaining 9.42 gross acres designated as Office);
(2) to enable development proposed through PP18-03, change approximately 25.77 gross acres of land located on the northeast corner of Krameria Avenue and Coyote Bush Road from Business Park to Industrial;
(3) change approximately 21.78 gross acres located easterly of the PP18-03 site from Industrial to Business Park;
(4) change 6.57 gross acres (5.84 net acres due to roadway dedications) of land on the west side

of Village West Drive, southerly of Van Buren Boulevard from Commercial to Business Park; and

(5) change approximately 4.11 gross acres (3.65 net acres due to roadway dedications) on the northwest corner of Van Buren Boulevard and Coyote Bush Road from Business Park to Office.

The applicant also proposes amending previously approved, but never recorded, Tentative Tract Map No. 30857 by:

1) adjusting the boundaries of tentatively approved Parcels 4 through 7 so as to result in the following acreages – Parcel 4, 22.93 acres; Parcel 5, 10.33 acres; Parcel 6, 9.51 acres; Parcel 7, 15.6 acres;
2) reducing Parcel 41 to 3.65 acres, consolidating the southern portion of Parcel 41 and Parcels 49 and 50 with Parcel 48, resulting in a revised acreage of 5.03 acres for Parcel 48; and
3) adjusting the boundaries of tentatively approved Parcels 72 through 75 so as to result in the following acreages: Parcel 72, 3.7 acres; Parcel 73, 10.77 acres; Parcel 74, 9.42 acres; and Parcel 75, 8.24 acres.

Parcel 72 becomes the site of retail, dining, and fueling uses proposed through PP18-02, while the office buildings are on Parcels 73 and 74. Revised Parcel 4 becomes the site of the industrial building proposed through PP18-03.

PROJECT LOCATION: The areas of the Specific Plan proposed for changes are located northerly of Krameria Avenue, southerly of Van Buren Boulevard, easterly of Barton Street, and westerly of Village West Drive within the jurisdiction of the March Joint Powers Authority, with the nearest portion of the proposed Plot Plans located approximately 10,200 feet southwesterly of the northerly end of Runway 14-32 at March Air Reserve Base. PP18-02 is located southerly of Van Buren Boulevard and easterly of Orange Terrace Drive extended southerly, while PP18-03 is located at the northeast corner of Krameria Avenue and Coyote Bush Road.

LAND USE PLAN: 2014 March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan

a. Airport Influence Area:	March Air Reserve Base
b. Land Use Policy:	Zones C2 High Terrain Zone
c. Noise Levels:	Below 60 CNEL from aircraft

BACKGROUND:

Tentative Tract Map: The applicant proposes amending previously approved, but never recorded, Tentative Tract Map No. 30857 by:

1) adjusting the boundaries of tentatively approved Parcels 4 through 7 so as to result in the following acreages – Parcel 4, 22.93 acres; Parcel 5, 10.33 acres; Parcel 6, 9.51 acres; Parcel

7, 15.6 acres;
2) reducing Parcel 41 to 3.65 acres, consolidating the southern portion of Parcel 41 and Parcels 49 and 50 with Parcel 48, resulting in a revised acreage of 5.03 acres for Parcel 48; and
3) adjusting the boundaries of tentatively approved Parcels 72 through 75 so as to result in the following acreages: Parcel 72, 3.7 acres; Parcel 73, 10.77 acres; Parcel 74, 9.42 acres; and Parcel 75, 8.24 acres.

The reconfiguring of the parcels would not result in a significant impact to airport land use compatibility.

Non-Residential Average Land Use Intensity: Pursuant to the Airport Land Use Compatibility Plan for the March Air Reserve Base/Inland Port Airport, both project sites are located within Compatibility Zone C2. Zone C2 limits average intensity to 200 people per acre.

Pursuant to Appendix C, Table C-1, of the Riverside County Airport Land Use Compatibility Plan, the following rates were used to calculate the occupancy for the proposed buildings in Compatibility Zone C2:

- Office – 1 person per 200 square feet,
- High cube warehouse – 1 person per 1,428 square feet,
- Restaurant dining area – 1 person per 15 square feet,
- Commercial kitchen – 1 person per 200 square feet,
- Retail – 1 person per 115 square feet,
- Convenience store – 1 person per 115 square feet.

The applicant proposes two developments that are geographically separated. PP18-03 proposes a 500,000 square foot industrial high cube warehouse on 22.96 acres located on the northeast corner of Krameria Avenue and Coyote Bush Road. PP18-02 proposes a commercial office retail center totaling 154,837 square feet of building area on 23.68 acres (of a 31.69 acre site, including 8.01 acres designated for a stormwater basin) located southerly of Van Buren Boulevard and easterly of the southerly extension of Orange Terrace Drive.

Industrial Development

PP18-03 proposes a 500,000 square foot high cube warehouse building including 480,000 square feet of warehouse area and 20,000 square feet of office area on 22.96 acres, resulting in a total occupancy of 436 people, and an average intensity of 19 people per acre, which is consistent with the Compatibility Zone C2 criterion of 200. Even if the entire building was used as a manufacturing use (1 person per 200 square feet), this would result in an occupancy of 2,500 people and an average intensity of 109 people per acre, which would also be consistent with the Compatibility Zone C2 criterion. (Such a total occupancy would not be realistic, given the number of parking spaces.)

A second method for determining total occupancy involves multiplying the number of parking spaces provided or required (whichever is greater) by average vehicle occupancy (assumed to be 1.5 persons per vehicle and 1.0 persons per truck trailer parking in the absence of more precise data). Based on the 222 parking stalls and 102 truck trailer stalls provided, the total occupancy would be estimated to be 435 people. The resulting average intensity of 19 people per acre is consistent with the Compatibility Zone C2 average criterion of 200.

Commercial Development

PP18-02 proposes 140,570 square feet of office area, a 7,905 square foot commercial retail/dining building with drive-through, a 3,300 square foot fast food restaurant with drive-through, a gas station with 12 vehicle fueling pumps, and a 3,200 square foot convenience store on 23.68 acres. This would accommodate a total occupancy of 1,390 people, and an average intensity of 58 people per acre, which is consistent with the Compatibility Zone C2 criterion of 200.

Considering average intensity on a lot-by-lot basis (based on the applicant's proposed parcel lines as indicated on the site plan and tract map):

- the Office Buildings lot 73 (10.77 acres) consisting of 83,000 square feet of office area would accommodate 415 people, resulting in an average intensity of 39 people per acre,
- the Office Buildings lot 74 (9.42 acres) consisting of 57,570 square feet of office area would accommodate 288, resulting in an average intensity of 31 people per acre, and
- the Gas Station, Retail and Restaurant Buildings lot 72 (3.49 acres) consisting of a 3,062 square foot gas station convenience store and 12 fuel pumps, 9,015 square feet of restaurant dining area (including dining area in the retail/dining "Shops 1" building as well as in the fast food restaurant), 930 square feet of restaurant commercial kitchen, and 1,260 square feet of retail area, accommodates an occupancy of 687 people, resulting in an average intensity of 197 people per acre. (This is based on the maximum permissible level of dining area in the retail/dining building. Occupancy and average intensity would be lower if the retail were to be increased and the dining area decreased.)

All lots are consistent with the Compatibility Zone C2 average criterion of 200.

A second method for determining total occupancy involves multiplying the number of parking spaces provided or required (whichever is greater) by average vehicle occupancy (assumed to be 1.5 persons per vehicle and 1.0 persons per truck trailer parking in the absence of more precise data). Based on the 1,015 parking stalls provided, the total occupancy would be estimated to be 1,523 people. The resulting average intensity of 64 people per acre is consistent with the Compatibility Zone C2 average criterion of 200.

Non-Residential Single-Acre Land Use Intensity: Compatibility Zone C2 limits maximum single-acre intensity to 500 people. There are no risk-reduction design bonuses available, as March Air Reserve Base/Inland Port Airport is primarily utilized by large aircraft weighing more than 12,500

pounds.

Industrial Development

Based on the site plan provided and the occupancies as previously noted, the maximum single-acre area would consist of 33,560 square feet of warehouse area and 10,000 square feet of office area, accommodating a total occupancy of 74 people, which is consistent with the Compatibility Zone C2 single acre criterion of 500. Even if the entire single acre area within the building was used as a manufacturing use, this would result in a single acre occupancy of 218 people, which would still be consistent with the Compatibility Zone C2 criterion.

Commercial Development

Based on the site plan provided and the occupancies as previously noted, the maximum single-acre area would be located around Shops 1 (retail/restaurant building) consisting of 1,260 square feet of retail area, 6,015 square feet of restaurant dining area, and 630 square feet of restaurant kitchen area, with 10 vehicle stacking spaces in the drive-through, accommodating a total occupancy of 430 people, which is consistent with the Compatibility Zones C2 single acre criterion of 500.

Prohibited and Discouraged Uses: The applicant does not propose any uses prohibited or discouraged in Compatibility Zones C2 High Terrain Zone. The project has undergone Form 7460-1 review by the Federal Aviation Administration Obstruction Evaluation Service ("FAA OES") relative to potential airspace obstruction concerns relative to location within the High Terrain Zone.

Noise: The March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan depicts the site as being outside the 60 CNEL range from aircraft noise. Therefore, no special measures are required to mitigate aircraft-generated noise.

Part 77: The elevation of Runway 14-32 at its northerly terminus is 1,535 feet above mean sea level (1,535 feet AMSL). Portions of the project are located within Compatibility Zone C2 High Terrain Zone of the March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan. At a distance of approximately 10,200 feet from the runway to the PP18-02 site, Federal Aviation Administration review would be required for any structures with top of roof exceeding 1,637 feet AMSL (PP18-03 is 11,000 feet away and has a FAA threshold of 1,645 feet AMSL.) The finished floor elevation is approximately 1,734 feet AMSL for PP18-02 with a maximum building height of 28 feet, resulting in a top point elevation of 1,762 feet AMSL. The finished floor elevation of the industrial building (PP18-03) is 1,732 feet AMSL with a maximum building height of 51 feet, resulting in a top point elevation of 1,783 feet AMSL. Both the commercial and industrial buildings exceed their FAA threshold for notification, and therefore, review of the buildings by the FAA Obstruction Evaluation Service was required. The applicant has submitted Form 7460-1, and FAA OES assigned Aeronautical Study Nos. 2018-AWP-9379 through 9391-OE to this project. "Determination of No Hazard to Air Navigation" letters were issued by the FAAOES dated June 22, 2018, and the studies revealed that the project's structures would exceed obstruction standards, but would not be a hazard

to air navigation provided conditions are met. These FAAOES conditions have been incorporated into the project's conditions.

Open Area: None of the Compatibility Zones for the March Air Reserve Base/Inland Port ALUCP require open area specifically.

CONDITIONS:

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

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

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

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

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

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

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

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

4. The attached notice shall be provided to all prospective purchasers of the proposed parcels and tenants or lessees of the buildings.

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

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

7. This project has been evaluated for an industrial development consisting of 480,000 square feet of high cube warehouse area and 20,000 square feet of office area, and a commercial development consisting of 140,750 square feet of office area, a 3,062 square foot gas station convenience store and 12 fuel pumps, 9,015 square feet of restaurant dining area, 930 square feet of restaurant commercial kitchen, and 1,260 square feet of retail area. Any increase in building area, change in use (other than an increase in retail area in the Shops 1 building with a corresponding reduction in restaurant dining area therein) or modification of the tentative parcel map lot lines and areas will require an amended review by the Airport Land Use Commission.

8. The maximum square footage of restaurant dining area in Shops 1 building shall not exceed 6,015 square feet.

9. The maximum square footage of dining area in the fast food restaurant Pad A shall not exceed 3,000 square feet.

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

11. The Federal Aviation Administration has conducted an aeronautical study of the proposed project (Aeronautical Study Nos. 2018-AWP-9379-OE through 9391-OE) and has determined that neither marking nor lighting of the structure(s) is necessary for aviation safety. However, if marking and/or lighting for aviation safety are accomplished on a voluntary basis, such marking and/or lighting (if any) shall be installed in accordance with FAA Advisory Circular 70/7460-1 L Change 1 and shall be maintained in accordance therewith for the life of the project.

12. The proposed buildings shall not exceed a height of 51 feet above ground level and a maximum elevation at top point of 1,777 feet above mean sea level.

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

14. Temporary construction equipment used during actual construction of the structure(s) shall not exceed 51 feet in height and a maximum elevation of 1,777 feet above mean sea level, unless separate notice is provided to the Federal Aviation Administration through the Form 7460-1 process.

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

NOTICE OF AIRPORT IN VICINITY

This property is presently located in the vicinity of an airport, within what is known as an airport influence area. For that reason, the property may be subject to some of the annoyances or inconveniences associated with proximity to airport operations (for example: noise, vibration, or odors). Individual sensitivities to those annoyances [can vary from person to person. You may wish to consider what airport annoyances], if any, are associated with the property before you complete your purchase and determine whether they are acceptable to you. Business & Professions Code Section 11010 (b)(13)(A)

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

Aeronautical Study No.
2018-AWP-9379-OE

Issued Date: 06/22/2018

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 C
Location:	Riverside, CA
Latitude:	33-53-00.18N NAD 83
Longitude:	117-18-13.52W
Heights:	1726 feet site elevation (SE)
	51 feet above ground level (AGL)
	1777 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does exceed obstruction standards but 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 12/22/2019 unless:

(a) the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
(b) extended, revised, or terminated by the issuing office.
(c) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within

6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

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

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

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

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

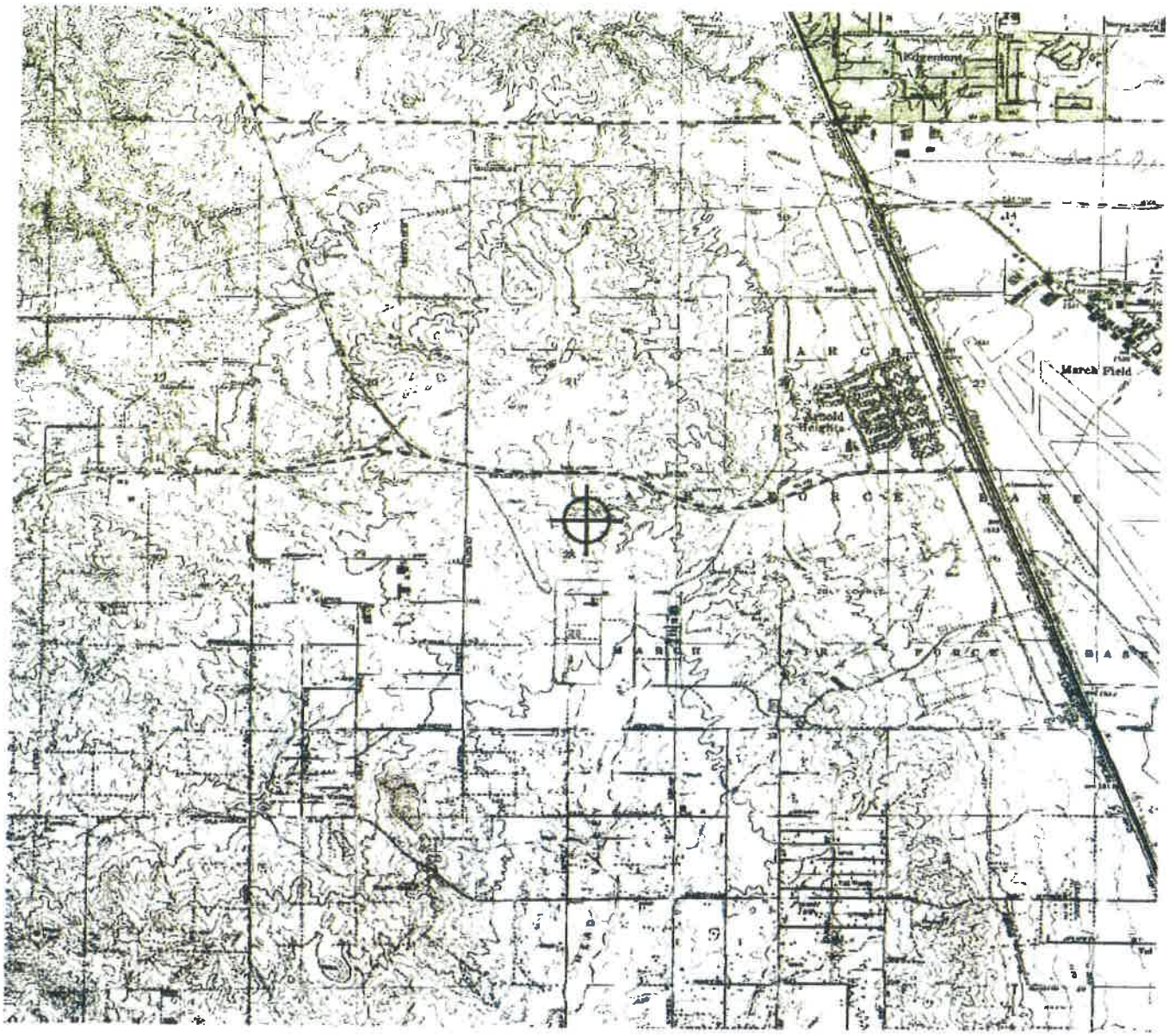
This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

If we can be of further assistance, please contact our office at (310) 725-6557, or karen.mcdonald@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2018-AWP-9379-OE.

Signature Control No: 364501671-368524332 (EBO)
Karen McDonald
Specialist

Attachment(s)
Map(s)

TOPO Map for ASN 2018-AWP-9379-OE



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

Aeronautical Study No.
2018-AWP-9380-OE

Issued Date: 06/22/2018

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 1
Location:	Riverside, CA
Latitude:	33-53-09.97N NAD 83
Longitude:	117-18-10.27W
Heights:	1733 feet site elevation (SE) 38 feet above ground level (AGL) 1771 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does exceed obstruction standards but 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 12/22/2019 unless:

(a) the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
(b) extended, revised, or terminated by the issuing office.
(c) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within

6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

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

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

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

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

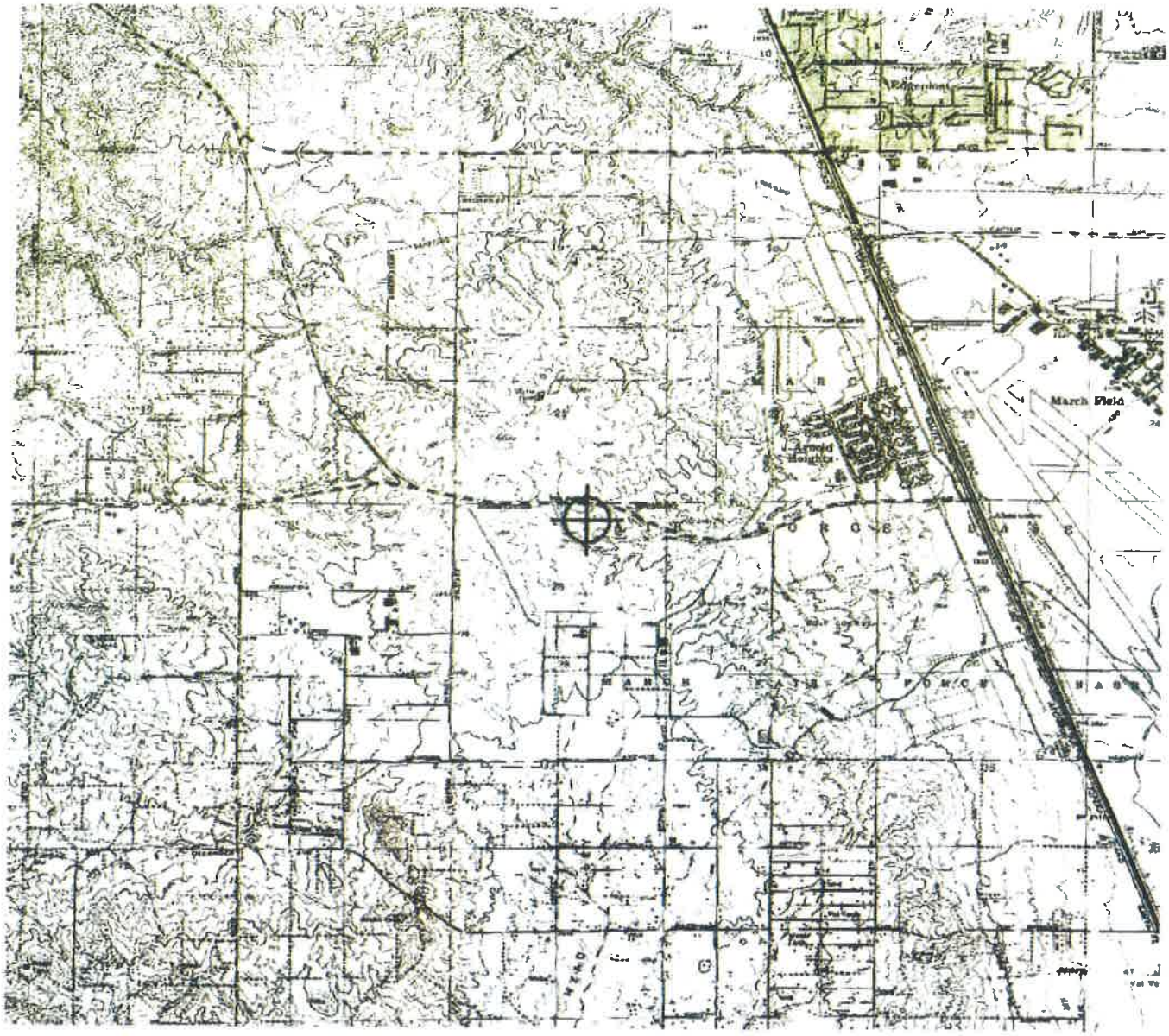
This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

If we can be of further assistance, please contact our office at (310) 725-6557, or karen.mcdonald@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2018-AWP-9380-OE.

Signature Control No: 364501672-368524325 (EBO)
Karen McDonald
Specialist

Attachment(s)
Map(s)

TOPO Map for ASN 2018-AWP-9380-OE



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

Aeronautical Study No.
2018-AWP-9381-OE

Issued Date: 06/22/2018

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 2
Location:	Riverside, CA
Latitude:	33-53-13.41N NAD 83
Longitude:	117-18-05.09W
Heights:	1722 feet site elevation (SE) 26 feet above ground level (AGL) 1748 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does exceed obstruction standards but 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 12/22/2019 unless:

(a) the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
(b) extended, revised, or terminated by the issuing office.
(c) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within

6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

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

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

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

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

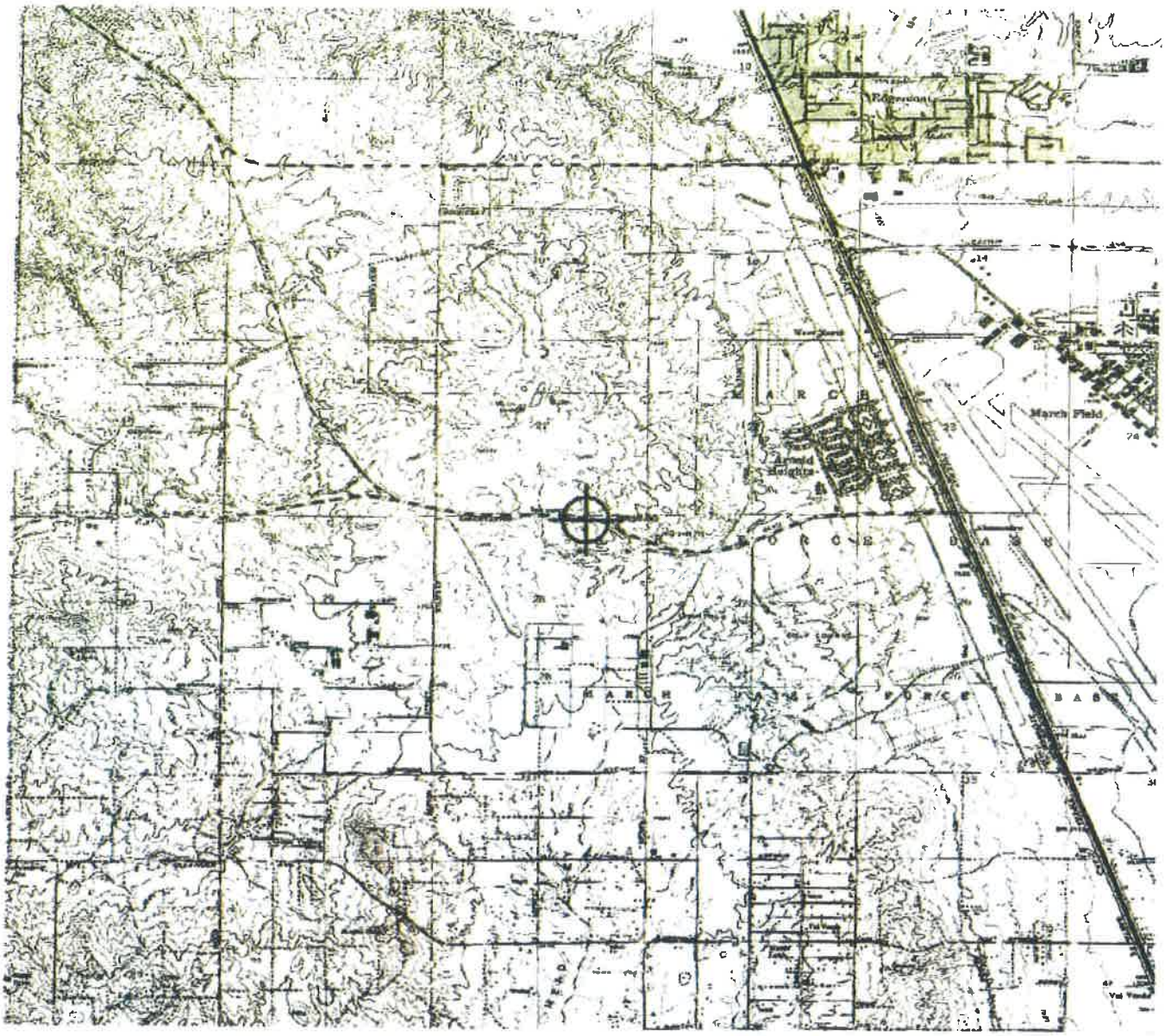
This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

If we can be of further assistance, please contact our office at (310) 725-6557, or karen.mcdonald@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2018-AWP-9381-OE.

Signature Control No: 364501675-368524326 (EBO)
Karen McDonald
Specialist

Attachment(s)
Map(s)

TOPO Map for ASN 2018-AWP-9381-OE



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

Aeronautical Study No.
2018-AWP-9382-OE

Issued Date: 06/22/2018

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 3
Location:	Riverside, CA
Latitude:	33-53-12.61N NAD 83
Longitude:	117-18-02.20W
Heights:	1722 feet site elevation (SE) 24 feet above ground level (AGL) 1746 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does exceed obstruction standards but 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 12/22/2019 unless:

(a) the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
(b) extended, revised, or terminated by the issuing office.
(c) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within

6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

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

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

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

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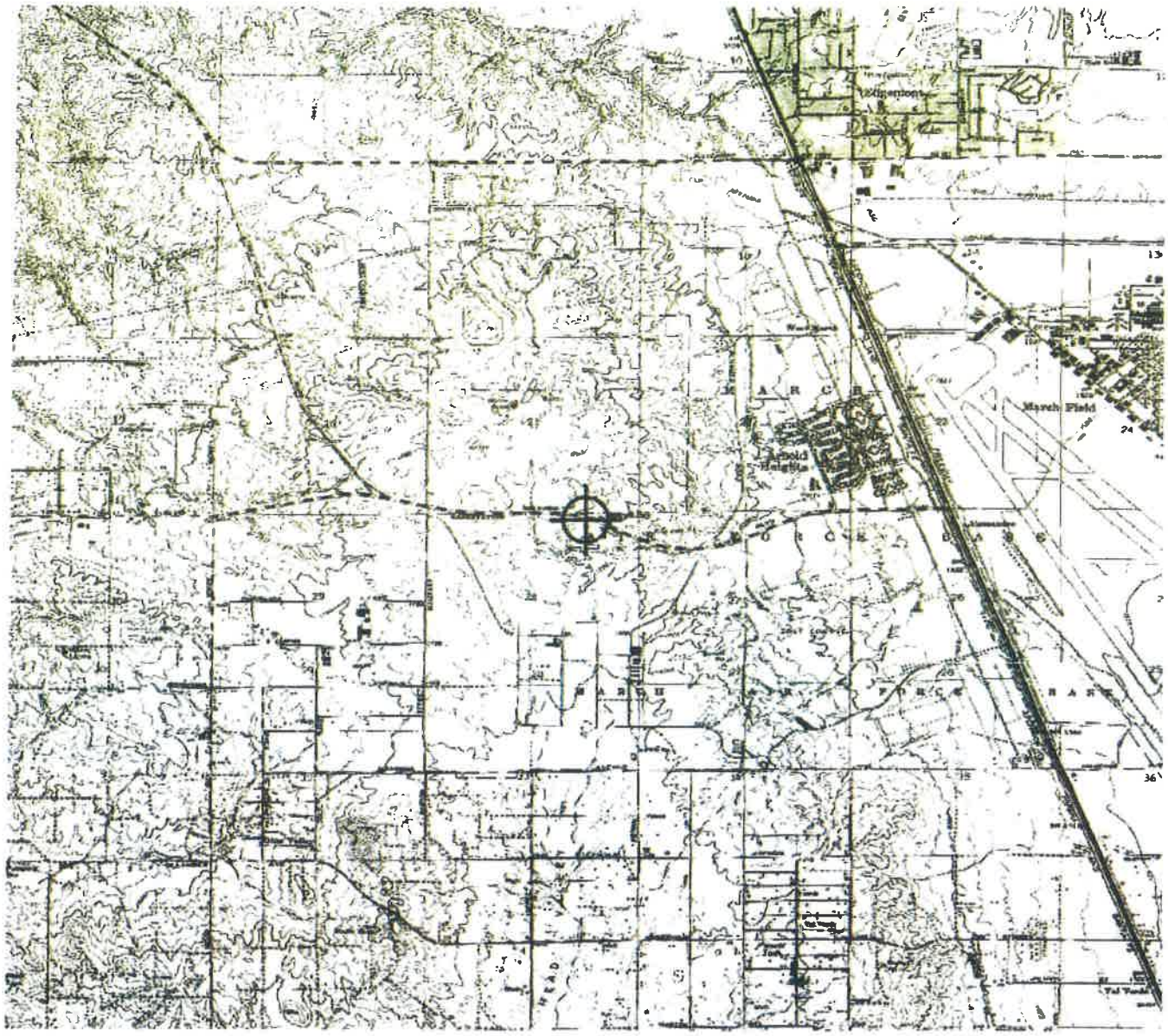
This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

If we can be of further assistance, please contact our office at (310) 725-6557, or karen.mcdonald@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2018-AWP-9382-OE.

Signature Control No: 364501676-368524331 (EBO)
Karen McDonald
Specialist

Attachment(s)
Map(s)

TOPO Map for ASN 2018-AWP-9382-OE



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

Aeronautical Study No.
2018-AWP-9383-OE

Issued Date: 06/22/2018

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 4
Location:	Riverside, CA
Latitude:	33-53-11.69N NAD 83
Longitude:	117-17-59.57W
Heights:	1717 feet site elevation (SE) 26 feet above ground level (AGL) 1743 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does exceed obstruction standards but 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 12/22/2019 unless:

(a) the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
(b) extended, revised, or terminated by the issuing office.
(c) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within

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

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

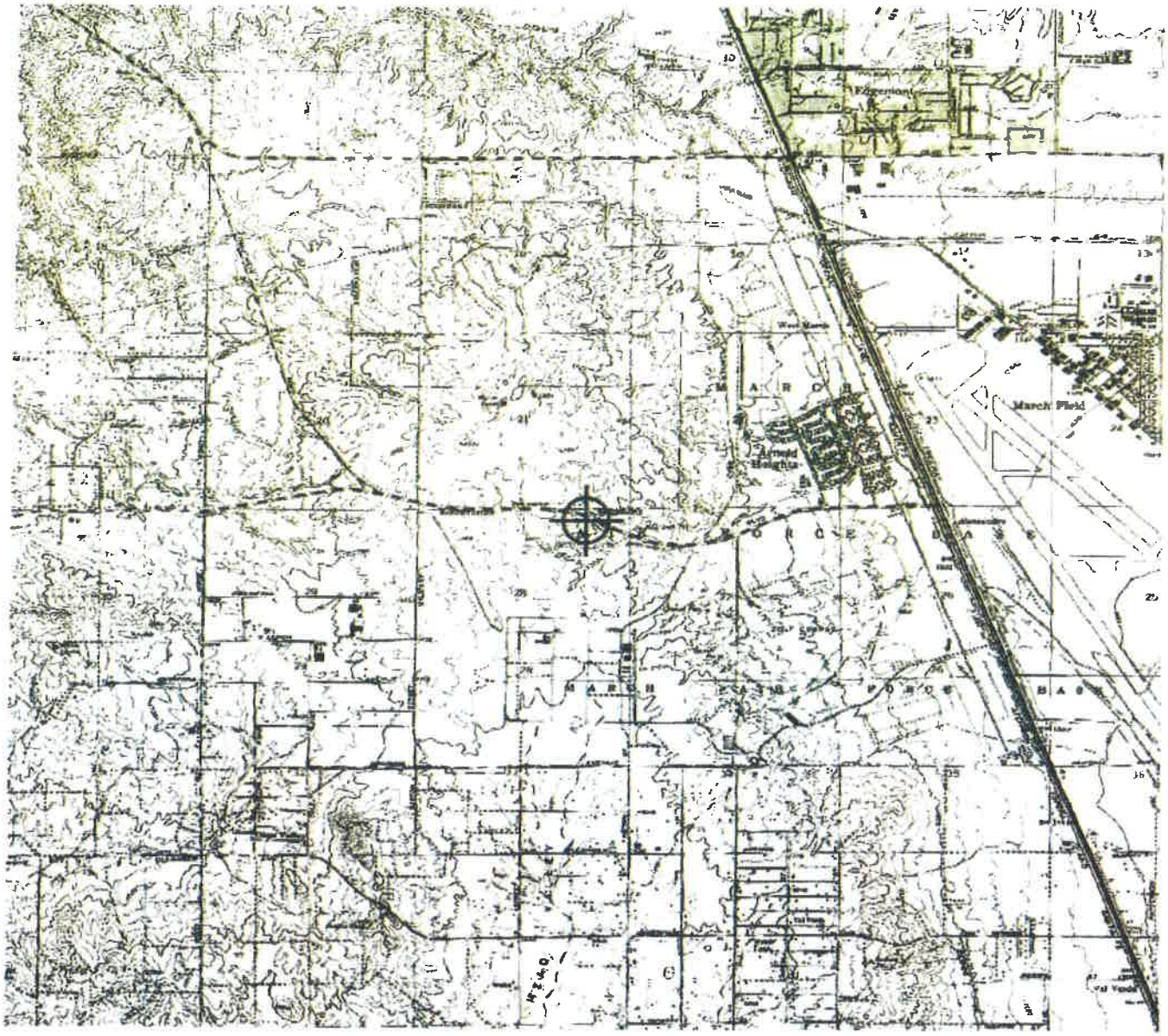
This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

If we can be of further assistance, please contact our office at (310) 725-6557, or karen.mcdonald@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2018-AWP-9383-OE.

Signature Control No: 364501677-368524328 (EBO)
Karen McDonald
Specialist

Attachment(s)
Map(s)

TOPO Map for ASN 2018-AWP-9383-OE



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

Aeronautical Study No.
2018-AWP-9384-OE

Issued Date: 06/22/2018

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 5
Location:	Riverside, CA
Latitude:	33-53-11.13N NAD 83
Longitude:	117-18-05.85W
Heights:	1723 feet site elevation (SE) 26 feet above ground level (AGL) 1749 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does exceed obstruction standards but 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 12/22/2019 unless:

(a) the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
(b) extended, revised, or terminated by the issuing office.
(c) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within

6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

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

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

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

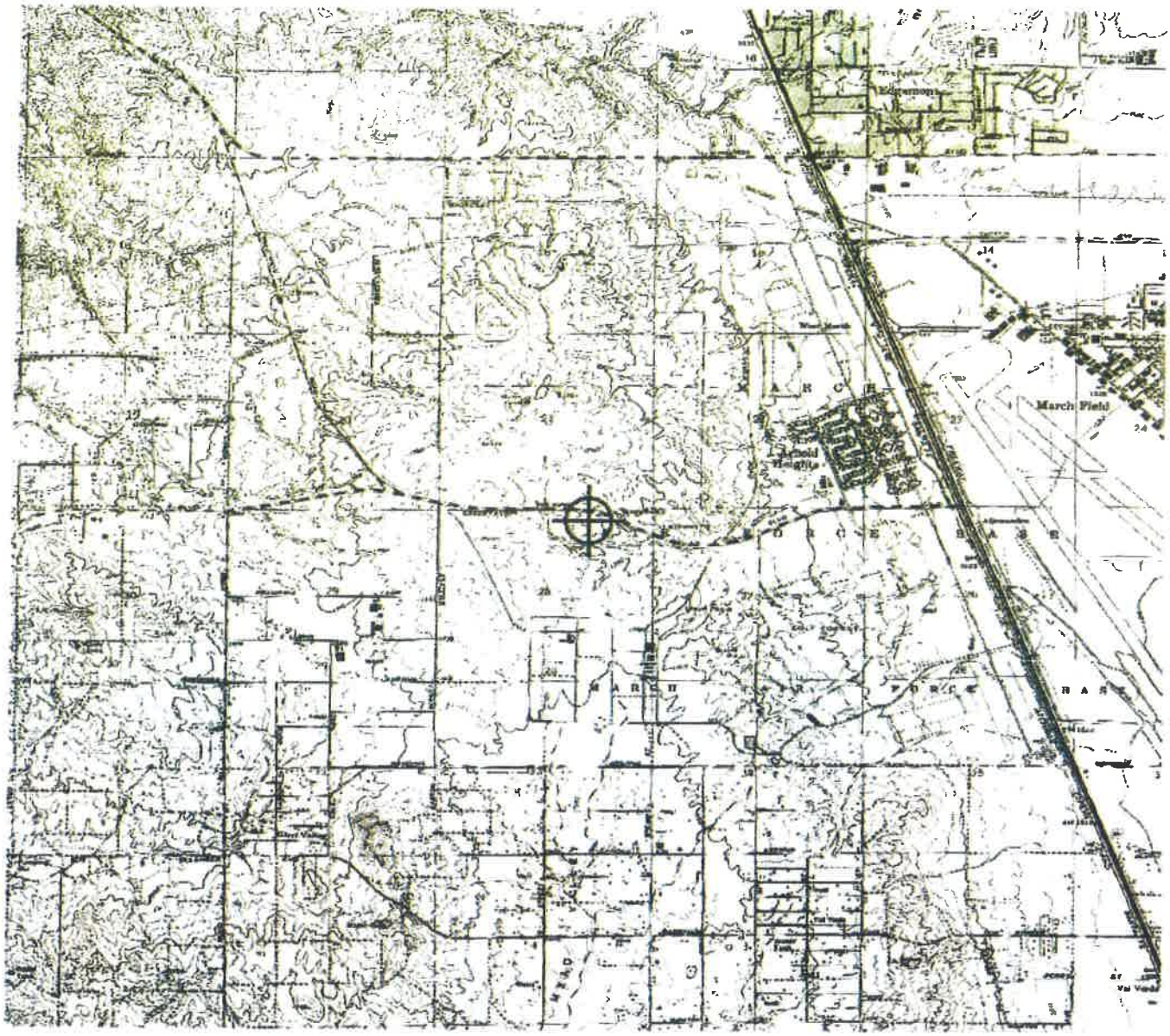
This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

If we can be of further assistance, please contact our office at (310) 725-6557, or karen.mcdonald@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2018-AWP-9384-OE.

Signature Control No: 364501678-368524333 (EBO)
Karen McDonald
Specialist

Attachment(s)
Map(s)

TOPO Map for ASN 2018-AWP-9384-OE



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

Aeronautical Study No.
2018-AWP-9385-OE

Issued Date: 06/22/2018

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 6
Location:	Riverside, CA
Latitude:	33-53-10.91N NAD 83
Longitude:	117-18-04.45W
Heights:	1723 feet site elevation (SE)
	26 feet above ground level (AGL)
	1749 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does exceed obstruction standards but 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 12/22/2019 unless:

(a) the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
(b) extended, revised, or terminated by the issuing office.
(c) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within

6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

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

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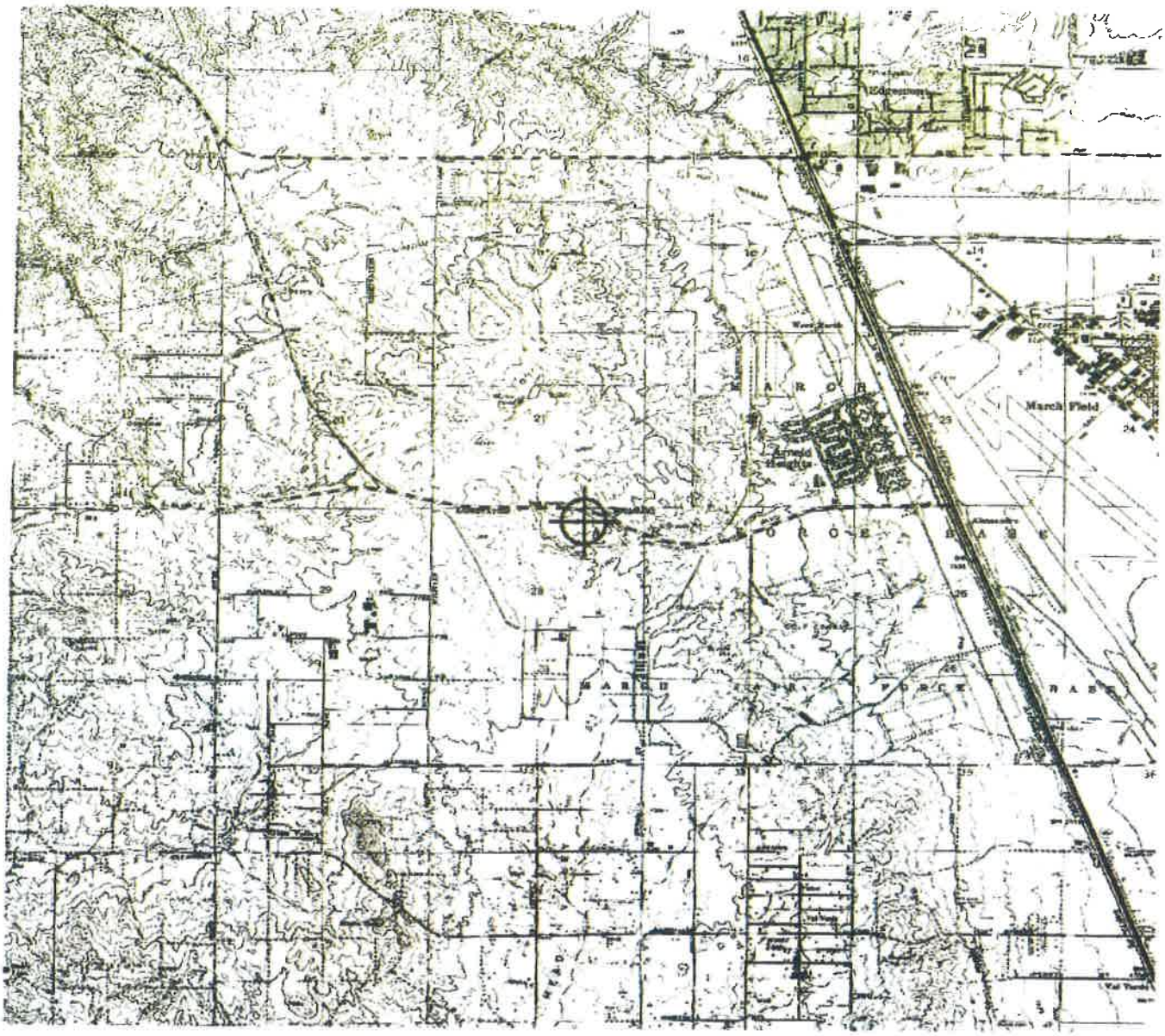
If we can be of further assistance, please contact our office at (310) 725-6557, or karen.mcdonald@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2018-AWP-9385-OE.

Signature Control No: 364501681-368524329 (EBO)
Karen McDonald
Specialist

Attachment(s)
Map(s)

TOPO Map for ASN 2018-AWP-9385-OE



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

Aeronautical Study No.
2018-AWP-9386-OE

Issued Date: 06/22/2018

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 7
Location:	Riverside, CA
Latitude:	33-53-09.75N NAD 83
Longitude:	117-18-00.83W
Heights:	1719 feet site elevation (SE) 26 feet above ground level (AGL) 1745 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does exceed obstruction standards but 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 12/22/2019 unless:

(a) the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
(b) extended, revised, or terminated by the issuing office.
(c) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within

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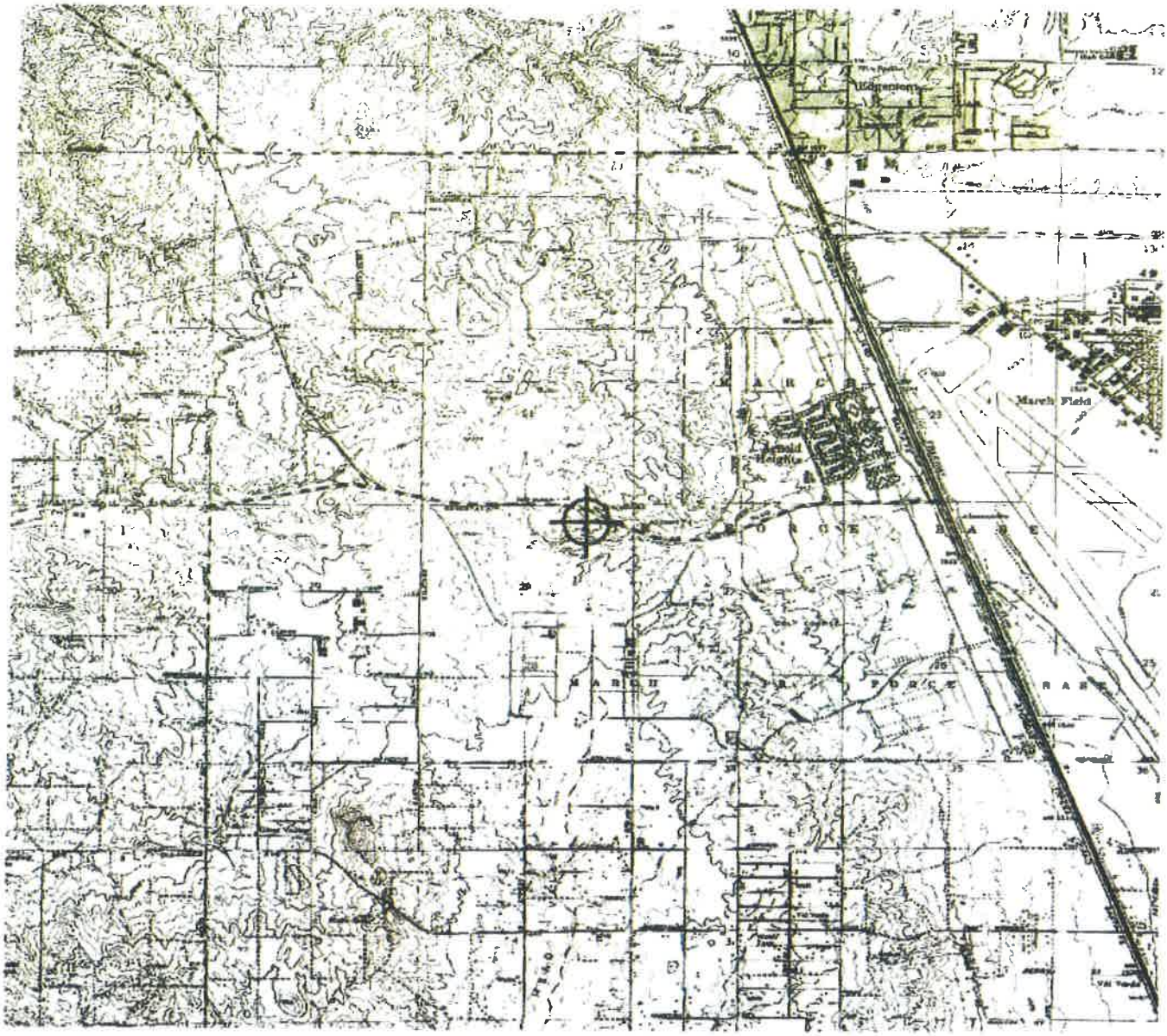
This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

If we can be of further assistance, please contact our office at (310) 725-6557, or karen.mcdonald@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2018-AWP-9386-OE.

Signature Control No: 364501685-368524336 (EBO)
Karen McDonald
Specialist

Attachment(s)
Map(s)

TOPO Map for ASN 2018-AWP-9386-OE



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

Aeronautical Study No.
2018-AWP-9387-OE

Issued Date: 06/22/2018

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 8
Location:	Riverside, CA
Latitude:	33-53-08.35N NAD 83
Longitude:	117-18-04.98W
Heights:	1724 feet site elevation (SE) 36 feet above ground level (AGL) 1760 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does exceed obstruction standards but would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

It is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be e-filed any time the project is abandoned or:

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__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.

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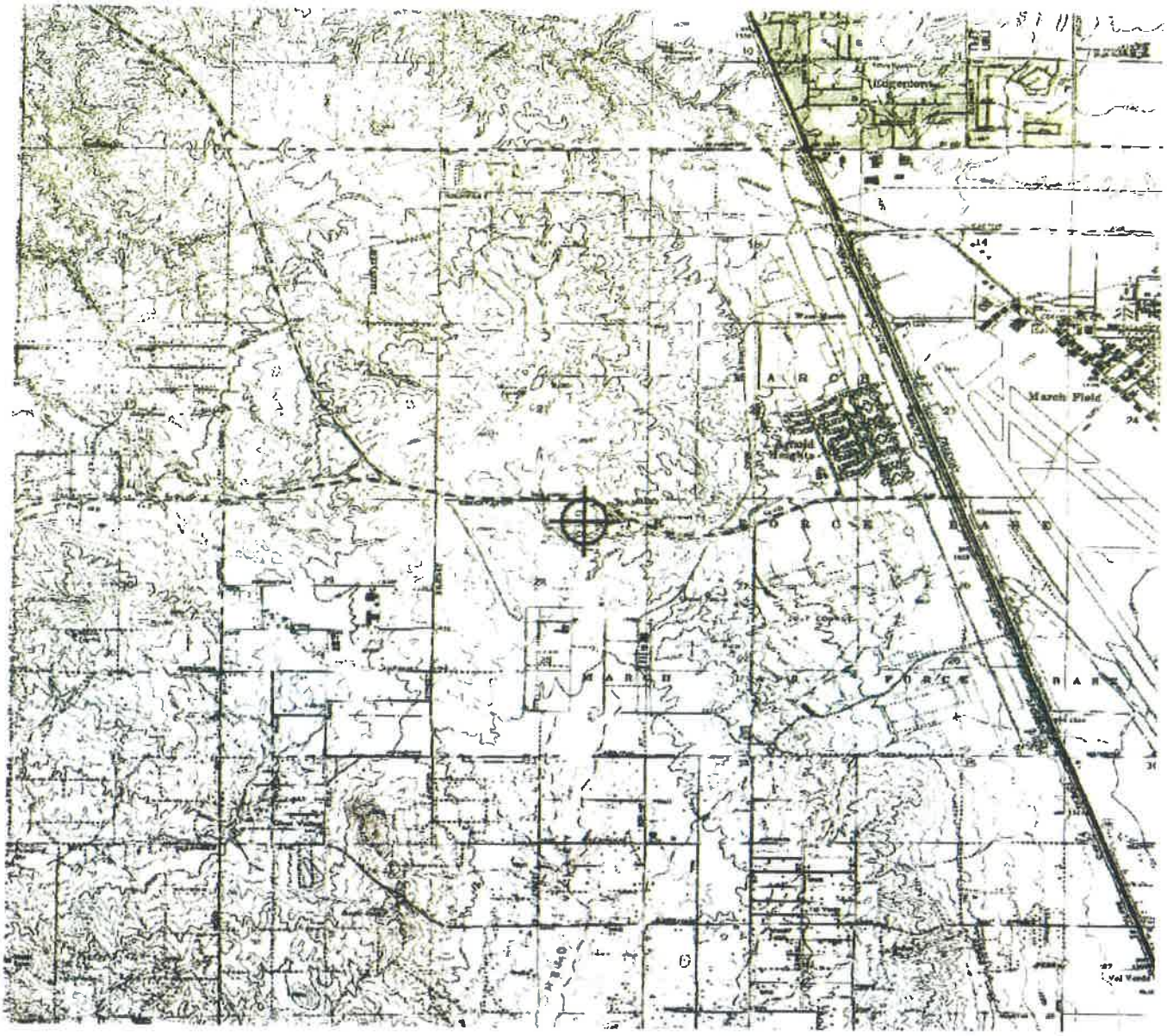
If we can be of further assistance, please contact our office at (310) 725-6557, or karen.mcdonald@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2018-AWP-9387-OE.

Signature Control No: 364501686-368524335 (EBO)
Karen McDonald
Specialist

Attachment(s)
Map(s)

TOPO Map for ASN 2018-AWP-9387-OE



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

Aeronautical Study No.
2018-AWP-9388-OE

Issued Date: 06/22/2018

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 FOODMART BLDG
Location:	Riverside, CA
Latitude:	33-53-12.48N NAD 83
Longitude:	117-18-09.13W
Heights:	1727 feet site elevation (SE) 25 feet above ground level (AGL) 1752 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does exceed obstruction standards but 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 12/22/2019 unless:

(a) the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
(b) extended, revised, or terminated by the issuing office.
(c) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within

6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

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

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

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

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

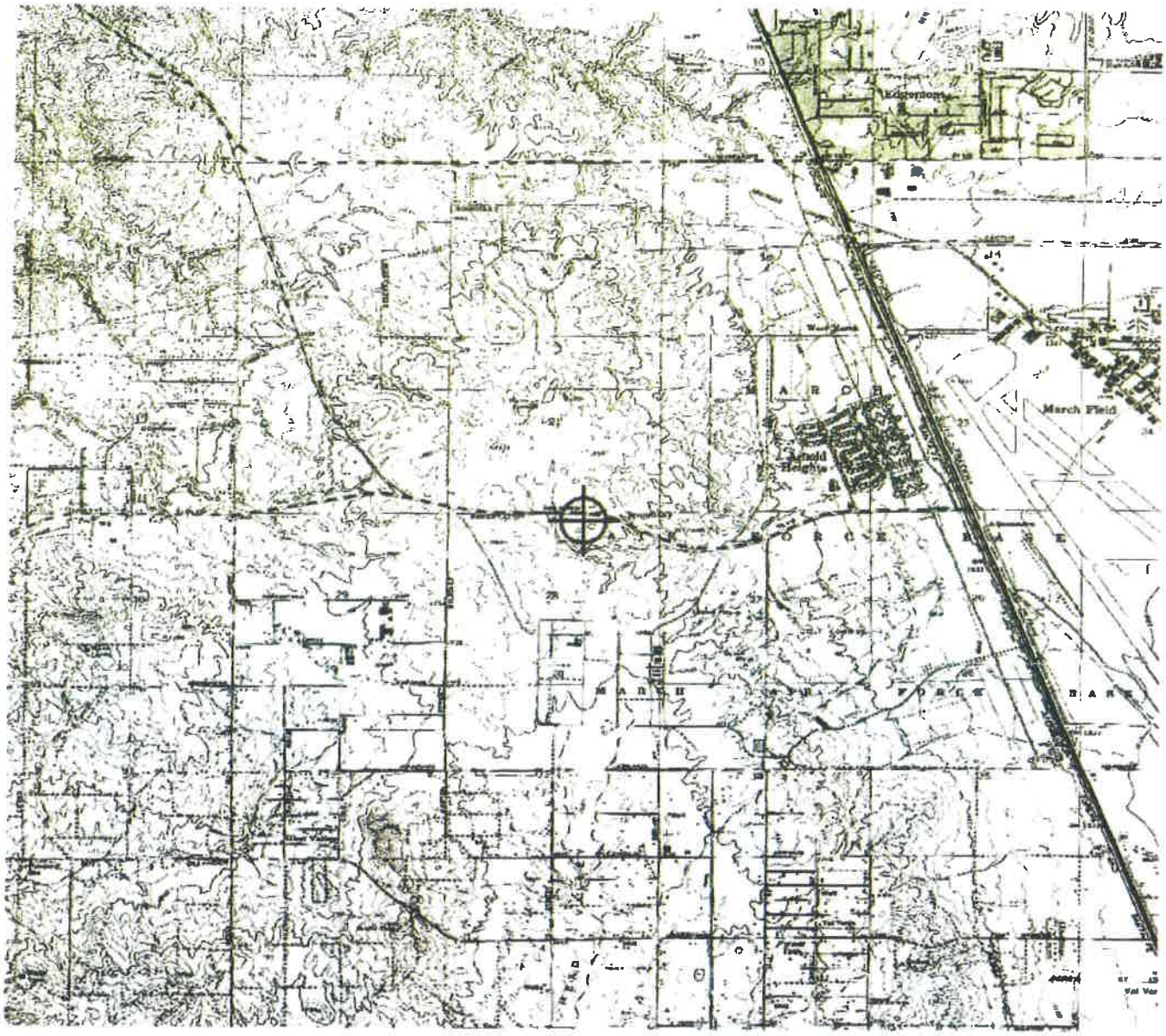
This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

If we can be of further assistance, please contact our office at (310) 725-6557, or karen.mcdonald@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2018-AWP-9388-OE.

Signature Control No: 364501687-368524330 (EBO)
Karen McDonald
Specialist

Attachment(s)
Map(s)

TOPO Map for ASN 2018-AWP-9388-OE



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

Aeronautical Study No.
2018-AWP-9389-OE

Issued Date: 06/22/2018

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 GAS STATION CPY
Location:	Riverside, CA
Latitude:	33-53-13.42N NAD 83
Longitude:	117-18-09.25W
Heights:	1726 feet site elevation (SE)
	22 feet above ground level (AGL)
	1748 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does exceed obstruction standards but 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 12/22/2019 unless:

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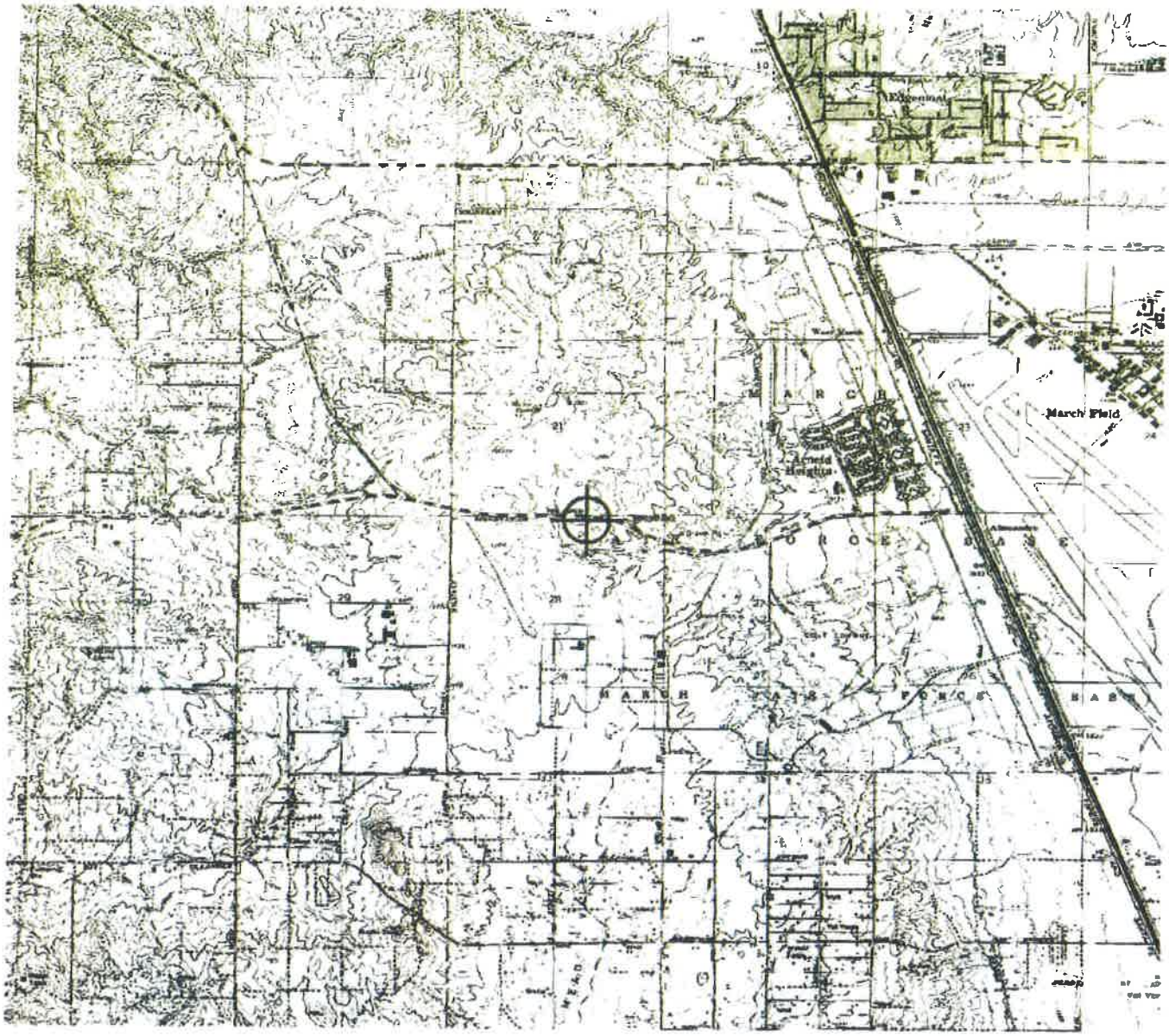
This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

If we can be of further assistance, please contact our office at (310) 725-6557, or karen.mcdonald@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2018-AWP-9389-OE.

Signature Control No: 364501688-368524337 (EBO)
Karen McDonald
Specialist

Attachment(s)
Map(s)

TOPO Map for ASN 2018-AWP-9389-OE



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

Aeronautical Study No.
2018-AWP-9390-OE

Issued Date: 06/22/2018

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 RETAIL SHOPS BLDG
Location:	Riverside, CA
Latitude:	33-53-13.98N NAD 83
Longitude:	117-18-11.39W
Heights:	1730 feet site elevation (SE)
	29 feet above ground level (AGL)
	1759 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does exceed obstruction standards but 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 12/22/2019 unless:

(a) the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
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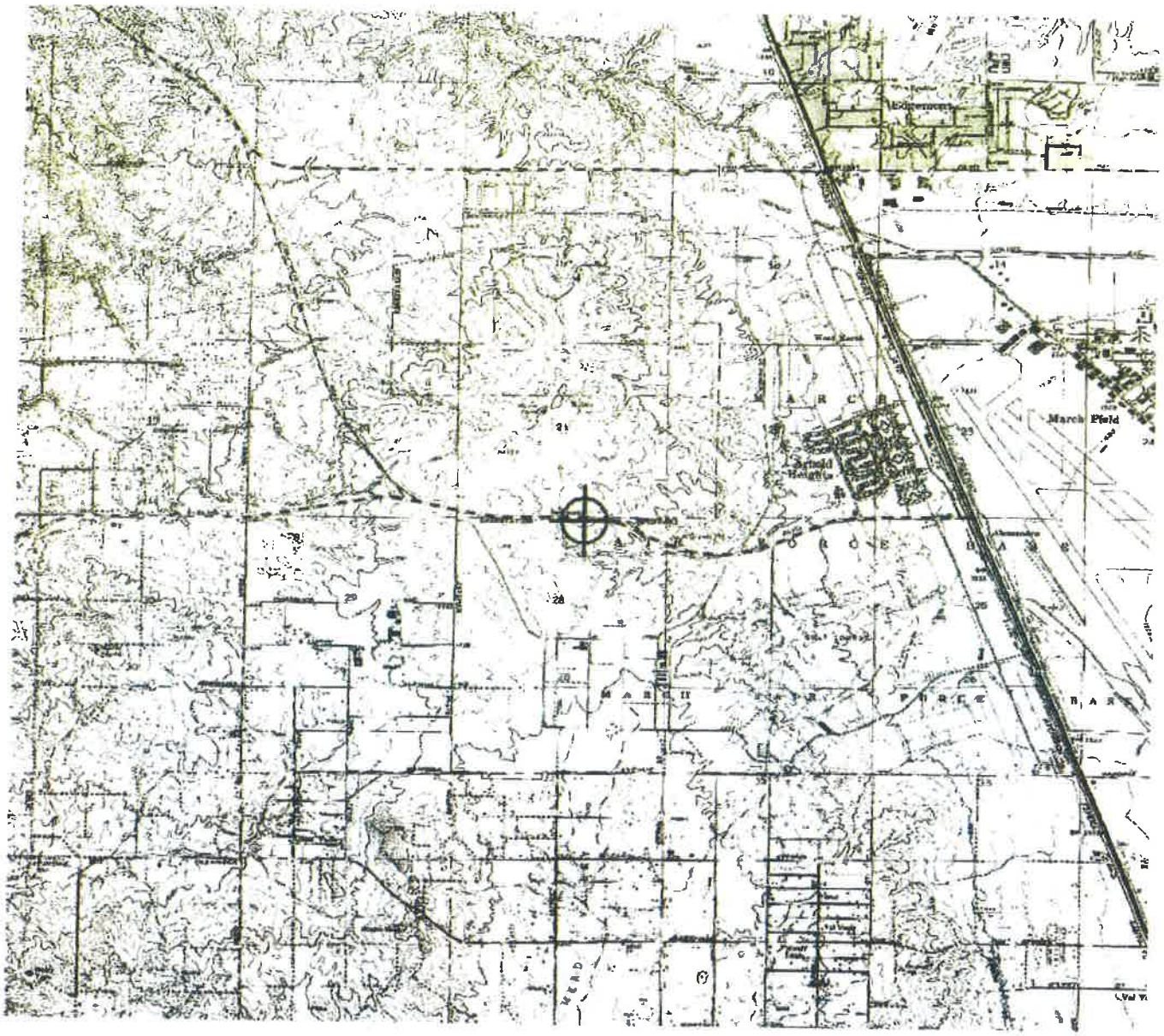
If we can be of further assistance, please contact our office at (310) 725-6557, or karen.mcdonald@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2018-AWP-9390-OE.

Signature Control No: 364501690-368524334 (EBO)
Karen McDonald
Specialist

Attachment(s)
Map(s)

TOPO Map for ASN 2018-AWP-9390-OE



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

Aeronautical Study No.
2018-AWP-9391-OE

Issued Date: 06/22/2018

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 RETAIL A FF BLDG
Location:	Riverside, CA
Latitude:	33-53-13.80N NAD 83
Longitude:	117-18-15.55W
Heights:	1733 feet site elevation (SE)
	28 feet above ground level (AGL)
	1761 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does exceed obstruction standards but 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)

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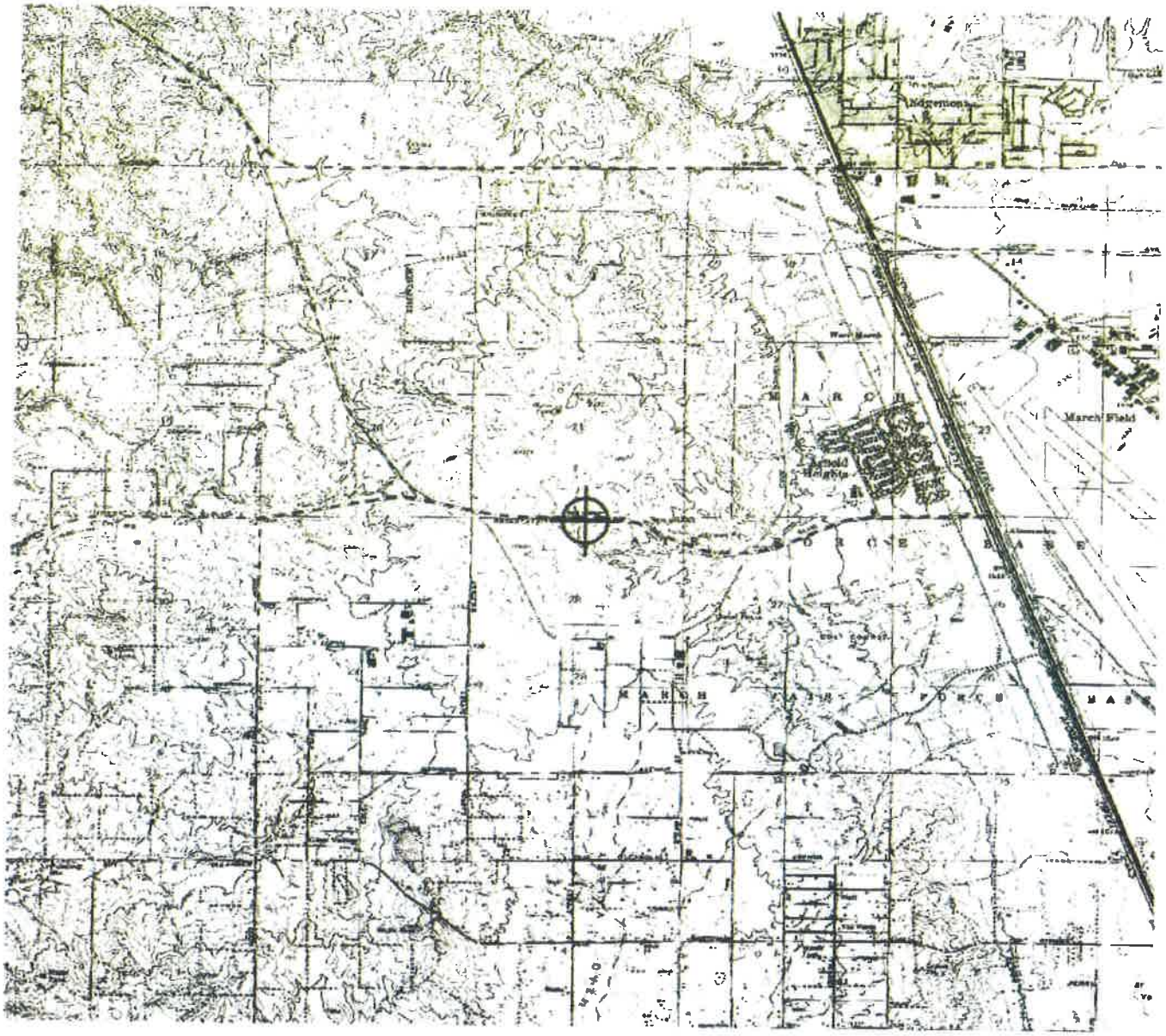
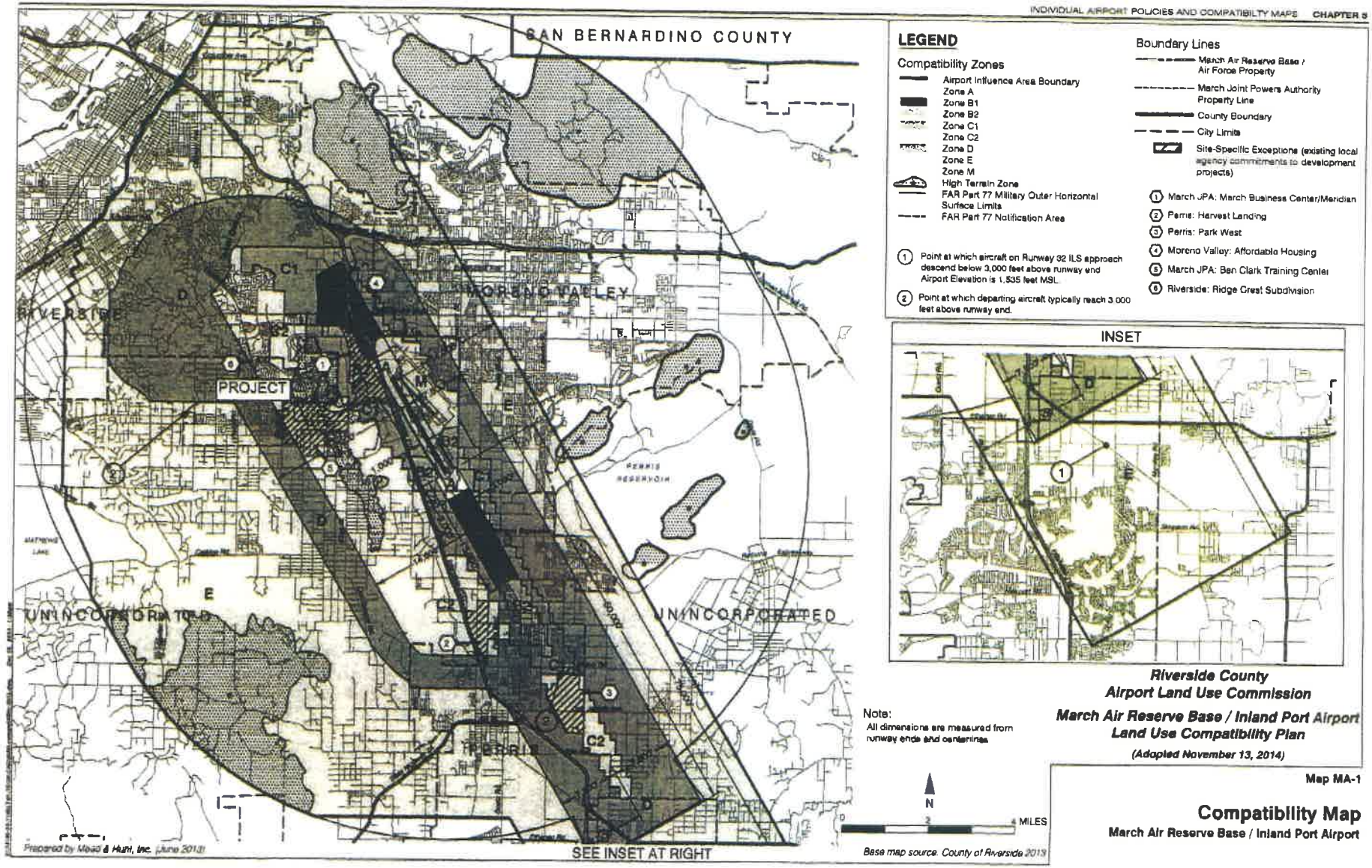
Signature Control No: 364501692-368524327 (EBO)
Karen McDonald
Specialist

Attachment(s)
Map(s)

TOPO Map for ASN 2018-AWP-9391-OE





LEGEND

Compatibility Zones

- Airport Influence Area Boundary
- Zone A
- Zone B1
- Zone B2
- Zone C1
- Zone C2
- Zone D
- Zone E
- Zone M
- High Terrain Zone
- FAR Part 77 Military Outer Horizontal Surface Limits
- FAR Part 77 Notification Area

(1) Point at which aircraft on Runway 32 ILS approach descend below 3,000 feet above runway end Airport Elevation is 1,535 feet MSL.

(2) Point at which departing aircraft typically reach 3,000 feet above runway end.

Boundary Lines

- March Air Reserve Base / Air Force Property
- March Joint Powers Authority Property Line
- County Boundary
- City Limits
- Site-Specific Exceptions (existing local agency commitments to development projects)

(1) March JPA: March Business Center/Meridian
(2) Perris: Harvest Landing
(3) Perris: Park West
(4) Moreno Valley: Affordable Housing
(5) March JPA: Ben Clark Training Center
(6) Riverside: Ridge Crest Subdivision

INSET

Note:
All dimensions are measured from runway ends and centerlines

N

0 2 4 MILES

Base map source: County of Riverside 2013

Riverside County
Airport Land Use Commission

March Air Reserve Base / Inland Port Airport
Land Use Compatibility Plan

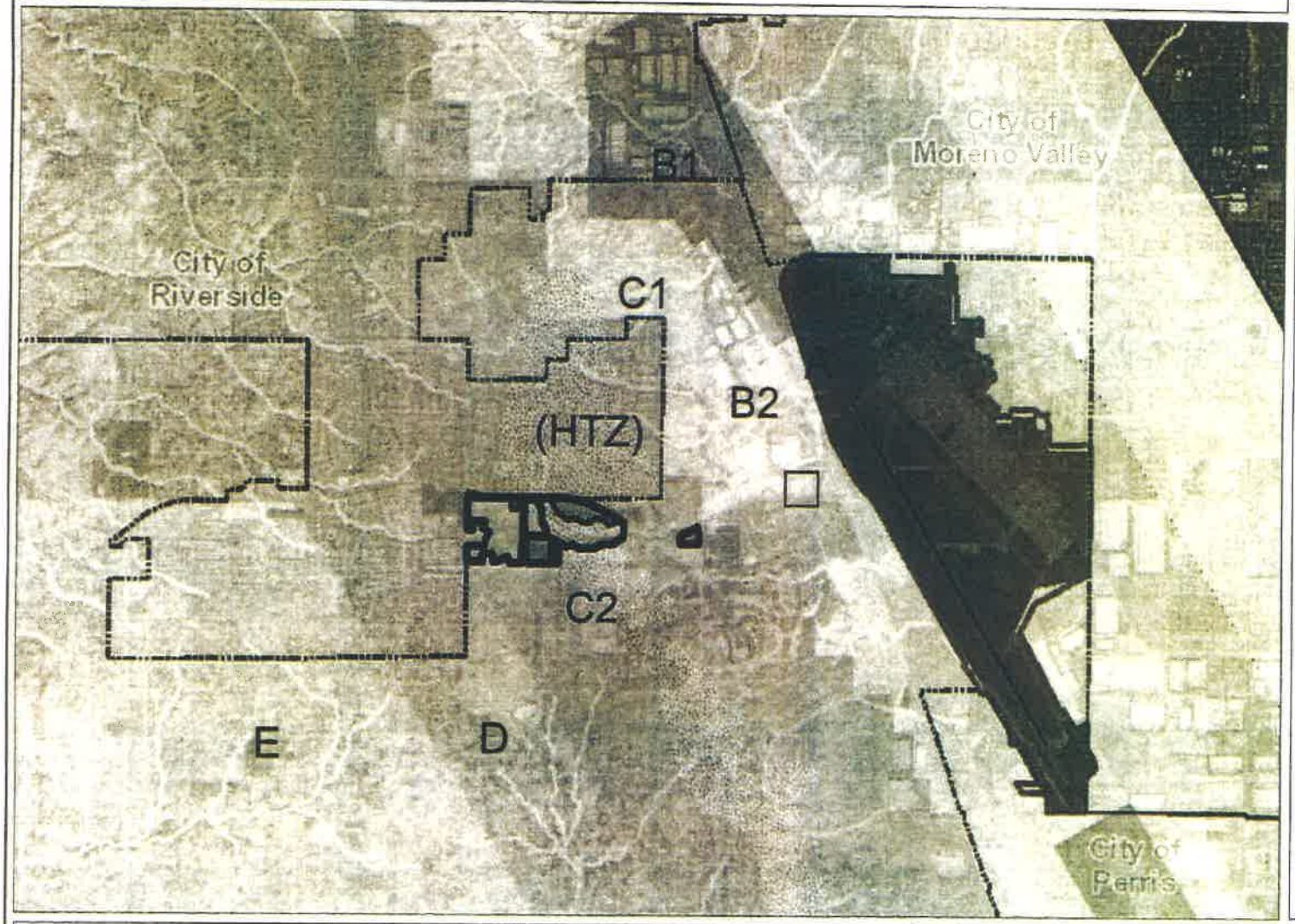
(Adopted November 13, 2014)

Map MA-1

Compatibility Map

March Air Reserve Base / Inland Port Airport

Map My County Map



Legend

- Runways
- Airports
- Airport Influence Areas

Airport Compatibility Zones

- OTHER COMPATIBILITY ZONE
- A
- A-EXC1
- B1
- B1-APZ I
- B1-APZ I-EXC1
- B1-APZ II
- B1-APZ II-EXC1
- B1-EXC1
- B2
- B2-EXC1
- C
- C1
- C1-EXC1
- C1-EXC3
- C1-EXC4
- C1-HIGHT
- C2
- C2-EXC1
- C2-EXC2
- C2-EXC3
- C2-EXC5
- C2-EXC6

0 6, 12,314 Feet

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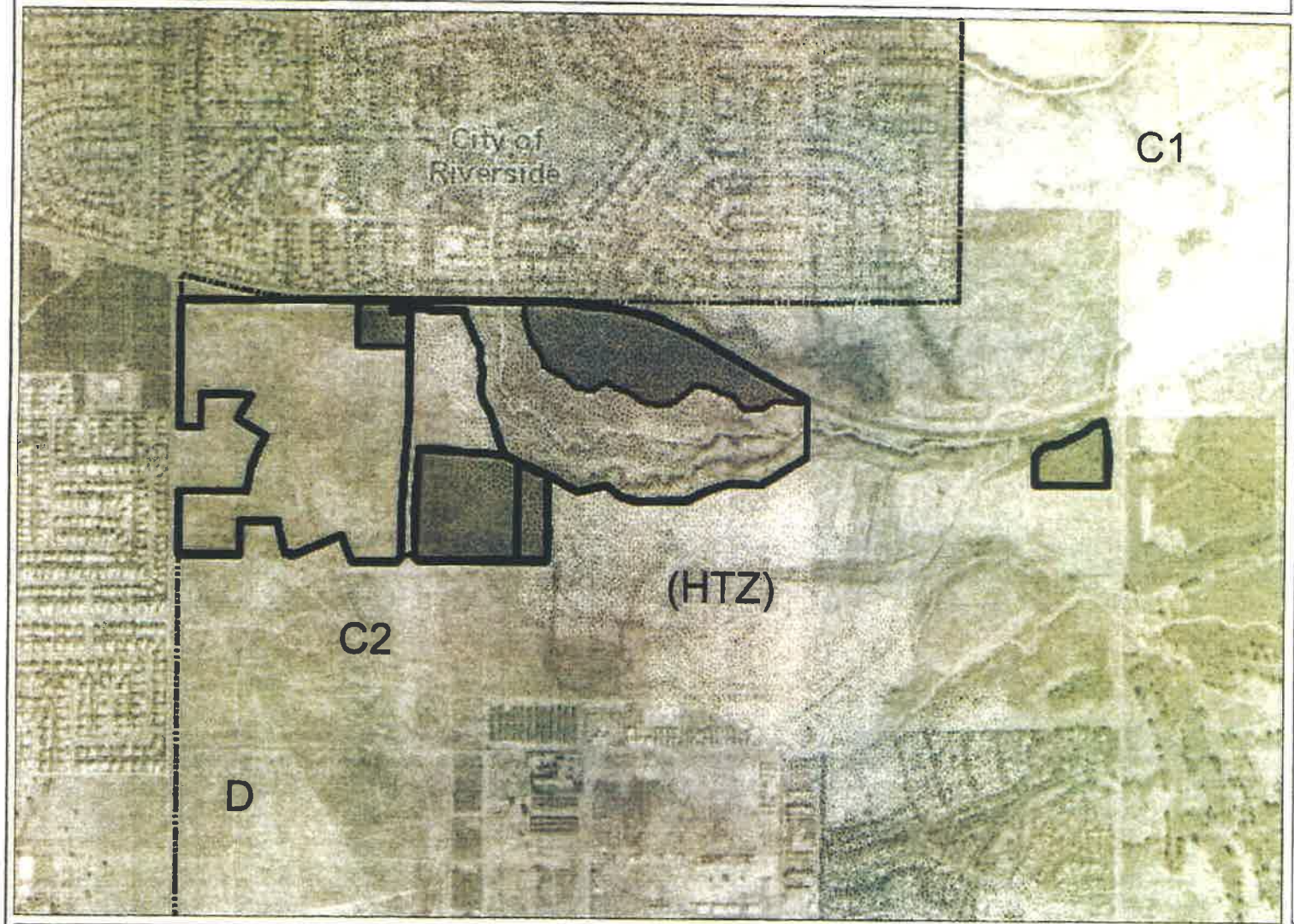
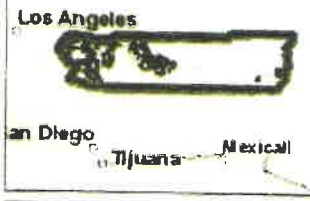
Notes

- project boundary
- parcel boundary

Map My County Map





Legend

- Runways
- Airports
- Airport Influence Areas

Airport Compatibility Zones

- OTHER COMPATIBILITY ZONE
- A
- A-EXC1
- B1
- B1-APZ I
- B1-APZ I-EXC1
- B1-APZ II
- B1-APZ II-EXC1
- B1-EXC1
- B2
- B2-EXC1
- C
- C1
- C1-EXC1
- C1-EXC3
- C1-EXC4
- C1-HIGHT
- C2
- C2-EXC1
- C2-EXC2
- C2-EXC3
- C2-EXC5
- C2-EXC6

0 1 3,079 Feet

539

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Notes

- project boundary
- parcel boundary

Map My County Map

Legend

- Blueline Streams
- City Areas
- World Street Map

0 1,539 3,079 Feet

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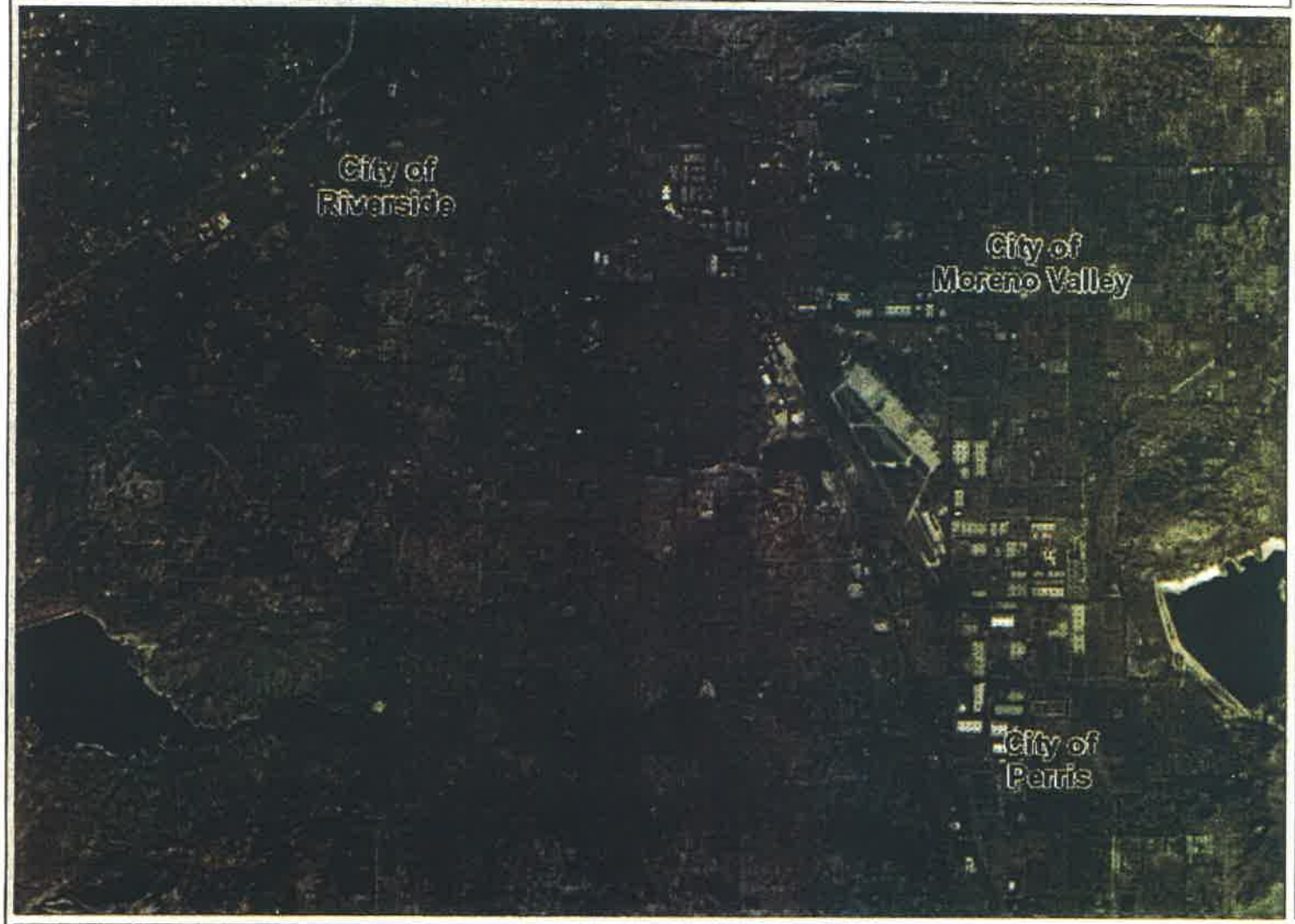
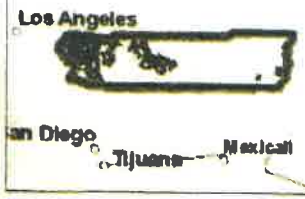
Notes

- project boundary
- parcel boundary

Map My County Map





Legend

- City Areas
- World Street Map

0 12 24,629 Feet

314

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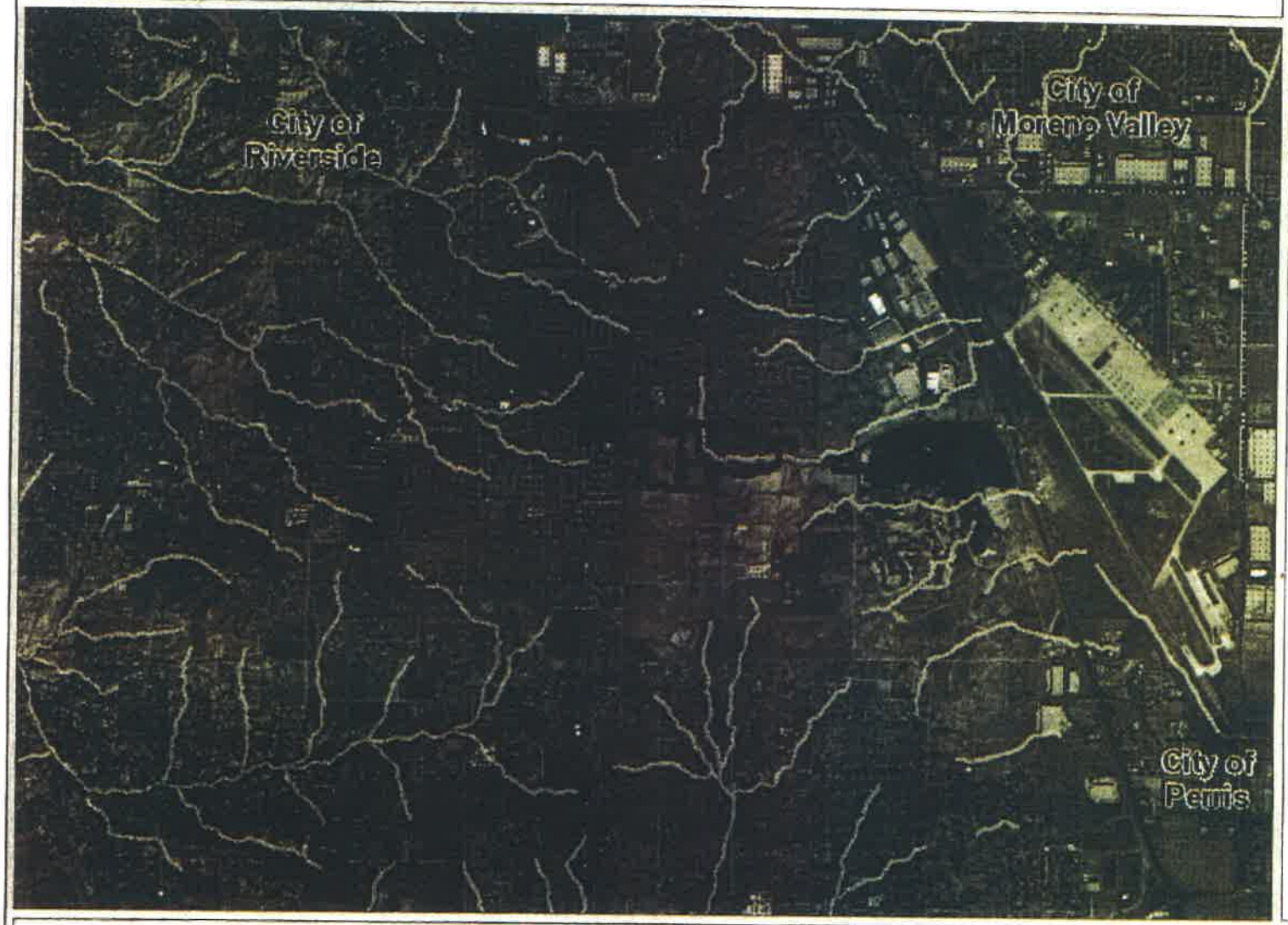
Notes

- project boundary
- parcel boundary

Map My County Map



Legend

- Blueline Streams
- City Areas
- World Street Map

0 6,157 12,314 Feet

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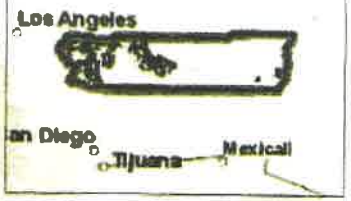
Notes

- project boundary
- parcel boundary

Map My County Map



Legend

- Blueline Streams
- City Areas
- World Street Map

0 3, 6,157 Feet

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Notes

- project boundary
- parcel boundary

Map My County Map

Legend

- Blueline Streams
- City Areas
- World Street Map

0 1,539 3,079 Feet

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Notes

- project boundary
- parcel boundary

Meridian South Campus SP-1 A-7

General Plan Amendment Justification Statement

The proposed Project would shift land uses in four Specific Plan areas to more efficiently accommodate needed uses in the Meridian Park South Campus as follows:

- Change 6.57 gross acres (5.84 net acres due to roadway dedications) of land in Parcel 28 designated as Commercial, located just southwest of the corner of Van Buren Boulevard and Village West Drive, to Business Park.
- Change 3.7 gross acres of land in the northern portion of Parcel 74), located just southeast of the intersection of Orange Terrace Parkway and Van Buren Boulevard, from Office to Commercial (leaving a remaining 9.42 gross acres designated as Office).
- Change approximately 25.77 gross acres of land at the northeast corner of Krameria and Coyote Bush (Parcels 4/5) from Business Park to Industrial, while changing the approximate 21.78 gross acres located further to the east (Parcels 5/6) from Industrial to Business Park.
- Change the current land use designation from Business Park to Office on approximately 4.11 gross acres (3.65 net acres due to roadway dedications) on Parcel 41 at the southwest corner of Coyote Bush and Van Buren Boulevard.

The proposed Project requires a General Plan Amendment to change the land uses for the affected parcels within the Specific Plan. However, the acreage designated for commercial and office remain comparable to what is currently designated in the Specific Plan.

