STAFF REPORT

DATE: November 18, 2009

SITE/LOCATION: The March LifeCare Campus Specific Plan is located in the March JPA Planning Area, east of the I-215 Freeway, within the northeast corner of former March Air Force properties. (See Figure 1-1) The 236-acre Specific Plan is bounded by Cactus Avenue to the north, Heacock Street to the east, vacant properties to the west, and a recreational open space to the south. (See Figure 1-2)

APPLICANT: March Healthcare Development, LLC

BACKGROUND:

The Project first appeared before the March Joint Powers Authority Planning Commission on November 4, 2009.

ISSUES OF CONCERN:

A letter from the City of Riverside dated November 4, 2009, was received by MJPA staff after the Planning Commission Public Hearing on November 4th. This letter reiterated issues of concern expressed by Commissioner Melendrez during the Planning Commission hearing. These issues included the following items. Following each discussion item is a resolution by the March JPA staff.

a) WPA Canal: Per the City of Riverside, "A portion of the WPA channel shall be protected in place and interpreted as part of the project open space. As an alternative, if it is not feasible to preserve a portion of the channel, original construction materials shall be reused and incorporated into a monument or other on-site features, and appropriately identified and interpreted".

Resolution: As identified by MJPA staff at the November 4th public hearing, a monument walk highlighting the history of the March Area is planned within the Public Realm zone (Specific Plan, Section 4.4.11 and Figure 4-16). A condition of approval was added to reiterate the value of incorporating materials from the WPA channel into the history walkway. (Condition of Approval No. 50).

b) Traffic: Per the City of Riverside, it is unclear how the Project analyzed traffic impacts to major corridors such as Van Buren Boulevard and Alessandro. A meeting to clarify direct and cumulative impacts on corridors in or near the City is requested prior to the certification of the EIR.

Resolution: As requested by the City, March JPA representatives will meet with Riverside staff to discuss the City's concerns related to traffic impacts associated with the Project. That meeting is scheduled to occur on November 12th, 2009.

c) Development/Disposition Agreement ("DDA"): Commissioner Melendrez communicated that a DDA should be presented to the JPC as a part of the proposed Project and Program EIR.

Resolution: As identified by MJPA staff at the November 4th public hearing, the proposed Project is for the redevelopment of the Northeast Corner of the March JPA Planning Area. Because the DDA is specifically for "a portion of" the Specific Plan area, it was appropriate to move the Specific Plan process forward and allow the DDA to trail. The DDA process will ensure consistency with the Program EIR and proposed Specific Plan documents.

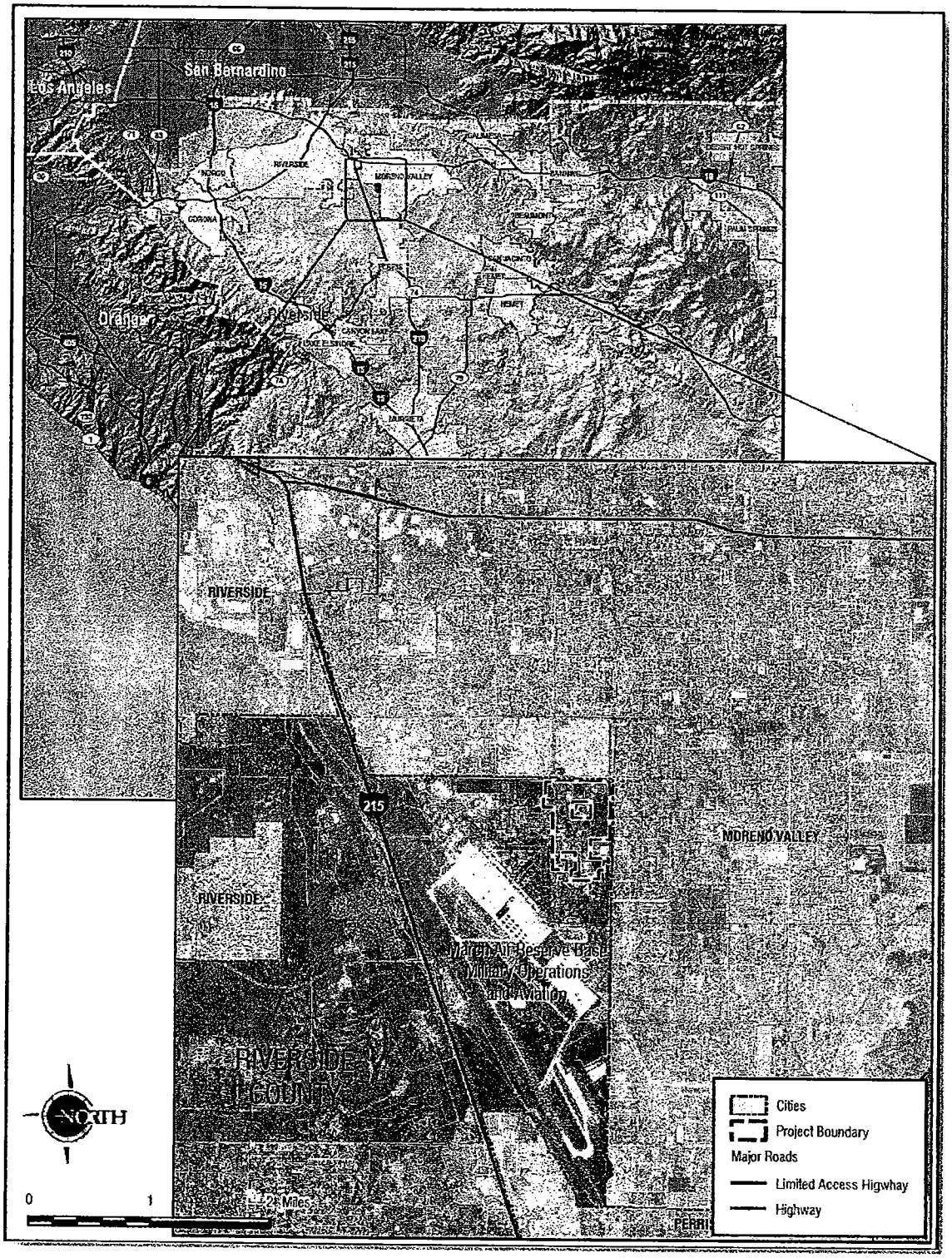
SUMMARY OF APPLICATIONS:

PROGRAM EIR NO. 08-01: A public hearing by the March Joint Powers Commission on a Program Environmental Impact Report ("PEIR") for March Healthcare Development, LLC ("MHD") on a 236 gross acre March LifeCare Campus ("Project") Specific Plan within the March Joint Powers Authority ("JPA") Planning Area. The PEIR builds upon the existing Master Environmental Impact Report ("MEIR") for the JPA and focuses on the following impacts for the Project: Land Use and Planning; Geology and Soils; Hazards and Hazardous Materials; Hydrology/Water Quality; Water Supply; Cultural Resources; Biological Resources; Traffic and Circulation; Air Quality; Noise; and Public Services and Utilities.

GPA 08-01: A public hearing by the March Joint Powers Commission on a General Plan Amendment request by MHD on approximately 236 acres located at the southwest corner of Cactus Avenue and Heacock Street. GPA 08-01 modifies the General Plan land use map, the General Plan vehicular circulation map, and the General Plan bicycle route map for the proposed Project. GPA 08-01 also amends the current designations of Business Park, Office, Mixed Use and Parks/Recreation/Open Space within the Project area to Specific Plan ("SP"). The proposed mix of uses would include 1.99 million square feet of General Medical Office, 315,000 square feet of Commercial Retail, 200,000 square feet of Research and Education, 700,000 square feet of Institutional Residential, 40,000 square feet of Wellness Facilities and 310,000 square feet of Mixed Uses.

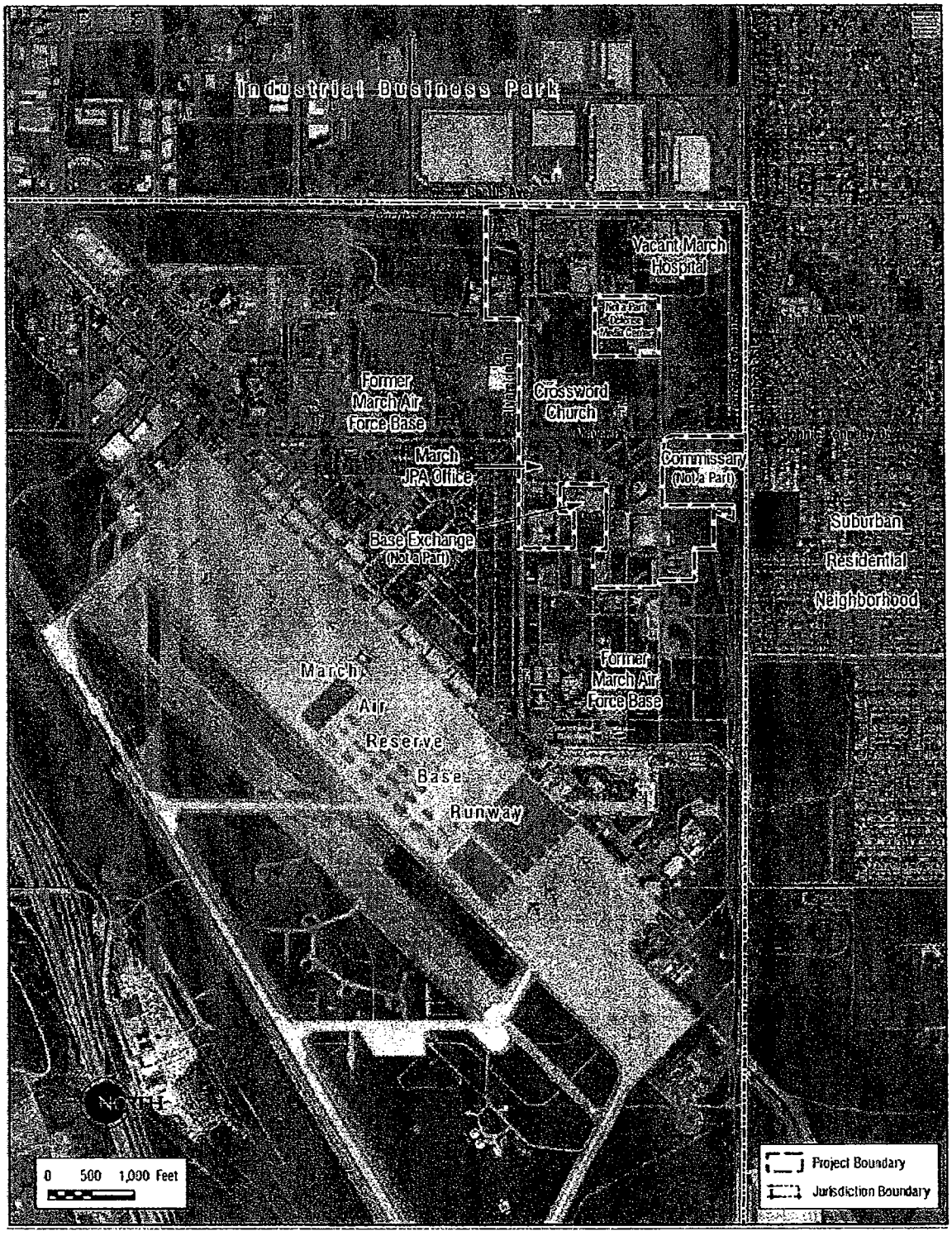
CZ 08-02: A public hearing by the March Joint Powers Commission on a Change of Zone proposal by MHD on approximately 236 acres located at the southwest corner of Cactus Avenue and Heacock Street. The majority of the Project site is not currently zoned. In the past, some small, non-contiguous parcels have been zoned for Business Park Mixed Use. The proposed zone change will assign the zone of Specific Plan ("SP") to the Project area, and modify existing zones of Business Park Mixed Use to "SP".

Figure 1-1 Regional and Vicinity Map



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Figure 1-2 Site Location



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SP 08-01: A public hearing by the March Joint Powers Commission on a request for approval of a regulatory Specific Plan by MHD for the 236 acre March LifeCare Campus Plan located at the southwest corner of Cactus Avenue and Heacock Street. SP 08-01 provides the Campus Vision, Development Plan, Development Regulations and Guidelines, List of Permitted Uses, and Implementation Process for the development of an integrated medical campus.

PARCEL HISTORY:

April 1, 1996: March Air Force Base was realigned to an Air Reserve Base. Approximately 4,400 acres of former Air Force Base were declared surplus property and made available for the future development of employment uses.

September 15, 1999: The March Joint Powers Commission adopted the existing General Plan which identifies the Northeast Corner of the March Joint Powers Authority Planning Area as appropriate for development of employment uses with a mix of Business Park, Office, and Mixed Use.

SURROUNDING PROPERTIES/ZONING:

Location	GP Designation/Zoning	Existing Land Use
Site	GP: Business Park, Office, Mixed Use, and Parks/Recreation/Open Space Zone: Business Park Mixed Use and No Zone.	MJPA Administrative Office/Conference Center, various Military Reserve offices, Communications facility, Air Force Office of Special Investigations (AFOSI), Utility Vault, CrossWord Church, Path of Life, Gracious Gatherings, Riverside County Office of Education, RCC Dental School, and some vacant buildings and land.
North	City of Moreno Valley	Warehousing facilities/Business Park offices
West	Business Park, Mixed Use and Historic District	Military Facilities, Green Acres Housing, Vacant land
South	Park/Recreation/Open Space	Moreno Valley Regional Park
East	City of Moreno Valley	Single Family Residential

GENERAL PLAN AMENDMENT OVERVIEW:

The proposed March LifeCare Campus is consistent with the General Plan objective of developing a mixed use campus on the Northeast Corner of the JPA Planning Area. The programmatic nature of the Specific Plan necessitates an amendment to several components of the General Plan, including the land use plan, the street system plan, and the bicycle facilities plan.

The proposed General Plan amendment is consistent with the objectives of the General Plan Land Use Element, the 2005 Air Installation Compatibility Use Zone (AICUZ) study and the March ARB March Inland Port Comprehensive Land Use Plan (CLUP). The objectives of the Housing, Noise, and Safety Elements of the General Plan are met by the emphasis on employment related uses and the prohibition of single and multi-family residential uses within March LifeCare Campus. The objectives of the General Plan Open Space and Conservation Elements are met by the provision of open space, protection of riparian habitat, prevention of flooding through Best Management Practices (BMPs) and Low Impact Development (LID) measures, provision of drought tolerant landscape tracts and preservation of significant habitat in the adjacent Cactus and Heacock Channels. The objectives of the Transportation Element are met by the proposed street circulation system, prepared in accordance with the recommendations of the traffic analysis. A breakdown of the General Plan land use request is listed below:

BUILDOUT UNDER EXISTING GENERAL PLAN and PROJECT LAND USES				
Current GP Land Use	**Gross Acres**	**Net Acres**	**Buildout (Square Feet Building Area)**	**Buildout Intensity (Average FAR)**
Business Park (BP)	40.50	28.36	246,986	0.20
Office (OF)	43.95	30.77	402,059	0.30
Mixed Use (MU)	127.52	89.27	972,260	0.25
Parks/Recreation/Open Space (P/R/OS)	24	16.8	18,296	0.025
Current GP Totals	236	165.2	1,639,01	0.28
Project – Specific Plan (Medical Campus)	236	165.2	6,055,000 SF Total (3,555,000 SF Building Area	0.85 Total (0.49 Building Area Only)

Sources/Notes: March JPA General Plan Land Uses; Net Acreage defined as 70 percent of Gross Acreage, March JPA General Plan, Pages 131-132; Buildout Intensities from March JPA General Plan, Page 1-40; "Buildout Capacity" or Intensity of each land use is defined as the average FAR.

CHANGE OF ZONE OVERVIEW:

The March LifeCare Campus Specific Plan proposes a comprehensive approach to the planning development of a sustainable and integrated healthcare campus on a 236 acre portion of the March Joint Powers Authority Planning Area, within a site situated east of the I-215 freeway in the southwest corner of Cactus Avenue and Heacock Street. This area is also known as the Northeast Corner of the March JPA.

While portions of the Northeast Corner were zoned "Business Park Mixed Use" to allow for housing facilities for homeless programs, the majority of the Project site was not previously zoned. The proposed zone change of Specific Plan ("SP") in the Project area, will modify existing zones of Business Park Mixed Use, as well as assign the zoning designation of "SP" to the remainder of the Project area.

SPECIFIC PLAN APPLICATION OVERVIEW:

The SP is designed to be a Form-Based Code which establishes "regulating zones" that provide the framework of how the overall medical campus will be developed over time. The

development standards for each "regulating zone" is intended to regulate the scale, character and configuration of buildings based on the zones they are proposed in, not on the actual use itself. This approach fosters predictable design results and guarantees a high-quality public realm zone by using physical form (rather than separation of uses) as the organizing principle for the Project.

The Specific Plan area is divided into the following zones, which shall be applied to the plan area as shown on the Regulating Plan (Figure 1-3). The Development Standards for each of the zones are described in Section 4.0 of the SP.

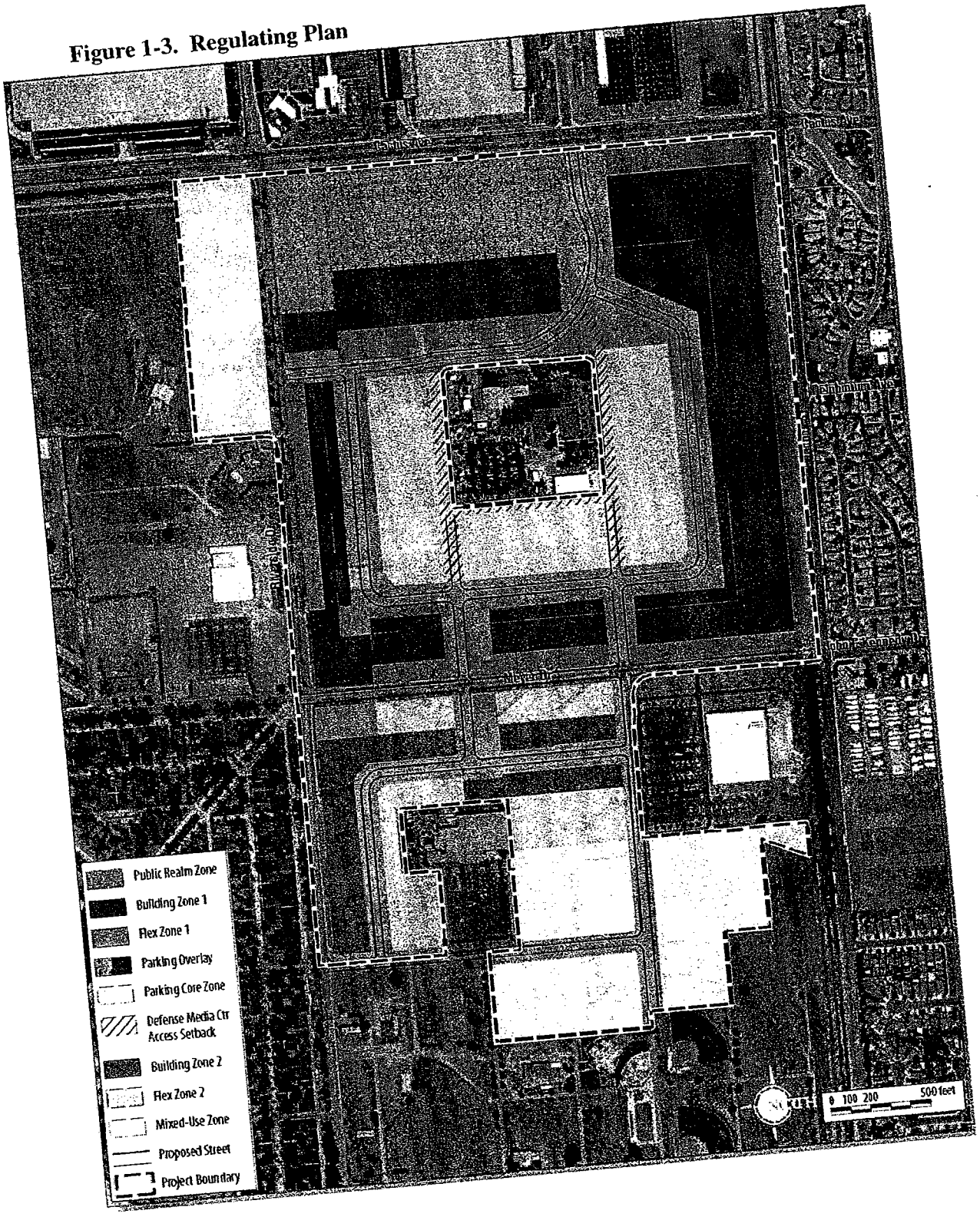
Although each form based zone allows a measure of flexibility in the future use, the ultimate mix of land uses is required to conform to the buildout scenario illustrated on the table below.

Permitted Use	Anticipated Building Square Footage
General Medical Office	1,990,000
Commercial Retail	315,000
Research and Education	200,000
Institutional Residential	700,000
Wellness Facilities	40,000
Mixed Use	310,000
ALL PERMITTED USES	**3,555,000**

Source: March LifeCare Specific Plan, Section 3.0, P. 13.

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Figure 1-3. Regulating Plan



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Public Realm Zone:
The PR zone is intended to be a linear "Campus Commons", providing unique locations with a strong sense of place, civic character, and lasting value. This linear "Campus Commons" offers a variety of distinct open spaces for community gathering, active and passive recreation, reflection, and healing. These open spaces are contiguous and constitute an uninterrupted "open space loop". The PR zone is complemented by publicly accessible open space areas required in Building Zone 1 (B1), which contribute to an attractive and interesting meandering open space corridor. Additionally, the PR zone is the organizing spine of the March LifeCare Campus; it accommodates the primary motorized and non-motorized circulation. The primary pedestrian access to all buildings is taken from and oriented to the PR zone. Section 4.4.2 sets forth the Development Standards for the PR zone.

Building Zone 1 (B1):
The B1 zone is primarily intended for the placement of non-residential buildings, which shall be oriented and configured to enhance the campus character established by the PR zone. A portion of each parcel's B1 zone area shall consist of publicly accessible and usable open spaces and/or plazas, which shall be contiguous and visually connected with the PR zone to help create an attractive and interesting meandering open space corridor. In addition, the B1 zone may contain private yard space intended for tenant use only, which may be physically and visually separate from the PR zone. Section 4.4.3 sets forth the Development Standards for the B1 zone.

Building Zone 2 (B2):
The B2 zone is primarily intended for the placement of institutional-residential buildings, which shall be oriented and configured to enhance the campus character established by the PR zone. The B2 zone may also contain open space, either as publicly accessible open spaces, plazas and/or walkways that are contiguous and visually connected with the PR zone, or as private yard space intended for tenant use only, which may be physically and visually separate from the PR zone. Section 4.4.4 sets forth the Development Standards for the B2 zone.

Flex Zone 1 (FX1):
The FX1 zone is associated with parcels in the B1 zone and is intended to provide each parcel with sufficient flexibility to accommodate a range of building types, sizes, and users. The FX1 zone allows for the placement of buildings, limited surface parking, vehicular access, delivery and service access, placement of above-ground utility devices, and private yard space. Where the FX1 zone abuts a public right-of-way, parking and services shall be screened through landscaping. Section 4.4.5 sets forth the Development Standards for the FX1 zone.

Flex Zone 2 (FX2):
The FX2 zone is associated with parcels in the B2 zone and is intended to provide the parcels south of Meyer Drive with sufficient flexibility to accommodate a range of building types, sizes, and users, as well as the required off-street parking. The FX2 zone allows for the placement of buildings, surface parking, vehicular access, delivery and service access, placement of above-ground utility devices, and private yard space. Where the FX2 zone

abuts a public right-of-way, parking and services shall be screened through landscaping. Section 4.4.6 sets forth the Development Standards for the FX2 zone.

Parking Core Zone (PC):
The PC zone is intended to provide the majority of the required long-term parking and allows for any combination of surface or structured parking. The PC zone is anticipated to be initially developed as surface lots, which may be incrementally replaced by structures in accordance with the demand. The structures shall provide retail as an allowable use on the ground level facing the Public Realm. The PC zone is sized and configured to accommodate cost-efficient and operationally optimized parking structures while providing convenient parking access for all users. Where the PC zone abuts the PR zone a significant landscape screen shall mitigate the visual impact on the PR zone. Where the PC zone abuts the Defense Media Center parcel (not a part) in the center of the plan area, a setback shall provide for an access drive. Section 4.4.7 sets forth the Development Standards for the PC zone.

Mixed Use Zone (MU):
The MU zone is intended to accommodate non-residential uses with a broad range of healthcare related and commercial retail uses as permitted by Section 3.1, Land Uses. In addition to buildings, the MU zone accommodates surface and structured parking and vehicular access, publicly accessible open space areas, and private yards. Section 4.4.8 sets forth the Development Standards for the MU zone.

Parking Overlay (PO):
The Regulating Plan identifies a Zone Overlay, which differs from the regulations and requirements of the underlying zone. The PO allows for the placement of structured parking in the FX and B1 zones, as indicated in Figure 1-1, Regulating Plan. The intent is to accommodate all required parking for implementing uses within the area bounded by Cactus Avenue to the north, Riverside Drive to the west, and the Gilbert Extension to the south, rather than in the PC zone. Section 4.4.9 sets forth the Development Standards for the PO.

PROGRAM ENVIRONMENTAL IMPACT REPORT OVERVIEW:

Overview: In accordance with the California Environmental Quality Act ("CEQA") guidelines, and the March JPA Local CEQA Guidelines, the Program EIR covers resource areas requiring further study based on the details of the Specific Plan. Among the areas covered by the Program EIR are Transportation, Air Quality, Biological Resources and Noise. Other areas, including Land Use Planning and Housing are adequately covered by the Master EIR, and are incorporated by reference in the Program EIR.

In accordance with CEQA requirements, the Program EIR was circulated and/or made available to 133 property owners within a 300 foot radius from the Project boundaries, 16 state agencies, and 93 interested parties. A total of 16 comment letters were received in response to the Draft EIR; 14 letters were received within the 45-day review period while two were received after the 45-day window. Notwithstanding the timing of when comments were received by the agency, the March JPA provided responses to all of the 16 comment letters that were received. (See Final EIR for all Responses to Comment Letters)

During the analysis of the General Plan in 1999, it was determined that the scale of development within the March JPA Planning Area would surpass the threshold of significance for air quality impacts. Significant environmental impacts that cannot be mitigated require the governing board to adopt a statement of overriding considerations. Accordingly, on September 15, 1999, the Joint Powers Commission ("JPC") adopted a statement of overriding considerations identifying the mitigation measures that will reduce air quality impacts to the maximum extent feasible. As the proposed Project emissions again surpass the threshold for significance, a statement of overriding considerations is again needed for the adoption of the March LifeCare Campus Program EIR. Implementation of the Project as proposed will result in certain impacts which are determined to be adverse and unavoidable. These impacts are discussed in detail in the body of the PEIR text under their associated topical headings, and are summarized below. Mitigation measures are provided on the attached Mitigation Monitoring and Reporting Program ("MMRP") to adopt all feasible mitigation to reduce the level of air quality, traffic, noise and cultural resources impacts. The statement of overriding considerations identifies items within the MMRP and considerations justifying an Air Quality override, Transportation override, Noise override, and Cultural Resources override.

AIR QUALITY SIGNIFICANT IMPACTS:

The March Joint Powers Authority is located within the South Coast Air Basin (SCAB), a 6,745 square mile area within the Counties of Riverside, San Bernardino, Los Angeles and Orange. The SCAB is a non-attainment area for zone (O3), carbon-monoxide (CO), particulate matter smaller than 10-microns (PM10), but a maintenance area for oxides of nitrogen (NOx). Even after compliance with all federal, state, regional, and local regulations, and application of all feasible mitigation measures, Project construction activities (site preparation and grading) will result in temporary PM10 emissions that would exceed applicable South Coast Air Quality Management District (SCAQMD) localized significance thresholds (LSTs). Additionally, Project Buildout operations will result in long-term PM10 emissions that would exceed applicable SCAQMD localized significance thresholds (LSTs). Project operations will also cause long-term increases in CO, NOx, ROG, PM10, and PM2.5 emissions levels exceeding applicable SCAQMD regional thresholds. No feasible mitigation measures are available which would reduce these impacts to levels that are less-than-significant.

On this basis, Project CO, NOx, ROG, PM10, and PM2.5 operational pollutant emissions impacts are individually and cumulatively significant. The Project is located in a non-attainment area for PM10, PM2.5, and ozone (ROG and NOx are ozone precursors). Project construction source PM10 emissions exceedances, and operational NOx, ROG, PM10, and PM2.5 emissions exceedances will therefore result in a cumulatively considerable net increase in criteria pollutants (ozone, PM10, and PM2.5) for which the Project region is non-attainment. This is a cumulatively significant air quality impact. The Project is also considered to be inconsistent with the Air Quality Management Plan ("AQMP") due to the above-noted exceedances as well as the Project's development intensity, which is greater than that currently reflected in the AQMP. This is a significant Project and cumulative impact.

TRAFFIC/CIRCULATION SIGNIFICANT IMPACTS:
Even with implementation of mitigation, under Opening Year (2011) and/or General Plan Buildout conditions, the Project will result in, or contribute to individually and cumulatively significant traffic impacts at the following locations.

Deficient Intersections:

- Van Buren Boulevard at Barton Street
- Alessandro Boulevard at I-215 Northbound Ramp
- Alessandro Boulevard at I-215 Southbound Ramp
- Heacock Street at Iris Avenue
- Ramona Expressway at I-215 Northbound Ramp
- Ramona Expressway at I-215 Southbound Ramp
- Cactus Avenue at Heacock Street
- Cactus Avenue at Graham Street/Riverside Drive
- Cactus Avenue at Elsworth Street
- Cactus Avenue at I-215 Northbound Ramp
- Heacock Street at Alessandro Boulevard
- Alessandro Boulevard at Graham Street
- Alessandro Boulevard at Frederick Street
- Cactus Avenue at Indian Street
- Heacock Street at John F. Kennedy Drive
- John F. Kennedy Drive at Indian Street
- Perris Boulevard at Oleander Avenue/Harley Knox Boulevard
- Indian Street at Oleander Avenue/Harley Knox Boulevard
- Van Buren Boulevard at Trautwein Road
- Alessandro Boulevard at Trautwein Road

Deficient Roadway Segments:

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

5) Recommended that the Joint Powers Commission approve the March LifeCare Campus Specific Plan (SP 08-01);
6) Recommended that the Joint Powers Commission approve the Conditions of Approval as revised;
7) Waive the first reading of Ordinance # JPA 09-03, an Ordinance of the March Joint Powers Commission, designating the Project area as "Specific Plan" on the MJPA Zoning Map; and
8) Waive the first reading of Ordinance # JPA 09-04, an Ordinance of the March Joint Powers Commission, adopting the March LifeCare Campus Specific Plan and Conditions of Approval; and
9) Direct staff to file a Notice of Determination.

Joint Powers Commission
of the March Joint Powers Authority

Findings for EIR 08-01
March LifeCare Campus Specific Plan Program EIR

1. The Program Environmental Impact Report (PEIR), Mitigation Monitoring Reporting Plan and Statement of Overriding Considerations are consistent with the Public Resources Code, and State California Environmental Quality Act (CEQA) Guidelines and the March Joint Powers Authority's local CEQA Guidelines.

2. The Notice of Preparation, released on July 8, 2008 inviting responsible agencies, regulatory agencies and interested parties to comment of the Draft Program EIR was circulated in conformance with State CEQA Guidelines 15082.

3. The Draft Program EIR was circulated for a 45-day public review on July 11, 2009 and the comment period closed on August 28, 2009.

4. The certification of Program EIR 08-01 (SCH#2008071021) reflects the independent opinion of the March Joint Powers Commission.

Joint Powers Commission
of the March Joint Powers Authority

Findings for GPA 08-01
March LifeCare Campus Specific Plan

1. The proposed amendment is consistent with existing goals, objectives, policies and programs of the General Plan. (Please refer to the attached Section 4.1.5.2 of DEIR and Appendix C of March LifeCare Campus Specific Plan)

2. The proposed amendment will not adversely affect the public health, safety or general welfare.

3. The General Plan Amendment is integrated and compatible with the Land Use Element, Circulation Element, Housing Element, Conservation Element, Open Space Element, Noise Element and Safety Element in that it provides an appropriate orientation and relationship between land uses within and adjacent to the Subject Site and promotes orderly development beyond the Subject Site's boundaries due to the development of the 236 acre area as a cohesive and coordinated development.

4. The General Plan Amendment is consistent with the applicable airport land use plans because the General Plan Amendment was determined to be consistent with the Comprehensive Land Use Plan (CLUP) and the Air Installation Compatibility Land Use Zone (AICUZ) for the March Air Reserve/March Inland Port Airport.

5. The adoption of General Plan Amendment 08-01 reflects the independent opinion of the March Joint Powers Commission.

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Joint Powers Commission
of the March Joint Powers Authority

Findings for CZ 08-02
March LifeCare Campus Specific Plan

1. The proposed zone change is consistent with existing goals, objectives, policies and programs of the General Plan. (Please refer to the attached Section 4.1.5.2 of DEIR and Appendix C of March LifeCare Campus Specific Plan)

2. The proposed zone change will not adversely affect the public health, safety or general welfare.

3. The Change of Zone is consistent with the proposed General Plan Amendment 08-01 for the March LifeCare Campus Specific Plan in that it supports the relationship between land uses within and adjacent to the Subject Site, and promotes orderly development beyond the Subject Site's boundaries due to the development of the 236-acre area as a cohesive and coordinated development.

4. The Change of Zone is consistent with the applicable airport land use plans because the General Plan Amendment was determined to be consistent with the Comprehensive Land Use Plan (CLUP) and the Air Installation Compatibility Land Use Zone (AICUZ) for the March Air Reserve/March Inland Port Airport.

5. The adoption of Change of Zone 08-02 reflects the independent opinion of the March Joint Powers Commission.

Joint Powers Commission
of the March Joint Powers Authority

Findings for SP 08-01
March LifeCare Campus Specific Plan

1. The proposed Specific Plan is consistent with the purposes and intent of the California Government Code, Title 7, Division 1, Section 65451 (Specific Plans).

2. The proposed Specific Plan is consistent with the purposes and intent of Title 9, Section 9.13.101 and 9.13.050 of the March Joint Powers Development Code (Specific Plans)

   a) Pursuant to adoption of the proposed March LifeCare Campus Specific Plan, and as provided for under March JPA Development Code, Section 9.13.030, the Project site will be zoned "Specific Plan" (SP). As part of the Specific Plan design, land uses are further specified for areas and properties within the Project boundaries. As part of Specific Plan adoption, these land use designations would apply to affected areas within the Project site.

   b) The proposed Specific Plan zoning of the subject site pursuant to the March LifeCare Campus Specific Plan reflects, and is consistent with, the proposed underlying General Plan Land Use designation of Medical Campus (MC). The March JPA will review subsequent development proposals within the Specific Plan area for consistency with the March LifeCare Campus Specific Plan Development Standards and Design Guidelines, as well as requirements and provisions of mitigation measures established through the EIR process and/or conditions of approval such as may be developed in the March JPA's consideration of the Project. (Source, DEIR, P. 4.1-31)

   (Please also refer to the attached Appendix B of the March LifeCare Campus Specific Plan)

3. The proposed Specific Plan is consistent with the General Plan and its goals, objectives, policies, and programs. (Please refer to the attached Section 4.1.5.2 of DEIR and Appendix C of March LifeCare Campus Specific Plan)

4. The proposed Specific Plan will not adversely affect the public health, safety, or general welfare.

5. The adoption of Specific Plan 08-01, subject to attached Conditions of Approval and Mitigation Monitoring Reporting Program, reflects the independent opinion of the March Joint Powers Commission.

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(Insert Section 4.1.5.2 of DEIR and Appendices B and C from Specific Plan Here)

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4.1.5.2 Impact Statements

Potential Impact: ***Conflict with any applicable land use plan, policy or regulation of an agency with jurisdiction over the Project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect.***

Impact Analysis: Following are discussions of the Project's consistency with applicable land use plans, policies, and regulations of the jurisdictional agency (the JPA) with land use authority over the Project.

General Plan Consistency

As supported by the following discussions, land uses and development proposed by the Project broadly support reuse and redevelopment of the Base as provided for under the March JPA General Plan and associated March Air Force Base Master Reuse Plan.

> **Goal #1:** The Land Use Plan provides for a balanced mix of land uses that contribute to the regional setting, and capitalizes on the assets of the Planning Area, while insuring compatibility throughout the Planning Area and with regional plans.

Goal Consistency Statement: The Specific Plan supports logical, balanced growth within the March JPA General Plan area by providing a state-of-the-art, integrated healthcare campus, offering a wide range of medical-related services to residents of southwestern Riverside County, an area that is severely underserved by high quality health care services. Land uses proposed by the Project promote and contribute to sustainable and diverse development within the General Plan area and will convert vacant and/or underutilized property to valuable and vital community healthcare assets. The Project site is currently served by local and regional roadways, and is provided the full range of utilities and public services. Development within the Specific Plan area takes full advantage of available roadways, utilities, and public services systems while providing for and/or contributing to

necessary improvements to those same systems. Internal land use compatibility within the Project site and with adjacent land uses internal and external to the March JPA General Plan is promoted by, and provided for within the March Lifecare Specific Plan document as summarized at EIR Section 3.0, Project Description. The Specific Plan in its entirety is presented at EIR Appendix K.

Policy Consistency Statement: The Specific Plan supports General Plan Land Use Element Policies 1.2 though 1.9 by providing a new and viable economic use to the area which will result in increased revenues and diverse employment opportunities. The Plan has been developed in a manner that assures that all necessary public facilities and infrastructure are developed concurrent with the Project's demands. The Specific Plan has been found consistent with the Air Installation Compatibility Use Zone (AICUZ) Report and therefore is consistent with the adjacent Air Reserve and commercial airport operations.

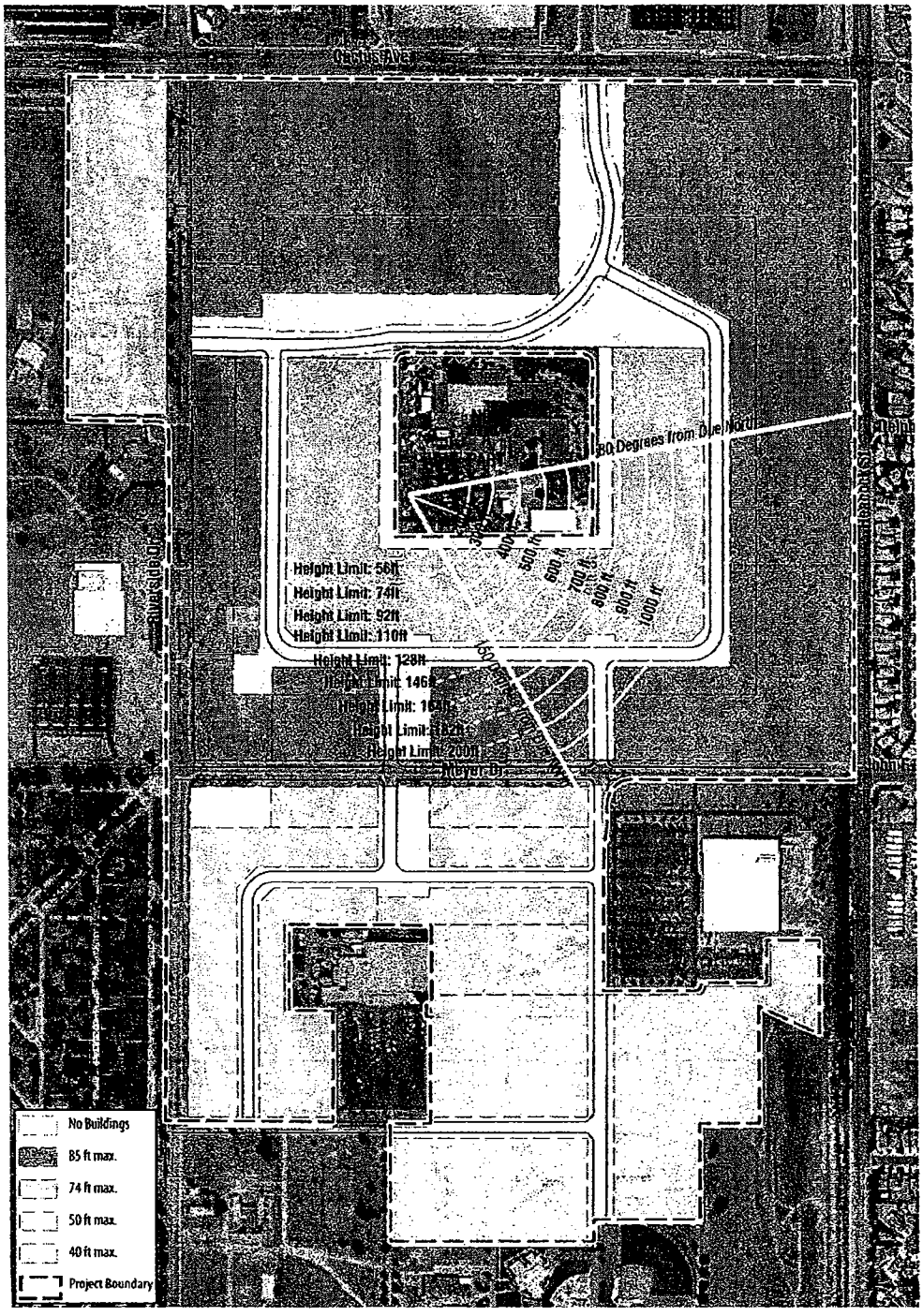
> **Goal #2:** Locate land uses to minimize land use conflict or creating competing land uses, and achieve maximum land use compatibility while improving or maintaining the desired integrity of the Planning Area and subregion.

> **Goal #4:** Develop an identity and foster quality development within the planning area.

Goal Consistency Statement: Location of the Project is consistent with reuse and redevelopment of the Base properties as envisioned by the JPA and the March General Plan. Medical campus land uses proposed by the Project do not "compete" with other land uses, but rather, as noted above, provide for sustainable and diverse development within the General Plan area and will convert vacant and/or underutilized property to valuable and vital community healthcare assets. Land use compatibility and integrity is supported by the orientation and configuration of the Specific Plan Development Plan (Specific Plan Section 3.2) and form-based Development Regulations and Guidelines included in the Specific Plan (Specific Plan Chapter 4).

It is also noted that the introduction of perimeter landscaping and parking areas established under the Specific Plan land use configuration provides physical separation from adjacent land uses, and will act as a mutual screening/buffering elements between the Project land uses and off-site land uses.

The Specific Plan also acknowledges specific concerns and design requirements of the Defense Media Center (DMC) by ensuring that access is maintained to this facility, and that development of the Specific Plan will not interfere within the DMC's communications mission. In this latter regard, structures within the Specific plan area will not exceed maximum allowable heights stipulated by the DMC. More specifically, in order to maintain line-of-sight clearance along its "245 degree from true north" satellite communications corridor, the DMC has determined that structures along corridor shall not exceed the graduated height restrictions illustrated at EIR Figure 4.1-5. For example, at a distance of 200 feet from the DMC satellite antenna array, structure heights shall not exceed 30 feet. Along this same corridor, and at a distance of 300 feet from the DMC satellite antenna array, the maximum allowable structure height is 45 feet and so on. Pursuant to the EIR Mitigation Measures, MARB will review all proposed site plans and facility designs to ensure that adequate clearance is maintained for DMC communications assets , and that proposed facilities will not otherwise interfere with the DMCs communication activities. With the incorporation of these measures, impacts to the DMC have been determined to be less-than-significant.



Source: March Lifecare Campus Specific Plan

Figure 4.1-5
Building Height Restrictions

At Page 15, the Specific Plan states:

> The majority of the General Medical Office uses, Research and Education uses, Wellness Facilities uses, and some of the Commercial Retail uses will be located in this central portion of the campus. These uses will be complementary and will enforce the campus environment . . .
>
> The parcel that is created to the west of Riverside Drive as it bisects the campus will accommodate Commercial Retail and Mixed Use uses. These uses will complement the central campus uses, but will also contain functions that are sustainable without the support of the rest of the campus.
>
> The parcel to the southeast of the intersection of Meyer Drive and Riverside Drive will be used for Institutional Residential uses. These are best accommodated in this location as it is adjacent to the services offered on the medical campus, yet offers a slight removal from the main campus so that they can function independently on a daily basis. Additionally, the boundary created by Meyer Drive offers the opportunity for a more residential feeling on this parcel, where those seeking a continuum of care from assisted living to hospice care will be comfortable in their living environment.
>
> The parcel at the southwest edge of Meyer Drive will be constructed as a Mixed Use area. Any existing uses that will be relocated within the Specific Plan area will be positioned on this parcel.[1]

Supporting the Development Plan, the Specific Plan Development Regulations and Guidelines included in the Specific Plan (Specific Plan Chapter 4) establish a flexible framework and criteria that designers and developers will use as a guide for new

[1] The JPA has indicated that VA and "Path of Life" occupancies will be relocated to facilities southerly of the existing commissary. (Email correspondence from Grace I. William, Senior Planner, March Joint Powers Authority, May 11, 2009.)

development, and which the JPA will employ to evaluate subsequent development proposals within the Specific Plan area. All proposed development in the MLCSP area shall substantially conform to these Development Regulations and Guidelines. The March JPA shall review future projects for conformance with these Regulations and Guidelines during the site plan review process, which is described in the implementation section (Chapter 4) of the Specific Plan. Implementation of these Development Regulations ensures that all development within the Specific Plan area conforms to consistently superior and integral design standards, promoting a positive identity of the Specific Plan within the community and ensuring compatibility of land uses within the Specific Plan, and that development proposed by the Specific Plan is compatible with off-site land uses.

The EIR also provides mitigation measures to protect existing internal land uses from potentially adverse effects of the Specific Plan, notably potential traffic, air quality, and noise impacts. Please refer to EIR Sections 4.8, "Traffic and Circulation"; 4.9, "Air Quality"; and 4.10, "Noise."

Policy Consistency Statement: The Specific Plan is consistent with Policies 2.1 though 2.4, supporting Goal 2. Specifically, the Plan incorporates development standards, setbacks, and performance standards to assure that buildout of the site will be conducted in an organized and compatible fashion. These standards, and the aforementioned mitigation measures, are intended to protect not only the proposed uses, but also the permanent facilities that currently existing adjacent to the Specific Plan areas, such as the DMC.

The Specific Plan further implements Policies 4.1 though 4.8 of the Land Use Element by assuring that the Specific Plan is developed in a distinctive manner and incorporates design components intended to create the unique campus setting. The campus will encourage pedestrian activity and interaction. The multipurpose trail will incorporate elements that preserve the historic significance of the Base.

Goal #3: Manage growth and development to avoid adverse and fiscal effects.

Goal Consistency Statement: The location of the Project in southwestern Riverside County provides medical facilities in an area underserved by this type of development while capturing revenue within the March Joint Powers Authority planning area. Development proposed by the Project will require the extension and improvement of existing available infrastructure and services. The Project will either construct or contribute to (through payment of fees) infrastructure and public service systems necessary to serve the Project land uses, thereby precluding potential adverse fiscal effects. With the exception of certain roadway system improvements which are beyond control of the Project and the Lead Agency, development of the Specific Plan land uses and implementation of necessary supporting infrastructure will occur concurrently, acting to avoid growth-related impacts to services and utilities.

Policy Consistency Statement: The Project creates new and economic stimulating land uses on the site, as well as contributes to the development of infrastructure in the area (including upgraded transportation, water, sewer, and other utilities) consistent with Policies 3.1 through 3.5. The Project will also utilize public finance methods, such as a Landscape and Lighting Maintenance District, to maintain common areas throughout the life of the Project.

Goal #5: Maximize and enhance the tax base and generation of jobs through new, reuse and joint use opportunities.

Goal Consistency Statement: As noted at EIR Section 3.0, Project Description, stated Objectives of the Project include:

- Provide for and support reuse of the former March Air Force Base consistent with the vision and intent of the March Air Force Base Master Reuse Plan.

- Create substantial employment opportunities and provide the basis for sustained economic benefit to March and surrounding communities.

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- Provide high-quality health care services to a currently underserved area.

- Consolidate new health care services within an exemplary medical campus setting.

- Provide for the full range of health care service delivery, education and research, including hospitals, general and specialty medical offices and laboratories, educational programs and facilities, research facilities, medical office buildings, healthcare related organizations and services, senior residential care (e.g., independent/assisted living facilities, skilled nursing facilities), wellness services, and needed support services and facilities.

Implementation of the Specific Plan consistent with these Objectives will directly enhance the JPA and local tax base through the development and operations of the Project medical campus land uses, while providing discrete and substantive high quality employment opportunities locally. Broad ranging secondary benefits to surrounding communities and the region will include development of related supporting off-site land uses and services, and creation of jobs at those off-site land uses.

Policy Consistency Statement: In addition to the highly skilled jobs that will be created over the course of Project buildout, the Project will generate many more secondary and tertiary job opportunities related to services necessary to support the medical-related uses. Inherent to this job creation, is the economic stimulation from spending and tax generation. Finally, the implementation of the Project will create new property taxes through the generation of high quality uses on lands that were previously owned by public agencies. Based on the above discussion, the Specific Plan supports Policies 5.1 though 5.6.

Goal #6: Support the continued Military Mission of March Air Reserve Base, and preservation of the airfield from incompatible use encroachment.

Goal Consistency Statement: The Specific Plan supports the Base Master Reuse Plan, and has been formulated in consultation with, and under the guidance of the JPA. The JPA is

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the federally designated agency responsible for transition of the Base from a military operation to one with more general land uses open to both military and civilian populations. In support of this responsibility, the JPA is the jurisdictional Land Use Authority, responsible for all planning and land use decisions within the March JPA General Plan area. The JPA also serves as the jurisdictional Airport Authority acting as the governing body overseeing the March Inland Port Airport Authority (MIPAA). MIPAA is responsible for the development and operation of the March Inland Port (MIP), a joint use aviation facility targeted for air cargo operations.

As reflected in the adopted March General Plan, the continued Military Mission of March Air Reserve Base, and the March airfield have been protected from incompatible use encroachment. Under the direction of the JPA, the Specific Plan provides for continuing unimpeded attainment of the Base's Military Mission. To this end, the Specific Plan establishes a Regulating Plan and Zones (Specific Plan Chapter 4) accommodating new development, reuse of existing facilities, and joint use of the airfield facilities. Implementation of the Specific Plan pursuant to the Regulating Plan and Zones will encourage compatible new development and reuse of facilities allowing for further opportunities to use the airfield for both military and civilian airport uses.

Policy Consistency Statement: The Specific Plan has been developed in a manner that respects the existing land uses that will remain on-site and is also compatible with the on-going Base operations, consistent with Policies 6.1 though 6.9. The Project has been determined to be compatible with the AICUZ Study.

> **Goal #7:** Maximize the development potential as a regional Intermodal Transportation facility to support both passenger and freight-related air uses.

Goal Consistency Statement: Medical campus land uses proposed by the Project do not directly support this Goal. However, as noted previously, beneficial aspects and attributes of the Project further and support reuse of the Base consistent with the Base Master Reuse

Plan; and as such, indirectly support and contribute to potential use of the Base as a regional Intermodal Transportation facility.

Policy Consistency Statement: The Project indirectly supports some of the eight (8) Policies (Policies 7.1 through 7.8) by contributing to the reuse of the Base. The Specific Plan will further the creation of infrastructure necessary to support the reuse by improving local transportation corridors and upgrading areawide infrastructure.

> **Goal #8:** Preserve the natural beauty, minimize degradation of the March JPA Planning Area, and provide enhancement of environmental resources, and scenic vistas.

Goal Consistency Statement: This Specific Plan is a tool for implementing development in an orderly and conscientious manner. As described within this EIR, potential aesthetic and natural resource impacts of the Specific Plan are either less-than-significant, are avoided or are substantively reduced through design and operational attributes of the Specific Plan, and/or are avoided or reduced through proposed mitigation measures.

Policy Consistency Statement: The Specific Plan supports Policies 8.1 through 8.5 through implementation of a high quality development that will be constructed in a comprehensive manner. The Project will be an aesthetic benefit to the surrounding area.

> **Goal #9:** Preserve the integrity of the historic and cultural resources of the planning area and provide for their enhancement.

Goal Consistency Statement: The Specific Plan area is occupied with numerous structures, several of which are vacant. An inventory of historical and archaeological resources in the Project site area has been conducted, as discussed at EIR Section 4.6, Cultural Resources. One historical resource (WPA Canal) traversing a portion of the Project site cannot be feasibly retained in place, and will, pursuant to the EIR mitigation measures, be fully documented prior to its removal. Notwithstanding, loss of this canal is recognized as a

significant impact. Additional mitigation measures have been identified to protect and preserve as yet unidentified cultural resources which may exist in a buried context.

Policy Consistency Statement: The Project will implement design features, particularly within the multipurpose trail system, that are intended to honor the historic significance of the previous military operations on and around the Project site. As such, the Specific Plan is consistent with Policies 9.1 through 9.4 which support Goal 9.

> **Goal #10:** Avoid undue burdening of infrastructure, public facilities, and services by requiring new development to contribute to the improvement and development of the March JPA Planning Area.

Goal Consistency Statement: The Specific Plan includes all public and private infrastructure necessary to support the medical campus development, including storm drainage facilities, utility infrastructure, telecommunications, and interior circulation improvements. Please refer also to Consistency Statements for Goal #3.

Policy Consistency Statement: The comprehensive nature of the Specific Plan, and the development and performance standards contained therein, will assure that infrastructure and public services will be upgraded consistent with the demands of the Project. The Project is consistent with Policies 10.1 though 10.4.

> **Goal #11:** Plan for the location of convenient and adequate public services to serve the existing and future development of March JPA Planning Area.

Goal Consistency Statement: Public services will be provided for the Specific Plan land uses consistent with occupancy demands and purveyor/service provider requirements. Please refer also to Consistency Statements for Goal #3 and Goal #10.

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Policy Consistency Statement: The Specific Plan supports Policies 11.1 and 11.2. As mentioned above, the development and performance standards contained within the Specific Plan will assure that adequate public services are available to serve the site.

> **Goal #12:** Ensure, plan, and provide adequate infrastructure for all facility reuse and new development, including but not limited to, integrated infrastructure planning, financing and implementation.

Goal Consistency Statement: The Specific Plan provides new and/or improvement of existing utility infrastructure systems with sufficient capacity to service the ultimate build-out of the medical campus (Specific Plan Chapter 3). Please refer also to Consistency Statements for Goal #3, Goal #10, and Goal #11.

Policy Consistency Statement: The Specific Plan supports the Policies 12.1 through 12.4 by assuring that development takes place in a logical and cost effective manner, consistent with the development and performance standards of the Specific Plan.

> **Goal #13:** Secure adequate water supply system capable of meeting normal and emergency demands for existing and future land uses.

Goal Consistency Statement: The Project will include securing all infrastructure needs, including water supply, necessary to support the normal and emergency activities of the campus. Water system infrastructure will be designed and implemented pursuant to JPA and WMWD requirements. The Water Supply Assessment (WSA) prepared for the Project (EIR Appendix E) demonstrates and documents water supply availability and reliability for all users, including the Project, under normal and extended drought conditions. Emergency demands (fire flows) for all development within the Specific Plan area will be established on a development-specific basis consistent with Riverside County Fire Department fire flow design requirements.

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Policy Consistency Statement: The Specific Plan requires that water facilities are constructed and/or ungraded as directed by WMWD. The WSA demonstrated that adequate supply will be available to serve the site and meet pressure demands required to assure proper fire flows. As such, the Project is consistent with Policies 13.1 through 13.3, which support Goal 13.

> **Goal #14:** Establish, extend, maintain and finance a safe and efficient wastewater collection, treatment and disposal system which maximizes water use, and prevents groundwater contamination.

Goal Consistency Statement: As stated in the Specific Plan, in order to facilitate the Project, necessary infrastructure, including wastewater collection systems will be installed or upgraded to meet ultimate build-out needs of the facilities. As elements of the Project are constructed, wastewater needs will be reassessed and adequate capacity for treatment and disposal confirmed. All facilities will be constructed and maintained in accordance with applicable laws and standards in effect at the time of installation. Design of the Specific Plan and the EIR mitigation measures include use of water efficient devices and use of reclaimed water for non-potable purposes such as landscape irrigation.

Policy Consistency Statement: The Specific Plan supports Policies 14.1 through 14.3 by developing on-site infrastructure and working with WMWD to assure that off-site trunk lines and treatment facilities are adequately sized to serve anticipated development.

> **Goal #15:** 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.

Goal Consistency Statement: The Project is supported by a comprehensive solid waste collection and recycling program, and a hazardous waste disposal program that are in compliance the County Solid Waste Management Plan.

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Policy Consistency Statement: The Specific Plan requires compliance with existing local, County, and State waste disposal requirements, consistent with Policies 15.1 and 15.2.

> **Goal #16:** Adequate supplies of natural gas and electricity from utility purveyors and the availability of communications services shall be provided within the March JPA Planning Area.

Goal Consistency Statement: As described in the Specific Plan, natural gas and electricity purveyors will provide service to the Project. Communication services will employ the latest in emergency management systems in order to provide a dependable network needed during crisis situations. Utility systems will be designed to serve ultimate buildout of the Project and will be incrementally developed to ensure adequate capacity consistent with occupancy demands.

Policy Consistency Statement: Standards contained within the Specific Plan will assure that Policies 16.1 through 16.5 are implemented. Consistent with the standards of the Specific Plan, the Project will be required to develop a reliable network of utilities capable of serving the subsequent development.

> **Goal #17:** Adequate flood control facilities shall be provided prior to, or concurrent with, development in order to protect the lives and property within the March JPA Planning Area.

Goal Consistency Statement: As generally provided for in the Specific Plan, and required under the EIR mitigation measures, the Applicant shall define, through accepted floodplain modeling protocols, the extent of any incumbent site-specific flood hazards, referred to herein as the "pre-development floodplain condition." Modeled floodplain characteristics shall be reviewed and approved by the JPA and Riverside County Flood Control and Water Conservation District (RCFCWCD). For areas of concern identified, the Project Applicant shall prepare detailed site-specific floodplain/flood hazard analyses consistent with JPA and RCFCWCD requirements. Development within identified flood hazard/floodplain areas shall comply with Federal Floodplain Management Regulations and criteria for the Federal

Flood Insurance Program. More specifically, to ensure that construction of new buildings does not adversely affect 100-year flood characteristics, floodplain modeling of the Project site shall be incrementally updated to reflect "with development" conditions. Updated floodplain profiles shall be reviewed and approved by the JPA and RCFCWCD. Based on the modeled with-development conditions, diversion and/or detention of flood flows shall be incorporated in site and development designs as necessary in order to address any potential adverse affects. In order to mitigate on-site flood hazards to buildings, finished first floor elevations shall be established a minimum of one-foot above the modeled 100-year flood elevation.

Policy Consistency Statement: The Specific Plan will design and construct flood control facilities adequate to serve the Project site, consistent with Policies 17.1 though 17.3. These facilities will be constructed on both an interim and permanent basis.

Development Code/Zoning Consistency

As noted previously in this Section, pursuant to adoption of the proposed March Lifecare Campus Specific Plan, and as provided for under March JPA Development Code, Section 9.13.030, the Project site will be zoned "Specific Plan" (SP). As part of the Specific Plan design, land uses are further specified for areas and properties within the Project boundaries. As part of Specific Plan adoption, these land use designations would apply to affected areas within the Project site.

The proposed Specific Plan zoning of the subject site pursuant to the March Lifecare Campus Specific Plan reflects, and is consistent with the proposed underlying General Plan Land Use designation of Medical Campus (MC). The JPA will review subsequent development proposals within the Specific Plan area for consistency with the March Lifecare Campus Specific Plan Development Standards and Design Guidelines, as well as requirements and provisions of mitigation measures established through the EIR process and/or conditions of approval such as may be developed in the JPA's consideration of the Project.

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Summary

As presented above, the Project is consistent with and supports applicable JPA General Plan Goals and Policies. Further, as implemented pursuant to provisions and requirements of the adopted Specific Plan, the Project will not conflict with applicable zoning regulations, nor will the Project introduce land uses or buildings that would be inconsistent with the JPA Development Code. On this basis, the potential for the Project to 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 is considered less-than-significant.

Level of Significance Before Mitigation: Less-Than-Significant.

Mitigation Measures: Not Applicable.

Potential Impact: ***Cause or result in land use incompatibilities.***

Impact Analysis: Pursuant to comments received during the Project design concept review and the NOP process, the potential for the Project to cause or result in land use incompatibilities is evaluated. As discussed previously in this Section, the location of the Project is consistent with reuse redevelopment of the Base properties, as envisioned by the JPA and the General Plan. Medical campus land uses proposed by the Project do not "compete" with other land uses, but rather, as noted above, provide for sustainable and diverse development within the General Plan area and will convert vacant and/or underutilized property to valuable and vital community healthcare assets. Land use compatibility and integrity is supported by the orientation and configuration of the Specific Plan Development Plan (Specific Plan Section 3.2) and form-based Development Regulations and Guidelines included in the Specific Plan (Specific Plan Chapter 4).

It is also noted that the introduction of perimeter landscaping and parking areas established under the Specific Plan land use configuration provides physical separation from adjacent land uses, and will act as mutual screening/buffering elements between the Project land uses and off-site land uses.

The Specific Plan also acknowledges specific concerns and design requirements of the DMC by ensuring that access is maintained to this facility, and that development of the Specific Plan will not interfere within the DMC's communications mission. In this latter regard, the Specific Plan height limitations (see previous EIR Figure 4.1-5) will ensure that clear line-of-sight is maintained for DMC communications assets. Moreover, the Air Force Reserves Command has identified specific design and development standards, that unless incorporated, could result in interference or obstruction of the DMC's functions and communications missions. These are considered potentially significant impacts, addressed through application of Mitigation Measures 4.1.1 through 4.1.3, below.

Comments provided by the Air Force Reserves Command also identified concerns regarding the use of highly combustible materials, highly flammable materials, hazardous chemicals, or explosives in areas proximate to, or that could otherwise affect DMC personnel, facilities, or operations. At this time, the Project proposes no facilities, uses, or operations that would result in or cause hazards or hazardous conditions due to use of highly combustible materials, highly flammable materials, hazardous chemicals, or explosives. If such uses are proposed at some future date, they would be subject to additional analysis as required under CEQA.

Level of Significance Before Mitigation: Potentially Significant.

Mitigation Measures:

4.1.1 *Band frequencies used for any of the Project facilities shall be reviewed and approved by the MARB communications squadron.*

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4.1.2 *Site plans and facility designs shall be reviewed by MARB to ensure that structures are not proposed in areas or locations or at heights that would result in interference with DMC communications, and similarly, that reflective exterior materials are not proposed in areas or locations that result in interference with DMC communications.*

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

Summary

Land use compatibility and integrity is supported by the orientation and configuration of the Specific Plan Development Plan (Specific Plan Section 3.2) and form-based Development Regulations and Guidelines included in the Specific Plan (Specific Plan Chapter 4). In combination these elements act to ensure and promote land use compatibilities internal and external to the Specific Plan area. Mitigation Measures 4.1.1 through 4.1.3 reinforce and support the Specific Plan Development Regulations and Guidelines through additional specific requirements established pursuant to MARB and DMC direction. On this basis, as mitigated, the potential for the Project to cause or result in land use incompatibilities is less-than-significant.

Level of Significance After Mitigation: Less-Than-Significant.

Appendix B – Zoning Consistency Chart

Chapter 9.13 of the March Joint Powers Authority (JPA) Development Code requires that all Specific Plans shall include a table indicating how development standards contained in the Specific Plan differ from the JPA's zoning districts that most closely resemble the uses proposed in the Specific Plan, including a discussion of how the Specific Plan would result in a higher quality of development than would occur under the existing development standards contained in the March JPA zoning ordinance.

Parcels within the Specific Plan site are former military properties that were transferred to the JPA for redevelopment and reuse. As part of the transfer process, the parcels were not zoned, and approximately 98 percent of the parcels in the Specific Plan site do not currently have zoning designations. Therefore, only small non-contiguous pockets of parcels within the March LifeCare Campus Specific Plan site are currently zoned with the designations of Business Park and Business Park/Mixed Use. The majority of the site is not zoned; the Specific Plan site will be zoned as part of the Specific Plan process and will reflect proposed uses associated with the medical campus.

The March LifeCare Campus Specific Plan area currently falls into one of two zones, or is on un-zoned property. The zones are Business Park (BP) and Business Park – Mixed Use (BPX). The primary purpose of the BP District is "to provide for light industrial, research and development, office-based firms and limited supportive commercial in an attractive and pleasant working environment and a prestigious location." The primary purpose of the BPX is "to provide regulations which implement those goals, objective, and policies of the General Plan which are aimed toward expanded accommodation for business, commercial, and industrial uses beyond that permitted be the standard Business Park district. It is further the intent of this district to establish standards and compatible uses which will assist in meeting the goals of the jobs/housing balance while providing the opportunity to create mixed use developments which will enhance the community image and create areas that provide an environment for work and shopping opportunities."

The Specific Plan is intended to foster a more innovative and desirable health care campus than could be achieved through conventional zoning and development standards or by development of the site on a use-by-use basis.

Table B-1 details where the proposed zoning uses would be allowed in the March LifeCare Campus Specific Plan area under the current zoning.

TABLE B-1: ZONING CONSISTENCY

Proposed Zoning	Current Zoning		
	BP	BPX	Un-Zoned Property
General Medical Office			
Commercial Retail	X	X	
Research & Education	X	X	
Institutional Residential			
Wellness	X	X	
Mixed Use	X	X	

Appendix C – General Plan Consistency Statement

Purpose of this Appendix

The March LifeCare Campus Specific Plan is in compliance with the California Government Code and is consistent with and furthers the objectives of the March JPA General Plan. The purpose of this appendix is to identify consistency between the policies included in the March LifeCare Campus Specific Plan and the goals provided in the March JPA General Plan.

Legal Framework for Consistency

A Specific Plan is a detailed land use plan that covers a selected area of a jurisdiction for the purpose of implementing a General Plan. State and local regulations require consistency between these two planning documents. Consistency is defined by the Governor's Office of Planning and Research as follows. "An action, program or project is consistent with the General Plan if, considering all its aspects; it will further the objectives and policies of the General Plan and not obstruct their attainment".

California State law authorizes cities and other jurisdictions with General Plans to prepare and adopt Specific Plans (Government Code § 65450 – § 65457). The California Government Code states, "after the legislative body has adopted a General Plan, the planning agency may, or if so directed by the legislative body, shall, prepare Specific Plans for the systematic implementation of the General Plan for all or part of the area covered by the General Plan" (§ 65450) and that "no Specific Plan may be adopted or amended unless the proposed plan or amendment is consistent with the General Plan" (§ 65454). A statement of consistency between an area's General Plan and the policies in the proposed Specific Plan is required by section 65451.(b) of the California Government Code which states, "the specific plan shall include a statement of the relationship of the Specific Plan to the General Plan".

The March JPA Development Code chapter 9.13, specify the purpose, requirements, regulations, and procedures for preparation of a Specific Plan in the March JPA planning area. Section 9.13.090 states, "No specific plan may be adopted or amended unless the proposed plan or amendment is consistent with the General Plan or any General Plan Amendment approved concurrently with the Specific Plan".

In response to government requirements, the March LifeCare Campus Specific Plan has been prepared to provide the essential link between March JPA General Plan policies and actual development in the Specific Plan area. The March LifeCare Campus Specific Plan has been prepared in accordance with the provisions of California Government Code §65450 – § 65457 and the March JPA General Plan Chapter 9.13.

Appendix Organization

The following section, organized by planning element, states the goals outlined in the March JPA General Plan. Each General Plan goal is followed by a consistency statement highlighting the provisions included in the Specific Plan that support each goal in the General Plan. The Specific Plan is referred to hereafter as the "Specific Plan" or the March LifeCare Campus Specific Plan.

LAND USE ELEMENT

Goal #1: The Land Use Plan provides for a balanced mix of land uses that contribute to the regional setting, and capitalizes on the assets of the Planning Area, while insuring compatibility throughout the Planning Area and with regional plans.

Consistency Statement: The Specific Plan supports logical, balanced growth by providing a state-of-the art, integrated healthcare campus, offering a wide range of medical-related services to residents of southwestern Riverside County, an area that is severely under served by high quality health care services. This Specific Plan is consistent with the General Plan by adding service and facility diversity throughout the General Plan planning

area. This Specific Plan facilitates vital community development while being sensitive to regional transportation and land use planning.

Goal #2: Locate land uses to minimize land use conflict or creating competing land uses, and achieve maximum land use compatibility while improving or maintaining the desired integrity of the Planning Area and subregion.

Consistency Statement: The form based Development Regulations included in this Specific Plan establish a flexible framework and criteria that designers and developers will use as a guide for new development, and which the March JPA will use to evaluate development proposals on the March LifeCare Campus Specific Plan campus. These regulations will assure the Authority that individual improvements will conform to a consistently high standard of design thus ensuring compatibility with the surrounding area and enhancement of the overall community image. The Regulating Plan identifies Zones and overlays within the Specific Plan to assist in achieving maximum land use compatibility and minimize land use conflicts with adjacent properties.

All proposed development in the March LifeCare Campus Specific Plan area shall substantially conform to these Development Regulations and Guidelines (Chapter 4). The March JPA shall review future projects for conformance with these regulations during the Master Plot Plan Approval process, which is described in the implementation section (Chapter 5) of this Specific Plan.

Goal #3: Manage growth and development to avoid adverse and fiscal effects.

Consistency Statement: The development of the Specific Plan will occur in a comprehensive manner based on square footage thresholds, not geographic or spatial limits. It is the intent of the Specific Plan to provide flexibility in the order of development to respond to market conditions. To ensure adequate infrastructure and parking is available for each increment of development, performance standards have been incorporated into the Specific Plan to ensure concurrency between the development of on site uses, infrastructure, streetscapes, pedestrian paths, and other amenities throughout the site.

Goal #4: Develop an identity and foster quality development within the planning area.

Consistency Statement: The March LifeCare Campus Specific Plan is one-of-a-kind in Riverside County and the surrounding region. The Specific Plan contains Development Regulations and Guidelines (Chapter 4) that will encourage a high standard of design within the campus planning area. Each Zone within the Regulating Plan serves a different purpose and is intended to function with a different identity than other Zones within the planning area. Cohesively, the March LifeCare Campus Specific Plan will be a state-of-the-art healthcare campus promoting and fostering high quality sustainable development in the planning area.

Goal #5: Maximize and enhance the tax base and generation of jobs through new, reuse and joint use opportunities.

Consistency Statement: The implementation of this Specific Plan will greatly benefit the local community and region by allowing for three hospitals and supporting medical-related uses within a healthcare campus. The Specific Plan will increase professional and service related employment opportunities associated with the hospital and proposed development. The Specific Plan is consistent with the vision and intent of the March Air Force Base Master Reuse Plan and March Air Force Base Redevelopment Plan, and is designed to recapture the economic development opportunities that were lost when base realignment occurred.

Goal #6: Support the continued Military Mission of March Air Reserve Base, and preservation of the airfield from incompatible use encroachment.

Consistency Statement: This Specific Plan has been developed under the guidance of the March JPA. The March JPA was created to guide the transition of the base from a military operation to one with more general land uses open to both military and civilian populations. A key goal of the Specific Plan is to provide for the reuse of lands within the former Air Force Base that have been declared surplus and returned to civilian use. Careful planning has resulted in the proposed Regulating Zones to sensitively handle new uses for vacant lands, reuse of existing facilities, and joint use of the airfield facilities.

Goal #7: Maximize the development potential as a regional Intermodal Transportation facility to support both passenger and freight-related air uses.

Consistency Statement: While this plan focuses on the development of regional medical and healthcare campus, the employment opportunities in professional and service jobs associated with the hospital and supporting facilities will help to further the goal of the area to serve as an Intermodal Transportation facility. In addition, the upgrade of water, sewer, and stormwater utilities, as well as the development of a comprehensive internal roadway circulation system as part of this development will improve the development potential of the area overall.

Goal #8: Preserve the natural beauty, minimize degradation of the March JPA Planning Area, and provide enhancement of environmental resources, and scenic vistas.

Consistency Statement: This Specific Plan promotes a sustainable development strategy toward future implementation and construction of the proposed development. The Specific Plan incorporates performance standards and sustainable design criteria from the LEED for On-Campus and Multiple Buildings rating system. The Specific Plan integrates campus-specific sustainable practices into the initial development and requires subsequent development to be consistent with such criteria.

The vision of the March LifeCare Campus Specific Plan includes attractive streetscapes and landscaping, aesthetic treatments, and architectural details that will enhance the planning area and become a community asset.

Goal #9: Preserve the integrity of the historic and cultural resources of the planning area and provide for their enhancement.

Consistency Statement: An inventory of historical and archaeological resources in the Specific Plan area has been conducted. No indications of cultural resources were found. The March LifeCare Campus will be constructed in accordance with the laws designed to protect potentially significant archaeological resources discovered during its implementation. If buried cultural resources are inadvertently discovered, mitigation measures have been outlined which requires work to stop in the area within 100 feet of the find until a qualified archaeologist can arrive on site and conduct an assessment.

The Specific Plan area is occupied with 25 existing structures, several of which are vacant. The Specific Plan will enhance the site, and rehabilitate a former developed portion of the March Air Force Base.

Goal #10: Avoid undue burdening of infrastructure, public facilities, and services by requiring new development to contribute to the improvement and development of the March JPA Planning Area.

Consistency Statement: Significant investment in infrastructure improvements will be required, as the area is currently lacking adequate facilities. Implementation of the Specific Plan will require construction of new (and/or improvement) of existing utility infrastructure, including electrical and natural gas facilities, as well as an internal roadway system to serve the campus. Further improvements to public roadways will also be necessary.

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All planned development is anticipated to occur incrementally. All backbone infrastructure, including internal roadway, water, sewer, and drainage facilities shall be constructed and operational prior to the approval of subsequent projects within the Specific Plan area.

Goal #11: Plan for the location of convenient and adequate public services to serve the existing and future development of March JPA Planning Area.

Consistency Statement: This plan specifies that adequate levels of service shall be established in the Planning Area which meet performance standards, and protect public health, safety and welfare of the region. At build out, the Specific Plan will include all public and private infrastructure, public facilities and services necessary to support the medical campus development, including: water, sewer, electricity, gas, telephone, cable, solid waste, storm drainage facilities, circulation improvements, and the provision of adequate police and fire service for the Specific Plan site.

Goal #12: Ensure, plan, and provide adequate infrastructure for all facility reuse and new development, including but not limited to, integrated infrastructure planning, financing and implementation.

Consistency Statement: The development of the March LifeCare Campus Specific Plan will require the extension of existing infrastructure and services into this new district as required by the California Government Code and the March JPA. The Specific Plan has developed a logical, cost-effective phasing plan which includes new and/ or improvement of existing utility infrastructure with sufficient capacity to service the ultimate buildout of the medical campus.

Goal #13: Secure adequate water supply system capable of meeting normal and emergency demands for existing and future land uses.

Consistency Statement: The Specific Plan will include securing all infrastructure needs including water supply, necessary to support the normal and emergency activities of the campus. The Specific Plan assumes installation by the development of water main lines and distribution systems capable of providing service levels needed for full buildout of the March LifeCare Campus Specific Plan. The developers of the March LifeCare Campus Specific Plan will work with the March JPA to guarantee adequate capacity as the Specific Plan moves forward.

Goal #14: Establish, extend, maintain and finance a safe and efficient wastewater collection, treatment and disposal system which maximizes water use, and prevents groundwater contamination.

Consistency Statement: As stated in the Specific Plan, necessary infrastructure including wastewater collection will be installed or upgraded to meet ultimate buildout needs of the facilities. As phases of the Specific Plan are constructed, wastewater needs will be reassessed and adequate capacity for treatment and disposal confirmed. All facilities will be constructed and maintained in accordance with applicable laws and standards in effect at the time of installation. The developers of the March LifeCare Campus Specific Plan will work with the March JPA to guarantee adequate capacity as the Specific Plan moves forward.

The Specific Plan area is not currently supplied with reclaimed water. To facilitate future use of reclaimed water, reclaimed water lines will be installed within the Specific Plan area. Once supplies become available, the intent is to use reclaimed water throughout the site.

Goal #15: 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 Statement: The March LifeCare Campus Specific Plan will be supported by a comprehensive solid waste collection, recycling program, and hazardous waste disposal program that is in compliance the County Solid Waste Management Plan. Solid waste will be disposed of through contracts with Waste Management of the Inland Empire. In an effort to reduce the amount of material generated by the Specific Plan area, the Specific Plan includes provisions for compliance with the County of Riverside Source Reduction and Recycling Element.

Goal #16: Adequate supplies of natural gas and electricity from utility purveyors and the availability of communications services shall be provided within the March JPA Planning Area.

Consistency Statement: As described in the Specific Plan, natural gas and electricity purveyors will provide service to the March LifeCare Campus. Communication services will utilize the latest in emergency management systems in order to provide a dependable network that is critical during crisis situations. The developers of the March LifeCare Campus Specific Plan will work with the March JPA and the utility purveyors to guarantee adequate capacity as development moves forward.

Goal #17: Adequate flood control facilities shall be provided prior to, or concurrent with, development in order to protect the lives and property within the March JPA Planning Area.

Consistency Statement: March LifeCare Campus is committed to effectively controlling flooding on the healthcare campus through the installation of appropriate facilities for both interim and ultimate conditions, and has worked with the March Joint Powers Authority to determine which facilities to use based on effectiveness.

TRANSPORTATION ELEMENT

Goal #1: Establish and provide for a comprehensive transportation system that captures the assets and opportunities of the planning area, existing transportation facilities, and planned transportation facilities for the future growth and development of the planning area and sub-region.

Consistency Statement: The Planning Area is already served by major regional freeways and surrounded by developed local streets. The Specific Plan contains features inherent within the development plan to facilitate the use of alternative modes of transportation while supporting efficient and safe vehicular and non-vehicular access to and from individual uses throughout the plan area. The Specific Plan provides for bus stops and shuttle services as development moves forward during each phase to provide circulation services throughout the site to both employees and visitors of the March LifeCare Campus Specific Plan. With the Specific Plan being constructed in sequential phases, the support facilities such as new roads will be constructed and operational before the facilities requiring the new infrastructure are open and operational. Infrastructure installed during each phase may be sized to accommodate future phases.

Goal #2: Build and maintain a transportation system which capitalizes on the multi-faceted elements of transportation planning and systems, designed to meet the needs of the planning area, while minimizing negative effects on air quality, the environment and adjacent land uses and jurisdictions.

Consistency Statement: The campus will facilitate the use alternative modes of transportation to reduce pollution and land development impacts associated with the use of automobiles. Sustainable transportation features within the Specific Plan include: pedestrian pathways and linkages, off-street bike paths and trails and on-street bike lanes, on-campus shuttle system, shared parking solutions and a "park once" strategy, carpool and vanpool opportunities, and the provision of bus stops and shuttle service to the nearby Moreno/March Air Force Base Metro Station. The March LifeCare Campus Specific Plan will provide medical services and facilities intended for use by the local residents who typically have to travel great distances to obtain these goods and services in other areas. By reducing the number of trips and miles traveled for persons in need of medical care, pollution-generating emissions damaging air quality will be further reduced.

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As a medical campus offering emergency services and other healthcare related businesses and activities, the transportation system within and around the development will be designed with those land uses in mind such as technologies to facilitate swift entry to the hospital and adequate access for high volumes of traffic and large delivery vehicles.

Goal #3: Develop a transportation system that is safe, convenient, efficient, and provides adequate capacity to meet local and regional demands.

Consistency Statement: The March LifeCare Campus Specific Plan circulation system provides for safe, convenient, and efficient vehicular and pedestrian access throughout the site while ensuring adequate capacity to meet the daily needs of the surrounding community and emergency services that will be on site. Each public roadway improvement will be constructed to ensure there is sufficient capacity to accommodate future traffic conditions.

Goal #4: Provide a balanced transportation system that ensures the safe and efficient movement of people and goods throughout the planning area, while minimizing the use of land for transportation facilities.

Consistency Statement: Much of the perimeter road system around the campus already exists. As land uses and tenants are identified in each Building Zone, additional upgrades to the road system, primary access points, and driveway locations will need to be implemented as stated in the Traffic impact Analysis Report and the EIR. Efficient circulation throughout the entire campus will be provided through the Public Realm and Parking Core Zones; these allow for minimal new roads and the use of land for parking structures.

Goal #5: Plan and encourage land use patterns and designs which enhance opportunities for non-vehicular circulation and improve trip reduction strategies.

Consistency Statement: The March LifeCare Campus Specific Plan will offer a range of medical services and facilities located in close proximity to each other within the Regulating Zones, in a manner that successfully creates a walkable and human-scaled campus environment in accordance with the guiding principles and vision of the Specific Plan. On-site circulation will be provided through a multi-modal, interconnected and hierarchical system of thoroughfares that balances the needs of automobile traffic, pedestrians, bicyclists, and potentially transit.

Goal #6: Establish vehicular access control policies in order to maintain and insure the effectiveness and capacity of arterial roadways.

Consistency Statement: While the exact number and location of driveways will be determined as the Specific Plan moves towards construction, the March LifeCare Campus Specific Plan establishes a vehicular access control zone; the Development Regulations contain policies to maintain functionality of the arterial roadway system serving the campus.

Goal #7: Facilitate and develop transportation demand management and transportation systems management programs, and use of alternative transportation modes.

Consistency Statement: Trip reduction strategies provided within the Specific Plan include: pedestrian pathways and linkages, off-street bike paths and trails and on-street bike lanes, on-campus shuttle system, shared parking solutions and a "park once" strategy, carpool and vanpool opportunities, and the provision of bus stops and shuttle service to the nearby Moreno/March Air Force Base Metro Station. Each of these strategies will aim to reduce the number of vehicle trips generated between land uses.

In addition, hospitals and other large employers and residential communities operating within the March LifeCare Campus will have the option to administer flexible work hours, carpool programs, and offer employee shuttle service to help off-set their increase in vehicle trips on the local roads system.

Goal #8: Adequate, affordable, equitably distributed and energy efficient public and mass transit services which promote the mobility to, from, and within the planning area shall be provided.

Consistency Statement: The Specific Plan proposes bus stops within ¼ mile of existing transit lines along Riverside Drive and Meyer Drive that will include kiosks and benches with specific information for riders (bus routes and schedules). In addition, shuttle services for employees and visitors of the March LifeCare Campus Specific Plan will be provided to provide a linkage between the campus and the Moreno/March Air Force Base Metro Station.

Goal #9: Develop measures which will reduce the number of vehicle miles traveled during peak travel periods.

Consistency Statement: In addition to the trip reduction strategies described above, large employers operating within the March LifeCare Campus will be encouraged to coordinate major shift changes and offer carpool programs with each other in an attempt to minimize the number of vehicles entering and exiting the area during the peak travel periods.

Goal #10: Regulate the travel of trucks on March JPA Planning Area streets.

Consistency Statement: In an effort to regulate the travel of trucks within the Specific Plan area, truck- routes will be identified during site plan review and signage will be posted to identify those streets as being truck friendly. Provisions to identify truck routes on affected circulation plans are included within the Specific Plan. Other measures to minimize truck traffic on interior streets would be to allow delivery trucks only during off-peak hours such as nighttime.

Goal #11: Adequate off-street parking for all land uses shall be provided which requires adequate on site parking to prevent spill over on the adjacent street system.

Consistency Statement: Each of the land uses and tenants within the March LifeCare Campus will provide adequate parking spaces determined by the parking ratios by land use type. Shared parking in the Parking Core zone will be utilized by the majority of the buildings. On-street parking will be allowed on specific streets only for limited spans of time (2 hour limits).

Goal #12: Plan for and seek to establish an area-wide system of bicycling trails, with linkages within the planning area and with adjacent jurisdictions, and in compliance with sub-regional plans.

Consistency Statement: In keeping with the healthcare and wellness focus of the campus, a pleasant and appealing system of landscaped paths and trails will be incorporated throughout the Specific Plan. The March LifeCare Campus Specific Plan will provide walkways and multi-use trails along the enhanced parkways, public roads, and throughout the site in the Public Realm Zone to facilitate linkages throughout the planning area. Where possible, connections to other trails adjacent to the site will be made to provide linkage to the region-wide system.

Goal #13: Promote, preserve and protect the joint use of the aviation field by the Air Force Reserves and civilian aviation.

Consistency Statement: The March JPA was established to guide the redevelopment and transition from military to general land uses. They are sensitive to both the need to preserve and protect the military Reserve Base as well as capitalize on the opportunity to use the airfield for general, civilian use. The goal of the JPA is to continue joint use of the airfield facilities. The implementation and development of the March LifeCare Campus Specific Plan will further promote joint use on the site.

Goal #14: Goods movement through the San Jacinto Rail Branchline shall be capitalized.

Consistency Statement: The movement of goods through the San Jacinto Rail Branchline will be capitalized by increased business and economic activities from the development of the March LifeCare Campus Specific Plan. In order for the development of the March LifeCare Campus Specific Plan to be successful, appropriate goods and services that are readily available must be necessary. The San Jacinto Rail Branchline should help to provide the goods necessary for the March LifeCare Campus Specific Plan.

Goal #15: In accordance with state and federal law, promote and provide mobility for the disabled.

Consistency Statement: As a medical service provider campus, the need to provide easy, logical access for those with disabilities will be of utmost importance. Architectural treatments and building features will be designed to meet or exceed state and federal mandates to promote and provide mobility for persons with disabilities. In addition, shuttle services will also be provided for the residents of the Campus for recreation and transportation purposes.

NOISE/AIR QUALITY ELEMENT

Noise

Goal #1: Ensure that land uses are protected from excessive and unwanted noise.

Consistency Statement: Strategic site planning and building design is incorporated into the March LifeCare Campus Specific Plan. The goal of the March LifeCare Campus Specific Plan is to provide high quality medical facilities that are developed synergistically with the surrounding community. Buildings will be oriented to minimize noise levels derived from building equipment, and place loading areas away from sensitive land uses to minimize unwanted noise. A noise analysis will also be provided in the EIR for the March LifeCare Campus Specific Plan.

Goal #2: Minimize incompatible noise level exposures throughout the Planning Area, and where possible, mitigate the effect of noise incompatibilities to provide a safe and healthy environment.

Consistency Statement: Adequate amounts of landscaping including shrubs, trees, and other landscape elements will be provided to create a buffer to screen noise levels between adjacent uses. Appropriate screen walls will also be utilized to achieve a barrier to noise level exposure.

Goal #3: Work toward the reduction of noise impacts from vehicular traffic, and aviation and rail operations.

Consistency Statement: Operational activity noise will likely not impact any existing or anticipated future uses in the surrounding area because of buffering effects of distance, intervening structures, and elevated non-background levels, such as the use of the military airstrip. Additional sound attenuation will be provided by a combination of building setbacks, building location, and landscaping throughout the site. Major arterials and roadways are located on the periphery will be provided with enhanced landscaped parkways and bike lanes. Stationary equipment such as emergency generators or cooling towers will be screened from view which will also reduce off site noise. Helistop areas will be located so as to adhere to all local, state and federal noise regulations.

Short-term construction noise intrusion will be limited by compliance with the JPA noise ordinance. To operate outside of these hours requires a permit from the JPA. Compliance with conditions of such a permit will regulate noise impacts to less-than-significant.

Air Quality

Goal #2: Reduce emissions associated with vehicle miles traveled by enhancing the jobs/housing balance of the subregion of western Riverside County.

Consistency Statement: The development of this regional healthcare campus will be in close proximity to the residents of southwestern Riverside County, thus minimizing long drives and commutes to obtain necessary and elective health care services, while generating new employment opportunities in professional and service jobs close to residential areas in the Moreno Valley area.

Goal #3: Reduce air pollution through proper land use, transportation and energy use planning.