South Campus SP-1 A-7

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
Specific Plan Amendment (SP-6)		Aviation MIP	AV
Business Park	BP	Historic District	HD
Commercial	COM	Medical Campus	MC
Industrial	IND	Institutional-Residential	IR
Mixed Use	MU	Not a Part	NAP
Office	OF		

FIGURE 1-4A

EXISTING LAND USES

\\Sndfp01\ca_snd1\Meridian\South Campus\Specific Plan Amendment\Exhibits_Figures\DWG\2018.04.09 - Revisions\x-Fig-1-Ex_General_Plan_Land_Uses.dwg 5-02-18-1:17 PM

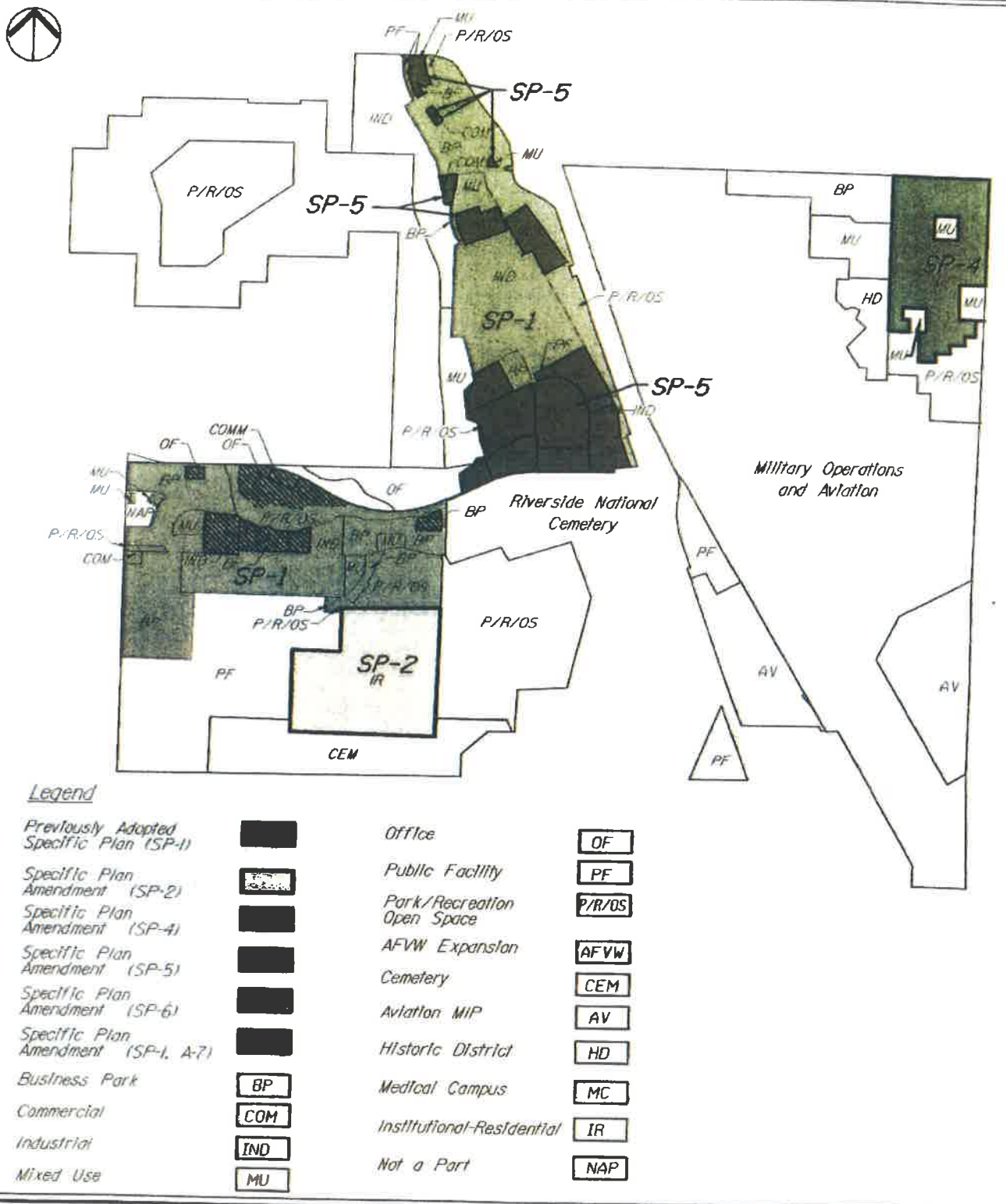
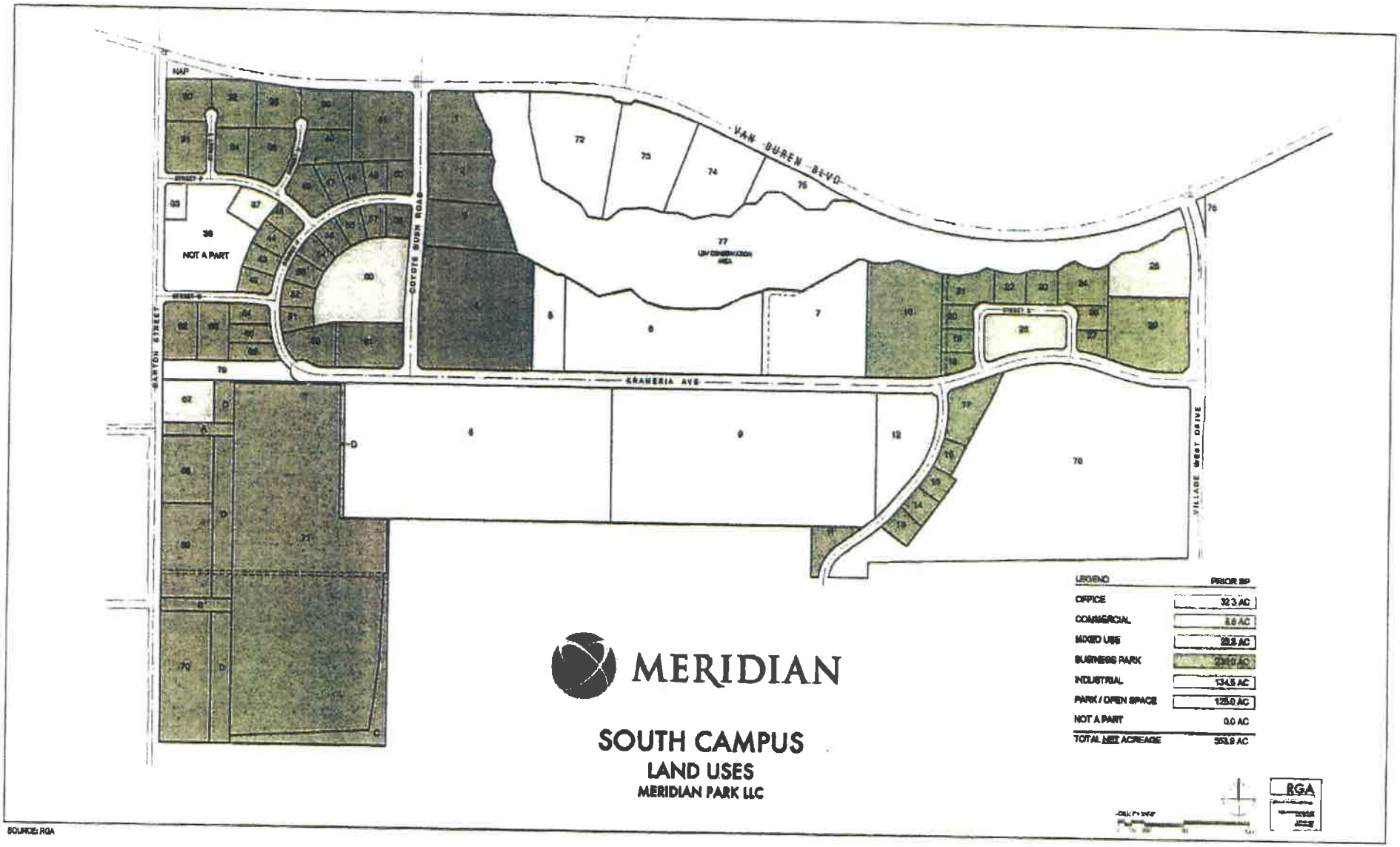


FIGURE I-4B

PROPOSED LAND USES

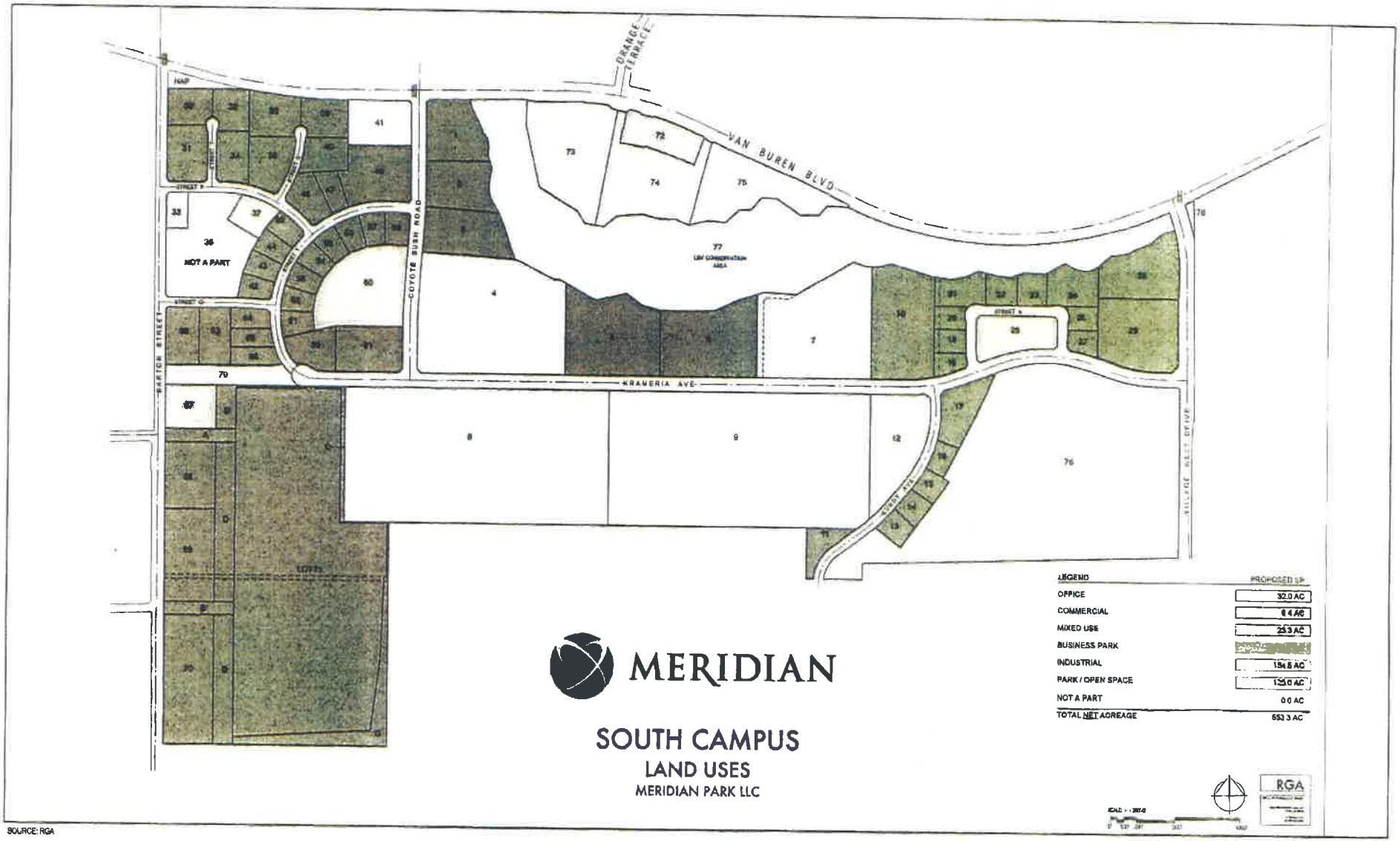
\\Sndfp01\ca_snd1\Meridian\South Campus\Specific Plan Amendment\Exhibits_Figures\DWG\2018.04.09 - Revisions\x-Fig1-4-Prop_General_Plan_Land_Uses.dwg 7-12-18-1:48 PM



SOURCE: RGA

DUDEK

FIGURE 3
Existing Approved South Campus Parcel Map
Meridian South Campus Land Swap



SOURCE: RGA

DUDEK

FIGURE 5

South Campus Proposed Land Uses Parcel Map

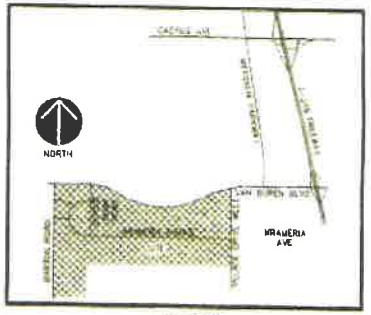
Meridian South Campus Land Swap

MERIDIAN - SOUTH CAMPUS
TENTATIVE TRACT MAP 30857

LEGAL DESCRIPTION

GENERAL NOTES

LAND USE TABLE



VICINITY MAP

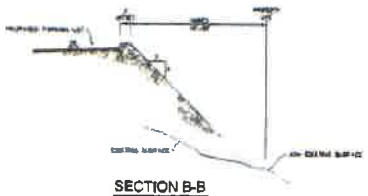
OWNER

DEVELOPER

ENGINEER OF WORK

ACCESSOR'S PARCEL NO.

SECTION A-A



SECTION B-B

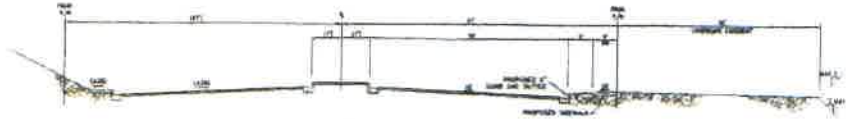
SECTION C-C
INDUSTRIAL CUL-DE-SAC

SECTION D-D
INDUSTRIAL COLLECTOR STREET

TYPICAL ACCESS ROAD

MODIFIED SECONDARY HIGHWAY

MODIFIED SECONDARY HIGHWAY



MODIFIED ARTERIAL (URBAN) HIGHWAY

MODIFIED SECONDARY HIGHWAY

NOT FOR CONSTRUCTION

MERIDIAN
SOUTH CAMPUS

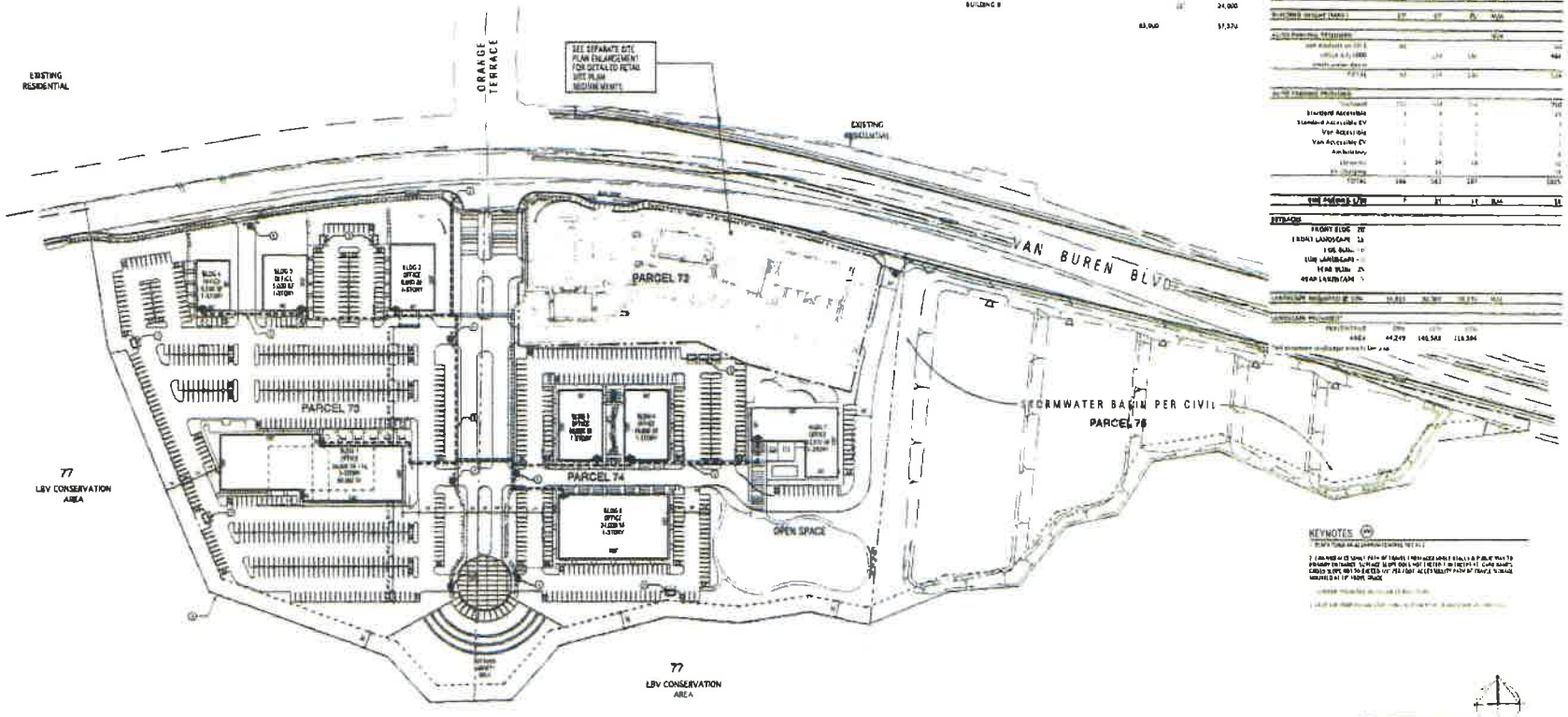
TENTATIVE TRACT MAP

1

MERIDIAN
SOUTH CAMPUS

TENTATIVE TRACT MAP

NOT FOR CONSTRUCTION



LOTS 72-75 SITE PLAN

BUILDING BREAKDOWN

PROJECT DATA TABLE

KEYNOTES

GENERAL NOTES

UTILITY PROVIDERS

VICINITY MAP

MARCH BUSINESS CENTER FINAL FOCUSED EIR MITIGATION MEASURES

STANDARD JPA NOTES

RGA

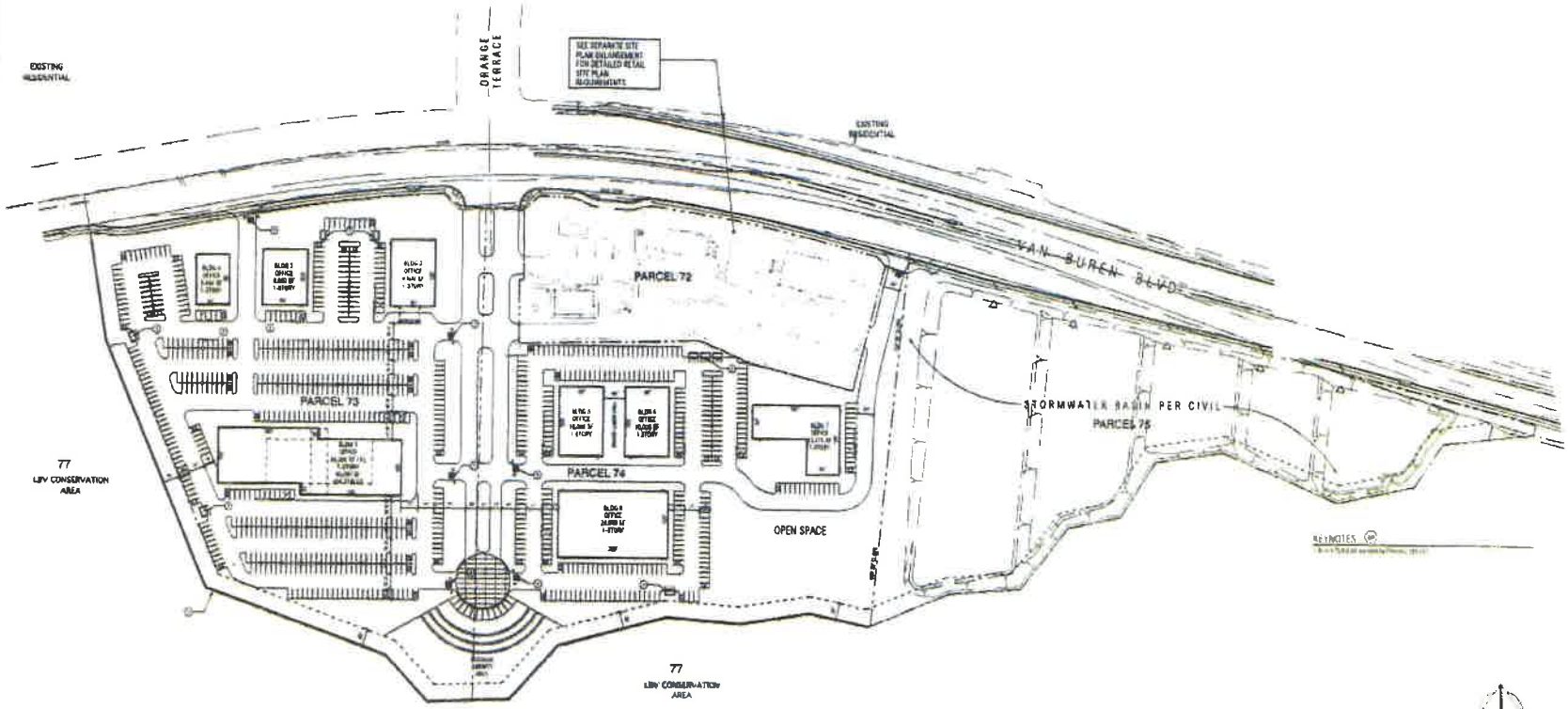
MERIDIAN SOUTH CAMPUS
RETAIL / OFFICE
VAN BUREN @ ORANGE TERRACE

MERIDIAN

OWNER / DEVELOPER:
MERIDIAN PARK LLC
1156 N. MOUNTAIN AVENUE
UPLAND, CA 91786
TIMOTHY REEVES - 909-379-1754
JEFF GORDON - 949-300-6755

MASTER SITE PLAN

A1-1



LOTS 72-75 SITE FENCING AND SCREENING PLAN

GENERAL NOTES

UTILITY PROVIDERS

VICINITY MAP

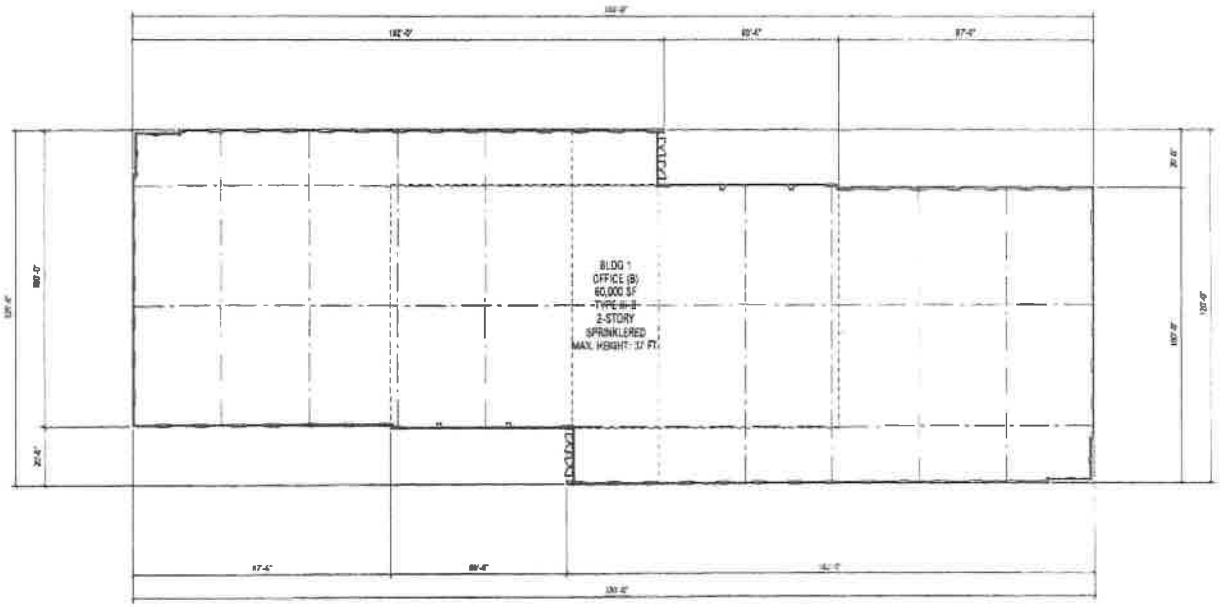
RGA

MERIDIAN SOUTH CAMPUS
RETAIL / OFFICE
VAN BUREN @ ORANGE TERRACE

MERIDIAN

OWNER / DEVELOPER:
MERIDIAN PARK LLC
1156 N. MOUNTAIN AVENUE
UPLAND, CA 91786
TIMOTHY REEVES - 909-579-1284
JEFF GORDON - 949-200-6755

SITE FENCING AND SCREENING PLAN



FLOOR PLAN

RGA

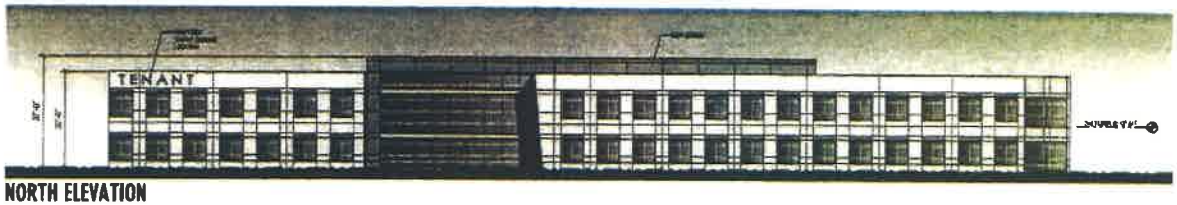
MERIDIAN SOUTH
CAMPUS
RETAIL / OFFICE
VAN BUREN @ ORANGE
TERRACE

MERIDIAN

OWNER / DEVELOPER:
MERIDIAN PARK LLC
1158 N. MOUNTAIN AVENUE
UPLAND, CA 91786
TIMOTHY REYES - 866-579-1294
JEFF GORDON - 818-200-6735

BUILDING 1
TWO-STORY BUILDING TYPICAL FLOOR PLAN

A-2



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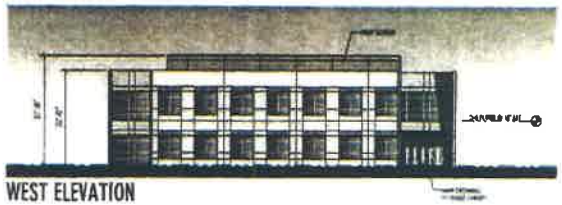

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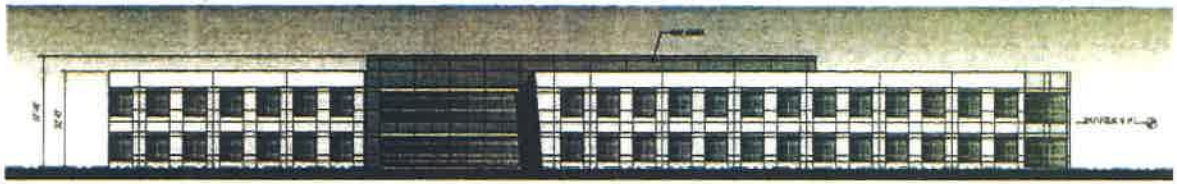

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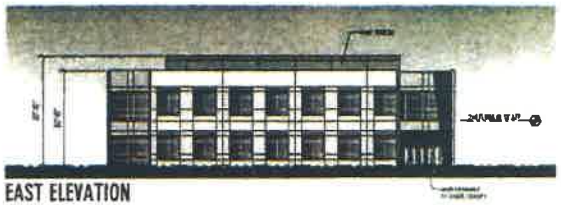


EAST ELEVATION

FINISH SCHEDULE

GENERAL NOTES

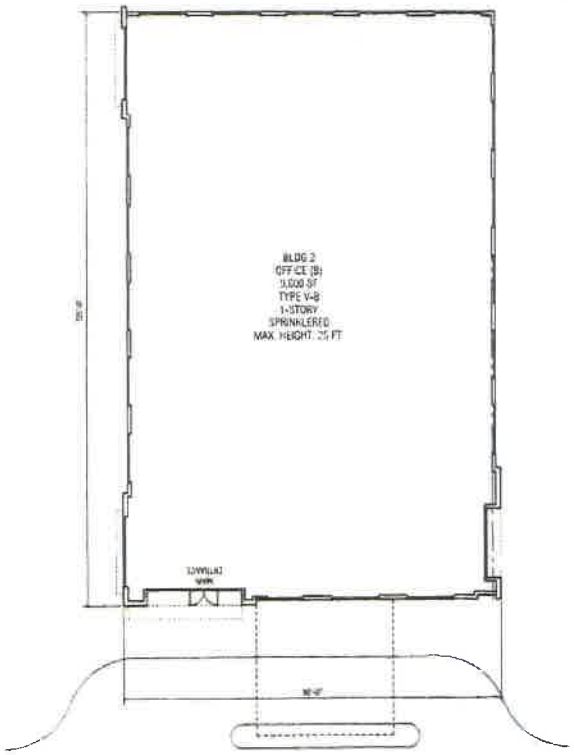
RGA

MERIDIAN SOUTH
CAMPUS
RETAIL / OFFICE
VAN BUREN @ ORANGE
TERRACE

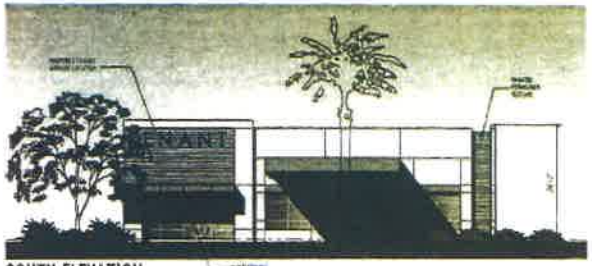
MERIDIAN

OWNER / DEVELOPER:
MERIDIAN PARK LLC
1198 N. MOUNTAIN AVENUE
UPLAND, CA 91786
TIMOTHY REEVES - 909-579-0764
JEFF GORDON - 949-200-8735

THREE-STORY BUILDING ELEVATIONS
BUILDING 1



FLOOR PLAN

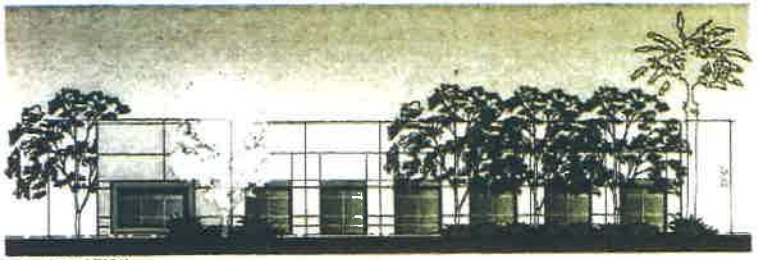


SOUTH ELEVATION

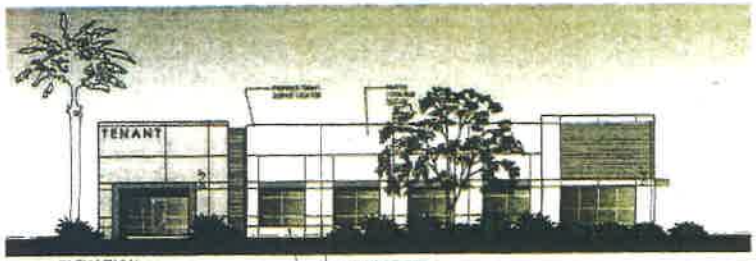
NORTH ELEVATION

FINISH SCHEDULE

GENERAL NOTES



EAST ELEVATION



WEST ELEVATION

RGA

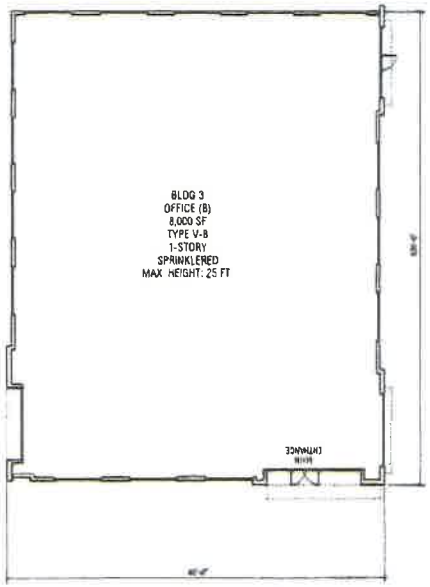
MERIDIAN SOUTH CAMPUS
RETAIL / OFFICE
VAN BUREN @ ORANGE TERRACE

MERIDIAN

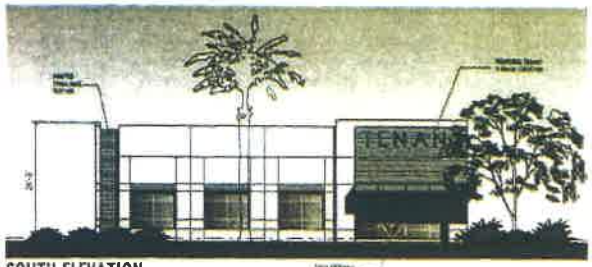
OWNER / DEVELOPER:
MERIDIAN PARK LLC

FLOOR PLAN & ELEVATIONS

A-4



FLOOR PLAN



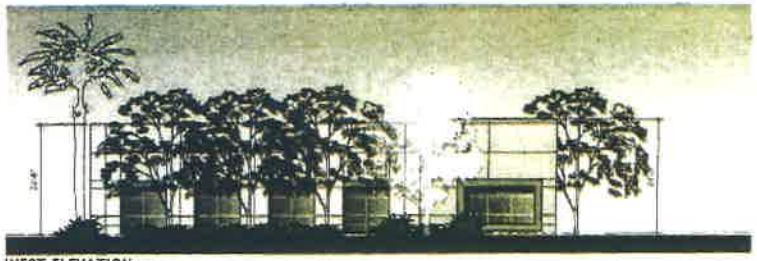
SOUTH ELEVATION

NORTH ELEVATION

FINISH SCHEDULE

GENERAL NOTES

EAST ELEVATION



WEST ELEVATION

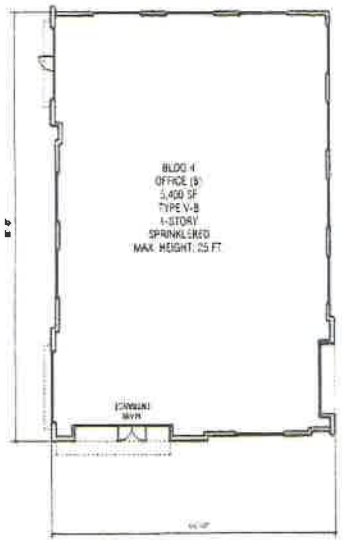
RGA

MERIDIAN SOUTH
CAMPUS
RETAIL / OFFICE
VAN BUREN @ ORANGE
TERRACE

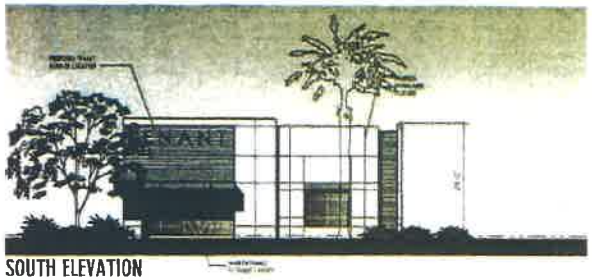
MERIDIAN

OWNER / DEVELOPER:
MERIDIAN PARK LLC

BUILDING 1
FLOOR PLAN & ELEVATIONS



FLOOR PLAN

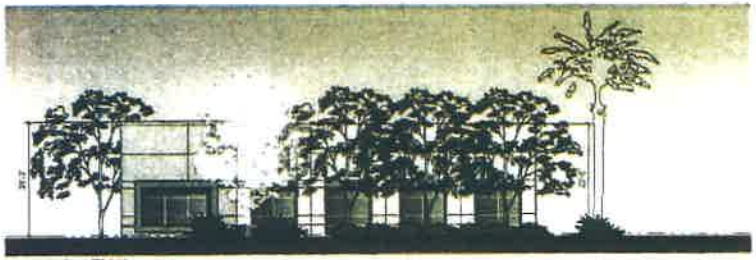


SOUTH ELEVATION

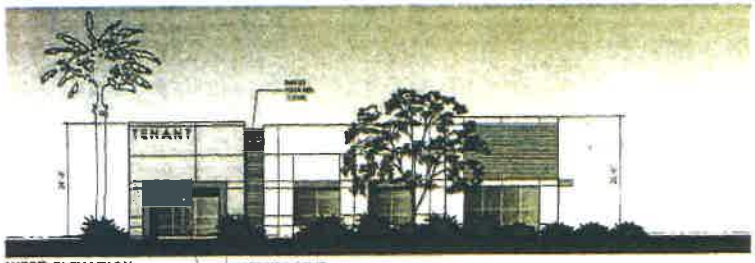
NORTH ELEVATION

FINISH SCHEDULE

GENERAL NOTES:



EAST ELEVATION



WEST ELEVATION

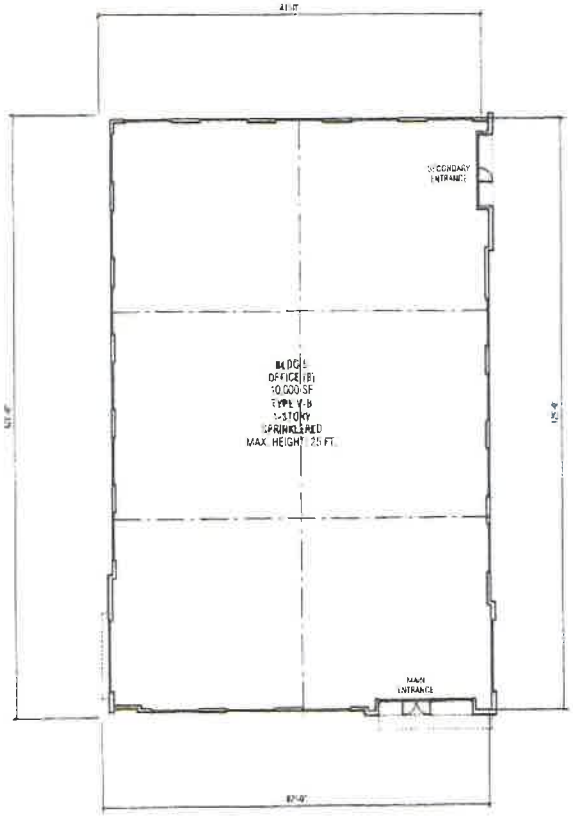
RGA

MERIDIAN SOUTH
CAMPUS
RETAIL / OFFICE
VAN BUREN @ ORANGE
TERRACE

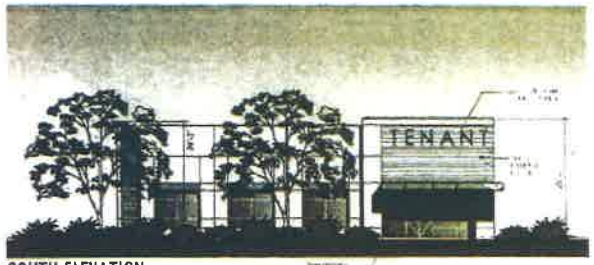
MERIDIAN

OWNER / DEVELOPER:
MERIDIAN PARK LLC

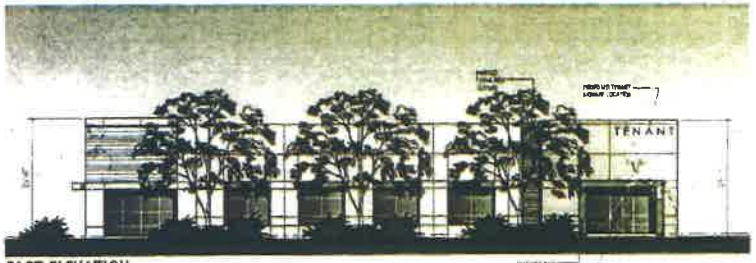
FLOOR PLAN & ELEVATIONS



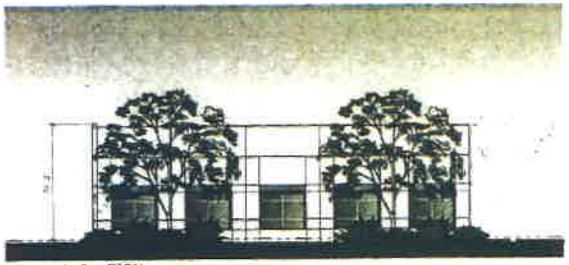
FLOOR PLAN



SOUTH ELEVATION



EAST ELEVATION



NORTH ELEVATION

WEST ELEVATION

FINISH SCHEDULE

GENERAL NOTES

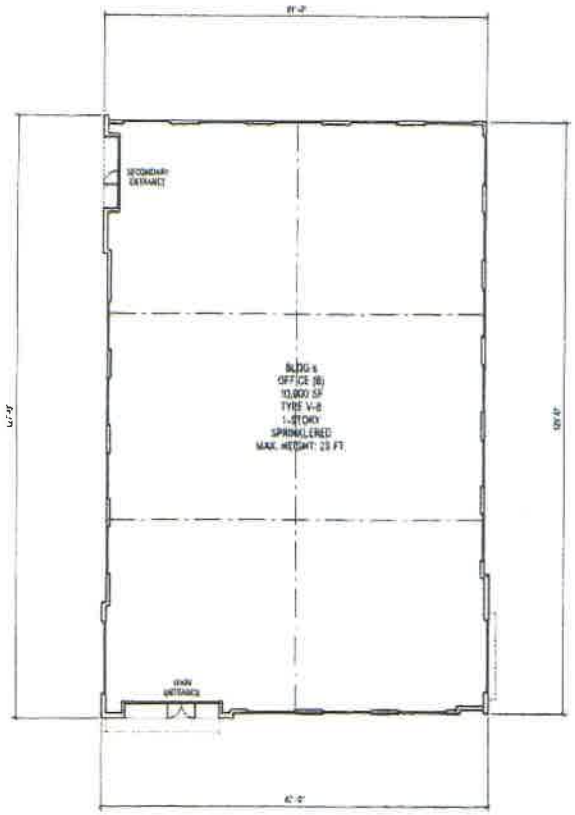
RGA

MERIDIAN SOUTH CAMPUS
RETAIL / OFFICE
VAN BUREN @ ORANGE TERRACE

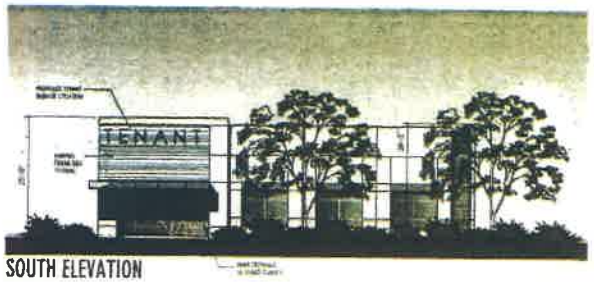
MERIDIAN

OWNER / DEVELOPER:
MERIDIAN PARK LLC

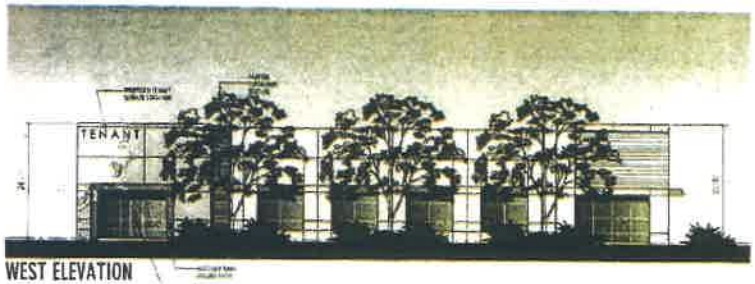
SHEET NO.
FLOOR PLAN & ELEVATIONS



FLOOR PLAN



SOUTH ELEVATION



WEST ELEVATION

NORTH ELEVATION

EAST ELEVATION

FINISH SCHEDULE

GENERAL NOTES

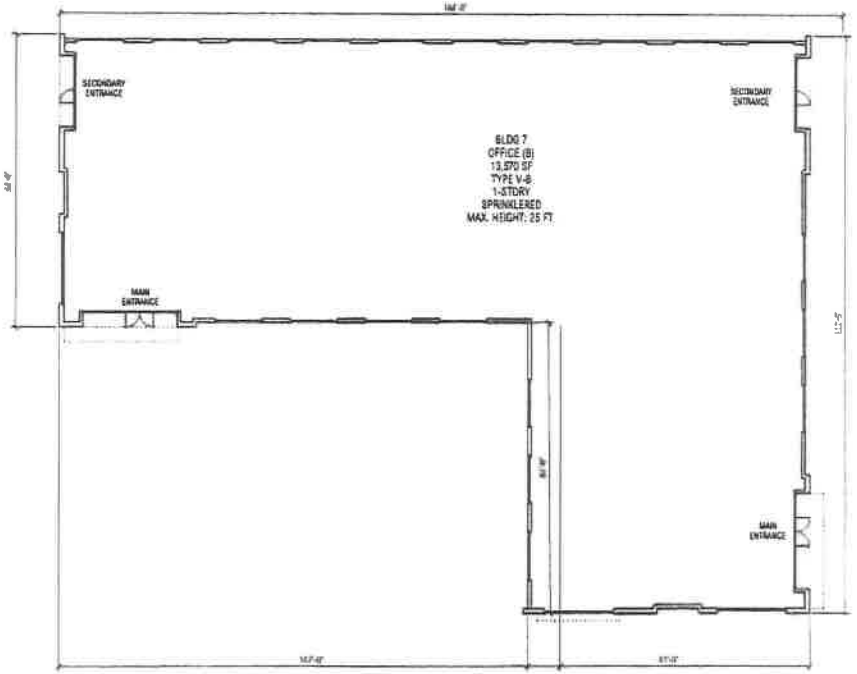
RGA

MERIDIAN SOUTH CAMPUS
RETAIL / OFFICE
VAN BUREN @ ORANGE TERRACE

MERIDIAN

OWNER / DEVELOPER:
MERIDIAN PARK LLC

A-8



FLOOR PLAN

RGA

MERIDIAN SOUTH CAMPUS
RETAIL / OFFICE
VAN BUREN @ ORANGE TERRACE

MERIDIAN

OWNER / DEVELOPER:
MERIDIAN PARK LLC
1166 N. MOUNTAIN AVENUE
UPLAND, CA 91786
TIMOTHY REYES - 909-579-1284
JEFF GORDON - 949-200-6785

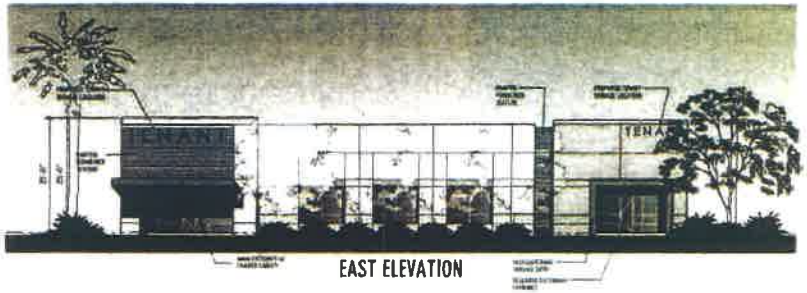
BUILDING 7
FLOOR PLAN

A-09

SOUTH ELEVATION

WEST ELEVATION

NORTH ELEVATION



EAST ELEVATION

FINISH SCHEDULE

GENERAL NOTES

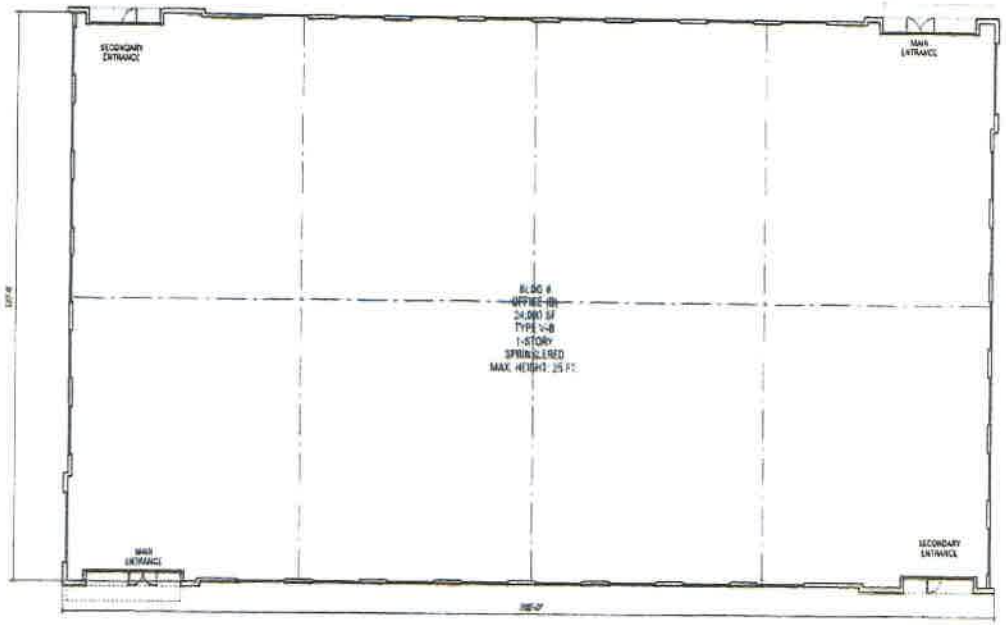
RGA

MERIDIAN SOUTH CAMPUS
RETAIL / OFFICE
VAN BUREN @ ORANGE TERRACE

MERIDIAN

OWNER / DEVELOPER:
MERIDIAN PARK LLC
[redacted]

BUILDING ELEVATIONS



FLOOR PLAN

RGA

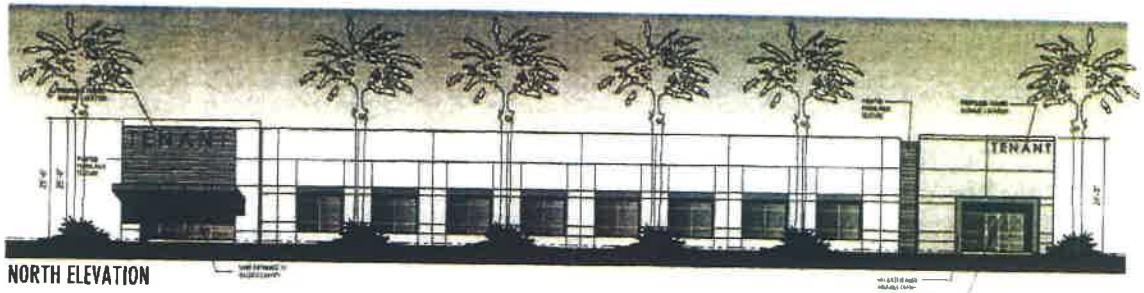
MERIDIAN SOUTH
CAMPUS
RETAIL / OFFICE
VAN BUREN @ ORANGE TERRACE

MERIDIAN

OWNER / DEVELOPER:
MERIDIAN PARK LLC
1156 N MOUNTAIN AVENUE
UPLAND, CA 91786
TIMOTHY REEVER - 909 579-1294
JEFF GORDON - 949-200-6753

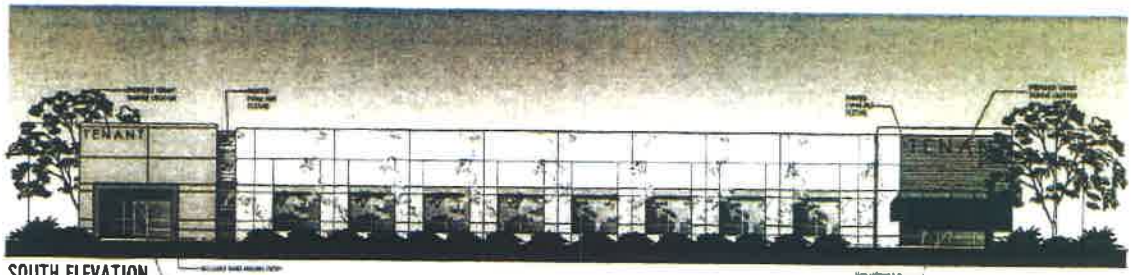
BUILDING / FLOOR PLANS

A-11



NORTH ELEVATION

WEST ELEVATION



SOUTH ELEVATION

EAST ELEVATION

FINISH SCHEDULE

GENERAL NOTES

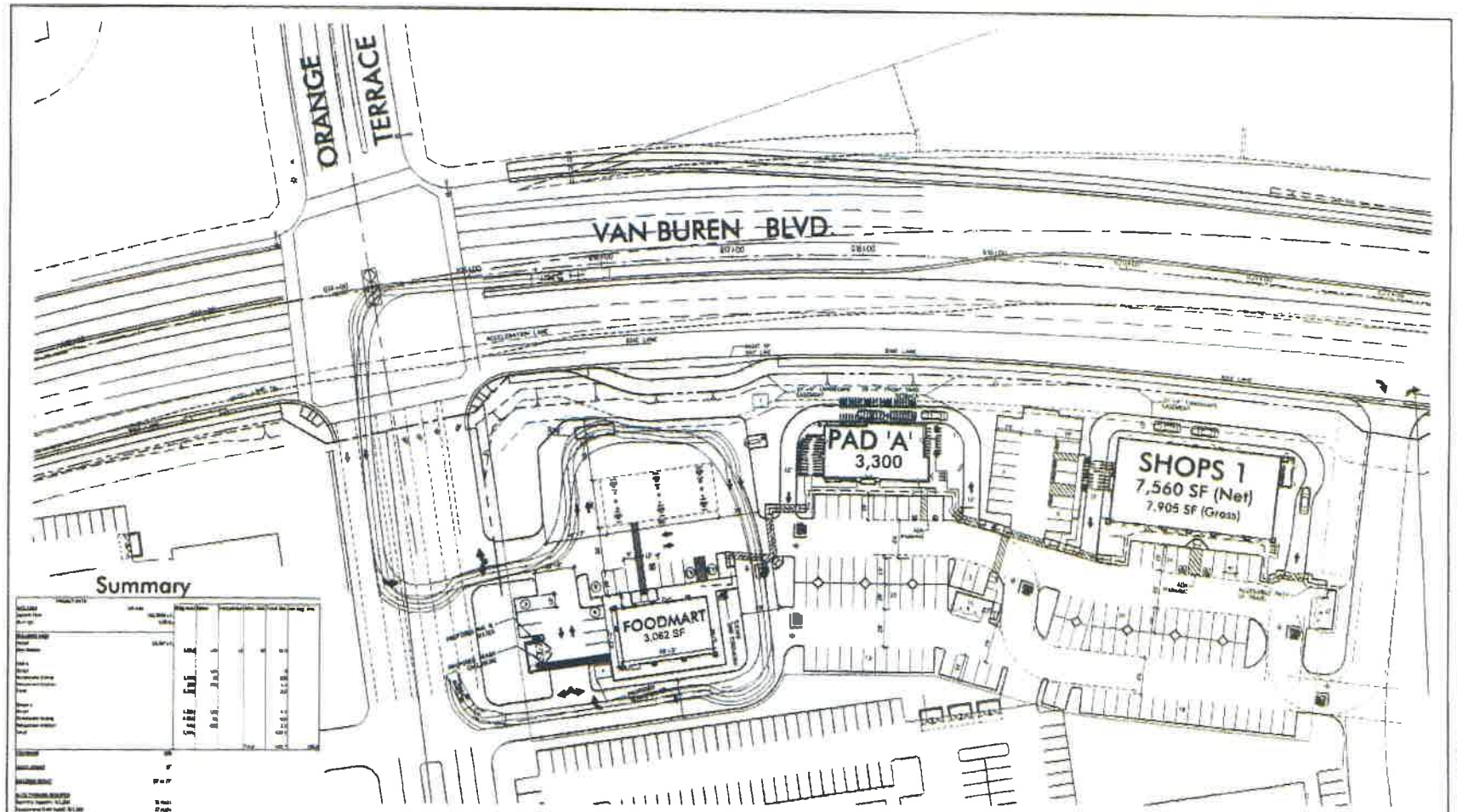
RGA

MERIDIAN SOUTH
CAMPUS
RETAIL / OFFICE
VAN BUREN @ ORANGE
TERRACE

MERIDIAN

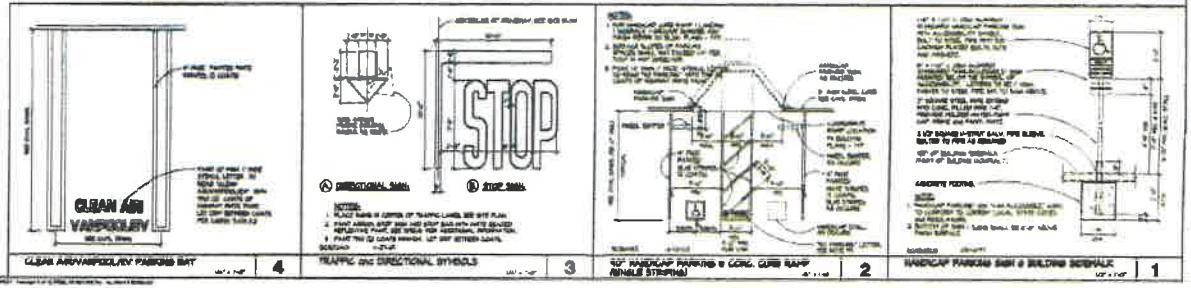
OWNER / DEVELOPER:
MERIDIAN PARK LLC
[illegible]

BLDG C
FLOOR PLAN & ELEVATIONS



Summary

SITE KEY LEGEND



CLEAN AIR/VANPOOL/EV PARKING SIGN 4 | TRAFFIC and DIRECTIONAL SYMBOLS 3 | 90° HANDICAP PARKING & CONC. CURB RAMP W/RULE STRIPING 2 | HANDICAP PARKING SIGN & BUILDING SIDEWALK 1

NADEL

NADEL STUDIO ONE INC
1990 S. BUNDY DRIVE
SUITE 400
LOS ANGELES, CA 90025
T. 310.826.1188
F. 310.826.8181
WWW.NADELARC.COM

LOS ANGELES
AR #7888

CLIENT:
LEWIS RETAIL

1156 North Mountain Avenue
Upland, CA 91785-0670

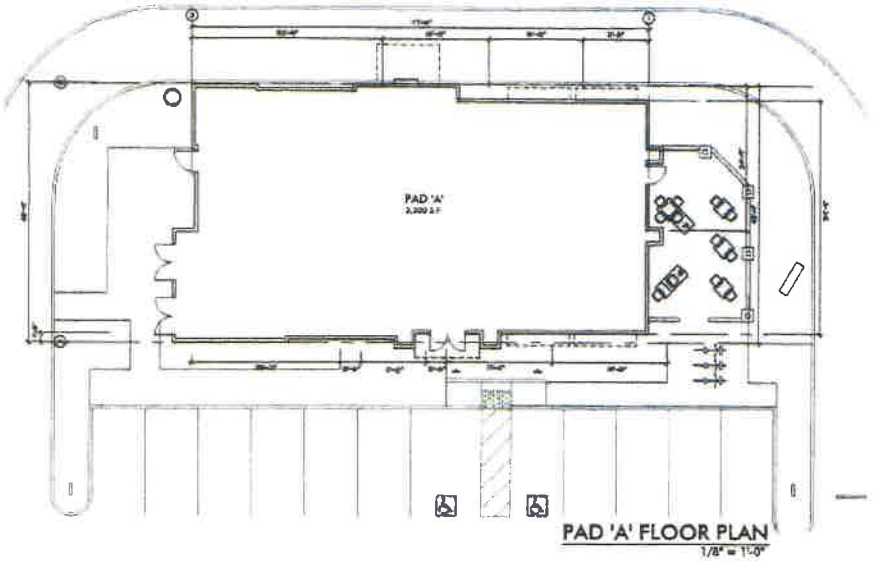
SOUTH CAMPUS

SWC OF VAN BUREN & ORANGE
MERIDIAN, CA

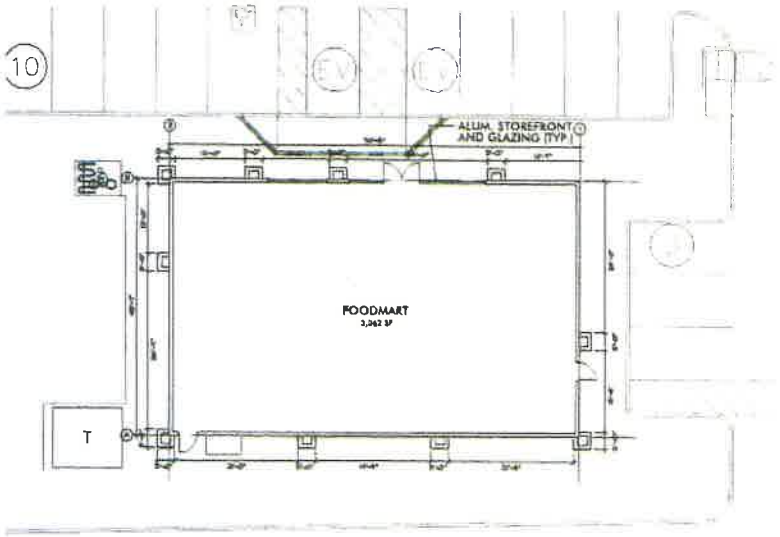
ENTITLEMENT SET

RETAIL SITE PLAN

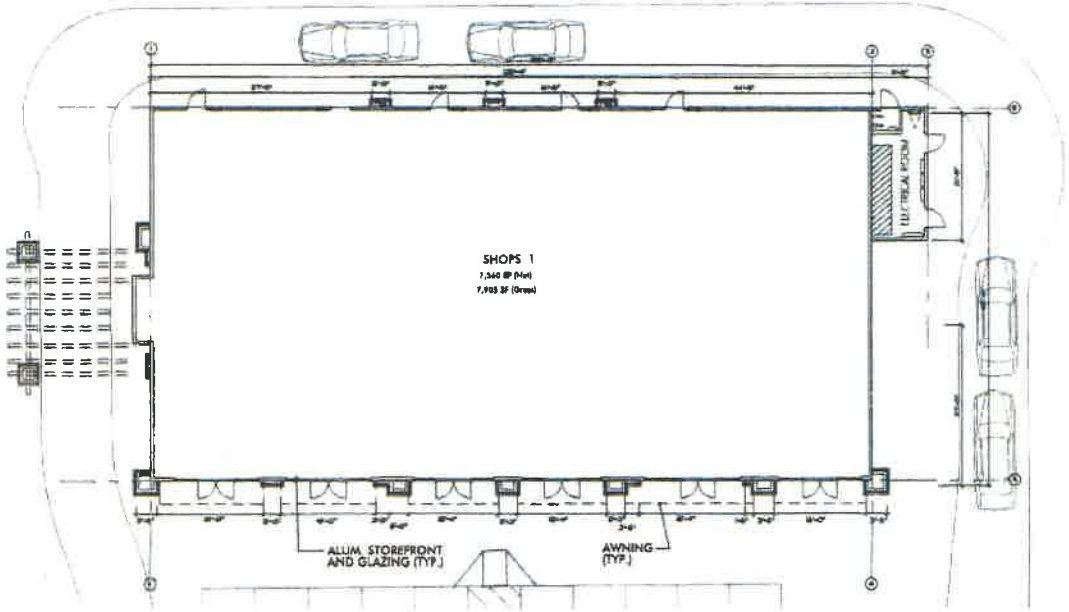
SP-1



PAD 'A' FLOOR PLAN
1/8" = 1'-0"



CONVENIENCE STORE/ GAS SALES FLOOR PLAN
1/8" = 1'-0"



SHOPS BLDG. FLOOR PLAN
1/8" = 1'-0"

NADEL

NADEL STUDIO ONE INC
SUITE 400
LOS ANGELES, CA 90025
T. 310.826.2100
F. 310.826.9182
WWW.NADELARC.COM
LOS ANGELES
LAS VEGAS

LEWIS RETAIL

SOUTH CAMPUS

SWC OF VAN BUREN & ORANDE
MERIDIAN CA

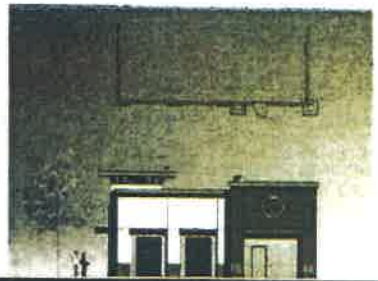
ENTITLEMENT SET

RETAIL FLOOR PLANS

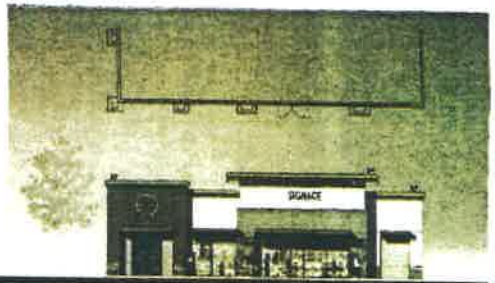
FP-1

FOODMART/GAS SALES- SOUTH ELEVATION

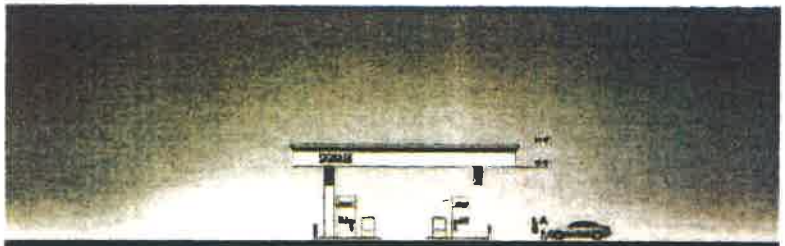
FOODMART/GAS SALES- EAST ELEVATION



FOODMART/GAS SALES- WEST ELEVATION



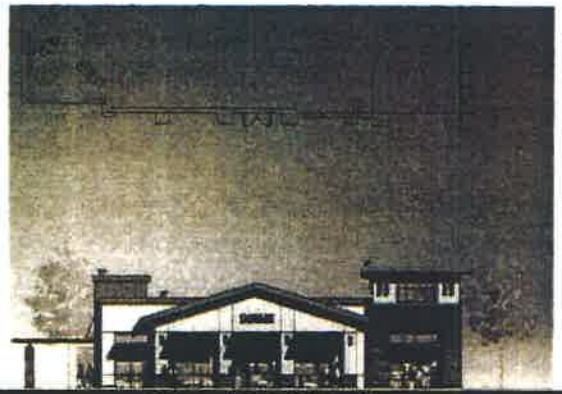
FOODMART/GAS SALES- NORTH ELEVATION



FUEL PUMP - TYPICAL SIDE ELEVATION

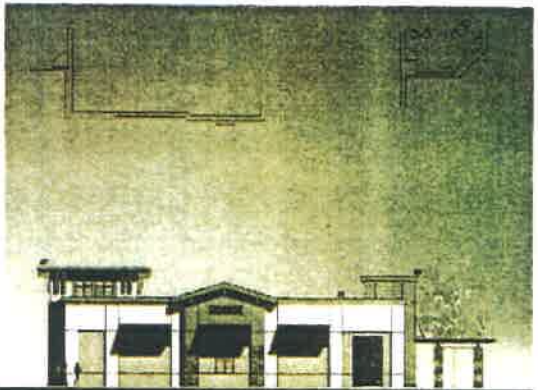
FUEL PUMP - TYPICAL FRONT & REAR ELEVATION

PAD A - SOUTH ELEVATION



PAD A - EAST ELEVATION

PAD A - NORTH ELEVATION



PAD A - WEST ELEVATION

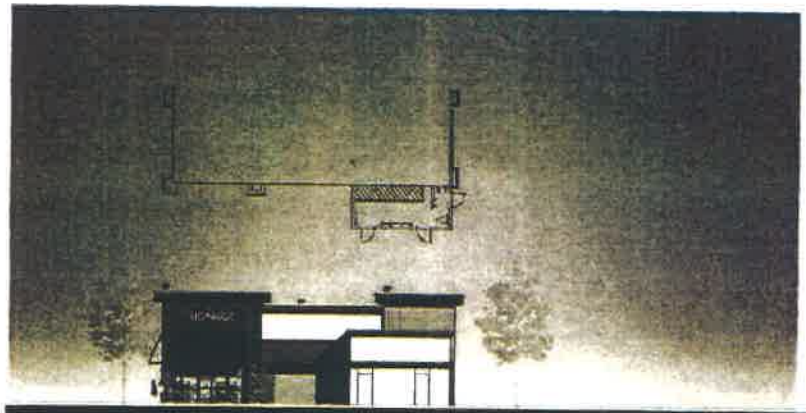
E-2

PROPOSED EXTERIOR ELEVATIONS

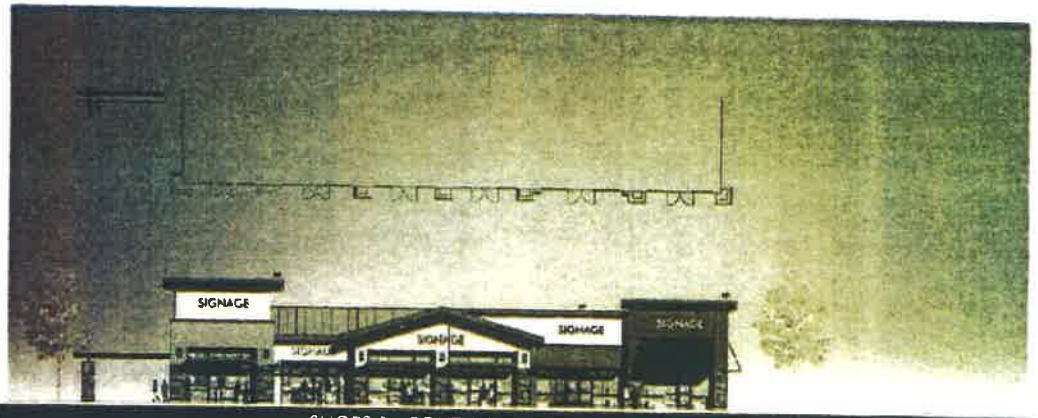
MERIDIAN SOUTH CAMPUS- RETAIL

RIVERSIDE, CALIFORNIA

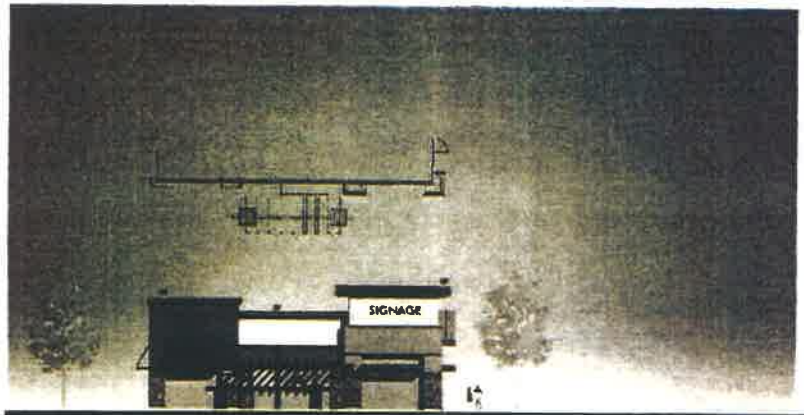
NADEL STUDIO ONE, INC
NADEL



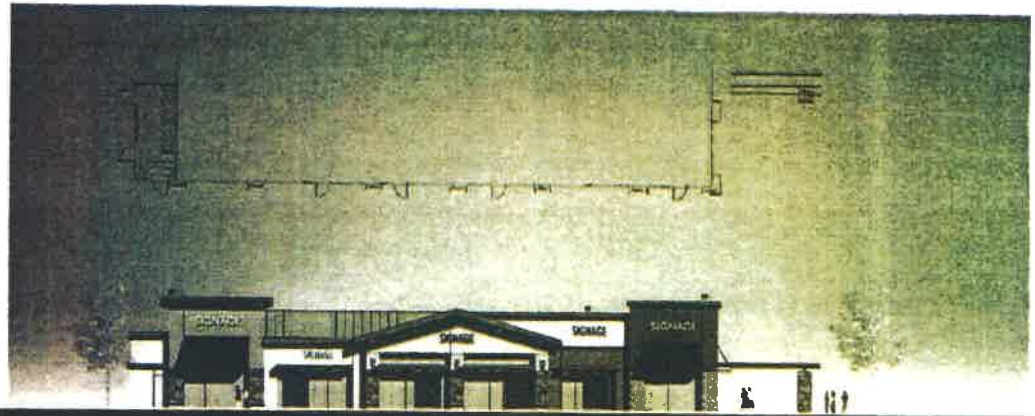
SHOPS 1 - EAST ELEVATION



SHOPS 1 - SOUTH ELEVATION



SHOPS 1 - WEST ELEVATION



SHOPS 1 - NORTH ELEVATION

PROPOSED EXTERIOR ELEVATIONS

MERIDIAN SOUTH CAMPUS - RETAIL

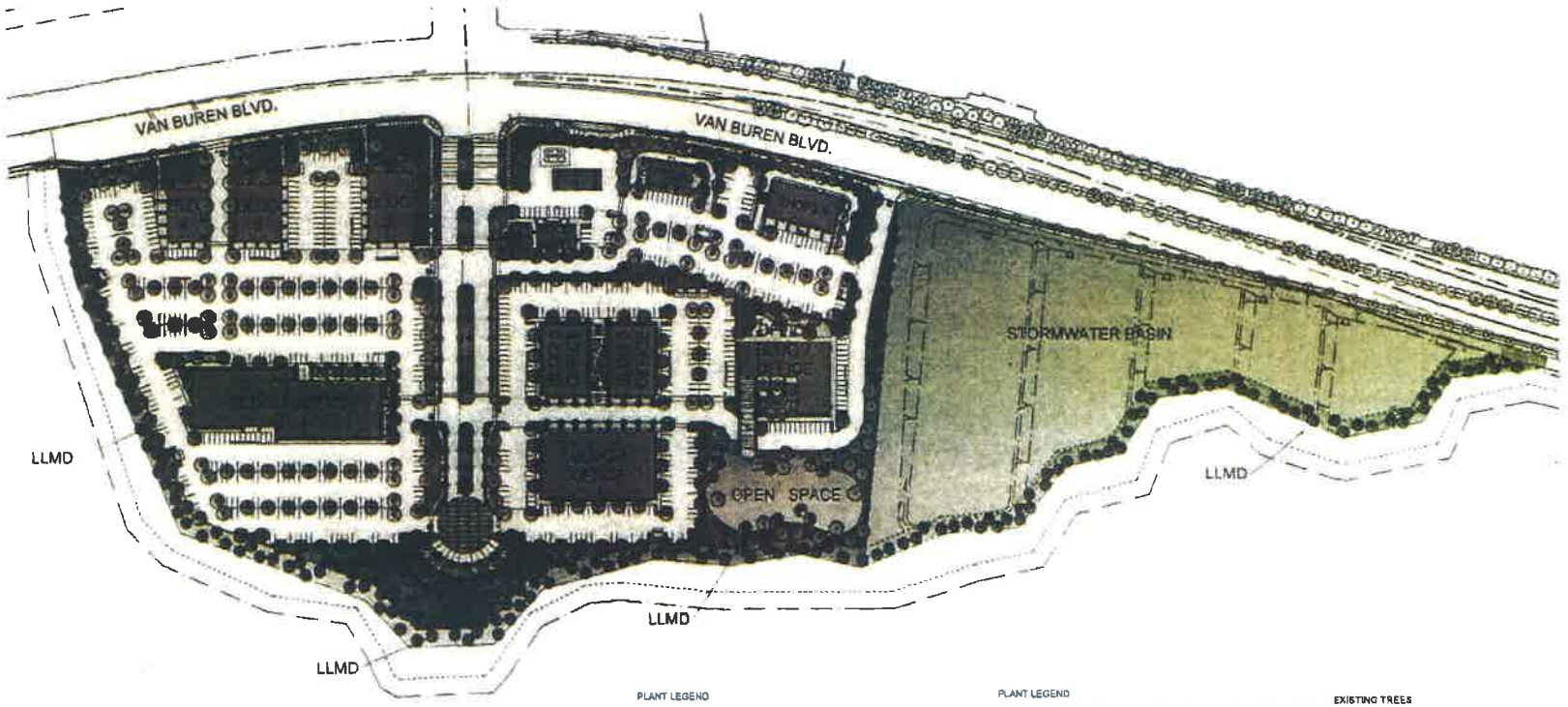
RIVERSIDE, CALIFORNIA

E-1

DATE: JUNE 13, 2018

NADEL STUDIO ONE, INC.
1990 S. BUNDY DR., FOURTH FLOOR
LOS ANGELES, CA 90025
T 310 826 7100 F 310 826 0182
WWW.NADELARC.COM

NADEL



PLANT LEGEND

SYMBOL	BOTANICAL NAME	COMMON NAME	CONTAINER	SPACING	REMARKS
	EUCALYPTUS CAMPHORA	CAMPHOR TREE	EVERGREEN CANOPY	PER PLAN	MOD
	RHUS LANCEA	AFRICAN SUMAC	SPECIMEN ACCENT TREE	PER PLAN	LOW
	PHOENIX DACTYLIFERA 'MEDJOOL'	DATE PALM	ACCENT PALM	PER PLAN	LOW
	PINUS HALEPENSIS	ALEPPO PINE	EVERGREEN CANOPY	PER PLAN	LOW
	PODOCARPUS GRACILIOR	FERN PINE	EVERGREEN CANOPY	PER PLAN	MOD
	PINUS CANARIENSIS	CANARY ISLAND PINE	VERTICAL	PER PLAN	MOD
	PLATANUS RACEMOSA	CALIFORNIA SYCAMORE	DECIDUOUS TREE	PER PLAN	MOD
	LAGERSTROEMIA INDICA	CRAPE MYRTLE	DECIDUOUS TREE	PER PLAN	MOD

PLANT LEGEND

SYMBOL	BOTANICAL NAME	COMMON NAME	SIZE	SPACING	WATER USE
	BOUGAINVILLEA SPP.	BOUGAINVILLEA	5 GAL.	8' O.C.	LOW
	COPROSMA SPP.	CARPET MIX COPROSMA	1 GAL.	4' O.C.	LOW
	MUHLENBERGIA RIGENS	DEER GRASS	5 GAL.	4' O.C.	LOW
	PENNISETUM SETACEUM 'RUBRUM'	PURPLE FOUNTAIN GRASS	1 GAL.	4' O.C.	LOW
	FESTUCA OVINA GLAUCA	BLUE FESCUE	1 GAL.	24" O.C.	LOW
	MUHLENBERGIA RIGENS	DEER GRASS	1 GAL.	24" O.C.	MOD
	PENNISETUM SETACEUM 'RUBRUM'	PURPLE FOUNTAIN GRASS	1 GAL.	24" O.C.	LOW
	LANTANA MONTEVIDENSIS	PURPLE TRAILING LANTANA	1 GAL.	36" O.C.	LOW
	LONICERA J. HALLIANA	JAPANESE HONEYSUCKLE	5 GAL.	6' O.C.	MOD
	MUHLENBERGIA RIGENS	DEER GRASS	1 GAL.	36" O.C.	LOW
	MISCANTHUS SPP.	SILVER GRASS	1 GAL.	36" O.C.	LOW
	PENNISETUM SETACEUM 'RUBRUM'	PURPLE FOUNTAIN GRASS	1 GAL.	24" O.C.	LOW
	PHORMIUM TENAX	GREEN NEW ZEALAND FLAX	5 GAL.	8' O.C.	MOD
	PYRACANTHA 'SANTA CRUZ'	SANTA CRUZ FIRETHORN	5 GAL.	6' O.C.	MOD
	PLUMBAGO AURICULATA 'IMPERIAL BLUE'	BLUE CAPE PLUMBAGO	5 GAL.	8' O.C.	MOD
	MUHLENBERGIA RIGENS	DEER GRASS	5 GAL.	4' O.C.	LOW

SYMBOL | ABV. | BOTANICAL NAME | COMMON NAME | QTY | COMMENTS

DETENTION BASIN HYDROSEED MIX
4 LBS / AC ACHNATHERUM CALAMAGROSTIS
4 LBS / AC MUHLENBERGIA RIGENS
3 LBS / AC NASSELLA PULCHRA
2 LBS / AC PENNISETUM SETACEUM
2 LBS / AC VULPIA MICROSTACHYS
2 LBS / AC MUHLENBERGIA WRIGHTII

ALL PLANT MATERIAL HAS BEEN SELECTED FROM COMPENSATORY MITIGATION AND MONITORING PLANTINGS (ALL NON-RIPARIAN MATERIALS FOR RIPARIAN LOST FRONTAGE CONSERVATION EASEMENTS)

EXISTING TREES

SYMBOL	BOTANICAL NAME	COMMON NAME
	CERCIS C. 'HEARTS OF GOLD'	HEARTS OF GOLD REDBUD
	CINNAMOMUM CAMPHORA	CAMPHOR TREE
	MAGNOLIA G. 'LITTLE GEM'	DWARF SOUTHERN MAGNOLIA
	ORNAMENTUS MITIGUS	ORNAMENTAL TREE
	QUERCUS ILEX	HOLLY OAK
	PLATANUS AT [illegible]	

0 40 80 160 240

RGA

RLA

MERIDIAN SOUTH CAMPUS PARCELS 72 - 75

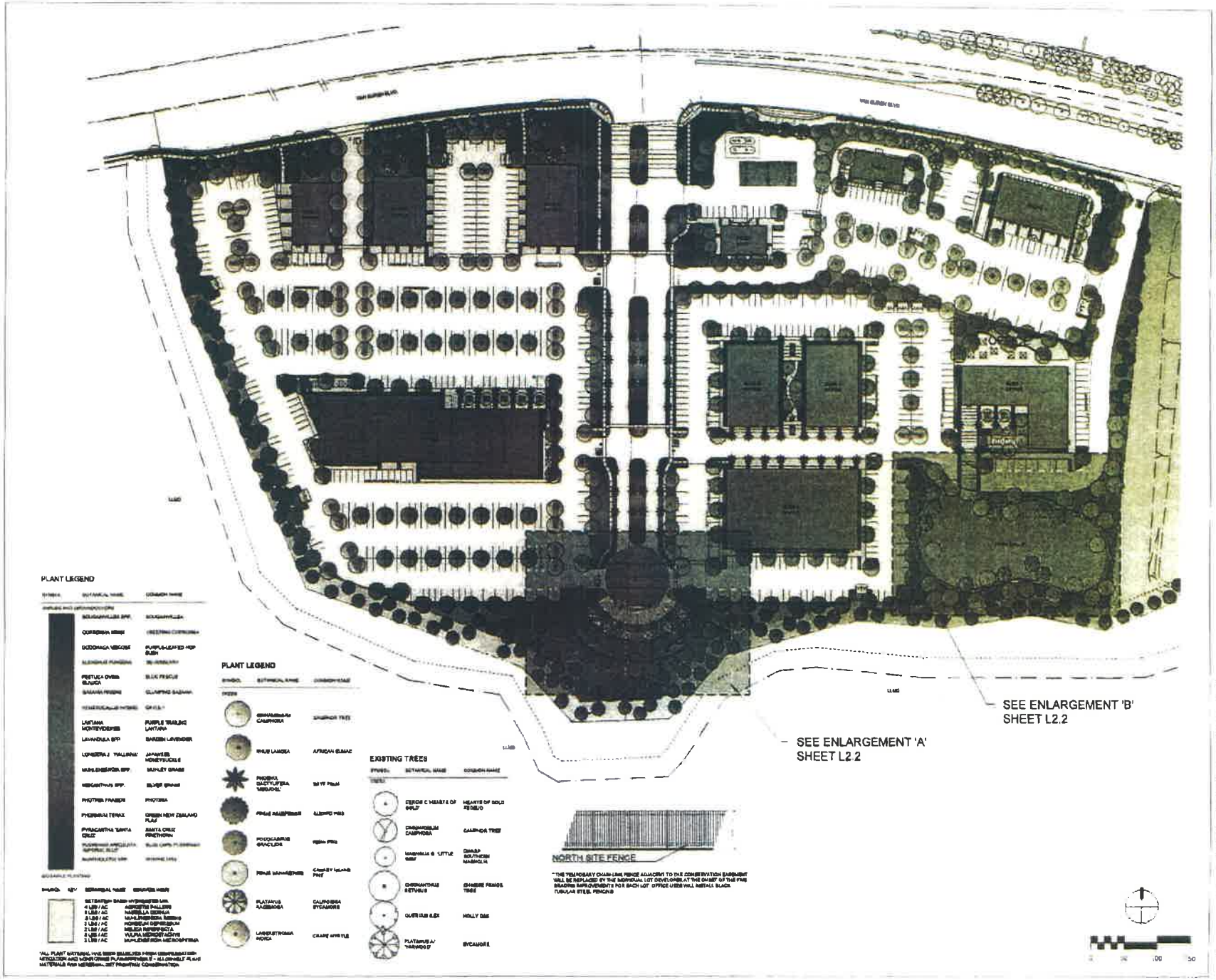
MERIDIAN

MERIDIAN PARK WEST LLC
1156 N. MOUNTAIN AVENUE
UPLAND, CA 91786
CONTACT: TIMOTHY REEVES
909-579-1294
JEFF GORDON
(949-200-6755

SITE PLAN

PRELIMINARY LANDSCAPE PLAN..

SHEET L1.1



RGA

RLA

MERIDIAN SOUTH
CAMPUS PARCELS
72 - 75

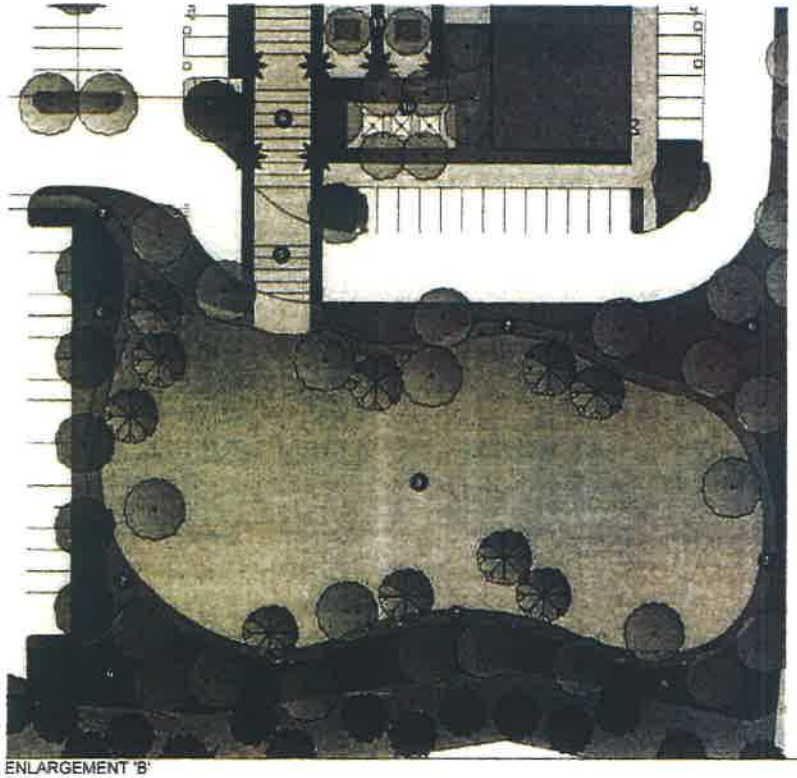
MERIDIAN

MERIDIAN PARK WEST LLC
1156 N. MOUNTAIN AVENUE
UPLAND, CA 91786
CONTACT: TIMOTHY REEVES
909-579-1294
JEFF GORDON
949-200-8755

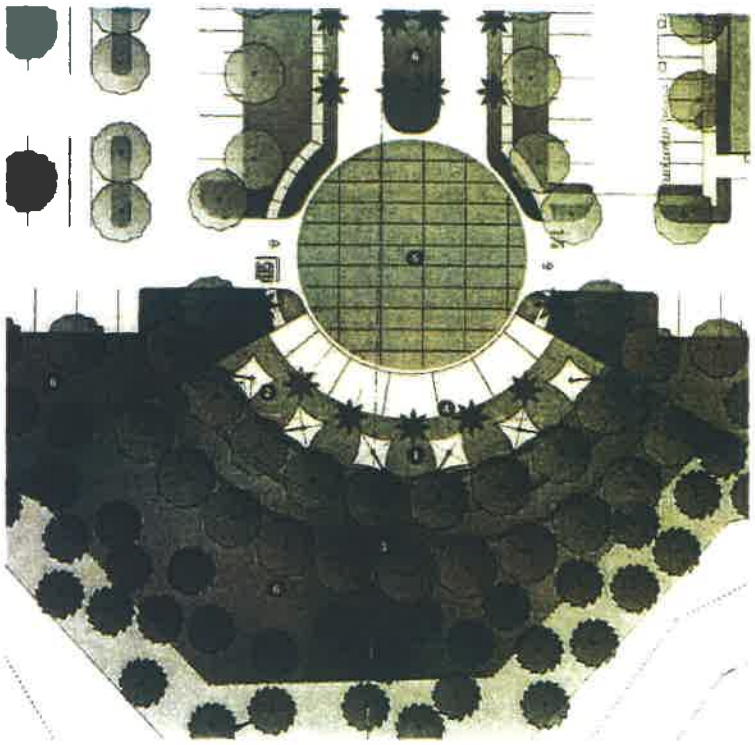
SITE PLAN

LANDSCAPE PLAN
ENLARGEMENT

SHEET L2.1



ENLARGEMENT 'B'



ENLARGEMENT 'A'

EXISTING TREES

SYMBOL	BOTANICAL NAME	COMMON NAME
TREES		
	CERCIS C 'HEARTS OF GOLD'	HEARTS OF GOLD REDBUD
	CINNAMOMUM CAMPHORA	CAMPHOR TREE
	MAGNOLIA G 'LITTLE GEM'	DWARF SOUTHERN MAGNOLIA
	OLEA EUROPAEA 'SWAN HILL'	OLIVE
	PISTACIA CHINENSIS	CHINESE PISTACHE TREE
	PLATANUS A 'YARWOOD'	SYCAMORE

PLANT LEGEND

SYMBOL	BOTANICAL NAME	COMMON NAME
TREES		
	CINNAMOMUM CAMPHORA	CAMPHOR TREE
	PHOENIX DACTYLIFERA 'MEDJOOL'	DATE PALM
	PINUS HALEPENSIS	ALEPPO PINE
	PODOCARPUS GRACILIOR	FERN PINE
	PINUS CANARIENSIS	CANARY ISLAND PINE
	PLATANUS RACEMOSA	CALIFORNIA SYCAMORE
	LAGERSTROEMIA INDICA	CRAPE MYRTLE

SYMBOL	BOTANICAL NAME	COMMON NAME
GROUND COVER AND HEDGES		
	FESTUCA OVINA GLAUCA	BLUE FESCUE
	LANTANA MONTEVIDENSIS	PURPLE TRAILING LANTANA
	LONICERA J 'HALLIANA'	JAPANESE HONEYSUCKLE
	PROSTANTHERA 'SANTA CRUZ'	SANTA CRUZ PRINTHORN
	PLUMBAGO AREOLATA 'IMPERIAL BLUE'	BLUE CAPE PLUMBAGO
INTERIOR PLANTING		

4 LBS / AC	ACHILLEA MILLEFOLIUM
6 LBS / AC	ARTEMISIA CALIFORNICA
5 LBS / AC	ERIOPHYLLUM CONFERTIFLORUM
3 LBS / AC	HYPERICUM CALYCINUM
2 LBS / AC	LAVANDULA SPICA
8 LBS / AC	MIMULUS AURANTIACUS
2 LBS / AC	MUHLENBERGIA RIGENS

LEGEND

1. STABILIZED DECOMPOSED GRANITE PAVING PATIO AREA.
2. CANTILEVERED UMBRELLAS W/ CHAIRS & TABLES.
3. TERRACED RETAINING WALLS.
4. PALM TREE ARCADE.
5. ENHANCED VEHICULAR PAVING.
6. PLANTER AREA.
7. STABILIZED DECOMPOSED GRANITE PATHWAY.
8. TURF AREA.
9. ENHANCED CONCRETE PAVING.
10. UMBRELLAS WITH TABLES AND CHAIRS.
11. SEAT WALLS WITH ACCENT TREES AT ENTRY.

10 20 40 80

RGA

MERIDIAN SOUTH CAMPUS PARCELS 72 - 75

MERIDIAN

MERIDIAN PARK WEST LLC
1156 N. MOUNTAIN AVENUE
UPLAND, CA 91786
CONTACT: TIMOTHY REEVES
909-579-1294
JEFF GORDON

LANDSCAPE PLAN ENLARGEMENT

L2.2

PROPOSED TREES

CINNAMOMUM CAMPHORA /
CAMPHOR TREE

RHUS LANCEA /
AFRICAN SUMAC

PHOENIX DACTYLIFERA 'MEDJOOL' /
MEDJOOL DATE PALM

PINUS HALEPENSIS /
ALEPPO PINE

PODOCARPUS GRACILIOR /
FERN PINE

PINUS CANARIENSIS /
CANARY ISLAND PINE

PLATANUS RACEMOSA
WESTERN SYCAMORE

LAGERSTROEMIA INDICA 'SPLASH OF PINK' /
SPLASH OF PINK CRAPE MYRTLE

SHRUBS & GROUND COVERS

BOUGAINVILLEA 'LA JOLLA' /
LA JOLLA BOUGAINVILLA

COPROSMA KIRKII /
CREEPING COPROSMA

DODONAEA VISCOSA 'PURPUREA' /
PURPLE-LEAFED HOP BUSH

ELAEAGNUS PUNGENS /
SILVERBERRY

FESTUCA OVINA GLAUCA /
BLUE FESCUE

GAZANIA RIGENS /
CLUMPING GAZANIA

HEMEROCALLIS 'HYBRID YELLOW' /
YELLOW DAY LILY

LANTANA MONTEVIDENSIS /
PURPLE TRAILING LANTANA

LAVANDULA ANGUSTIFOLIA /
ENGLISH LAVENDER

LONICERA J. 'HALLIANA' /
HALL'S HONEYSUCKLE

MUHLENBERGIA RIGENS /
DEER GRASS

MISCANTHUS 'MORNING LIGHT' /
MORNING LIGHT MAIDEN GRASS

PHOTINIA FRASERI /
FRASER'S PHOTINIA

PHORMIUM TENAX /
NEW ZEALAND FLAX

PYRACANTHA 'SANTA CRUZ' /
SANTA CRUZ FIRETHORN

PLUMBAGO A. 'IMPERIAL BLUE' /
BLUE CAPE PLUMBAGO

RHAPHIOLEPIS INDICA 'CLARA' /
CLARA INDIAN HAWTHORN

RGA

MERIDIAN SOUTH
CAMPUS PARCELS
72 - 75

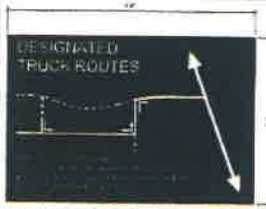
MERIDIAN

MERIDIAN PARK WEST LLC
1156 N. MOUNTAIN AVENUE
UPLAND, CA 91786
CONTACT: TIMOTHY REEVES
909-579-1294
JEFF GORDON
949-200-6755

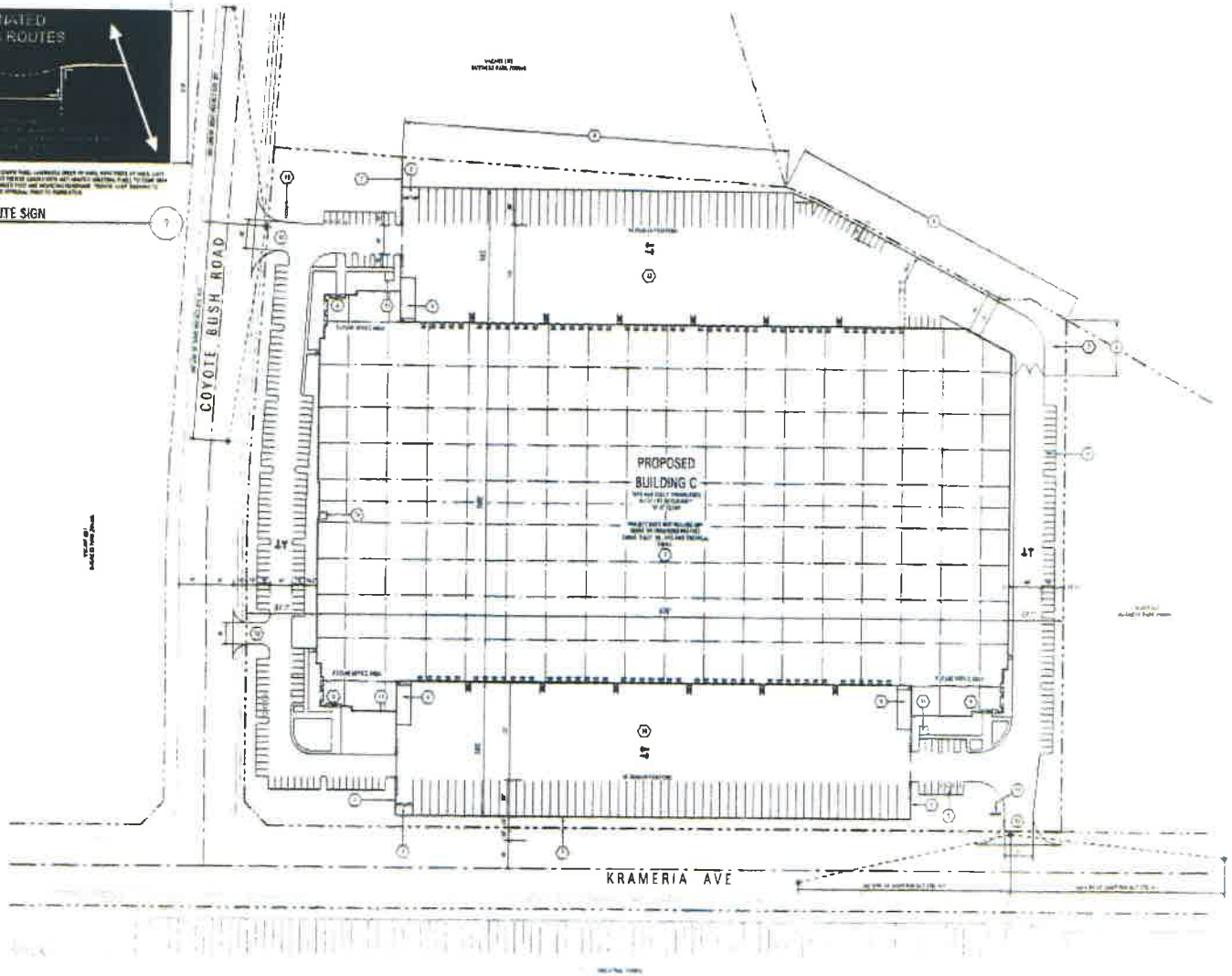
SITE PLAN

LANDSCAPE
IMAGERY

L3.1



TRUCK ROUTE SIGN



SITE PLAN

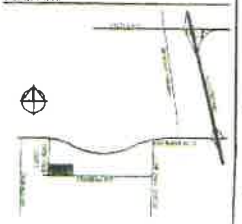
STANDARD JPA NOTES

PROJECT DATA

SITE AREA	1,307,161 SF 22.86 AC
BUILDING AREA	
COVERAGE	48.98 %
PARKING REQUIRED:	
20,000 SF OFFICE @ 3.3/1000	66 STALLS
0 - 50,000 SF @ 1/1000	50 STALLS
50,000 - 200,000 SF @ 0.33/1000	50 STALLS
PARKING PROVIDED:	
STANDARD STALLS	183 STALLS
CARPOOL STALLS (5% MIN)	12 STALLS
ACCESSIBLE STALLS	7 STALLS
LOADING DOCK POSITIONS	91 DOCKS
GRADE DOOR POSITIONS	3 DOORS
TRUCK TRAILER STALLS 12 X53	92 STALLS
BIKE PARKING:	
REQUIRED @ 1/20 AUTO STALLS	12
PROVIDED	12
LANDSCAPE ARE REQUIRED @ 10%	130,717 SF
LANDSCAPE AREA PROVIDED:	15,424 SF 11.54 %
MINIMUM SETBACKS REQUIRED (NO CHANGE)	
FRONT BUILDING	
FRONT LANDSCAPE	
SIDE BUILDING	
SIDE LANDSCAPE	
REAR BUILDING	
REAR LANDSCAPING	

GENERAL NOTES

VICINITY MAP



UTILITY PROVIDERS

RGA

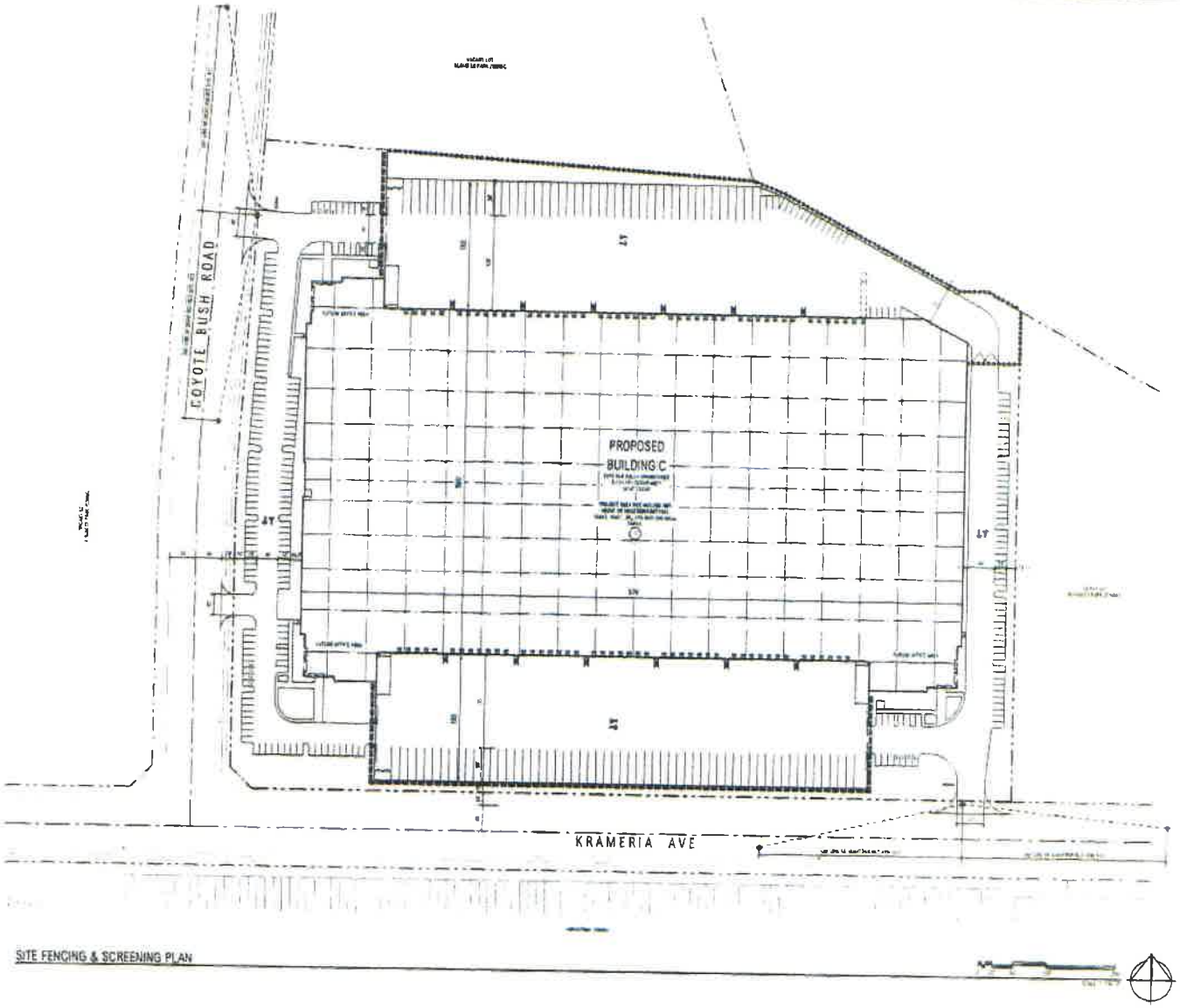
MERIDIAN PARK
SOUTH
BUILDING C

00000 COYOTE BUSH ROAD
RIVERSIDE COUNTY, CA 92518

MERIDIAN PARK LLC
1156 N MOUNTAIN AVENUE
UPLAND, CA 91786
CONTACTS:
TIMOTHY REEVES - 909-579-1294

SITE PLAN

A1-1P



SITE FENCING & SCREENING PLAN

SCREENING LEGEND

RGA

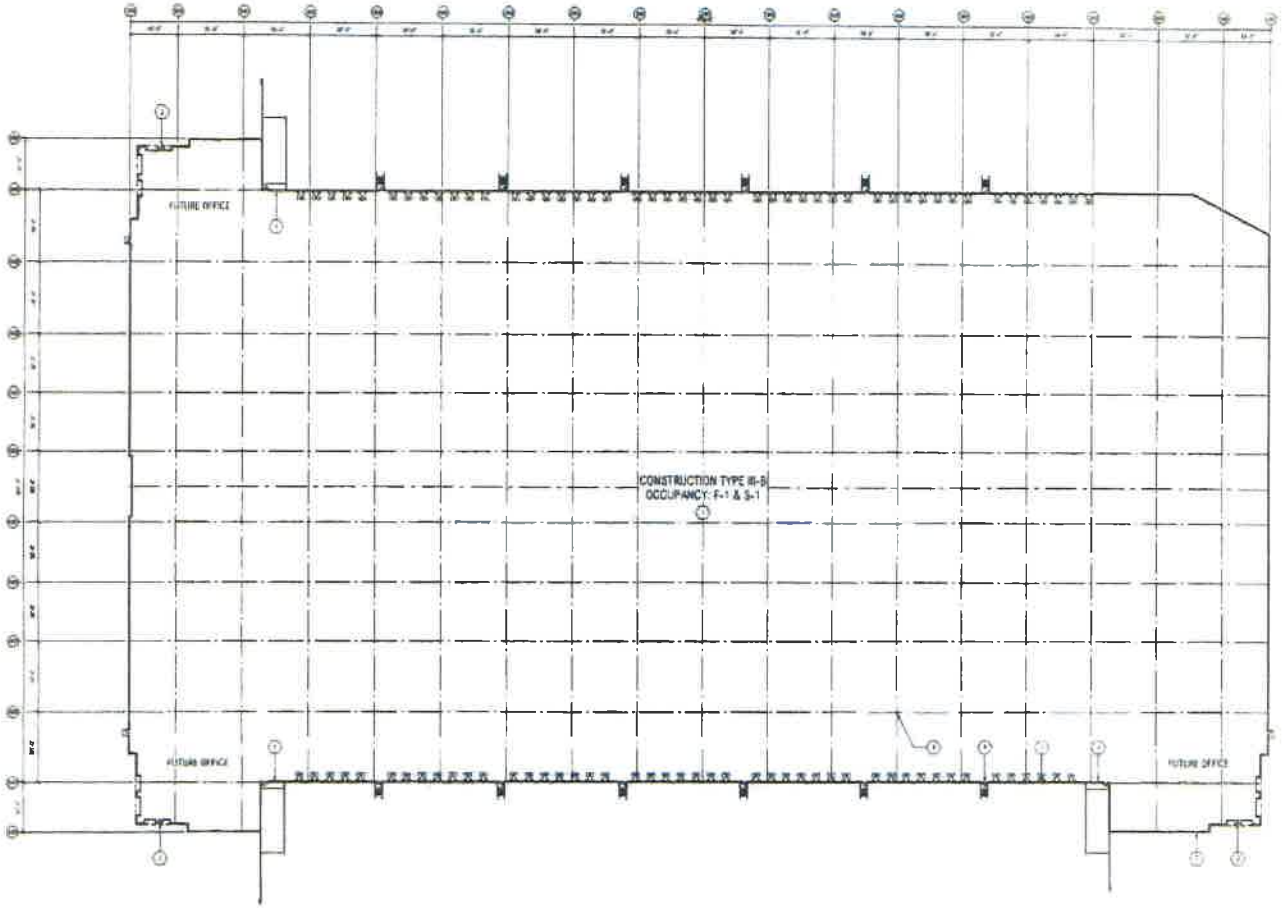
MERIDIAN PARK
SOUTH
BUILDING C

00000 COYOTE BUSH ROAD
RIVERSIDE COUNTY, CA 92518

MERIDIAN PARK LLC
1156 N. MOUNTAIN AVENUE
UPLAND, CA 91786
CONTACTS:
TIMOTHY REEVES - 909-579-1294
JEFF GORDON - 949-300-8755

SITE FENCING & SCREENING PLAN

A1-2P



FLOOR PLAN

RGA

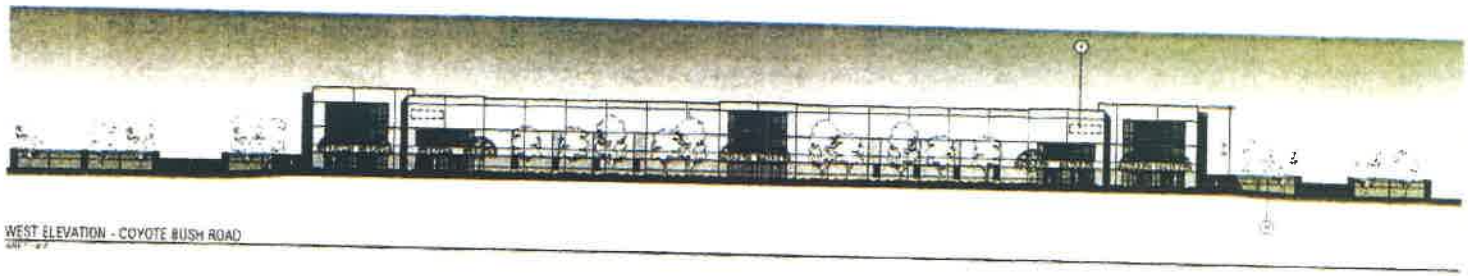
MERIDIAN PARK
SOUTH
BUILDING C

00000 COYOTE BUSH ROAD
RIVERSIDE COUNTY, CA 92518

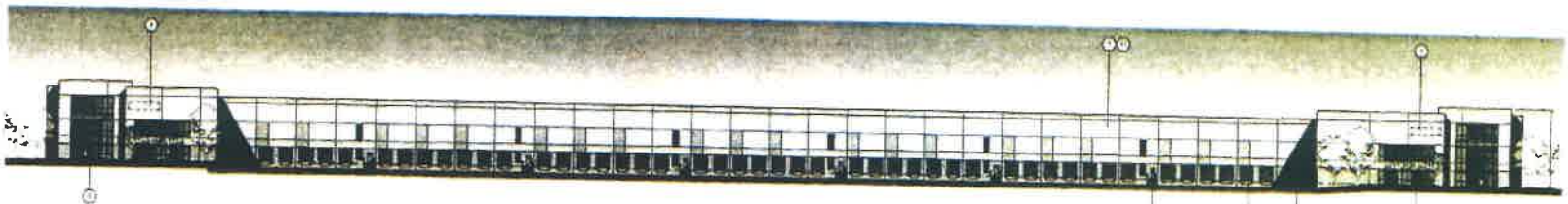
MERIDIAN PARK LLC
1134 N. MOUNTAIN AVENUE
UPLAND, CA 91786
CONTACTS:
TIMOTHY REEVES - 909-579-1284
JEFF GORDON - 949-200-6955

FLOOR PLAN

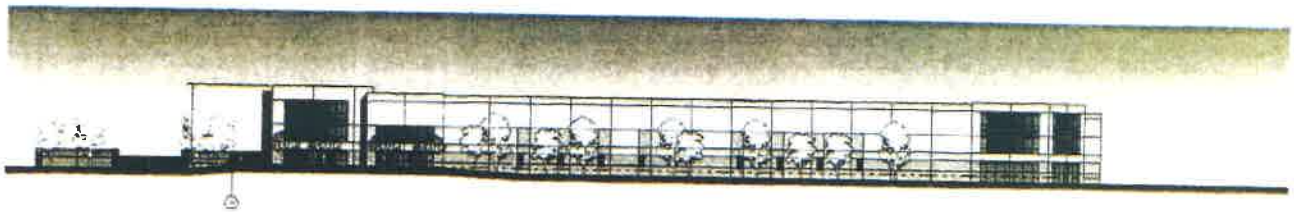
A2-1P



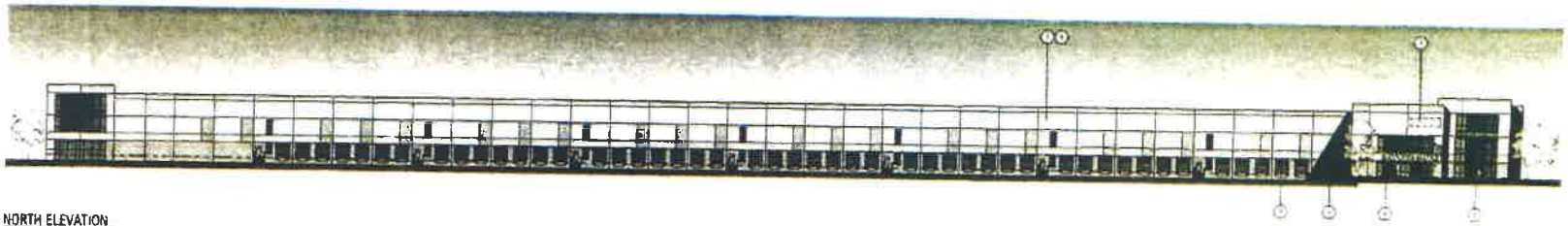
WEST ELEVATION - COYOTE BUSH ROAD



SOUTH ELEVATION - KRAMERIA AVENUE



EAST ELEVATION



NORTH ELEVATION

RGA

MERIDIAN PARK
SOUTH
BUILDING C

00000 COYOTE BUSH ROAD
RIVERSIDE COUNTY, CA 92518

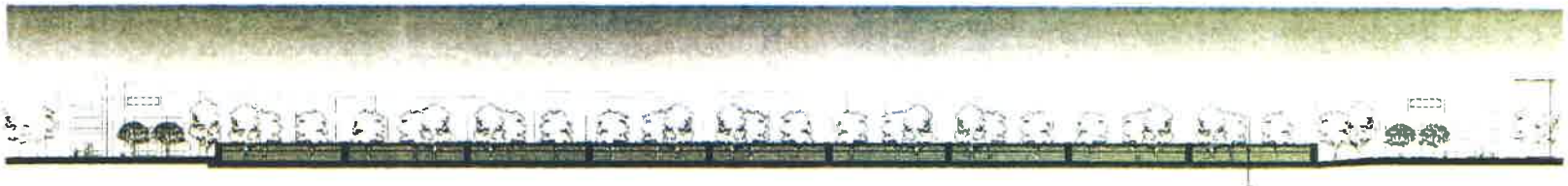
MERIDIAN PARK LLC
1156 N. MOUNTAIN AVENUE
UPLAND, CA 91786
CONTACTS
TIMOTHY REEVES - 909-579-1284
JEFF GORDON - 949-200-6155

ELEVATIONS

A3-1P

KEYNOTES

NORTH SITE FENCE



SOUTH SCREEN WALL ELEVATION - KRAMERIA AVENUE

FINISH SCHEDULE

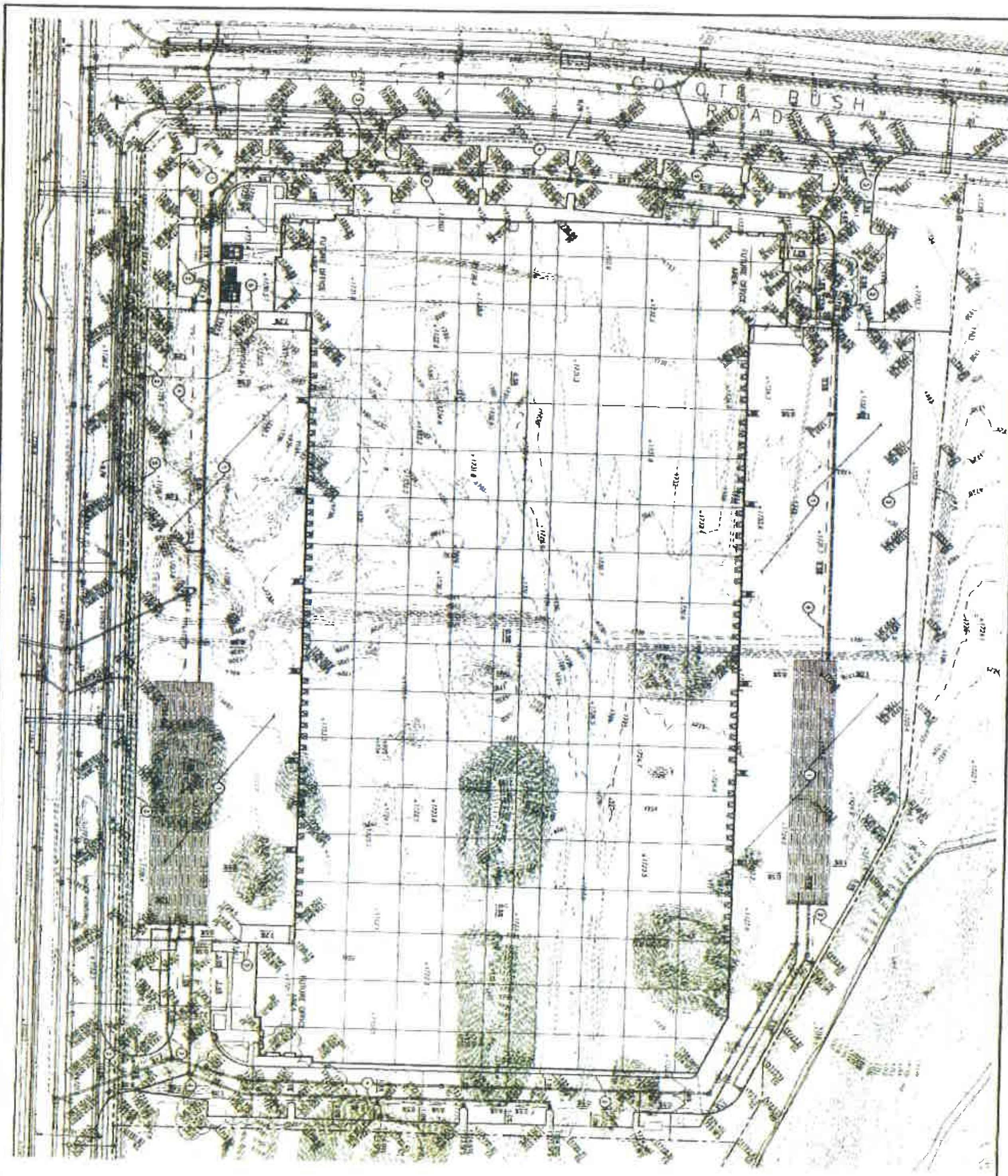
RGA

MERIDIAN PARK
SOUTH
BUILDING C

00000 COYOTE BUSH ROAD
RIVERSIDE COUNTY, CA 92518

MERIDIAN PARK LLC
1156 N. MOUNTAIN AVENUE
UPLAND, CA 91786
CONTACTS:

ELEVATIONS



LEGEND

- PROPERTY LINE
- PROPOSED FLOW LINE
- PROPOSED NOBLE WALL
- PROPOSED STORM DRAIN
- PROPOSED SPOT ELEVATION
- EXISTING SPOT ELEVATION
- PROPOSED SLOPE

CONCEPTUAL GRADING NOTES

1. CONSTRUCT PCC PAVEMENT PER GEOTECHNICAL RECOMMENDATIONS
2. CONSTRUCT 6 INCH CONCRETE CURB
3. CONSTRUCT COMMERCIAL DRIVEWAY
4. CONSTRUCT RIBBON GUTTER
5. CONSTRUCT SCREEN WALL

SCALE IN FEET

PROJECT: MERIDIAN SOUTH CAMPUS - BLDG C
RIVERSIDE, CA

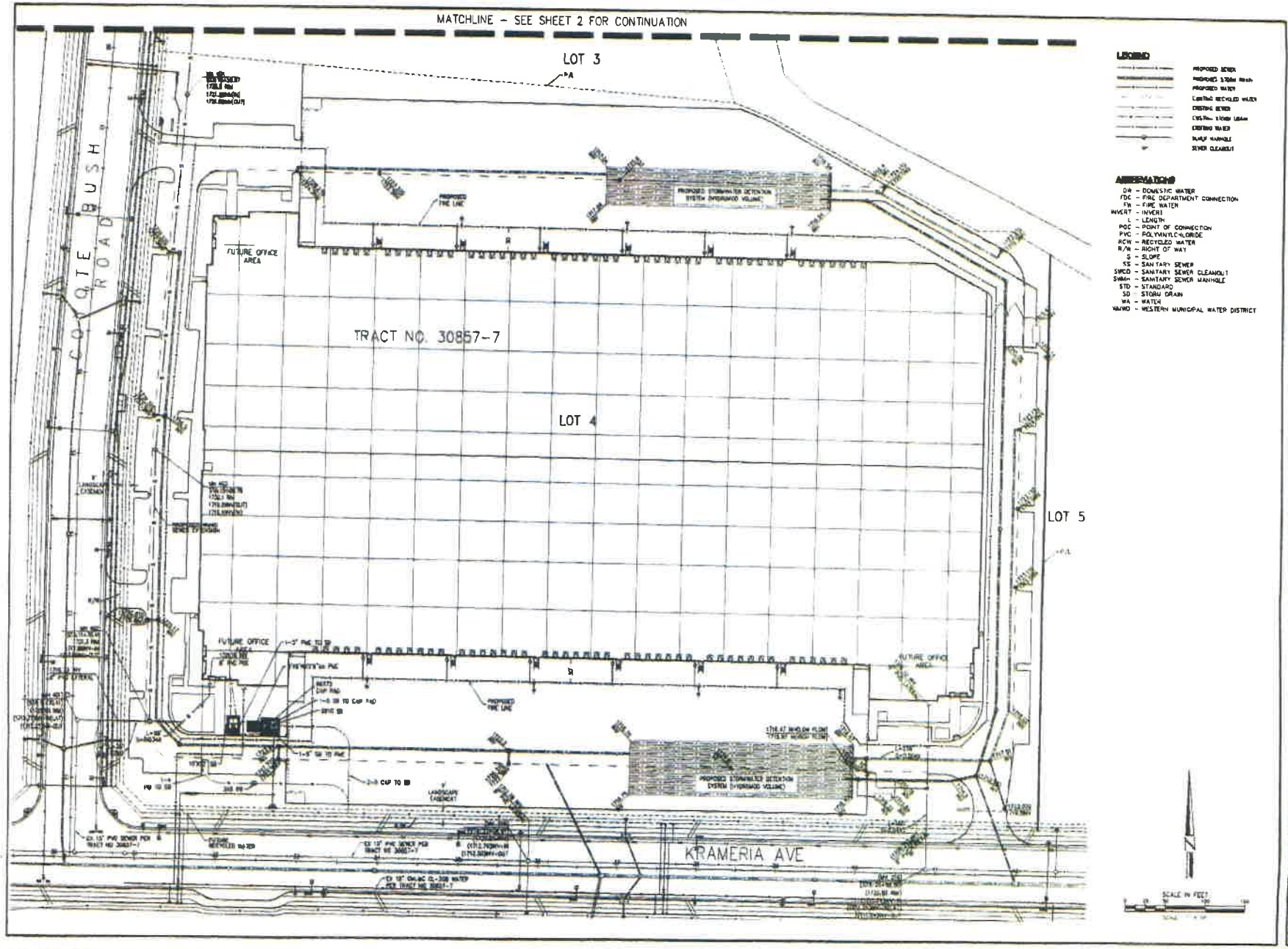
DRAWING NAME: CONCEPTUAL GRADING PLAN

SHEET NUMBER 1

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

GREGORY R. COOKE

NOT FOR CONSTRUCTION

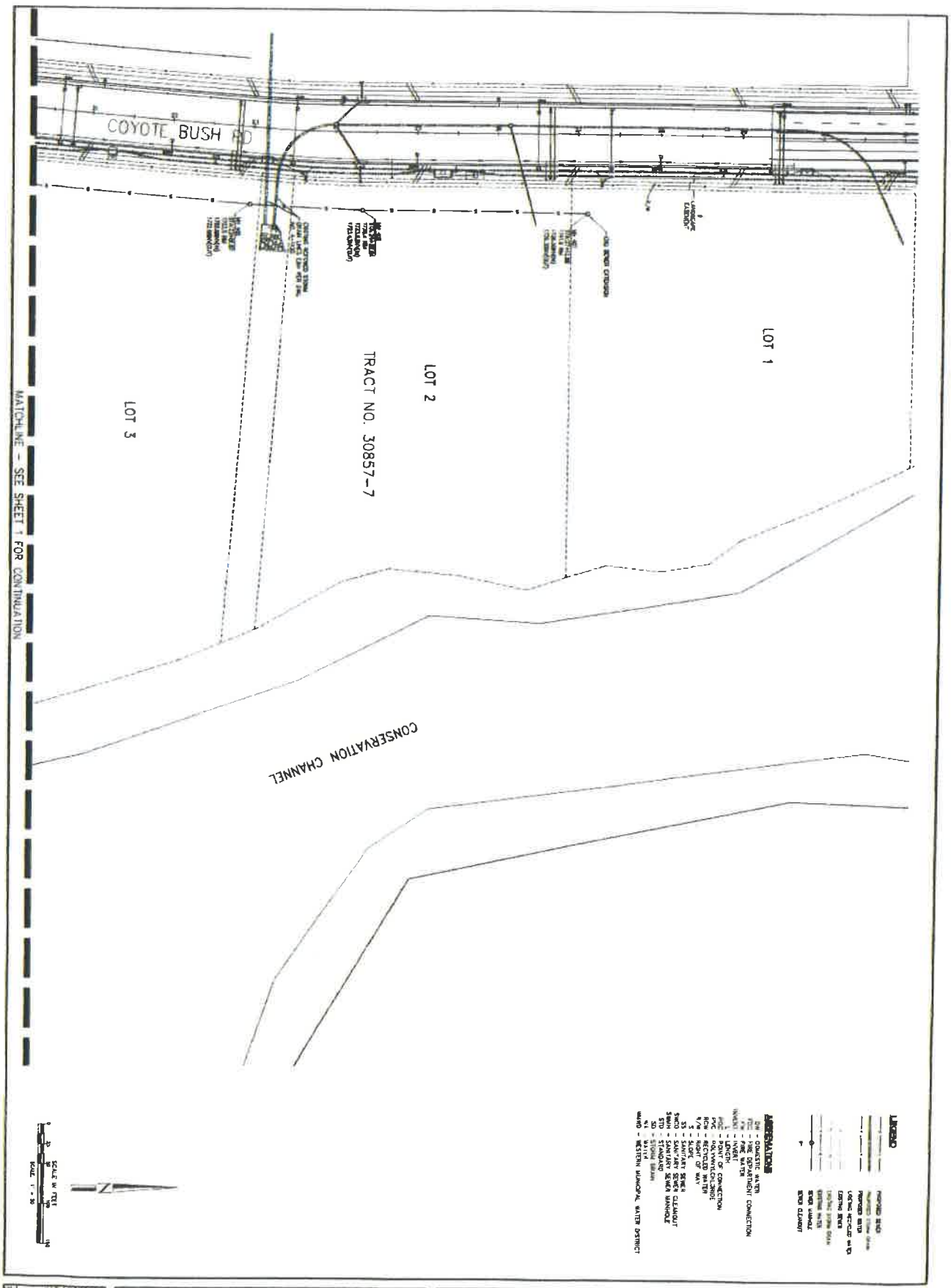


1901 S Old Springs Road
Suite 210
Anaheim Hills, CA 92808
714-685-6860

NOT FOR CONSTRUCTION

PROJECT: MERIDIAN SOUTH CAMPUS - BLDG C
RIVERSIDE, CA
DRAWING NAME: CONCEPTUAL UTILITY PLAN

ISSUE: PRELIMINARY
DATE: 4/11/2016
SHEET NUMBER: 1



PROJECT
MERIDIAN SOUTH CAMPUS - BLDG C
RIVERSIDE, CA

DRAWING NAME:
CONCEPTUAL UTILITY PLAN

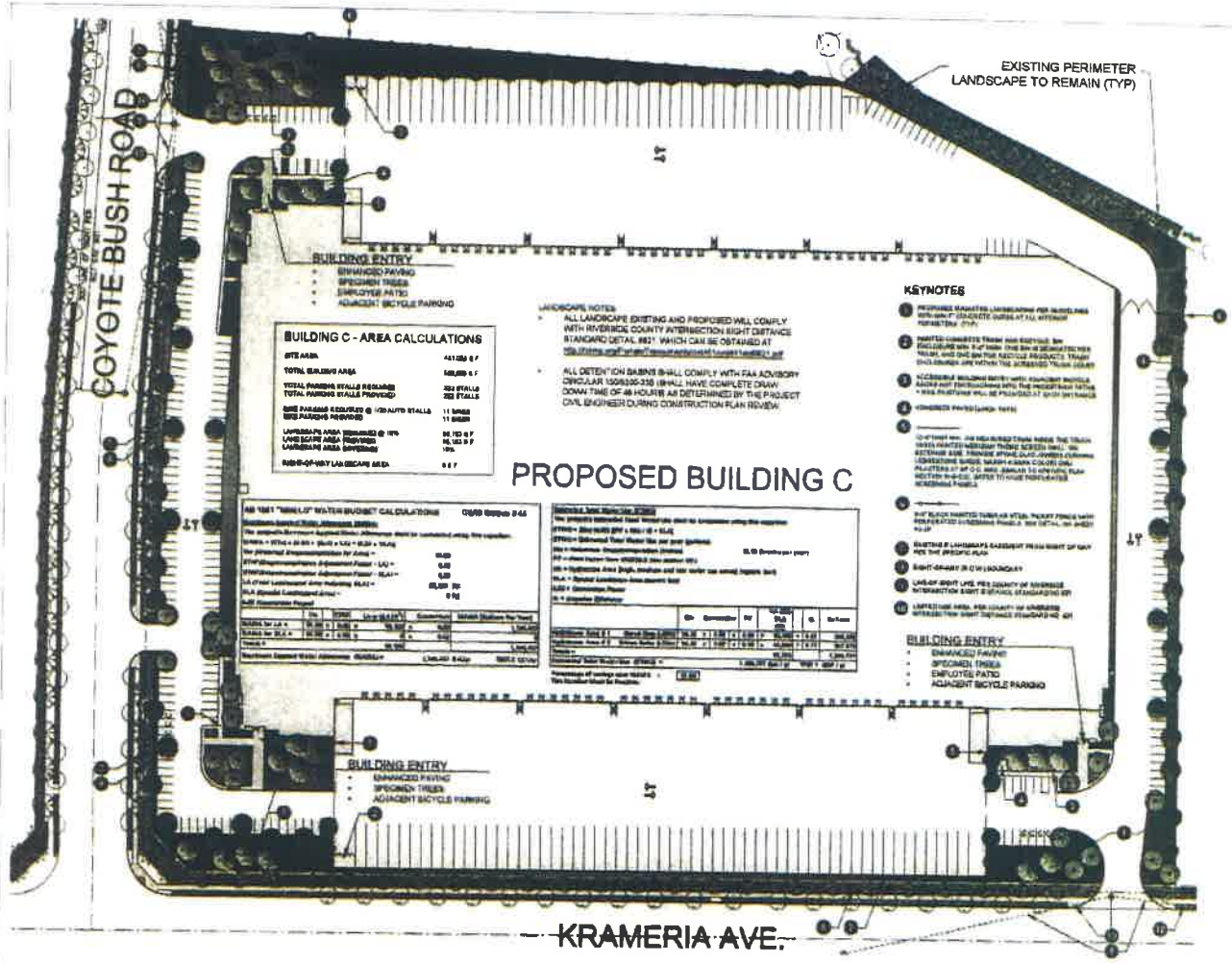
SHEET NUMBER 2 OF 2 SHEETS

NO.	REVISION	DATE

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

DESIGNED BY | DRAWN BY | DATE

NOT FOR CONSTRUCTION



PROPOSED PLANT MATERIAL

SYMBOL	BOTANICAL NAME	COMMON NAME	SIZE	SPACING	WATER USE
TREES					
	CERCIDIUM 'DESERT MUSEUM'	PALO VERDE 'DESERT MUSEUM'	24" BOX		LOW
	CINNAMOMUM CAMPHORA	CAMPHOR TREE	24" BOX		MED
	[illegible]	[illegible]	24" BOX OR 36" BOX		LOW
	[illegible]	[illegible]	24" BOX OR 36" BOX		LOW

PROPOSED PLANT MATERIAL

SYMBOL	BOTANICAL NAME	COMMON NAME	SIZE	SPACING	WATER USE
	ACACIA R. 'DESERT CARPET'	DESERT CARPET ACACIA	[illegible]	[illegible]	LOW
	AGAVE AMERICANA	CENTURY PLANT	[illegible]	[illegible]	LOW
	ANIGOZANTHOS FLAVIDUS	KANGAROO PAW	1 GAL.	36" O.C.	LOW
	[illegible]	STRAWBERRY TREE	[illegible]	[illegible]	LOW
	BACCHARIS P. 'PIGEON POINT'	DWARF COYOTE BRUSH	1 GAL.	36" O.C.	LOW
	CALLISTEMON 'LITTLE JOHN'	DWARF BOTTLEBRUSH	5 GAL.	36" O.C.	LOW
	CAREX PENDULA	DRAPER CAREX	5 GAL.	[illegible]	LOW
	CISTUS PURPUREUS	ROCKROSE	5 GAL.	36" O.C.	LOW
	COTONEASTER DAMMERI	BEARBERRY	5 GAL.	[illegible]	LOW
	CUPRESSUS SEMPERVIRENS	ITALIAN CYPRESS	15 GAL.	[illegible] PLANT	LOW
	[illegible]	[illegible]	5 GAL.	36" O.C.	LOW
	ELEAGNUS PUNGENS	SILVERBERRY	[illegible]	[illegible]	LOW
	FESTUCA OVINA GLAUCA	[illegible]	[illegible]	[illegible]	LOW
	[illegible]	[illegible]	[illegible] GAL.	[illegible]	LOW
	[illegible]	[illegible]	[illegible]	[illegible]	MOD
	HESPERALOE PARVIFLORA	RED YUCCA	[illegible]	[illegible]	LOW
	HETEROMELES ARBUTIFOLIA	TOYON	[illegible]	[illegible]	LOW
	LEUCOPHYLLUM - 'GREEN CLOUD'	TEXAS SILVER LEAF	[illegible]	[illegible]	LOW
	MISCANTHUS 'MORNING LIGHT'	EVERGREEN MISCANTHUS	[illegible]	[illegible]	LOW
	MUHLENBERGIA LINDHEIMERI	LINDHEIMER MUHLY GRASS	[illegible]	[illegible]	LOW
	PENNISETUM S. 'RUBRUM'	PURPLE FOUNTAIN GRASS	[illegible]	[illegible]	LOW
	RHAMNUS CA. 'MOUNTAIN BLUE'	[illegible]	[illegible]	[illegible]	LOW
	ROSMARINUS O. 'TUSCAN BLUE'	TUSCAN BLUE ROSEMARY	5 GAL.	36" O.C.	LOW
	SALVIA CALIFORNICA	CALIFORNIA COFFEEBERRY	[illegible]	[illegible]	LOW
	ROSA FLORIBUNDA 'ICEBERG'	ICEBERG ROSE	[illegible]	[illegible]	MOD
	ROSA X 'FLOWER CARPET PINK'	PINK CARPET ROSE	[illegible]	[illegible]	MOD
	SALVIA GREGGII	AUTUMN SAGE	[illegible]	[illegible]	LOW
	WESTRINGIA FRUTICOSA	COAST ROSEMARY	[illegible]	[illegible]	LOW
	XYLOTHRIA FRUTESCENS	PASTORIA	[illegible]	[illegible]	LOW
	[illegible]	[illegible]	[illegible]	[illegible]	MIX

WATER USE KEY: VL = VERY LOW WATER USE; L = LOW WATER USE; M = MODERATE WATER USE; H = HIGH WATER USE

EXISTING PLANT LEGEND

EXISTING TREES TO REMAIN, PROTECTED IN PLACE, PER CHAPTER 18.108 OF THE RIVERSIDE COUNTY LANDSCAPE PLANTING AND IRRIGATION ORDINANCE #859

EXISTING TREES TO BE REMOVED

STANDARD MJPA NOTES

1. ALL NEW OR EXISTING UTILITY LINES LESS THAN 69 KV OR 69K CONTIGUOUS TO THE SITE SHALL BE INSTALLED OR RELOCATED UNDER GROUND.
2. ALL OUTDOOR STORAGE AREAS FOR MATERIALS AND EQUIPMENT SHALL BE FULLY SCREENED FROM VIEW.
3. [illegible] SHALL BE FULLY SCREENED FROM THE BUILDING ELEVATION OR SHALL BE SCREENED BY A 36 INCH TALL WALL OR LANDSCAPE EQUAL TO OR EXCEEDING THE HEIGHT OF THE T.E.C. TRANS. SYSTEM PLANS SHALL NOTE THE TENTATIVE LOCATION OF ELECTRICAL UTILITY VAULTS. CONSTRUCTION PLANS SHALL IDENTIFY THE FINAL LOCATION OF UTILITY VAULTS.
4. MECHANICAL/MECHANICAL EQUIPMENT SHALL BE FULLY SCREENED BY A PARAPET WALL EQUAL TO OR EXCEEDING THE HEIGHT OF THE MECHANICAL UNITS. AT A MINIMUM BUILDINGS SHALL INCORPORATE A PARAPET WALL DESIGNED TO ADEQUATELY SCREEN OF THE BUILDING TO THE EXTENT PERMITTED BY LOCAL AFFILIATE CODES 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 LARGE LANDSCAPING.
5. ALL BACKFLOW PREVENTERS OF THE LARGER SHALL BE SCREENED WITH LANDSCAPE LOCATED WITHIN A RADIUS OF THE BACKFLOW PREVENTER. ALL BACKFLOW PREVENTERS LESS THAN 2" SHALL BE PLACED IN A MINI BERM BASKET AND PAINTED TO MATCH THE PRIMARY BUILDING COLOR.
6. SITE LIGHTING SHALL BE LOW OR HIGH PRESSURE SODIUM ARCHITECTURAL FIXTURES WITH THE MAXIMUM LIGHT FIXTURE HEIGHT OF 35 FEET PROPOSED GRADE, AND A MAXIMUM LIGHTING LEVEL OF 5 FOOT CANDLES AT THE PROPERTY LINE. ALL PROJECT LIGHTING SHALL BE DIRECTED WITHIN LANDSCAPED AREAS.
7. CONCRETE LIGHT POLE BASES SHALL BE PAINTED TO MATCH THE PRIMARY BUILDING COLOR OR PROVIDED TO MATCH PARKING SCREENING WALL AND SHALL NOT EXCEED 24" ABOVE FINISHED GRADE.
8. FULL SCREENING OF ALL PARKING IS ACHIEVED BY BERMING AND CONTOURING OF LANDSCAPED AREAS, BY LANDSCAPE BERMS, BY SCREENING WALL OR BY A COMBINATION OF THESE TECHNIQUES.
9. BUILDING DOWNSPOUTS SHALL BE INTERNALIZED FOR OFFICE, COMMERCIAL AND RETAIL USE DEVELOPMENTS. INDUSTRIAL AND BUSINESS PARK BUILDING DOWNSPOUTS SHALL BE HIDDEN FROM PUBLIC RIGHTS-OF-WAY AND INCORPORATED INTO THE ARCHITECTURE.
10. ALL TRASH ENCLOSURES SHALL BE ENCLOSED WITHIN A SOLIDARITY 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 RECYCLABLE MATERIALS PURSUANT TO THE REQUIREMENTS OF THE TRASH ENCLOSURE GATES SHALL INCORPORATE A MINIMUM OF 10% OPENING.
11. WITHIN COMMERCIAL, OFFICE AND WAREHOUSE DEVELOPMENTS, VEHICULAR ACCESS POINTS AND PEDESTRIAN ACCESS WAYS SHALL INCLUDE SPECIAL PAVING TREATMENT SUCH AS INTERLOCKING COLORED STAMPED CONCRETE, BOMANITE OR SIMILAR ALTERNATIVE. LOCATION AND MATERIAL SHALL BE REVIEWED AND APPROVED BY THE PLANNING DEPARTMENT STAFF PRIOR TO THE ISSUANCE OF A BUILDING PERMIT. STAMPED ASPHALT IS NOT PERMITTED.
12. ALL EXTERIOR METAL MUST BE PAINTED OR PAINTED TO MATCH THE APPROVED PROJECT COLORS.
13. ALL USES SHALL OPERATE IN A MANNER WHICH IS COMPATIBLE WITH THE MISSION TRAIL AND RIDGECREST BUSINESS PARK. THE FOLLOWING ACTIVITIES SHALL BE PROHIBITED:
   A. ANY USE WHICH WOULD DIRECT A STEADY LIGHT OR FLASHING LIGHT OF RED, WHITE, GREEN, BLUE 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 AIRPORT OPERATED VISUAL APPROACH SLOPE INDICATOR.
   B. ANY USE WHICH WOULD CAUSE SUNLIGHT TO BE REFLECTED TOWARD AN AIRCRAFT ENGAGED IN AN INITIAL STRAIGHT CLIMB FOLLOWING TAKEOFF OR TOWARD AN AIRCRAFT ENGAGED IN A STRAIGHT FINAL APPROACH TOWARD A LANDING AT AN AIRPORT.
   C. ANY USE WHICH WOULD GENERATE SMOKE OR WATER VAPOR OR WOULD ATTRACT LARGE BIRDS TO WITHIN 10,000 FEET OF AN FAA RUNWAY.
   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 FAR 77 ZONE SHALL CONTOUR WALL INCLUDE LANDSCAPING SHALL BE APPROVED.
14. 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 10% OF THE AREA FOR THE PURPOSE OF ALTERNATIVE TRANSPORTATION MODE INFORMATION INCLUDING FINANCIAL INCENTIVES TO USE ALTERNATIVE MODES; AND SCHEDULES AND LOCATIONS OF TRANSPORTATION INFORMATION.
15. PRIOR TO ISSUANCE OF THE PROJECT C OF O, EACH PROJECT SHALL PROVIDE A 4-SCOTT RAIN CONTAINING THE APPROVED TRUCK ROUTE PLAN AT ALL SERVICE DRIVEWAY LOCATIONS.
16. ALL DESIGN AND CONSTRUCTION PLAN SUBMITTALS SHALL INCLUDE A SIGNATURE BLOCK FOR THE APPROVAL OF THE ENGINEER OF WORK.
17. ALL CONSTRUCTION EQUIPMENT USED FOR CONSTRUCTION ACTIVITIES SHALL BE FITTED WITH EFFICIENT MUFFLING AND NOISE CONTROL FILTER DEVICES TO REDUCE NOISE IMPACTS.
18. PRIOR TO THE ISSUANCE OF BUILDING PERMITS, ALL DEVELOPMENT IMPACT FEES SHALL BE PAID, INCLUDING DIF, TUMF, SCHOOL FEES, AND FIRE AND PUBLIC FACILITIES FEES.
19. IF PALEONTOLOGICAL OR PALEONTOLOGICAL RESOURCES ARE ENCOUNTERED AT THE TIME OF GRADING OR PROJECT CONSTRUCTION, ALL PROJECT WORK IN THE AREA OF THE RESOURCES SHALL CEASE UNTIL THE FIND HAS BEEN EVALUATED BY A QUALIFIED ARCHAEOLOGIST OR PALEONTOLOGIST AND IN CONFORMANCE WITH THE CULTURAL RESOURCE MANAGEMENT PLAN.

MITIGATION MEASURES

MITIGATION MM AQ-1: THE PROJECT SHALL INSTALL ENERGY STAR LABELED ROOF MATERIALS.

MITIGATION MM AQ-2: THE PROJECT APPLICANT SHALL PROCURE AN INCREASE OF EXTERIOR WALL INSULATION OVER TITLE 24 REQUIREMENTS. HOWEVER, A SPECIFIC PERCENT INCREASE IS NOT REQUIRED.

MITIGATION MM AQ-3: THE PROJECT APPLICANT SHALL PROCURE USE AN INCREASE OF ROOF INSULATION OVER TITLE 24 REQUIREMENTS. INSTALL PHOTOVOLTAIC PANELS OR EQUIVALENT INCREASE IN ENERGY EFFICIENCY. THE PROJECT APPLICANT SHALL PROVIDE AND PROFESSIONAL MARKING SERVICE FOR ELECTRIC VEHICLES FOR SINGLE USER MARKING LOTS AND SHARED METAL PARKING LOTS. PLANNING REQUIRED DEDICATION TO ENERGY EFFICIENT PARKING SPACES FOR NON-RESIDENTIAL AND SHARING FACILITY WILL BE PROVIDED FOR EVERY THE EV STALLS.

MITIGATION MM AQ-4: PROVIDE LIGHT COLORED CONCRETE PAVING IN TRUCK COURTS.

MITIGATION MM AQ-5: PROVIDE ELECTRICAL OUTLETS AT BUILDING EXTERIOR AREAS.

MITIGATION NOTES

1. THE PROPOSED NON-POTABLE WATER SYSTEM WILL MEET "PURPLE PIPE STANDARDS FOR RECLAIMED WATER SYSTEMS".
2. PROJECT NAMING LIST AREAS WHICH INCLUDE NON-TREE LANDSCAPE IMPROVEMENTS. THE TREE FOR EVERY 10 PARKING SPACES FOR OFFICE USES AND ONE TREE FOR EVERY 15 PARKING SPACES FOR OTHER USES ARE NOT INCLUDED IN THE TOTAL. ON SITE TREES ARE LISTED ON THE PLANTING PLANS WITH 10 TO 15 YEARS OF CONSTRUCTION. PROJECT WILL USE TREES THAT MATURE OVER A LONGER TIME FRAME WITH LOWER LOW WATER NEEDS. SHADE REQUIREMENTS WILL EXCLUDE PALM TREES AND SMALL TREES.

0 30 60 120 150

RGA

MERIDIAN PARK SOUTH BUILDING C
00000 COYOTE BUSH ROAD
RIVERSIDE COUNTY, CA 92518

MERIDIAN

MERIDIAN PARK LLC
1156 N. MOUNTAIN AVENUE
UPLAND, CA 91786
CONTACTS:
TIMOTHY REEVES - 909-678-1284
JEFF GORDON - 949-230-6750

SITE PLAN

CONCEPTUAL LANDSCAPE PLAN

SHEET L1.1

NOTICE OF PUBLIC HEARING
RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION

A PUBLIC HEARING has been scheduled before the Riverside County Airport Land Use Commission (ALUC) to consider the application described below.

Any person may submit written comments to the ALUC before the hearing or may appear and be heard in support of or opposition to the project at the time of hearing. The proposed project application may be viewed at the Riverside County Administrative Center, 4080 Lemon Street, 14th Floor, Riverside, California 92501, Monday through Thursday from 8:00 a.m. to 5:00 p.m., except Monday, September 3 (Labor Day), and by prescheduled appointment on Friday, September 7, from 9:00 a.m. to 5:00 p.m.

ATTENTION: ALUC reviews a proposed plan or project solely to determine whether it is consistent with the applicable Airport Land Use Compatibility Plan. The March Joint Powers Authority will hold hearings on this project and should be contacted on non-ALUC issues.

PLACE OF HEARING: Riverside County Administration Center
4080 Lemon St., 1st Floor Board Chambers
Riverside, California

DATE OF HEARING: September 13, 2018

TIME OF HEARING: 9:30 A.M.

CASE DESCRIPTION:

ZAP1317MA18 – Meridian Park, LLC (Representative: Jeff Gordon) – March Joint Powers Authority Case Nos. GPA18-01 (General Plan Amendment), SPA18-01 (Specific Plan Amendment), TTM18-01 (Revision to Tentative Tract Map No. 30857), PP18-02 and PP18-03 (Plot Plans). PP18-02 proposes a commercial development consisting of 140,570 square feet of office area, 7,905 square foot commercial retail building (which may include dining establishments) with drive-through, a 3,300 square foot fast food restaurant with drive-through, a gas station with 12 vehicle fueling pumps and a 3,062 square foot convenience store on 23.68 acres located southerly of Van Buren Boulevard and easterly of the southerly extension of Orange Terrace Drive. PP18-03 proposes a 500,000 square foot industrial high cube warehouse building on 22.96 acres located on the northeast corner of Krameria Avenue and Coyote Bush Road. The applicant also proposes to amend the March Joint Powers Authority General Plan and March Business Center Specific Plan SP-1 (March Business Center Specific Plan SP-1 Amendment #7) land use designations of 61.93 acres within SP-1 South Campus as follows: 6.57 acres from Commercial to Business Park; 3.7 acres, from Office to Commercial; 4.11 acres from Business Park to Office; 25.77 acres, from Business Park to Industrial; and 21.78 acres, from Industrial to Business Park. The applicant also proposes revisions to the numbers, sizes, and locations of proposed lots in Tentative Tract Map No. 30857. (Airport Compatibility Zone C2 High Terrain Zone of the March Air Reserve Base/Inland Port Airport Influence Area).

FURTHER INFORMATION: Contact Paul Rull at (951) 955-6893. The ALUC holds hearings for local discretionary permits within the Airport Influence Areas, reviewing for aeronautical safety, noise and obstructions. All other concerns should be addressed to Ms. Lauren Sotelo of the March Joint Powers Authority at (951) 656-7000.

294-100-009-015/120-024,032,033
MERIDIAN PARK
1156 N MOUNTAIN AVE
UPLAND CA 91786

294-100-016,018,020
MARCH JOINT POWERS AUTHORITY
14205 MERIDIAN PKWY
RIVERSIDE CA 92518

294-030-040
RIVERSIDE UN SCHOOL DIST FACILITIES CORP
3380 14TH ST
RIVERSIDE CA 92501

294-100-004/120-007,013,022,035-037
MARCH JOINT POWERS AUTHORITY
23555 MEYER DR
RIVERSIDE CA 92518

294-110-010
BT-OH LLC
55 GLENLAKE PKWY
ATLANTA GA 30328

294-110-011/120-025
GATEWAY EMPIRE LLC
2100 ROSS AVE #3400
DALLAS TX 75201

294-120-024,026,031,034
MERIDIAN PARK
1156 N MOUNTAIN AVE
UPLAND CA 91786

294-293-008
CAMELLA M CUMMINGS
8944 MESA OAK DR
RIVERSIDE CA 92508

294-293-009
STEPHEN E/KIMBERLY M SANCHEZ
8948 MESA OAK DR
RIVERSIDE CA 92508

294-293-010
CREIGHTON A GOODMAN
20563 RED POPPY LN
RIVERSIDE CA 92508

294-301-001
WILLIAM & COLLETTE MAUZ
20551 RED POPPY LN
RIVERSIDE CA 92508

294-301-002
JOHN R & DARLENE L GURLEY
PO BOX 3345
WRIGHTWOOD CA 92397

294-301-003
LORENA C GERILLA/TED WARREN
20541 RED POPPY LN
RIVERSIDE CA 92508

294-301-004
RONALD W & DENISE KENNEDY
20537 RED POPPY LN
RIVERSIDE CA 92508

294-301-005
FELIX J & LINDA GARCIA SORIA
20531 RED POPPY LN
RIVERSIDE CA 92508

294-301-006
HERBERT & CLAUDIA MENDEZ
20523 RED POPPY LN
RIVERSIDE CA 92508

294-301-007
COLIN & BRITTANY CLARK
20511 RED POPPY LN
RIVERSIDE CA 92508

294-301-008
TIMOTHY E & HEIDI C PARKER
20507 RED POPPY LN
RIVERSIDE CA 92508

294-301-009
DELFINA E & RAYMOND LUJAN FRANCO
20501 RED POPPY LN
RIVERSIDE CA 92508

294-301-010
GARY EDWARD & TINA M PITRUCELLI ZECH
20475 RED POPPY LN
RIVERSIDE CA 92508

294-301-011
STANLEY L MADISON
20465 RED POPPY LN
RIVERSIDE CA 92508

294-301-012
GTE CALIF INC
PO BOX 152206
IRVING TX 75015

294-302-001
RASHMI KIRPEKAR/GAITONDE VIBHA
200 E DANA ST #33
MOUNTAIN VIEW CA 94041

294-303-014
LYNNE A & TIMOTHY F DYER
8947 MESA OAK DR
RIVERSIDE CA 92508

294-303-015
KAYLA PELLETIER
20542 RED POPPY LN
RIVERSIDE CA 92508

294-303-016
JOHN PATRICK ENRIQUEZ
20538 RED POPPY LN
RIVERSIDE CA 92508

294-303-017
JOHN R & LORI E MARTINEZ
6630 BLACKWOOD ST
RIVERSIDE CA 92506

294-303-018
DAVID & PHILISA DENT
20524 RED POPPY LN
RIVERSIDE CA 92508

294-303-019
VIVIAN AI THI NGUYEN
19452 NORWICH DR
RIVERSIDE CA 92508

294-303-020
DONALD C & DARLENE A HOLT
20508 RED POPPY LN
RIVERSIDE CA 92508

294-303-021
MARK R STEVENS
20500 RED POPPY LN
RIVERSIDE CA 92508

294-441-005
TONNA WRIGHT/ERWIN RAYMOND FOGERSON
8971 BELLEVUE PL
RIVERSIDE CA 92508

294-441-006
ERRON & VERONICA GARZA
8981 BELLEVUE PL
RIVERSIDE CA 92508

294-441-007
FRANK A & KIMBERLY ALAMO
8991 BELLEVUE PL
RIVERSIDE CA 92508

294-441-008
RAYMOND ANTHONY & JONNIE DIANN NEWARA
8992 BELLEVUE PL
RIVERSIDE CA 92508

294-441-009
KELLY & VALERA SEDONCHENKOFF
8982 BELLEVUE PL
RIVERSIDE CA 92508

294-441-011
DANIEL J & PATRICIA C SOCHAN
29205 SHADOW HILLS ST
MENIFEE CA 92584

294-441-019
MIGUEL A & JESUS C CABALLERO
8990 NIAGARA CT
RIVERSIDE CA 92508

294-441-020
JEFFERY J & JENNIFER M TAGGART
8976 NIAGARA CT
RIVERSIDE CA 92508

294-441-021
DEVIN C KLEE
8956 NIAGARA CT
RIVERSIDE CA 92508

294-441-023
THOMAS RAY & KAYLENE MARIE ALVAREZ
20675 GOLDEN RAIN RD
RIVERSIDE CA 92508

294-441-024
DAVID & LEILANI LEE
20683 GOLDEN RAIN RD
RIVERSIDE CA 92508

294-441-025
VICTOR MARES
20689 GOLDEN RAIN RD
RIVERSIDE CA 92508

294-441-035
LLOYD & TISA ARTHUR
8972 BELLEVUE PL
RIVERSIDE CA 92508

294-441-038
DAVID & OLIVIA LUNA CARDENAS
8991 NIAGARA CT
RIVERSIDE CA 92508

294-441-039
NATHANIEL S & TUPOU M WILDES
8975 NIAGARA CT
RIVERSIDE CA 92508

294-531-001
AA & BB MANAGEMENT
5521 EL MONTE AVE
TEMPLE CITY CA 91780

294-531-002
SALOME & OFELIA COVARRUBIAS
8973 COYOTE BUSH RD
RIVERSIDE CA 92508

294-531-003
TEJAS & FALGUNI MODI
8961 COYOTE BUSH RD
RIVERSIDE CA 92508

294-531-004
VIJAYA RAMAIAH
8949 COYOTE BUSH RD
RIVERSIDE CA 92508

294-531-015
TEJAS K MODI
8974 OAKRIDGE CT
RIVERSIDE CA 92508

294-531-016
AHMAD M ALZUBI/HAMDAN A ANDALEEB
8988 OAKRIDGE CT
RIVERSIDE CA 92508

294-630-001
EDDIE WASHINGTON
1057 E HWY 295
PLACENTIA CA 92870

294-630-002
KATSUMI O & WENDY L NUMATA
20329 RED POPPY LN
RIVERSIDE CA 92508

294-630-003
ASHISH & MONA A GAJARIA
20343 RED POPPY LN
RIVERSIDE CA 92508

294-630-004
ERIC & TANYA JACOPS
20355 RED POPPY LN
RIVERSIDE CA 92508

294-630-005
DANIEL J & STACEY L LERMA
20369 RED POPPY LN
RIVERSIDE CA 92508

294-630-006
JOSE & LEAH CRUZ
20383 RED POPPY LN
RIVERSIDE CA 92508

294-630-007
EVELIO & YESENIA MONDRAGON
20397 RED POPPY LN
RIVERSIDE CA 92508

294-630-008
GEORGEOVICH J/A TRUST
20413 RED POPPY LN
RIVERSIDE CA 92508

294-630-009
ERIC & APRIL M RAMOS
20429 RED POPPY LN
RIVERSIDE CA 92508

294-630-010
SONNY T TRAN/NU TUONG VI VINH TON
1187 TORRES AVE
MILPITAS CA 95035

MARCH JOINT POWERS AUTHORITY ATTN
DAN FAIRBANKS
RIVERSIDE CA 92518

MARCH JOINT POWERS AUTHORITY ATTN
DAN FAIRBANKS
RIVERSIDE CA 92518

MARCH JOINT POWERS AUTHORITY ATTN
DAN FAIRBANKS
RIVERSIDE CA 92518

MARCH JOINT POWERS AUTHORITY ATTN
DAN FAIRBANKS
RIVERSIDE CA 92518

WAYPOINT PROPERTY GROUP ATTN JEFF
GORDON
NEWPORT BEACH CA 92660

WAYPOINT PROPERTY GROUP ATTN JEFF
GORDON
NEWPORT BEACH CA 92660

WAYPOINT PROPERTY GROUP ATTN JEFF
GORDON
NEWPORT BEACH CA 92660

RIVERSIDE COUNTY
AIRPORT LAND USE COMMISSION

APPLICATION FOR MAJOR LAND USE ACTION REVIEW

ALUC CASE NUMBER: ZAP1317MA18 DATE SUBMITTED: 5/30/18

APPLICANT / REPRESENTATIVE / PROPERTY OWNER CONTACT INFORMATION

Applicant	Meridian Park, LLC	Phone Number	(949) 279-7339
Mailing Address	567 San Nicolas Dr., #270 Newport Beach, CA 92660	Email	jgordon@waypointpg.com
Representative	Jeff Gordon	Phone Number	(949) 279-7339
Mailing Address	Same as above	Email	
Property Owner	Meridian Park, LLC	Phone Number	Same
Mailing Address	Same as above	Email	

P.H.
C2
HTZ

LOCAL JURISDICTION AGENCY

Local Agency Name	March Joint Powers Authority	Phone Number	(951) 656-7000
Staff Contact	LAUREN SOTELO	Email	
Mailing Address	14205 Meridian Pkwy, Suite 140 Riverside, CA 92518	Case Type	☐ General Plan / Specific Plan Amendment ☐ Zoning Ordinance Amendment ☑ Subdivision Parcel Map / Tentative Tract ☐ Use Permit ☑ Site Plan Review/Plot Plan ☐ Other
Local Agency Project No	GPA18-01 TTM 18-01 (TTM 30857) SPA18-01 PP18-02 / PP18-03		

PROJECT LOCATION

Attach an accurately scaled map showing the relationship of the project site to the airport boundary and runways

Street Address	Krameria Ave & Coyote Bush Intersection		
Assessor's Parcel No.	294-100-016, 294-100-012 thru 013, 294-100-032	Gross Parcel Size	250 +/- Acres
Subdivision Name	Meridian South Campus - Tract 30557-7	Nearest Airport and distance from Airport	Approx 1 mile from March Field
Lot Number	Lots 1, 4, 5 + TSM lots # 72-75		

PROJECT DESCRIPTION

If applicable, attach a detailed site plan showing ground elevations, the location of structures, open spaces and water bodies, and the heights of structures and trees; include additional project description data as needed

Existing Land Use (describe): See attached project description

EXHIBIT A29

Riverside County ALUC ZAP1317MA18 Consistency Letter dated September 20, 2018

AIRPORT LAND USE COMMISSION
RIVERSIDE COUNTY

CHAIR
Steve Manos
Lake Elsinore

VICE CHAIR
Russell Betts
Desert Hot Springs

COMMISSIONERS

Arthur Butler
Riverside

John Lyon
Riverside

Steven Stewart
Palm Springs

Richard Stewart
Moreno Valley

Gary Youmans
Temecula

STAFF

Director
Simon A. Housman

John Guerin
Paul Rull
Barbara Santos

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

www.rcaluc.org

September 20, 2018

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

RE: AIRPORT LAND USE COMMISSION (ALUC) DEVELOPMENT REVIEW

File No.:	ZAP1317MA18
Related File Nos.:	GPA 18-01 (General Plan Amendment), SPA 18-01 (Specific Plan Amendment), TTM 18-01 (Revision to Tentative Tract Map No. 30857), PP 18-02 and PP 18-03 (Plot Plans)
APNs:	294-100-012, 294-100-006, 294-120-032 & 294-100-005

Dear Ms. Sotelo:

On September 13, 2018, the Riverside County Airport Land Use Commission (ALUC) found March Joint Powers Authority Case Nos. GPA 18-01 (General Plan Amendment) and SPA 18-01 (Specific Plan Amendment) proposing to amend the March Joint Powers Authority General Plan and March Business Center Specific Plan land use designations on five sites within the South Campus of the March Business Center, **CONSISTENT** with the 2014 March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan. Specifically, the amendments propose to: 1) change 3.7 gross acres (3.49 net acres due to roadway dedications) of land located southerly of Van Buren Boulevard and easterly of the southerly extension of Orange Terrace Drive from Office to Commercial (leaving a remaining 9.42 gross acres designated as Office); 2) change approximately 25.77 gross acres of land located on the northeast corner of Krameria Avenue and Coyote Bush Road from Business Park to Industrial; 3) change approximately 21.78 gross acres located easterly of the above-referenced 25.77-acre site from Industrial to Business Park; 4) change 6.57 gross acres (5.84 net acres due to roadway dedications) of land on the west side of Village West Drive, southerly of Van Buren Boulevard from Commercial to Business Park; and 5) change approximately 4.11 gross acres (3.65 net acres due to roadway dedications) on the northwest corner of Van Buren Boulevard and Coyote Bush Road from Business Park to Office.

On September 13, 2018, the Riverside County Airport Land Use Commission (ALUC) found March Joint Powers Authority Case Nos. TTM 18-01 (Revision to Tentative Tract Map No. 30857), PP 18-02 and PP 18-03 (Plot Plans), **CONSISTENT** with the 2014 March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan, subject to the conditions listed below. Specifically, PP18-02 proposes a commercial development consisting of 140,570 square feet of office area, a 7,905 square foot commercial retail building (which may include dining establishments) with drive-through, a 3,300 square foot fast food restaurant with drive-through, a gas station with 12 vehicle fueling pumps, and a 3,062 square foot convenience store on 23.68 acres located southerly of Van Buren Boulevard and easterly of the southerly extension of Orange Terrace Drive. PP18-03 proposes a 500,000 square foot industrial high cube warehouse building on 22.96 acres located on the northeast corner of Krameria Avenue and Coyote Bush Road. TTM18-01 proposes amending previously approved but never recorded Tentative Tract Map No. 30857 as follows: 1) adjusting the boundaries of tentatively approved Parcels 4 through 7 so as to result in the following acreages – Parcel 4, 22.93 acres; Parcel 5, 10.33 acres; Parcel 6, 9.51 acres; Parcel 7, 15.6 acres; 2) reducing Parcel 41 to 3.65 acres, consolidating the southern portion of Parcel 41 and Parcels 49 and 50 with Parcel 48, resulting in a revised

acreage of 5.03 acres for Parcel 48; and 3) adjusting the boundaries of tentatively approved Parcels 72 through 75 so as to result in the following acreages: Parcel 72, 3.7 acres; Parcel 73, 10.77 acres; Parcel 74, 9.42 acres; and Parcel 75, 8.24 acres.

CONDITIONS:

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

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

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

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

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

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

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

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

4. The attached notice shall be provided to all prospective purchasers of the proposed parcels and tenants or lessees of the buildings.

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

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

7. This project has been evaluated for an industrial development consisting of 480,000 square feet of high cube warehouse area and 20,000 square feet of office area, and a commercial development consisting of 140,750 square feet of office area, a 3,062 square foot gas station convenience store and 12 fuel pumps, 9,015 square feet of restaurant dining area, 930 square feet of restaurant commercial kitchen, and 1,260 square feet of retail area. Any increase in building area, change in use (other than an increase in retail area in the Shops 1 building with a corresponding reduction in restaurant dining area therein) or modification of the tentative parcel map lot lines and areas will require an amended review by the Airport Land Use Commission.

8. The maximum square footage of restaurant dining area in Shops 1 building shall not exceed 6,015 square feet.

9. The maximum square footage of dining area in the fast food restaurant Pad A shall not exceed 3,000 square feet.

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

11. The Federal Aviation Administration has conducted an aeronautical study of the proposed project (Aeronautical Study Nos. 2018-AWP-9379-OE through 9391-OE) and has determined that neither marking nor lighting of the structure(s) is necessary for aviation safety. However, if marking and/or lighting for aviation safety are accomplished on a voluntary basis, such marking and/or lighting (if any) shall be installed in accordance with FAA Advisory Circular 70/7460-1 L Change 1 and shall be maintained in accordance therewith for the life of the project.

12. The proposed buildings shall not exceed a height of 51 feet above ground level and a maximum elevation at top point of 1,777 feet above mean sea level.

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

14. Temporary construction equipment used during actual construction of the structure(s) shall not exceed 51 feet in height and a maximum elevation of 1,777 feet above mean sea level, unless separate notice is provided to the Federal Aviation Administration through the Form 7460-1 process.

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

If you have any questions, please contact Paul Rull, ALUC Urban Regional Planner IV, at (951) 955-6893 or John Guerin, ALUC Principal Planner, at (951) 955-0982.

Sincerely,
RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION

Simon A. Housman, ALUC Director

Attachments: Notice of Airport in Vicinity
Aeronautical Study Nos. 2017-AWP-9379 through -9391-OE

cc: Meridian Park, LLC (applicant/property owner)
Jeff Gordon (representative)
Gary Gosliga, March Inland Port Airport Authority
Daniel "Rock" Rockholt, March Air Reserve Base
ALUC Case File

Y:\AIRPORT CASE FILES\March\ZAP1317MA18\ZAP1317MA18.LTR.doc

NOTICE OF AIRPORT IN VICINITY

This property is presently located in the vicinity of an airport, within what is known as an airport influence area. For that reason, the property may be subject to some of the annoyances or inconveniences associated with proximity to airport operations (for example: noise, vibration, or odors). Individual sensitivities to those annoyances [can vary from person to person. You may wish to consider what airport annoyances], if any, are associated with the property before you complete your purchase and determine whether they are acceptable to you. Business & Professions Code Section 11010 (b)(13)(A)

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

Aeronautical Study No.
2018-AWP-9379-OE

Issued Date: 06/22/2018

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 C
Location:	Riverside, CA
Latitude:	33-53-00.18N NAD 83
Longitude:	117-18-13.52W
Heights:	1726 feet site elevation (SE)
	51 feet above ground level (AGL)
	1777 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does exceed obstruction standards but 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 12/22/2019 unless:

(a) the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
(b) extended, revised, or terminated by the issuing office.
(c) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within

6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

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

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

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

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

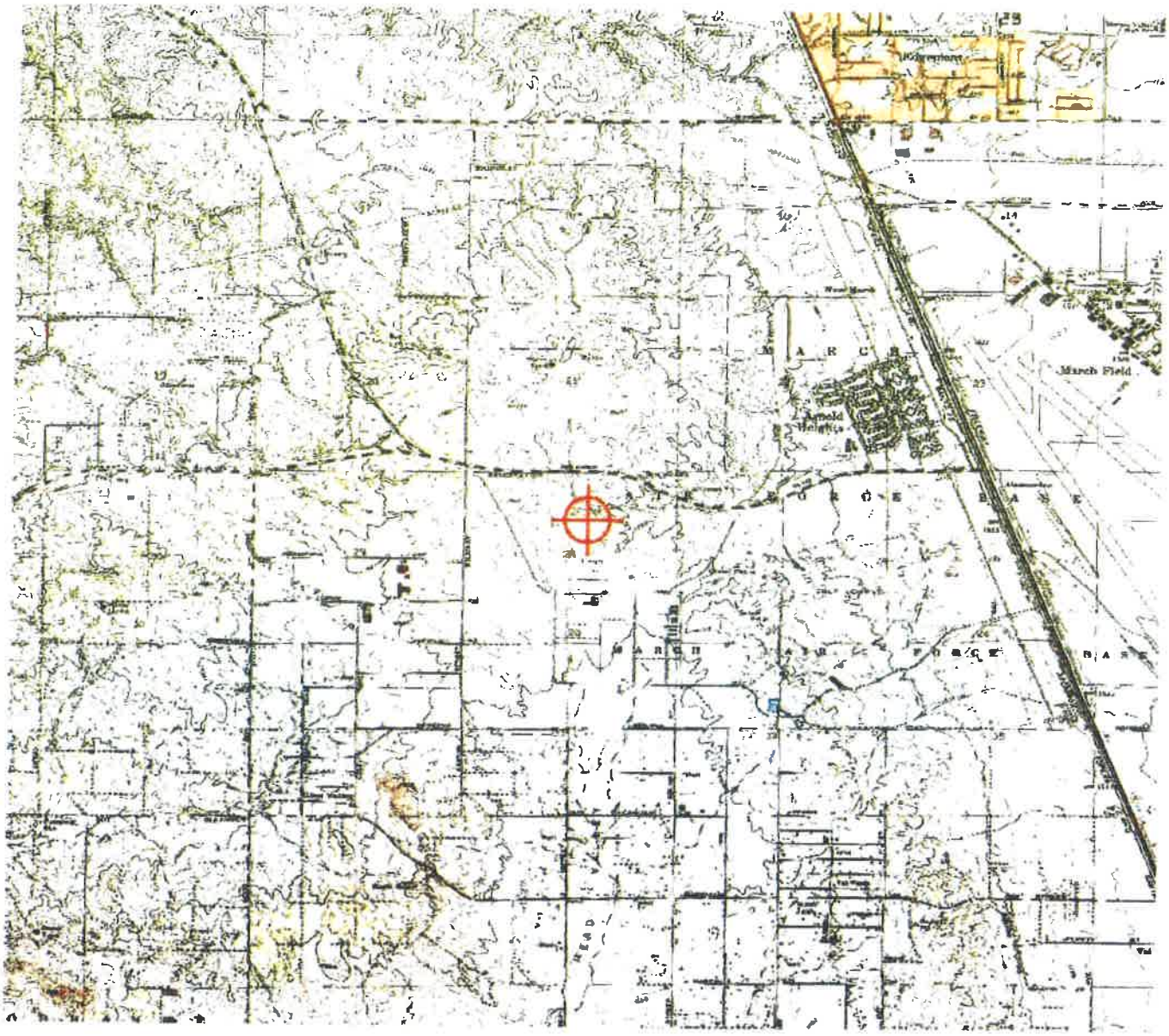
This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

If we can be of further assistance, please contact our office at (310) 725-6557, or karen.mcdonald@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2018-AWP-9379-OE.

Signature Control No: 364501671-368524332 (EBO)
Karen McDonald
Specialist

Attachment(s)
Map(s)

TC) Map for ASN 2018-AWP-9379-OE



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

Aeronautical Study No.
2018-AWP-9380-OE

Issued Date: 06/22/2018

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 1
Location:	Riverside, CA
Latitude:	33-53-09.97N NAD 83
Longitude:	117-18-10.27W
Heights:	1733 feet site elevation (SE) 38 feet above ground level (AGL) 1771 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does exceed obstruction standards but 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 12/22/2019 unless:

(a) the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
(b) extended, revised, or terminated by the issuing office.
(c) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within

6 months of the date of is determination. In such case, the dete nation expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

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

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

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

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

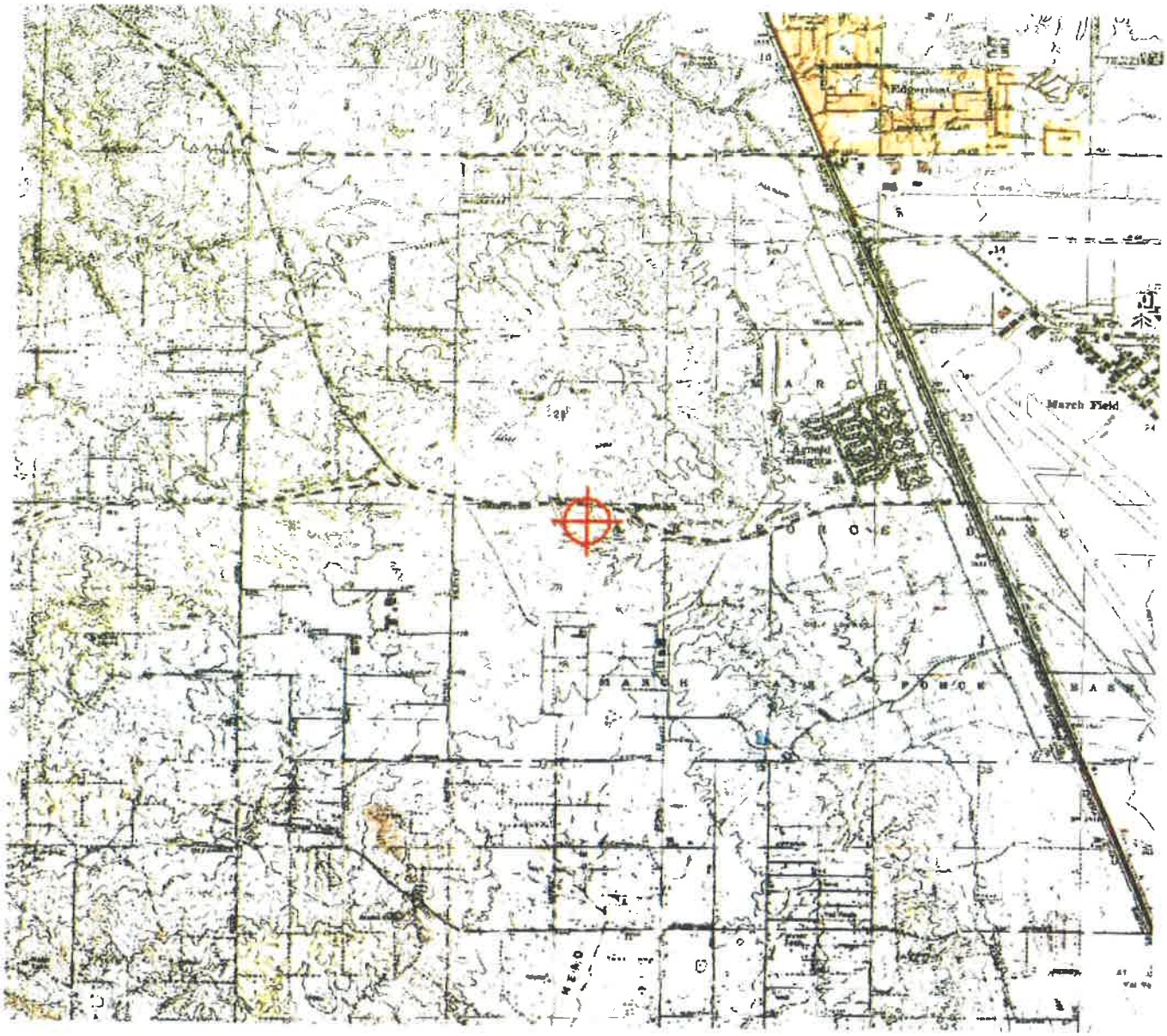
This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

If we can be of further assistance, please contact our office at (310) 725-6557, or karen.mcdonald@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2018-AWP-9380-OE.

Signature Control No: 364501672-368524325 (EBO)
Karen McDonald
Specialist

Attachment(s)
Map(s)

TC) Map for ASN 2018-AWP-9380-OE



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

Aeronautical Study No.
2018-AWP-9381-OE

Issued Date: 06/22/2018

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 2
Location:	Riverside, CA
Latitude:	33-53-13.41N NAD 83
Longitude:	117-18-05.09W
Heights:	1722 feet site elevation (SE) 26 feet above ground level (AGL) 1748 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does exceed obstruction standards but 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 12/22/2019 unless:

(a) the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
(b) extended, revised, or terminated by the issuing office.
(c) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within

6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

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

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

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

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

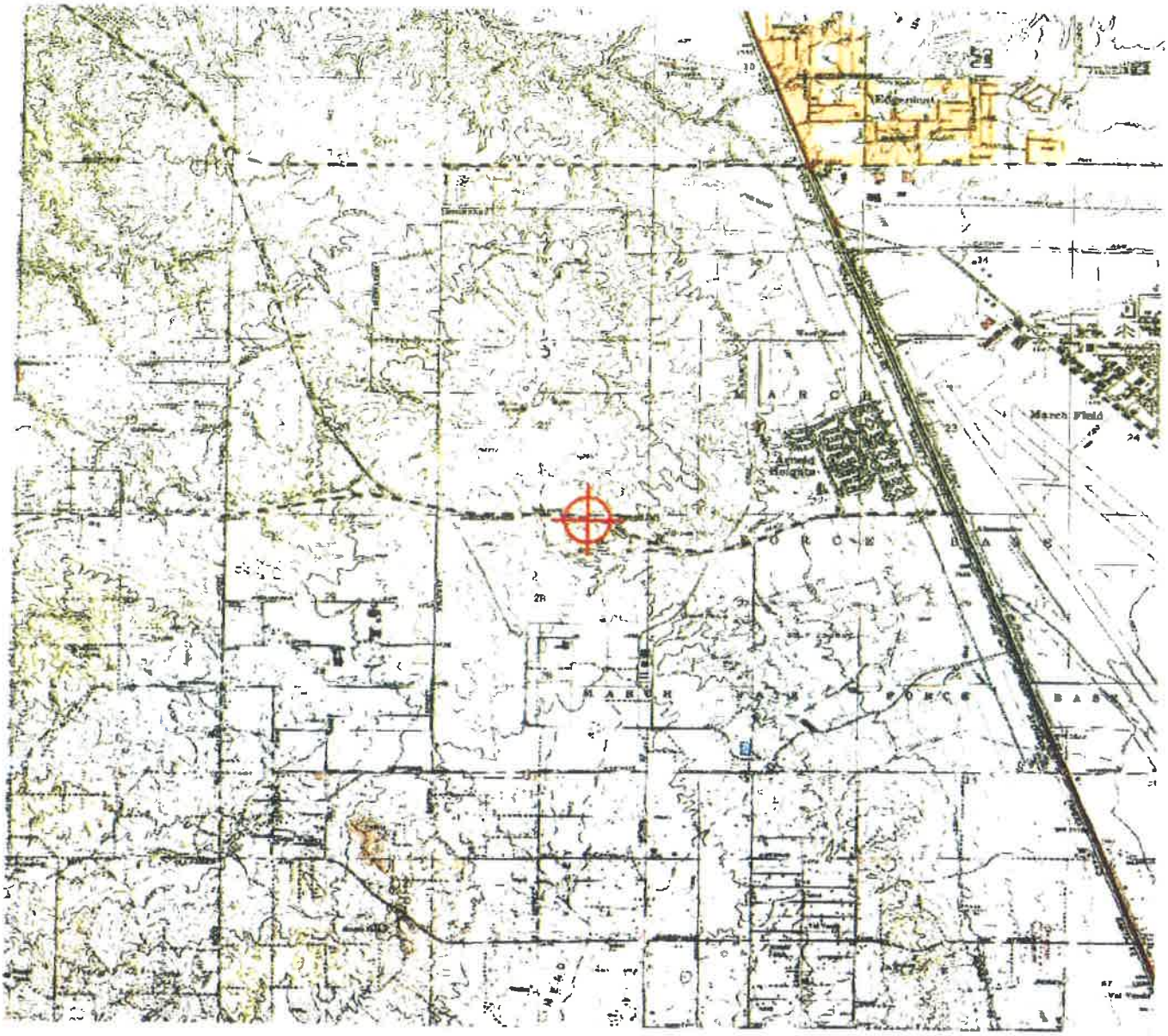
This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

If we can be of further assistance, please contact our office at (310) 725-6557, or karen.mcdonald@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2018-AWP-9381-OE.

Signature Control No: 364501675-368524326 (EBO)
Karen McDonald
Specialist

Attachment(s)
Map(s)

T(ɔ Map for ASN 2018-AWP-9381-OE



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

Aeronautical Study No.
2018-AWP-9382-OE

Issued Date: 06/22/2018

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 3
Location:	Riverside, CA
Latitude:	33-53-12.61N NAD 83
Longitude:	117-18-02.20W
Heights:	1722 feet site elevation (SE) 24 feet above ground level (AGL) 1746 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does exceed obstruction standards but 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 12/22/2019 unless:

(a) the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
(b) extended, revised, or terminated by the issuing office.
(c) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within

6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

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

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

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

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

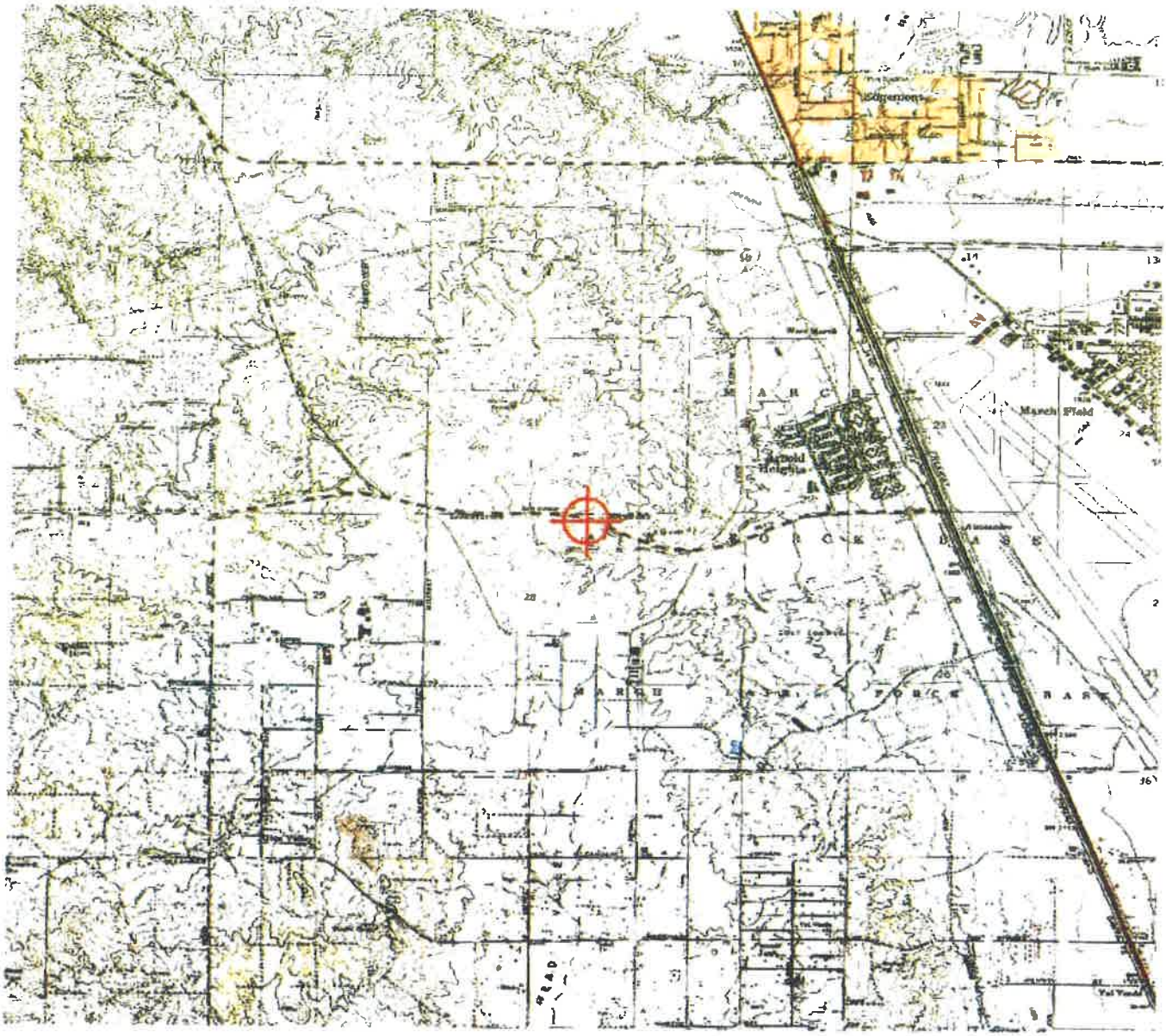
This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

If we can be of further assistance, please contact our office at (310) 725-6557, or karen.mcdonald@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2018-AWP-9382-OE.

Signature Control No: 364501676-368524331 (EBO)
Karen McDonald
Specialist

Attachment(s)
Map(s)

TC O Map for ASN 2018-AWP-9382-OE



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

Aeronautical Study No.
2018-AWP-9383-OE

Issued Date: 06/22/2018

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 4
Location:	Riverside, CA
Latitude:	33-53-11.69N NAD 83
Longitude:	117-17-59.57W
Heights:	1717 feet site elevation (SE) 26 feet above ground level (AGL) 1743 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does exceed obstruction standards but 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 12/22/2019 unless:

(a) the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
(b) extended, revised, or terminated by the issuing office.
(c) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within

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

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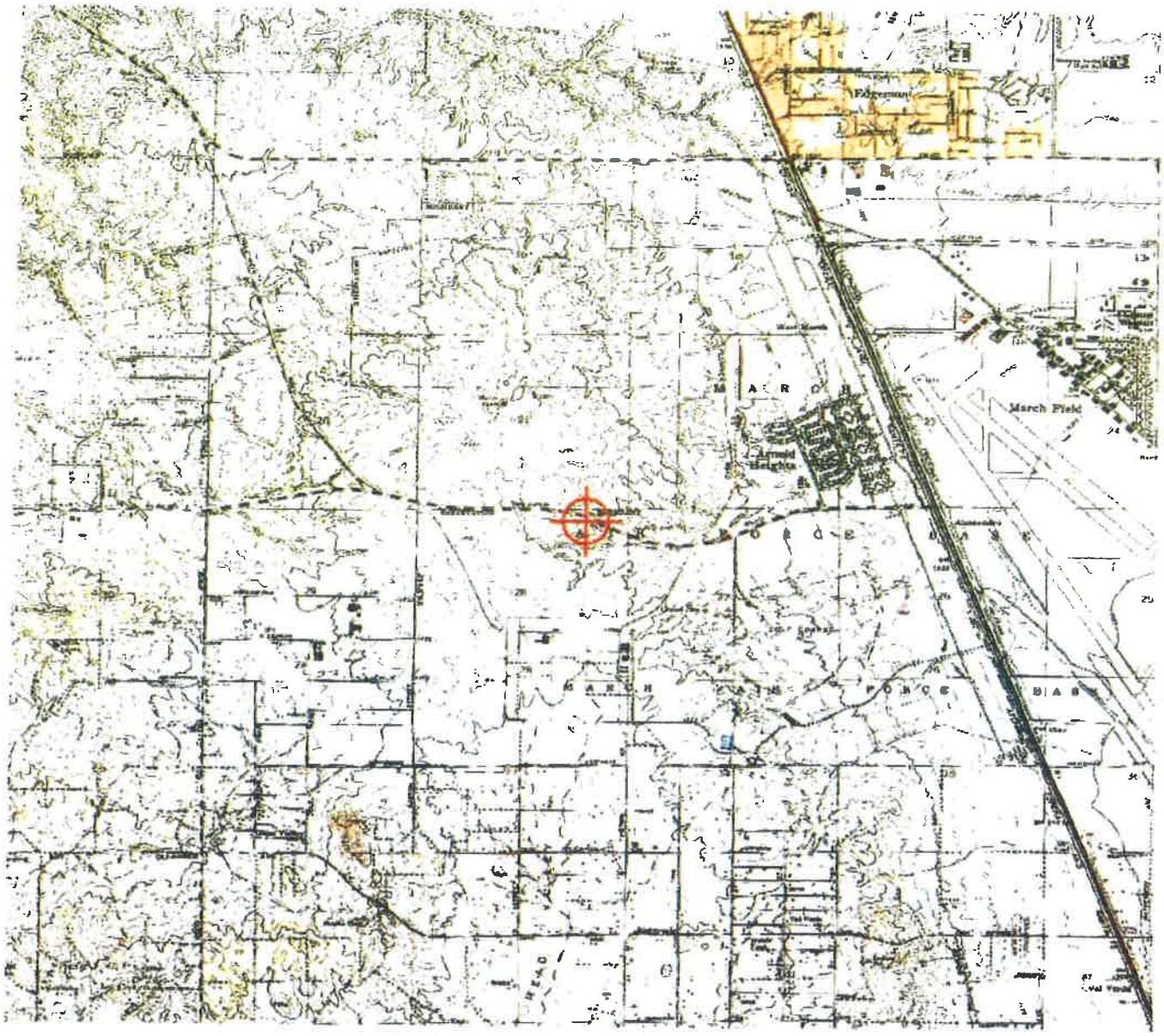
This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

If we can be of further assistance, please contact our office at (310) 725-6557, or karen.mcdonald@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2018-AWP-9383-OE.

Signature Control No: 364501677-368524328 (EBO)
Karen McDonald
Specialist

Attachment(s)
Map(s)

TC) Map for ASN 2018-AWP-9383-OE



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

Aeronautical Study No.
2018-AWP-9384-OE

Issued Date: 06/22/2018

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 5
Location:	Riverside, CA
Latitude:	33-53-11.13N NAD 83
Longitude:	117-18-05.85W
Heights:	1723 feet site elevation (SE) 26 feet above ground level (AGL) 1749 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does exceed obstruction standards but 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 12/22/2019 unless:

(a) the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
(b) extended, revised, or terminated by the issuing office.
(c) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within

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

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

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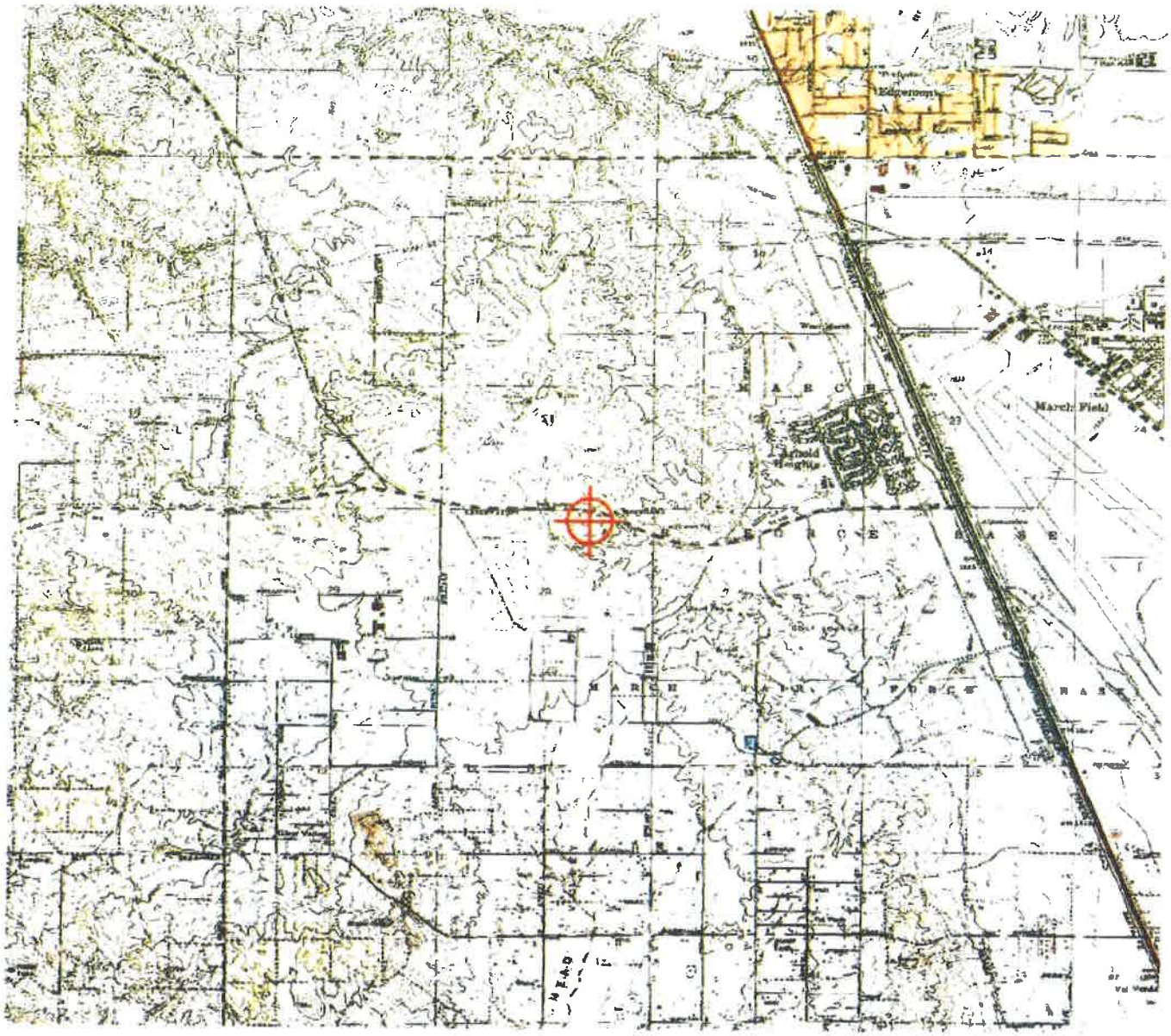
This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

If we can be of further assistance, please contact our office at (310) 725-6557, or karen.mcdonald@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2018-AWP-9384-OE.