Consistency Statement: The March LifeCare Campus Specific Plan will develop a healthcare campus that is noteworthy for technological innovation in building design with regard to lighting, heating and cooling, materials re-use, and water and energy conservation. In addition to incorporating performance standards from the LEED rating system into the Specific Plan, specific land use patterns of the campus design will further enhance opportunities for multi-modal circulation and provide for trip reduction strategies.

Goal #4: Pursue reduced emissions for stationary and mobile sources through the use and implementation of new and advancing technologies.

Consistency Statement: The March LifeCare Campus Specific Plan is dedicated to creating a positive community image through environmental performance standards and sustainable development. The Specific Plan incorporates performance standards and sustainable design criteria from the LEED for On-Campus and Multiple Buildings rating system that will assist in reducing emissions and environmental effects related to buildings and building design. By incorporating LEED standards into the development plan, emissions from both stationary and mobile sources will be minimized.

Goal #5: Maximize the effectiveness of air quality control programs through coordination with other governmental agencies.

Consistency Statement: All required permits from the South Coast Air Quality Management District will be obtained for the development and implementation of the Specific Plan. The Specific Plan will be in compliance with the adopted clean air provisions of the March JPA. The March LifeCare Campus Specific Plan will be developed in accordance with any mitigation requirements for the Specific Plan placed by any other governmental agency.

Goal #6: Reduce emissions associated with vehicle/engine use.

Consistency Statement: The development of this regional healthcare campus will be in close proximity to the residents of southwestern Riverside County, thus minimizing emissions associated with long drives and commutes to obtain necessary healthcare. In addition to reducing commute times, the proposed circulation system and development plan provides for multi-modal non-vehicular transportation options incorporated within the plan to further reduce emissions related to vehicle engine use.

Goal #7: Reduce emissions associated with energy consumption.

Consistency Statement: The March LifeCare Campus Specific Plan incorporates performance standards and sustainable design criteria from the LEED for On-Campus and Multiple Buildings rating system to promote energy conservation and reduce energy consumption derived from buildings and building systems.

Goal #8: Reduce air pollution emissions and impacts through siting and building design.

Consistency Statement: The campus design for the March LifeCare Campus Specific Plan reduces vehicle trips between the adjacent uses within the Specific Plan by proposing a "park once" strategy and locating similar uses and services within nearby Zones. The Specific Plan encourages walkability and connectivity throughout the site and provides for multi-modal transportation options in and around the site. The accompanying form-based code allows flexibility of siting and building design but fosters the importance of accessibility and connectivity throughout the campus.

Goal #9: Reduce fugitive dust and particulate matter emissions.

Consistency Statement: The Specific Plan will be compliance with the South Coast Air Quality Management District policies, permits, and regulations. Further, performance standards for high efficiency ventilation and filtration systems are required within the development for LEED consistency.

HOUSING ELEMENT

Goal #1: Promote and maintain a balance of housing types and corresponding affordability levels to provide for the community's demands for housing within all economic segments of the population, with an emphasis on lower income, senior and special needs households.

Consistency Statement: The Specific Plan will provide for Institutional Residential facilities to accommodate a full range of residential care facilities in a variety of footprints and densities. Anticipated land uses may include a continuum of care giving facilities from independent living facilities to hospice care. There is a high demand in the community for housing of senior citizens, and the March LifeCare Campus Specific Plan will help to achieve this goal of providing this necessary housing.

Goal #2: Promote and preserve suitable and affordable housing for persons with special needs, including lower income households, large families, single parent households, the disabled, senior citizens and shelter for the homeless.

Consistency Statement: The March LifeCare Campus Specific Plan will provide for Institutional Residential uses as described above. These uses include but are not limited to: adult day care, assisted living facilities, congregate housing, convalescent care, independent living, and senior board and care homes. These facilities will provide suitable and affordable housing for senior citizens and disabled persons. The existing transitional housing facilities currently located on the site will be relocated within the Specific Plan area.

Goal #3: Remove or mitigate constraints to the maintenance, improvement and development of affordable housing, where appropriate and legally possible.

Consistency Statement: The Specific Plan does not pose any constraints to the maintenance, improvement, or development of affordable housing. On the contrary, the March LifeCare Campus Specific Plan will provide long-term affordable housing for senior citizens and disabled persons.

Goal #4: Provide increased opportunities for home ownership.

Consistency Statement: The General Plan designations for the Specific Plan site do not include any residential land use designations; therefore the development of a healthcare campus is in accordance with the goals and vision of the General Plan. Institutional Residential land uses are the only permitted residential facilities provided throughout the Specific Plan. The residential care facilities will not be subdivided or sold as individual properties for residential uses; the entirety of the units will be under the ownership of the residential care facility.

Goal #5: Enhance the quality of existing residential neighborhoods through maintenance and preservation, while minimizing displacement impacts.

Consistency Statement: The Specific Plan is surrounded by single-family residential land uses to the east and southwest. The proposed healthcare campus will enhance the desirable qualities of the surrounding community and existing neighborhoods by bringing new development and employment opportunities to the area. The proposed streetscapes and visual amenities included as part of the Specific Plan will enhance the existing residential community surrounding the campus. The Specific Plan will not cause any displacement impacts to residential tenants within or surrounding the Specific Plan site; the transitional housing facilities currently located on the site will be relocated within the Specific Plan area.

Goal #6: Provide equal housing opportunity for all residents regardless of race, religion, sex, sexual orientation, marital status, ancestry, national origin, color or handicap.

Consistency Statement: Development activities included in this specific plan will not discriminate in any aspects that affect the sale, rental, or occupancy of housing based on status or other arbitrary classification. This plan supports the enforcement of fair housing laws prohibiting arbitrary discrimination in the building, financing, selling and renting of housing on the basis of race, religion, family status, national origin, physical handicap, or other such circumstances.

Goal #7: Encourage energy conservation activities in all neighborhoods.

Consistency Statement: The Specific Plan incorporates performance standards and sustainable design criteria from the LEED for On-Campus and Multiple Buildings rating system that will assist in energy conservation on-site. In addition to incorporating sustainable green building practices into the design and envelope of the building, the Specific Plan promotes a variety of other sustainable implementation measures inherent within the plan that will further reduce energy consumption.

Goal #8: Improve and maintain sanitary and affordable housing for very-low income households and seniors.

Consistency Statement: The Specific Plan will provide a variety of sanitary and affordable long-term housing choices for senior citizens in assisted and independent living facilities.

Goal #9: Reduce substandard housing and health and safety violations.

Consistency Statement: The Specific Plan will provide brand new state of the art healthcare and institutional residential facilities. All buildings within the Specific Plan will be built in accordance with the California Building Code and will be free of any health and safety violations at the time of occupancy.

Goal #10: Improve and maintain affordable rental housing and opportunities for home ownership

Consistency Statement: The General Plan designations for the Specific Plan site do not include any residential land use designations or designated areas with allowable rental housing; therefore the development of a healthcare

campus is in accordance with the goals and vision of the General Plan. Home ownership opportunities will not be provided within the Specific Plan area.

Goal #11: Provide livable neighborhoods evidenced by well maintained housing, ample public services, and open space which provide a high quality living environment and instill community pride.

Consistency Statement: The vision of this integrated medical campus includes attractive landscape plantings, aesthetic treatments, architectural details, and open spaces that will become a community asset. This area will be provided with relaxation and social gathering areas including plazas, healing gardens, and focal points such as water features and fountains to create a beautiful atmosphere for both residents and visitors of the campus. The campus will be provided with ample and necessary public services to this region of Riverside County.

Goal #12: Encourage economic development and sustainability and promote an inclusive community.

Consistency Statement: The implementation of this Specific Plan will recapture the economic loss attributed to base realignment by providing an employment-generating sustainable development that will attract quality employers and strengthen economic opportunities for the region. The Specific Plan will provide pleasant and appealing vehicular and non-vehicular connections from the former March Air Force Base to the neighboring jurisdiction of Moreno Valley.

Goal #13: Establish adequate planning, administrative and fiscal tools to implement housing policies.

Consistency Statement: This Specific Plan will act as the governing document that is intended to provide for the orderly and efficient development of the proposed Project in accordance with the provisions of the March JPA General Plan. This Specific Plan establishes the Campus Vision (Chapter 2), Development Plan (Chapter 3), Development Regulations and Design Guidelines (Chapter 4), and Administrative Procedures and Implementation (Chapter 5) necessary to achieve a high quality healthcare campus in southwest Riverside County that helps create a balanced community, strengthens the economic opportunities in the area, and implements the policies set forth in the General Plan.

RESOURCE MANAGEMENT ELEMENT

Goal #1: Conserve and protect surface water, ground water, and imported water resources.

Consistency Statement: The Specific Plan will be constructed to minimize impacts to the existing surface water, ground water and imported water resources. The use of drought-tolerate landscaping and water-efficient irrigation systems will be implemented wherever possible. Irrigation will be sensitive to changing climatic conditions so that irrigation will be limited during times of heavy rain. Additionally, the hospital facilities will use water-efficient technologies and fixtures to the extent practicable.

Goal #2: Control flooding to reduce major losses of life and property.

Consistency Statement: March LifeCare Campus Specific Plan has incorporated adequate flood mitigation measures and drainage improvements for both the interim and ultimate conditions for the site. Ultimately, the Specific Plan requires the improvement of the Cactus and Heacock channels. This configuration will protect the Specific Plan site from off site flows and eliminate the flooding conditions.

Goal #3: Conserve and protect significant land forms, important watershed areas, mineral resources and soil conditions.

Consistency Statement: The Specific Plan will preserve the integrity of existing cultural and historic resources, hillsides, open space and neighborhoods, and provide for their enhancement. The existing drainage easements along the boundary of the site will be utilized for pedestrian trails and enhanced parkways along the streetscapes.

Goal #4: Conserve energy resources through use of available energy technology and conservation practices.

Consistency Statement: The March LifeCare Campus Specific Plan is dedicated to creating a positive community image through environmental performance standards and sustainable development. The Specific Plan incorporates performance standards and sustainable design criteria from the LEED for On-Campus and Multiple Buildings rating system that promotes energy technology and conservation practices. By incorporating LEED standards into the development plan, both water and energy consumption will be minimized.

Goal #5: Conserve and protect significant stands of mature trees, native vegetation, and habitat within the planning area.

Consistency Statement: One of the environmental goals of the Specific Plan is to preserve the natural beauty, minimize degradation of the March JPA Planning Area, and provide enhancement of environmental resources, and scenic vistas. Development regulations have been formulated to preserve existing mature trees and vegetation wherever possible.

Goal #6: Provide an effective and efficient waste management system for solid and hazardous wastes that is financially and environmentally responsible.

Consistency Statement: The March LifeCare Campus Specific Plan will be supported by a comprehensive solid waste collection, recycling program, and hazardous waste disposal program that is in compliance the County Solid Waste Management Plan. Solid waste will be disposed of through contracts with Waste Management of the Inland Empire. In an effort to reduce the amount of material generated, the Specific Plan includes provisions for compliance with the County of Riverside Source Reduction and Recycling Element.

Goal #7: Promote cultural awareness through preservation of the planning area's historic, archeological and paleontological resources.

Consistency Statement: The March LifeCare Campus understands the importance of documenting, maintaining, preserving and conserving any archeological, historical and paleontological sites or artifacts that are discovered during construction of this new healthcare campus. March LifeCare Campus Specific Plan will follow all required mitigation measures to ensure that any archeological, historical and paleontological artifacts are recovered and cared for properly.

Goal #8: Develop and maintain recreational facilities as economically feasible, and that meet the needs of the community for recreational activities, relaxation and social interaction.

Consistency Statement: The March LifeCare Campus Specific Plan will provide for courtyards, plazas, healing gardens, and other open space areas throughout the Specific Plan. The open space areas provided will create a pleasant and appealing atmosphere for walking, jogging, and bicycling with relaxation and social interaction nodes that include water features (drainage basins, fountains) within and around the campus.

Goal #9: Create a network of open space areas and linkages throughout the Planning Area that serves to preserve natural resources, protect health and safety, contributes to the character of the community; provide active and passive recreational use, as well as visual and physical relief from urban development.

Consistency Statement: The Public Realm Zone is intended to be a linear "Campus Commons" to provide unique locations with a strong sense of place, civic character, and lasting value. This linear zone offers a variety of distinct open spaces for community gathering, active and passive recreation, reflection, and healing. These linkages will provide passive open space areas that offer community recreation and support existing green belt linkages for direct and convenient access to the medical facilities for employees, visitors, and residents of the March LifeCare Campus Specific Plan. The paths and trails will be clearly designated for pedestrian safety and will serve as buffers between the buildings and parking areas. Furthermore, the Landscape Plan includes cutting edge innovative design and an attractive water efficient landscape palette that will be utilized throughout the campus.

Goal #10: Establish standards for scenic corridors, trails and vistas that contribute to the quality of the planning area.

Consistency Statement: Development Regulations and Guidelines (Chapter 4) are included in the Specific Plan to promote a high standard of design for each different aspect or location of the site. The Specific Plan includes development standards and landscape architecture design standards that create a unifying theme throughout the campus while providing for flexibility for individual settings within the community to display their distinct character that contributes to the quality of the planning area.

SAFETY/ RISK MANAGEMENT ELEMENT

Goal #1: Minimize injury and loss of life, property damage, and other impacts caused by seismic shaking, fault rupture, ground failure, and landslides.

Goal #2: Minimize grading and otherwise changing the natural topography, while protecting the public safety and property from geologic hazards.

Goal #3: Minimize injury, loss of life, property damage, and economic and social disruption caused by flood hazards.

Goal #4: Reduce threats to public safety and protect property from wildland and urban fire hazards.

Goal #5: Reduce the potential for hazardous material exposure or contamination in the Planning Area.

Goal #6: Ensure to the fullest extent practical that, in the event of a major disaster, critical structures and facilities remain safe and functional.

Goal #7: Reduce the possible risk of upset, injury and loss of life, property damage, and other impacts associated with an aviation facility.

Goal #8: Plan for emergency response and recovery from natural and urban disasters.

Consistency Statement for Safety and Risk Management goals 1-8: A geotechnical study has been assessed for the development of the March LifeCare Campus Specific Plan. All recommendations and guidelines for grading will be in accordance with this report. The March LifeCare Campus Specific Plan will incorporate appropriate grading and development design standards to protect the community from seismic, flood and geological hazards by minimizing impacts to the existing topography. March LifeCare Campus Specific Plan will be developed in accordance with the Uniform Fire Code for new construction in fire hazard areas. The circulation system for the Specific Plan has been designed to facilitate emergency access consistent with the JPA Public Services requirements. Adequate police and fire protection will be available to the site, consistent with JPA requirements. Also buildings will be equipped with emergency sprinkler systems. March LifeCare Campus Specific Plan will be developed in accordance with JPA regulations and guidelines related to hazardous contamination prevention.

(Insert JOINT POWERS COMMISSION RESOLUTIONS and ZONING ORDINANCE with ASSOCIATED ATTACHMENTS here)

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ORDINANCE #JPA 09-04

AN ORDINANCE OF THE JOINT POWERS COMMISSION OF THE MARCH JOINT POWERS AUTHORITY ADOPTING THE MARCH LIFECARE CAMPUS SPECIFIC PLAN AND CONDITIONS OF APPROVAL

WHEREAS, the March Joint Powers Authority ("March JPA") is a joint powers agency created by a joint powers agreement dated September 7, 1993 pursuant to Article 1, Chapter 5, Division 7, Title 1 (commencing with section 6500) of the Government Code; and

WHEREAS, the March JPA is comprised of the member entities of the County of Riverside, the City of Riverside, the City of Moreno Valley, and the City of Perris; and

WHEREAS, the approximately 6,500 acres formerly known as the March Air Force Base were placed under the jurisdiction of the March JPA pursuant to the Retrocession of Legislative Jurisdiction from the United States, recorded in the County of Riverside on May 17, 1996, and Chapter 663 of the Statutes of 1996 of the State of California, effective on September 19, 1996; and

WHEREAS, pursuant to Government Code section 6502 and section 1 of the joint powers agreement, as amended, the member entities have delegated to the March JPA the power and authority to create a joint planning agency pursuant to Government Code section 65101 to exercise the powers and perform the duties set forth in Division 1 of Title 7 (commencing with section 65000) of the Government Code for the March Air Force Base ("MJPA Planning Area"); and

WHEREAS, the March LifeCare Campus Specific Plan ("Specific Plan") proposes a comprehensive approach to the planning development of a sustainable and integrated health care campus (approximately 6.055 million square feet of total development of which 3.555 million square feet would be comprised of occupiable buildings, while parking structures, utilities buildings and other supporting facilities would comprise the remainder 2.5 million square feet) on a 236-acre portion of the MJPA Planning Area within a site situated east of Interstate 215 (I-215) in the northeast portion of the MJPA Planning Area, adjacent to the City of Moreno Valley to the north and east, and generally bounded by Cactus Avenue to the north, Heacock Avenue to the east, the southernmost boundary lies approximately 0.1 miles south of "N" Street, and Riverside Drive to the west ("Specific Plan Area"). A 12.3-acre parcel, located at the center of the Specific Plan Area, roughly 1,090 feet south of Cactus Avenue and 1,040 feet west of Heacock Avenue, is being retained by the Federal Government, and is not part of the Specific Plan. A legal description of the Specific Plan Area boundaries is attached hereto as Exhibit "A" to this Ordinance; and

WHEREAS, the Specific Plan was reviewed, studied, and found to comply with the California Environmental Quality Act ("CEQA") as more fully described below; and

WHEREAS, a Final Program Environmental Impact Report ("EIR") was prepared to analyze the potential adverse environmental impacts of implementation of the Specific Plan in compliance with CEQA and was certified, along with the adoption of Findings of Fact, a Statement of Overriding Considerations, and a Mitigation Monitoring and Reporting

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Plan for the Amendment by the Joint Powers Commission of the March Joint Powers Authority through Resolution #JPA 09-32; and

WHEREAS, on November 4, 2009, the Planning Commission of the March JPA ("Planning Commission") conducted a duly noticed public hearing on the Specific Plan at which time all persons wishing to testify in connection with the Specific Plan were heard and the Specific Plan was comprehensively reviewed; and

WHEREAS, all other legal prerequisites to the adoption of this Ordinance and the Specific Plan have occurred.

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

SECTION 1. The March LifeCare Campus Specific Plan, hereinafter referred to as "SP No. 08-01", is hereby adopted as set forth in the attached Exhibit "B," which is incorporated by this reference, subject to the conditions of approval in the attached Exhibit "C," which is incorporated by this reference and which is hereby made a part of SP 08-01 as though fully set forth therein.

SECTION 2. SP 08-01 shall govern and control the planning, zoning, land use, development, and development approval process for improvements for all real property delineated in the legal description set forth in the attached Exhibit "A" ("Specific Plan Area"). To the extent other planning, zoning, land use, development, and development approval process regulations adopted by the March JPA are applicable and not inconsistent or in conflict with the provisions of SP 08-01, such regulations shall apply to the Specific Plan Area and shall not be deemed pre-empted by the adoption of SP 08-01. The governance and control of planning, zoning, land use, development and development approval process for improvements of real property shall be further defined as identified by the attached Exhibit "C" (Project Conditions of Approval). All prior zoning and land use restrictions for the Specific Plan Area in conflict or inconsistent with the provisions of SP 08-01 are hereby repealed as of the effective date of this Ordinance, and the Planning Manager of the March JPA is hereby delegated the authority to modify the Official Zoning Map of the March JPA in accordance with this Ordinance to indicate the Specific Plan Area is governed by SP 08-01.

SECTION 3. All provisions of SP 08-01 are deemed separate, distinct, and severable. In the event any one or more provisions of SP 08-01 are rendered invalid or unenforceable by a court of competent jurisdiction, the remaining provisions shall not be affected and shall remain valid and enforceable.

SECTION 4. Based on the entire record before the Joint Powers Commission of the March Joint Powers Authority ("Commission") and all written and oral evidence presented to the Commission, the Commission finds that SP 08-01 was prepared, and its contents are, in accordance with Chapter 9.13 of the March JPA Development Code and California Government Code Sections 65450 et seq.

SECTION 5. Pursuant to Section 9.13.090 of the March JPA Development Code and Section 65454 of the California Government Code, and based on the entire record before the Commission and all written and oral evidence presented to the Commission, the Joint Powers

Commission hereby finds that SP 08-01 is consistent with the General Plan of the March JPA ("General Plan") and systematically implements the goals and objectives of the General Plan for the reasons set forth in Appendix C (pp. 153-166) of the Specific Plan. Said reasons are hereby adopted as the findings of the Joint Powers Commission as though fully set forth in this Ordinance.

SECTION 6. Based on the entire record before the Commission and all written and oral evidence presented to the Commission, the Commission finds that the Specific Plan complies with CEQA as set forth in the Resolution certifying the March LifeCare Campus Specific Plan Program Environmental Impact Report, and adopting Findings of Fact, a Statement of Overriding Considerations, and a Mitigation Monitoring and Reporting Plan for the Amendment.

SECTION 7. The Chair of the March Joint Powers Commission shall sign this Ordinance and the Clerk of the Commission shall attest thereto and shall within fifteen (15) days of its adoption cause it, or a summary of it, to be published in the Press Enterprise, a newspaper published and circulated within the boundaries of the March JPA. This ordinance shall take effect and be in force according to law within thirty (30) days after the date of its adoption.

ADOPTED, by the members of the Joint Powers Commission of the March Joint Powers Authority this 2nd day of December 2009.

_____

Raul Mark Yarbrough, Chairman, March Joint Powers Commission

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I, Carey L. Allen, Clerk of the Joint Powers Commission of the March Joint Powers Authority, do hereby certify that the foregoing Ordinance #JPA 09-04 was duly and regularly introduced at the hearing of November 18, 2009 and subsequently approved, passed, and adopted by the Joint Powers Commission of the March Joint Powers Authority at the regular meeting thereof held on the 2nd day of December, 2009, and the foregoing is a full, true, and correct copy of said Ordinance, and it has not been amended or repealed.

Ayes:
Noes:
Abstain:
Absent:

Date: December 2, 2009

_____

Carey L. Allen, Clerk, March Joint Powers Commission

EXHIBIT "A"

LEGAL DESCRIPTION OF BOUNDARIES OF
SPECIFIC PLAN

(ATTACHED)

EXHIBIT A

Specific Plan Area
LEGAL DESCRIPTION

Those portions of Lots 1 and 8 in Block 262, and Lots 1 through 8, inclusive, in Block 261, and Lots 1 through 8, inclusive, in Block 280, and Lots 1 through 8, inclusive, in Block 281 of Map No. 1 of Bear Valley and Alessandro Development Co., as shown by map on file in Book 11 of Maps at page 10, thereof, Records of San Bernardino County, California, lying in Sections 13 and 24, Township 3 South, Range 4 West, San Bernardino Meridian, described as follows:

BEGINNING at the intersection of the centerline of Cactus Avenue with the centerline of Heacock Street, as shown on Record of Survey on file in Book 124 of Records of Survey at pages 69 through 81, inclusive thereof, Records of Riverside County, California, said centerline of Heacock Street being the easterly line of said Blocks 261 and 280;

Thence South 00°26'00" West along said centerline of Heacock Street, a distance of 2640.56 feet to a point of intersection with the centerline of John F. Kennedy Drive, also being the intersection of the westerly line of Block 144 of said Map No. 1 of Bear Valley and Alessandro Development Co., with said centerline of John F. Kennedy Drive as shown on Tract No. 19711 on file in Book 182 of Maps at pages 38 through 42, inclusive thereof, Records of Riverside County, California;

Thence South 00°26'44" West along said centerline of Heacock Street as shown on said map of Bear Valley and Alessandro Development Co., a distance of 27.35 feet to a point of intersection with the easterly prolongation of the northerly line of Parcel 5 of Record of Survey on file in Book 121 of Records of Survey at pages 83 through 90, inclusive thereof, Records of Riverside County, California, said centerline of Heacock Street also being the easterly line of said Block 281;

Thence along the boundary line of said Parcel 5 the following 15 courses and distances:

1) North 89°31'57" West, a distance of 858.46 feet to the beginning of a tangent curve, concave to the southeast, having a radius of 100.00 feet;

2) Westerly, southwesterly and southerly along said curve, to the left, through a central angle of 90°01'04", an arc distance of 157.11 feet;

3) South 00°26'59" West, a distance of 71.74 feet to the beginning of a tangent curve, concave to the west, having a radius of 75.00 feet;

4) Southerly along said curve, to the right, through a central angle of 6°50'44", an arc distance of 8.96 feet;

5) South 07°17'43" West, a distance of 92.07 feet to the beginning of a tangent curve, concave to the east, having a radius of 75.00 feet;

6) Southerly along said curve, to the left, through a central angle of 6°50'44", an arc distance of 8.96 feet;

7) South 00°26'59" West, a distance of 569.36 feet

8) South 89°33'04" East, a distance of 5.00 feet to the beginning of a non-tangent curve, concave to the southeast, having a radius of 15.00 feet, the radial line from said point bears South 89°33'00" East;

9) Northerly, northeasterly and easterly along said curve, to the right, through a central angle of 89°59'59", an arc distance of 23.56 feet;

10) South 89°33'01" East, a distance of 304.00 feet to the beginning of a tangent curve, concave to the northwest, having a radius of 55.00 feet;

11) Easterly, northeasterly and northerly along said curve, to the left, through a central angle of 85°54'07", an arc distance of 82.46 feet;

12) South 89°33'01" East, a distance of 252.14 feet;

13) North 00°26'59" East, a distance of 160.23 feet;

14) South 89°33'01" East, a distance of 183.68 feet;

15) North 62°09'21" East, a distance of 177.05 feet to the southeasterly corner of said Parcel 5, said corner being on said centerline of Heacock Street;

Thence South 00°26'44" West along said centerline, a distance of 477.28 feet;

Thence North 89°33'16" West, a distance of 29.79 feet to point on the easterly boundary line of that certain parcel of land conveyed to the March Joint Powers Authority described as Parcel K-5D-B1050 on Quitclaim Deed recorded November 05, 2007 as Document No. 2007-0674220, Official Records of Riverside County, California;

Thence along said boundary line the following four (4) courses and distances:

1) North 47°27'01" West, a distance of 88.70 feet;

2) North 65°55'13" West, a distance of 206.58 feet;

3) South 00°24'35" East, a distance of 446.13 feet;

4) North 89°37'53" West, a distance of 324.93 feet to a point on intersection with the northerly prolongation of the easterly line of that certain parcel of land so conveyed to the March Joint Powers Authority described as Parcel K-5D-B1054 in said Quitclaim Deed recorded November 05, 2007;

Thence South 00°06'18" East along said northerly prolongation and along said easterly line, a distance of 368.40 feet to the southeast corner of said parcel so conveyed;

Thence South 89°59'43" West along the southerly line of said parcel and along the westerly prolongation thereof, a distance of 398.05 feet to a point on the centerline of 6th

Street as described in said Quitclaim Deed recorded November 05, 2007 as Parcel "N Street and Vicinity Roads";

Thence South 00°27'53" West along said centerline, a distance of 87.88 feet to a point on intersection with the easterly prolongation of the southerly line of Parcel K-5D-B940 of said Quitclaim Deed;

Thence South 88°31'23" West along said easterly prolongation and along said southerly line, a distance of 380.56 feet to the southwest corner of said parcel;

Thence South 89°27'26" West, a distance of 40.00 feet to the southeast corner of Parcel K-5D-B942b of said Quitclaim Deed;

Thence North 89°33'19" West along the southerly line of said parcel, a distance of 359.99 feet to the southwest corner thereof;

Thence North 89°30'53" West, a distance of 19.98 feet to a point on the centerline of 4th Street as described in said Quitclaim Deed recorded November 05, 2007 as Parcel "N Street and Vicinity Roads";

Thence North 00°27'45" East along said centerline, a distance of 470.09 feet to a point on the most southerly line ("N" Street) of that certain parcel of land conveyed to the March Joint Powers Authority described as "4th Street South and vicinity streets" on Quitclaim Deed recorded September 21, 2007 as Document No. 2007-0594725, Official Records of Riverside County, California;

Thence North 89°36'57" West along said southerly line, a distance of 867.69 feet to a point on the westerly line of that certain parcel of land conveyed to Th e March Joint Powers Authority described as "Riverside Drive" on Quitclaim Deed recorded June 27, 2007 as Document No. 2007-0416182, Official Records of Riverside County, California;

Thence along said westerly line of parcel so conveyed the following five (5) courses and distances:

1) North 00°25'58" East, a distance of 1292.52 feet

2) North 01°07'52" West, a distance of 111.70 feet;

3) North 00°42'13" East, a distance of 738.58 feet;

4) South 89°17'47" East, a distance of 7.67 feet;

5) North 00°13'55" East, a distance of 489.86 feet to the southeasterly corner of that certain parcel of land conveyed to the March Joint Powers Authority described as "Castle Street" in said Quitclaim Deed recorded September 21, 2007 as Document No. 2007-0594725, said point being the beginning of a non-tangent curve concave to the southwest having a radius of 45.00 feet, the radial line from said point bears South 89°47'49" West;

Thence northerly, northwesterly and westerly along the southerly line of said parcel so conveyed and along said curve, to the left, through a central angle of 89°20'52", an arc distance of 70.18 feet;

Thence North 89°05'07" West along said southerly line, a distance of 358.82 feet to a point of intersection with the southerly prolongation of the easterly line of San Bernardino National Forest Parcel "C – 1" as shown on said Record of Survey on file in Book 121 of Records of Survey at pages 83 through 90, inclusive thereof, Records of Riverside County, California;

Thence North 00°33'08" East along said southerly prolongation and along said easterly line, a distance of 1311.87 feet to a point on the northerly line of March Air Reserve Base as shown on said Record of Survey;

Thence South 89°33'32" East along said northerly line, a distance of 420.28 feet;

Thence continuing along said northerly line South 89°34'42" East, a distance of 2640.23 feet to the POINT OF BEGINNING.

EXCEPTING THEREFROM Parcel 3 of said Record of Survey file in Book 121 of Records of Survey at pages 83 through 90, inclusive thereof, Records of Riverside County, California.

Containing 236.9 acres, more or less.

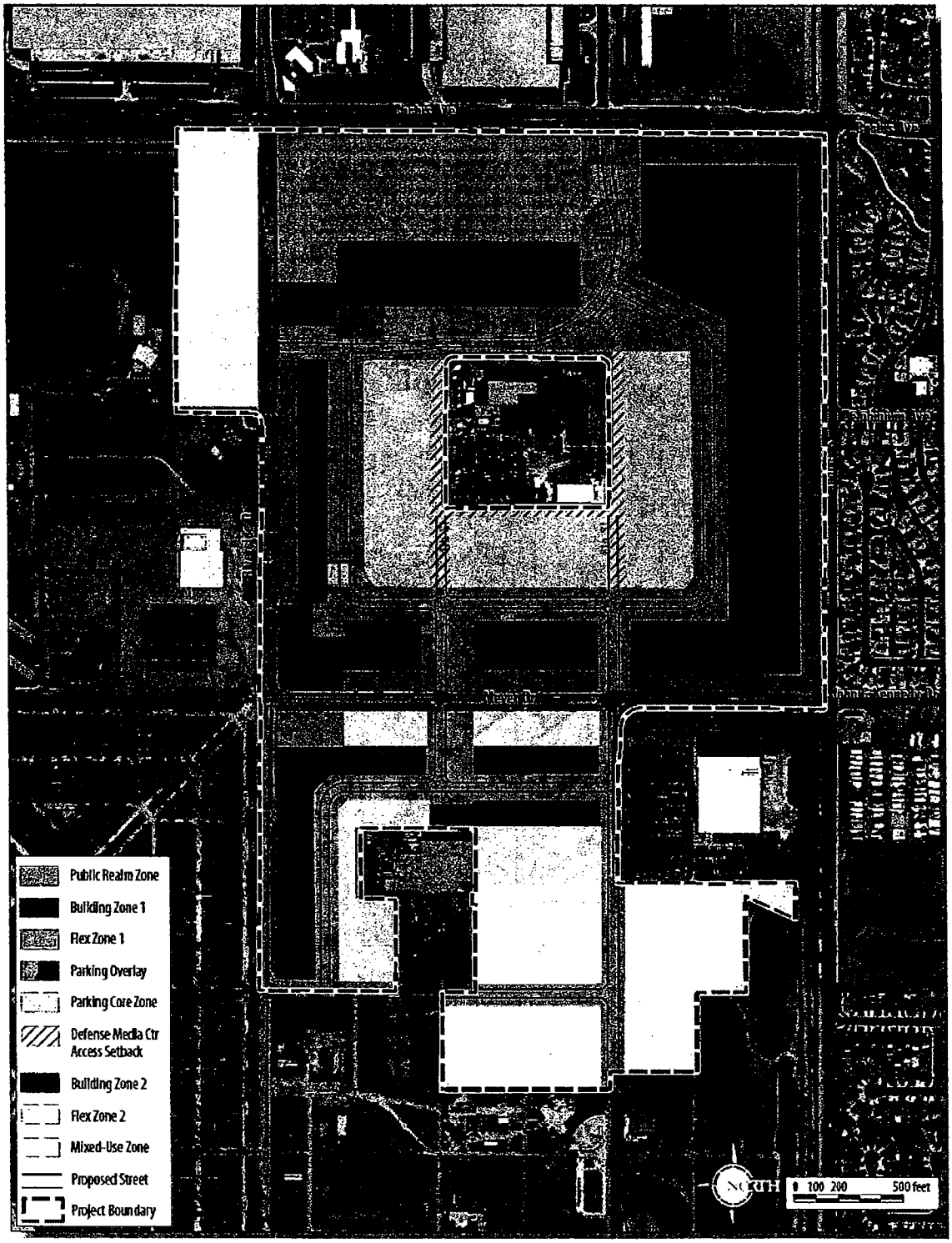
EXHIBIT "B"

MARCH LIFECARE CAMPUS SPECIFIC PLAN

(ATTACHED)

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EXHIBIT "B"



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EXHIBIT "C"

CONDITIONS OF APPROVAL
FOR SPECIFIC PLAN

(ATTACHED)

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Exhibit C

Specific Plan Area
PROJECT CONDITIONS OF APPROVAL

Conditions of Approval for March LifeCare Campus Specific Plan No. 08-01

GENERAL CONDITIONS	**SP - Hold Harmless**	**Status: DRAFT**	**Conditions: Informational**

1) The Applicant shall indemnify, protect, defend, and hold harmless March JPA and its constituent public agency members, officers, employees, attorneys, and agents from any and all actual or alleged claims, actions, proceedings, against March JPA to attack, set aside, void, annul, or seek monetary damages arising out of the approval of the Applicant's proposed development or related approvals, including but not limited to CEQA approvals, permits, variances, plot plans, design 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.

GENERAL CONDITIONS	**SP - Definitions**	**Status: DRAFT**	**Conditions: Informational**

2) The words identified in the following list that appear in all capitals in the attached conditions of SPECIFIC PLAN No. 08-01 shall be henceforth defined as follows: SPECIFIC PLAN = SPECIFIC PLAN No. 08-01. CHANGE OF ZONE = Change of Zone No. 08-02. GPA = Comprehensive General Plan Amendment No. 08-01. Program EIR = Environmental Impact Report No. SCH2008071021.

GENERAL CONDITIONS	**SP - SP DOCUMENT**	**Status: DRAFT**	**Conditions: Informational**

3) SPECIFIC PLAN No. 08-01 shall consist of the following:

a. SPECIFIC PLAN Document, which must include, but not be limited to, the following items: 1. March Joint Powers Commission SPECIFIC PLAN Resolution. 2. Conditions of

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Approval. 3. SPECIFIC PLAN Zoning Ordinance Text. 4. Regulating Plan in both 8 1/2" x 11" black-and-white and 11" x 17" color formats. 5. SPECIFIC PLAN text. 6. Descriptions of each Planning Area in both graphical and narrative formats.

b. Environmental Impact Report No. 08-01 Document, which must include, but not be limited to, the following items: 1. Mitigation/Monitoring Reporting Program (MMRP). 2. Agency Notice of Preparation (NOP). 3. Draft Program EIR. 4. Agency Notice of Completion (NOC). 5. Comments on the NOC. 6. Final Program EIR, including the responses to comments on the NOC. 7. Technical Appendices.

If any SPECIFIC PLAN conditions of approval differ from the SPECIFIC PLAN text or exhibits, the SPECIFIC PLAN conditions of approval shall take precedence.

GENERAL CONDITIONS	**SP - ORDINANCE REQUIREMENTS**	**Status: DRAFT**	**Conditions: Informational**

4) The development of the property shall be in accordance with the mandatory requirements of all MJPA ordinances and state laws, and shall conform substantially with the adopted SPECIFIC PLAN as filed in the office of the MJPA Planning Department, unless otherwise amended.

GENERAL CONDITIONS	**SP- ORD. NOT SUPERSEDED**	**Status: DRAFT**	**Conditions: Informational**

5) Anything to the contrary, proposed by this SPECIFIC PLAN, shall not supersede the following: All grading shall conform to the California Building Code, MJPA General Plan, all other relevant laws, rules and regulations governing grading in MJPA.

GENERAL CONDITIONS	**SP-GEO/SOIL TO BEFORE APPROVAL**	**Status: DRAFT**	**Conditions: Informational**

6) PRIOR TO ANY SITE SPECIFIC PROJECT APPROVAL, a geotechnical report shall be completed for the proposed development. All grading shall be performed in accordance with the recommendations of MJPA approved- geotechnical/soils reports for the SPECIFIC PLAN and subsequent projects.

GENERAL CONDITIONS	**SP-ALL CLEARNC'S REQ'D BEFORE PRMT**	**Status: DRAFT**	**Conditions: Informational**

7) PRIOR TO ISSUANCE OF A GRADING PERMIT, all certifications affecting grading shall have written clearances. This includes, but is not limited to, additional environmental assessments, erosion control plans, geotechnical/soils reports, and

departmental clearances.

GENERAL CONDITIONS	**SP - CONDITIONS**	**Status: DRAFT**	**Conditions: Informational**

8) The applicant shall obtain "WILL-SERVE" letters for water and sewer PRIOR TO ANY APPROVALS from the March Joint Powers Authority.

GENERAL CONDITIONS	**SP - FINAL PROGRAM EIR/SP**	**Status: DRAFT**	**Conditions: Informational**

9) If food is served to the general public, the appropriate permits shall be obtained from the Riverside County Health Department, through the March Joint Powers Authority Planning Department Approval Process.

GENERAL CONDITIONS	**SP -ADVERSE IMPACTS**	**Status: DRAFT**	**Conditions: Informational**

10) The proposed project will have a cumulative adverse impact on the Fire Department's ability to provide an acceptable level of service. These impacts include an increased number of emergency and public service calls due to the increased presence of structures and population. The project proponents/developers shall participate in the Development Impact Fee (DIF) program as adopted by the March Joint Powers Commission to mitigate a portion of these impacts. This will provide funding for capital improvements such as land/equipment purchases and fire station construction. The Fire Department reserves the right to negotiate developer agreements associated with the development of land and/or construction of fire facilities to meet service demands through the regional integrated fire protection response system.

GENERAL CONDITIONS	**SP -WATER MAINS**	**Status: DRAFT**	**Conditions: Informational**

11) All water mains and fire hydrants providing required fire flows shall be constructed in accordance with the approval of the Riverside County Fire Department.

GENERAL CONDITIONS	**PUBLIC WORKS**	**Status: DRAFT**	**Conditions: Informational**

12) With respect to the Conditions of Approval for the SPECIFIC PLAN, the MJPA requires that the applicant provide the following improvements and/or dedications in accordance

with the March Joint Powers Authority ("MJPA") requirements and standards and pursuant to exhibits identified and shown in the SPECIFIC PLAN. It is understood that the SPECIFIC PLAN exhibits correctly show all existing easements, traveled ways and drainage courses with appropriate Q's and that their omission may require revisions to the plan 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 SPECIFIC PLAN and the design and traffic reports and to describe the conditions for a complete design of the improvements. All questions regarding the true meaning of the Public Works conditions shall be referred to the MJPA Public Works Engineer. The on and offsite improvements shall be installed pursuant to Riverside County Flood Control District ("RCFC & WCD"), Riverside County Transportation Department and Western Municipal Water District Standards and as approved by MJPA. Encroachment permits shall be obtained from all affected agencies prior to start of any work. The conditions stated below are based on information as shown on the SPECIFIC PLAN and the conceptual striping plan ("Phase I"). It is a requirement of this project that the developer submit a Master Plot Plan ("MPP") to MJPA with detailed information for phasing, grading, drainage, infrastructure improvements, and other pertinent information. **The MPP shall be reviewed and approved by MJPA prior to the issuance of any grading or building permit.** It is understood by the Applicant that the conditions, as stated below, may vary subject to review and approval of MPP. MJPA will require construction of new and/or rehabilitation of existing infrastructure including roads, drainage, water and sewer to provide adequate service and minimum of 2 paved access points to each development within any phase.

13) Drainage and flood control facilities and improvements shall be provided in accordance with the MJPA and RCFC & WCD requirements and standards. The following drainage related conditions are the minimum requirements of this project:

a) Onsite drainage facilities located outside road right-of-way shall be constructed within dedicated easements and connected to existing drainage facilities. Existing and proposed drainage easements shall be kept free of any building, structures, and obstructions.

b) Drainage facilities outletting sump conditions shall be designed to convey the tributary 100-year on and offsite storm flows. Additional emergency escape shall also be provided pursuant to RCFC & WCD requirements.

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

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

e) 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.

f) The onsite retention basin(s) shall be designed and properly landscaped and screened as determined by Planning Department and pursuant to Water Quality Standards. The parkway(s) may also be utilized for this purpose. Final WQMP shall be submitted for review and approval prior to issuance of any permit.

g) Connection to drainage facilities maintained by RCFC & WCD will require their approval. Any onsite drainage facilities not maintained by RCFC & WCD and the MJPA's maintenance district shall be privately maintained.

h) The conceptual interim 100-year offsite flow mitigation map dated June 30, 2009 identifies construction of on and offsite facilities including the following:

(1) Construction of new crossing along Cactus Channel at Riverside Drive and Street "A" including installation of landscape berm along southerly side of existing channel to protect the site from flooding.
(2) Construction of new crossing along Heacock Channel at Meyer Drive and extension of the Heacock Channel to proposed onsite basin southerly of Meyer Drive. In the event the applicant with assistance from JPA cannot obtain right-of-way for extension of Heacock Channel southerly of Meyer Drive, MJPA shall consider a proposal by developer to resite the onsite basin to another appropriate location.
(3) All other on and offsite drainage improvements as indentified on said map.

i) All building pads shall be elevated a minimum of 1' above calculated 100-year water surface elevation as determined by RCFC & WCD with building pads minimum of 8" above the pad. In case of medical facilities such as hospital, urgent care and other similar uses, the building pads shall be elevated 1' above 500-year flood plain.

j) The final design of on and offsite improvements shall be in compliance with the updated hydrology/hydraulic reports as reviewed by MJPA and RCFC & WCD. The final design of all on and offsite improvements shall require both agencies review and approval.

k) Prior to issuance of building permits, the applicant shall pay MJPA the drainage fees established under the Sunnymead area drainage plan. These fees will be utilized by JPA to assist with implementation of drainage facilities such as Cactus Channel.

'etlights shall be installed along Riverside Drive, Meyer Drive, Cactus Avenue, and ock Street adjacent to the site. The streetlight standards shall be pursuant to 'ments of the SPECIFIC PLAN.

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15) The proposed development is in the service area of Western Municipal Water District ("WMWD") for water and sewer services. Additional lateral connection, if required, shall comply with WMWD and Fire Department requirements. Onsite sewer and water plans shall be submitted to WMWD for review and approval. All existing utilities shall be identified and relocated/abandoned or undergrounded as determined by utility purveyor prior to issuance of building permit. If utilities are to remain in place, appropriate easements shall be dedicated and recorded.

16) This project shall annex to 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. Private onsite basin(s) shall be maintained by owners.

17) On and offsite improvements, including grading and paving plans along with hydrology, shall be submitted to MJPA for review and approval. The Public Works Engineer will inform the applicant/developer if signoff from the RCFC & WCD is required for proposed facilities. If RCFC &WCD review is required, the applicant/developer is responsible for paying the appropriate fees to the District for their review of proposed plans.

18) Onsite private striping, lighting, landscaping shall be reviewed and approved by the Planning Department.

19) All offsite street, drainage and utility improvements shall be completed in conformance with approved SPECIFIC PLAN and the MPP.

20) Riverside Drive and Meyer Drive shall be improved with new paving, concrete curb/gutter and sidewalk as shown on conceptual striping plan (Phase I) within the dedicated right-of-way. Re-construction of existing paving along Riverside Drive from Cactus to southerly limits of this project and along Meyer Drive from Riverside to Heacock Channel is required. Minimum of 6' wide decorative sidewalk along east side of Riverside Drive and both sides of Meyer Drive shall be required and approved by the Planning Department.

21) Installation of new traffic signal(s) and upgrade of existing signals along Riverside Drive intersections with Cactus, Meyer, and proposed extension of "A" Street will be a requirement of this project. Modification to existing signal at Meyer Drive and Heacock Street will be required.

22) Construction and implementation of all onsite streets exclusive of Riverside Drive and Meyer Drive shall be pursuant to guidelines established in the SPECIFIC PLAN and MPP.

23) Conceptual striping plan shall depict alternative alignments for construction of "A" Street and realignment of Castle Street. These alternatives will have to be evaluated and modified to the satisfaction of MJPA prior to implementation. Only one signalized access shall be permitted, all other access shall be right in and out only.

24) Coordination with the City of Moreno Valley is a requirement of this Project. Reference is

made to a City of Moreno Valley letter dated September 17, 2009. In case of discrepancies between these and requirements stated above, the most stringent condition in the opinion of MJPA shall apply. The applicant shall comply with requirements as follow:

a) PRIOR TO A CERTIFICATE OF OCCUPANCY ISSUANCE IN PHASE I, the developer shall construct street improvements at the I-215 Southbound Ramp/Cactus Avenue southbound off-ramp exit, as identified within the Traffic Impact Analysis of the Program EIR, such that the southbound left turn (at Cactus Avenue exit) is prohibited.

b) PRIOR TO A CERTIFICATE OF OCCUPANCY ISSUANCE IN PHASE I, the developer shall construct street improvements at Cactus Avenue/Riverside Drive such that the northbound approach has two left turn lanes, two through lanes, and a dedicated right turn lane, as identified within the Traffic Impact Analysis of the Program EIR.

c) PRIOR TO A CERTIFICATE OF OCCUPANCY ISSUANCE IN PHASE I, the developer shall construct street improvements at Cactus Avenue/Gilbert Drive such that an eastbound right turn lane and westbound left run lane are added.

d) PRIOR TO A CERTIFICATE OF OCCUPANCY ISSUANCE IN THE FINAL PHASE, the developer shall construct street improvements at Heacock Street/Meyer Drive such that dual left turn lanes are provided in all directions and dedicated right turn lanes are provided in the southbound and eastbound directions.

e) PRIOR TO A CERTIFICATE OF OCCUPANCY ISSUANCE IN THE FINAL PHASE, the developer shall construct street improvement at Cactus Avenue/Riverside Drive consistent with the approval of Final Striping Plans.

GENERAL CONDITIONS	**SP - LOW IMPACT DEVELOPMENT**	**Status: DRAFT**	**Conditions: Informational**

25) Site design BMPs and Low Impact Development (LID) design strategies shall be implemented by the incorporation of dual-functioning site features that in addition to their primary purposes, also serve to reduce pollutant discharges and improve the quality of storm water discharges. Examples of such features include porous driveway material, porous landscape detention, and/or inverted medians also functioning as filtration trenches or bio-swales. Sites shall be designed to maximize pervious area to promote low flow filtration/infiltration. To minimize runoff, landscape buffers shall be incorporated into site plan designs. Perimeter landscape treatments, as well as landscape areas between buildings and the property lines shall be incorporated to address water

quality. Curbs separating parking areas from landscaped areas shall have breaks to allow direct entrance and infiltration of storm waters. Native or drought-tolerant trees and shrubs should be used throughout the landscape design. A minimum of twenty percent (20%) of surfaces within any development site shall be utilized for natural BMPs, and permeable areas may include landscaped areas. Project landscape design shall minimize the use of impervious surfaces and hardscape and/or water-shedding features. Open-jointed paving materials or permeable surfaces may be employed in areas not subject to heavy loads. In order to minimize DCIAs, the majority of the landscaping within the SP area shall also function as natural BMPs. In this regard, and as noted previously, parking areas shall drain to bordering landscape areas, acting to capture and treat parking lot storm water runoff. Similarly, runoff from sidewalks and other paved surface areas shall be directed to, and allowed to enter, neighboring landscape features. All BMPs to be incorporated in the Project shall be consistent with the provisions of the SP as well as an approved WQMP.

GENERAL CONDITIONS	**SP - MAINTAIN ZONE AREAS**	**Status: DRAFT**	**Conditions: Informational**

26) All zone areas (e.g. Public Realm Zone, Building Zone 1, Flex Zone 1, etc.) as approved under the SP Regulating Plan, shall be maintained throughout the life of the SPECIFIC PLAN, unless changed through the approval of a SPECIFIC PLAN Amendment or SPECIFIC PLAN substantial conformance accompanied by a revision to the complete SPECIFIC PLAN document.

GENERAL CONDITIONS	**SP - NO DENSITY TRANSFER**	**Status: DRAFT**	**Conditions: Informational**

27) Density transfers between land use types shall not be permitted within the SPECIFIC PLAN, except through the SPECIFIC PLAN Amendment process.

GENERAL CONDITIONS	**SP - WRCOG TUMF**	**Status: DRAFT**	**Conditions: Informational**

28) The project proponent shall be required to pay Transportation Uniform Mitigation Fee ("TUMF") in accordance with the fee schedule in effect (per adopted resolution) at the time of issuance of a building permit, pursuant to Ordinance #JPA 05-01. Coordination with the City of Moreno Valley is a requirement of this Project.

GENERAL CONDITIONS	**SP – FAA PART 77**	**Status: DRAFT**	**Conditions: Informational**

29) All proposed structures within the SPECIFIC PLAN are subject to FAA limitations. Applicants will be required to complete an FAA 7460-1 form as part of their proposed development to ensure that proposed developments will not violate any safety standards as it relates to the operations of the nearby airport. Building heights shall be measured from finished grade to the eve or top of parapet.

GENERAL CONDITIONS	**EMERGENCY ROOM / MEDICAL SCHOOL PROGRAM**	**Status: DRAFT**	**Conditions: Informational**

Reference is made to a City of Riverside letter dated November 3, 2009.

30) Any General Acute Hospital facility (as defined Section 70005 (a) of Title 22 of the California Code of Regulations) part of, or associated with, the March LifeCare medical campus shall also include an emergency room facility to serve the community, proportional in size to the hospital, licensed and operated concurrent with the Hospital. The emergency room facility must receive and treat all patients, regardless of ability to pay, including the medically indigent.

31) General Condition. Applicant agrees not to build, solicit, operate, or allow to operate any medical school on or associated with the LifeCare medical campus. "Medical school" means a school with a curriculum leading to a doctor medical degree (M.D. or D.O.).

GENERAL CONDITIONS	**SP – LANDSCAPE IRRIGATION EFFICIENCY**	**Status: DRAFT**	**Conditions: Informational**

32) The Project is required to comply with the March JPA Landscape Irrigation Efficiency Ordinance (#JPA 07-04). The Project shall also reduce potable water consumption for irrigation by 50% from a calculated midsummer baseline case. Reductions shall be attributed to any combination of the following items: Plant species factor, Irrigation efficiency, use of captured rainwater, use of recycled rainwater, use of recycled wastewater, use of water treated and conveyed by a water purveyor specifically for non-potable uses.

PRIOR TO A CERTAIN DATE	**SP - 90 DAYS TO PROTEST**	**Status: DRAFT**	**Conditions: DRAFT**

33) The applicant has ninety (90) days from the date of the 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 exactions imposed on

this project as a result of the approval or conditional approval of this project.

PRIOR TO A PERMIT ISSUANCE	**SP – MASS GRADING/UTILITIES**	**Status: DRAFT**	**Conditions: DRAFT**

34) PRIOR TO ANY MASS-GRADING PERMIT ISSUANCE, the developer shall obtain clearance letters from all utility owners with easement or facilities located within the subdivision boundaries.

PRIOR TO A PERMIT ISSUANCE	**SP - ENCROACHMENT(S)**	**Status: DRAFT**	**Conditions: DRAFT**

35) PRIOR TO GRADING PERMIT ISSUANCE, the developer shall obtain encroachment permits from affected agencies for any work within the right-of-way.

PRIOR TO A PERMIT ISSUANCE	**SP – USES TO REMAIN**	**Status: DRAFT**	**Conditions: DRAFT**

36) PRIOR TO GRADING PERMIT ISSUANCE, the Master Developer shall contact the DMC, Commissary, Base Exchange, MARB, other uses to remain, and all affected utility providers regarding service lines and their locations. The Master Developer shall coordinate any planned or proposed actions that would affect services. The JPA and utility purveyors require and provide for notification of potential utility service disruptions, acting to minimize their effects.

PRIOR TO ANY PROJECT APPROVAL	**SP - M/M PROGRAM (GENERAL)**	**Status: DRAFT**	**Conditions: DRAFT**

37) PRIOR TO THE APPROVAL OF ANY IMPLEMENTING PROJECT within the SPECIFIC PLAN (i.e. tract map, parcel map, variance, plot plan, etc.), the following condition shall be placed on the implementing project: "The Program EIR prepared for the SPECIFIC PLAN imposes specific mitigation measures and monitoring requirements on the project. Certain conditions of the SPECIFIC PLAN and this implementing project constitute reporting/monitoring requirements for certain mitigation measures. To the extent that requirements for site specific projects impose greater or additional measures than those imposed through the Mitigation/Monitoring Program, the site specific project conditions of approval shall take precedence."

PRIOR TO ANY PROJECT APPROVAL	**SP - NON-IMPLEMENTING MAPS**	**Status: DRAFT**	**Conditions: DRAFT**

38) PRIOR TO THE APPROVAL OF ANY IMPLEMENTING PROJECT within the SPECIFIC PLAN (i.e. tract map, parcel map, use permit, plot plan, etc.), the following condition shall be placed on the implementing project: "A land division filed for the purposes of phasing or financing shall not be considered an implementing development application for the purposes of the Planning Department's conditions of approval. Should this project be an application for phasing or financing, all of the other conditions in this implementing project with a prefix of "SP" will be considered as NOT APPLICABLE, and this condition shall be considered as MET. Should this project not be an application for phasing or financing, this condition shall be considered as NOT APPLICABLE."

PRIOR TO ANY PROJECT APPROVAL	**SP - DURATION OF SP VALIDITY**	**Status: DRAFT**	**Conditions: DRAFT**

39) PRIOR TO THE APPROVAL OF ANY IMPLEMENTING PROJECT within the SPECIFIC PLAN (i.e. tract map, parcel map, use permit, plot plan, etc.), the following condition shall be placed on the implementing project: "The SPECIFIC PLAN that this project is a part of has a life span of twenty (20) years from the date of the adoption of the resolution adopting the SPECIFIC PLAN. Should the SPECIFIC PLAN not be fully built out in that period of time, the project proponent shall file a SPECIFIC PLAN amendment to be processed concurrently with this implementing proposal. (For the purposes of this condition, substantial build-out shall be defined as 3.55 million square feet of buildings with associated parking structures.) The SPECIFIC PLAN amendment will update the entire SPECIFIC PLAN document to reflect current development requirements. This condition shall be considered as NOT APPLICABLE if the implementing project has been filed within the above listed parameters, and shall be considered as MET if the SPECIFIC PLAN amendment has been filed."

PRIOR TO ANY PROJECT APPROVAL	**SP - SUBMIT FINAL DOCUMENTS**	**Status: DRAFT**	**Conditions: DRAFT**

40) PRIOR TO THE APPROVAL OF ANY IMPLEMENTING PROJECT within the SPECIFIC PLAN (i.e. tract map, parcel map, use permit, plot plan, etc.), the following condition shall be placed on the implementing project: "Four (4) copies of the final SPECIFIC PLAN and Program EIR documents (SP/PEIR) documents shall be submitted to the Planning Department for distribution. The documents shall include all the items listed in the condition titled "SP - Documents". This condition cannot be DEFERRED or

considered as NOT APPLICABLE."

PRIOR TO ANY PROJECT APPROVAL	**SP - ACOUSTICAL STUDY REQD**	**Status: DRAFT**	**Conditions: DRAFT**

41) PRIOR TO THE APPROVAL OF ANY IMPLEMENTING PROJECT within the SPECIFIC PLAN (i.e. tract map, parcel map, use permit, plot plan, etc.), the following condition shall be placed on the implementing project: "PRIOR TO PROJECT APPROVAL of any sensitive land uses (receptors), a noise study shall be submitted to the Planning Department for review and approval. The Study shall identify measures that will ensure an interior noise level of no more than 45 dBA CNEL. All land uses shall complete a noise analysis to demonstrate that operational noise generated by the Project as received by any sensitive land use within the Development will not exceed 70 dBA CNEL."

42) Noise emanating from the Specific Plan area that may affect noise sensitive receptors within the City is subject to applicable provisions of the City of Moreno Valley Municipal Code. The City Municipal Code restricts hours of operation for construction activities and thereby acts to control construction noise. To this end, grading may occur from 7:00 a.m. to 7:00 p.m., Monday thru Friday, and prohibited on weekends and holidays.

PRIOR TO ANY PROJECT APPROVAL	**SP - ARCHAEO STUDY REQD**	**Status: DRAFT**	**Conditions: DRAFT**

43) PRIOR TO THE APPROVAL OF ANY IMPLEMENTING PROJECT within the SPECIFIC PLAN (i.e. tract map, parcel map, use permit, plot plan, etc.), the following condition shall be placed on the implementing project: "PRIOR TO PROJECT APPROVAL a cultural/archaeological study, or a review of consistency with a previously adopted environmental study, shall be submitted to the Planning Department for review and approval. This condition shall be considered MET if the relevant study has been approved by the Planning Department. This condition may be considered as NOT APPLICABLE if the Planning Department determines that the required study is not necessary. The submittal of this study mandates that a CEQA determination of an Addendum to a previously adopted Environmental Impact Report be made, at a minimum."

PRIOR TO ANY PROJECT APPROVAL	**SP - BIOLOGICAL ASSESSMENT REQD**	**Status: DRAFT**	**Conditions: DRAFT**

44) PRIOR TO THE APPROVAL OF ANY IMPLEMENTING PROJECT within the SPECIFIC PLAN (i.e. tract map, parcel map, use permit, plot plan, etc.), the following condition shall be placed on the implementing project: "PRIOR TO PROJECT APPROVAL, a biological habitat assessment shall be submitted to the Planning Department for review and approval. This condition may be considered as NOT APPLICABLE if the Planning Department determines that the required study is not necessary. The submittal of this study mandates that a CEQA determination of an Addendum to a previously adopted EIR be made, at a minimum."

PRIOR TO ANY PROJECT APPROVAL	**SP – LEED CHECKLIST**	**Status: DRAFT**	**Conditions: DRAFT**

45) PRIOR TO THE APPROVAL OF ANY IMPLEMENTING PROJECT within the SPECIFIC PLAN (i.e. tract map, parcel map, use permit, plot plan, etc.), the following condition shall be placed on the implementing project: "PRIOR TO PROJECT APPROVAL, a completed LEED Checklist shall be submitted to the Planning Department for review and shall identify those LEED standards that will be met by the project as required under the Program EIR. This condition shall be considered MET if the relevant checklist has been approved by the Planning Department. This condition may not be DEFERRED."

PRIOR TO ANY PROJECT APPROVAL	**SP - IS REQUIRED**	**Status: DRAFT**	**Conditions: DRAFT**

46) PRIOR TO THE APPROVAL OF ANY IMPLEMENTING PROJECT within the SPECIFIC PLAN (i.e. tract map, parcel map, use permit, plot plan, etc.), the following condition shall be placed on the implementing project: "If this implementing project is subject to the CEQA, an environmental assessment shall be filed and processed concurrently with this implementing project. At a minimum, the environmental assessment shall utilize the evaluation of impacts addressed in the Program EIR prepared for the SPECIFIC PLAN." This condition shall be considered as MET if an environmental assessment was conducted for this implementing project. This condition may be considered as NOT APPLICABLE if this implementing project is not subject to CEQA. This condition may not be DEFERRED."

PRIOR TO ANY PROJECT APPROVAL	**SP – 20% EFFICIENCY ABOVE EFFECTIVE "TITLE 24"**	**Status: DRAFT**	**Conditions: DRAFT**

47) PRIOR TO THE APPROVAL OF ANY IMPLEMENTING PROJECT within the

SPECIFIC PLAN (i.e. tract map, parcel map, use permit, plot plan, etc.), the following condition shall be placed on the implementing project: "PRIOR TO PROJECT APPROVAL, the applicant shall provide an energy modeling study (2 copies) to the Planning Department for review and approval. This study shall show that the proposed building will meet the 20% energy efficiency standard above the effective Title 24 requirements, pursuant to the requirements of the SPECIFIC PLAN. This condition shall be considered MET if the relevant study has been approved by the Building & Safety Department. This condition may not be DEFERRED."

PRIOR TO ANY PROJECT APPROVAL	**SP - COMPLETE CASE APPROVALS**	**Status: DRAFT**	**Conditions: DRAFT**

48) PRIOR TO THE APPROVAL OF ANY IMPLEMENTING PROJECT within the SPECIFIC PLAN (i.e. tract map, parcel map, use permit, plot plan, etc.), the following condition shall be placed on the implementing project: "Prior to the approval of any implementing project (tract map, parcel map, use permit, plot plan, etc.) the SPECIFIC PLAN, the GPA, the CHANGE OF ZONE, and the Program EIR must have been approved, adopted, and certified by the March Joint Powers Commission, respectively. This condition shall be considered as MET once the SPECIFIC PLAN, the GPA, the CHANGE OF ZONE, and the Program EIR have been approved, adopted, and certified by the March Joint Powers Commission, respectively. This condition may not be DEFERRED."

PRIOR TO ANY PROJECT APPROVAL	**SP – MASTER PLOT AND DESIGN PLANS APPROVALS**	**Status: DRAFT**	**Conditions: DRAFT**

49) PRIOR TO THE APPROVAL OF ANY IMPLEMENTING PROJECT within the SPECIFIC PLAN (i.e. tract map, parcel map, use permit, plot plan, etc.), the following condition shall be placed on the implementing project: "Prior to the approval of any implementing project (tract map, parcel map, use permit, plot plan, etc.) a MASTER PLOT PLAN with associated plans shall be completed as follows. Associated plans to the MASTER PLOT PLAN ("MASTER plans") shall include a SUBDIVISION MAP (SCHEDULE "E"), ALTA SURVEY, MASTER GRADING PLAN, PHASING PLAN, MASTER DRAINAGE PLAN, MASTER LANDSCAPING AND PUBLIC REALM ZONE DESIGN PLAN, SHARED PARKING SOLUTION PLAN, and a SUBSEQUENT CEQA DOCUMENT. The MASTER PLOT PLAN with associated MASTER plans must have been approved, adopted, and certified by the March Joint Powers Commission, respectively. This condition shall be considered as MET once the MASTER PLOT PLAN and associated MASTER plans and appropriate CEQA document have been approved, adopted, and certified by the March Joint Powers

Commission, respectively. This condition may not be DEFERRED."

PRIOR TO PROJECT APPROVAL	**WPA CANAL – Public PUBLIC REALM ZONE MARCH HISTORY WALKWAY**	**Status: DRAFT**	**Conditions: Informational**

50) Prior to the approval of a Master Plot Plan, the Public Realm Plan shall incorporate the use of materials from the WPA Canal in walkway monumentation (history walkway) for the Project.

PRIOR TO ANY PROJECT APPROVAL	**COMMUNITY SERVICES / FACILITIES DISTRICT (CFD)**	**Status: DRAFT**	**Conditions: Informational**

51) Prior to the approval of a Master Plot Plan the applicant shall deposit a fee (to be established by the MJPA during the Master Plot Plan process) for the formation of a Community Services District (CFD). Formation of the CFD shall take place prior to the recordation of the map or issuance of any permit. The street lights, traffic signals, on- and off-site landscaping, on- and off-site drainage, shall be maintained by the CFD. On- and off-site street maintenance, including street sweeping and graffiti removal shall be provided by the CFD. In the event that facilities and landscaping maintained by a Property Owners Association do not meet standards and conditions, the funding for such shall be included within the CFD.

PRIOR TO ANY PROJECT APPROVAL	**SP - AMENDMENT REQUIRED**	**Status: DRAFT**	**Conditions: DRAFT**

52) PRIOR TO THE APPROVAL OF ANY IMPLEMENTING PROJECT within the SPECIFIC PLAN (i.e. tract map, parcel map, use permit, plot plan, etc.), the following condition shall be placed on the implementing project: "If this implementing project meets any of the following criteria, an amendment to the SPECIFIC PLAN shall be required and processed concurrently with this implementing project: 1. The implementing project adds any area to, or deletes area from, the SPECIFIC PLAN; 2. The implementing project proposes a substantially different use than currently allowed in the SPECIFIC PLAN (i.e. exceeding allotted square footage under a land use category); or 3. as determined by the Planning Director. Any amendment to the SPECIFIC PLAN, even though it may affect only one portion of the SPECIFIC PLAN, shall be accompanied by a complete SPECIFIC PLAN document which includes the entire SPECIFIC PLAN, including both changed and unchanged parts. This condition shall be

considered MET if the SPECIFIC PLAN amendment has been filed and NOT APPLICABLE if a SPECIFIC PLAN amendment is determined (by the Planning Director or designee) to be unnecessary."

PRIOR TO ANY PROJECT APPROVAL	**SP – REGULATING ZONES PROCEDURES**	**Status: DRAFT**	**Conditions: DRAFT**

53) PRIOR TO THE APPROVAL OF ANY IMPLEMENTING PROJECT within the SPECIFIC PLAN (i.e. tract map or parcel map), the following condition shall be placed on the implementing project PRIOR TO MAP RECORDATION in the case of land division applications (tentative parcel maps or tentative tract maps): "The regulating zones for which this land division application is located must be legally defined on the map. Any one of the following procedures may be used in order to legally define these ZONING areas: 1. The project proponent has processed a FINAL CHANGE OF ZONE MAP concurrent with the SPECIFIC PLAN which legally defined these ZONING areas. 2. The project proponent shall file a change of zone application along with a legal description defining the boundaries of the planning area affected by this land division application. The applicant will not be changing the allowed uses or standards within the existing zone but will merely be providing an accurate legal description of the affected planning area. The change of zone shall be approved and adopted by the March Joint Powers Commission."

PRIOR TO ANY PROJECT APPROVAL	**SP –MAINTENANCE ORGANIZATION(S)**	**Status: DRAFT**	**Conditions: DRAFT**

54) PRIOR TO THE APPROVAL OF ANY IMPLEMENTING LAND DIVISION PROJECT within the SPECIFIC PLAN (i.e. tract map or parcel map), the following condition shall be placed on the implementing application: "PRIOR TO MAP RECORDATION, the following procedures for public improvements and public realm zone maintenance procedures shall be complied with: a. A permanent master maintenance organization(s) shall be established to assume ownership and maintenance responsibility for all common recreation area(s), open space(s), circulation system(s) and landscaped area(s). The organization(s) may be public or private. If an organization is a private association then such associations may assume ownership and maintenance responsibility for campus common areas, as well as other areas established under an SP parcel map. b. Unless otherwise provided for in these conditions of approval, common open areas or public streets and amenities shall be conveyed to the public or private maintenance organization(s) as implementing development is approved or any subdivision as recorded. c. The maintenance organization(s) shall be established prior to or concurrent with the recordation of the first land division. d. The common areas to be

maintained by the master maintenance organization(s) shall include, but not be limited to, the following: Open Space, Pocket Parks, and Landscape Easements.

PRIOR TO ANY PROJECT APPROVAL	**SP - ARCHAEO M/M PROGRAM**	**Status: DRAFT**	**Conditions: DRAFT**

55) PRIOR TO THE APPROVAL OF ANY IMPLEMENTING PROJECT within the SPECIFIC PLAN (i.e. tract map, parcel map, use permit, plot plan, etc.), the following condition shall be placed on the implementing project: "PRIOR TO THE ISSUANCE OF GRADING PERMITS, the project applicant shall enter into an agreement with a qualified archaeologist. This agreement shall include, but not be limited to, the preliminary mitigation and monitoring procedures to be implemented during the process of grading, as found in the Program EIR. A copy of said agreement shall be submitted to the Planning Department. No grading permits will be issued unless the preliminary mitigation and monitoring procedures required prior to grading permits as described in the Program EIR are substantially complied with."

PRIOR TO ANY PROJECT APPROVAL	**SP – SHPO CLEARANCE**	**Status: DRAFT**	**Conditions: DRAFT**

56) PRIOR TO A DEMOLITION OR GRADING PERMIT ISSUANCE that would impact the 1942 WPA canal (Meyer Channel), the applicant shall consult with and obtain clearance from the State of California Office of Historic Preservation Department of Parks and Recreation.

PRIOR TO ANY PROJECT APPROVAL	**SP - PALEO M/M PROGRAM**	**Status: DRAFT**	**Conditions: DRAFT**

57) PRIOR TO THE APPROVAL OF ANY IMPLEMENTING PROJECT within the SPECIFIC PLAN (i.e. tract map, parcel map, use permit, plot plan, etc.), the following condition shall be placed on the implementing project: "PRIOR TO THE ISSUANCE OF GRADING PERMITS, the project applicant shall enter into an agreement with a qualified paleontologist. This agreement shall include, but not be limited to, the preliminary mitigation and monitoring procedures to be implemented during the process of grading. A copy of said agreement shall be submitted to the Planning Department. No grading permits will be issued unless the preliminary mitigation and monitoring procedures as described in the Program EIR are substantially complied with."

PRIOR TO ANY	**SP - ACOE**	**Status:**	**Conditions:**

PROJECT APPROVAL	**CLEARANCE**	**DRAFT**	**DRAFT**

58) PRIOR TO THE APPROVAL OF ANY IMPLEMENTING PROJECT within the SPECIFIC PLAN (i.e. tract map, parcel map, use permit, plot plan, etc.) which may propose grading or construction within or along the banks of any blue-lined stream or flood control facility which is determined to be within the jurisdiction of the United States Army Corps of Engineers, the following condition shall be placed on the implementing project: "PRIOR TO THE ISSUANCE OF GRADING PERMITS, the applicant shall obtain written notification to the MJPA Planning Department that the alteration of said areas, located either on-site or on any required off-site improvement areas, complies with the U.S. Army Corps of Engineers Nationwide Permit Conditions, or obtain a permit under Section 404 of the Clean Water Act should any grading or construction be proposed within or along the banks of any natural watercourse or wetland. Copies of any agreement shall be submitted with the notification."

PRIOR TO ANY PROJECT APPROVAL	**SP - POST GRADING REPORT**	**Status: DRAFT**	**Conditions: DRAFT**

59) PRIOR TO THE APPROVAL OF ANY IMPLEMENTING PROJECT within the SPECIFIC PLAN (i.e. tract map, parcel map, use permit, plot plan, etc.), the following condition shall be placed on the implementing project: "PRIOR TO THE ISSUANCE OF BUILDING PERMITS, the project applicant shall provide to the Planning Department a post grading report prepared by a qualified geotechnical engineer, or comparable professional as approved by the March JPA. The report shall describe conditions of soils on the site as well as how the mitigation and monitoring program as described in the Program EIR and pre-grading agreement[s] with the qualified [archaeologist/paleontologist/other] were complied with."

PRIOR TO ANY PROJECT APPROVAL	**SP - SCHOOL MITIGATION**	**Status: DRAFT**	**Conditions: DRAFT**

60) PRIOR TO THE APPROVAL OF ANY IMPLEMENTING PROJECT within the SPECIFIC PLAN (i.e. tract map, parcel map, use permit, plot plan, etc.), the following condition shall be placed on the implementing project: "PRIOR TO BUILDING PERMITS, impacts to the Moreno Valley School District shall be mitigated in accordance with state law."

PRIOR TO ANY PROJECT	**SP – PUBLIC REALM AREA DEDICATION /**	**Status: DRAFT**	**Conditions: DRAFT**

APPROVAL	**EASEMENT**		

61) PRIOR TO THE APPROVAL OF ANY IMPLEMENTING PROJECT within the SPECIFIC PLAN (i.e. tract map, parcel map, use permit, plot plan, etc.), the following condition shall be placed on the implementing project: "PRIOR TO THE ISSUANCE OF THE FIRST BUILDING PERMIT within the first phase, the land proposed for the Public Realm Zone shall be offered for dedication or conveyed as a landscape easement as determined through the Master Plot Plan."

PRIOR TO ANY PROJECT APPROVAL	**SP - OTHER STUDIES REQUIRED**	**Status: DRAFT**	**Conditions: DRAFT**

62) PRIOR TO THE APPROVAL OF ANY IMPLEMENTING PROJECT within the SPECIFIC PLAN (i.e. tract map, parcel map, use permit, plot plan, etc.), the following condition shall be placed on the implementing project: "PRIOR TO PROJECT APPROVAL, two copies of a preliminary Water Quality Management Plan (WQMP) shall be submitted to the Planning Department for review and approval. This condition shall be considered MET if the relevant study has been approved by the Planning Department. This condition shall be considered as MET once the preliminary WQMP has been approved by the March JPA. This condition may not be DEFERRED."

PRIOR TO ANY PROJECT APPROVAL	**SP – 20% EFFICIENCY ABOVE INCUMBENT TITLE 24 STANDARDS**	**Status: DRAFT**	**Conditions: DRAFT**

63) PRIOR TO BUILDING PERMIT ISSUANCE for any implementing project within the SPECIFIC PLAN (i.e. tract map, parcel map, use permit, plot plan, etc.), the following condition shall be placed on the implementing project: "PRIOR TO BUILDING PERMIT ISSUANCE, the applicant shall provide an energy modeling study (2 copies) confirming that the project will meet the 20% energy efficiency standard above the effective Title 24 requirements, pursuant to the SPECIFIC PLAN. This condition shall be considered MET if the relevant study has been approved by the Building & Safety Department. This condition may not be DEFERRED."

PRIOR TO ANY PROJECT APPROVAL	**SP – ENERGY EFFICIENCY COMPLIANCE AND VERIFICATION**	**Status: DRAFT**	**Conditions: DRAFT**

64) PRIOR TO THE APPROVAL OF ANY IMPLEMENTING PROJECT within the SPECIFIC PLAN (i.e. tract map, parcel map, use permit, plot plan, etc.), the following condition shall be placed on the implementing project: "PRIOR TO CERTIFICATE OF OCCUPANCY, a completed LEED Checklist shall be submitted to the Planning

Department for review and shall identify those LEED standards met by the project as required under the Program EIR. The checklist also includes "optional" criteria that are above and beyond standards established under the PEIR and Specific Plan. Those "optional" criteria are considered voluntary as identified within the Specific Plan. This condition shall be considered MET if the relevant checklist has been approved by the Planning Department. This condition may not be DEFERRED."

RESOLUTION #JPA 09-32

A RESOLUTION OF THE MARCH JOINT POWERS COMMISSION OF THE MARCH JOINT POWERS AUTHORITY CERTIFYING THE FINAL ENVIRONMENTAL IMPACT REPORT PREPARED FOR THE MARCH LIFECARE CAMPUS SPECIFIC PLAN PROJECT AND ADOPTING ENVIRONMENTAL FINDINGS PURSUANT TO THE CALIFORNIA ENVIRONMENTAL QUALITY ACT, A STATEMENT OF OVERRIDING CONSIDERATIONS, AND A MITIGATION MONITORING AND REPORTING PROGRAM AND APPROVING THE PROJECT

WHEREAS, the March Joint Powers Authority ("March JPA"), a joint powers authority created pursuant to Article 1, Chapter 5, Division 7, Title 1 (commencing with section 6500) of the Government Code, is composed of the member entities of the County of Riverside, the City of Riverside, the City of Moreno Valley, and the City of Perris; and

WHEREAS, the approximately 6,500 acres formerly known as the March Air Force Base were placed under the jurisdiction of the March JPA pursuant to the Retrocission of Legislative Jurisdiction from the United States, recorded in the County of Riverside on May 17, 1996, and Chapter 663 of the Statutes of 1996 of the State of California, effective on September 19, 1996; and

WHEREAS, pursuant to Government Code Section 6502, the March JPA is vested with the capacity to exercise any and all powers common to the member entities including the power to create a joint area planning agency under Section 65101 of the Government Code; and

WHEREAS, on September 15, 1999, the March Joint Powers Commission ("Commission") approved a Resolution to Adopt a General Plan ("General Plan") for approximately 4,400 acres of land at the former March Air Force Base in the northwest portion of Riverside County, California; and

WHEREAS, on September 15, 1999, the Commission also certified the final Master Environmental Impact Report ("MEIR") for the General Plan for the March Joint Powers Authority ("March JPA"), pursuant to the California Environmental Quality Act ("CEQA") (Public Res. Code § 21000 et seq.), the State CEQA Guidelines (14 CCR § 15000 et seq.), and the March JPA's Local CEQA Guidelines; and

WHEREAS, the Commission now proposes to adopt a specific plan and an amendment to the March JPA General Plan to allow for, among other changes, modification of land use

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designations associated with the development of the March Lifecare Campus on the approximately 236 acres of land within the General Plan area ("Project") described on Exhibit "A"; and

WHEREAS, the Commission prepared a Draft Program Environmental Impact Report ("EIR") that incorporates by reference the MEIR; and

WHEREAS, the Project proposes up to approximately 6.055 million square feet of total development, of which approximately 3.555 million square feet would be comprised of occupiable buildings. Parking structures, utilities buildings, and other supporting facilities would comprise the remainder 2.5 million square feet. Project development is envisioned to include a broad range of healthcare-related and supporting uses, including an acute care hospital; medical office uses; research and education, imaging, and surgery facilities; medical-related retail uses; supporting mixed uses that are non-medical in character; and residential care uses including: independent living, assisted care, skilled nursing and memory care centers, which will be licensed by either the California State Department of Social Services or the California State Department of Health; and

WHEREAS, pursuant to CEQA, the State CEQA Guidelines, and the March JPA's Local CEQA Guidelines, the March JPA is the lead agency for the Project; and

WHEREAS, pursuant to Public Resources Code section 21157.1 and State CEQA Guidelines section 15177, an initial study was prepared on the proposed Project which analyzed whether the subsequent Project at issue may cause a significant effect on the environment that was not previously examined in the MEIR, and whether the proposed Project was described in the MEIR; and

WHEREAS, the March JPA, as lead agency, determined that an EIR should be prepared pursuant to Public Resources Code section 21158 and State CEQA Guidelines section 15178 in order to analyze the potential adverse environmental impacts of Project implementation; and

WHEREAS, the Initial Study and associated Program EIR Notice of Preparation ("NOP") dated June 2008 inviting comments from responsible agencies, other regulatory agencies, organizations and individuals pursuant to State CEQA Guidelines Section 15082, were forwarded to the California Office of Planning and Research, State Clearinghouse (SCH), and circulated for public review and comment on July 7, 2008. The State-assigned comment period for the NOP/IS closed August 5, 2008, while the March JPA comment period closed on August 8, 2008; and

WHEREAS, approximately sixteen written comment letters were received by the March JPA in response to the Notice of Preparation, which assisted the March JPA in narrowing the issues and alternatives for analysis in the Draft Program EIR; and

WHEREAS, in order to define the scope of the Program EIR, the March JPA also consulted with responsible and trustee state agencies, local organizations and interested individuals to identify concerns regarding potential impacts of the Project; and

WHEREAS, the March JPA prepared a Draft Program EIR to analyze the Project's potential adverse environmental impacts; and

WHEREAS, upon completion of the Draft Program EIR dated July 13, 2009, the March JPA initiated a 45-day public comment period by filing a Notice of Completion and Availability with the State Office of Planning and Research (State Clearinghouse No. 2008071021) and the Clerk's Office of Riverside County; and

WHEREAS, pursuant to Public Resources Code section 21092, the March JPA also provided a Notice of Completion and Availability to all organizations and individuals who had previously requested such notice in writing, and published the Notice of Completion in a newspaper of general circulation in the Project area. In addition, the March JPA sent copies of the Draft Program EIR to public agencies, organizations and individuals, and made copies of the Draft EIR Program available for local review; and

WHEREAS, during the 45-day comment period, the March JPA further consulted with and requested comments from all responsible and trustee agencies, other regulatory agencies and others pursuant to State CEQA Guidelines section 15086, and the March JPA conducted meetings with planning staff from the Cities of Riverside, Perris and Moreno Valley, and the County of Riverside to receive input on the Draft Program EIR; and

WHEREAS, during the public review period for the Draft Program EIR, the March JPA received oral and/or written comments from public agencies and community groups/individuals/private entities; and

WHEREAS, a Final Program EIR including all of the written and verbal comments received on the Draft Program EIR during the comment period and the March JPA's responses to those comments, was then prepared; and

WHEREAS, on November 4, 2009 the Planning Commission of the March JPA held a noticed, public hearing to consider the Program EIR, and took additional public comments at that meeting; and

WHEREAS, the Planning Commission recommended at that November 4th hearing that the Joint Powers Commission of the March JPA certify the Program EIR, make written findings, adopt an MMRP, and approve the Project with associated revised Conditions of Approval; and

WHEREAS, pursuant to Public Resources Code section 21092.5, the March JPA provided written responses to comments on the Draft Program EIR from responding public agencies at least ten days prior to the proposed hearing to certify the Program EIR; and

WHEREAS, as contained herein, the Commission has endeavored in good faith to set forth the basis for its decision on the Project; and

WHEREAS, all of the findings and conclusions made by the Commission pursuant to this Resolution are based upon the oral and written evidence presented to it as a whole and not based solely on the information provided in this Resolution; and

WHEREAS, environmental impacts identified in the Program EIR which the Commission finds are less than significant and do not require mitigation are described in Section V.A. hereof; and

WHEREAS, environmental impacts identified in the Draft Program EIR as potentially significant but which the Commission finds can be mitigated to a level of less than significant through the imposition of feasible mitigation measures identified in the Draft Program EIR and set forth herein, are described in this resolution under Section V.B. (pages 60-113) hereof; and

WHEREAS, environmental impacts identified in the Draft Program EIR as potentially significant but which the Commission finds cannot be fully mitigated to a level of less than significant, despite the imposition of all feasible mitigation measures identified in the Draft Program EIR and set forth herein, are described in this resolution under Section V.C. (pages 114-170) hereof; and

WHEREAS, alternatives to the Project that might eliminate or reduce significant environmental impacts are described in this resolution under Section V.E (pages 174-189) hereof; and

WHEREAS, prior to taking action, the Commission has heard, been presented with, reviewed and considered all of the information and data in the administrative record, including the Draft and Final Program EIRs, and all oral and written evidence presented to it during all meetings and hearings; and

WHEREAS, in response to the written and verbal comments received, the Commission has determined that minor modifications to the Project and the mitigation requirements set forth in the Draft Program EIR are appropriate and that these changes have been fully addressed in the Final Program EIR and related documents; and

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

NOW, THEREFORE, BE IT RESOLVED BY THE MARCH JOINT POWERS COMMISSION OF THE MARCH JOINT POWERS AUTHORITY AS FOLLOWS:

I. INTRODUCTION

The March Joint Powers Authority ("Authority"), in considering the March LifeCare Campus Specific Plan for the construction of a medical campus of approximately 6.055 million square feet of total development (3.555 million square feet of occupiable building area and 2.5

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million square feet of supporting facilities) on approximately 236 acres within a portion of the former March Air Force Base ("Project"), makes the written Findings described below and adopts the Statement of Overriding Considerations presented at the end of the Findings. The Environmental Impact Report ("EIR") was prepared by the Authority acting as lead agency pursuant to the California Environmental Quality Act ("CEQA"). Hereafter, the Notice of Preparation, Notice of Availability, Draft Program EIR, Technical Studies, Final Program EIR containing Responses to Comments and textual revisions to the Draft Program EIR, and the Mitigation Monitoring and Reporting Program will be referred to collectively herein as "the EIR." These Findings are based on the entire record before this Authority, including the EIR. This Authority adopts the facts and analyses in the EIR, which are summarized below for convenience.

II. PROJECT SUMMARY

A. Site Location.

The Project site is located within a portion of the former March Air Force Base, easterly of Interstate 215 (I-215) adjacent to the City of Moreno Valley, in Riverside County. The Project site is generally bounded on the north by Cactus Avenue, on the east by Heacock Street, on the west by Riverside Drive (with the exception of an approximately 8.5 acre parcel on the west frontage of Riverside Drive at the southwest corner of Riverside and Cactus), and the southernmost boundary lies approximately 0.1 miles south of "N" Street. **(Draft EIR at 1-2.)**

B. Project Description.

The Project provides for the construction of a medical campus of approximately 6.055 million square feet of total development (3.555 million square feet of occupiable building area and 2.5 million square feet of supporting facilities) on 236 acres within a portion of the former March Air Force Base. Project development envisions a broad range of healthcare-related and supporting uses, including acute care hospitals; medical office uses; research and education, imaging, and surgery facilities; retail uses; wellness uses including therapeutic and worship facilities; supporting mixed uses that are non-medical in character; and residential care uses including: independent living, assisted care, skilled nursing and memory care centers, which will be licensed by either the California State Department of Social Services or California State Department of Health. Parcels located within the Specific Plan area will be sold to individual users. Provided that uses and designs are consistent with provisions and requirements of the Specific Plan, individual users will establish developments uniquely suited to their needs. In support of these individual projects, the Specific Plan identifies backbone infrastructure such as roads and utilities, and also sets forth standards to guide land uses and intensities. The medical campus will include the following Specific Plan land use designations:

- General Medical Office (including hospitals);
- Commercial Retail;
- Research and Education;
- Institutional Residential;

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- Wellness Facilities; and
- Mixed Use **(Draft EIR at 3-6 through 7.)**

C. **Discretionary Actions**

There are many permits required under many different agencies and jurisdictions for the Project. The following requested discretionary actions are necessary by the Authority to allow for implementation of the Project:

- Certification of the Program EIR;
- Approval of an amendment to the March JPA General Plan-Land Use Element (map and text) and Transportation Plan (map). Under the proposed General Plan amendment, the Project site will be designated as "Specific Plan" (SP-4) Land Use, allowing for an array of medical, as well as related and supporting uses. Total allowable occupiable space (building area) within the SP Land Use designation is 3.555 million square feet;
- Approval of an amendment to the March JPA zoning map, redesignating the Project site as "Specific Plan." Under the proposed Specific Plan zoning designation, all development within the Project area shall conform to provisions and requirements of the March LifeCare Specific Plan as approved and administered by the JPA;
- Adoption of the March LifeCare Campus Specific Plan;
- Approval of the Project Disposition and Development Agreement (DDA);
- Approval of a Master Plot Plan and Master Landscape Plan;
- Approval of Demolition Permits;
- Approval of various subdivision maps; and
- Site-Specific Plot Plan review to include evaluation of aspects of specific vertical development proposals, including building locations, orientations, designs, colors and materials. **(Draft EIR at 3-33 through 34.)**

D. **Project Objectives**

The Project objectives include the following:

- Provide for and support reuse of the former March Air Force Base consistent with the vision and intent of the March Air Force Base Master Reuse Plan.

- Foster economic growth and create substantial professional employment opportunities, providing the basis for sustained economic benefit to MARB, surrounding communities, and encompassing Western Riverside County.

- Provide high-quality healthcare services to a currently underserved area.

- To help alleviate a documented healthcare shortage in Western Riverside County.

- Consolidate new healthcare services within an exemplary medical campus setting.

- Provide the entire continuum of healthcare services from acute care to skilled nursing and hospice.

- Take advantage of access provided by available regional and local roadway systems.

- Within the context of other Project Objectives, establish an economically viable development. **(Draft EIR at 3-32.)**

III. ENVIRONMENTAL REVIEW AND PUBLIC PARTICIPATION

The Authority conducted an extensive review of this Project which included a Draft EIR and a Final EIR, including technical reports; along with a public review and comment period. The following is a summary of the Authority's environmental review of this Project:

- On July 7, 2008, the Authority circulated an Initial Study ("IS") and Notice of Preparation ("NOP") identifying the environmental issues to be analyzed in the Project's EIR to the State Clearinghouse, responsible agencies, and other interested parties. The NOP (Appendix A to the Draft EIR) identified potential environmental impacts related to: air quality; biological resources; cultural resources; geology and soils; hazards and hazardous materials, hydrology and water quality; land use and planning; noise; public services and utilities; transportation and circulation; and water supply, and was the basis for the determination that an EIR should be prepared for the Project.