Signature Control No: 364501678-368524333 (EBO)
Karen McDonald
Specialist

Attachment(s)
Map(s)

TC D Map for ASN 2018-AWP-9384-OE



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

Aeronautical Study No.
2018-AWP-9385-OE

Issued Date: 06/22/2018

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 6
Location:	Riverside, CA
Latitude:	33-53-10.91N NAD 83
Longitude:	117-18-04.45W
Heights:	1723 feet site elevation (SE)
	26 feet above ground level (AGL)
	1749 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does exceed obstruction standards but 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 12/22/2019 unless:

(a) the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
(b) extended, revised, or terminated by the issuing office.
(c) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within

6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

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

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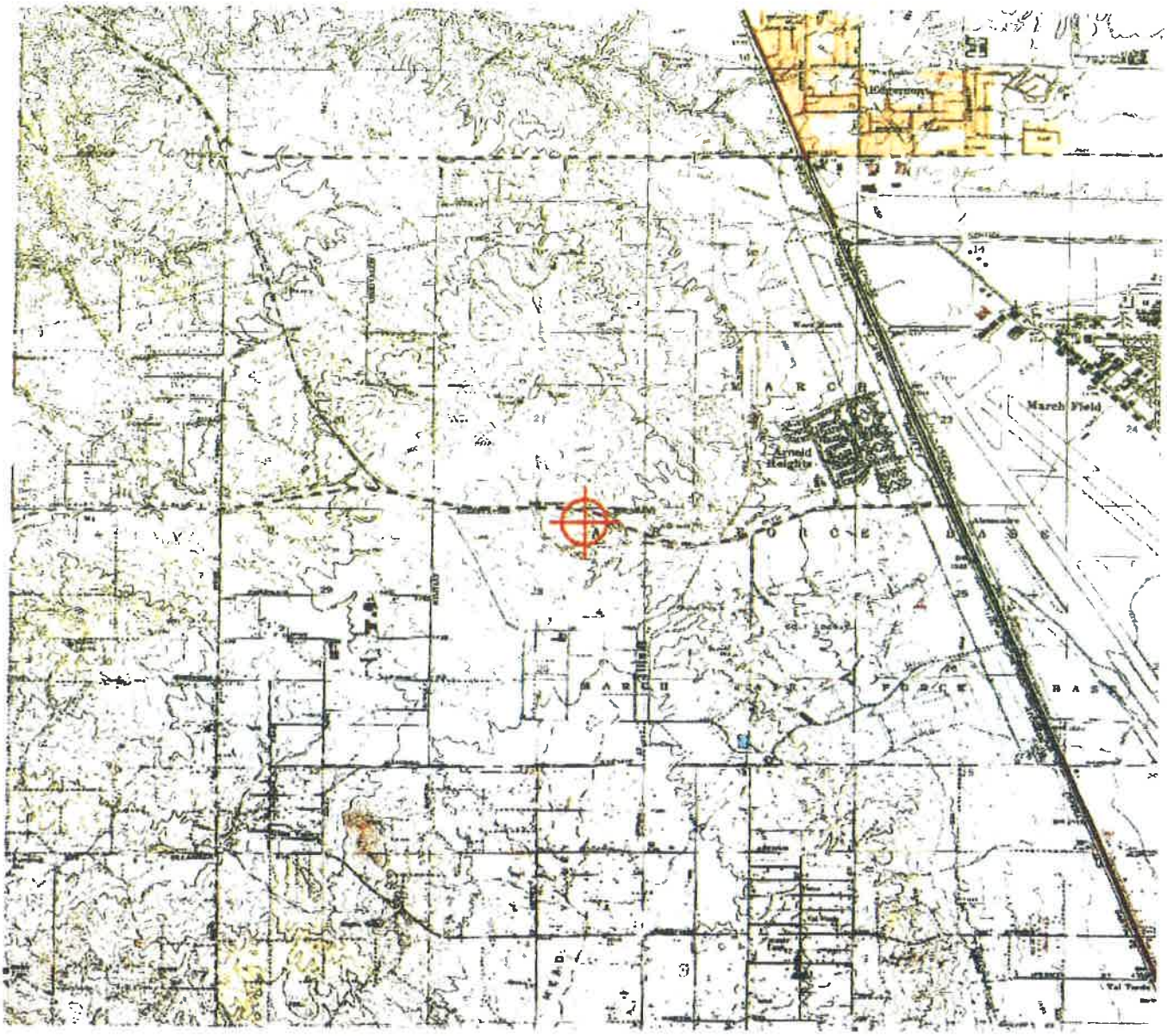
This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

If we can be of further assistance, please contact our office at (310) 725-6557, or karen.mcdonald@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2018-AWP-9385-OE.

Signature Control No: 364501681-368524329 (EBO)
Karen McDonald
Specialist

Attachment(s)
Map(s)

TC D Map for ASN 2018-AWP-9385-OE



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

Aeronautical Study No.
2018-AWP-9386-OE

Issued Date: 06/22/2018

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 7
Location:	Riverside, CA
Latitude:	33-53-09.75N NAD 83
Longitude:	117-18-00.83W
Heights:	1719 feet site elevation (SE) 26 feet above ground level (AGL) 1745 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does exceed obstruction standards but 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 12/22/2019 unless:

(a) the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
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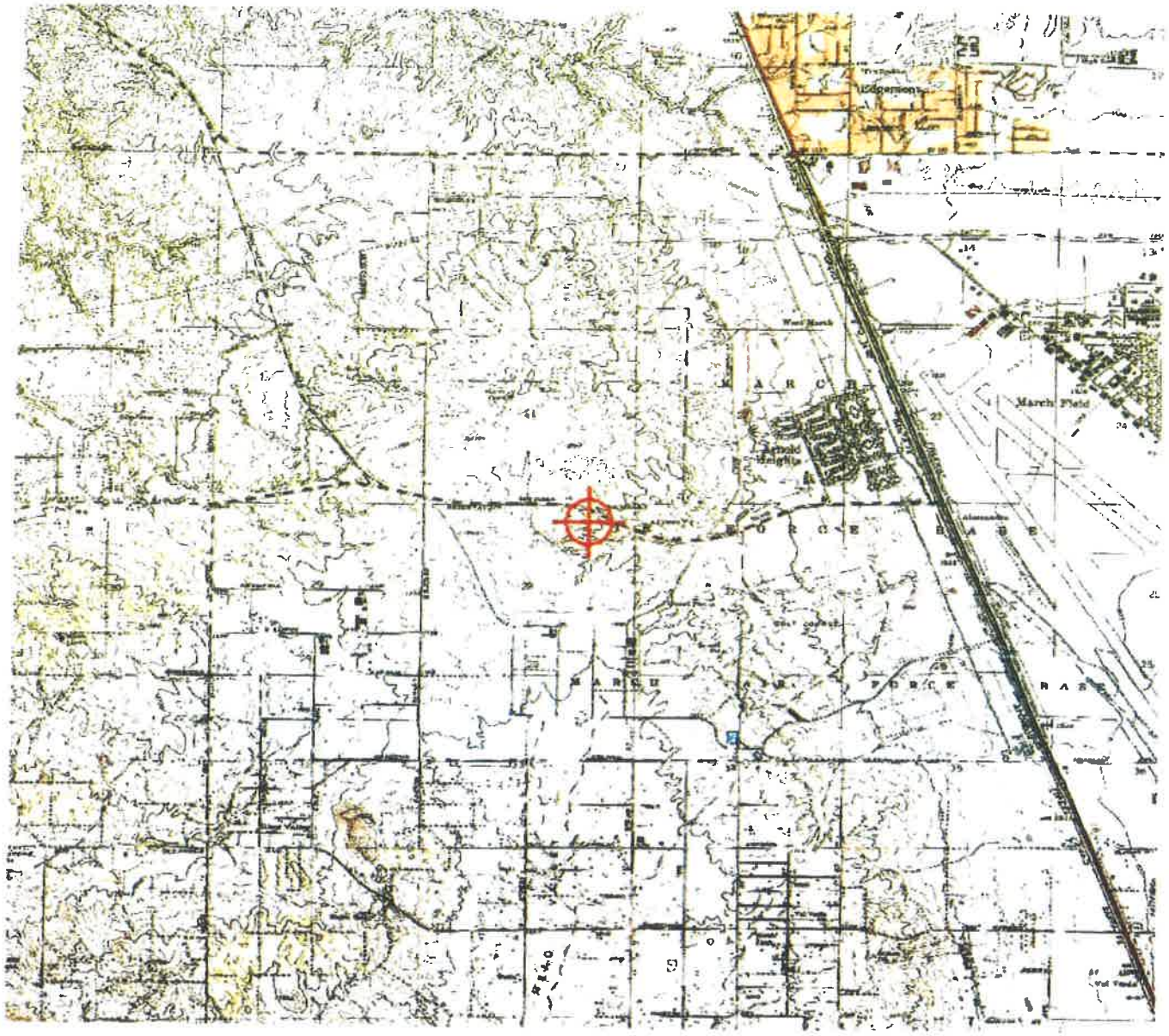
This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

If we can be of further assistance, please contact our office at (310) 725-6557, or karen.mcdonald@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2018-AWP-9386-OE.

Signature Control No: 364501685-368524336 (EBO)
Karen McDonald
Specialist

Attachment(s)
Map(s)

T( )O Map for ASN 2018-AWP-9386-OE



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

Aeronautical Study No.
2018-AWP-9387-OE

Issued Date: 06/22/2018

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 8
Location:	Riverside, CA
Latitude:	33-53-08.35N NAD 83
Longitude:	117-18-04.98W
Heights:	1724 feet site elevation (SE) 36 feet above ground level (AGL) 1760 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does exceed obstruction standards but 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.

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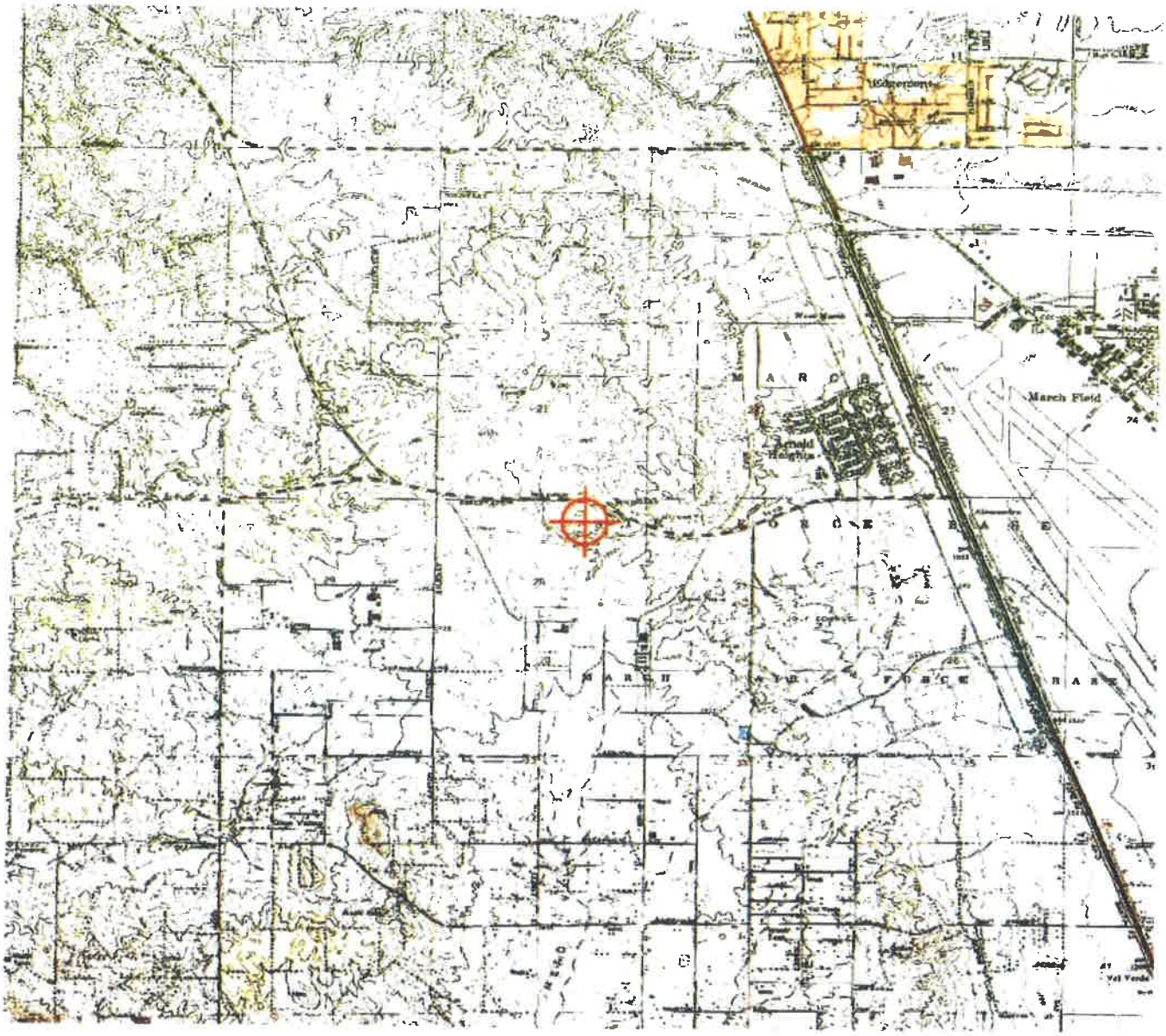
If we can be of further assistance, please contact our office at (310) 725-6557, or karen.mcdonald@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2018-AWP-9387-OE.

Signature Control No: 364501686-368524335 (EBO)
Karen McDonald
Specialist

Attachment(s)
Map(s)


Edgemont
March Field
Arnold Heights

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

Aeronautical Study No.
2018-AWP-9388-OE

Issued Date: 06/22/2018

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 FOODMART BLDG
Location:	Riverside, CA
Latitude:	33-53-12.48N NAD 83
Longitude:	117-18-09.13W
Heights:	1727 feet site elevation (SE)
	25 feet above ground level (AGL)
	1752 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does exceed obstruction standards but 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.

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(c) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within

6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

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

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

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

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

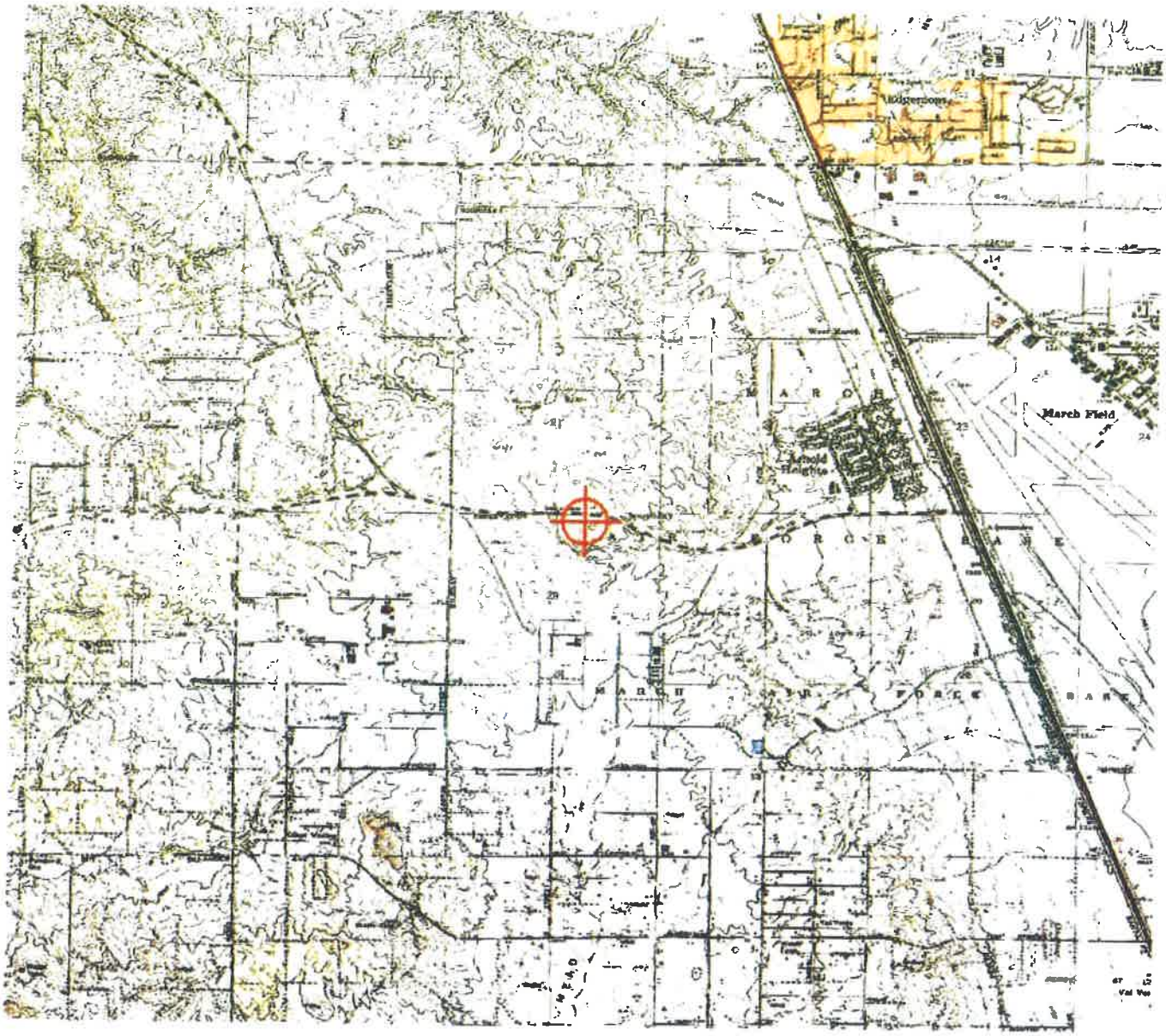
This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

If we can be of further assistance, please contact our office at (310) 725-6557, or karen.mcdonald@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2018-AWP-9388-OE.

Signature Control No: 364501687-368524330 (EBO)
Karen McDonald
Specialist

Attachment(s)
Map(s)

TC) Map for ASN 2018-AWP-9388-OE ,



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

Aeronautical Study No.
2018-AWP-9389-OE

Issued Date: 06/22/2018

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 GAS STATION CPY
Location:	Riverside, CA
Latitude:	33-53-13.42N NAD 83
Longitude:	117-18-09.25W
Heights:	1726 feet site elevation (SE) 22 feet above ground level (AGL) 1748 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does exceed obstruction standards but 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 12/22/2019 unless:

(a) the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
(b) extended, revised, or terminated by the issuing office.
(c) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within

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

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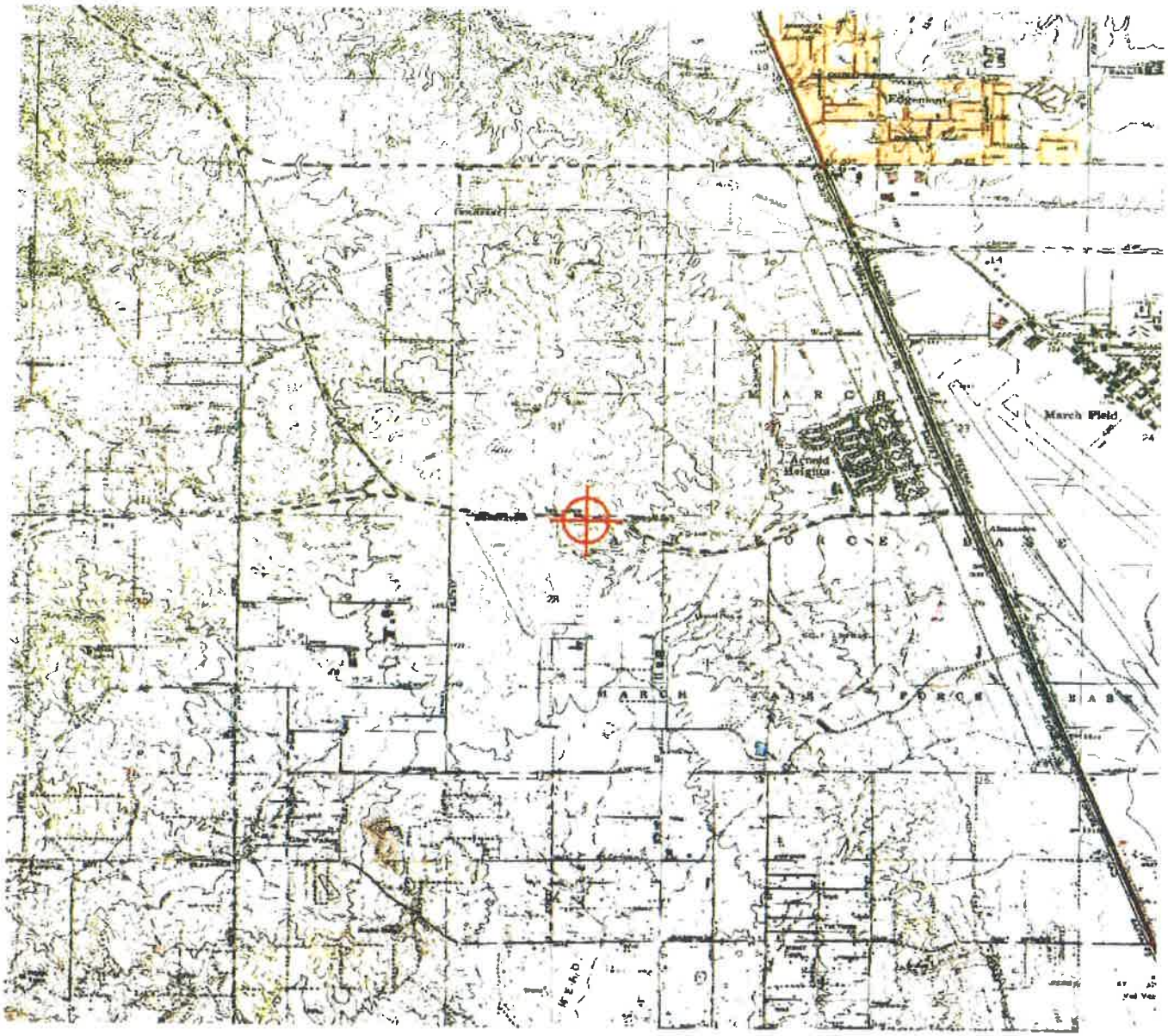
This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

If we can be of further assistance, please contact our office at (310) 725-6557, or karen.mcdonald@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2018-AWP-9389-OE.

Signature Control No: 364501688-368524337 (EBO)
Karen McDonald
Specialist

Attachment(s)
Map(s)

TC Map for ASN 2018-AWP-9389-OE



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

Aeronautical Study No.
2018-AWP-9390-OE

Issued Date: 06/22/2018

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 RETAIL SHOPS BLDG
Location:	Riverside, CA
Latitude:	33-53-13.98N NAD 83
Longitude:	117-18-11.39W
Heights:	1730 feet site elevation (SE)
	29 feet above ground level (AGL)
	1759 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does exceed obstruction standards but 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 12/22/2019 unless:

(a) the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
(b) extended, revised, or terminated by the issuing office.
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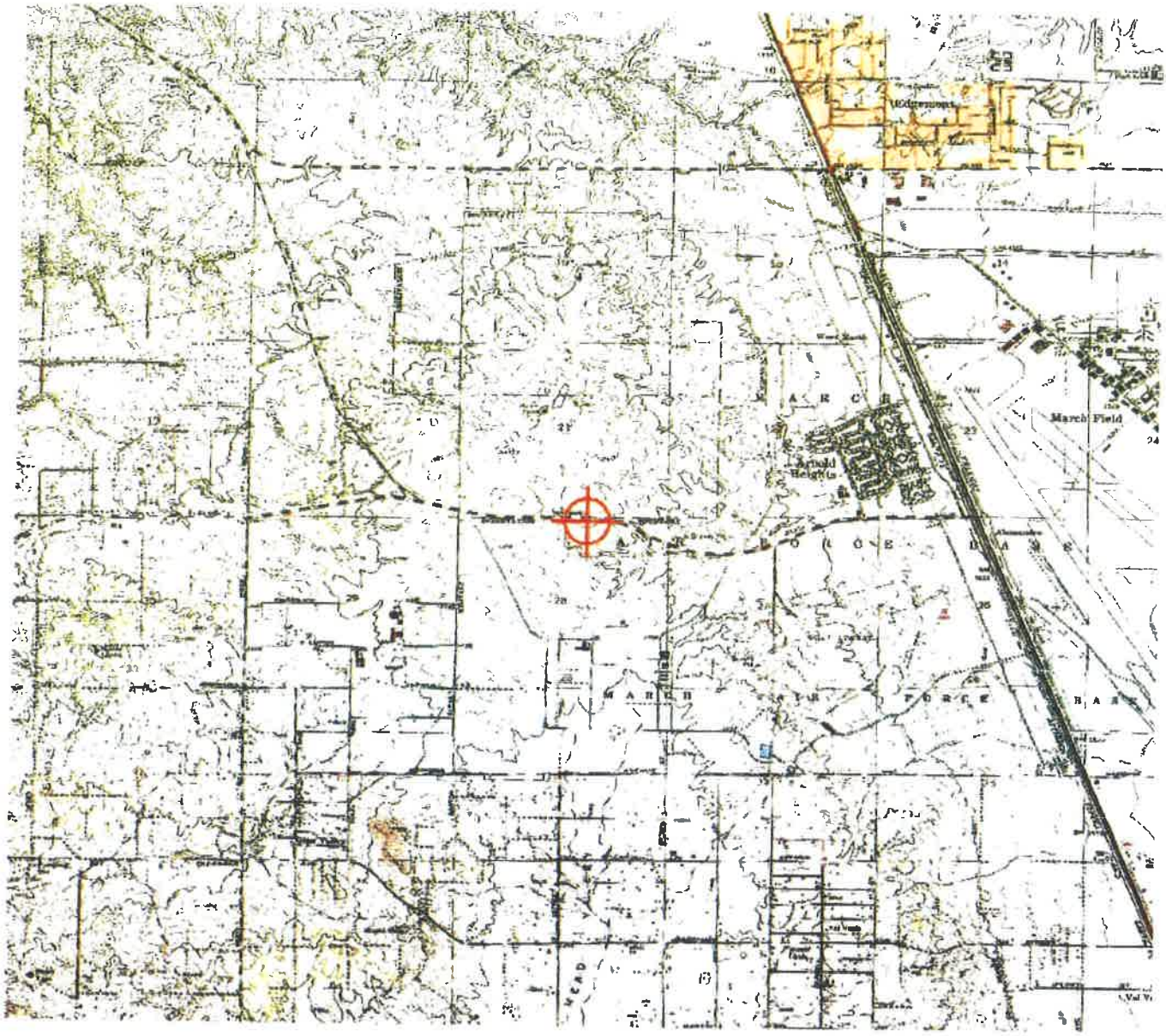
This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

If we can be of further assistance, please contact our office at (310) 725-6557, or karen.mcdonald@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2018-AWP-9390-OE.

Signature Control No: 364501690-368524334 (EBO)
Karen McDonald
Specialist

Attachment(s)
Map(s)

TO Map for ASN 2018-AWP-9390-OE



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

Aeronautical Study No.
2018-AWP-9391-OE

Issued Date: 06/22/2018

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 RETAIL A FF BLDG
Location:	Riverside, CA
Latitude:	33-53-13.80N NAD 83
Longitude:	117-18-15.55W
Heights:	1733 feet site elevation (SE) 28 feet above ground level (AGL) 1761 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does exceed obstruction standards but 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 12/22/2019 unless:

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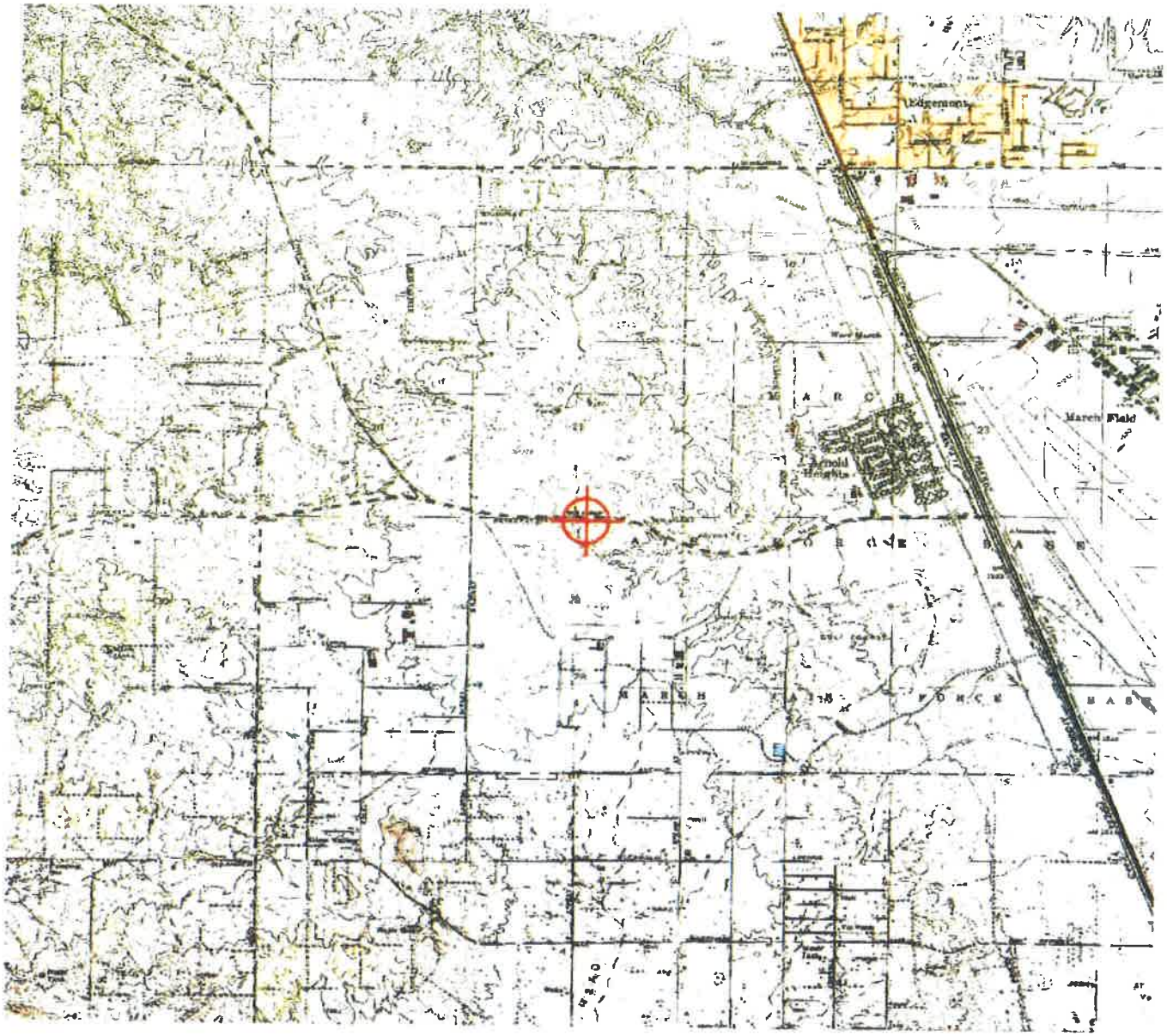
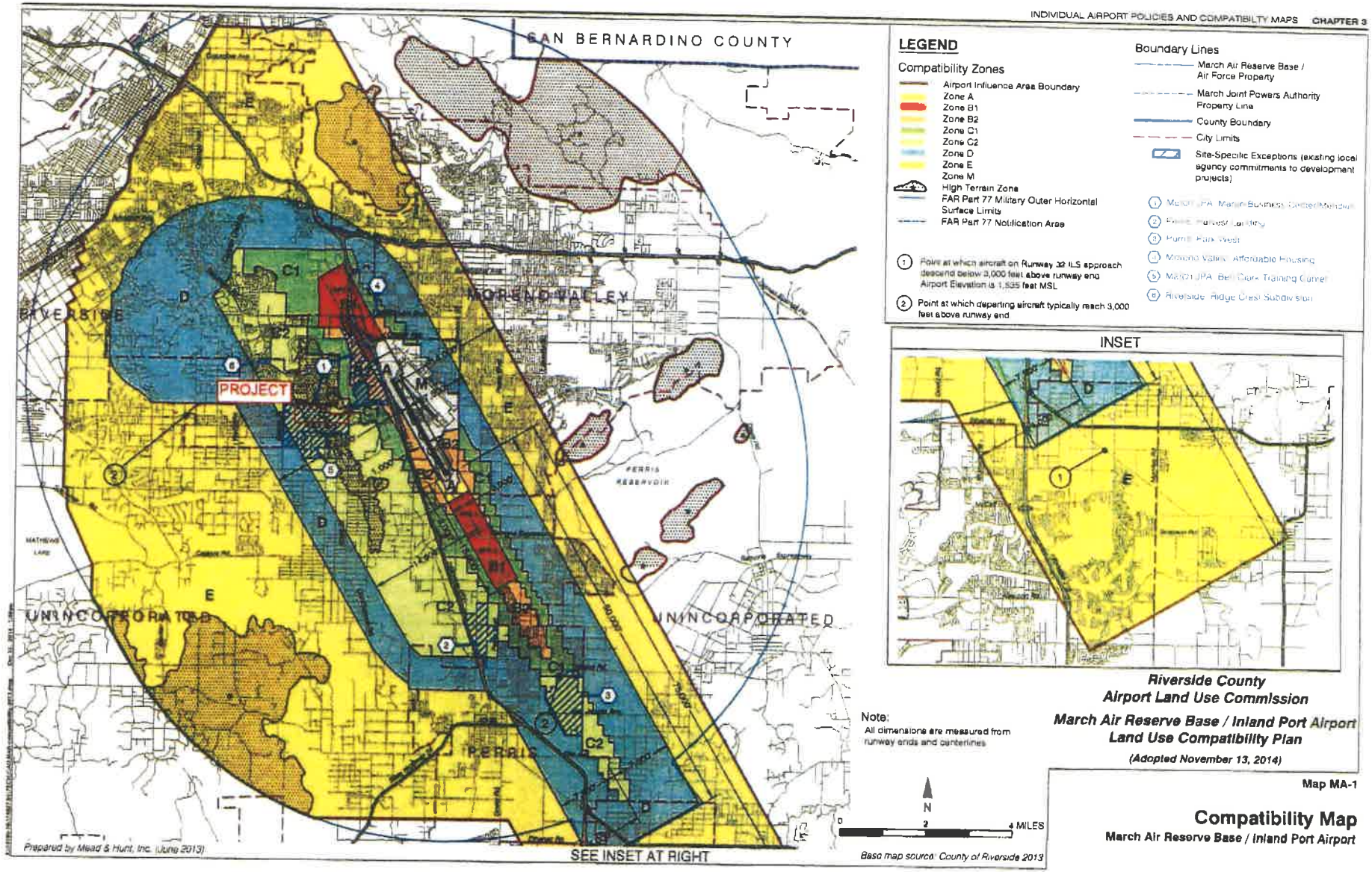
If we can be of further assistance, please contact our office at (310) 725-6557, or karen.mcdonald@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2018-AWP-9391-OE.

Signature Control No: 364501692-368524327 (EBO)
Karen McDonald
Specialist

Attachment(s)
Map(s)

TC) Map for ASN 2018-AWP-9391-OE





Riverside County
Airport Land Use Commission

March Air Reserve Base / Inland Port Airport
Land Use Compatibility Plan

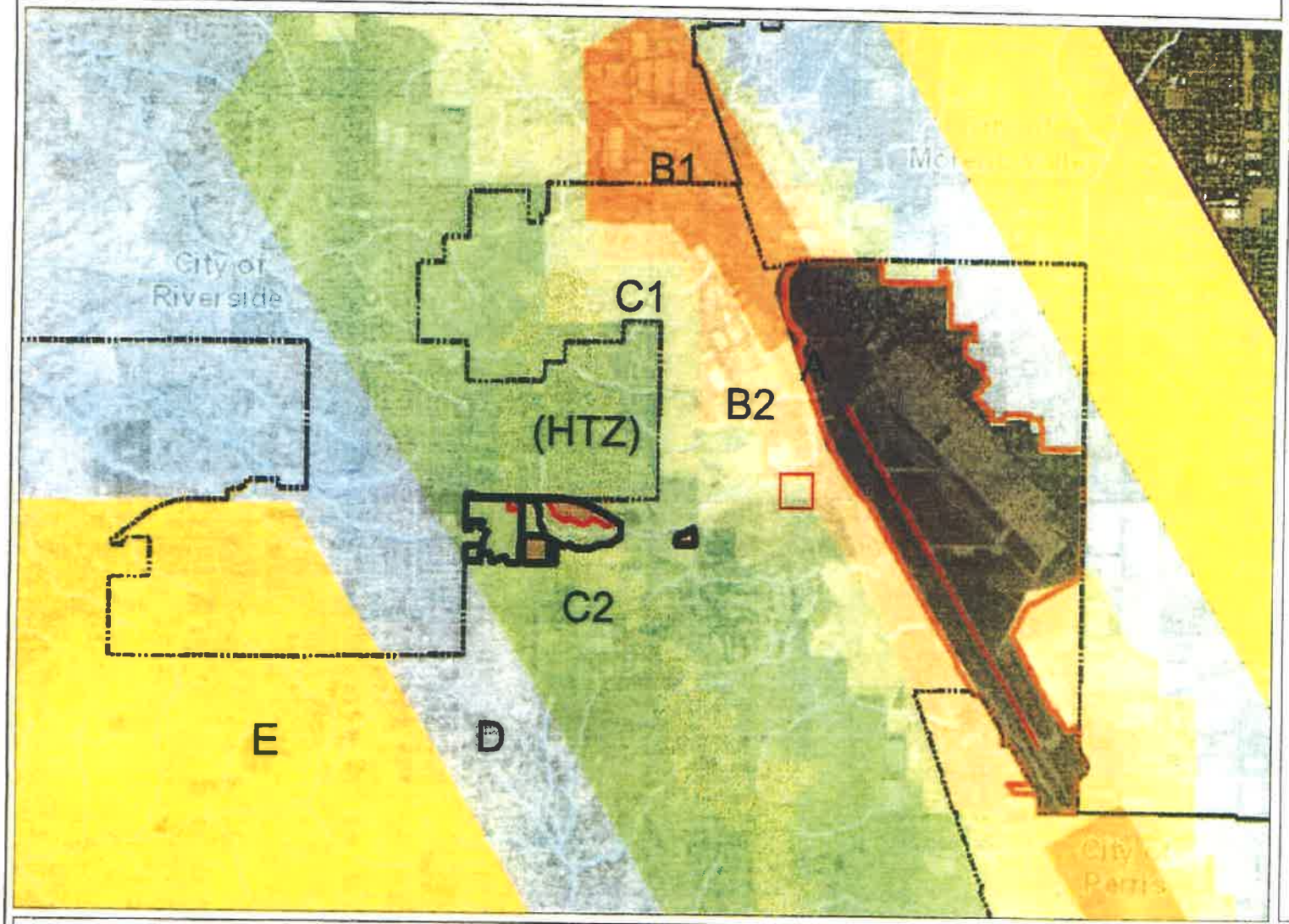
(Adopted November 13, 2014)

Map MA-1

Compatibility Map

March Air Reserve Base / Inland Port Airport

Map My County Map



Legend

- Runways
- Airports
- Airport Influence Areas
- Airport Compatibility Zones
  - OTHER COMPATIBILITY ZONE
  - A
  - A-EXC1
  - B1
  - B1-APZ I
  - B1-APZ I-EXC1
  - B1-APZ II
  - B1-APZ II-EXC1
  - B1-EXC1
  - B2
  - B2-EXC1
  - C
  - C1
  - C1-EXC1
  - C1-EXC3
  - C1-EXC4
  - C1-HIGHT
  - C2
  - C2-EXC1
  - C2-EXC2
  - C2-EXC3
  - C2-EXC5
  - C2-EXC6

RCIT

0 6,157 12,314 Feet

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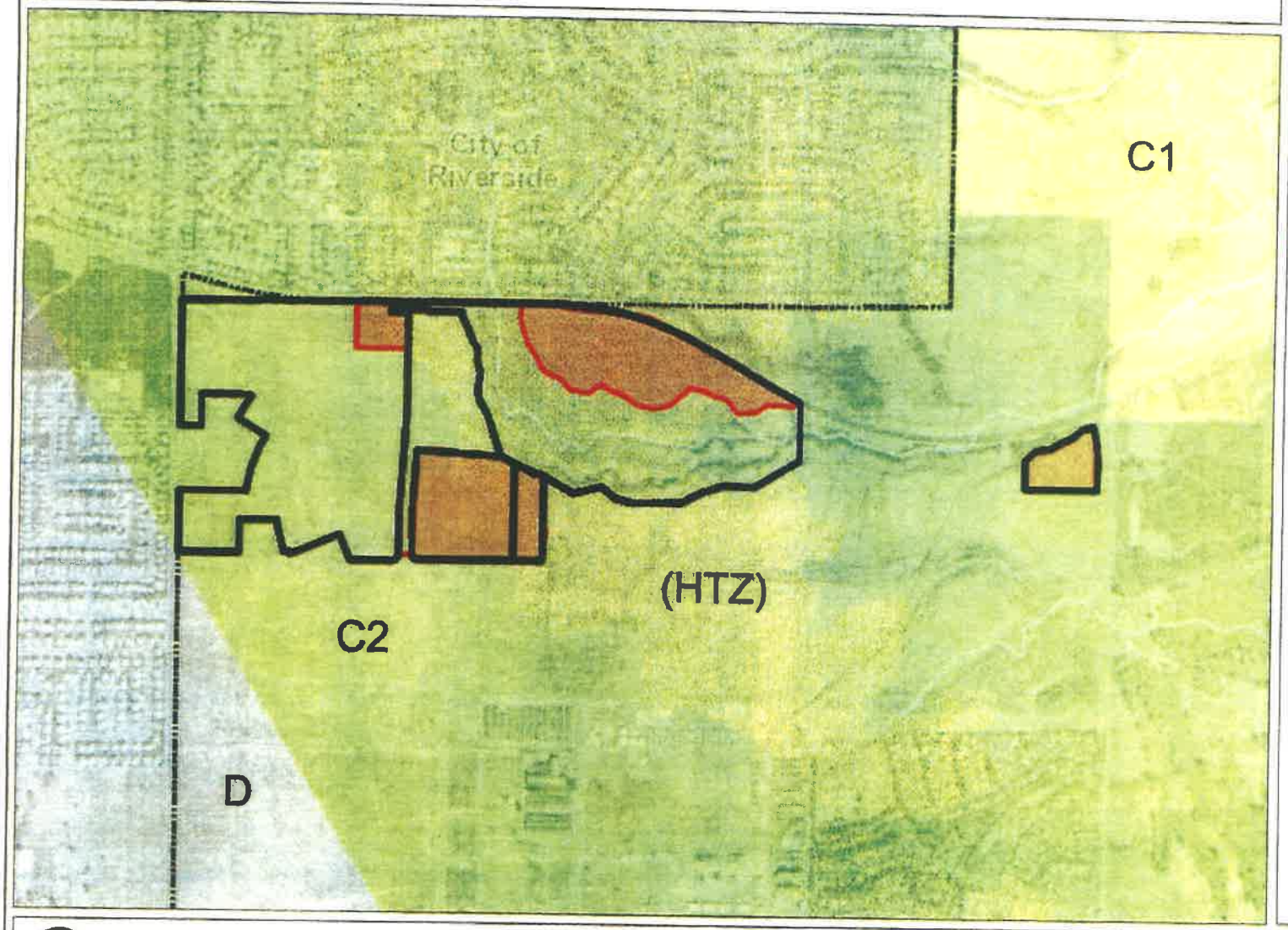
Notes

project boundary

parcel boundary

Map My County Map



Legend

- Runways
- Airports
- Airport Influence Areas
- Airport Compatibility Zones
  - OTHER COMPATIBILITY ZONE
  - A
  - A-EXC1
  - B1
  - B1-APZ I
  - B1-APZ I-EXC1
  - B1-APZ II
  - B1-APZ II-EXC1
  - B1-EXC1
  - B2
  - B2-EXC1
  - C
  - C1
  - C1-EXC1
  - C1-EXC3
  - C1-EXC4
  - C1-HIGHT
  - C2
  - C2-EXC1
  - C2-EXC2
  - C2-EXC3
  - C2-EXC5
  - C2-EXC6

Notes

- project boundary
- parcel boundary

0 1,539 3,079 Feet

IMPORTANT Maps and data are to be used for reference purposes only. Map features are approximate, and are not necessarily accurate to surveying or engineering standards. The County of Riverside makes no warranty or guarantee as to the content (the source is often third party), accuracy, timeliness, or completeness of any of the data provided, and assumes no legal responsibility for the information contained on this map. Any use of this product with respect to accuracy and precision shall be the sole responsibility of the user.

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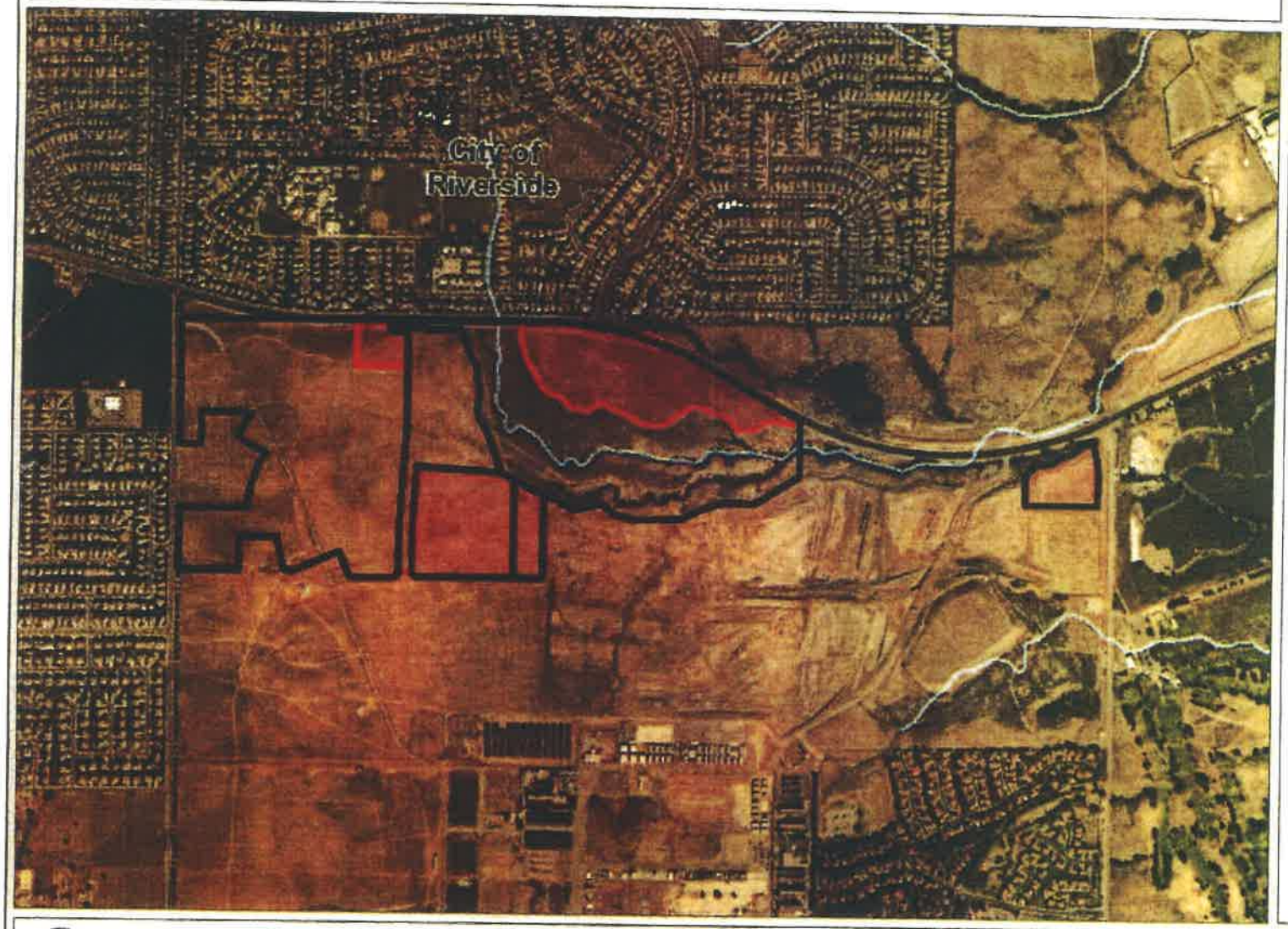
Map My County Map



Legend

- Blueline Streams
- City Areas
- World Street Map

RCIT

0 1 3,079 Feet

539

IMPORTANT Maps and data are to be used for reference purposes only. Map features are approximate, and are not necessarily accurate to surveying or engineering standards. The County of Riverside makes no warranty or guarantee as to the content (the source is often third party), accuracy, timeliness, or completeness of any of the data provided, and assumes no legal responsibility for the information contained on this map. Any use of this product with respect to accuracy and precision shall be the sole responsibility of the user.

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Notes

project boundary

parcel boundary

Map My County Map

Legend

City Areas

World Street Map

RCIT

0 12 24,629 Feet

314

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Notes

project boundary

parcel boundary

Map My County Map

Legend

- Blueline Streams
- City Areas
- World Street Map

Notes

- project boundary
- parcel boundary

0 6, 12,314 Feet

157

IMPORTANT Maps and data are to be used for reference purposes only. Map features are approximate, and are not necessarily accurate to surveying or engineering standards. The County of Riverside makes no warranty or guarantee as to the content (the source is often third party), accuracy, timeliness, or completeness of any of the data provided, and assumes no legal responsibility for the information contained on this map. Any use of this product with respect to accuracy and precision shall be the sole responsibility of the user.

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Map My County Map

Legend

- Blueline Streams
- City Areas
- World Street Map

RCIT

0 3,079 6,157 Feet

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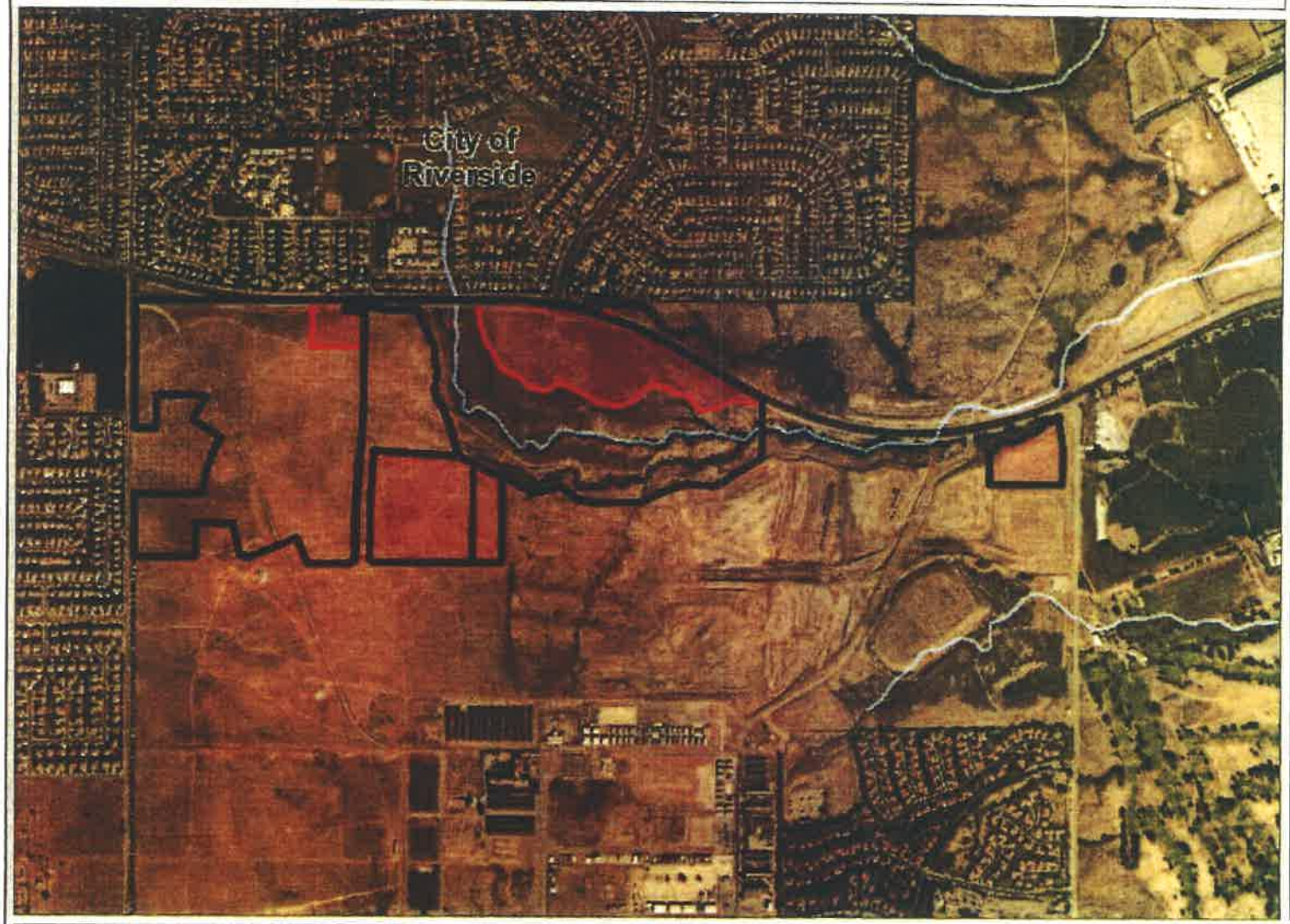
Notes

- project boundary
- parcel boundary

Map My County Map



Legend

- Blueline Streams
- City Areas
- World Street Map

RCIT

0 1 3,079 Feet

539

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Notes

project boundary

parcel boundary

Meridian South Campus SP-1 A-7

General Plan Amendment Justification Statement

The proposed Project would shift land uses in four Specific Plan areas to more efficiently accommodate needed uses in the Meridian Park South Campus as follows:

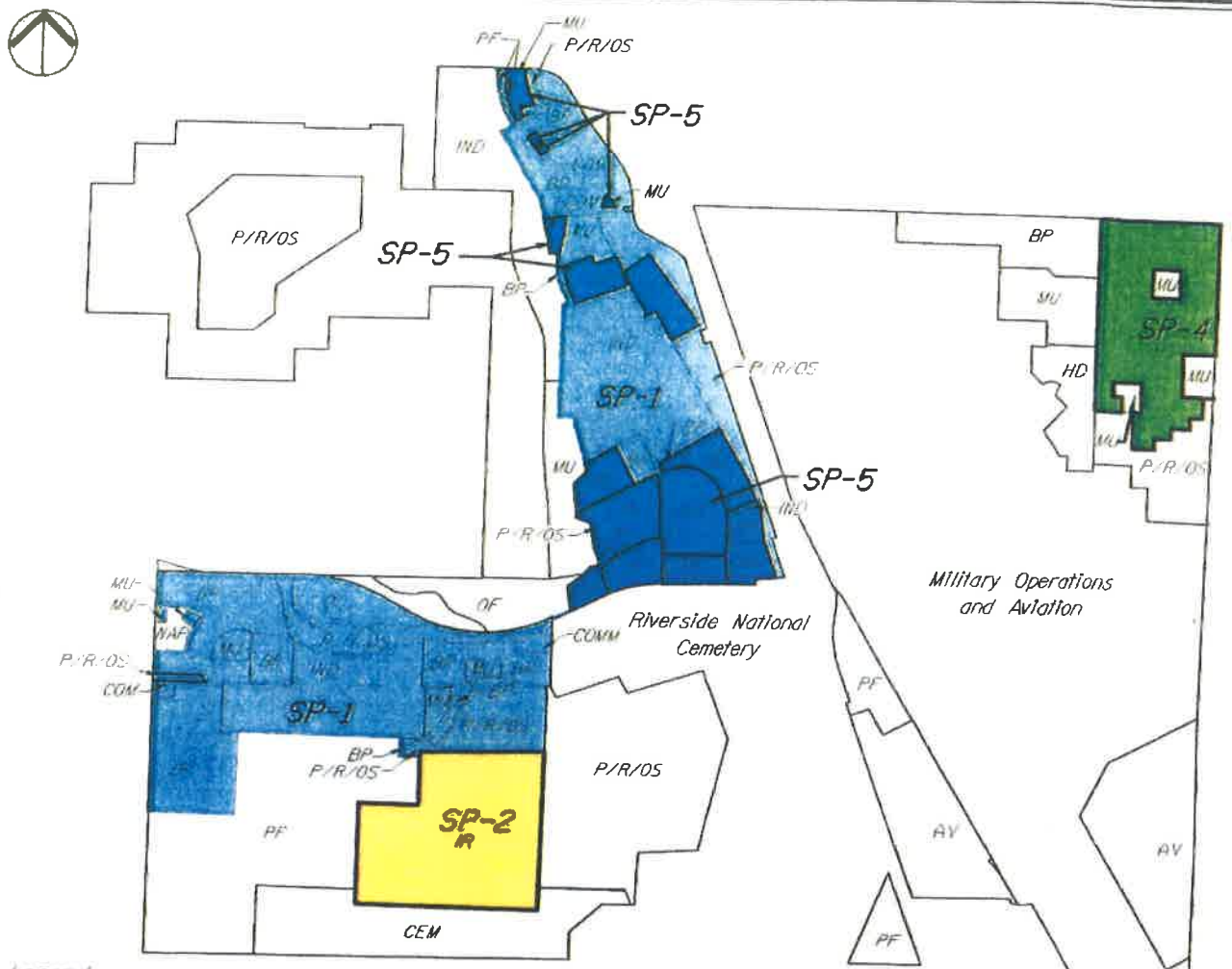
- Change 6.57 gross acres (5.84 net acres due to roadway dedications) of land in Parcel 28 designated as Commercial, located just southwest of the corner of Van Buren Boulevard and Village West Drive, to Business Park.
- Change 3.7 gross acres of land in the northern portion of Parcel 74), located just southeast of the intersection of Orange Terrace Parkway and Van Buren Boulevard, from Office to Commercial (leaving a remaining 9.42 gross acres designated as Office).
- Change approximately 25.77 gross acres of land at the northeast corner of Krameria and Coyote Bush (Parcels 4/5) from Business Park to Industrial, while changing the approximate 21.78 gross acres located further to the east (Parcels 5/6) from Industrial to Business Park.
- Change the current land use designation from Business Park to Office on approximately 4.11 gross acres (3.65 net acres due to roadway dedications) on Parcel 41 at the southwest corner of Coyote Bush and Van Buren Boulevard.

The proposed Project requires a General Plan Amendment to change the land uses for the affected parcels within the Specific Plan. However, the acreage designated for commercial and office remain comparable to what is currently designated in the Specific Plan.

South Campus SP-1 A-7

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
Specific Plan Amendment (SP-6)		Aviation MIP	AV
Business Park	BP	Historic District	HD
Commercial	COM	Medical Campus	MC
Industrial	IND	Institutional-Residential	IR
Mixed Use	MU	Not a Part	NAP
Office	OF		

FIGURE 1-4A

EXISTING LAND USES

\\Sndfp01\ca_snd1\Meridian\South Campus\Specific Plan Amendment\Exhibits_Figures\DWG\2018.04.09 - Revisions\x-Fig-1-Ex_General_Plan_Land_Uses.dwg 5-02-18-1:17 PM

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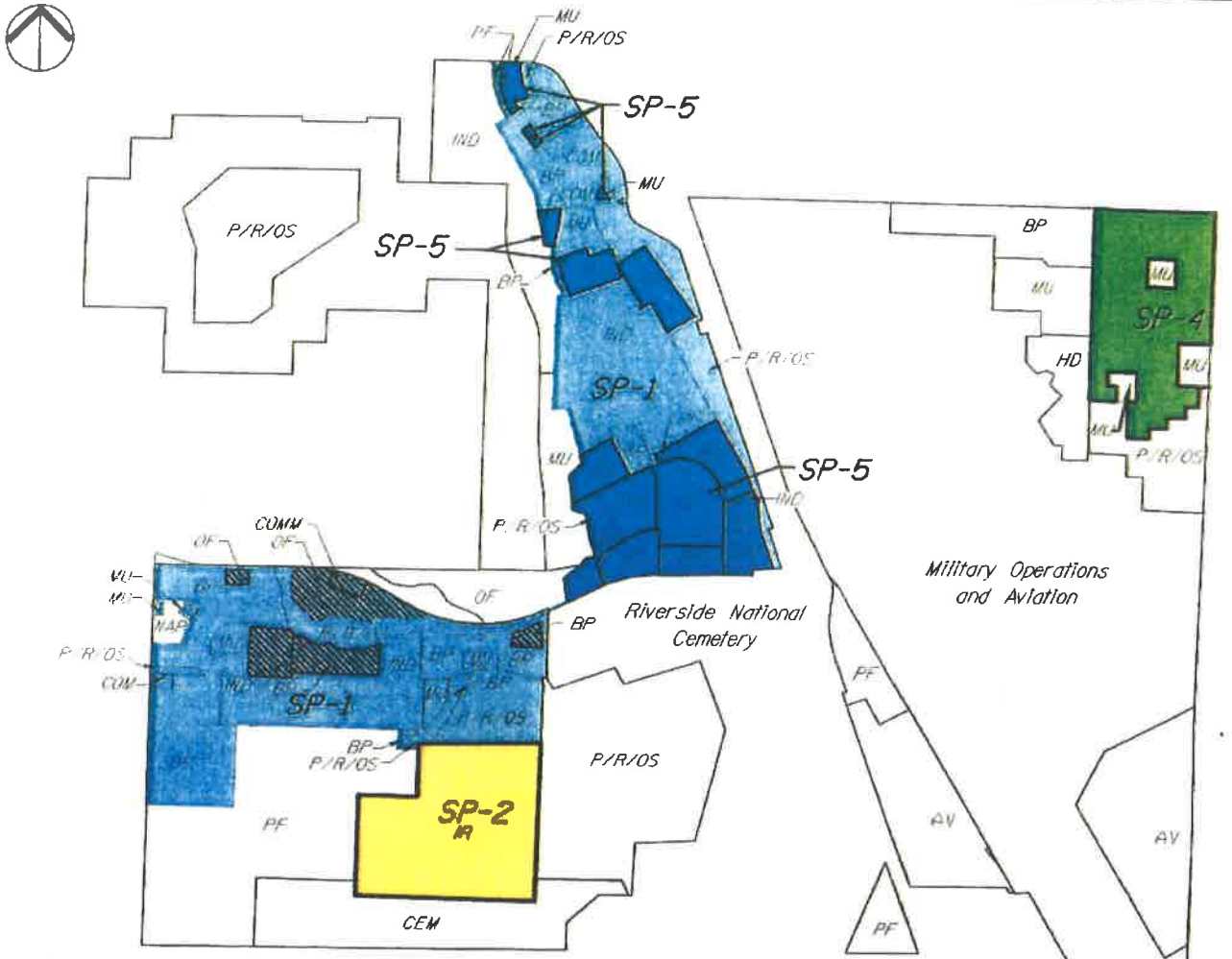
MARCH BUSINESS CENTER - GENERAL PLAN AMENDMENT

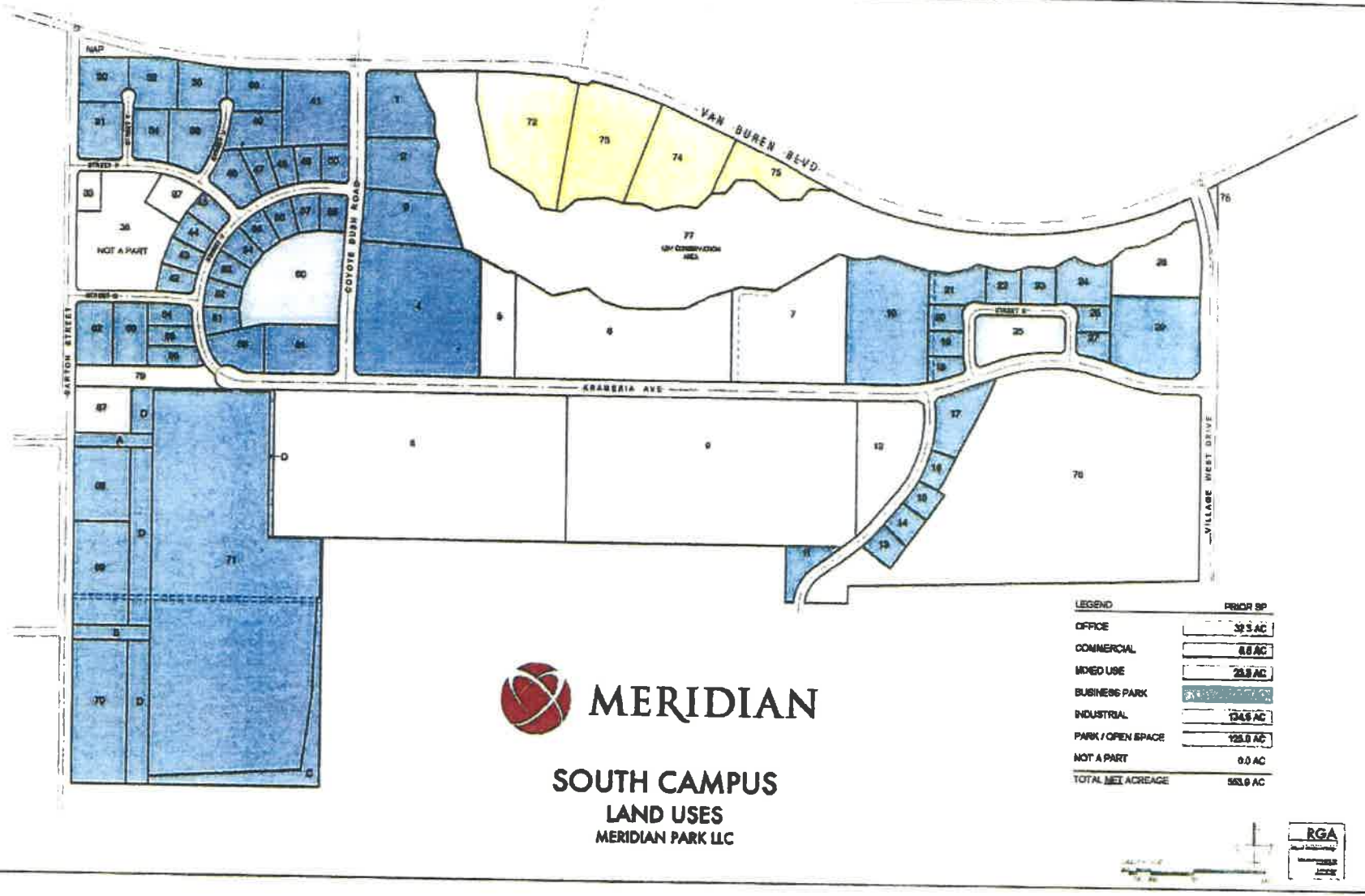


Legend

Previously Adopted Specific Plan (SP-1)	
Specific Plan Amendment (SP-2)	
Specific Plan Amendment (SP-4)	
Specific Plan Amendment (SP-5)	
Specific Plan Amendment (SP-6)	
Specific Plan Amendment (SP-1, A-7)	
Business Park	BP
Commercial	COM
Industrial	IND
Mixed Use	MU
Office	OF
Public Facility	PF
Park/Recreation Open Space	P/R/OS
AFVW Expansion	AFVW
Cemetery	CEM
Aviation MIP	AV
Historic District	HD
Medical Campus	MC
Institutional-Residential	IR
Not a Part	NAP

FIGURE I-4B

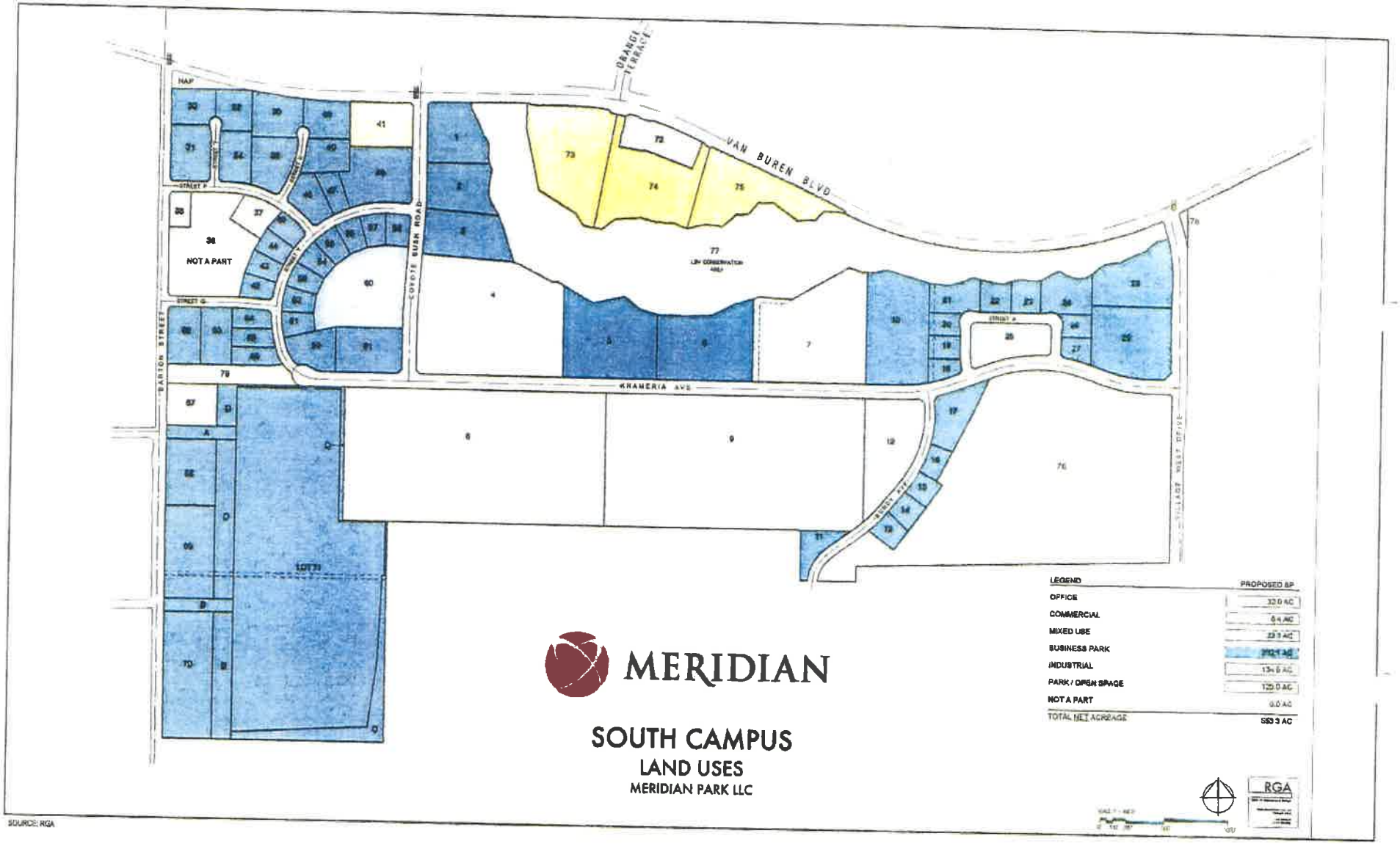
PROPOSED LAND USES



SOURCE: RGA

DUDEK

FIGURE 3
Existing Approved South Campus Parcel Map
Meridian South Campus Land Swap



SOURCE: RGA

DUDEK

FIGURE 5
South Campus Proposed Land Uses Parcel Map
Meridian South Campus Land Swap

MERIDIAN - SOUTH CAMPUS
TENTATIVE TRACT MAP 30857

LEGAL DESCRIPTION

REAL PROPERTY IN THE COUNTY OF KINGSMORE, STATE OF CALIFORNIA, DESCRIBED AS FOLLOWS:

GENERAL NOTES

1. CURRENT DEVELOPMENT AREA:
   - RESIDENTIAL (PARK) ..... 17.61 ACRES
   - MIXED USE ..... 22.3 ACRES
   - COMMERCIAL ..... 5.1 ACRES
   - INDUSTRIAL ..... 24.2 ACRES
   - OFFICE ..... 3.42 ACRES
   - OPEN SPACE ..... 128.6 ACRES
   - ROADS ..... 75.6 ACRES
   - NOT A PART ..... 15.87 ACRES
   - TOTAL ..... 306.1 ACRES
2. SOUTH CAMPUS TOTAL ASSIGNABLE GFA ..... SF
   SOUTH CAMPUS TOTAL OPEN SPACE AREA ..... A
   SOUTH CAMPUS TOTAL USES ..... SF
3. MINIMUM PER PARCEL DIMENSIONS ARE GREATER THAN 10 AC
4. UTILITIES:
   - WATER ..... KINGSMORE MUNICIPAL WATER DISTRICT (KMWD) 555-1000
   - SEWER ..... KINGSMORE SANITARY DISTRICT (KSD) 555-7000
   - STORM DRAIN ..... KINGSMORE COUNTY FLOOD CONTROL DISTRICT (KFCD) 555-7200
   - GAS ..... SOUTHERN CALIFORNIA GAS COMPANY (SCGC) 1-877-238-0031
   - ELECTRIC ..... SOUTHERN CALIFORNIA EDISON CO. (SCE) 555-4357
   - TELEPHONE (CATV) ..... AT&T / SCGC 555-4357
5. SOURCE OF TOPOGRAPHY: KLAMS AERIAL SURVEYS INC., DATED JUNE 20, 2005.
6. EASEMENTS ARE SHOWN UNLESS OTHERWISE NOTED
   - THIS PROJECT IS SUBJECT TO SUBDIVISION ORDER OF FILING MAY VARY. VALVE FINAL MAPS MAY BE FILED PURSUANT TO SECTION 66456.1 OF THE SUBDIVISION MAP ACT.
8. BUILDING SHOWN IS APPROXIMATE AND SUBJECT TO CHANGE IN FINAL DESIGN.
9. CONTOURS IN PROPOSED PARKING SHOWN TO ASSIGNED ELEVATION ONLY.
10. ALL RIGHT OF WAY ABUTTING PARK, LANDSCAPE EASEMENTS, AND ALL SIGNS SHALL BE FACILITIES OF AND SHALL BE MAINTAINED BY THE LANDSCAPE AND LANDSCAPE DISTRICT.
11. SCENIC SLOPE AREAS ARE PART OF PROPERTY THE DEVELOPMENT WILL BE MAINTAINED BY THE HOME CONTROL DISTRICT.
12. NON-SIGNAL WILL STATE THAT A PORTION OF SENIOR CAMPUS LOT IS AND SENIOR CAMPUS LOT IS NOT TO BE RESIDENCE ACCESS BY THE AIR CARGO, AND OTHER REAL PROPERTY AGENCY (AIRPORT/AIRPORT PROTECTION AGENCY). THE DEPARTMENT OF STATE MAINTENANCE CONTROL THE ADDITIONAL NOISE QUALITY CONTROL AGENCY AND THEIR CLAIM TO HOMEOWNER REPRESENTATIVE.
13. ALL DRY UTILITIES TO BE RELOCATED TO BE COMPATIBLE WITH PROPOSED DESIGN.

LAND USE TABLE

Parcel #	AREA (AC)	Proposed Land Use
1	4.61	Business Park
2	4.37	Business Park
3	5.29	Business Park
4	23.57	Industrial
5	15.26	Business Park
6	5.37	Business Park
7	15.91	Industrial
8	18.52	Industrial
9	18.52	Industrial
10	9.79	Business Park
11	1.52	Business Park
12	7.71	Mixed Use
13	1.86	Business Park
14	1.89	Business Park
15	0.97	Business Park
16	0.83	Business Park
17	0.83	Business Park
18	0.83	Business Park
19	1.91	Business Park
20	1.56	Business Park

Parcel #	AREA (AC)	Proposed Land Use
21	2.19	Business Park
22	1.34	Business Park
23	1.38	Business Park
24	1.78	Business Park
25	4.76	Business Park
26	1.45	Business Park
27	4.98	Business Park
28	5.91	Office
29	1.85	Business Park
30	1.77	Mixed Use
31	2.31	Business Park
32	2.97	Business Park
33	1.84	Mixed Use
34	2.57	Business Park
35	2.55	Business Park
36	15.98	Not A Part
37	1.72	Mixed Use
38	0.89	Business Park
39	0.91	Business Park
40	5.91	Business Park

Parcel #	AREA (AC)	Proposed Land Use
41	2.91	Business Park
42	1.89	Business Park
43	1.84	Business Park
44	1.84	Business Park
45	1.91	Business Park
46	1.89	Business Park
47	1.74	Business Park
48	0.97	Business Park
49	1.86	Business Park
50	1.91	Business Park
51	1.91	Business Park
52	1.91	Business Park
53	1.91	Business Park
54	1.91	Business Park
55	1.91	Business Park
56	1.91	Business Park
57	1.91	Business Park
58	1.89	Business Park
59	6.19	Business Park
60	6.91	Mixed Use

Parcel #	AREA (AC)	Proposed Land Use
61	4.76	Business Park
62	2.49	Business Park
63	2.97	Business Park
64	1.91	Business Park
65	1.86	Business Park
66	1.91	Business Park
67	3.83	Commercial
68	4.57	Business Park
69	6.38	Business Park
70	2.91	Business Park
71	14.02	Business Park
72	0.97	Commercial
73	9.77	Office
74	4.91	Office
75	5.91	Office
76	61.36	Park/Open Space
77	69.29	Park/Open Space
78	5.23	Park/Open Space
79	3.84	Park/Open Space

Business Park	133.6 AC
Commercial	4.9 AC
Industrial	134.6 AC
Mixed Use	23.3 AC
Office	34.9 AC
Park/Open Space	129.6 AC

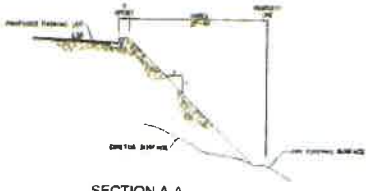
VICINITY MAP
N.T.S.

OWNER

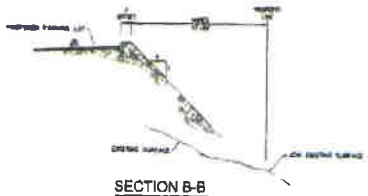
DEVELOPER

ENGINEER OF WORK

ACCESSOR'S PARCEL NO.



SECTION A-A

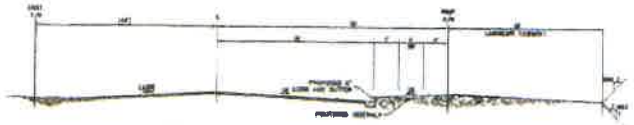


SECTION B-B

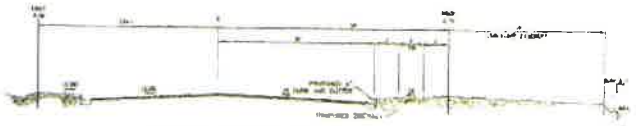
SECTION C-C
INDUSTRIAL CUL-DE-SAC

SECTION D-D
INDUSTRIAL COLLECTOR STREET

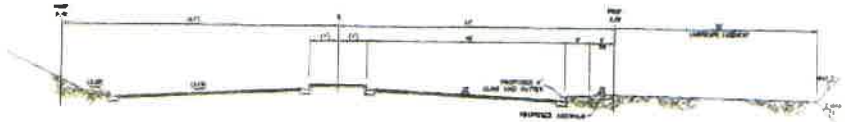
TYPICAL ACCESS ROAD



MODIFIED SECONDARY HIGHWAY



MODIFIED SECONDARY HIGHWAY



MODIFIED ARTERIAL (URBAN) HIGHWAY

MODIFIED SECONDARY HIGHWAY

NOT FOR CONSTRUCTION

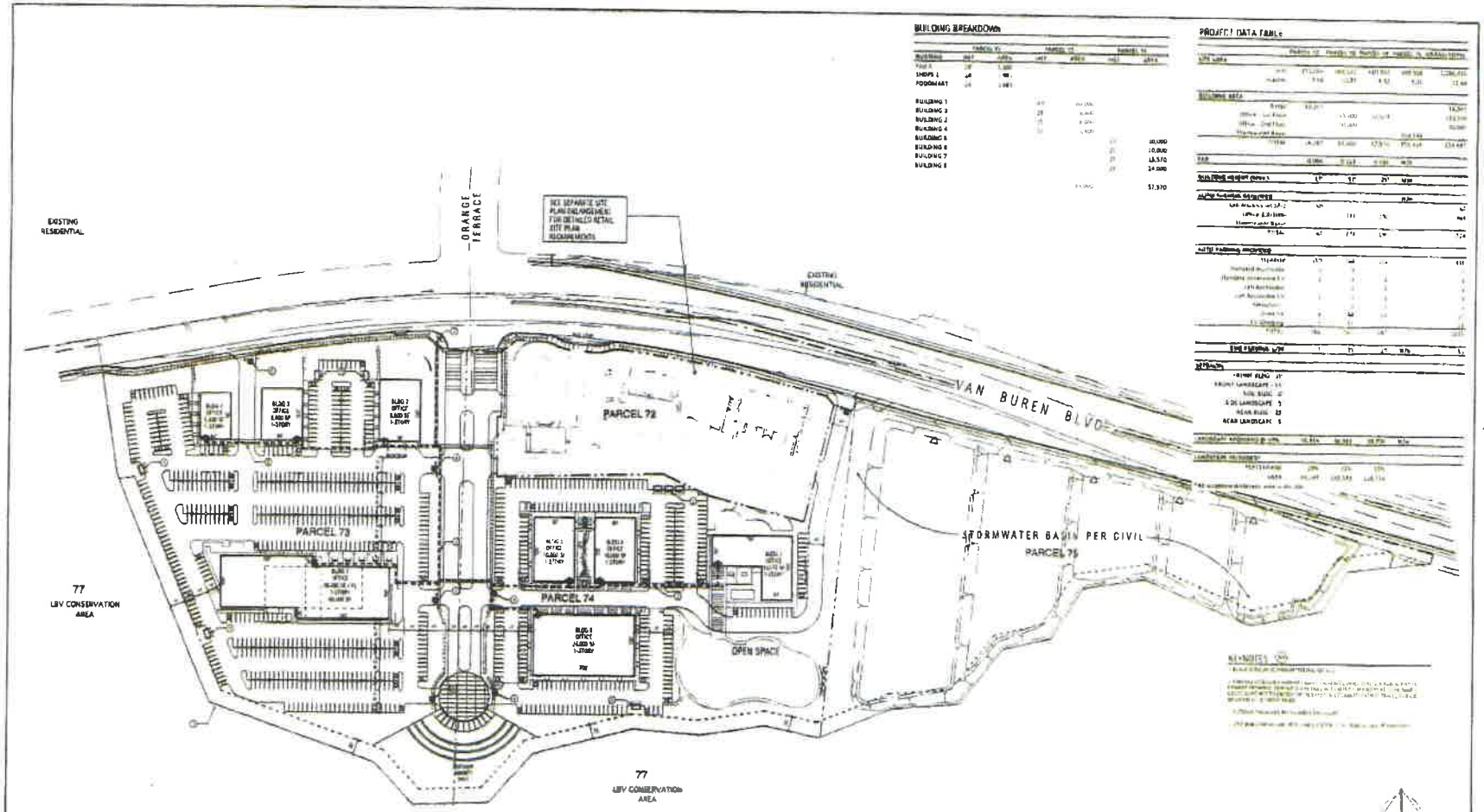
MERIDIAN
SOUTH CAMPUS
TENTATIVE TRACT MAP

1

MERIDIAN
SOUTH CAMPUS

TENTATIVE TRACT MAP

NOT FOR CONSTRUCTION



LOTS 72-75 SITE PLAN

BUILDING BREAKDOWN

PROJECT DATA TABLE

GENERAL NOTES

UTILITY PROVIDERS

ACTIVITY MAP

MARCH BUSINESS CENTER FINAL FOCUSED EIR MITIGATION MEASURES

STANDARD JPA NOTES

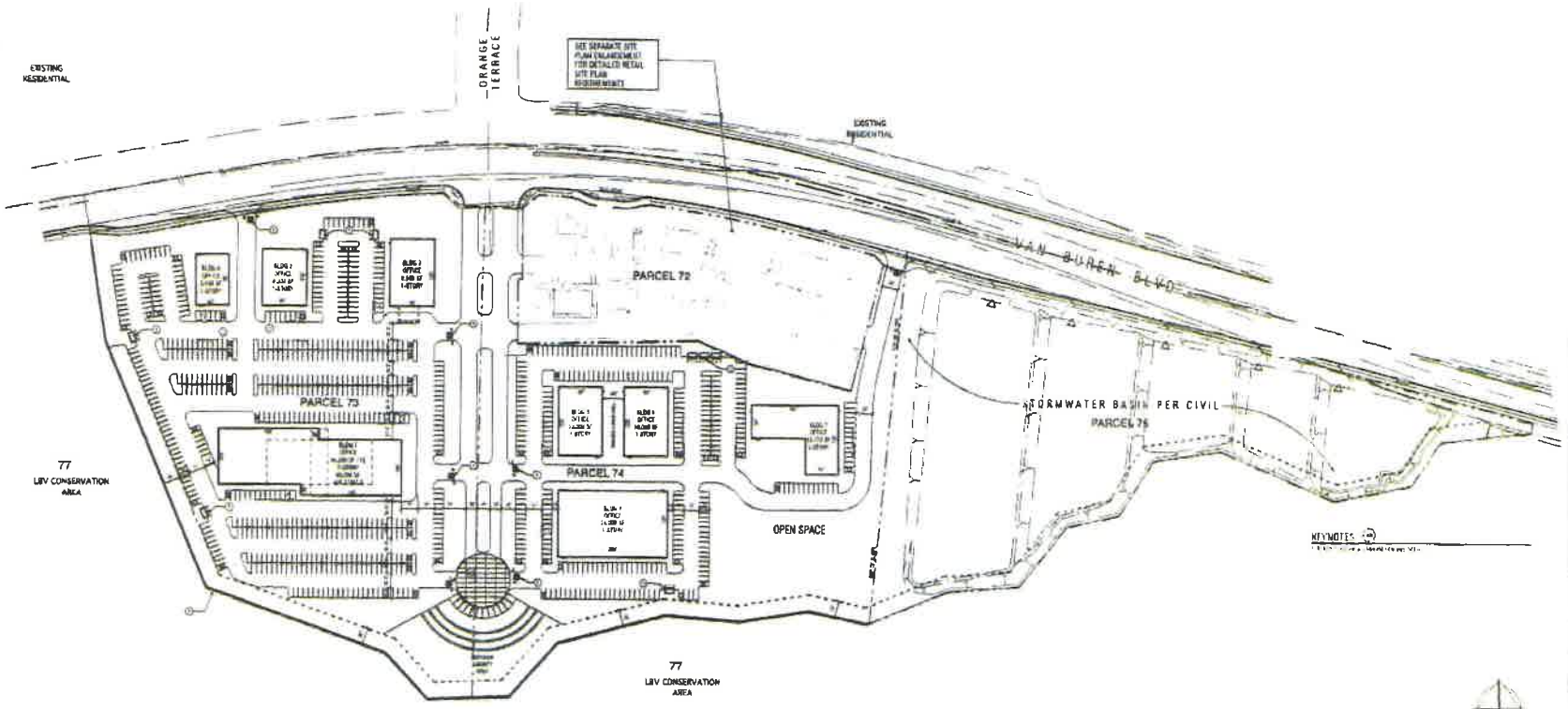
RGA

MERIDIAN SOUTH CAMPUS
RETAIL / OFFICE
VAN BUREN @ ORANGE TERRACE

MERIDIAN

OWNER / DEVELOPER:
MERIDIAN PARK LLC
11456 N. MOUNTAIN AVENUE
UPLAND, CA 91786
TIMOTHY REEVES 805-570-1284
JEFF GORDON - 949-200-6755

MASTER SITE PLAN



LOTS 72-75 SITE FENCING AND SCREENING PLAN

KEYNOTES

GENERAL NOTES

1. ALL ROOFTOP AIR CONDITIONING UNITS WILL BE SCREENED FROM VIEW BY THE PARAPET WALLS.

UTILITY PROVIDERS

ELECTRICAL	
WATER/SEWER	
TELEPHONE	
GAS	

VICINITY MAP

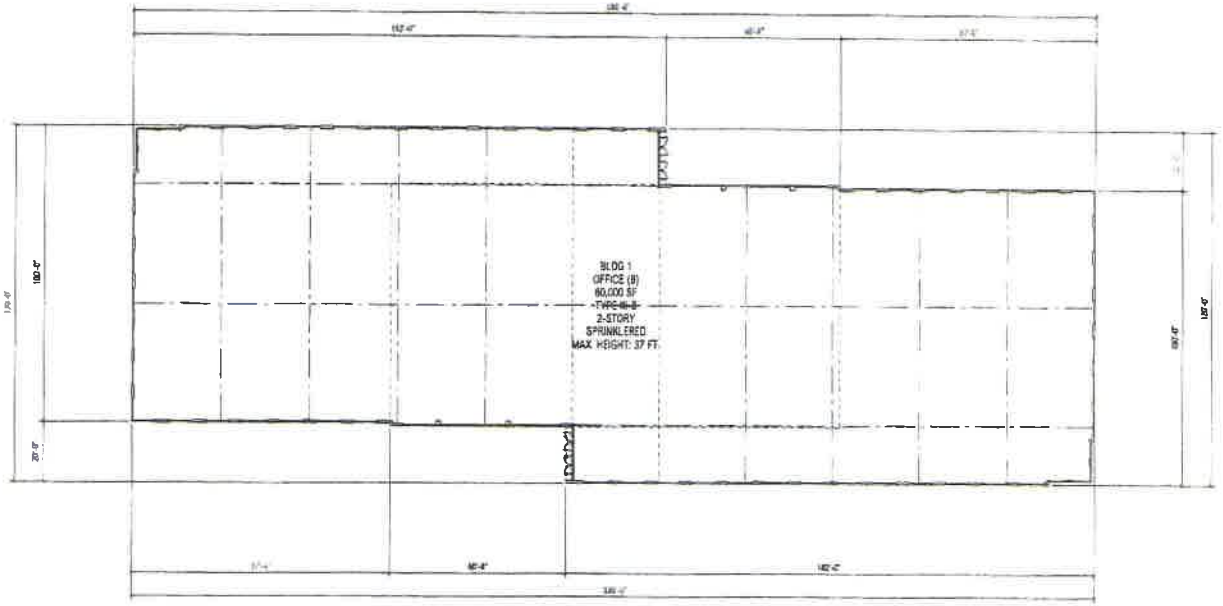
RGA

MERIDIAN SOUTH CAMPUS
RETAIL / OFFICE
VAN BUREN @ ORANGE TERRACE

MERIDIAN

OWNER / DEVELOPER:
MERIDIAN PARK LLC
1158 N. MOUNTAIN AVENUE
UPLAND, CA 91786
TIMOTHY REEVES 909-579-1294
JEFF GORDON 949-200-6755

SITE FENCING AND SCREENING PLAN



FLOOR PLAN

RGA

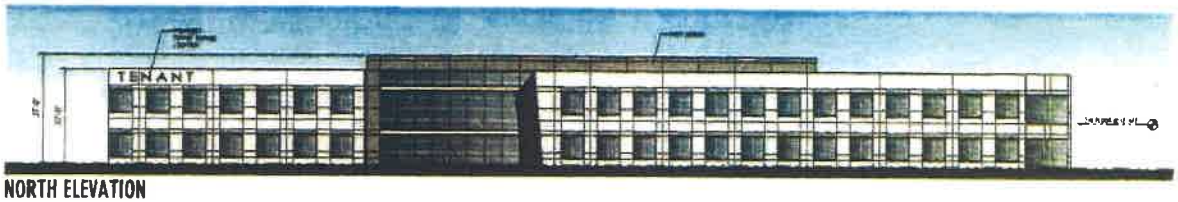
MERIDIAN SOUTH
CAMPUS
RETAIL / OFFICE
VAN BUREN @ ORANGE
TERRACE

MERIDIAN

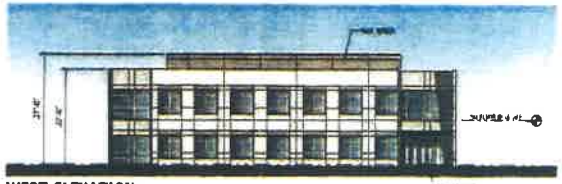
OWNER / DEVELOPER:
MERIDIAN PARK LLC
1156 N. MOUNTAIN AVENUE
UPLAND, CA 91786
TIMOTHY REEVES - 909.579-1294
JEFF GORDON - 949-209-6755

BUILDING 1
TWO STORY BUILDING

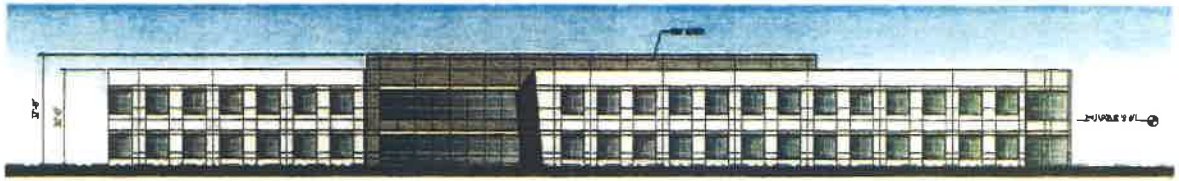
SCALE: 1/16" = 1'-0" 0 8 16 32 48



NORTH ELEVATION



WEST ELEVATION



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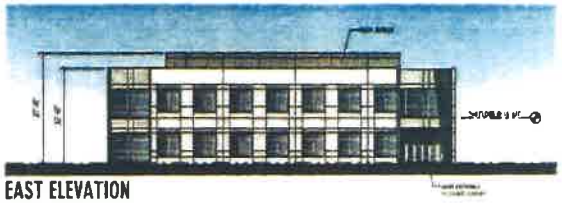


EAST ELEVATION

FINISH SCHEDULE

GENERAL NOTES

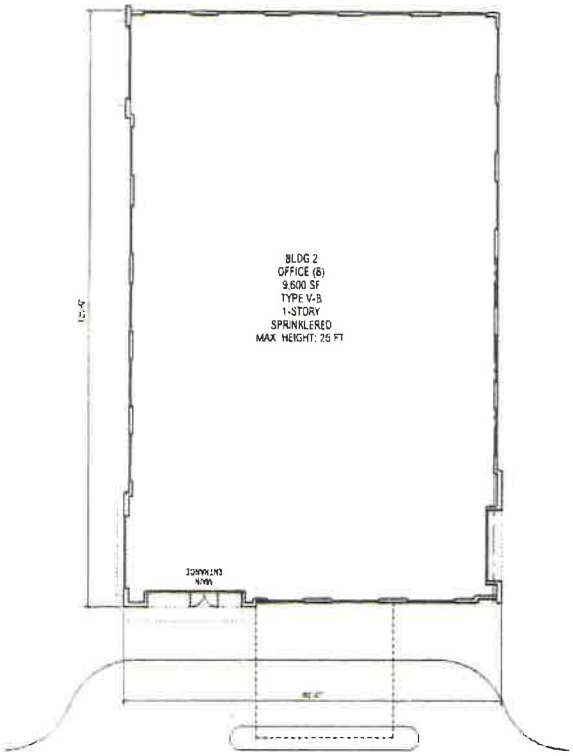
RGA

MERIDIAN SOUTH
CAMPUS
RETAIL / OFFICE
VAN BUREN @ ORANGE
TERRACE

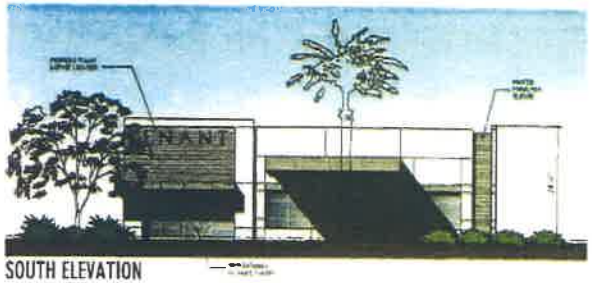
MERIDIAN

OWNER / DEVELOPER:
MERIDIAN PARK LLC
1158 N. MOUNTAIN AVENUE
UPLAND, CA 91786
TIMOTHY REYES - 909.579.1784
JEFF GORDON - 949-200-6755