- The NOP public review period was 30 days. The Authority received a number of written comments from various state, regional and local agencies. The Authority considered these comments when determining the final scope of the EIR's analysis and analyzed all environmental issues through the Authority's CEQA process. **(Draft EIR at 1-12 through 20.)**

- The Draft EIR was distributed for public review and the Authority filed a Notice of Completion ("NOC") with the State Clearinghouse on July 13, 2009, commencing the 45-day review period.

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- The Authority received a number of comment letters from public agencies, organization and the public. The Authority prepared specific responses to all comments. The responses to comments are included in the Final EIR.

- Notice of the March Joint Powers Commission hearing to consider the project was provided in the following newspapers of general and/or regional circulation: the Press Enterprise on November 6, 2009.

- In accordance with Public Resources Code Section 21092.5, the Authority provided written proposed responses to public agencies that commented on the DEIR at least ten days prior to the proposed hearing to certify the EIR.

- On November 4, 2009, the March Joint Powers Authority's Planning Commission held a public hearing to consider the Project and staff recommendations. The March Joint Powers Authority, after considering written comments and oral testimony on the EIR, determined that no new information was presented that would require recirculation of the EIR. Following that, the Planning Commission issued a recommendation to the March Joint Powers Commission that the March Joint Powers Commission certify the EIR, adopt these Findings and the Statement of Overriding Considerations, and approve the Project.

The Authority held a public hearing to consider the Project and staff recommendations. The Authority, after considering written comments and oral testimony on the EIR, determined that no new information was presented that would require recirculation of the EIR pursuant to State CEQA Guidelines Section 15088.5.

IV. RESOLUTION REGARDING INDEPENDENT JUDGMENT FINDING

The Applicant, with the Authority's concurrence, selected and retained Applied Planning Inc. ("Applied Planning") to prepare the EIR. Applied Planning prepared the EIR under the supervision and direction of the Authority planning staff.

Finding: The Final Program EIR was presented to the Commission as the decisionmaking body of the March Joint Powers Authority, and the Commission has reviewed and considered the information contained in the Final Program EIR. The Final Program EIR for the Project was completed in compliance with CEQA and reflects the Authority's independent judgment and analysis. The Authority has exercised independent judgment in accordance with Public Resources Code Section 21082.1(c)(3) in retaining its own environmental consultant, directing the consultant in the preparation of the EIR, as well as reviewing, analyzing and revising material prepared by the consultant.

V. RESOLUTION REGARDING ENVIRONMENTAL IMPACTS AND FINDINGS

Authority staff reports, the EIR, written and oral testimony at public meetings or hearings, these facts, findings and statement of overriding considerations, and all other

information in the administrative record as a whole, serve as the basis for the Authority's environmental determination.

The detailed analysis of potentially significant environmental impacts and proposed mitigation measures for the Project is presented in Chapter 4 of the Draft EIR. Responses to comments from the public and from other government agencies on the Draft EIR are provided in Section 3.0 of the Final EIR.

The EIR evaluated eleven major environmental categories for potential impacts including: Land Use and Planning; Geology and Soils; Hazards and Hazardous Materials; Hydrology/Water Quality; Water Supply; Cultural Resources; Biological Resources; Traffic and Circulation; Air Quality; Noise; Utilities and Public Services. Both Project-specific and cumulative impacts were evaluated. Of these eleven major environmental categories, this Authority concurs with the conclusions in the EIR that the issues and sub issues discussed in Sections A and B below either are less than significant without mitigation, or can be mitigated to a less-than-significant level. Additionally, an Initial Study was prepared, which concluded that certain impacts related to Aesthetics; Agricultural Resources; Cultural Resources; Geology and Soils; Hazards and Hazardous Materials; Hydrology/Water Quality; Land Use; Mineral Resources; Population and Housing; and Public Services/Recreation are less than significant without mitigation. The Authority concurs with the conclusions of the Initial Study, as reflected in EIR Appendix A, that the issues and sub-issues discussed in Section A below are less than significant without mitigation. As to impacts that can be mitigated to a level of less than significant, the March JPA's conclusions are set forth in Section B. For the remaining potential environmental impacts that cannot feasibly be mitigated to a less-than-significant level as discussed in Section C, overriding considerations exist which make these potential impacts acceptable to this Authority.

A. Resolution Regarding Impacts Identified as Less Than Significant Requiring No Mitigation.

The following issues were found in the EIR as having no potential to cause significant impacts and therefore require no Project-specific mitigation. In the presentation below, each resource issue is identified and the potential for significant adverse environmental effects is discussed.

1. Aesthetics

a. Effect on Scenic Vista.

Potential Impact: Whether a Project could have a substantial effect on a scenic vista or substantially damage scenic resources, including, but not limited to, tress, rock outcroppings, and historic buildings within a state scenic highway.

Finding: The effects on scenic vistas were found to be less than significant after preparation of the Initial Study. **(Draft EIR Appendix A at 4.)**

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Facts in Support of the Finding: Scenic resources proximate to the Project site are located within the western portion of the March Planning Area. Van Buren Boulevard is a designated scenic corridor, and a gateway designation exists at Van Buren Boulevard and Interstate 215. **(Draft EIR at 1-4.)** Special design guidelines and standards are applied to development proposed in areas considered to have a scenic quality. **(Ibid.)**

The Master Environmental Impact Report (MEIR) prepared for the March Joint Powers Authority (JPA) General Plan acknowledges that changes in the visual quality of streetscapes **(Ibid.)** and skylines would occur with future development. **(Ibid.)** Additionally, the scenic gateway is located approximately 1.5 miles southwesterly of the Project site, across the airport tarmac. **(Ibid.)** At this distance, and given existing intervening uses, the Project would not have a substantial effect on the scenic vista or substantially damage scenic resources. **(Ibid.)** Impacts in this regard are considered less-than-significant. **(Draft EIR at 1-4; Appendix A at 4.)**

b. Effect on Existing Visual Character.

Potential Impact: Whether the Project could substantially degrade the existing visual character or quality of the site and its surroundings.

Finding: The effects on existing visual character were found to be less than significant after preparation of the Initial Study. **(Draft EIR Appendix A at 4.)**

Facts in Support of the Finding: The Project site is currently interspersed with older existing uses. **(Draft EIR at 1-4.)** The majority of these uses would be razed and replaced with contemporary structures. **(Ibid.)** Some existing uses may be relocated within the Project site. **(Ibid.)** Development to the north of Cactus Avenue, in the City of Moreno Valley, primarily consists of industrial and commercial uses. **(Ibid.)** Residential development exists east of Heacock Avenue. **(Ibid.)**

As stated within the MEIR for the JPA General Plan, urban re-use of the planning area would be consistent with the region and neighboring communities. **(Ibid.)** As such, the Project's potential to substantially degrade the existing visual character or quality of the site and its surroundings is

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considered less-than-significant. **(Draft EIR at 1-4; Appendix A at 4.)**

c. Effect on Light or Glare.

Potential Impact: Whether the Project would create a new source of substantial light or glare that would adversely affect day or nighttime views in the area.

Finding: The effects on light and glare were found to be less than significant after preparation of the Initial Study. **(Draft EIR Appendix A at 5.)**

Facts in Support of the Finding: Development will introduce new sources of light to the Project site including parking lot, building accent and security lighting. **(Draft EIR at 1-4.)** Illuminated signs will also be used throughout the Project site. **(Ibid.)** Compliance with existing lighting standards and the requirements within the March Lifecare Campus Specific Plan will ensure that any potential light and glare impacts remain at a less-than-significant level. **(Draft EIR at 1-4; Appendix A at 5.)**

2. **Agricultural Resources**

a. Convert Prime Farmland.

Potential Impact: Whether the Project would convert prime farmland, unique farmland, or farmland of statewide importance, as shown on maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural uses.

b. Conflict with Agricultural Zoning.

Potential Impact: Whether the Project would conflict with existing zoning for agricultural use, or a Williamson Act contract.

c. Changes to Existing Environment with Effect on Farmland.

Potential Impact: Whether the Project would involve other changes in the existing environment which, due to their location or nature, could result in conversion of farmland to non-agricultural use.

Finding: The effects on agricultural resources were found to be less than significant after preparation of the Initial Study. **(Draft EIR Appendix A at 5.)**

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Facts in Support of the Finding: The Project site does not evidence active agricultural uses; is not designated or zoned as farmland of local, regional or statewide importance; nor are any portions of the Project site subject to, or otherwise affected by, Williamson Act contracts. **(Draft EIR at 1-5.)** Thus, it will have less than significant impacts on farmland. **(Draft EIR at 1-5; Appendix A at 5.)**

3. **Cultural Resources**

a. Disturbance of human remains

Potential Impact: Whether the Project would disturb any human remains, including those outside of formal cemeteries.

Finding: The effects on human remains were found to be less than significant after preparation of the Initial Study. **(Draft EIR Appendix A at 8.)**

Facts in Support of the Finding: No cemeteries or known human burial grounds exist within the Project site. **(Draft EIR at 1-6.)** Further, based on the Phase I Cultural Assessment1 prepared for the Project, there is no evidence to suggest that the Project site was previously used for these purposes. **(Ibid.)** Moreover, as required by California Health and Safety Code Section 7050.5, should human remains be found, no further disturbance shall occur until the County Coroner has made a determination of origin and disposition pursuant to Public Resources Code Section 5097.98. **(Ibid.)** The County Coroner must be notified of the find immediately. **(Ibid.)** If the remains are found to be prehistoric, the coroner would coordinate with the California Native American Heritage Commission as required by state law. As such, the Project will have less-than-significant impacts for this particular cultural resources consideration. **(Draft EIR at 1-6; Appendix A at 8-9.)**

4. **Geology and Soils**

a. Exposure to Landslides.

Potential Impact: Whether the Project would expose people or structures to potential substantial adverse effects, including the risk of loss, injury or death involving landslides.

Finding: The effects on exposure to landslides were found to be less than significant after preparation of the Initial Study. **(Draft EIR Appendix A at 9-10.)**

Facts in Support of the Finding: The Project site is an essentially level property, and as such, is not internally susceptible to landsliding. Adjacent properties also present little topographic relief. **(Draft EIR at 1-6.)** On this basis, the potential for landslides or mudflows does not exist and presents a less than significant impact. **(Draft EIR at 1-6; Appendix A at 9-10.)**

b. Soil Erosion.

Potential Impact: Whether the Project would result in substantial soil erosion or the loss of topsoil.

Finding: The effects on soil erosion were found to be less than significant after preparation of the Initial Study. **(Draft EIR Appendix A at 9-10.)**

Facts in Support of the Finding: Construction activities associated with the Project would temporarily expose underlying soils, thereby increasing their interim susceptibility to erosion, until the Project is fully implemented. **(Draft EIR at 1-6.)** Potential erosion impacts incurred during construction activities are reduced below the level of significance through preparation of, and compliance with, a Storm Water Pollution Prevention Plan (SWPPP). **(Ibid.)** In this regard, the Project proponent is required to file an approved SWPPP prior to initiation of construction activities. **(Ibid.)** Compliance with the SWPPP is realized through ongoing inspection and monitoring of the subject site as provided for under the JPA's established building permit and site inspection processes. **(Ibid.)**

The Project involves construction of new healthcare campus facilities together with supporting site improvements within an essentially level area. **(Ibid.)** The Project does not propose to significantly alter existing topography. **(Ibid.)** As supported by the preceding discussions, potential impacts associated with erosion or changes in topography are determined to be less-than-significant. **(Draft EIR at 1-6 through 1-7; Appendix A at 9-10.)**

c. Adequate Support for Waste Disposal Systems.

Potential Impact: Whether the Project would 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.

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Finding: The effects on waste disposal systems supplies were found to be less than significant after preparation of the Initial Study. **(Draft EIR Appendix A at 10-11.)**

Facts in Support of the Finding: The Project site is currently provided sewer services. No septic tanks or other alternative wastewater disposal systems are proposed. **(Draft EIR at 1-7.)** Thus, the Project will have a less than significant impact on soil incapable of supporting septic systems. **(Draft EIR at 1-7; Appendix A at 10-11.)**

5. **Land Use and Planning.**

a. Community Division.

Potential Impact: Whether the Project would physically divide an established community.

Finding: The effects on community division were found to be less than significant after preparation of the Initial Study. **(Draft EIR Appendix A at 15.)**

Facts in Support of the Finding: The Project involves the construction of healthcare-related facilities on property that is currently underutilized and does not evidence nor constitute an established community. **(Draft EIR at 1-8.)** The Project does not propose elements or activities that would physically divide any offsite established community. As such, the Project will have less-than-significant impacts for this land use consideration. **(Draft EIR at 1-8; Appendix A at 15.)**

b. Conflict with Land Use Plan.

Potential Impact: Whether the Project would conflict with any applicable land use plan, policy or regulation of an agency with jurisdiction over the Project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect.

Finding: Potential impacts of the Project on Land Use and Planning are discussed in detail in Section 4.1 of the Draft EIR. Based on the entire record before us, this Authority finds that the development of the Project will not conflict with any applicable land use plan will occur as a result of development of the Project and, therefore, no mitigation is required. **(Draft EIR at 4.1-32.)**

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Facts in Support of the Finding: As discussed in detail in Section 4.1.5.2 of the Draft EIR, the Project is consistent with applicable land use plans, policies and regulations of the jurisdictional agency (JPA) with land use authority over the Project. **(Draft EIR at 4.1-32.)** The Project supports reuse and development of the Base as provided for under the March JPA General Plan and associated March Air Force Base Master Reuse Plan. **(Draft EIR at 4.1-17).** The Specific Plan has been found consistent with the Air Installation Compatibility Use Zone (AICUZ) Report, and therefore is consistent with the adjacent Air Reserve and commercial airport operations. **(Draft EIR at 4.1-18).** Medical campus land uses proposed by the Project do not "compete" with other land uses, but rather, as noted above, provide for sustainable and diverse development within the General Plan area, and will convert vacant or underutilized property into vital community healthcare assets. **(Draft EIR at 4.1-18).** Perimeter landscaping and parking areas provide physical separation from adjacent land uses, and act as mutual screening/buffering elements between Project land uses and off-site land uses. **(Draft EIR at 4.1-19.)** Access to the Defense Media Center (DMC) will be maintained, and no structure will exceed maximum allowable heights stipulated by the DMC, so as not to interfere with satellite communications. **(Ibid.)** The Specific Plan incorporates development standards, setbacks, and performance standards to assure that buildout of the site will be conducted in an organized and compatible fashion. **(Draft EIR at 4.1-22).** The Project Site will be zoned "Specific Plan" (SP), which is consistent with the proposed underlying General Plan Land Use designation of Medical Campus (MC). **(Draft EIR at 4.1-31).** Based on the foregoing, the potential for the Project to conflict with any applicable land use plan, policy or regulation is less-than significant. **(Draft EIR at 4.1-32.)**

c. Cumulative Impacts.

Potential Impact: Whether the Project would result in cumulative Land Use Planning impacts when considered within the context of anticipated development within the cumulative impact area, which includes those areas that are currently, or anticipated to be subject to provisions of the March JPA General Plan and Development Code.

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Finding: Potential Land Use Planning Impacts are discussed in detail in Section 4.1 of the Draft EIR. Based on the entire record before us, this Authority finds that no significant cumulative Land Use Planning impacts will occur as a result of development of the Project, and therefore, no mitigation is required. **(Draft EIR at 5-6.)**

Facts in Support of the Finding: As reflected in Section 5.1.1.1 of the Draft EIR, the Project will not result in significant cumulative Land Use Impacts. **(Ibid.)** A proposed General Plan Amendment would amend the current General Plan Land Use Plan Map and text to accommodate uses and development intensities proposed under the March LifeCare Campus Specific Plan. **(Draft EIR at 5-4.)** The General Plan Land Use Map will be amended to redesignate the entire Project site under a new General Plan Land Use, Medical Campus (MC). **(Ibid.)** In order to accommodate the Project land uses, and consistent with requirements of the March JPA Development Code, Section 9.13.030, a zone change to "Specific Plan" pursuant to the proposed *March LifeCare Campus Specific Plan* has been requested by the Applicant. **(Draft EIR at 5-5.)** Under the proposed Specific Plan zoning designation, all development within the Project site will be directed and governed by provisions and requirements of the *March LifeCare Campus Specific Plan*, as approved and administered by the JPA. **(Ibid.)** Internal to the Specific Plan area, regulatory areas or Specific Plan zones will be established in order to define and direct future development within the Project boundaries. **(Ibid.)** The Project will incorporate those discretionary actions necessary to ensure consistency with applicable General Plan Policies and JPA Development Code requirements. **(Ibid.)** Uses proposed by the Project are permitted under the proposed Medical Campus General Plan Land Use and Specific Plan zoning designations. **(Ibid.)** Upon approval of the requested General Plan Amendment and zone change, the Project land uses and proposed development will be consistent with General Plan and zoning designations of the site. **(Ibid.)** The Project will be designed, developed, and operated consistent with March JPA General Plan Policies, and requirements and standards articulated in the Specific Plan documents. **(Draft EIR at 5-6.)** Where the Specific Plan is silent, or where discrepancies between the Specific Plan and other JPA land use/planning or development regulations may occur, the Project will comply with JPA regulations and requirements. **(Ibid.)** It is assumed that

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other development proposals within the cumulative impact area will also request and process appropriate discretionary actions/permits where necessary, and also comply with General Plan Policies and applicable provisions of the JPA Development Code. **(Ibid.)** The JPA comprehensively updates and amends its General Plan and zoning documents to reflect cumulative land use changes within the impact area. **(Ibid.)** Regional agencies employ development-specific information and General Plan/zoning information provided by the JPA in developing regional land use plans and associated growth projections. **(Ibid.)** In combination, these actions ensure that potential cumulative effects of evolving land use plans are appropriately addressed at local and regional levels. **(Ibid.)** Based on the foregoing, the Project's potential contribution to impacts in regard to land use and planning is less-than-significant and is not cumulatively considerable. **(Ibid.)**

6. **Hazards and Hazardous Materials.**

a. Exposure to Risk of Wildfire

Potential Impact: Whether the Project would 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.

Finding: The effects on exposure to risk of wildfire were found to be less than significant after preparation of the Initial Study. **(Draft EIR Appendix A at 12-13.)**

Facts in Support of the Finding: Urban fire hazards within the Project vicinity are largely related to structural fires, and are typically due to carelessness and/or negligence. **(Draft EIR at 1-7.)** Fire protection services are provided to the Project site by the Riverside County Fire Department. **(Ibid.)** Adherence to local fire department regulations during construction and operation of the Project would be required. **(Ibid.)** The potential for the Project to expose people to, or result in, increased fire hazard in areas with flammable brush, grass, or trees is therefore considered less-than-significant. **(Draft EIR at 1-7; Appendix A at 12-13.)**

b. Hazardous Materials Site.

Potential Impact: Whether the Project would be located on a site which is included on a list of hazardous materials sites compiled

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pursuant to Government Code Section 95962.5 and, as a result, create a significant hazard to the public or the environment.

Finding: Impacts related to Hazards and Hazardous Materials are discussed in detail at Section 4.3 of the Draft EIR. No properties or facilities currently located within the Specific Plan areas are identified as a Government Code Section 95962.5 hazardous materials site. On that basis, this Authority finds that the potential for the Project to create a significant hazard to the public or environment is less-than-significant and, therefore, no mitigation is required. **(Draft EIR at 4.3-47.)**

Facts in Support of the Finding: A search of federal, State, local, tribal and proprietary records identifying Government Code Section 65962.5 hazardous materials sites was conducted as part of the Phase I ESA. **(Draft EIR at 4.3-46.)** No properties or facilities currently located within the Specific Plan area or that would otherwise be affected by development of the Project were found on any of the searched databases. **(Draft EIR at 4.3-47)**. Accordingly, the Project's potential to create a significant hazard to the public or the environment on this basis is less-than-significant. **(Ibid.)**

c. Hazards Within Airport Land Use Plan.

Potential Impact: Whether the Projects' location within an airport land use plan, or within two miles of a public airport, public use airport, or private airstrip would result in a safety hazard for people residing or working in the project area.

Finding: Potential conflicts of the project with the airport land use plan are discussed in detail in Section 4.3 of the Draft EIR. Based on the entire record before us, this Authority finds that the risk of safety hazards to people residing or working in the Project area is less-than-significant and, therefore, no mitigation is required. **(Draft EIR at 4.3-50.)**

Facts in Support of the Finding: The proposed Specific Plan land uses would be located, at a minimum; approximately 0.8 miles from the March Inland Port runway and two (2) airport land use plans currently affect the Specific Plan area. **(Draft EIR at 4.3-47)**. The Specific Plan area is consistent with both of the airport hazard studies that cover the Project site: 1) the Riverside County Airport Land Use Plan (ALUP) and 2) the Air Installation Compatibility Use Zone (AICUZ) Report. **(Draft EIR at 4.3-49)**. Within the adopted 1984 Riverside County ALUP, the Project site is identified within Safety

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Zone II, which provides that "Agricultural, industrial and commercial uses are acceptable in this area." **(Draft EIR at 4.3-48.)** The Specific Plan area is not located within the safety hazard zones or "Accident Potential Zones" (APZ) specified in either the AICUZ, or the Draft March Air Reserve Base/Inland Port Airport Joint Land Use Study. **(Ibid.)** Within the Joint Land Use Study, the Specific Plan area is located within compatibility Zones D and E, which have no land use restrictions other than those that may cause hazards to aircraft flight. **(Draft EIR at 4.3-49.)** The Study states "Lands within Zones D and E are subject to noise and risks associated with aircraft operations at March ARB/IPA, but impacts are sufficiently minimal that land use restrictions are generally unnecessary." **(Ibid.)** The Project is also in compliance with all Federal Aviation Administration (FAA) regulations for land uses in the vicinity of an airport, such as height restrictions, noise abatement, and lighting restrictions. **(Ibid.)** Based on the foregoing, the potential for the Project to expose people residing or working in the Project area to safety hazards is less-than-significant. **(Draft EIR at 4.3-50.)**

7. **Hydrology/Water Quality**

a. Seiche, Tsunami or Mudflow

Potential Impact: Whether the Project would expose people or structures to inundation by seiche, tsunami, or mudflow.

Finding: The effects on seiche, tsunami or mudflow risks were found to be less than significant after preparation of the Initial Study. **(Draft EIR Appendix A at 14-15.)**

Facts in Support of the Finding: The Project site is located approximately four (4) miles from Lake Perris. Potential Lake Perris seiche hazards affecting the 4-mile distant Project are highly unlikely. **(Draft EIR at 1-8.)** The Project site is not located proximate to coastal waters, and as such, is not subject to tsunami hazards. **(Ibid.)** No volcanoes are identified on the Project site, and the site has not historically been affected by volcanic activity. **(Ibid.)** As such, the Project will have less-than-significant impacts for this hydrology and water quality consideration. **(Draft EIR at 1-8; Appendix A at 14-15.)**

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b. Water Quality.

Potential Impact: Whether the Project would violate any water quality standards or waste discharge requirements; substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion on-or off-site; or otherwise substantially degrade water quality.

Finding: Potential impacts of the Project on Hydrology and Water Quality are discussed in detail in Section 4.4 of the Draft EIR. Based on the entire record before us, this Authority finds that development of the Project will not result in significant impacts to water quality or alter the existing drainage pattern of the site, and therefore, no mitigation is required. **(Draft EIR at 4.2-25; 28.)**

Facts in Support of the Finding: Development of the Project will alter amounts and quality of surface water runoff as portions of the existing topography are replaced with impervious surfaces including pavement and structures. **(Draft EIR at 4.2-24.)** Surface water runoff from the Project site may eventually affect ground water as it discharges into natural and manmade conveyances, and eventually percolates to the underlying water table. **(Ibid.)** During site preparation activities prior to construction, existing groundcover will be removed from the site, exposing the Project area to exposed erosion potential. **(Ibid.)** Further, construction site runoff may carry increased loads of sediment, heavy metals and petroleum hydrocarbons (from machinery) which could degrade water quality. **(Ibid.)** However, in accordance with the National Pollutant Discharge Elimination System ("NPDES") requirements, a construction activities erosion control plan will be required to alleviate potential sedimentation and storm water discharge contamination impacts. **(Ibid.)** Additionally, the Project will be responsible for compliance with the General Construction NPDES permit from the Santa Ana Regional Water Quality Control Board, and must file a Notice of Intent to Commence Construction Activities. **(Draft EIR at 4.4-25).** Under the General Construction Permit, discharge of materials other than storm water is prohibited. **(Ibid.)** A Storm Water Pollution Prevention Plan (SWPPP) must also be prepared and implemented, which identifies the sources of sediments and other pollutants to storm water discharge. **(Ibid.)** The SWPPP also identifies both construction and

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post-construction Best Management Practices (BMPs) to reduce sediments and other pollutants. BMPs mandated by the requisite NPDES permit typically include installation of filter fabric fences, sandbars and checkdams. **(Ibid.)** Potential pollutant sources from long-term operations include trash & debris, oil and grease, pathogens, sediment/turbidity, nutrients, oxygen-demanding substances, pesticides, organic compounds (specifically solvents) and metals. **(Draft EIR at 4.4-26.)** However, recognizing the potential hazards of such urban runoff, the EPA has issued regulations which require municipalities to participate in the NPDES program. **(Ibid.)** As part of the program, Riverside County has received an NPDES permit for urban runoff. **(Ibid.)** Compliance with the provisions specified in the NPDES permit will provide for proper management and disposal of urban runoff from the Project. **(Ibid.)** Certain receiving waters do not currently meet Water Quality Standards associated with their designated beneficial uses, and specific Pollutants of Concern (POC) for this Project include: nutrients, pathogens, organic enrichment/ low dissolved oxygen, PCBs (polychlorinated biphenyls) and unknown toxicity. **(Ibid.)** Accordingly, treatment control BMPs with a medium or high effectiveness will be incorporated into the final Project design, such as filtration/infiltration bioswale trenches and water quality filtration/infiltration basins. **(Ibid.)** Low Impact Development (LID) strategies such as porous driveway material, porous landscape detention (PLD) and/or inverted medians also functioning as filtration trenches or bio-swales will increase the infiltration capacity of the developed site. **(Draft EIR at 4.4-27).** After compliance with the foregoing requirements, and any other requirements stipulated by the Santa Ana Regional Water Quality Control Board, impacts related to this issue area are anticipated to be less than significant. **(Draft EIR at 4.4-25; 27 through 28.)**

c. Alteration of Drainage Patterns.

Potential Impact: Whether the Project would substantially alter the existing drainage pattern of the site or area, including alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site; create or contribute runoff water which would exceed the capacity of existing or

planned storm water drainage systems or provide substantial additional sources of polluted runoff.

Finding: Potential impacts of the Project on Hydrology and Water Quality are discussed in detail in Section 4.4 of the Draft EIR, and the Project drainage concept is contained at EIR Appendix D. Based on the entire record before us, this Authority finds that development of the project will not result in significant impacts to the existing drainage pattern of the site or area, and therefore, no mitigation is required. **(Draft EIR at 4.4-29.)**

Facts in Support of the Finding: Terrain and groundwater within the Project area will be altered by implementation of the Project. **(Draft EIR at 4.4-28.)** Project development will increase impervious areas, and will require modification of existing drainage patterns. **(Ibid.)** The Project will implement appropriate storm water management systems that accommodate existing off-site flows as well as storm waters developed within the Project site. **(Ibid.)** Project drainage improvements are based on detailed hydrologic information presented at EIR Appendix D, and assume a worst-case condition based on existing carrying capacities of receiving drainage improvements. **(Ibid.)** Over the long-term, Project storm water management systems, complemented by off-site area-wide drainage improvements including but not limited to planned improvement of the adjacent Cactus Avenue and Heacock Street Channels, act to ensure that potential future increases in area storm water runoff will be managed and maintained within acceptable parameters. **(Ibid.)** Prior to issuance of grading permits, detailed grading and drainage plans will be prepared, demonstrating that Project drainage can be appropriately conveyed and discharged without adverse affect to any properties or to the drainage system itself. **(Ibid.)** Detailed grading and drainage plans will be prepared in compliance with JPA, County, and RWQCB requirements. **(Ibid.)** JPA review and approval of the Project land use plans, site plans, and implementation of necessary Project drainage improvements and associated storm water BMPs, act to ensure that Project will be designed and implemented in a manner that appropriately conveys storm water runoff without adversely affecting upstream or downstream drainage characteristics, and that pursuant to the Project SWPPP and WQMP, storm water runoff does not constitute a substantial pollutant source. **(Draft EIR at 4.4-29)**. On this basis, the potential for the Project to substantially alter

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the existing drainage pattern of the site or area is less-than-significant. **(Ibid.)**

d. Flooding Risks.

Potential Impact: Whether the Project would expose people or structures to significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam.

Finding: Potential impacts of the Project on Hydrology and Water Quality are discussed in detail in Section 4.4 of the Draft EIR. Based on the entire record before us, this Authority finds that development of the project will not 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, and therefore, no mitigation is required. **(Draft EIR at 4.4-34.)**

Facts in Support of the Finding: The greatest potential for flooding due to dam failure would occur if the Lake Perris located approximately five (5) miles southwesterly of the Project site, were to suffer catastrophic structural damage, likely associated with a concurrent significant seismic event. **(Draft EIR at 4.4-33.)** Potential failure of the Lake Perris Dam was evaluated within the General Plan and General Plan Program EIR prepared for the neighboring City of Moreno Valley. **(Ibid.)** As described in the Moreno Valley General Plan and General Plan Final Program EIR, even with instantaneous failure of Lake Perris Dam, and with the reservoir at or near capacity, the northerly limits of the dam inundation area would extend to only a very small area south of Nandina Avenue along the Perris Valley Storm Drain. **(Ibid.)** The Project site is located more than two (2) miles northwesterly of this inundation area, and therefore would not be substantively affected. **(Ibid.)** The Project does not propose nor require permanent alteration of area vehicle circulation routes, and would not otherwise interfere with an identified emergency response or emergency evacuation plan. **(Ibid.)** The Project will also implement roadway improvements and traffic control devices that will act to ensure safe and efficient access to the Project site and vicinity in the event of an emergency, whether local or area wide. **(Ibid.)** On this basis, the potential for the Project to expose people or structures to a significant risk or loss, injury or death involving flooding is less-than-significant. **(Draft EIR at 4.4-34.)**

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e. Cumulative Impacts.

Potential Impact: Whether the Project would result in cumulative impacts related to Hydrology/Water Quality within the context of development realized pursuant to the Base Reuse Master Plan/March JPA General Plan.

Finding: Impacts related to Hydrology and Water Quality are discussed in detail at Section 4.4 of the Draft EIR. Based on the entire record before us, this Authority finds that no significant cumulative Hydrology or Water Quality impacts will occur as a result of development of the Project, and therefore, no mitigation is required. **(Draft EIR at 5-13.)**

Facts in Support of Finding: As discussed in Section 5.1.1.4 of the Draft EIR, development of the Project site will incrementally increase impervious surfaces within the cumulative impact area, with related potential increases in the rate and quantity of areawide storm water discharges. **(Draft EIR at 5-11.)** However, as summarized at EIR Section 4.4, and presented in detail within the Project Hydrology Report, (EIR Appendix D), the Project incorporates those storm water management components, including drainage facilities, detention areas, and structural and non-structural Best Management Practices, which collectively act to ensure that post-development storm water discharge rates and volumes do not exceed pre-development conditions. **(Ibid.)** Prior to issuance of grading permits, detailed grading and drainage plans will be prepared, demonstrating that Project drainage can be appropriately conveyed and discharged without adverse affect to any properties or to the drainage system itself. **(Ibid.)** JPA review and approval of the Project land use plans, site plans, and implementation of necessary Project drainage improvements and associated storm water BMP's, act to ensure that Project will be designed and implemented in manner that appropriately conveys storm water runoff without adversely affecting upstream or downstream drainage characteristics. **(Draft EIR at 5-12.)** Permits associated with, or related to, alteration of jurisdictional areas and discharge of storm waters from the Project site will be acquired as stipulated under the EIR mitigation measures. **(Ibid.)** Requirements outlined above are further supported by the JPA Infrastructure and Capital Facilities Improvements Program which act to preclude or reduce potential adverse drainage and storm water runoff hazards. **(Ibid.)** Mitigation measures incorporated in the

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EIR require detailed floodplain analyses within the Project site in order to ensure that buildings are not subject to, and/or are adequately protected from, potential flood hazards, thereby allowing the JPA to maintain its flood insurance eligibility status. **(Ibid.)** Moreover, development within any identified flood hazard areas shall comply with Floodplain Management Regulations and criteria for the Federal Flood Insurance Program. **(Ibid.)** It is assumed that other development proposals within the cumulative impact area will similarly incorporate appropriate storm water management components, drainage facilities, structural and non-structural Best Management Practices, and floodplain/flood hazard management requirements. **(Ibid.)** Accordingly, the Project's potential contribution to impacts in regard to hydrology/water quality is less-than-significant and is not cumulatively considerable. **(Draft EIR at 5-13.)**

8. **Mineral Resources**

a. Loss of Availability of Regionally Important Mineral

Potential Impact: Whether the Project would 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.

Finding: The effects on loss of mineral resources were found to be less than significant after preparation of the Initial Study. **(Draft EIR Appendix A at 16.)**

Facts in Support of the Finding: There are no mineral resources known to exist within the JPA Planning Area, and therefore the Project site, that would be of value to the region and the residents of the State. **(Draft EIR at 1-8.)** As such, the Project would not result in any impacts to mineral resources that would be of future value to the region and the residents of the State. **(Draft EIR at 1-8; Appendix A at 16.)**

b. Loss of Availability of Locally Important Mineral

Potential Impact: Whether the Project would result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan.

Finding: The effects on loss of mineral resources were found to be less than significant after preparation of the Initial Study. **(Draft EIR Appendix A at 16.)**

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Facts in Support of the Finding: There are no mineral resources known to exist within the JPA Planning Area, and therefore the Project site, that would be of value to the region and the residents of the State. **(Draft EIR at 1-8.)** As such, the Project would not result in any impacts to mineral resources that would be of future value to the region and the residents of the State. **(Draft EIR at 1-8; Appendix A at 16.)**

9. **Population and Housing**

a. Population Growth

Potential Impact: Whether the Project would 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).

Finding: The effects on population growth were found to be less than significant after preparation of the Initial study. **(Draft EIR Appendix A at 18.)**

Facts in Support of the Finding: The Land Use Plan for the March JPA General Plan focuses on the creation of an employment center through the implementation of new uses on currently vacant lands, reuse of existing facilities, and joint use of the airfield facilities. **(Draft EIR at 1-9.)** As stated in the MEIR prepared for the General Plan:

"Potential development and growth that may occur with new development under the proposed General Plan represents an increase in available employment generating land uses. This growth will occur as the market demand dictates, and said growth is estimated to occur within the projected time-frame to reach buildout. Growth is not adverse if adequate public services are available at each period of growth." **(Ibid.)**

With the realignment of March AFB, an estimated 10,000 jobs were lost. **(Ibid.)** The Project would result in the addition of new employment opportunities within the western Riverside County region. **(Ibid.)** According to the Final Master Environmental Impact Report prepared for the March JPA General Plan, this region is rich in housing, but limited in employment opportunities. **(Ibid.)** Development of the Specific Plan would provide existing and future residents with quality jobs without the need to commute to other areas. **(Ibid.)**

The Project also includes approximately 700,000 square feet of new healthcare-related, senior care facilities. **(Ibid.)** Traditional housing types are not permitted, nor contemplated as part of the Project. **(Ibid.)** Occupancy of such facilities is not expected to induce substantial population growth in the area, but rather address an existing need for medically-assisted living within the western Riverside County region. **(Draft EIR at 1-9; Appendix A at 18.)**

b. Housing Displacement

Potential Impact: Whether the Project would displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere.

Finding: The effects on housing displacement were found to be less than significant after preparation of the Initial Study. **(Draft EIR Appendix A at 18-19.)**

Facts in Support of the Finding: The site currently accommodates two transitional housing projects. **(Draft EIR at 1-9.)** These facilities would be relocated within the general vicinity as the Project site develops. **(Ibid.)** Since the JPA/Project sponsor intends to assist with this relocation, the potential for disruption to a community is considered to be less-than-significant. **(Draft EIR at 1-9; Appendix A at 18-19.)**

c. Population Displacement

Potential Impact: Whether the Project would displace substantial numbers of people, necessitating the construction of replacement housing elsewhere.

Finding: The effects on population displacement were found to be less than significant after preparation of the Initial Study. **(Draft EIR Appendix A at 18-19.)**

Facts in Support of the Finding: The site currently accommodates two transitional housing projects. **(Draft EIR at 1-9.)** These facilities would be relocated within the general vicinity as the Project site develops. **(Ibid.)** Since the JPA/Project sponsor intends to assist with this relocation, the potential for disruption to a community is considered to be less-than-significant. **(Draft EIR at 1-9; Appendix A at 18-19.)**

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10. **Public Services and Recreation**

a. Ratios for Schools and Parks

Potential Impact: Whether the Project would 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 either schools or parks.

Finding: The effects on ratios for schools and parks were found to be less than significant after preparation of the Initial Study. **(Draft EIR Appendix A at 19.)**

Facts in Support of the Finding: The Project does not propose a stand-alone residential component. **(Draft EIR at 1-10.)** Nor would any of the other land uses proposed by the Project directly contribute to the resident population base served by area parks. **(Ibid.)** Institutional residential facilities, for senior care, proposed by the Project are associated with, provide support for, and enhance the Project's primary function as a regional healthcare and medical services campus. **(Ibid.)** These facilities will not typically house families with school-age children. **(Ibid.)** Increased student population or park patronage could indirectly result from families relocating to the area for employment purposes. **(Ibid.)** With specific regard to potential school impacts, the Project is required to pay school impact fees to offset potential increased demands on school facilities. **(Ibid.)** Similarly, development fees and use fees act to offset increased demands on parks/recreation facilities indirectly attributable to Project employment. **(Ibid.)** Moreover, given locally and regionally high unemployment rates, new jobs created by the Project will likely be filled by the resident population with little or no relocation of families or residences, and would not substantially increase demands for schools or parks. **(Draft EIR at 1-10; Appendix A at 19.)**

b. Neighborhood and Regional Parks

Potential Impact: Whether the Project would increase the use of existing neighborhood and regional parks or other recreational

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facilities such that substantial physical deterioration of the facility would occur or be accelerated.

Finding: The effects on neighborhood and regional parks were found to be less than significant after preparation of the Initial Study. **(Draft EIR Appendix A at 20.)**

Facts in Support of the Finding: The Project does not propose a stand-alone residential component. **(Draft EIR at 1-10.)** Nor would any of the other land uses proposed by the Project directly contribute to the resident population base served by area parks. **(Ibid.)** Institutional residential facilities, for senior care, proposed by the Project are associated with, provide support for, and enhance the Project's primary function as a regional healthcare and medical services campus. **(Ibid.)** These facilities will not typically house families with school-age children. **(Ibid.)** Increased student population or park patronage could indirectly result from families relocating to the area for employment purposes. **(Ibid.)** With specific regard to potential school impacts, the Project is required to pay school impact fees to offset potential increased demands on school facilities. **(Ibid.)** Similarly, development fees and use fees act to offset increased demands on parks/recreation facilities indirectly attributable to Project employment. **(Ibid.)** Moreover, given locally and regionally high unemployment rates, new jobs created by the Project will likely be filled by the resident population with little or no relocation of families or residences, and would not substantially increase demands for schools or parks. **(Draft EIR at 1-10; Appendix A at 20.)**

c. Recreational Facilities

Potential Impact: Whether the Project would include recreational facilities or require the construction or expansion of recreational facilities which have an adverse physical effect on the environment.

Finding: The effects on recreational facilities were found to be less than significant after preparation of the Initial Study. **(Draft EIR Appendix A at 20.)**

Facts in Support of the Finding: The Project does not propose a stand-alone residential component. **(Draft EIR at 1-10.)** Nor would any of the other land uses proposed by the Project directly contribute to the resident population base served by area parks. **(Ibid.)**

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Institutional residential facilities, for senior care, proposed by the Project are associated with, provide support for, and enhance the Project's primary function as a regional healthcare and medical services campus. **(Ibid.)** These facilities will not typically house families with school-age children. **(Ibid.)** Increased student population or park patronage could indirectly result from families relocating to the area for employment purposes. **(Ibid.)** With specific regard to potential school impacts, the Project is required to pay school impact fees to offset potential increased demands on school facilities. **(Ibid.)** Similarly, development fees and use fees act to offset increased demands on parks/recreation facilities indirectly attributable to Project employment. **(Ibid.)** Moreover, given locally and regionally high unemployment rates, new jobs created by the Project will likely be filled by the resident population with little or no relocation of families or residences, and would not substantially increase demands for schools or parks. **(Draft EIR at 1-10; Appendix A at 20.)**

11. **Water Supply.**

a. Groundwater Supply/Recharge.

Potential Impact: Whether the Project would 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.

Finding: Potential impacts of the Project on Water Supply are discussed in detail in Section 4.5 of the Draft EIR. Based on the entire record before us, this Authority finds that no significant impact related to groundwater supplies or groundwater recharge will occur as a result of the Project and, therefore, no mitigation is required. **(Draft EIR at 4.5-31.)**

Facts in Support of the Finding: Water will be supplied to the Project by WMWD via water deliveries from MWD. **(Draft EIR at 4.5-30.)** As noted in the Project WSA at page 19 "groundwater sources will be part of Western's total water supply portfolio, and are not identified as specific sources that will supply the March LifeCare Campus. **(Ibid.)** Although the proposed project may not be the direct recipient of local groundwater supplies, these local sources offset the overall demand on

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Western's imported supplies, thus increasing system-wide water supply reliability." **(Ibid.)** Two of the planned future water supply improvements within the WMWD Service Area (the Arlington Desalter and Chino Desalter Expansion) will produce and treat otherwise un-potable groundwater, thereby increasing the total available water supplies within the Service Area. **(Ibid.)** In regard to potential impacts to groundwater recharge, the Project site is not currently designated as a storm water capture area or groundwater percolation facility. **(Ibid.)** The Project plans indicate that in the near-term, vegetated detention areas will be created within landscaped areas on-site, to contain storm flows and allow controlled release into adjacent storm drains. **(Draft EIR at 4.5-31.)** Given the permeable nature of these detention areas, a portion of the storm water detained on-site will likely contribute to area recharge capabilities. **(Ibid.)** In the long-term, the Project will incorporate open space areas and landscaping pursuant design and development standards articulated in the March LifeCare Campus Specific Plan document, thereby allowing for internal capture and retention of stormflows, acting to generally provide for infiltration of storm waters to the groundwater table. **(Ibid.)** On this basis, the Potential of the Project to 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 is less-than-significant. **(Ibid.)**

b. Cumulative Impacts.

Potential Impact: Whether the Project would result in cumulative impacts related to Water Supply in the context of all existing proposed and anticipated uses within the Western Municipal Water District service area.

Finding: Impacts related to Water Supply are discussed in detail at Draft EIR Section 4.5. Based on the entire record before us, this Authority finds that no significant cumulative Water Supply impacts will occur as a result of development of the Project, and therefore, no mitigation is required. **(Draft EIR at 5-14.)**

Facts in Support of Finding: As discussed in Section 5.1.1.5, the cumulative impact area for water supplies is defined by the service area of the jurisdictional water purveyor, in this case, the Western Municipal Water District (WMWD, Western). **(Draft EIR**

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at 5-13.) Water demands of the Project will be met through WMWD water deliveries. **(Ibid.)** WMWD's existing and planned local water supply projects, together with water conservation actions implemented by Western, will incrementally increase water supplies available to all its customers, enhance water supply reliability, and act to reduce area-wide water demands. **(Ibid.)** Consistent with SB610/221 requirements, Western's analysis of the Project's water demands and available water supplies, as summarized in the Project Water Supply Assessment, demonstrates that there is sufficient water to serve the Project in the near and long term, and under normal and extended drought conditions. **(Draft EIR at 5-14.)** The Project WSA further considers even more stringent reductions in available water supplies due to state-wide drought conditions and recent court actions. **(Ibid.)** Even under these more restrictive scenarios, the WSA demonstrates that, subject to Western's conditions of approval (EIR Mitigation Measures 4.5.1 through 4.5.4), water will be available to the Project and all existing and projected customers within Western's service area under shortages more severe than the single-year or multiple-dry year scenarios evaluated under SB 610/221. **(Ibid.)** The Project and all current and projected future uses can be adequately served by existing and proposed water sources, with neither Project-related, nor cumulatively adverse impacts on the availability or reliability of water supplies, including groundwater. **(Ibid.)** As mitigated, the Project's potential contribution to impacts in regard to water supplies is less-than-significant and is not cumulatively considerable. **(Ibid.)**

12. **Biological Resources.**

a. Wildlife Corridors.

Potential Impact: Whether the Project would cause significant impacts by interfering substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impeding the use of native wildlife nursery sites.

Finding: Potential impacts of the Project on Biological Resources are discussed in detail in Section 4.7 of the Draft EIR. Based on the entire record before us, this Authority

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finds that no significant impact to the movement of any native resident or migratory fish or wildlife species will occur as a result of the Project, and therefore, no mitigation is required. **(Draft EIR at 4.7-34.)**

Facts in Support of the Finding: No wildlife corridors, linkages or wildlife nursery sites occur within or proximate to the March LifeCare Campus Specific Plan Project site **(Draft EIR at 4.7-33.)** More specifically, the entire Project site has been extensively employed for military and/or urban uses, and is surrounded by development and roads. **(Ibid.)** There are no areas that are designated as, used for, or function as, wildlife movement corridors or wildlife nurseries. **(Ibid.)** Nor are there areas that are proposed for, or are anticipated to be designated as wildlife movement corridors or wildlife nurseries within or proximate to the Project site. **(Draft EIR at 4.7-34)**. Accordingly, the potential for the Project to 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 is less-than-significant. **(Ibid.)**

b. Conflict with Local Policies or Ordinances.

Potential Impact: Whether the Project would cause significant impacts by conflicting with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance.

Finding: Potential impacts of the Project on Biological Resources are discussed in detail in Section 4.7 of the Draft EIR. Based on the entire record before us, this Authority finds that no significant impacts or conflicts with local policies or ordinances protecting biological resources will occur as a result of the Project, and therefore, no mitigation is required. **(Draft EIR at 4.7-34.)**

Facts in Support of the Finding: No local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance have been identified as applicable to the Project site. **(Draft EIR at 4.7-34)**. Accordingly, the potential for the Project to conflict with the provisions of a local policy or ordinance is less-than-significant. **(Ibid.)**

c. Conflict with Habitat Conservation Plan.

Potential Impact: Whether the Project would cause significant impacts by conflicting with the provisions of an adopted Habitat

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Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan.

Finding: Potential impacts of the Project on Biological Resources are discussed in detail in Section 4.7 of the Draft EIR. Based on the entire record before us, this Authority finds that no significant impacts or conflicts with an adopted habitat conservation plan will occur as a result of the Project, and therefore, no mitigation is required. **(Draft EIR at 4.7-36.)**

Facts in Support of the Finding: The Project site is located within the Western Riverside County Habitat Conservation Plan for the Stephens' Kangaroo Rat (SKR HCP), which allows for incidental take of Stephens' kangaroo rat for projects located within the plan area. The JPA is a participant in the SKR HCP. The SKR HCP and the County of Riverside Ordinance No. 663.10 **(Draft EIR at 4.7-35.)** (Stephens' Kangaroo Rat Mitigation Fee Ordinance) require that impacts to SKR be mitigated by: (1) on-site mitigation through the reservation or addition of lands included within or immediately adjacent to a potential habitat reserve site, or (2) payment of the Mitigation Fee or (3) any combination of (1) and (2) consistent with the intent and purpose of Ordinance No. 663.10, federal, state and county agencies shall review each development proposal to determine the most appropriate mitigation. **(Ibid.)** With payment of the appropriate mitigation fee, the JPA will fulfill its obligations under the SKR HCP, and any potential impacts to SKR would be less-than-significant. **(Ibid.)** Additionally, the Project site lies within the boundaries of the Western Riverside County Multi-Species Habitat Conservation Plan (MSHCP) area; however the March JPA is not participatory to the MSHCP. **(Ibid.)** Moreover, the Project does not propose land uses, development, or other actions that would conflict with, or otherwise interfere with, implementation of the MSHCP. **(Ibid.)** Except for the flood and drainage improvements being approved by the Riverside County Flood Control and Water Conservation District discussed earlier in this chapter, the Project site is outside of the jurisdiction of the MSHCP. **(Ibid.)** No development is proposed within MSHCP conservation areas, and the Project will not conflict or obstruct with MSHCP migration corridors or habitat linkages. **(Ibid.)** The Project does not propose any other actions that would directly or indirectly adversely affect implementation of the MSHCP, nor would the JPA

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as the Lead Agency approve such land uses, development, or actions. **(Draft EIR at 4.7-36)**. Accordingly, the potential for the Project to conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan is less-than-significant. **(Ibid.)**

d. Cumulative Impacts.

Potential Impact: Whether the Project would result in cumulatively significant Biological Resources impacts within the context of anticipated buildout within the cumulative impact area and as one component of development realized pursuant to the Base Reuse Master Plan/March JPA General Plan.

Finding: Impacts related to Biological Resources are discussed in detail at Draft EIR Section 4.7. Based on the entire record before us, this Authority finds that no significant cumulative impacts to Biological Resources will occur as a result of development of the Project, and therefore, no mitigation is required. **(Draft EIR at 5-18.)**

Facts in Support of the Finding: As discussed in Section 5.1.1.7 of the Draft EIR, no listed or special status plant surveys were detected during biological surveys of the Project area. **(Draft EIR at 5-16)**. Two small off-site drainages exist on the Project site and are subject to the jurisdiction of the Army Corps of Engineers (Corps) and the California Department of Fish and Game (CDFG). **(Draft EIR at 5-17.)** Mitigation for this maximum potential impact scenario is included in the EIR, and requires acquisition of necessary Corps and CDFG permits, and compliance with habitat replacement or restoration requirements therein. In addition, based on Corps Section 404 permitting requirements, the Project Applicant will acquire Section 401 Water Quality Certification through the State Regional Water Quality Control Board. **(Ibid.)** Apart from the burrowing owl and Stephen's kangaroo rat, no other special status wildlife species were detected, or are considered to be potentially present at the Project site. **(Ibid.)** The Project site is located within the Western Riverside County Stephen's kangaroo rat Habitat Conservation Plan (SKR HCP), which allows for incidental take of SKR for projects located within the Plan area. **(Ibid.)** The JPA is participatory to the SKR

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HCP. Under existing ordinance provisions (Riverside Ordinance No. 663.10, Stephen's Kangaroo Rat Mitigation Fee Ordinance) the Project will pay SKR impact mitigation fees, reducing potential impacts to SKR to levels that are less-than-significant. **(Ibid.)** The Project will also comply with applicable provisions of the Migratory Bird Treaty Act (MBTA), reducing potential impacts to nesting birds to levels that are less-than-significant. **(Ibid.)** Based on the foregoing, the Project's potential contribution to cumulative biological resources impacts is not considerable, and the cumulative effects of the Project are determined to be less-than-significant. **(Draft EIR at 5-18.)**

13. **Traffic Impacts**

a. Parking Capacity.

Potential Impact: Whether the Project would significantly impact or result in inadequate parking capacity.

Finding: Potential impacts of the Project on Traffic and Circulation are discussed in detail in Section 4.8 of the Draft EIR. Based on the entire record before us, this Authority finds that no significant impacts to parking capacity will occur as a result of the Project, and therefore, no mitigation is required. **(Draft EIR at 4.8-146.)**

Facts in Support of the Finding: On-site parking will be provided pursuant to the March LifeCare Specific Plan Development Regulations, or as otherwise specified by March JPA. **(Draft EIR at 4.8-143).** The campus-wide parking needs shall be satisfied through a combination of off-street and on-street parking. **(Ibid.)** Much of the required parking for the central campus is located in the Parking Core zone, allowing it to be shared by a variety of uses in a "park once" district. **(Ibid.)** Shared parking solutions allow parking spaces to be efficiently shared between uses with differing peak hours, peak days, and peak seasons of parking demand, lowering the total number of spaces needed. **(Draft EIR at 4.8-144.)** Parking supply is sized to meet average parking loads instead of the worst-case parking ratios needed for isolated buildings because the common supply allows uses with above-average demand to be balanced by uses that have below average demand or are temporarily vacant. **(Ibid.)** Short-term parking, particularly on-street parking that is

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strictly enforced as well as parking behind buildings in the Flex zone, creates rapid turnover and convenient parking near destinations. **(Ibid.)** Long-term and staff parking is provided in the Parking Core zone. **(Ibid.)** As individual uses are proposed, their parking requirements shall be checked against available parking supply in the Parking Core zone and on-street, and any deficit shall be addressed through on-site parking. **(Ibid.)** All parking must be provided within each developed site, unless a shared parking agreement has been approved and implemented. **(Ibid.)** A shared parking analysis shall be reviewed and approved by the JPA Planning Manager before implementing a shared parking agreement. **(Ibid.)** Off-street parking facilities requirements may be provided by the permanent allocation of the prescribed number of spaces for each use in a common parking facility as long as the total number of spaces provided is no less than the sum of the individual requirements, except as allowed by an approved shared parking solution. **(Ibid.)** The total number of spaces must be adequate to serve all uses on the site. **(Draft EIR at 4.8-145)**. An executed and recorded copy of an agreement or joint use easement for the joint use of a common parking facility shall be filed with the application for a certificate of occupancy. **(Ibid.)**. Accordingly, the potential for the Project to result in an inadequate parking capacity is less-than-significant. **(Draft EIR at 4.8-146.)**

b. Air Traffic Patterns

Potential Impact: Whether the Project would result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks.

Finding: Potential impacts of the Project on Traffic and Circulation are discussed in detail in Section 4.8 of the Draft EIR. Based on the entire record before us, this Authority finds that no significant impacts to air traffic patterns will occur as a result of the Project, and therefore, no mitigation is required. **(Draft EIR at 4.8-147.)**

Facts in Support of the Finding: The Project does not propose elements or aspects that would discernibly increase or affect air traffic volumes or air traffic patterns, or have effects that would result in substantial safety risks. **(Draft EIR at 4.8-146.)** More specifically as discussed at in detail at EIR Section 4.3, "Hazards and Hazardous Materials," land uses proposed as

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part of the Specific Plan are considered consistent with the Draft 2007 Draft March Air Reserve Base/Inland Port Airport Joint Land Use Study. **(Ibid.)** The Airport Land Use Commission (ALUC) Board, on April 16, 2009, determined that the Project is consistent with, and does not conflict with, the Airport Land Use Plan for March Air Reserve Base/Inland Port Airport, including but not limited to potential conflicts with air traffic patterns. **(Ibid.)** Infrequent emergency flight for life helicopter operations that may occur under the Project are subject to, and will comply with, FAA and CAA regulations. **(Ibid.)** Accordingly, the potential for the Project to 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, is less-than-significant. **(Draft EIR at 4.8-147.)**

c. Conflict with Alternative Transportation Plans.

Potential Impact: Whether the Project would conflict with adopted policies, plans, or programs supporting alternative transportation.

Finding: Potential impacts of the Project on Traffic and Circulation are discussed in detail in Section 4.8 of the Draft EIR. Based on the entire record before us, this Authority finds that no conflict with alternative transportation policies, plans, or programs will occur as a result of the Project, and therefore, no mitigation is required. **(Draft EIR at 4.8-148.)**

Facts in Support of the Finding: The Project does not propose elements or aspects that would interfere with, or otherwise affect alternative transportation modes. **(Draft EIR at 4.8-147.)** As discussed at EIR Section 3.0, "Project Description," the Specific Plan incorporates transit stops, pedestrian pathways and linkages, as well as bikeways. **(Ibid.)** Central information kiosks will be provided to show maps of buildings, parking areas, pedestrian linkages, and bikeways. Pursuant to the EIR air quality mitigation measures, all Project facilities are required to provide lockers as a safe repository for helmets and biking gear, and Project facilities with 250 or more employees must incorporate shower/changing facilities. **(Ibid.)** Other alternative transportation options may include a collaborative vehicle sharing (carpooling) program, and an on-campus shuttle service. **(Ibid.)** On this basis, the potential for the Project to conflict with adopted policies, plans, or programs

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supporting alternative transportation is less-than-significant. **(Draft EIR at 4.8-148.)**

14. **Air Quality.**

a. Operational Activities

Potential Impact: Whether the operational activities of the Project would violate any air quality standard, or contribute substantially to an existing or projected air quality standard.

Finding: Potential impacts of the Project on Air Quality are discussed in detail in Section 4.9 of the Draft EIR. Based on the entire record before us, this Authority finds that the operational activities of the Project will not violate the air quality standards for CO Hot Spots. **(Draft EIR at 4.9-77.)**

Facts in Support of the Finding: Because CO is the criteria pollutant that is produced in greatest quantities from vehicle combustion, and does not readily disperse into the atmosphere, adherence to applicable air quality standards is demonstrated through an analysis of localized CO concentrations. **(Draft EIR at 4.9-75.)** Areas of vehicle congestion have the potential to create "pockets" of CO called "CO hot spots." **(Ibid.)** These hot spots typically occur at intersections where vehicle speeds are reduced and idle time is increased. **(Ibid.)** These pockets of CO have the potential to exceed the state ambient air quality 1-hour standard of 20 ppm and/or the 8-hour standard of 9.0 ppm. **(Ibid.)** Typically, for an intersection to exhibit a significant CO concentration, it would operate at level of service (LOS) "D" or worse. (Draft EIR at 4.9-76.) The ten intersections selected for microscale analysis were forecast in the Project TIA to meet or exceed LOS "D." **(Ibid.)** To demonstrate the potential for localized CO hot spots, CALINE4 modeling was performed using the procedures outlined in the Caltrans' Transportation Project-Level Carbon Monoxide Protocol. Intersection movements, traffic volumes, and projected LOS conditions are based on data included in the Project TIA. (Ibid.) Modeling was performed using 2030 traffic volumes emission factors. **(Ibid.)** As a reasonable likely maximum impact scenario, the analysis assumes the retention of the existing intersection and roadway configurations/improvements, and does not consider those additional measures outlined in the traffic analysis to improve traffic flows within the Study Area. **(Ibid.)** As

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shown in Table 4.9-16, all predicted values are below the State's one-hour and eight-hour standards for CO concentrations. In that locally-monitored CO levels indicate no violation of applicable state or federal standards **(Table 4.9-2)**, and the Basin is considered an attainment area for CO **(Table 4.9-3)**, the Project's operational CO emissions would not contribute substantially to an existing or projected CO air quality violation. **(Draft EIR at 4.9-76 through 77.)**

b. Greenhouse Gas (GHG) Emission Reduction Strategies.

Potential Impact: Whether the Project would contribute to a significant global impact by conflicting with greenhouse gas (GHG) emission reduction strategies.

Finding: Potential impacts of the Project on Air Quality are discussed in detail in Section 4.9 of the Draft EIR. Based on the entire record before us, this Authority finds that no conflict with greenhouse gas (GHG) emission reduction strategies will occur as a result of the Project, and therefore, no mitigation is required. **(Draft EIR at 4.9-98.)**

Facts in Support of the Finding: The methodology used to analyze the Project's potential effect on global climate change includes a calculation of GHG emissions for informational purposes, as there is no quantifiable emissions threshold currently defined. **(Draft EIR at 4.9-80)**. Accordingly, the Project's potential for creating an impact on global climate change is based on whether the Project would conflict with the attainment of the state's goals of reducing greenhouse gas emissions as dictated by AB 32. **(Ibid.)** The Project will generate approximately 189,103.37 tons of carbon dioxide emissions per year, primarily in the form of vehicle exhaust and in the consumption of natural gas and electricity. **(Draft EIR Appendix H; Air Quality Report at 4-4)**. The Project will also generate 66.10 tons of methane gas emissions, and 24.28 tons of nitrous oxide emissions from vehicle emissions and natural gas combustion, as well as emit a small amount of hydrofluorocarbon (HFC) emissions from leakage and service of refrigeration and air conditioning equipment and from disposal at the end of the life of equipment. **(Draft EIR Appendix H; Air Quality Report at 4-5)**. The Project is not expected to emit water vapor, chlrofluorocarbons, perfluorocarbons, or sulfur hexafluoride. It is difficult to make an accurate

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determination of ozone precursors (NOx and VOCs), but Project emissions of ozone precursors are de minimus. **(Draft EIR at 4.9-86)**. Attributes and aspects of the Project that will contribute to efficient use of energy and thereby reduce potential GHG emissions associated with Project energy consumption are generally reflected in the design and execution of the Specific Plan. **(Draft EIR at 4.9-87.)** The Project will meet or surpass all Title 24 standards by at least twenty (20) percent, and will provide and promote energy efficiencies beyond those required under other applicable state or federal standards and regulations. **(Ibid.)** Examples of the Project's conservation attributes include: public transit stops; non-vehicular circulation elements; reclaimed water facilities; "park once" parking strategies; water efficient landscaping and irrigation; insulated windows and doors; efficient building envelope, HVAC, lighting and power systems; LED lighting; and designated recycling areas. **(Draft EIR at 4.9-88 through 91.)** In addition, certain Air Quality mitigation measures identified in Draft EIR Section 4.9 designed to reduce emission of criteria pollutants will also reduce GHG emissions. **(Draft EIR at 4.9-91)**. The March LifeCare Campus Specific Plan Project also allows for and facilitates incorporation of United States Green Building Council Leadership in Environmental Design (LEED) Program criteria and performance standards. **(Draft EIR at 4.9-94)**. The Project is consistent with and supports state goals found in AB 32. **(Draft EIR at 4.9-97.)** Accordingly, the potential for the Project to conflict with greenhouse gas (GHG) emission reduction strategies is less-than-significant. **(Draft EIR at 4.9-98.)**

c. Sensitive Receptors

Potential Impact: Whether the Project will expose sensitive receptors from off-site area sources to substantial pollutant concentrations.

Finding: Potential impacts of the Project on Air Quality are discussed in detail in Section 4.9 of the Draft EIR. Based on the entire record before us, this Authority finds that sensitive receptors from offsite area sources will not be exposed to substantial pollutant concentrations, and therefore, no mitigation is required. **(Draft EIR at 4.9-110.)**

Facts in Support of Finding: As discussed at EIR Section 4.1, Land Use, proximate land uses to the east of the Project are residential in nature; those

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to the south of the Project are recreational; and those to the west of the Project are undeveloped or are developed with residential uses. **(Draft EIR at 4.9-109.)** These adjacent land uses are not substantial sources or emitters of air pollutants. **(Ibid.)** The results of the Centerpointe modeling presented the worst-case cancer risk affecting vicinity receptors, including receptors abutting the Centerpointe property line, and assumed that the potentially affected receptor persons or persons remain stationary for 365 days per year for 70 years. **(Draft EIR at 4.9-110.)** On this basis, the DPM emissions generated by the Centerpointe project would result in a worst-case lifetime exposure cancer risk of 5.3 in one million. **(Ibid.)** This is substantively less than the SCAQMD threshold of 10 in one million. **(Ibid.)** Acute Non-Cancer Health risks were also calculated as a component of the Centerpointe HRA, and were found to be approximately 133 times less than the significance threshold. **(Ibid.)** As supported by the preceding discussion, the potential for off-site sources to cause or result in exposure of the Project sensitive receptors to substantial pollutant concentrations is determined to be less-than-significant. **(Ibid.)**

d. Objectionable Odors.

Potential Impact: Whether the Project will create objectionable odors affecting a substantial number of people.

Finding: Potential impacts of the Project on Air Quality are discussed in detail in Section 4.9 of the Draft EIR. Based on the entire record before us, this Authority finds that objectionable odors will not be created as a result of the Project, and therefore, no mitigation is required. **(Draft EIR at 4.9-111).**

Facts in Support of the Finding: The Project does not propose land uses typically associated with emitting objectionable odors (i.e., agricultural uses, wastewater treatment plants, etc.). **(Draft EIR at 4.9-111).** Potential odor sources associated with the Project may result from construction equipment exhaust and the application of asphalt and architectural coatings during construction activities; and the operation of restaurant or other cooking facilities, and the temporary storage of typical solid waste (refuse) associated with the Project's uses. **(Ibid.)** Standard construction requirements would minimize odor impacts from construction. **(Ibid.)** The construction odor emissions would be temporary, short-

term, and intermittent in nature and would cease upon completion of the respective phase of construction and is thus considered less-than-significant. **(Ibid.)** It is expected that Project-generated refuse in enclosed trash areas would be stored in covered containers and removed at regular intervals in compliance with Riverside County's solid waste regulations. **(Ibid.)** Lastly, any odor emissions from proposed restaurant or kitchen uses would disperse rapidly and would likely be limited to the immediate vicinity. **(Ibid.)** The Project would also be required to comply with SCAQMD Rule 402, which prevents occurrences of public nuisance air quality discharges. **(Ibid.)** Therefore, odors associated with the Project construction and operations would be less-than-significant. **(Ibid.)**

15. **Noise.**

a. Permanent Increase in Ambient Noise-Construction.

Potential Impact: Whether the Project construction activities and associated noise would result in a substantial permanent increase in ambient noise levels in the Project vicinity above levels existing without the Project.

Finding: Potential Noise impacts of the Project are discussed in detail at Section 4.10 of the Draft EIR. Based on the entire record before us, this Authority finds that a substantial permanent increase in ambient noise levels will not occur as a result of Project construction activities, and therefore, no mitigation is required. **(Draft EIR at 4.10-34.)**

Facts in Support of the Finding: Construction noise by nature is not a permanent source of noise increases. **(Draft EIR at 4.10-34)**. Accordingly, the potential for the Project to cause a substantial permanent increase in ambient noise levels is less-than-significant. **(Ibid.)**

b. Permanent Increase in Ambient Noise—Operational.

Potential Impact: Whether the Project operational noise would result in a substantial permanent increase in ambient noise levels in the Project vicinity above levels existing without the Project.

Finding: Potential Noise impacts of the Project are discussed in detail at Section 4.10 of the Draft EIR. Based on the entire record before us, this Authority finds that a substantial permanent increase in ambient noise levels will not occur as a result of

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Project operational noise, and therefore, no mitigation is required. **(Draft EIR at 4.10-53.)**

Facts in Support of the Finding: As discussed in Section 4.10 of the Draft EIR, with application of proposed mitigation measures, overall development within the Specific Plan area will comply with applicable noise standards and noise attenuation requirements, and therefore will not result in a substantial permanent increase in ambient noise levels at off-site or on-site locations. **(Draft EIR at 4.10-53).** Further, sporadic peak noise events associated with emergency ambulances and emergency helicopter flights would be of brief duration, and occur infrequently, and would therefore not contribute noticeably or measurably to average off-site or on-site ambient noise conditions. **(Ibid.)** The potential for Project operational noise to result in a substantial permanent increase in ambient noise levels in the Project vicinity above levels existing without the Project is therefore less-than-significant. **(Ibid.)**

c. Excessive Noise Within Airport Land Use Plan.

Potential Impact: For a Project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, whether the Project would expose people residing or working in the Project area to excessive noise levels.

Finding: Potential Noise impacts of the Project are discussed in detail at Section 4.10 of the Draft EIR. Based on the entire record before us, this Authority finds that people residing or working in the Project area will not be exposed to excessive noise levels, and therefore, no mitigation is required. **(Draft EIR at 4.10-55.)**

Facts in Support of the Finding: The Project is located within the March JPA Planning Area, which includes the operation of the March Inland Port for both military and civilian aviation activities. **(Draft EIR at 4.10-54.)** The Project area is located outside of the 60 dBA CNEL contour for the March Inland Port as indicated by the 2005 Air Installation Compatible Use Zone Study for the March Air Reserve Base (AICUZ), therefore noise impacts from the March Inland Port on the Project will be less than 60 dBA CNEL. **(Ibid.)** Neither would these noise levels exceed applicable March JPA Development Code criteria, nor applicable JPA General Plan standards. **(Ibid.)** Further, according to the 2005 AICUZ study, noise

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environments of 65 to 74 dBA CNEL are generally acceptable for hospital, nursing home and other commercial/medical center land uses such as those proposed by the Project, provided that site-specific acoustical analyses are prepared and noise reduction measures are implemented. **(Draft EIR at 4.10-54).** Accordingly, the potential for the Project to expose people residing or working in the Project area to excessive noise levels is less-than-significant. **(Draft EIR at 4.10-55.)**

d. Vehicular Source Noise—Substantial Temporary or Periodic Increase in Ambient Noise Levels

Potential Impact: Whether vehicular source noise would result in a substantial temporary or periodic increase in ambient noise levels in the Project vicinity above levels existing without the Project.

Finding: Potential Noise impacts of the Project are discussed in detail at Section 4.10 of the Draft EIR. Based on the entire record before us, this Authority finds that vehicular source noise will not result in a substantial temporary or periodic increase in ambient noise levels in the Project vicinity above levels existing without the Project, and therefore, no mitigation is required. **(Draft EIR at 4.10-41.)**

Facts in Support of the Finding: Vehicular source noise is considered to result in a potentially permanent increase in ambient noise levels (as addressed below) rather than as a temporary or periodic source of noise increase. **(Draft EIR at 4.10-41).** As such, associated threshold questions are not germane. **(Ibid.)** Accordingly, the potential for the Project to result in a substantial temporary or periodic increase in ambient noise levels in the Project vicinity above levels existing without the Project is less-than-significant. **(Ibid.)**

e. Vehicular Source Noise—Substantial Permanent Increase in Ambient Noise Levels

Potential Impact: Whether vehicular source noise would result in a substantial permanent increase in ambient noise levels in the Project vicinity above levels existing without the Project.

Finding: Potential Noise impacts of the Project are discussed in detail at Section 4.10 of the Draft EIR. Based on the entire record before us, this Authority finds that vehicular source noise will not result in a permanent increase in ambient noise

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levels in the Project vicinity above levels existing without the Project, and therefore, no mitigation is required. **(Draft EIR at 4.10-40.)**

Facts in Support of the Finding: Project vehicular source noise will not individually nor incrementally result in noise levels that would exceed applicable JPA or City of Moreno Valley noise standards. **(Draft EIR at 4.10-39.)** For off-site roadway segments that are not adversely affected by vehicular source noise, additional vehicular source noise generated by the Project will not result in an increase in ambient conditions above significance thresholds. Along other off-site roadway segments, which are currently subject to noise levels exceeding applicable standards, Project-related increases in vehicular source noise will be less than the 3.0 dBA threshold condition, and would not be audible. **(Ibid.)** Likewise, roadway segments within the Specific Plan area or along the Specific Plan boundary not adversely affected by vehicular source noise will not be adversely affected by additional vehicular noise generated by Project traffic. **(Ibid.)** Along other Specific Plan roadway segments, which are currently subject to noise levels exceeding applicable standards, Project-related increases in vehicular source noise will be less than the 3.0 dBA threshold condition, and would not be audible. **(Draft EIR at 4.10-40)**. As such, the potential for Project-related vehicular source noise to result in a substantial permanent increase in ambient noise levels at off-site land uses and Specific Plan land uses above levels existing without the Project is less-than-significant. **(Ibid.)**

16. **Utilities and Public Services.**

a. Fire Protection/Police Protection.

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

Finding: Potential impacts of the Project on Utilities and Public Services are discussed in detail in Section 4.11 of the Draft EIR. Based on the entire record before us, this

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Authority finds that the Project will not result in significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for police protection, fire protection, or other public services, and therefore, no mitigation is required. **(Draft EIR at 4.11-15.)**

Facts in Support of the Finding:

Fire Protection Services: Fire protection facilities, equipment, and personnel serving the Project area are provided by the Riverside County Fire Department, under contract to the City of Moreno Valley and in coordination with the California Division of Forestry. **(Draft EIR at 4.11-12.)** The March JPA General Plan indicates that, due to development and intensification of land uses in the JPA area, an additional fire station may be required within the West March JPA to assure that adequate response times are maintained. **(Ibid.)** Construction of such additional fire facilities would be initiated at the discretion of the County Fire Department, in coordination with the March JPA. **(Ibid.)** Such construction would be subject to separate and appropriate environmental review, to ensure that substantial adverse effects are avoided. **(Ibid.)** The March JPA will collect Development Impact Fees (DIF) from the Project, including a specific fee for fire facilities. March JPA DIF incorporate those fees required under Riverside County Ordinance 659, which establishes the DIF assessed of all development projects within unincorporated County areas, including the March Air Force Base planning area (County Area Plan 8). **(Ibid.)** Fire facilities fees are currently $4,879 per acre for Specific Plan uses. Based upon the planned development of approximately 236 gross acres, fire mitigation fees assessed of the Project would total $1,151,444. **(Ibid.)** Applicable revenues will be made available to the County Fire Department to supplement existing levels of service and facilities, as required. **(Ibid.)** All construction within the Project Area will comply with applicable fire protection measures as specified by the JPA and/or the County Fire Department. **(Draft EIR at 4.11-13).**

Police Protection Services: Police protection services are currently provided by the Riverside County Sheriff's Department, as dispatched to the project site from the Moreno Valley Police Department. **(Draft EIR at 4.11-13.)** The Project site plan and proposed facilities designs will be reviewed by the Sheriff's Department to ensure incorporation of appropriate safety and security elements

throughout the Project. **(Ibid.)** Specific security provisions proposed by the Project (including the provision of private security where determined necessary) will be reviewed and approved by the Sheriff's Department prior to the issuance building permits. **(Ibid.)** A Public Facilities fee would be collected by the March JPA upon Project approval. **(Draft EIR at 4.11-14.)** A portion of the revenue from this DIF would be employed to supplement police protection services based on Project-related demand. **(Ibid.)** Public facilities fees under County Ordinance 659 are currently $5,163 per acre for Specific Plan uses within the March Air Force Base planning area (County Area Plan 8). **(Ibid.)** Based upon the planned development of approximately 236 gross acres, public facilities fees assessed of the Project would total approximately $1,218,468. **(Ibid.)** As directed by the JPA, revenues attributable to the Project will be allocated to Riverside County to finance any Project-related increases in police protection service demands. **(Ibid.)**

Other Public Services: As noted in the Project Initial Study, employment opportunities created by the Project may result in secondary growth that could affect school, library, and park facilities. **(Ibid.)** The Initial Study determined that these secondary effects would be less-than-significant, based on the Project's contribution of State-mandated school impact fees. **(Ibid.)** Fees collected consistent with the Riverside County DIF would be allocated to the construction and maintenance of libraries, regional parks and regional multipurpose trails. **(Ibid.)** The Project will also be responsible for payment of transportation/traffic impact fees, as discussed at EIR Section 4.8, "Traffic and Circulation," and administrative fees collected by both the County of Riverside and the March JPA. **(Ibid.)** Thus, the increased demand for public services created by the Project will be offset by fees generated by the Project to provide funding sources for the support and enhancement of these services. **(Ibid.)** Accordingly, the potential for the Project to result in substantial adverse physical impacts in order to maintain acceptable service ratios, response times or other performance objectives for police protection, fire protection, or other public services is less-than-significant. **(Draft EIR at 4.11-15.)**

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b. Water Treatment Facilities.

Potential Impact: Whether the Project will require the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects.

Finding: Potential impacts of the Project on Utilities and Public Services are discussed in detail in Section 4.11 of the Draft EIR. Based on the entire record before us, this Authority finds that the Project will not require the construction of new water or wastewater treatment facilities or expansion of existing facilities, and therefore, no mitigation is required. **(Draft EIR at 4.11-21.)**

Facts in Support of the Finding: Water will be provided to the Project by the Western Municipal Water District (WMWD). **(Draft EIR at 4.11-15).** The Project is located within the WMWD's "March Air Reserve Base, East and West" service area. **(Ibid.)** The Project Infrastructure report (included as EIR Appendix J) indicates that all existing pipeline within the Project site will be replaced, with the exception of the existing 14-inch pipeline in Meyer Drive. **(Ibid.)** The Project Infrastructure report indicates that all existing pipeline within the Project site will be replaced, with the exception of the existing 14-inch pipeline in Meyer Drive. **(Ibid.)** The proposed water facilities will include a new 24-inch water pipeline, to be located within the Riverside Drive right-of-way, and connecting at the north to an existing 54-inch Eastern Municipal Water District (EMWD) water main at Cactus Avenue and extending southerly through the Project to the existing 14-inch pipeline in Meyer Drive. **(Draft EIR at 4.11-17.)** The connection with EMWD's 54-inch pipeline will require a metering facility, check valve and flow control. **(Ibid.)** Additional on-site water facilities will utilize 12" water pipelines forming looped systems to insure service integrity. **(Ibid.)** All water system improvements proposed and required of the Project will be designed, constructed, and maintained in accordance with WMWD, EMWD, March JPA, and Riverside County requirements. **(Ibid.)** The MLCSP includes the following performance standard objectives for Specific Plan infrastructure: provide orderly build-out of the campus based on market and economic conditions; provide adequate infrastructure and public facilities concurrent with development of each building; and protect public health, safety and welfare. **(Ibid.)** The

Specific Plan also states that the planned development of the March LifeCare Campus is based on the anticipation that the site will develop incrementally, with the submittal of site plans for each development area. **(Ibid.)** The development areas may cover one parcel of the overall site, or multiple contiguous parcels, based on the developer's needs. **(Ibid.)** The backbone infrastructure components needed to serve a particular building shall be constructed and operational prior to the first occupancy of any structure within the project area. **(Draft EIR at 4.11-18.)** Unless a specific infrastructure and development phasing plan is approved to permit incremental development of an individual site plan, all of the internal roadway, water, sewer, and drainage facilities serving an individual site plan shall be constructed and completed prior to the first occupancy of any building in the site plan area. **(Ibid.)** Specific to water provision, as discussed above, additional water lines will be constructed on- and off-site as required to serve the MLCSP. **(Ibid.)** The offsite water improvements will be consistent with the WMWD Draft Water Master Plan. **(Ibid.)** The backbone system will be constructed in phases based on service to individual site plans. **(Ibid.)** From the first occupancy of a site plan, water service, including appropriate water treatment, shall be provided to each increment of development to provide adequate fire flow as established by the Riverside County Fire Department, along with sufficient water storage for emergency situations and for continuous maintenance of service pressures based on WMWD's planning standards and approvals. **(Ibid.)** Recycled water distribution facilities, using the distinguishing purple color for ease of identification, will be installed along with the domestic water lines as part of Project development. **(Ibid.)** When available, recycled water will be provided to the Project site for use in landscape irrigation, in order to conserve the supply of valuable potable water. **(Ibid.)** Water demands of the Project will not exceed water demand estimates employed in developing the WMWD's 2005 Urban Water Management Plan (UWMP). **(Ibid.)** Prior to the issuance of building permits, the Project proponent will obtain a "will-serve" letter, indicating WMWD's intent to serve the Project. **(Ibid.)** Water provided to the Project will be treated as required through the implementation of the WMWD's Urban Water Management Plan, and no additional treatment is required specifically to meet the

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Project's water demands. **(Draft EIR at 4.11-19)**. Service and connection fees paid by the Project and other water customers act to fund area water treatment facilities. Project water connection fees are estimated at $6,025 per acre3, or a total of $1,421,900 for the 236-acre site. **(Ibid.)** Full-service, treated water is currently provided at the retail rate of $2.66 per unit (equal to 100 cubic feet, or 748.8 gallons of water). **(Ibid.)**

Wastewater Facilities: Wastewater generated by the Project will be conveyed for treatment to WMWD facilities. **(Ibid.)** WMWD as a regional wastewater treatment provider will determine when, and in what manner, treatment facilities will be constructed and/or upgraded to meet increasing demands of area-wide development, including demands of the Project. **(Ibid.)** The Project will pay sewer connection and service fees which act to fund area-wide WMWD improvement plans, operations, and maintenance. **(Ibid.)** Project sewer connection fees are estimated at $16.20 per gallon per day (gpd). **(Ibid.)** Using the average day generation estimate of 601,704 gpd, provided in the Project Infrastructure Study, the estimated total for sewer connection fees is $9,747,605. The monthly rate for sewer collection is $4.27 per 1,000 gallons, or $3.19 per unit (748.8 gallons). **(Ibid.)** Based on the foregoing, the Project's potential to require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects, is less-than-significant. **(Draft EIR at 4.11-21.)**

c. Storm Water Drainage Facilities.

Potential Impact: Whether the Project will require the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects.

Finding: Potential impacts of the Project on Utilities and Public Services are discussed in detail in Section 4.11 of the Draft EIR. Based on the entire record before us, this Authority finds that the Project will not require the construction of new storm water drainage facilities or expansion of existing facilities, and therefore, no mitigation is required. **(Draft EIR at 4.11-23.)**

Facts in Support of the Finding: The Project will provide all necessary storm water management facilities in order to ensure that storm waters are appropriately collected and treated on-site with no potential adverse impacts to offsite properties, drainage systems, or the beneficial use of waters. **(Draft EIR at 4.11-21).** Two scenarios were considered in developing the Project storm water management system and its component parts: under scenario 1, offsite flows currently affecting the Project area will require interception and diversion. **(Ibid.)** The two basic physical solutions to accomplish this would involve either the construction of secondary cutoff channels parallel to the existing Cactus Avenue and Heacock Street Channels, thereby providing sufficient additional capacity to intercept and convey offsite flows; or conveyance of off-site flows through the Project area via dual use amenities which incorporate storm water conveyance features and attributes. **(Draft EIR at 4.11-22.)** Under either of these solutions, detailed analysis of localized flood elevations will be required concurrent with final site and building designs. **(Ibid.)** This analysis will not only ensure that building areas provide adequate flood proofing, but will also provide the basis for the design of internal drainage system component elements that will collect and convey off-site storm flows to and through either of the above systems. **(Ibid.)** Under either of the above solutions, off-site stormflows will be conveyed through and/or around the Project area, and will not be detained within the Project site. This is consistent with current drainage patterns and sheet flow conditions affecting the Project area and vicinity properties. **(Ibid.)** The second option, or Scenario 2, reflects the eventual anticipated full improvement of the Cactus Avenue and Heacock Street Channels to their ultimate designs. **(Ibid.)** Under this Scenario, off-site flows and flooding conditions currently affecting the Project area will be resolved through the improvement of the regional drainage system, including improvement of the adjacent Cactus Avenue and Heacock Street Channels. **(Ibid.)** Within the Project site, drainage improvements including catchment areas, detention basins, and storm drain laterals, will be constructed to collect and convey on-site developed storm waters, discharging easterly via storm drain mains to the Heacock Street Channel. **(Ibid.)** Under Scenario 2, storm water management components within the Project area implemented prior to completion of regional drainage system improvements may no longer be

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required, and could be reduced in scope, reconfigured, or eliminated. **(Ibid.)** Additional detail is provided in Section 4.4, "Hydrology/Water Quality," and in the Project Hydrology Study, included as EIR Appendix D. Within the Project area, implementation of proposed drainage improvements as summarized herein, complemented by area-wide drainage improvements realized under March JPA and Riverside County Flood Control and Water Conservation District improvement plans act to ensure that future increases in the peak rates of runoff will be managed and maintained within acceptable parameters. **((Ibid.)** Flood control improvement fees are estimated at $6,000 per acre, or a total fee of approximately $1,416,000 for the 236-acre Project site. **(Draft EIR at 4.11-23.)** As discussed previously in this Section, the Project will implement appropriate storm water managements systems that accommodate existing off-site flows as well as storm waters developed within the Project site. **(Ibid.)** For each area of development, and to the satisfaction of the JPA, County, and the Regional Water Quality Control Board (RWQCB), the Project proponent shall demonstrate that appropriate storm water management and treatment facilities are available to meet Project-related requirements. **(Ibid.)** As discussed at EIR Section 4.7, "Biological Resources," the Project will provide mitigation for potential impacts to Corps and CDFG jurisdictional areas at locations where storm water management systems will connect to, or requirement modification of off-site Corps and/or CDFG jurisdictional areas. **(Ibid.)** Based on the foregoing, the Project's potential to require or result in the construction of new storm water drainage facilities or expansion of existing facilities is less-than-significant. **(Ibid.)**

d. Wastewater Treatment.

Potential Impact: Whether the Project will result in a determination by the wastewater treatment provider which serves or may serve the Project that it has inadequate capacity to serve the Project's projected demand in addition to the provider's existing commitments, or exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board.

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Finding: Potential impacts of the Project on Utilities and Public Services are discussed in detail in Section 4.11 of the Draft EIR. Based on the entire record before us, this Authority finds that the Project will not result in a determination by the wastewater treatment provider which serves or may serve the Project that it has inadequate capacity to serve the Project's projected demand in addition to the provider's existing commitments, or exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board, and therefore, no mitigation is required. **(Draft EIR at 4.11-26.)**

Facts in Support of the Finding: The WMWD owns and operates the wastewater treatment facilities that serve the Project area. **(Draft EIR at 4.11-24.)** The Western Water Recycling Facility serves the eastern portion of March JPA and March ARB, or Benefit Area 7, as defined by the WMWD Draft Master Plan. **(Ibid.)** The Project site is included within this Benefit Area. The WMWD treatment plant currently has the capacity to provide primary, secondary, and tertiary wastewater treatment for approximately 1.0 million gallons per day (MGD). **(Ibid.)** Construction of an expansion which will bring the plant's total permitted capacity to 3.0 MGD is expected to be completed by 2010. **(Ibid.)** Incremental expansion of the treatment plant is programmed to keep pace with, and anticipate development within the Project Area, including development that will be realized under the Project. **(Ibid.)** Financing of treatment plant expansion(s) is realized through payment of developer impact fees, and financing mechanisms established under the Specific Plan. **(Ibid.)** The Project Infrastructure report indicates that all existing sewer mains within the Project area will be replaced with a system of 8-inch, 10-inch, 12-inch, and 15-inch sewer pipelines. **(Ibid.)** WMWD will also improve off-site sewer facilities, including the upgrade of an existing 15-inch gravity line to a proposed 18-inch sewer pipeline. **(Ibid.)** This 18-inch replacement line will be located within the existing 6th Street alignment, connecting at the north to the on-site facilities at the intersection of 6th Street with Meyer Drive, and extending south approximately 5,000 linear feet to connect to the existing 18-inch WMWD sewer line in Graeber Street. **(Ibid.)** Replacement of the existing 15-inch gravity line with an 18-inch gravity line is recommended to support existing, as well as future development, including the Project; and ultimate conditions may warrant WMWD to further upsize the sewer gravity line. **(Ibid.)** The MLCSP notes that WMWD currently "does not have a

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Sewer Master Plan developed for this area; however, the JPA is working closely with WMWD to ensure the appropriate facilities are provided to meet the project's needs. **(Draft EIR at 4.11-25)**. Sewer service shall be provided to each increment of development to maintain unrestricted flow in sanitary sewers during average and peak conditions, based on WMWD's Planning standards." **(Ibid.)** Incremental expansion of the WMWD treatment plant serving the Project and surrounding areas is programmed to keep pace with, and anticipate area development, including development that will be realized under the Project. **(Ibid.)** The average wastewater generation rate for the Project, at buildout, was calculated at 601,704 gpd. **(Draft EIR at 4.11-26.)** The peak hour generation would be 2.33 cubic feet per second (CFS). **(Ibid.)** The WMWD master plan indicates that the existing tributary area (Benefit Area 7) currently generates approximately 0.24 MGD of wastewater, and is expected to generate a total of 1.4 MGD with the Project at buildout. **(Ibid.)** Project-related wastewater would account for approximately 40 percent of ultimate wastewater generation within Benefit Area 7. **(Ibid.)** At Project buildout, the wastewater treatment plant will provide a minimum treatment capacity of 3.0 MGD, with treatment to be realized consistent with SARWQCB requirements. **(Ibid.)** Based on the foregoing, the potential for the Project to result in a determination by the wastewater treatment provider which serves or may serve the Project that it has inadequate capacity to serve the Project's projected demand in addition to the provider's existing commitments, or that the Project will exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board is less-than-significant. **(Ibid.)**

e. Landfill Capacity.

Potential Impact: Whether the Project would cause significant impacts by exceeding permitted landfill capacities to accommodate the Project's solid waste disposal needs, or conflict with federal, state and local statutes and regulations related to solid waste.

Finding: Potential impacts of the Project on Utilities and Public Services are discussed in detail in Section 4.11 of the Draft EIR. Based on the entire record before us, this Authority finds that no significant impact related to landfill capacity will occur as

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a result of the Project and, therefore, no mitigation is required. **(Draft EIR at 4.11-31.)**

Facts in Support of the Finding: The Draft EIR analyzed the waste volumes generated by Project-related demolition and construction, as well as day-to-day solid waste generation based on ultimate Project operations. **(Draft EIR at 4.11-27.)** Prior to demolition, hazardous conditions affecting the Project buildings will be remediated pursuant to applicable federal, state, local and JPA requirements, which will include implementation of the mitigation measures identified at EIR Section 4.3, "Hazards and Hazardous Materials." **(Ibid.)** Throughout the course of demolition activities, waste contaminants will be transported to designated hazardous material disposal sites, depending on the waste composition and profile. **(Ibid.)** Asbestos waste and lead contaminants will be disposed of at sites specifically designated and equipped to accept hazardous materials. **(Ibid.)** Medical wastes resulting from the Project operations would be isolated, contained, and handled separately from other solid waste. Medical waste must be managed as a bio-hazardous material, in accordance with Section 25020.5 of the California Health and Safety Code (CHSC). **(Ibid.)** Potential impacts in this regard are addressed in EIR Section 4.3, "Hazards and Hazardous Materials." **(Ibid.)**

Construction and Demolition Waste: It is estimated that Project-related construction activities will generate approximately 11,767.25 tons of construction refuse over the entire Project construction period. **(Draft EIR at 4.11-28)**. This estimate reflects no diversion or reuse/recycling of construction waste. **(Ibid.)** Demolition of existing structures on-site is also planned to precede Project construction. **(Ibid.)** The ultimate area to be demolished totals approximately 744,298 square feet and demolition activities are estimated to generate an additional 57,683 tons of solid waste. **(Ibid.)** Construction and demolition-related refuse that would be generated by development of the Project would include concrete, asphalt, wood, drywall, metals, and other miscellaneous and composite materials. **(Ibid.)** Much of this material would be recycled on-site or salvaged, consistent with the Riverside County Waste Management Department's Construction and Demolition Waste Diversion Program, which requires Projects to recycle, reuse, compost, and/or salvage a minimum of fifty

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percent by weight of the material and/or waste generated on-site. **(Ibid.)** In this regard, much, if not most of the concrete and asphalt waste generated by construction and demolition activities will be crushed and reused on-site as base material for parking lots, roads, and other uses deemed acceptable by the Project engineer(s) in consultation with March JPA Engineering Department. **(Ibid.)** Materials not recycled will be disposed of at local landfills. **(Draft EIR at 4.11-29)**. Total solid waste generated by Project construction and demolition activities, estimated at 69,450.35 tons prior to recycling, would comprise 0.128 percent (0.00128) of the approximately 54.132 million tons of remaining capacity of serving landfills. **(Ibid.)** Disposal requirements for Project construction and demolition waste will be substantially reduced through mandated compliance with the County's Construction and Demolition Waste Diversion Program. **(Ibid.)** Based on the Project diversion and reuse of construction/demolition materials and existing available landfill capacities, solid waste generated by the Project construction and demolition could be accommodated by existing landfills, and impacts would be less-than-significant. **(Ibid.)**

Operational Solid Waste: Solid waste collection services for the Project area will continue to be provided by Waste Management of the Inland Empire, utilizing the existing Moreno Valley Waste Hauling and Transfer Station, and ultimately distributing waste between three Riverside County landfills. **(Ibid.)** These landfills currently have a total remaining capacity for County-generated waste of approximately 54.132 million tons, and a combined total daily throughput capacity of 17,000 tons. **(Ibid.)** The Project's estimated solid waste generation is 59.31 tons per day, which represents approximately 0.35 percent (0.0035) of the 17,000 tons/day maximum permitted daily throughput at local landfills serving the Project area. **(Ibid.)** Uses within the March JPA, including the Project, will comply with the requirements of the Riverside County Source Reduction and Recycling Element (SRRE) to further reduce the disposal of solid waste. **(Draft EIR at 4.11-30)**. Based on the foregoing, the Project's potential to generate solid waste that would exceed permitted landfill capacities is less-than-significant. **(Draft EIR at 4.11-31.)**

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f. Cumulative Impacts.

Potential Impact: Whether the Project would cause significant impacts to public services and utilities when considered in the context of anticipated buildout within the various public services and utilities cumulative impact areas, and as a component of development realized pursuant to the Base Reuse Master Plan/March JPA General Plan.

Finding: Potential impacts of the Project on Public Services and Utilities are discussed in detail at Section 5.1 of the Draft EIR. Based on the entire record before us, this Authority finds that no significant impact related to cumulative public utilities impacts will occur as a result of the Project and, therefore, no mitigation is required. **(Draft EIR at 5-37.)**

Facts in Support of the Finding: Cumulatively, the Project and other area development will add to demands on fire protection, law enforcement, and emergency medical response services. **(Draft EIR at 5-34)**. Cumulative demands for these services are reduced through review and coordination of development projects with potentially affected service providers, and incorporation of appropriate design and construction elements which act to enhance safety and minimize potential hazards. **(Ibid.)** The Project site and building plans are subject to review and approval by responsible fire protection and law enforcement agencies, acting to reduce or avoid potential increased demands on fire protection and law enforcement services. **(Ibid.)** Cumulatively, area-wide demands for fire protection and law enforcement services are funded through payment of taxes and fees that support government services. **(Ibid.)** Tax revenues and fees generated by the Project will contribute to funds available to improve facilities and equipment, and hire and train additional staff and officers. **(Ibid.)** Service providers and jurisdictional decision-makers will ultimately determine the most effective use of revenues generated by the Project, and how these may be employed for the provision and enhancement of police and fire protection services. **(Ibid.)** Water, wastewater conveyance/treatment, and storm drainage services and facilities are currently provided to the subject property, and/or would be implemented and upgraded as elements of the Project, as identified in the EIR mitigation measures, and as may be required under the Project Conditions of Approval. **(Draft EIR at 5-35.)** All proposed drainage facilities, to include potential modification of

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jurisdictional drainageways, would be designed and constructed to the satisfaction of the JPA, Riverside County, CDFG and ACOE. **(Draft EIR at 5-36.)** All proposed water system improvements and wastewater collection and conveyance systems will be designed and constructed to the satisfaction of the JPA and WMWD. **(Ibid.)** Service lines to the individual Project facilities will be sized and aligned consistent with requirements of the JPA and affected purveyors, thereby avoiding or minimizing potential utilities service disruptions as the site is developed. **(Ibid.)** The WMWD Urban Water Management Plan and WMWD wastewater treatment master plans demonstrate available and sufficient water and sewer capacities to meet the Project demands. **(Ibid.)** As discussed at EIR Section 4.11, assuming no recycling or reuse of materials, demolition and construction activities associated with full buildout of the Project would generate an estimated total 69,450.35 tons of solid waste from Project inception to its ultimate buildout. **(Draft EIR at 5-37.)** Under this maximum probable impact scenario, construction and demolition waste generated by the Project would comprise approximately 0.128 percent of the available landfill capacity serving the Project and surrounding areas. **(Ibid.)** Over the life of the Project, assuming full buildout and absent recycling or waste diversion, the Project's solid waste generation is estimated at 59.31 tons per day. **(Ibid.)** This would constitute an estimated 0.35 percent of available daily throughput capacity of landfills serving the Project and surrounding areas. **(Ibid.)** The amount of construction/demolition and operational wastes placed in area landfills area would be substantially reduced based on compliance with Riverside County SRRE mandates, resulting in an approximately 50 percent reduction in landfill waste disposal. **(Ibid.)** Potential cumulative impacts of the Project and all other uses served by area landfills are reduced through mandated compliance with local Source Reduction and Recycling Elements (SRREs). **(Ibid.)** Area land fills have existing daily throughput and total capacity to meet demands of the Project. In the long-term and on a regional basis, new landfill areas are created and/or are expanded to meet area-wide demands. **(Ibid.)** Based on the foregoing, the Project's potential contribution to impacts in regard to public services and utilities is not cumulatively considerable. **(Ibid.)**

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B. **Resolution Regarding Potentially Significant Impacts Which Can Be Mitigated Below a Level of Significance and Mitigation Measures.**

1. **Land Use and Planning.**

Potential Significant Impact: The EIR evaluated and concluded that development of the Project could cause or result in land use incompatibilities.

Finding: Based on the entire record before us, this Authority finds that this impact is potentially significant but can be mitigated to a less than significant level through implementation of Mitigation Measures 4.1.1 through 4.1.3. **(Draft EIR at 4.1-34.)** These mitigation measures are adopted and incorporated into the Mitigation Monitoring and Reporting Program for the Project, and will be implemented as specified therein, thereby reducing this potentially significant impact to a less-than-significant level. Impacts to Land Use and Planning are discussed in detail at Section 4.1 of the Draft EIR. **(Ibid.)** The following mitigation measures will mitigate identified impacts to Land Use and Planning to a less-than-significant level:

4.1.1 *All Radio Frequency generating equipment and band frequencies used for any of the Project facilities shall be reviewed and approved by the MARB communications squadron and Defense Media Center (DMC) Engineering Directorate.* **(Draft EIR at 4.1-33.)**

4.1.2 *Project site plans, facilities designs, and operations shall be designed to ensure that structures are not proposed in areas or locations or at heights that would result in interference with DMC and MARB communications or impair DMC or MARB security, and similarly, that Project operations are not proposed in areas or locations that result in interference with DMC communications.* **(Draft EIR at 4.1-34.)**

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

Facts in Support of the Finding: Among other facts, the EIR recommends mitigation measures 4.1.1 through 4.1.3 to reduce this potentially significant impact to the Defense Media Center's ("DMC") functions and communications missions to a less-than-significant level. **(Draft EIR at 4.1-33.)** In combination, these mitigation measures will ensure that access is maintained to the DMC facility, and that development of the Specific Plan will not interfere with the DMC's communications mission. **(Ibid.)** The limitations on band frequencies and lighting will ensure that DMC communications will not be interfered with. **(Ibid.)** The height limitations will ensure that clear line of sight is

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maintained for DMC communications assets. **(Ibid.)** Moreover, the Air Force Reserves Command has identified specific design and development standards that will be incorporated to reduce interference or obstruction of the DMC's functions and communications. **(Draft EIR at 4.1-33 through 34)**. With implementation of recommended mitigation, impacts in this issue area will be reduced to a less-than-significant level. **(Ibid.)**

Findings per State CEQA Guidelines Section 15091:

(X) Changes or alternatives have been required in, or incorporated into, the Project which avoid or substantially lessen the significant environmental effect (Subd. [a][1]).

( ) Such changes or alterations are within the responsibility and jurisdiction of another public agency and not the agency making the finding. Such changes have been adopted by such other agency or can and should be adopted by such other agency (Subd. [a][2]).

( ) Specific economic, legal, social, technological or other considerations, including provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or Project alternatives identified in the Final EIR (Subd. [a][3]).

2. **Geology and Soils.**

a. Seismic Ground Shaking or Seismic-Related Ground Failure.

Potential Significant Impact: The EIR evaluated and concluded that the Project could expose people or structures to potentially substantial adverse effects, including the risk of loss, injury or death involving rupture of a known earthquake fault, strong seismic ground shaking or seismic-related ground failure, including liquefaction.

Finding: Based on the entire record before us, this Authority finds that this impact is potentially significant but can be mitigated to a less than significant level through the implementation of Mitigation Measure 4.2.1. **(Draft EIR at 4.2-13.)** This mitigation measure is adopted and incorporated into the Mitigation Monitoring and Reporting Program for the Project, and will be implemented as specified therein, thereby reducing this potentially significant impact to a less than significant level. **(Ibid.)** Impacts related to Geology and Soils are discussed in

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detail at Section 4.2 of the Draft EIR. The following mitigation measure will mitigate the identified impacts to a less-than-significant level:

4.2.1 *Performance standards and requirements established within the Project Geotechnical Investigation which address exposure of people or structures to potentially substantial adverse effects of strong seismic ground shaking or seismic-related ground failure (including liquefaction) shall be incorporated into Project site design and construction plans. A qualified geotechnical engineer shall be retained on-site to ensure that Project implementation is realized consistent with specifications and requirements identified in the Project Geotechnical investigation.* **(Draft EIR at 4.2-12.)**

Facts in Support of the Finding: Among other facts, the EIR recommends Mitigation Measure 4.2.1 to reduce this potentially significant impact to a less-than-significant level. While the Project site and immediate vicinity do not lie within or immediately adjacent to, a State of California Earthquake Fault Zone, strong seismic ground shaking may occur at the site due to earthquakes along proximate regional faults. **(Draft EIR at 4.2-11)**. Mitigation Measure 4.2.1 will require performance standards and requirements to be incorporated into Project site design and construction plans; accordingly, impacts from strong seismic ground shaking or seismic-related ground failure will be less than significant. **(Draft EIR at 4.2-13.)**

b. Unstable Soils.

Potential Significant Impact: The EIR evaluated and concluded that development of the Project could result in significant impacts related to location on a geologic unit or soil that is unstable or that would become unstable as a result of the Project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse.

Finding: Based on the entire record before us, this Authority finds that this impact is potentially significant but can be mitigated to a less-than-significant level through implementation of Mitigation Measure 4.2.2. **(Draft EIR at 4.2-16.)** This mitigation measure is adopted and incorporated into the Mitigation Monitoring and Reporting Program for the Project, and will be implemented as specified therein, thereby reducing this potentially significant impact to a less than significant level. **(Draft EIR at 4.2-15.)** Impacts related to Geology and Soils are discussed in detail at Section 4.2 of the Draft EIR. The following mitigation measure will mitigate the identified impacts related to unstable soils to a less-than-significant level:

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4.2.2 *The recommendations, performance standards, and requirements established within the Project Geotechnical Investigation which address potential location on a geologic unit or soil that is unstable, or that would become unstable as a result of the Project shall be incorporated into Project site design and construction plans. A qualified geotechnical engineer shall be retained on-site to ensure that Project implementation is realized consistent with specifications and requirements identified in the Project Geotechnical Investigation.* **(Draft EIR at 4.2-15.)**

Facts in Support of the Finding: Among other facts, the EIR recommends mitigation measure 4.2.2 to reduce this potentially significant impact to a less than significant level. **(Draft EIR at 4.2-15.)** The EIR found that secondary seismic effects potentially affecting the Project site had a potential to result in unstable underlying geologic or soil conditions. **(Draft EIR at 4.2-13).** Accordingly, Mitigation Measure 4.2.2 has been recommended to ensure adherence to, and provide monitoring in compliance with, the findings and recommendations of the Project geotechnical documents. **(Draft EIR at 4.2-15.)** The Project Geotechnical Investigation establishes performance standards and requirements that ensure that the Project does not result in the location of structures on a geologic unit or soil that is unstable, or that would become unstable. **(Ibid.)** With implementation of recommended mitigation, impacts in this issue area will be reduced to a less-than-significant level. **(Draft EIR at 4.2-15.)**

c. Expansive Soils.

Potential Significant Impact: The EIR evaluated and concluded that development of the Project could result in significant impacts related to location on expansive soil as defined in Section 1802.3.2 of the California Building Code (2007), creating substantial risks to life or property.

Finding: Based on the entire record before us, this Authority finds that this impact is potentially significant but can be mitigated to a less-than-significant level through implementation of Mitigation Measures 4.2.3 and 4.2.4. **(Draft EIR at 4.2-17.)** This mitigation measure is adopted and incorporated into the Mitigation Monitoring and Reporting Program for the Project, and will be implemented as specified therein, thereby reducing this potentially significant impact to a less than significant level. **(Ibid.)** Impacts related to Geology and Soils are discussed in detail at Section 4.2 of the Draft EIR. The following mitigation measure will

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mitigate the identified impacts related to unstable soils to a less-than-significant level:

4.2.3 *The recommendations, performance standards and requirements established within the Project Geotechnical Investigation which address location on potentially expansive soils shall be incorporated into Project site design and construction plans. Section 2.0 of the Specific Plan Geotechnical Study states that in the event changes occur in the nature or design of the project, further geotechnical analysis will be required. As such, subsequent projects shall be reviewed by the March JPA for consistency with geotechnical findings. Further analysis will be required for implementing projects as needed* **(Draft EIR at 4.2-17.)**

4.2.4 *Prior to building permit issuance, a qualified geotechnical engineer shall be retained on-site to ensure that the Project implementation is realized consistent with specifications and requirements outlined in a previously approved Geotechnical Investigation Study.* **(Final EIR at 2-47.)**

Facts in Support of the Finding: Among other facts, the EIR recommends Mitigation Measures 4.2.3 and 4.2.4 to reduce this potentially significant impact to a less-than-significant level. **(Draft EIR at 4.2-17.)** Although no expansive soils were identified within the Project area during limited field testing, they are not precluded from being encountered in the course of development. **(Draft EIR at 4.2-16)**. Mitigation Measures 4.2.3 and 4.2.4 has been recommended to ensure adherence to, and provide monitoring in compliance with, the findings and recommendations of the Project geotechnical documents. Additionally, because further geotechnical review is required for changes to the Project and subsequent projects, it will be assured that comprehensive and adequate steps are taken to avoid any impacts to soils. **(Ibid.)** The Project Geotechnical Investigation establishes performance standards and requirements that ensure the Project does not result in the location of structures on expansive soil, as defined in Section 1802.3 of the California Building Code (2007). **(Draft EIR at 4.2-17.)** With implementation of recommended mitigation, impacts in this issue area will be reduced to a less-than-significant level. **(Ibid.)**

d. Cumulative Impacts.

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Potential Significant Impact: The EIR evaluated and concluded that development of the Project could result in significant impacts related to Geology and Soils within the context of anticipated buildout under the Base Reuse Master Plan/March JPA General Plan.

Finding: Based on the entire record before us, this Authority finds that this impact is potentially significant but can be mitigated to a less-than-significant level through implementation of Mitigation Measures 4.2.1 through 4.2.4 above. **(Draft EIR at 5-7.)**

Facts in Support of the Finding: As reflected in Section 5.1.1.2 of the Draft EIR, the Project site and all of Southern California lie within a seismically active area, generally subject to earthquake hazards. **(Draft EIR at 5-6.)** In this respect, Southern California is considered the cumulative impact area for geology and soils considerations. **(Ibid.)** Based on the creation and occupation of additional uses and implementation of supporting infrastructure described above within a generally active seismic area, the Project will therefore incrementally increase concentrations of persons, structures, and infrastructure systems within an earthquake-prone region. **(Draft EIR at 5-7.)** Potential impacts of increased exposure to seismic effects as a result of new development are less-than-significant with implementation of requirements of the Project Geotechnical Report as reflected in the EIR mitigation measures; together with application of standard seismic design and engineering practices, requirements of the California Building Code (CBC) and State Seismic Mapping Act, and applicable JPA building standards. **(Ibid.)** Similarly, potential cumulative impacts related to erosion, subsidence, shrinkage, expansion, and soil consolidation are mitigated through requirements of the Project Geotechnical Report; and conformance with provisions of local, regional, state, and federal permitting and regulatory requirements. **(Ibid.)** Locally and regionally, project-by-project compliance with seismic design and engineering standards, soil conservation and erosion protection is mandated through existing regulations and requirements as outlined above, thereby reducing potential cumulative geology and soils impacts within the region. **(Ibid.)** With the application of proposed mitigation measures, the Project's potential contribution to impacts in regard to geology and soils is less-than-significant, and is not cumulatively considerable. **(Ibid.)**

Findings per State CEQA Guidelines Section 15091:

(X) Changes or alternatives have been required in, or incorporated into, the Project which avoid or substantially lessen the significant environmental effect (Subd. [a][1]).

( ) Such changes or alterations are within the responsibility and jurisdiction of another public agency and not the agency making the finding. Such changes have been adopted by such other agency or can and should be adopted by such other agency (Subd. [a][2]).

( ) Specific economic, legal, social, technological or other considerations, including provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or Project alternatives identified in the Final EIR (Subd. [a][3]).

3. **Hazards and Hazardous Materials.**

a. Routine Transport, Use, or Disposal.

Potential Significant Impact: The EIR evaluated and concluded that development of the Project could result in significant impacts by creating a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials; or through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment.

Finding: Based on the entire record before us, this Authority finds that this impact is potentially significant but can be mitigated to a less than significant level through implementation of Mitigation Measures 4.3.1 through 4.3.8. **(Draft EIR at 4.3-40.)** These mitigation measures are adopted and incorporated into the Mitigation Monitoring and Reporting Program for the Project, and will be implemented as specified therein, thereby reducing this potentially significant impact to a less than significant level. **(Ibid.)** Impacts related to Hazards and Hazardous Materials are discussed in detail at Section 4.3 of the Draft EIR. The following mitigation measures will mitigate the identified impacts related to a less-than-significant level:

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

JPA. Resolution actions shall include, as applicable, completion of any necessary Phase II Assessments. **(Draft EIR at 4.3-38.)**

4.3.2 *Soil testing for potential PCE vapor intrusion shall be performed during construction or ground disturbing activities in the southeasterly portion of the Project site (area "G" on Figure 4.3-1). If PCE vapors are detected, remedial actions shall completed as required by RCDEH.* **(Draft EIR at 4.3-39.)**

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

4.3.4 *If, during the course of Project construction, any underground storage tanks are identified, all activities shall halt. The discovery of any hazardous materials associated with encountered underground tanks, other than those already analyzed in the EIR, would be subject to additional analysis as required by CEQA. Prior to building permit issuance, proof of compliance from the appropriate regulatory agency for the State and/or Riverside County shall be submitted to the March JPA.* **(Ibid.)**

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

4.3.6 *Throughout demolition/renovation and site preparation activities, lead based paint will be handled in accordance with local, state and federal regulatory guidance, and any lead based paint covered debris will be removed to authorized disposal locations. All building hazardous materials will be abated as required by law and removed prior to demolition activities for disposal to facilities licensed to accept these materials. Documentation for all disposal of all demolition debris will be provided to the March JPA upon completion of demolition activities.* **(Final EIR at 2-50.)**

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

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asbestos-containing materials or other hazardous building materials. **(Draft EIR at 4.3-39.)**

4.3.8 *The soil adjacent to those buildings suspected of having LBP shall be evaluated for lead pursuant to guidance and requirements of the Department of Toxic Substances Control. If levels exceeding established DTSC/EPA Preliminary Remediation Goals or CHHSLs (California Human Health Screening Levels) are found, soil remediation shall be completed as required by DTSC or RCDEH.* **(Draft EIR at 4.3-40.)**

Facts in Support of the Finding: Among other facts, the EIR recommends Mitigation Measures 4.3.1 through 4.3.8 to reduce this potentially significant impact to a less-than-significant level. **(Draft EIR at 4.3-40.)** Although potential hazards associated with Project operations were found to be less-than-significant, the EIR found that the Phase I ESA documented existing on-site hazards. **(Draft EIR at 4.3-26).** Notwithstanding substantial remediation done at the Base, the potential for known and unknown hazards may still affect the Project site, so the mitigation measures ensure that these hazards and hazardous conditions are remediated consistent with local, State and federal requirements, such that Project land uses would not be exposed to hazards or hazardous conditions. **(Draft EIR at 4.3-40.)** The preparation and adherence to the recommendations in the Phase 1 Assessment will ensure that all avoidable hazards are so avoided. **(Draft EIR at 4.3-38.)** Soil testing prior to construction will ensure that vapor intrusion is avoided before causing an issue. **(Draft EIR at 4.3-39.)** Compliance with deed restrictions will exclude the development of certain properties, preventing hazardous situations. **(Draft EIR at 4.3-38.)** Halting activities upon the discovery of underground storage tanks will avoid any potential leaks or spills and allow appropriate remediation to take place. **(Draft EIR at 4.3-39.)** Handling asbestos containing materials in accordance with regulatory guidelines will ensure that such materials are not spread and asbestos material is properly contained. **(Draft EIR at 4.3-30.)** Precautions and adherence to relevant laws related to lead based paint materials and soils, including following proper disposal techniques, will avoid any unnecessary exposure to the toxic material. **(Draft EIR at 4.3-32.)** With implementation of recommended mitigation, impacts in this issue area will be reduced to a less-than-significant level. **(Draft EIR at 4.3-40.)**

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b. Hazardous Emissions.

Potential Significant Impact: The EIR evaluated and concluded that development of the Project could result in significant impacts by emitting hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school.

Finding: Based on the entire record before us, this Authority finds that this impact is potentially significant but can be mitigated to a less than significant level through implementation of Mitigation Measures 4.3.9 and 4.3.10. **(Draft EIR at 4.3-46.)** This mitigation measure is adopted and incorporated into the Mitigation Monitoring and Reporting Program for the Project, and will be implemented as specified therein, thereby reducing this potentially significant impact to a less than significant level. Impacts related to Hazards and Hazardous Materials are discussed in detail at Section 4.3 of the Draft EIR. **(Ibid.)** The following mitigation measure will reduce the identified impacts related to Hazardous Materials to a less-than-significant level:

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

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

b) If the requested uses/facilities are determined to be subject to Public Resources Code Section 21151.4, applicable consultation and notification processes shall be conducted prior certification of any EIR, or approval of any negative declaration for the requested uses/facilities. **(Draft EIR at 4.3-45.)**

4.3.10 *All soil to be imported to the Project site shall be tested by a qualified soils engineering firm to confirm that the materials are free from contamination as defined by existing regulations. The results of the analysis shall be provided to the March JPA, prior to importation to the site.* **(Final EIR at 2-52.)**

Facts in Support of the Finding: Among other facts, the EIR recommends Mitigation Measures 4.3.9 and 4.3.10 to reduce this potentially significant impact to a less-than-significant level. **(Draft EIR at 4.3-45 through 46.)** Although the Specific Plan identifies no known or proposed uses or activities that would be subject to the provisions and requirements of PRC Section 21151.4/*Guidelines* Section 15186, and

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although the Project is subject to AQMD permitting and regulatory requirements that would preclude hazardous air emissions, it cannot be definitively stated that all future development proposals within the Specific Plan area will not emit hazardous emissions and/or handle acutely hazardous materials or a mixture containing acutely hazardous materials in a quantity equal to or greater than that specified in Section 25536(a) of the Health and Safety Code. **(Draft EIR at 4.3-44 through 45).** Compliance with local, state and federal regulatory requirements will minimize the risk of public exposure (including schools) to any hazardous materials used or stored at the Project site. **(Draft EIR at 4.3-45.)** Furthermore, the mitigation will ensure that any uses in the Project site that may be subject to the provisions of CEQA § 21151.4 fulfill required notice and consultation processes prior to certification. **(Draft EIR at 4.3-46.)** Ensuring that the soil is tested to confirm that it is free from contaminants will help to prevent any future contamination of the site. With implementation of recommended mitigation, impacts in this issue area will be reduced to a less-than-significant level. **(Ibid.)**

c. Emergency Response Plan.

Potential Significant Impact: The EIR evaluated and concluded that development of the Project could impair implementation of, or physically interfere with an adopted emergency response plan or emergency evacuation plan.

Finding: Based on the entire record before us, this Authority finds that this impact is potentially significant but can be mitigated to a less than significant level through implementation of Mitigation Measure 4.3.11. **(Draft EIR at 4.3-51.)** This mitigation measure is adopted and incorporated into the Mitigation Monitoring and Reporting Program for the Project, and will be implemented as specified therein, thereby reducing this potentially significant impact to a less-than-significant level. Impacts related to Hazards and Hazardous Materials are discussed in detail at Section 4.3 of the Draft EIR. **(Ibid.)** The following mitigation measure will mitigate the identified impacts related to Hazardous Materials to a less-than-significant level:

4.3.11 *Prior to a grading permit issuance, the development contractor(s) shall prepare and submit construction traffic management plan(s) for review and approval by the JPA. Traffic plans shall be designed to minimize traffic flow interference from construction activities. The plan may include the use of public transportation and*

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satellite parking areas with a shuttle service; it MUST include advance public notice of routing; schedule operations affecting traffic for off-peak hours; minimize obstruction of through-traffic lanes; provide a flag person to guide traffic properly and ensure safety at construction sites. Construction traffic management plans near federal uses to remain shall be coordinated with federal uses to remain, and prepared by a licensed traffic engineer, and shall provide for safe and efficient access and on-site and off-site traffic movements throughout construction activities. Proof of coordination with the neighboring federal uses to remain, such as a support letter, shall be supplied to the March JPA at the time of the grading permit review. **(Final EIR at 2-53.)**

Facts in Support of the Finding: Among other facts, the EIR recommends Mitigation Measure 4.3.11 to reduce this potentially significant impact to a less than significant level. The Project would not cause an adverse permanent alteration to vehicle circulation routes, and would not otherwise interfere with an identified emergency response or emergency evacuation plan; however, temporary construction activities may necessitate temporary road closures, detours or other altered traffic/circulation conditions that could adversely affect emergency response and evacuation efforts. **(Draft EIR at 4.3-50)**. The mitigation measure requires implementation of a detailed construction traffic management plan and coordination with federal uses, thereby reducing the potential for temporary Project construction activities to adversely affect emergency response or evacuation plans due to the thought out nature of traffic flow during construction. **(Draft EIR at 4.3-51.)** With implementation of recommended mitigation, impacts in this issue area are less-than-significant. **(Ibid.)**

d. Cumulative Impacts.

Potential Significant Impact: The EIR evaluated and concluded that development of the Project could result in significant impacts related to Hazards and Hazardous Materials within the context of anticipated buildout under the Base Reuse Master Plan/March JPA General Plan.

Finding: Based on the entire record before us, this Authority finds that this impact is potentially significant but can be mitigated to a less-than-significant level through implementation of Mitigation Measures 4.3.1 through 4.3.9 above. **(Draft EIR at 5-9.)**

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Facts in Support of the Finding: As discussed at EIR Section 5.1.1.3, historic uses and activities (military and other) within the Base have resulted in varying degrees and extent known or suspected contamination; primarily associated with past use of asbestos containing materials (ACMs), lead based paint (LBP), and polychlorinated biphenyls (PCBs). **(Draft EIR at 5-8.)** Additionally, the southerly limits of the Specific Plan area may overlie groundwater with low-level concentrations (5ug/L or less) of perchloroethylene (PCE) contaminants. **(Ibid.)** Substantial remediation of known contaminants has already occurred pursuant to efforts of the Air Force as part of the transition of the Base from military to civilian uses. **(Ibid.)** Remediation efforts and actions will continue throughout the Base and Project site as provided for under JPA General Plan Policies; consistent with applicable federal, state and local regulatory requirements. **(Ibid.)** Of the above-noted concerns, ACMs, LBP, potential areas of soil contamination, PCBs, PCE groundwater contaminates, and the potential for unknown hazards, are considered to still affect the Project site. **(Ibid.)** In order to implement the Project, existing sources of contamination within the site must be remediated to residential standards consistent with requirements of the Project Phase I Environmental Assessment, and as reflected within the EIR Mitigation Measures. **(Ibid.)** In this respect, implementation of the Project and its associated remedial actions represents an improvement in hazards/hazardous material conditions affecting the subject site and the cumulative impact area. **(Draft EIR at 5-9.)** Operation of permitted Specific Plan land uses will require the routine transport, use, or disposal of hazardous materials. **(Ibid.)** Routine maintenance and repair activities may also involve the use of hazardous materials. **(Ibid.)** Hazardous materials used by medical facilities such as may be constructed under the Project are generally stored in small compartmentalized quantities. **(Ibid.)** The Project-related effects of hazardous materials handling and storage will be limited to the immediate areas where the materials will be located, because this is where the potential for exposure would be greatest. **(Ibid.)** For this reason, the individuals most at risk would be hospital employees or others in the immediate vicinity of the hazardous materials. **(Ibid.)** Compliance with applicable federal, state, and local laws and regulations, to include implementation of mandated risk management procedures and policies, will minimize

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the risk of public exposure to any hazardous materials at the Project site. **(Ibid.)** Moreover, compliance with applicable laws and regulations addressing storage of hazardous materials will maximize containment (through safe handling and storage practices) and provide for prompt and effective cleanup if an accidental release occurs, reducing potentially significant impacts to a less-than-significant level, and thereby also reducing any potential cumulative effects of the Project to levels that are less than considerable. **(Ibid.)** Based on the foregoing, with implementation of proposed mitigation measures, impacts related to Hazards and Hazardous Materials will be less than significant. **(Ibid.)**

Findings per State CEQA Guidelines Section 15091:

(X) Changes or alternatives have been required in, or incorporated into, the Project which avoid or substantially lessen the significant environmental effect (Subd. [a][1]).

( ) Such changes or alterations are within the responsibility and jurisdiction of another public agency and not the agency making the finding. Such changes have been adopted by such other agency or can and should be adopted by such other agency (Subd. [a][2]).

( ) Specific economic, legal, social, technological or other considerations, including provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or Project alternatives identified in the Final EIR (Subd. [a][3]).

4. **Hydrology/Water Quality.**

a. Water Quality Standards

Potential Impact: Whether the Project would violate any water quality standards or waste discharge requirements; substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion on-or off-site; or otherwise substantially degrade water quality.

Finding: Potential impacts of the Project on Hydrology and Water Quality are discussed in detail in Section 4.4 of the Draft EIR. Based on the entire record before us, this

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Authority finds that development of the Project will not result in significant impacts to water quality or alter the existing drainage pattern of the site, and therefore, no mitigation is required. **(Draft EIR at 4.2-25; 28.)** However, the Authority finds that mitigation measures 4.4.1 through 4.4.4 will lessen even the insignificant impacts that may occur.

4.4.1 *The Project shall replace all existing water quality control systems within the boundaries of the Specific Plan to accommodate the proposed development. The Project shall construct a secondary cutoff channel parallel to the Heacock Channel as well as implement water quality control improvements and detention facilities identified in the Hydrology Report, Appendix D.* **(Final EIR at 2-54.)**

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

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

4.4.4 *All site specific uses shall direct runoff to bioretention facilities, flow-through planters, dry wells, or cisterns. Where runoff from impervious rood sand paved areas cannot be dispersed to landscaping, direct runoff to facilities designed to detain and treat runoff before letting it seep away slowly. Dry wells or infiltration basins may be used if soils are sufficiently permeable and geotechnical considerations allow.* **(Id. at 2-55.)**

Facts in Support of the Finding: Development of the Project will alter amounts and quality of surface water runoff as portions of the existing topography are replaced with impervious surfaces including pavement and structures. **(Draft EIR at 4.2-24.)** Surface water runoff from the Project site may eventually affect ground water as it discharges into natural and manmade conveyances, and eventually percolates to the underlying water table. **(Ibid.)** During site preparation activities prior to construction, existing groundcover will be removed from the site, exposing the Project area to exposed erosion potential. **(Ibid.)** Further, construction site runoff may carry increased loads of sediment, heavy metals and petroleum hydrocarbons (from machinery) which could

degrade water quality. **(Ibid.)** However, in accordance with the National Pollutant Discharge Elimination System ("NPDES") requirements, a construction activities erosion control plan will be required to alleviate potential sedimentation and storm water discharge contamination impacts. **(Ibid.)** Additionally, the Project will be responsible for compliance with the General Construction NPDES permit from the Santa Ana Regional Water Quality Control Board, and must file a Notice of Intent to Commence Construction Activities. **(Draft EIR at 4.4-25).** Under the General Construction Permit, discharge of materials other than storm water is prohibited. **(Ibid.)** A Storm Water Pollution Prevention Plan (SWPPP) must also be prepared and implemented, which identifies the sources of sediments and other pollutants to storm water discharge. **(Ibid.)** The SWPPP also identifies both construction and post-construction Best Management Practices (BMPs) to reduce sediments and other pollutants. BMPs mandated by the requisite NPDES permit typically include installation of filter fabric fences, sandbars and checkdams. **(Ibid.)** Potential pollutant sources from long-term operations include trash & debris, oil and grease, pathogens, sediment/turbidity, nutrients, oxygen-demanding substances, pesticides, organic compounds (specifically solvents) and metals. **(Draft EIR at 4.4-26.)** However, recognizing the potential hazards of such urban runoff, the EPA has issued regulations which require municipalities to participate in the NPDES program. **(Ibid.)** As part of the program, Riverside County has received an NPDES permit for urban runoff. **(Ibid.)** Compliance with the provisions specified in the NPDES permit will provide for proper management and disposal of urban runoff from the Project. **(Ibid.)** Certain receiving waters do not currently meet Water Quality Standards associated with their designated beneficial uses, and specific Pollutants of Concern (POC) for this Project include: nutrients, pathogens, organic enrichment/ low dissolved oxygen, PCBs (polychlorinated biphenyls) and unknown toxicity. **(Ibid.)** Accordingly, treatment control BMPs with a medium or high effectiveness will be incorporated into the final Project design, such as filtration/infiltration bioswale trenches and water quality filtration/infiltration basins. **(Ibid.)** Low Impact Development (LID) strategies such as porous driveway material, porous landscape detention (PLD) and/or inverted medians also functioning as filtration

trenches or bio-swales will increase the infiltration capacity of the developed site. **(Draft EIR at 4.4-27)**. Replacing water quality control devices will ensure that the newest technology is in place in order to avoid violations. Avoiding pervious surfaces will prevent excess runoff and seepage and erosion, as less water will pass through the ground surface. Designing buildings, parking lots and open spaces to direct runoff will also ensure that water is directed where it can be useful. The use of water treatment pass-through facilities will ensure that any water that does seep into the ground is reasonably clean. After compliance with the foregoing requirements, and any other requirements stipulated by the Santa Ana Regional Water Quality Control Board, impacts related to this issue area are anticipated to be less than significant. **(Draft EIR at 4.4-25; 27 through 28.)**

b. Alteration of Drainage Patterns.

Potential Impact: Whether the Project would substantially alter the existing drainage pattern of the site or area, including alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site; create or contribute runoff water which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff.

Finding: Potential impacts of the Project on Hydrology and Water Quality are discussed in detail in Section 4.4 of the Draft EIR, and the Project drainage concept is contained at EIR Appendix D. Based on the entire record before us, this Authority finds that development of the project will not result in significant impacts to the existing drainage pattern of the site or area, and therefore, no mitigation is required. **(Draft EIR at 4.4-29.)** However, the Authority finds that mitigation measures 4.4.5 and 4.4.6 will lessen even the insignificant impacts that may occur.

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

4.4.6 *The Master Developer shall coordinate with the March JPA prior to the alteration, relocation or upgrade of any storm water drainage, water supply or wastewater conveyance facilities within the public right of way in order to reduce*

the potential for disruptions in service and to ensure that any necessary upgrades are implemented in compliance with applicable requirements.

Facts in Support of the Finding: Terrain and groundwater within the Project area will be altered by implementation of the Project. **(Draft EIR at 4.4-28.)** Project development will increase impervious areas, and will require modification of existing drainage patterns. **(Ibid.)** The Project will implement appropriate storm water management systems that accommodate existing off-site flows as well as storm waters developed within the Project site. **(Ibid.)** Project drainage improvements are based on detailed hydrologic information presented at EIR Appendix D, and assume a worst-case condition based on existing carrying capacities of receiving drainage improvements. **(Ibid.)** Over the long-term, Project storm water management systems, complemented by off-site area-wide drainage improvements including but not limited to planned improvement of the adjacent Cactus Avenue and Heacock Street Channels, act to ensure that potential future increases in area storm water runoff will be managed and maintained within acceptable parameters. **(Ibid.)** Prior to issuance of grading permits, detailed grading and drainage plans will be prepared, demonstrating that Project drainage can be appropriately conveyed and discharged without adverse affect to any properties or to the drainage system itself. **(Ibid.)** Detailed grading and drainage plans will be prepared in compliance with JPA, County, and RWQCB requirements. **(Ibid.)** JPA review and approval of the Project land use plans, site plans, and implementation of necessary Project drainage improvements and associated storm water BMPs, act to ensure that Project will be designed and implemented in a manner that appropriately conveys storm water runoff without adversely affecting upstream or downstream drainage characteristics, and that pursuant to the Project SWPPP and WQMP, storm water runoff does not constitute a substantial pollutant source. **(Draft EIR at 4.4-29).** Replacing existing storm drains will ensure that water flows are managed properly. Coordination with the JPA will ensure that proper service is maintained throughout the area, leading to fewer water runoff flooding instances. On this basis, the potential for the Project to substantially alter the existing drainage pattern of the site or area is less-than-significant. **(Draft EIR at 4.4-29).**

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c. Placement of Housing Within 100-year Flood Zone.

Potential Significant Impact: The EIR evaluated and concluded that development of the Project could place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map; or place within a 100-year flood hazard area structures which would impede or redirect flood flows.

Finding: Based on the entire record before us, this Authority finds that this impact is potentially significant but can be mitigated to a less-than-significant level through implementation of Mitigation Measures 4.4.7 and 4.4.8. **(Draft EIR at 4.4-32.)** These mitigation measures are adopted and incorporated into the Mitigation Monitoring and Reporting Program for the Project, and will be implemented as specified therein, thereby reducing this potentially significant impact to a less than significant level. **(Ibid.)** Impacts related to Hydrology and Water Quality are discussed in detail at Section 4.4 of the Draft EIR. The following mitigation measures will mitigate the identified impacts related to Hydrology and Water quality to a less-than-significant level:

4.4.7 *The Applicant shall define, through accepted floodplain modeling protocols, the extent of any incumbent flood hazards. Modeled floodplain characteristics shall be reviewed and approved by the JPA, and as approved, shall be the basis for evaluation of potential floodplain alteration resulting from subsequent development activities proposed within the Specific Plan area.* **(Draft EIR at 4.4-31.)**

4.4.8 *For each increment or proposed area of development, the Project Applicant shall prepare detailed site-specific floodplain/flood hazard analyses consistent with JPA requirements. Development within identified flood hazard/floodplain areas shall comply with Federal Floodplain Management Regulations and criteria for the Federal Flood Insurance Program. More specifically, to ensure that construction of new buildings, infrastructure, or other improvements does not adversely affect 100-year flood plain or flood carrying characteristics, pre-development flood conditions site shall be incrementally updated to reflect with-development conditions. Close coordination with the City of Moreno Valley's Floodplain Administrator during Project development will be required to resolve any floodplain impact. Updated floodplain profiles based on with development conditions shall be reviewed and approved by the JPA and RCFCWCD. Based on the modeled with-development conditions, diversion, and/or detention of flood flows shall be incorporated in site and development designs in order to address any potential adverse affects to flood plains or flood carrying characteristics. In order to mitigate on-site flood hazards to new buildings, first finished floor elevations of other than Critical Facilities shall be established a minimum of one-foot above the modeled 100-year flood elevation. All Critical Facilities shall be*

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located outside of 500-year flood limits as determined during detailed site designs for these specific uses. Alternatively, if flood hazard areas cannot be avoided in the siting of Critical Facilities, these specific uses shall be designed and constructed pursuant to Category IV for Flood Resistant Design and Construction, American Society of Civil Engineers 24 (ASCE 24), and shall be elevated above the 500-year floodplain with elevated access ramps. **(Ibid.)**

Facts in Support of the Finding: Among other facts, the EIR recommends Mitigation Measures 4.4.7 and 4.4.8 to reduce this potentially significant impact to a less-than-significant level. Certain portions of the Project site are subject to known flood hazards although they are not currently delineated on FEMA Flood Insurance Rate Maps (FIRMs). **(Draft EIR at 4.4-30)**. Further, Critical Facilities to be implemented within the Project site (i.e., hospital facilities) are subject to more stringent 500-year flood hazard considerations. **(Ibid.)** The mitigation measures act to ensure adequate flood proofing of all Project facilities consistent with the Federal Floodplain Management Regulations and criteria for the Federal Flood Insurance Program. **(Draft EIR at 4.4-32.)** Additionally, the Project will be incrementally developed, so that existing on-site and off-site flood carrying capacities and floodplain characteristics are not adversely affected. **(Ibid.)** With implementation of recommended mitigation, impacts in this issue area will be reduced to a less-than-significant level. **(Ibid.)**

Findings per State CEQA Guidelines Section 15091:

(X) Changes or alternatives have been required in, or incorporated into, the Project which avoid or substantially lessen the significant environmental effect (Subd. [a][1]).

( ) Such changes or alterations are within the responsibility and jurisdiction of another public agency and not the agency making the finding. Such changes have been adopted by such other agency or can and should be adopted by such other agency (Subd. [a][2]).

( ) Specific economic, legal, social, technological or other considerations, including provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or Project alternatives identified in the Final EIR (Subd. [a][3]).

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5. **Water Supply.**

a. New or Expanded Water Supplies.

Potential Significant Impact: Whether the Project would cause significant impacts by requiring new or expanded water supplies.

Finding: Potential impacts of the Project on Water Supply are discussed in detail in Section 4.5 of the Draft EIR, and a Water Supply Assessment (WSA) prepared for this Project is contained in Appendix E. Based on the entire record before us, this Authority finds that no significant impact related to the requirement of new or expanded water supplies will occur as a result of the Project. **(Draft EIR at 4.5-33.)** However, to further minimize the Project's overall water use, ensure on-going availability and reliability of water supplies within the WMWD services area, and provide for timely, monitored compliance with requirements stipulated in the Project WSA, the following WMWD Conditions of Approval will be incorporated into the Project:

4.5.1 *The applicant shall utilize and comply with guidelines established by WMWD. Proof of compliance shall be required prior to Project approval.* **(Final EIR at 2-58.)**

4.5.2 *To the satisfaction of WMWD, the Project Applicant shall construct necessary serving water facilities.* ***(Draft EIR at 4.5-33.)***

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

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

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

Facts in Support of the Finding: Under Project Opening Year (2010) conditions, water demands of the initial increment of Project development (approximately 1.4 million square feet) will total approximately 339.7 acre-feet per year. **(Draft EIR at 4.5-31)**. The balance of the occupancies (approximately 2.15 million square feet) will be completed over a period of

approximately 20 years, from 2010 to 2030. **(Draft EIR at 4.5-32.)** Estimated annual water demands for the Project under buildout conditions is 862.6 acre-feet/year. As required under SB 610/221, a Water Supply Assessment (WSA) has been prepared for the Project by the serving water purveyor, WMWD. **(Ibid.)** Consistent with the analysis presented in the WSA and Section 4.5 of the DEIR, WMWD has the ability to reliably serve the Project and all existing and projected customers within its service area under near term and long-term conditions, and under normal precipitation and extended drought conditions. **(Ibid.)** More specifically, the analysis demonstrates that water will be available under shortages more severe than even those reflected in the MWD 2005 RUWMP single-year or multiple-dry year scenarios. **(Ibid.)** The analyzed scenarios therefore consider water supply and demand scenarios under conditions more severe than those required to be analyzed under SB 610. **(Ibid.)** By demonstrating water supply sufficiency under the more restrictive conditions, this analysis also demonstrates that WMWD has adequate supplies under the single-year and multiple-dry year scenario standards of SB 610. **(Ibid.)** Water sources available to the Project through WMWD are constituents of existing or previously planned water supply resources, and are not new or expanded water supplies specifically necessary to serve this Project. **(Ibid.)** Within the WSA, WMWD has stipulated Conditions of Approval ensuring implementation and operation of the Project in a manner that provides for efficient use of available water supplies (see above). **(Ibid.)** The conditions of approval/mitigation measures also ensure on-going availability and reliability of water supplies within the WMWD service area by providing required infrastructure. They also provide for timely, monitored compliance with the requirements stipulated in the Project WSA. **(Draft EIR at 4.5-33.)** Additionally, proper landscaping and landscaping infrastructure will ensure low water usage and less water waste. **(Ibid.)** Accordingly, the potential for the Project to result in the need for new or expanded water supplies is determined to be less-than-significant. **(Ibid.)**

Findings per State CEQA Guidelines Section 15091:

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(X) Changes or alternatives have been required in, or incorporated into, the Project which avoid or substantially lessen the significant environmental effect (Subd. [a][1]).

( ) Such changes or alterations are within the responsibility and jurisdiction of another public agency and not the agency making the finding. Such changes have been adopted by such other agency or can and should be adopted by such other agency (Subd. [a][2]).

( ) Specific economic, legal, social, technological or other considerations, including provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or Project alternatives identified in the Final EIR (Subd. [a][3]).

6. **Cultural Resources.**

a. Archaeological Resources.

Potential Significant Impact: The EIR evaluated and concluded that development of the Project could cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5, or disturb human remains, including those interred outside of formal cemeteries.

Finding: Based on the entire record before us, this Authority finds that this impact is potentially significant but can be mitigated to a less-than-significant level through implementation of Mitigation Measures 4.6.1 through 4.6.6. **(Draft EIR at 4.6-22.)** These mitigation measures are adopted and incorporated into the Mitigation Monitoring and Reporting Program for the Project, and will be implemented as specified therein, thereby reducing this potentially significant impact to a less than significant level. **(Ibid.)** Impacts related to Cultural Resources are discussed in detail at Section 4.6 of the Draft EIR. The following mitigation measures will mitigate the identified impacts related to Cultural Resources a less-than-significant level:

4.6.1 *A historic resources monitor shall be present during the demolition of the main entrance monument on Riverside Drive. The monitor shall have the authority to halt demolition should aspects of the monument appear to conflict with the findings and conclusions of the Project Cultural Resources Investigation. The monitoring shall be conducted in a manner consistent with current professional standards and include the authority to halt activities affecting historical resources and permitted to recover, analyze, report, and curate the find(s).* **(Draft EIR at 4.6-16.)**

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4.6.2 *Prior to removal of the WPA canal, recordation and documentation of the canal shall be conducted. Recordation and documentation shall include, but is not limited to: research and documentation regarding the canal's original design and construction; preparation of scaled drawing and cross sections of the canal as it currently exists, to include documentation of crossing (bridges) or alterations; and a photographic record of the canal in its current state and context. Removal of the WPA canal shall be monitored by a professional archaeological monitor with experience in historic archaeology to record and document attributes not currently or readily visible.* **(Draft EIR at 4.6-18.)**

4.6.3 *Prior to any grading and/or ground altering activities, the Project Applicant will retain a qualified archaeological monitor trained in both prehistoric and historic archaeology to oversee any ground-altering activities (e.g., removal of debris and/or vegetation, grading, or excavation). The archaeological monitor will prepare a Cultural Resources Monitoring Plan (Monitoring Plan), in consultation with the appropriate Indian Tribe, presenting the methodology and protocols to be used during the monitoring program, including the disposition of artifacts. The Monitoring Plan will acknowledge that the Project site is private property and, therefore, all cultural resource materials, with the exception of burials and grave goods, are the property of the property owner. The Monitoring Plan shall stipulate that, as a condition of approval, the property owner will make all cultural resources (i.e., artifacts) available for curation at a professionally acceptable repository (e.g., the University of California at Riverside Archaeological Research Unit, or the Western Center at the East Side Reservoir in Hemet, Riverside County, California), unless the appropriate Indian Tribe requests to repatriate the resources, in which case the property owner shall make the cultural resources available for curation with the appropriate Indian Tribe. The Monitoring Plan shall further stipulate that all artifacts must be inventoried and prepared for curation in a professional manner. If neither repository is available to accept the collections, they may be temporarily curated at a facility identified through consultation with the cultural resource monitor, the property owner, the appropriate Indian Tribe, and the JPA. The Monitoring Plan shall be reviewed and approved by the JPA prior to the issuance of any grading permits.* **(Draft EIR at 4.6-20.)**

4.6.4 *At least 30 days prior to seeking a grading permit, the Project Applicant shall contact the appropriate Indian Tribe to notify the Tribe of grading or excavation, and to coordinate with the JPA and the Tribe to develop a Cultural Resources Treatment and Monitoring Agreement. The agreement shall address the treatment of known cultural resources, the designation, responsibilities, and participation of Native American Tribal monitors during grading, excavation and ground disturbing activities; Project grading and development scheduling; terms of compensation; and the treatment and final disposition of any cultural resources, sacred sites, and/or human remains discovered on the site.* **(Draft EIR at 4.6-21.)**

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

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

Facts in Support of the Finding: Among other facts, the EIR recommends Mitigation Measures 4.6.3 through 4.6.6 to reduce this potentially significant impact to a less-than-significant level. As discussed in the *March Joint Powers Authority General Plan Final Master Environmental Report* (General Plan MEIR), the base properties have been the subject of ten (10) previous archaeological surveys. **(Draft EIR at 4.6-19).** Nonetheless, the General Plan MEIR acknowledges that future development activities within the General Plan area may affect as yet unidentified cultural resources. **(Ibid.)** The mitigation measures ensure that appropriate Native American consultation is undertaken, and that for any encountered archeological resources, appropriate site specific treatment measures are implemented, in consultation with the appropriate Native American Tribe. **(Draft EIR at 4.6-22.)** A monitor onsite will ensure that historical resources are not missed or overlooked. **(Draft**

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EIR at 4.6-16; 20.) Documentation of the WPA canal will preserve its historical attributes and ensure that its significance is memorialized. **(Draft EIR at 4.6-19.)** Consultation with Indian Tribes and adherence to state law relating to Native American burials will ensure that no known or unknown historical Native American artifacts are disturbed or damaged. **(Draft EIR at 4.6-21; 22.)** Proper and consistent recordkeeping will help maintain an accurate account of any cultural or historical resources found. **(Draft EIR at 4.6-21.)** With implementation of recommended mitigation, impacts in this issue area will be reduced to a less-than-significant level. **(Draft EIR at 4.6-22.)**

b. Paleontological Resources.

Potential Significant Impact: The EIR evaluated and concluded that development of the Project could directly or indirectly destroy a unique paleontological resource or site, or a unique geologic feature.

Finding: Based on the entire record before us, this Authority finds that this impact is potentially significant but can be mitigated to a less-than-significant level through implementation of Mitigation Measure 4.6.7. **(Draft EIR at 4.6-24.)** This mitigation measure is adopted and incorporated into the Mitigation Monitoring and Reporting Program for the Project, and will be implemented as specified therein, thereby reducing this potentially significant impact to a less than significant level. **(Ibid.)** Impacts related to Cultural Resources are discussed in detail at Section 4.6 of the Draft EIR. The following mitigation measure will mitigate the identified impacts related to Cultural Resources to a less-than-significant level:

4.6.7 *A paleontological monitoring program shall be overseen by a qualified paleontological monitor on a full-time basis, once the existing structures have been removed. The extent and duration of the monitoring program would be dependent upon the future redevelopment plans. However, in any case, any excavations exceeding 8 feet below the current surface shall be monitored, unless older alluvium is shown to be shallower. The monitoring shall be conducted in a manner consistent with current professional standards and include the authority to halt activities affecting paleontological resources and permitted to recover, analyze, report, and curate the find(s). The most likely repository for curation would be the Western Center at the East Side Reservoir complex, Hemet, Riverside County, California.* **(Draft EIR at 4.6-23.)**

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Facts in Support of the Finding: Among other facts, the EIR recommends Mitigation Measure 4.6.7 to reduce this potentially significant impact to a less-than-significant level. As discussed in the EIR, the Project area is considered to have a moderate level of sensitivity for paleontological resources. **(Draft EIR at 4.6-23).** Fossil specimens have been recovered from areas both north and south of March Air Force Base, and as such, there is considered to be a potential for encountering paleontological resources in the course of Project construction. **(Ibid.)** The mitigation measure ensures that any encountered paleontological resources are appropriately recovered, analyzed, reported and curated. **(Draft EIR at 4.6-24.)** With implementation of recommended mitigation, impacts in this issue area will be reduced to a less-than-significant level. **(Ibid.)**

Findings per State CEQA Guidelines Section 15091:

(X) Changes or alternatives have been required in, or incorporated into, the Project which avoid or substantially lessen the significant environmental effect (Subd. [a][1]).

( ) Such changes or alterations are within the responsibility and jurisdiction of another public agency and not the agency making the finding. Such changes have been adopted by such other agency or can and should be adopted by such other agency (Subd. [a][2]).

( ) Specific economic, legal, social, technological or other considerations, including provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or Project alternatives identified in the Final EIR (Subd. [a][3]).

7. **Biological Resources.**

a. Candidate, Sensitive or Special Status Species.

Potential Significant Impact: The EIR evaluated and concluded that development of the Project could 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.

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Finding: Based on the entire record before us, this Authority finds that this impact is potentially significant but can be mitigated to a less-than-significant level through implementation of Mitigation Measures 4.7.1 through 4.7.3. **(Draft EIR at 4.7-20; 22.)** These mitigation measures are adopted and incorporated into the Mitigation Monitoring and Reporting Program for the Project, and will be implemented as specified therein, thereby reducing this potentially significant impact to a less than significant level. **(Ibid.)** Impacts related to Biological Resources are discussed in detail at Section 4.7 of the Draft EIR. The following mitigation measures will mitigate identified impacts related to candidate, sensitive, or special status species to a less-than-significant level:

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

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

If vegetation is to be cleared during the nesting season (generally, February 15 – July 31), within 30 days of ground disturbing activities, all suitable habitat will be thoroughly surveyed for the presence of nesting birds by a qualified biologist 72 hours prior to clearing. The survey results shall be submitted by the Project applicant to the Planning Director. If any active nests are detected, the area shall be flagged and mapped on the construction plans along with a minimum 50-foot buffer and up to 300 feet for raptors, with the final buffer distance to be determined by the qualified biologist. The buffer area shall be avoided until the nesting cycle is complete or it is determined that the nest has failed. In addition, the biologist will be present on the site to monitor the vegetation removal to ensure that any nests, which were not detected during the initial survey, are not disturbed. **(Draft EIR at 4.7-19 through 20.)**

4.7.2 *To avoid take of active burrowing owl nests clearing and grading in the area of any occupied owl habitat shall be conducted outside the owl nesting season (April 1 to August 31).* **(Draft EIR at 4.7-21.)**

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

Facts in Support of the Finding: Among other facts, the EIR recommends Mitigation Measures 4.7.1 through 4.7.3 to reduce this potentially significant impact to a less-than-significant level. Although the EIR determined that there will be less-than-significant

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impacts to vegetation communities, Stephens' kangaroo rat, or other special status wildlife species, the EIR concluded that potentially significant impacts to nesting birds and the burrowing owl may occur as a result of the Project. **(Draft EIR at 4.7-19; 21)**. Mitigation measures ensure compliance with the Migratory Bird Treaty Act and Fish and Game Code Section 3503, which will protect any nesting birds present. **(Draft EIR at 4.7-20.)** Further mitigation measures will preclude any potential disturbance of owls during owl nesting season and that any owls present outside of nesting season will be relocated consistent with protocols. **(Draft EIR at 4.7-22.)** With implementation of recommended mitigation, impacts in this issue area will be reduced to a less-than-significant level. **(Draft EIR at 4.7-20; 22.)**

b. Riparian Habitat.

Potential Significant Impact: The EIR evaluated and concluded that development of the Project could have a substantial adverse effect on 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; or have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means.

Finding: Based on the entire record before us, this Authority finds that this impact is potentially significant but can be mitigated to a less-than-significant level through implementation of Mitigation Measures 4.7.4 through 4.7.8. **(Draft EIR at 4.7-32.)** These mitigation measures are adopted and incorporated into the Mitigation Monitoring and Reporting Program for the Project, and will be implemented as specified therein, thereby reducing this potentially significant impact to a less than significant level. Impacts related to Biological Resources are discussed in detail at Section 4.7 of the Draft EIR. **(Ibid.)** The following mitigation measures will mitigate identified impacts related to riparian habitat or other sensitive natural communities to a less-than-significant level:

4.7.4 *Prior to submitting an infrastructure plan that would affect areas within 50 feet of the Heacock Street or Cactus Avenue Channels (Channels), the applicant shall complete a site and development-specific habitat assessment to identify the precise extent of impacts to riverine/riparian areas in and around the Channels.*

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Based on this assessment, the applicant shall submit a determination to the Riverside County Flood Control and Water Conservation District and the Army Corp of Engineers for consideration. In addition, a Determination of Biologically Equivalent or Superior Preservation (DBESP) Plan shall be submitted to the Riverside County Environmental Programs Department for review and approval. **(Draft EIR at 4.7-30.)**

4.7.5 *To reduce the increased risk of invasive non-native plants entering into the riparian habitat along the Cactus Avenue and Heacock Street Channels, no invasive non-native plant species (plant species on California Exotic Pest Plant Council [CalEPPC] lists A or B; Bossard et al. 2000 or species listed in Table 6-2 of the MSHCP, as per PPP-BIO-3) shall be planted or seeded within 150 feet of riparian habitat along the referenced Channels.* **(Ibid.)**

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

- *Avoiding potential impacts altogether by not taking a certain action or parts of an action;*
- *Impacts will be minimized by limiting the degree or magnitude of disturbance;*
- *Rectifying any impacts by repairing, rehabilitating, or restoring the impacted environment;*
- *Reducing or eliminating impacts over time by preservation and maintenance operations conducted over the life of the Project; and*
- *Compensation for any impacts by replacing or providing substitute resources or environments at a minimum of a 2:1 ratio.* **(Draft EIR at 4.7-31.)**

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

4.7.8 *Based on 404 Permit requirements, the Applicant shall obtain a Section 401 certification from the Regional Water Quality Control Board prior to any earthmoving or vegetation-disturbing activities. Project and site-specific*

mitigation mandated in accordance with Section 401 certification will be implemented prior to construction activities which may affect the identified waterway(s) and habitat. Such conditions will be included in the Corps of Engineers Section 404 permit required of the Project, including but not limited to replacing or providing substitute resources at a ratio of 2:1. **(Ibid.)**

Facts in Support of the Finding: The Project will result in the disturbance of an estimated 490 linear feet of ACOE non-wetland Waters of the U.S., and 900 linear feet of ACOE jurisdictional wetlands. **(Draft EIR 4.7-32.)** The Project will result in the disturbance of 490 linear feet of CDFG vegetated streambed, and 900 linear feet of CDFG riparian streambed. **(Ibid.)** Among other facts, the EIR recommends Mitigation Measures 4.7.4 through 4.7.8 to reduce this potentially significant impact to a less-than-significant level. Habitat assessments completed prior to construction or grading will ensure that no habitat is disturbed and that proper Corps involvement is had. **(Draft EIR at 4.7-30.)** Prohibiting non-native plants or invasive species in the area will aid in maintaining current wetland and riparian areas. **(Ibid.)** Adherence to Fish and Game and Army Corps regulations will properly protect wetland or riparian areas and minimize impacts. **(Draft EIR at 4.7-31.)** Obtaining Section 404 and 401 permits as necessary will ensure that site specific mitigation measures are properly implemented. **(Ibid.)** Implementation of the aforementioned mitigation measures will address all potential impacts to Corps and CDFG jurisdictional areas, and ensure that potential impacts are mitigated to a less-than-significant level. **(Draft EIR 4.7-32.)**

Findings per State CEQA Guidelines Section 15091:

(X) Changes or alternatives have been required in, or incorporated into, the Project which avoid or substantially lessen the significant environmental effect (Subd. [a][1]).

( ) Such changes or alterations are within the responsibility and jurisdiction of another public agency and not the agency making the finding. Such changes have been adopted by such other agency or can and should be adopted by such other agency (Subd. [a][2]).

( ) Specific economic, legal, social, technological or other considerations, including provision of employment

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opportunities for highly trained workers, make infeasible the mitigation measures or Project alternatives identified in the Final EIR (Subd. [a][3]).

8. **Traffic and Circulation.**

a. Intersection Impacts—Cactus Avenue at the I-215 Southbound Ramp

Potential Significant Impact: The EIR evaluated and concluded that the Project could cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system. That is, the Project could result in a substantial increase in either the number of vehicle trips, the volume to capacity ratios on roads or freeways, or congestion at intersections; exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highway.

Finding: Based on the entire record before us, this Authority finds that this impact is potentially significant but can be mitigated to a less-than-significant level through implementation of Mitigation Measure 4.8.1. **(Draft EIR at 4.8-64 through 65.)** This mitigation measure is adopted and incorporated into the Mitigation Monitoring and Reporting Program for the Project, and will be implemented as specified therein, thereby reducing this potentially significant impact to a less than significant level. **(Ibid.)** Impacts related to Traffic and Circulation are discussed in detail at Section 4.8 of the Draft EIR. The following mitigation measure will mitigate identified impacts related to the Intersection Impacts—Cactus Avenue at the I-215 Southbound Ramp:

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

- *Eliminate southbound (off-ramp) left-turn movements by allowing only right-turn movements (forcing all southbound-to-eastbound movements to use the southbound loop offramp); and*

- *Add a second left-turn lane in the westbound direction.* **(Draft EIR at 4.8-94.)**

Facts in Support of Finding: This intersection is expected to operate acceptably under Opening Year conditions without the Project; however, with the addition of Project traffic, the intersection would operate at LOS E during the evening peak hour period. **(Draft EIR at 4.8-63.)** While this is not a significant

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impact under CMP thresholds, Caltrans desired LOS D would be exceeded. **(Draft EIR at 4.8-64.)** This intersection is under Caltrans' jurisdiction, and is part of the CMP network. **(Ibid.)** These improvements are consistent with one of the two alternatives being considered for the planned improvements at the I-215/Cactus Avenue interchange, as identified in the *Project Study Report to Request Conceptual Approval for Interstate 215/Cactus Interchange EA: OE760K, December 2008.* **(Ibid.)** This intersection is also included in the Regional System of Highways and Arterials - TUMF Network Improvements. **(Ibid.)** Payment of TUMF fees would successfully mitigate the Project's potential impacts at this intersection to a level that is less-than-significant. **(Ibid.)**

b. Intersection Impacts—Ramona Expressway at the I-215 Northbound Ramp

Potential Significant Impact: The EIR evaluated and concluded that the Project could cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system. That is, the Project could result in a substantial increase in either the number of vehicle trips, the volume to capacity ratios on roads or freeways, or congestion at intersections; exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highway.

Finding: Based on the entire record before us, this Authority finds that this impact is potentially significant but can be mitigated to a less-than-significant level through implementation of Mitigation Measure 4.8.6. **(Draft EIR at 4.8-72.)** This mitigation measure is adopted and incorporated into the Mitigation Monitoring and Reporting Program for the Project, and will be implemented as specified therein, thereby reducing this potentially significant impact to a less than significant level. **(Ibid.)** Impacts related to Traffic and Circulation are discussed in detail at Section 4.8 of the Draft EIR. The following mitigation measure will mitigate identified impacts related to the Roadway Segment Impacts – Ramona Expressway at the I-215 Northbound Ramp:

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

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• *Widen the westbound approach to provide a free-flow right-turn lane, with commensurate widening on the on-ramp to provide two lanes at the throat before merging to one lane.* **(Draft EIR at 4.8-95.)**

Facts In Support of Finding: This intersection is expected to operate unacceptably under Opening Year Cumulative conditions without the Project. The addition of Project traffic would result in an additional delay of five seconds or less, incrementally reducing intersection efficiency. **(Draft EIR at 4.8-71.)** Although the Project's contribution to this deficiency is minimal, any increase is considered a potentially significant impact. **(Ibid.)** This intersection is located in the City of Perris, and because this intersection provides access to a State highway, it is also under Caltrans' jurisdiction. The identified improvements are consistent with City of Perris and County of Riverside General Plan Circulation Elements, as well as with assumed intersection geometrics from the Mid- County Parkway Project, and are listed as a project in the 2009 Central TUMF Zone TIP, provided as a reference in Appendix G. **(Draft EIR at 4.8-72.)** This intersection is also included in the Regional System of Highways and Arterials - TUMF Network Improvements. **(Ibid.)** Payment of TUMF fees would successfully mitigate the Project's potential impacts at this intersection to a level that is less than- significant. **(Ibid.)**

c. Intersection Impacts—Ramona Expressway at the I-215 Southbound Ramp

Potential Significant Impact: The EIR evaluated and concluded that the Project could cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system. That is, the Project could result in a substantial increase in either the number of vehicle trips, the volume to capacity ratios on roads or freeways, or congestion at intersections; exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highway.

Finding: Based on the entire record before us, this Authority finds that this impact is potentially significant but can be mitigated to a less-than-significant level through implementation of Mitigation Measure 4.8.7. **(Draft EIR at 4.8-73.)** This mitigation measure is adopted and incorporated into the Mitigation Monitoring and Reporting Program for the Project, and will be implemented as specified therein, thereby reducing this potentially significant impact to a less than

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significant level. **(Ibid.)** Impacts related to Traffic and Circulation are discussed in detail at Section 4.8 of the Draft EIR. The following mitigation measure will mitigate identified impacts related to the Roadway Segment Impacts – Ramona Expressway at the I-215 Southbound Ramp:

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

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

• Widen the eastbound approach to provide a separate right-turn lane. **(Draft EIR at 4.8-95.)**

Facts In Support of Finding: This intersection is expected to operate unacceptably under Opening Year Cumulative conditions without the Project. The addition of Project traffic would result in an additional delay of six seconds or less, incrementally reducing intersection efficiency. **(Draft EIR at 4.8-72.)** Although the Project's contribution to this deficiency is minimal, any increase is considered a potentially significant impact. **(Ibid.)** The portion of this intersection located to the east of the southbound ramp is in the City of Perris, and the area to the west of the ramp is in unincorporated Riverside County. **(Draft EIR at 4.8-73.)** Because this intersection provides access to a State highway, it is under Caltrans' jurisdiction. Additionally, improvements could require coordination with the BNSF Railroad if any improvements need to be made to the bridge crossing the rail line immediately to the west of the interchange. **(Ibid.)** This intersection is also included in the Regional System of Highways and Arterials - TUMF Network Improvements. Payment of TUMF fees would successfully mitigate the Project's potential impacts at this intersection to a level that is less-than-significant. **(Ibid.)**

d. Roadway Segment Impacts – Alessandro Boulevard between Meridian Parkway/Sycamore Canyon Boulevard and the I-215 Southbound Ramps.

Potential Significant Impact: The EIR evaluated and concluded that development of the Project could cause an increase in traffic that is substantial in relation to the existing traffic load and capacity of the

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street system. That is, result in a substantial increase in either the number of vehicle trips, the volume to capacity ratios on roads or freeways, or congestion at intersections; exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways.

Finding: Based on the entire record before us, this Authority finds that this impact is potentially significant but can be mitigated to a less-than-significant level through implementation of Mitigation Measure 4.8.10. **(Draft EIR at 4.8-122.)** This mitigation measure is adopted and incorporated into the Mitigation Monitoring and Reporting Program for the Project, and will be implemented as specified therein, thereby reducing this potentially significant impact to a less than significant level. **(Ibid.)** Impacts related to Traffic and Circulation are discussed in detail at Section 4.8 of the Draft EIR. The following mitigation measure will mitigate identified impacts related to the Roadway Segment Impacts – Alessandro Boulevard between Meridian Parkway/Sycamore Canyon Boulevard and the I-215 Southbound Ramps:

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

- *Add an eastbound through lane.* **(Draft EIR at 4.8-126 through 27.)**

Facts in Support of Finding: This roadway segment is expected to operate at LOS E under Opening Year conditions with and without the Project, and performance would degrade to LOS F with the Project in the Cumulative Opening Year condition. **(Draft EIR at 4.8-122.)** This segment is located within the March JPA's jurisdiction, and the March JPA General Plan identifies four (4) through travel lanes, along with a free-flow right-turn lane in the eastbound direction on Alessandro Boulevard between Meridian Parkway/Sycamore Canyon Boulevard and the I-215 Southbound Ramps. **(Ibid.)** The Project will contribute DIF that will be employed for the addition of an eastbound through lane, thereby increasing the flow of traffic to achieve a LOS D or better. **(Ibid.)**

e. Roadway Segment Impacts – Van Buren Boulevard between Barton Street and the I-215 Southbound Ramps.

Potential Significant Impact: The EIR evaluated and concluded that development of the Project could cause an increase in traffic that is substantial

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in relation to the existing traffic load and capacity of the street system. That is, result in a substantial increase in either the number of vehicle trips, the volume to capacity ratios on roads or freeways, or congestion at intersections; exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways.

Finding: Based on the entire record before us, this Authority finds that this impact is potentially significant but can be mitigated to a less-than-significant level through implementation of Mitigation Measure 4.8.12. **(Draft EIR at 4.8-128.)** This mitigation measure is adopted and incorporated into the Mitigation Monitoring and Reporting Program for the Project, and will be implemented as specified therein, thereby reducing this potentially significant impact to a less than significant level. **(Ibid.)** Impacts related to Traffic and Circulation are discussed in detail at Section 4.8 of the Draft EIR. The following mitigation measure will mitigate identified impacts related to the Roadway Segment Impacts – Van Buren Boulevard between Barton Street and the I-215 Southbound Ramps:

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

- *Add one to two through lane(s) to the existing four or five lane segment to reach a total of six travel lanes* **(Draft EIR at 4.8-128.)**

Facts in Support of the Finding: The addition of lanes on either side of Van Buren Boulevard is identified as a current project TUMF project included in WRCOG's 2009 Central TUMF Zone Transportation Improvement Program 5-Year Projects. Contribution of funds to the TUMF program will ensure adequate lanes for travel in this road segment. **(Draft EIR at 4.8-124.)** As mitigated, the potential for the Project to cause an increase in traffic that is substantial in relation to the existing traffic load and capacity of the street system is less-than-significant. **(Draft EIR at 4.8-124.)**

f. Roadway Segment Impacts – Heacock Street between John F. Kennedy Drive and Iris Avenue.

Potential Significant Impact: The EIR evaluated and concluded that development of the Project could cause an increase in traffic that is substantial in relation to the existing traffic load and capacity of the street system. That is, result in a substantial increase in

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either the number of vehicle trips, the volume to capacity ratios on roads or freeways, or congestion at intersections; exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways.

Finding: Based on the entire record before us, this Authority finds that this impact is potentially significant but can be mitigated to a less-than-significant level through implementation of Mitigation Measure 4.8.13. **(Draft EIR at 4.8-128.)** This mitigation measure is adopted and incorporated into the Mitigation Monitoring and Reporting Program for the Project, and will be implemented as specified therein, thereby reducing this potentially significant impact to a less than significant level. **(Ibid.)** Impacts related to Traffic and Circulation are discussed in detail at Section 4.8 of the Draft EIR. The following mitigation measure will mitigate identified impacts related to the Roadway Segment Impacts – Van Buren Boulevard between Barton Street and the I-215 Southbound Ramps:

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

- *Add one to two through lane(s) where two or three lanes currently exist, to achieve a uniform four lane configuration along this roadway segment.* **(Draft EIR at 4.8-128.)**

Facts in Support of the Finding: The widening of Heacock Street is identified as a current project TUMF project included in WRCOG's 2009 Central Zone Transportation Improvement Program. Contribution of funds to the TUMF program will ensure adequate lanes for travel in this road segment and will result in an LOS A in Operating Year (2011). **(Draft EIR at 4.8-125.)** As mitigated, the potential for the Project to cause an increase in traffic that is substantial in relation to the existing traffic load and capacity of the street system is less-than-significant. **(Draft EIR at 4.8-125.)**

g. Vehicular Access

Potential Significant Impact: The EIR evaluated and concluded that development of the Project could cause substantially increased hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment; restricted emergency access; inadequate vehicular access and internal circulation).

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Finding: Based on the entire record before us, this Authority finds that this impact is potentially significant but can be mitigated to a less-than-significant level through implementation of Mitigation Measure 4.8.14. **(Draft EIR at 4.8-142.)** This mitigation measure is adopted and incorporated into the Mitigation Monitoring and Reporting Program for the Project, and will be implemented as specified therein, thereby reducing this potentially significant impact to a less than significant level. **(Ibid.)** Impacts related to Traffic and Circulation are discussed in detail at Section 4.8 of the Draft EIR. The following mitigation measure will mitigate identified impacts related to increased hazards due to a design feature to a less-than-significant level:

4.8.14 *Prior to a grading permit issuance, the development contractor(s) shall prepare and submit construction traffic management plan(s) for review and approval by the JPA. Traffic plans shall be designed to minimize traffic flow interference from construction activities. The plan may include the use of public transportation and satellite parking areas with a shuttle service; it MUST include advance public notice of routing; schedule operations affecting traffic for off-peak hours; minimize obstruction of through-traffic lanes; provide a flag person to guide traffic properly and ensure safety at construction sites. Construction traffic management plans near federal uses to remain shall be coordinated with federal uses to remain, and prepared by a licensed traffic engineer, and shall provide for safe and efficient access and on-site and off-site traffic movements throughout construction activities. Proof of coordination with the neighboring federal uses to remain, such as a support letter, shall be supplied to the March JPA at the time of the grading permit review.* **(Final EIR at 2-76.)**

Facts in Support of the Finding: The Project incorporates and reflects development standards and physical improvements necessary to ensure that the constructed Project does not result in or cause substantially increased hazards due to design features, incompatible uses, emergency access restrictions, inadequate vehicular access, and/or inefficient or unsafe internal circulation. **(Draft EIR at 4.8-142.)** Prior to buildout of the Project, improvements will be required at the intersections of Cactus Avenue at Riverside Drive/Graham Street, and Meyer Drive through Heacock Street, as well as the Gilbert Street Extension. **(Draft EIR at 4.8-137 through 140.)** While a traffic signal was proposed and evaluated as part of the Project at the intersection of Riverside Drive and Meyer Drive, the Authority is now considering using a round-about pattern instead. However, no new impacts are expected to result from this change. **(Draft EIR at 4.8-140.)** However, temporary localized disruptions to traffic patterns as well as restricted access conditions could potentially result from

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Project construction activities. **(Draft EIR at 4.8-142.)** Mitigation Measure 4.8.14 ensures that potential alterations to traffic patterns and access provisions are accommodated and addressed within an approved detailed construction traffic management plan. It also ensure cooperation with federal uses to minimize any disruption **(Ibid.)** As mitigated, the potential for Project construction activities to substantially increase hazards due to a construction management plan, design feature, incompatible uses, emergency access restrictions, inadequate vehicular access, and/or inefficient or unsafe internal circulation is less-than-significant. **(Ibid.)**

Findings per State CEQA Guidelines Section 15091:

(X) Changes or alternatives have been required in, or incorporated into, the Project which avoid or substantially lessen the significant environmental effect (Subd. [a][1]).

( ) Such changes or alterations are within the responsibility and jurisdiction of another public agency and not the agency making the finding. Such changes have been adopted by such other agency or can and should be adopted by such other agency (Subd. [a][2]).

( ) Specific economic, legal, social, technological or other considerations, including provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or Project alternatives identified in the Final EIR (Subd. [a][3]).

9. **Air Quality**

a. Construction Related Impacts

Potential Significant Impact: The EIR evaluated and concluded that Project construction activities could violate an air quality standard, or contribute substantially to an existing or projected air quality violation.

Finding: Based on the entire record before us, this Authority find that this impact is potentially significant but for ROG and $PM_{10}/PM_{2.5}$ pollutant emissions, can be mitigated to a less-than-significant level through the implementation of Mitigation Measures 4.9.1 through 4.9.12. **(Draft EIR at 4.9-55.)** Impacts related to air quality are discussed in detail at Section 4.9 of the Draft EIR. The following

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mitigation measures will mitigate identified impacts related to emissions of ROG and $PM_{10}/PM_{2.5}$ pollutants to a less-than-significant level:

4.9.1 *The contractor(s) shall apply for all appropriate SCAQMD permits for all actions associated with site demolition and construction, including crushing operations.* **(Final EIR at 2-77.)**

4.9.2 *The construction contractor shall apply soil stabilizers to all disturbed areas if the area is to remain inactive for more than five consecutive days. For prolonged periods of inactivity, soil stabilizers shall be reapplied per SCAQMD Fugitive Dust Best Available Control (BAC) Measures and High Winds Contingency Control Measures.* **(Draft EIR at 4.9-52.)**

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

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

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

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

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

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

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

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

4.9.11 *The construction contractor shall install temporary construction power onsite to operate all small construction equipment that would otherwise be powered by diesel or gasoline (e.g., compressors and stucco mixers).* **(Draft EIR at 4.9-53.)**

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

Facts in Support of Finding:

Project demolition and construction activities will generate air pollutants that could potentially exceed SCAQMD regional thresholds, and therefore result in significant air quality impacts. **(Draft EIR at 4.9-53.)** In order to establish likely maximum construction-source air quality impacts, it is assumed that all demolition will be completed, and approximately 1.4 million square feet (40 percent) of the total building area proposed by the Project will be constructed by the Project Opening in 2011, with the remaining 2.55 million feet of Project uses to be incrementally development between 2012 and 2030. **(Ibid.)** Within the relatively compressed time frame prior to Project opening in 2011, construction source ROG and $PM_{10}/PM_{2.5}$ pollutant emissions are projected to exceed applicable SCAQMD thresholds. **(Ibid.)** Mitigation measures 4.9.1 through 4.9.12 generally act to reduce all construction-source $PM_{10}/PM_{2.5}$ emissions, and specifically, will reduce construction-source ROG and PM /PM emissions exceedances projected to occur in the initial increment of Project development below applicable SCAQMD regional thresholds. **(Ibid.)** These mitigation measures will remain in effect over the life of the Project. **(Ibid.)** Over the course of remaining Project development through Buildout in the year 2030, maximum daily emissions resulting from incremental development of the Project site would not exceed applicable SCAQMD regional thresholds. **(Draft EIR at 4.9-55.)** Mitigation measures effected in the initial increment of Project development will further reduce less-than-significant construction- source pollutant emissions projected to occur between Project Opening and Project Buildout. **(Ibid.)** Mandating SCAQMD permits will ensure SCAQMD oversight of the construction process and penalties for non-compliance. The application of soil stabilizers and watering soil multiple times per day will prevent dust and soil from becoming airborne, preventing particulate matter from entering the air. **(Draft EIR at 4.9-52.)** The watering down of materials being transported will also prevent particulate matter from becoming airborne and causing a pollutive effect. **(Ibid.)** Limiting speed on unpaved roads will also prevent particulate matter and dust and soil from becoming airborne. **(Ibid.)** Allowing limited development sections

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per day will ensure that other mitigation measures can be adequately and thoroughly applied by concentrating focus on a smaller area. **(Ibid.)** Allowing only fuel efficient vehicle will decrease vehicle emissions. **(Ibid.)** Turning off construction equipment when idling and avoiding truck queues will decrease unnecessary air emissions when equipment is not in use. **(Ibid.)** Providing temporary construction power rather than using diesel or gasoline will prevent excess emissions from mobile energy sources. **(Draft EIR at 4.9-53.)** Use of low-VOC paints will also reduce emissions the lowest levels possible. **(Ibid.)**On the basis of the preceding, the potential for Project construction source emissions to violate applicable SCAQMD regional air quality standards is less-than-significant. **(Ibid.)**

Findings per State CEQA Guidelines Section 15091:

(X) Changes or alternatives have been required in, or incorporated into, the Project which avoid or substantially lessen the significant environmental effect (Subd. [a][1]).

( ) Such changes or alterations are within the responsibility and jurisdiction of another public agency and not the agency making the finding. Such changes have been adopted by such other agency or can and should be adopted by such other agency (Subd. [a][2]).

( ) Specific economic, legal, social, technological or other considerations, including provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or Project alternatives identified in the Final EIR (Subd. [a][3]).

10. **Noise.**

a. Construction Noise-Excess of Noise Standards.

Potential Significant Impact: The EIR evaluated and concluded that Project construction activities and associated noise would result in exposure of persons to, or generation of, noise levels in excess of standards established in a General Plan, Noise Ordinance, or other applicable standards of other agencies.

Finding: Based on the entire record before us, this Authority finds that this impact is potentially significant but can be mitigated to a less-than-significant level through implementation of Mitigation Measures 4.10.1 through 4.10.4. **(Draft EIR at**

4.10-31.) Impacts related to noise are discussed in detail at Section 4.10 of the Draft EIR. The following mitigation measures will mitigate identified impacts related to construction noise to a less-than-significant level:

4.10.1 *The construction contractor shall ensure that construction activities occur only between the hours of 7:00 a.m. and 7:00 p.m. Construction shall not be permitted on Saturdays, Sundays or holidays. Correlating language shall be incorporated on all construction bid documents, construction specifications, and construction plans.* **(Draft EIR at 4.10-28.)**

4.10.2 *The construction contractor shall ensure that heavy construction equipment operations shall not exceed 75 dBA Leq (12 hrs) at off-site receptors during the permitted construction hours (7:00 a.m. to 7:00 p.m.) Correlating language shall be incorporated on all construction bid documents, construction specifications, and construction plans. The construction contractor shall prepare a Construction Equipment Schedule and Operation Plan demonstrating modeled compliance with this Mitigation Measure. This Plan shall be reviewed and approved by the JPA prior to the issuance of correlating development permits.* **(Draft EIR at 4.10-29.)**

4.10.3 *The construction contractor shall ensure that all construction equipment is properly maintained with operating mufflers and air intake silencers no less effective than those originally installed by the manufacturer. No equipment shall have an un-muffled exhaust. Correlating language shall be incorporated on all construction bid documents, construction specifications, and construction plans.* **(Ibid.)**

4.10.4 *Site and development-specific noise impact studies shall be conducted for all future construction activities within the Project site. Mitigation Measures 4.10.1 through 4.10.3 (listed previously) or equivalent noise reduction measures shall be provided for construction noise impacts determined to be potentially significant.* **(Draft EIR at 4.10-30.)**

Facts in Support of Finding: The March JPA General Plan does not establish specific standards addressing construction/demolition noise. **(Draft EIR at 4.10-25.)** Moreover, the JPA Development Code exempts construction noise from restrictions, provided construction activities occur between 7:00 a.m. and 7:00 p.m. **(Ibid.)** However, as noted previously, the JPA considers construction noise to be significant if noise levels were to exceed 75 dBA Leq (12 hrs). **(Ibid.)** The 2005 AICUZ Study does not establish specific standards addressing construction noise. **(Ibid.)** Construction noise is evaluated against the noise standards set forth by the City of Moreno Valley Municipal Code. **(Draft EIR at 4.10-26).** Although Project-related construction noise will not

result in noise levels exceeding applicable City of Moreno Valley standards, Project construction noise could result in exposure of off-site Base land uses to noise levels in excess of standards established by the JPA. **(Draft EIR at 4.10-28)**. Project construction/demolition noise has the potential to affect off-site land uses, as well as existing and proposed uses internal to the Specific Plan area. **(Draft EIR at 4.10-27.)** At approximately 50 feet, various construction activities within the Project site could generate noise levels approximating 80 to 90 dBA. **(Ibid.)** At the nearest receiving off-site Base residential land uses, located approximately 120 feet westerly of the Project site across Riverside Drive, the calculated maximum noise levels received due to Project construction activities (assuming continuous operations between 7:00 a.m. and 7:00 p.m.) are estimated at 78.1 dBA, and could exceed the 75 dBA Leq (12 hrs) maximum that would constitute a potentially significant construction noise impact per the JPA. **(Ibid.)** Mitigation Measures 4.10.1 through 4.10.4 and compliance with local regulations and specific studies will act to reduce construction noise impacts at off-site land uses and Specific Plan land uses to levels that are less-than-significant, thereby complying with applicable noise standards and by placing restrictions on heavy equipment operations, equipment noise controls, time restrictions and by ensuring maximum possible separation between construction noise sources and potentially affected receptors. **(Draft EIR at 4.10-28 through 31)**. As mitigated, the potential for Project construction activities to result in exposure of persons to, or generation of, noise levels in excess of standards established in a General Plan, Noise Ordinance, or other applicable standards of other agencies is less-than-significant. **(Draft EIR at 4.10-28 through 31.)**

b. Construction Noise-Temporary or Periodic Increase in Ambient Noise Levels.

Potential Significant Impact: The EIR evaluated and concluded that Project construction activities and associated noise would result in a substantial temporary or periodic increase in ambient noise levels in the Project vicinity above levels existing without the Project.