TWO STORY BUILDING ELEVATIONS



FLOOR PLAN

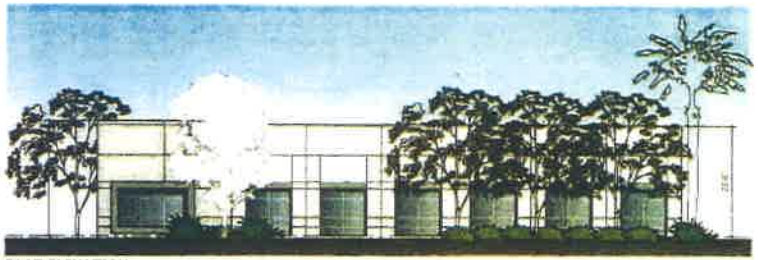


SOUTH ELEVATION

NORTH ELEVATION

FINISH SCHEDULE

GENERAL NOTES



EAST ELEVATION

WEST ELEVATION

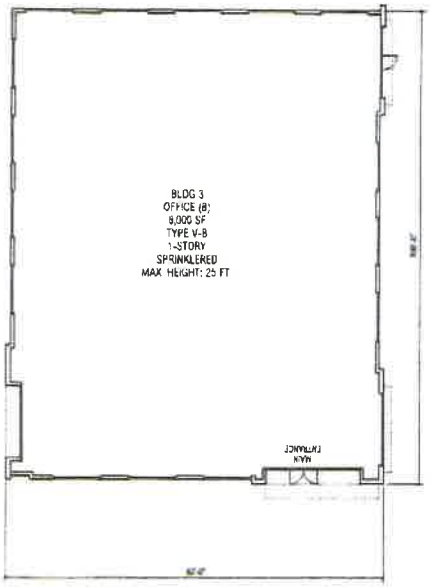
RGA

MERIDIAN SOUTH CAMPUS
RETAIL / OFFICE
VAN BUREN @ ORANGE TERRACE

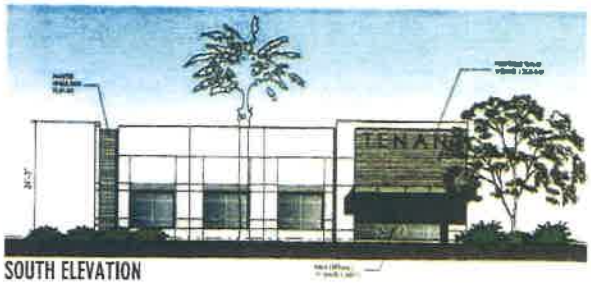
MERIDIAN

OWNER / DEVELOPER
MERIDIAN PARK LLC
[redacted]
TIMOTHY REEVES 909.579.1134
JEFF GORDON 949.200.8755

BUILDING 2
FLOOR PLAN & ELEVATIONS



FLOOR PLAN

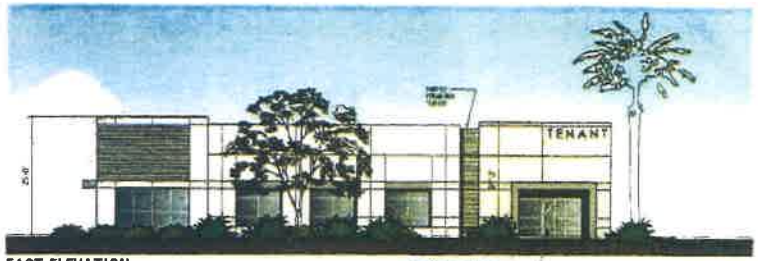


SOUTH ELEVATION

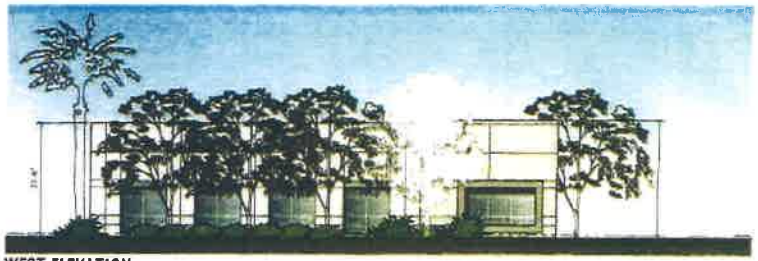
NORTH ELEVATION

FINISH SCHEDULE

GENERAL NOTES



EAST ELEVATION



WEST ELEVATION

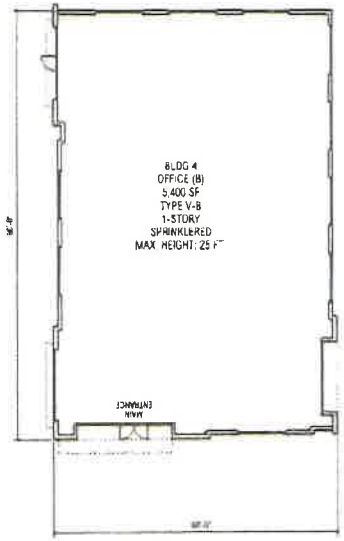
RGA

MERIDIAN SOUTH CAMPUS
RETAIL / OFFICE
VAN BUREN @ ORANGE TERRACE

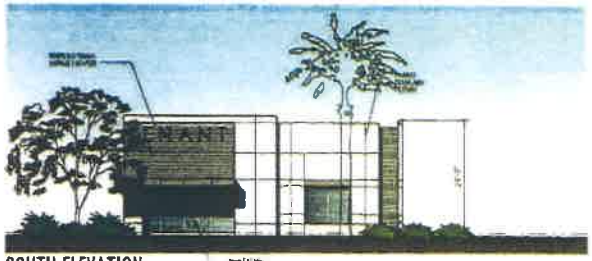
MERIDIAN

OWNER / DEVELOPER
MERIDIAN PARK LLC
1156 N. MOUNTAIN AVENUE
UPLAND, CA 91786
TIMOTHY REEVES 909.579.1284
JEFF GORDON - 949-200-4755

BUILDING 3
FLOOR PLAN & ELEVATIONS



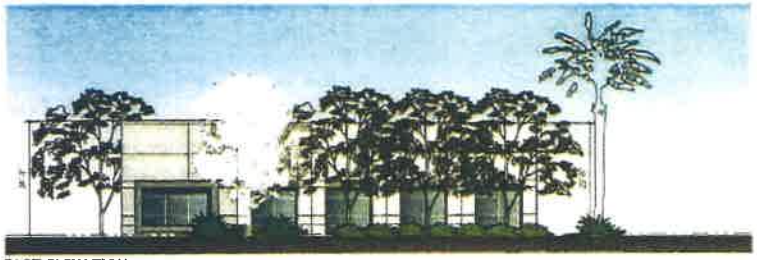
FLOOR PLAN



SOUTH ELEVATION

NORTH ELEVATION

GENERAL NOTES:



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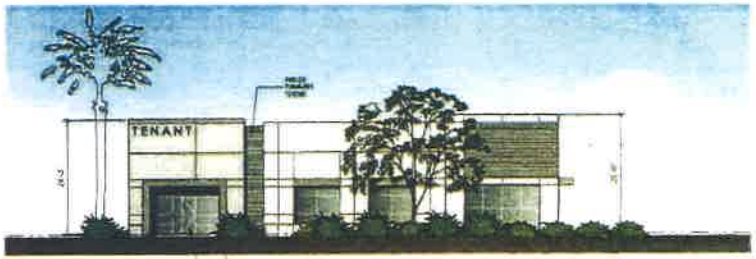


WEST ELEVATION

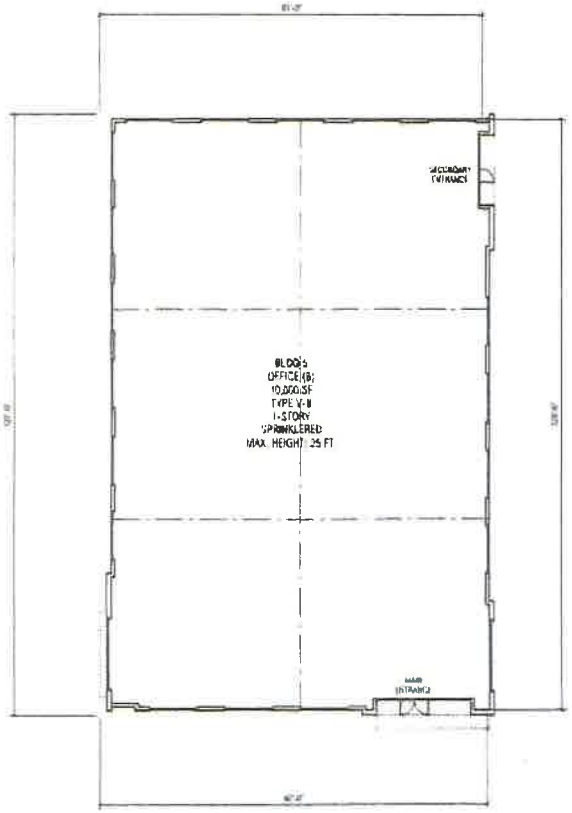
RGA

MERIDIAN SOUTH CAMPUS
RETAIL / OFFICE
VAN BUREN @ ORANGE TERRACE

MERIDIAN

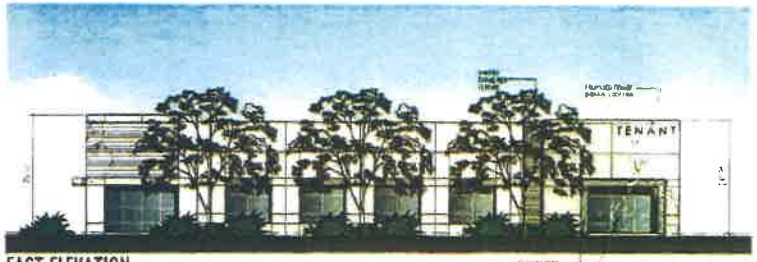
OWNER / DEVELOPER
MERIDIAN PARK LLC

BUILDING A
FLOOR PLAN & ELEVATIONS



FLOOR PLAN

SOUTH ELEVATION



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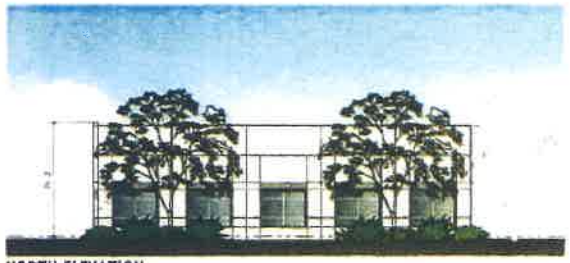
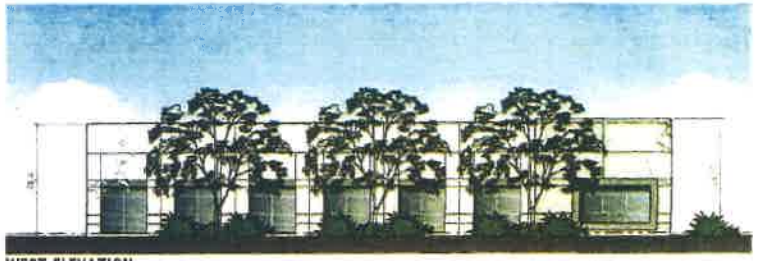


NORTH ELEVATION



WEST ELEVATION

FINISH SCHEDULE

GENERAL NOTES:

RGA

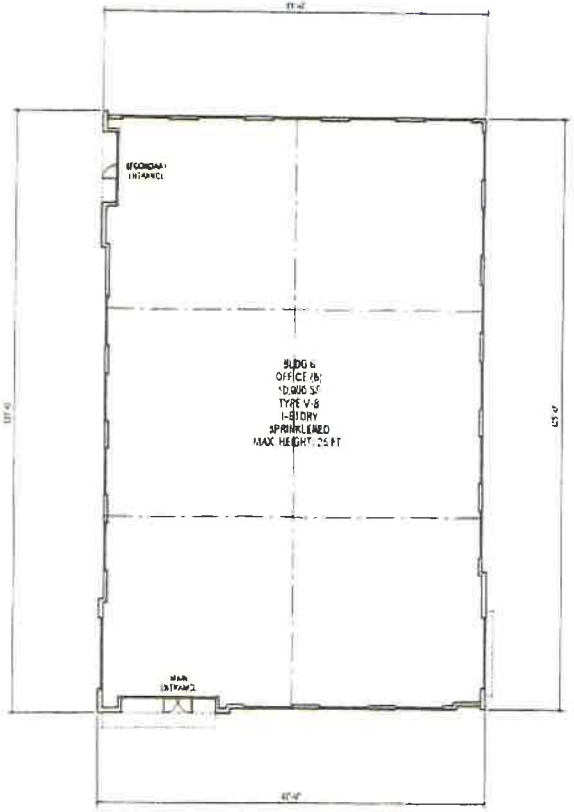
MERIDIAN SOUTH CAMPUS
RETAIL / OFFICE
VAN BUREN @ ORANGE TERRACE

MERIDIAN

OWNER / DEVELOPER
MERIDIAN PARK LLC
[illegible] MOUNTAIN AVENUE
[illegible], CA 91786
TIMOTHY REYES - 909.979.1994
JEFF GORDON - 949.200.0755

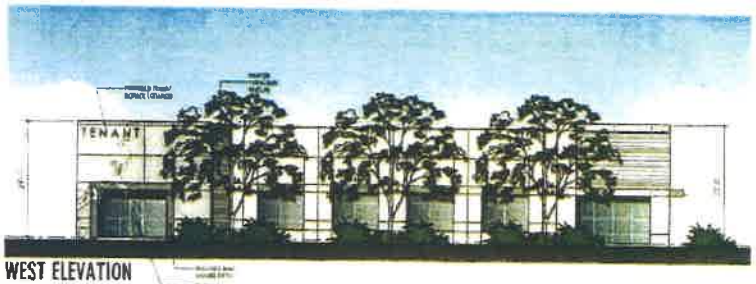
BUILDING 5
FLOOR PLAN & ELEVATIONS

A-7

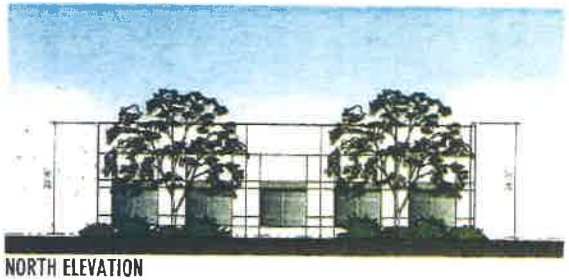


FLOOR PLAN

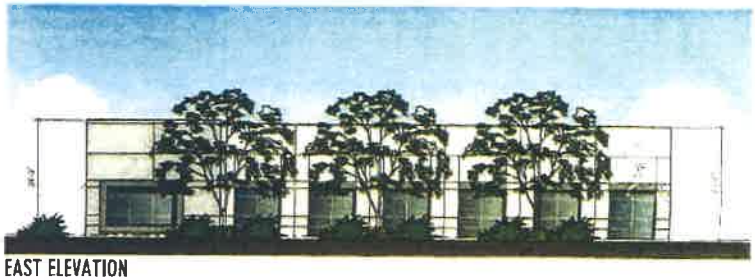
SOUTH ELEVATION



WEST ELEVATION



NORTH ELEVATION



EAST ELEVATION

FINISH SCHEDULE

GENERAL NOTES

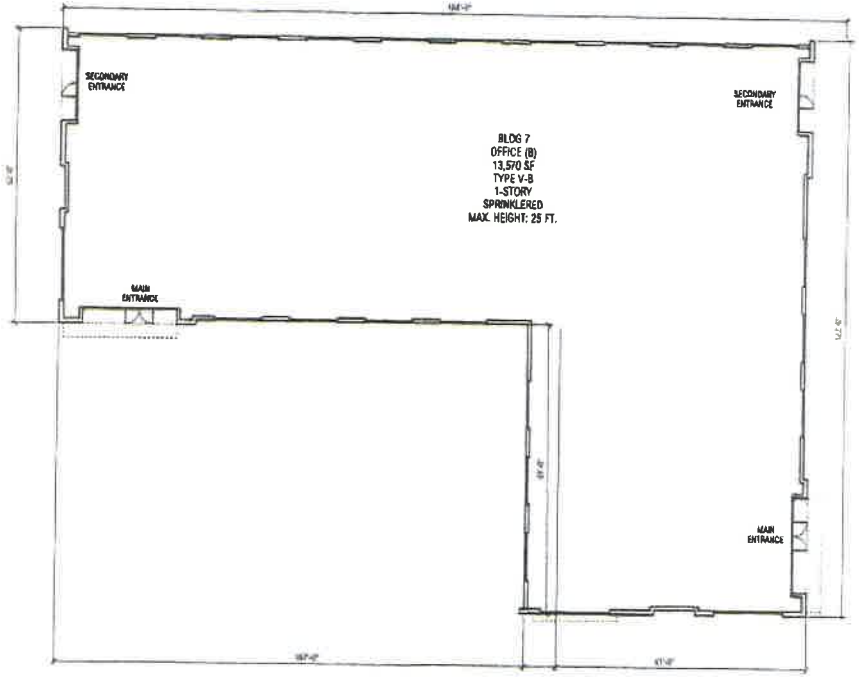
RGA

MERIDIAN SOUTH CAMPUS
RETAIL / OFFICE
VAN BUREN @ ORANGE TERRACE

MERIDIAN

OWNER / DEVELOPER
MERIDIAN PARK LLC
1156 N. MOUNTAIN AVENUE
UPLAND, CA 91786
TIMOTHY NEEVES - 909.579.1294
JEFF CORDYN - 949.200.0252

BUILDING 6
FLOOR PLAN & ELEVATIONS



FLOOR PLAN

RGA

MERIDIAN SOUTH CAMPUS
RETAIL / OFFICE
VAN BUREN @ ORANGE TERRACE

MERIDIAN

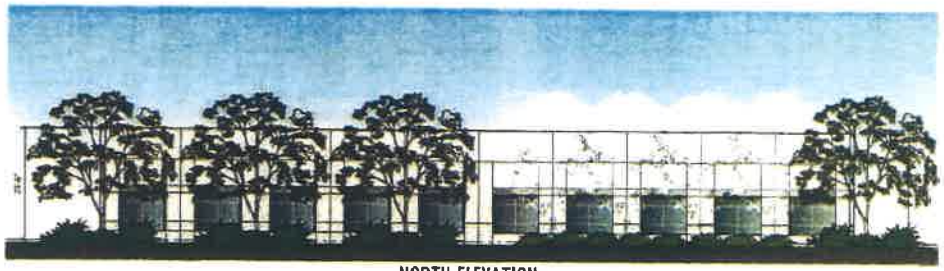
OWNER / DEVELOPER:
MERIDIAN PARK LLC
1150 W MOUNTAIN AVENUE
UPLAND, CA 91786
TIMOTHY REEVES 909-579-1284
JEFF GORDON - 949-250-4755

BUILDING / FLOOR PLAN

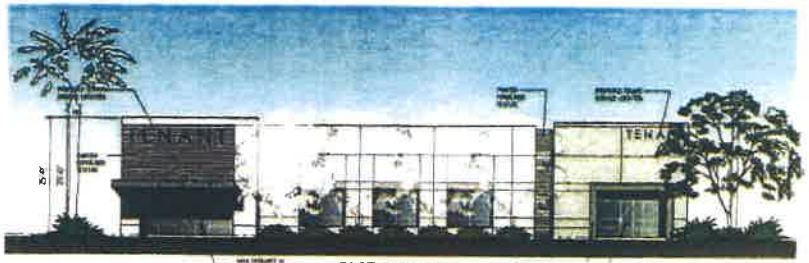
A-09

SOUTH ELEVATION

WEST ELEVATION



NORTH ELEVATION



EAST ELEVATION

GENERAL NOTES

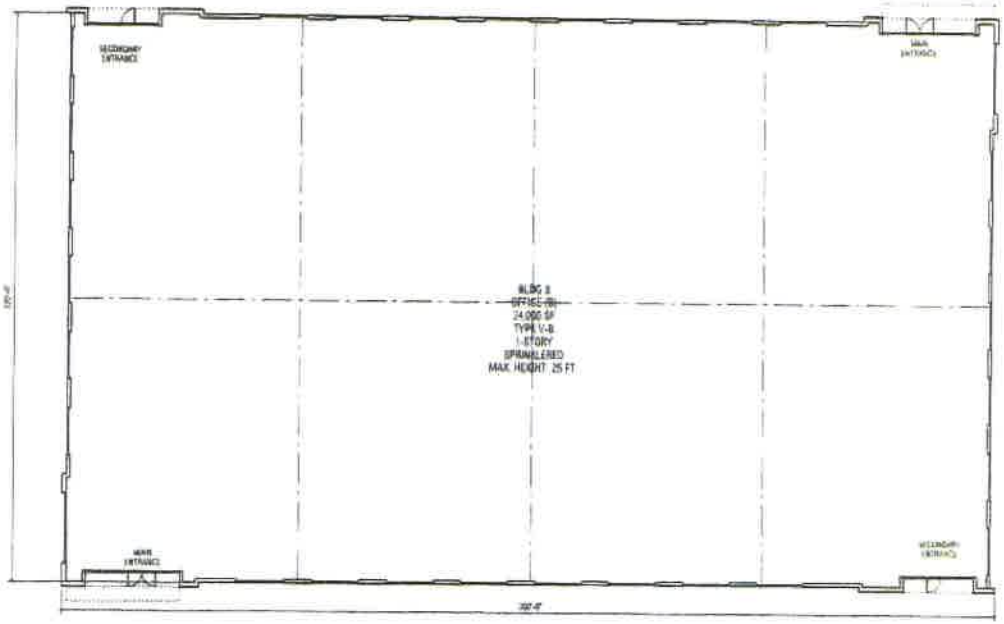
RGA

MERIDIAN SOUTH
CAMPUS
RETAIL / OFFICE
VAN BUREN @ ORANGE TERRACE

MERIDIAN

OWNER / DEVELOPER
MERIDIAN PARK LLC
[redacted]

BUILDING ELEVATIONS



FLOOR PLAN

RGA

MERIDIAN SOUTH
CAMPUS
RETAIL / OFFICE
VAN BUREN @ ORANGE TERRACE

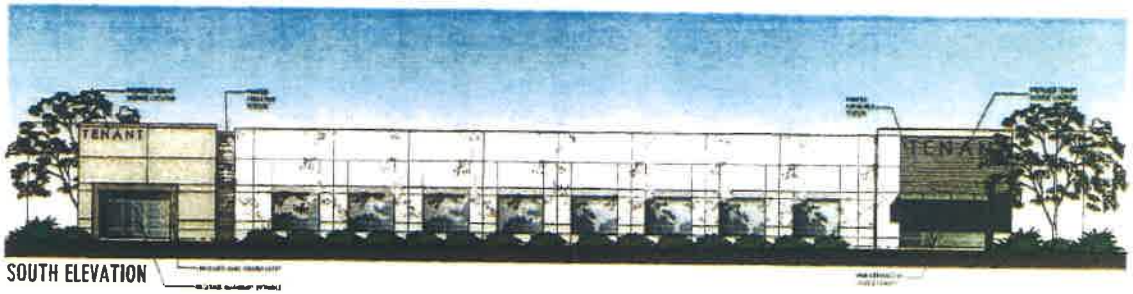
MERIDIAN

OWNER / DEVELOPER:
MERIDIAN PARK LLC
1158 N. MOUNTAIN AVENUE
UPLAND, CA 91786
TIMOTHY REEVES - 909-579-1294
JEFF DONDON - 949-299-6765

BUILDING A
FLOOR PLANS

NORTH ELEVATION

WEST ELEVATION



SOUTH ELEVATION

EAST ELEVATION

FINISH SCHEDULE

GENERAL NOTES

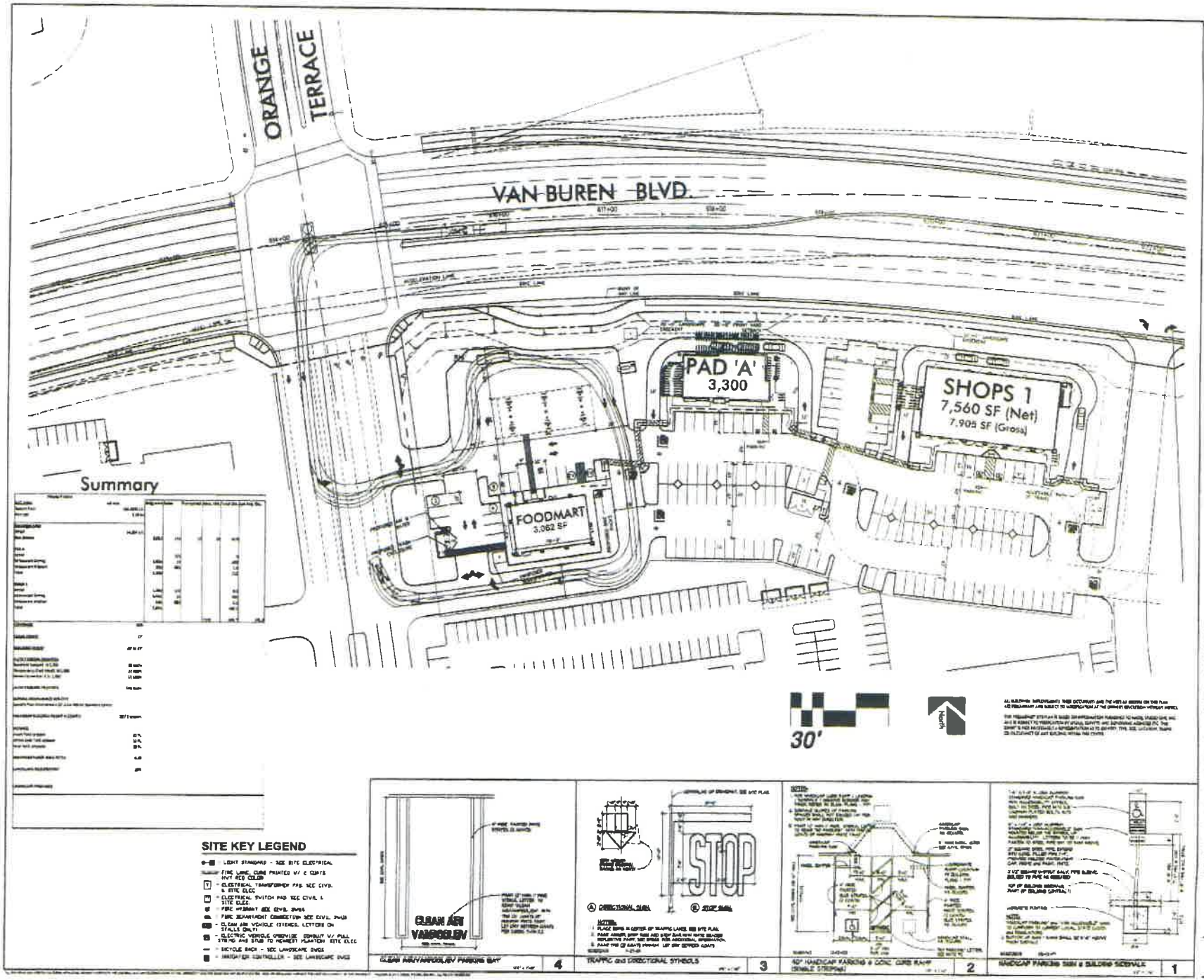
RGA

MERIDIAN SOUTI
CAMPUS
RETAIL / OFFICE
VAN BUREN @ ORANGE
TERRACE

MERIDIAN

OWNER / DEVELOPER

A-12



NADEL

NADEL STUDIO ONE INC
1880 S. BUNDY DRIVE
SUITE 490
LOS ANGELES, CA 90025
T. 310.826.2100
F. 310.826.0152
WWW.NADELARC.COM

LOS ANGELES
LAS VEGAS

PROFESSIONAL STAMPS

LEWIS RETAIL

1156 North Mountain Avenue
Upland, CA 91785-0670

PROJECT

SOUTH CAMPUS

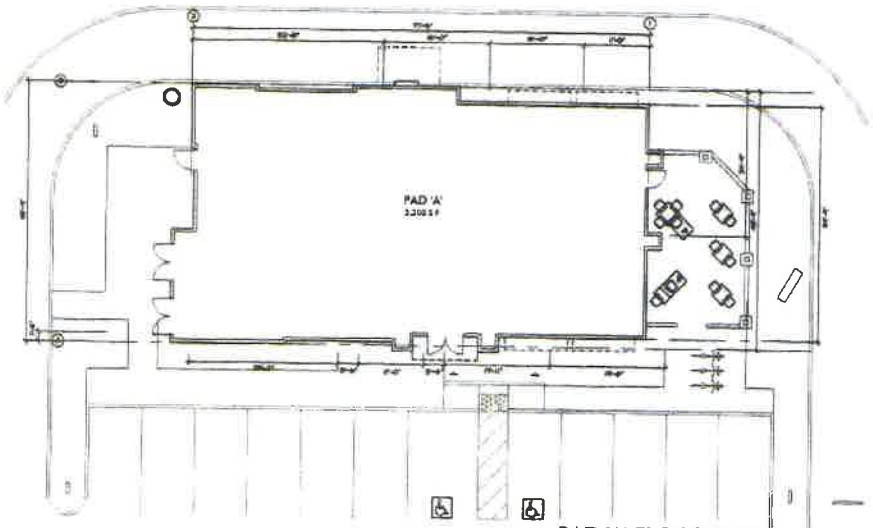
SWC OF VAN BUREN & ORANGE
MERIDIAN, CA

ISSUE DATE

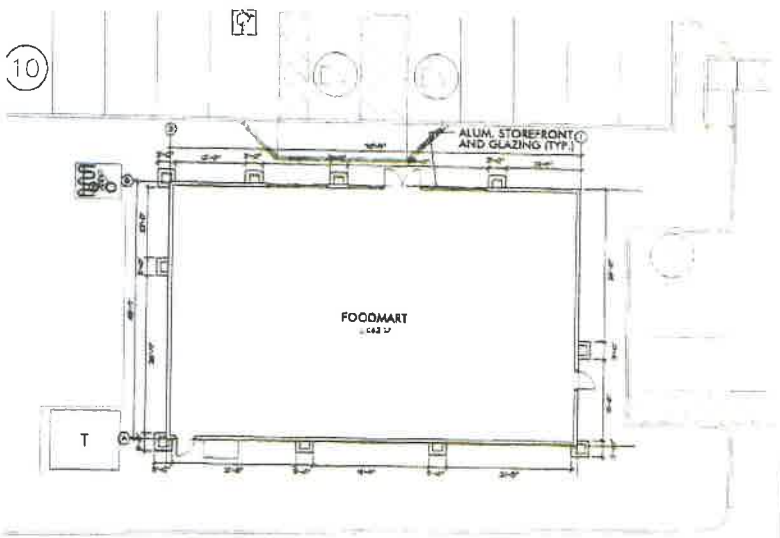
ENTITLEMENT SET

RETAIL SITE PLAN

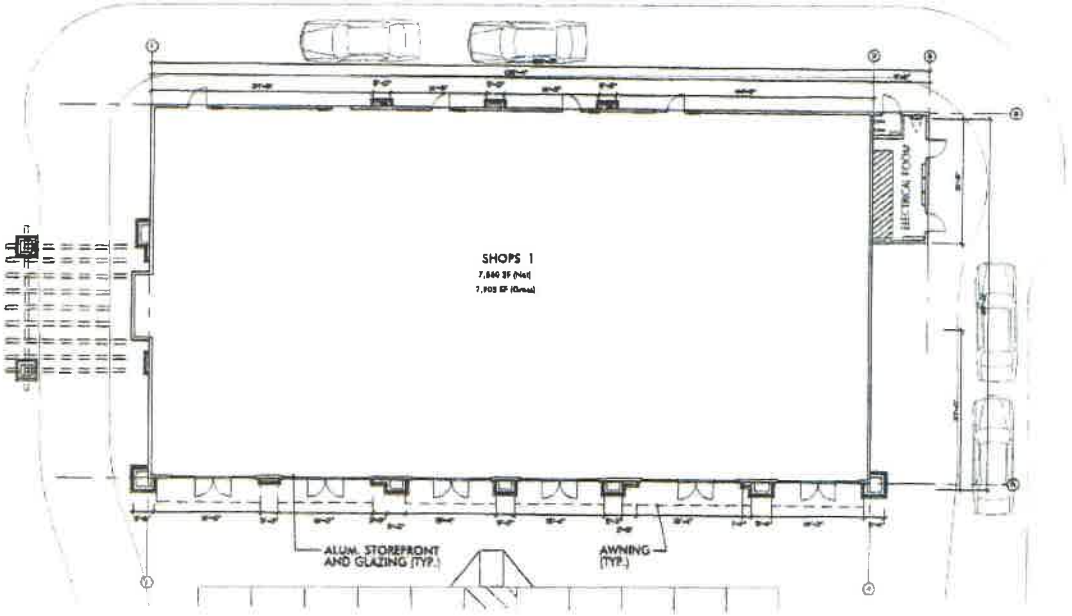
SP-1



PAD 'A' FLOOR PLAN
1/8" = 1'-0"



CONVENIENCE STORE/ GAS SALES FLOOR PLAN
1/8" = 1'-0"



SHOPS BLDG. FLOOR PLAN
1/8" = 1'-0"

NADEL

NADEL STUDIO ONE INC
1990 E. BLANDY DRIVE
SUITE 400
LOS ANGELES, CA 90025
T. 310.828.2100
F. 310.828.2182
WWW.NADELARC.COM
LOS ANGELES
LAS VEGAS

CLIENT
LEWIS RETAIL
1158 North Mountain Avenue
Upland, CA 91785-0070

PROJECT:
SOUTH CAMPUS
NWC OF VAN BUREN & ORANGE
MORENO VALLEY, CA

NO.	DATE
1	
2	
3	

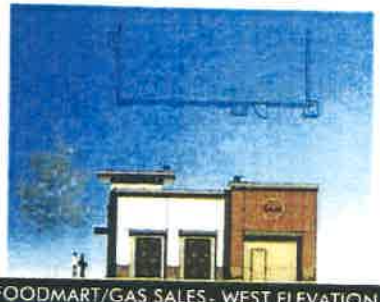
ENTITLEMENT SET

RETAIL FLOOR PLANS

FP-1

FOODMART/GAS SALES- SOUTH ELEVATION

FOODMART/GAS SALES- EAST ELEVATION



FOODMART/GAS SALES- WEST ELEVATION

FOODMART/GAS SALES- NORTH ELEVATION

FUEL PUMP - TYPICAL SIDE ELEVATION

FUEL PUMP - TYPICAL FRONT & REAR ELEVATION

PAD A - SOUTH ELEVATION

PAD A - EAST ELEVATION

PAD A - NORTH ELEVATION

PAD A - WEST ELEVATION

PROPOSED EXTERIOR ELEVATIONS

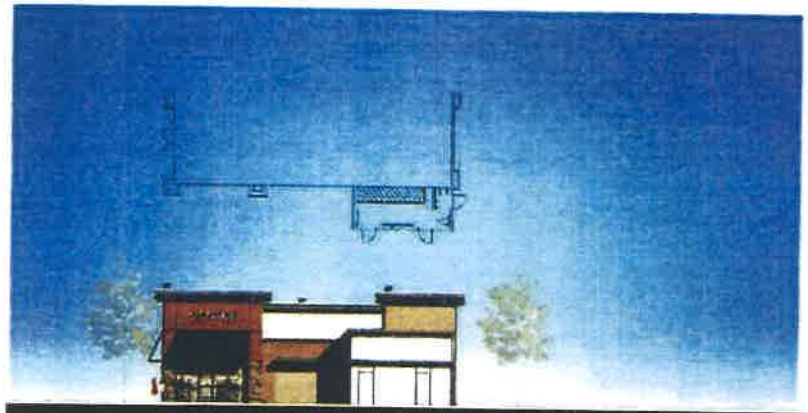
MERIDIAN SOUTH CAMPUS- RETAIL

RIVERSIDE, CALIFORNIA

E-2

NADEL STUDIO ONE INC
1990 S. BUNDY DR. FOURTH FLOOR
LOS ANGELES, CA. 90025
T.310.826.7100 F.310.826.0182
WWW.NADELARC.COM

NADEL



SHOPS 1 - EAST ELEVATION

SHOPS 1 - SOUTH ELEVATION

SHOPS 1 - WEST ELEVATION

SHOPS 1 - NORTH ELEVATION

PROPOSED EXTERIOR ELEVATIONS

MERIDIAN SOUTH CAMPUS - RETAIL

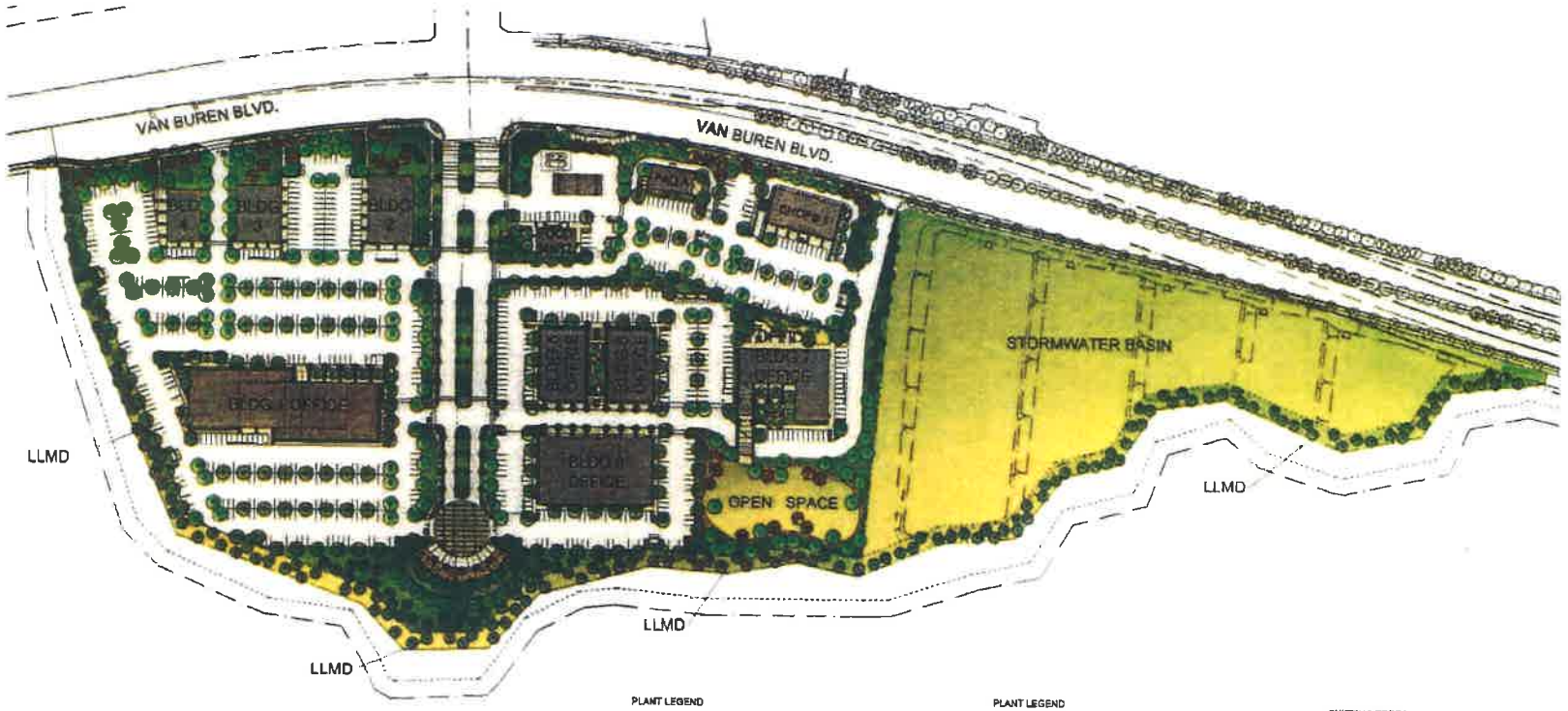
RIVERSIDE, CALIFORNIA

E-1

DATE: JUNE 12, 2018

NADEL STUDIO ONE INC
1990 S. BUNDY DR., FOURTH FLOOR
LOS ANGELES CA 90025
T 310.820.3100 F 310.826.0153
WWW.NADELARC.COM

NADEL



PLANT LEGEND

PLANT LEGEND

EXISTING TREES

RGA

MERIDIAN SOU.
CAMPUS PARCELS
72 - 75

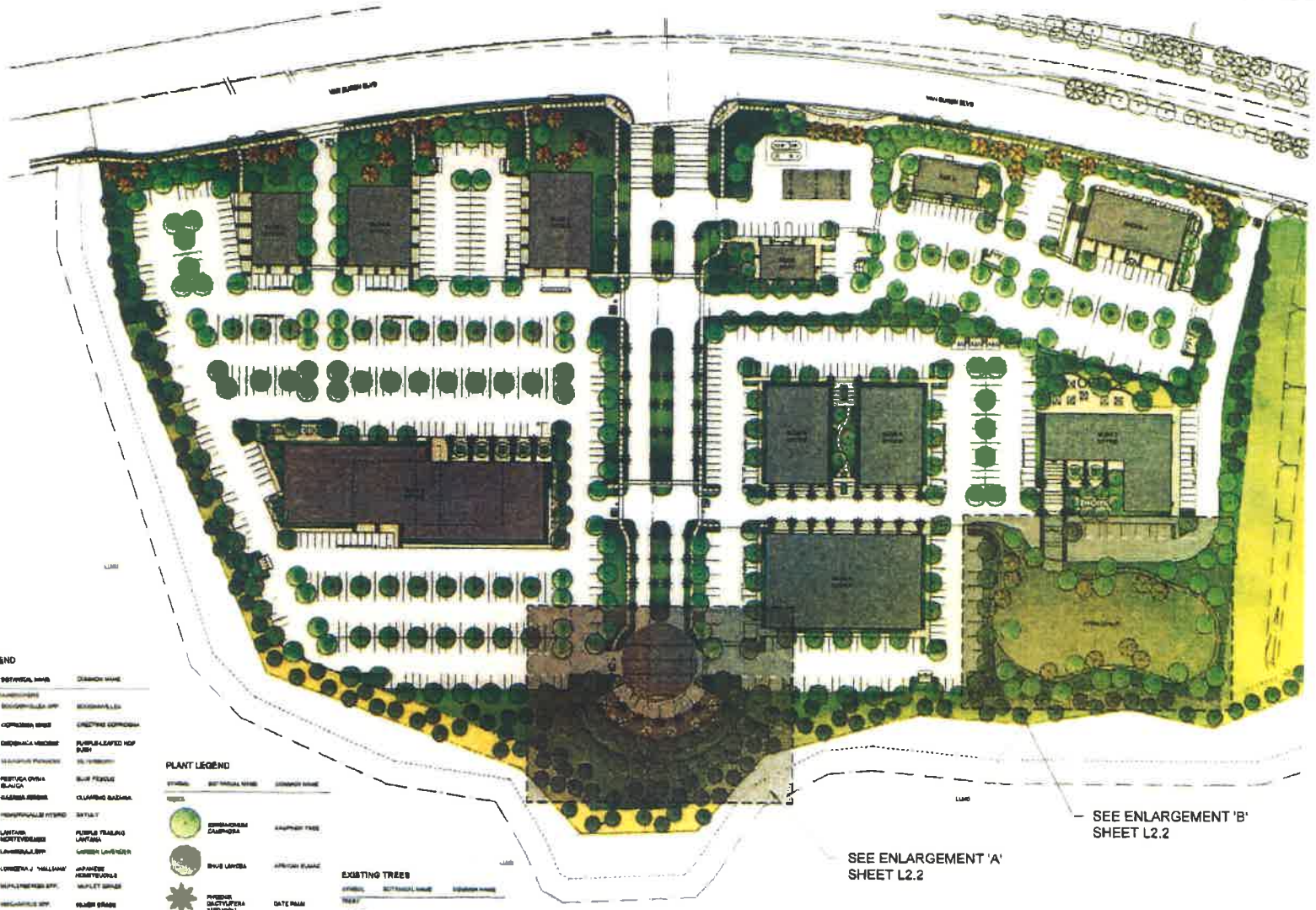
MERIDIAN

MERIDIAN PARK WEST LLC
1156 N. MOUNTAIN AVENUE
UPLAND, CA 91786
CONTACT: TIMOTHY REEVES
909-579-1294
JEFF GORDON
949-200-4755

SITE PLAN

PRELIMINARY
LANDSCAPE
PLAN...

SHT L1.1



RGA

MERIDIAN SOL
CAMPUS PARCELS
72 - 75

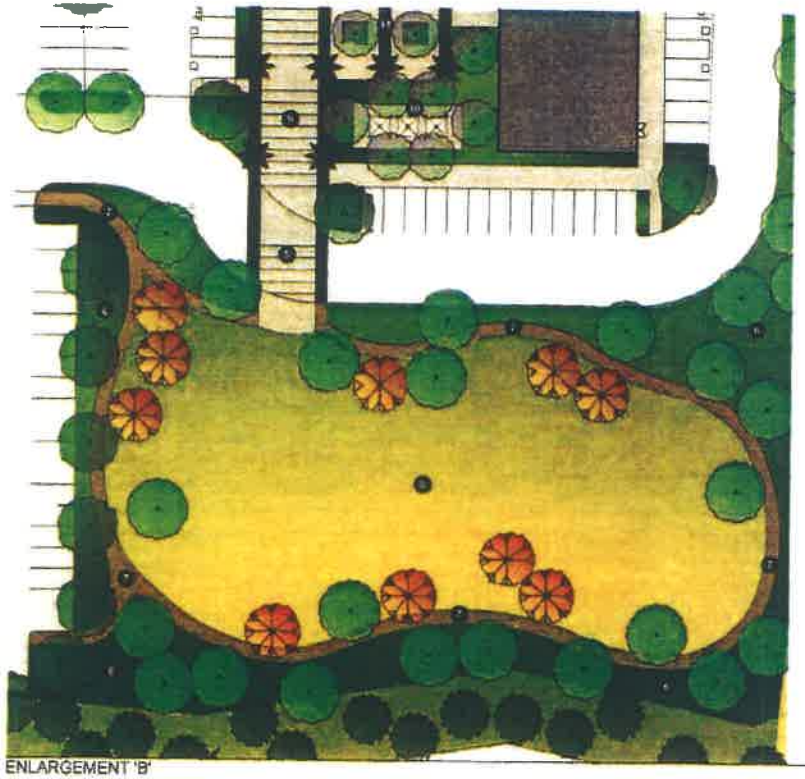
MERIDIAN

MERIDIAN PARK WEST LLC
1156 N. MOUNTAIN AVENUE
UPLAND, CA 91786
CONTACT: TIMOTHY REEVES
909-579-1294
JEFF GORDON
949-200-8755

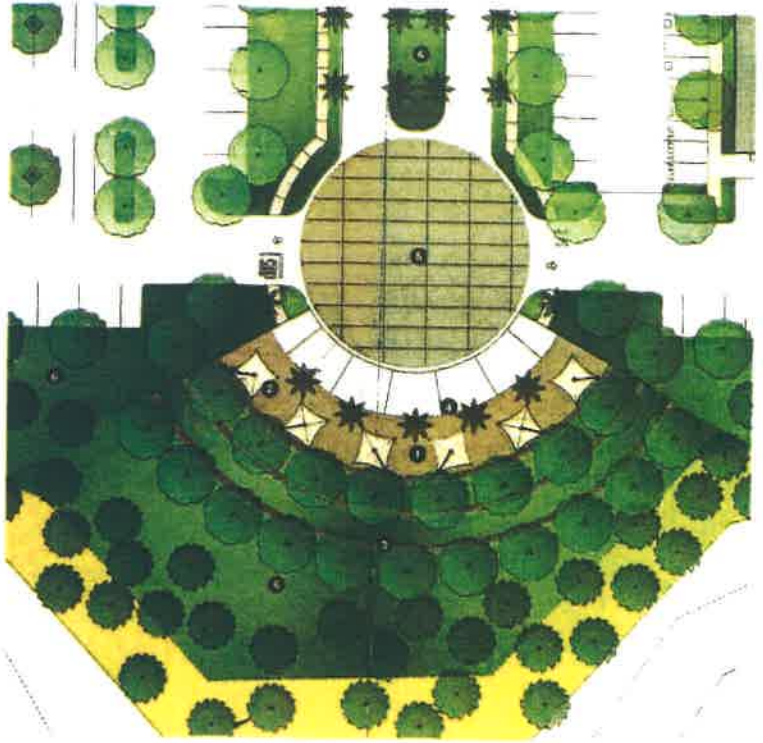
SITE PLAN

LANDSCAPE PLAN
ENLARGEMENT

SHEET L2.1



ENLARGEMENT 'B'



ENLARGEMENT 'A'

EXISTING TREES

SYMBOL	BOTANICAL NAME	COMMON NAME
TREES		
	GENUS & HEARTS OF GOLD	HEARTS OF GOLD
	CINNAMOMUM CAMPHORA	CAMPHOR TREE
	MAGNOLIA G 'LITTLE GEM'	DWARF SOUTHERN MAGNOLIA
	CHIONANTHUS RETUSUS	CHINESE FRINGE TREE
	SUBTROPICAL PLANTS	
	PLATANUS X 'YARWOOD'	SYCAMORE

PLANT LEGEND

SYMBOL	BOTANICAL NAME	COMMON NAME
TREES		
	CINNAMOMUM CAMPHORA	CAMPHOR TREE
	RHUS LANCEA	AFRICAN SUMAC
	PHOENIX DACTYLIFERA 'MEDJOOL'	DATE PALM
	PINUS HALEPENSIS	ALEPPO PINE
	PODOCARPUS GRACILIOR	FERN PINE
	PINUS CANARIENSIS	CANARY ISLAND PINE
	PLATANUS RACEMOSA	CALIFORNIA SYCAMORE
	LAGERSTROEMIA INDICA	CRAPE MYRTLE

SYMBOL	BOTANICAL NAME	COMMON NAME
	BOUGAINVILLEA SPP.	BOUGAINVILLEA
	CERCIDIUM SPP.	CERCIDIUM DORMOSUM
	DODONAEA VISCOSA	PURPLE-LEAFED HOP BUSH
	FESTUCA OVINA GLAUCA	BLUE FESCUE
	LANTANA MONTEVIDENSIS	PURPLE TRAILING LANTANA
	LAVANDULA SPP.	ENGLISH LAVENDER
	LONICERA J. 'HALLIANA'	JAPANESE HONEYSUCKLE
	MISCANTHUS SPP.	SILVER GRASS
	PHORMIUM TENAX	GREEN NEW ZEALAND FLAX
	PYRACANTHA 'SANTA CRUZ'	SANTA CRUZ FIRETHORN
	PLUMBAGO AREOLATA 'IMPERIAL BLUE'	BLUE CAPE PLUMBAGO
	RHAPHIS EXCELSA	LADY PALM

DETENTION BASIN HYDROSEED MIX

4 LBS / AC	AGROSTIS PALLENS
6 LBS / AC	BAMBELLA CERASA
3 LBS / AC	MUHLENBERGIA RIGENS
5 LBS / AC	NEROLIUM CERRIGNUM
7 LBS / AC	MELICA IMPERFECTA
5 LBS / AC	VULPIA MICROSTACHYS
3 LBS / AC	MUHLENBERGIA MICROSPERMA

LEGEND

1. STABILIZED DECOMPOSED GRANITE PAVING PATIO AREA.
2. CANTILEVERED UMBRELLAS W/ CHAIRS & TABLES.
3. TERRACED RETAINING WALLS.
4. PALM TREE ARCADE.
5. ENHANCED VEHICULAR PAVING.
6. PLANTER AREA.
7. STABILIZED DECOMPOSED GRANITE PATHWAY.
8. TURF AREA.
9. ENHANCED CONCRETE PAVING.
10. UMBRELLAS WITH TABLES AND CHAIRS.
11. SEAT WALLS WITH ACCENT TREES AT ENTRY.

RGA

MERIDIAN SOU.
CAMPUS PARCELS
72 - 75

MERIDIAN

MERIDIAN PARK WEST LLC
1156 N. MOUNTAIN AVENUE
UPLAND, CA 91786
CONTACT: TIMOTHY REEVES
909-579-1284
JEFF GORDON
949-200-8735

SITE PLAN

LANDSCAPE PLAN
ENLARGEMENT

SHEET L2.2

PROPOSED TREES

CINNAMOMUM CAMPHORA /
CAMPHOR TREE

RHUS LANCEA /
AFRICAN SUMAC

PHOENIX DACTYLIFERA 'MEDJOOL' /
MEDJOOL DATE PALM

PINUS HALEPENSIS /
ALEPPO PINE

PODOCARPUS GRACILIOR /
FERN PINE

PINUS CANARIENSIS /
CANARY ISLAND PINE

PLATANUS RACEMOSA /
WESTERN SYCAMORE

LAGERSTROEMIA INDICA 'SPLASH OF PINK' /
SPLASH OF PINK CRAPE MYRTLE

SHRUBS & GROUND COVERS

BOUGAINVILLEA 'LA JOLLA' /
LA JOLLA BOUGAINVILLA

COPROSMA KIRKII /
CREEPING COPROSMA

DODONAEA VISCOSA 'PURPUREA' /
PURPLE-LEAFED HOP-BUSH

ELAEAGNUS PUNGENS /
SILVERBERRY

FESTUCA OVINA GLAUCA /
BLUE FESCUE

GAZANIA RIGENS /
CLIMBING GAZANIA

HEMEROCALLIS 'HYBRID YELLOW' /
YELLOW DAYLILY

LANTANA MONTEVIDENSIS /
PURPLE TRAILING LANTANA

LAVANDULA ANGUSTIFOLIA /
ENGLISH LAVENDER

LONICERA J. 'HALLIANA' /
HALLS HONEYSUCKLE

MUHLENBERGIA RIGENS /
DEER GRASS

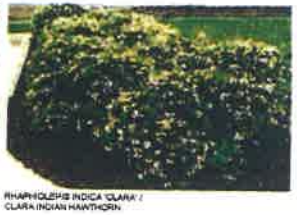
MISCANTHUS 'MORNING LIGHT' /
MORNING LIGHT MAIDEN GRASS

PHOTINIA FRASERI /
FRASER'S PHOTINIA

PHORMIUM TENAX /
NEW ZEALAND FLAX

PYRACANTHA 'SANTA CRUZ' /
SANTA CRUZ FIRETHORN

PLUMBAGO A. 'IMPERIAL BLUE' /
BLUE CAPE PLUMBAGO


RHAPHIOLEPIS INDICA 'CLARA' /
CLARA INDIAN HAWTHORN

RGA

RLA

MERIDIAN SOU.
CAMPUS PARCELS
72 - 75

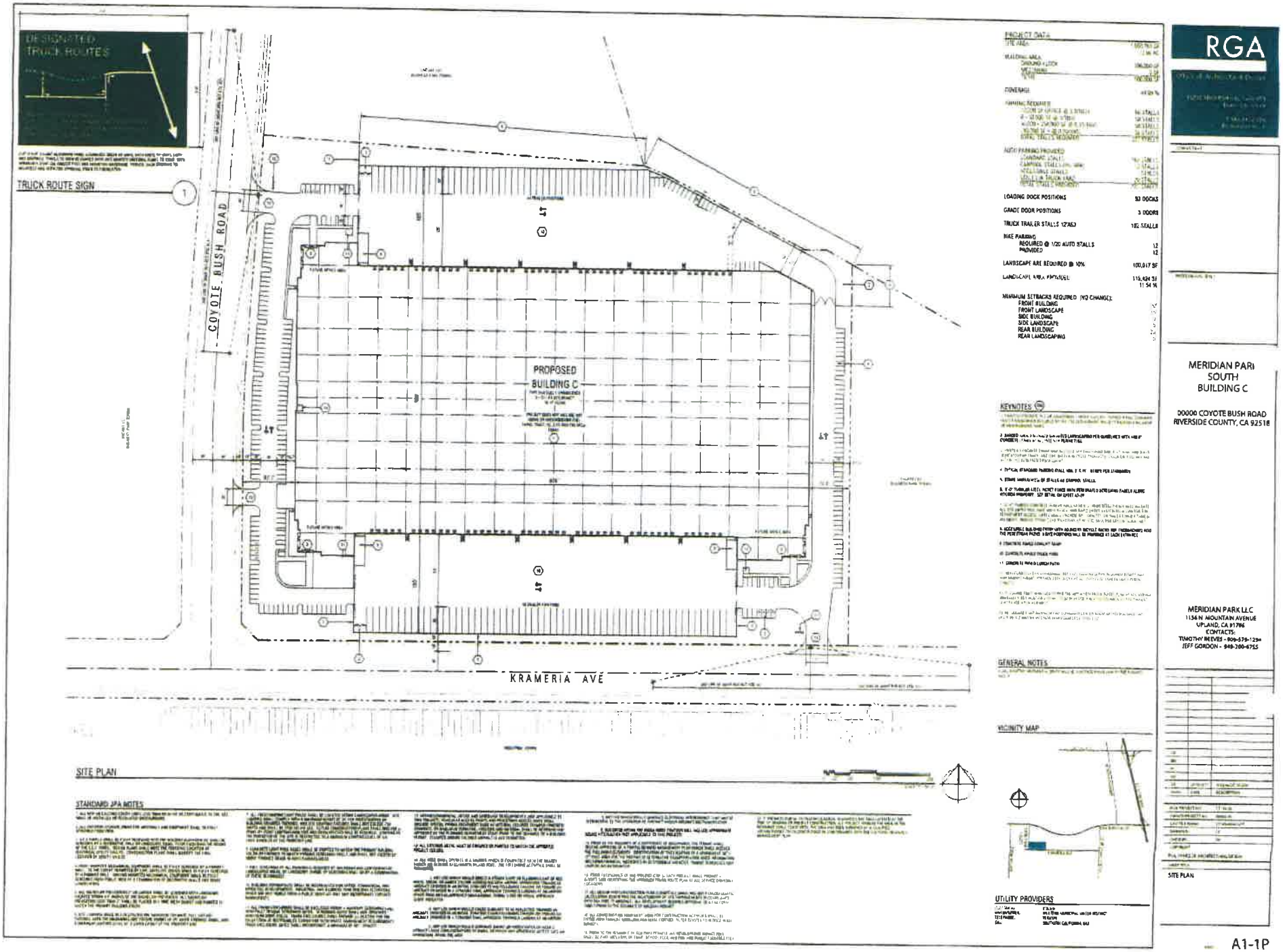
MERIDIAN

MERIDIAN PARK WEST LLC
1156 N MOUNTAIN AVENUE
UPLAND, CA 91786
CONTACT: TIMOTHY REEVES
909-579-1294
JEFF GORDON
949-200-8753

SITE PLAN

LANDSCAPE
IMAGERY

L3.1



RGA

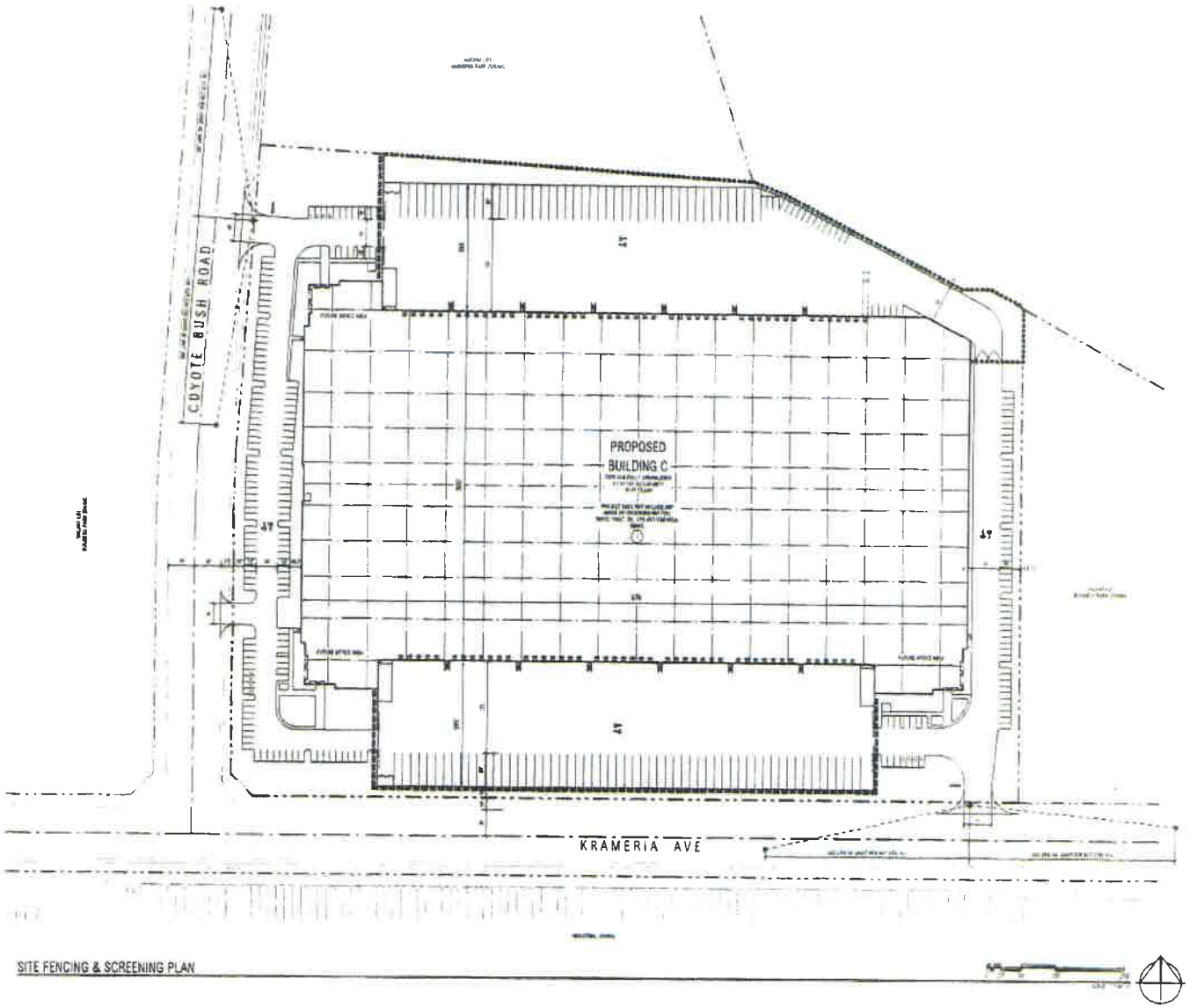
MERIDIAN PARI SOUTH BUILDING C

00000 COYOTE BUSH ROAD
RIVERSIDE COUNTY, CA 92518

MERIDIAN PARK LLC
1134 N MOUNTAIN AVENUE
UPLAND, CA 91786
CONTACTS:
TIMOTHY REEVES - 909-579-1294
JEFF GORDON - 949-200-6755

SITE PLAN

A1-1P



SITE FENCING & SCREENING PLAN

RGA

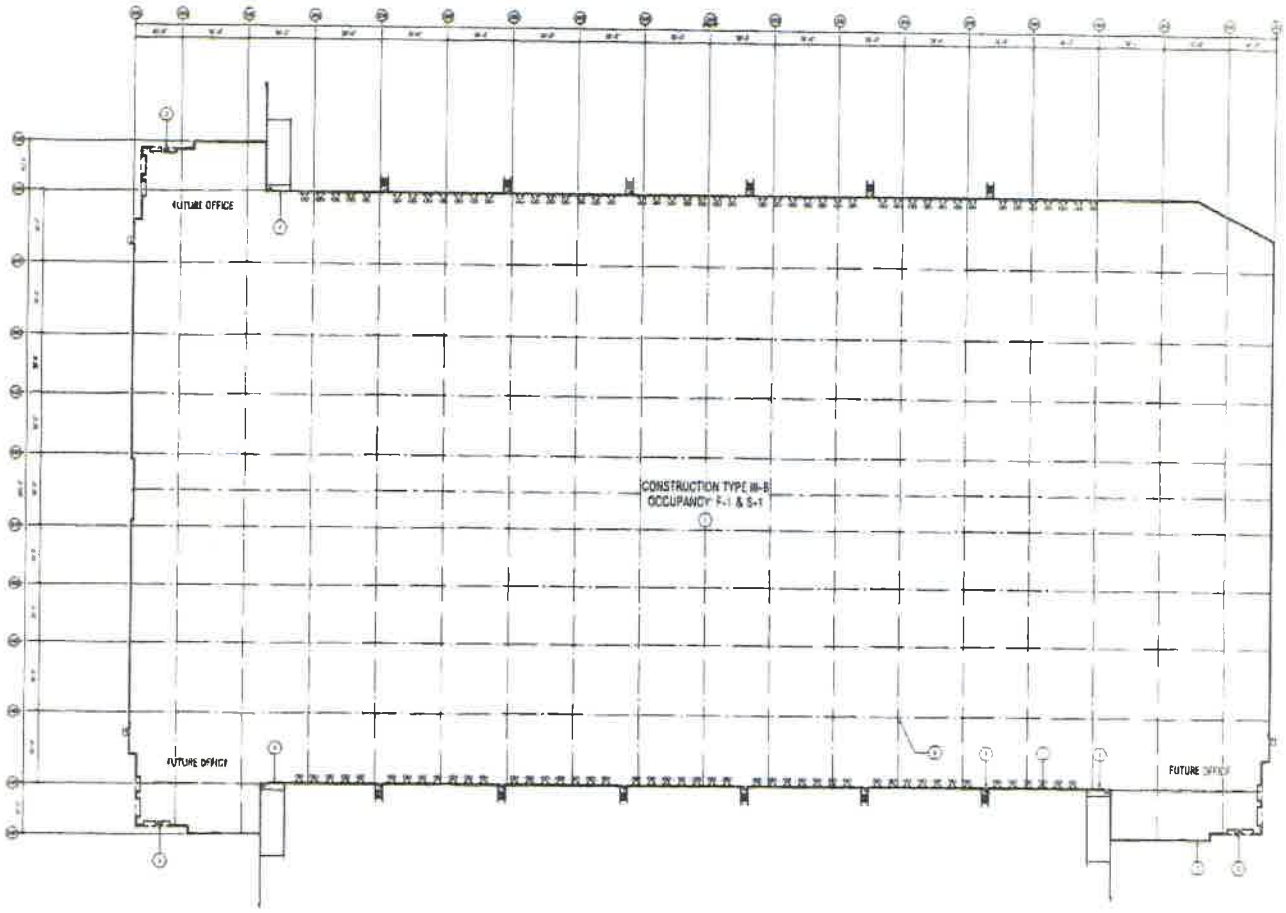
MERIDIAN PARK
SOUTH
BUILDING C

00000 COYOTE BUSH ROAD
RIVERSIDE COUNTY, CA 92518

MERIDIAN PARK LLC
1136 N. MOUNTAIN AVENUE
UPLAND, CA 91786
CONTACTS:
TIMOTHY REEVES - 909-579-1284
JEFF GORDON - 949-200-6753

SITE FENCING & SCREENING PLAN

KEYNOTES



FLOOR PLAN

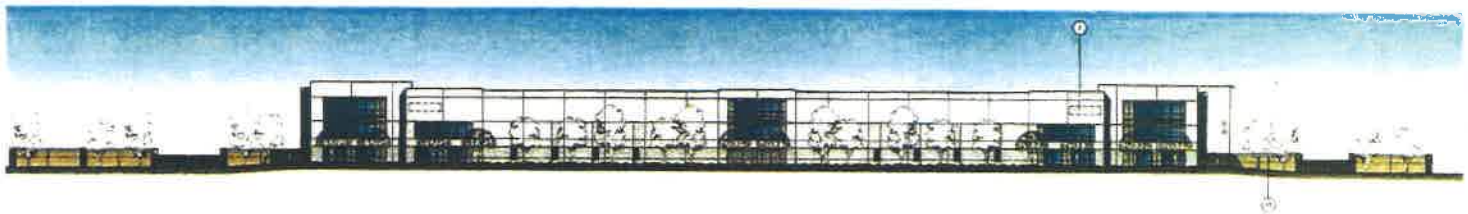
RGA

MERIDIAN PARK
SOUTH
BUILDING C

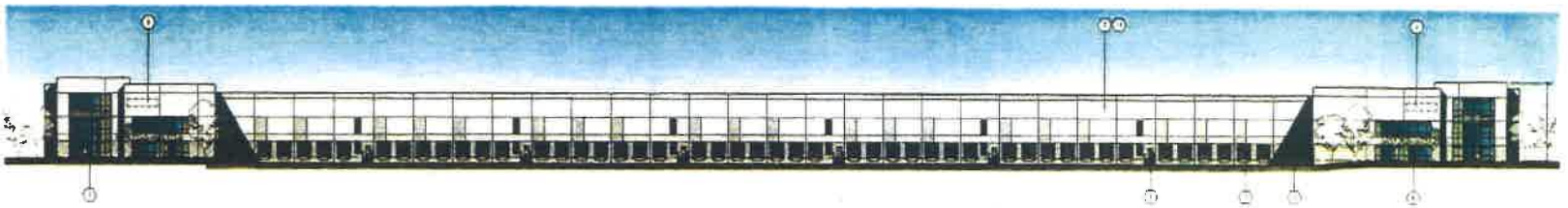
00000 COYOTE BUSH ROAD
RIVERSIDE COUNTY, CA 92518

MERIDIAN PARK LLC
1156 N. MOUNTAIN AVENUE
UPLAND, CA 91786
CONTACTS
TIMOTHY REEVES - 909-579-1284
JEFF GORDON - 949-200-6755

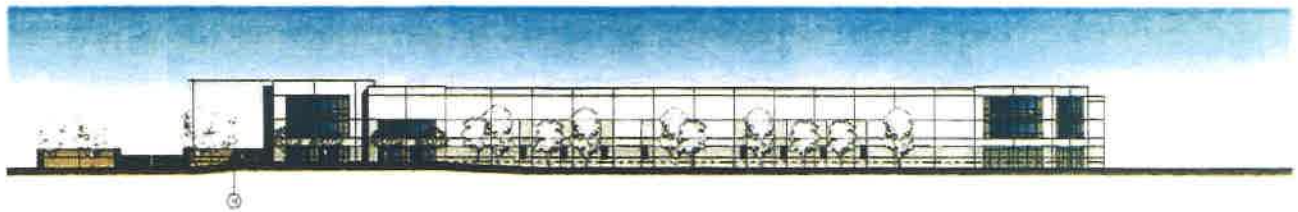
FLOOR PLAN



WEST ELEVATION - COYOTE BUSH ROAD



SOUTH ELEVATION - KRAMERIA AVENUE



EAST ELEVATION

NORTH ELEVATION

KEYNOTES

GENERAL NOTES

FINISH SCHEDULE

RGA

MERIDIAN PARK
SOUTH
BUILDING C

00000 COYOTE BUSH ROAD
RIVERSIDE COUNTY, CA 92518

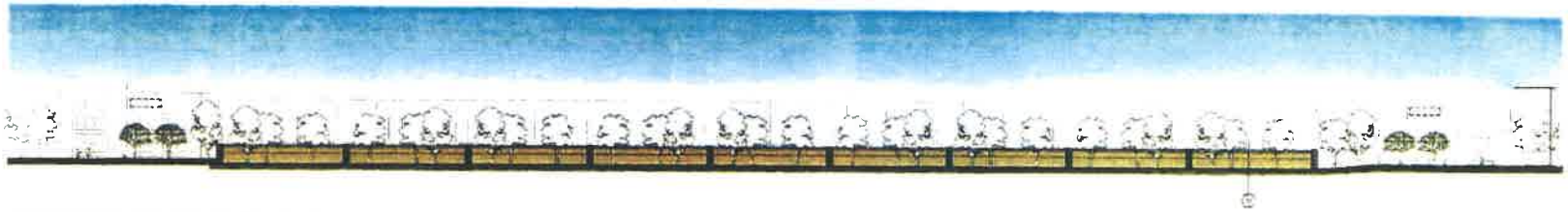
MERIDIAN PARK LLC
1156 W. MOUNTAIN AVENUE
UPLAND, CA 91784
CONTACTS:
TIMOTHY REEVES - 909-579-1284
JEFF GORDON - 949-200-4755

ELEVATIONS

A3-1P

KEYNOTES

NORTH SITE FENCE



SOUTH SCREEN WALL ELEVATION - KRAMERIA AVENUE

FINISH SCHEDULE

RGA

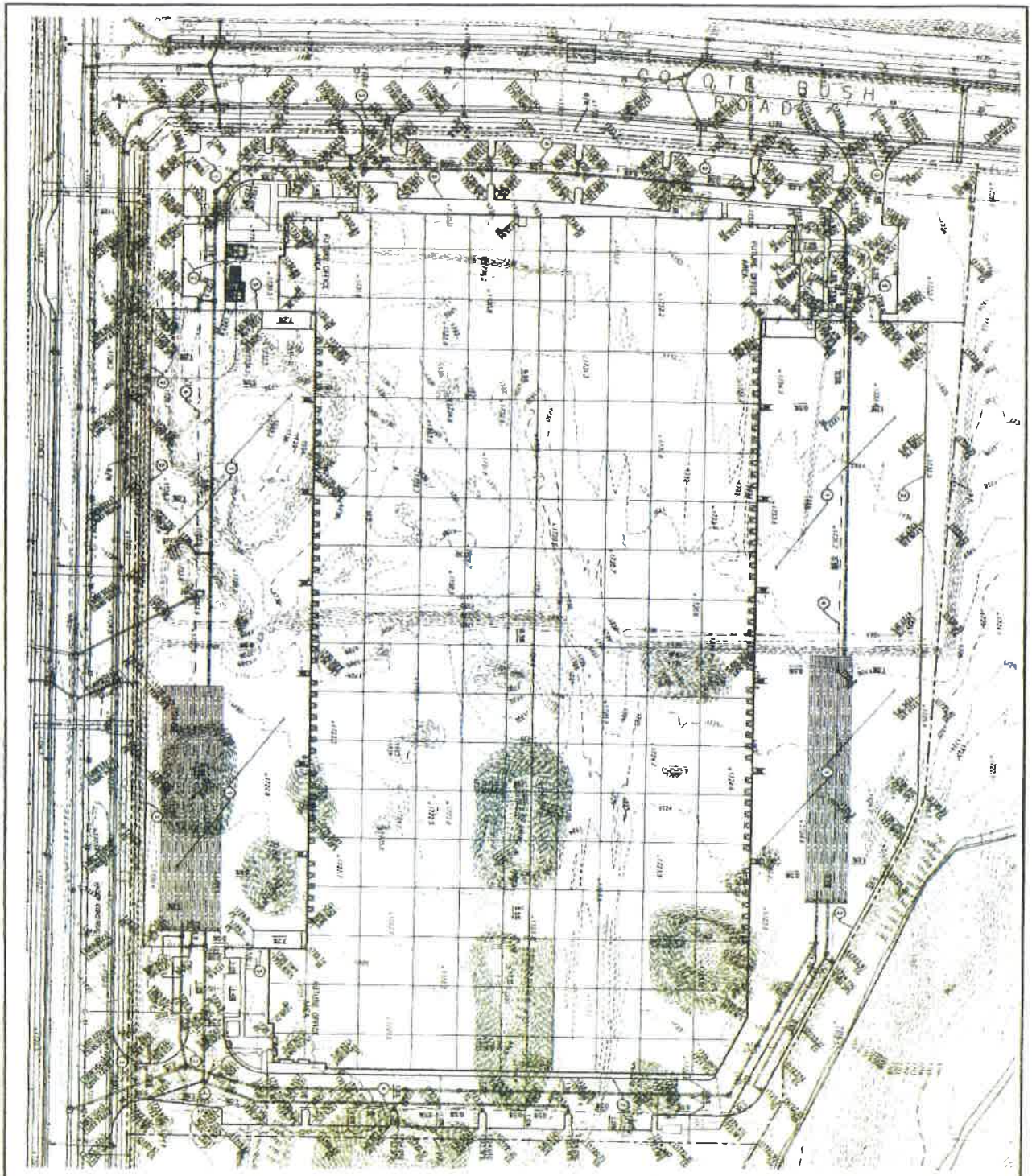
MERIDIAN PARK
SOUTH
BUILDING C

00000 COYOTE BUSH ROAD
RIVERSIDE COUNTY, CA 92518

MERIDIAN PARK LLC
1156 N. MOUNTAIN AVENUE
UPLAND, CA 91786
CONTACTS:
TIMOTHY REEVES - 909-579-1294

ELEVATIONS

A3-2P



LEGEND

CONCEPTUAL GRADING NOTES

1. CONSTRUCT PCC PAVEMENT PER GEOTECHNICAL RECOMMENDATIONS
2. CONSTRUCT 6 HIGH CONCRETE CURB
3. CONSTRUCT COMMERCIAL DRIVEWAY
4. CONSTRUCT RIBBON GUTTER
5. CONSTRUCT SCREEN WALL

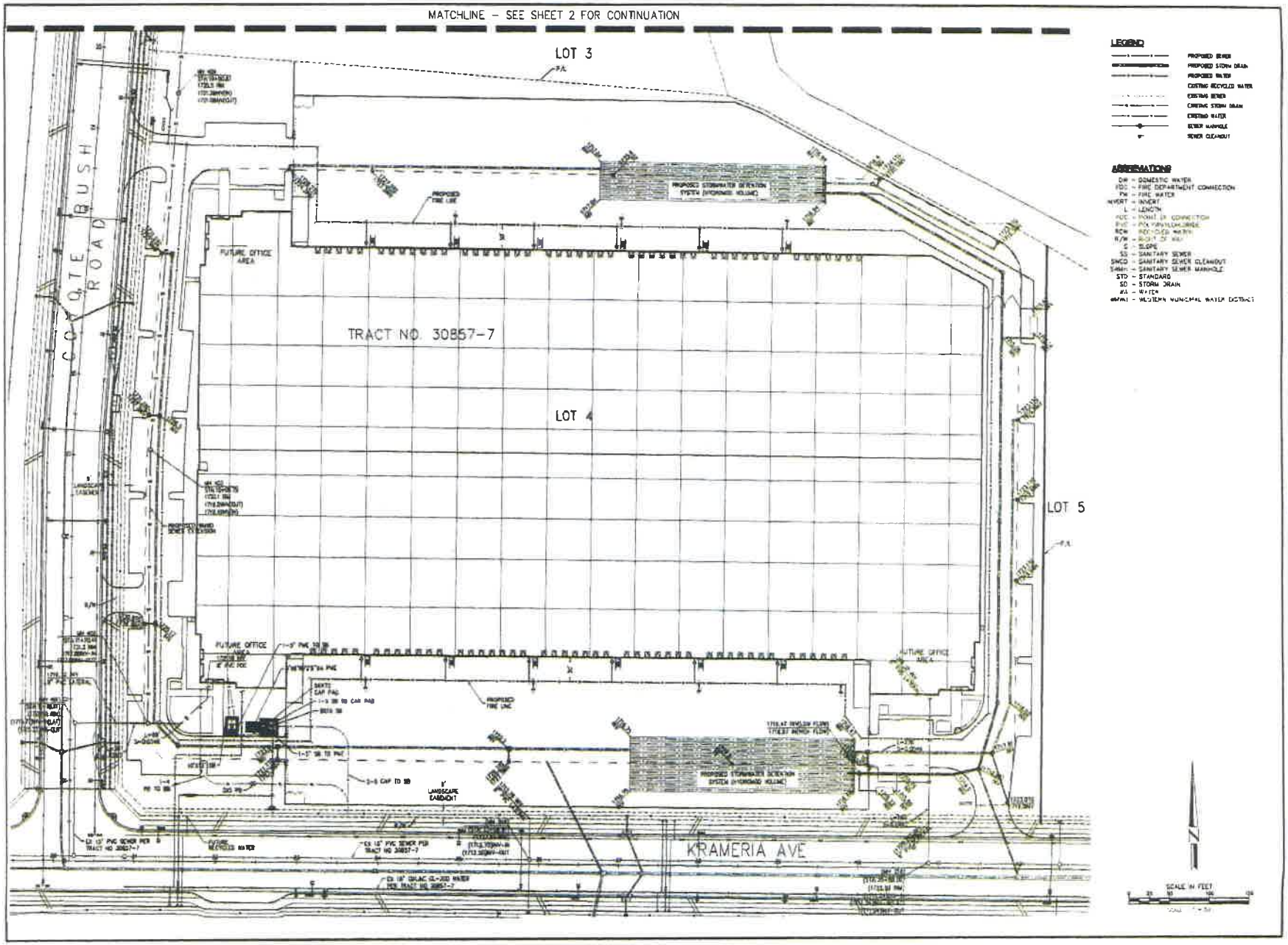
MERIDIAN SOUTH CAMPUS - BLDG C
RIVERSIDE, CA

CONCEPTUAL GRADING PLAN

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

160 S Old Springs Road
Suite 210
Anaheim Hills, CA 92808
714-695-6860

NOT FOR CONSTRUCTION

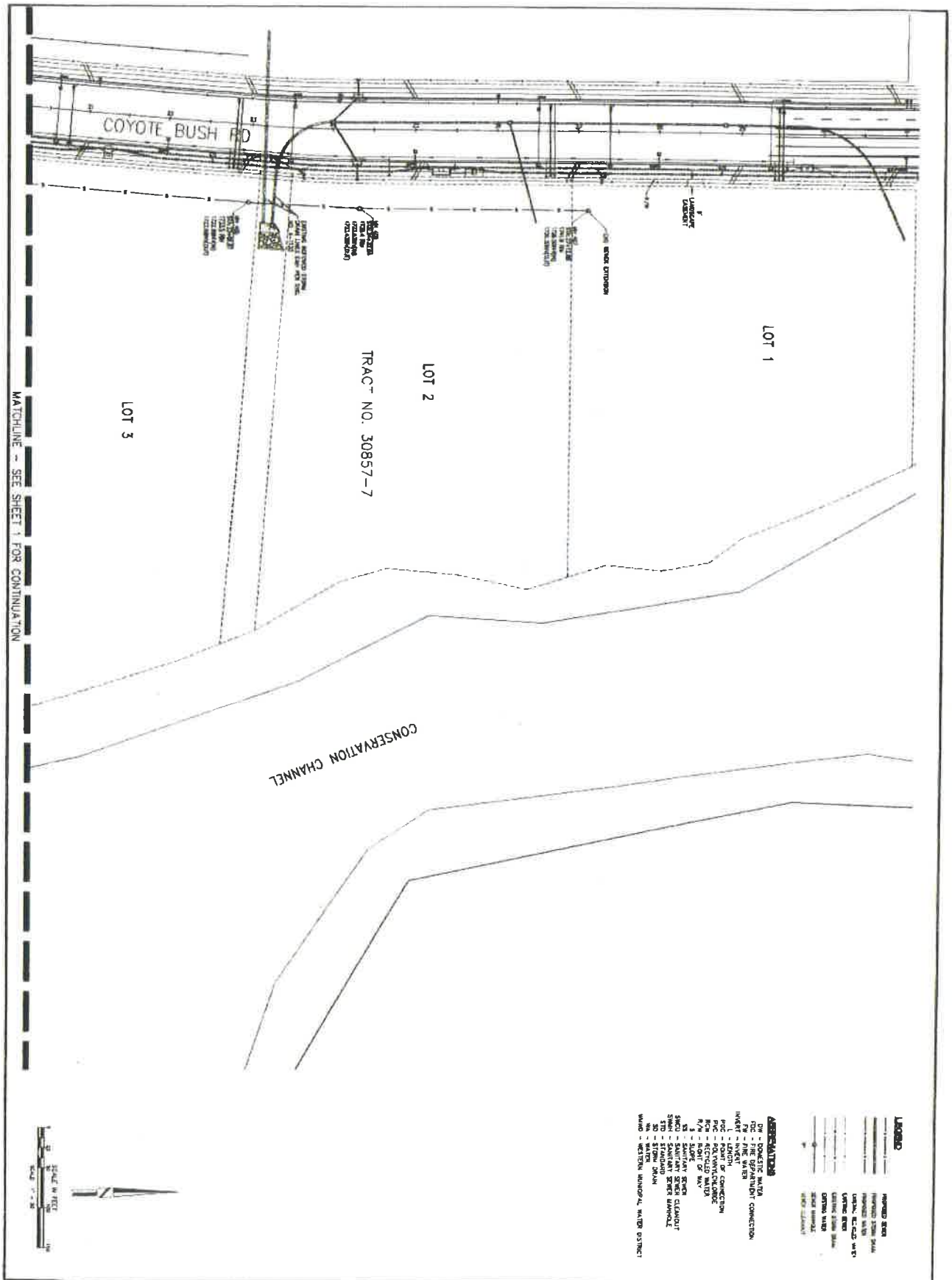


NOT FOR CONSTRUCTION

MERIDIAN SOUTH CAMPUS - BLDG C
RIVERSIDE, CA

CONCEPTUAL UTILITY PLAN

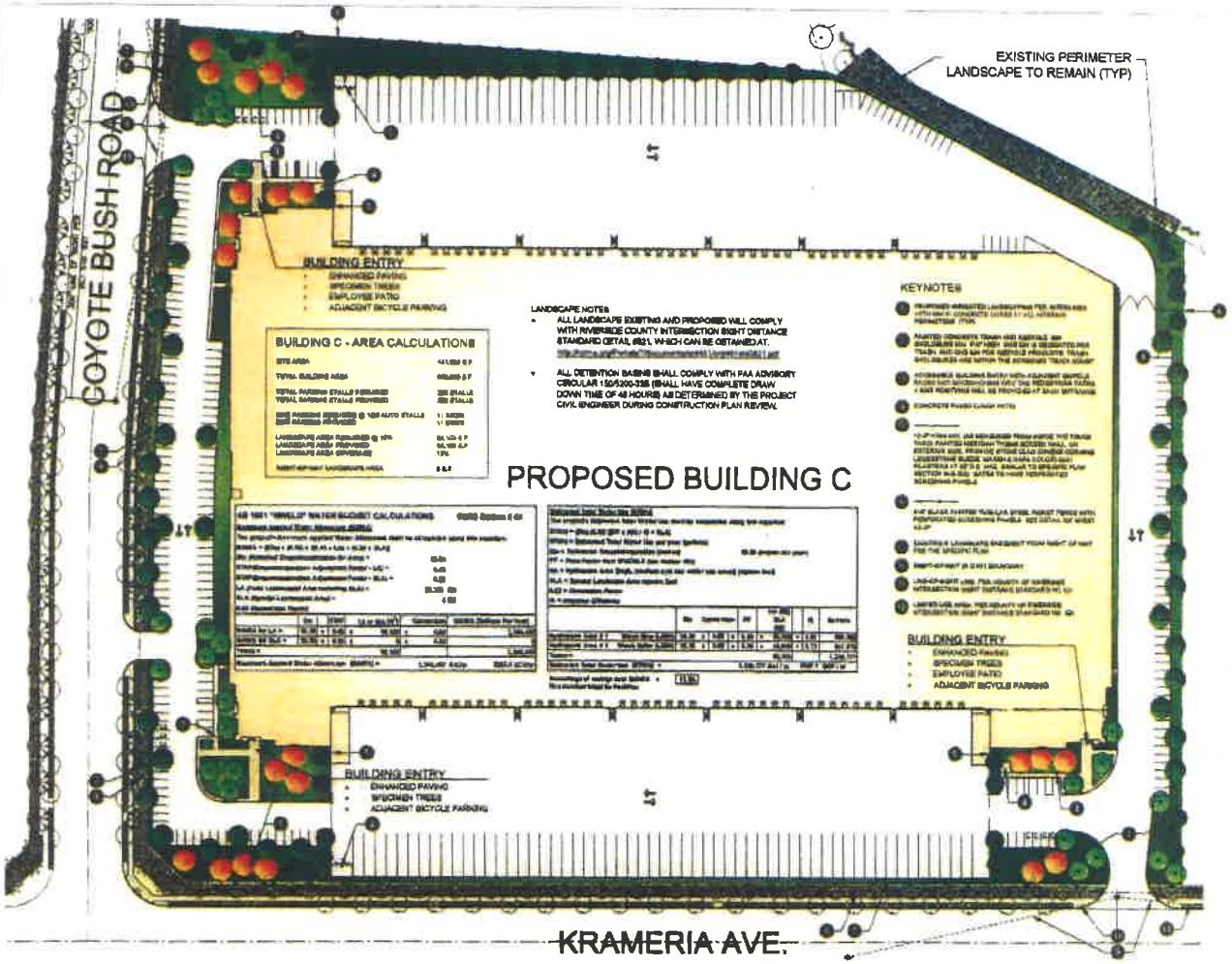
SHEET NUMBER 1



PROJECT
MERIDIAN SOUTH CAMPUS - BLDG C
RIVERSIDE, CA
DRAWING TITLE
CONCEPTUAL UTILITY PLAN

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

NOT FOR CONSTRUCTION



STANDARD MJPA NOTES

1. ALL NEW OR EXISTING UTILITY LINES LESS THAN 69 kV ON OR CONTIGUOUS TO THE SITE SHALL BE INSTALLED OR RELOCATED UNDER GROUND.
2. ALL OUTDOOR STORAGE AREAS FOR MATERIALS AND EQUIPMENT SHALL BE FULLY SCREENED FROM VIEW.
3. R&R PANELS SHALL BE FULLY RECESSED INTO THE BUILDING ELEVATION OR SHALL BE SCREENED BY A DECORATIVE WALL OR LANDSCAPE BERM, TO OR EXCEEDING THE HEIGHT OF THE R & R PANEL. FINISH PLANS SHALL NOTE THE TENTATIVE LOCATION OF ELECTRICAL UTILITY VAULTS. CONSTRUCTION PLANS SHALL IDENTIFY THE FINAL LOCATION OF UTILITY VAULTS.
4. ROOF-MOUNTED MECHANICAL EQUIPMENT SHALL BE FULLY SCREENED BY A PARAPET WALL EQUAL TO OR EXCEEDING THE HEIGHT OF THE MECHANICAL UNITS AT A MINIMUM BUILDING SHALL INCORPORATE A PARAPET WALL MEASURING 24" AROUND ALL PORTIONS OF THE BUILDING TO THE EXTENT PERMITTED BY UMC. SATELLITE DISHES SHALL BE FULLY SCREENED BY A PARAPET WALL. GRADE MOUNTED MECHANICAL EQUIPMENT SHALL BE FULLY SCREENED FROM PUBLIC VIEW BY A COMBINATION OF DECORATIVE WALLS AND DENSE LANDSCAPING.
5. ALL BACKFLOW PREVENTERS 2" OR LARGER SHALL BE SCREENED WITH LANDSCAPE LOCATED WITHIN A 7' RADIUS OF THE BACKFLOW PREVENTER. ALL BACKFLOW PREVENTERS LESS THAN 2" SHALL BE PLACED IN A WIRE MESH GABLET 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 35' ABOVE FINISHED GRADE AND A MAXIMUM LIGHTING LEVEL OF 2 CANDLEPOINTS AT THE PROPERTY LINE. ALL FREESTANDING LIGHT POLES SHALL BE LOCATED WITHIN LANDSCAPED AREAS.
7. CONCRETE LIGHT POLE BASES SHALL BE PAINTED TO MATCH THE PRIMARY BUILDING COLOR OR FINISHED TO MATCH PARKING SCREENING WALL AND SHALL NOT EXCEED 6" ABOVE FINISHED GRADE.
8. 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.
9. 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.
10. ALL TRASH ENCLOSURES SHALL BE ENCLOSED WITHIN A MASONRY SCREENING WALL WITH FULLY SHROUD STEEL GATES. SCREENING GATES SHALL NOT OPEN INTO VEHICULAR DRIVE AISLES. TRASH ENCLOSURES SHALL PROVIDE 3 LOCATIONS FOR THE COLLECTION OF RECYCLABLES CONSISTENT WITH WASTE MANAGEMENT REQUIREMENTS. TRASH ENCLOSURE GATES SHALL INCORPORATE A MINIMUM OF 6% CLEARANCE.
11. WITHIN COMMERCIAL, OFFICE AND MANUFACTURING/ENTERPRISE VEHICULAR ACCESS POINTS AND PEDESTRIAN ACCESS WAYS SHALL INCLUDE SPECIAL PAVING TREATMENT SUCH AS INTEGRAL COLORED STAMPED CONCRETE, BRICK PAVERS, 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.
12. ALL EXTERIOR METAL MUST BE PRIMED OR PAINTED TO MATCH THE APPROVED PROJECT COLORS.
13. ALL USES SHALL OPERATE IN A MANNER WHICH IS COMPATIBLE WITH THE NEARBY MARCH AIR RESERVE BARBARIAN INLAND PORT. THE FOLLOWING ACTIVITIES SHALL BE PROHIBITED:
   - ANY USE WHICH WOULD DIRECT A STEADY LIGHT OR FLASHING LIGHT OF RED, WHITE, GREEN, OR AMBER COLORS IN ASSOCIATION WITH AIRPORT OPERATIONS TOWARDS AN AIRCRAFT ENGAGED IN AN INITIAL STRAIGHT CLIMB FOLLOWING TAKEOFF OR TOWARD AN AIRCRAFT ENGAGED IN A STRAIGHT FINAL APPROACH TOWARDS A LANDING AT AN AIRPORT, OTHER THAN AN FAA-APPROVED NAVIGATIONAL SIGNAL LIGHT OR VISUAL APPROACH SLOPE INDICATOR.
   - 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 TOWARDS A LANDING AT AN AIRPORT.
   - 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.
   - ANY USE WHICH WOULD CREATE ELECTRICAL INTERFERENCE THAT MAY BE DETRIMENTAL TO THE OPERATION OF AIRCRAFT AND/OR AIRCRAFT INSTRUMENTATION.
   - BUILDINGS WITHIN THE NOISE MODE CONTOUR, CONTOURS WILL INCLUDE APPROPRIATE SOUND ATTENUATION.
14. PRIOR TO THE ISSUANCE OF A CERTIFICATE OF OCCUPANCY, THE TENANT SHALL RECEIVE APPROVAL OF A TRANSPORTATION DEMAND MANAGEMENT PLAN WHICH SHALL INCLUDE THE FOLLOWING ELEMENTS: IDENTIFICATION OF THE LOCATION OF A MINIMUM OF 50 SF X 42" WALL AREA FOR THE POSTING OF ALTERNATIVE TRANSPORTATION MODE INFORMATION INCLUDING FINANCIAL INCENTIVES BY RESPONSIBLE AGENCIES, TRANSIT SCHEDULES AND CARPOOLING INFORMATION.
15. PRIOR TO SURRENDER OF THE PROJECT C OF G, EACH PROJECT SHALL PROVIDE A 6-SIGHT SIGN IDENTIFYING THE APPROVED TRUCK ROUTE PLAN AT ALL SERVICE DRIVEWAY LOCATIONS.
16. ALL DESIGN AND CONSTRUCTION PLAN SUBMITTALS SHALL INCLUDE A DRAINAGE/WATER CALCULATION SUBSTANTIATING THE RELATIONSHIP OF SITE IMPROVEMENTS IN COMPLIANCE WITH FAA PART 77 AIRSPACE. ALL DEVELOPMENT REQUIRES APPROVAL OF A FAA FORM 7460-1 PRIOR TO THE ISSUANCE OF PERMITS.
17. ALL CONSTRUCTION EQUIPMENT USED FOR CONSTRUCTION ACTIVITIES SHALL BE FITTED WITH EXHAUST MUFFLING AND NOISE CONTROL FILTER DEVICES TO REDUCE NOISE IMPACTS.
18. PRIOR TO THE ISSUANCE OF BUILDING PERMITS, ALL DEVELOPMENT IMPACT FEES SHALL BE PAID INCLUSIVE OF TUMF, SCHOOL FEES AND FMAA AND PUBLIC FACILITIES FEES.
19. 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 RESOURCES MANAGEMENT PLAN.

MITIGATION MEASURES

MITIGATION N.I. 1.1C PROJECT SHALL INSTALL ENERGY STAR LABELED ROOF MATERIALS.

MITIGATION N.I. 1.1E PROJECT SHOWERS SHALL ENCOURAGE AN INCREASE OF EXTERIOR WALL INSULATION OVER TITLE 24 REQUIREMENTS. HOWEVER, A SPECIFIC PERCENT INCREASE IS NOT REQUIRED.

MITIGATION N.I. 1.1G PROJECT SPRINKLER SHALL ENCOURAGE AN INCREASE OF ROOF INSULATION OVER TITLE 24 REQUIREMENTS; HOWEVER, A SPECIFIC PERCENT INCREASE IS NOT REQUIRED.

MITIGATION N.I. 1.1I PROVIDE ONE PREFERENTIAL PARKING SPACE FOR CARPOOL VEHICLES FOR SINGLE USER PARKING LOTS AND SHARED USE PARKING FOR HUNDRED SERVICED SPACES NOT TO EXCEED FOUR PERCENT. PARKING SPACES PER DEVELOPMENT. ONE CHARGING FACILITY WILL BE PROVIDED PER EVERY TWO EV STALLS.

MITIGATION N.I. 1.2D PROVIDE LIGHT COLORED CONCRETE PAVING IN TRUCK COURTS.

MITIGATION N.I. 1.3C PROVIDE ELECTRICAL OUTLETS AT BUILDING EXTERIOR AREAS.

MITIGATION NOTES

1. THE PROPOSED NON-POTABLE WATER SYSTEM WILL MEET VALLEY-WIDE STANDARDS FOR RECLAIMED WATER SYSTEMS INCLUDING PLANTING LOT AREAS WHICH INCLUDE 40% TREE COVERAGE (APPROXIMATELY ONE TREE PER EVERY 16 STALLS) FOR SPACE USES AND 25% TREE COVERAGE (APPROXIMATELY ONE TREE PER EVERY 25 STALLS) FOR INDUSTRIAL OR BUSINESS PARK USES WITH 10 TO 15 YEARS OF CONSTRUCTION. PROJECT WILL USE TREES THAT MATURE OVER A LONGER TIME PERIOD WITH LOWER / DRY WATER DEMAND. SHADE AGAIN SHALL WILL EXCLUDE TRUCK COURTS AND DRIVE AISLES.