Finding: Impacts related to noise are discussed in detail at Section 4.10 of the Draft EIR. Based on the entire record before us, this Authority finds that this impact is

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potentially significant but can be mitigated to a less-than-significant level through implementation of Mitigation Measures 4.10.1 through 4.10.4, described more fully above, which will mitigate identified impacts related to construction noise to a less-than-significant level. **(Draft EIR at 4.10-32.)**

Facts in Support of the Finding: Project construction activities could result in maximum noise levels of approximately 78.10 dBA CNEL at off-site JPA residential land uses to the west of the Project site, across Riverside Drive. **(Draft EIR at 4.10-31)**. Existing ambient noise conditions along Riverside Drive adjacent to these properties are estimated at 60.47 dBA CNEL. As such, temporary increased noise levels due to Project construction activities could be periodically as much as 17.63 dBA, and could exceed the JPA residential exterior noise standard of 70 dBA by as much as 8.10 dBA. **(Draft EIR at 4.10-32.)** This is a potentially substantial temporary and periodic increase in ambient noise levels in the Project vicinity above levels existing without the Project, and is a potentially significant impact. **(Ibid.)** Easterly of the Project site, within the City of Moreno Valley, Project construction noise (maximum noise levels of approximately 73.8 dBA) will not be perceived against existing ambient conditions (approximately 73.83 dBA CNEL to 75.86 dBA CNEL), and therefore would not represent a substantial periodic increase in ambient noise levels in the Project vicinity above levels existing without the Project. **(Ibid.)** Based on the preceding discussion, Project-related construction noise will not result in or cause a substantial temporary or periodic increase in noise levels at neighboring off-site land uses within the City of Moreno Valley. **(Ibid.)** However, Project construction activities could result in a substantial temporary or periodic increase in noise levels at off-site Base land uses. **(Ibid.)** Potentially significant construction noise impacts of 75 dBA or greater can be expected within the Specific Plan area at source-receptor separations of approximately 200 feet or less. **(Draft EIR at 4.10-33.)** Absent mitigation to reduce construction noise levels and/or control their duration, Project construction noise as received at occupied land uses less than 200 feet from the noise source could therefore temporarily and periodically exceed noise levels and noise durations allowed under standards accepted by the JPA. **(Ibid.)** Mitigation Measures 4.10.1 through 4.10.4 act to ensure that Project construction noise does not result in periodic construction noise for durations longer than,

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and/or noise levels greater than, those permitted by the JPA. **(Draft EIR at 4.10-32 through 33)**. The mitigation measures ensure that Project construction noise would neither temporarily nor periodically increase ambient noise levels at receiving occupied land uses in excess of, and for durations longer than, are allowed under standards accepted at the JPA. **(Ibid.)** As mitigated, the potential for Project construction activities to result in a substantial temporary or periodic increase in ambient noise levels in the Project vicinity above levels existing without the Project is less-than-significant. **(Ibid.)**

c. Vehicular Noise.

Potential Significant Impact: The EIR evaluated and concluded that Project vehicular source noise would result in exposure of persons to, or generation of, noise levels in excess of standards established in a General Plan or Noise Ordinance.

Finding: Based on the entire record before us, this Authority finds that this impact is potentially significant but can be mitigated to a less-than-significant level through implementation of Mitigation Measures 4.10.5 through 4.10.7. **(Draft EIR at 4.10-38.)** Impacts related to noise are discussed in detail at Section 4.10 of the Draft EIR. The following mitigation measures will mitigate identified impacts related to vehicular source noise to a less-than-significant level:

4.10.5 *Prior to the issuance of building permits, site and use-specific noise studies shall be completed for any future projects involving the development of sensitive land uses. Employing standard building construction standards will ensure that interior noise levels will not exceed the maximum acceptable condition of 45 dBA CNEL. These, or equivalent measures identified through site-specific acoustical analyses shall be implemented.* **(Draft EIR at 4.10-37.)**

4.10.6 *Concurrent with approval of development plans and roadway plans within the Specific Plan area, proposed truck routes shall be identified and delineated. Truck routes shall be approved by the March JPA.* **(Draft EIR at 4.10-38.)**

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

Facts in Support of the Finding: Although the potential for the Project-related traffic to result in exposure of off-site Base land uses to noise levels in excess of standards established by the JPA or the City of Moreno Valley is less-than-significant, potential exposure of noise-sensitive Specific Plan land uses to noise levels exceeding 70 dBA is a potentially significant impact.

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(Draft EIR at 4.10-36; 37). The JPA General Plan has incorporated the State of California Noise/Land Use Compatibility Guidelines, which indicate that noise-sensitive land uses such as hospitals and residential development are compatible within noise environments of up to 70 dBA CNEL, provided that detailed acoustical analyses are prepared, and that noise reduction measures are incorporated in subsequent project designs. **(Draft EIR at 4.1-037.)** Preliminary land use concepts, however, indicate that institutional residential land uses for senior care will be proposed along the south side of Meyer Drive between Heacock Street and Riverside Drive, and could be exposed to exterior noise levels of approximately 72.62 dBA CNEL. **(Ibid.)** Additionally, hospital land uses are preliminarily proposed within the northerly portions of the Specific Plan area. **(Ibid.)** At locations adjacent to Heacock Street, and/or Riverside Drive, hospital land uses could be exposed to noise levels ranging from 64.64 dBA CNEL to 78.78 dBA CNEL. **(Ibid.)** Mitigation measures require additional site and development specific assessment of vehicular noise site conditions, including specified roadways and routes thereby shielding areas from excessive vehicular noise; provide reasonable noise site design mitigation; and establish performance standards to ensure vehicular source noise impacts are mitigated. **(Draft EIR at 4.10-38.)** Mitigation Measures 4.10.5 through 4.10.7 will reduce these noise impacts to Specific Plan land uses, thereby ensuring that vehicular source noise impacts are mitigated to levels that are less-than-significant. **(Draft EIR at 4.10-38.)**

d. Vibration.

Potential Significant Impact: The EIR evaluated and concluded that the Project would result in exposure of persons to, or generation of, excessive groundborne vibration or groundborne noise.

Finding: Based on the entire record before us, this Authority finds that this impact is potentially significant but can be mitigated to a less-than-significant level through implementation of Mitigation Measure 4.10.19. **(Draft EIR at 4.10-60.)** Impacts related to noise are discussed in detail at Section 4.10 of the Draft EIR. The following mitigation measure will mitigate identified impacts related to groundborne vibration to a less-than-significant level:

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4.10.19 *Heavy construction equipment operations (equipment and activities capable of producing groundborne vibration levels of 87 VdB or greater) are prohibited within 63 feet of occupied Specific Plan land uses. This requirement may be waived if the developer provides, and the JPA accepts, substantiating analysis demonstrating that vibration levels received at the closest occupied land use will not exceed 75 VdB.* **(Draft EIR at 4.10-60.)**

Facts in Support of the Finding: Neither the March JPA nor the City of Moreno have established quantified vibration standards which would be applicable to the Project. **(Draft EIR at 4.10-56.)** Notwithstanding, for the purpose of this analysis, and as a conservative assessment, a potentially significant vibration impact would occur if the Project generates groundborne vibration levels exceeding the annoyance vibration criteria included in the Federal Transit Administration (FTA) Transit Noise and Vibration Noise Impact Assessment Manual. **(Ibid.)** The Project does not propose activities or uses that would result in long-term substantial or even perceptible vibration levels. **(Ibid.)** However, heavy equipment employed during Project construction could potentially generate groundborne vibration resulting in annoyance (as characterized by the FTA) at area residential land uses. **(Ibid.)** Project construction activities would occur at distances of approximately 270 feet or more from the nearest off-site properties (residential land uses located easterly of the Project site within the City of Moreno Valley). **(Draft EIR at 4.10-57.)** The estimated 55.76 VdB received at the nearest off-site property is below the FTA 75 VdB annoyance impact criteria level, and would therefore not be considered an annoyance or an interference at proximate land uses. **(Ibid.)** Accordingly, there is little or no potential for vibration-related structural damage at off-site locations due to Project construction activities. **(Ibid.)** However, locations and configurations of individual development projects within the Specific Plan have not been identified. **(Draft EIR at 4.10-59.)** As such, precise determination of vibration source and receptor separations and spatial relationships is unavailable. **(Ibid.)** Notwithstanding, if a maximum probable vibration source such as a large bulldozer or a loaded truck is assumed, vibration levels of approximately 87 VdB can be expected at 25 feet from the vibration source, and the threshold vibration level of 75 VdB would occur at approximately 63 feet from the vibration source. **(Ibid.)** On this basis, heavy equipment operations within 63 feet of sensitive receptors

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could be expected to produce vibration levels that would be considered potentially significant in that they would likely be perceived. **(Ibid.)** Mitigation Measure 4.10.19 will reduce these vibration impacts to Specific Plan land uses, by prohibiting heavy construction equipment operations within 63 feet of occupied Specific Plan land uses, thereby ensuring that vibration impacts are mitigated to levels that are less-than-significant. **(Draft EIR at 4.10-60.)**

Findings per State CEQA Guidelines Section 15091:

(X) Changes or alternatives have been required in, or incorporated into, the Project which avoid or substantially lessen the significant environmental effect (Subd. [a][1]).

( ) Such changes or alterations are within the responsibility and jurisdiction of another public agency and not the agency making the finding. Such changes have been adopted by such other agency or can and should be adopted by such other agency (Subd. [a][2]).

( ) Specific economic, legal, social, technological or other considerations, including provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or Project alternatives identified in the Final EIR (Subd. [a][3]).

11. **Utilities and Public Services.**

a. Fire Protection/Police Protection.

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

Finding: Potential impacts of the Project on Utilities and Public Services are discussed in detail in Section 4.11 of the Draft EIR. Based on the entire record before us, this Authority finds that the Project will not result in significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for police protection, fire protection, or other public services, and therefore, no mitigation is required. **(Draft EIR at 4.11-15.)**

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However, the Authority feels that mitigation measure 4.11.1 will reduce even the insignificant impacts that may occur.

4.11.1 *Based on national fire standards, one new fire station and/or engine company could be required for every 2,000 new dwelling units, or 3.5 million square feet of commercial/industrial occupancy. Prior to any subsequent project approval associated with the Specific Plan, the applicant shall provide the MJPA a letter from CalFire identifying that the project will either meet this requirement or not be subject to this requirement.* **(Final EIR at 2-91.)**

Facts in Support of the Finding: **Fire Protection Services**: Fire protection facilities, equipment, and personnel serving the Project area are provided by the Riverside County Fire Department, under contract to the City of Moreno Valley and in coordination with the California Division of Forestry. **(Draft EIR at 4.11-12.)** The March JPA General Plan indicates that, due to development and intensification of land uses in the JPA area, an additional fire station may be required within the West March JPA to assure that adequate response times are maintained. **(Ibid.)** Construction of such additional fire facilities would be initiated at the discretion of the County Fire Department, in coordination with the March JPA. **(Ibid.)** Such construction would be subject to separate and appropriate environmental review, to ensure that substantial adverse effects are avoided. **(Ibid.)** The March JPA will collect Development Impact Fees (DIF) from the Project, including a specific fee for fire facilities. March JPA DIF incorporate those fees required under Riverside County Ordinance 659, which establishes the DIF assessed of all development projects within unincorporated County areas, including the March Air Force Base planning area (County Area Plan 8). **(Ibid.)** Fire facilities fees are currently $4,879 per acre for Specific Plan uses. Based upon the planned development of approximately 236 gross acres, fire mitigation fees assessed of the Project would total $1,151,444. **(Ibid.)** Applicable revenues will be made available to the County Fire Department to supplement existing levels of service and facilities, as required. **(Ibid.)** All construction within the Project Area will comply with applicable fire protection measures as specified by the JPA and/or the County Fire Department. **(Draft EIR at 4.11-13).** Adherence to national fire standards and the potential addition of fire stations will ensure that adequate fire protection services are available in the area.

b. Landfill Capacity.

Potential Impact: Whether the Project would cause significant impacts by exceeding permitted landfill capacities to accommodate the Project's solid waste disposal needs, or conflict with federal, state and local statutes and regulations related to solid waste.

Finding: Potential impacts of the Project on Utilities and Public Services are discussed in detail in Section 4.11 of the Draft EIR. Based on the entire record before us, this Authority finds that no significant impact related to landfill capacity will occur as a result of the Project and, therefore, no mitigation is required. **(Draft EIR at 4.11-31.)** However, the Authority feels that mitigation measures 4.11.2 through 4.11.4 will reduce even the insignificant impacts that may occur.

4.11.2 *Prior to a demolition permit issuance, the contractor(s) must submit a construction and demolition waste management plan for March JPA review and approval that will recycle and/or salvage at least 50 percent of non-hazardous construction and demolition debris. Contractor(s) must develop and implement a construction management plan that, at a minimum, identifies the materials to be diverted from disposal and whether the materials will be sorted on-site or co-mingled. Excavated soil and land-clearing debris cannot be counted toward this 50 percent requirement.*

4.11.3 *Prior to building permit issuance, the contractor(s) must submit a report from a registered geotechnical engineer, or a specialist approved by the MJPA, verifying compliance with approved construction and demolition waste management plans.*

4.11.4 *Prior to issuance of a certificate of occupancy, the contractor(s) must submit documentation to the March JPA that demonstrates compliance with approved construction waste management plans requirements of 50 percent waste reduction.*

Facts in Support of the Finding: The Draft EIR analyzed the waste volumes generated by Project-related demolition and construction, as well as day-to-day solid waste generation based on ultimate Project operations. **(Draft EIR at 4.11-27.)** Prior to demolition, hazardous conditions affecting the Project buildings will be remediated pursuant to applicable federal, state, local and JPA requirements, which will include implementation of the mitigation measures identified at EIR Section 4.3, "Hazards and Hazardous Materials." **(Ibid.)** Throughout the course of demolition activities, waste contaminants will be transported to designated hazardous material disposal sites, depending on the waste composition and profile.

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(Ibid.) Asbestos waste and lead contaminants will be disposed of at sites specifically designated and equipped to accept hazardous materials. **(Ibid.)** Medical wastes resulting from the Project operations would be isolated, contained, and handled separately from other solid waste. Medical waste must be managed as a bio-hazardous material, in accordance with Section 25020.5 of the California Health and Safety Code (CHSC). **(Ibid.)** Potential impacts in this regard are addressed in EIR Section 4.3, "Hazards and Hazardous Materials." **(Ibid.)**

Construction and Demolition Waste: It is estimated that Project-related construction activities will generate approximately 11,767.25 tons of construction refuse over the entire Project construction period. **(Draft EIR at 4.11-28).** This estimate reflects no diversion or reuse/recycling of construction waste. **(Ibid.)** Demolition of existing structures on-site is also planned to precede Project construction. **(Ibid.)** The ultimate area to be demolished totals approximately 744,298 square feet, and demolition activities are estimated to generate an additional 57,683 tons of solid waste. **(Ibid.)** Construction and demolition-related refuse that would be generated by development of the Project would include concrete, asphalt, wood, drywall, metals, and other miscellaneous and composite materials. **(Ibid.)** Much of this material would be recycled on-site or salvaged, consistent with the Riverside County Waste Management Department's Construction and Demolition Waste Diversion Program, which requires Projects to recycle, reuse, compost, and/or salvage a minimum of fifty percent by weight of the material and/or waste generated on-site. **(Ibid.)** In this regard, much, if not most of the concrete and asphalt waste generated by construction and demolition activities will be crushed and reused on-site as base material for parking lots, roads, and other uses deemed acceptable by the Project engineer(s) in consultation with March JPA Engineering Department. **(Ibid.)** Materials not recycled will be disposed of at local landfills. **(Draft EIR at 4.11-29.)** Total solid waste generated by Project construction and demolition activities, estimated at 69,450.35 tons prior to recycling, would comprise 0.128 percent (0.00128) of the approximately 54.132 million tons of remaining capacity of serving landfills. **(Ibid.)** Disposal requirements for Project construction and demolition waste will be substantially reduced through mandated compliance

with the County's Construction and Demolition Waste Diversion Program. **(Ibid.)** Requiring contractors to submit waste management plans will ensure that all construction waste is properly disposed of and recycled where appropriate, reducing waste streams to landfills. Approval by the MJPA prior to building permit issuance will ensure that waste reduction is properly considered before any construction begins. Based on the Project diversion and reuse of construction/demolition materials and existing available landfill capacities, solid waste generated by the Project construction and demolition could be accommodated by existing landfills, and impacts would be less-than-significant. **(Draft EIR at 4.11-29).**

Operational Solid Waste: Solid waste collection services for the Project area will continue to be provided by Waste Management of the Inland Empire, utilizing the existing Moreno Valley Waste Hauling and Transfer Station, and ultimately distributing waste between three Riverside County landfills. **(Ibid.)** These landfills currently have a total remaining capacity for County-generated waste of approximately 54.132 million tons, and a combined total daily throughput capacity of 17,000 tons. **(Ibid.)** The Project's estimated solid waste generation is 59.31 tons per day, which represents approximately 0.35 percent (0.0035) of the 17,000 tons/day maximum permitted daily throughput at local landfills serving the Project area. **(Ibid.)** Uses within the March JPA, including the Project, will comply with the requirements of the Riverside County Source Reduction and Recycling Element (SRRE) to further reduce the disposal of solid waste. **(Draft EIR at 4.11-30).** Requiring contractors to submit documentation of compliance with waste management plans and 50 percent reduction targets ensures that waste generated before and during occupancy will be kept to a minimum. Based on the foregoing, the Project's potential to generate solid waste that would exceed permitted landfill capacities is less-than-significant. **(Draft EIR at 4.11-31.)**

Findings per State CEQA Guidelines Section 15091:

(X) Changes or alternatives have been required in, or incorporated into, the Project which avoid or substantially lessen the significant environmental effect (Subd. [a][1]).

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( ) Such changes or alterations are within the responsibility and jurisdiction of another public agency and not the agency making the finding. Such changes have been adopted by such other agency or can and should be adopted by such other agency (Subd. [a][2]).

( ) Specific economic, legal, social, technological or other considerations, including provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or Project alternatives identified in the Final EIR (Subd. [a][3]).

C. **Resolution Regarding Impacts Analyzed in the EIR and Determined to be Significant and Unavoidable.**

With the implementation of all available and feasible mitigation measures recommended in the EIR, the following adverse impacts of the Project stated below are considered to be significant and unavoidable, based upon information in the EIR and in the administrative record. These impacts are considered significant and unavoidable despite the imposed mitigation measures which will reduce impacts to the extent feasible.

1. **Cultural Resources.**

a. Historical Resources.

Significant Unavoidable Impact: The EIR concluded that the Project will cause a substantial adverse change in the significance of a historical resource as defined in § 15064.5.

Finding: Impacts related to Cultural Resources are discussed in detail in Section 4.6 of the Draft EIR. Two historical resources were identified: 1) Monument at Main Entrance on Riverside Drive; and 2) a WPA Canal. **(Draft EIR at 4.6-15; 17.)** This Authority finds that Mitigation Measure 4.6.1 will be implemented to reduce impacts to the Monument to a less-than-significant level. **(Draft EIR at 4.6-16.)** However, based on the entire record before us, this Authority finds that the impact to the WPA Canal is potentially significant and cannot be reduced to a less-than-significant level through implementation of mitigation measures. **(Draft EIR at 4.6-19.)** Accordingly, a substantial adverse change in the significance of a historical resource remains significant and unavoidable. The following mitigation measures will mitigate impacts to Cultural Resources to the extent feasible:

4.6.1 *A historic resources monitor shall be present during the demolition of the main entrance monument on Riverside Drive. The monitor shall have the authority to halt demolition should aspects of the monument appear to conflict with the*

findings and conclusions of the Project Cultural Resources Investigation. The monitoring shall be conducted in a manner consistent with current professional standards and include the authority to halt activities affecting historical resources and permitted to recover, analyze, report, and curate the find(s). **(Draft EIR at 4.6-16.)**

4.6.2 *Prior to removal of the WPA canal, recordation and documentation of the canal shall be conducted. Recordation and documentation shall include, but is not limited to: research and documentation regarding the canal's original design and construction; preparation of scaled drawing and cross sections of the canal as it currently exists, to include documentation of crossing (bridges) or alterations; and a photographic record of the canal in its current state and context. Removal of the WPA canal shall be monitored by a professional archaeological monitor with experience in historic archaeology to record and document attributes not currently or readily visible.* **(Draft EIR at 4.6-18.)**

Facts in Support of the Finding: With regard to the Monument, the EIR and Cultural Resources Investigation concluded that the current facilities, including the wall segments, are not significant architectural features. **(Draft EIR at 4.6-15)**. The wall segments represent the most recent alterations and renovations, and are not directly associated with the "gift" by the City of Riverside to the March Air Force Base in 1956. **(Ibid.)** Additionally, there is currently no record with the State Historic Preservation Officer (SHPO) or UCR to identify the entrance as a "monument" or "landmark". **(Ibid.)** Monitoring actions required pursuant to EIR Mitigation Measure 4.6.1 will ensure that as yet unknown or unanticipated historical attributes of these walls are not affected through Project implementation. **(Draft EIR at 4.6-16)**. Projects identified or associated with the WPA have been recognized as significant contributions throughout the United States. **(Draft EIR at 4.6-17.)** The projects, many of which have been altered or demolished (replaced by more modern improvements), are often identified in part or in pieces. **(Ibid.)** In this case, the WPA canal within the Project site has been well maintained and is in excellent condition. **(Ibid.)** It has not been significantly altered and reflects the original construction materials (local rock and mortar) and integrity. **(Ibid.)** As an intact WPA feature, this canal would qualify as a historical resource under both Criteria A and C (Federal criteria) and Criteria 1 and 3 (State criteria). **(Ibid.)** The significance of the drainage canal is based on the fact that it was constructed by the WPA. **(Ibid.)** As identified in the

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March JPA General Plan, Profile Report, the WPA built a power station, hangar additions, bridges, runways and taxiways on the March Base property. **(Ibid.)** The drainage canal was not identified as a significant resource within the Profile Reports. **(Ibid.)** The WPA canal is not necessary for storm water management or flood protection purposes, and does not provide any meaningful carrying capacity as a drainage conveyance. **(Ibid.)** Nor does the canal serve or support any other contemporary necessity, nor provide any other substantive functional capacity. **(Ibid.)** Moreover, because the canal was constructed in a diagonal fashion (northwest to the southeast), across the southern portion of the Project site, it creates an impediment to new construction activities and development activities that will occur in areas southerly of Meyer Drive. **(Ibid.)** For these reasons, preserving the canal is infeasible mitigation, and the canal will be demolished as part of the Project. **(Draft EIR at 4.6-18)**. Mitigation Measure 4.6.2 will assure the existence of the canal is properly documented prior to its removal, but there are no practical or feasible means to preserve the canal in situ, nor relocate it within a meaningful context. **(Ibid.)** Therefore, impacts to this historical resource remain significant and unavoidable. **(Draft EIR at 4.6-19.)**

b. Cumulative Impacts.

Significant Unavoidable Impact: The EIR evaluated and concluded that while the Project's potential contribution to archaeological or paleontological cultural resources impacts is not cumulatively considerable with the application of proposed mitigation measures, the Project's potential contribution to impacts in regard to historic cultural resources is considered to be cumulatively considerable within the context of anticipated buildout within the cumulative impact area and as one component of development realized pursuant to the Base Reuse Master Plan/March JPA General Plan.

Finding: Based on the entire record before us, this Authority finds that this impact is potentially significant and cannot be reduced to a less-than-significant level through implementation of mitigation measures. **(Draft EIR at 5-15.)** Accordingly, cumulative impacts to Cultural Resources remain significant and unavoidable.

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Facts in Support of the Finding: As discussed at EIR Section 5.1.1.6, the Project will unavoidably result in the demolition of one historic resource (a WPA Canal traversing a portion of the Project site southerly of Meyer Drive). **(Draft EIR at 5-14.)** Mitigation included in the EIR requires narrative and photographic/diagrammatic documentation of the WPA Canal prior to its removal. **(Ibid.)** Notwithstanding, demolition of the WPA Canal is recognized as a significant and unavoidable historical resources impact. **(Ibid.)** Potential Project-related impacts to other resources of potential historic, archaeological, or paleontological value, and potential impacts human burial sites are less-than-significant as mitigated. **(Draft EIR at 5-15.)** Each development project within the cumulative impact area that requires a discretionary action by a public agency will be assessed for its potential impacts on cultural resources. **(Ibid.)** Appropriate cultural resources mitigation will also be required of other projects within the cumulative impact area. **(Ibid.)** To the extent that each development proposal within the cumulative impact area provides mitigation for potential cultural resources impacts (as is the case for the Project), cumulative impacts to cultural resources are reduced. **(Ibid.)** However, as noted above, even with application of mitigation, a significant impact to historical resources (demolition of a segment of WPA Canal) will result from Project implementation. **(Ibid.)** Other development actions within the cultural resources cumulative impact area could similarly result in the loss of historical resources. **(Ibid.)** As such, the Project could incrementally contribute to a significant cumulative impact to historical resources. **(Ibid.)** With the application of proposed mitigation measures, the Project's potential contribution to archaeological or paleontological cultural resources impacts, or potential to disturb human remains, is not cumulatively considerable; however, the Project's impacts to historic cultural resources will remain cumulatively considerable. **(Ibid.)**

Findings per State CEQA Guidelines Section 15091:

( ) Changes or alternatives have been required in, or incorporated into, the Project which avoid or substantially lessen the significant environmental effect (Subd. [a][1]).

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( ) Such changes or alterations are within the responsibility and jurisdiction of another public agency and not the agency making the finding. Such changes have been adopted by such other agency or can and should be adopted by such other agency (Subd. [a][2]).

(X) Specific economic, legal, social, technological or other considerations, including provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or Project alternatives identified in the Final EIR (Subd. [a][3]).

2. **Traffic and Circulation.**

a. Intersection Impacts—Van Buren Boulevard at Barton Street.

Significant Unavoidable Impact: The EIR evaluated and concluded that the Project will cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system. That is, the Project will result in a substantial increase in either the number of vehicle trips, the volume to capacity ratios on roads or freeways, or congestion at intersections; exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highway.

Finding: Impacts to area intersections as a result of Project traffic are discussed in detail in Section 4.8 of the Draft EIR. Based on the entire record before us, this Authority finds pursuant to Public Resources Code § 21081(a)(2), that this impact is potentially significant despite implementation of all feasible mitigation because the mitigation is within another agency's responsibility and jurisdiction; thus, Project-related traffic impacts to this intersection will remain significant and unavoidable under Opening Year, Opening Year Cumulative, and General Plan Buildout Conditions. **(Draft EIR at 4.8-63.)**

Facts in Support of the Finding: The following improvements that would mitigate the Project's impacts at the intersection of Van Buren Boulevard and Barton Street cannot be legally or feasibly implemented by the March JPA:

- Add two northbound lanes and stripe northbound approach to provide two left-turn lanes and one optional through-or-right-turn lane; and
- Modify signal to provide north-south protected left-turn phasing.

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- Add a third eastbound through lane, with commensurate improvements east of Barton Street to provide a third receiving lane.

- Add a third eastbound through lane and an eastbound right-turn lane; and

- Add two northbound lanes to provide one left-turn lane, one through lane and one right-turn lane.

- Add a second westbound left-turn lane;

- Provide eastbound right-turn overlap phasing;

- Restripe to provide one northbound left-turn lane, an optional northbound through or- right-turn lane, and a northbound right-turn lane with right-turn overlap phasing; and

- Restripe to provide an optional southbound left-or-through lane and a separate southbound right-turn lane (which may necessitate some minor improvements on the south leg of the intersection to provide adequate alignment of lanes), with right-turn overlap phasing. **(Draft EIR at 4.8-62 through 63; 90 through 91.)**

This intersection is located under the shared jurisdiction of the City of Riverside and the March JPA. **(Draft EIR at 4.8-63.)** No mechanism currently exists which allows the Project to make fair share payments to the City of Riverside for impacts occurring within that City's jurisdiction, and there are no existing measures or mechanisms that would otherwise facilitate the extra-jurisdictional sharing of impact fees collected by the March JPA. **(Draft EIR at 4.8-63; 91)**. Because neither the lead agency nor the Project Applicant has the jurisdictional authority or purview to adopt or enforce mitigation measures requiring improvements within, or by the City of Riverside, there is no way to ensure timely and successful completion of the required improvements. **(Ibid.)** As such, there are no feasible mitigation measures that will reduce the Project's traffic impacts at the intersection of Van Buren Boulevard and Barton Street to levels that are less-than-significant. **(Ibid.)** Pending completion of the required improvements, impacts at this intersection are therefore determined to be

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significant and unavoidable under Opening Year, Opening Year Cumulative, and General Plan Buildout Conditions. **(Ibid.)**

b. Intersection Impacts—Alessandro Boulevard at the I-215 Northbound Ramp.

Significant Unavoidable Impact: The EIR evaluated and concluded that the Project will cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system. That is, the Project will result in a substantial increase in either the number of vehicle trips, the volume to capacity ratios on roads or freeways, or congestion at intersections; exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highway.

Finding: Impacts to area intersections as a result of Project traffic are discussed in detail in Section 4.8 of the Draft EIR. Based on the entire record before us, this Authority finds pursuant to Public Resources Code § 21081(a)(2), that this impact is potentially significant despite implementation of all feasible mitigation because the mitigation is within another agency's responsibility and jurisdiction. **(Draft EIR at 4.8-66.)** This Authority finds that Project-related traffic impacts to this intersection will remain significant and unavoidable under Opening Year Cumulative and General Plan Buildout Conditions despite the implementation of Mitigation Measures 4.8.2 and 4.8.8 to contribute towards necessary improvements:

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

- *Provide a second eastbound left-turn lane.* **(Draft EIR at 4.8-94.)**

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

- *Widen the northbound off-ramp to provide two left-turn lanes, one optional left-or through lane, and a separate right-turn lane.* **(Draft EIR at 4.8-96.)**

Facts in Support of the Finding: Although Mitigation Measures 4.8.2 and 4.8.8 would mitigate the Project's impacts at the intersection of

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Alessandro Boulevard at the I-215 Northbound Ramp, these improvements cannot be legally or feasibly implemented by the March JPA. **(Draft EIR at 4.8-67.)** This intersection is located in the City of Riverside, and because this intersection provides access to a State highway, it is under Caltrans' jurisdiction. **(Draft EIR at 4.8-66.)** This intersection is also included in the Regional System of Highways and Arterials-TUMF Network Improvements. **(Ibid.)** As required under Mitigation Measure 4.8.2 and 4.8.8, the Project will contribute TUMF for the noted improvements, which will hasten development of extra lanes. **(Draft EIR at 4.8-66; 82).** It is noted that the Final EIR for the City of Riverside's Meridian development project also contains mitigation requiring the second eastbound left-turn lane improvement. **(Ibid.)** Nonetheless, because neither the lead agency nor the Project Applicant has the jurisdictional authority or purview to adopt or enforce mitigation measures requiring improvements within, or by Caltrans or the City of Riverside, it is not possible to ensure timely and successful completion of the required improvements. **(Ibid.)** As such, there are no additional feasible mitigation measures beyond the payment of TUMF that will reduce the Project's traffic impacts at this intersection to levels that are less-than-significant. **(Ibid.)** Pending completion of the required improvements, impacts at this intersection are therefore determined to be significant and unavoidable under Opening Year Cumulative and General Plan Buildout Conditions. **(Draft EIR at 4.8-66; 83.)**

c. Intersection Impacts—Alessandro Boulevard at I-215 Southbound Ramp.

Significant Unavoidable Impact: The EIR evaluated and concluded that the Project will cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system. That is, the Project will result in a substantial increase in either the number of vehicle trips, the volume to capacity ratios on roads or freeways, or congestion at intersections; exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highway.

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Finding: Impacts to area intersections as a result of Project traffic are discussed in detail in Section 4.8 of the Draft EIR. Based on the entire record before us, this Authority finds pursuant to Public Resources Code § 21081(a)(2), that this impact is potentially significant despite implementation of all feasible mitigation because the mitigation is within another agency's responsibility and jurisdiction. **(Draft EIR at 4.8-67.)** This Authority finds that Project-related traffic impacts to this intersection will remain significant and unavoidable under Opening Year Cumulative conditions despite the implementation of Mitigation Measure 4.8.3 to contribute towards necessary improvements:

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

- *Restripe the southbound approach to provide two right-turn lanes and one left-turn lane.* **(Draft EIR at 4.8-94.)**

Facts in Support of Finding: Although the restriping of the southbound approach to provide two right-turn lanes and one left-turn lane would mitigate the Project's impacts at the intersection of Alessandro Boulevard at I-215 Southbound Ramp, these improvements cannot be legally or feasibly implemented by the March JPA. **(Draft EIR at 4.8-66.)** This intersection is located in the City of Riverside, and because this intersection provides access to a State highway, it is under Caltrans' jurisdiction. **(Ibid.)** This intersection is also included in the Regional System of Highways and Arterials-TUMF Network Improvements; however, the recommended improvements have not yet been scheduled for completion. **(Ibid.)** Any improvements at this interchange would provide a regional benefit and should be implemented through a future TUMF project with local sponsorship. **(Draft EIR at 4.8-67.)** As required under Mitigation Measure 4.8.3, the Project will contribute TUMF for the noted improvements, hastening completion of the extra lanes. **(Ibid.)** Implementation of these improvements would successfully mitigate impacts. **(Ibid.)** However, neither the lead agency nor the Project Applicant has the jurisdictional authority or purview to adopt or enforce mitigation measures requiring improvements within, or by Caltrans or the City of Riverside. **(Ibid.)** There are no identified programs or plans that would ensure timely and successful completion of the required improvements. **(Ibid.)** As such, there are no additional

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feasible mitigation measures beyond the payment of TUMF that will reduce the Project's traffic impacts to levels that are less-than-significant. **(Ibid.)** Pending completion of the required improvements, impacts at this intersection are therefore determined to be significant and unavoidable under Opening Year Cumulative Conditions. **(Ibid.)**

d. Intersection Impacts—Heacock Street at Iris Avenue.

Significant Unavoidable Impact: The EIR evaluated and concluded that the Project will cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system. That is, the Project will result in a substantial increase in either the number of vehicle trips, the volume to capacity ratios on roads or freeways, or congestion at intersections; exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highway.

Finding: Impacts to area intersections as a result of Project traffic are discussed in detail in Section 4.8 of the Draft EIR. Based on the entire record before us, this Authority finds pursuant to Public Resources Code § 21081(a)(2), that this impact is potentially significant despite implementation of all feasible mitigation because the mitigation is within another agency's responsibility and jurisdiction; thus, Project-related traffic impacts to this intersection will remain significant and unavoidable under Opening Year Cumulative conditions. **(Draft EIR at 4.8-68.)**

Facts in Support of the Finding: Although the installation of a traffic signal would mitigate the Project's impacts at the intersection of Heacock Street at Iris Avenue, these improvements cannot be legally or feasibly implemented by the March JPA. **(Draft EIR at 4.8-68)**. The payment of fair-share fees for the installation of this traffic signal would be required to successfully mitigate the Project's potential impact. **(Ibid.)** However, no mechanism currently exists which allows the Project to make fair share payments to the City of Moreno Valley for impacts occurring within that City's jurisdiction, and there are no existing measures or mechanisms that would otherwise facilitate the extra-jurisdictional sharing of impact fees collected by the March JPA. **(Ibid.)** As such, there are no feasible mitigation measures that will reduce the Project's traffic impacts to levels that are less-than-significant. Pending completion of the required improvements, impacts at the intersection of Heacock Street and Iris Avenue are determined to be significant and

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unavoidable under Opening Year Cumulative Conditions. **(Ibid.)**

e. Intersection Impacts—Oleander Avenue at the I-215 Northbound Ramp.

Significant Unavoidable Impact: The EIR evaluated and concluded that the Project will cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system. That is, the Project will result in a substantial increase in either the number of vehicle trips, the volume to capacity ratios on roads or freeways, or congestion at intersections; exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highway.

Finding: Impacts to area intersections as a result of Project traffic are discussed in detail in Section 4.8 of the Draft EIR. Based on the entire record before us, this Authority finds pursuant to Public Resources Code § 21081(a)(2), that this impact is potentially significant despite implementation of all feasible mitigation because the mitigation is within another agency's responsibility and jurisdiction. **(Draft EIR at 4.8-69.)** This Agency finds that Project-related traffic impacts to this intersection will remain significant and unavoidable under Opening Year Cumulative and General Plan Buildout conditions despite the implementation of Mitigation Measure 4.8.4 to contribute towards necessary improvements:

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

- *Add a free-flow westbound right-turn lane with commensurate improvements on the northbound on-ramp to accommodate the free-flow operation. This requires widening of the north side of Oleander Avenue for a distance of approximately 600 feet from this intersection.* **(Draft EIR at 4.8-94-95.)**

Facts in Support of the Finding: Although the improvements under Mitigation Measure 4.8.4 (in addition to converting a separate westbound right-turn lane to allow free-flow operation) would mitigate the Project's impacts at the intersection of Oleander Avenue at the I-215 Northbound Ramp, these improvements cannot be legally or feasibly implemented by the March JPA. **(Draft EIR at 4.8-68; 89)**. This intersection is located in the City of Perris, and because this intersection provides access to a State highway, it is under Caltrans' jurisdiction. **(Draft**

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EIR at 4.8-68; 89.) This intersection is also included in the Regional System of Highways and Arterials-TUMF Network Improvements; however, the recommended improvements have not yet been scheduled for completion. **(Ibid.)** Any improvements at this interchange would provide a regional benefit and should be implemented through a future TUMF project with multi-jurisdictional sponsorship. **(Ibid.)** As required under Mitigation Measure 4.8.4, the Project will contribute TUMF for the noted improvements, hastening completion of the extra lane. **(Draft EIR at 4.8-69; 90.)** Implementation of these improvements would successfully mitigate impacts. **(Ibid.)** However, neither the lead agency nor the Project Applicant has the jurisdictional authority or purview to adopt or enforce mitigation measures requiring improvements within, or by Caltrans or the City of Perris. **(Ibid.)** There are no identified programs or plans that would ensure timely and successful completion of the required improvements. **(Draft EIR at 4.8-69; 90).** As such, there are no additional feasible mitigation measures beyond the payment of TUMF that will reduce the Project's traffic impacts to levels that are less-than-significant. Pending completion of the required improvements, impacts at the intersection of Oleander Avenue at the I-215 Northbound Ramp are therefore determined to be significant and unavoidable under Opening Year Cumulative and General Plan Buildout Conditions. **(Draft EIR at 4.8-69; 90.)**

f. Intersection Impacts—Oleander Avenue at the I-215 Southbound Ramp.

Significant Unavoidable Impact: The EIR evaluated and concluded that the Project will cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system. That is, the Project will result in a substantial increase in either the number of vehicle trips, the volume to capacity ratios on roads or freeways, or congestion at intersections; exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highway.

Finding: Impacts to area intersections as a result of Project traffic are discussed in detail in Section 4.8 of the Draft EIR. Based on the entire record before us, this Authority finds pursuant to Public Resources Code § 21081(a)(2), that this impact is potentially significant despite implementation of all feasible mitigation because

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the mitigation is within another agency's responsibility and jurisdiction. **(Draft EIR at 4.8-70.)** This Authority finds that Project-related traffic impacts to this intersection will remain significant and unavoidable under Opening Year Cumulative conditions despite the implementation of Mitigation Measure 4.8.5 to contribute towards necessary improvements:

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

- *Widen the southbound off-ramp to provide two left-turn lanes and one optional through or right-turn lane.* **(Draft EIR at 4.8-95.)**

Facts in Support of the Finding: Although the improvements under Mitigation Measure 4.8.5 would mitigate the Project's impacts at the intersection of Oleander Avenue at the I-215 Southbound Ramp, these improvements cannot be legally or feasibly implemented by the March JPA. **(Draft EIR at 4.8-69.)** This intersection is located in unincorporated Riverside County, and because this intersection provides access to a State highway, it is under Caltrans' jurisdiction. **(Ibid.)** This intersection is also included in the Regional System of Highways and Arterials-TUMF Network Improvements; however, the recommended improvements have not yet been scheduled for completion. **(Ibid.)** Any improvements at this interchange would provide a regional benefit and should be implemented through a future TUMF project with multi-jurisdictional sponsorship. **(Ibid.)** As required under Mitigation Measure 4.8.5, the Project will contribute TUMF for the noted improvements, hastening completion of the extra lanes. **(Ibid.)** Implementation of these improvements would successfully mitigate impacts. **(Draft EIR at 4.8-70).** However, neither the lead agency nor the Project Applicant has the jurisdictional authority or purview to adopt or enforce mitigation measures requiring improvements within, or by Caltrans or the County of Riverside. **(Ibid.)** There are no identified programs or plans that would ensure timely and successful completion of the required improvements. **(Ibid.)** As such, there are no additional feasible mitigation measures beyond the payment of TUMF that will reduce the Project's traffic impacts to levels that are less-than-significant. **(Ibid.)** Pending completion of the required improvements, impacts at the intersection of Oleander Avenue at the I-215

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Southbound Ramp are therefore determined to be significant and unavoidable under Opening Year Cumulative Conditions. **(Ibid.)**

g. Intersection Impacts—Van Buren Boulevard at Trautwein Road.

Significant Unavoidable Impact: The EIR evaluated and concluded that the Project will cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system. That is, the Project will result in a substantial increase in either the number of vehicle trips, the volume to capacity ratios on roads or freeways, or congestion at intersections; exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highway.

Finding: Impacts to area intersections as a result of Project traffic are discussed in detail in Section 4.8 of the Draft EIR. Based on the entire record before us, this Authority finds pursuant to Public Resources Code § 21081(a)(2), that this impact is potentially significant despite implementation of all feasible mitigation because the mitigation is within another agency's responsibility and jurisdiction. **(Draft EIR at 4.8-71; 93.)** This Authority finds that Project-related traffic impacts to this intersection will remain significant and unavoidable under Opening Year Cumulative and General Plan Buildout conditions, despite the implementation of Mitigation Measure 4.8.9:

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

- *Add a second westbound left-turn lane and provide right-turn overlap phasing;*
- *Convert the eastbound right-turn lane to an optional eastbound through-or-right-turn lane; and;*
- *Convert the southbound right-turn lane to an optional southbound through-or-right turn lane.* **(Draft EIR at 4.8-96.)**

Facts in Support of the Finding: Although the improvements under Mitigation Measure 4.8.9 would mitigate the Project's impacts at the intersection of Van Buren Boulevard and Trautwein Road, these improvements cannot be legally or feasibly implemented by the March JPA. As required under Mitigation Measure 4.8.9, the Project will contribute

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TUMF for the required improvements at this intersection, hastening completion of the extra lanes and conversions of lanes. **(Draft EIR at 4.8-71; 92.)** Assuming that the above-noted improvements, (including those which are beyond those identified in the Riverside General Plan Circulation Element), could be feasibly implemented, there are no identified programs or plans that would ensure timely and successful completion of the required improvements. **(Ibid.)** As such, there are no additional feasible mitigation measures beyond the payment of TUMF that will reduce the Project's traffic impacts to levels that are less-than-significant. **(Ibid.)** Pending completion of the required improvements, impacts at the intersection of Van Buren Boulevard and Trautwein Road are determined to be significant and unavoidable under Opening Year Cumulative and General Plan Buildout Conditions. **(Draft EIR at 4.8-71; 93.)**

h. Intersection Impacts—Cactus Avenue at Heacock Street.

Significant Unavoidable Impact: The EIR evaluated and concluded that the Project will cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system. That is, the Project will result in a substantial increase in either the number of vehicle trips, the volume to capacity ratios on roads or freeways, or congestion at intersections; exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highway.

Finding: Impacts to area intersections as a result of Project traffic are discussed in detail in Section 4.8 of the Draft EIR. Based on the entire record before us, this Authority finds pursuant to Public Resources Code § 21081(a)(2), that this impact is potentially significant despite implementation of all feasible mitigation because the mitigation is within another agency's responsibility and jurisdiction. **(Draft EIR at 4.8-75.)** This Authority finds that Project-related traffic impacts to this intersection will remain significant and unavoidable under General Plan Buildout conditions. **(Ibid.)**

Facts in Support of the Finding: The following improvements that would mitigate the Project's impacts at the intersection of Cactus Avenue and Heacock Street cannot be legally or feasibly implemented by the March JPA:

- Add a third westbound through lane;

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- Add a second eastbound left-turn lane; and
- Add a separate southbound right-turn lane. **(Ibid.)**

Implementation of the preceding improvements should be incorporated in the Cactus Avenue improvements and/or implemented as fulfillment of Conditions of Approval for the Centerpointe project on the northwest corner of the intersection. **(Draft EIR at 4.8-74.)** However, these improvements would only achieve LOS E, under both the No-Project or With-Project General Plan Buildout conditions. **(Ibid.)** In order to achieve LOS D at this intersection, the following additional improvements are required:

- Provide eastbound right-turn overlap phasing;
- Add a separate westbound right-turn lane with right-turn overlap phasing; and
- Add a second southbound left-turn lane, a third southbound through lane, and southbound right-turn overlap phasing. **(Ibid.)**

Although the northwest, northeast and southwest quadrants of this intersection are already built out, the traffic signal modifications (right-turn overlap phasing) could be implemented by the City of Moreno Valley when warranted. **(Ibid.)** The addition of a third southbound lane would not be feasible absent acquisition of additional right-of-way along the Heacock Street frontage. **(Draft EIR at 4.8-75.)** Further, this improvement is not consistent with the City of Moreno Valley General Plan Circulation Element designation for Heacock Street. **(Ibid.)** Notwithstanding, if these improvements were ultimately deemed feasible by the City of Moreno Valley, the Project's contribution of fair-share fees for the additional improvements identified above would be sufficient to mitigate Project-related traffic impacts. **(Ibid.)** However, no mechanism currently exists which allows the Project to make fair share payments to the City of Moreno Valley for impacts occurring within that City's jurisdiction, and there are no existing measures or mechanisms that would otherwise facilitate the extra-jurisdictional sharing of impact fees collected by the March JPA. **(Ibid.)** As such,

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there are no feasible mitigation measures that will reduce the Project's traffic impacts to levels that are less-than-significant. **(Ibid.)** Pending the completion of required improvements, impacts at the intersection of Cactus Avenue and Heacock Street are determined to be significant and unavoidable under General Plan Buildout conditions. **(Ibid.)**

i. Intersection Impacts—Cactus Avenue at Graham Street/Riverside Drive.

Significant Unavoidable Impact: The EIR evaluated and concluded that the Project will cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system. That is, the Project will result in a substantial increase in either the number of vehicle trips, the volume to capacity ratios on roads or freeways, or congestion at intersections; exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highway.

Finding: Impacts to area intersections as a result of Project traffic are discussed in detail in Section 4.8 of the Draft EIR. Based on the entire record before us, this Authority finds pursuant to Public Resources Code § 21081(a)(2), that this impact is potentially significant despite implementation of all feasible mitigation because the mitigation is within another agency's responsibility and jurisdiction. **(Draft EIR at 4.8-76.)** This Authority finds that Project-related traffic impacts to this intersection will remain significant and unavoidable under General Plan Buildout conditions. **(Ibid.)**

Facts in Support of Finding: The following improvements that would mitigate the Project's impacts at the intersection of Cactus Avenue at Graham Street/Riverside Drive cannot be legally or feasibly implemented by the March JPA:

- Add a fourth westbound through lane with commensurate widening on the west side of the intersection (this could require additional right-of-way on the north side of Cactus Avenue);
- Add a second eastbound left-turn lane;
- Provide three northbound left-turn lanes, one through lane and one right-turn lane; and

- Restripe to provide two southbound left-turn lanes, one through lane, one optional through-or-right-turn lane, and one right-turn lane. **(Draft EIR at 4.8-76.)**

The portion of this intersection located north of Cactus Avenue is within the City of Moreno Valley, while the portion south of Cactus Avenue is under March JPA jurisdiction. **(Draft EIR at 4.8-75.)** This intersection is also included in the Regional System of Highways and Arterials – TUMF Network Improvements. Improvements necessary to achieve the roadway configurations in the Moreno Valley General Plan Circulation Element include the addition of a third eastbound through lane, which should be incorporated in the Cactus Avenue improvements currently being developed by the City. **(Ibid.)** The additional improvements identified above should also be incorporated into the Cactus Avenue project improvements currently being developed by the City of Moreno Valley. **(Ibid.)** The traffic signal modifications and restriping on the northbound and southbound approaches should be implemented when warranted based on future traffic studies. **(Draft EIR at 4.8-76.)** The Project's contribution of fair-share fees for the additional improvements identified above would be sufficient to mitigate Project-related traffic impacts. **(Ibid.)** However, no mechanism currently exists which allows the Project to make fair share payments to the City of Moreno Valley for impacts occurring within that City's jurisdiction, and there are no existing measures or mechanisms that would otherwise facilitate the extra-jurisdictional sharing of impact fees collected by the March JPA. **(Ibid.)** As such, there are no feasible mitigation measures that will reduce the Project's traffic impacts to levels that are less-than-significant. **(Ibid.)** Thus, pending completion of the required improvements, impacts at the intersection of Cactus Avenue and Graham Street/Riverside Drive are determined to be significant and unavoidable under General Plan Buildout conditions.

j. Intersection Impacts—Cactus Avenue at Elsworth Street.

Significant Unavoidable Impact: The EIR evaluated and concluded that the Project will cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system. That is, the Project will result in a substantial increase in either the number of vehicle trips, the volume to capacity

ratios on roads or freeways, or congestion at intersections; exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highway.

Finding: Impacts to area intersections as a result of Project traffic are discussed in detail in Section 4.8 of the Draft EIR. Based on the entire record before us, this Authority finds pursuant to Public Resources Code § 21081(a)(2), that this impact is potentially significant despite implementation of all feasible mitigation because the mitigation is within another agency's responsibility and jurisdiction. **(Draft EIR at 4.8-77.)** This Authority finds that Project-related traffic impacts to this intersection will remain significant and unavoidable under General Plan Buildout conditions. **(Ibid.)**

Facts in Support of Finding: The following improvements that would mitigate the Project's impacts at the intersection of Cactus Avenue and Elsworth Street cannot be legally or feasibly implemented by the March JPA:

- Adding two eastbound through lanes; and
- Adding two additional northbound lanes, providing two left-turn lanes, one through lane, and one right-turn lane.
- Restripe the southbound lanes to provide one optional left-or-through lane, and two right-turn lanes;
- Restripe the fourth eastbound through lane to provide a second left-turn lanes, with commensurate realignment of lanes on the east side of the intersection; and
- Provide split-phase traffic signal operation in the north-south direction, and right-turn overlap phasing in the southbound direction. **(Draft EIR at 4.8-77.)**

The Project's contribution of fair-share fees for the additional improvements identified above would be sufficient to mitigate Project-related traffic impacts. **(Ibid.)** However, no mechanism currently exists which allows the Project to make fair share payments to the City of Moreno Valley for impacts occurring within that City's jurisdiction, and there are no existing measures or mechanisms that would otherwise facilitate the extra-jurisdictional sharing of impact fees collected by the March JPA. **(Ibid.)** As such,

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there are no feasible mitigation measures that will reduce the Project's traffic impacts to levels that are less-than-significant. **(Ibid.)** Pending completion of the required improvements, impacts at the intersection of Cactus Avenue and Elsworth Street are determined to be significant and unavoidable under General Plan Buildout conditions. **(Ibid.)**

k. Intersection Impacts—Cactus Avenue at the I-215 Northbound Ramp/Day Street.

Significant Unavoidable Impact: The EIR evaluated and concluded that the Project will cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system. That is, the Project will result in a substantial increase in either the number of vehicle trips, the volume to capacity ratios on roads or freeways, or congestion at intersections; exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highway.

Finding: Impacts to area intersections as a result of Project traffic are discussed in detail in Section 4.8 of the Draft EIR. Based on the entire record before us, this Authority finds pursuant to Public Resources Code § 21081(a)(2), that this impact is potentially significant despite implementation of all feasible mitigation because the mitigation is within another agency's responsibility and jurisdiction. **(Draft EIR at 4.8-78.)** This Authority finds that Project-related traffic impacts to this intersection will remain significant and unavoidable under General Plan Buildout conditions. **(Ibid.)**

Facts in Support of Finding: Although converting the westbound right-turn lane to an optional through-or-right turn lane would mitigate the Project's impacts at Cactus Avenue and the I-215 Northbound Ramp/Day Street intersection, this improvement cannot be legally or feasibly implemented by the March JPA. **(Draft EIR at 4.8-78.)** This intersection is located in the City of Moreno Valley, and is identified as one of the current TUMF projects included in the WRCOG 2009 Central TUMF Zone Transportation Improvement Program 5-Year Projects (Amendment Adopted February 2009). **(Ibid.)** In addition to the improvements that are currently being planned by Caltrans at this intersection, consistent with the roadway configurations in the Moreno Valley General Plan Circulation Element, the above-referenced improvement has been identified to further

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reduce impacts at this intersection. **(Ibid.)** This improvement would be a restriping modification to the improvements recommended as Alternative 2 for the Cactus Avenue interchange project. **(Ibid.)** The outside lanes would become forced right-turn lanes onto the northbound I-215 on-ramp. Implementation of this restriping would result in an improvement from LOS F to LOS E in the evening peak hour period at this intersection with the addition of Project traffic. **(Ibid.)** However, additional widening of the structure over the I-215 would be required to successfully achieve LOS D in the "with-Project" condition at this location. **(Ibid.)** The widening of a freeway overpass is customarily considered a major regional improvement, to be implemented by Caltrans. **(Ibid.)** Even assuming that the overpass widening improvements (which are beyond those identified in the Moreno Valley General Plan Circulation Element) could be feasibly implemented, there are no identified programs or plans that would ensure timely and successful completion of the required improvements. **(Ibid.)** As such, there are no feasible mitigation measures that will reduce the Project's traffic impacts to levels that are less-than-significant. **(Ibid.)** Pending completion of the required improvements, impacts at the intersection of Cactus Avenue at the I-215 Northbound Ramp/Day Street are determined to be significant and unavoidable under General Plan Buildout conditions. **(Ibid.)**

l. Intersection Impacts—Heacock Street at Alessandro Boulevard.

Significant Unavoidable Impact: The EIR evaluated and concluded that the Project will cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system. That is, the Project will result in a substantial increase in either the number of vehicle trips, the volume to capacity ratios on roads or freeways, or congestion at intersections; exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highway.

Finding: Impacts to area intersections as a result of Project traffic are discussed in detail in Section 4.8 of the Draft EIR. Based on the entire record before us, this Authority finds pursuant to Public Resources Code § 21081(a)(2), that this impact is potentially significant despite implementation of all feasible mitigation because the mitigation is within another agency's responsibility and jurisdiction. **(Draft**

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EIR at 4.8-80.) This Authority finds that Project-related traffic impacts to this intersection will remain significant and unavoidable under General Plan Buildout conditions. **(Ibid.)**

Facts in Support of Finding: The following improvements that would mitigate the Project's impacts at the intersection of Heacock Street and Alessandro Boulevard cannot be legally or feasibly implemented by the March JPA:

- Add a second eastbound left-turn lane and provide right-turn overlap phasing; and
- Provide a separate westbound right-turn lane. **(Draft EIR at 4.8-79).**

It is noted that the second eastbound left-turn lane could be implemented through median modification and restriping; however, the separate westbound right-turn lane could require the acquisition of right-of-way from the property on the northeast corner of the intersection. **(Ibid.)** Even assuming that the above-noted improvements, (which are beyond those identified in the Moreno Valley General Plan Circulation Element), could be feasibly implemented, no mechanism currently exists to allow the Project to make fair share payments to the City of Moreno Valley for impacts occurring within that City's jurisdiction, and there are no existing measures or mechanisms that would otherwise facilitate the extra-jurisdictional sharing of impact fees collected by the March JPA. **(Ibid.)** Further, there are no identified programs or plans that would ensure timely and successful completion of the required improvements. **(Ibid.)** As such, there are no feasible mitigation measures that will reduce the Project's traffic impacts to levels that are less-than-significant. **(Ibid.)** Pending completion of the required improvements, impacts at the intersection of Heacock Street and Alessandro Boulevard are determined to be significant and unavoidable under General Plan Buildout conditions. **(Draft EIR at 4.8-80.)**

m. Intersection Impacts—Alessandro Boulevard at Graham Street.

Significant Unavoidable Impact: The EIR evaluated and concluded that the Project will cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system.

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That is, the Project will result in a substantial increase in either the number of vehicle trips, the volume to capacity ratios on roads or freeways, or congestion at intersections; exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highway.

Finding: Impacts to area intersections as a result of Project traffic are discussed in detail in Section 4.8 of the Draft EIR. Based on the entire record before us, this Authority finds pursuant to Public Resources Code § 21081(a)(2), that this impact is potentially significant despite implementation of all feasible mitigation because the mitigation is within another agency's responsibility and jurisdiction. **(Draft EIR at 4.8-81.)** This Authority finds that Project-related traffic impacts to this intersection will remain significant and unavoidable under General Plan Buildout conditions. **(Ibid.)**

Facts in Support of Finding: The following improvements that would mitigate the Project's impacts at the intersection of Alessandro Boulevard and Graham Street cannot be legally or feasibly implemented by the March JPA:

- Add a westbound right-turn lane; and
- Add a second eastbound left-turn lane. **(Draft EIR at 4.8-80.)**

It is noted that the second eastbound left-turn lane could be implemented through median modification and restriping. **(Ibid.)** However, construction of the westbound right-turn lane would require additional right-of-way from the property on the northeast corner of the intersection; thus, this improvement should be implemented at the time this property is developed. **(Ibid.)** Even assuming that the above-noted improvements, (which are beyond those identified in the Moreno Valley General Plan Circulation Element), could be feasibly implemented, no mechanism exists which allows the Project to make fair share payments to the City of Moreno Valley for impacts occurring within that City's jurisdiction, and there are no existing measures or mechanisms that would otherwise facilitate the extra-jurisdictional sharing of impact fees collected by the March JPA. **(Ibid.)** Further, there are no identified programs or plans that would ensure timely and successful completion of the required improvements. **(Ibid.)** As such, there are no feasible mitigation measures that will reduce the Project's

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traffic impacts to levels that are less-than-significant. **(Draft EIR at 4.8-81.)** Pending completion of the required improvements, impacts at the intersection of Alessandro Boulevard and Graham Street are determined to be significant and unavoidable under General Plan Buildout conditions. **(Ibid.)**

n. Intersection Impacts—Alessandro Boulevard at Frederick Street.

Significant Unavoidable Impact: The EIR evaluated and concluded that the Project will cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system. That is, the Project will result in a substantial increase in either the number of vehicle trips, the volume to capacity ratios on roads or freeways, or congestion at intersections; exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highway.

Finding: Impacts to area intersections as a result of Project traffic are discussed in detail in Section 4.8 of the Draft EIR. Based on the entire record before us, this Authority finds pursuant to Public Resources Code § 21081(a)(2), that this impact is potentially significant despite implementation of all feasible mitigation because the mitigation is within another agency's responsibility and jurisdiction. **(Draft EIR at 81.)** This Authority finds that Project-related traffic impacts to this intersection will remain significant and unavoidable under General Plan Buildout conditions. **(Ibid.)**

Facts in Support of Finding: The following improvements that would mitigate the Project's impacts at the intersection of Alessandro Boulevard and Frederick Street cannot be legally or feasibly implemented by the March JPA:

- Add a second eastbound left-turn lane; and
- Add a second westbound left-turn lane. **(Ibid.)**

Even assuming that the above-noted improvements, (which are beyond those identified in the Moreno Valley General Plan Circulation Element), could be feasibly implemented, no mechanism exists which allows the Project to make fair share payments to the City of Moreno Valley for impacts occurring within that City's jurisdiction, and there are no existing measures or mechanisms that would otherwise facilitate the extra-jurisdictional sharing of impact fees

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collected by the March JPA. **(Ibid.)** Further, there are no identified programs or plans that would ensure timely and successful completion of the required improvements. As such, there are no feasible mitigation measures that will reduce the Project's traffic impacts to levels that are less-than-significant. **(Ibid.)** Pending completion of the required improvements, impacts at the intersection of Alessandro Boulevard and Frederick Street are determined to be significant and unavoidable under General Plan Buildout conditions. **(Draft EIR at 4.8-82.)**

o. Intersection Impacts—Cactus Avenue at Indian Street.

Significant Unavoidable Impact: The EIR evaluated and concluded that the Project will cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system. That is, the Project will result in a substantial increase in either the number of vehicle trips, the volume to capacity ratios on roads or freeways, or congestion at intersections; exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highway.

Finding: Impacts to area intersections as a result of Project traffic are discussed in detail in Section 4.8 of the Draft EIR. Based on the entire record before us, this Authority finds pursuant to Public Resources Code § 21081(a)(2), that this impact is potentially significant despite implementation of all feasible mitigation because the mitigation is within another agency's responsibility and jurisdiction. **(Draft EIR at 4.8-83.)** This Authority finds that Project-related traffic impacts to this intersection will remain significant and unavoidable under General Plan Buildout conditions. **(Ibid.)**

Facts in Support of Finding: The following improvements that would mitigate the Project's impacts at the intersection of Cactus Avenue and Indian Street cannot be legally or feasibly implemented by the March JPA:

- Add a separate eastbound right-turn lane; and
- Add a second northbound left-turn lane. **(Ibid.)**

This intersection is located in the City of Moreno Valley. The parcels on the southwest and southeast corners of this intersection are undeveloped, and the additional lanes should be implemented with the development of these

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parcels. **(Ibid.)** Even assuming that the above-noted improvements, (which are beyond those identified in the Moreno Valley General Plan Circulation Element), could be feasibly implemented, no mechanism exists which allows the Project to make fair share payments to the City of Moreno Valley for impacts occurring within that City's jurisdiction, and there are no mechanisms that would otherwise facilitate the extra-jurisdictional sharing of impact fees collected by the March JPA. **(Ibid.)** Further, there are no identified programs or plans that would ensure timely and successful completion of the required improvements. **(Ibid.)** As such, there are no feasible mitigation measures that will reduce the Project's traffic impacts to levels that are less-than-significant. **(Ibid.)** Pending completion of the required improvements, impacts at the intersection of Cactus Avenue at Indian Street are determined to be significant and unavoidable under General Plan Buildout conditions. **(Draft EIR at 4.8-84.)**

p. Intersection Impacts—Heacock Street at Meyer Drive/John F. Kennedy Drive.

Significant Unavoidable Impact: The EIR evaluated and concluded that the Project will cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system. That is, the Project will result in a substantial increase in either the number of vehicle trips, the volume to capacity ratios on roads or freeways, or congestion at intersections; exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highway.

Finding: Impacts to area intersections as a result of Project traffic are discussed in detail in Section 4.8 of the Draft EIR. Based on the entire record before us, this Authority finds pursuant to Public Resources Code § 21081(a)(2), that this impact is potentially significant despite implementation of all feasible mitigation because the mitigation is within another agency's responsibility and jurisdiction. **(Draft EIR at 4.8-85.)** This Authority finds that Project-related traffic impacts to this intersection will remain significant and unavoidable under General Plan Buildout conditions. **(Ibid.)**

Facts in Support of Finding: The following improvements that would mitigate the Project's impacts at the intersection of Heacock Street at Meyer Drive/John F. Kennedy Drive cannot be legally or feasibly implemented by the March JPA:

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- Add a second southbound left-turn lane and a separate southbound right-turn lane with right-turn overlap phasing;
- Add a second northbound left-turn lane; and
- Add a second eastbound left-turn lane and separate eastbound right-turn lane with right-turn overlap phasing. **(Draft EIR at 4.8-84.)**

Portions of this intersection located east of Heacock Street are within the City of Moreno Valley; while areas to the west are under March JPA jurisdiction. **(Ibid.)** The southbound and northbound left-turn lanes would require additional right-of-way and could affect the flood control channel crossing running parallel to Heacock Street on the west side. **(Ibid.)** The eastbound left- or right-turn lanes would require additional right-of-way and widening of the flood control channel crossing. **(Ibid.)** Even assuming that the above-noted improvements, (which are beyond those identified in the Moreno Valley General Plan Circulation Element), could be feasibly implemented, no mechanism currently exists which allows the Project to make fair share payments to the City of Moreno Valley for impacts occurring within that City's jurisdiction, and there are no existing measures or mechanisms that would otherwise facilitate the extra-jurisdictional sharing of impact fees collected by the March JPA. **(Draft EIR at 4.8-85).** Further, there are no identified programs or plans that would ensure timely and successful completion of the required improvements. **(Ibid.)** As such, there are no feasible mitigation measures that will reduce the Project's traffic impacts to levels that are less-than-significant. **(Ibid.)** Pending completion of the required improvements, impacts at the intersection of Heacock Street at Meyer Drive/John F. Kennedy Drive are determined to be significant and unavoidable under General Plan Buildout conditions. **(Ibid.)**

q. Intersection Impacts—John F. Kennedy Drive at Indian Street.

Significant Unavoidable Impact: The EIR evaluated and concluded that the Project will cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system. That is, the Project will result in a substantial increase in

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either the number of vehicle trips, the volume to capacity ratios on roads or freeways, or congestion at intersections; exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highway.

Finding: Impacts to area intersections as a result of Project traffic are discussed in detail in Section 4.8 of the Draft EIR. Based on the entire record before us, this Authority finds pursuant to Public Resources Code § 21081(a)(2), that this impact is potentially significant despite implementation of all feasible mitigation because the mitigation is within another agency's responsibility and jurisdiction. **(Draft EIR at 4.8-86.)** This Authority finds that Project-related traffic impacts to this intersection will remain significant and unavoidable under General Plan Buildout conditions. **(Ibid.)**

Facts in Support of Finding: Although adding a separate eastbound right-turn lane with right-turn overlap phasing would mitigate the Project's impacts at the intersection of John F. Kennedy Drive and Indian Street, this improvement cannot be legally or feasibly implemented by the March JPA. **(Draft EIR at 4.8-85)**. This intersection is located in the City of Moreno Valley. **(Ibid.)** Even assuming that the above-noted improvements, (which are beyond those identified in the Moreno Valley General Plan Circulation Element), could be feasibly implemented, no mechanism exists which allows the Project to make fair share payments to the City of Moreno Valley for impacts occurring within that City's jurisdiction, and there are no existing measures or mechanisms that would otherwise facilitate the extra-jurisdictional sharing of impact fees collected by the March JPA. **(Ibid.)** Further, there are no identified programs or plans that would ensure timely and successful completion of the required improvements. **(Draft EIR at 4.8-86)**. As such, there are no feasible mitigation measures that will reduce the Project's traffic impacts to levels that are less-than-significant. **(Ibid.)** Pending completion of the required improvements, impacts at the intersection of John F. Kennedy Drive at Indian Street are determined to be significant and unavoidable under General Plan Buildout conditions. **(Ibid.)**

r. Intersection Impacts—Perris Boulevard at Oleander Avenue/Harley Knox Boulevard.

Significant Unavoidable Impact: The EIR evaluated and concluded that the Project will cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system. That is, the Project will result in a substantial increase in either the number of vehicle trips, the volume to capacity ratios on roads or freeways, or congestion at intersections; exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highway.

Finding: Impacts to area intersections as a result of Project traffic are discussed in detail in Section 4.8 of the Draft EIR. Based on the entire record before us, this Authority finds pursuant to Public Resources Code § 21081(a)(2), that this impact is potentially significant despite implementation of all feasible mitigation because the mitigation is within another agency's responsibility and jurisdiction. **(Draft EIR at 4.8-87.)** This Authority finds that Project-related traffic impacts to this intersection will remain significant and unavoidable under General Plan Buildout conditions. **(Ibid.)**

Facts in Support of Finding: The following improvements that would mitigate the Project's impacts at the intersection of Perris Boulevard at Oleander Avenue/Harley Knox Boulevard cannot be legally or feasibly implemented by the March JPA:

- Add a new westbound intersection leg with one left-turn lane, two through lanes and an optional through-or-right-turn lane;
- Add a southbound left-turn lane and a southbound through lane, and convert the southbound right-turn lane to an optional through-or-right-turn lane, with commensurate widening south of the intersection;
- Add two northbound through lanes with commensurate widening south of the intersection; and
- Add two eastbound through lanes and convert the eastbound right-turn lane to an optional through-or-right-turn lane. **(Draft EIR at 4.8-86.)**

This intersection is located under the shared jurisdiction of the cities of Perris and Moreno Valley. **(Draft EIR at 4.8-**

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86). The parcels surrounding this intersection are currently vacant. Improvements consistent with the respective cities' General Plan Circulation Elements should be implemented as part of the development of these adjacent parcels. In order to achieve Target LOS D at this intersection, the following additional improvements would be required:

- Add a fourth southbound through lane and a separate southbound right-turn lane with overlap phasing;
- Add a second northbound left-turn lane and a separate northbound right-turn lane;
- Add a second eastbound left-turn lane and a separate eastbound right-turn lane with overlap phasing; and
- Add a second westbound left-turn lane. **(Draft EIR at 4.8-87.)**

Even assuming that the above-noted improvements, (which are beyond those identified in the Perris and Moreno Valley General Plan Circulation Elements), could be feasibly implemented, no mechanism exists which allows the Project to make fair share payments to either the City of Perris or the City of Moreno Valley for impacts occurring within those cities' jurisdiction, and there are no existing measures or mechanisms that would otherwise facilitate the extra-jurisdictional sharing of impact fees collected by the March JPA. **(Ibid.)** Further, there are no identified programs or plans that would ensure timely and successful completion of the required improvements. **(Ibid.)** As such, there are no feasible mitigation measures that will reduce the Project's traffic impacts to levels that are less-than-significant. **(Ibid.)** Pending completion of the required improvements, impacts at the intersection of Perris Boulevard at Oleander Avenue/Harley Knox Boulevard are determined to be significant and unavoidable under General Plan Buildout conditions. **(Ibid.)**

s. Intersection Impacts—Indian Street at Oleander Avenue/Harley Knox Boulevard.

Significant Unavoidable Impact: The EIR evaluated and concluded that the Project will cause an increase in traffic which is substantial in relation

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to the existing traffic load and capacity of the street system. That is, the Project will result in a substantial increase in either the number of vehicle trips, the volume to capacity ratios on roads or freeways, or congestion at intersections; exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highway.

Finding: Impacts to area intersections as a result of Project traffic are discussed in detail in Section 4.8 of the Draft EIR. Based on the entire record before us, this Authority finds pursuant to Public Resources Code § 21081(a)(2), that this impact is potentially significant despite implementation of all feasible mitigation because the mitigation is within another agency's responsibility and jurisdiction. **(Draft EIR at 4.8-89.)** This Authority finds that Project-related traffic impacts to this intersection will remain significant and unavoidable under General Plan Buildout conditions. **(Ibid.)**

Facts in Support of Finding: The following improvements that would mitigate the Project's impacts at the intersection of Indian Street and Oleander Avenue/Harley Knox Boulevard cannot be legally or feasibly implemented by the March JPA:

- Add two westbound through lanes;
- Add two eastbound through lanes;
- Add one northbound through lane; and
- Convert one southbound right-turn lane to an optional through-or-right-turn lane. **(Draft EIR at 4.8-88.)**

This intersection is located within the shared jurisdiction of the cities of Perris and Moreno Valley. The parcels surrounding this intersection are currently vacant. Improvements consistent with the cities' General Plan Circulation Elements should be implemented as part of the development of these adjacent parcels. **(Ibid.)** In order to achieve Target LOS D at this intersection, the following additional improvements would be required:

- Add a second westbound left-turn lane;
- Add a second eastbound left-turn lane; and
- Add a separate southbound right-turn lane with overlap phasing. **(Ibid.)**

Even assuming that the above-noted improvements, (which are beyond those identified in the Perris and Moreno Valley General Plan Circulation Elements), could be feasibly implemented, no mechanism exists which allows the Project to make fair share payments to either the City of Perris or the City of Moreno Valley for impacts occurring within those cities' jurisdiction, and there are no existing measures or mechanisms that would otherwise facilitate the extra-jurisdictional sharing of impact fees collected by the March JPA. **(Draft EIR at 4.8-89)**. Further, there are no identified programs or plans that would ensure timely and successful completion of the required improvements. **(Ibid.)** As such, there are no feasible mitigation measures that will reduce the Project's traffic impacts to levels that are less-than-significant. **(Ibid.)** Pending completion of the required improvements, impacts at the intersection of Indian Street at Oleander Avenue/Harley Knox Boulevard are determined to be significant and unavoidable under General Plan Buildout conditions. **((Ibid.)**

t. Intersection Impacts—Alessandro Boulevard at Trautwein Road.

Significant Unavoidable Impact: The EIR evaluated and concluded that the Project will cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system. That is, the Project will result in a substantial increase in either the number of vehicle trips, the volume to capacity ratios on roads or freeways, or congestion at intersections; exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highway.

Finding: Impacts to area intersections as a result of Project traffic are discussed in detail in Section 4.8 of the Draft EIR. Based on the entire record before us, this Authority finds pursuant to Public Resources Code § 21081(a)(2), that this impact is potentially significant despite implementation of all feasible mitigation because the mitigation is within another agency's responsibility and jurisdiction. **(Draft EIR at 4.8-93.)** This Authority finds that Project-related traffic impacts to this intersection will remain significant and unavoidable under General Plan Buildout conditions. **(Ibid.)**

Facts in Support of the Finding: This intersection is expected to operate unacceptably under General Plan Buildout conditions without the Project in the morning peak hour period. **(Ibid.)** Similarly, with the Project, the intersection would operate at LOS E during the

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both the morning peak hour period, which is considered a potentially significant impact under the City of Riverside's thresholds of significance, though not under the CMP standard. **(Ibid.)** This intersection is located in the City of Riverside and is also included in the Regional System of Highways and Arterials - TUMF Network Improvements. **(Ibid.)** The following operational improvement would be required to achieve Target LOS D at this intersection:

- Prohibit northbound right-turn movements at this location. All right-turn movements should be accommodated in the existing northbound-to-eastbound freeflow right-turn lane. Provide guidance signs to eastbound Alessandro Boulevard just north and south of Mission Village Drive to direct eastbound traffic to use the free-flow right-turn lane. This will achieve the operational goal of this high-capacity intersection. **(Ibid.)**

No mechanism currently exists which allows the Project to make fair share payments to the City of Riverside for impacts occurring within that City's jurisdiction, and there are no existing measures or mechanisms that would otherwise facilitate the extra-jurisdictional sharing of impact fees collected by the March JPA. Further, there are no identified programs or plans that would ensure timely and successful completion of the required improvements. **(Ibid.)** As such, there are no feasible mitigation measures that will reduce the Project's traffic impacts to levels that are less-than-significant. **(Ibid.)** Pending completion of the required improvements, impacts at the intersection of Alessandro Boulevard at Trautwein Road are determined to be significant and unavoidable under General Plan Buildout conditions. **(Ibid.)**

u. Roadway Segment Impacts—Alessandro Boulevard between Trautwein Road and Meridian Parkway/Sycamore Canyon Boulevard.

Significant Unavoidable Impact: The EIR concluded that the Project could create an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system; that is, result in a substantial increase in either the number of vehicle trips, the volume-to-capacity ratios on roads or freeways, or congestion at intersections; exceed, either individually or

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cumulatively, a level of service standard established by the county congestion management agency for designated roads or highway.

Finding: Impacts to area roadway segments as a result of Project traffic are discussed in detail in Section 4.8 of the Draft EIR. Based on the entire record before us, this Authority finds pursuant to Public Resources Code § 21081(a)(2), that this impact is potentially significant despite implementation of all feasible mitigation because the mitigation is within another agency's responsibility and jurisdiction. **(Draft EIR at 4.8-122.)** This Authority finds that Project-related traffic impacts to this intersection will remain significant and unavoidable under Opening Year conditions. **(Ibid.)**

Facts in Support of Finding: Although operational improvements, such as corridor traffic signal coordination may improve roadway capacity, the payment of fair-share fees for signal optimization would be required to successfully mitigate the Project's potential impact. **(Ibid.)** No mechanism currently exists which allows the Project to make fair share payments to the City of Riverside for impacts occurring within that City's jurisdiction, and there are no existing measures or mechanisms that would otherwise facilitate the extra-jurisdictional sharing of impact fees collected by the March JPA. **(Ibid.)** As such, there are no feasible mitigation measures that will reduce the Project's traffic impacts to levels that are less-than-significant. **(Ibid.)** Pending completion of the required improvements, the Project's Opening Year impacts at the segment of Alessandro Boulevard between Trautwein Road and Meridian Parkway/Sycamore Canyon Boulevard are determined to be significant and unavoidable under Opening Year conditions. **(Ibid.)**

v. Roadway Segment Impacts—Van Buren Boulevard between Trautwein Road and Barton Street.

Significant Unavoidable Impact: The EIR concluded that the Project could create an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system; that is, result in a substantial increase in either the number of vehicle trips, the volume-to-capacity ratios on roads or freeways, or congestion at intersections; exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highway.

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Finding: Impacts to area roadway segments as a result of Project traffic are discussed in detail in Section 4.8 of the Draft EIR. Based on the entire record before us, this Authority finds pursuant to Public Resources Code § 21081(a)(2), that this impact is potentially significant despite implementation of Mitigation Measure 4.8.11:

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

- *Add a third eastbound through lane.* **(Draft EIR at 4.8-123; 128.)**

Facts in Support of Finding: Although the improvements under Mitigation Measure 4.8.11 would mitigate the Project's impacts at Van Buren Boulevard between Trautwein Road and Barton Street, these improvements cannot be legally or feasibly implemented by the March JPA. **(Draft EIR at 4.8-123.)** The addition of this third eastbound lane is planned to be implemented with the development of the parcel in the southwest quadrant of the intersection of Van Buren Boulevard and Barton Street. **(Ibid.)** Van Buren Boulevard is part of the CMP network, and is currently designated with six travel lanes on the TUMF network. **(Ibid.)** As required under Mitigation Measure 4.8.11 the Project will contribute TUMF for the noted improvements, hastening completion of the extra lane. **(Ibid.)** However, because neither the lead agency nor the Project Applicant has the jurisdictional authority or purview to adopt or enforce mitigation measures requiring improvements within, or by the City of Riverside, it is not possible to ensure timely and successful completion of the required improvements. **(Ibid.)** As such, there are no feasible mitigation measures that will reduce the Project's traffic impacts to levels that are less-than-significant. Pending completion of the required improvements, the Project's Opening Year impacts at the segment of Van Buren Boulevard between Trautwein Road and Barton Street are determined to be significant and unavoidable under Opening Year conditions. **(Ibid.)**

w. Roadway Segment Impacts— Perris Boulevard between Nandina Avenue and Oleander Avenue/Harley Knox Boulevard.

Significant Unavoidable Impact: The EIR concluded that the Project could create an increase in traffic which is substantial in relation to the existing

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traffic load and capacity of the street system; that is, result in a substantial increase in either the number of vehicle trips, the volume-to-capacity ratios on roads or freeways, or congestion at intersections; exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highway.

Finding: Impacts to area roadway segments as a result of Project traffic are discussed in detail in Section 4.8 of the Draft EIR. Based on the entire record before us, this Authority finds pursuant to Public Resources Code § 21081(a)(2), that this impact is potentially significant despite implementation of all feasible mitigation because the mitigation is within another agency's responsibility and jurisdiction. **(Draft EIR at 4.-126.)** This Authority finds that Project-related traffic impacts to this intersection will remain significant and unavoidable under General Plan Buildout conditions. **(Ibid.)**

Facts in Support of Finding: Although operational improvements such as providing traffic signal optimization would mitigate the Project's impacts at Perris Boulevard between Nandina Avenue and Oleander Avenue/Harley Knox Boulevard, these improvements cannot be legally or feasibly implemented by the March JPA. **(Draft EIR at 4.8-125.)** The payment of fair-share fees for the signal optimization described above would be required to successfully mitigate the Project's potential impact.. **(Ibid.)** However, no mechanism currently exists which allows the Project to make fair share payments to the City of Moreno Valley for impacts occurring within that City's jurisdiction, and there are no existing measures or mechanisms that would otherwise facilitate the extra-jurisdictional sharing of impact fees collected by the March JPA. **(Draft EIR at 4.8-126.)** As such, there are no feasible mitigation measures that will reduce the Project's traffic impacts to levels that are less-than-significant. **(Ibid.)** Pending completion of the required improvements, the Project's Opening Year impacts at the segment of Perris Boulevard between Nandina Avenue and Oleander Avenue/Harley Knox Boulevard are determined to be significant and unavoidable under General Plan Buildout conditions. **(Ibid.)**

x. Freeway Segment Impacts.

Significant Unavoidable Impact: The EIR concluded that the Project will cause an increase in traffic which is substantial in relation to the existing

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traffic load and capacity of the street system. That is, result in a substantial increase in either the number of vehicle trips, the volume to capacity ratios on roads or freeways, or congestion at intersections; exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highway.

Finding: Impacts to area freeway segments as a result of Project traffic are discussed in detail in Section 4.8 of the Draft EIR. Based on the entire record before us, this Authority finds pursuant to Public Resources Code § 21081(a)(2), that this impact is potentially significant despite implementation of all feasible mitigation because the mitigation is within another agency's responsibility and jurisdiction. **(Draft EIR 4.8-136.)** This Authority finds that Project-related traffic impacts to the following freeway segments will remain significant and unavoidable under General Plan Buildout conditions:

- ***North of Alessandro Boulevard;***
- ***Alessandro Boulevard to Cactus Avenue;***
- ***Cactus Avenue to Van Buren Boulevard;***
- ***Van Buren Boulevard to Oleander Avenue; and***
- ***Oleander Avenue to Ramona Expressway/Cajalco Road.*** **(Draft EIR at 4.8-136 though 37.)**

Facts in Support of Finding: Regional improvements, including improvements to the I-215 interchanges and associated ramps and mainline improvements, will need to be implemented in conjunction with multi-jurisdictional sponsorship. **(Draft EIR at 4.8-136.)** Payment of the TUMF by Project development for future regional improvements which will be implemented over the General Plan Buildout timeframe will off-set Project-related traffic impacts; however, there are no identified programs or plans that would ensure timely and successful completion of the required improvements. **(Draft EIR at 4.8-136 though 137)**. Accordingly, there are no feasible mitigation measures that will reduce the Project's impacts on I-215 mainline freeway segments to levels that are less-than-significant. **(Draft EIR at 4.8-137.)**

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y. Cumulative Impacts.

Significant Unavoidable Impact: The EIR concluded that the Project will contribute incrementally to Traffic and Circulation impacts that are cumulatively considerable, significant, and unavoidable when considered within the context of traffic that will be generated by other known or probable developments.

Finding: Impacts related to Traffic and Circulation are discussed in detail at Draft EIR Section 4.8. Based on the entire record before us, this Authority finds that this impact is potentially significant and cannot be reduced to a less-than-significant level through implementation of mitigation measures. **(Draft EIR at 5-24 though 25.)** Accordingly, the Project's cumulative impacts to Traffic and Circulation remain significant and unavoidable.

Facts in Support of the Finding: Traffic generated by the Project, in combination with traffic from other existing, approved, or probable development proposals, as well as traffic volumes and distribution patterns modeled for long range growth projections, will contribute to, and will be affected by, potentially significant cumulative intersection and roadway segment deficiencies under Opening Year, Cumulative Opening Year and General Plan Buildout conditions. **(Draft EIR at 5-18; 20.)** More specifically, of the thirty existing intersections analyzed in the TIA, absent any additional improvements, a total of ten (10) Study Area intersections are anticipated to be deficient under Opening Year (2011) cumulative conditions, and a total of eighteen (18) Study Area intersections and five (5) I-215 freeway segments are anticipated to be deficient under General Plan Buildout cumulative conditions. **(Draft EIR at 5-20 though 23).** At locations where Study Area improvements are (1) are not elements of the Transportation Uniform Mitigation Fee (TUMF) network; are not covered by the JPA DIF; or (2) are required in addition to the improvements reflected in the General Plan Circulation Elements of affected jurisdictions external to the JPA General Plan area, no means exist to fund or construct the required improvements. **(Draft EIR at 5-20.)** That is, there is no mechanism or program which will allow the Project to make fair share payments toward the implementation of any required extra-jurisdictional improvements, or otherwise facilitate the extra-jurisdictional sharing of traffic impact fees collected by the March JPA, and there are no feasible measures or mechanisms that will allow the Project

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Applicant to construct extra jurisdictional improvements. **(Draft EIR at 5-20; 21)**. Further, where improvements are required in addition to, or are beyond the scope of extra-jurisdictional General Plan Circulation Element(s), these improvements may be deemed infeasible, and are inconsistent with adopted plans of other agencies. In these instances, there are no feasible mitigation measures that will reduce the Project's traffic impacts to levels that are less-than-significant. **(Draft EIR at 5-21.)** Although the Project will provide mitigation for all potentially significant traffic impacts at locations under the jurisdiction of the JPA, at Study Area locations external to the JPA's jurisdiction, there is no feasible mitigation that will assure timely implementation of the required improvements. **(Draft EIR at 5-25)**. Accordingly, pending required improvements, traffic impacts affecting the above-listed intersections, roadway segments and freeway segments are cumulatively considerable, significant and unavoidable. **(Ibid.)**

Findings per State CEQA Guidelines Section 15091:

( ) Changes or alternatives have been required in, or incorporated into, the Project which avoid or substantially lessen the significant environmental effect (Subd. [a][1]).

(X) Such changes or alterations are within the responsibility and jurisdiction of another public agency and not the agency making the finding. Such changes have been adopted by such other agency or can and should be adopted by such other agency (Subd. [a][2]).

(X) Specific economic, legal, social, technological or other considerations, including provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or Project alternatives identified in the Final EIR (Subd. [a][3]).

3. **Air Quality.**

a. Construction Related Impacts.

Significant Unavoidable Impact: The EIR concluded that the Project's construction activities would violate an air quality standard, or contribute to an existing or projected air quality violation.

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Finding: Impacts to Air Quality are discussed in detail at Section 4.9 of the Draft EIR. Based on the entire record before us, this Authority finds that Mitigation Measures 4.9.1 through 4.9.11 will reduce all construction-source air pollutant emissions, including PM_{10} emissions. **(Draft EIR at 4.9-59.)** However, this Authority finds that the Project construction activities will exceed the applicable California Ambient Air Quality Standards (CAAQS) for PM_{10} 24-hour concentrations. **(Ibid.)** The following mitigation measures will mitigate construction air quality impacts to the extent feasible:

4.9.1 *The construction contractor shall apply soil stabilizers to all disturbed areas if the area is to remain inactive for more than five consecutive days. For prolonged periods of inactivity, soil stabilizers shall be reapplied per SCAQMD Fugitive Dust Best Available Control (BAC) Measures and High Winds Contingency Control Measures.* **(Draft EIR at 4.9-52.)**

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

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

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

4.9.5 *All construction-related traffic on unpaved roads shall be reduced to 15 mph or less.* **(Ibid.)**

4.9.6 *No more than 30 acres per day shall be actively developed.* **(Ibid.)**

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

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

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

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4.9.10 *The construction contractor shall install temporary construction power onsite to operate all small construction equipment that would otherwise be powered by diesel or gasoline (e.g., compressors and stucco mixers).* **(Draft EIR at 4.9-53.)**

4.9.11 *Low or no-VOC paints shall be universally employed in construction painting applications.* **(Ibid.)**

Facts in Support of Finding:

Project demolition and construction activities will generate air pollutants that could potentially exceed SCAQMD regional thresholds. **(Draft EIR at 4.9-53.)** Although implementation of Mitigation Measures 4.9.1 through 4.9.11 will reduce all construction-source air pollutant emissions to the extent feasible, Project construction activities will continue to exceed the applicable CAAQS for PM_{10} 24-hour concentrations at source-receptor separations of 40 meters or less. **(Draft EIR at 4.9-59).** It is noted however, that these exceedances would occur temporarily and intermittently during the Project site preparation and grading processes, and would not substantively affect any receptors at distances greater than 40 meters from the emissions source. **(Draft EIR Table 4.9-9).** Moreover, because construction emissions are short-term and intermittent they will not result in any chronic or long-term health risks or impacts. **(Draft EIR at 4.9-59).** In this latter regard, health risk analyses are based on long-term exposure (i.e., typically many decades), and as such there is no requirement to prepare a formal health risk assessment for construction emissions. **(Ibid.)** The application of soil stabilizers and watering soil multiple times per day will prevent dust and soil from becoming airborne, preventing particulate matter from entering the air. **(Draft EIR at 4.9-52.)** The watering down of materials being transported will also prevent particulate matter from becoming airborne and causing a pollutive effect. **(Ibid.)** Limiting speed on unpaved roads will also prevent particulate matter and dust and soil from becoming airborne. **(Ibid.)** Allowing limited development sections per day will ensure that other mitigation measures can be adequately and thoroughly applied by concentrating focus on a smaller area. **(Ibid.)** Allowing only fuel efficient vehicle will decrease vehicle emissions. **(Ibid.)** Turning off construction equipment when idling and avoiding truck queues will decrease unnecessary air emissions when equipment is not in use. **(Ibid.)** Providing temporary construction power rather than using diesel or gasoline will

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prevent excess emissions from mobile energy sources. **(Draft EIR at 4.9-53.)** Use of low-VOC paints will also reduce emissions the lowest levels possible. **(Draft EIR at 4.9-59.)** Notwithstanding the foregoing, the Project's construction PM_{10} emissions are determined to be significant and unavoidable. **(Ibid.)**

b. Operational Impacts.

Significant Unavoidable Impact: The EIR evaluated and concluded that the Project's operational activities (area and mobile sources) would violate an air quality standard, or contribute substantially to an existing or projected air quality violation.

Finding: Impacts to Air Quality are discussed in detail at Section 4.9 of the Draft EIR. Based on the entire record before us, this Authority finds that Mitigation Measures 4.9.13 through 4.9.28 would reduce the Project's operational emissions. However, this Authority finds that the Project operational CO, NO_x, ROG, PM_{10} and $PM_{2.5}$ emissions will exceed the SCAQMD regional emissions threshold; that Project operational NO_x and ROG emissions will contribute substantially to existing ozone non-attainment conditions; and that Project operational PM_{10} and $PM_{2.5}$ emissions exceedances will contribute substantially to existing PM_{10} and $PM_{2.5}$ non-attainment conditions. **(Draft EIR at 4.9-65 though 66.)** In addition, Project operational PM_{10} emissions concentrations will exceed the applicable CAAQS for PM_{10} 24-hour concentrations. **(Ibid.)** The following mitigation measures will mitigate construction air quality impacts to the extent feasible:

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

- *Increase in insulation such that heat transfer and thermal bridging is minimized;*
- *Limit air leakage through the structure or within the heating and cooling distribution system to minimize energy consumption;*
- *Incorporate dual-paned or other energy efficient windows;*
- *Incorporate energy efficient space heating and cooling equipment;*
- *Incorporate energy efficient light fixtures;*
- *Incorporate energy efficient appliances;*

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- *Incorporate energy efficient domestic hot water systems;*
- *Incorporate solar panels into the electric system;*
- *Incorporate cool roofs/light-colored roofing;*
- *Consult with Edison's Saving By Design Team and incorporate their recommendations.* **(Draft EIR at 4.9-62.)**

4.9.14 *Building and site plan designs shall provide exterior electric outlets available to maintenance and landscape personnel. Separate exterior electric outlets shall also be provided as a power source for auxiliary electric units on heavy-duty diesel delivery trucks.* **(Draft EIR at 4.9-63.)**

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

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

4.9.17 *Landscaping within the Project's common areas shall be operated by a computerized irrigation system capable of reading current weather data and making correlating automatic adjustments to independent run times for each irrigation valve. In addition, the computerized irrigation system shall be equipped with flow-sensing and automatic shut-off capabilities in the event of a mainline break or broken head.* **(Ibid.)**

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

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

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

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

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

4.9.23 *Project facilities with 250 or more employees shall incorporate shower/changing facilities.* **(Draft EIR at 4.9-64.)**

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

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

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

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

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

- *Truck drivers shall turn off engines when not in use;*
- *All diesel delivery trucks servicing the Project shall not idle more than five minutes per truck trip per day; and*
- *Truck drivers shall restrict idling emissions of heavy-duty diesel delivery trucks carrying refrigerated or frozen cargo by using self-contained auxiliary electric power units, or by connection to electric outlets provided by the facility.* **(Ibid.)**

Facts in Support of the Finding: The Project's maximum unmitigated operational emissions of CO, NOx, ROG, PM_{10} and $PM_{2.5}$ will exceed applicable SCAQMD regional thresholds, and would therefore violate an air quality standard. **(Draft EIR at 4.9-60)**. Adherence to Title 24 requirements will ensure that maximum energy efficiency is attained, thereby reducing unnecessary emission. **(Draft EIR at 4.9-62.)** Providing exterior outlets for landscaping and maintenance will avoid the necessity of using gasoline powered equipment, reducing emissions from these sources. **(Draft EIR at 4.9-63.)** Including drought resistant landscaping and shade trees will conserve water in the long term, avoiding emissions that are associated with delivery and storage of water. **(Ibid.)** Planting shade trees will aid in naturally cooling buildings, reducing the need for air conditioning, and reducing related emissions. **(Ibid.)** Utilizing a computerized irrigation system that takes in to account existing weather data to make corrections will minimize watering, which will conserve water and reduce emissions from the storage and

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transport of water to the Project. **(Ibid.)** Illumination elements that allow for control will prevent lighting from being left on when not necessary, reducing electricity usage. **(Ibid.)** The use of energy efficient light bulbs will reduce emissions from electricity generation. **(Ibid.)** The use of natural gas to power boilers and generators will reduce emissions from electricity generation. **(Ibid.)** The use of low flush toilets and showerheads and sinks will decrease water consumption, generating fewer emissions from water storage and delivery. **(Ibid.)** Providing shower facilities at large facilities will concentrate water usage, generating fewer emissions from water delivery. **(Draft EIR at 4.9-64.)** Providing safe storage for biking gear will encourage non-vehicular transit, thereby reducing vehicle emissions. **(Ibid.)** Providing preferential parking for carpools will encourage shared riding, eliminating vehicles from the road and reducing vehicle emissions. **(Ibid.)** Displaying up to date transit routes will provide employees with information on the most direct route to and from the facilities, reducing vehicle miles traveled and vehicular emissions. **(Ibid.)** Informing drivers of CARB regulations will reduce emissions from idling delivery trucks. **(Ibid.)** Existing air quality violations affecting the Basin are its non-attainment status for ozone and PM_{10} /$PM_{2.5}$. **(Draft EIR at 4.9-61.)** Project operational NOx and ROG emissions exceedances would therefore also contribute substantially to an existing air quality violation (non-attainment conditions for ozone and within the Basin). **(Ibid.)** Similarly, Project operational PM_{10} and $PM_{2.5}$ emissions exceedances would also contribute substantially to an existing air quality violation (non-attainment conditions for PM_{10}/$PM_{2.5}$ within the Basin). **(Ibid.)** Project operational emissions will remain significant relative to all pollutants (except SO_x generation, even after implementation of applicable SCAQMD rules and application of all feasible mitigation measures. **(Draft EIR, Table 4.9-11).** In addition, Project operational PM_{10} emissions concentrations will exceed the applicable CAAQS for PM_{10} 24-hour concentrations. **(Draft EIR Table 4.9-15).** Despite the mitigation measures, on this basis, the Project's operational impact on Air Quality remains significant and unavoidable. **(Draft EIR at 4.9-65; 75.)**

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c. Criteria Pollutant.

Significant Unavoidable Impact: The EIR evaluated and concluded that the Project would 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.

Finding: Impacts to Air Quality are discussed in detail at Section 4.9 of the Draft EIR. Based on the entire record before us, this Authority finds that Mitigation Measures 4.9.13 through 4.9.28 would reduce the Project's operational emissions. **(Draft EIR at 4.9-78.)** However, this Authority finds that even after application of all feasible mitigation, air quality impacts of the Project are still significant on a regional basis for NO_x, ROG, PM_{10} and $PM_{2.5}$. **(Ibid.)** Moreover, under Project Buildout Conditions, localized operational PM_{10} emissions are estimated to exceed applicable LSTs. **(Ibid.)** On this basis, Project operational exceedance of NO_x, ROG, PM_{10} and $PM_{2.5}$ emissions thresholds will result in a cumulatively considerable net increase of these pollutants within a non-attainment area, which will remain a significant and unavoidable air quality impact. **(Ibid.)**

Facts in Support of the Finding: The Project area is designated as an extreme non-attainment area for ozone, and a non-attainment area for PM_{10} and $PM_{2.5}$. **(Draft EIR at 4.9-77)**. Even after application of all feasible mitigation, air quality impacts of the Project are still significant on a regional basis for NOx, ROG, PM_{10} and $PM_{2.5}$. **(Ibid.)** Moreover, under Project Buildout conditions, localized operational PM emissions are estimated to exceed applicable LSTs. **(Ibid.)** The fact that the Project generates long-term emissions of ozone precursors and particulate matter in excess of applicable SCAQMD thresholds indicates that the Project is significant on an individual basis and may contribute to cumulatively significant air quality impacts within a non-attainment area. On this basis, Project operational exceedance of NOx, ROG, PM_{10} and $PM_{2.5}$ emissions thresholds will result in a cumulatively considerable net increase of these pollutants within a non-attainment area, which will remain a significant and unavoidable air quality impact. **(Draft EIR at 4.9-77 though 78.)**

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d. Conflict with Air Quality Management Plan.

Significant Unavoidable Impact: The EIR evaluated and concluded that the Project would conflict with or obstruct implementation of the applicable Air Quality Management Plan (AQMP).

Finding: Impacts to Air Quality are discussed in detail at Section 4.9 of the Draft EIR. Based on the entire record before us, this Authority finds that although Mitigation Measures 4.9.13 through 4.9.28 would collectively act to reduce the all Project-related air pollutant emissions to the extent feasible, the Project will conflict with, or obstruct implementation of the AQMP, which will remain a significant and unavoidable air quality impact. **(Draft EIR at 4.9-103.)**

Facts in Support of Finding: Under Project Buildout, operational activities will result in operational LST exceedances for PM_{10} emissions concentrations, and in so doing will violate the CAAQS for PM_{10} (24-hour concentrations). **(Draft EIR at 4.9-99).** Additionally, air pollutant emissions generated by Project operations will result in long-term exceedances of SCAQMD regional thresholds for CO, NOx, ROG, PM_{10} and $PM_{2.5}$. **(Ibid.)** Project ROG and NOx regional threshold exceedances would therefore contribute to existing monitored exceedances of state and federal standards for ozone. **(Ibid.)** Similarly, Project PM_{10} and $PM_{2.5}$ regional threshold exceedances would therefore contribute to existing monitored exceedances of state and federal standards for PM_{10} and $PM_{2.5}$. **(Ibid.)** The Project's operational emissions exceedances may delay timely attainment of AQMP air quality standards. **(Ibid.)** Based on the preceding, the Project fails to meet the first indicator of consistency with the AQMP as defined in the SCAQMD's CEQA Air Quality Handbook. **(Draft EIR at 4.9-101).** Increases in traffic generation and related mobile source air pollutant emissions under the Project are projected. **(Ibid.)** On this basis, the Project will exceed the assumptions in the AQMP in 2010 or increments based on the years of Project build-out phase. **(Ibid.)** Further, development intensities proposed by the Project are substantially greater than those reflected in the current General Plan and AQMP, and therefore the Project is also inconsistent with the AQMP assumptions. **(Draft EIR at 4.9-102).** An approximate 50 percent reduction in the Project development intensity would be necessary to achieve consistency with the AQMP assumptions. **(Ibid.)** Such a reduction would reduce the Project's range of uses, extent of available services, and

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total capabilities, to the degree that synergies and benefits of the Specific Plan as envisioned under the MLCSP would not be realized. **(Ibid.)** Such a reduction would also constitute a materially different and economically infeasible proposal. **(Ibid.)** It should be noted that while the land uses and development intensities proposed by the Project are greater than those identified in the current March JPA General Plan, the Project and its development intensities are consistent with the comprehensive General Plan update under preparation by the March JPA, and will be reflected in subsequent updates to the AQMP. **(Draft EIR 4.9-103).** Notwithstanding, based on the preceding discussion, the Project will conflict with or obstruct implementation of the AQMP, which will remain a significant and unavoidable air quality impact. **(Ibid.)**

e. Sensitive Receptors.

Significant Unavoidable Impact: The EIR evaluated and concluded that the Project would expose sensitive receptors to substantial pollutant concentrations.

Finding: Impacts to Air Quality are discussed in detail at Section 4.9 of the Draft EIR. Based on the entire record before us, this Authority finds that although Mitigation Measures 4.9.1 through 4.9.28 listed above would collectively act to reduce the all Project-related air pollutant emissions to the extent feasible, the Project will still expose sensitive receptors to substantial pollutant concentrations due to construction source and operational PM_{10} LST exceedances, which will remain a significant and unavoidable air quality impact. **(Draft EIR at 4.9-108.)**

Facts in Support of the Finding: Project construction activities and long-term operations will generate air pollutant emissions, resulting in potential exposure of on-site and off-site sensitive receptors to substantial pollutant concentrations. **(Draft EIR at 4.9-103).** Potential exposure of sensitive receptors to substantial pollutant concentrations from off-site sources is determined to be less-than-significant. **(Draft EIR at 4.9-110).** Construction air quality mitigation measures identified previously in this Section will reduce localized PM_{10} emissions impacts to the extent feasible; however, these impacts are assumed to remain significant for the duration of grading site/preparation activities. **(Draft EIR at 4.9-104).** Under Project Buildout conditions, with the exception of PM_{10} emissions (primarily fugitive dust), operational pollutant concentrations will not exceed

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applicable localized significance criteria. Operational air quality Mitigation Measures 4.9.1 through 4.9.27 (as discussed above) will reduce localized PM_{10} emissions impacts to the extent feasible; however, under Project Buildout conditions, the Project uses will collectively generate PM_{10} emissions concentrations that are projected to exceed applicable LSTs at the closest off-site sensitive receptors. **(Draft EIR at 4.9-108)**. Further, there are no feasible means to mitigate the Project's operational ROG, CO, NOx, PM_{10} and $PM_{2.5}$ emissions below applicable SCAQMD regional thresholds. **(Draft EIR at 4.9-106)**. Accordingly, the exposure of sensitive receptors to substantial pollutant concentrations will remain a significant and unavoidable impact. **(Draft EIR at 4.9-108.)**

f. Cumulative Impacts.

Significant Unavoidable Impact: The EIR evaluated and concluded that the Project will contribute incrementally to cumulatively considerable, significant, and unavoidable air quality impacts within the context of the South Coast Air Quality Management District's regional pollutant emissions thresholds.

Finding: Impacts to Air Quality are discussed in detail at Section 4.9 of the Draft EIR. Based on the entire record before us, this Authority finds that this impact is potentially significant and cannot be reduced to a less-than-significant level through implementation of mitigation measures. **(Draft EIR at 5-29 though 30.)** Accordingly, cumulative impacts to Air Quality based on criteria pollutant emissions remain significant and unavoidable. **(Ibid.)**

Facts in Support of the Finding: As discussed in Draft EIR Section 5.1.1.9, the Project's potential to contribute to a global climate change impact through GHG emissions is less-than significant. **(Draft EIR at 5-29)**. Further, with the application of proposed mitigation measures, Project construction activities will not result in any regional threshold exceedances. **(Draft EIR at 5-25.)** However, even with application of proposed mitigation measures, at distances of 40 meters or less, temporary exceedances of localized significance thresholds (LSTs) for PM_{10} emissions will occur. **(Draft EIR at 5-25)**. For receptors within the affected area, locally significant PM_{10} emissions air quality impacts are projected to occur during the initial stages of Project construction (site preparation and mass grading activities). **(Draft EIR**

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at 5-26.) These impacts are mitigated to the extent feasible by EIR mitigation measures addressing construction source emissions. **(Ibid.)** At affected receptors, the Project's localized PM_{10} emissions concentrations in combination with ambient PM concentrations, and other PM_{10} emissions generated by off-site sources would be cumulatively significant. **(Ibid.)** Even with application of proposed mitigation measures, under Project Buildout conditions, Project operational PM_{10} emissions concentrations are projected to exceed applicable LSTs at the closest off-site receptors. **(Ibid.)** Operations of the Project will also result in long-term carbon monoxide (CO), nitrogen oxides (NOx), reactive organic gases (ROG), and respirable particulates (PM_{10} and $PM_{2.5}$) emissions levels which will exceed applicable District regional thresholds. **(Ibid.)** Compliance with existing regulations and application of mitigation measures proposed in this EIR will act to minimize the Project's operational pollutant emissions levels. **(Ibid.)** However, no feasible mitigation measures exist which will reduce these impacts to levels that are less-than-significant. **(Ibid.)** Project-specific operational PM_{10} emissions impacts are locally significant, and Project-specific operational CO, NOx, ROG, PM_{10}, and $PM_{2.5}$ emissions are regionally significant. **(Ibid.)** Cumulative impacts in all these regards are similarly considered to be significant. **(Ibid.)** On this basis, localized operational PM_{10} emissions impacts, and CO, NOx, ROG, PM_{10}, and $PM_{2.5}$ emissions regional threshold exceedances resulting from long-term operations of the Project are individually and cumulatively significant. **(Ibid.)** Moreover, the Project is located in a non-attainment area for PM_{10}, $PM_{2.5}$, and ozone (ROG and NOx are ozone precursors). **(Draft EIR at 5-27).** Project operational NOx, ROG, PM_{10}, and $PM_{2.5}$ emissions exceedances will therefore result in a cumulatively considerable net increase in criteria pollutants (ozone, PM_{10}, and $PM_{2.5}$) for which the Project region is non-attainment. **(Ibid.)** Because PM_{10} emissions will also exceed applicable LSTs during Project mass and fine grading, PM_{10} emissions generated by these activities will also result in a considerable net increase in PM_{10} emissions affecting non-attainment conditions. **(Ibid.)** These are cumulatively significant air quality impacts. **(Ibid.)** Similarly, long-term operations of the Project will result in exceedance of SCAQMD regional thresholds for the following pollutants: CO, ROG, NOX, PM_{10}, and $PM_{2.5}$.

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The Project is also unavoidably inconsistent with the current AQMP on several bases. **(Draft EIR at 5-28).** As discussed within the Draft EIR, there are no feasible means to mitigate the Project's operational ROG, CO, NOx, PM_{10}, and $PM_{2.5}$ emissions below applicable SCAQMD regional thresholds; accordingly, impacts from these emissions will remain significant and unavoidable. **(Draft EIR at 5-29 though 30.)**

Findings per State CEQA Guidelines Section 15091:

( ) Changes or alternatives have been required in, or incorporated into, the Project which avoid or substantially lessen the significant environmental effect (Subd. [a][1]).

( ) Such changes or alterations are within the responsibility and jurisdiction of another public agency and not the agency making the finding. Such changes have been adopted by such other agency or can and should be adopted by such other agency (Subd. [a][2]).

(X) Specific economic, legal, social, technological or other considerations, including provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or Project alternatives identified in the Final EIR (Subd. [a][3]).

4. **Noise.**

a. Project Operational Noise.

Significant Unavoidable Impact: The EIR evaluated and concluded that Project operational noise would result in exposure of persons to, or generation of, noise levels in excess of standards established in an applicable General Plan or Noise Ordinance.

Finding: Noise impacts are discussed in detail at Section 4.10 of the Draft EIR. Based on the entire record before us, this Authority finds that although Mitigation Measures 4.10.8 through 4.10.18 would reduce general operational noise impacts and peak noise events to off-site and Specific Plan land uses, temporary and/or periodic noise events generated by Project emergency helicopter and ambulance operations would be considered intrusive, and will remain a significant and unavoidable noise impact despite implementation of the following mitigation measures **(Draft EIR at 4.10-51)**:

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

- *Operational noise generated by the Project as received by any off-site sensitive land use within the Base shall not exceed 70 dBA CNEL.*
- *Operational noise generated by the Project as received at City Moreno Valley receptors shall not exceed 55 dBA Leq between 10:00 p.m. and 7:00 a.m. and 60 dBA Leq between7:00 a.m. and 10:00 p.m.* **(Draft EIR at 4.10-42 though 43.)**

4.10.9 *If future uses cannot meet the performance standards imposed by Mitigation Measure 4.10.8, then those impacts would be subject to additional environmental review as required by CEQA.* **(Draft EIR at 4.10-43.)**

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

- *Operational noise generated by the Project as received by sensitive land use within the Specific plan area shall not exceed 70 dBA CNEL.* **(Draft EIR at 4.10-44.)**

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

4.10.12 *If future uses cannot meet the performance standards imposed by Mitigation Measures 4.10.10 and 4.10.11, then those impacts would be subject to additional environmental review as required by CEQA.* **(Draft EIR at 4.10-45.)**

4.10.13 *If helipad(s) are proposed, these facilities shall be located a minimum of 500 feet from the Specific Plan's easterly property boundary (Heacock Street), thereby minimizing potential noise exposure of proximate residential land uses within the City of Moreno Valley. Coordination with DMC shall be completed prior to site specific project approval.* **(Draft EIR at 4.10-49.)**

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

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

4.10.16 *Noise-sensitive land uses within the Project area not directly associated with the helipad shall be located such that they are a minimum of 600 feet from the center of the helipad, and the buildings designed to maintain an interior noise level of 45 dBA CNEL or less.* **(Draft EIR at 4.10-50.)**

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

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

Facts in Support of the Finding: Although Mitigation Measures 4.10.8 through 4.10.18 would mitigate Project operational noise at off-site locations and Specific Plan areas, the Project will introduce and/or increase the frequency of temporary and periodic high intensity noise events associated with emergency ambulance and emergency helicopter/helipad operations. **(Draft EIR at 4.10-46)**. Operation of the helipad would not be expected to cause noise levels exceeding 65 CNEL, and would not exceed the noise compatibility levels established by the Federal Aviation Administration and reflected in the JPA's 2005 AICUZ Study. **(Ibid.)** Relatively intense peak noise events could, however, occur during the short-term periods of helicopter activity. **(Ibid.)** Peak noise events associated with helicopter activities (flight noise of up to 96 dBA for a single noise event) would be considered intrusive, especially if occurring at night resulting in sleep disturbance. **(Draft EIR at 4.10-47)**. Ambulance siren noise is another potential noise impact associated with the proposed MLCSP facilities, as ambulance traffic and associated siren noise may occur during the transport of patients. **(Ibid.)** The exact location of emergency services associated with proposed hospitals is unknown at this time. **(Ibid.)** However, local streets connecting the Specific Plan area to the I-215 freeway include Cactus Avenue to the north and the Ramona Expressway to Heacock Street from the south. **(Ibid.)** Ambulance transport from the major transportation corridors will likely occur along these streets. **(Ibid.)** Ambulance traffic from the adjacent residential

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communities and from the City of Moreno Valley to the east will most likely occur along local and collector streets which are surrounded by existing residential developments. **(Ibid.)** As discussed in detail in the Project Noise Study, it is estimated that an ambulance will produce an average single event noise exposure level (SENEL) of 112.5 dB(A) at a distance of 50 feet and a speed limit of 55 mph. **(Ibid.)** On roadways where the speed limit is 45 mph, the estimated SENEL will be 113.5 dB(A) at a distance of 50 feet. On roadways where the speed limit is only 35 mph, the estimated SENEL will be 114.5 dB(A) at the same distance. (Note that the slower an ambulance travels with its siren on, the longer it takes to pass by a receiver, which results in a higher SENEL.) **(Ibid.)** The City of Moreno Valley exempts noise from the use of emergency sirens through its noise ordinance and therefore the noise generated from ambulances would not violate the noise ordinance. **(Draft EIR at 4.10-48)**. Similarly, the JPA does not regulate emergency ambulance siren noise. **(Ibid.)** Locating helipads at least 500 feet from residential areas will lessen noise impacts to housing developments and the surrounding population. **(Draft EIR at 4.9.)** Delineating ambulance routes along with development and coordinating routes with Moreno Valley will ensure that ambulances can travel on roads located away from the surrounding population, reducing noise. **(Ibid.)** Locating other uses away from helipads will reduce noise impacts to these uses. **(Draft EIR at 4.10-50.)** Orienting other facilities away from helipads will reduce noise impacts. **(Ibid.)** While Mitigation Measures 4.10.13 through 4.10.18 will qualitatively act to reduce helicopter/helipad operational noise and emergency response ambulance siren noise received at Specific Plan land uses to the extent feasible, it cannot be assured that helicopter operations, helicopter overflights, and noise generated by emergency response ambulances will not, on occasion, result in intrusive noise levels, including noise levels resulting in sleep disturbance, which will remain a significant and unavoidable impact. **(Draft EIR at 4.10-47 though 48; 50 though 51.)**

b. Project Operational Noise—Substantial Temporary or Periodic Increase.

Significant Unavoidable Impact: The EIR evaluated and concluded that Project operational noise would result in a substantial temporary or periodic

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increase in ambient noise levels in the Project vicinity above levels existing without the Project.

Finding: Noise impacts are discussed in detail at Section 4.10 of the Draft EIR. Based on the entire record before us, this Authority finds that although Mitigation Measures 4.10.8 through 4.10.18 (above) would reduce general operational noise impacts and peak noise events to off-site and Specific Plan land uses, temporary and/or periodic noise events generated by Project emergency helicopter and ambulance operations would be considered intrusive, and will remain a significant and unavoidable noise impact. **(Draft EIR at 4.10-52.)**

Facts in Support of the Finding: As discussed above, with application of proposed mitigation measures, noise generated by general operational aspects of the Project will comply with applicable noise standards, and therefore will not result in substantial temporary or periodic increases in ambient noise levels at off-site or on-site land uses. **(Draft EIR at 4.10-51)**. However, even with the application of mitigation measures, temporary and/or periodic noise events generated by Project emergency helicopter and ambulance operations would be considered intrusive and therefore potentially significant at sensitive receptor land uses. **(Ibid.)** Thus, substantial temporary or periodic increase in ambient noise levels in the Project vicinity due to emergency helicopter and ambulance operations will remain a significant and unavoidable noise impact. **(Draft EIR at 4.10-52.)**

c. Excessive Noise Levels—Vicinity of Private Airstrip.

Significant Unavoidable Impact: The EIR evaluated and concluded that persons residing or working in the Project area would be exposed to excessive noise levels due to the Projects' proximity to a private airstrip.

Finding: Noise impacts are discussed in detail at Section 4.10 of the Draft EIR. Based on the entire record before us, this Authority finds that although Mitigation Measures 4.10.13, 4.10.16 and 4.10.17 (above) would reduce helicopter aircraft and helipad operational noise to the extent feasible, temporary peak noise would be considered intrusive, and will remain a significant and unavoidable noise impact. **(Draft EIR at 4.10-55.)**

Facts in Support of the Finding: The Project's proposed hospitals may incorporate an emergency services (private) helipad. **(Draft EIR at 4.10-55)**. Evaluation of private helipad operations and associated potential noise impacts are considered to be within the

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intent of the above-noted State CEQA Guidelines "private airstrip" noise impacts topic. **(Ibid.)** Emergency helicopter operations, while infrequent, may on occasion result in overflight of noise-sensitive land uses and could expose land uses to peak noise levels of up to 96 dBA. **(Ibid.)** Additionally, similar noise impacts may be experienced at land uses proximate to a helipad approach/departure zone. **(Ibid.)** Mitigation measures proposed herein will reduce helicopter aircraft and helipad operational noise to the extent feasible. **(Ibid.)** However, temporary peak noise would be considered intrusive. As noted previously, this is recognized as a significant and unavoidable temporary/periodic noise impact of the Project that could affect off-site and on-site land uses. **(Ibid.)** Emergency helicopter operations are inherent and necessary functions of the Project. **(Draft EIR at 4.10-56.)** Noise impacts generated by these activities cannot be avoided or feasibly mitigated to levels that would not result in potential disturbances at off-site and on-site sensitive receptor land uses, and accordingly will remain a significant and unavoidable impact. **(Ibid.)**

d. Cumulative Impacts.

Significant Unavoidable Impact: The EIR evaluated and concluded that the Project will result in cumulatively considerable, significant and unavoidable operational noise impacts through the infrequent, but high intensity noise generated by emergency ambulance sirens and emergency helicopter operations.

Finding: Noise impacts are discussed in detail at Section 4.10 of the Draft EIR. Based on the entire record before us, this Authority finds that this impact is potentially significant and cannot be reduced to a less-than-significant level through implementation of mitigation measures. **(Draft EIR at 5-33.)** Accordingly, cumulative Noise impacts due to high intensity noise generated by emergency ambulance sirens and emergency helicopter operations will remain significant and unavoidable. **(Ibid.)**

Facts in Support of the Finding: As discussed at Section 5.1.1.10 of the Draft EIR, compliance with regulations and application of mitigation measures will reduce the Project's potential construction source noise received at proximate sensitive receptors to levels that are less-than-significant. **(Draft EIR at 5-30).** Moreover, construction noise impacts will be temporary and transient, and will dissipate entirely at the conclusion

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of construction activities. **(Ibid.)** On this basis, Project construction source noise is not cumulatively considerable. **(Ibid.)** Vehicular source noise from the Project will not discernibly contribute to future noise levels along Project-area roadways. **(Draft EIR at 5-31).** The Project does not propose nor require uses, activities or equipment that will result in potential long-term vibration impacts. **(Draft EIR at 5-33).** Although potentially significant vibration impacts could occur within the Specific Plan if heavy construction equipment were to operate within approximately 63 feet of occupied land uses. **(Ibid.)** This is prohibited under the EIR mitigation measures, reducing this potential impact to levels that are less-than-significant. **(Ibid.)** Similarly, Project-related vibration impacts will not be cumulatively considerable. **(Ibid.)** With the exception of infrequent, but high intensity noise events associated with emergency ambulance and emergency helicopter operations, the Project's mitigated operational noise levels are less-than-significant. **(Draft EIR at 5-31).** However, emergency helicopter flights and emergency ambulance response are inherent to the types of medical facilities and services provided under the Project, and generation of noise by helicopter and ambulance operations cannot be completely avoided. Mitigation measures incorporated in this EIR will act to reduce helicopter/helipad operational noise and ambulance siren noise to the extent feasible. **(Ibid.)** Notwithstanding, for the duration of these activities and events, noise impacts will be cumulatively considerable, significant, and unavoidable. **(Draft EIR at 5-33.)**

Findings per State CEQA Guidelines Section 15091:

( ) Changes or alternatives have been required in, or incorporated into, the Project which avoid or substantially lessen the significant environmental effect (Subd. [a][1]).

( ) Such changes or alterations are within the responsibility and jurisdiction of another public agency and not the agency making the finding. Such changes have been adopted by such other agency or can and should be adopted by such other agency (Subd. [a][2]).

(X) Specific economic, legal, social, technological or other considerations, including provision of employment opportunities for highly trained workers, make infeasible

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the mitigation measures or Project alternatives identified in the Final EIR (Subd. [a][3]).

D. **Resolutions Regarding Additional Topics Required by CEQA.**

1. **Resolution Regarding Significant Irreversible Environmental Effects.**

State CEQA Guidelines Section 15126.2(c) requires a discussion of whether the proposed Project will cause significant, irreversible environmental changes through the consumption of natural resources, environmental accidents or other means. **(Draft EIR at 5-79.)** While the Project will represent a permanent commitment of the currently vacant site to new medical campus uses, such commitment is consistent with the intent and purpose of the Base Master Reuse Plan. **(Draft EIR at 5-79 though 80.)** Various natural resources, in the form of construction materials and energy resources, will be used in the construction of the Project, but their use is not expected to result in shortfalls in the availability of these resources. **(Ibid.)** The Project presents no significant possibility of irreversible environmental damage from any potential environmental incidents associated with the project, and does not propose facilities or uses that would result in potentially significant environmental incidents. **(Ibid.)** Moreover, all feasible mitigation is incorporated in the Project to reduce its potential environmental effects. **(Ibid.)** As discussed herein, the Project will not result in or cause unwarranted or wasteful use of resources, including energy. Accordingly, significant irreversible environmental effects are not anticipated. **(Ibid.)**

2. **Resolution Regarding Growth Inducing Impacts.**

CEQA requires a discussion of ways in which a Project could be growth-inducing. The State CEQA Guidelines, Specifically Section 15126.2(d), identify a Project as growth-inducing if it fosters economic or population growth, or the construction of additional housing either directly (such as by proposing new homes and businesses, or indirectly (such as through extension of roads or other infrastructure) in the surrounding environment. Impacts related to growth inducement would also be realized if a project provides infrastructure or service capacity which accommodates growth beyond the levels currently permitted by local or regional plans and policies. **(Ibid.)** In general, growth induced by a project is considered a significant impact if it directly or indirectly affects the ability of agencies to provide needed public services, or if it can be demonstrated that the potential growth significantly affects the environment in some other way.

The Project will provide residential settings for those seniors who either can not or choose not to live in traditional housing due to the need for in-home medical care, hospice care, and other related services. **(Draft EIR at 5-73.)** **Institutional** residential land uses for seniors implemented by the Project would allow for relocation of residents within the region, but would not substantively affect overall population growth. **(Ibid.)**

Creation of new jobs is also a potential direct growth-inducing effect. **(Ibid.)** At full build-out, the March LifeCare Campus Specific Plan will facilitate a total economic impact of approximately $2.2 billion with the creation of approximately 16,000 jobs (9,500 on site, 6,500

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off-site). **(Ibid.)** The March LifeCare Campus Project will generate total direct and indirect annual payroll benefits of 956 million dollars; with $1.3 billion in local value added through direct, indirect and induced economic activity. **(Ibid.)** Employee relocation to the area may occur as a result of Project job creation. **(Ibid.)** However, given the current (February 2009) local and regional unemployment rates, estimated respectively at 14.6 percent for the City of Moreno Valley, and 12.6 percent for Riverside County, it is anticipated that the majority of employment opportunities created by the Project would be filled by the resident population base. **(Draft EIR at 5-74.)** Substantial additional long-term employment opportunities introduced by the Project, will improve the jobs/housing balance within what is considered a "jobs-poor/housing-rich" region. **(Ibid.)**

Corollary beneficial effects will include reduced area and regional commuter-based vehicle miles traveled (VMT), with associated reductions in vehicular source air pollutants. **(Ibid.)** In this regard, the SCAG 2006 State of the Commute Report indicates that the 2005 average commute distance for Riverside County residents was 25.1 miles, the greatest commute distance of all counties within the SCAG region. Commute times for Riverside County residents, an average of 101 minutes, were also among the highest recorded for the region. **(Ibid.)**

The Project, in combination with other planned or anticipated projects in the area, would contribute to growth projected for the region over the next 20 years. **(Ibid.)** In this latter regard, adopted 2008 Southern California Association of Governments (SCAG) population forecasts project that the population of the neighboring City of Moreno Valley will grow from an estimated 189,700 persons in 2010, to an estimated 246,804 persons in 2030, an approximately 30 percent increase. **(Ibid.)** An even greater rate of growth is projected for encompassing Riverside County in total, where the population is expected to grow from 2,242,745 persons in 2010 to 3,343,777 persons in 2030, an approximate 49 percent increase. **(Ibid.)**

Investment in the Project would have local and regional economic impacts which may result in indirect growth-inducing effects. **(Ibid.)** The Project's potential economic benefits would indirectly result in employment growth in the region as indicated previously. **(Ibid.)** This growth, in combination with other anticipated employment growth in the region, could indirectly result in population growth and an increased demand for housing. **(Ibid.)** However, as discussed above, it is anticipated that the majority of the jobs created by the Project, either directly or indirectly, would be filled from the resident population base. **(Ibid.)** The Project, in combination with other planned or anticipated projects in the area, would contribute to regional employment and population growth. **(Ibid.)** Development of the Project as envisioned will entail upgrade/modification of infrastructure in the immediate Project vicinity, including abutting roadways, the local water distribution and sewer collection systems, and storm drainage conveyance facilities. Infrastructure improvements necessitated by the implementation of the Project may facilitate and encourage development of nearby properties. **(Draft EIR at 5-75.)** The characteristics and intensities of development that could occur on these properties are governed by the JPA General Plan. **(Ibid.)**

Based on the foregoing, the Commission finds that although the Project will result in direct and indirect regional employment and population growth, development of these properties

within the context of the approved General Plan, and environmental analyses mandated by the JPA will not result in unforeseen nor unmitigable significant impacts. **(Ibid.)**

3. Resolution Regarding Cumulative Impacts

CEQA requires a discussion of the ways in which the incremental effects of a proposed Project could be cumulatively considerable. Specifically, State CEQA Guidelines section 15130 identifies a cumulative impact as "an impact which is created as a result of the combination of the project evaluated in the EIR together with other projects causing related impacts." In addition, State CEQA Guidelines section 15130, subdivision (d) provides that "[n]o further cumulative impacts analysis is required when a project is consistent with a general, specific, master or comparable programmatic plan where the lead agency determines that the regional or areawide cumulative impacts of the proposed project have already been adequately addressed."

The Authority finds that the Draft EIR fully examined the potential cumulative impacts related to the Project, as discussed above. **(Draft EIR at 5.30-37.)** As such, the Authority finds that the Draft EIR's analysis of cumulative impacts is adequate for the Project, and that, with the exception of impacts on noise, cultural resources, air quality and traffic identified above, the Project has no cumulative impacts that cannot be reduced to a level of less-than-significant with the implementation of the mitigation measures outlined above.

4. Resolution Regarding Mandatory Findings of Significance

Per State CEQA Guidelines section 15065, CEQA requires that a lead agency find that a project may have a significant effect on the environment if there is substantial evidence, in light of the whole record that:

- The project has the potential to substantially 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 an endangered, rare or threatened species; or eliminate important examples of the major periods of California history or prehistory.

- The project has the potential to achieve short-term environmental goals to the disadvantage of long-term environmental goals.

- The project has possible environmental effects that are individually limited but cumulatively considerable. Cumulatively considerable" means that the incremental effects of an individual project are significant when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.

- The environmental effects of a project will cause substantial adverse effects on human beings, either directly or indirectly.

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With the exception of impacts on noise, cultural resources, air quality and traffic identified above, the Authority finds that the Project does not result in a finding of potentially significant impact for any of the above mandatory findings of significance. The Authority finds that the proposed Project does not have the potential to substantially 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 an endangered, rare, or threatened species; or eliminate important examples of the major periods of California history or pre-history. **(Draft EIR at 4.7-1 though 36; 4.6-1 though 24.)** The Authority finds that the Project will not achieve short term environmental goals to the disadvantage of long-term environmental goals. **(Draft EIR at 3-5-7.)** The Authority finds that, aside from those impacts to noise, cultural resources, air quality and traffic identified above, the Project does not have possible environmental effects that are individually limited but cumulatively considerable. **(Draft EIR at 5.30-37.)** The Authority further finds that, aside from those impacts to noise, cultural resources, air quality and traffic identified above, the Project will not cause substantial adverse effects on human beings, either directly or indirectly. **(Draft EIR, Section 4.)**

E. **Resolution Regarding Project Alternatives.**

CEQA requires that an EIR evaluate a reasonable range of alternatives to a project, or to the location of the Project, which: (1) offer substantial environmental advantages over the project proposal, and (2) may be feasibly accomplished in a successful manner within a reasonable period of time considering the economic, environmental, social and technological factors involved. (State CEQA Guidelines, section 15126.6(a).) An EIR must only evaluate reasonable alternatives to a Project which could feasibly attain most of the project objectives, and evaluate the comparative merits of the alternatives. In all cases, the consideration of alternatives is to be judged against a "rule of reason." (State CEQA Guidelines, section 15126.6(f).) The lead agency is not required to choose the "environmentally superior" alternative identified in the EIR if the alternative does not provide substantial advantages over the project and (1) through the imposition of mitigation measures the environmental effects of a project can be reduced to an acceptable level, or (2) there are social, economic, technological or other considerations which make the alternative infeasible

The EIR analyzed the following three (3) alternatives to the Project as proposed, and evaluated these alternatives for their ability to meet the Project's objectives as described in Section II.B above. The No Project alternative is presented consistent with the requirements of the State CEQA Guidelines §15126.6. The remaining alternatives were selected based on their ability to potentially fulfill the basic Project Objectives and their capability for reducing significant impacts of the proposal. Alternatives selected for evaluation are described below.

1. **No Project Alternative.**

For the purposes of the DEIR Alternatives Analysis, the No Project Alternative is considered to be equivalent to a "No Build" scenario. That is, if the Project or some similar development proposal is not implemented on the subject site, there are no other

known or probable scenarios for the subject property, in which case the site would likely remain in its current state for the foreseeable future, and no discretionary approvals would be required. The No Project Alternative would result in no new impacts in any relevant issue areas: land use; traffic/transportation; air quality; noise; public services/utilities; hydrology/water quality; water supply; biological resources; cultural resources; or geology soils, because no new development would occur at the Project site. However, the No Project Alternative would reduce the amount of fee contributions to long-term traffic improvements when compared to fee contributions realized under the Project. No new development would occur, and none of the Project Objectives would be achieved. **(Draft EIR at 5-40; 71.)**

Land Use: The No Project Alternative assumes continuing use of the subject site in its present state. No new development would occur, and no discretionary approvals would be required. On this basis, potential land use impacts under the No Project Alternative would be reduced when compared to the Project. **(Draft EIR at 5-49.)**

Geology and Soil: As no development would occur under the No Project Alternative, no impacts would occur to geology or soils. Potential impacts to earth resources would be reduced under the No Project Alternative. **(Draft EIR at 5-50.)**

Hazards and Hazardous Materials: Under the No Project Alternative, no demolition of facilities nor construction of new facilities would occur, and as such, the locations and status of contaminants and hazardous materials currently affecting the Project area would remain. Thus, the potential for disturbance, release of or exposure to, existing contaminant would be reduced under the No Project Alternative. **(Draft EIR at 5-51 though 52.)**

Hydrology/Water Quality: Under the No Project Alternative, no additional impervious surfaces would be created, existing drainage patterns would not be altered and no new drainage/storm water management systems or water quality plans would be required, thus impacts would be reduced under this alternative. **(Draft EIR at 5-53.)**

Water Supply: There would be no substantive additional demands on water supplies, and the potential impacts to water supplies would be reduced when compared to the Project. **(Draft EIR at 5-54.)**

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Cultural Resources: Under the No Project Alternative, no ground disturbance would occur, leaving no potential for disturbing cultural resources. The WPA would remain unaffected. On this basis, impacts would be reduced under this alternative. **(Draft EIR at 5-55.)**

Biological Resources: Potential impacts to biological resources would be avoided under the No Project Alternative in that no development activity would take place and wildlife and plant species within the Project site would reflect current conditions. **(Draft EIR at 5-57.)**

Traffic/Transportation: Under the No Project Alternative, potential traffic/transportation impacts would be representative of the existing conditions. The No Project Alternative would not realize Project specific road widening/lane configuration and signalization improvements. Additionally, the No Project Alternative would reduce the amount of fee contributions to long term traffic improvements. **(Draft EIR at 5-58.)**

Air Quality: Incremental air pollutant emissions under the No Project Alternative would be avoided in that no development would take place. The No Project Alternative would therefore not result in any development-specific or cumulatively significant air quality impacts, and air quality impacts would be reduced. **(Draft EIR at 5-62.)**

Noise: No new development would occur under the No Project Alternative, and no new construction related noise or operational noise would be generated. **(Draft EIR at 5-64.)**

Public Services: The No Project Alternative would not introduce new development to the subject site, so no impacts to public services would result from the implementation of this alternative. **(Draft EIR at 5-66.)**

Project Objectives: Other than maintaining available access to regional and local roadway systems, the No Project Alternative would not achieve any of the Project Objectives, and would be inferior to the Project. Because the No Project Alternative would not utilize the land for any known purpose, the Project Objectives would not be achieved. No new or additional commercial/retail facilities would be realized

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under the No Project Alternative. Objectives not achieved include:

- Provide for and support reuse of the former March Air Force Base consistent with the vision and intent of the March Air Force Base Master Reuse Plan.
- Foster economic growth and create substantial professional employment opportunities, providing the basis for sustained economic benefit to March, surrounding communities, and encompassing Western Riverside County.
- Provide high-quality healthcare services to a currently underserved area.
- To help alleviate a documented healthcare shortage in Western Riverside County.
- Consolidate new healthcare services within an exemplary medical campus setting.
- Provide the entire continuum of healthcare services from acute care to skilled nursing and hospice.
- Within the context of other Project Objectives, establish an economically viable development. **(Draft EIR at 5-67 though 68.)**

Finding: Based on the entire record, this Authority finds that the No Project Alternative—under which no new or additional medical campus uses would be realized—would not achieve any of the Project Objectives. Accordingly, this Authority finds the alternative is not feasible and rejects the No Project Alternative.

2. **Current General Plan Land Use Alternative.**

Under this Alternative, the Project area would be developed consistent with the sites current General Plan Land Use designations and associated allowable floor-area ratios (FAR). Based on the comparative reduction in allowable FAR under the Current General Plan Land Use Alternative, this Alternative may reduce the overall extent and/or intensity of environmental impacts otherwise occurring under potential buildout of the site based on the Project land uses. **(Draft EIR at 5-40 though 43.)**

Land Use: When compared to the 3.555 million square feet of occupiable building area that could be developed under the Project, the maximum building area and overall intensity of development would be reduced by 1.92 million square feet, or more than a 54 percent reduction under the Current General Plan Land Use Alternative. Moreover, a General Plan amendment would not be required under this Alternative. Notwithstanding, future development under the

Current General Plan Land Use Alternative may require, or be facilitated by, approval of discretionary actions similar to those requested under the Project. As with the Project, it is assumed that approval of requested discretionary actions under the Current General Plan Land Use Alternative, and compliance with associated requirements would reduce potential land use impacts to levels that are less-than significant. Based on the reduced requirements for discretionary approvals, and the potential overall reduction in development intensity, land use impacts under the Current General Plan Land Use Alternative may be reduced when compared to the Project. **(Draft EIR at 5-49.)**

Geology & Soils:

If developed under the Current General Plan Land Use Alternative, a site-specific geotechnical investigation similar to that prepared for the Project would be required. The JPA would similarly require adherence to that investigation's requirements and recommendations. **(Draft EIR at 5-50.)**

Hazards and Hazardous Materials:

Under either the Current General Plan Land Use Alternative the area(s) affected by demolition and development may be reduced, or could occur in different locations when compared to the Project. Notwithstanding, given that areas of known or suspected contamination occur throughout the subject site, it is anticipated that the scope and types of hazards and contaminants encountered would be similar to the Project; and that similar to the Project, removal and/or remediation of hazards and areas of known or suspected contamination would be required. Like the Project, it is not anticipated that development under either of this Alternative would introduce new potentially significant hazards or sources of hazardous materials, nor otherwise substantively increase exposure to hazardous conditions. **(Draft EIR at 5-52.)**

Hydrology/Water Quality:

Under the Current General Plan Land Use Alternative overall development intensities would be reduced when compared to the Project. Any decrease in overall site development realized under the Current General Plan Land Use Alternative would likely reduce the extent of impermeable surfaces within the subject site, with corollary reductions in developed storm water runoff. All site design, drainage improvements, and facilities construction, to

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include modification of drainage courses, mapping of potential flood hazards, and construction within flood-prone areas would be realized consistent with JPA, Riverside County, and Federal Emergency Management Agency (FEMA) requirements. On this basis, the quality and quantity of drainage discharge resulting from development under either the Current General Plan Land Use Alternative would not be substantively different than discharge quantities and qualities resulting from implementation of the Project. **(Draft EIR at 5-53.)**

Water Supply:

Relative water demands and potential impacts to water supplies under the Current General Plan Land Use Alternative vis-a-vis the Project can be approximated through a comparison of maximum allowable occupiable building area under this scenario. This Alternative would incrementally reduce water demands when compared to the Project. Under this scenario, as with the Project, adequate area-wide supplies would be maintained, even under adverse drought conditions or imposed water restrictions. **(Draft EIR at 5-54 though 55.)**

Cultural Resources:

Under either the Project or the Current General Plan Land Use Alternative, potential impacts to as yet unidentified historical, archaeological, or paleontological cultural resources would be comparable, and less-than-significant as mitigated. Based on an overall reduction in development intensity, the WPA canal could potentially be avoided under the Current General Plan Land Use Alternative, reducing impacts. **(Draft EIR at 5-56.)**

Biological Resources:

Under the Current General Plan Land Use Alternative, mitigation of potential impacts to special status species is appropriately realized pursuant to requirements of the JPA, USFWS, and CDFG, and would be similar to mitigation required under the Project. The Current General Plan Land Use Alternative would also comply with applicable provisions of the JPA Development Code and General Plan, which act to reduce impacts to protected species and their habitats. Under the Current General Plan Land Use Alternative potential impacts to biological resources would be comparable, and less-than-significant as mitigated. **(Draft EIR at 5-57.)**

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Traffic/Transportation:

Under the Current General Plan Land Use Alternative overall traffic generation and associated traffic impacts would likely be reduced when compared to the Project. Overall traffic impacts within the TIA Study Area would likely be reduced, and certain of the traffic improvements or the extent of improvements necessary to support full buildout of the Specific Plan area per the Project may not be required under the Current General Plan Land Use General Alternative. As with the Project, all necessary site-specific traffic improvements, to include road widening/lane reconfiguration and intersection signalization, would be required under the Current General Plan Land Use Alternative. The degree of traffic impacts at Study Area intersections, and the required improvements would likely be reduced under the Current General Plan Land Use Alternative. Significant extra-jurisdictional impacts occurring under the Project Impacts to roadway and freeway segments would not be discernibly different under either of this Alternative. **(Draft EIR at 5-59 though 60.)**

Air Quality:

Under the Current General Plan Land Use Alternative, maximum construction-related emissions from site preparation and grading would be comparable to the Project. The extent and intensity of exceedances may be diminished to the extent that the duration or frequency of site grading in proximity to sensitive receptors can be avoided. Potential contributions to regional air quality-related health effects may be incrementally reduced. In comparison, the Current General Plan Land Use Alternative would realize an estimated 50 to 60 percent reduction in overall development intensity. Therefore operational PM10 LST exceedances under the Current General Plan Land Use Alternative would remain significant. **(Draft EIR at 62 though 64.)**

Noise:

Under the Current General Plan Land Use Alternative, the scope of operational area noise sources would likely to be reduced based on an overall reduction in site development and intensity of activities. Depending on the types and scope of uses implemented under the Current General Plan Land Use Alternative, additional emergency response ambulances and emergency helicopter flights and associated noise may or may not occur. If these activities or functions are proposed, significant operational noise

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impacts would occur as under the Project. As with the Project, other noise impacts would be less-than-significant, or could be mitigated to levels that are less-than-significant. **(Draft EIR at 5-65.)**

Public Services:

The Current General Plan Land Use Alternative (1.64 million square feet of occupiable building area) would result in an estimated 54 percent decrease in developed building area when compared to the Project (3.555 million square feet of occupiable building area). Demand for public services and utilities may be similarly decreased when compared to the Project. Demands for services such as fire protection and police protection services, are addressed in part through the Project's physical design features, (e.g., fire protection systems, security systems), which act to reduce the extent and frequency of fire and police service calls. Further, fees and taxes paid by the Project would provide funds available for the purchase and maintenance of equipment and hiring of personnel commensurate with Project-related demands. These same attributes and requirements would be realized if the subject site were developed under the Current General Plan Land Use Alternative. As with the Project, potential utilities and public services impacts would be less-than-significant. **(Draft EIR at 5-66.)**

Project Objectives:

Under the Current General Plan Land Use Alternative, the majority of the Project Objectives may be realized to some degree. Objectives that would not be achieved, or may be only partially achieved would include:

- Provide for and support reuse of the former March Air Force Base consistent with the vision and intent of the March Air Force Base Master Reuse Plan. Under this Alternative, full buildout would not be achieved, thereby resulting in a limiting of the Master Reuse Plan.

- Foster economic growth and create substantial professional employment opportunities, providing the basis for sustained economic benefit to March, surrounding communities, and encompassing Western Riverside County (would be diminished when compared to the Project). This Alternative would mean less development and building area, resulting in fewer job opportunities in the realm of one half of the economic benefits of the Project.

- Provide high-quality healthcare services to a currently underserved area (would not be achieved, would be diminished when compared to the Project).

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This Alternative would not necessarily develop any comprehensive, consolidated medical facilities, thereby failing to meet this objective.

- To help alleviate a documented healthcare shortage in Western Riverside County (would not be achieved, would be diminished when compared to the Project). This Alternative would not necessarily develop any comprehensive, consolidated medical facilities, thereby failing to meet this objective.

- Consolidate new healthcare services within an exemplary medical campus setting (would not be achieved, would be diminished when compared to the Project). This Alternative would not necessarily develop any comprehensive, consolidated medical facilities, thereby failing to meet this objective.

- Provide the entire continuum of healthcare services from acute care to skilled nursing and hospice (would not be achieved, would be diminished when compared to the Project). This Alternative would not necessarily develop any comprehensive, consolidated medical facilities, thereby failing to meet this objective.

- Take advantage of access provided by available regional and local roadway systems. By limiting buildout and development, the extensive roadway network would not be utilized to its highest available usage.

- Within the context of other Project Objectives, establish an economically viable development (infeasible when compared to the Project). The Project more fully realizes vast economic development and growth, which this Alternative does not. This Alternative results in a significant reduction in comparative reduction in economic benefits. This Alternative would generate roughly one half of the economic benefit of the Project, in terms of generating both jobs and payroll for the region **(Draft EIR at 5-49; 68 though 69.)**

Finding: Based on the entire record before us, this Authority finds that the Current General Plan Land Use Alternative would result in similar impacts as would occur under the Project, and is thus comparable to the Project with respect to the following impacts areas: Hazards and Hazardous Materials; Hydrology and Water Quality; Biological Resources; and Utilities and Pubic Services. This Alternative would reduce the extent of impacts to Land Use, Geology and Soils, Water Supply, and Cultural Resources when compared to the Project. **(Draft EIR at Table 5.2-2.)** While this Alternative would reduce the significant Air Quality and Traffic impacts occurring under the Project, these impacts would nonetheless remain significant. **(Draft EIR at 5-64; 61.)** This Alternative would not fully utilize the subject site as intended by the March Air Force Base Master Use Plan, and would result in a significant comparative reduction in economic benefits from direct jobs created by the Project, the creation of Project construction jobs, and "pass-through" payments from the Project's property tax increment to local agencies.

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(Draft EIR at 5-42.) Assuming economic benefits track proportionately with proposed development intensity, this Alternative would result in an economic benefit of less than one half of the Project. **(Ibid.)** More specifically, this Alternative would generate approximately $1.01 billion, with a total annual payroll of $439.8 million and a total of 7,360 jobs. **(Ibid.)** In comparison, the Project would facilitate a total economic impact of approximately $2.2 billion with the creation of 16,000 jobs and an annual payroll of $956 million. **(Ibid.)** Further, this Alternative would not provide sufficient additional high-quality healthcare services and hospital facilities to meet the existing and projected healthcare needs of residents of southwestern Riverside County, which currently has a demonstrated shortage of hospital beds and physicians. **(Ibid.)** Accordingly, while the Current General Plan Land Use Alternative would result in substantially reduced development intensity and other impacts, this Authority finds that the comparative reduction in development intensity would result in this Alternative not meeting most of the basic Project Objectives, and therefore rejects it as infeasible. **(Draft EIR at 5-40 though 43.)**

3. **Reduced Intensity Specific Plan Alternative.**

The Reduced Intensity Specific Plan Alternative represents the anticipated first 1.4 million square feet increment of development within the Specific Plan area. Under this Alternative, as with the Project, the subject site would be designated as a General Plan "Medical Campus" Land Use, and would be developed under a Specific Plan zoning designation. Under this Alternative, the overall development intensity within the subject site would be reduced from a maximum allowable of 3.555 million square feet of occupiable building area (6.055 million square feet total with supporting facilities such as parking structures and utilities buildings) under the Project, to a maximum building area of approximately 1.4 million square feet (approximately 2.4 million square feet total). It is assumed under the Reduced Intensity Specific Plan Alternative that the medical campus land uses and supporting facilities would be concentrated northerly of Meyer Drive, and would represent ultimate buildout of the Specific Plan. **(Draft EIR at 5-43 though 45.)**

Land Use: Implementation of the Reduced Intensity Alternative would result in development of the Specific Plan area with approximately 1.4 million square feet of building area, an approximately 2.15 million square foot (60 percent) reduction in building area proposed under the Project. Total area of all structures within the subject may be similarly reduced from approximately 6.055 million square feet under the Project to approximately 2.4 million square feet under the Reduced Intensity Alternative. Like the Project, development of the subject site would be guided by, and regulated under an approved Specific Plan. Also like the Project, the Reduced Intensity Alternative would incorporate all discretionary actions and mitigation

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measures necessary to preclude or reduce potential land use impacts. In terms of required discretionary actions, potential land use impacts of the Reduced Intensity Alternatives would be comparable to the Project. Land use and development intensities would be reduced when compared to the Project. **(Draft EIR at 5-50.)**

Geology and Soils:

If developed under the Reduced Intensity Specific Plan Alternative, a site-specific geotechnical investigation similar to that prepared for the Project would be required. The JPA would similarly require adherence to that investigation's requirements and recommendations. **(Draft EIR at 5-50.)**

Hazards and Hazardous Materials:

Under the Reduced Intensity Specific Plan Alternative the area(s) affected by demolition and development may be reduced, or could occur in different locations when compared to the Project. Notwithstanding, given that areas of known or suspected contamination occur throughout the subject site, it is anticipated that the scope and types of hazards and contaminants encountered would be similar to the Project; and that similar to the Project, removal and/or remediation of hazards and areas of known or suspected contamination would be required. Like the Project, it is not anticipated that development under either of this Alternative would introduce new potentially significant hazards or sources of hazardous materials, nor otherwise substantively increase exposure to hazardous conditions. **(Draft EIR at 5-52.)**

Hydrology/Water Quality:

Under the Reduced Intensity Specific Plan Alternative overall development intensities would be reduced when compared to the Project. Any decrease in overall site development realized under the Reduced Intensity Specific Plan Alternative would likely reduce the extent of impermeable surfaces within the subject site, with corollary reductions in developed storm water runoff. All site design, drainage improvements, and facilities construction, to include modification of drainage courses, mapping of potential flood hazards, and construction within flood-prone areas would be realized consistent with JPA, Riverside County, and Federal Emergency Management Agency (FEMA) requirements. On this basis, the quality and quantity of drainage discharge resulting from

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development under either the Reduced Intensity Specific Plan Alternative would not be substantively different than discharge quantities and qualities resulting from implementation of the Project. **(Draft EIR at 5-53.)**

Water Supply:

Relative water demands and potential impacts to water supplies under the Reduced Intensity Specific Plan Alternative vis-a-vis the Project can be approximated through a comparison of maximum allowable occupiable building area under this scenario. This Alternative would incrementally reduce water demands when compared to the Project. Under this scenario, as with the Project, adequate area-wide supplies would be maintained, even under adverse drought conditions or imposed water restrictions. **(Draft EIR at 5-54 though 55.)**

Cultural Resources:

Under either the Project or the Reduced Intensity Specific Plan Alternative, potential impacts to as yet unidentified historical, archaeological, or paleontological cultural resources would be comparable, and less-than-significant as mitigated. Based on an overall reduction in development intensity and the concentration of development northerly of Meyer Drive, the WPA canal could potentially be avoided under the Reduced Intensity Specific Plan Alternative, reducing impacts. **(Draft EIR at 5-56.)**

Biological Resources:

Under the Reduced Intensity Specific Plan Alternative, mitigation of potential impacts to special status species is appropriately realized pursuant to requirements of the JPA, USFWS, and CDFG, and would be similar to mitigation required under the Project. The Reduced Intensity Specific Plan Alternative would also comply with applicable provisions of the JPA Development Code and General Plan, which act to reduce impacts to protected species and their habitats. Under the Reduced Intensity Specific Plan Alternative potential impacts to biological resources would be comparable, and less-than-significant as mitigated. **(Draft EIR at 5-57.)**

Traffic/Transportation:

Under the Reduced Intensity Specific Plan Alternative overall traffic generation and associated traffic impacts would likely be reduced when compared to the Project. Overall traffic impacts within the TIA Study Area would likely be reduced, and certain of the traffic improvements or the extent of improvements necessary to support full

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buildout of the Specific Plan area per the Project may not be required under the Reduced Intensity Specific Plan Alternative. As with the Project, all necessary site-specific traffic improvements, to include road widening/lane reconfiguration and intersection signalization, would be required under the Reduced Intensity Specific Plan Alternative. The degree of traffic impacts at Study Area intersections, and the required improvements would likely be reduced under the Reduced Intensity Specific Plan Alternative. Significant extra-jurisdictional impacts occurring under the Project Impacts to roadway and freeway segments would not be discernibly different under either of this Alternative. **(Draft EIR at 5-59 though 60.)**

Air Quality:

Under the Reduced Intensity Specific Plan Alternative, maximum construction-related emissions from site preparation and grading would be comparable to the Project. The extent and intensity of exceedances may be diminished to the extent that the duration or frequency of site grading in proximity to sensitive receptors can be avoided. Potential contributions to regional air quality-related health effects may be incrementally reduced. In comparison, the Reduced Intensity Specific Plan Alternative would realize an estimated 50 to 60 percent reduction in overall development intensity. Therefore operational PM10 LST exceedances under the Reduced Intensity Specific Plan Alternative would remain significant. **(Draft EIR at 5-62 though 64.)**

Noise:

Under the Reduced Intensity Specific Plan Alternative, the scope of operational area noise sources would likely to be reduced based on an overall reduction in site development and intensity of activities. Under the Reduced Intensity Specific Plan Alternative, the scope of operational area noise sources would likely to be reduced based on an overall reduction in site development and intensity of activities. The reduction in development intensity may also relieve, or reduce the extent of noise mitigation required within the developed Specific Plan area. However, it is anticipated that even at its reduced scope, this Alternative would require and employ emergency ambulance and emergency helicopter operations and facilities, with resultant significant operational noise impacts similar to those occurring under the Project. **(Draft EIR at 5-65.)**

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Public Services: The Reduced Intensity Specific Plan Alternative is anticipated to have similar, though reduced, public service and utilities impacts when compared to the Project. Potential public services and utilities impacts of the Project are less-than-significant. The Reduced Intensity Specific Plan Alternative would further diminish these potential impacts.. **(Draft EIR at 5-66.)**

Project Objectives: The Reduced Intensity Specific Plan Alternative would, to some degree, realize most of the stated Project Objectives. The range of uses, extent of available services, and total capabilities provided would, however likely be reduced commensurate with the overall reduction in development intensity. Objectives that would likely be achieved, but with noted diminished benefits when compared to the Project would include:

- Provide for and support reuse of the former March Air Force Base consistent with the vision and intent of the March Air Force Base Master Reuse Plan. Because development would be less intense, the Air Base would not be utilized to its fullest capacity, thereby failing to meet the full objectives of the Master Reuse Plan.

- Foster economic growth and create substantial professional employment opportunities, providing the basis for sustained economic benefit to March, surrounding communities, and encompassing Western Riverside County (would be diminished when compared to the Project). Because this Alternative would be developed at only 60% of the Project, any economic benefits would be diminished by a parallel 60%.

- Provide high-quality healthcare services to a currently underserved area (would be diminished when compared to the Project). By only developing the area to approximately 40% compared to the Project, the capacity would not be sufficient to meet the area's growing needs.

- To help alleviate a documented healthcare shortage in Western Riverside County (would be diminished when compared to the Project). By only developing the area to approximately 40% compared to the Project, the capacity would not be sufficient to meet the area's growing needs.

- Consolidate new healthcare services within an exemplary medical campus setting (would be diminished when compared to the Project). By only developing the area to approximately 40% compared to the Project, the capacity would not be sufficient to meet the area's growing needs.

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- Provide the entire continuum of healthcare services from acute care to skilled nursing and hospice (would be diminished when compared to the Project). By only developing the area to approximately 40% compared to the Project, the capacity would not be sufficient to meet the area's growing needs.

- Take advantage of access provided by available regional and local roadway systems. With less development intensity, all development would be concentrated northerly of Meyer Drive, thereby only utilizing a fraction of the fully developed roadway and highway systems in the area.

- Within the context of other Project Objectives, establish an economically viable development (infeasible when compared to the Project). With only approximately 40% of the development intensity of the Project, there would be an approximate 60% reduction in the Project's economic benefits, with only $0.9 billion in overall economic impact, and generating only 6,400 jobs and a total payroll of only $382.4 million. **(Draft EIR at 5-44; 70.)**

Finding: Based on the entire record before us, this Authority finds that while the Reduced Intensity Specific Plan Alternative would diminish the extent of significant traffic, air quality, and noise impacts otherwise occurring under the Project, these impacts would remain significant. Further, while this Alternative would result in reduced development intensities and reduced impacts to Water Supply and Cultural Resources, this Alternative would substantively reduce attainment of the Project's healthcare objectives; would maintain or proportionately increase infrastructure development costs with little or no infrastructure environmental benefits; would substantially reduce overall economic benefit to the region; would decrease tax increment revenue; and would curtail job creation. Accordingly, this Authority finds that the Reduced Intensity Specific Plan Alternative is not feasible, and therefore rejects it. **(Draft EIR at 5-43 though 45.)**

4. **Environmentally Superior Alternative.**

The State CEQA Guidelines require that the environmentally superior alternative (other than the No Project Alternative) be identified among the Project and other Alternatives considered in an EIR. (State CEQA Guidelines, § 15126.6(e).) The "No Project" Alternative is the environmentally superior alternative. However, based on estimated reductions in traffic generation, air pollutant emissions, noise generation, and potential avoidance of historical resources, the Reduced Intensity Specific Plan Alternative would result in the greatest reduction in environmental effects when compared to the Project. **(Draft EIR at 1-26 though 27.)** The Reduced Intensity Specific Plan Alternative would also, to a limited degree, realize attainment of the basic Project Objectives. On this basis, and for the purposes of CEQA and the EIR Alternative Analysis, the Reduced Intensity Specific Plan Alternative is identified as the environmentally superior alternative. **(Draft EIR at 5-45 though 66.)**

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Notwithstanding, the range of uses, extent of available services, and total capabilities of development would be substantively reduced under the Reduced Intensity Specific Plan Alternative. **(Draft EIR at 1-26 through 27.)** The resulting effective realization of the Project Objectives, to include previously discussed substantive reduction in economic benefits to the JPA and region, and limited provision of medical services in light of current and projected needs for hospital beds and physicians, would act to substantially reduce or negate feasibility of this Alternative. Further, the reduction in scope under the Reduced Intensity Alternative would not provide sufficient economic benefits to the region relative to the costs of development, and would likely not be pursued. Moreover, any economic benefits realized would be significantly reduced when compared to the Project, as described above. With respect to socioeconomics, the Project, development under the Current General Plan Land Use Alternative, or under the Reduced Intensity Specific Plan Alternative would each have beneficial effects for the area. Development of the Project or any of the Alternatives would act to support the Base Master Reuse Plan. **(Draft EIR at 5-67 though 71.)**

F. **Resolution Adopting a Statement of Overriding Considerations.**

State CEQA Guidelines section 15093, subdivision (a) requires "the decision-making agency to balance, as applicable, the economic, legal, social, technological, or other benefits of a proposed project against its unavoidable environmental risks when determining whether to approve the project." Further, State CEQA Guidelines section 15093, subdivision (b) requires that "[w]hen the lead agency approves a project which will result in the occurrence of significant effects which are identified in the final EIR but are not avoided or substantially lessened, the agency shall state in writing the specific reasons to support its action based on the final EIR and/or other information in the record."

The March Joint Powers Authority adopts this Statement of Overriding Considerations with respect to the significant unavoidable impacts associated with adoption of the Project as addressed in the EIR, specifically:

1) Traffic;
2) Air Quality;
3) Cultural Resources; and
4) Noise Impacts.

This section of the findings specifically addresses the requirement of Section 15093 of the State CEQA Guidelines, which requires the lead agency to balance the benefits of a proposed project against its unavoidable significant impacts, and to determine whether the impacts are acceptably overridden by the Project benefits. If the Authority finds that the previously stated major project benefits outweigh the unavoidable significant adverse environmental impacts noted above, the Authority may, nonetheless, approve the Project. Each of the separate benefits are hereby determined to be, in itself, and independent of other Project benefits, a basis for overriding all unavoidable environmental impacts identified in the EIR and these findings.

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The Authority's findings set forth in the preceding sections identified all of the adverse environmental impacts and feasible mitigation measures which can reduce impacts to less than significant levels where feasible, or to the lowest feasible levels where significant impacts remain. The findings have also analyzed three alternatives to determine whether there are reasonable or feasible alternatives to the proposed action, or whether they might reduce or eliminate the significant adverse impacts of the Project. The EIR presents evidence that implementing the development of the Project will cause significant adverse impacts which cannot be substantially mitigated to non-significant levels. These significant impacts have been outlined above and this Authority makes the following finding:

Finding: Having considered the unavoidable adverse impacts of the Project, this Authority hereby determines that all feasible mitigation has been adopted to reduce or avoid the potentially significant impacts identified in the EIR, and that no additional feasible mitigation is available to further reduce significant impacts. Further, this Authority finds that economic, social and other considerations of the Project outweigh the unavoidable adverse impacts described above. The reason for accepting these remaining unmitigated impacts are described below. In making this finding, this Authority has balanced the benefits of the Project against its unavoidable environmental impacts and has indicated its willingness to accept those effects.

The Authority further finds that the Project's benefits are substantial and override each unavoidable impact of the Project as follows:

1. **Findings Related to Traffic Impacts.**

a. Increased Traffic.

There is no feasible mitigation that would reduce the significant traffic impacts at the twenty intersections, eighteen roadway segments, and five freeway segments in the Project vicinity. **(Draft EIR at 5-75 through 77.)** Although the Project will contribute its fair share of TUMF fees, most of the necessary roadway improvements are within the jurisdiction and authority of other agencies, and cannot be legally or feasibly implemented by the March JPA. **(Draft EIR, Section 4.8.)** No mechanism currently exists to allow the Project to make fair share payments to the Cities of Moreno Valley or Riverside for impacts occurring within those cities' jurisdictions, and there are no existing measures or mechanisms that would otherwise facilitate the extra-jurisdictional sharing of impact fees collected by the March JPA. **(Ibid.)** Thus, impacts will remain significant even with imposition of suggested mitigation measures. **(Draft EIR at Table 4.8-9.)** However, benefits obtained from the Project are sufficient to justify approval of the Project. These impacts are overridden by the Project benefits described below.

b. Cumulative Impacts.

Development of the Project will contribute incrementally to Traffic and Circulation impacts that are cumulatively considerable, significant, and unavoidable when considered within the context of traffic that will be generated by other known or probable developments, as

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discussed above. **(Draft EIR at 5-18-25.)** This is a cumulatively considerable impact that cannot be mitigated to a less-than-significant level. **(Draft EIR at 5-25.)** However, benefits obtained from the Project are sufficient to justify approval of the Project. These impacts are overridden by Project benefits described below.

2. **Findings Related to Air Quality Impacts.**

a. Construction and Operational Emissions.

Project construction activities (site preparation and grading) will result in temporary PM_{10} emissions that would exceed applicable SCAQMD localized significance thresholds (LSTs). **(Draft EIR at 5-77.)** No feasible mitigation measures are available which would reduce these impacts to levels that are less-than-significant. **(Ibid.)**

Project operations will cause long-term increases in CO, NOx, ROG, PM_{10} and $PM_{2.5}$ emissions levels exceeding applicable SCAQMD regional thresholds. **(Draft EIR at 5-78.)** Under Project Buildout, operations will cause long-term increases localized PM_{10} emissions concentrations that would exceed applicable LSTs. **(Ibid.)** No feasible mitigation measures are available which would reduce these impacts to levels that are less-than-significant. **(Ibid.)** On this basis, Project CO, NOx, ROG, PM_{10} and $PM_{2.5}$ operational pollutant emissions impacts are individually and cumulatively significant. **(Ibid.)** These impacts will occur despite the imposition of the best available control technology and emission reducing measures identified in the EIR. **(Ibid.)** Accordingly, impacts will remain significant even with imposition of suggested mitigation measures. **(Ibid.)** However, benefits obtained from the Project are sufficient to justify approval of the Project. These impacts are overridden by Project benefits described below.

b. Cumulative Impacts.

Development of the Project will have significant and unavoidable impacts to air quality long-term operational impacts as discussed above. The Project lies within a non-attainment area for PM_{10}, $PM_{2.5}$, and ozone (ROG and NOx are ozone precursors). **(Ibid.)** Project construction PM_{10} emissions LST exceedances, operational PM_{10} emissions LST exceedances, and regional threshold exceedances for NOx, ROG, PM_{10}, and $PM_{2.5}$ emissions will therefore result in a cumulatively considerable net increase in criteria pollutants (ozone, PM_{10}, and $PM_{2.5}$) for which the Project region is non-attainment. **(Ibid.)** These are cumulatively significant air quality impacts. The Project is considered to be inconsistent with the AQMP based on the above-noted exceedances and the Project's development intensity, which is greater than that currently reflected in the AQMP. These are cumulatively considerable air quality impacts that cannot be mitigated to a less-than-significant level. **(Ibid.)** However, benefits obtained from the Project are sufficient to justify approval of the Project. These impacts are overridden by Project benefits described below.

3. **Findings Related to Cultural Resources Impacts.**

Implementation of the Project will necessitate demolition of a segment of a Works Progress Administration (WPA) canal traversing a portion of the Project site. As one of the few

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remaining examples of substantially intact WPA construction within the Base, the WPA canal is considered to be an important historical resource. **(Draft EIR at 5-78.)** The WPA canal will unavoidably be demolished to allow for implementation of the Project. **(Draft EIR at 5-79.)** Additionally, the loss of this historic resource is considered cumulatively considerable as well. **(Draft EIR at 5-15.)** Mitigation included in the EIR provides for recordation and documentation of the affected WPA canal. Notwithstanding, demolition of the WPA canal is recognized as a significant historical resources impact, which will remain significant even with imposition of suggested mitigation measures. **(Draft EIR at 5-79.)** However, benefits obtained from the Project are sufficient to justify approval of the Project. These impacts are overridden by Project benefits described below.

4. **Findings Related to Noise Impacts.**

Over the life of the Project, infrequent but high intensity noise generating events (emergency response ambulance sirens and emergency helicopter flight operations) will occur. **(Draft EIR at 5-78.)** These noise impacts cannot be fully mitigated to levels that would not result in disturbances at sensitive receptors, and are therefore considered individually and cumulatively significant. **(Ibid.)** Additionally, infrequent, but high intensity noise generated by emergency operations will remain cumulatively considerable, even with mitigation. **(Draft EIR at 5-33.)** However, benefits obtained from the Project are sufficient to justify approval of the Project. These impacts are overridden by Project benefits described below.

G. **Resolution Regarding Project Benefits and Overriding Considerations**

As the CEQA Lead Agency for the proposed action, the March Joint Powers Authority has reviewed the Project description and the alternatives presented in the EIR, and fully understands the Project and Project alternatives proposed for development. Further, this Authority finds that all potential adverse environmental impacts and all feasible mitigation measures to reduce the impacts from the project have been identified in the Draft EIR, the Final EIR and public testimony. **(Draft EIR at 1-11-78.)** This Authority also finds that a reasonable range of alternatives was considered in the EIR and this document, and finds that these alternatives are infeasible. **(Draft EIR5-38-72.)**

This Authority has identified economic and social benefits and important policy objectives, which result from implementing the Project. **(Draft EIR at 3-32.)** The Authority has balanced these substantial social and economic benefits against the unavoidable significant adverse effects of the Project. Given the substantial social and economic benefits that will result from the Project, the Authority finds that the benefits identified herein override the unavoidable environmental effects.

California Public Resources Code 21002 provides: "In the event specific economic, social and other conditions make infeasible such Project alternatives or such mitigation measures, individual projects can be approved in spite of one or more significant effects thereof." Section 21002.1(c) provides: "In the event that economic, social, or other conditions make it infeasible to mitigate one or more significant effects of a project on the environment, the project

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may nonetheless be approved or carried out at the discretion of a public agency..." Finally, State CEQA Guidelines Section 15093 (a) states: "If the benefits of a proposed project outweigh the unavoidable adverse environmental effects, the adverse environmental effects may be considered 'acceptable.'"

Despite the unavoidable environmental impacts outlined above with regard to traffic, air quality, cultural resources and noise impacts, the Authority finds that the Project would accomplish the following objectives:

- Provide for and support reuse of the former March Air Force Base consistent with the vision and intent of the March Air Force Base Master Reuse Plan. **(Draft EIR at 3-5 through 7.)**

- Foster economic growth and create substantial professional employment opportunities, providing the basis for sustained economic benefit to MARB, surrounding communities, and encompassing Western Riverside County. **(Draft EIR at 3-5 through 6.)**

- Provide high-quality healthcare services to a currently underserved area. **(Draft EIR at 3-5 through 7.)**

- To help alleviate a documented healthcare shortage in Western Riverside County. **(Draft EIR at 3-5.)**

- Consolidate new healthcare services within an exemplary medical campus setting. **(Draft EIR at 3-5 through 10.)**

- Provide the entire continuum of healthcare services from acute care to skilled nursing and hospice. **(Draft EIR at 3-5.)**

- Take advantage of access provided by available regional and local roadway systems. **(Draft EIR at 3-18.)**

- Within the context of other Project Objectives, establish an economically viable development. **(Draft EIR at 3-5 through 7.)**

- This Authority finds that the Project will result in the creation of approximately 16,000 jobs (9,500 on site, 6,500 off-site), adding total direct and indirect annual payroll benefits of $956 million dollars; with $1.3 billion in local value added through direct, indirect and induced economic activity as discussed more fully below. **(Draft EIR Appendix L; Economic & Fiscal Impact Analysis at 2-3).** In addition, the Project will help alleviate a documented healthcare shortage in Western Riverside County by meeting current and projected needs for hospital beds and physicians.

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- Riverside County currently has a shortage of hospital beds, at 1.47 per 1,000 people, compared to the national average of 2.70 beds per 1,000 people, and the California rate of 2.2 beds per 1,000 people. It is projected that the Project service area will have a need for over 1,214 beds by 2013, of which the Project would provide approximately 550 beds. **(Draft EIR Appendix L; March Hospital Bed Need Analysis, at 29).** In addition, the service area is dramatically underserved from a physician supply standpoint, with an estimated current shortage of at least 427 physicians based on an assessment of 28 major specialties. The physician shortage in the service area, based on estimated population and current physician supply is projected to grow from 427 (current) to 617 in 2015 and 765 by 2020 (assuming physician supply stays constant). **(Draft EIR Appendix L; Physician Ratio Summary Report at 4).**

- The net fiscal benefit to the March JPA from the Project would be approximately $17.4 million per year. The net fiscal benefit to the County of Riverside would be approximately $2.0 million per year. The net fiscal benefit to the City of Moreno Valley would be approximately $159,000 per year. In addition to the benefits to these three entities, a number of agencies (mostly school and water districts) would receive annual "pass-through" payments from the Project's property tax increment. These pass-through payments would collectively total approximately $3.62 million per year. **(Draft EIR Appendix L; Economic & Fiscal Impact Analysis at 2-1).**

- During its construction phase, the Project would directly generate more than $1.7 billion in total economic activity, result in more than $860 million in local value added, and create approximately 11,600 (one-year) jobs. In addition to its direct impacts, the indirect/induced impacts during Project construction would include over $1.2 billion in total economic activity, approximately $680 million in local value added, and more than 8,000 (one-year) jobs. During its construction phase the Project is projected to generate a grand total of approximately $3.0 billion in total industry output, $1.5 billion in local value added, and more than 19,700 jobs through direct, indirect and induced economic activity. The payroll and benefits associated with these jobs would total approximately $1.2 billion. Approximately 55% of the construction-phase impacts are projected to occur in Riverside County and 45% are projected to occur in San Bernardino County. **(Draft EIR Appendix L; Economic & Fiscal Impact Analysis at 2-2).**

VI. RESOLUTION CERTIFYING THE EIR

Based on the entire record before the March Joint Powers Authority, the March Joint Powers Commission finds that (1) the Final EIR is an accurate and objective statement that has been completed in compliance with CEQA, the State CEQA Guidelines, and the Authority's

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local CEQA Guidelines; (2) the Final EIR was presented to the March Joint Powers Commission and the March Joint Powers Commission reviewed and considered the information contained in the Final EIR prior to approving the Project; and (3) the Final EIR reflects the March Joint Powers Commission's independent judgment and analysis.

The March Joint Powers Commission declares that no evidence of new significant impacts as defined by State CEQA Guidelines section 15088.5 have been received by the March Joint Powers Authority after the circulation of the Draft EIR. Accordingly, recirculation of the EIR is not required prior to the Commission's certification of the EIR.

The March Joint Powers Authority certifies the EIR based on the following findings and conclusions:

1. **Findings**. The following unavoidable significant environmental impacts have been identified in the EIR and will require mitigation as set forth in Section V(C) of this document but cannot be mitigated to a level of less than significant: Cultural Resources; Traffic and Circulation; Air Quality; and Noise. As to these significant impacts, there are no feasible mitigation measures available that would reduce these impacts to a less than significant level.

2. **Conclusions.**

   a. All significant environmental impacts from the implementation of the Project have been identified in the EIR and, with implementation of the mitigation measures identified, will be mitigated to a level of less than significant, except for impacts to cultural resources, traffic and circulation, air quality, and noise.

   b. Other reasonable alternatives to the Project that could achieve the basic objectives of the Project have been considered and found to be infeasible. Accordingly, these alternatives are rejected in favor of the Project.

   c. Environmental, economic, social and other considerations and benefits derived from the development of the Project override any alternatives to the Project or further mitigation measures beyond those incorporated into the Project.

VII. RESOLUTION ADOPTING OF A MITIGATION, MONITORING AND REPORTING PLAN FOR THE CEQA MITIGATION MEASURES

Section 21081.6 of the Public Resources Code requires this Authority to adopt a mitigation, monitoring or reporting program (MMRP) regarding the changes in the Project. The MMRP is adopted because it fulfills the CEQA mitigation monitoring requirements:

a) The MMRP will ensure compliance with the mitigation measures imposed on the Project during Project implementation; and

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b) Measures to mitigate or avoid significant effects on the environment are fully enforceable through permit conditions, reference agreements or other measures.

The MMRP is attached to this Resolution as Exhibit "B". In the event of inconsistencies between the mitigation measures as set forth herein and the MMRP, the MMRP shall control.

VIII. RESOLUTION APPROVING THE PROJECT

Based on the entire record before the March Joint Powers Commission, including the Findings and Statement of Overriding Considerations and all written and oral evidence presented, the March Joint Powers Commission hereby approves the Project with all the mitigation measures and the Mitigation Monitoring and Reporting Program, as set forth in this Resolution.

IX. RESOLUTION REGARDING STAFF DIRECTION

A Notice of Determination shall be filed with the Riverside County Clerk and the California Office of Planning and Research within five (5) working days of final Project approval.

X. RESOLUTION REGARDING CONTENTS AND CUSTODIAN OF RECORD

The documents and materials that constitute the record of proceedings on which these findings have been based are located at the March Joint Powers Authority, 23555 Meyer Drive, Riverside, CA 92518. The custodian for these records is the Authority's Planning Department. This information is provided in compliance with Public Resources Code section 21081.6.

APPROVED AND ADOPTED, by the members of the March Joint Powers Commission of the March Joint Powers Authority this 18th day of November, 2009.

Raul Mark Yarbrough, Chairman, March Joint Powers Commission

I, Carey Allen, Clerk of the March Joint Powers Commission of the March Joint Powers Authority, do hereby certify that the foregoing Resolution #JPA 09-32 was duly and regularly introduced at a regular meeting of the March Joint Powers Commission of the March Joint Powers Authority and was passed and adopted by the March Joint Powers Commission of the March Joint Powers Authority at a regular meeting thereof held on the 18th day of November, 2009, and the foregoing is a full, true, and correct copy of said Resolution, and it has not been amended or repealed.

Ayes:	Busch, Batey, Melendrez (2 votes), Ashley (2 votes), Stewart, Yarbrough
Noes:	None
Abstain:	None
Absent:	None

Date: November 18, 2009

Carey Allen, Clerk, March Joint Powers Commission

ATTACHMENT "A"

PROJECT SITE LEGAL DESCRIPTION

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EXHIBIT A

Specific Plan Area
LEGAL DESCRIPTION

Those portions of Lots 1 and 8 in Block 262, and Lots 1 through 8, inclusive, in Block 261, and Lots 1 through 8, inclusive, in Block 280, and Lots 1 through 8, inclusive, in Block 281 of Map No. 1 of Bear Valley and Alessandro Development Co., as shown by map on file in Book 11 of Maps at page 10, thereof, Records of San Bernardino County, California, lying in Sections 13 and 24, Township 3 South, Range 4 West, San Bernardino Meridian, described as follows:

BEGINNING at the intersection of the centerline of Cactus Avenue with the centerline of Heacock Street, as shown on Record of Survey on file in Book 124 of Records of Survey at pages 69 through 81, inclusive thereof, Records of Riverside County, California, said centerline of Heacock Street being the easterly line of said Blocks 261 and 280;

Thence South 00°26'00" West along said centerline of Heacock Street, a distance of 2640.56 feet to a point of intersection with the centerline of John F. Kennedy Drive, also being the intersection of the westerly line of Block 144 of said Map No. 1 of Bear Valley and Alessandro Development Co., with said centerline of John F. Kennedy Drive as shown on Tract No. 19711 on file in Book 182 of Maps at pages 38 through 42, inclusive thereof, Records of Riverside County, California;

Thence South 00°26'44" West along said centerline of Heacock Street as shown on said map of Bear Valley and Alessandro Development Co., a distance of 27.35 feet to a point of intersection with the easterly prolongation of the northerly line of Parcel 5 of Record of Survey on file in Book 121 of Records of Survey at pages 83 through 90, inclusive thereof, Records of Riverside County, California, said centerline of Heacock Street also being the easterly line of said Block 281;

Thence along the boundary line of said Parcel 5 the following 15 courses and distances:

1) North 89°31'57" West, a distance of 858.46 feet to the beginning of a tangent curve, concave to the southeast, having a radius of 100.00 feet;

2) Westerly, southwesterly and southerly along said curve, to the left, through a central angle of 90°01'04", an arc distance of 157.11 feet;

3) South 00°26'59" West, a distance of 71.74 feet to the beginning of a tangent curve, concave to the west, having a radius of 75.00 feet;

4) Southerly along said curve, to the right, through a central angle of 6°50'44", an arc distance of 8.96 feet;

5) South 07°17'43" West, a distance of 92.07 feet to the beginning of a tangent curve, concave to the east, having a radius of 75.00 feet;

6) Southerly along said curve, to the left, through a central angle of 6°50'44", an arc distance of 8.96 feet;

7) South 00°26'59" West, a distance of 569.36 feet

8) South 89°33'04" East, a distance of 5.00 feet to the beginning of a non-tangent curve, concave to the southeast, having a radius of 15.00 feet, the radial line from said point bears South 89°33'00" East;

9) Northerly, northeasterly and easterly along said curve, to the right, through a central angle of 89°59'59", an arc distance of 23.56 feet;

10) South 89°33'01" East, a distance of 304.00 feet to the beginning of a tangent curve, concave to the northwest, having a radius of 55.00 feet;

11) Easterly, northeasterly and northerly along said curve, to the left, through a central angle of 85°54'07", an arc distance of 82.46 feet;

12) South 89°33'01" East, a distance of 252.14 feet;

13) North 00°26'59" East, a distance of 160.23 feet;

14) South 89°33'01" East, a distance of 183.68 feet;

15) North 62°09'21" East, a distance of 177.05 feet to the southeasterly corner of said Parcel 5, said corner being on said centerline of Heacock Street;

Thence South 00°26'44" West along said centerline, a distance of 477.28 feet;

Thence North 89°33'16" West, a distance of 29.79 feet to point on the easterly boundary line of that certain parcel of land conveyed to the March Joint Powers Authority described as Parcel K-5D-B1050 on Quitclaim Deed recorded November 05, 2007 as Document No. 2007-0674220, Official Records of Riverside County, California;

Thence along said boundary line the following four (4) courses and distances:

1) North 47°27'01" West, a distance of 88.70 feet;

2) North 65°55'13" West, a distance of 206.58 feet;

3) South 00°24'35" East, a distance of 446.13 feet;

4) North 89°37'53" West, a distance of 324.93 feet to a point on intersection with the northerly prolongation of the easterly line of that certain parcel of land so conveyed to the March Joint Powers Authority described as Parcel K-5D-B1054 in said Quitclaim Deed recorded November 05, 2007;

Thence South 00°06'18" East along said northerly prolongation and along said easterly line, a distance of 368.40 feet to the southeast corner of said parcel so conveyed;

Thence South 89°59'43" West along the southerly line of said parcel and along the westerly prolongation thereof, a distance of 398.05 feet to a point on the centerline of 6th

Street as described in said Quitclaim Deed recorded November 05, 2007 as Parcel "N Street and Vicinity Roads";

Thence South 00°27'53" West along said centerline, a distance of 87.88 feet to a point on intersection with the easterly prolongation of the southerly line of Parcel K-5D-B940 of said Quitclaim Deed;

Thence South 88°31'23" West along said easterly prolongation and along said southerly line, a distance of 380.56 feet to the southwest corner of said parcel;

Thence South 89°27'26" West, a distance of 40.00 feet to the southeast corner of Parcel K-5D-B942b of said Quitclaim Deed;

Thence North 89°33'19" West along the southerly line of said parcel, a distance of 359.99 feet to the southwest corner thereof;

Thence North 89°30'53" West, a distance of 19.98 feet to a point on the centerline of 4th Street as described in said Quitclaim Deed recorded November 05, 2007 as Parcel "N Street and Vicinity Roads";

Thence North 00°27'45" East along said centerline, a distance of 470.09 feet to a point on the most southerly line ("N" Street) of that certain parcel of land conveyed to the March Joint Powers Authority described as "4th Street South and vicinity streets" on Quitclaim Deed recorded September 21, 2007 as Document No. 2007-0594725, Official Records of Riverside County, California;

Thence North 89°36'57" West along said southerly line, a distance of 867.69 feet to a point on the westerly line of that certain parcel of land conveyed to Th e March Joint Powers Authority described as "Riverside Drive" on Quitclaim Deed recorded June 27, 2007 as Document No. 2007-0416182, Official Records of Riverside County, California;

Thence along said westerly line of parcel so conveyed the following five (5) courses and distances:

1) North 00°25'58" East, a distance of 1292.52 feet

2) North 01°07'52" West, a distance of 111.70 feet;

3) North 00°42'13" East, a distance of 738.58 feet;

4) South 89°17'47" East, a distance of 7.67 feet;

5) North 00°13'55" East, a distance of 489.86 feet to the southeasterly corner of that certain parcel of land conveyed to the March Joint Powers Authority described as "Castle Street" in said Quitclaim Deed recorded September 21, 2007 as Document No. 2007-0594725, said point being the beginning of a non-tangent curve concave to the southwest having a radius of 45.00 feet, the radial line from said point bears South 89°47'49" West;

Thence northerly, northwesterly and westerly along the southerly line of said parcel so conveyed and along said curve, to the left, through a central angle of 89°20'52", an arc distance of 70.18 feet;

Thence North 89°05'07" West along said southerly line, a distance of 358.82 feet to a point of intersection with the southerly prolongation of the easterly line of San Bernardino National Forest Parcel "C – 1" as shown on said Record of Survey on file in Book 121 of Records of Survey at pages 83 through 90, inclusive thereof, Records of Riverside County, California;

Thence North 00°33'08" East along said southerly prolongation and along said easterly line, a distance of 1311.87 feet to a point on the northerly line of March Air Reserve Base as shown on said Record of Survey;

Thence South 89°33'32" East along said northerly line, a distance of 420.28 feet;

Thence continuing along said northerly line South 89°34'42" East, a distance of 2640.23 feet to the POINT OF BEGINNING.