PROPOSED PLANT MATERIAL

SYMBOL	BOTANICAL NAME	COMMON NAME	SIZE	SPACING	WATER USE
	CERCIDIUM 'DESERT MUSEUM'	PALO VERDE 'DESERT MUSEUM'	36" BOX		LOW
	EREMOPHILA MACULATA	OUTBACK SUNRISE EMU BUSH	5 GAL		LOW
	PINUS HALEPENSIS	ALEPPO PINE	24" BOX OR 36" BOX		LOW
	RHUS LANCEA	AFRICAN SUMAC	24" BOX OR 36" BOX		LOW

PROPOSED PLANT MATERIAL

SYMBOL	BOTANICAL NAME	COMMON NAME	SIZE	SPACING	WATER USE
	ACACIA R. 'DESERT CARPET'	DESERT CARPET ACACIA	1 GAL		LOW
	AGAVE AMERICANA	CENTURY PLANT	15 GAL		LOW
	ANIGOZANTHOS FLAVIDUS	KANGAROO PAW	5 GAL		LOW
	ARBUTUS UNEDO	STRAWBERRY TREE	24" BOX		LOW
	BACCHARIS P. 'TWIN PEAKS'	DWARF COYOTE BRUSH	1 GAL		LOW
	CALLISTEMON 'LITTLE JOHN'	DWARF BOTTLEBRUSH	5 GAL		LOW
	CAREX PANSA	DUNE SEDGE	1 GAL		LOW
	CISTUS PURPUREUS	ROCKROSE	5 GAL		LOW
	EDGEWORTHIA CHRYSANTHA	EDGEWORTHIA	5 GAL		LOW
	CUPRESSUS SEMPERVIRENS	ITALIAN CYPRESS	15 GAL		LOW
	[illegible]	[illegible]	[illegible]		LOW
	[illegible]	[illegible]	[illegible]		LOW
	FESTUCA OVINA GLAUCA	BLUE FESCUE	[illegible]		LOW
	GREVILLEA NOELII 'RUBY CLUSTERS'	GREVILLEA	[illegible]		LOW
	[illegible]	[illegible]	[illegible]		MOD
	HESPERALOE PARVIFLORA	RED YUCCA	[illegible]	36" O.C.	LOW
	HETEROMELES ARBUTIFOLIA	TOYON	[illegible]	9' O.C.	LOW
	LEUCOPHYLLUM F. 'GREEN CLOUD'	TEXAS RANGER	[illegible]	4' O.C.	LOW
	MIRACANTHUS TRANSMORRISONENSIS	EVERGREEN MISCANTHUS	[illegible]	36" O.C.	LOW
	MUHLENBERGIA LINDHEIMERI	LINDHEIMER MUHLY GRASS	[illegible]	36" O.C.	LOW
	PENNISETUM S. 'RUBRUM'	PURPLE FOUNTAIN GRASS	[illegible]	36" O.C.	LOW
	ROSMARINUS O. 'PROSTRATUS'	TRAILING ROSEMARY	[illegible]	12" O.C.	LOW
	ROSMARINUS O. 'TUSCAN BLUE'	TUSCAN BLUE ROSEMARY	[illegible]	36" O.C.	LOW
	[illegible]	CALIFORNIA COFFEEBERRY	[illegible]		LOW
	ROSA FLORIBUNDA 'ICEBERG'	ICEBERG ROSE	[illegible]		MOD
	ROSA X 'FLOWER CARPET PINK'	PINK CARPET ROSE	[illegible]		MOD
	SALVIA GREGGII	[illegible]	[illegible]		LOW
	WESTRINGIA FRUTICOSA	COAST ROSE MINT	[illegible]		LOW
	[illegible]	[illegible]	[illegible]		LOW
	JUNCUS PATENS	CALIFORNIA GRAY RUSH	[illegible]		MOD
	[illegible]	[illegible]	[illegible]		MOD

EXISTING PLANT LEGEND

EXISTING TREES TO BE PROTECTED IN PLACE

EXISTING STREET TREES TO BE PROTECTED IN PLACE

RGA

MERIDIAN PARK SOUTH BUILDING C
00000 COYOTE BUSH ROAD
RIVERSIDE COUNTY, CA 92518

MERIDIAN

MERIDIAN PARK LLC
1156 N. MOUNTAIN AVENUE
UPLAND, CA 91786
CONTACT:
TIMOTHY REEVES - 909-579-1294
JEFF [illegible] - 949-300-4731

SITE PLAN

CONCEPTUAL LANDSCAPE PLAN

L1.1

EXHIBIT "B"

Conditions of Approval

EXHIBIT B1

Plot Plan 18-02 Conditions of Approval

Conditions of Approval
The Common's at Meridian Project
Plot Plan 18-02

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 18-04.

2. The site shall be developed in accordance with the approved Plot Plan 18-02 on file in the Planning Division, General Plan (GP 18-01), the Amended March Business Center Specific Plan (SP1, A7), Amended Tentative Map (TM 30857, A5), Conditional Use Permit (CUP 18-02), the JPA Development Code regulations, and the conditions contained herein. Prior to any use of the site or business activity being commenced thereon, all Conditions of Approval shall be completed to the satisfaction of the Planning Director or designee. Building and structural elevations shall comply with the color scheme and materials approved with Plot Plan 18-02. (MJPA 9.14.020)

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

4. The Plot Plan approval shall expire three years after the date of approval unless substantial construction contemplated by this approval has occurred within the three-year period, which is thereafter pursued to completion, or the March Joint Powers Authority has extended approval, otherwise the approval shall become null and void. (MJPA 9.02.230)

5. This development is located within Specific Plan SP-1, A7. Requirements of the March Business Center Specific Plan including the permitted uses, development standards, the March Business Center Design Guidelines, and the Conditions of Approval shall prevail unless modified herein. (MJPA 9.13)

6. ~~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. (MMRP)

8. The development shall comply with the requirements of the Americans with Disabilities Act. All disabled parking spaces shall measure 14' wide to include a 9' stall and 5'loading area, by 20' length. One in every 8 disabled spaces, but in no case less than one, shall be van accessible with a minimum 9' wide space and 8' wide loading area. All signage, striping, ramps and slopes shall meet ADA requirements. Overhang of parking shall not encroach upon handicapped access routes. (MJPA 9.11.040)

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

10. Any signs indicated on the submitted plans are not included with this approval. All signs proposed for this development shall comply with the requirements of the March Business Center Design Guidelines and the March JPA Development Code. If requirements differ, the proposed signage shall meet the stricter of the provisions. In a multiple tenant facility, all signage shall meet the approved Sign Program for the development. (MJPA 9.12.020)

11. All new and existing utilities located on the site shall be under grounded. (MJPA 9.13.130)

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

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

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

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

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

17. Uses located in proximity of noise sensitive uses shall comply with the noise mitigation measures identified in the March Business Center EIR. (MMRP)

18. All uses shall comply with the noise emission criteria identified in the March JPA Development Code. (MMRP)

19. All projects are required to comply with the March Business Center Specific Plan, SP-1, A7, March Business Center Design Guidelines, landscape concept plan, and Development Code to ensure the preservation of Van Buren Boulevard and Alessandro Boulevard scenic corridors and enhancement of the gateway treatment at the Riverside National Cemetery.

20. All development shall use proper erosion control measures during and following construction. (MMRP)

21. Revegetate graded area with native plants compatible to the area to prevent erosion. (MMRP)

22. Development within the elementary school buffer zones will abide by the land use compatibility conditions set forth in the March Business Center Specific Plan. The Elementary School Buffer zone extends 0.25 miles outward from Tomas Rivera Elementary (located north of Van Buren Boulevard). The approved Automotive Service Station is approved to be developed outside the Elementary Buffer Zone as per the Lewis Retail design plans drafted by Nadel Studio One Inc. Also a letter from Meridian Park, LLC. is provided in the Project file memorializing that the proposed Automotive Service Station and Healy Tanks are located outside the elementary school buffer zone.

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

23. If construction activity is planned during nesting/breeding season, a qualified environmental scientist shall conduct a field review of the affected areas prior to vegetation clearing activity assess the areas for occupancy by the least bell's vireo. (MMRP)

24. 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.

25. Prior to grading permit issuance, all construction plans must meet the requirements of the Compensatory Mitigation and Monitoring Plan dated April 08, 2010 for development adjacent to the Least Bell's Vireo habitat area identified as Conservation Easement #2.

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

26. Prior to building permit issuance, the owner/developer must submit plans to the County of Riverside, Department of Environmental Health, Environmental Resources Management Branch (ERM) for review/approval.

27. Prior to building permit issuance, the owner/developer must submit plans to the County of Riverside, Department of Environmental Health, Hazardous Materials Management Branch for review/approval of the proposed Underground Storage Tanks (USTs) installation. Additional permits will be required which include the following:

    a) Hazardous Materials Disclosure permit;
    b) Hazardous Waste Generator permit; and
    c) Underground Storage Tank permit.

28. Prior to building permit issuance, the tenant improvement plans for the Convenience Store use relating to Conditional Use Permit 18-02 (CUP 18-02) for off-premises Beer and Wine sales will require review/approval by the Riverside County Sheriff's Department. Please note that additional documentation relating to the ABC Licensing may be requested by the Department.

29. Prior to obtaining a building permit, a site/building-specific acoustical report shall be prepared by an acoustical engineer or professional acoustician showing that interior noise levels within all habitable rooms do not exceed 45dB Ldn or CNEL for all new noise sensitive receptors (inclusive or transient lodging, educational facilities, and childcare facilities) which are identified in Figure IV. H-3, State of California Noise Compatibility Chart. Normally Unacceptable Uses identified in Figure IV. H-3, State of California Noise

Compatibility Chart shall not be allowed. The recommendations of the noise report shall be specific window treatments, such as dual glazing, and mechanical ventilation when the 45 dBA CNEL limit can only be achieved with a closed window condition. (MMRP)

30. Office areas and noise sensitive uses within the 65 dB CNEL noise contour shall provide noise attenuation to provide an interior noise level of 45 dB CNEL, as certified by an acoustical engineer or architect. (MMRP)

31. Facilities that store, handle or use regulated substances as defined in the California Health and Safety Code 25532 shall comply with the Hazards and Hazardous Materials Mitigation Measures identified in the March Business Center FEIR (SCH 2002071089). (MMRP)

32. Prior to issuance of precise grading permits, all site plans, grading plans, landscape and irrigation plans, and street improvement plans shall be coordinated for consistency with this approval. Prior to issuance of building permits, final landscaping and irrigation plans shall be approved as a component of the construction plan review. (MJPA 9.02.030)

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

34. The Project shall contribute on a fair share basis toward the cumulative off-site impacts identified in Specific Plan Chapter IV.B Transportation/Traffic of the March Business Center Final Focused Environmental Impact Report. (MMRP)

35. 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.

36. Prior to issuance of building permits, screening details for roof top equipment shall be submitted for Planning Division review and approval as a component of the construction plan review. All equipment shall be completely screened so as not to be visible from public view, and the screening shall be an integral part of the building. (MJPA Design Guidelines)

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

that it does not exceed 0.5 candle/foot^2 illumination beyond the property line. (MJPA 9.08.100)

38. 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.

39. CEQA Review of stationary source emissions other than natural gas and electricity shall be done on all developments emitting stationary source air pollutants. In addition, all developments involving stationary source emissions shall obtain permits to construct and operate from the SCAQMD. (MMRP)

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

40. Prior to Certificate of Occupancy, the Project Applicant must contribute an in-lieu fee of $10,000 for the future construction and installation of a bus shelter near the southeast corner of Van Buren Boulevard and Orange Terrace Parkway.

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

42. Prior to issuance of a Certificate of Occupancy, Signage shall be provided at the Van Buren Boulevard intersections with Coyote Bush Road and Orange Terrace to discourage truck traffic on residential streets in the Orangecrest development. (MMRP)

43. Prior to issuance of a Certificate of Occupancy, the developer or developer's successor in interest shall pay the applicable Transportation Uniform Mitigation Fee (TUMF). This provision does not prohibit paying the TUMF earlier at the time of building permit issuance. (MJPA Ord.)

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

45. Prior to Certificate of Occupancy, the Planning Division shall review and approve the location and method of enclosure or screening of transformer cabinets, commercial gas meters and back flow preventers as components of the construction plan review. Location and screening shall comply with the following criteria: All transformer cabinets and commercial gas meters shall not be located within driveway/street view triangles in such a way that they obscure traffic visibility. Service Electrical Systems shall be fully enclosed

and incorporated into the overall architectural design of the building(s). Back-flow preventers and gas meters shall be screened by landscaping that will provide appropriate landscape screening upon maturity. (MJPA Design Guidelines)

46. ~~Prior to Certificate of Occupancy, each development incorporating truck docks or roll-up doors shall provide a minimum 6-sq/ft sign identifying the approved truck route plan at all service driveway locations and employee lounge. (MMRP)~~ **Not applicable- the development is not proposing any truck docks or roll-up doors.**

47. ~~Prior to Certificate of Occupancy, each development incorporating truck docks shall install one a 6-sq/ft. sign for each four roll-up dock doors identifying the maximum 5-minute diesel idling time. All signs shall be installed on the building at eye level in a manner to clearly convey the maximum diesel idling time. (CARB)~~ **Not applicable- the development is not proposing any truck docks.**

Landscape Provisions (Timing Varies)

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

49. 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.

50. The landscape irrigation schedule, identifying appropriate watering times, duration and quantities, for 1) initial landscaping and 2) established landscape, shall be continually available at the site in perpetuity, in a convenient location near the irrigation controlling unit. (JPA ORD. #16-02)

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

52. All on-site parking shall be screened by one of the following methods: 1) 30" parking screen wall; 2) continuous landscape shrub; or 3) combination of shrub, wall and earthen berm. (MJPA Design Guidelines)

53. The facility shall incorporate an on-site green/landscape waste recycling/mulching area, or as an option the facility operator may identify in writing how green/landscape waste recycled off-site. (MMRP)

54. 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.

55. 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.

56. 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.

57. 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.

58. 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.

59. 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)

60. 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.

61. 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.

62. 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.

63. 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.

64. 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.

65. 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).

66. 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.

67. 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)

68. Preferential parking spaces shall be offered to car pools and van pools. (MMRP)

69. Employers with 250 or more employees shall comply with SCAQMD Rule 2202 necessitating development of trip reduction plans, including peak commute trip reduction, ride share programs, and implementing compressed work week schedules. (SCAQMD)

70. Employers with over 250 employees shall provide on-site food vending machines, refrigerator, microwave oven and mail facilities and use reasonable effort to provide an ATM, on-site computer, internet connection, and other services to reduce the need for employees to leave for services during business hours. (MMRP)

71. All cold storage facilities shall install conduit to all loading dock doors accessing the cold storage warehouse in order to accommodate future use plug-in electrical outlets. Additionally, all cold storage facilities shall have a minimum of 20% of the loading dock doors activated for plug-in use prior to the issuance of the certificate of occupancy. The trailer fleets of all cold storage warehouses shall be 100% plug-in ready within 10 years of the certificate of occupancy. (MMRP)

72. 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.

73. The March Business Center shall require implementation of parking ratios that limit the need for on-street parking. These ratios are identified in the Specific Plan. (MMRP)

74. The project shall provide for bicycle facilities to accommodate non-motorized circulation on the site and connectivity to routes in the Cities of Riverside and Moreno Valley. (MMRP)

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

76. Project shall annually file a Transportation Demand Management Plan to address available trip reductions strategies. (MMRP)

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

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

79. Buildings shall be designed to reduce energy usage by utilizing solar or low emissions water heaters, double paned glass windows, using light colored roofing materials, orienting buildings north and increasing wall and attic insulation above Title 24 requirements. (MMRP)

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

81. Prior to issuance of grading or building permit, the Construction Contractor shall submit a Construction Management Plan identifying compliance with all construction mitigation measures identified in the project EIR.(MMRP)

82. All construction activities shall be limited to between 7:00 a.m. and 8:00 p.m. as feasible. (MEIR)

ENGINEERING DEPARTMENT, TRILAKE CONSULTANTS

In a letter dated September 27, 2018, Trilake Consultants provided the following conditions of approval: With respect to the Conditions of Approval for the above referenced project, the MJPA requires that the applicant provide the following improvements and/or dedications in accordance with the March Joint Powers Authority requirement and Standards and pursuant to conditions of approval for amended Tract No. 30857-9 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 completed design of the improvements. All questions regarding the true meaning of the conditions 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.

83. Drainage and Flood Control facilities and improvements shall be provided in accordance with the MJPA and Riverside County Flood Control requirements and standards stated in their letter dated August 28, 2018. The following drainage related conditions are requirements of the 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. 3

    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. Reference is made to RCFC letter dated August 28, 2018, the project shall comply with the requirements of said letter.

84. Streetlights may be required per Riverside County and Southern California Edison standards and JPA. Streetlights shall be located along all streets including Van Buren Boulevard.

85. 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 and WMWD for review and approval.

86. The 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 including partial reimbursement for maintenance of traffic signal located at Orange Terrace Parkway and Van Buren Boulevard.

87. 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.

88. Driveway approaches shall be installed per Riverside County standards for commercial driveways in compliance with ADA requirements and standards. The most northerly driveway along southerly extension of Orange Terrace Parkway shall be for right in and out only.

89. Onsite striping, lighting, landscaping shall be reviewed and approved by Planning Department.

90. The improvements on Van Buren Boulevard shall be pursuant to requirements and approval by Riverside County Transportation Department including the recent correspondence dated September 21, 2018 between the County and Developer's representative.

91. Southerly extension of Orange Terrace Parkway (private road) shall include construction of hardscaped/landscaped median, 2 northbound, 2 northbound left turn, right turn lane in addition to 2 southbound lanes and a right turn transition lane as recommended by the applicant's Traffic Engineer and approved by JPA. The southerly end of the private road shall be designed and constructed in substantial conformance with the project development plan as recommended by the Traffic Engineer.

BUILDING DEPARTMENT, WILLDAN

Provide four (4) sets of construction plans and documentation for plan review for each proposed building. Below you will find a list of the plans and documents Building and Safety will need for plan review for each building. The initial plan review will take approximately two weeks on most projects.

Building & Safety General Information

92. All structures shall be designed in accordance with the 2016 California Building Code, 2016 California Mechanical Code, 2016 California Plumbing Code, and the 2016 California Electrical Code, and the 2016 California Green Buildings Standards adopted by the State of California.

93. The Developer/Owner is responsible for the coordination of the final occupancy. The Developer/Owner shall obtain clearances from each department and division prior to requesting a final building inspection from Building & Safety. Each agency shall sign the bottom of the Building & Safety Job Card.

94. Building & Safety inspection requests can be made twenty-four (24) hours in advance for next day inspection. Please contact 951-656-7000. You may also request inspections at the Building & Safety public counter.

95. All construction sites must be protected by a security fence and screening. The fencing and screening shall be maintained always to protect pedestrians.

96. Temporary toilet facilities shall be provided for construction workers. The toilet facilities shall be maintained in a sanitary condition. Construction toilet facilities of the non-sewer type shall conform to ANSI ZA.3.

97. Construction projects which require temporary electrical power shall obtain an Electrical Permit from Building & Safety. No temporary electrical power will be granted to a project unless one of the following items is in place and approved by Building & Safety and the Planning Department.

    (A) Installation of a construction trailer, or,
    (B) Security fenced area where the electrical power will be located.

98. Installation of construction/sales trailers must be located on private property. No trailers can be located on the public street right of way.

99. Site development and grading shall be designed to provide access to all entrances and exterior ground floors exits and access to normal paths of travel, and where necessary to provide access. Paths of travel shall incorporate (but not limited to) exterior stairs, landings, walks and sidewalks, pedestrian ramps, curb ramps, warning curbs, detectable

warning, signage, gates, lifts and walking surface materials. The accessible route(s) of travel shall be the most practical direct route between accessible building entrances, site facilities, accessible parking, public sidewalks, and the accessible entrance(s) to the site, California Building Code, (CBC) Chapter 11, Sections, 11A and 11B.

100. The City enforces the State of California provisions of the California Building Code disabled access requirements. The Federal Americans with Disabilities Act (ADA) standards may differ in some cases from the California State requirements, therefore it is the building owner's responsibility to be aware of those differences and comply accordingly.

101. Site facilities such as parking open or covered, recreation facilities, and trash dumpster areas, and common use areas shall be accessible per the CBC, Chapter 11.

102. Separate plan submittals and permits are required for all accessory structures; example would be trash enclosures, patios, block walls, play equipment and storage buildings.

103. Pursuant to the California Business and Professions Code Section 6737, most projects are required to be designed by a California Licensed Architect or Engineer. The project owner or developer should review the section of the California Codes and comply with the regulation.

104. Building & Safety, (Willdan Engineering) will review plans, inspect all foundation work, structural work on the building to include plumbing, electrical, mechanical, title 24, green building code items. Building & Safety will also inspect the electrical conduit in the common areas for light standards as well as accessibility from the right of way to the building and the disabled parking stalls. Signage will be inspected by the Building & Safety as well as trash enclosures and other ornamental structures on the site.

105. Engineering, (Tri Lakes Engineering) will review plans, inspect the construction in the right of way as well as the grading and precise grading on site. This includes curb and gutter on the site and sidewalks on site.

106. Storm Water, (CG Recourse Management) will inspect the Storm Water requirements on and off site.

Building & Safety Conditions

107. Prior to the issuance of a building permit, the applicant shall pay all Development Improvement Fee's to the City; this also includes school fees and outside agency fees such

as sewer water and utilities. Copies of receipts shall be provided to Building & Safety prior to permit issuance.

108. All on site utilities shall be underground to the new proposed structure unless prior approval has been obtained by the utility company or the City.

109. Prior to issuance of Building Permits, on site water service shall be installed and approved by the responsible agency. On site fire hydrants shall be approved by the Fire Department. No flammable materials will be allowed on the site until the fire hydrants are established and approved.

110. Prior to issuance of building permits, site grading certification and pad certifications shall be submitted to Building & Safety. Prior to concrete placement, submit a certification for the finish floor elevation and set backs of the structures. The certification needs to reflect that the structure is in conformance with the Precise Grading Plans. Compaction reports shall accompany pad certifications. The certifications are required to be signed by the engineer of record.

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

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

113. Special inspectors and structural observation inspectors that are required by the engineer of record shall register with Building & Safety. The special inspectors shall provide a copy of their certifications as well as a copy of their driver's license before they start work as an inspector on the project. Special inspectors are to provide daily reports to Building & Safety by e-mail to the City inspector and to the permit technician. Special inspectors are also required to provide a hard copy of the reports in the construction office daily for the inspector's use. The special inspectors shall make all necessary and required inspections before the City provides periodic inspections.

114. A Certificate of Occupancy will be granted to the Developer/Owner when the building is 100 percent complete and all agencies have signed for permanent occupancy. If the Developer/Owner has a tenant that will be performing a tenant improvement, Building & Safety will issue a permit for the tenant improvement if all other agencies agree to allow the permit to be issued and the plans are approved.

FIRE MARSHALL, RIVERSIDE COUNTY FIRE DEPARTMENT

115. California Fire Code requirements to be provided by Riverside County Fire Department on an individual project basis.

Fire Marshall, Riverside County Fire Department (Project-Specific)

With respect to the conditions of approval 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:

116. Fire Hydrants and Fire Flow: Provide or show there exist fire hydrant(s) capable of delivering required fire flow per the California Fire Code, Riverside County Fire Department within 400 feet to all portions around the proposed structure. Reference 2016 California Fire Code (CFC) Section 507.5.1.

117. Water Plans: If fire hydrants are required to be installed, applicant/developer shall furnish two copies of the water system fire hydrant plans to Fire Department for review and approval prior to building permit issuance. Plans shall be signed by a registered civil engineer, and shall confirm hydrant type, location, spacing, and minimum fire flow. Once plans are signed and approved by the local water authority, the originals shall be presented to the Fire Department for review and approval. Ref. CFC 105.4.1.

118. Blue Dot Reflectors: Blue retro-reflective pavement markers shall be installed to indicate the location of fire hydrants. Reference CFC Section 507.5.8 as amended by Riverside County Ordinance 787.8.

119. Fire Department Access: Fire Department apparatus access shall be provided to within 150 feet to of all portions of all buildings. Fire apparatus roads shall have an unobstructed width of not less than 24 feet. Driveway loops, fire apparatus access lanes and entrance curb radius should be designed to adequately allow access of emergency fire vehicles. Reference CFC Sections 503.1.1 and 503.2.1 as amended by Riverside County Ordinance 787.7.

120. Fire Sprinkler System: All structures 3,600 square feet or larger will be required to install a fire sprinkler system in accordance with the CFC and NFPA 13. Ref. CFC 903.2 as amended by Riverside County Ordinance 787.8.

121. Fire Alarm and Detection System: A water flow monitoring system and/or a fire alarm system will be required per the CFC and NFPA 72. Ref. CFC 903.4/907.2.

122. Address: The address shall be posted per Riverside County Fire Department standards and will be clearly visible from public roadway. Ref. CFC 505.1 as amended by Riverside County Ordinance 787.8 and the County of Riverside Fire Prevention Standard #07-01 Premises Identification.

123. These conditions are preliminary and further review will occur upon receipt of building plans. Additional conditions may be necessary at that time.

RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION

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

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

d) 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.

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

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

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

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

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

127. The attached notice shall be provided to all prospective purchasers of the proposed parcels and tenants or lessees of the buildings.

128. The Project detention basins shall have the following features to limit bird activity (MMRP):

1. The basin shall drain within a six-hour period to reduce the potential for plant growth;
2. Regular maintenance activities shall include the removal of vegetation with the exception of lot 49;
3. Detention basins shall be monitored regularly to determine if they attract waterfowl or other birds;
4. A plan to discourage bird activity shall be implemented if the basins are found to be an attraction to birds.

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

130. This project has been evaluated for an industrial development consisting of 480,000 square feet of high cube warehouse area and 20,000 square feet of office area, and a commercial development consisting of 140,750 square feet of office area, a 3,062 square foot gas station convenience store and 12 fuel pumps, 9,015 square feet of restaurant dining area, 930 square feet of restaurant commercial kitchen, and 1,260 square feet of retail area. Any increase in building area, change in use (other than an increase in retail area in the Shops 1 building with a corresponding reduction in restaurant dining area therein) or modification of the tentative parcel map lot lines and areas will require an amended review by the Airport Land Use Commission.

131. The maximum square footage of restaurant dining area in Shops 1 building shall not exceed 6,015 square feet.

132. The maximum square footage of dining area in the fast food restaurant Pad A shall not exceed 3,000 square feet.

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

134. The Federal Aviation Administration has conducted an aeronautical study of the proposed project (Aeronautical Study Nos. 2018-AWP-9379-OE through 9391-OE) and has determined that neither marking nor lighting of the structure(s) is necessary for aviation safety. However, if marking and/or lighting for aviation safety are accomplished on a

voluntary basis, such marking and/or lighting (if any) shall be installed in accordance with FAA Advisory Circular 70/7460-1 L Change 1 and shall be maintained in accordance therewith for the life of the project.

135. The proposed buildings shall not exceed a height of 51 feet above ground level and a maximum elevation at top point of 1,777 feet above mean sea level.

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

137. Temporary construction equipment used during actual construction of the structure(s) shall not exceed 51 feet in height and a maximum elevation of 1,777 feet above mean sea level, unless separate notice is provided to the Federal Aviation Administration through the Form 7460-1 process.

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

WESTERN MUNICIPAL WATER DISTRICT

In a letter dated August 07, 2018, Western Municipal Water District is applying the following Conditions of approval for Plot Plan 18-02-"The Common's at Meridian".

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

140. All applicable Added Facilities Charges (for water facilities), Sewer Connection Fees, and Meter Installation Fees must be paid as well as Cross Connection Testing and regulatory compliance approved prior to the installation of any water meter.

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

142. Western, as a member agency of Metropolitan Water District of Southern California (MWD) will enforce MWD's Plan for Water Use Efficiency Guideline requirements for water conservation.

143. The property is located within the 1900 Pressure Zone. Currently, there is a proposed 12-inch water pipeline to be constructed in Van Buren Boulevard for service connection the other proposed project. Please be advised and confirm master meter sizing to ensure it is sized appropriately for the intended use. Western will require documentation to verify it is sized properly. Available Fire Flow will be determined by a flow test or model.

144. There is a proposed 12-inch recycled water pipeline to be constructed in Van Buren Boulevard for service connection to the proposed project.

145. There is a proposed 8-inch sewer pipeline to be constructed in Van Buren Boulevard for service connection to the proposed project. The sewer capacity required for the proposed project is subject to review and approval by Western.

146. Developer to submit a 22" x 34" preliminary onsite and/or offsite plan for water, sewer, and recycle water plan layout to Western before formal submittal of Water, Sewer and/or Recycled Improvement Plans.

147. Preliminary water, sewer and/or recycled water plans shall show the following items:

a) Delineate all existing utility facilities (i.e. pipe diameter, pipe material, manholes, water meters, air/vac, blow-off, fire hydrants, valves, sewer, gas, communication, electrical, etc.) within the project boundaries.

b) Delineate all easements within the project boundaries.

c) Delineate all proposed and existing lots, streets, and storm drains.

d) Delineate all proposed water, sewer, and/or recycled water facilities within project boundaries. Include pipeline diameters and type of material.

148. Developer to submit a detailed engineer's construction cost estimate to Western for review and approval. Once approved, developer shall make a deposit for plan checking services for Water, Sewer, and/or Recycled Water Improvement Plans.

149. Water, Sewer, and/or Recycled Water Improvement Plans shall be designed per Western's Standard Specifications. Please review Western's Developer Handbook for submittal formats and requirements online at:

http://www.wmwd.com/162/Developer-Handbook

150. Water, Sewer, and Recycled Water Commercial Plans for connections only shall be designed per Western's Standards and Specifications. Please review Western's Commercial Plan Check Package for submittal formats and requirements online at:

http://www.wmwd.com/DoucmentCeneter/Home/View/237

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

152. Water, Sewer and/or Recycled Water Improvement Plans or Commercial Plans shall not be approved until all items mentioned above are received and approved by Western.

153. The developer is responsible for installing, paying all costs and obtaining an encroachment permit from the local jurisdiction having authority over installation of water, sewer and/or recycled water facilities including laterals in the public right-of-way. If the customer is responsible to obtain private easements from adjacent property owners. Proof of private easement must be provided to Western prior to plan approval.

154. For water, sewer and/or recycled water service by Western, the developer must comply with the "Standard Conditions" and all applicable "Rules, Regualtions, and General Policies of Western at the time of construction.

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

RIVERSIDE COUNTY FLOOD CONTROL

In a letter dated August 28, 2018, Riverside County Flood Control is providing the following Conditions to Plot Plan 18-02, The Common's at Meridian.

General Conditions

The Commons at Meridian is a business park development located in the Meridian South Campus of the March JPA. The overall project is approximately 32.2 acres and will consist of retail and office buildings. The drainage from the Commons will tie into an existing (undersized) storm drain in Van Buren Boulevard and drain to the regional detention basin on the North Campus. The improvement plans include a proprietary Modular Wetlands devices to provide water quality treatment. The project also proposes a series of underground storage chambers to detain the water quality volume and to mitigate increased runoff to a rate that can be accommodated by the existing storm drain system in Van Buren Boulevard. The onsite facilities will not be maintained by RCFC&WCD as they are smaller than 42" in diameter.

100-Year Sump Outlet

156. Drainage facilities outletting sump conditions shall be designed to convey the tributary 100-year storm flows. Additional emergency escape shall also be provided.

Perp Drainage Patterns

157. The property's street and lot grading shall be designed in a manner that perpetuates the existing drainage patterns with respect to tributary drainage areas, outlet points and outlet conditions.

Prior to Grading Permit

Encroachment Permit Required

158. An encroachment permit shall be obtained for any work within District right of way impacting District facilities. The Encroachment Permit application shall be processed and approved concurrently with the improvement plans.

Submit Plans

159. A copy of the project specific WQMP, improvement plans, grading plans, BMP improvement plans and any other necessary documentation along with supporting hydrologic and hydraulic calculations (drainage report) shall be submitted to the District as reference material for the review and approval of the drainage report and storm drain plans. The plans must receive District approval prior to the issuance of grading permits. All submittals shall be date stamped by the engineer and include a completed flood control deposit based fee worksheet and the appropriate plan check fee deposit.

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.

EXHIBIT B2

Plot Plan 18-03 Conditions of Approval

Conditions of Approval
South Campus Building C Project
Plot Plan 18-03

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 18-04.

2. The site shall be developed in accordance with the approved Plot Plan 18-03 on file in the Planning Division, General Plan (GP 18-01), the Amended March Business Center Specific Plan (SP1, A7), Amended Tentative Map (TM 30857, A5), the JPA Development Code regulations, and the conditions contained herein. Prior to any use of the site or business activity being commenced thereon, all Conditions of Approval shall be completed to the satisfaction of the Planning Director or designee. Building and structural elevations shall comply with the color scheme and materials approved with Plot Plan 18-03. (MJPA 9.14.020)

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

4. The Plot Plan approval shall expire three years after the date of approval unless substantial construction contemplated by this approval has occurred within the three-year period, which is thereafter pursued to completion, or the March Joint Powers Authority has extended approval, otherwise the approval shall become null and void. (MJPA 9.02.230)

5. This development is located within Specific Plan SP-1, A7. Requirements of the March Business Center Specific Plan including the permitted uses, development standards, the March Business Center Design Guidelines, and the Conditions of Approval shall prevail unless modified herein. (MJPA 9.13)

6. ~~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. (MMRP)

8. The development shall comply with the requirements of the Americans with Disabilities Act. All disabled parking spaces shall measure 14' wide to include a 9' stall and 5'loading area, by 20' length. One in every 8 disabled spaces, but in no case less than one, shall be van accessible with a minimum 9' wide space and 8' wide loading area. All signage, striping, ramps and slopes shall meet ADA requirements. Overhang of parking shall not encroach upon handicapped access routes. (MJPA 9.11.040)

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

10. Any signs indicated on the submitted plans are not included with this approval. All signs proposed for this development shall comply with the requirements of the March Business Center Design Guidelines and the March JPA Development Code. If requirements differ, the proposed signage shall meet the stricter of the provisions. In a multiple tenant facility, all signage shall meet the approved Sign Program for the development. (MJPA 9.12.020)

11. All new and existing utilities located on the site shall be under grounded. (MJPA 9.13.130)

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

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

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

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

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

17. Uses located in proximity of noise sensitive uses shall comply with the noise mitigation measures identified in the March Business Center EIR. (MMRP)

18. All uses shall comply with the noise emission criteria identified in the March JPA Development Code. (MMRP)

19. All development shall use proper erosion control measures during and following construction. (MMRP)

20. Revegetate graded area with native plants compatible to the area to prevent erosion. (MMRP)

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

21. If construction activity is planned during nesting/breeding season, a qualified environmental scientist shall conduct a field review of the affected areas prior to vegetation clearing activity assess the areas for occupancy by the least bell's vireo. (MMRP)

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

23. Prior to grading permit issuance, all construction plans must meet the requirements of the Compensatory Mitigation and Monitoring Plan dated April 08, 2010 for development adjacent to the Least Bell's Vireo habitat area identified as Conservation Easement #2.

24. In order for the Project to be in compliance with the Compensatory Mitigation and Monitoring Plan, the northeast property line adjacent to Conservation Easement #2 will require a 12-foot high block wall. This requirement is only applicable to the property line adjacent to the Conservation Area not the Business Park Parcel directly north (Parcel 3) or the Business Park Parcel to the east (Parcel 5).

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

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

26. Office areas and noise sensitive uses within the 65 dB CNEL noise contour shall provide noise attenuation to provide an interior noise level of 45 dB CNEL, as certified by an acoustical engineer or architect. (MMRP)

27. Facilities that store, handle or use regulated substances as defined in the California Health and Safety Code 25532 shall comply with the Hazards and Hazardous Materials Mitigation Measures identified in the March Business Center FEIR (SCH 2002071089). (MMRP)

28. Prior to issuance of precise grading permits, all site plans, grading plans, landscape and irrigation plans, and street improvement plans shall be coordinated for consistency with this approval. Prior to issuance of building permits, final landscaping and irrigation plans shall be approved as a component of the construction plan review. (MJPA 9.02.030)

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

30. The Project shall contribute on a fair share basis toward the cumulative off-site impacts identified in Specific Plan Chapter IV.B Transportation/Traffic of the March Business Center Final Focused Environmental Impact Report. (MMRP)

31. 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.

32. Prior to issuance of building permits, screening details for roof top equipment shall be submitted for Planning Division review and approval as a component of the construction plan review. All equipment shall be completely screened so as not to be visible from public view, and the screening shall be an integral part of the building. (MJPA Design Guidelines)

33. Prior to issuance of building permits, the Planning Division shall review and approve a computer-generated, point-by-point exterior lighting analysis plan as a component of the construction plan review. The lighting plan shall be generated on the site plan and shall be integrated with the final landscape plan. The plan shall indicate the manufacturer's specifications for fully shielded light fixtures and shall include fixture catalog cuts, light cut-off shielding details, wattage, illumination type (high or low pressure sodium only), location, and height. The lighting shall not exceed a 750-watt maximum, shall not be mounted more than 25' above finished grade, and site lighting of parking lots shall be limited to high pressure sodium lighting. As an option, LED lighting at 2,700 Kelvin or within 100 Kelvin shall be permitted. The lighting shall be designed in such a manner so that it does not exceed 0.5 candle/foot^2 illumination beyond the property line. (MJPA 9.08.100)

34. 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.

35. CEQA Review of stationary source emissions other than natural gas and electricity shall be done on all developments emitting stationary source air pollutants. In addition, all developments involving stationary source emissions shall obtain permits to construct and operate from the SCAQMD. (MMRP)

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

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

37. Prior to issuance of a Certificate of Occupancy, Signage shall be provided at the Van Buren Boulevard intersections with Coyote Bush Road and Orange Terrace to discourage truck traffic on residential streets in the Orangecrest development. (MMRP)

38. Prior to issuance of a Certificate of Occupancy, the developer or developer's successor in interest shall pay the applicable Transportation Uniform Mitigation Fee (TUMF). This provision does not prohibit paying the TUMF earlier at the time of building permit issuance. (MJPA Ord.)

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

40. Prior to Certificate of Occupancy, the Planning Division shall review and approve the location and method of enclosure or screening of transformer cabinets, commercial gas meters and back flow preventers as components of the construction plan review. Location and screening shall comply with the following criteria: All transformer cabinets and commercial gas meters shall not be located within driveway/street view triangles in such a way that they obscure traffic visibility. Service Electrical Systems shall be fully enclosed and incorporated into the overall architectural design of the building(s). Back-flow preventers and gas meters shall be screened by landscaping that will provide appropriate landscape screening upon maturity. (MJPA Design Guidelines)

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

42. Prior to Certificate of Occupancy, each development incorporating truck docks shall install one a 6-sq/ft. sign for each four roll-up dock doors identifying the maximum 5-minute diesel idling time. All signs shall be installed on the building at eye level in a manner to clearly convey the maximum diesel idling time. (CARB)

Landscape Provisions (Timing Varies)

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

44. 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.

45. The landscape irrigation schedule, identifying appropriate watering times, duration and quantities, for 1) initial landscaping and 2) established landscape, shall be continually available at the site in perpetuity, in a convenient location near the irrigation controlling unit. (JPA ORD. #16-02)

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

47. All on-site parking shall be screened by one of the following methods: 1) 30" parking screen wall; 2) continuous landscape shrub; or 3) combination of shrub, wall and earthen berm. (MJPA Design Guidelines)

48. The facility shall incorporate an on-site green/landscape waste recycling/mulching area, or as an option the facility operator may identify in writing how green/landscape waste recycled off-site. (MMRP)

49. 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.

50. 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.

51. 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.

52. 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.

53. 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.

54. 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)

55. 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.

56. 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.

57. 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.

58. 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.

59. 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.

60. 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).

61. 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.

62. 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)

63. Preferential parking spaces shall be offered to car pools and van pools. (MMRP)

64. Employers with 250 or more employees shall comply with SCAQMD Rule 2202 necessitating development of trip reduction plans, including peak commute trip reduction, ride share programs, and implementing compressed work week schedules. (SCAQMD)

65. Employers with over 250 employees shall provide on-site food vending machines, refrigerator, microwave oven and mail facilities and use reasonable effort to provide an

ATM, on-site computer, internet connection, and other services to reduce the need for employees to leave for services during business hours. (MMRP)

66. All cold storage facilities shall install conduit to all loading dock doors accessing the cold storage warehouse in order to accommodate future use plug-in electrical outlets. Additionally, all cold storage facilities shall have a minimum of 20% of the loading dock doors activated for plug-in use prior to the issuance of the certificate of occupancy. The trailer fleets of all cold storage warehouses shall be 100% plug-in ready within 10 years of the certificate of occupancy. (MMRP)

67. 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.

68. The March Business Center shall require implementation of parking ratios that limit the need for on-street parking. These ratios are identified in the Specific Plan. (MMRP)

69. The project shall provide for bicycle facilities to accommodate non-motorized circulation on the site and connectivity to routes in the Cities of Riverside and Moreno Valley. (MMRP)

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

71. Project shall annually file a Transportation Demand Management Plan to address available trip reductions strategies. (MMRP)

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

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

74. Buildings shall be designed to reduce energy usage by utilizing solar or low emissions water heaters, double paned glass windows, using light colored roofing materials, orienting buildings north and increasing wall and attic insulation above Title 24 requirements. (MMRP)

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

76. Prior to issuance of grading or building permit, the Construction Contractor shall submit a Construction Management Plan identifying compliance with all construction mitigation measures identified in the project EIR.(MMRP)

77. All construction activities shall be limited to between 7:00 a.m. and 8:00 p.m. as feasible. (MEIR)

ENGINEERING DEPARTMENT, TRILAKE CONSULTANTS

In a letter dated September 27, 2018, Trilake Consultants provided the following conditions of approval: With respect to the Conditions of Approval for the above referenced project, the MJPA requires that the applicant provide the following improvements and/or dedications in accordance with the March Joint Powers Authority requirement and Standards and pursuant to conditions of approval for amended Tract No. 30857 and the associated specific plan. It is understood that the site plan correctly shows all existing easements, traveled ways and drainage courses with appropriate Q's and that their omission may require the map to be resubmitted for further consideration. The following conditions are essential parts and requirement occurring in ONE is as binding as though occurring in all. They are intended to be complimentary to the tract map and specific plan and to describe the conditions for a completed design of the improvements. All questions regarding the true meaning of the conditions 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.

78. Drainage and Flood Control facilities and improvements shall be provided in accordance with the MJPA and Riverside County Flood Control requirements and standards stated in their letter dated August 28, 2018. The following drainage related conditions are requirements of the 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. 3

    b. The property's 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.

79. Additional streetlights along and adjacent to the site may be required by Riverside County and Southern California Edison standards and JPA. Streetlights shall be located along the south side of Krameria Avenue as determined by JPA.

80. 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 and WMWD for review and approval.

81. 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.

82. 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.

83. Driveway approaches shall be installed per Riverside County standards for commercial driveways in compliance with ADA requirements and standards. Right turn out for the most northerly driveway along Coyote Bush shall be restricted by installation of a raised pork chop and other improvements as approved by JPA.

84. Onsite striping, lighting, landscaping shall be reviewed and approved by Planning Department.

85. The improvements on Krameria Avenue and Coyote Bush Road and adjacent roads if damaged during construction of this project shall be removed and replaced to the satisfaction of MJPA.

86. Concrete intersections at Krameria and Coyote Bush 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.

87. Any trenching for utility and other infrastructure along already developed roads shall be repaired per MJPA trench repair standards as approved by JPA Public Works Engineer.

BUILDING DEPARTMENT, WILLDAN

Provide four (4) sets of construction plans and documentation for plan review for each proposed building. Below you will find a list of the plans and documents Building and Safety will need for plan review for each building. The initial plan review will take approximately two weeks on most projects.

Building & Safety General Information

88. All structures shall be designed in accordance with the 2016 California Building Code, 2016 California Mechanical Code, 2016 California Plumbing Code, and the 2016 California Electrical Code, and the 2016 California Green Buildings Standards adopted by the State of California.

89. The Developer/Owner is responsible for the coordination of the final occupancy. The Developer/Owner shall obtain clearances from each department and division prior to requesting a final building inspection from Building & Safety. Each agency shall sign the bottom of the Building & Safety Job Card.

90. Building & Safety inspection requests can be made twenty-four (24) hours in advance for next day inspection. Please contact 951-656-7000. You may also request inspections at the Building & Safety public counter.

91. All construction sites must be protected by a security fence and screening. The fencing and screening shall be maintained always to protect pedestrians.

92. Temporary toilet facilities shall be provided for construction workers. The toilet facilities shall be maintained in a sanitary condition. Construction toilet facilities of the non-sewer type shall conform to ANSI ZA.3.

93. Construction projects which require temporary electrical power shall obtain an Electrical Permit from Building & Safety. No temporary electrical power will be granted to a project unless one of the following items is in place and approved by Building & Safety and the Planning Department.

    (A) Installation of a construction trailer, or,
    (B) Security fenced area where the electrical power will be located.

94. Installation of construction/sales trailers must be located on private property. No trailers can be located on the public street right of way.

95. Site development and grading shall be designed to provide access to all entrances and exterior ground floors exits and access to normal paths of travel, and where necessary to provide access. Paths of travel shall incorporate (but not limited to) exterior stairs, landings, walks and sidewalks, pedestrian ramps, curb ramps, warning curbs, detectable warning, signage, gates, lifts and walking surface materials. The accessible route(s) of travel shall be the most practical direct route between accessible building entrances, site facilities, accessible parking, public sidewalks, and the accessible entrance(s) to the site, California Building Code, (CBC) Chapter 11, Sections, 11A and 11B.

96. The City enforces the State of California provisions of the California Building Code disabled access requirements. The Federal Americans with Disabilities Act (ADA) standards may differ in some cases from the California State requirements, therefore it is the building owner's responsibility to be aware of those differences and comply accordingly.

97. Site facilities such as parking open or covered, recreation facilities, and trash dumpster areas, and common use areas shall be accessible per the CBC, Chapter 11.

98. Separate plan submittals and permits are required for all accessory structures; example would be trash enclosures, patios, block walls, play equipment and storage buildings.

99. Pursuant to the California Business and Professions Code Section 6737, most projects are required to be designed by a California Licensed Architect or Engineer. The project owner or developer should review the section of the California Codes and comply with the regulation.

100. Building & Safety, (Willdan Engineering) will review plans, inspect all foundation work, structural work on the building to include plumbing, electrical, mechanical, title 24, green building code items. Building & Safety will also inspect the electrical conduit in the common areas for light standards as well as accessibility from the right of way to the

building and the disabled parking stalls. Signage will be inspected by the Building & Safety as well as trash enclosures and other ornamental structures on the site.

101. Engineering, (Tri Lakes Engineering) will review plans, inspect the construction in the right of way as well as the grading and precise grading on site. This includes curb and gutter on the site and sidewalks on site.

102. Storm Water, (CG Recourse Management) will inspect the Storm Water requirements on and off site.

Building & Safety Conditions

103. Prior to the issuance of a building permit, the applicant shall pay all Development Improvement Fee's to the City; this also includes school fees and outside agency fees such as sewer water and utilities. Copies of receipts shall be provided to Building & Safety prior to permit issuance.

104. All on site utilities shall be underground to the new proposed structure unless prior approval has been obtained by the utility company or the City.

105. Prior to issuance of Building Permits, on site water service shall be installed and approved by the responsible agency. On site fire hydrants shall be approved by the Fire Department. No flammable materials will be allowed on the site until the fire hydrants are established and approved.

106. Prior to issuance of building permits, site grading certification and pad certifications shall be submitted to Building & Safety. Prior to concrete placement, submit a certification for the finish floor elevation and set backs of the structures. The certification needs to reflect that the structure is in conformance with the Precise Grading Plans. Compaction reports shall accompany pad certifications. The certifications are required to be signed by the engineer of record.

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

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

109. Special inspectors and structural observation inspectors that are required by the engineer of record shall register with Building & Safety. The special inspectors shall provide a copy of their certifications as well as a copy of their driver's license before they start work as an inspector on the project. Special inspectors are to provide daily reports to Building & Safety by e-mail to the City inspector and to the permit technician. Special

inspectors are also required to provide a hard copy of the reports in the construction office daily for the inspector's use. The special inspectors shall make all necessary and required inspections before the City provides periodic inspections.

110. A Certificate of Occupancy will be granted to the Developer/Owner when the building is 100 percent complete and all agencies have signed for permanent occupancy. If the Developer/Owner has a tenant that will be performing a tenant improvement, Building & Safety will issue a permit for the tenant improvement if all other agencies agree to allow the permit to be issued and the plans are approved.

FIRE MARSHALL, RIVERSIDE COUNTY FIRE DEPARTMENT

111. California Fire Code requirements to be provided by Riverside County Fire Department on an individual project basis.

Fire Marshall, Riverside County Fire Department (Project-Specific)

With respect to the conditions of approval 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:

112. Fire Hydrants and Fire Flow: Provide or show there exist fire hydrant(s) capable of delivering required fire flow per the California Fire Code, Riverside County Fire Department within 400 feet to all portions around the proposed structure. Reference 2016 California Fire Code (CFC) Section 507.5.1.

113. Water Plans: If fire hydrants are required to be installed, applicant/developer shall furnish two copies of the water system fire hydrant plans to Fire Department for review and approval prior to building permit issuance. Plans shall be signed by a registered civil engineer, and shall confirm hydrant type, location, spacing, and minimum fire flow. Once plans are signed and approved by the local water authority, the originals shall be presented to the Fire Department for review and approval. Ref. CFC 105.4.1.

114. Blue Dot Reflectors: Blue retro-reflective pavement markers shall be installed to indicate the location of fire hydrants. Reference CFC Section 507.5.8 as amended by Riverside County Ordinance 787.8.

115. Fire Department Access: Fire Department apparatus access shall be provided to within 150 feet to of all portions of all buildings. Fire apparatus roads shall have an unobstructed width of not less than 24 feet. Driveway loops, fire apparatus access lanes and entrance curb radius should be designed to adequately allow access of emergency fire vehicles. Reference CFC Sections 503.1.1 and 503.2.1 as amended by Riverside County Ordinance 787.7.

116. Fire Sprinkler System: All structures 3,600 square feet or larger will be required to install a fire sprinkler system in accordance with the CFC and NFPA 13. Ref. CFC 903.2 as amended by Riverside County Ordinance 787.8.

117. Fire Alarm and Detection System: A water flow monitoring system and/or a fire alarm system will be required per the CFC and NFPA 72. Ref. CFC 903.4/907.2.

118. Address: The address shall be posted per Riverside County Fire Department standards and will be clearly visible from public roadway. Ref. CFC 505.1 as amended by Riverside County Ordinance 787.8 and the County of Riverside Fire Prevention Standard #07-01 Premises Identification.

119. High Pile Storage: If this building is to be used for high pile storage, building access doors may be required every 100 liner feet on the exterior walls that face the required fire apparatus access doors or justify omission of building access requirements at your building plans submittal. Ref. CFC3206.6.1.1

120. These conditions are preliminary and further review will occur upon receipt of building plans. Additional conditions may be necessary at that time.

RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION

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

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

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

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

c) Any use which would generate smoke or water vapor or which would attract large concentrations of birds, or which may otherwise affect safe air navigation within the

area. (Such uses include landscaping utilizing water features, aquaculture, production of cereal grains, sunflower, and row crops, composting operations, trash transfer stations that are open on one or more sides, recycling centers containing putrescible wastes, construction and demolition debris facilities, fly ash disposal, and incinerators.)

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

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

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

124. The attached notice shall be provided to all prospective purchasers of the proposed parcels and tenants or lessees of the buildings.

125. The Project detention basins shall have the following features to limit bird activity (MMRP):

1. The basin shall drain within a six-hour period to reduce the potential for plant growth;
2. Regular maintenance activities shall include the removal of vegetation with the exception of lot 49;
3. Detention basins shall be monitored regularly to determine if they attract waterfowl or other birds;
4. A plan to discourage bird activity shall be implemented if the basins are found to be an attraction to birds.

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

127. This project has been evaluated for an industrial development consisting of 480,000 square feet of high cube warehouse area and 20,000 square feet of office area, and a commercial development consisting of 140,750 square feet of office area, a 3,062 square foot gas station convenience store and 12 fuel pumps, 9,015 square feet of restaurant dining area, 930 square feet of restaurant commercial kitchen, and 1,260 square feet of retail area. Any increase in building area, change in use (other than an increase in retail area in the Shops 1 building with a corresponding reduction in restaurant dining area therein) or

modification of the tentative parcel map lot lines and areas will require an amended review by the Airport Land Use Commission.

128. The maximum square footage of restaurant dining area in Shops 1 building shall not exceed 6,015 square feet.

129. The maximum square footage of dining area in the fast food restaurant Pad A shall not exceed 3,000 square feet.

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

131. The Federal Aviation Administration has conducted an aeronautical study of the proposed project (Aeronautical Study Nos. 2018-AWP-9379-OE through 9391-OE) and has determined that neither marking nor lighting of the structure(s) is necessary for aviation safety. However, if marking and/or lighting for aviation safety are accomplished on a voluntary basis, such marking and/or lighting (if any) shall be installed in accordance with FAA Advisory Circular 70/7460-1 L Change 1 and shall be maintained in accordance therewith for the life of the project.

132. The proposed buildings shall not exceed a height of 51 feet above ground level and a maximum elevation at top point of 1,777 feet above mean sea level.

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

134. Temporary construction equipment used during actual construction of the structure(s) shall not exceed 51 feet in height and a maximum elevation of 1,777 feet above mean sea level, unless separate notice is provided to the Federal Aviation Administration through the Form 7460-1 process.

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

WESTERN MUNICIPAL WATER DISTRICT

In a letter dated August 07, 2018, Western Municipal Water District is applying the following Conditions of approval for Plot Plan 18-03-"South Campus Building C".

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

137. All applicable Added Facilities Charges (for water facilities), Sewer Connection Fees, and Meter Installation Fees must be paid as well as Cross Connection Testing and regulatory compliance approved prior to the installation of any water meter.

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

139. Western, as a member agency of Metropolitan Water District of Southern California (MWD) will enforce MWD's Plan for Water Use Efficiency Guideline requirements for water conservation.

140. The property is located within the 1900 Pressure Zone. Currently, Western has an existing 18-inch water pipeline located in both Krameria Avenue and Coyote Bush Road for service connection to the proposed project. Please be advised that there are services installed and stubbed at the property line that were intended to serve this project site. Available Fire Flow will be determined by a flow test or model.

141. Western has an existing 12-inch recycled water pipeline in Krameria Avenue and an 8-inch recycled water pipeline in Coyote Bush Road for service connection to the proposed project. Please be advised that there are services installed and stubbed at the property line that were intended to serve this project site.

142. Western has an existing 15-inch sewer pipeline in Krameria Avenue and a 12-inch sewer pipeline in Coyote Bush Road for service connection to the proposed project. Please be advised that there are services installed and stubbed at the property line that were intended to serve this project site. The sewer capacity required for the proposed project is subject to the review and approval by Western.

143. Developer to submit a 22" x 34" preliminary onsite and/or offsite plan for water, sewer, and recycle water plan layout to Western before formal submittal of Water, Sewer and/or Recycled Improvement Plans.

144. Preliminary water, sewer and/or recycled water plans shall show the following items:

a) Delineate all existing utility facilities (i.e. pipe diameter, pipe material, manholes, water meters, air/vac, blow-off, fire hydrants, valves, sewer, gas, communication, electrical, etc.) within the project boundaries.

b) Delineate all easements within the project boundaries.

c) Delineate all proposed and existing lots, streets, and storm drains.

d) Delineate all proposed water, sewer, and/or recycled water facilities within project boundaries. Include pipeline diameters and type of material.

145. Developer to submit a detailed engineer's construction cost estimate to Western for review and approval. Once approved, developer shall make a deposit for plan checking services for Water, Sewer, and/or Recycled Water Improvement Plans.

146. Water, Sewer, and/or Recycled Water Improvement Plans shall be designed per Western's Standard Specifications. Please review Western's Developer Handbook for submittal formats and requirements online at:

http://www.wmwd.com/162/Developer-Handbook

147. Water, Sewer, and Recycled Water Commercial Plans for connections only shall be designed per Western's Standards and Specifications. Please review Western's Commercial Plan Check Package for submittal formats and requirements online at:

http://www.wmwd.com/DocumentCenter/Home/View/237

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

149. Water, Sewer and/or Recycled Water Improvement Plans or Commercial Plans shall not be approved until all items mentioned above are received and approved by Western.

150. The developer is responsible for installing, paying all costs and obtaining an encroachment permit from the local jurisdiction having authority over installation of water, sewer and/or recycled water facilities including laterals in the public right-of-way. If the customer is responsible to obtain private easements from adjacent property owners. Proof of private easement must be provided to Western prior to plan approval.

151. For water, sewer and/or recycled water service by Western, the developer must comply with the "Standard Conditions" and all applicable "Rules, Regulations, and General Policies of Western at the time of construction.

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

RIVERSIDE COUNTY FLOOD CONTROL

In a letter dated August 28, 2018, Riverside County Flood Control is providing the following Conditions to Plot Plan 18-03, South Campus Building C.

General Conditions

The Meridian Park South – Building C Project is a proposed 500,000 square foot industrial warehouse in the Meridian South Campus of the March JPA. The overall project is approximately 22.95 acres and consists of a building and truck parking. The drainage from the Building will tie into an existing storm drain in Krameria Avenue. The improvement plans included a proprietary Modular Wetlands devices to provide water quality treatment. The project also proposes a series of underground storage chambers to detain the water quality volume and to mitigate the increased hydromodification runoff. The onsite facilities will not be maintained by the District as they are smaller than 42" in diameter.

100-Year Sump Outlet

153. Drainage facilities outletting sump conditions shall be designed to convey the tributary 100-year storm flows. Additional emergency escape shall also be provided.

Perp Drainage Patterns

154. The property's street and lot grading shall be designed in a manner that perpetuates the existing drainage patterns with respect to tributary drainage areas, outlet points and outlet conditions.

Prior to Grading Permit

Encroachment Permit Required

155. An encroachment permit shall be obtained for any work within District right of way impacting District facilities. The Encroachment Permit application shall be processed and approved concurrently with the improvement plans.

Submit Plans

156. A copy of the project specific WQMP, improvement plans, grading plans, BMP improvement plans and any other necessary documentation along with supporting hydrologic and hydraulic calculations (drainage report) shall be submitted to the District as reference material for the review and approval of the drainage report and storm drain

plans. The plans must receive District approval prior to the issuance of grading permits. All submittals shall be date stamped by the engineer and include a completed flood control deposit based fee worksheet and the appropriate plan check fee deposit.

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.

EXHIBIT B3

Conditional Use Permit 18-02 Conditions of Approval

Conditions of Approval
The Common's at Meridian Project
Conditional Use Permit 18-02

PLANNING DEPARTMENT, MARCH JOINT POWERS AUTHORITY

General Planning Conditions:

1. Description. Planning Application Conditional Use Permit No. 18-02 is to allow the sale of beer and wine (only) for off-premise consumption (Type 20 State of California ABC license) at the proposed Service Station Convenience Store/mini-market to be located on within "The Common's at Meridian" project located on the southeast corner of the intersection of Van Buren Boulevard and Orange Terrace Parkway, (APN: APN: 294-100-016). Planning Application Public Convenience and Necessity (PCN) No. 18-01 is an application for public convenience and necessity findings to allow for the sale of beer and wine for off-premise consumption at a proposed Service Station Convenience Store/mini-market located within the Common's at Meridian project as described above.

2. Indemnification. Applicant/developer shall indemnify, defend, and hold harmless the March JPA and its elected Council and, employees, volunteers, contractors, consultants, and agents from and against any and all claims, liabilities, losses, fines, penalties, and expenses, including without limitation litigation expenses and attorney's fees, arising out of either the March JPA's approval of the Project or actions related to the Property or the acts, omissions, or operations of the applicant/developer and its directors, officers, members, partners, employees, agents, contractors, and subcontractors of each person or entity comprising the applicant/developer with respect to the ownership, planning, design, construction, and maintenance of the Project and the Property for which the Project is being approved. In addition to the above, within 15 days of this approval, the developer/applicant shall enter into an indemnification agreement with the March JPA. The indemnification agreement shall be substantially the same as the form agreement currently on file with the March JPA.

3. Definitions. The words identified in the following list that appear in all capitals in the attached Conditions of Approval for Conditional Use Permit No. 18-02 shall be henceforth defined as follows: APPROVED EXHIBIT A = Site Plan and Floor Plan for Plot Plan No. 18-02 dated February 08, 2018.

4. Ninety (90) Days to Protest. The applicant has ninety (90) days from the date of approval of these conditions to protest, in accordance with the procedures set forth in Government Code Section 66020, the imposition of any and all fees, dedications, reservations and/or

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other exactions imposed on this project as a result of the approval or conditional approval of this project.

5. Comply with Specific Plan. The development of these premises shall comply with the standards of the March Business Center Specific Plan (SP-1) and all other applicable ordinances of the March JPA and State and Federal codes. The development of the premises shall conform substantially with that as shown on APPROVED EXHIBIT A 12 (Site Plan and Floor Plan layout for the Automotive Service Station Convenience Store/mini-market), unless otherwise amended by these Conditions of Approval.

6. Compliance with Plot Plan 18-02. The general site development standards as well as the site design, layout, location, setbacks, landscaping, walls, and other features for the Automotive Service Station and convenience store/mini-market shall be in substantial conformance with those approved for Plot Plan 18-02, dated July 13, 2018.

7. Licensing. At all times during the conduct of the permitted use the permittee shall maintain and keep in effect valid licensing approval from the Department of Alcohol Beverage Control, or equivalent agency as provided by law. Should such licensing be denied, expire or lapse at any time in the future, this permit shall become null and void.

8. Alcohol Warnings. The owner and the management of the Automotive Service Station Convenience Store/mini-market shall provide health warnings about the consumption of alcoholic beverages. This educational requirement may be met by posting prominent signs, decals or brochures at points of purchase.

9. Alcohol Education. The owner and the management of the Automotive Service Station Convenience Store/mini-market shall educate the public regarding driving under the influence of intoxicating beverages, minimum age for purchase and consumption of alcoholic beverages, driving with open containers and the penalty associated with violation of these laws.

10. Alcohol Training. The owner and the management of the Automotive Service Station Convenience Store/mini-market shall provide adequate training for all employees at the location as to these matters.

11. Hours of Operation. The hours of operation for the Automotive Service Station Convenience Store/mini-market is permitted to be twenty-four (24) hours a day, seven (7) days per week.

12. Beer and Wine Sales – Time of Sales Limitation. The sale of alcoholic beverages (beer and wine) shall cease between the hours of 2:00 A.M. to 7:00 A.M. At least one employee age

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21 years or older, shall be on duty between the hours of 10:00 P.M. to 7:00 A.M. to ensure compliance with this requirement.

13. State of California Department of Alcoholic Beverage Control (ABC) License. The property owner or Automotive Service Station Convenience Store/mini-market operator is responsible for obtaining the appropriate ABC license. Proof of such license shall be submitted to the March JPA prior to the sales of beer or wine.

14. Ceased Operations. In the event the use hereby permitted ceases operation for a period of one (1) year or more, excluding renovation and casualty, this approval shall become null and void.

15. Beer and Wine Sales. The following development standards shall apply to the sale of beer and wine:

    A. The property owner, tenant of the premises and their management shall educate the public regarding driving under the influence of intoxicating beverages, minimum age for purchase and consumption of alcoholic beverages, driving with open containers and the penalty associated with violation of these laws. In addition, the property owner, tenant of the premises and their management shall provide health warnings about the consumption of alcoholic beverages. This educational requirement may be met by posting prominent signs, decals or brochures at points of purchase. In addition, the property owner, tenant of the premises and their management shall provide adequate training for all employees at the location as to these matters.

    B. Only beer and wine may be sold.

    C. No displays of alcoholic beverages shall be located within five feet of any building entrance or checkout counter.

    D. Beer shall be sold from, or displayed in, the main, permanently affixed electrical coolers only. Alcoholic beverages sold from ice chests shall be prohibited. Wine shall be displayed near, or within the electric cooler.

    E. No alcoholic beverage advertising shall be located on gasoline islands; and no lighted advertising for beer, wine, or other alcoholic beverages shall be located on the exterior of buildings or within window areas.

    F. No sale of alcoholic beverages shall be made from a drive-in window.

16. Off-Site Consumption Only. This approval is for the sale of beer and for offsite consumption only.

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17. No Permanent Occupancy. No permanent occupancy shall be permitted within the property approved under this conditional use permit as a principal place of residence. No person shall use the premises as a permanent mailing address nor be entitled to vote using an address within the premises as a place of residence.

18. Distilled Spirits Not Allowed. The CUP is for the sale of Beer and Wine as classified by the State of California Department of Alcoholic Beverage Control only. The sales of other alcoholic beverages are not permitted.

19. Liquor Store Not Approved. The CUP is not for the approval of a liquor store.

20. Bar or Restaurant Not Approved. The CUP is not for the approval of a bar or restaurant.

21. Subsequent Submittals and Fees. Any subsequent submittals required by these conditions of approval, including but not limited to grading plan, building plan or mitigation monitoring review, shall be reviewed on an hourly basis (research fee), or other such review fee as may be in effect at the time of submittal. Each submittal shall be accompanied with a letter clearly indicating which condition or conditions the submittal is intended to comply with. Prior to Building Permit Issuance.

22. Security Systems. Prior to the issuance of a building permit, the applicant shall prepare a security plan for the site. Pursuant to recommendations from the Riverside County Sheriff's Department, in addition to the common burglary/security alarm system, the applicant shall also install exterior cameras to monitor all parking stalls surrounding the exterior of this store. These cameras shall be attached to the proposed light poles in the parking lot and/or the exterior of the building itself. Security cameras shall be installed in the interior of this business that records the shopping aisles as well as the counters and cash registers. The interior and exterior cameras shall be equipped with recording capabilities allowing it to save a minimum of four months of recording time. Prior to Final Occupancy

23. Security System Inspection. The Riverside County Sheriff Department and/or Planning Division of the March JPA shall verify that the security system has been installed in compliance with the Riverside County Sheriff Department's requirements prior to final occupancy.

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EXHIBIT B4

Tentative Map 30857, Amendment No. 5 Conditions of Approval

CONDITIONS OF APPROVAL

MJ-100
September 27, 2018
Tract Map 30857-9

With respect to the Conditions of Approval for the above referenced project, the MJPA requires that the applicant provide the following improvements and/or dedications in accordance with the March Joint Powers Authority requirements and Standards. It is understood that the site plan and the tentative map correctly shows all existing easements, traveled ways and drainage courses with appropriate Q's and that their omission may require the map to be resubmitted for further consideration. The following conditions are essential parts and requirement occurring in ONE is as binding as though occurring in all. They are intended to be complimentary to the tract map and specific plan and to describe the conditions for a complete design of the improvements. All questions regarding the true meaning of the conditions shall be referred to the MJPA Public Works Engineer. The on and offsite improvements shall be installed pursuant to Riverside County Flood Control, Riverside County Transportation Department and Western Municipal Water District Standards and as approved by MJPA. Encroachment permit shall be obtained from all affected agencies.

1. The project shall adhere to the conditions of original Tract Map 30857 and as amended including dedication of all street improvements.
2. Copy of the Tract Map shall be submitted to JPA for review and approval.
3. All monuments shall be set prior to recordation or in lieu fee deposited with JPA.

Habib Motlagh
Habib Motlagh
Public Works Engineer

ATTACHMENT 4

Notice of Determination

NOTICE OF DETERMINATION

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

TO:	☒ Office of Planning and Research P. O. Box 3044 Sacramento, CA 95812-3044	Lead Agency (if different from above) Address:
	☐ 1400 Tenth Street (overnight or hand delivery) Sacramento, CA 95814	Contact: Phone:

SUBJECT: Filing of Notice of Determination in Compliance with Section 21108 or 21152 of the Public Resources Code.

State Clearinghouse Number (If submitted to SCH): Meridian Specific Plan Amendment (SP-5) Subsequent Environmental Impact Report (SCH # 2009071069)		
Project Title: March Business Center Specific Plan Amendment- Land Swap Addendum		
Project Applicant: Meridian Park 61, LLC		
Specific Project Location – Identify street address and cross street or attach a map showing project site (preferably a USGS 15' or 7 ½' topographical map identified by quadrangle name):		

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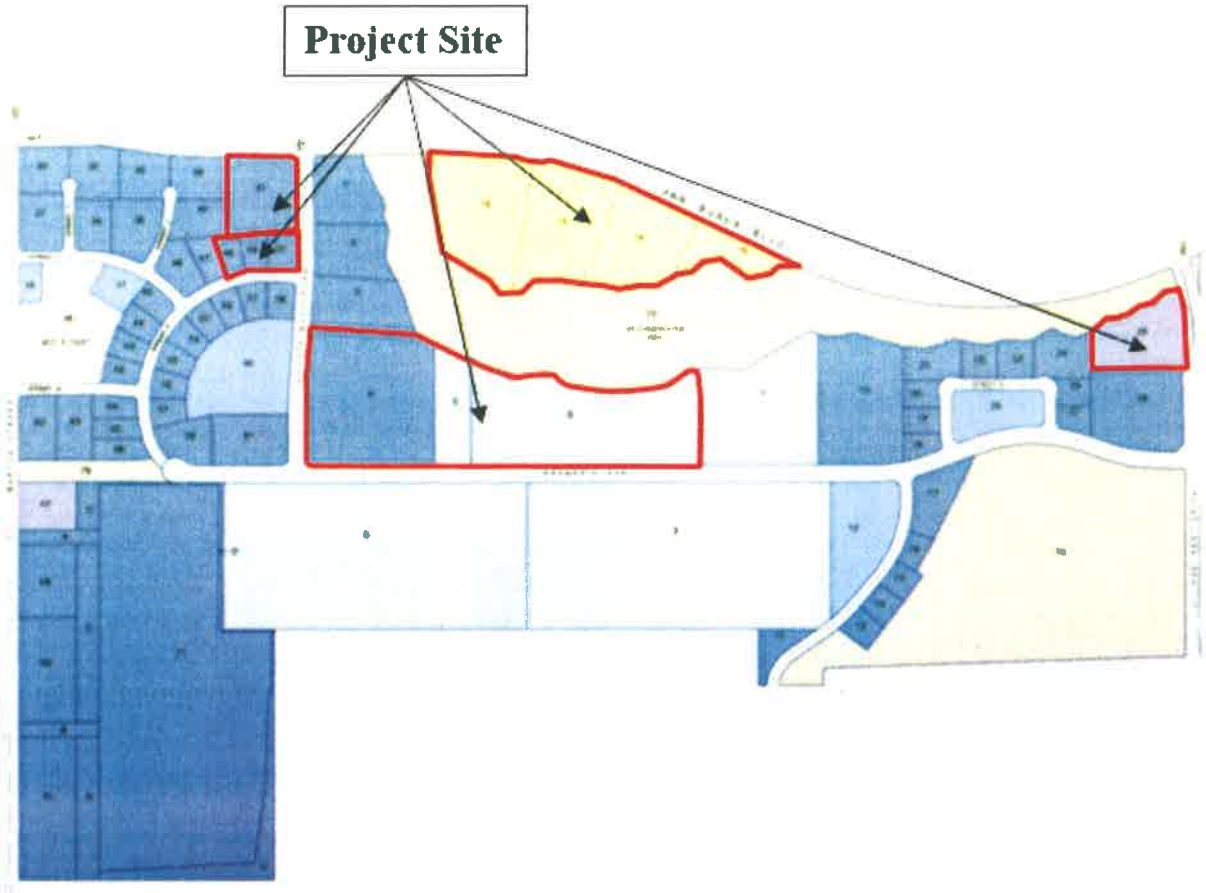

General Project Location (City and/or County): Riverside County

Project Description: The Project is to be located on Parcels 4, 72, 73, 74 and 75 of Tract 30857 and a part of the March Business Center Specific Plan (SP-1) The Joint Powers Commission approved the following applications, to be referred to as the "Project":

General Plan Amendment No. 18-01 (GPA 18-01) – The Project would require an update to the existing General Plan Land Use Map in order to modify the land use designations. The proposed changes to the General Plan Land Use Map include:

- Change 6.57 gross acres (5.84 net acres due to roadway dedications) of land in Parcel 28 designated as Commercial, located just southwest of the corner of Van Buren Boulevard and Village West Drive, to Business Park.
- Change 3.7 gross acres (3.49 net acres due to roadway dedications) of land in the northern portion of Parcel 74), located just southeast of the intersection of Orange Terrace Parkway and Van Buren Boulevard, from Office to Commercial (leaving a remaining 9.42 gross acres designated as Office).
- Change approximately 25.77 gross acres of land at the northeast corner of Krameria and Coyote Bush (Parcels 4/5) from Business Park to Industrial, while changing the approximate 21.78 gross acres located further to the east (Parcels 5/6) from Industrial to Business Park; and
- Change the current land use designation from Business Park to Office on approximately 4.11 gross acres (3.65 net acres due to roadway dedications) on Parcel 41 at the southwest corner of Coyote Bush and Van Buren Boulevard.

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Specific Plan No. 1, Amendment No. 7 (SPA 18-01) – The Specific Plan Amendment for the Project will revise the March Business Center Specific Plan (SP-1) in order to modify the land use designations identified in:

- Figure II-1B "Specific Plan Amendment for the South Campus"
- Figure II-3 "Existing General Plan Land Uses"
- Figure II-4 "Proposed General Plan Land Uses"
- Figure II-5B "Existing Zoning Map for the South Campus;" and
- Figure III-1A "Existing Overlay Zones".

In association with the General Plan Amendment and the Specific Plan Amendment, two plot plan applications were considered. Below is a summary of each of the applications:

Plot Plan 18-02 (PP 18-02) – The Project will involve in the construction of a commercial retail and office development on Parcels 72, 73, 74 and 75 of Tentative Map 30857 within the March Business Center Specific Plan (SP-1) Planning area. The Project is referred to as "The Common's at Meridian" and will consist of:

- A 3,300 square foot (sf) fast food convenience restaurant with a drive through facility on the Pad "A" site of Parcel 72,
- A gas station with 12 vehicle fueling positions and a 3,062 sf convenience market on Parcel 72,
- A 7,560 sf retail shopping building, which includes an unbranded fast food convenience drive through on Parcel 72,
- The development of eight (8) speculative office buildings ranging from 5,400 sf to 60,000 sf with a combined total of 140,570 sf of Office uses and 1,015 parking stalls on 20.19 acres of Parcel 73 and 74; and,
- The development of an 8.24-acre stormwater basin on Parcel 75. Access to the site would be provided through three driveways along Van Buren Boulevard.

Plot Plan 18-03 (PP 18-03) – The Project will involve the construction of a 500,000 sf Industrial building on Parcel 4 of Tentative Map 30857, a 22.93 acre parcel within the March Business Center Specific Plan (SP-1) Planning area. The project is designed as a speculative concrete tilt up building with 222 parking stalls and 93 loading dock positions. Access to the site would be provided through three driveways, two along Coyote Bush Road and the third along Krameria Avenue.

Conditional Use Permit 18-02 (CUP 18-02) – In conjunction with Plot Plan application (PP 18-02) for The Commons at Meridian, the Joint Powers Commission approved a Conditional Use Permit (CUP) for a gasoline service station with the concurrent sale of beer and wine for off-premises consumption (California Department of Alcoholic Beverage Control Type 20 License) on Parcel 72.

Tentative Map No. 30857, Amendment No. 5 (TTM 18-01) –The Tentative Map Amendment for the Project includes the following changes:

- Consolidate the existing 4.42 acre Parcel 5 into Parcel 4 through a lot merger,
- Create Parcel 5 (10.33 acres) in the western portion of Parcel 6 (9.51 acres) through lot line adjustments,
- Change the existing Industrial zoning designation for the revised Parcel 5 and all of Parcel 6 to a designation of Business Park,
- Reconfigure Parcel 7 through a lot line adjustment,
- Reduce Parcel 41 to 3.65 acres,
- Consolidate the southern portion of Parcel 41 as well as Parcel 49 and 50 to become Parcel 48,
- Reduce Parcel 72 to 3.7 acres,
- Increase Parcel 73 to 10.77 acres,
- Increase Parcel 74 to 9.42 acres; and,

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• Increase Parcel 75 to 8.24 acres.
Identify the person or entity undertaking the project, including any private applicant, any other person undertaking an activity that receives financial assistance from the Public Agency as part of the project, and any person receiving a lease, permit, license, certificate, or other entitlement of use from the Public Agency as part of the project. **Meridian Park 61, LLC, 1156 N. Mountain Avenue Upland, California 91786**

This is to advise that the (☒ Lead Agency or ☐ Responsible Agency) has approved the above described project on October 10, 2018 and has made the following determinations regarding the above described project:

1. ☐	The March Business Center Specific Plan (SP-1) will have a significant effect on the environment and this project will have no additional significant effects than those of the Specific Plan Amendment.
☒	The project will NOT have a significant effect on the environment beyond that already identified in the previously certified EIR.
2. ☒	An Addendum to a previously certified Environmental Impact Report (SCH# 2002071089) was prepared and certified for this project pursuant to the provisions of CEQA and reflects the independent judgment of the Lead Agency.
☐	A Negative Declaration was prepared for this project pursuant to the provisions of CEQA and reflects the independent judgment of the Lead Agency.
☐	A Mitigated Negative Declaration was prepared for this project pursuant to the provisions of CEQA and reflects the independent judgment of the Lead Agency.
3. ☒	Mitigation measures were made a condition of the approval of the project.
☐	Mitigation measures were NOT made a condition of the approval of the project.
4. ☒	A Mitigation Monitoring or Reporting Plan was adopted for this project. Specifically, this Project relies upon and is subject to the Mitigation Monitoring and Reporting Program adopted in connection with the previously-certified March Business Center Specific Plan (SP-1) 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 the March Business Center Specific Plan (SP-1) and applies to this project.
☐	A Statement of Overriding Considerations was NOT adopted for this project
6. ☒	Findings were made pursuant to the provisions of CEQA.
☐	Findings were NOT made pursuant to the provisions of CEQA.
	This certifies that Final EIR with comments and responses and record of project approval, or the Negative Declaration, is available to the general public at the following location(s):

14205 MERIDIAN PARKWAY, SUITE 140 ★ RIVERSIDE, CALIFORNIA 92518 ★ (951)656-7000 ★ FAX(951)653-5558
E-MAIL: info@marchjpa.com ★ WEBSITE: www.marchjpa.com

	Custodian: Lauren Sotelo/Associate Planner March Joint Powers Authority	Location: March Joint Powers Authority 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.

14205 MERIDIAN PARKWAY, SUITE 140 ★ RIVERSIDE, CALIFORNIA 92518 ★ (951)656-7000 ★ FAX(951)653-5558
E-MAIL: info@marchjpa.com ★ WEBSITE: www.marchjpa.com

ATTACHMENT 5

March Business Center Final EIR (SCH# 2002071089) available at the office of March JPA (also available as an electronic copy)

ATTACHMENT 3

Ordinance #JPA 18-04

ORDINANCE #JPA 18-04

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, A7

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 54.65 - acres within Parcels 4, 72, 73, 74 ,75 of the South Campus of the March Business Center Specific Plan to accommodate 3.49-acres of commercial retail development, 20.19-acres of office development, 22.96-acres of industrial development, and 8.01-acres for a private stormwater basin; and

WHEREAS, Applicant proposes to amend the March Business Center Specific Plan to accomplish the following actions: a) change 5.84 net acres of Commercial to Business Park located just slightly southwest of the corner of Van Buren Boulevard and Village West Drive on Parcel 28, b) change 3.49 net acres of Parcel 74 from Office to Commercial, located just southeast of the intersection of Orange Terrace Parkway and Van Buren Boulevard (leaving a remaining 5.72 net acres designated as Office) c) change 10.77 net acres of Business Park to Office, at the southwest corner of Van Buren and Coyote Bush Road on Parcel 73, d) change 22.93 net acres of land at the northeast corner of Krameria and Coyote Bush (Parcels 4/5) from Business Park to Industrial, while changing the approximate 19.84 net acres located further to the east (Parcels 5/6) from Industrial to Business Park. The shift in land use designations would result in modifications to following figures within the March Business Center Specific Plan (SP-1) document: a) Figure II-1B "Specific Plan Amendment for the South Campus", b) Figure II-3 "Existing General Plan Land Uses", c) Figure II-4 "Proposed General Plan Land Uses", d) Figure II-5B "Existing Zoning map for the South Campus"; and Figure III-1A "Existing Overlay Zones".

WHEREAS, General Plan Amendment (GPA 18-01), Tentative Map No. 30857, Amendment No. 5 (TTM 18-01), Plot Plan (PP 18-02), Plot Plan (PP 18-03), Conditional Use Permit (CUP 18-02) and this Specific Plan No.1, Amendment No. 7 (SPA 18-01) 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 the Commission has adopted an Addendum to the FEIR for the Specific Plan Amendment (SP-1, A7) 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 October 10, 2018, the Commission conducted a duly-noticed public hearing in accordance with Government Code section 65453 and 65355 on Specific Plan Amendment (SP-1, A7), at which time all persons wishing to testify in connection with Specific Plan Amendment (SP-1, A7) were heard and Specific Plan Amendment (SP-1, A7) 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 18-23, the Commission has considered and adopted an Addendum to the 2003 FEIR (SCH # 2002071089) for the Project, including Specific Plan Amendment (SP-1, A7), 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, A7).

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, A7) 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, A7) is in conformity with the General Plan because a general plan amendment request (GPA 18-01) is being considered concurrently with SP-1, A7. The Applicants proposal is to shift land uses and adjust parcel figurations through the

amendment of Tentative Map 30857, Amendment No. 5 (TTM 18-01) to better accommodate lots located within the master planned development. These changes would require an update to the General Plan Land Use map and also the figures within the Specific Plan. Thus, the Specific Plan Amendment (SP-1, A7) will be consistent with the goals and policies identified within the March JPA General Plan.

B. Specific Plan Amendment (SP-1, A7) is consistent with the purpose and intent of the March JPA Development Code because Specific Plan Amendment (SP-1, A7) 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, A7) 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, A7) 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 10th day of October, 2018.

PASSED, APPROVED, and ADOPTED this 24th day of October, 2018.

_____

Marion Ashley, 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 18-04 was duly introduced on October 10, 2018 and adopted by the Joint Powers Commission at its regularly scheduled meeting on October 24, 2018.

Ayes:
Noes:
Abstain:
Absent:

Dated: October 24, 2018

_____

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

EXHIBIT "A"

SPECIFIC PLAN AMENDMENT

Specific Plan

March Business Center

SP-1 Amendment #7

July 2018

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I. PROJECT SUMMARY

BACKGROUND OF THE SPECIFIC PLAN AMENDMENT SP-1 A~~6~~7

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, is currently under construction with mass graded lots, utilities, roadway improvements, and traffic devices underway. Specific Plan Amendment SP-1 A~~6~~7 will shift land uses in four Specific Plan areas to more efficiently accommodate needed uses in the Meridian Park South Campus as follows:

- Change 5.84 acres of Commercial to Business Park located just slightly southwest of the corner of Van Buren Boulevard and Village West Drive on Parcel 28.
- Change 3.7 acres of Parcel 74 from Office to Commercial, located just southeast of the intersection of Orange Terrace Parkway and Van Buren Boulevard (leaving a remaining 5.72 acres designated as Office).
- Change 10.77 acres of Business Park to Office, at the southwest corner of Van Buren and Coyote Bush Road on Parcel 73.
- Change 22.93 acres of land at the northeast corner of Krameria and Coyote Bush (Parcels 4/5) from Business Park to Industrial, while changing the approximate 19.84 acres located further to the east (Parcels 5/6) from Industrial to Business Park.

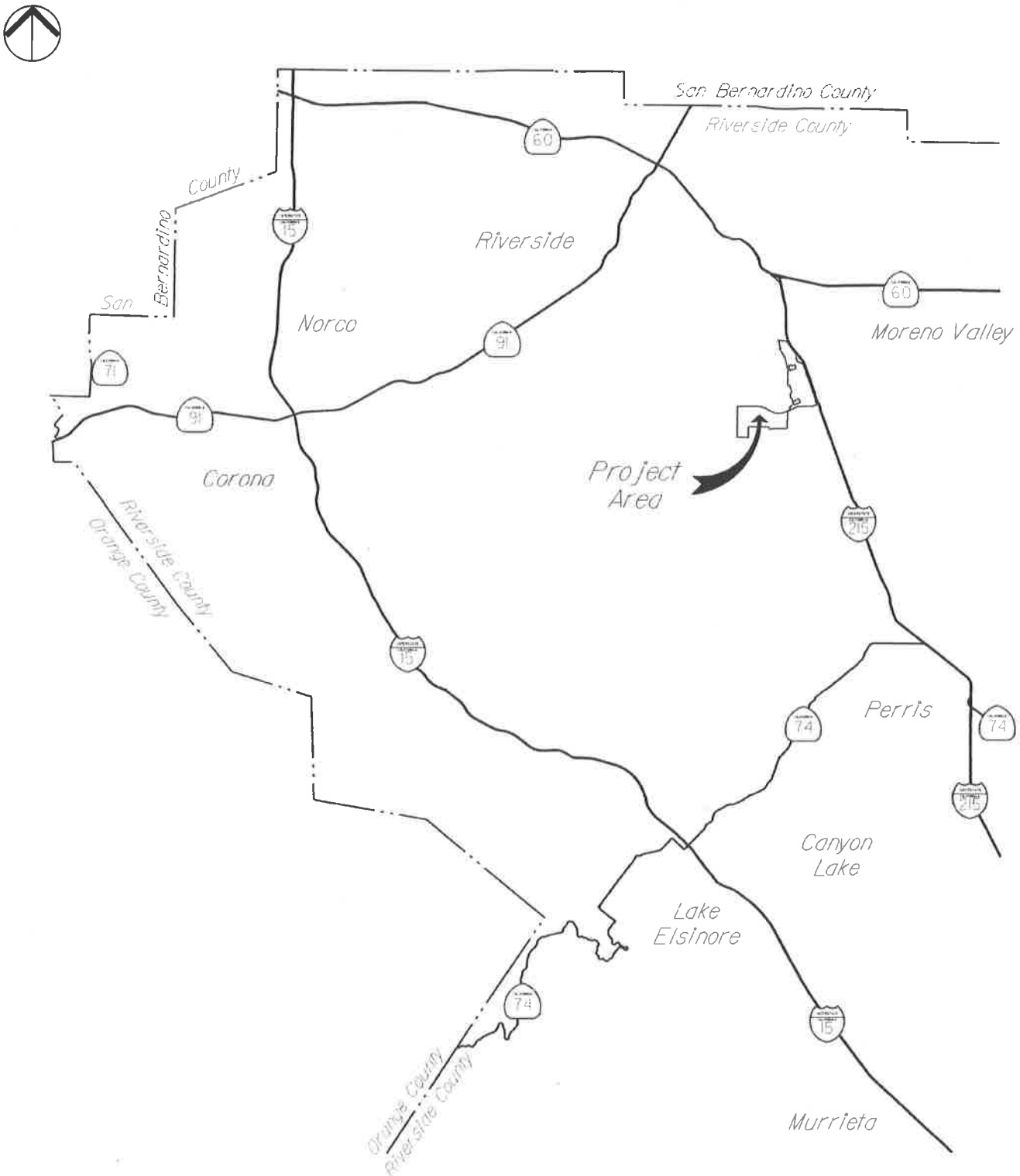

FIGURE I-1

REGIONAL LOCATION MAP

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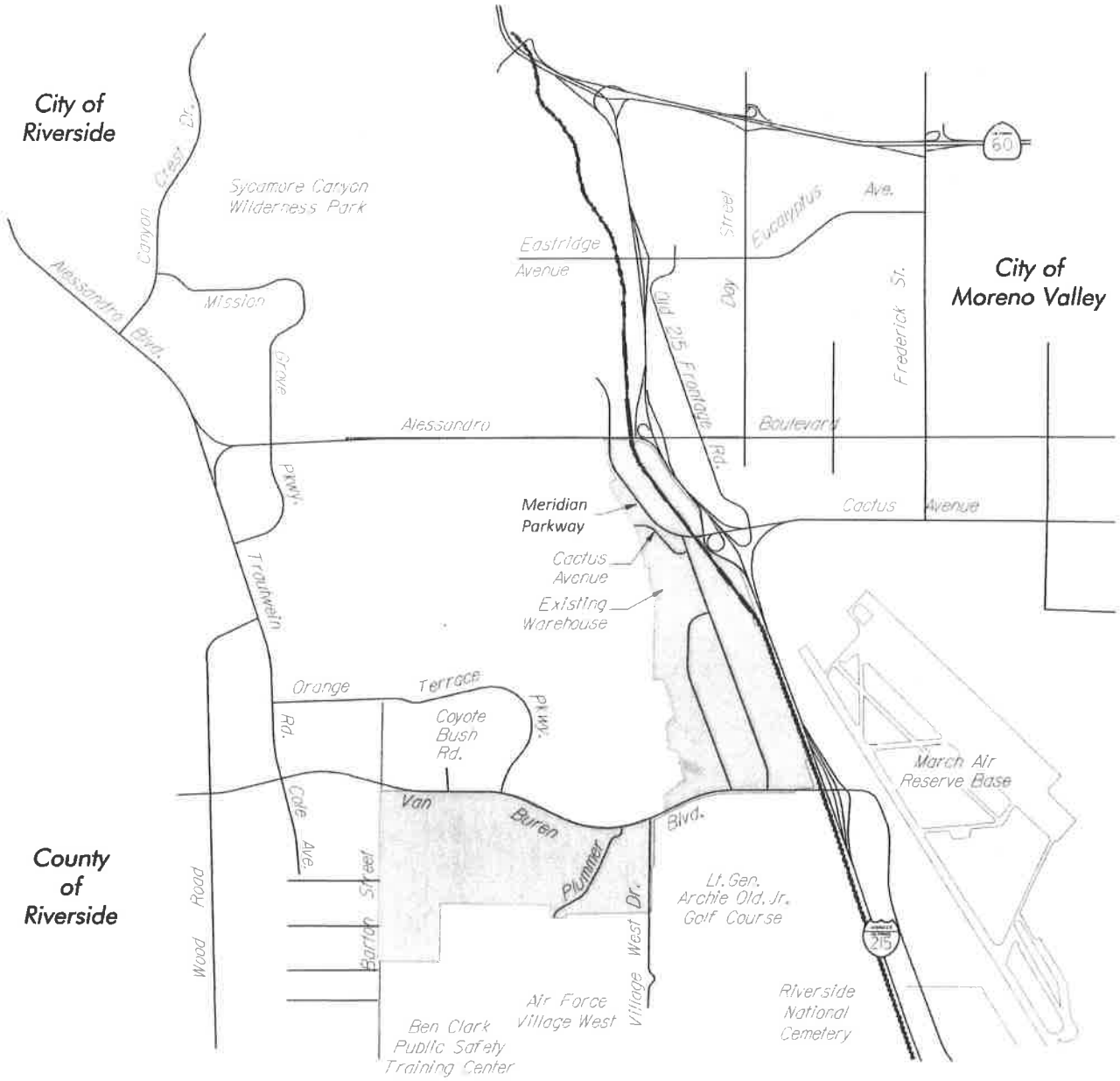

FIGURE I-2

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, the project has been marketed and branded under the name "Meridian" and has come to be known by that name over the past 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.

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 was certified in 1999. The Specific Plan implements the policies of the General Plan.