EXCEPTING THEREFROM Parcel 3 of said Record of Survey file in Book 121 of Records of Survey at pages 83 through 90, inclusive thereof, Records of Riverside County, California.

Containing 236.9 acres, more or less.

ATTACHMENT "B"

MITIGATION, MONITORING AND REPORTING PLAN (MMRP)

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4.0 MITIGATION MONITORING PLAN

4.1 INTRODUCTION

To ensure that the mitigation measures contained in this EIR are properly implemented, a monitoring program has been developed pursuant to State law. This Mitigation Monitoring Plan (MMP) identifies measures incorporated in the Project which reduce its potential environmental effects; the entities responsible for implementation and monitoring of mitigation measures; and the appropriate timing for implementation of mitigation measures. As described in *CEQA* § 15097, this MMP employs both reporting on, and monitoring of, Project mitigation measures.

The objectives of the MMP are to:

- Assign responsibility for, and ensure proper implementation of mitigation measures;
- Assign responsibility for, and provide for monitoring and reporting of compliance with mitigation measures;
- Provide the mechanism to identify areas of noncompliance and need for enforcement action before irreversible environmental damage occurs.

Mitigation monitoring and reporting procedures incorporated in the Project are presented in the following Section 4.2. Specific mitigation measures incorporated in the Project, mitigation timing, and implementation and reporting/monitoring responsibilities are presented within this Section at Table 4.2-1.

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4.2 MITIGATION MONITORING AND REPORTING

Mitigation Monitoring and Responsibilities

As the Lead Agency, the March Joint Powers Authority (JPA) is responsible for ensuring full compliance with the mitigation measures adopted for the proposed Project. The JPA will monitor and report on all mitigation activities. Mitigation measures will be implemented at different stages of development throughout the Project area. In this regard, the responsibilities for implementation have been assigned to the Applicant, Developer, Contractor, or combination thereof.

For the purposes of this MMP, the Applicant is the master developer and as such, measures assigned to the Applicant involve master planning issues and/or backbone infrastructure. Responsibility for design and implementation of individual development sites throughout the Specific Plan area have been assigned to the Developer. Finally, measures assigned to the Contractor refer to the actual contractor managing the construction of each development site.

If during the course of Project implementation, any of the mitigation measures identified herein cannot be successfully implemented, the JPA shall be immediately informed, and the JPA will then inform any affected responsible agencies. The JPA in conjunction with any affected responsible agencies will then determine if modification to the Project is required and/or whether alternative mitigation is appropriate.

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Table 4.2-1
March Lifecare Campus Specific Plan
Mitigation Monitoring Plan

Mitigation Measures	Mitigation Timing	Responsible/ Reporting Entity	Monitoring Agency	Method of Assurance
4.1 Land Use				
4.1.1 *All Radio Frequency generating equipment and band frequencies used for any of the Project facilities shall be reviewed and approved by the MARB communications squadron and Defense Media Center (DMC) Engineering Directorate.*	Prior to Project approval	Site Developer	March JPA; MARB communications squadron; DMC Engineering Directorate	As part of the project approval process the applicant shall provide a letter of assurance from MARB and DMC to the MJPA, that said mitigation measure has been complied with.
4.1.2 *Project site plans, facilities designs, and operations shall be designed to ensure that structures are not proposed in areas or locations or at heights that would result in interference with DMC and MARB communications or impair DMC and MARB security, and similarly, that Project operations are not proposed in areas or locations that result in interference with DMC communications. To this end, Project site plans, facilities designs, and operations, to specifically include any proposed parking structures in areas adjacent to the DMC, use of exterior reflective materials, and helicopter operations and flight paths, shall be coordinated the Defense Media Center (DMC) Engineering Directorate, as well as the March Air Reserve Base (MARB).*	Prior to Project approval	Master and Site Developer	March JPA; DMC Engineering Directorate	As part of the project approval process the applicant shall provide a letter of assurance from MARB and DMC to the MJPA, that said mitigation measure has been complied with.

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Table 4.2-1
March Lifecare Campus Specific Plan
Mitigation Monitoring Plan

Mitigation Measures	Mitigation Timing	Responsible/ Reporting Entity	Monitoring Agency	Method of Assurance
4.1 Land Use (cont'd)				
4.1.3 *All exterior lighting shall be downward directed, or shall be otherwise designed and oriented to prevent light overspill.*	Prior to Project approval	Master and Site Developer	March JPA	Design submittal. Provide copies of project lighting drawings to document the location and type of fixtures proposed. General notes on building plans shall identify compliance requirements for on-site lighting under Section 4.9.9 of the SP. Photometrics to confirm compliance with measure, prior to building permit issuance.
4.2 Geology and Soils				
4.2.1 *Performance standards and requirements established within the Project Geotechnical Investigation which address exposure of people or structures to potentially substantial adverse effects of strong seismic ground shaking or seismic-related ground failure (including liquefaction) shall be incorporated into Project site design and construction plans. A qualified geotechnical engineer shall be retained on-site to ensure that Project implementation is realized consistent with specifications and requirements identified in the Project Geotechnical Investigation.*	Prior to Project approval and Issuance of Building Permit	Site Developer	March JPA	As part of the project approval process the applicant shall provide the MJPA with the assurance that proposed project is consistent with the SP Geotechnical Investigation. Otherwise, additional geotechnical study will be required. Prior to the issuance of building permits the applicant shall show compliance with approved Geotechnical Investigation.

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Table 4.2-1
March Lifecare Campus Specific Plan
Mitigation Monitoring Plan

Mitigation Measures	Mitigation Timing	Responsible/ Reporting Entity	Monitoring Agency	Method of Assurance
4.2 Geology and Soils (cont'd)				
4.2.2 *The recommendations, performance standards, and requirements established within the Project Geotechnical Investigation which address potential location on a geologic unit or soil that is unstable, or that would become unstable as a result of the Project shall be incorporated into Project site design and construction plans. A qualified geotechnical engineer shall be retained on-site to ensure that Project implementation is realized consistent with specifications and requirements identified in the Project Geotechnical Investigation.*	Prior to Project approval and Issuance of Building Permit	Site Developer	March JPA	As part of the project approval process the applicant shall provide the MJPA with the assurance that proposed project is consistent with the SP Geotechnical Investigation. Otherwise, additional geotechnical study will be required. Prior to the issuance of building permits the applicant shall show compliance with approved Geotechnical Investigation.
4.2.3 *The recommendations, performance standards and requirements established within the Project Geotechnical Investigation which address location on potentially expansive soils shall be incorporated into Project site design and construction plans. Section 2.0 of the Specific Plan Geotechnical Study states that in the event changes occur in the nature or design of the project, further geotechnical analysis will be required, As such, subsequent projects shall be reviewed by the March JPA for consistency with geotechnical findings. Further analysis will be required for implementing projects as needed.*	Prior to Project approval	Master or Site Developer	March JPA	The recommendations, performance standards and requirements established within the Project Geotechnical Investigation which address location on potentially expansive soils shall be incorporated into Project site design and construction plans.

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Table 4.2-1
March Lifecare Campus Specific Plan
Mitigation Monitoring Plan

Mitigation Measures	Mitigation Timing	Responsible/ Reporting Entity	Monitoring Agency	Method of Assurance
4.2 Geology and Soils (cont'd)				
4.2.4 Prior to a building permit issuance, a qualified geotechnical engineer shall be retained on-site to ensure that Project implementation is realized consistent with specifications and requirements outlined in a previously approved Geotechnical Investigation Study.	Prior to Building Permit Issuance	Contractor	March JPA	Contractor shall provide the MJPA with an executed agreement with a qualified geotechnical engineer for services necessary to meet this requirement.
4.3 Hazards and Hazardous Materials				
4.3.1 Prior to project approval, any necessary Phase I assessments of buildings affected by demolition/construction activities, shall be prepared and submitted to the March JPA. Prior to demolition/building permit issuance, documented resolution of all issues and concerns, to include compliance with applicable state and local regulations, and any environmental restrictions, shall be submitted to the March JPA. Resolution actions shall include, as applicable, completion of any necessary Phase II Assessments.	Prior to Project approval and/or demolition permit issuance	Master or Site Developer	March JPA	Developer shall submit documented resolution of all issues and concerns, to include compliance with applicable state and local regulations, and any environmental restrictions, shall be submitted to the March JPA. Resolution actions shall include, as applicable, completion of any necessary Phase II Assessments.

Table 4.2-1
March Lifecare Campus Specific Plan
Mitigation Monitoring Plan

Mitigation Measures	Mitigation Timing	Responsible/ Reporting Entity	Monitoring Agency	Method of Assurance
4.3 Hazards and Hazardous Materials (cont'd)				
4.3.2 *Soil testing for potential PCE vapor intrusion shall be performed during construction or ground disturbing activities in the southeasterly portion of the Project site (Area "G" on Figure 4.3-1). If PCE vapors are detected, remedial actions shall completed as required by RCDEH or other lead regulatory agency.*	Prior to building permit issuance	Site Developer / Contractor	March JPA; RCDEH; and/or DTSC	This measure shall be added to general notes on project plans, construction specifications, plans, and bid documents. The appropriate permits from AQMD shall be submitted to the MJPA prior to permit issuance. A report from a certified geotechnical engineers shall be submitted as proof of compliance.
4.3.3 *The developer of the deed-restricted former NCO site (Area "E" indicated at EIR Figure 4.3-1) shall provide evidence to the March JPA of compliance with the deed restrictions prior to development of that portion of the Specific Plan. (Deed restrictions are presented at Appendix F to the Project Phase I ESA, EIR Appendix C). Alternatively, if the former NCO site is proposed for uses currently prohibited under the deed restriction on this property, and not already analyzed in the EIR, such uses would be subject to additional analysis as required by CEQA. Prior to building permit issuance, proof of compliance from DTSC and/or the appropriate regulatory agency in Riverside County shall be submitted to the March JPA.*	Prior to Project approval	Site Developer	March JPA; RCDEH; and/or DTSC	This measure shall be added to general notes on project plans, construction specifications, plans, and bid documents. The appropriate permits from DTSC shall be submitted to the MJPA prior to permit issuance. A report from a certified geotechnical engineer shall be submitted as proof of compliance.

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Mitigation Measures	Mitigation Timing	Responsible/ Reporting Entity	Monitoring Agency	Method of Assurance
4.3 Hazards and Hazardous Materials (cont'd)				
4.3.4 *If, during the course of Project construction, any underground storage tanks are identified, all activities shall halt. The discovery of any hazardous materials associated with encountered underground tanks, other than those already analyzed in the EIR, would be subject to additional analysis as required by CEQA. Prior to building permit issuance, proof of compliance from the appropriate regulatory agency for the State and/or Riverside County shall be submitted to the March JPA.*	Prior to building permit issuance	Contractor	March JPA; RCDEH; and/or DTSC	This measure shall be added to general notes on project plans, construction specifications, plans, and bid documents. The appropriate sign off from DTSC shall be submitted to MJPA prior to permit issuance. A report summarizing findings and resolutions during construction shall be submitted by the contractor as proof of compliance.
4.3.5 *Throughout demolition/renovation and site preparation activities, confirmed and suspected asbestos containing materials shall be handled and disposed of by licensed contractors in accordance with all appropriate regulatory agency guidelines.*	Prior to grading permit issuance	Contractor	March JPA; RCDEH; and/or DTSC	This measure shall be added to general notes on project plans, construction specifications, plans, and bid documents. The appropriate signoff from DTSC and applicable agencies shall be obtained prior to permit issuance. A report shall be submitted by the contractor as proof of compliance.

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Mitigation Measures	Mitigation Timing	Responsible/ Reporting Entity	Monitoring Agency	Method of Assurance
4.3 Hazards and Hazardous Materials (cont'd)				
4.3.6 Throughout demolition/renovation and site preparation activities, lead based paint will be handled in accordance with local, state and federal regulatory guidance, and any lead based paint covered debris will be removed to authorized disposal locations. All building hazardous materials will be abated as required by law and removed prior to demolition activities for disposal to facilities licensed to accept these materials. Documentation for all disposal of all demolition debris will be provided to the March JPA upon completion of demolition activities.	Prior to grading permit issuance	Contractor	March JPA; RCDEH; and/or DTSC	This measure shall be added to general notes on project plans, construction specifications, plans, and bid documents. The appropriate signoff from DTSC and applicable agencies shall be obtained prior to permit issuance. A report shall be submitted by the contractor as proof of compliance.
4.3.7 Throughout demolition/renovation and site preparation activities, worker safety precautions shall be maintained in accordance with occupational health and safety standards so as to prevent potential exposure to lead-based paint materials, asbestos-containing materials, or other hazardous building materials.	Prior to issuance of grading permit	Contractor	March JPA; RCDEH; and/or DTSC	This measure shall be added to general notes on project plans, construction specifications, plans, and bid documents. A report shall be submitted by the contractor as proof of compliance with this measure.

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Mitigation Measures	Mitigation Timing	Responsible/ Reporting Entity	Monitoring Agency	Method of Assurance
4.3 Hazards and Hazardous Materials (cont'd)				
4.3.8 The soil adjacent to those buildings suspected of having LBP shall be evaluated for lead pursuant to guidance and requirements of the Department of Toxic Substances Control. If levels exceeding established DTSC/EPA PRGs (Preliminary Remediation Goals or CHHSLs (California Human Health Screening Levels) are found, soil remediation shall be completed as required by DTSC and/or RCDEH.	Prior to issuance of grading permit	Developer	March JPA; RCDEH; and/or DTSC	This measure shall be added to general notes on project plans, construction specifications, plans, and bid documents. The appropriate permits from DTSC shall be submitted to the MJPA prior to permit issuance. A report from a certified geotechnical engineer shall be submitted as proof of compliance.
4.3.9 Prior to project approval, development applicants shall evaluate and determine if the requested uses/facilities are subject to provisions of Public Resources Code Section 21151.4. Based on this evaluation and determination, applicants shall either:	Prior to Project approval	Site Developer	March JPA	
a) Provide the JPA with signed affidavit(s) that the requested facilities/uses are not subject to provisions of Public Resources Code Section 21151.4, or	Prior to Project approval	Site Developer	March JPA	Developer shall disclose during the project review process if facilities are subject to PRC 21151.4.

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Mitigation Measures	Mitigation Timing	Responsible/ Reporting Entity	Monitoring Agency	Method of Assurance
4.3 Hazards and Hazardous Materials (cont'd)				
4.3.9 cont'd				
b) If the requested uses/facilities are determined to be subject to Public Resources Code Section 21151.4, applicable consultation and notification processes shall be conducted prior certification of any EIR, or approval of any negative declaration for the requested uses/facilities.	Prior to Project approval	Site Developer	March JPA	Proof of proper consultation shall be provided during the project review process.
4.3.10 All soil to be imported to the Project site shall be tested by a qualified soils engineering firm to confirm that the materials are free from contamination as defined by existing regulations. The results of the analysis shall be provided to the March JPA, prior to importation to the site.	Prior to issuance of grading permit	Contractor	March JPA	This measure shall be added to general notes on project plans, construction specifications, plans, and bid documents. The appropriate permits from AQMD shall be submitted to the MJPA prior to permit issuance. A report from a certified geotechnical engineer shall be submitted as proof of compliance.

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Mitigation Measures	Mitigation Timing	Responsible/ Reporting Entity	Monitoring Agency	Method of Assurance
4.3 Hazards and Hazardous Materials (cont'd)				
4.3.11 Prior to a grading permit issuance, the development contractor(s) shall prepare and submit construction traffic management plan(s) for review and approval by the March JPA. Traffic plans shall be designed to minimize traffic flow interference from construction activities. The plan may include the use of public transportation and satellite parking areas with a shuttle service; it MUST include advance public notice of routing; schedule operations affecting traffic for off-peak hours; minimize obstruction of through-traffic lanes; provide a flag person to guide traffic properly and ensure safety at construction sites. Construction traffic management plans near federal uses to remain shall be coordinated with federal uses to remain, and prepared by a licensed traffic engineer, and shall provide for safe and efficient access and on-site and off-site traffic movements throughout construction activities. Proof of coordination with neighboring federal uses to remain, such as a support letter, shall be supplied to the March JPA at the time of grading permit review.	Prior to grading permit issuance	Developer	March JPA	Prior to permit issuance, the project developer shall submit a construction traffic management plan for review and approval by the March JPA. Said plan shall be coordinated with the MARB, DMC, and federal islands within the SP area.

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Mitigation Measures	Mitigation Timing	Responsible/ Reporting Entity	Monitoring Agency	Method of Assurance
4.4 Hydrology and Water Quality				
4.4.1 *The Project shall replace all existing water quality control systems within the boundaries of the Specific Plan to accommodate the proposed development. The Project shall construct a secondary cutoff channel parallel to the Heacock Channel as well as a implement water quality control improvements and detention facilities identified in the identified in the Hydrology Report, Appendix D.*	Prior to issuance of grading permit	Site Developer	March JPA	Prior to permit issuance, the project developer shall submit construction plans for hydrology and water quality improvements for review and approval by the March JPA. Said plans shall be consistent with previously approved hydrology plans for the SP area.
4.4.2 *All site specific uses shall use pervious surfaces. For new developments, identify where permeable pavements, such as crushed aggregate, turf block, unit pavers, pervious concrete, or pervious asphalt could be substituted for impervious concrete or asphalt paving.*	Prior to Project approval	Site Developer	March JPA	Design submittal. Project site drawings shall highlight the location of specific paving materials, landscape shading, and/or underground or covered parking and provide measured reflectance and emittance of each paving material installed on site. See Section 4.4.7 of Specific Plan for further guidance.

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Mitigation Measures	Mitigation Timing	Responsible/ Reporting Entity	Monitoring Agency	Method of Assurance
4.4 Hydrology and Water Quality (cont'd)				
4.4.3 *All site specific uses shall disperse runoff to adjacent pervious areas. Where possible, direct roof downspouts across pervious areas. A maximum 2:1 ratio between impervious and pervious surfaces is required. Receiving pervious area must be relatively flat, and soils should be amended as needed to promote infiltration. Similarly, parking areas must be designed so that runoff can sheet flow to landscaped areas. Where feasible, use curb cuts or no curbs to allow runoff to flow to vegetated areas.*	Prior to Project approval	Master and Site Developers	March JPA	For Non-structural BMP's - provide a list of BMP's including a description of the function of each BMP and the percent annual rainfall treated. For Structural controls – provide a list of structural controls including a description of the pollutant removal of each control and the percent of annual rainfall treated. See Sections 3.8.2 and 3.8.3 of SP for further guidance.
4.4.4 *All site specific uses shall direct runoff to bioretention facilities, flow-through planters, dry wells, or cisterns. Where runoff from impervious roofs and paved areas cannot be dispersed to landscaping, direct runoff to facilities designed to detain and treat runoff before letting it seep away slowly. Dry wells or infiltration basins may be used if soils are sufficiently permeable and geotechnical considerations allow.*	Prior to Project approval	Master and Site Developers	March JPA	Design submittal. Project site drawings shall highlight the location of specific hydrology mitigation strategies including LIDS. See MM 4.4.3 for additional strategies.

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Mitigation Measures	Mitigation Timing	Responsible/ Reporting Entity	Monitoring Agency	Method of Assurance
4.4 Hydrology and Water Quality (cont'd)				
4.4.5 The Project will replace existing storm drain facilities within the Northeast Corner, and shall construct the appropriate channels and water quality that will properly manage off-site flows as identified in the Hydrology Report, Appendix D.	Prior to Project approval and Grading Permit Issuance	Master Developer	March JPA	The developer shall submit design and preliminary construction plans for storm drain facilities improvements during the project review process. Prior to a permit issuance, final construction plans shall be submitted for approval and shall be substantially consistent with design plans for the SP area.
4.4.6 The Master Developer shall coordinate with the March JPA prior to the alteration, relocation or upgrade of any storm water drainage, water supply or wastewater conveyance facilities within public right of way in order to reduce the potential for disruptions in service and to ensure that any necessary upgrades are implemented in compliance with applicable requirements.	Prior to Project approval	Master Developer	March JPA	The master developer shall identify at the Master Plot Plan level those strategies that must be taken to install the appropriate wastewater and water facilities to serve the SP area.
4.4.7 The Applicant shall define, through accepted floodplain modeling protocols, the extent of any incumbent flood hazards. Modeled floodplain characteristics shall be reviewed and approved by the JPA and as approved, shall be the basis for evaluation of potential floodplain alteration resulting from subsequent development activities proposed within the Specific Plan area.	Prior to Project approval	Master Developer	March JPA	The master developer shall define, through accepted floodplain modeling protocols, the extent of any incumbent flood hazards.

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Mitigation Measures	Mitigation Timing	Responsible/ Reporting Entity	Monitoring Agency	Method of Assurance
4.4 Hydrology and Water Quality (cont'd)				
4.4.7 cont'd				Modeled floodplain characteristics shall be reviewed and approved by the JPA and as approved, shall be the basis for evaluation of potential floodplain alteration resulting from subsequent development activities proposed within the Specific Plan area.
4.4.8 For each increment or proposed area of development, the Project Applicant shall prepare detailed site-specific floodplain/flood hazard analyses consistent with JPA requirements. Development within identified flood hazard/floodplain areas shall comply with Federal Floodplain Management Regulations and criteria for the Federal Flood Insurance Program. More specifically, to ensure that construction of new buildings, infrastructure, or other improvements does not adversely affect 100-year flood plain or flood carrying characteristics, pre-development flood conditions site shall be incrementally updated to reflect with-development conditions. Close coordination with the City of Moreno Valley's Floodplain Administrator during Project development will be required to resolve any floodplain impact. Updated floodplain profiles based on with-development conditions shall be reviewed and approved by the JPA.	Prior to Project approval	Site Developer	March JPA	Design submittal. Individual site developers shall submit a floodplain/flood hazard analyses as part of their development, and as required by the March JPA Engineer. Specific flooding improvements shall be determined during the project design process and compliance with said design will be monitored during the permit issuance process.

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Mitigation Measures	Mitigation Timing	Responsible/ Reporting Entity	Monitoring Agency	Method of Assurance
4.4 Hydrology and Water Quality (cont'd)				
4.4.8 cont'd *Based on the modeled with-development conditions, diversion, and/or detention of flood flows shall be incorporated in site and development designs in order to address any potential adverse affects to flood plains or flood carrying characteristics. In order to mitigate on-site flood hazards to new buildings, first finished floor elevations of other than Critical Facilities shall be established a mininum of one-foot above the modeled 100-year flood elevation. All Critical Facilities shall be located outside of 500-year flood limits as determined during detailed site designs for these specific uses. Alternatively, if flood hazard areas cannot be avoided in the siting of Critical Facilities, these specific uses shall be designed and constructed pursuant to Category IV for Flood Resistant Design and Construction, American Society of Civil Engineers 24 (ASCE 24), and shall be elevated above the 500-year floodplain with elevated access ramps.*				
4.5 Water Supply				
4.5.1 The Applicant shall utilize and comply with guidelines established by WMWD. Proof of compliance shall be required prior to Project approval.	Prior to Project approval	Site Developer	March JPA	As part of the project design process the applicant shall submit a letter of compliance from WMWD, including any WSA's that may be required for the project.

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Mitigation Measures	Mitigation Timing	Responsible/ Reporting Entity	Monitoring Agency	Method of Assurance
4.5 Water Supply (cont'd)				
4.5.2 *To the satisfaction of WMWD, the Project Applicant shall construct necessary serving water facilities.*	Prior to Project approval	Master Developer	March JPA	The master developer shall be responsible for backbone infrastructure improvements serving the whole of the SP area. The appropriate sign off from WMWD will be necessary prior to project approval.
4.5.3 *The Project Applicant shall pay all charges as specified in WMWD's Rules and Regulations Governing Water Service and Water Users, Water Rate Schedules and Water Rate Schedules by Service Area, Cost Recovery Charges, and Connection and Added Facilities Charges and Fees.*	Prior to Certificate of Occupancy	Master and Site Developer	March JPA; WMWD	Landscaping specifications to be reviewed and approved concurrent with project design review. Initial inspection prior to issuance of Certificate of Occupancy; periodic inspection ongoing thereafter.
4.5.4 *Project landscaping shall be designed and implemented consistent with applicable requirements of WMWD and the March Joint Powers Authority. In addition, landscaping shall comply with 60 percent of the local evapotranspiration (ET) or applicable WMWD standards for landscaping, whichever is more stringent.*	Prior to Project approval	Master and Site Developer	March JPA	Landscaping specifications to be reviewed and approved concurrent with project design review. Initial inspection prior to issuance of Certificate of Occupancy; periodic inspection ongoing thereafter.

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4.5 Water Supply (cont'd)				
4.5.5 All Project landscaped areas and supporting infrastructure, including, but not limited to all piping, controls, and related appurtenances, shall be designed and installed to accommodate potential recycled water use.	Prior to Project approval	Master and Site Developer	March JPA	Landscaping specifications to be reviewed and approved concurrent with project design review. Initial inspection prior to issuance of Certificate of Occupancy; periodic inspection ongoing thereafter.
4.6 Cultural Resources				
4.6.1 A historic resources monitor shall be present during the demolition of the main entrance monument on Riverside Drive. The monitor shall have the authority to halt demolition should aspects of the monument appear to conflict with the findings and conclusions of the Project Cultural Resources Investigation. The monitoring shall be conducted in a manner consistent with current professional standards and include the authority to halt activities affecting historical resources and permitted to recover, analyze, report, and curate the find(s).	Prior to demolition permit issuance	Contractor	March JPA	Prior to demo or construction permit issuance, the contractor shall submit a copy of an executed agreement with a retained monitor to the MJPA. The monitor shall be responsible for verifying compliance with this measure.

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Mitigation Measures	Mitigation Timing	Responsible/ Reporting Entity	Monitoring Agency	Method of Assurance
4.6 Cultural Resources (cont'd)				
4.6.2 Prior to removal of the WPA canal, recordation and documentation of the canal shall be conducted. Recordation and documentation shall include, but is not limited to: research and documentation regarding the canal's original design and construction; preparation of scaled drawing and cross sections of the canal as it currently exists, to include documentation of crossing (bridges) or alterations; and a photographic record of the canal in its current state and context. Removal of the WPA canal shall be monitored by a professional archaeological monitor with experience in historic archaeology to record and document attributes not currently or readily visible.	Prior to grading permit issuance	Contractor	March JPA/SHPO	Prior to demo or construction permit issuance, the contractor shall submit a copy of an executed agreement with a retained monitor to the MJPA. The monitor shall be responsible for verifying compliance with this measure. All actions in mitigating impacts to the WPA canal shall be coordinated with SHPO.
4.6.3 Prior to any grading and/or ground altering activities, the Project Applicant will retain a qualified archaeological monitor trained in both prehistoric and historic archaeology to oversee any ground-altering activities (e.g., removal of debris and/or vegetation, grading, or excavation). The archaeological monitor will prepare a Cultural Resources Monitoring Plan (Monitoring Plan), in consultation with the appropriate Indian Tribe, presenting the methodology and protocols to be used during the monitoring program, including the disposition of artifacts. The Monitoring Plan will acknowledge that the Project site is private property and, therefore, all cultural resource materials, with the exception of burials and grave goods, are the property of the property owner.	Prior to any grading permit issuance	Contractor	March JPA	Prior to demo or construction permit issuance, the contractor shall submit a copy of an executed agreement with a retained archaeological monitor to the MJPA. The monitor will be responsible for verifying compliance with this measure.

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Mitigation Measures	Mitigation Timing	Responsible/ Reporting Entity	Monitoring Agency	Method of Assurance
4.6 Cultural Resources (cont'd)				
4.6.3 cont'd *The Monitoring Plan shall stipulate that, as a condition of approval, the property owner will make all cultural resources (i.e., artifacts) available for curation at a professionally acceptable repository (e.g., the University of California at Riverside Archaeological Research Unit, or the Western Center at the East Side Reservoir in Hemet, Riverside County, California), unless the appropriate Indian Tribe requests to repatriate the resources, in which case the property owner shall make the cultural resources available for curation with the appropriate Indian Tribe.* *The Monitoring Plan shall further stipulate that all artifacts must be inventoried and prepared for curation in a professional manner. If neither repository is available to accept the collections, they may be temporarily curated at a facility identified through consultation with the cultural resource monitor, the property owner, the appropriate Indian Tribe, and the JPA. The Monitoring Plan shall be reviewed and approved by the JPA prior to the issuance of any grading permits.*				

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Mitigation Measures	Mitigation Timing	Responsible/ Reporting Entity	Monitoring Agency	Method of Assurance
4.6 Cultural Resources (cont'd)				
4.6.4 At least 30 days prior to seeking a grading permit, the Project Applicant shall contact the appropriate Indian Tribe to notify the Tribe of grading or excavation, and to coordinate with the JPA and the Tribe to develop a Cultural Resources Treatment and Monitoring Agreement. The agreement shall address the treatment of known cultural resources, the designation, responsibilities, and participation of Native American Tribal monitors during grading, excavation and ground disturbing activities; Project grading and development scheduling; terms of compensation; and the treatment and final disposition of any cultural resources, sacred sites, and/or human remains discovered on the site.	Prior to grading permit issuance.	Applicant and Developer	March JPA; appropriate Native American Tribe	The appropriate Tribe shall be contacted during project design, and consulted prior to grading permit issuance. A letter of compliance with affected tribes shall be submitted to the MJPA as proof of compliance with this measure.
4.6.5 Because the Project area has been evaluated as having a low probability to contain buried cultural resources, after completion of the first full day of grading for each increment of development, the qualified archaeological monitor will prepare a brief summary of monitoring and offer further monitoring recommendations, in consultation with the appropriate Indian Tribe. These recommendations may include continued full time monitoring, spot check monitoring, or an end to monitoring. These recommendations will be reviewed and approved by the JPA and the Project Applicant prior to proceeding with further monitoring. At any time during monitoring activities, the qualified archaeological and Tribal monitor(s) shall have the authority to temporarily halt any activities that may impact potentially significant cultural resources.	Prior to grading permit issuance.	Applicant and Developer	March JPA	Prior to demo or construction permit issuance, the contractor shall submit a copy of an executed agreement with a retained Indian Tribe monitor to the MJPA. The monitor will be responsible for verifying compliance with this measure.

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Mitigation Measures	Mitigation Timing	Responsible/ Reporting Entity	Monitoring Agency	Method of Assurance
4.6 Cultural Resources (cont'd)				
4.6.5 cont'd *If buried cultural resources, such as chipped or ground stone, historic debris, building foundations, or nonhuman bone are inadvertently discovered during ground-disturbing activities, work will stop in that area and the cultural resource monitor(s) will assess the significance of the find in accordance with the Monitoring Plan and, if necessary, develop appropriate treatment procedures, based upon consultation with the professional archaeologist, and taking into account any Native American concerns. If cultural resources are discovered during construction activities, the construction contractor and lead contractor compliance inspector will verify that work is halted until appropriate site-specific treatment measures are implemented, in consultation with the appropriate Indian Tribe.*				
4.6.6 If human remains of Native American origin are discovered during ground-disturbing activities, the Project will proceed in full compliance with State laws relating to the treatment and disposition of Native American burials (Public Resources Code Section 5097 and Health and Safety Code 7050.5).	See previous discussion	Contractor	March JPA	See previous discussions on retaining an Indian Tribe monitor.

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Mitigation Measures	Mitigation Timing	Responsible/ Reporting Entity	Monitoring Agency	Method of Assurance
4.6 Cultural Resources (cont'd)				
4.6.7 A paleontological monitoring program shall be overseen by a qualified paleontological monitor on a full-time basis, once the existing structures have been removed. The extent and duration of the monitoring program would be dependent upon the future redevelopment plans. However, in any case, any excavations exceeding eight feet below the current surface shall be monitored, unless older alluvium is shown to be shallower. The monitoring shall be conducted in a manner consistent with current professional standards and include the authority to halt activities affecting paleontological resources and permitted to recover, analyze, report, and curate the find(s). The most likely repository for curation would be the Western Center at the East Side Reservoir complex, Hemet, Riverside County, California.	Prior to grading permit issuance	Developer	March JPA	Prior to grading permit issuance a monitoring program shall be submitted to the MJPA, consistent with any requirements of site specific developments. If a site developer is subject to this requirement then the appropriate agreements shall be established with the appropriate monitors and a copy of said agreement shall be submitted to the MJPA, prior to permit issuance.
4.7 Biological Resources				
4.7.1 Mitigation alternatives addressing potential impacts to nesting birds shall be accomplished as follows: *a) If possible, vegetation removal activities shall be scheduled from August 1 to February 14, which is outside the general avian nesting season.*	Prior to Project approval	Applicant and Developer	March JPA	As required by the Program DEIR, subsequent biological analysis will be completed on a project by project basis. Any impacts to nesting birds or sensitive resources shall be subject to additional environmental review.

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4.7 Biological Resources (cont'd)				
b) If vegetation is to be cleared during the nesting season (generally, February 15 - July 31), within 30 days of ground disturbing activities, all suitable habitat will be thoroughly surveyed for the presence of nesting birds by a qualified biologist 72 hours prior to clearing. The survey results shall be submitted by the Project applicant to the Planning Director. If any active nests are detected, the area shall be flagged and mapped on the construction plans along with a minimum 50-foot buffer and up to 300 feet for raptors, with the final buffer distance to be determined by the qualified biologist. The buffer area shall be avoided until the nesting cycle is complete or it is determined that the nest has failed. In addition, the biologist will be present on the site to monitor the vegetation removal to ensure that any nests, which were not detected during the initial survey, are not disturbed.				
4.7.2 *To avoid take of active burrowing owl nests clearing and grading in the area of any occupied owl habitat shall be conducted outside the owl nesting season (April 1 to August 31).*	Prior to grading permit issuance	Applicant and Developer	March JPA	At issuance of grading permit
4.7.3 *In addition, prior to clearing potentially occupied owl habitat outside the owl nesting season (September 1 to March 31) a pre-construction survey shall be conducted no more than 30 (thirty) days prior to ground-disturbing activities to document the location of any occupied burrows. Any owls present shall be passively or actively relocated following JPA/CDFG approved protocols, and with JPA/CDFG permission, prior to commencement of clearing.*	No more than 30 (thirty) days prior to ground-disturbing activities	Applicant and Developer	March JPA; CDFG	At issuance of grading permit

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4.7 Biological Resources (cont'd)				
4.7.4 Prior to submitting an infrastructure plan that would affect areas within 50 feet of the Heacock Street or Cactus Avenue Channels (Channels), the applicant shall complete a site and development-specific habitat assessment to identify the precise extent of impacts to riverine/riparian areas in and around the Channels. Based on this assessment, the applicant shall submit a determination to the Riverside County Flood Control and Water Conservation District and the Army Corp of Engineers for consideration. In addition, a Determination of Biologically Equivalent or Superior Preservation (DBESP) Plan shall be submitted to the Riverside County Environmental Programs Department for review and approval.	Prior to submitting infrastructure plans	Applicant and Developer	March JPA; RCFC & WCD; ACOE; Riverside County Environmental Programs Department	At submittal of infrastructure plans
4.7.5 To reduce the increased risk of invasive non-native plants entering into the riparian habitat along the Cactus Avenue and Heacock Street Channels, no invasive non-native plant species (plant species on California Exotic Pest Plant Council [CalEPPC] lists A or B; Bossard et al. 2000 or species listed in Table 6-2 of the MSHCP, as per PPP-BIO-3) shall be planted or seeded within 150 feet of riparian habitat along the referenced Channels.	Prior to issuance of building permit	Applicant	March JPA	At issuance of building permit
4.7.6 Prior to any permit issuance, the Project Applicant shall complete and submit to CDFG a notification package pursuant to Fish and Game Code Section 1602, together with the requisite fee. Based on its review of the notification package, CDFG shall determine applicable provisions of a Project Lake or Streambed Alteration Agreement (LSAA).	Prior to issuance of grading permit	Applicant	March JPA; CDFG	At issuance of grading permit

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Mitigation Measures	Mitigation Timing	Responsible/ Reporting Entity	Monitoring Agency	Method of Assurance
4.7 Biological Resources (cont'd)				
4.7.6 (cont'd) *The Applicant shall comply with all included LSAA measures to protect fish and wildlife resources. Such measures may include but are not limited to:* • *Avoiding potential impacts altogether by not taking a certain action or parts of an action;* • *Impacts will be minimized by limiting the degree or magnitude of disturbance;* • *Rectifying any impacts by repairing, rehabilitating, or restoring the impacted environment;* • *Reducing or eliminating impacts over time by preservation and maintenance operations conducted over the life of the Project; and* • *Compensation for any impacts by replacing or providing substitute resources or environments at a minimum of a 2:1 ratio.*				
4.7.7 Based on the final approved Project design, and prior to any earthmoving or vegetation-disturbing activities, the developer shall consult with the Army Corps of Engineers to determine appropriate 404 permit requirements (either coverage under a Nationwide Permit, or issuance of an Individual Permit), and shall comply with these requirements.	Prior to any earthmoving or vegetation-disturbing activities	Applicant and Developer	March JPA; ACOE	At issuance of grading permit

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Table 4.2-1
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Mitigation Monitoring Plan

Mitigation Measures	Mitigation Timing	Responsible/ Reporting Entity	Monitoring Agency	Method of Assurance
4.7 Biological Resources (cont'd)				
4.7.8 Based on 404 Permit requirements, the Applicant shall obtain a Section 401 certification from the Regional Water Quality Control Board prior to any earthmoving or vegetation-disturbing activities. Project and site-specific mitigation mandated in accordance with Section 401 certification will be implemented prior to construction activities which may affect the identified waterway(s) and habitat. Such conditions will be included in the Corps of Engineers Section 404 Permit required of the Project, including but not limited to replacing or providing substitute resources at a ratio of 2:1.	Prior to Project approval and grading permit issuance	Master Developer	March JPA; RWQCB	The applicant shall obtain the appropriate permits from the ACOE and County of Riverside for impacts identified along or within the Cactus/Heacock Channels during the Project design review process.
4.8 Traffic and Circulation				
4.8.1 Consistent with the provisions of the March JPA TUMF Ordinance, the Project Applicant shall contribute TUMF that will be employed for the following improvements at the intersection of Cactus Avenue at the I-215 Southbound Ramp: *• Eliminate southbound (off-ramp) left-turn movements by allowing only right-turn movements (forcing all southbound-to-eastbound movements to use the southbound loop off-ramp); and* *• Add a second left-turn lane in the westbound direction.*	Prior to issuance of building permit	Applicant and Developer	March JPA	The appropriate TUMF fees shall be submitted through the MJPA during the permitting process.

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Table 4.2-1
March Lifecare Campus Specific Plan
Mitigation Monitoring Plan

Mitigation Measures	Mitigation Timing	Responsible/ Reporting Entity	Monitoring Agency	Method of Assurance
4.8 Traffic and Circulation (cont'd)				
4.8.2 Consistent with the provisions of The March JPA TUMF Ordinance, the Project Applicant shall contribute TUMF that will be employed for the following improvement at the intersection of Alessandro Boulevard at the I-215 Northbound Ramp:	Prior to issuance of building permit	Master and Site Developer	March JPA	At issuance of building permit
• *Provide a second eastbound left-turn lane.*				
4.8.3 Consistent with the provisions of The March JPA TUMF Ordinance, the Project Applicant shall contribute TUMF that will be employed for the following improvement at the intersection of Alessandro Boulevard at I-215 Southbound Ramp:	Prior to issuance of building permit	Master and Site Developer	March JPA	At issuance of building permit
• *Restripe the southbound approach to provide two right-turn lanes and one left-turn lane.*				
4.8.4 Consistent with the provisions of The March JPA TUMF Ordinance, the Project Applicant shall contribute TUMF that will be employed for the following improvements at the intersection of Oleander Avenue at the I-215 Northbound Ramp:	Prior to Opening Year 2011 and/or completion of Phase 1 for SP development	Master Developer	March JPA	The master developer shall submit
• *Add a free-flow westbound right-turn lane with commensurate improvements on the northbound on-ramp to accommodate the free-flow operation. This requires widening of the north side of Oleander Avenue for a distance of approximately 600 feet from this intersection.*				

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Table 4.2-1
March Lifecare Campus Specific Plan
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Mitigation Measures	Mitigation Timing	Responsible/ Reporting Entity	Monitoring Agency	Method of Assurance
4.8 Traffic and Circulation (cont'd)				
4.8.5 Consistent with the provisions of The March JPA TUMF Ordinance, the Project Applicant shall contribute TUMF that will be employed for the following improvements at the intersection of Oleander Avenue at the I-215 Southbound Ramp: • *Widen the southbound off-ramp to provide two left-turn lanes and one optional through-or-right-turn lane.*	Prior to issuance of building permit	Master and Site Developer	March JPA	At issuance of building permit
4.8.6 Consistent with the provisions of The March JPA TUMF Ordinance, the Project Applicant shall contribute TUMF that will be employed for the following improvements at the intersection of Ramona Expressway at the I-215 Northbound Ramp: • *Widen the westbound approach to provide a free-flow right-turn lane, with commensurate widening on the on-ramp to provide two lanes at the throat before merging to one lane.*	Prior to issuance of building permit	Master and Site Developer	March JPA	At issuance of building permit
4.8.7 Consistent with the provisions of The March JPA TUMF Ordinance, the Project Applicant shall contribute TUMF that will be employed for the following improvements at the intersection of Ramona Expressway at the I-215 Southbound Ramp: • *Widen the southbound off-ramp to provide two left-turn lanes and one optional through-or-right-turn lane; and* • *Widen the eastbound approach to provide a separate right-turn lane.*	Prior to issuance of building permit	Master and Site Developer	March JPA	At issuance of building permit

Table 4.2-1
March Lifecare Campus Specific Plan
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Mitigation Measures	Mitigation Timing	Responsible/ Reporting Entity	Monitoring Agency	Method of Assurance
4.8 Traffic and Circulation (cont'd)				
4.8.8 Consistent with the provisions of The March JPA TUMF Ordinance, the Project Applicant shall contribute TUMF that will be employed for the following improvements at the intersection of Alessandro Boulevard at the I-215 Northbound Ramp: • *Widen the northbound off-ramp to provide two left-turn lanes, one optional left-or-through lane, and a separate right-turn lane.*	Prior to issuance of building permit	Master and Site Developer	March JPA	At issuance of building permit
4.8.9 Consistent with the provisions of The March JPA TUMF Ordinance, the Project Applicant shall contribute TUMF that will be employed for the following improvements at the intersection of Van Buren Boulevard at Trautwein Road: • *Add a second westbound left-turn lane and provide right-turn overlap phasing;* • *Convert the eastbound right-turn lane to an optional eastbound through-or-right-turn lane; and* • *Convert the southbound right-turn lane to an optional southbound through-or-right-turn lane.*	Prior to issuance of building permit	Master and Site Developer	March JPA	At issuance of building permit

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Mitigation Measures	Mitigation Timing	Responsible/ Reporting Entity	Monitoring Agency	Method of Assurance
4.8 Traffic and Circulation (cont'd)				
4.8.10 The Project shall pay Development Impact Fees (DIF) that will be employed for the following improvements at Alessandro Boulevard between Meridian Parkway/Sycamore Canyon Boulevard and the I-215 Southbound Ramps:	Prior to issuance of building permit	Master and Site Developer	March JPA	At issuance of building permit
• *Add an eastbound through lane.*				
4.8.11 Consistent with the provisions of The March JPA TUMF Ordinance, the Project Applicant shall contribute TUMF that will be employed for the following improvements at Van Buren Boulevard between Trautwein Road and Barton Street:	Prior to issuance of building permit	Master and Site Developer	March JPA	At issuance of building permit
• *Add a third eastbound through lane.*				
4.8.12 Consistent with the provisions of The March JPA TUMF Ordinance, the Project Applicant shall contribute TUMF that will be employed for the following improvements at Van Buren Boulevard between Barton Street and the I-215 Southbound Ramps:	Prior to issuance of building permit	Master and Site Developer	March JPA	At issuance of building permit
• *Add one to two through lane(s) to the existing four or five lane segment to reach a total of six travel lanes.*				

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Table 4.2-1
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Mitigation Measures	Mitigation Timing	Responsible/ Reporting Entity	Monitoring Agency	Method of Assurance
4.8 Traffic and Circulation (cont'd)				
4.8.13 Consistent with the provisions of The March JPA TUMF Ordinance, the Project Applicant shall contribute TUMF that will be employed for the following improvements at Heacock Street between John F. Kennedy/Meyer Drive and Iris Avenue: • *Add one to two through lane(s) where two or three lanes currently exist, to achieve a uniform four-lane configuration along this roadway segment.*	Prior to issuance of building permit	Master and Site Developer	March JPA	At issuance of building permit
4.8.14 Prior to a grading permit issuance, the development contractor(s) shall prepare and submit construction traffic management plan(s) for review and approval by the March JPA. Traffic plans shall be designed to minimize traffic flow interference from construction activities. The plan may include the use of public transportation and satellite parking areas with a shuttle service; it MUST include advance public notice of routing; schedule operations affecting traffic for off-peak hours; minimize obstruction of through-traffic lanes; provide a flag person to guide traffic properly and ensure safety at construction sites. Construction traffic management plans near federal uses to remain shall be coordinated with federal uses to remain, and prepared by a licensed traffic engineer, and shall provide for safe and efficient access and on-site and off-site traffic movements throughout construction activities. Proof of coordination with neighboring federal uses to remain, such as a support letter, shall be supplied to the March JPA at the time of grading permit review.	Prior to the issuance of any development permit	Contractor	March JPA; DMC Engineering Directorate	At issuance of grading permit

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Mitigation Measures	Mitigation Timing	Responsible/ Reporting Entity	Monitoring Agency	Method of Assurance
4.9 Air Quality				
4.9.1 The contractor(s) shall apply for all appropriate SCAQMD permits for all actions associated with site demolition and construction, including crushing operations.	Prior to any permit issuance	Contractor	March JPA	This measure shall be added to general notes on construction specifications, plans, and bid documents. The appropriate permits from AQMD shall be submitted to the MJPA prior to permit issuance. Proof of compliance shall be submitted by the Contractor prior to certificate of occupancy.
4.9.2 The construction contractor shall apply soil stabilizers to all disturbed areas if the area is to remain inactive for more than five consecutive days. For prolonged periods of inactivity, soil stabilizers shall be reapplied per SCAQMD Fugitive Dust Best Available Control (BAC) Measures and High Winds Contingency Control Measures.	Prior to permit issuance	Contractor	March JPA	This measure shall be added to general notes on construction specifications, plans, and bid documents. The appropriate permits from AQMD shall be submitted to the MJPA prior to permit issuance. Proof of compliance shall be submitted by the Contractor prior to certificate of occupancy.

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Mitigation Measures	Mitigation Timing	Responsible/ Reporting Entity	Monitoring Agency	Method of Assurance
4.9 Air Quality (cont'd)				
4.9.3 The construction contractor shall replace all ground cover in disturbed areas within 30 days of the time construction is completed in that area; and that dust suppression (i.e., watering) shall be required for all disturbed areas where ground cover has not yet been re-established.	Prior to permit issuance	Contractor	March JPA	This measure shall be added to general notes on construction specifications, plans, and bid documents. The appropriate permits from AQMD shall be submitted to the MJPA prior to permit issuance. Proof of compliance shall be submitted by the Contractor prior to certificate of occupancy.
4.9.4 The construction contractor shall water all active disturbed surfaces, including any unpaved haul roads, four times per day throughout the construction period.	Prior to permit issuance	Contractor	March JPA	This measure shall be added to general notes on construction specifications, plans, and bid documents. The appropriate permits from AQMD shall be submitted to the MJPA prior to permit issuance. Proof of compliance shall be submitted by the Contractor prior to certificate of occupancy.

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Mitigation Measures	Mitigation Timing	Responsible/ Reporting Entity	Monitoring Agency	Method of Assurance
4.9 Air Quality (cont'd)				
4.9.5 *The construction contractor shall water down all soils/debris/fill materials being loaded or unloaded at the site, within 15 minutes of loading/unloading. Materials shall be saturated to the point that no visible dust plumes are generated during loading/unloading activities.*	Prior to permit issuance	Contractor	March JPA	This measure shall be added to general notes on construction specifications, plans, and bid documents. The appropriate permits from AQMD shall be submitted to the MJPA prior to permit issuance. Proof of compliance shall be submitted by the Contractor prior to certificate of occupancy.
4.9.6 *All construction-related traffic on unpaved roads shall be reduced to 15 mph or less.*	Prior to permit issuance	Contractor	March JPA	This measure shall be added to general notes on construction specifications, plans, and bid documents. The appropriate permits from AQMD shall be submitted to the MJPA prior to permit issuance. Proof of compliance shall be submitted by the Contractor prior to certificate of occupancy.

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	Mitigation Measures	Mitigation Timing	Responsible/ Reporting Entity	Monitoring Agency	Method of Assurance
4.9	**Air Quality (cont'd)**				
4.9.7	*No more than 30 acres per day shall be actively developed.*	Prior to permit issuance	Contractor	March JPA	This measure shall be added to general notes on construction specifications, plans, and bid documents. The appropriate permits from AQMD shall be submitted to the MJPA prior to permit issuance. Proof of compliance shall be submitted by the Contractor prior to certificate of occupancy.
4.9.8	*All diesel-fueled construction equipment shall be classified as operating at EPA Tier III or better emission efficiencies.*	Prior to permit issuance	Contractor	March JPA	This measure shall be added to general notes on construction specifications, plans, and bid documents. The appropriate permits from AQMD shall be submitted to the MJPA prior to permit issuance. Proof of compliance shall be submitted by the Contractor prior to certificate of occupancy.

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Mitigation Measures	Mitigation Timing	Responsible/ Reporting Entity	Monitoring Agency	Method of Assurance
4.9 Air Quality (cont'd)				
4.9.9 Construction equipment, including on-road construction trucks and other vehicles greater than 10,000 pounds, shall be shut off when not in use and shall not idle for more than ten minutes.	Prior to permit issuance	Contractor	March JPA	This measure shall be added to general notes on construction specifications, plans, and bid documents. The appropriate permits from AQMD shall be submitted to the MJPA prior to permit issuance. Proof of compliance shall be submitted by the Contractor prior to certificate of occupancy.
4.9.10 On-site and off-site queuing of trucks shall be limited to periods when absolutely necessitated by grading or construction activities.	Prior to permit issuance	Contractor	March JPA	This measure shall be added to general notes on construction specifications, plans, and bid documents. The appropriate permits from AQMD shall be submitted to the MJPA prior to permit issuance. Proof of compliance shall be submitted by the Contractor prior to certificate of occupancy.

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Mitigation Measures	Mitigation Timing	Responsible/ Reporting Entity	Monitoring Agency	Method of Assurance
4.9 Air Quality (cont'd)				
4.9.11 The construction contractor shall install temporary construction power onsite to operate all small construction equipment that would otherwise be powered by diesel or gasoline (e.g., compressors and stucco mixers).	Prior to permit issuance	Contractor	March JPA	This measure shall be added to general notes on construction specifications, plans, and bid documents. The appropriate permits from AQMD shall be submitted to the MJPA prior to permit issuance. Proof of compliance shall be submitted by the Contractor prior to certificate of occupancy.
4.9.12 Low or no-VOC paints shall be universally employed in construction painting applications.	Prior to permit issuance	Contractor	March JPA	This measure shall be added to general notes on construction specifications, plans, and bid documents. The appropriate permits from AQMD shall be submitted to the MJPA prior to permit issuance. Proof of compliance shall be submitted by the Contractor prior to certificate of occupancy.

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Mitigation Measures	Mitigation Timing	Responsible/ Reporting Entity	Monitoring Agency	Method of Assurance
4.9 Air Quality (cont'd)				
4.9.13 Building and site plan designs shall ensure that the design of the proposed buildings or structures exceed applicable Title 24 requirements by a minimum of 20 percent. Any combination of the following design features may be used to fulfill this mitigation provided that the total increase in efficiency meets or exceeds 20 percent: • *Increase in insulation such that heat transfer and thermal bridging is minimized;* • *Limit air leakage through the structure or within the heating and cooling distribution system to minimize energy consumption;* • *Incorporate dual paned or other energy efficient windows;* • *Incorporate energy efficient space heating and cooling equipment;* • *Incorporate energy efficient light fixtures;* • *Incorporate energy efficient appliances;* • *Incorporate energy efficient domestic hot water systems;* • *Incorporate cool roofs/light colored roofing;* • *Consult with Edison's Saving By Design Team and incorporate their recommendations.*	Prior to Project approval and building permit issuance	Site Developer	March JPA	These measures shall be added as a note to project and construction plans. Project architect shall provide adequate design strategies to address these mitigation measures. Inspection prior to issuance of Certificate of Occupancy.

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Mitigation Measures	Mitigation Timing	Responsible/ Reporting Entity	Monitoring Agency	Method of Assurance
4.9 Air Quality (cont'd)				
4.9.14 Building and site plan designs shall provide exterior electric outlets available to maintenance and landscape personnel. Separate exterior electric outlets shall also be provided as a power source for auxiliary electric units on heavy-duty diesel delivery trucks.	Outlet locations and specifications to be reviewed and approved concurrent with building plan review.	Developer	March JPA	This measure shall be added as a note to project and construction plans. Project architect shall provide adequate design strategies to address these mitigation measures. Inspection prior to issuance of Certificate of Occupancy.
4.9.15 Landscape plans shall include drought-resistant and smog-tolerant trees, shrubs and groundcover to ensure long-term viability and conserve water and energy.	Landscaping specifications to be reviewed and approved concurrent with building plan review.	Developer	March JPA	This measure shall be added as a note to project and construction plans. Project architect shall provide adequate design strategies to address these mitigation measures. Inspection prior to issuance of Certificate of Occupancy.

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Mitigation Measures	Mitigation Timing	Responsible/ Reporting Entity	Monitoring Agency	Method of Assurance
4.9 Air Quality (cont'd)				
4.9.16 Landscape designs shall incorporate shade trees around main buildings, particularly along southern elevations, except in cases where such plantings would create operational constraints.	Landscaping specifications to be reviewed and approved concurrent with building plan review.	Site Developer	March JPA; WMWD	This measure shall be added as a note to project and construction plans. Project architect shall provide adequate design strategies to address these mitigation measures. Inspection prior to issuance of Certificate of Occupancy.
4.9.17 Landscaping within the Project's common areas shall be operated by a computerized irrigation system capable of reading current weather data and making correlating automatic adjustments to independent run times for each irrigation valve. In addition, the computerized irrigation system shall be equipped with flow-sensing and automatic shut-off capabilities in the event of a mainline break or broken head.	Landscaping specifications to be reviewed and approved concurrent with building plan review.	Site Developer	March JPA; WMWD	This measure shall be added as a note to project and construction plans. Project architect shall provide adequate design strategies to address these mitigation measures. Inspection prior to issuance of Certificate of Occupancy.

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Mitigation Measures	Mitigation Timing	Responsible/ Reporting Entity	Monitoring Agency	Method of Assurance
4.9 Air Quality (cont'd)				
4.9.18 Building and site plan designs shall incorporate interior and exterior illumination elements that allow for their selective use and control.	Prior to Project approval and building permit issuance.	Site Developer	March JPA	This measure shall be added as a note to project and construction plans. Project architect shall provide adequate design strategies to address these mitigation measures. Inspection prior to issuance of Certificate of Occupancy.
4.9.19 Compact fluorescent light bulbs or equivalently efficient lighting shall be universally employed for all interior lighting applications.	Prior to project approval and building permit issuance.	Site Developer	March JPA	This measure shall be added as a note to project and construction plans. Project architect shall provide adequate design strategies to address these mitigation measures. Initial inspection prior to issuance of Certificate of Occupancy; periodic inspection ongoing thereafter.

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Mitigation Measures	Mitigation Timing	Responsible/ Reporting Entity	Monitoring Agency	Method of Assurance
4.9 Air Quality (cont'd)				
4.9.20 All boilers and emergency generators associated with the proposed facilities shall be natural gas fired.	Prior to Project approval and Building permit issuance	Site Developer	March JPA	This measure shall be added as a note to project and construction plans. Project architect shall provide adequate design strategies to address these mitigation measures. Initial inspection prior to issuance of Certificate of Occupancy; periodic inspection ongoing thereafter.
4.9.21 Low-flush toilets shall be installed within all facilities as specified by the California State Health and Safety Code Section 17921.3.	Prior to Project approval and Building permit issuance	Site Developer	March JPA	This measure shall be added as a note to project and construction plans. Project architect shall provide adequate design strategies to address these mitigation measures.

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Mitigation Measures	Mitigation Timing	Responsible/ Reporting Entity	Monitoring Agency	Method of Assurance
4.9 Air Quality (cont'd)				
4.9.22 All showerheads, lavatory faucets, and sink faucets shall comply with the flow rate standards established by the California Energy Commission.	Prior to Project approval and building permit issuance	Developer	March JPA	This measure shall be added as a note to project and construction plans. Project architect shall provide adequate design strategies to address these mitigation measures.
4.9.23 Project facilities with 250 or more employees shall incorporate shower/changing facilities.	Prior to Project approval and Building permit issuance	Developer	March JPA	This measure shall be added as a note to project and construction plans. Project architect shall provide adequate design strategies to address these mitigation measures. Initial inspection prior to issuance of Certificate of Occupancy; periodic inspection ongoing thereafter.
4.9.24 Project facilities shall provide lockers as a safe repository for helmets and biking gear.	Locker specifications and locations to be reviewed and approved concurrent with building plan review.	Developer	March JPA	Initial inspection prior to issuance of Certificate of Occupancy; periodic inspection ongoing thereafter.

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Mitigation Measures	Mitigation Timing	Responsible/ Reporting Entity	Monitoring Agency	Method of Assurance
4.9 Air Quality (cont'd)				
4.9.25 Project facilities with 250 or more employees shall provide designated preferential parking spaces for carpool vehicles.	Designated preferential parking spaces for carpool vehicles to be developed and submitted for review and approval with building plans.	Developer	March JPA	Provision of preferential carpool parking spaces will be field-verified prior to issuance of Certificate of Occupancy. A statement of availability of preferential carpool/ vanpool spaces for employees and a description of the method for obtaining such spaces must be included on the required transportation information board.
4.9.26 Project facilities shall provide designated preferential parking spaces for ultra-low emission vehicles, and alternative fueled vehicles.	Designated preferential parking spaces for ultra-low emission vehicles and alternative fueled vehicles to be developed and submitted for review and approval with building plans.	Developer	March JPA	Provision of preferential ultra-low emission vehicles and alternative fueled vehicles parking spaces will be field-verified prior to issuance of the first Certificate of Occupancy.

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Mitigation Measures	Mitigation Timing	Responsible/ Reporting Entity	Monitoring Agency	Method of Assurance
4.9 Air Quality (cont'd)				
4.9.27 Facilities shall display up-to-date transit routes for the Project area in a visible and convenient location for employees.	Sign content and locations to be reviewed and approved concurrent with Site Plan review.	Developer	March JPA	Initial inspection prior to issuance of Certificate of Occupancy; periodic inspection ongoing thereafter.
4.9.28 All loading dock and delivery areas shall be posted with signs informing truck drivers of California Air Resources Board (CARB) regulations, including the following:	Sign content and locations to be reviewed and approved concurrent with Site Plan review.	Developer	March JPA	Initial inspection prior to issuance of Certificate of Occupancy; periodic inspection ongoing thereafter.
• *Truck drivers shall turn off engines when not in use;*		Contractor	March JPA/AQMD	This measure shall be added to general notes on construction specifications, plans, and bid documents. The appropriate permits from AQMD shall be submitted to the MJPA prior to permit issuance. Proof of compliance shall be submitted by the Contractor prior to certificate of occupancy.

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Mitigation Measures	Mitigation Timing	Responsible/ Reporting Entity	Monitoring Agency	Method of Assurance
4.9 Air Quality (cont'd)				
4.9.28 (cont'd)		Contractor	March JPA/AQMD	This measure shall be added to general notes on project plans, construction specifications, plans, and bid documents. The appropriate permits from AQMD shall be submitted to the MJPA prior to permit issuance. Proof of compliance shall be submitted by the Contractor prior to certificate of occupancy.
• *All diesel delivery trucks servicing the Project shall not idle more than five minutes per truck trip per day; and*				
• *Truck drivers shall restrict idling emissions of heavy-duty diesel delivery trucks carrying refrigerated or frozen cargo by using self-contained auxiliary electric power units, or by connection to electric outlets provided by the facility.*		Contractor	March JPA/AQMD	This measure shall be added to general notes on project plans, construction specifications, plans, and bid documents. The appropriate permits from AQMD shall be submitted to the MJPA prior to permit issuance. Proof of compliance shall be submitted by the Contractor prior to certificate of occupancy.

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Mitigation Measures	Mitigation Timing	Responsible/ Reporting Entity	Monitoring Agency	Method of Assurance
4.10 Noise				
4.10.1 The construction contractor shall ensure that construction activities occur only between the hours of 7:00 a.m. and 7:00 p.m. Construction shall not be permitted on Saturdays, Sundays or holidays. Correlating language shall be incorporated on all construction bid documents, construction specifications, and construction plans.	Throughout construction	Contractor	March JPA/AQMD	This measure shall be added to general notes on project plans, construction specifications, plans, and bid documents. The appropriate permits from AQMD shall be submitted to the MJPA prior to permit issuance. Proof of compliance shall be submitted by the Contractor prior to certificate of occupancy.
4.10.2 The construction contractor shall ensure that heavy construction equipment operations shall not exceed 75 dBA Leq (12 hrs) at off-site receptors during the permitted construction hours (7:00 a.m. to 7:00 p.m.) Correlating language shall be incorporated on all construction bid documents, construction specifications, and construction plans. The construction contractor shall prepare a Construction Equipment Schedule and Operation Plan demonstrating modeled compliance with this Mitigation Measure. This Plan shall be reviewed and approved by the JPA prior to the issuance of correlating development permits.	Throughout construction	Contractor	March JPA	This measure shall be added to general notes on project plans, construction specifications, plans, and bid documents. The appropriate permits from AQMD shall be submitted to the MJPA prior to permit issuance. Proof of compliance shall be submitted by the Contractor prior to certificate of occupancy.

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Mitigation Measures	Mitigation Timing	Responsible/ Reporting Entity	Monitoring Agency	Method of Assurance
4.10 Noise (cont'd)				
4.10.3 The construction contractor shall ensure that all construction equipment is properly maintained with operating mufflers and air intake silencers no less effective than those originally installed by the manufacturer. No equipment shall have an un-muffled exhaust. Correlating language shall be incorporated on all construction bid documents, construction specifications, and construction plans.	Throughout construction	Contractor	March JPA	This measure shall be added to general notes on project plans, construction specifications, plans, and bid documents. The appropriate permits from AQMD shall be submitted to the MJPA prior to permit issuance. Proof of compliance shall be submitted by the Contractor prior to certificate of occupancy.
4.10.4 Site and development-specific noise impact studies shall be conducted for all future construction activities within the Project site. Mitigation Measures 4.10.1 through 4.10.3 (listed previously) or equivalent noise reduction measures shall be provided for construction noise impacts determined to be potentially significant.	Prior to Project approval	Developer	March JPA	This measure shall be added as a note to project and construction plans. Project architect shall provide adequate design strategies to address these mitigation measures.

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Mitigation Measures	Mitigation Timing	Responsible/ Reporting Entity	Monitoring Agency	Method of Assurance
4.10 Noise (cont'd)				
4.10.5 Prior to the issuance of building permits, site and use-specific noise studies shall be completed for any future projects involving the development of sensitive land uses. Employing standard building construction standards will ensure that interior noise levels will not exceed the maximum acceptable condition of 45 dBA CNEL. These, or equivalent measures identified through site-specific acoustical analyses shall be implemented.	Prior to Project approval	Developer	March JPA	This measure shall be added as a note to project and construction plans. Project architect shall provide adequate design strategies to address these mitigation measures.
4.10.6 Concurrent with approval of development plans and roadway plans within the Specific Plan area, proposed truck routes shall be identified and delineated. Truck routes shall be approved by the March JPA.	Prior to Master Plot Plan approval.	Developer	March JPA	Truck routes will be determined as part of project design in order to provide efficient access routes throughout the medical campus.
4.10.7 Trucking operations shall be restricted to designated routes, times, and speeds as determined and approved by the March JPA.	Prior to Project approval	Developer	March JPA	During Project design review, the MJPA will determine whether proposed trucking operations are consistent with the provisions and requirements of the Specific Plan.

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Mitigation Measures	Mitigation Timing	Responsible/ Reporting Entity	Monitoring Agency	Method of Assurance
4.10 Noise (cont'd)				
4.10.8 Project operational noise impacts as received at off-site land uses shall be presumed to be potentially significant. Accordingly, site and development-specific noise impact analyses shall be prepared for all future development within the Specific Plan area demonstrating compliance with applicable JPA and City of Moreno Valley noise standards, as follows: • *Operational noise generated by the Project as received by any off site sensitive land use within the Base shall not exceed 70 dBA CNEL.* • *Operational noise generated by the Project as received at City of Moreno Valley receptors shall not exceed 55 dBA Leq between 10:00 p.m. and 7:00 a.m. and 60 dBA Leq between 7:00 a.m. and 10:00 p.m.*	Prior to Project approval	Site Developer	March JPA; City of Moreno Valley	This measure shall be added as a note to project and construction plans. Project architect shall provide adequate design strategies to address these mitigation measures.
4.10.9 If future uses cannot meet the performance standards imposed by Mitigation Measure 4.10.8, then those impacts would be subject to additional environmental review as required by CEQA.	Prior to Project approval	Site Developer	March JPA	Determination to be made during project design review.

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Table 4.2-1
March Lifecare Campus Specific Plan
Mitigation Monitoring Plan

Mitigation Measures	Mitigation Timing	Responsible/ Reporting Entity	Monitoring Agency	Method of Assurance
4.10 Noise (cont'd)				
4.10.10 Project operational noise impacts as received at Specific Plan land uses shall be presumed to be potentially significant. Accordingly, site and development-specific noise impact analyses shall be prepared for all future development within the Specific Plan area demonstrating compliance with applicable JPA noise standards as follows:	Prior to Project approval	Site Developer	March JPA	At issuance of grading permit
• *Operational noise generated by the Project as received by sensitive land use within the Specific plan area shall not exceed 70 dBA CNEL.*				This measure shall be added as a note to project and construction plans. Project architect shall provide adequate design strategies to address these mitigation measures.
4.10.11 Interior space noise attenuation within the Specific Plan area shall be achieved consistent with CCR Title 24 California Building Standards requirements.	Prior to Project approval	Site Developer	March JPA	This measure shall be added as a note to project and construction plans. Project architect shall provide adequate design strategies to address these mitigation measures.

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Table 4.2-1
March Lifecare Campus Specific Plan
Mitigation Monitoring Plan

Mitigation Measures	Mitigation Timing	Responsible/ Reporting Entity	Monitoring Agency	Method of Assurance
4.10 Noise (cont'd)				
4.10.12 If future uses cannot meet the performance standards imposed by Mitigation Measures 4.10.10 and 4.10.11, then those impacts would be subject to additional environmental review as required by CEQA.	Prior to Project approval	Site Developer	March JPA	Project architect shall provide adequate design strategies to address these mitigation measures.
4.10.13 If helipad(s) are proposed, these facilities shall be located a minimum of 500 feet from the Specific Plan's easterly property boundary (Heacock Street), thereby minimizing potential noise exposure of proximate residential land uses within the City of Moreno Valley.	Prior to Project approval	Site Developer	March JPA	The ultimate location of a helipad shall be determined as early as possible during project design, and shall be coordinated with the neighboring DMC and MARB facilities.
4.10.14 Concurrent with approval of development plans and roadway plans within the Specific Plan area, proposed ambulance routes shall be identified and delineated. Ambulance routes within the Specific Plan area shall be as approved by the March JPA.	Concurrent with approval of the Master Plot Plan	Developer	March JPA	Ambulance routes must be determined during Project design process. The appropriate traffic analysis must be completed to ensure compliance with SP goals of providing efficient emergency access throughout the SP area.

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Table 4.2-1
March Lifecare Campus Specific Plan
Mitigation Monitoring Plan

Mitigation Measures	Mitigation Timing	Responsible/ Reporting Entity	Monitoring Agency	Method of Assurance
4.10 Noise (cont'd)				
4.10.15 The Applicant shall coordinate with the City of Moreno Valley in the planning of ambulance routes.	Prior to Project approval	Master and Site Developer	March JPA; City of Moreno Valley	Prior to Project approval
4.10.16 Noise-sensitive land uses within the Project area not directly associated with the helipad shall be located such that they are a minimum of 600 feet from the center of the helipad, and the buildings designed to maintain an interior noise level of 45 dBA CNEL or less.	Prior to Project approval	Site Developer	March JPA	The ultimate location of a helipad shall be determined as early as possible during project design and shall be coordinated with the neighboring DMC and MARB facilities.
4.10.17 The orientation and design of the hospital grounds associated with the helipad shall be such that they minimize noise associated with the helipad to potential exterior gathering places; and that the hospital building design is such that interior noise levels are maintained at 45 dBA CNEL or less.	Prior to Project approval	Site Developer	March JPA	Building orientation and design for hospital grounds must be determined during the Project design process.
4.10.18 All proposed ambulance routes shall be implemented in accordance with Mitigation Measures 4.10.14 and 4.10.15.	Prior to Project approval	Site Developer	March JPA	Ambulance routes must be determined during Project design process. The appropriate traffic analysis must be completed to ensure compliance with SP goals of providing efficient emergency access throughout the SP area.

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Table 4.2-1
March Lifecare Campus Specific Plan
Mitigation Monitoring Plan

Mitigation Measures	Mitigation Timing	Responsible/ Reporting Entity	Monitoring Agency	Method of Assurance
4.10 Noise (cont'd)				
4.10.19 Heavy construction equipment operations (equipment and activities capable of producing groundborne vibration levels of 87 VdB or greater) are prohibited within 63 feet of occupied Specific Plan land uses. This requirement may be waived if the developer provides, and the JPA accepts, substantiating analysis demonstrating that vibration levels received at the closest occupied land use will not exceed 75 VdB.	Prior to grading permit issuance	Contractor	March JPA	This measure must be listed on construction plans.
4.11 Utilities and Public Services				
4.11.1 Based on national fire standards, one new fire station and/or engine company could be required for every 2,000 new dwelling units, or 3.5 million square feet of commercial/industrial occupancy. Prior to any subsequent project approval associated with the Specific Plan, the applicant shall provide the MJPA a letter from CalFire identifying that the project will either meet this requirement or not be subject to this requirement.	Prior to Project approval	Master Developer	March JPA	A letter from CalFire can be submitted to the MJPA verifying compliance with this measure.

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Table 4.2-1
March Lifecare Campus Specific Plan
Mitigation Monitoring Plan

Mitigation Measures	Mitigation Timing	Responsible/ Reporting Entity	Monitoring Agency	Method of Assurance
4.11 Utilities and Public Services (cont'd)				
4.11.2 Prior to a demolition permit issuance, the contractor(s) must submit a construction and demolition waste management plan for March JPA review and approval that will recycle and/or salvage at least 50% of non-hazardous construction and demolition debris. Contractor(s) must develop and implement a construction management plan that, at a minimum, identifies the materials to be diverted from disposal and whether the materials will be sorted on-site or co-mingled. Excavated soil and land-clearing debris cannot be counted toward this 50% requirement.	Prior to issuance of demolition permits	Contractor	March JPA	Contractor must submit a construction/demolition waste management plan identifying that least 50% of non-hazardous construction and demolition debris will be recycled.
4.11.3 Prior to building permit issuance, the contractor(s) must submit a report from a registered geotechnical engineer, or a specialist approved by the MJPA, verifying compliance with approved construction and demolition waste management plans.	Prior to issuance of building permits	Contractor	March JPA	Contractor must submit a report from a registered geotechnical engineer verifying compliance with demolition waste management plans. Receipts may also be submitted as supplemental proof of compliance.

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Table 4.2-1
March Lifecare Campus Specific Plan
Mitigation Monitoring Plan

Mitigation Measures	Mitigation Timing	Responsible/ Reporting Entity	Monitoring Agency	Method of Assurance
4.11 Utilities and Public Services (cont'd)				
4.11.4 Prior to issuance of a certificate of occupancy, the contractor(s) must submit documentation to the March JPA that demonstrates compliance with approved construction waste management plans requirements of 50% waste reduction.	Prior to issuance of occupancy permits	Contractor	March JPA	Contractor must submit a report verifying compliance with demolition waste management plans. Receipts may also be submitted as supplemental proof of compliance.

RESOLUTION #JPA 09-33

A RESOLUTION OF THE JOINT POWERS COMMISSION OF THE MARCH JOINT POWERS AUTHORITY AMENDING THE GENERAL PLAN OF THE MARCH JOINT POWERS AUTHORITY TO REDESIGNATE THE LAND USE DESIGNATION OF THE AREA ENCOMPASSED BY THE LIFECARE CAMPUS SPECIFIC PLAN AREA

WHEREAS, the March Joint Powers Authority ("March JPA") is a joint powers agency created by a joint powers agreement dated September 7, 1993 pursuant to Article 1, Chapter 5, Division 7, Title 1 (commencing with section 6500) of the Government Code; and

WHEREAS, the March JPA is comprised of the member entities of the County of Riverside, the City of Riverside, the City of Moreno Valley, and the City of Perris; and

WHEREAS, the approximately 6,500 acres formerly known as the March Air Force Base were placed under the jurisdiction of the March JPA pursuant to the Retrocession of Legislative Jurisdiction from the United States, recorded in the County of Riverside on May 17, 1996, and Chapter 663 of the Statutes of 1996 of the State of California, effective on September 19, 1996; and

WHEREAS, pursuant to Government Code section 6502 and section 1 of the joint powers agreement, as amended, the member entities have delegated to the March JPA the power and authority to create a joint planning agency pursuant to Government Code section 65101 to exercise the powers and perform the duties set forth in Division 1 of Title 7 (commencing with section 65000) of the Government Code for the March Air Force Base ("MJPA Planning Area"); and

WHEREAS, the March LifeCare Campus Specific Plan ("Specific Plan") proposes a comprehensive approach to the planning development of a sustainable and integrated health care campus on a 236-acre portion of the MJPA Planning Area within an site comprised of approximately 236-acres situated east of Interstate 215 (I-215) in the northeast portion of the MJPA Planning Area, adjacent to the City of Moreno Valley to the north and east, and generally bounded by Cactus Avenue to the north, Heacock Avenue to the east, the southernmost boundary lies approximately 0.1 miles south of "N" Street, and Riverside Drive to the west ("Specific Plan Area"). A 12.3-acre parcel, located at the center of the Specific Plan Area, roughly 1,090 feet south of Cactus Avenue and 1,040 feet west of Heacock Avenue, is being retained by the Federal Government, and is not part of the Specific Plan. A legal description of the Specific Plan Area boundaries is attached hereto as Exhibit "A" to this Resolution; and

WHEREAS, implementation and adoption of the Specific Plan requires an amendment to the adopted March JPA General Plan – Land Use Element to amend the land use designation of the boundaries of the Project Area to "Specific Plan" ("Amendment"); and

WHEREAS, the Amendment was reviewed, studied, and found to comply with the California Environmental Quality Act ("CEQA") as more fully described below; and

WHEREAS, on November 4, 2009, the Planning Commission of the March JPA ("Planning Commission") conducted a duly noticed public hearing pursuant to California Government Code, Section 65355 on the Amendment at which time all persons wishing to testify in connection with the Amendment were heard and the Amendment was comprehensively reviewed; and

WHEREAS, a Final Program Environmental Impact Report ("EIR") was prepared to analyze the potential adverse environmental impacts of implementation of the Specific Plan in compliance with CEQA and was certified, along with the adoption of written Findings of Fact, a Statement of Overriding Considerations, and a Mitigation Monitoring and Reporting Plan by the Joint Powers Commission of the March Joint Powers Authority through Resolution #JPA 09-32; and

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

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

SECTION 1. Based on the entire record before the Joint Powers Commission of the March Joint Powers Authority ("Commission"), all written and oral evidence presented to the Commission, and the findings made in this Resolution, the Commission hereby amends the Land Use Element – Land Use Map, illustrated on attached Exhibit "A", by designating the area described in the attached Exhibit "B", and illustrated on attached Exhibit "C", attached hereto and incorporated herein by this reference, as "Specific Plan" (SP-4).

SECTION 2. Based on the entire record before the Joint Powers Commission of the March Joint Powers Authority ("Commission"), all written and oral evidence presented to the Commission, and the findings made in this Resolution, the Commission hereby amends the Transportation Element-Transportation Plan (Planned Roadway/Street System), illustrated on attached Exhibit "D", by designating the roadway, street and bike lane systems within and around the Northeast Corner of the March JPA Area Plan as illustrated in the attached Exhibit "E" attached hereto and incorporated herein by reference, as "Circulation Plan".

SECTION 3. Based on the entire record before the Commission and all written and oral evidence presented to the Commission, the Commission finds the Amendment promotes the goals and objectives of the March JPA General Plan and establishes the General Plan as a compatible, integrated, and internally consistent statement of policies for the following reasons:

A. The Amendment is integrated and compatible with the Land Use Element in that an amendment to establish a "Specific Plan" land use designation and with associated text and policies and will accommodate implementation of the LifeCare Campus Specific Plan which will provide an appropriate orientation and relationship between land uses within and adjacent to the Specific Plan Area and promote 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:

1. Defines the uses, amenities, and pattern of development that will be provided to create an integrated health care campus.

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

3. 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.

4. 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.

5. Provides detailed development regulations for the community.

6. Defines implementation programs for the development of the Specific Plan Area.

Moreover, the Amendment, coupled with the adoption of the Specific Plan, will serve as a tool for the March JPA to implement the provisions of its General Plan as it applies to the Specific Plan Area. Further, the Amendment, coupled with the adoption of the Specific Plan's development, performance, and design standards, will govern future development of the area designated as "Specific Plan" 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.

B. The Amendment is integrated and compatible with the Transportation Element in that the density and distribution of uses within the Specific Plan Area will generate traffic that is anticipated and accommodated in the Transportation Element, the proposed street improvements, and the design of road and intersection improvements to improve the level of service of the circulation system, as illustrated on the "Circulation Plan".

C. The Amendment is integrated and compatible with the Housing Element in that it provides for an anticipated 700,000 square feet of building square footage devoted to institutional residential uses. Implementation of these uses within the Specific Plan land use designation will avoid restricting opportunities for development in other areas of the JPA Planning Area that are aimed toward the reestablishment of the numerous jobs lost due to base realignment to balance with the conventional housing rich environment of western Riverside County.

D. The Amendment 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, and establishes standards for scenic corridors, trails and vistas that contribute to the quality of the MJPA Planning Area.

E. The Amendment is integrated and compatible with the Noise Element in that it provides a pattern of land use 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.

F. The Amendment 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 the Amendment 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 General Plan.

G. The Amendment is consistent with the applicable airport land use plan in accordance with Government Code section 65302.3 because the development proposed along with the Amendment has been reviewed by the Riverside County Airport Land Use Commission and has been determined by the Riverside County Land Use Commission to be consistent with the Riverside County Airport Land Use Plan (ALUP) and because the accompanying specific plan has been conditioned to be developed consistent with FAA regulations; the Amendment 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 within the Subject Site with the projected military and commercial aviation uses of the airfield.

SECTION 3. Based on the entire record before the Commission and all written and oral evidence presented to the Commission, the Commission finds that the General Plan Amendment is in the public interest because it will provide for the development of the Specific Plan Area as an integrated health care campus and provide employment opportunities for residents of the region.

SECTION 4. Based on the entire record before the Commission and all written and oral evidence presented to the Commission, the Commission finds that the General Plan Amendment complies with CEQA as set forth in the Resolution certifying the March LifeCare Campus Specific Plan Program Environmental Impact Report, adopting written Findings of Fact, a Statement of Overriding Considerations, and a Mitigation Monitoring and Reporting Plan for the Amendment.

SECTION 5. The Chair of the March Joint Powers Commission shall sign this Resolution and the Clerk of the Commission shall certify the adoption thereof. Pursuant to Government Code Section 65357, the Clerk of the Commission shall send a copy of the adopted General Plan Amendment to all public entities specified in Government Code Section 65352 and any other public entity that submitted comments on the General Plan Amendment during its preparation. A copy of the adopted General Plan Amendment shall be made available for public review at the offices of the March JPA within one (1) working day following the date of adoption.

SECTION 6. This Resolution shall be effective thirty (30) days after its adoption.

APPROVED AND ADOPTED, by the members of the March Joint Powers Commission of the March Joint Powers Authority this 18th day of November, 2009.

_____

Raul Mark Yarbrough, Chairman, March Joint Powers Commission

I, Carey L. Allen, Clerk of the March Joint Powers Commission of the March Joint Powers Authority, do hereby certify that the foregoing Resolution #JPA 09-33 was duly and regularly introduced at a regular meeting of the March Joint Powers Commission of the March Joint Powers Authority and was passed and adopted by the March Joint Powers Commission of the March Joint Powers Authority at a regular meeting thereof held on the 18th day of November, 2009, and the foregoing is a full, true, and correct copy of said Resolution, and it has not been amended or repealed.