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 A7~~6~~ 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

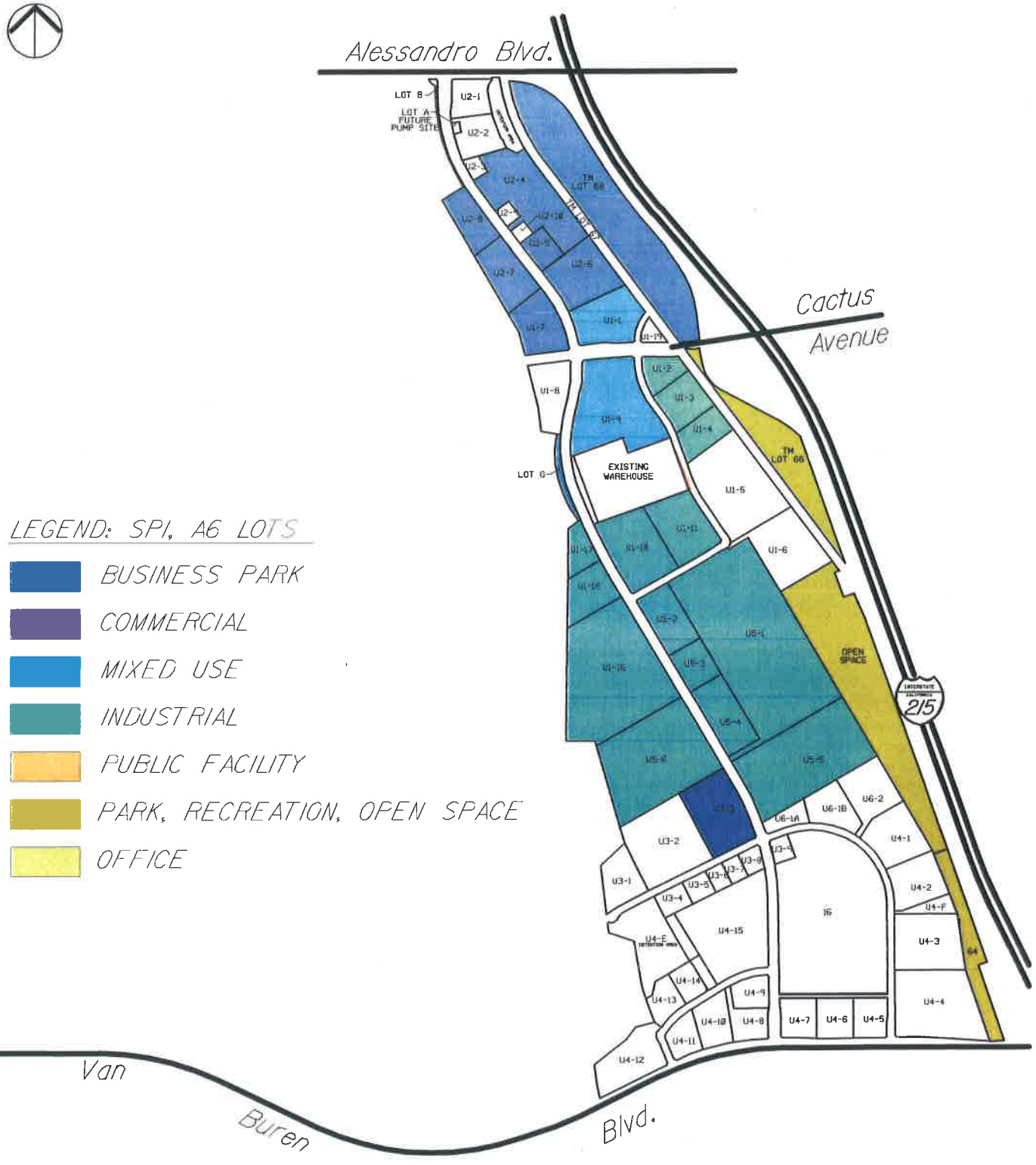

FIGURE II-1A

SPECIFIC PLAN AMENDMENT: NORTH CAMPUS

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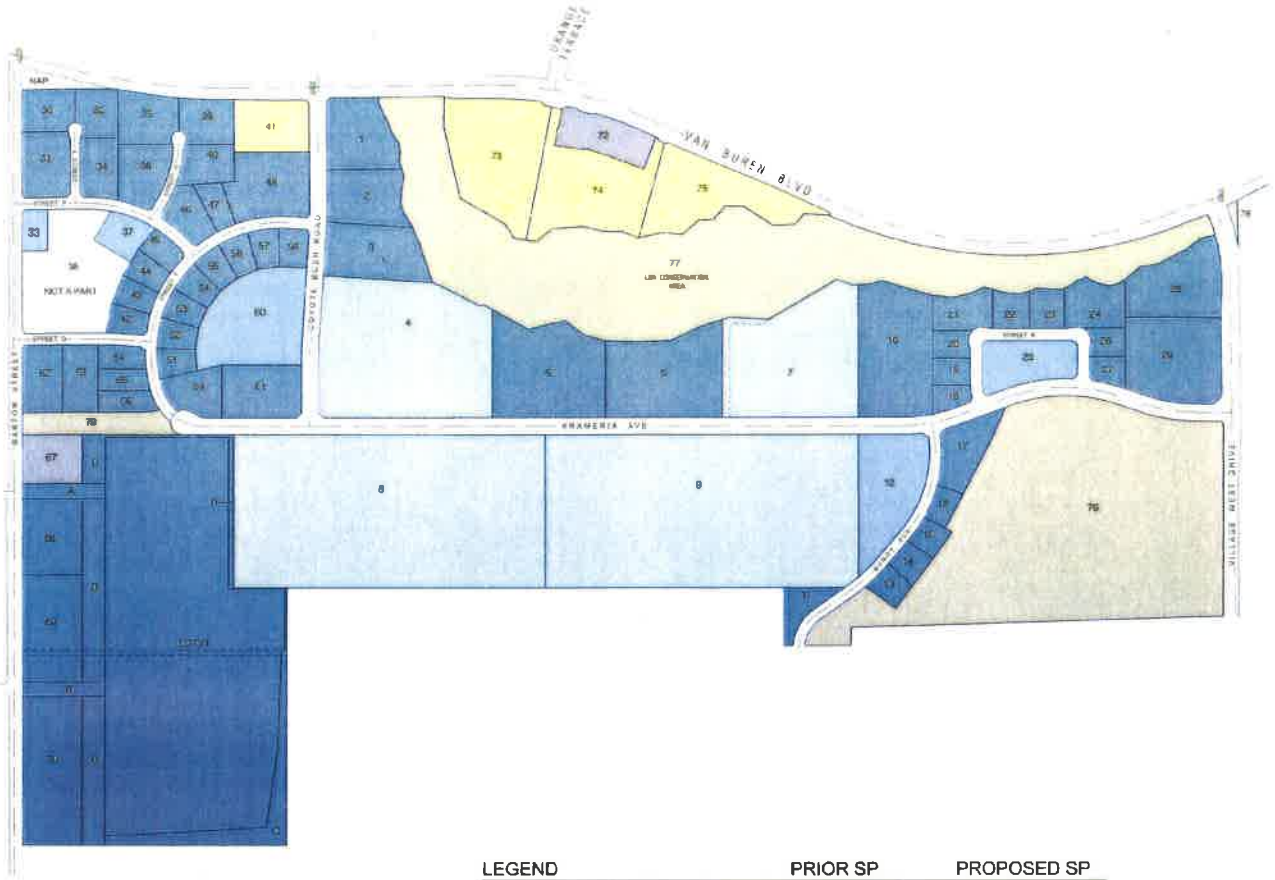

LEGEND	PRIOR SP	PROPOSED SP
OFFICE	32.3 AC	32.0 AC
COMMERCIAL	8.8 AC	6.4 AC
MIXED USE	23.3 AC	23.3 AC
BUSINESS PARK	236.0 AC	232.1 AC
INDUSTRIAL	134.5 AC	134.5 AC
PARK / OPEN SPACE	125.0 AC	125.0 AC
NOT A PART	0.0 AC	0.0 AC
TOTAL NET ACREAGE	553.9 AC	553.3 AC

FIGURE II-1B

SPECIFIC PLAN AMENDMENT FOR SOUTH CAMPUS

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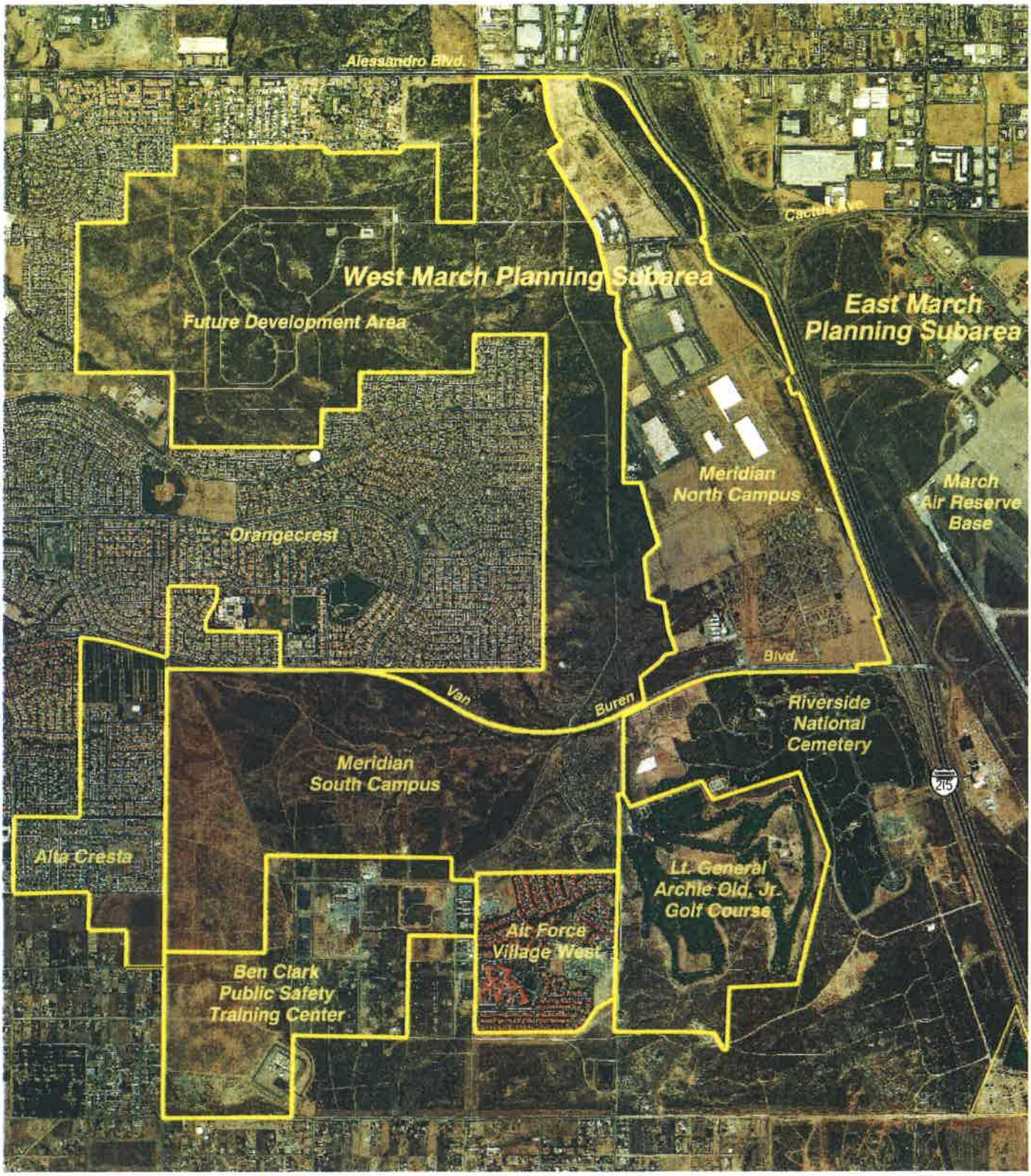

FIGURE II-2

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 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. 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 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)
    - Specific Plan Amendment SP-1, A6 (2017)
    - General Plan Amendment GP 18-01 (2017)
    - Tentative Tract Map 30857, Amendment #4 (2017)
    - Addendum to the Certified FEIR (2017)

A vast majority of the 1,178-acre area situated along the western boundary of the North Campus has been placed into conservation easements. The portion of this area outside of the conservation easements could be developed in the future but is not the subject of any current development plans. The previously adopted Specific Plan infrastructure has been planned for the development within this area in accordance with the land uses identified in the General Plan.

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 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. DISCRETIONARY ACTIONS

The following discretionary actions will be required as part of SP-1 A~~6~~7 project:

1. General Plan Amendment

General Plan Amendment No. 18-01 ~~17-01~~ modifies the General Plan ~~Circulation and~~ Land Use ~~plans~~ Map such that the total amount of acres designated for commercial and office remain comparable to what is currently designated (all acreages in gross acres).
~~for South Campus.~~

- Change 6.57 gross acres (5.84 net acres due to roadway dedications) of land in Parcel 28 designated as Commercial, located just southwest of the corner of Van Buren Boulevard and Village West Drive, to Business Park.
- Change 3.7 gross acres (3.49 net acres due to roadway dedications) of land in the northern portion of Parcel 74), located just southeast of the intersection of Orange Terrace Parkway and Van Buren Boulevard, from Office to Commercial (leaving a remaining 9.42 gross acres designated as Office).
- Change approximately 25.77 gross acres of land at the northeast corner of Krameria and Coyote Bush (Parcels 4/5) from Business Park to Industrial, while changing the approximate 21.78 gross acres located further to the east (Parcels 5/6) from Industrial to Business Park.
- Change the current land use designation from Business Park to Office on approximately 4.11 gross acres (3.65 net acres due to roadway dedications) on Parcel 41 at the southwest corner of Coyote Bush and Van Buren Boulevard.

2. Specific Plan Amendment

The following Specific Plan changes would result in a revised March Business Center Specific Plan (SP-1, Amendment #7) through modification of the land use designation and zoning of several areas and will specifically modify Figure II-1B, Figure II-3, Figure II-4, Figure II-5B, Figure II-5C and Figure III-1 of the March Business Center Specific Plan (SP-1).

- Change 5.84 acres of Commercial to Business Park located just slightly southwest of the corner of Van Buren Boulevard and Village West Drive.
- Change 3.7 acres (3.49 net acres) from Office to Commercial, located just southeast of the intersection of Orange Terrace Parkway and Van Buren Boulevard.
- Change 3.65 acres of Business Park to Office, at the southwest corner of Van Buren and Coyote Bush Road.
- Change 22.93 acres of land at the northeast corner of Krameria and Coyote Bush (lots 4/5) from Business Park to Industrial, while changing the approximate 19.84 acres located further to the east (lots 5/6) from Industrial to Business Park.

Thus, the total acres of land within these seven parcels are currently designated 134.6 acres Industrial, 8.8 acres Commercial, and 230.0 acres Business Park in the existing Specific Plan. Under the proposed Project, the totals would be 134.5 acres Industrial, 6.4 acres Commercial, 32.0 of Office, and 232.1 acres Business Park. The minor variations to acreages have to do with rounding numbers up and down accordingly.

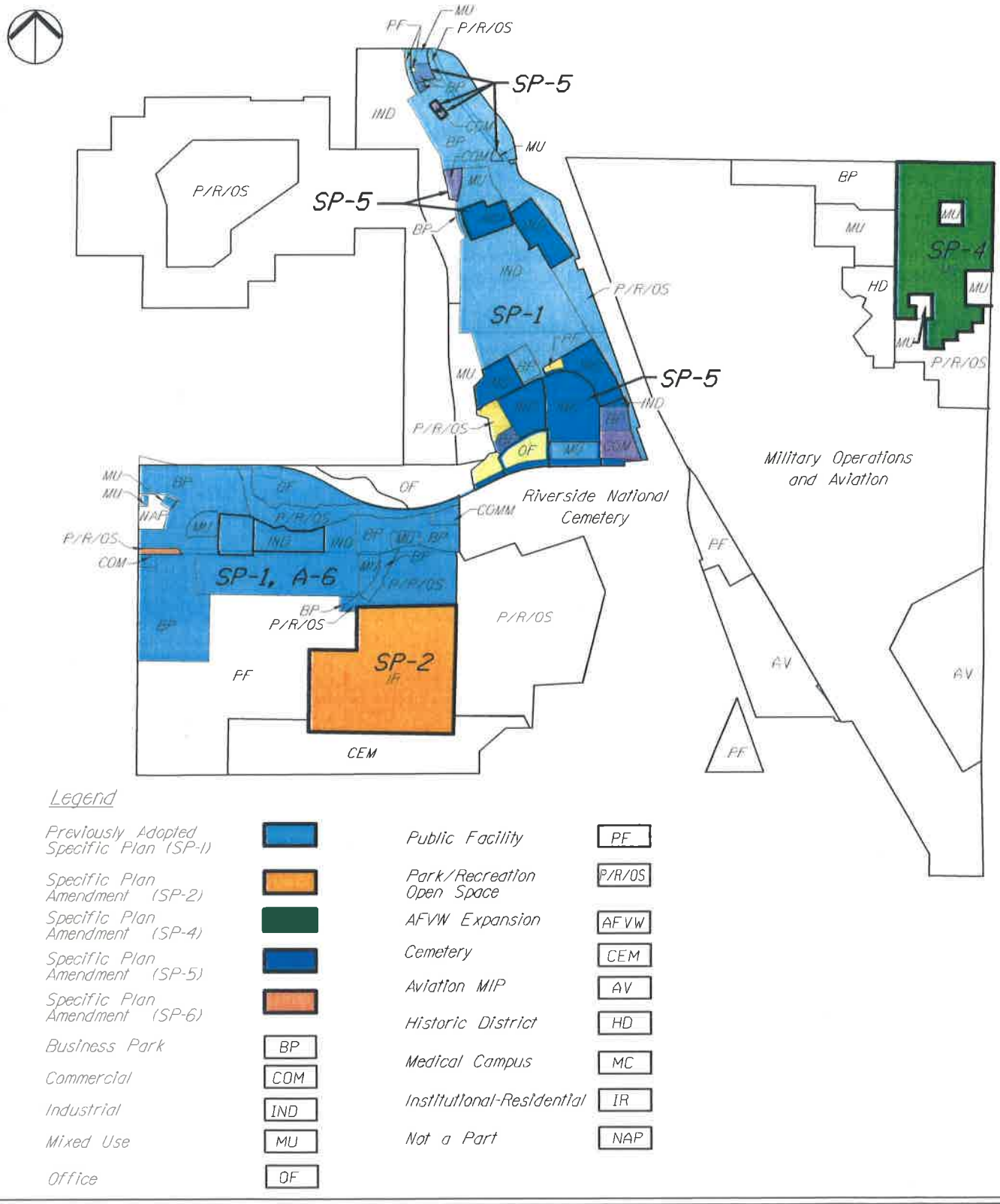

FIGURE II-3

EXISTING GENERAL PLAN LAND USES

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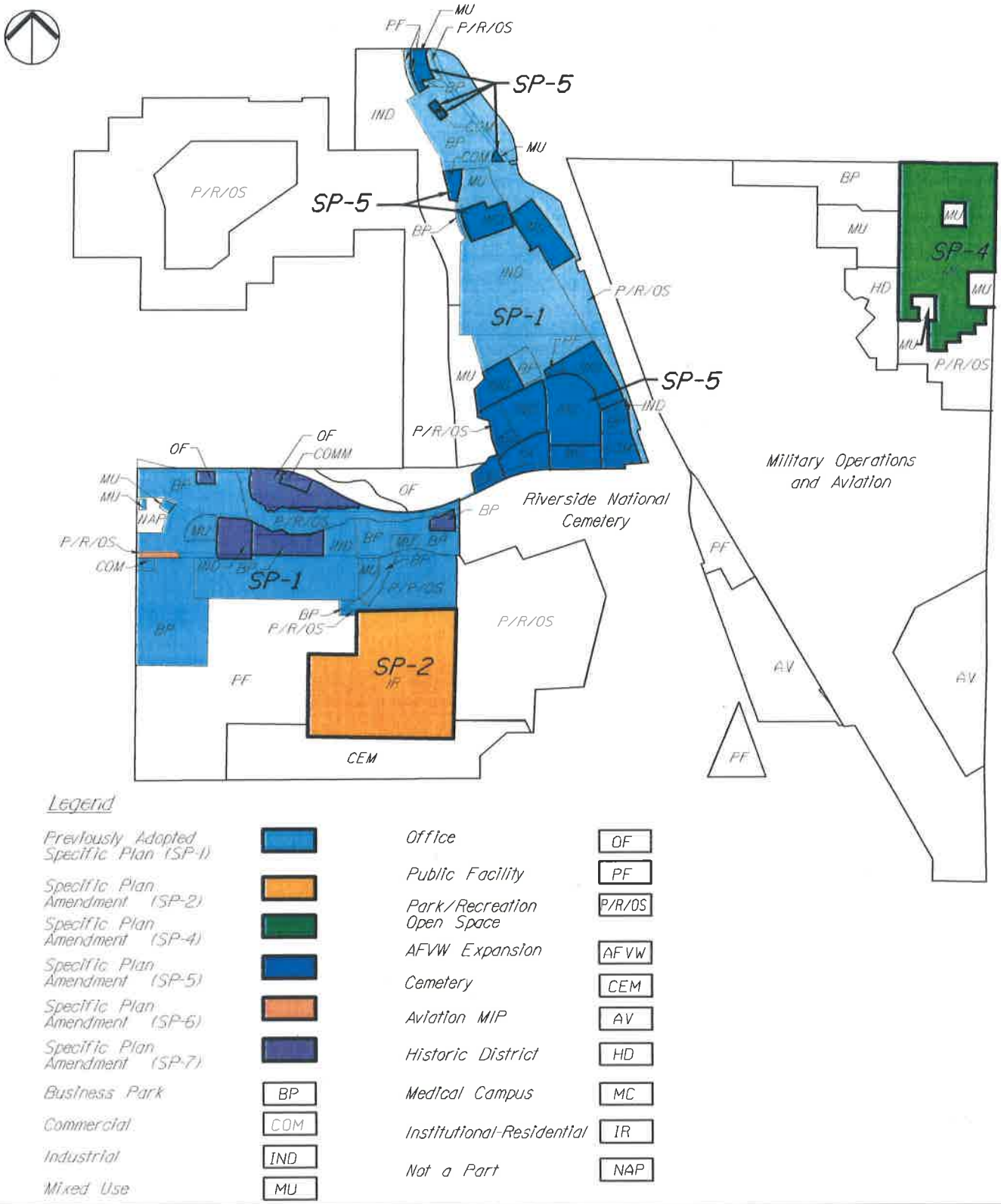

FIGURE II-4

PROPOSED GENERAL PLAN LAND USES

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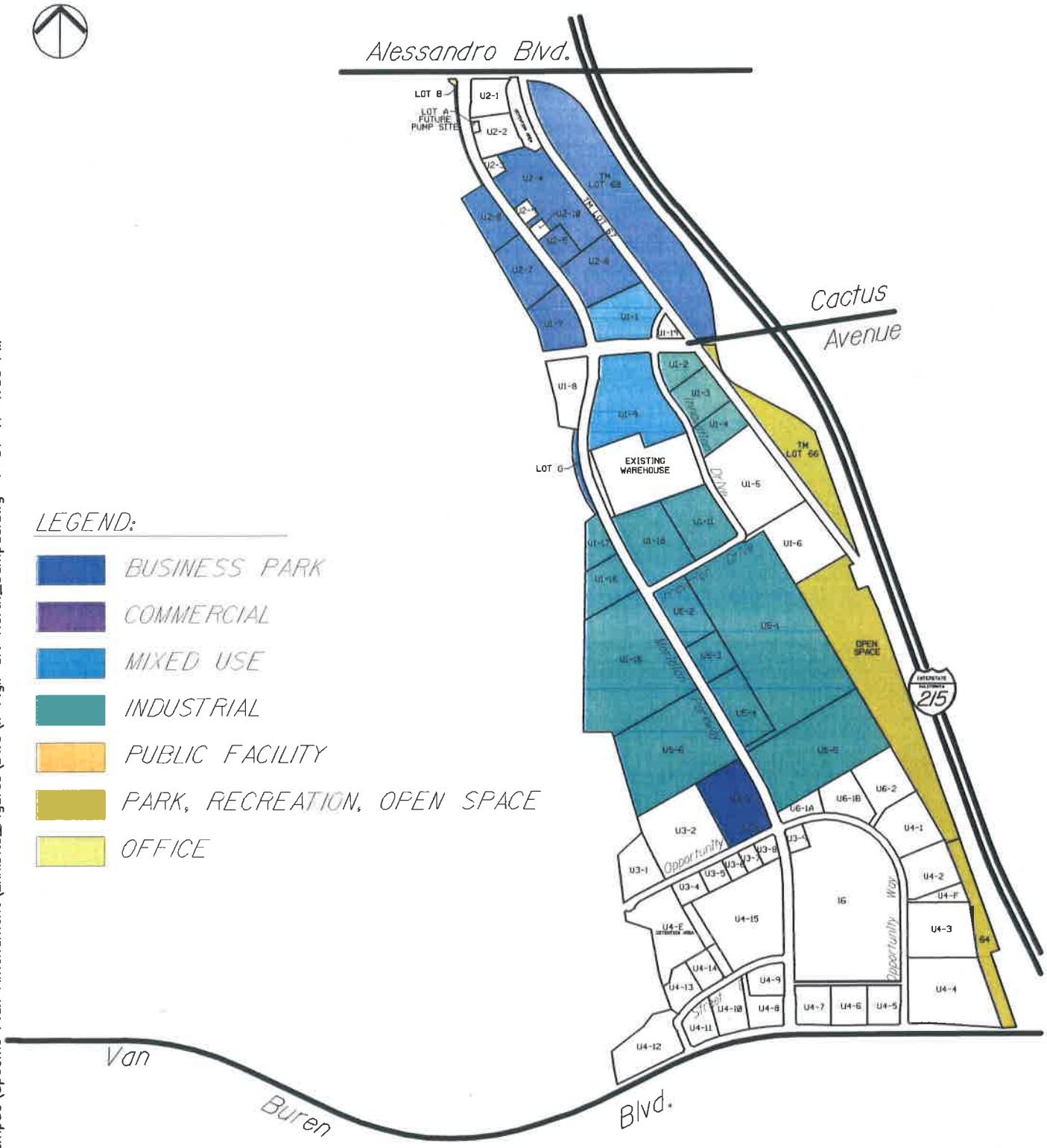

FIGURE II-5A

ZONING MAP FOR NORTH CAMPUS

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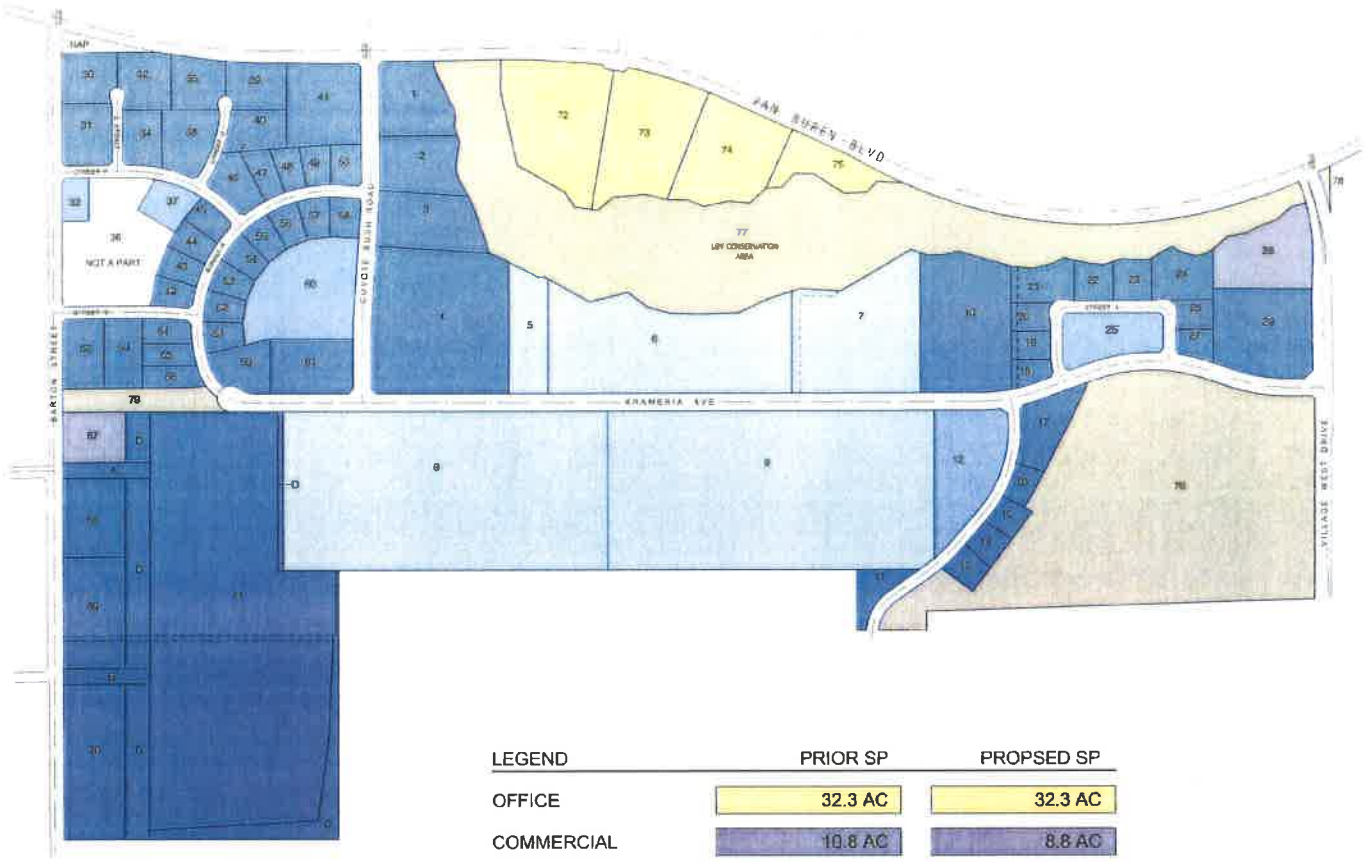

LEGEND	PRIOR SP	PROPSED SP
OFFICE	32.3 AC	32.3 AC
COMMERCIAL	10.8 AC	8.8 AC
MIXED USE	26.6 AC	23.3 AC
BUSINESS PARK	218.5 AC	230.0 AC
INDUSTRIAL	134.5 AC	134.5 AC
PARK / OPEN SPACE	119.4 AC	125.0 AC
NOT A PART	10 AC	0.0 AC
TOTAL NET ACREAGE	552.5 AC	553.9 AC

FIGURE II-5B

EXISTING ZONING MAP FOR SOUTH CAMPUS

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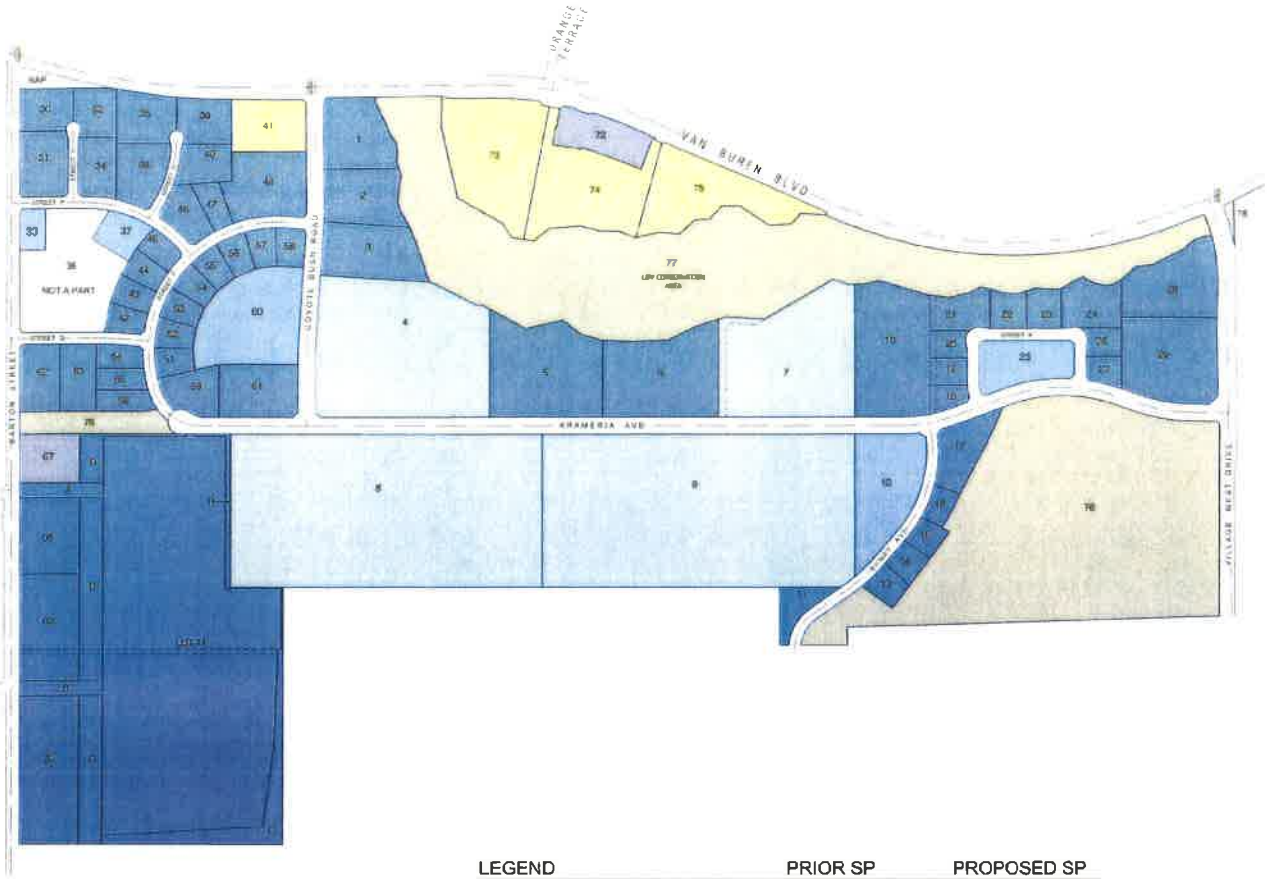

LEGEND	PRIOR SP	PROPOSED SP
OFFICE	32.3 AC	32.0 AC
COMMERCIAL	8.8 AC	6.4 AC
MIXED USE	23.3 AC	23.3 AC
BUSINESS PARK	230.0 AC	352.1 AC
INDUSTRIAL	134.5 AC	134.5 AC
PARK / OPEN SPACE	125.0 AC	125.0 AC
NOT A PART	0.0 AC	0.0 AC
TOTAL NET ACREAGE	553.9 AC	553.3 AC

FIGURE II-5C

PROPOSED ZONING MAP FOR 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.

In addition to the General Plan and Specific Plan entitlements, the Project consists of development of Industrial, Commercial and Office uses. Development would consist of the following:

- Development of a 500,000-square foot Industrial building on the 22.93-acre Parcel 4 (Building C)
- Development of 14,267 square feet of the following Commercial uses on the new 3.7-acre Parcel 72:
  - 3,300 square feet of fast-food convenience restaurant with a drive through facility on Pad A site;
  - 7,560 square feet (7,905 gross square feet) of shops;
  - Gas station with 12 vehicle fueling positions and a 3,062-square foot convenience market;
  - 150 parking spaces provided.
- Development of 140,570 square feet of Office uses and 1,015 parking stalls on 20.19 acres comprised of Parcel 73 and Parcel 74
- Development of a 8.24-acre stormwater basin on a Parcel 75

The 2003 Final Focused EIR evaluated a mix of land uses within the South Campus, which was considered to be Phase 3 of the March Business Center project implementation. Table 1 below identifies each of the proposed development areas (transit area zone or TAZ), the proposed land use, and the assumed square footages.

TABLE II-1
SOUTH CAMPUS BUILD-OUT ASSUMPTIONS

TAZ	USE	SQUARE FOOTAGE
5A	Industrial Park	294,870
5B	Research & Development	84,620
5B	Industrial Park	87,870
5C	Research & Development	195,150
5C	Industrial Park	52,280
5D	Research & Development	152,460
5D	Industrial Park	121,160
5E	Industrial Park	105,270

TABLE II-1 SOUTH CAMPUS BUILD-OUT ASSUMPTIONS		
TAZ	USE	SQUARE FOOTAGE
5E	Shopping Center	54,450
5E	Warehousing	97,570
5F	Research & Development	161,300
5F	Large Industrial Park	524,460
5F	Research & Development	240,430
5G	Warehousing	398,040
5G	Manufacturing	215,620
5H	Industrial Park	228,700
5H	Warehousing	618,830
5H	Research & Development	76,230
5H	Large Industrial Park	43,8430
6	Office	140,570
6	Research & Development	421,700
7A	Warehousing	157,010
7A	Large Industrial Park	999,270
7A	Large Industrial Park	1,306,800
7A	Research & Development	164,500
7A	Industrial Park	39,200
7B	Industrial Park	205,260
7B	Park	TBD
7C	Research & Development	39,210
7C	Industrial Park	149,660
7C	Warehousing	107,790
7D	Shopping Center	54,4500
7D	Research & Development	152,460

Source: Table B-1, Land Use Inventory and Traffic Generation, Entire Project, Appendix B to the Traffic Circulation and Phasing Study (2002).

Based on the information in **Table II-1** above, the following square footages of each respective land use category were evaluated in the Traffic Circulation and Phasing Study, and thus in the 2003 Focused EIR for the South Campus.

TABLE II-2 SUMMARY OF BUILD-OUT ASSUMPTIONS BY LAND USE	
LAND USE CATEGORY	DEVELOPMENT SQUARE FOOTAGE
Industrial Park	1,284,270 SF
Research & Development (R&D)	1,688,060 SF
Shopping Center	108,900 SF
Warehousing	1,379,240 SF
Large Industrial Park	3,268,960 SF
Manufacturing	215,620 SF
Office	140,570 SF
Park	TBD

Based on the approved land use development categories and square footages outlined in Table II-2 above, a summary of what has been constructed and/or approved for construction by March JPA within the South Campus is shown in Table II-3 below. As shown therein, previously approved and/or built projects total approximately 2,000,000 square feet. The proposed Project would develop an additional 654,837 square feet. Therefore, the remaining square footage not yet built-out is 5,401,783 square feet. The proposed Project's development falls well within the assumed build-out parameters evaluated in the 2003 Focused EIR for the March Business Center, and specifically the South Campus.

TABLE II-3
SOUTH CAMPUS BUILD-OUT STATUS

LAND USE	ORIGINALLY APPROVED	APPROVED/ BUILT	PROPOSED	REMAINING	TOTALS
Industrial Park	1,284,270 SF	N/A		1,284,270 SF	1,284,270 SF
R&D	1,688,060 SF	N/A		1,688,060 SF	1,688,060 SF
Shopping Center	108,900 SF	N/A	14,267 SF	94,633 SF	108,900 SF
Warehousing	1,379,240 SF	N/A		1,379,240 SF	1,379,240 SF
Large Industrial Park	3,268,960 SF	2,000,000 SF	500,000 SF	768,960 SF	3,268,960 SF
Manufacturing	215,620 SF	N/A		215,620 SF	215,620 SF
Office	140,570 SF	N/A	140,570 SF	0 SF	140,570 SF
Park	TBD	N/A		TBD	TBD
Total	**8,085,620 SF**	**2,000,000 SF**	**654,837 SF**	**5,401,783 SF**	**8,085,620 SF**

~~4. Design Guidelines~~

~~This document establishes architectural, signage, parking, and landscaping objectives that will guide the design of the March Business Center. The Design Guidelines are updated to reflect SP1, A6 and includes the following guidance pertaining to lighting - "site lighting must be 2700 Kelvin plus or minus 100 Kelvin.~~

~~5~~4. Tentative Subdivision Map

Tentative Subdivision Map 30857 was approved on February 19, 2003. The Tentative Map 30857, Amendment No. 45 and Lot Merger 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 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).~~ include the following minor lot changes to accommodate the proposed land use changes:

- Consolidate the existing 4.42-acre Parcel 5 into Parcel 4 through a lot merger, for a combined acreage of 22.96 acres, all having the land use designation of Industrial. (Note that

differences are slight because streets, pads and landscaped areas have been constructed so measurements are slightly different along Parcel edges and therefore we will process a tentative parcel map to clean up the acreages consistent with this project description.)

- Through lot line adjustments, create a new Parcel 5 (10.33 acres) in the western portion of Parcel 6 (9.51 acres), and change the existing Industrial designation for the revised Parcel 5 and all of Parcel 6, to a designation of Business Park. (Note that differences are slight because streets, pads and landscaped areas have been constructed so measurements are slightly different along Parcel edges and therefore we will process a tentative parcel map to clean up the acreages consistent with this project description.)
- Reduce Parcel 41 to 3.65 acres.
- Consolidate the southern portion of Parcel 41 as well as all of Parcels 49 and 50 to become a revised Parcel 48 with a total acreage of 5.03 acres.
- Reduce Parcel 72 to 3.7 acres.
- Increase Parcel 73 to 10.77 acres.
- Increase Parcel 74 to 9.42 acres.
- Increase Parcel 75 to 8.24 acres

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).

~~6.~~ ~~Development Agreement~~

~~On June 18, 2004, the JPA 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.~~

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 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:

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. 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.

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:

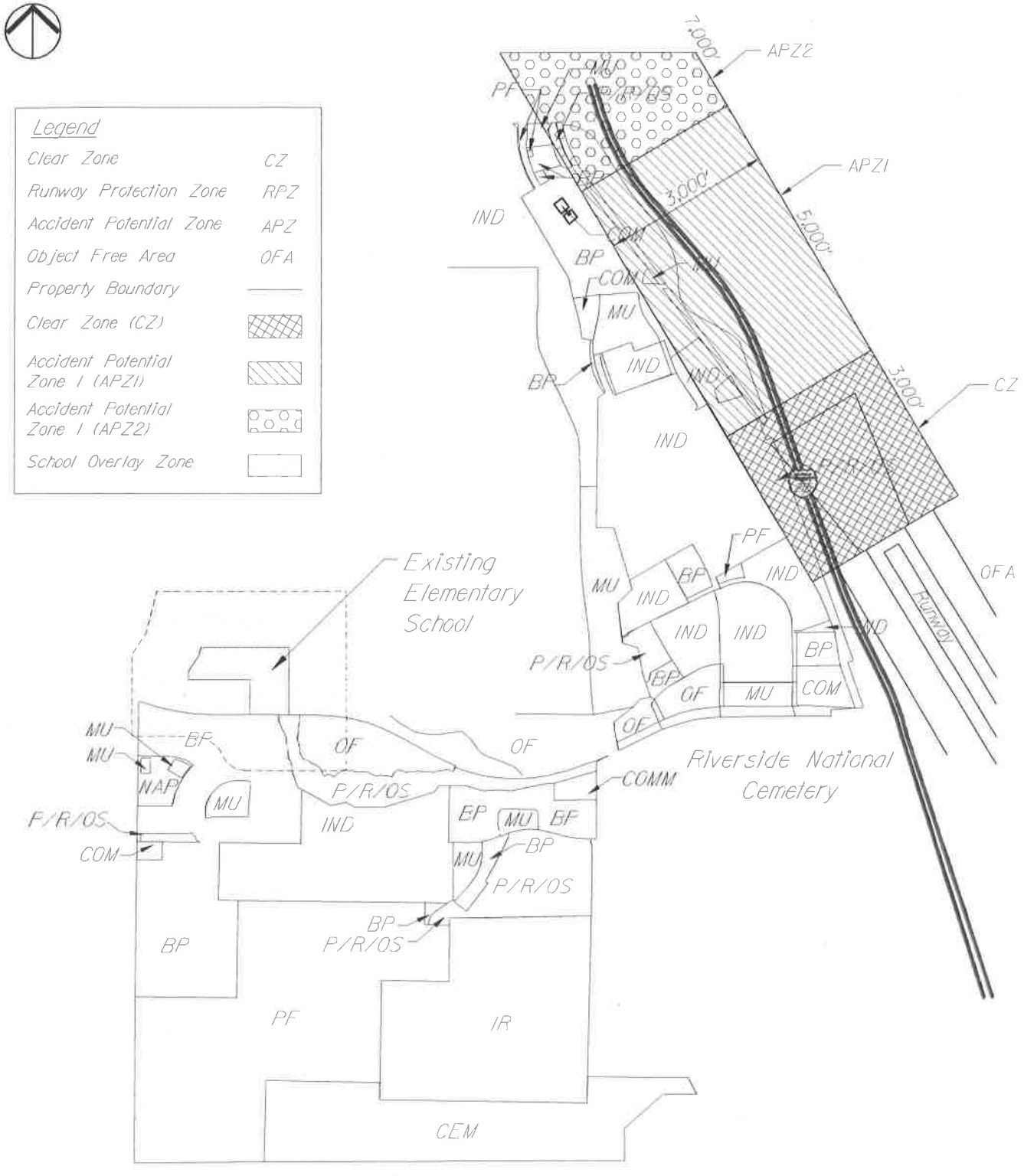

FIGURE III-1A

EXISTING OVERLAY ZONES

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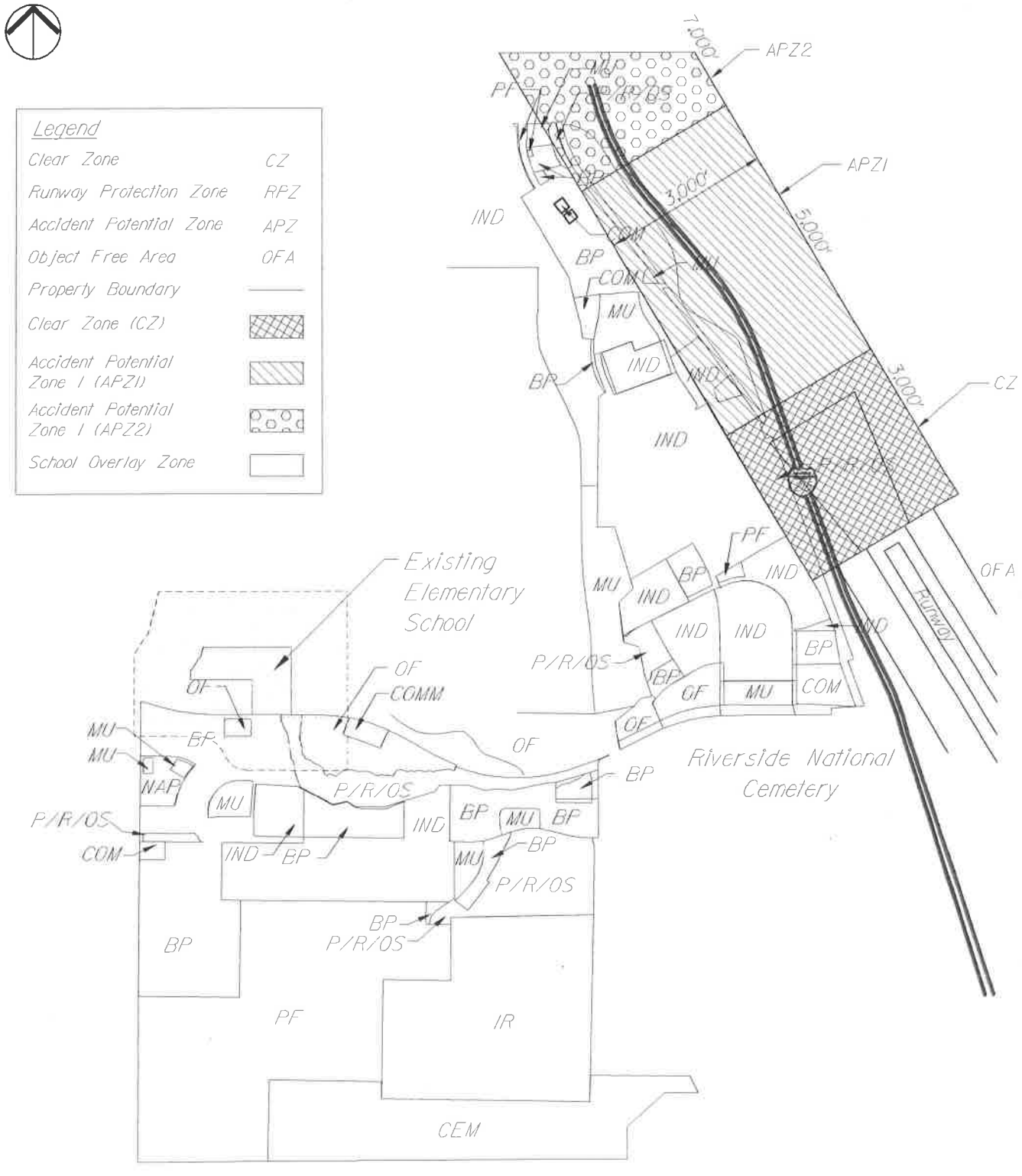

FIGURE III-1B

PROPOSED OVERLAY ZONES

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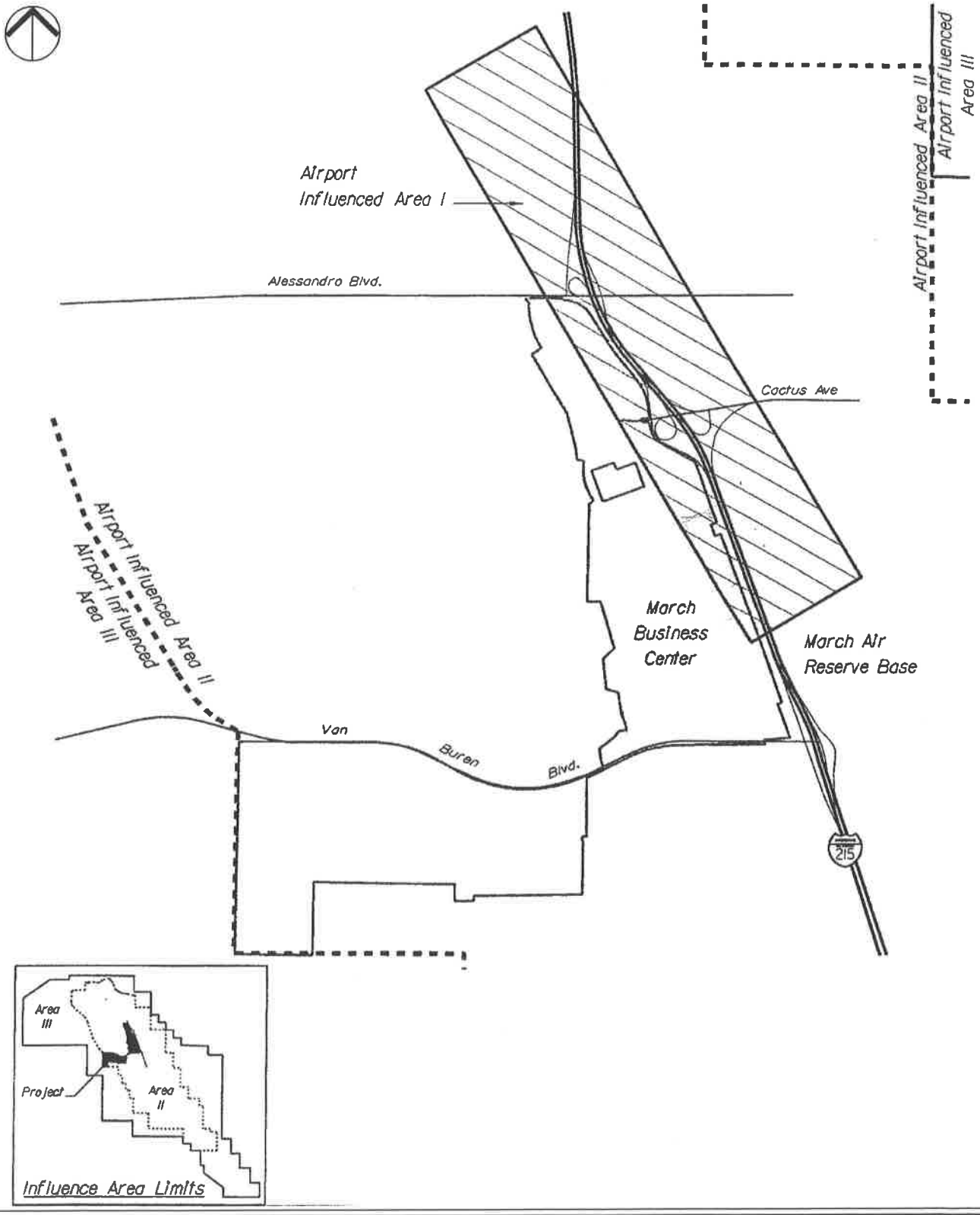

FIGURE III-2

AIRPORT INFLUENCE AREAS

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Land Uses Prohibited in Airport Influenced Area I

- Assembly and Entertainment
- 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[3,4]	INDUSTRIAL[5]	OFFICE	MIXED USE[6]	COMMERCIAL[7]
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

[3] Within the Business Park zone, a use permit is required for uses that provide outdoor storage in excess of 10% of the building area
[4] Parcel Delivery Terminal is allowed within the Business Park and Industrial zones on parcels that are 60 acres in size or larger
[5] Within the Industrial zone, a use permit is required for uses that provide outdoor storage in excess of the building area
[6] The Mixed Use designation shall have a maximum of 25 percent retail uses.
[7] Within the Commercial zoning district, a use permit shall be required for single uses above 25,000 square feet of gross floor area

TABLE III-1
MARCH BUSINESS CENTER SPECIFIC PLAN LAND USE TABLE

USES	BUSINESS PARK[3,4]	INDUSTRIAL[5]	OFFICE	MIXED USE[6]	COMMERCIAL[7]
Animal Care/Pet Hotels	P	P			P
Assembly & Entertainment				C	
Automotive Parts and Accessory Sales					P
Automotive Fleet Storage		C			
Automotive Service Stations					C
Automotive/Truck Repair-major		P			
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	

TABLE III-1 MARCH BUSINESS CENTER SPECIFIC PLAN LAND USE TABLE					
USES	BUSINESS PARK[3,4]	INDUSTRIAL[5]	OFFICE	MIXED USE[6]	COMMERCIAL[7]
Interpretive Centers	P	P	P	P	
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[8]	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.

[8] 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 percent.
(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.

(d) Off-street Loading Facilities

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

(e) Special Regulations

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

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

In addition to the above, the following regulations apply:

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

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

(3) All walls or fences within 100 feet of a public right-of-way or visible from residential development shall match wall details in **Figure III-3** (higher walls may be necessary to screen trucks and outdoor storage, consistent with the approved screening plan). All walls facing residential development and along the outside boundaries of the Meridian South Campus Specific Plan Area shall be painted the designated color as shown **Figure III-3**. All other site walls may be painted to be consistent with the approved building color scheme.

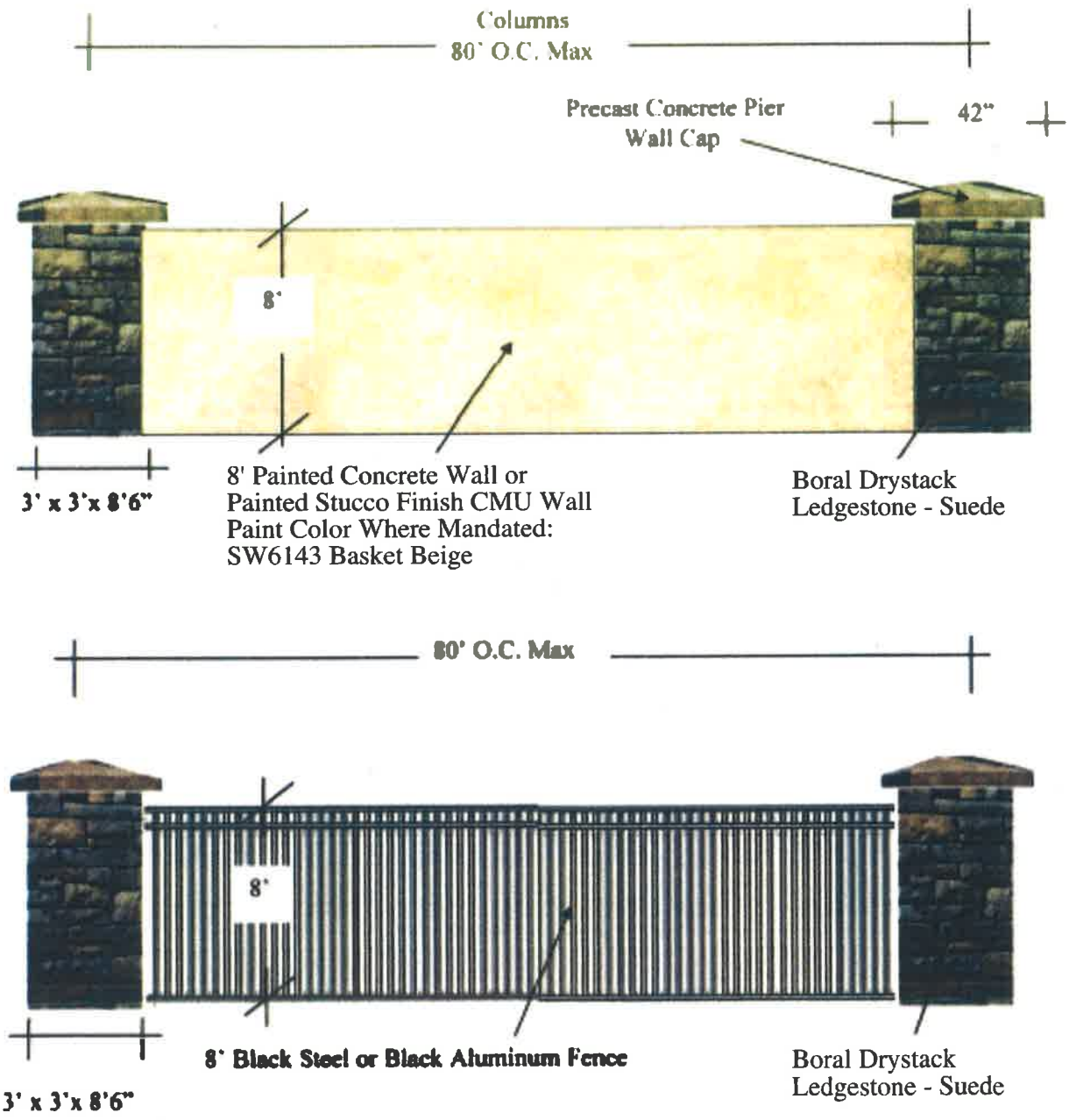

FIGURE III-3

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"[9] 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.

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

IV. OPEN SPACE

A. Conservation Easements

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

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

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

All newly created and existing adjacent habitat and wetlands will be overlaid with a conservation easement for management and monitoring in perpetuity. The boundary of the easements will be extended past the limits of the habitat to include a "buffer" zone. This "buffer" will serve as additional protection of wetlands and riparian habitat. Also, this area provides the potential for wildlife to find refuge in a conserved and maintained habitat. The Conservation Easement is 185.9 acres and is located to the north and south of Van Buren Boulevard and west of the North Campus.

B. Park

An approximately 59-acre park area will be located near the southern boundary of the South Campus, south of Krameria Avenue. Approximately 16 acres of the designated park area is impacted by a closed and capped landfill. This area is subject to certain Deed Restrictions as directed by the Air Force and regulates/restricts access to this area. This 16-acre area will generally remain in its natural vegetation state. Approximately 6 acres of the park, adjacent to and accessed via Village West Drive is shown to be a picnic type area with turf, shade trees, benches, picnic tables, restrooms, parking areas, etc. This could be used by employees within March Business Center and/or local residents. Discussions have been held that may see the balance of the usable area of the designated park be utilized as an "interpretive style" memorial park incorporating the historical significance of the former March Air Force Base. Preliminary plans indicate that this area would incorporate approximately 11 acres. In addition, a 3.4-acre pocket park will be located at the west terminus of Krameria Avenue. Additional natural buffers surrounding the developed portions of the park areas would amount to approximately 19 acres.

The park is shown in the third phase of the project. Subject to the availability of construction capital and ongoing maintenance responsibilities being defined, the park could be constructed prior to commencement of the third phase of the development without causing significant impacts to the area. Potential sources of funding for the construction and maintenance of the park include county and local

funds, grants, bonds, tax increment financing or private sources. The park will have the following acreages:

Capped landfill	16 AC
Pocket Park	3.4 AC
Picnic area/parking	6 AC
Interpretive park	11 AC
Buffer/open space	26 AC
TOTAL:	62.4 AC

C. Scenic Corridor Landscape

Landscaping easements will be provided along the project frontages along segments of Van Buren Boulevard, Cactus Avenue, and Alessandro Boulevard. These easements will be 20 feet wide and the landscaping will be maintained by a Landscaping and Lighting Assessment District. A 30-foot landscape easement will be provided along the eastern side of Barton Street along the project frontage. In addition, a nine-foot landscaping easement will be provided along the entire length of Street Z. Supplemental landscaping shall also be provided adjacent to the Elementary School in accordance with the Elementary School Buffer Zone. The March Business Center Design Guidelines establish the landscaping criteria.

D. Drainage Basins

Drainage detention facilities will be provided along the eastern portion of the North Campus and the southwestern portion of the South Campus. The southern North Campus basin will encompass the portion of the project that is included in the CZ. Currently, there is a new Drainage Master Plan underway, which will revise the need for dual 8' x 8' box culverts at the Project's Van Buren terminus of the San Jacinto River Watershed. This revision to the Drainage Master Plan incorporates an increase of volume to the existing basins which can accommodate South Campus' post development run-off contribution into this system. The northern facility is south of Alessandro Boulevard in APZ II. The detention facilities shall be maintained by either the Riverside County Flood Control and Water Conservation District (RCFC & WCD) or an assessment district.

V. TRANSPORTATION

A. Existing Transportation Issues

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

- The Van Buren Boulevard/Barton Street intersection is characterized by LOS F conditions during the morning peak.

- An off-site segment of Krameria Avenue, west of Barton Street, will need to be paved in order to accommodate future traffic growth. This improvement will be constructed by the adjacent subdivider.

While the Specific Plan requires a General Plan amendment due to land use changes, it should be noted that the Specific Plan land uses will have a substantially lower traffic generation than previously approved uses evaluated in the MEIR. The MEIR assumed a development scenario for the entire March JPA area that totaled 220,000 trips per day. Of this, 131,400 trips per day were evaluated for the 1,290 acres comprising March Business Center. As discussed in the *Traffic Circulation and Phasing Study*, the March Business Center will generate 88,100 total daily trips, including 74,900 external trips. This is a 33 percent reduction from approved General Plan land uses. The *Traffic Circulation and Phasing Study* was prepared to fulfill the following objectives:

1. To provide the baseline for future traffic monitoring updates
2. To specify the internal circulation network for the March Business Center Specific Plan
3. To determine the timing of off-site transportation improvements with respect to Specific Plan development phases
4. To confirm whether or not the transportation improvements identified in the 1998 Transportation Study are still needed, given updated land use information for the Specific Plan and the surrounding area

B. Traffic Circulation Plan

An internal roadway network, consisting of a hierarchy of local, collector and arterial streets, will be constructed to provide access to and from the parcels comprising the March Business Center. The internal street network will be public roadways to be maintained by the County of Riverside. Off-site transportation improvements will be provided to ensure there is sufficient capacity to accommodate future traffic. The improvements associated with each development phase will be assured to the satisfaction of the JPA prior to the occupancy of that phase.

1. Project Development Phasing

South Campus of the March Business Center will be constructed in phases. Figure I-3 on page I-4 of this Specific Plan illustrates the boundaries of each of the three phases. The purpose of phasing the project is

to divide the project into smaller phases that deliver transportation facilities based on when the project needs these improvements. As shown in this figure, the first development phase encompasses the North Campus area between Alessandro Boulevard and the to-be-demolished former military housing project. **Figure V-1** illustrates the transportation improvements associated with this development phase. Phase 2 includes the area formerly occupied by the demolished housing development. The improvements for Phase 2 are shown in **Figure V-2**. Phase 3 includes the South Campus. The improvements for this phase are shown in **Figure V-3**.

2. Street Sizing and Landscaping

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

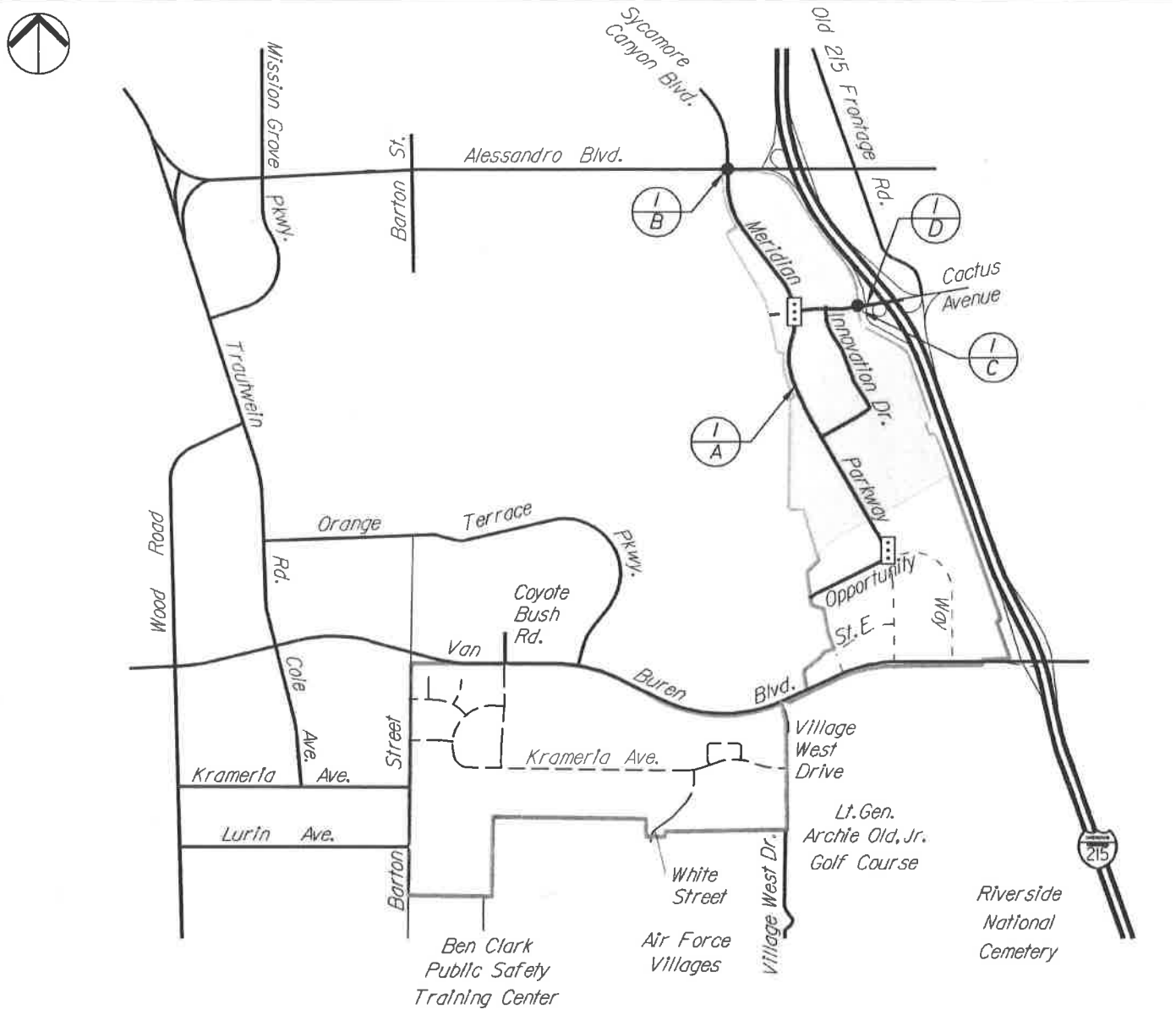
- Existing improvements are provided adjacent to the Orangecrest development and Riverside National Cemetery
- Van Buren Boulevard will traverse sensitive habitat west of the North Campus

However, the design of Van Buren Boulevard is consistent with the intent of the RCIP because additional landscaping will be provided along this roadway adjacent to the project, including a 50-foot landscaping easement on the south side of Van Buren Boulevard, east of Barton Street.

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

3. Traffic Monitoring

One of the MEIR mitigation measures requires traffic monitoring every five years. Because the Transportation Study prepared in support of the MEIR was published in 1998, an updated *Transportation Circulation and Phasing Study* has been completed for March Business Center. This document forms the basis for future traffic monitoring updates. This document has established a traffic generation "budget" in order to ensure that the transportation network has sufficient capacity to accommodate project traffic. This budget is 74,900 daily external trips. Over the course of project buildout, the traffic generation characteristics of the site will be monitored and compared to the traffic generation assumed in the *Transportation Circulation and Phasing Study*. If future increases in density result in traffic generation in excess of the established budget, then the traffic impacts and mitigation identified in the study must be revisited as part of the traffic monitoring update process.



Phase ID	Proposed Phase I Improvements	Status of Improvements
I-A	Construct internal streets	Complete
I-B	Modify signal at Alessandro Blvd./Sycamore Canyon Blvd.	Complete
I-C	Widen Cactus Avenue railroad bridge	Complete
I-D	Improve Cactus Avenue/ I-215 southbound ramps	Complete

Legend:

- Complete Project Roadway
- Future Project Roadway
- I/B - Improvement Phase / Identifier
- Traffic Signal

NOTE:
SPA Improvements Included In Phase II-A

FIGURE V-1

TRANSPORTATION IMPROVEMENTS, DEVELOPMENT PHASE I

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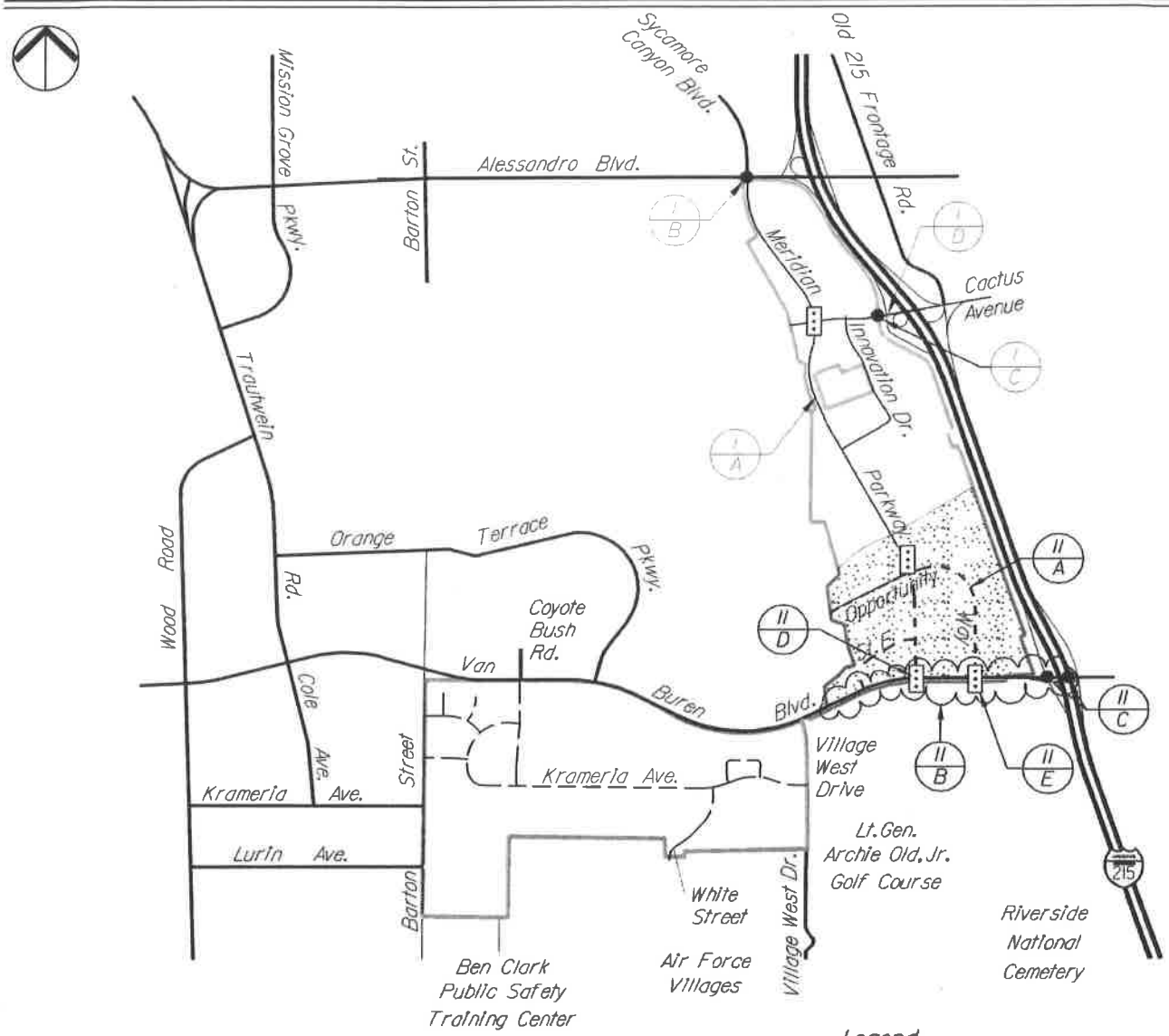

Legend:

- Future Project Roadway
- I/B - Improvement Phase / Identifier
- Traffic Signal
- Phase II

Phase ID	Proposed Phase 2 Improvements	Status of Improvements *
II-A	Construct internal streets	Complete
II-B	Widen Van Buren Boulevard	In Construction
II-C	Improve Van Buren Blvd/ I-215 Interchange	Complete
II-D	Provide signal control	Complete
II-E	Provide signal control	Complete

NOTE:
SPA Improvements Included in Phase II-A

* Improvements to be Constructed or Assured upon Issuance of occupancy permit for any use within Phase I.2, or 2-A after traffic generated by this use exceeds 44,966 ADT.

FIGURE V-2

TRANSPORTATION IMPROVEMENTS, DEVELOPMENT PHASE II

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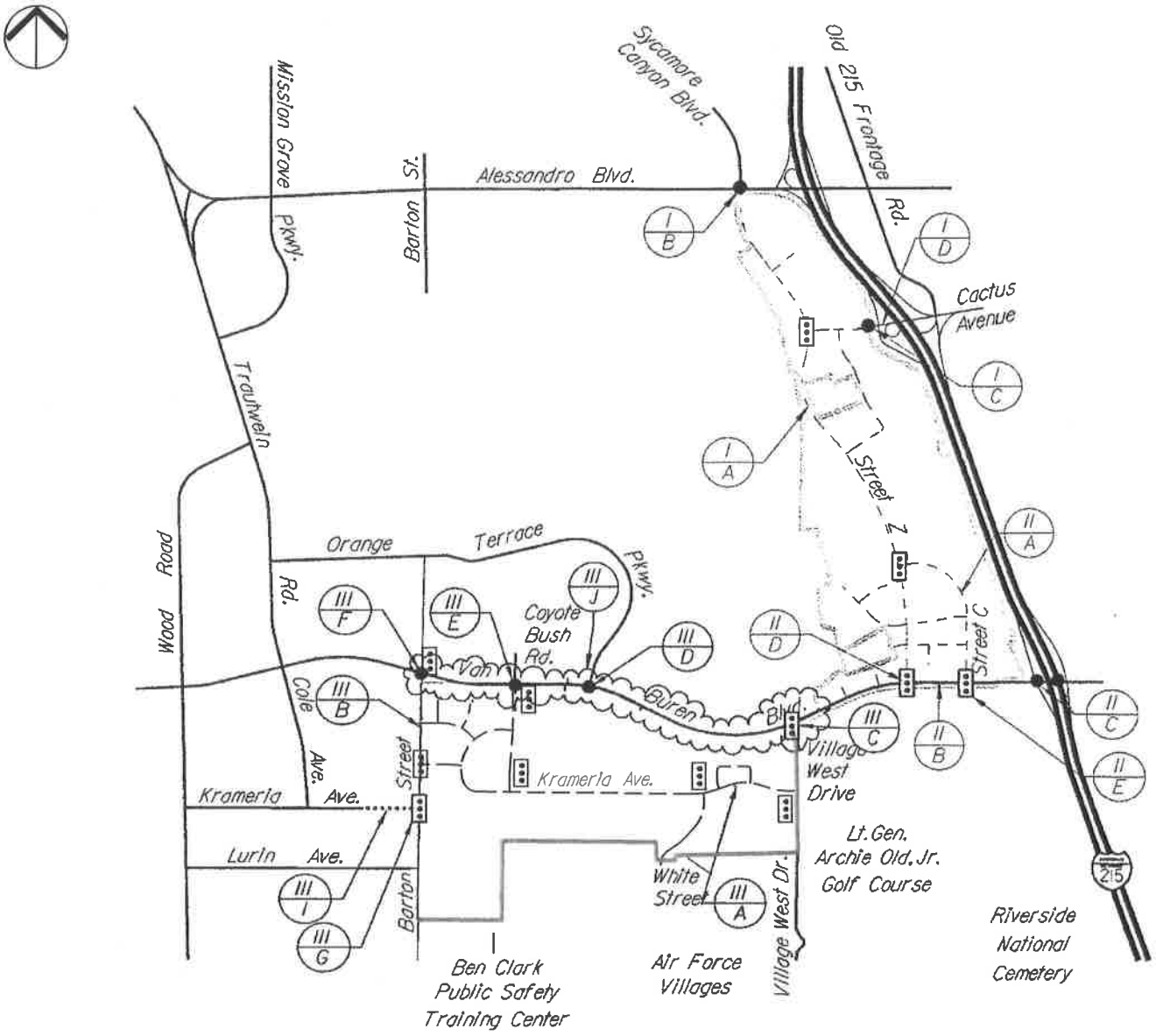

Phase ID	Proposed Phase 3 Improvements
III-A	Construct internal streets
III-B	Half-width improvements on Barton Street
III-C Thru III-G	Provide or modify traffic signal control
III-I	Complete
III-J	Widen Van Buren Boulevard

Legend:

- - - - - Future Project Roadway

..... Future Roadway By Others

I/B - Improvement Phase / Identifier

- Traffic Signal

FIGURE V-3

TRANSPORTATION IMPROVEMENTS, DEVELOPMENT PHASE III

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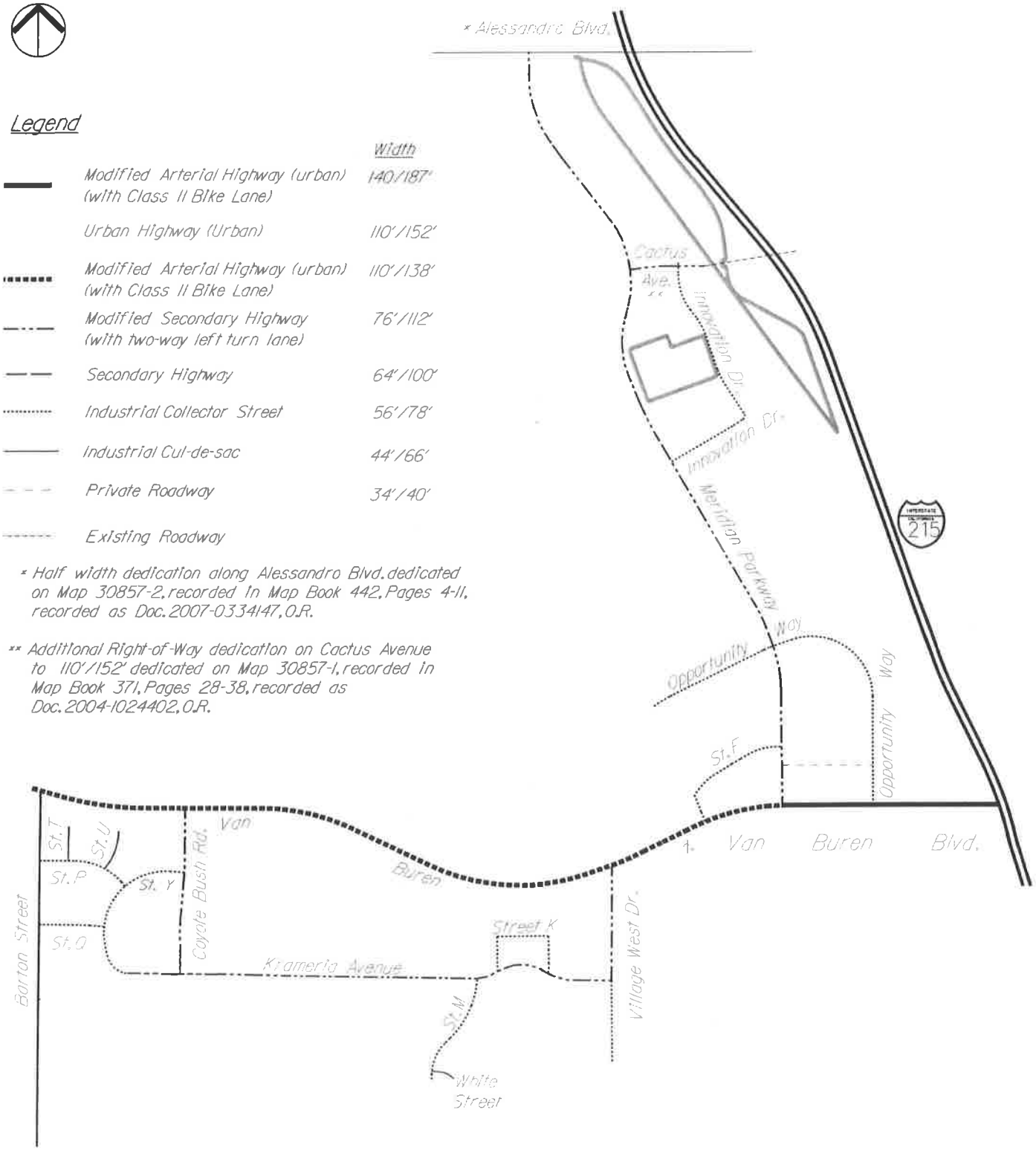

FIGURE V-4

TRANSPORTATION PLAN

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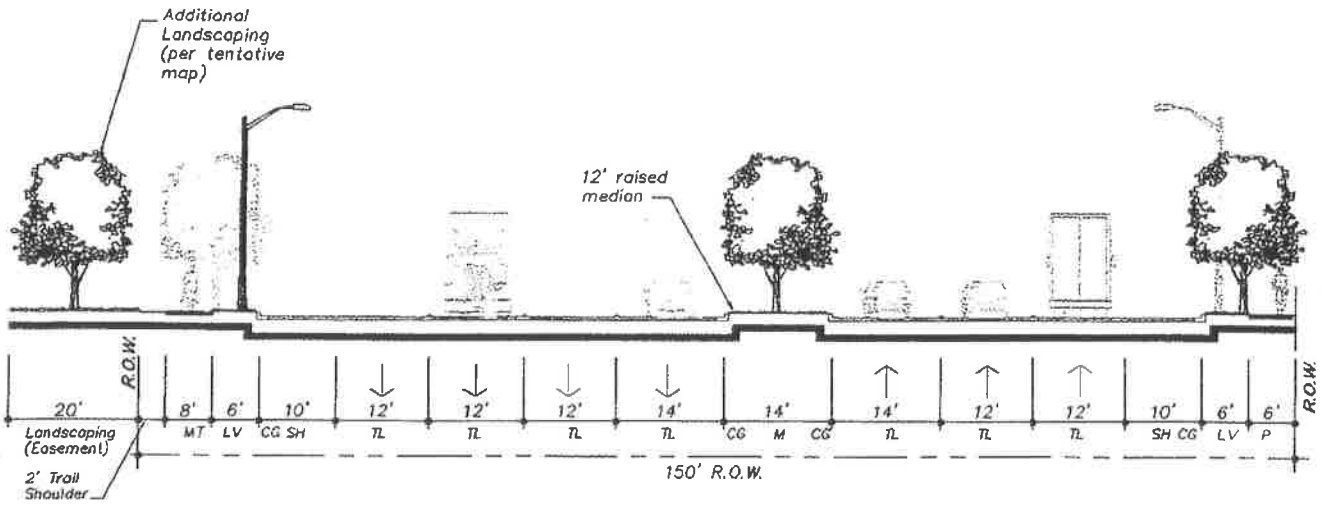

Legend

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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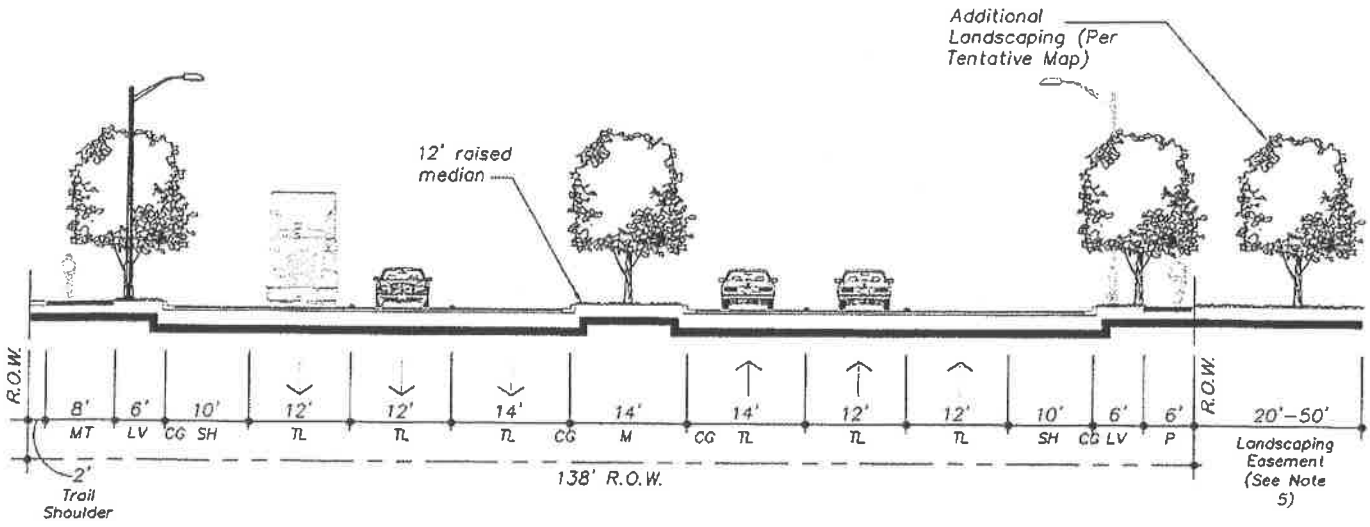

Legend

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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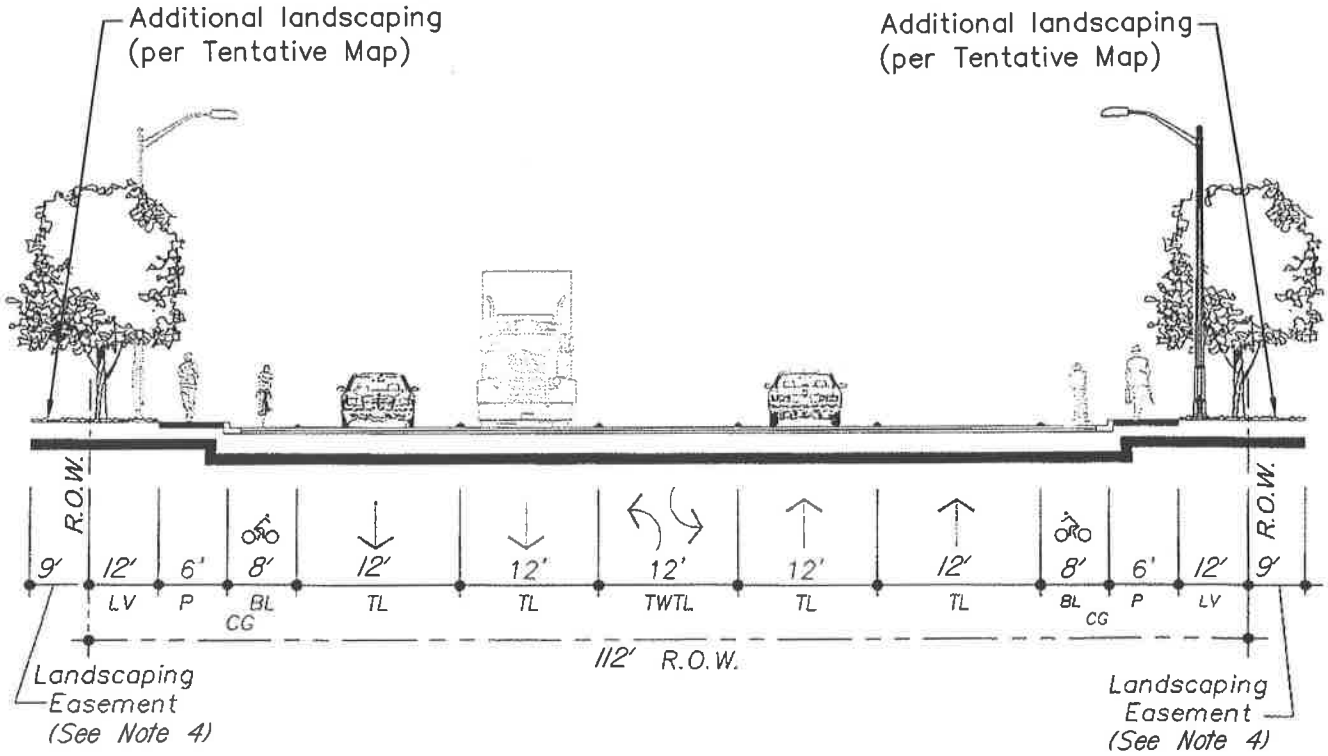

Legend

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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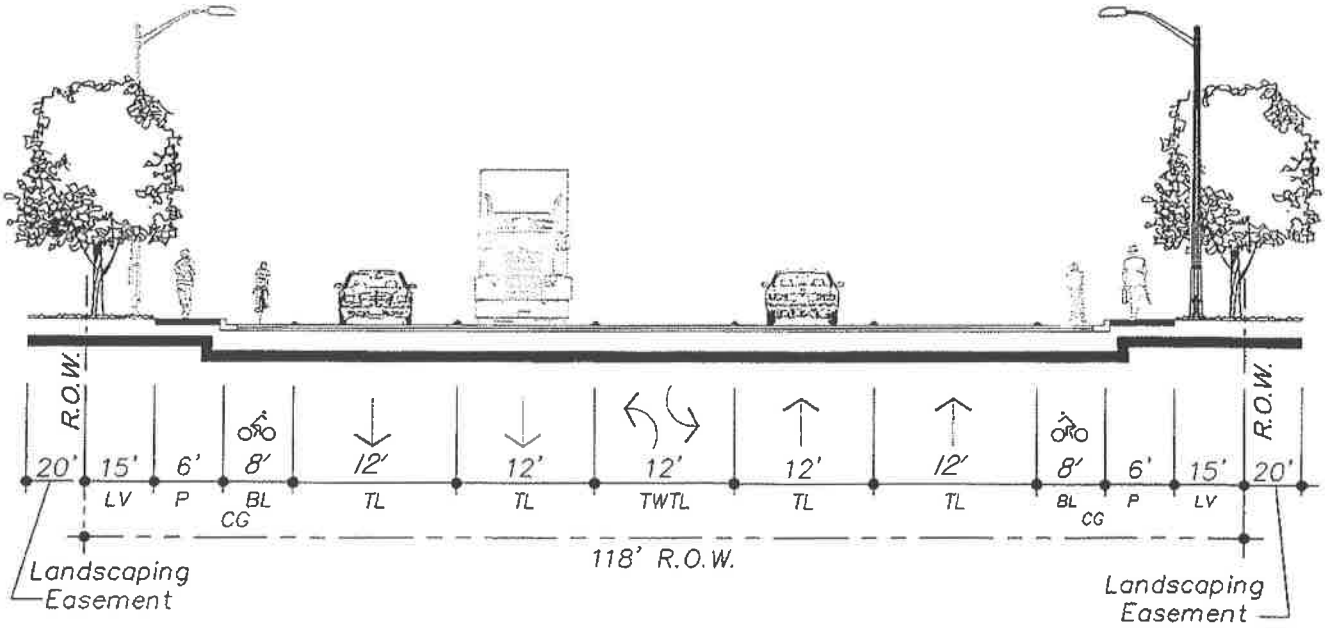

Legend

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 Coctus 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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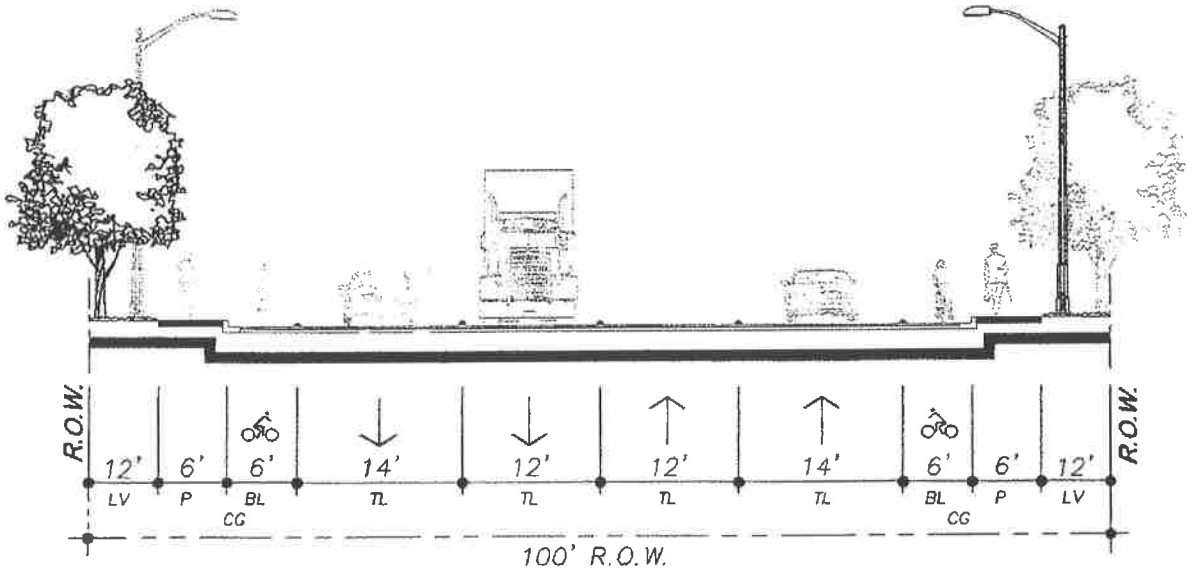

Legend

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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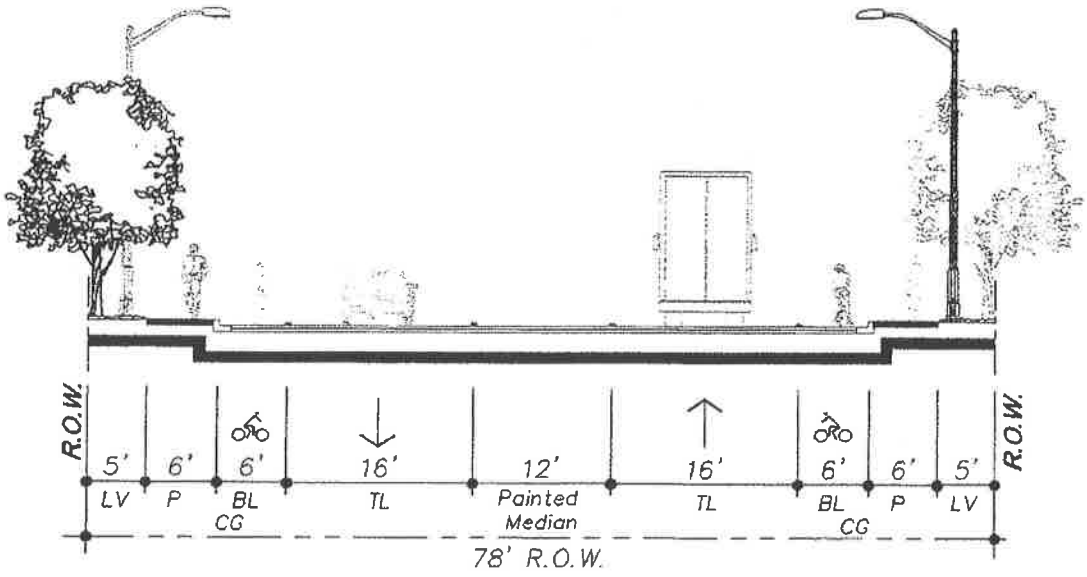

Legend

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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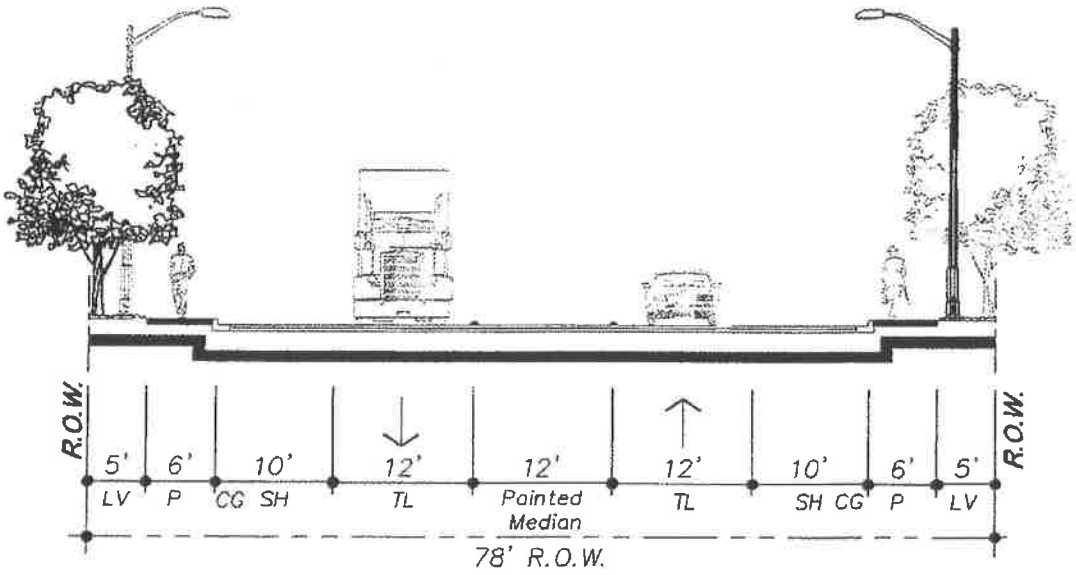

Legend

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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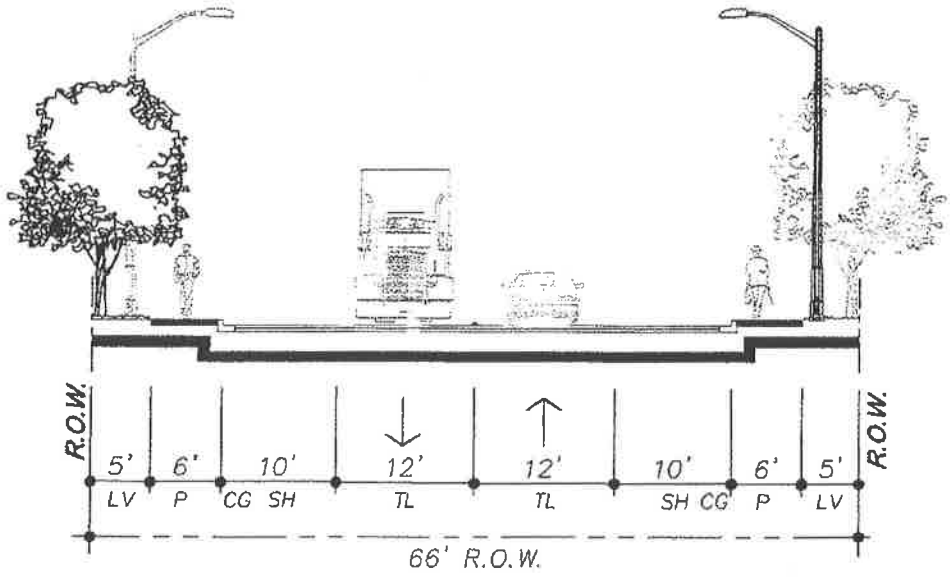

Legend

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,[10] 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

[10] 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.

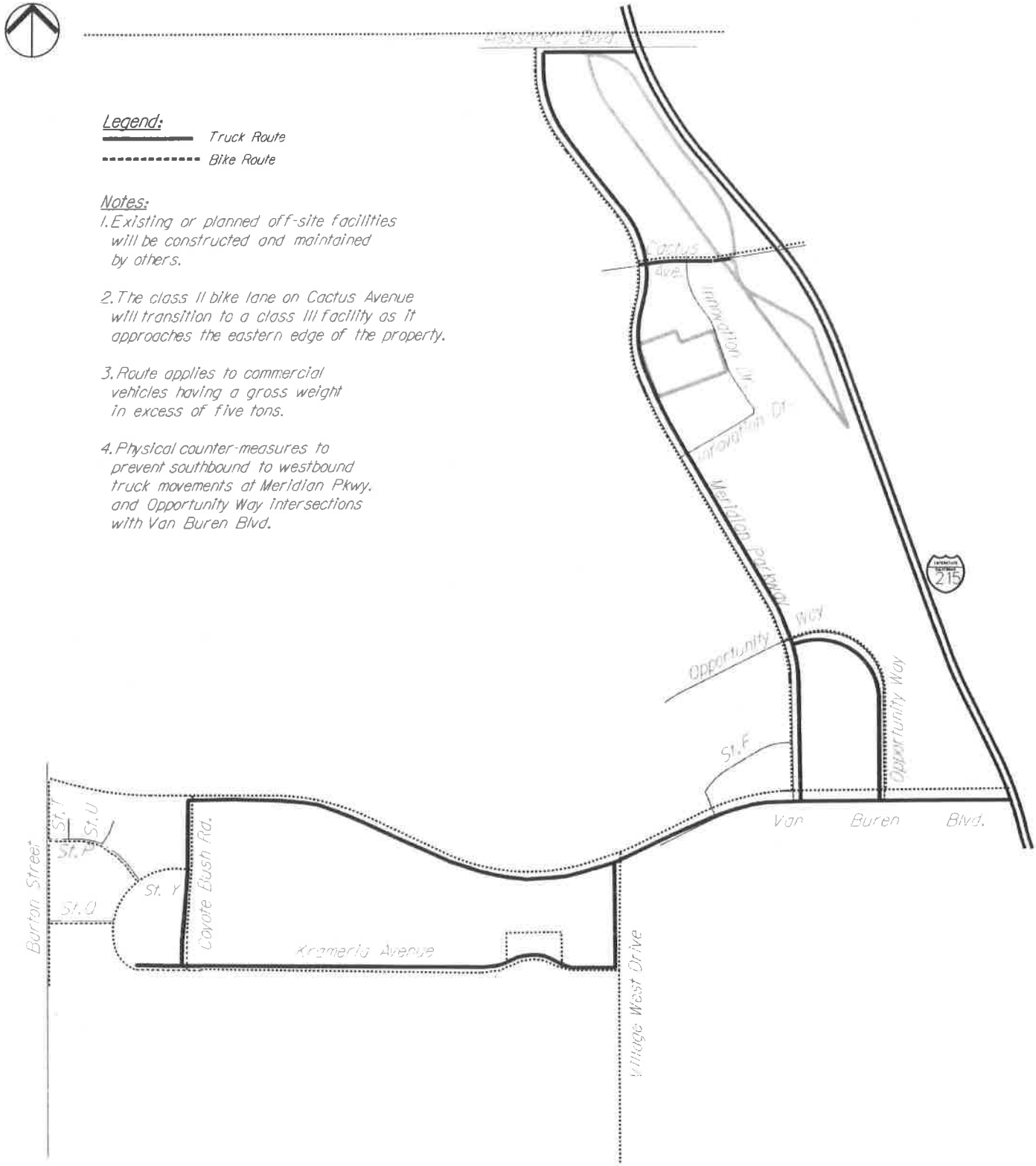

FIGURE V-6

TRANSPORTATION SYSTEMS PLAN

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4. 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.

MARCH BUSINESS CENTER - SPECIFIC PLAN AMENDMENT

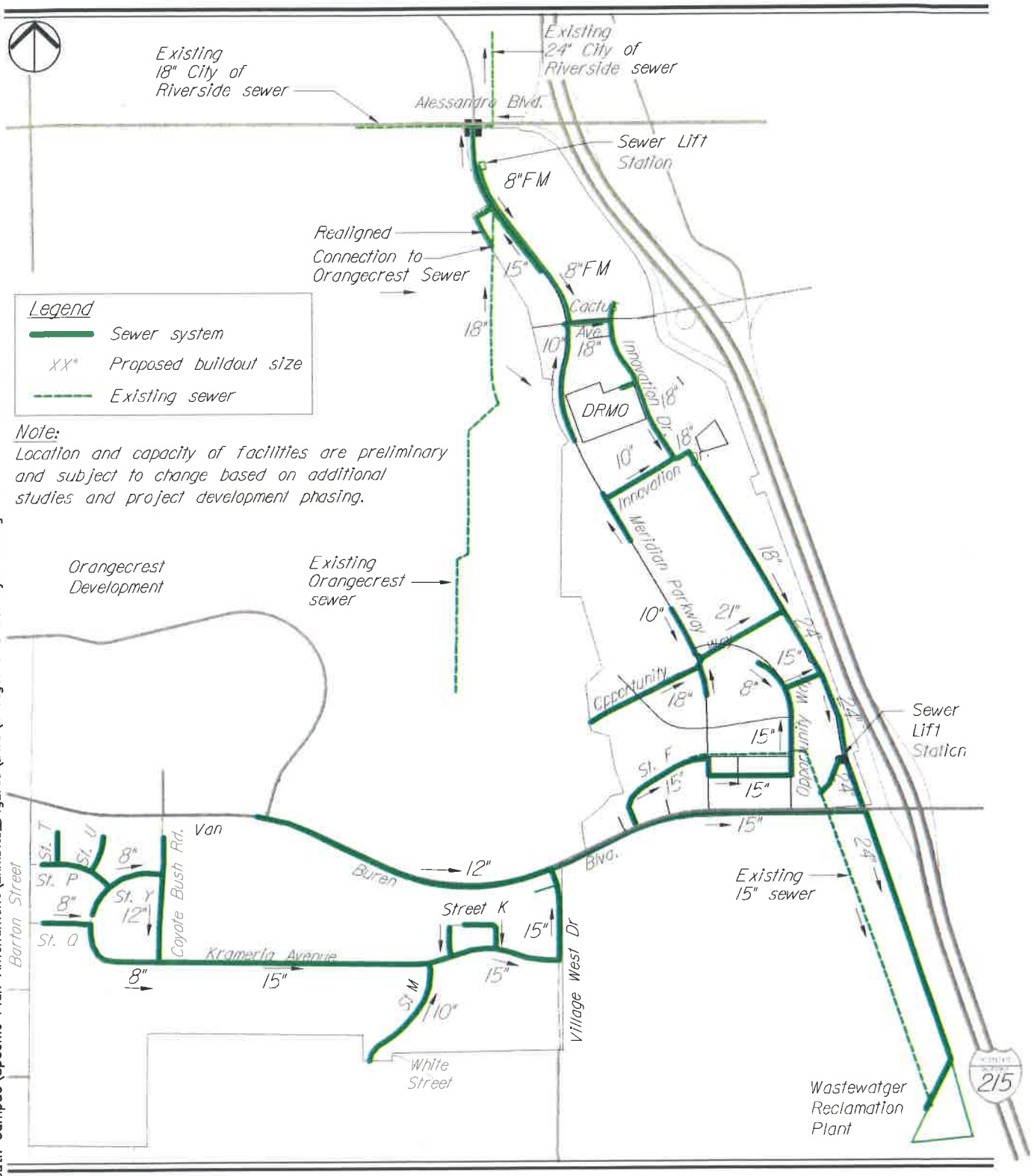

FIGURE VI-1

SEWER SYSTEM

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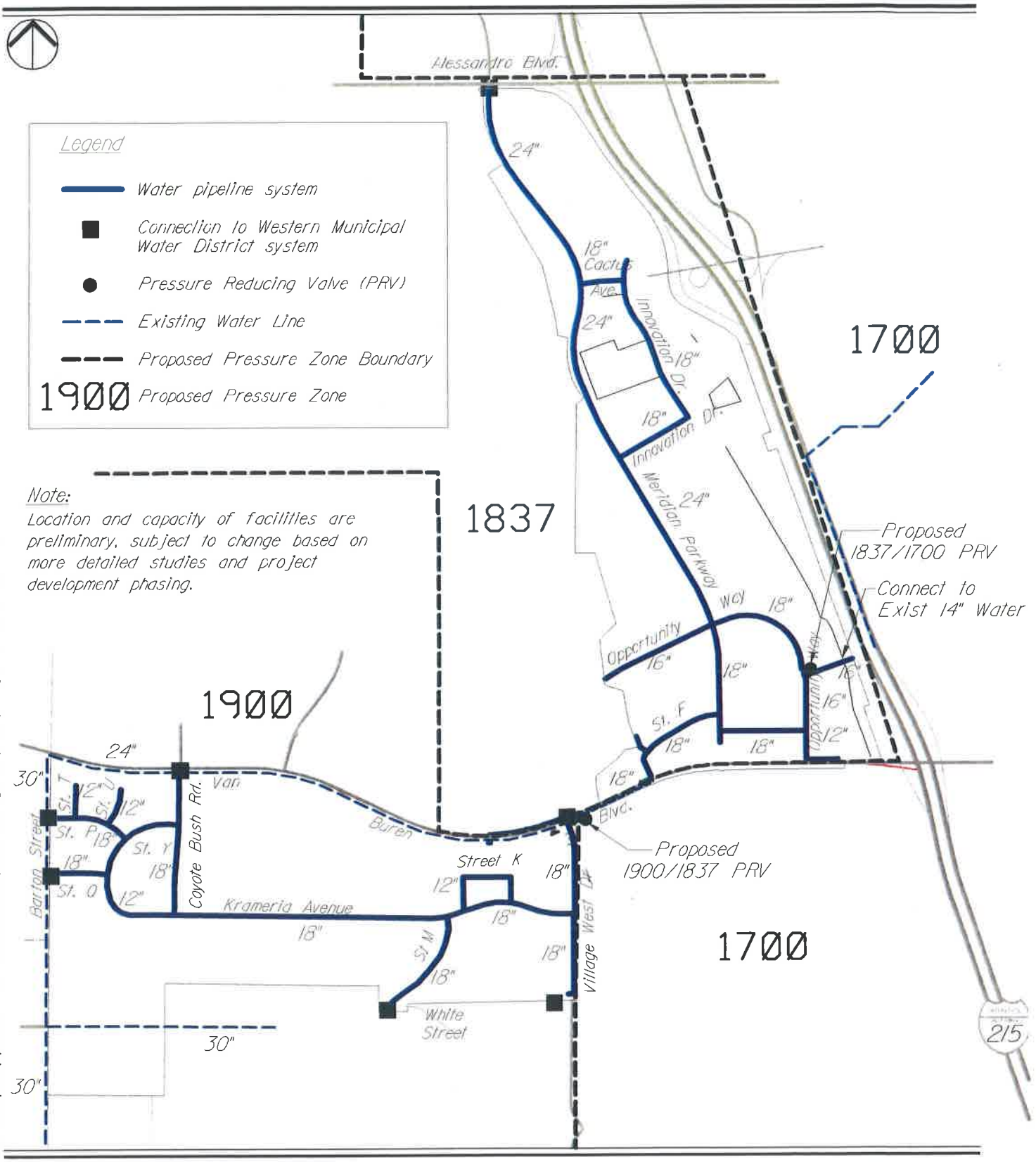

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FIGURE VI-2

WATER SYSTEM

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 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.

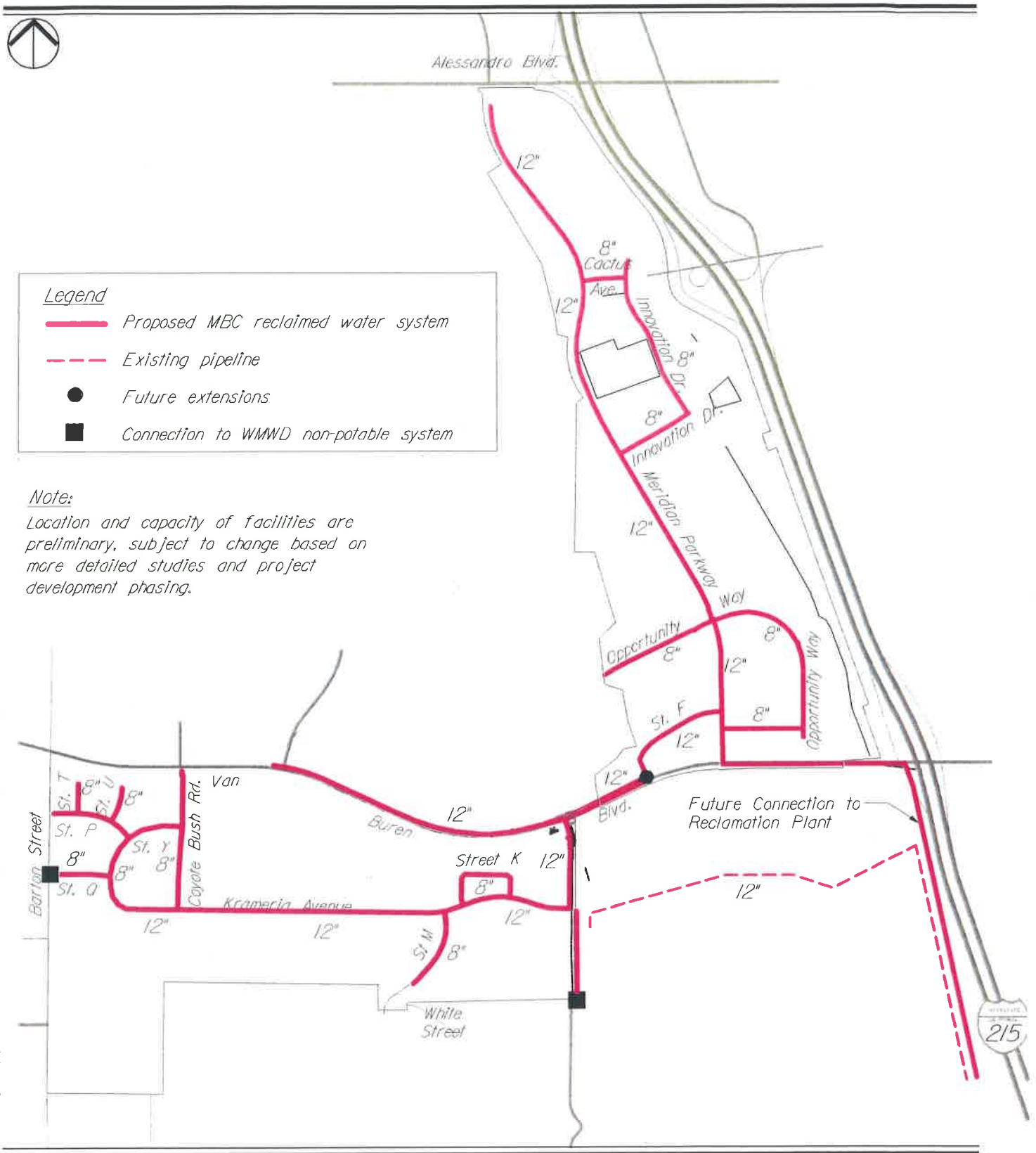

FIGURE VI-3

RECLAIMED WATER SYSTEM

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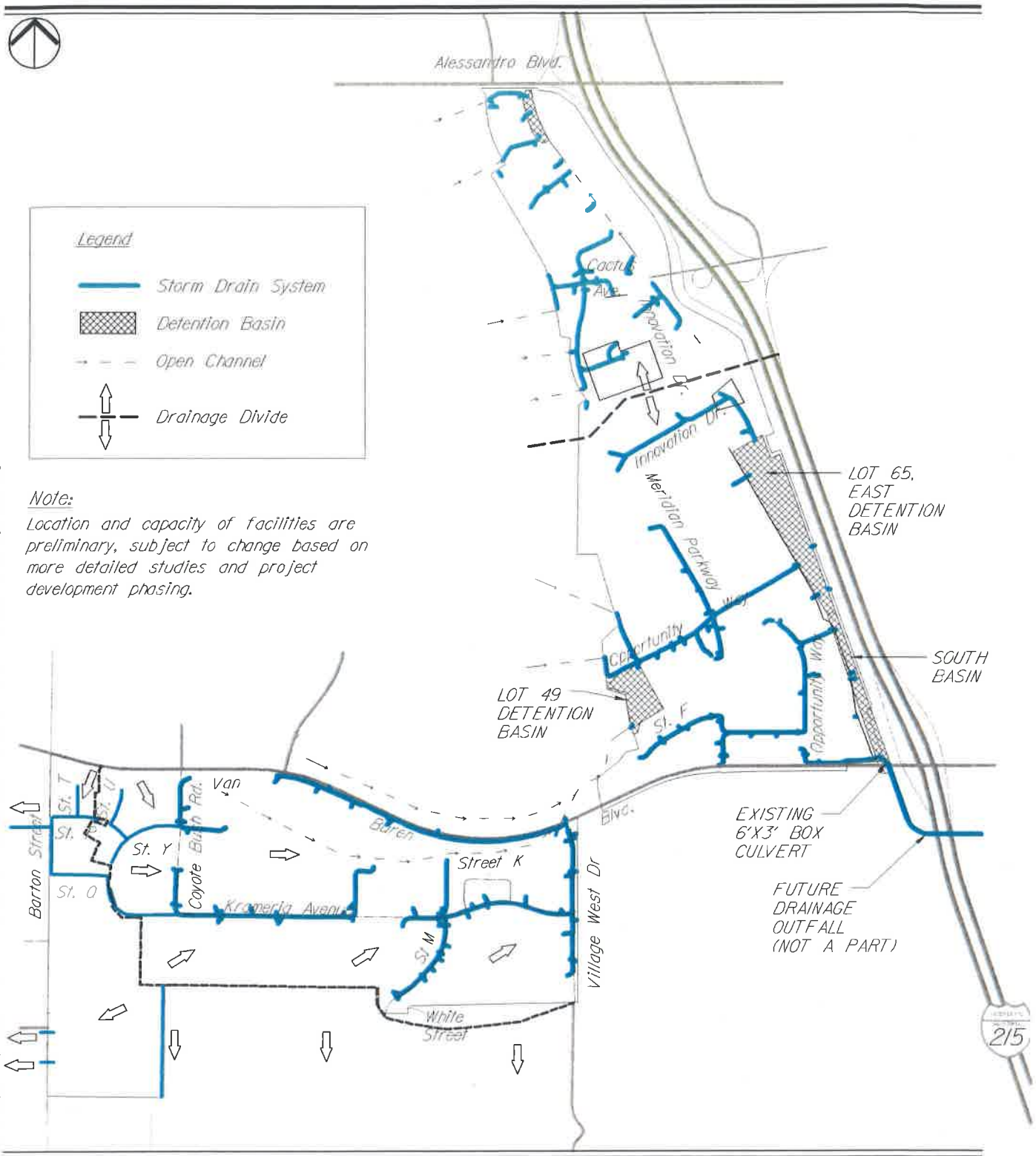

FIGURE VI-4

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

Tax increment financing is a redevelopment tool authorized by State statute and used by cities and development authorities, such as the March Joint Powers Redevelopment Agency, to finance certain public redevelopment costs. Projects financed with tax increment financing must serve a public purpose such as redeveloping blighted areas, constructing low- and moderate-income housing, providing employment opportunities and improving the tax base. When a tax increment financing district is established, the tax capacity of the properties located within the district are "frozen." For the district's duration, which varies depending on the type of district, the property taxes resulting from any increase in the tax capacity above the frozen level are available to the Redevelopment Agency to finance public project costs. This financing approach 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[11]	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[12]
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.

[11] Capital commitments as noted due not preclude funding from other sources, such as Transportation Impact Fees, grants, or state and federal transportation funding programs.

[12] 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 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. <u>Safety/Risk Management</u>

Goal: *Minimize injury and loss of life, property damage, and other impacts caused by seismic shaking, fault rupture, ground failure, and landslides.*

Consistency: A geological reconnaissance has been conducted for the property. That study revealed that there are no active or inactive faults crossing the property and that the property is suitable for development.

Goal: *Minimize grading and otherwise changing the natural topography, while protecting the public safety and property from geologic hazards.*

Consistency: Grading within the Specific Plan area is designed to minimize impacts to the existing topography. The project will incorporate grading development standards and recommendations, which will minimize any potential geotechnical and site development constraints that occur on-site.

Goal: *Minimize injury, loss of life, property damage, and economic and social disruption caused by flood hazards.*

Consistency: The March Business Center Specific Plan will provide a number of drainage facilities, including culverts, open channels, and retention basins, to control flooding.

Goal: *Reduce threats to public safety and protect property from wildland and urban fire hazards.*

Consistency: As appropriate, the March Business Center shall comply with applicable regulations and guidelines relating to brush management and fire protection services.

Goal: *Reduce the potential for hazardous material exposure or contamination in the Planning Area.*

Consistency: To the extent that it is appropriate, the March Business Center shall comply with regulations and guidelines relating to hazardous material exposure/contamination.

Goal: *Ensure to the fullest extent practical that, in the event of a major disaster, critical structures and facilities remain safe and functional.*

Consistency: To the extent that it is appropriate, the March Business Center shall comply with regulations and guidelines relating to the functionality of critical structures in the event of a major disaster.

Goal: *Reduce the possible risk of upset, injury and loss of life property damage, and other impacts associated with an aviation facility.*

Consistency: The project is designed to incorporate appropriate uses within the development-limited areas as defined in the Air Installation Compatible Use Zone (AICUZ) Study done in 1998. The project will also comply with the Airport Land Use Plan.

Goal: *Plan for emergency response and recovery from natural and urban disasters.*

Consistency: The project shall comply with appropriate and applicable regulations and guidelines relating to emergency response and recovery from natural and urban disasters.

Appendix A Land Use Definitions

The following definitions are intended to provide a general description of each use category. Under each category, example uses are provided. These examples are not all-inclusive, but are intended to provide a sample of uses that would fit in a particular category. Uses not addressed in the Land Use Table (i.e., Table III-1) are prohibited. However, the March JPA Planning Manager has the discretion to make land use interpretations based upon the description of the proposed use and similarities with the listed uses.

INDUSTRIAL

Hazardous Waste Treatment Facility: Activities include the treatment, transfer, storage, resource recovery, disposal, or recycling of hazardous waste.

Bio-Medical Waste Treatment Facility: Activities include the treatment, transfer, storage, disposal or recycling of wastes generated during the diagnosis, treatment or immunization of patients.

Manufacturing - Custom: Activities typically include: manufacturing, processing, assembling, packaging, treatment, or fabrication of custom made products. These types of business establishments do not utilize raw materials for their finished products, but rather, may utilize semi-finished type of manufactured materials for their custom made-to-order products. The finished products from these business establishments are ready for use or consumption and may include incidental on-site display, wholesale and retail sale of the goods produced, not to exceed 25% of the building. Such uses may include: jewelry, household furniture, art objects, apparel products, small instruments (musical, electronic and photographic), stationary, signs, advertising displays, stained glass products, and leather products. The uses do not produce odors, noise, and vibration or particulate that would adversely affect uses in the same structure or on the same site.

Manufacturing - Light: Activities typically include: labor-intensive manufacturing, assembly, fabrication or repair processes which do not involve frequent large container truck traffic or the transport of large scale bulky products. The new products may be finished in the sense that it is ready for use or consumption or it may be semi-finished to become a component for further assembly and packaging. These types of business establishments are customarily directed to the wholesale market, inter-plant transfer rather than the direct sale to the consumer, however, may include incidental on-site display, wholesale and retail sale of the goods produced, not to exceed 25% of the building. Such uses may include: electronic microchip assembly, printing, publishing, candy, confectionery products, canned/bottled soft drinks, bottles water, apparel, paper board containers, boxes, drugs, small fabricated metal products, such as hand tools, general hardware, architectural and ornamental metal; and, toys amusement, sports and athletic goods. The activities do not produce odors, noise vibration, hazardous materials or particulate, which would adversely affect other uses in the structure on the same site.

Manufacturing - Medium: Activities typically include: manufacturing, compounding of materials, processing, assembly, packaging, treatment or fabrication of materials and products which require frequent large container truck traffic or rail traffic, or the transport of heavy, bulky items. The new products are semi-finished to be a component for further manufacturing, fabrication and assembly. These types of business establishments are customarily directed to inter-plant transfer, or to order from industrial uses, rather than for direct sale to the domestic consumer. However, may include incidental on-site display, wholesale and retail sale of the goods products not to exceed 25% of the building. Such uses

may include, but not limited to: canned food, textile products; furniture and fixtures converted paper and paper board product; plastic products made from purchased rubber, plastic or resin; fabricated metal products made from sheet metals; electrical and electronic machinery, equipment and supplies; office, commuting and accounting machines. Activities may produce noise, odors, vibrations and illumination or particulate that affects the persons residing in or conducting business in the vicinity.

Manufacturing - Heavy: Activities typically include: manufacturing, compounding of material, processing, assembly, packaging, treatment or fabrication. Activities in this area may have frequent rail or truck traffic and the transportation of heavy large-scale products. Characteristics of use activities permitted within this area may include massive structures outside of buildings such as cranes, conveyor systems, cooling towers or open-air storage of large quantities of products including, but not limited to forge shops, metal fabricating facilities, open welding shop, lumber woodworking facilities, heavy machine shops, chemical storage and distribution, plastic, plants, light or vacuum casting facilities, vehicular assembly plants, concrete products manufacturing activities, batch plants, air melting foundries and aggregate or asphalt yards.

Mining and Extractive Industries: Activities typically include: prospecting for or exploration of minerals for commercial purposes, surface mining, and excavations or grading.

Newspaper Publishing Plants: Activities typically include the production and distribution of newspapers and related publications.

Parcel Delivery Terminals: Activities typically include sorting, processing, and distribution of parcels to the consumer or to other inter-transfer facilities.

Research and Development: Activities typically include: research, design, analysis and development, and/or testing of a product. Uses typically include testing laboratories, acoustical chambers, wind tunnels, and computer services. Such uses do not promote odors, noise, vibration or particulate that would adversely affect uses in the same structure or on the same site.

Trucking/Transportation Terminals: Activities typically include the temporary storage and transfer of trailers.

Wrecking and Dismantling of Motor Vehicles: Activities typically include: temporary storage and wrecking/dismantling of passenger cars and other vehicles and sales and/or distribution of salvaged parts and other materials.

WHOLESALE, STORAGE AND DISTRIBUTION

Public Storage/Mini-Warehouses: Activities include mini-warehouse or recreational vehicle storage facilities for the rental or lease of small scale enclosed storage units or parking spaces primarily to individuals rather than firms or organizations.

Business Enterprise: Activities typically include: wholesale, storage, and warehousing services and storage and wholesale to retailers from the premises of finished goods and food products. Activities under this classification are typically conducted in enclosed buildings and occupy 50,000 square feet or

less of building space. May include incidental display and retail sales from the premises, not to exceed 25% of the building.

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

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

OFFICE

Financial Institutions: Banks, savings and loan associations and similar establishments.

Government Offices: Offices to accommodate administrative and/or operational functions of local, county, state and federal agencies.

Medical Clinics: Activities include medical clinics, family planning, in-patient and out-patient health care, inclusive of hospitals and convalescent homes.

Offices, Business and Professional: Offices or firms or organizations providing professional, executive, management, or administrative services, such as architectural, engineering, real estate, insurance, investment, legal, and medical/dental offices. This classification includes medical/dental laboratories incidental to an office use, but excludes banks and savings and loan associations.

Regional and Corporate Headquarters: Office buildings solely occupied by a single business or entity for the purpose of managing or organizing other, affiliated units.

COMMERCIAL

Agricultural Equipment Repair Shops: Activities typically include: temporary storage and repair and maintenance of agricultural equipment, such as tractors, harvesters, irrigation equipment, etc.

Agricultural/Nursery Supplies and Services: Activities typically include: retail sale from the premises of feed and grain, fertilizers, pesticides, herbicides, and similar goods, feed and grain stores, well drilling, tree services and plant materials and nursery/landscape services.

Alcoholic Beverage Outlets: Activities typically include: retail sale from the premises of beer, wine, and other alcoholic beverages.

Animal Care/Pet Hotels: Activities typically include: provision of animal care treatment, and boarding services of large and small animals, animal clinics, large and small animal hospitals, kennels and catteries.

Assembly and Entertainment: Indoor or outdoor facilities to accommodate concerts and/or civic events. This land use will be restricted in capacity and ancillary services in order to limit potential noise and parking impacts.

Automotive Parts and Accessory Sales: Activities typically include: retail sale from the premises of automobile components, lubricants, specialized tools, and related accessories.

Automotive Fleet Storage: Activities typically include: storage of vehicles used regularly in business operations and not available for sale on-site. Such uses typically include: overnight storage of service vehicles, mobile catering trucks and taxicabs, inclusive of dispatching services.

Automotive Service Stations: Activities typically include: the sale of goods and the provision of service normally required in the day-to-day operation of motor vehicles, including the principal sale of petroleum products, the incidental sale of tires, batteries and replacement items, and the performance of minor repairs, such as tune-up, tire changes, part replacement, oil change and brake work. Activities include incidental convenience, food and beverage sales.

Automotive/Truck Repair – Major: Activities typically include: heavy automobile and truck repair such as transmission and engine repair, the painting of automobile vehicles, automotive body work, and the installation of major accessories.

Automotive/Truck Repair – Minor: Activities typically include: automotive and light truck repair, the retail sale of goods and services for vehicles, and the cleaning and washing of automotive vehicles, brake, muffler and tire shops and automotive drive-through car washes. Heavier automotive repair such as transmission and engine repair are not included.

Building and Site Maintenance Services: Activities include maintenance and custodial services, window cleaning services, disinfecting and exterminating services, pool and landscape services.

Building Contractor's Storage Yards: Activities typically include: offices and storage of equipment materials, and vehicles for contractors who are in trades involving construction activities which include: plumbing, painting, electrical, roofing, carpentry, and other services.

Building Material and Equipment Sales: Activities typically include: retail sale or rental from the premises of goods and equipment, including paint, glass, hardware, fixtures, electrical supplies, roto-tillers, small trailers and lumber.

Business Supply/Equipment Sales/Rentals: Activities include retail sales, rental or repair from the premises of office equipment, office supplies and similar office goods primarily to firms and other organizations utilizing the goods rather than to individuals. The exclude the sale of materials used in construction industry.

Business Support Services: Activities include services that support the activity of other local businesses, such as clerical, employment, protective, personal services, or minor processing, including blueprint and copying services. Activities not included in this category are the printing of books.

Child Care Facilities: Any childcare facility licensed by the State of California; includes infant care centers, preschools and extended day care facilities. Excludes family day care homes.

Churches and Place of Religious Assembly: Structures and/or assembly areas to be used for worship, related meetings, ministerial residence, and/or religious education.

Communication Facilities, Antennas & Satellite Dishes: Activities typically include: broadcasting and other information relay services accomplished primarily through use of electronic and telephonic mechanisms, inclusive of television and radio studios, telegraph offices, and cable, cellular and telecommunication facilities. The use of antennas, satellite dishes and similar communication facilities shall be regulated pursuant to AICUZ and the Airport Land Use Plan.

Consumer Goods, Furniture, Appliances, Equipment Sales: Typically a freestanding retail store where merchandise is sold to an end user, typically in small quantities.

Convenience Sales: Activities typically include: retail sales from the premises of frequently needed small personal convenience items and professional services that are used frequently. Uses include drug stores, stores selling toiletries, tobacco, and magazines, shoe repair and apparel laundering and dry cleaning.

Energy Generation and Distribution Facilities: Activities typically include: conversion of other forms of energy, such as water power (i.e., hydroelectric), fossil fuels, nuclear power, and solar power, into electrical energy. These facilities typically produce electric energy and provide electricity to transmission systems or to electric power distribution systems.

Equestrian Show and Exhibition Facilities: Activities typically include: training and competition of horses and riders in cross-country equestrian events and the exhibition of participating horses.

Exhibit Halls and Convention Facilities: Temporary display of materials and products associated with a specific trade group, recreational organization, or other affiliation.

Fairgrounds: Large display of agricultural products, such as livestock and produce, to consumers and the general public. Fairgrounds are typically associated with county or state agricultural agencies and are held on an annual basis.

Food and Beverage Sales: Activities include retail sale from the premises of food and beverages for off-premises consumption. Including mini-markets, liquor stores and retail bakeries, catering businesses except chain type grocery stores.

Funeral and Mortuary Services: Activities include services involving the care, preparation, and disposition of human or pet dead, inclusive funeral homes, crematories and mausoleums, inclusive of above ground and in-ground internment.

Golf Courses, Driving Ranges, and Pitch and Putt Courses: Activities typically include: recreational golfing, driving range, short game practice, and tournament competition.

Heavy Equipment Sales & Rentals: Activities typically include: the sale or rental from the premises of heavy construction equipment, farm equipment, trucks and aircraft together with maintenance, including aircraft, farm equipment, heavy truck, large boats and heavy construction equipment dealers.

Horticultural Nurseries and Greenhouses: Activities typically include the cultivation of various indoor and outdoor plants for sale to the public.

Hospitals, Intermediate Care Facilities and Nursing Facilities: A hospital is a freestanding institution where the sick or injured are given medical or surgical care. Emergency medical treatment is usually provided.

Hotel/Motel: Activities typically include: lodging services to transient guests on a less-than-monthly basis, other than in the case of uses classified as residential uses, including hotels, motels, boarding houses and resorts.

Instructional Studios: Instructional studios are establishments in which skills including dance, art, and martial arts are taught to individuals or groups. Instructional studios do not include educational facilities.

Interpretive Centers: Interpretive centers are structures or facilities designed to inform and educate the public about the surrounding environment.

Laundry Services: Activities typically include: institutional or commercial linen supply and laundry services, dry cleaning plants, rug cleaning and diaper service laundries.

Maintenance and Repair: Facilities to accomplish the repair and maintenance of non-automotive devices and other appliances.

Major Transmission, Relay or Communications Switching Stations: Telecommunications facilities accommodating fiber optics, Integrated Services Digital Network (ISDN) and digital switching infrastructure.

Museums: Activities typically include the display of items, materials, and media of historical and/or cultural significance.

Bars and Grill: A restaurant or pub where food is predominately sold.

Open Air Markets for the Sale of Agriculture-Related Products and Flowers: Typically informal outdoor facilities to accommodate the sale of agricultural materials to the general public and other buyers.

Outdoor Commercial: Activities typically include: those that produce or may produce a substantial impact upon the surrounding area. Including flea markets, outdoor auction sales or swap meet activities.

Outpatient Medical Clinics: Medical facilities providing limited treatment to patients not requiring an overnight stay.

Parking Facilities as Primary Use: Paved lots to accommodate the temporary storage of passenger cars and other vehicles.

Personal Services: Activities typically include: services of a personal nature, including photography studios and barber/beauty shops.

Petroleum Products Storage: Activities include bulk storage sale, and distribution of gasoline, liquefied petroleum gas, and other petroleum products.

Pets and Pet Supplies: Activities typically include: sale of mammals, fish, reptiles and birds as pets, sales of food, toys and other pet supplies, and related services, such as pet grooming.

Private Clubs, Lodges, and Fraternal Organizations: Private clubs, lodges, and fraternal organizations are associations of persons, whether incorporated or unincorporated, for the promotion of some common social, cultural, educational, religious, or recreational objective. This use does not include *churches* or any group whose primary objective is a business customarily carried on for a profit.

Radio and Television Studios: Activities typically include: production, taping, editing, distribution, and broadcasting of various programs and/or advertisements for radio, television and other media.

Recreational Facilities: Activities include sports performed either indoor or outdoors which require a facility for conducting the recreational activity, such as health clubs, exercise studios or classes, swimming centers, skating rinks, bowling alleys, tennis courts, sports fields, golf courses and amusement parks.

Recycling Facilities: Activities include: drop-off facilities, reverse vending machines, small and large collection facilities, green materials composting facilities, mixed organics composting facilities, and tire processing facilities

Repair Services: Activities include repair services involving articles such as upholstery, furniture and large electrical appliance repair services.

Restaurant (fast food): Activities typically include: the retail sale from the premises of unpackaged food or beverages generally prepared for immediate on-premises or off-site consumption, including restaurants and delicatessens, inclusive of drive-through facilities.

Restaurant (sit down): Activities typically include: the retail sale from the premises of unpackaged food or beverages generally prepared for immediate on-premises consumption, including restaurants and bars and delicatessens, exclusive of drive-through facilities.

Sidewalk Cafes: Eating and drinking establishments with outdoor dining facilities adjacent to public street sidewalks and other pedestrian-oriented areas.

Social Service Institutions: Activities typically include organizing and executing local, regional, and national service and charitable campaigns.

Sundries, Pharmaceutical and Convenience Sales: Freestanding establishment selling food items, beverages, and other items. Sales are typically in small quantities. This use may also provide up to four vehicle fueling spaces.

Swap Meets and Other Large Outdoor Retail Facilities: Activities typically include sales of a range of specialized products to the general public, usually from designated stalls.

Theaters: Activities typically include the performance of plays or music from a stage in an indoor or outdoor venue.

Trade Schools: Activities typically include: information, instruction and similar services, including computer training, driving schools, travel bureaus, photography studios, and vocational and trade schools.

Vehicle, Boat and Trailer Sales: Activities typically include: display, retail sale, leasing, rental of new and used vehicles, boats and trailers, with incidental minor repair, body work, and sale and installation of accessories. Vehicles include automobiles, motorcycles, boats, recreational vehicles and golf carts.

Vehicle Storage: Uses include the storage of operable and inoperative vehicles, including impound yards.

Veterinary Clinics and Animal Hospitals: Activities typically include: provision of routine and emergency medical attention to domestic pets and other animals.

Zoological Parks: Wilderness areas and freestanding facilities designed to house animals that are foreign to the surrounding area. Typical zoological parks also include aquariums, aviaries, and natural wildlife areas.

Appendix B Airport Land Use Plan Exhibits

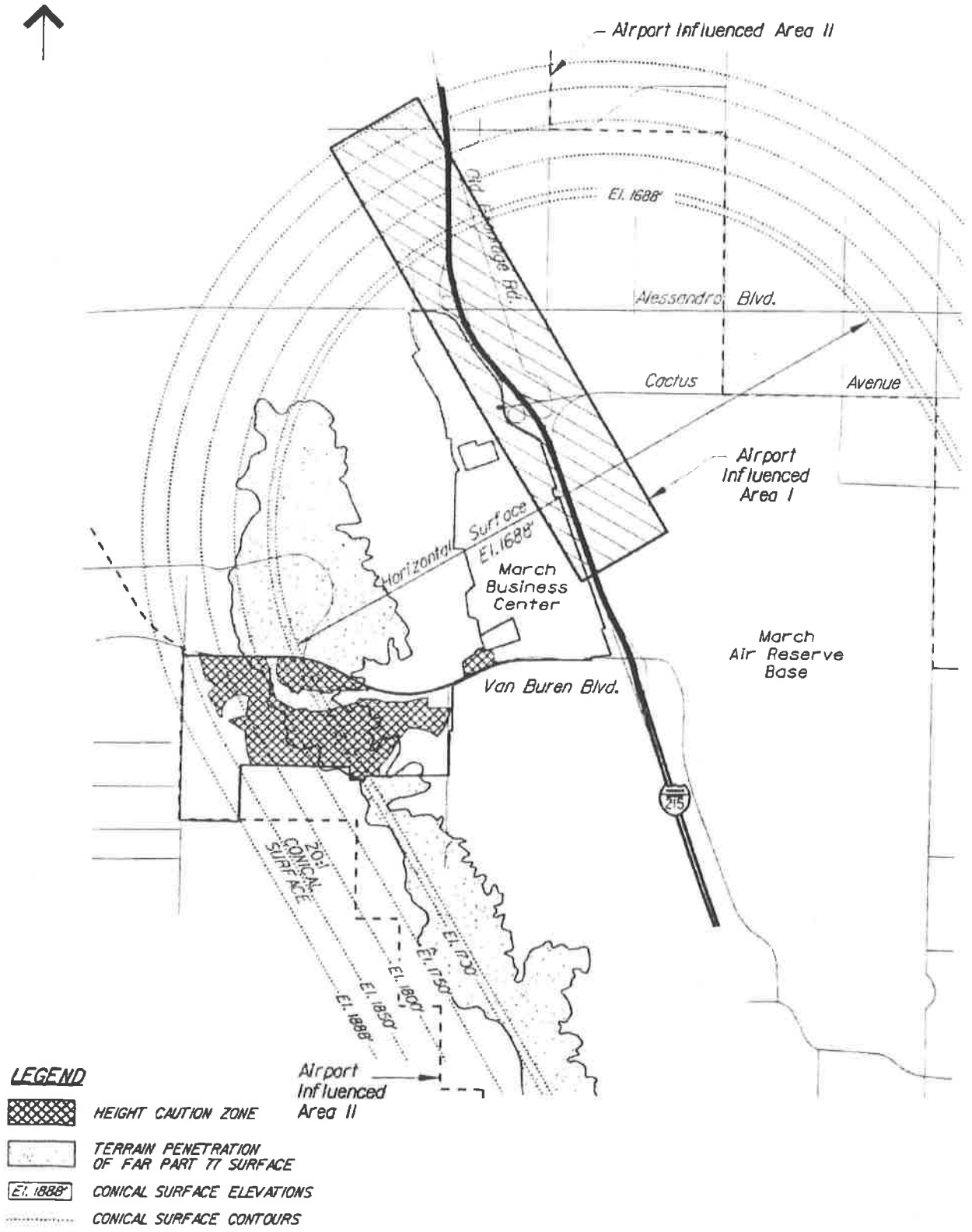


Figure B-1

Land Use Compatibility and FAR Part 77 Surfaces

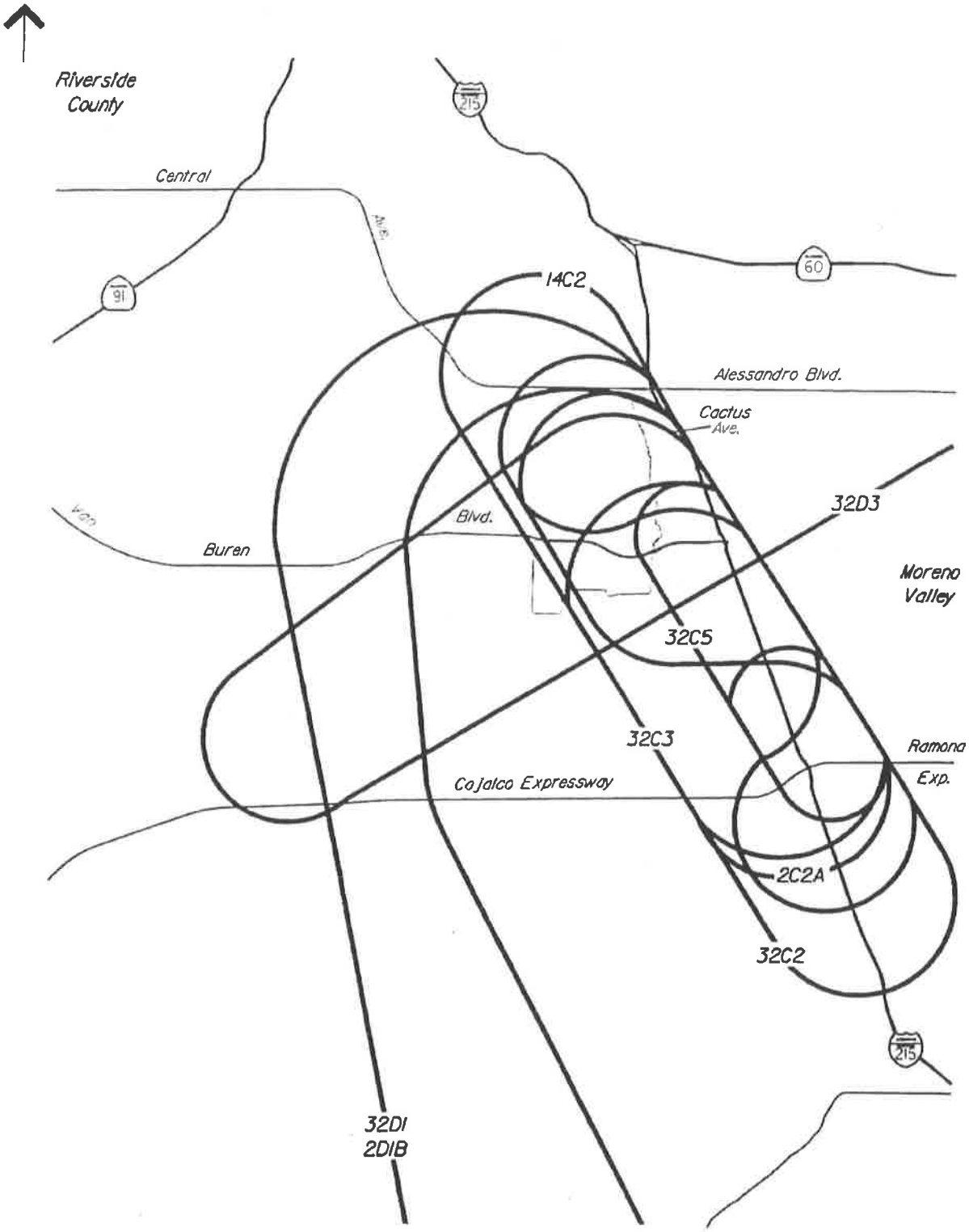


Figure B-2

March Air Reserve Flight Tracks

MARCH JOINT POWERS COMMISSION
OF THE
MARCH JOINT POWERS AUTHORITY

MJPA - Public Hearing
Agenda Item No. 8a

Meeting Date: October 10, 2018

Action: **TAKE THE FOLLOWING ACTIONS AS THEY PERTAIN TO THE SOUTH CAMPUS LAND SWAP PROJECT: 1) ADOPT RESOLUTION #JPA 18-23 FOR AN ADDENDUM TO THE MARCH BUSINESS CENTER SPECIFIC PLAN (SP-1) FINAL ENVIRONMENTAL IMPACT REPORT (SCH# 2002071089); 2) ADOPT RESOLUTION #JPA 18-24 APPROVING GENERAL PLAN AMENDMENT GPA 18-01; APPROVE PLOT PLAN PP 18-02 FOR THE CONSTRUCTION OF A RETAIL COMMERICAL AND OFFICE COMMERCIAL DEVELOPMENT, TO BE REFERRED TO AS "THE COMMON'S AT MERIDIAN", ON PARCELS 72, 73, 74 AND 75 OF TENTATIVE MAP 30857 WITHIN THE MARCH BUSINESS CENTER SPECIFIC PLAN (SP-1), SUBJECT TO CONDITIONS OF APPROVAL; APPROVE PLOT PLAN PP 18-03 FOR THE CONSTRUCTION OF A 500,000 SQUARE FOOT INDUSTRIAL BUILDING, TO BE REFERRED TO AS "SOUTH CAMPUS BUILDING C", ON PARCEL 4 OF TENTATIVE MAP 30857 WITHIN THE MARCH BUSINESS CENTER SPECIFIC PLAN (SP-1), SUBJECT TO CONDITIONS OF APPROVAL; APPROVE CONDITIONAL USE PERMIT CUP 18-02 TO ALLOW FOR A GASOLINE SERVICE STATION WITH THE CONCURRENT SALE OF BEER AND WINE FOR OFF-PREMISES CONSUMPTION ON PARCEL 72 OF TENATIVE MAP 30857 WITHIN THE MARCH BUSINESS CENTER SPECIFIC PLAN (SP-1) PLANNING AREA, SUBJECT TO CONDITIONS OF APPROVAL; APPROVE PUBLIC CONVENIENCE AND NECESSITY (PCN 18-01) ASSOCIATED WITH**

CUP 18-02; APPROVE TENTATIVE MAP 30857, AMENDMENT NO. 5 (TTM 18-01), SUBJECT TO CONDITIONS OF APPROVAL; 3) INTRODUCE AND WAIVE THE FIRST READING OF ORDINANCE #JPA 18-04 APPROVING THE MARCH BUSINESS CENTER SPECIFIC PLAN NO. 1, AMENDMENT NO. 7 (SPA 18-01) AND DIRECT STAFF TO PLACE THIS ITEM ON A FUTURE COMMISSION AGENDA FOR THE SECOND READING AND FORMAL ADOPTION; AND 4) DIRECT STAFF TO FILE A NOTICE OF DETERMINATION PURSUANT TO THE MARCH JPA LOCAL CEQA GUIDELINES

Motions:

1. Adopt Resolution #JPA 18-23 for an addendum to the March Business Center Specific Plan (SP-1) Final Environmental Impact Report (SCH# 2002071089);
2. Adopt Resolution #JPA 18-24 approving General Plan Amendment (GPA 18-01), approve Plot Plan (PP 18-02) for the construction of a retail commercial and office commercial development, to be referred to as "The Common's at Meridian", on Parcel's 72, 73, 74 and 75 of Tentative Map 30857 within the March Business Center Specific Plan (SP-1), subject to Conditions of Approval; approve Plot Plan (PP 18-03) for the construction of a 500,000 square foot industrial building, to be referred to as "South Campus Building C" on Parcel 4 of Tentative Map 30857 within the March Business Center Specific Plan (SP-1), subject to Conditions of Approval; Approve Conditional Use Permit (CUP 18-02) to allow for a gasoline service station with the concurrent sale of beer and wine for off-premises consumption on Parcel 72 of Tentative Map 30857 within the March Business Center Specific Plan (SP-1) Planning Area, subject to conditions of approval; approve Public Convenience and Necessity (PCN 18-01) associated with CUP 18-02; and approve Tentative Map 30857, Amendment No. 5 (TTM 18-01), subject to conditions of approval;
3. Introduce and Waive the First Reading of Ordinance #JPA 18-04, approving the March Business Center Specific Plan No. 1, Amendment No. 7 (SPA 18-01) and direct staff to place this item on a future Commission agenda for a second reading and formal adoption; and
4. Direct staff to file a Notice of Determination pursuant to the March JPA Local CEQA Guidelines.

Applicant: Meridian Park 61, LLC.

Proposed Project:

On April 23, 2018, the Applicant submitted the following applications for consideration:

- **General Plan Amendment No. 18-01 (GPA 18-01)** – The Project proposes a Specific Plan Amendment to be considered concurrently with the General Plan Amendment to update the existing General Plan Land Use Map in order to modify the land use designations such that the total acreage designated for commercial and office remain comparable to what is currently designated for these land uses.

- **Specific Plan No. 1, Amendment No. 7 (SPA 18-01, A7)** – The Specific Plan No. 1, Amendment No. 7 would revise the March Business Center Specific Plan SP-1 in order to modify the land use designations in line with the proposed General Plan Amendment.

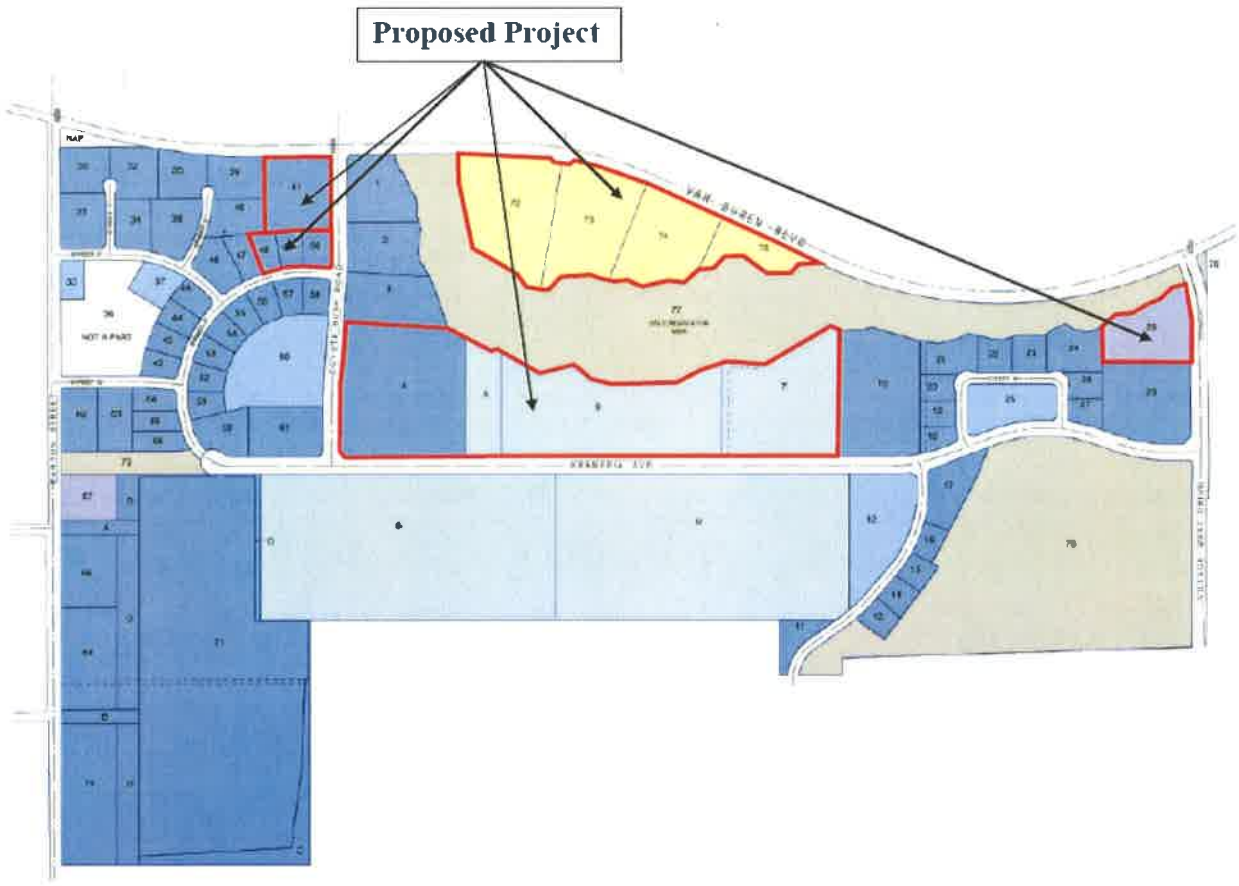
- **Plot Plan 18-02 (PP 18-02)**: The project proposes the construction of a retail commercial and office commercial development on Parcels 72, 73, 74 and 75 of Tentative Map 30857 within the March Business Center Specific Plan (SP-1) Planning Area. The Project is referred to as "The Common's at Meridian".

- **Plot Plan 18-03 (PP 18-03)**: The Project proposes the construction of a 500,000 square foot Industrial Building on Parcel 4 of Tentative Map 30857 within the March Business Center Specific Plan (SP-1) Planning Area. The Project is referred to as "South Campus Building C".

- **Conditional Use Permit (CUP 18-02)**: Associated with Plot Plan application (PP 18-02) for The Common's at Meridian, the applicant is seeking the approval of Conditional Use Permit (CUP 18-02) for a gasoline service station with the concurrent sale of beer and wine for off-premises consumption (California Department of Alcoholic Beverage Control Type 20 License) on Parcel 72.

- **Public Convenience and Necessity (PCN 18-01)**: Findings for Public Convenience and Necessity are required in order to allow for the sale of beer and wine sales for off-site consumption from the proposed gasoline service station convenience store location located on Parcel 72 of the proposed project site.

- **Tentative Map 30857, Amendment No. 5 (TTM 18-01)**: The applicant is seeking the approval of Amendment No. 5 to the South Campus Tentative Map No. 30857.



Proposed General Plan Amendment Overview:

March JPA's General Plan was adopted in 1999 to design and implement the 1997 March Air Force Base Master Reuse Plan, which included the disposal and redevelopment of approximately 4,400 acres of the former March Air Reserve Base. The General Plan identifies land use, circulation, environmental, economic, and social goals and policies as they relate to land use and development. The March JPA General Plan was amended on February 19, 2003 to be consistent with the March Business Center Specific Plan. The General Plan Land Use Map designates the Project property as appropriate for an Office use, as identified by Resolution #JPA 03-02. However, the applicant is proposing an amendment to the General Plan Land Use Map in order to modify the commercial and office land use designations. The proposed changes to the General Plan Land Use Map include:

- Change 6.57 gross acres (5.84 net acres due to roadway dedications) of land in Parcel 28 designated as Commercial, located just southwest of the corner of Van Buren Boulevard and Village West Drive, to Business Park;
- Change 3.7 gross acres (3.49 net acres due to roadway dedications) of land in the northern portion of Parcel 74), located just southeast of the intersection of Orange Terrace Parkway and Van Buren Boulevard, from Office to Commercial (leaving a remaining 9.42 gross acres designated as Office);

- Change approximately 25.77 gross acres (22.93 net acres) of land at the northeast corner of Krameria and Coyote Bush (Parcels 4/5) from Business Park to Industrial, while changing the approximate 21.78 gross acres (19.84) located further to the east (Parcels 5/6) from Industrial to Business Park; and
- Change the current land use designation from Business Park to Office on approximately 4.11 gross acres (3.65 net acres due to roadway dedications) on Parcel 41 at the southwest corner of Coyote Bush and Van Buren Boulevard.

Table I, Land Use Acreage Summary identified below condenses the aforementioned land use/acreage changes and compares them to the previously approved land use/acreages for the March Business Center South Campus Planning Area.

Table 1
Land Use Acreage Summary

Land Use	Original Acreage	Proposed Acreage	Acreage Change
Business Park	38.3	40.3	2.0
Commercial	5.8	3.5	-2.3*
Industrial	38.5	38.5	0.0
Office	32.2	32.1	-0.1**
Total Net Change			-0.4 acres

*The reduction in acreage designated for Commercial by 2.3-acres is due to the shift from Commercial to Business Park uses.
** The reduction in acreage designated for Office by 0.1-acres is the result of street dedications along Coyote Bush Road.

[FIGURES SHOWN ON FOLLOWING PAGES]

EXISTING GENERAL PLAN LAND USE MAP (FIGURE II-3)

MARCH BUSINESS CENTER - SPECIFIC PLAN AMENDMENT

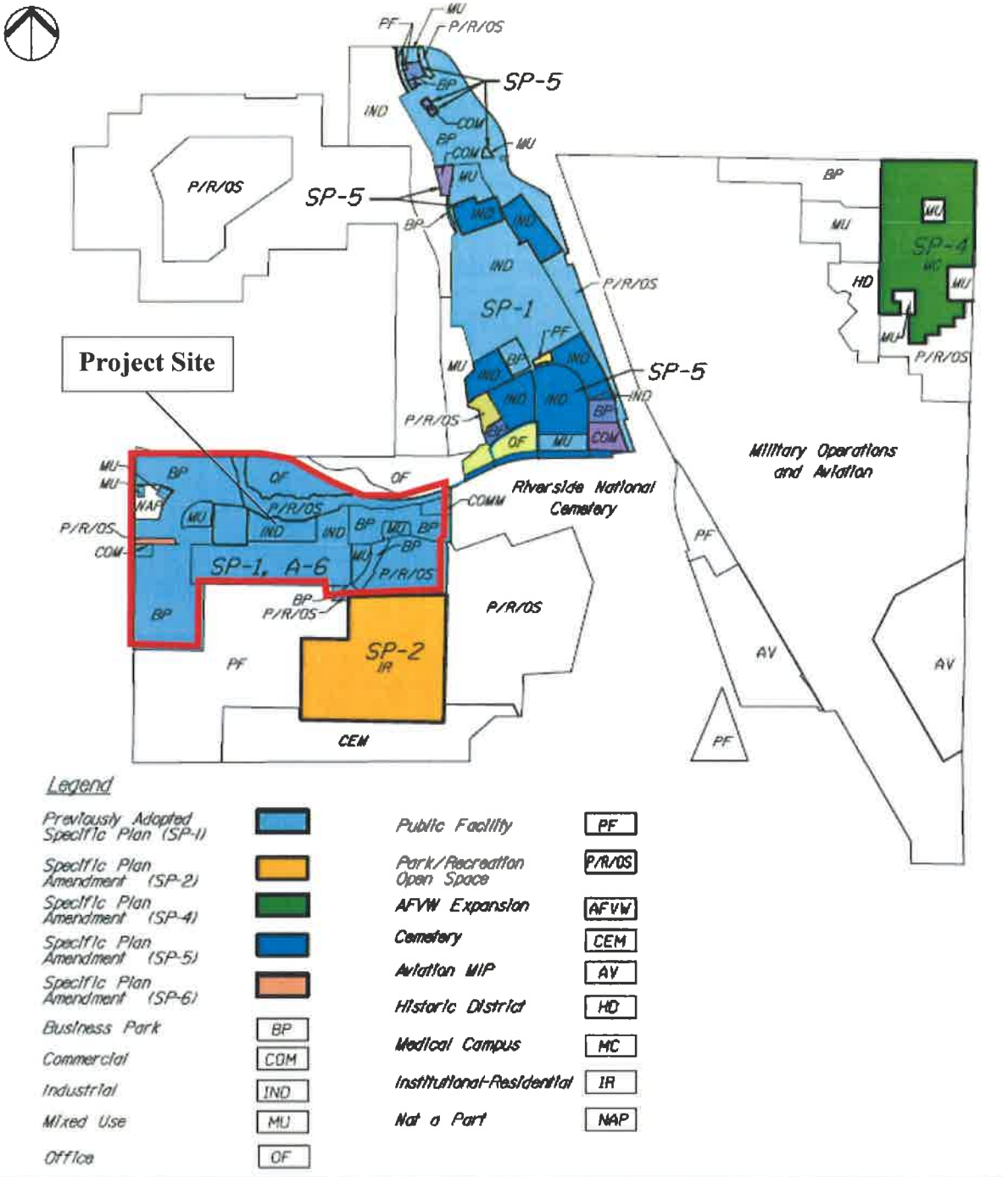


FIGURE II-3

EXISTING GENERAL PLAN LAND USES

Preparation Date: October 4, 2018

PROPOSED GENERAL PLAN LAND USE MAP (FIGURE II-3A)

MARCH BUSINESS CENTER - SPECIFIC PLAN AMENDMENT

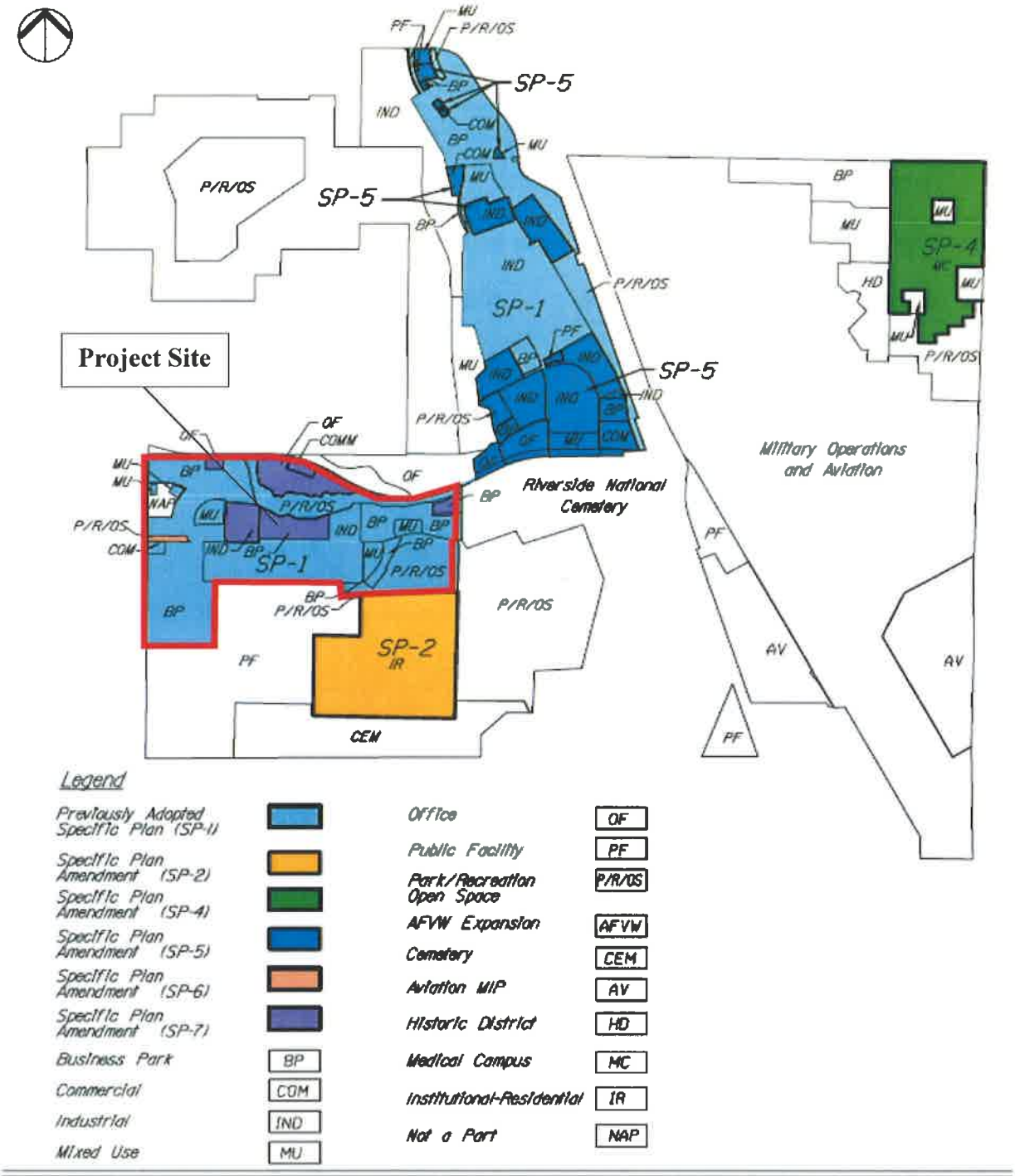


FIGURE II-4

PROPOSED GENERAL PLAN LAND USES

Preparation Date: October 4, 2018

The proposed changes to the General Plan Land Use Map are found consistent with the objectives of developing Business Park, Commercial, Industrial and Office land uses within the March Business Center Development as identified in Resolution #JPA 18-24 (Attachment 2).

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 has commenced within the North Campus. Numerous parcels were developed and are now occupied. South Campus, Phase 2, is in its final stages which includes two 1,000,000 square foot buildings currently occupied by both UPS and Amazon, installation of monument signs at the intersections of Barton Street/Van Buren Boulevard, Coyote Bush Road/Van Buren Boulevard, and Village West Drive/Van Buren Boulevard. Additional improvements include the installation of traffic devices to prevent trucks from traveling west along Van Buren Boulevard, and finalizing all landscape within the public right of way. Specific Plan Amendment SP-1, A7 proposes to modify the land use designations in line with the proposed General Plan Amendment, which include:

- Figure II-1B "Specific Plan Amendment for the South Campus"
- Figure II-3 "Existing General Plan Land Uses"

- Figure II-4 "Proposed General Plan Land Uses"
- Figure II-5B "Existing Zoning Map for the South Campus;" and
- Figure III-1A "Existing Overlay Zones".

Among the land use designations identified in the previously-adopted Specific Plan, SP-1 A7 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 18-04, presents all revisions in a strike-through/underline format so the reader can quickly identify all changes from the previously adopted Specific Plan.

Development Overview:
In addition to the General Plan and Specific Plan amendments, the Applicant is proposing a master Plot Plan for two projects – Plot Plan 18-02 "The Common's at Meridian" and Plot Plan 18-03 "South Campus Building C" which are geographically separated. The following is a summary of each of the proposed Plot Plan applications:

Plot Plan 18-02 – "The Common's at Meridian":
The Project proposes the construction of a retail commercial and office commercial development on Parcels 72, 73, 74 and 75 of Tentative Map 30857 within the March Business Center Specific Plan (SP-1) Planning area. The Project is referred to as "The Common's at Meridian" and includes:

- A 3,300 square foot (sf) fast food convenience restaurant with a drive through facility on the Pad "A" site of Parcel 72,
- A gas station with 12 vehicle fueling positions and a 3,062-sf convenience market on Parcel 72,
- A 7,560-sf retail shopping building, which includes an unbranded fast food convenience drive through on Parcel 72,
- The development of eight (8) speculative office buildings ranging from 5,400-sf to 60,000-sf with a combined total of 140,570-sf of Office uses and 1,015 parking stalls on 20.19-acres of Parcel 73 and 74; and,
- The development of an 8.24-acre stormwater basin on Parcel 75.

Access to the Project site would be provided at three (3) locations, 2 right-in, right-out driveway's off Van Buren Boulevard and 1 signalized driveway at the intersection of Orange Terrace Parkway and Van Buren Boulevard. Due to the design of the Project site for Office and Retail uses, heavy truck traffic is not anticipated.

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) for each of the proposed eleven (11 buildings). The FAA issued Determinations of No Hazard to Air Navigation acknowledging that the proposed structures "do 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, and 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. Provided below is a site plan of the proposed Project.

PROPOSED SITE PLAN

The March Business Center Specific Plan (SP-1) identifies Van Buren Boulevard as a scenic corridor. Enhanced landscaping is proposed for all lots fronting the Boulevard which includes a 20-foot landscape easement on-site, a 6-foot landscape easement within the public right-of way, and a 6-foot wide multi-use trail. The proposed landscape along Van Buren Boulevard is consistent with the landscape approved for other projects along the Boulevard within the March JPA jurisdiction. Provided below is a cross section of the proposed landscape design along Van Buren Boulevard fronting the Project site.

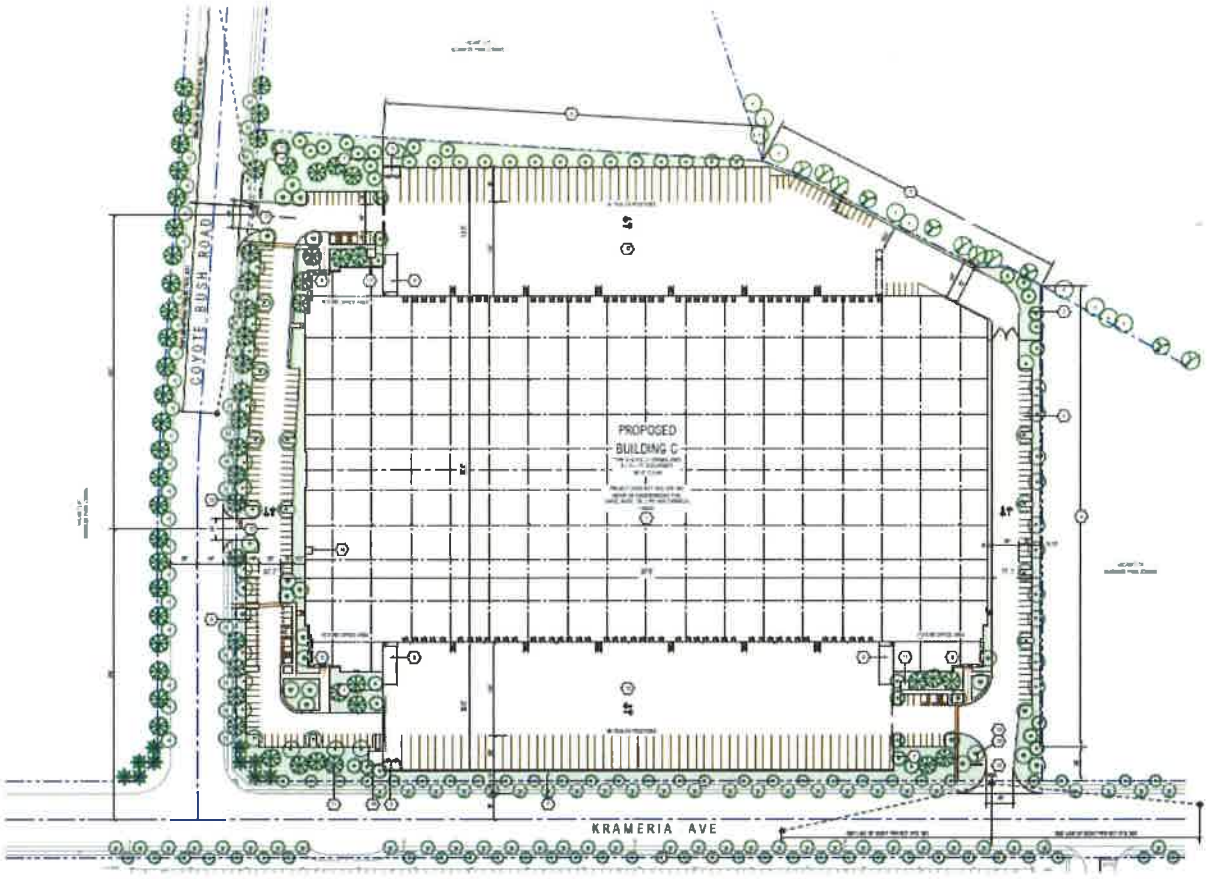
[FIGURE PROVIDED ON FOLLOWING PAGE]

Plot Plan 18-03 – "South Campus Building C":
The Project proposes the construction of a 500,000 square foot Industrial building on Parcel 4 of Tentative Map 30857, a 22.96-acre parcel within the March Business Center Specific Plan (SP-1) Planning area. The project is designed as a single speculative warehouse with a building height of 51 feet. There are three office areas proposed and the primary façade faces west along Coyote Bush Road. There are 222 passenger car parking stalls proposed of which 7 are accessible. In addition to the passenger car parking, there are a total of 93 loading dock positions and 102 truck trailer parking stalls proposed to accommodate the Project. The truck trailer parking area along Krameria will be screened through a 12 foot high masonry block wall consistent with the March Business Center Design Guidelines. The truck trailer parking area to the north will be screened through future Business Park development on Parcel 3.

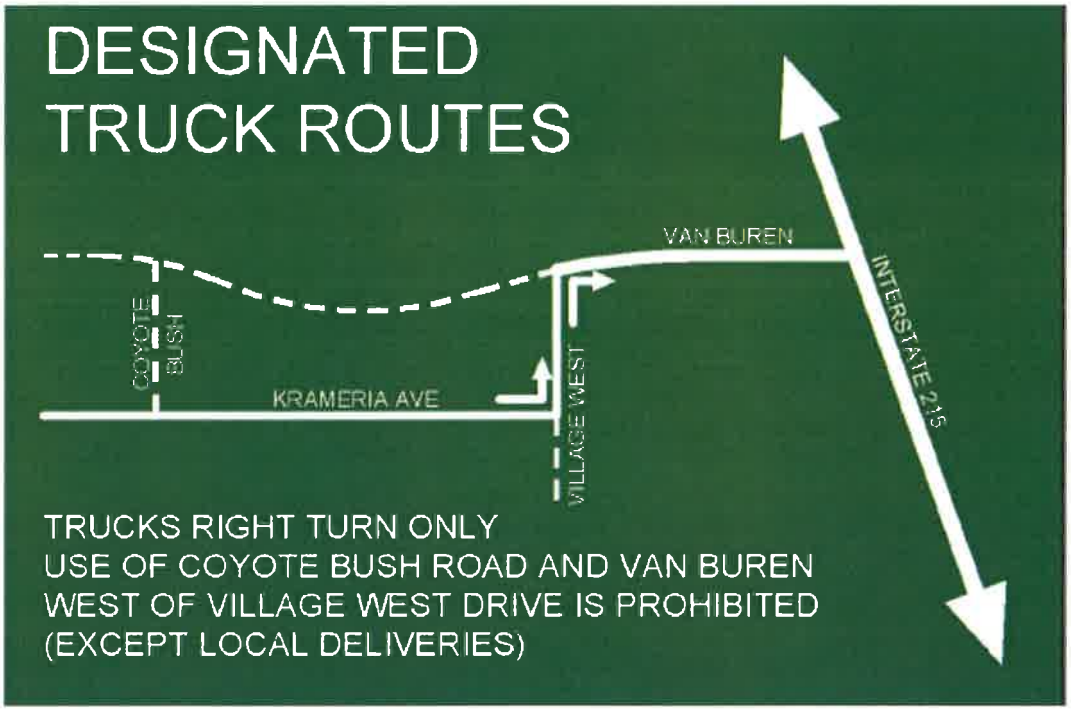
FAA Part 77 calculations were submitted to the Federal Aviation Administration (FAA) pursuant to 49 U.S.C. Section 44718 and Title 14 of the Code of Federal Regulations (Part 77). The FAA issued Determinations of No Hazard to Air Navigation acknowledging that the proposed structure "does not exceed obstruction 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 (WQMP) for the Project was submitted and the Final WQMP will be signed and notarized upon the completion of building construction and prior to Certificate of Occupancy, and 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. Additionally, the project site will be

constructed in a single phase with all ancillary landscape and parking to be constructed during the initial phase. Provided below is a site plan of the proposed Project.

PROPOSED SITE PLAN



Access to the site would be provided through three (3) driveways, two (2) driveways along Coyote Bush Road and the third along Krameria Avenue. As per March JPA's updated Truck Route Ordinance #JPA 17-06, all trucks associated with the Project are to have a single point of ingress and egress at the Krameria Avenue driveway. In order to prevent right turning movements by trucks out of the northerly driveway to Coyote Bush Road, the MJPA Public Works Engineer has conditioned the Project to install a concrete traffic diverter island (Condition of Approval No. 83) to assure all trucks are adhering to the Designated Truck Route Plan for the South Campus. Provided below is an image of the approved Designated Truck Route Plan.



Surrounding Area/Land Use:

Location	GP Designation/Zoning	Existing Land Use
North	City of Riverside	Existing Orange Terrace Residential Community
West	County of Riverside	Existing Alta Cresta Ranch Residential Community
South	Public Facility (Riverside County Ben Clark Training Center)	Ben Clark Training Center
East	Federal Property	Riverside National Cemetery

Compliance with Development Standards:

Proposed Development		
Development Standard	**Minimum/Maximum Required**	**Proposed Development**
Building Area for Buildings	N/A	**Plot Plan 18-02: The Common's at Meridian:** 11 buildings and a gas station canopy with 12 fueling positions with a combined total of 154,837-sf.

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		<u>Plot Plan 18-03: South Campus Building C:</u> 1 building totaling 500,000-sf.
Gross Site Area	30,000 square feet (minimum)	**<u>Plot Plan 18-02: The Common's at Meridian:</u>** 11 buildings and a gas station canopy with 12 fueling positions with a gross site area of 1,380,416-sf. **<u>Plot Plan 18-03: South Campus Building C:</u>** 1 building with a gross site area of 1,000,163-sf.
Number of Buildings (range in size)	N/A	**<u>Plot Plan 18-02: The Common's at Meridian:</u>** **<u>11 Buildings</u>** Building 1: 60,000-sf (2-story) Building 2: 9,600-sf Building 3: 8,000-sf Building 4: 5,400-sf Building 5: 10,000-sf Building 6: 10,000-sf Building 7: 13,570-sf Building 8: 24,000-sf Shops 1: 7,560-sf Pad A: 3,300-sf Foodmart: 3,062-sf **<u>Plot Plan 18-03: South Campus Building C:</u>** Building 1: 500,000-sf
Floor Area Ratio (Maximum)	Office = 35% Commercial = 25%	**<u>Plot Plan 18-02: The Common's at Meridian:</u>** 12.6% 9.4% **<u>Plot Plan 18-03: South Campus Building C:</u>**

	Industrial= 50%	49.99%
Setbacks	**Office:** Front Yard- 25 ft. Interior Side Yard- 0 ft. Street Side Yard- 15 ft. Rear Yard- 10 ft. **Commercial:** Front Yard-25 ft. Interior Side Yard-0 ft. Street Side Yard-15 ft. Rear Yard-10 ft. **Industrial:** Front Yard-20 ft. Interior Side Yard- 0 ft. Street Side Yard- 20 ft. Rear Yard- 25 ft.	**Plot Plan 18-02: The Common's at Meridian:** **Office:** Front Yard- 56-80 ft. Interior Side Yard- 92-171 ft. Street Side Yard- N/A Rear Yard- 132-228 ft. **Commercial:** Front Yard-36-57 ft. Interior Side Yard-168 ft. Street Side Yard-N/A Rear Yard-32-104 ft. **Plot Plan 18-03: South Campus Building C:** **Industrial:** Front Yard- 85-102 ft. Interior Side Yard-55-228 ft. Street Side Yard-156-200 ft. Rear Yard-73-77 ft.
Landscape Required (Minimum)	**Office:** 20% or 175,895-sf **Commercial:** 20% or 30,404-sf **Industrial:** 10% or 100,017-sf	**Plot Plan 18-02: The Common's at Meridian:** **Office:** 32% or 263,177-sf **Commercial:** 29% or 44,249-sf **Plot Plan 18-03: South Campus Building C:** **Industrial:** 11.54% or 115,424-sf
Building Height (Maximum)	**Office:** 60 feet/ Up to 3 stories	**Plot Plan 18-02: The Common's at Meridian:** **Office:** Building 1: 37 feet (2-story) Building 2: 24.3 feet Building 3: 24.3 feet Building 4: 24.3 feet

		Building 5: 25 feet Building 6: 25 feet Building 7: 25 feet Building 8: 25 feet
	Commercial: 50 feet/ Up to 3 stories	**Commercial:** Shops 1: 28 feet Pad A: 27 feet Foodmart: 24 feet Gas Station Canopy: 22.6 feet
		Plot Plan 18-03: South Campus Building C:
	Industrial: 35 feet/Up to 2 stories* (*Table III-2 of the SP allows for an increase in height up to 80-feet where all setbacks meet or exceed the proposed building height)	**Industrial:** 51 feet/1 story/* (*all building setbacks as identified above exceed the proposed building height of 51 feet)
Parking	524 stalls	Plot Plan 18-02: The Common's at Meridian: 1,015 parking stalls (of which 26 are ADA accessible)
	222 stalls	Plot Plan 18-03: South Campus Building C: 222 parking stalls (of which 7 are ADA accessible)

Conformance with March Business Center Design Guidelines:
The March Business Center Design Guidelines establish design requirements for all Projects within the March Business Center development. The Guidelines institute criteria for site planning, architecture, landscaping, lighting and project signage. The following summarizes the consistency with the aforementioned criteria:

Architecture/Color Palette:
Staff has reviewed the proposed building architecture, color palette and glazing, and has concluded that both of the proposed Project's comply with the requirements of the March Business Center Design Guidelines. The proposed speculative buildings will be constructed with concrete tilt-up walls consisting of an earth tone exterior color palette with prominent field and base colors. Accent colors will be integrated to add further interest to the design of each building. All roof mounted equipment will be screened by the height of the parapet. Variation in parapet height combined with the contrasting field, base, and accent colors

emphasize each of the building's architectural elements. All proposed glazing is provided to enhance building frontage and is not to exceed a reflectance rate of 25%. Additional architectural elements are proposed on the Commercial Retail parcel using Dry-stack Stone and wall mounted trellises to assure an attractive development. The gas station canopy is proposing to incorporate Dry-stack stone at each column to the top of the canopy as suggested by staff. These elements are also incorporated on the columns at each proposed drive-through.

Site Landscaping:
The March Business Center Specific Plan (SP-1) requires a minimum of 20% of the Office and Commercial Retail site to be landscaped or a combined total of 206,300-sf. The project site has exceeded the minimum landscape requirement by providing 31% of combined Office and Commercial landscaping or 307,430-sf. For the proposed Industrial building, the March Business Center Specific Plan (SP-1) requires a minimum of 10% of the site to be landscaped or 100,017-sf. The Project site has exceeded the minimum landscape requirement by providing 11.54% landscape or 115,424-sf. Additionally, all landscaping is required to be consistent with the March Business Center Design Guidelines, Section 6.0 Landscaping. It is determined that the proposed drought tolerant landscape palette is consistent with the minimum landscape requirements of the March Business Center Specific Plan (SP-1).

Site Signage:
All signage is required to be consistent with the March Business Center Design Guidelines, including building signage and freestanding signage. To date, Project signage has not been submitted in association with this design review but is required to be approved by March JPA planning staff prior to construction of any on-site signage. A future sign program/sign permit application is required (Condition of Approval # 10) prior to the issuance of a sign permit or the placement of any signage at the site.

Exterior Lighting:
Given the proximity to the airport, the March Business Center Design Guidelines provide specific requirements for all on-site lighting to be fully shielded fixtures (no light emitted above horizon) that meet the following standards:

- High pressure or low-pressure sodium lighting;
- Maximum of 750 watts;
- Maximum fixture height of 25' above finished grade; and
- Maximum lighting of 0.5 candle/foot^2 at the property line.

LED lighting is also permitted; however, the LED lighting must be at or within 100 Kelvin. This information is noted in the site plan notes and identified on Sheet A1-1P for each of the Project's Project plans. Accordingly, all exterior lighting must comply with the exterior lighting requirements of the March Business Center Design Guidelines during the time of construction plan submittal.

Airport Compatibility:
On September 13, 2018, the Riverside County Airport Land Use Commission for the proposed Project "consistent" with the 2014 March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan (ALUCP). The Project site is located outside of the Accident Potential Zones identified within the 2005 March Air Installation Compatibility Use Zone Study

(AICUZ). Compatibility between the airport and its surrounding environment is evaluated in terms of four aeronautical factors: noise, overflight, safety, and airspace protection. These factors are compiled and used to designate compatibility zones in the Airport Compatibility Plan for March Air Reserve Base/March Inland Port (March ARB/IP), which was adopted by the Riverside County Airport Land Use Commission in November 2014. The proposed development is located in compatibility Zone C2- Flight Corridor Zone and within a High Terrain Zone of the Airport Compatibility Plan. Commercial/Industrial development within Zone C2 are limited to an average land use intensity of 200 people per acre and 500 people in the most concentrated single acre.

Average Land Use Intensity: The allowed average land use intensity is 200 persons/acre. The Riverside County Airport Land Use Commission uses the following criteria to determine average intensity:

- Office – 1 person per 200 square feet,
- High Cube warehouse- 1 person per 1,428 square feet,
- Restaurant dining area- 1 person per 15 square feet,
- Commercial Kitchen- 1 person per 200 square feet,
- Retail – 1 person per 115 square feet, and
- Convenience Store- 1 person per 115 square feet.

Commercial Development (Plot Plan 18-02):
Plot Plan 18-02 proposes 140,570 square feet of office area, a 7,905 square foot commercial retail/dining building with drive-through, a 3,300 square foot fast food restaurant and drive-through, a gas station with 12 vehicle fueling pumps, and a 3,200 square foot convenience store on 23.68 acres. This would accommodate a total occupancy of 1,390 people/23.68-acres= 58 people. The resulting average intensity of 58 people per acre is consistent with the Compatibility Zone C2 criterion of 200.

A second method for determining total occupancy involves multiplying the number of parking spaces provided or required (whichever is greater) by average vehicle occupancy (assumed to be 1.5 persons per vehicle). Based on the data provided, the total occupancy would be estimated to be 1,523 people/ 23.68-acres = 64 people. The resulting average intensity of 64 people per acre is consistent with the Compatibility Zone C2 average criterion of 200.

Industrial Development (Plot Plan 18-03):
Plot Plan 18-03 proposes a 500,000 square foot high cube warehouse building including 480,000 square feet of warehouse area and 20,000 square feet of office area on 22.96-acres, resulting in a total occupancy of 436 people/22.96-acres= 19 people. The resulting average intensity of 19 people per acre is consistent with Compatibility Zone C2 criterion of 200.

A second method for determining total occupancy involves multiply the number of parking spaces provided or required (whichever is greater) by average vehicle occupancy (assumed to be 1.5 persons per vehicle and 1.0 persons per truck trailer parking). Based on the 222 parking stalls and 102 truck trailer stalls provided, the total occupancy would be estimated to be 435 people/22.96-acres = 19 people. The resulting average intensity of 19 people per acre is consistent with the Compatibility Zone C2 criterion of 200 people.

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

Commercial Development (Plot Plan 18-02):
Based on the site plan provided and the occupancies as noted above, the maximum single-acre area would be located around Shops 1 (retail/restaurant building) consisting of 1,260 square feet of retail area, 6015 square feet of restaurant dining area, and 630 square feet of restaurant kitchen area, with 10 vehicle stacking spaces in the drive-through, accommodating a total occupancy of 430 people, which is consistent with the Compatibility Zones C2 single acre criterion of 500 people.

Industrial Development (Plot Plan 18-03):
Based on the site plan provided and the occupancies noted above, the maximum single-acre area would consist of 33,560 square feet of warehouse area and 10,000 square feet of office area, accommodating a total occupancy of 74 people, which is consistent with the Compatibility Zone C2 single-acre criterion of 500.

Conditional Use Permit (CUP 18-02):
Associated with Plot Plan application (PP 18-02) for The Common's at Meridian, is an application for Conditional Use Permit (CUP 18-02). The CUP is necessary to allow for a gasoline service station with the concurrent sale of beer and wine for off-premises consumption (California Department of Alcoholic Beverage Control Type 20 License) on Parcel 72. The March JPA Commission has the authority to grant the approval of the Conditional Use Permit following public notice and a public hearing pursuant to March JPA Development Code Section 9.02.060 and Section 9.02.200. In addition to the CUP requirements, the Plot Plan is also required to adhere to these development standards as it is a condition of the CUP for the sale of beer and wine for off-site consumption from the gas station convenience store.

The applicant anticipates the operation of the convenience store to be 24 hours a day, 7-days per week. Furthermore, staff has also included a condition of approval requiring that beer and wine sales cease between the hours of 2:00 AM to 7:00 AM (Condition of Approval No. 12) in addition to other conditions of approval, such as requiring employee Alcohol Education, Training, and health risks and warning signs within the convenience store. Additionally, the owner/operator of the convenience store is responsible for obtaining the appropriate ABC license and provide such proof to the March Joint Powers Authority prior to commencing operations (Condition of Approval No. 13).

The location, design, and operation of the proposed Gasoline Service Station and convenience store will be compatible with the existing and planned land uses in the vicinity as the uses immediately surrounding the proposed Gasoline Service Station and convenience store use include the existing residential development to the north, the planned commercial retail (Pad A

and Shops 1) to the east, and the planned eight (8) office buildings to the west and south. Additionally, the overall adjacent uses include open space (the Least Bell's Vireo Conservation area) to the northeast, south, and east, and the City of Riverside directly to the north. The sounding land uses are compatible with those proposed for the site considering that the Gasoline Service Station and convenience store will provide retail services to the nearby businesses, those traveling to and from the I-215 Freeway along Van Buren Boulevard, and the residential area located within the City of Riverside to the north. Furthermore, the proposed project is consistent with Riverside County Ordinance No. 348, Section 18.48 which requires noticing to property owners within 1,000 feet of the project site for those businesses selling alcoholic beverages. Additionally, the project is not situated in a manner that vehicle traffic from the facility may reasonably be believed to be a potential hazard to a school, church, public park or playground. The closest use conducting the sale of beer and wine is the Albertsons Grocery Store located at 8938 Trautwein Road, located within the City of Riverside approximately 1.5 miles west of the subject site. There are currently no other Gasoline Service Stations with convenience stores currently operating within the March JPA boundaries.

Public Convenience and Necessity 18-01 (PCN 18-01):
Staff has determined that findings of "Public Convenience and Necessity" (PCN) will need to be made in order to allow for the sale of beer and wine for off-site consumption from the proposed convenience store location. Although the off-site consumption of alcohol requires the approval of a conditional use permit, the Department of Alcoholic Beverage Control (ABC) also requires that the March JPA make findings for PCN at this location based on an overconcentration of ABC licenses within each census tract.

The project is located in Census Tract 467, which encompasses the entirety of the March JPA boundaries, including properties within the City of Moreno north of the March Air Reserve Base along Cactus Avenue and Alessandro Boulevard. The California ABC Board has determined that for this Census Tract No. 467, five (5) offsite (Type 20 and 21) licenses have been permitted and that all licenses are currently active, all of which are located outside of the JPA boundaries, but still within the Census Tract. Thus, based on the information obtained by the California ABC website, the PCN findings are necessary.

Staff has analyzed the proposal for beer and wine sales at this location, and determined that the proposed project is consistent with Riverside County Ordinance No. 348, Section 18.48. The required findings address the project's proximity to schools, parks, churches, and the future operations of the applicant. The developer is proposing to construct a gas station for a national brand and well-established gas station and convenience store chain that offers the sale of beer and wine, in most if not all of its locations. Approval of the request would provide a convenience to the public as customers would be able to purchase alcoholic beverages as part of their convenience store shopping and not have to make a separate trip to a different merchant. There are no schools or churches located within 1,000 feet of this site. Thus, the finding of public convenience and necessity can be made and are found in Section 7 of Resolution #JPA 18-24 (Attachment 2).

Amendment to Subdivision Map TM 30857:
The proposed Tentative Map 30857, Amendment No. 5 proposes the following changes to the previously approved Tentative Map 30857:

- Consolidate the existing 4.42-acre Parcel 5 into Parcel 4 through a lot merger,

- Create Parcel 5 (10.33-acres) in the western portion of Parcel 6 (9.51-acres) through lot line adjustments,
- Change the existing Industrial zoning designation for the revised Parcel 5 and all of Parcel 6 to a designation of Business Park,
- Reconfigure Parcel 7 through a lot line adjustment,
- Reduce Parcel 41 to 3.65-acres,
- Consolidate the southern portion of Parcel 41 as well as Parcel 49 and 50 to become Parcel 48,
- Reduce Parcel 72 to 3.7-acres,
- Increase Parcel 73 to 10.77-acres,
- Increase Parcel 74 to 9.42-acres; and,
- Increase Parcel 75 to 8.24-acres.

The March JPA Commission has the authority to grant Amendment No. 5, to Tentative Map 30857 following public notice and a public hearing pursuant to March JPA Development Code Section 9.14.050 and Section 9.14.070. The findings for Tentative Map 30857, Amendment No. 5 can be found in Section 4 of Resolution #JPA 18-24 (Attachment #2).

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 18-23 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.

California Environmental Quality Act (CEQA) Compliance:

CEQA and the State Guidelines for Implementing CEQA ("State CEQA Guidelines"; California Code of Regulations Section 15000 et seq.) require that state and local agencies:

(1) Inform governmental decision-makers and the public about the potential, significant environmental effects of proposed activities.

(2) Identify the ways that environmental damage can be avoided or significantly reduced.

(3) Prevent significant, avoidable damage to the environment by requiring changes in Projects through the use of alternatives or mitigation measures when the governmental agency finds the changes to be feasible.

(4) Disclose to the public the reasons why a governmental agency approved the Project in the manner the agency chose if significant environmental effects are involved.

Staff Recommendations:

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

1. Adopt Resolution #JPA 18-23 for an addendum to the March Business Center Specific Plan (SP-1) Final Environmental Impact Report (SCH# 2002071089);

2. Adopt Resolution #JPA 18-24 approving General Plan Amendment (GPA 18-01), approve Plot Plan (PP 18-02) for the construction of a retail commercial and office commercial development, to be referred to as "The Common's at Meridian", on Parcel's 72, 73, 74 and 75 of Tentative Map 30857 within the March Business Center Specific Plan (SP-1), subject to Conditions of Approval; approve Plot Plan (PP 18-03) for the construction of a 500,000 square foot industrial building, to be referred to as

"South Campus Building C" on Parcel 4 of Tentative Map 30857 within the March Business Center Specific Plan (SP-1), subject to Conditions of Approval; approve Conditional Use Permit (CUP 18-02) to allow for a gasoline service station with the concurrent sale of beer and wine for off-premises consumption on Parcel 72 of Tentative Map 30857 within the March Business Center Specific Plan (SP-1) Planning Area, subject to conditions of approval; approve Public Convenience and Necessity (PCN 18-01) associated with CUP 18-02; and approve Tentative Map 30857-9, Amendment No. 5 (TTM 18-01), subject to conditions of approval;

3. Waive the First Reading of Ordinance #JPA 18-04, approving the March Business Center Specific Plan No. 1, Amendment No. 7 (SPA 18-01) and direct Staff to place this item on a future Commission agenda for a second reading and formal adoption; and

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

Attachments:

1) Resolution #JPA 18-23 approving the Addendum to the March Business Center Specific Plan (SP-1) Final Environmental Impact Report (SCH # 2002071089);
   Exhibit A: Initial Study
   Exhibit B: Addendum
   Exhibit C: Initial Study Technical Studies available at the office of March JPA (Available in electronic format)

2) Resolution #JPA 18-24 Approving General Plan Amendment (GPA 18-01), Plot Plan (PP 18-02), Plot Plan (PP 18-03), Conditional Use Permit (CUP 18-02), Public Convenience and Necessity (PCN 18-01), and Tentative Map 30857, Amendment No. 5 (TTM 18-01) subject to Conditions of Approval.
   Exhibit A: Project Entitlements
   1) Existing General Plan Land Use map
   2) Proposed General Plan Land Use map
   3) Existing South Campus (SP-1) zoning map
   4) Proposed South Campus (SP-1) zoning map
   5) Applicant's Project narrative
   6) Plot Plan 18-02 Reduced Site Plan
   7) Plot Plan 18-02 Reduced Architectural Drawings and Building Elevations
   8) Plot Plan 18-02 Reduced Landscape Plans
   9) Plot Plan 18-02 Reduced Concept Grading Plan
   10) Plot Plan 18-02 Reduced Concept Utility Plan
   11) Conditional Use Permit 18-02 Convenience Store Floor Plan with Beer and Wine Location
   12) Plot Plan 18-03 Reduced Site Plan
   13) Plot Plan 18-03 Reduced Architectural Drawings
   14) Plot Plan 18-03 Reduced Colored Building Elevations
   15) Plot Plan 18-03 Reduced Landscape Plans
   16) Plot Plan 18-03 Reduced Concept Grading Plans
   17) Plot Plan 18-03 Reduced Concept Utility Plans
   18) Reduced Tentative Map 30857, Amendment No. 5

19) FAA – Determination of No Hazard to Air Navigation letters dated June 22, 2018
20) WMWD Conditions of Approval dated August 07, 2018
21) Riverside County Flood Control Letter's dated August 28, 2018
22) Willdan Building and Safety Conditions of Approval dated May 07, 2018
23) Trilake Consultants Conditions of Approval dated September 27, 2018
24) Riverside County Fire Department Planning Conditions dated July 27, 2018
25) Preliminary Water Quality Management Plan approval letter's dated August 1, 2018 and September 05, 2018
26) VRPA Transportation Consultants Approval letter dated September 25, 2018
27) Riverside County TLMA letter dated September 25, 2018
28) Riverside County ALUC ZAP1317MA18 Staff Report dated September 13, 2018
29) Riverside County ALUC ZAP1317MA18 Consistency Letter dated September 20, 2018.

Exhibit B: Conditions of Approval

1) Plot Plan 18-02 Conditions of Approval
2) Plot Plan 18-03 Conditions of Approval
3) Conditional Use Permit 18-02 Conditions of Approval
4) Tentative Map 30857, Amendment No. 5 Conditions of Approval

3) Ordinance #JPA 18-04

Exhibit A: March Business Center Specific Plan (SP-1), Amendment No. 7 (SPA-18-01, A7)

4) Notice of Determination
5) March Business Center Final EIR (SCH# 2002071089) available at the office of March JPA (Available in electronic format)