Ayes:
Noes:
Abstain:
Absent:

Date: November 18, 2009

_____

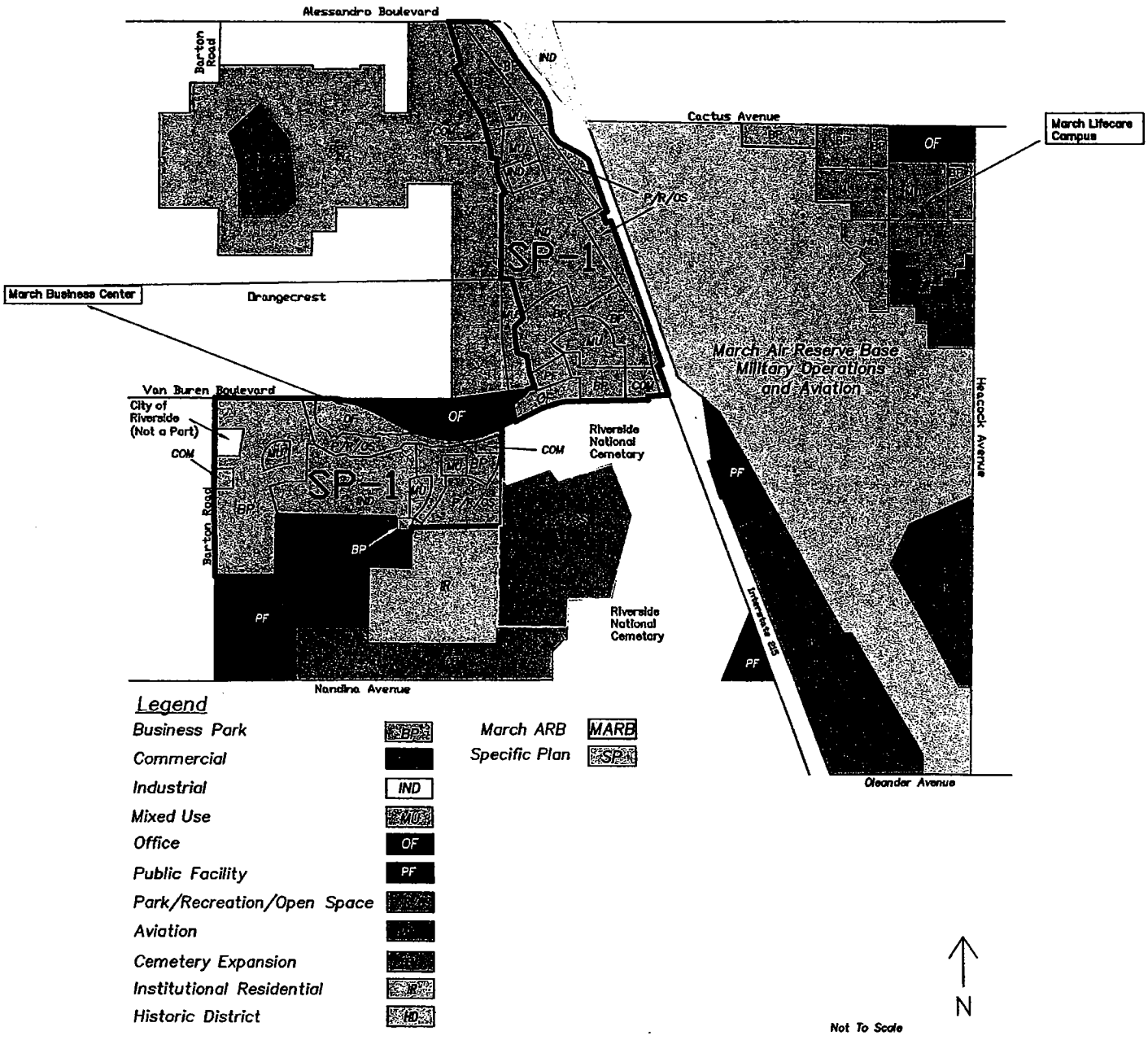
Carey L. Allen, Clerk, March Joint Powers Commission

EXHIBIT "A"

GENERAL PLAN LAND USE PLAN

EXHIBIT A

March Joint Powers Authority — General Plan Land Use Map



B Dawson
August 18, 2009

12a 457

EXHIBIT "B"

LEGAL DESCRIPTION OF BOUNDARIES OF SPECIFIC PLAN

Specific Plan Area
LEGAL DESCRIPTION

Those portions of Lots 1 and 8 in Block 262, and Lots 1 through 8, inclusive, in Block 261, and Lots 1 through 8, inclusive, in Block 280, and Lots 1 through 8, inclusive, in Block 281 of Map No. 1 of Bear Valley and Alessandro Development Co., as shown by map on file in Book 11 of Maps at page 10, thereof, Records of San Bernardino County, California, lying in Sections 13 and 24, Township 3 South, Range 4 West, San Bernardino Meridian, described as follows:

BEGINNING at the intersection of the centerline of Cactus Avenue with the centerline of Heacock Street, as shown on Record of Survey on file in Book 124 of Records of Survey at pages 69 through 81, inclusive thereof, Records of Riverside County, California, said centerline of Heacock Street being the easterly line of said Blocks 261 and 280;

Thence South 00°26'00" West along said centerline of Heacock Street, a distance of 2640.56 feet to a point of intersection with the centerline of John F. Kennedy Drive, also being the intersection of the westerly line of Block 144 of said Map No. 1 of Bear Valley and Alessandro Development Co., with said centerline of John F. Kennedy Drive as shown on Tract No. 19711 on file in Book 182 of Maps at pages 38 through 42, inclusive thereof, Records of Riverside County, California;

Thence South 00°26'44" West along said centerline of Heacock Street as shown on said map of Bear Valley and Alessandro Development Co., a distance of 27.35 feet to a point of intersection with the easterly prolongation of the northerly line of Parcel 5 of Record of Survey on file in Book 121 of Records of Survey at pages 83 through 90, inclusive thereof, Records of Riverside County, California, said centerline of Heacock Street also being the easterly line of said Block 281;

Thence along the boundary line of said Parcel 5 the following 15 courses and distances:

1) North 89°31'57" West, a distance of 858.46 feet to the beginning of a tangent curve, concave to the southeast, having a radius of 100.00 feet;

2) Westerly, southwesterly and southerly along said curve, to the left, through a central angle of 90°01'04", an arc distance of 157.11 feet;

3) South 00°26'59" West, a distance of 71.74 feet to the beginning of a tangent curve, concave to the west, having a radius of 75.00 feet;

4) Southerly along said curve, to the right, through a central angle of 6°50'44", an arc distance of 8.96 feet;

5) South 07°17'43" West, a distance of 92.07 feet to the beginning of a tangent curve, concave to the east, having a radius of 75.00 feet;

6) Southerly along said curve, to the left, through a central angle of 6°50'44", an arc distance of 8.96 feet;

7) South 00°26'59" West, a distance of 569.36 feet

8) South 89°33'04" East, a distance of 5.00 feet to the beginning of a non-tangent curve, concave to the southeast, having a radius of 15.00 feet, the radial line from said point bears South 89°33'00" East;

9) Northerly, northeasterly and easterly along said curve, to the right, through a central angle of 89°59'59", an arc distance of 23.56 feet;

10) South 89°33'01" East, a distance of 304.00 feet to the beginning of a tangent curve, concave to the northwest, having a radius of 55.00 feet;

11) Easterly, northeasterly and northerly along said curve, to the left, through a central angle of 85°54'07", an arc distance of 82.46 feet;

12) South 89°33'01" East, a distance of 252.14 feet;

13) North 00°26'59" East, a distance of 160.23 feet;

14) South 89°33'01" East, a distance of 183.68 feet;

15) North 62°09'21" East, a distance of 177.05 feet to the southeasterly corner of said Parcel 5, said corner being on said centerline of Heacock Street;

Thence South 00°26'44" West along said centerline, a distance of 477.28 feet;

Thence North 89°33'16" West, a distance of 29.79 feet to point on the easterly boundary line of that certain parcel of land conveyed to the March Joint Powers Authority described as Parcel K-5D-B1050 on Quitclaim Deed recorded November 05, 2007 as Document No. 2007-0674220, Official Records of Riverside County, California;

Thence along said boundary line the following four (4) courses and distances:

1) North 47°27'01" West, a distance of 88.70 feet;

2) North 65°55'13" West, a distance of 206.58 feet;

3) South 00°24'35" East, a distance of 446.13 feet;

4) North 89°37'53" West, a distance of 324.93 feet to a point on intersection with the northerly prolongation of the easterly line of that certain parcel of land so conveyed to the March Joint Powers Authority described as Parcel K-5D-B1054 in said Quitclaim Deed recorded November 05, 2007;

Thence South 00°06'18" East along said northerly prolongation and along said easterly line, a distance of 368.40 feet to the southeast corner of said parcel so conveyed;

Thence South 89°59'43" West along the southerly line of said parcel and along the westerly prolongation thereof, a distance of 398.05 feet to a point on the centerline of 6th

Street as described in said Quitclaim Deed recorded November 05, 2007 as Parcel "N Street and Vicinity Roads";

Thence South 00°27'53" West along said centerline, a distance of 87.88 feet to a point on intersection with the easterly prolongation of the southerly line of Parcel K-5D-B940 of said Quitclaim Deed;

Thence South 88°31'23" West along said easterly prolongation and along said southerly line, a distance of 380.56 feet to the southwest corner of said parcel;

Thence South 89°27'26" West, a distance of 40.00 feet to the southeast corner of Parcel K-5D-B942b of said Quitclaim Deed;

Thence North 89°33'19" West along the southerly line of said parcel, a distance of 359.99 feet to the southwest corner thereof;

Thence North 89°30'53" West, a distance of 19.98 feet to a point on the centerline of 4th Street as described in said Quitclaim Deed recorded November 05, 2007 as Parcel "N Street and Vicinity Roads";

Thence North 00°27'45" East along said centerline, a distance of 470.09 feet to a point on the most southerly line ("N" Street) of that certain parcel of land conveyed to the March Joint Powers Authority described as "4th Street South and vicinity streets" on Quitclaim Deed recorded September 21, 2007 as Document No. 2007-0594725, Official Records of Riverside County, California;

Thence North 89°36'57" West along said southerly line, a distance of 867.69 feet to a point on the westerly line of that certain parcel of land conveyed to Th e March Joint Powers Authority described as "Riverside Drive" on Quitclaim Deed recorded June 27, 2007 as Document No. 2007-0416182, Official Records of Riverside County, California;

Thence along said westerly line of parcel so conveyed the following five (5) courses and distances:

1) North 00°25'58" East, a distance of 1292.52 feet

2) North 01°07'52" West, a distance of 111.70 feet;

3) North 00°42'13" East, a distance of 738.58 feet;

4) South 89°17'47" East, a distance of 7.67 feet;

5) North 00°13'55" East, a distance of 489.86 feet to the southeasterly corner of that certain parcel of land conveyed to the March Joint Powers Authority described as "Castle Street" in said Quitclaim Deed recorded September 21, 2007 as Document No. 2007-0594725, said point being the beginning of a non-tangent curve concave to the southwest having a radius of 45.00 feet, the radial line from said point bears South 89°47'49" West;

Thence northerly, northwesterly and westerly along the southerly line of said parcel so conveyed and along said curve, to the left, through a central angle of 89°20'52", an arc distance of 70.18 feet;

Thence North 89°05'07" West along said southerly line, a distance of 358.82 feet to a point of intersection with the southerly prolongation of the easterly line of San Bernardino National Forest Parcel "C – 1" as shown on said Record of Survey on file in Book 121 of Records of Survey at pages 83 through 90, inclusive thereof, Records of Riverside County, California;

Thence North 00°33'08" East along said southerly prolongation and along said easterly line, a distance of 1311.87 feet to a point on the northerly line of March Air Reserve Base as shown on said Record of Survey;

Thence South 89°33'32" East along said northerly line, a distance of 420.28 feet;

Thence continuing along said northerly line South 89°34'42" East, a distance of 2640.23 feet to the POINT OF BEGINNING.

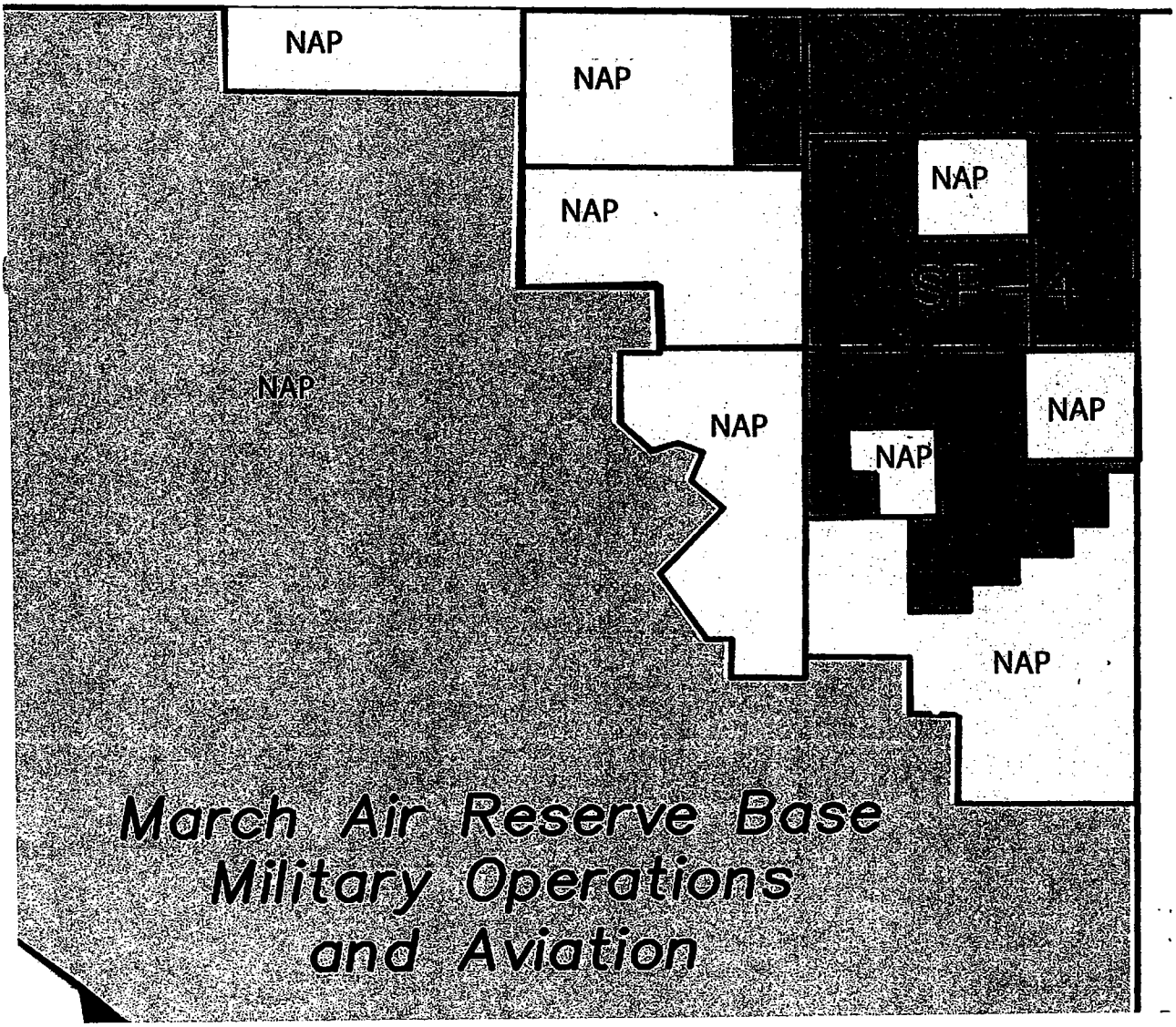
EXCEPTING THEREFROM Parcel 3 of said Record of Survey file in Book 121 of Records of Survey at pages 83 through 90, inclusive thereof, Records of Riverside County, California.

Containing 236.9 acres, more or less.

EXHIBIT "C"

GENERAL PLAN AMENDMENT FOR LIFECARE CAMPUS SPECIFIC PLAN
MAP DESIGNATION OF "SPECIFIC PLAN" (SP-4)

EXHIBIT C



Legend

Business Park		Specific Plan	
Commercial		March ARB	MARB
Industrial	IND		
Mixed Use			
Office	OF		
Public Facility	PF		
Park/Recreation/Open Space			
Aviation			
Cemetery Expansion			
Senior Retirement Residential			
Historic District			

N

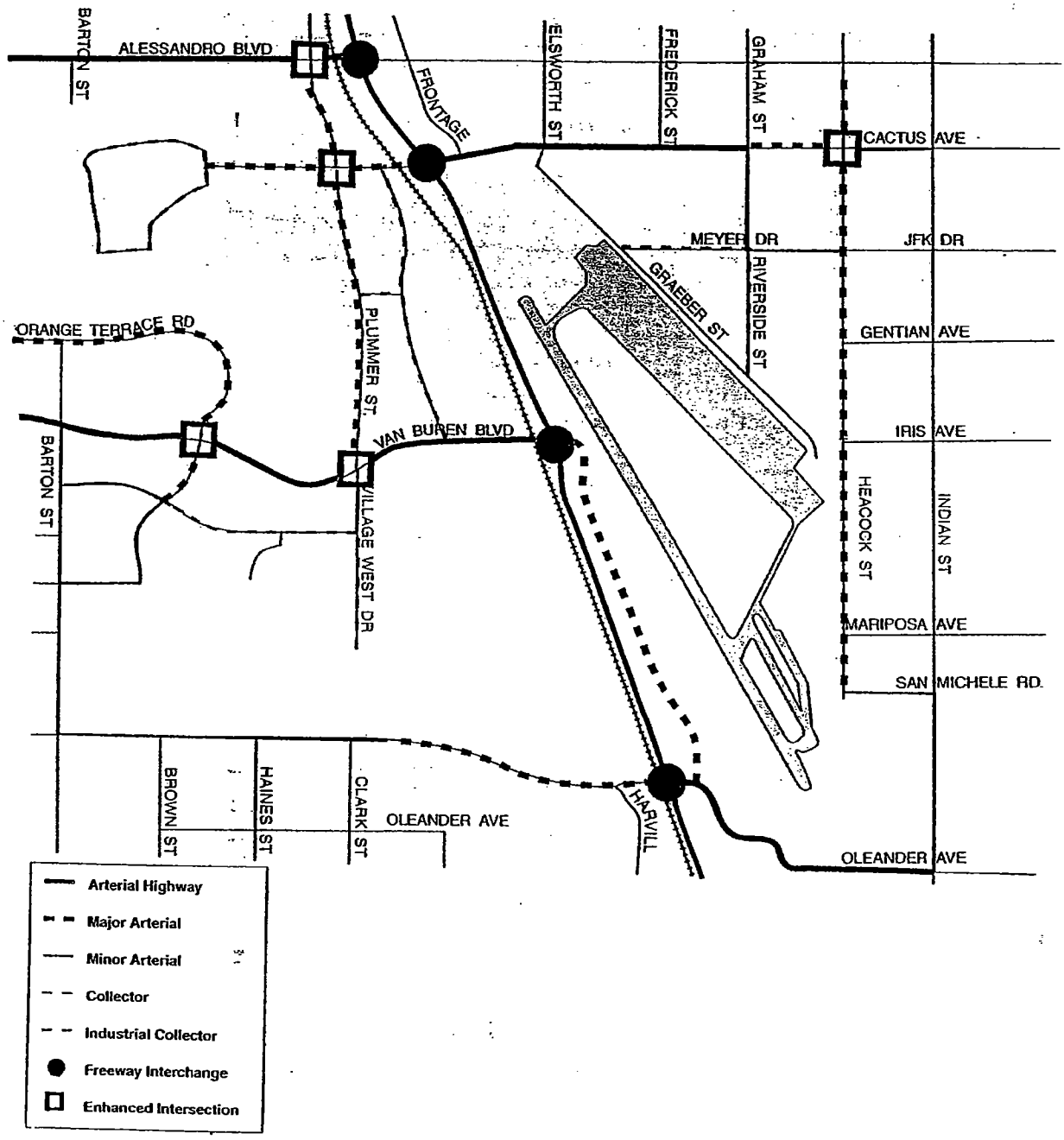
Not To Scale

120-464

EXHIBIT "D"

GENERAL PLAN TRANSPORTATION PLAN

Exhibit 2-1
Transportation Plan (Planned Roadway/Street System)



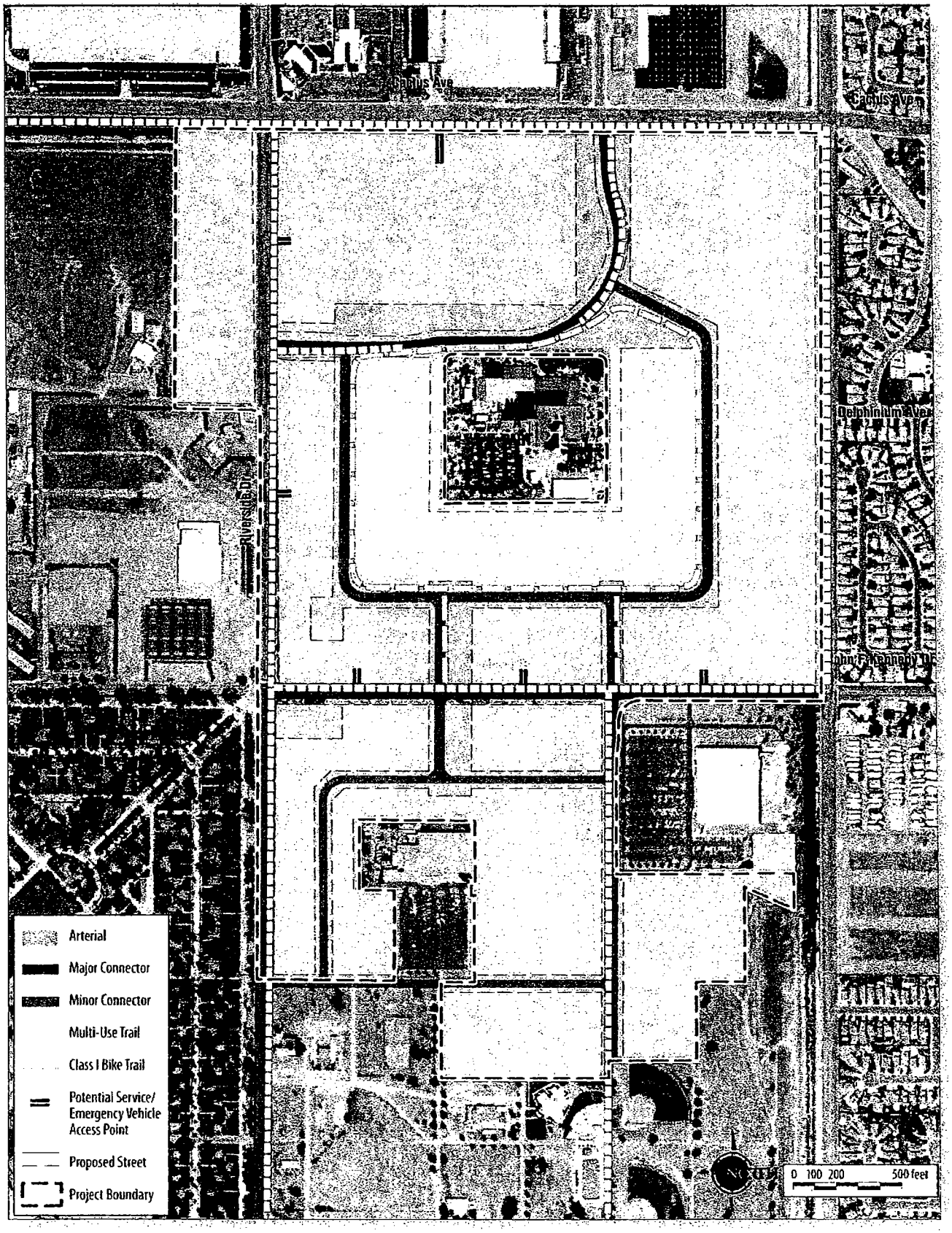
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EXHIBIT "E"

GENERAL PLAN AMENDMENT FOR LIFECARE CAMPUS SPECIFIC PLAN
CIRCULATION PLAN

12a-467

EXHIBIT E



12a-168

ORDINANCE #JPA 09-03

AN ORDINANCE OF THE JOINT POWERS COMMISSION OF THE MARCH JOINT POWERS AUTHORITY AMENDING THE MARCH JOINT POWERS AUTHORITY ZONING MAP TO DESIGNATE THE AREA ENCOMPASSED BY THE LIFECARE CAMPUS SPECIFIC PLAN AREA AS SPECIFIC PLAN ON THE ZONING MAP

WHEREAS, the March Joint Powers Authority ("March JPA") is a joint powers agency created by a joint powers agreement dated September 7, 1993 pursuant to Article 1, Chapter 5, Division 7, Title 1 (commencing with section 6500) of the Government Code; and

WHEREAS, the March JPA is comprised of the member entities of the County of Riverside, the City of Riverside, the City of Moreno Valley, and the City of Perris; and

WHEREAS, the approximately 6,500 acres formerly known as the March Air Force Base were placed under the jurisdiction of the March JPA pursuant to the Retrocession of Legislative Jurisdiction from the United States, recorded in the County of Riverside on May 17, 1996, and Chapter 663 of the Statutes of 1996 of the State of California, effective on September 19, 1996; and

WHEREAS, pursuant to Government Code section 6502 and section 1 of the joint powers agreement, as amended, the member entities have delegated to the March JPA the power and authority to create a joint planning agency pursuant to Government Code section 65101 to exercise the powers and perform the duties set forth in Division 1 of Title 7 (commencing with section 65000) of the Government Code for the March Air Force Base ("MJPA Planning Area"); and

WHEREAS, the March LifeCare Campus Specific Plan ("Specific Plan") proposes a comprehensive approach to the planning development of a sustainable and integrated health care campus on a 236-acre portion of the MJPA Planning Area within an site comprised of approximately 236-acres situated east of Interstate 215 (I-215) in the northeast portion of the MJPA Planning Area, adjacent to the City of Moreno Valley to the north and east, and generally bounded by Cactus Avenue to the north, Heacock Avenue to the east, the southernmost boundary lies approximately 0.1 miles south of "N" Street and Riverside Drive to the west ("Specific Plan Area"). A 12.3-acre parcel, located at the center of the Specific Plan Area, roughly 1,090 feet south of Cactus Avenue and 1,040 feet west of Heacock Avenue, is being retained by the Federal Government, and is not part of the Specific Plan. A legal description of the Specific Plan Area boundaries is attached hereto as Exhibit "A" to this Ordinance; and

WHEREAS, implementation and adoption of the Specific Plan requires an amendment to the adopted March JPA zoning map attached hereto as Exhibit "C", to amend the zoning designation of the boundaries of the Specific Plan Area to "Specific Plan" ("Amendment") as illustrated on Exhibit "B"; and

WHEREAS, the Amendment was reviewed, studied, and found to comply with the California Environmental Quality Act ("CEQA") as more fully described below; and

WHEREAS, on November 4, 2009, the Planning Commission of the March JPA ("Planning Commission") conducted a duly noticed public hearing pursuant to California Government Code, Section 65355 on the Amendment at which time all persons wishing to testify in connection with the Amendment were heard and the Amendment was comprehensively reviewed; and

WHEREAS, a Final Program Environmental Impact Report ("EIR") was prepared to analyze the potential adverse environmental impacts of implementation of the Specific Plan in compliance with CEQA and was certified, along with the adoption of written Findings of Fact, a Statement of Overriding Considerations, and a Mitigation Monitoring and Reporting Plan by the Joint Powers Commission of the March Joint Powers Authority through Resolution #JPA 09-32 and

WHEREAS, all other legal prerequisites to the adoption of this Ordinance and the Amendment have occurred.

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

SECTION 1. Based on the entire record before the Joint Powers Commission of the March Joint Powers Authority ("Commission"), all written and oral evidence presented to the Commission, and the findings made in this Ordinance, the Commission hereby amends the March Joint Powers Authority Zoning Map by designating the area illustrated in the attached Exhibit "B," attached hereto and incorporated herein by this reference, as "Specific Plan."

SECTION 2. Based on the entire record before the Commission and all written and oral evidence presented to the Commission, the Commission finds the Amendment is consistent with the March Joint Powers Authority General Plan ("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 Joint Powers Authority Development Code:

A. The proposed Amendment is in conformity with the General Plan because a general plan amendment request is being considered concurrently with this Amendment. The general plan amendment changes the zoning designation to "Specific Plan" to accommodate the March LifeCare Campus Specific Plan. Thus, the proposed land use designation is consistent and in conformity with the proposed general plan amendment for the Specific Plan Area. In addition, the Specific Plan and the proposed March LifeCare Campus Specific Plan provide for land uses compatible with surrounding properties and the March Joint Powers Authority Development Code.

B. The proposed Amendment is in the public interest and will not adversely affect the public health, safety and welfare because it will provide for the development of the Specific Plan Area as an integrated health care campus and provide employment opportunities for residents of the region.

C. The proposed Amendment is consistent with the purpose and intent of the March Joint Powers Authority Development Code because the proposed March LifeCare Specific Plan complies with all requirements of Chapter 9.13 of the Development Code.

D. In considering this Amendment, the March Joint Powers Authority Commission has considered the housing needs of the region and balanced those needs against the public service needs of the residents and available fiscal and environmental resources.

SECTION 3. Based on the entire record before the Commission and all written and oral evidence presented to the Commission, the Commission finds that the Amendment is in the public interest because it will provide for the development of the Specific Plan Area as an integrated health care campus and provide employment opportunities for residents of the region.

SECTION 4. Based on the entire record before the Commission and all written and oral evidence presented to the Commission, the Commission finds that the Amendment complies with CEQA as set forth in the Resolution certifying the March LifeCare Campus Specific Plan Program Environmental Impact Report, and adopting written Findings of Fact, a Statement of Overriding Considerations, and a Mitigation Monitoring and Reporting Plan for the Amendment.

SECTION 5. The Chair of the March Joint Powers Commission shall sign this Ordinance and the Clerk of the Commission shall attest thereto and shall within fifteen (15) days of its adoption cause it, or a summary of it, to be published in the Press Enterprise, a newspaper published and circulated within the boundaries of the March JPA. This ordinance shall take effect and be in force according to law within thirty (30) days after the date of its adoption.

ADOPTED, by the members of the Joint Powers Commission of the March Joint Powers Authority this 2nd day of December, 2009.

_____

Raul Mark Yarbrough, Chairman, March Joint Powers Commission

I, Carey L. Allen, Clerk of the Joint Powers Commission of the March Joint Powers Authority, do hereby certify that the foregoing Ordinance #JPA 09-03 was duly and regularly introduced at the hearing of November 18, 2009 and subsequently approved, passed, and adopted by the Joint Powers Commission of the March Joint Powers Authority at the regular meeting thereof held on the 2nd day of December, 2009, and the foregoing is a full, true, and correct copy of said Ordinance, and it has not been amended or repealed.

Ayes:
Noes:
Abstain:
Absent:

Date: December 2, 2009

_____

Carey L. Allen, Clerk, March Joint Powers Commission

12a 472

EXHIBIT "A"

LEGAL DESCRIPTION OF BOUNDARIES OF SPECIFIC PLAN

EXHIBIT A

Specific Plan Area
LEGAL DESCRIPTION

Those portions of Lots 1 and 8 in Block 262, and Lots 1 through 8, inclusive, in Block 261, and Lots 1 through 8, inclusive, in Block 280, and Lots 1 through 8, inclusive, in Block 281 of Map No. 1 of Bear Valley and Alessandro Development Co., as shown by map on file in Book 11 of Maps at page 10, thereof, Records of San Bernardino County, California, lying in Sections 13 and 24, Township 3 South, Range 4 West, San Bernardino Meridian, described as follows:

BEGINNING at the intersection of the centerline of Cactus Avenue with the centerline of Heacock Street, as shown on Record of Survey on file in Book 124 of Records of Survey at pages 69 through 81, inclusive thereof, Records of Riverside County, California, said centerline of Heacock Street being the easterly line of said Blocks 261 and 280;

Thence South 00°26'00" West along said centerline of Heacock Street, a distance of 2640.56 feet to a point of intersection with the centerline of John F. Kennedy Drive, also being the intersection of the westerly line of Block 144 of said Map No. 1 of Bear Valley and Alessandro Development Co., with said centerline of John F. Kennedy Drive as shown on Tract No. 19711 on file in Book 182 of Maps at pages 38 through 42, inclusive thereof, Records of Riverside County, California;

Thence South 00°26'44" West along said centerline of Heacock Street as shown on said map of Bear Valley and Alessandro Development Co., a distance of 27.35 feet to a point of intersection with the easterly prolongation of the northerly line of Parcel 5 of Record of Survey on file in Book 121 of Records of Survey at pages 83 through 90, inclusive thereof, Records of Riverside County, California, said centerline of Heacock Street also being the easterly line of said Block 281;

Thence along the boundary line of said Parcel 5 the following 15 courses and distances:

1) North 89°31'57" West, a distance of 858.46 feet to the beginning of a tangent curve, concave to the southeast, having a radius of 100.00 feet;

2) Westerly, southwesterly and southerly along said curve, to the left, through a central angle of 90°01'04", an arc distance of 157.11 feet;

3) South 00°26'59" West, a distance of 71.74 feet to the beginning of a tangent curve, concave to the west, having a radius of 75.00 feet;

4) Southerly along said curve, to the right, through a central angle of 6°50'44", an arc distance of 8.96 feet;

5) South 07°17'43" West, a distance of 92.07 feet to the beginning of a tangent curve, concave to the east, having a radius of 75.00 feet;

6) Southerly along said curve, to the left, through a central angle of 6°50'44", an arc distance of 8.96 feet;

7) South 00°26'59" West, a distance of 569.36 feet

8) South 89°33'04" East, a distance of 5.00 feet to the beginning of a non-tangent curve, concave to the southeast, having a radius of 15.00 feet, the radial line from said point bears South 89°33'00" East;

9) Northerly, northeasterly and easterly along said curve, to the right, through a central angle of 89°59'59", an arc distance of 23.56 feet;

10) South 89°33'01" East, a distance of 304.00 feet to the beginning of a tangent curve, concave to the northwest, having a radius of 55.00 feet;

11) Easterly, northeasterly and northerly along said curve, to the left, through a central angle of 85°54'07", an arc distance of 82.46 feet;

12) South 89°33'01" East, a distance of 252.14 feet;

13) North 00°26'59" East, a distance of 160.23 feet;

14) South 89°33'01" East, a distance of 183.68 feet;

15) North 62°09'21" East, a distance of 177.05 feet to the southeasterly corner of said Parcel 5, said corner being on said centerline of Heacock Street;

Thence South 00°26'44" West along said centerline, a distance of 477.28 feet;

Thence North 89°33'16" West, a distance of 29.79 feet to point on the easterly boundary line of that certain parcel of land conveyed to the March Joint Powers Authority described as Parcel K-5D-B1050 on Quitclaim Deed recorded November 05, 2007 as Document No. 2007-0674220, Official Records of Riverside County, California;

Thence along said boundary line the following four (4) courses and distances:

1) North 47°27'01" West, a distance of 88.70 feet;

2) North 65°55'13" West, a distance of 206.58 feet;

3) South 00°24'35" East, a distance of 446.13 feet;

4) North 89°37'53" West, a distance of 324.93 feet to a point on intersection with the northerly prolongation of the easterly line of that certain parcel of land so conveyed to the March Joint Powers Authority described as Parcel K-5D-B1054 in said Quitclaim Deed recorded November 05, 2007;

Thence South 00°06'18" East along said northerly prolongation and along said easterly line, a distance of 368.40 feet to the southeast corner of said parcel so conveyed;

Thence South 89°59'43" West along the southerly line of said parcel and along the westerly prolongation thereof, a distance of 398.05 feet to a point on the centerline of 6th

Street as described in said Quitclaim Deed recorded November 05, 2007 as Parcel "N Street and Vicinity Roads";

Thence South 00°27'53" West along said centerline, a distance of 87.88 feet to a point on intersection with the easterly prolongation of the southerly line of Parcel K-5D-B940 of said Quitclaim Deed;

Thence South 88°31'23" West along said easterly prolongation and along said southerly line, a distance of 380.56 feet to the southwest corner of said parcel;

Thence South 89°27'26" West, a distance of 40.00 feet to the southeast corner of Parcel K-5D-B942b of said Quitclaim Deed;

Thence North 89°33'19" West along the southerly line of said parcel, a distance of 359.99 feet to the southwest corner thereof;

Thence North 89°30'53" West, a distance of 19.98 feet to a point on the centerline of 4th Street as described in said Quitclaim Deed recorded November 05, 2007 as Parcel "N Street and Vicinity Roads";

Thence North 00°27'45" East along said centerline, a distance of 470.09 feet to a point on the most southerly line ("N" Street) of that certain parcel of land conveyed to the March Joint Powers Authority described as "4th Street South and vicinity streets" on Quitclaim Deed recorded September 21, 2007 as Document No. 2007-0594725, Official Records of Riverside County, California;

Thence North 89°36'57" West along said southerly line, a distance of 867.69 feet to a point on the westerly line of that certain parcel of land conveyed to Th e March Joint Powers Authority described as "Riverside Drive" on Quitclaim Deed recorded June 27, 2007 as Document No. 2007-0416182, Official Records of Riverside County, California;

Thence along said westerly line of parcel so conveyed the following five (5) courses and distances:

1) North 00°25'58" East, a distance of 1292.52 feet

2) North 01°07'52" West, a distance of 111.70 feet;

3) North 00°42'13" East, a distance of 738.58 feet;

4) South 89°17'47" East, a distance of 7.67 feet;

5) North 00°13'55" East, a distance of 489.86 feet to the southeasterly corner of that certain parcel of land conveyed to the March Joint Powers Authority described as "Castle Street" in said Quitclaim Deed recorded September 21, 2007 as Document No. 2007-0594725, said point being the beginning of a non-tangent curve concave to the southwest having a radius of 45.00 feet, the radial line from said point bears South 89°47'49" West;

EXHIBIT A
Project Area Legal Description

Thence northerly, northwesterly and westerly along the southerly line of said parcel so conveyed and along said curve, to the left, through a central angle of 89°20'52", an arc distance of 70.18 feet;

Thence North 89°05'07" West along said southerly line, a distance of 358.82 feet to a point of intersection with the southerly prolongation of the easterly line of San Bernardino National Forest Parcel "C – 1" as shown on said Record of Survey on file in Book 121 of Records of Survey at pages 83 through 90, inclusive thereof, Records of Riverside County, California;

Thence North 00°33'08" East along said southerly prolongation and along said easterly line, a distance of 1311.87 feet to a point on the northerly line of March Air Reserve Base as shown on said Record of Survey;

Thence South 89°33'32" East along said northerly line, a distance of 420.28 feet;

Thence continuing along said northerly line South 89°34'42" East, a distance of 2640.23 feet to the POINT OF BEGINNING.

EXCEPTING THEREFROM Parcel 3 of said Record of Survey file in Book 121 of Records of Survey at pages 83 through 90, inclusive thereof, Records of Riverside County, California.

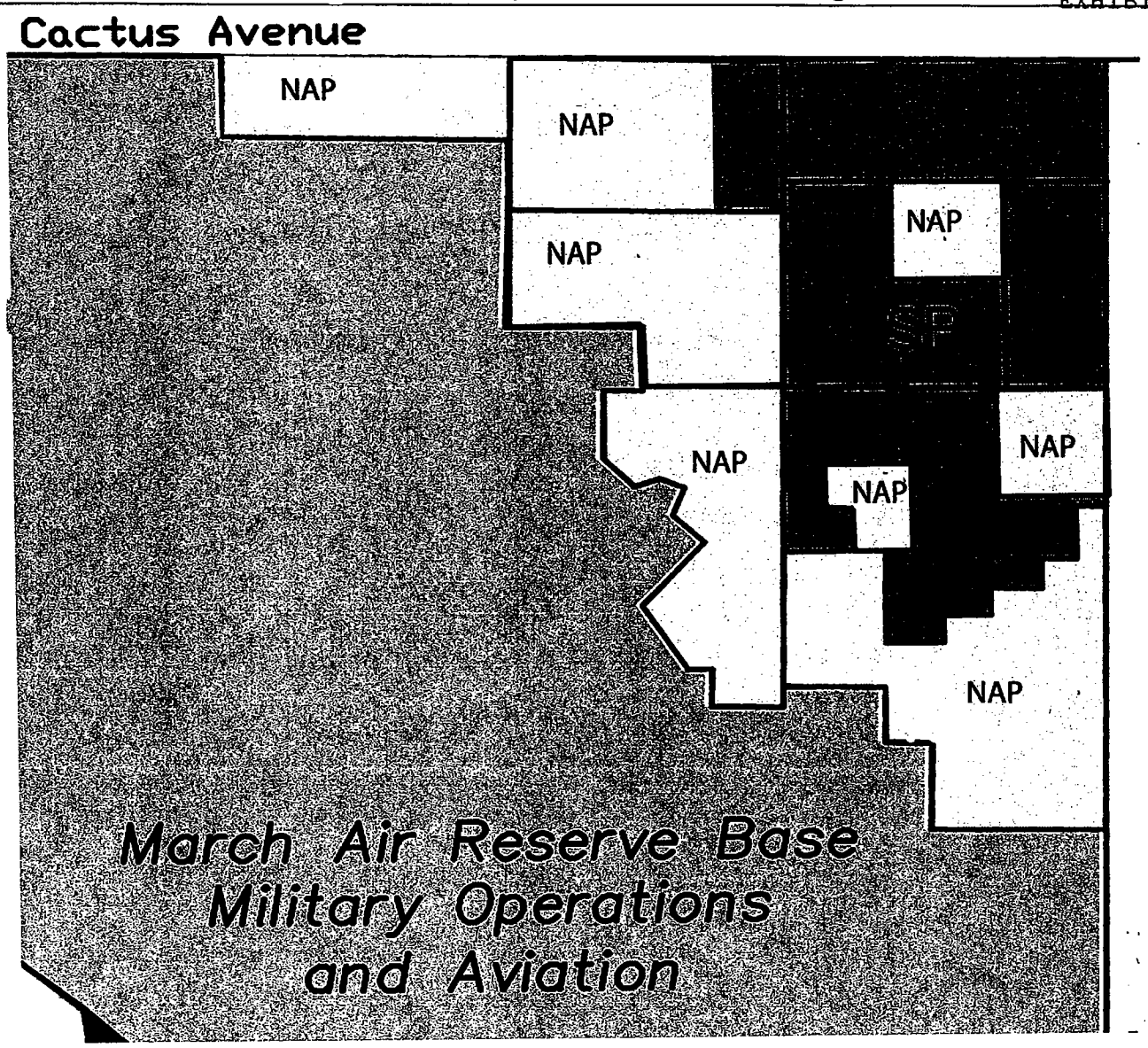
Containing 236.9 acres, more or less.

EXHIBIT A
Project Area Legal Description

EXHIBIT "B"

ZONING MAP AMENDMENT FOR LIFECARE CAMPUS SPECIFIC PLAN
MAP DESIGNATION TO "SPECIFIC PLAN"

120 478



Legend

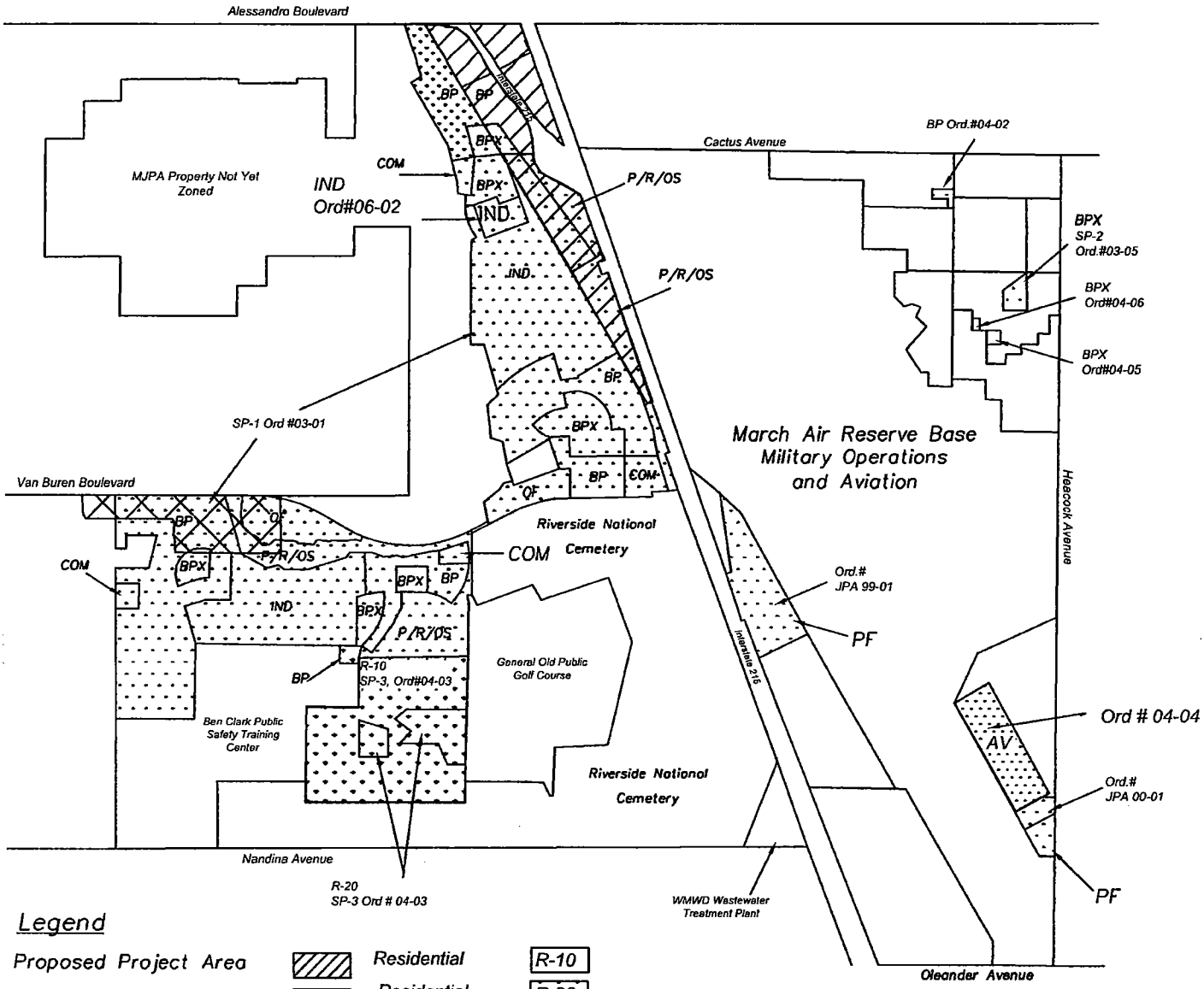
Business Park		Specific Plan	
Commercial		March ARB	MARB
Industrial	IND		
Mixed Use			
Office	OF		
Public Facility	PF		
Park/Recreation/Open Space			
Aviation			
Cemetery Expansion			
Senior Retirement Residential			
Historic District			

N

Not To Scale

EXHIBIT C

March Joint Powers Authority — Zoning Map



Legend

Proposed Project Area		Residential	R-10
Existing Zoned Area		Residential	R-20
Business Park	BP	School Overlay Zone	
Commercial	COM	Clear Zone	
Industrial	IND		
Business Park Mixed Use	BPX	Accident Potential Zone I	
Office	OF		
Public Facility	PF		
Park/Recreation Open Space	P/R/OS	Accident Potential Zone II	
Aviation	AV		

N

Not To Scale

Brett Dawson
August 18, 2008

12a 480

NOTICE OF DETERMINATION

To: County Clerk's Office
County of Riverside
P.O. Box 751
2720 Gateway Drive
Riverside, CA 92502-0751

Office of Planning and Research
P.O. Box 3044
Sacramento, CA 95812-3044
Attn: State Clearinghouse

From: March Joint Powers Authority (Lead Agency)
23555 Meyer Drive
Riverside, CA 92518
Phone: (951) 656-7000
Fax: (951) 653-5558

Subject: Filing a Notice of Determination for certification of the March Lifecare Campus Specific Plan ("MLCSP") Program Environmental Impact Report ("EIR") and approval of the project, prepared and certified in compliance with Public Resources Code section 21152 and State CEQA Guidelines section 15094.

Project Title: March Lifecare Campus Specific Plan (including (1) approval of a proposed General Plan amendment to the March JPA General Plan-Land Use Element designating the Project site as "Medical Campus" (MC) land use allowing medical and other supporting uses; (2) approval of an amendment to the March JPA zoning map, redesignating the Project site as "Specific Plan" with development conforming to the MLCSP; (3) adoption of the MLCSP; and (4) other related actions).

State Clearinghouse Number: 2008071021

Contact Person & Telephone Number: March Joint Powers Authority
Grace Williams, Senior Planner
(951) 656-7000

Project Location (Including County): Portion of former March Air Force Base approximately bounded by Cactus Ave. on the north, Heacock St. on the east, Riverside Dr. on the west , and "N" St. on the South; excluding an approx. 12.3-acre parcel in the center currently occupied by the federal government (located approx. 1,090 feet south of Cactus Ave. and 1,040 feet west of Heacock St.) in the County of Riverside (See Attached Map.)

Project Description: The MLCSP is a comprehensive plan on an approximate 236-acre portion of the former base, which provides for the construction of a medical campus with approximately 3.555 million square feet of building area and 2.5 million square feet of parking area. Parcels within the MLCSP will be sold to individual users. The MLCSP serves as a development policy statement, zoning, and as a tool for implementing the General Plan as it relates to the campus. The MLCSP specifies land use designations (and identifies specific permitted uses for each), as follows: general medical office (including hospitals), commercial retail, research and education, institutional residential, wellness facilities, and mixed uses. The MLCSP's development concept maintains linkages to open space and reduces impacts to the 12.3 acre center parcel currently used for federal government communications. The MLCSP apportions seven zones (and identifies allowances and limitations within each), as follows: public realm (PR), building 1 and 2 (B1, B2), flex 1 and 2 (FX1, FX2), mixed use (MU), and parking core (PC). A parking zone overlay (PO) is also created next to the major connector at Cactus Dr. and Riverside Dr.

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The MLCSP includes circulation, access, and parking changes for adding roadways leading into the site and an internal loop to improve vehicular and non-vehicular access. The MLCSP includes upgrades and/or extensions to existing utilities and infrastructure for facilitating development of the site, and it identifies plans for open space and landscaping. Site preparation under the MLCSP will involve demolition of several of the existing structures as well as site clearing and grading.

The Project includes the (1) approval of a proposed General Plan amendment to the March JPA General Plan-Land Use Element designating the Project site as "Medical Campus" (MC) land use allowing medical and other supporting uses; (2) approval of an amendment to the March JPA zoning map, redesignating the Project site as "Specific Plan" with development conforming to the MLCSP; (3) adoption of the MLCSP; and (4) other related actions.

The March Joint Powers Authority will act as the lead agency for the Project.

This Notice of Determination is filed in compliance with Public Resources Code section 21152 and State CEQA Guidelines section 15094 to advise that the March Joint Powers Authority, acting in its capacity as a Lead Agency under CEQA, has certified the above-described Program Environmental Impact Report and approved the project on November 18, 2009, and has made the following determinations:

1. The Project WILL have a significant effect on the environment.
2. A Program Environmental Impact Report was prepared and certified for this project pursuant to the provisions of CEQA and the State CEQA Guidelines.
3. Mitigation Measures WERE made a condition of the Project, and a Mitigation Monitoring and Reporting Program for the Project WAS adopted for this Project.
4. Findings WERE made pursuant to the provisions of CEQA and the State CEQA Guidelines.
5. A Statement of Overriding Considerations WAS adopted for this Project.

This is to certify that the documents that comprise the record of proceedings for the Project, including the administrative record, with comments received, are available to the general public at:

Custodian:	March Joint Powers Authority Office of the Planning Director	Location:	23555 Meyer Drive Riverside, CA 92518

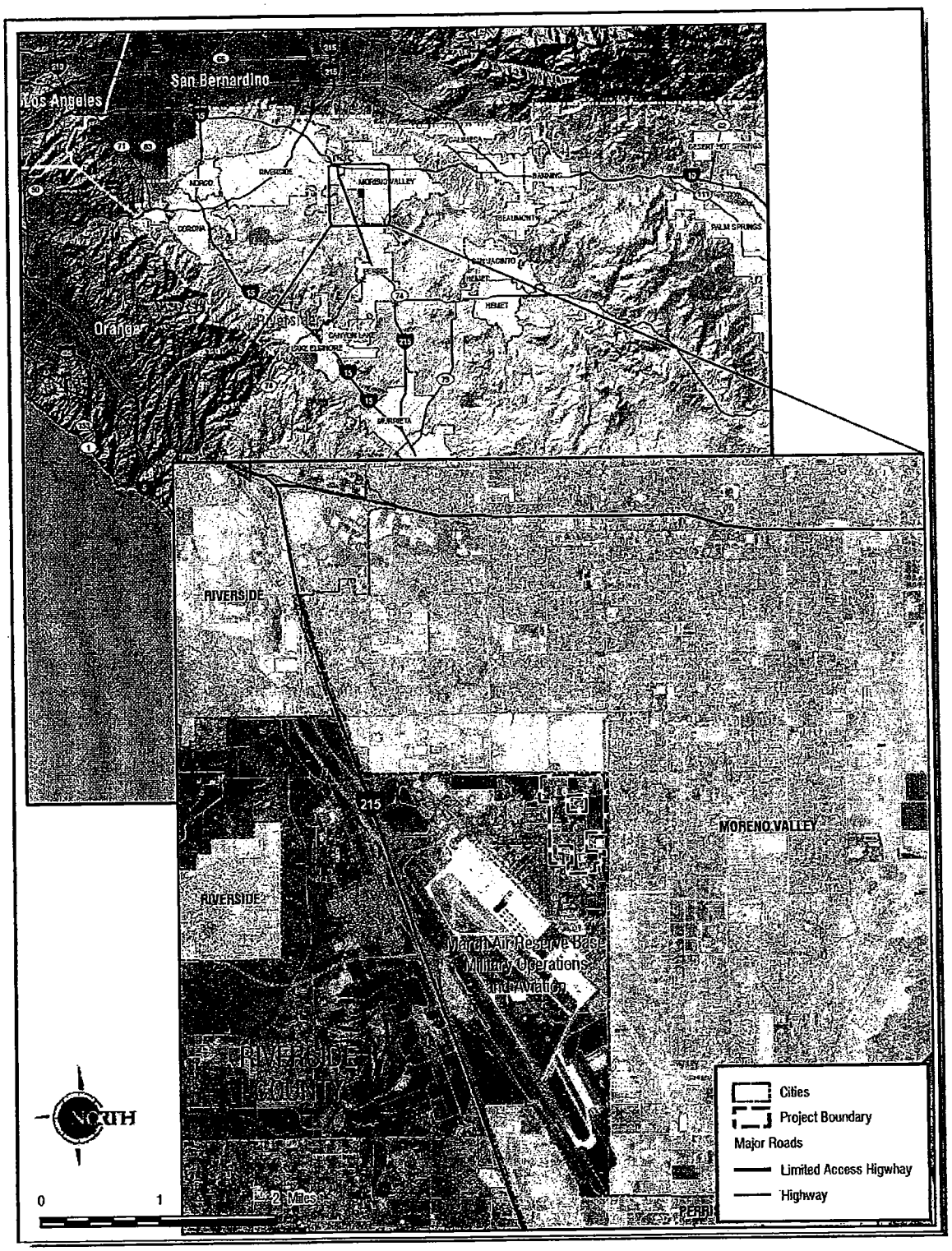
Signature of Lead Agency Representative:

Nov. 18, 2009

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PROJECT SITE LOCATION



12a-483

PUBLIC HEARING OF THE

JOINT POWERS COMMISSION

OF THE MARCH JOINT POWERS AUTHORITY

JPA Operations –Public Hearing
Agenda Item No. 12a

Meeting Date: November 18, 2009

Subject/Action: **STAFF RECOMMENDS THE FOLLOWING ACTIONS TO THE MARCH JOINT POWERS COMMISSION: CERTIFICATION OF PROGRAM EIR (SCH#2008071021); ADOPTION OF GENERAL PLAN AMENDMENT (GPA 08-01); APPROVAL OF SPECIFIC PLAN (SP 08-01); AND APPROVAL OF CHANGE OF ZONE (CZ 08-02); ADOPT RESOLUTION #JPA 09-32 AND RESOLUTION #JPA 09-33 FOR THE MARCH LIFECARE CAMPUS PROJECT LOCATED ON 236 GROSS ACRES AT THE SOUTHWEST CORNER OF CACTUS AVENUE AND HEACOCK STREET; WAIVE FIRST READING OF ORDINANCE #JPA 09-03 AN ORDINANCE OF THE JOINT POWERS COMMISSION OF THE MARCH JOINT POWERS AUTHORITY AMENDING THE MARCH JOINT POWERS AUTHORITY ZONING MAP TO DESIGNATE THE AREA ENCOMPASSED BY THE LIFECARE CAMPUS SPECIFIC PLAN AREA AS "SPECIFIC PLAN" ON THE ZONING MAP; AND WAIVE FIRST READING OF ORDINANCE #JPA 09-04 AN ORDINANCE OF THE JOINT POWERS COMMISSION OF THE MARCH JOINT POWERS AUTHORITY ADOPTING THE MARCH LIFECARE CAMPUS SPECIFIC PLAN AND CONDITIONS OF APPROVAL**

Joint Powers Commission Motions:

1) Recommended that the Joint Powers Commission certify the Final Program Environmental Impact Report, the Statement of Overriding Considerations and the Mitigation Monitoring and Reporting Program;
2) Recommended that the Joint Powers Commission make written environmental findings pursuant to CEQA and adopt a statement of overriding considerations;

3) Recommended that the Joint Powers Commission approve the amendment to the March Joint Powers Authority General Plan for the March LifeCare Campus Specific Plan (GPA 08-01);
4) Recommended that the Joint Powers Commission approve the Change of Zone Proposal (CZ 08-02) that will assign the zone of Specific Plan ("SP") to the Project area, and modify existing zones of Business Park Mixed Use to "SP";
5) Recommended that the Joint Powers Commission approve the March LifeCare Campus Specific Plan (SP 08-01);
6) Recommended that the Joint Powers Commission approve the Conditions of Approval as revised;
7) Waive the first reading of Ordinance # JPA 09-03, an Ordinance of the March Joint Powers Commission, designating the Project area as "Specific Plan" on the MJPA Zoning Map; and
8) Waive the first reading of Ordinance # JPA 09-04, an Ordinance of the March Joint Powers Commission, adopting the March LifeCare Campus Specific Plan and Conditions of Approval; and
9) Direct staff to file the Notice of Determination.

Background:

A complete project history and analysis of the proposals is provided in the attached staff report.

Attachments:

1. Staff Report for EIR 08-01, GPA 08-01, CZ 08-02, and SP 08-01
   Joint Powers Commission Findings for EIR 08-01
   Joint Powers Commission Findings for GPA 08-01
   Joint Powers Commission Findings for CZ 08-02
   Joint Powers Commission Findings for SP 08-01
   DEIR Section 4.1.5.2
   Specific Plan Appendix B
   Specific Plan Appendix C
   Ordinance #JPA 09-04; Specific Plan/Conditions of Approval Ordinance Resolution
2. Resolution #JPA 09-32; CEQA Findings
3. Resolution #JPA 09-33; General Plan Amendment
4. Ordinance #JPA 09-03; Change of Zone Ordinance
5. Notice of Determination
6. March LifeCare Campus Program EIR (available at the March JPA office)
7. March LifeCare Campus Technical Appendices (available at the March JPA office)
8. March LifeCare Campus Specific Plan (available at the March JPA office)

RESOLUTION #JPA 10-20

A RESOLUTION OF THE MARCH JOINT POWERS COMMISSION CERTIFYING THE SUBSEQUENT ENVIRONMENTAL IMPACT REPORT FOR THE MERIDIAN SPECIFIC PLAN AMENDMENT (SP-5) AND SITE SPECIFIC DEVELOPMENT ON LOT 16; ADOPTING ENVIRONMENTAL FINDINGS PURSUANT TO THE CALIFORNIA ENVIRONMENTAL QUALITY ACT; ADOPTING A STATEMENT OF OVERRIDING CONSIDERATIONS AND ADOPTING A MITIGATION MONITORING AND REPORTING PROGRAM; AND APPROVING THE PROJECT

WHEREAS, the proposed Meridian Specific Plan Amendment (SP-5) would modify the existing March Business Center Specific Specific Plan (SP-1). The previously approved "March Business Center Specific Plan" addressed the development of a business park, divided into a North and South Campus, located in the northwestern portion of Riverside County, California just west of Interstate 215 and south of Alessandro Boulevard, and its impacts were studied in the 2003 Focused Environmental Impact Report ("2003 Focused EIR") certified in February 2003; and

WHEREAS, the proposed Project is the Meridian Specific Plan Amendment. The Meridian Specific Plan Amendment responds to changes in market conditions since the certification of the 2003 Focused EIR and implements revisions to a 257.7 acre portion of the Specific Plan's North Campus, which includes modifications to land use designations, development regulations and allowed uses set forth in the previous Specific Plan (see p. I-3 of Meridian Specific Plan SEIR). The modifications include the following revised land use designations: reduction in Business Park uses from 120.5 acres to 23.0 acres, an increase in Commercial uses from 20.3 acres to 22.2 acres, an increase in Industrial from 43.2 acres to 158.5 acres, a reduction in Mixed Use uses from 37.0 acres to 16.8 acres, an increase in Office uses from 18.3 acres to 21.5 acres, a reduction in Public Facility uses from 12.1 acres to 4.6 acres, and an increase in Park/Recreation/Open Space uses from 0 acres to 11.1 acres; a reconfiguration of Unit 1, Lot 19 and Unit 2, Lots 3, 9, and 10 to revised land uses or lot dimensions near the planned Metrolink site; the identification of a sewer lift station on Lot A and temporary sewer lift facilities near Unit 4, Lot 3; the removal of cul-de-sacs serving office lots along the north side of Van Buren and relocation of access via Street F; construction of three rail spurs to accommodate freight rail service to Unit 1, Lots 5 and 6; modification of the lot along the eastern side of Meridian Parkway for incorporation into a Defense Reutilization and Marketing Office parcel; and the creation of Lot 16 through the consolidation of 14 smaller lots and removal of the eastern portion of Street F, along with the development of a new east/west private street along the south side of new Lot 16, to accommodate a prospective industrial user and its proposed administration and food warehouse facility on Lot 16; and

WHEREAS, the Project's Lot 16 would accommodate a 515,223 square foot building on the south and western portion of the 45-acre lot of which 62,000 square feet would be dedicated to office and administrative uses and the remainder to food and food-service product storage, packaging and distribution, with approximately 37 truck loading docks along the eastern side of the building and 27 along the northern side; and

WHEREAS, the Proposed Project requires the following discretionary actions from

the MJPA in addition to the recommended certification of the Subsequent Environmental Impact Report for this Project: the Meridian (March Business Center) Specific Plan Amendment, the March JPA General Plan Amendment, the Tentative Tract Map 30857 Amendment 2, the Plot Plan PP 09-01 (Sysco) and the Revised Statutory Development Agreement; and

WHEREAS, the Proposed Project is sponsored by the LNR Property Corporation and affiliates, LNR Riverside LLC, LNR Riverside II LLC, LNR CPI Riverside Warehouse LLC, LNR CPI Meridian BTS 223 LLC, and LNR CPI Meridian BTS 356 LLC; and

WHEREAS, pursuant to the California Environmental Quality Act (Pub. Res. Code, §§ 21000 et seq.) ("CEQA"), and the State CEQA Guidelines (14 Cal. Code Regs. §§ 15000 et seq.) and the March Joint Powers Authority's (MJPA") Local Guidelines ("CEQA"), the MJPA, as the lead agency for this Project, determined that the Project would require major revisions to the 2003 Focused EIR ("FEIR") requiring the preparation of a Subsequent Environment Impact Report ("SEIR") pursuant to CEQA in order to analyze all potential adverse environmental impacts of the Proposed Project; and

WHEREAS, as required by Public Resources Code section 21166 and State CEQA Guidelines section 15162, the SEIR focuses on the changes to the March Business Center Specific Plan from the proposed Specific Plan Amendment and thus does not analyze the impacts of the existing Specific Plan anew; and

WHEREAS, the March Joint Powers Authority ("MJPA") issued a Notice of Preparation ("NOP") on the SEIR on July 20, 2009 and circulated the NOP for 30 days as required by CEQA; and

WHEREAS, the MJPA solicited comments from potential responsible and trustee agencies and members of the public; and

WHEREAS, the MJPA held a scoping meeting on August 11, 2009 to gather public comments on the Proposed Project and its potential impacts on the physical environment; and

WHEREAS, the MJPA received comments in response to the NOP and at the Scoping Meeting, which assisted the MJPA in focusing the issues and alternatives for analysis in the SEIR; and

WHEREAS, the MJPA initiated a 45-day public review period on April 8, 2010, by filing a Notice of Completion and Availability with the State Office of Planning and Research and releasing the Draft SEIR to state agencies, other affected agencies, adjacent cities and counties, members of the public, and parties who had submitted a written request for a copy; and

WHEREAS, pursuant to State CEQA Guidelines section 15086, the MJPA consulted with and requested comments from all responsible and trustee agencies, other regulatory agencies, and others during the 45-day comment period; and

WHEREAS, the MJPA received written comments during the public review period for the Draft SEIR; and

WHEREAS, written responses to those comments were prepared and responses to commenting public agencies were provided to those agencies at least 10 days prior to the certification of the SEIR; and

WHEREAS, the MJPA's Planning Commission held a noticed public meeting on July 7, 2010, which allowed public testimony on the Proposed Project to the Planning Commission; and upon hearing all discussion and reviewing all pertinent materials, the Planning Commission unanimously recommended that the March Joint Powers Commission certify the subsequent environmental impact report; adopt the environmental findings pursuant to the California Environmental Quality Act; adopt a Statement of Overriding Considerations and adopt a Mitigation Monitoring and Reporting Program; and approving the project.

WHEREAS, all of the findings and conclusions made by the March Joint Powers Planning Commission are based upon the oral and written evidence presented to the Planning Commission as a whole and not based solely on the information provided in this Resolution; and

WHEREAS, the March Joint Powers Commission held a noticed public meeting on July 21, 2010, which allowed public testimony on the Proposed Project to the March Joint Powers Commission; and

WHEREAS, as contained herein, the March Joint Powers Commission has endeavored in good faith to set forth the basis for its decision on the Proposed Project; and

WHEREAS, all the requirements of the CEQA Guidelines have been satisfied by the March Joint Powers Commission in the SEIR, which is sufficiently detailed so that all of the potentially significant environmental effects of the Proposed Project have been adequately evaluated; and

WHEREAS, the SEIR prepared in connection with the Proposed Project sufficiently analyzes both the feasible Mitigation Measures necessary to avoid or substantially lessen the Project's potentially significant environmental impacts and a range of feasible alternatives capable of eliminating or reducing these effects in accordance with CEQA; and

WHEREAS, the March Joint Powers Commission finds that the environmental impacts identified in the SEIR are less than significant and do not require mitigation are described in Section 2 hereof; and

WHEREAS, the March Joint Powers Commission finds that the environmental impacts identified in the SEIR as potentially significant can be mitigated to a level of less than significant, through the imposition of feasible Mitigation Measures identified in the SEIR and set forth herein, are described in Section 3 hereof; and

WHEREAS, the March Joint Powers Commission finds that the environmental impacts identified in the SEIR as potentially significant but that cannot be fully mitigated to a level of less than significant, despite the imposition of all feasible Mitigation Measures identified in the EIR and set forth herein, are described in Section 4 hereof; and

WHEREAS, alternatives to the Proposed Project that might eliminate or reduce

significant environmental impacts are described in Section 8 hereof; and

WHEREAS, prior to taking action, the March Joint Powers Commission has heard, been presented with, reviewed and considered all of the information and data in the administrative record, including but not limited to the SEIR, and all oral and written evidence presented to it during all meetings and hearings; and

WHEREAS, the SEIR reflects the independent judgment of the March Joint Powers Commission and the March Joint Powers Commission finds that the SEIR was prepared in compliance with CEQA; and

WHEREAS, no comments made in the public hearings conducted by the March Joint Powers Commission and no additional information submitted to the March Joint Powers Commission have produced substantial new information requiring recirculation of the SEIR or additional environmental review of the Projectunder State CEQA Guidelines section 15088.5; and

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

THE COMMISSION OF THE MARCH JOINT POWERS AUTHORITY DOES HEREBY RESOLVE AS FOLLOWS:

SECTION 1: FINDINGS

At a regular meeting assembled on July 21, 2010, the March Joint Powers Commission determined that, based on all of the evidence presented, including but not limited to the SEIR, written and oral testimony given at meetings and hearings, and the submission of testimony from the public, organizations and regulatory agencies, the following environmental impacts associated with the Project are: (1) less than significant and do not require mitigation; or (2) potentially significant but will be avoided or reduced to a level of insignificance through the identified Mitigation Measures; or (3) significant and cannot be fully mitigated to a level of less than significant but will be substantially lessened to the extent feasible by the identified Mitigation Measures.

SECTION 2: RESOLUTION REGARDING ENVIRONMENTAL IMPACTS NOT REQUIRING MITIGATION

The March Joint Powers Authority prepared an Initial Study for the proposed Project and found that no significant direct or cumulative impact would occur to Aesthetic, Argicultural and Forest, Mineral, Population and Housing, and Recreational resources. (SEIR's Appendix A; SEIR, pp. VII-1 to 4.) Accordingly, these resources were scoped out of the EIR and not addressed in detail in the SEIR. (*Ibid.*)

The March Joint Powers Commission hereby finds that the following potential environmental impacts of the Project are less than significant and therefore do not require the imposition of Mitigation Measures.

A. BIOLOGICAL RESOURCES

1. Threshold IV.D-5: Would the project conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?

a. Finding. The Project would have a less than significant impact on local policies or tree protection ordinances. No mitigation is required. (SEIR, p. IV-169.)

b. Supporting Explanation. The MJPA does not have tree ordinances or related policies, and the Project is not subject to the Riverside County Oak Tree Management Guidelines. There are also no oak trees in the study area. (SEIR, p. IV-169.)

2. Threshold IV.D-6: 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?

a. Finding. The Project is not contained within any of the local habitat conservation plans and thus no impact would result. (SEIR, p. IV-169.)

b. Supporting Explanation. The March JPA General Plan Area, which includes the Specific Plan, is not included in any of the 16 area plans that comprise the Western Riverside MSHCP, nor is the MJPA a permittee of this Plan. The Project would occur within the Specific Plan area and is therefore not in conflict with any HCP. (SEIR, p. IV-169.) The proposed Project is not within the Western Riverside MSHCP nor is it adjacent to reserve areas subject to the MSHCP. (SEIR, p. IV-170.) The proposed Project also does not include any improvements that are subject to MSHCP requirements. (*Ibid.*) Project runoff from impervious surfaces is and will continue to be collected in storm drains and detention basins that are tributaries to the Perris Valley Storm Drain System. (*Ibid.*) All drainage systems within the proposed Project area are required to implement BMPs for drainage, water quality, erosion control and urban pollution removal prior to discharge downstream. (*Ibid.*) Although the proposed Project does not discharge to an MSHCP Conservation Area, incorporation of the above BMPs would avoid impacts to downstream areas should accidental discharge occur. (*Ibid.*) Thus, the proposed Project would not conflict with the MSHCP or directly or indirectly affect any other resources in the MSHCP.

B. HAZARDS AND HAZARDOUS MATERIALS

1. Threshold IV.E-3: Would the proposed project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one quarter-mile of an existing or proposed school?

a. Finding. No impact related to hazardous materials within one-quarter mile of a school results from this Project and no mitigation is required. (SEIR, pp. IV-182 to 183.)

b. Supporting Explanation. The Project was evaluated for hazardous material impacts to Arnold Heights Elementary School in the 2003 FEIR. Thomas Rivera is not within one-quarter mile of the Project area and thus this threshold criterion does not apply. Nevertheless, the Specific Plan established a buffer zone around the schools to limit the potential for incompatible uses. The buffer zones are not applicable since Arnold

Heights Elementary was demolished and Thomas Rivera is not within one-quarter mile of the Project area. (SEIR, p. IV-182.)

2. Threshold IV.E-4: Would the proposed 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, could create a significant hazard to the public or the environment?

a. Finding. There is no impact from the Project under this threshold criterion and thus no mitigation is required. (SEIR, p. IV-183.)

b. Supporting Explanation. No sites identified on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 are within the proposed Project area. Extensive monitoring and active remediation have been ongoing at March ARB. Thus, potential contamination has been identified and defined in locations adjacent to the proposed Project area. For these reasons, further risk of contamination to the Project area from the March ARB is low. There was only one IRP site (Site 43) previously identified within the Project area and this site has been remediated and closed. Thus, potential impacts related to known hazards on adjacent properties would not be significant. (SEIR, p. IV-183.)

3. Threshold IV.E-6: Would the proposed project be located within the vicinity of a private airstrip?

a. Finding/ Supporting Explanation. The Project's location is consistent with the Focused EIR as it is outside the vicinity of a private air strip. There are no impacts on private airstrips and thus no mitigation is required. (SEIR, p. IV-185.)

4. Threshold IV.E-7: Would the proposed project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

a. Finding. Impacts from the proposed Project are consistent with those addressed in the 2003 Focused EIR, are less than significant, and no mitigation is required. (SEIR, p. IV-185.)

b. Supporting Explanation. The March JPA is located within the planning area for the adopted County of Riverside Disaster Preparedness and Recovery Plan. This plan outlines the implementation programs needed to prevent risks to occupants and minimize injury from an unavoidable disaster or emergency. Any potential impacts created by any development within the Specific Plan would be mitigated to a less than significant level with the implementation of the Disaster Preparedness and Recovery Plan programs within the approved March JPA General Plan. (SEIR, p. IV-185.) Additionally, in 2008, the March JPA adopted the March Area Emergency Resource Guide. The Guide provides a list of resources and contact information for emergency resources in the area including area hospitals, animal disaster resources, law enforcement, fire protection, airports/air services, emergency services for the March Inland Port, mass transportation information, nearby health care clinics, utilities providers, pharmacies, and ambulance resources. The Project is consistent with the March Area Emergency Resource Guide because the Project's construction or operations would not result in a physical interference with emergency routes.

Given these factors, it is not expected that the proposed Project would result in impacts that are different or in addition to those identified or evaluated in the 2003 Focused EIR. (*Ibid.*)

5. Threshold IV.E-8: Would the proposed project expose people or structures to a significant risk of loss, injury or death involving wild land fires, including where wild lands are adjacent to urbanized areas or where residences are intermixed with wild lands?

a. Finding. Impacts from the proposed Project are consistent with those addressed in the 2003 Focused EIR, are less than significant, and no mitigation is required. (SEIR, pp. IV-185 to 186.)

b. Supporting Explanation. According to the West Riverside County Natural Hazards Disclosure Map, the Project site is not located within a fire hazard zone. Therefore, no impact would occur. (SEIR, pp. IV-185 to 186.) The Project is adjacent to an undeveloped area to the west. Approximately 175 acres of this area will be dedicated to a conservation easement as part of the pending Section 7 consultation and will remain as open space. County of Riverside Ordinance No. 695 requires hazardous vegetation abatement within 100 feet of an unimproved parcel adjacent to a roadway or 100 feet of a structure on an improved parcel adjacent to an unimproved parcel. Vegetation will accordingly be removed in compliance with this Ordinance. Fuel modification, if required, will occur on the boundaries of the Project and not within the easement. Also, all development has fire access roads, including Lot 16, which includes a 30 foot fire access road. Adherence to the County ordinance and standards would reduce the exposure to wild land fires to less than significant. (*Ibid.*)

C. HYDROLOGY AND WATER QUALITY

1. Threshold IV.F-2: Would the proposed 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 (i.e., 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)?

a. Finding. There are no significant impacts to groundwater supplies from this Project and thus no mitigation is required.

b. Supporting Explanation. The proposed Project includes the construction of impermeable surfaces, which reduces the amount of surface water infiltration and recharge. Groundwater recharge would continue in open space, detention basins and natural streambeds. Nuisance groundwater is expected to be encountered during grading. However, actual groundwater levels within the proposed Project area are deep enough that they are not expected to be affected by development within the proposed Project area (Zeiser Kling, 2009, Groundwater section). The proposed Project would increase the amount of industrial land use and reduces the amount of business park, and mixed-use land uses. In addition, the proposed Project increases the FAR for mixed-use, commercial, office and industrial (lots greater than 20 acres) and reduces the amount of internal roadways. However, these changes would not affect the hydrologic calculations used in the 2003 Focused EIR. (SEIR, pp. IV-200 to 201.)

Dewatering is anticipated to be minimal because work within the project area will be comprised mainly of fill, including Lot 16, to bring the site up to the necessary elevation to allow for drainage. Any dewatering that may occur during construction would outfall to the detention basins and recharge the groundwater within the proposed Project area. Thus, minimizing any impact to groundwater elevations. If dewatering occurred it would be nuisance water and not actual groundwater. Groundwater in the Project area could be encountered during the construction of the South Channel Detention Basin and/or the Unit 4 Lot E Detention Basin. However, the tonalite bedrock in this area in general is not permeable and should not be considered an aquifer system. Any water encountered during the construction of these facilities would be considered nuisance groundwater as actual groundwater in the Project area is deeper than anticipated excavation depths .(Zeiser Kling, 2009, Groundwater section) Nuisance water encountered during the construction of these facilities would be captured in the detention basins and storm drain system for the proposed Project. Any lots requiring cuts or excavation that would encounter nuisance groundwater would incorporate sub drains designed to discharge water into the storm drain system. (*Ibid.*)

2. Threshold IV.F-7: Would the proposed 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?

a. Finding/Supporting Explanation. The Project does not include housing and thus this threshold criterion is not applicable. No impacts from this Project will result.

3. Threshold IV.F-9: Would the proposed 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?

a. Finding/Supporting Explanation. The proposed Project is not located downstream of a levee or dam. Lake Elsinore (15 miles south and west), Lake Perris (5 miles south and east) and Diamond Valley Reserve Lake (18.5 miles south and east) are located too far away and downstream from the proposed Project to expose people or structures to flooding. Pigeon Pass Dam is located over 4 miles north of the site and does not retain water throughout the year. It is a 30-foot high, 2,900-foot long clayey sand embankment structure that forms a 912-acre-foot flood control reservoir that empties within hours after a rainfall event through an ungated outlet. Thus, there is no significant risk of loss, injury or death involving flooding as a result of the failure of a levee or dam. (SEIR, p. IV-207.)

4. Threshold IV.F-10: Would the proposed project expose people or structures to inundation by seiche, tsunami, or mudflow?

a. Finding/Supporting Explanation. The proposed Project is located approximately 75 miles from the Pacific Ocean and as referenced above, is not downstream of any significant body of water. There is no risk of exposure to inundation by seiche or tsunami. (SEIR. pp. IV-207 to 208.)

D. PUBLIC SERVICES

1. Threshold IV.K-3: Would the proposed Project result in substantial adverse physical impacts associated with the provision of new or physically altered schools, need for new or physically altered schools, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives?

a. Finding/Supporting Explanation. The 2003 Focused EIR did not identify impacts to schools with the implementation of the Specific Plan. However, to minimize potential impacts to the Arnold Heights Elementary School and Tomas Rivera School, mitigation measures A-3 and P-3 prohibited facilities located within one-quarter mile of an existing school from storing, handling or using toxic or highly toxic gases, as defined in the most currently adopted County fire code, in quantities that exceed an exempt amount defined in the same code. Because Arnold Heights has now been demolished, and the buffer zone has formally been removed through a previous Specific Plan Amendment, the requirement is no longer relevant to that school. Tomas Rivera School is located over one-quarter mile west of the proposed Project area. School services would not be impacted as there is no increase in population expected to occur with implementation of the proposed Project. Further, under Government Code section 65996, the payment of mitigation fees by the Project provides full mitigation for any impacts to schools. Impacts would therefore be less than significant. (SEIR, p. IV-300.)

2. Threshold IV.K-4: Would the proposed project result in substantial adverse physical impacts associated with the provision of new or physically altered parks, need for new or physically altered parks, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives?

a. Finding/Supporting Explanation. Demand for park services is related to residential development. The proposed Project is located in an area of western Riverside County where there is an existing housing/jobs imbalance. There are no existing parks within the Project area that will be impacted by the proposed Project. Further, the proposed Project does not include a residential component and is exempted from Park and Recreation Fees and Dedications. No impacts will occur. (SEIR, pp. IV-300 to 301.)

3. Threshold IV.K-5: Would the proposed project result in substantial adverse physical impacts associated with the provision of new or physically altered public facilities (other than those mentioned above), need for new or physically altered public facilities (other than those mentioned above), the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives?

a. Finding/Supporting Explanation. The proposed Project includes mostly minor modifications to land use. The most significant change is the conversion of approximately 110 acres of Business Park to Industrial. The Business Park use was intended for a mix of office and assembly/manufacturing facilities with an emphasis on assembly/manufacturing, while the Industrial use is intended for a mix of assembly/manufacturing and warehousing facilities, with an emphasis on warehousing. This shift from an emphasis on assembly/manufacturing to an emphasis on warehousing is not expected to increase demand for other public services such as hospitals. Additionally, Lot 16 would comply with fire code requirements, includes on-site security measures and

incorporates other safety precautions and procedures and is therefore not considered a high risk use. No impacts will result. (SEIR, pp. IV-301 to 302.)

E. NOISE AND VIBRATION

1. Threshold IV.H-6: For a project located within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?

a. Finding/Supporting Explanation. The Project is not located within the vicinity of a private air strip and thus no impact would occur. (SEIR, p. IV-263.)

SECTION 3: RESOLUTION REGARDING ENVIRONMENTAL IMPACTS MITIGATED TO A LEVEL OF LESS THAN SIGNIFICANT

The March Joint Powers Commission hereby finds that Mitigation Measures have been identified in the 2003 Focused EIR and the SEIR, which will avoid or substantially lessen the following potentially significant environmental impacts to a less than significant level. The potentially significant impacts and the Mitigation Measures that will reduce them to a less then significant level are as follows:

A. LAND USE

1. Threshold IV.A-1: Would the Project physically divide an established community?

a. Finding: It was determined through the 2003 Focused EIR for the March Business Center Specific Plan that the campus would not physically divide an established community as the campus is located within an existing Specific Plan area, which is on the site of a former Air Reserve Base. (SEIR, pp. IV-13 to IV-14.) The Proposed Project would not result in impacts different or in addition to those identified and evaluated in the Focused EIR. (*Ibid.*) Despite there not being a potentially significant impact, the Proposed Project would be required to comply with Mitigation Measures A-1 through A-4 from the Focused EIR. (SEIR, pp. IV-12 to IV-14.)

> **A-1** *Development within the Clear Zone and Accident Potential Zones I and II will abide by building standards and codes including height restrictions, restrictions on use, setbacks, population densities, and insulation and materials, as outlined in the approved 2005 Air Installation Compatible Use Zone (AICUZ).* (SEIR, p. IV-31.)

> **A-2** *As established in the Specific Plan, the project will comply with the policies and requirements of the Riverside County Airport Land Use Plan. Development plans will be submitted to the FAA for review in accordance with FAR 77.13.2.i. Additional ALUC review will be required for objects taller than 50 feet in the Height Caution Zone shown on Figure IV.A-4. Other land use controls (relating to safety (both in the air and on the ground) and noise) have been developed in consultation with the ALUC, and have been incorporated into the Specific Plan.* (SEIR, p. IV-12.)

A-3 *In accordance with the requirements of the Specific Plan, a School Buffer overlay district will be established. This district will extend 0.25 miles from the boundary of the Tomas Rivera Elementary School. The overlay district will provide landscaping around the boundaries of the school for screening; will prohibit certain uses with the potential noise impacts and/or hazardous materials handling/generation; and will provide for enhanced review of other development proposals to limit the potential for adverse impacts on the school.* (SEIR, p. IV-31.)

A-4 *Project detention basins shall have the following features to limit bird activity:*
1. All detention basins shall draw down within 24 hours with the exception of the East Basin and the U4-E Basin. The East Basin shall have a draw down period of 39 to 42 hours during the interim development of Unit 4. The U4-E Basin shall have a draw down period of 27 to 30 hours during the interim development of Unit 4. The East Basin will be designed in the ultimate condition to include a draw down period of 28 to 30 hours. The U4-E Basin will be designed in the ultimate condition to include a draw down period of 27 to 30 hours.
2. Standing water in all detention basins outside of the specified drawdown times shall be addressed through the use of positive drainage techniques (grading, wet wells, french drains are some examples) by the Project sponsor.
3. Regular maintenance activities shall include the removal of vegetation.
4. March JPA shall monitor waterfowl activity during the rainy season in all detention basins. If waterfowl issues are identified during monitoring activities, then the March JPA and Project sponsor shall implement waterfowl control measures (netting and vegetation removal are some examples). (SEIR, p. IV-31.)

b. Supporting Explanation: The Proposed Project would be developed within the Meridian Specific Plan area and would not expand the boundaries of the Specific Plan area or introduce land use designations not previously identified in the March JPA General Plan or the existing March Business Center Specific Plan. (SEIR, pp. IV-12 to IV-14.) Lot 16 would be contained within the limits of the Project area and would not divide or be located adjacent to any residential community or community facilities. (*Ibid.*) The nearest established community is Orangecrest residential development, which is located 1850 feet to the west. (*Ibid.*) No additional mitigation measures apart from those identified in the Focused EIR mentioned above need to be adopted. (*Ibid.*)

2. Threshold IV.A-2: 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?

a. Finding: The impact on land use designations would be less than significant following mitigation. The Project would not introduce land use designations not previously identified in the March JPA General Plan or the existing March Business Center Specific Plan. (SEIR, pp. IV-14 to IV-30.) However, the total acreage

within each land use designation would change. (*Ibid.*) Even so, the Project would not result in impacts different or in addition to those identified in the 2003 Focused EIR. (*Ibid.*) Despite its consistency with any relevant land use authorities, the Proposed Project would be required to comply with Mitigation Measures A-1, A-3 and A-4 from the Focused EIR set forth as modified below. Mitigation IV.A-2-1 is also recommended.

A-1 *Development within the Clear Zone and Accident Potential Zones I and II will abide by building standards and codes including height restrictions, restrictions on use, setbacks, population densities, and insulation and materials, as outlined in the approved 2005 Air Installation Compatible Use Zone (AICUZ).* (SEIR, p. IV-31.)

A-3 *In accordance with the requirements of the Specific Plan, a School Buffer overlay district will be established. This district will extend 0.25 miles from the boundary of the Tomas Rivera Elementary School. The overlay district will provide landscaping around the boundaries of the school for screening; will prohibit certain uses with the potential noise impacts and/or hazardous materials handling/generation; and will provide for enhanced review of other development proposals to limit the potential for adverse impacts on the school.* (SEIR, p. IV-31.)

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

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

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

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

4. March JPA shall monitor waterfowl activity during the rainy season in all detention basins. If waterfowl issues are identified during monitoring activities, then the March JPA and Project sponsor shall implement waterfowl control measures (netting and vegetation removal are some examples). (SEIR, p. IV-31.)

Mitigation IV.A-2-1 *Development located within either APZ I or APZ II shall comply with Resolution #JPA 08-01 (located in Appendix C of the SEIR).* (SEIR, pp. IV-30 to IV-31.)

b. Supporting Explanation: Impacts from the Proposed Project were consistent with those addressed in the Focused EIR and thus this Project would be required to comply with Mitigation Measures A-1, A-3, and A-4 from the FEIR. (SEIR, pp. IV-30 to IV-31.) Those mitigation measures included outdated information, however, and are those superseded by the ones described above with tracked text changes to indicate the necessary modifications. (*Ibid.*) As to **A-1**, the 1998 AICUZ was replaced by the 2005 AICUZ. Regarding **A-3**, the School Overlay Zone surrounding Arnold Heights School was removed by the JPA in 2008 by Ordinance No. JPA 09-01. (*Ibid.*) The modification to **A-4** concerns the detention basin drawdown time. (*Ibid.*) This was revised in accordance with condition 5 of the ALUC consistency finding for the Project, which identified that detention basins must be drained within a 48-hour period, also consistent with FAA guidance, which also provides for a 48-hour detention period. (*Ibid.*) Generally, the above described mitigation measures are a precaution undertaken to minimize the extent to which waterfowl are attracted to detention basins and thus minimize safety concerns related to aircraft maneuvering.

Additionally, as concerns Lot 16, the prospective industrial user proposes construction and operation of two 10,000-gallon above-ground diesel fuel tanks. (SEIR, p. IV-29.) The tanks would be within compatibility zone B2 of the draft JLUS, but outside Airport Influenced Area I of the ALUP. (*Ibid.*) The fuel storage tank capacity and configuration is consistent with the prospective industrial user's business policies and practices, and is necessary to carry out its operation while maintaining sufficient fuel reserves. (*Ibid.*) Lot 16 is located within draft JLUS land use compatibility zone B2. As described in Exhibit 3-4 of the draft JLUS, above-ground bulk storage of hazardous materials is discouraged in this zone. (*Ibid.*) However, storage of up to 6,000 gallons of non-aviation flammable materials is allowed. (*Ibid.*) On July 30, 2009, the prospective user requested that the Riverside County ALUC review the proposed development on this parcel for consistency with the ALUP. (*Ibid.*) ALUC staff reviewed the proposal in the context of the 1984 ALUP, which was and remains the guiding document, as discussed above. Staff also reviewed the proposed development with respect to the Draft JLUS. (*Ibid.*) The Riverside County Airport Land Use Commission found the proposed development consistent with the ALUP at a meeting held on September 10, 2009. (*Ibid.*) However, the consistency determination contained the condition that the Specific Plan Amendment state that the proposed fuel tanks would be permitted only on this lot, and discouraged on other lots in accordance with Exhibit 3-4 of the JLUS. (*Ibid.*) This condition was addressed and the Specific Plan Amendment, which was provided to the ALUC for review. (*Ibid.*) The ALUC determined the proposed use to be consistent with the JLUS at their meeting on November 12, 2009. (*Ibid.*; SEIR's Appendix C.)

3. Threshold IV.A-3: Would the Project conflict with any applicable habitat conservation plan or natural community conservation plan?

a. Finding: The Proposed Project would not introduce any conflict with any applicable habitat conservation plans; it is consistent with the impacts addressed in the 2003 Focused EIR and would be required to comply with the Mitigation Measures A-1 through A-4 below. (SEIR, pp. IV-31 to IV-33.)

> **A-1** *Development within the Clear Zone and Accident Potential Zones I and II will abide by building standards and codes including height*

restrictions, restrictions on use, setbacks, population densities, and insulation and materials, as outlined in the approved 1998 Air Installation Compatible Use Zone (AICUZ). (SEIR, p. IV-31.)

A-2 *As established in the Specific Plan, the project will comply with the policies and requirements of the Riverside County Airport Land Use Plan. Development plans will be submitted to the FAA for review in accordance with FAR 77.13.2.i. Additional ALUC review will be required for objects taller than 50 feet in the Height Caution Zone shown on Figure IV.A-4. Other land use controls (relating to safety (both in the air and on the ground) and noise) have been developed in consultation with the ALUC, and have been incorporated into the Specific Plan.* (SEIR, p. IV-12.)

A-3 *In accordance with the requirements of the Specific Plan, a School Buffer overlay district will be established. This district will extend 0.25 miles from the boundary of the Arnold Heights Elementary School and the Tomas Rivera Elementary School. The overlay district will provide landscaping around the boundaries of the school for screening; will prohibit certain uses with the potential noise impacts and/or hazardous materials handling/generation; and will provide for enhanced review of other development proposals to limit the potential for adverse impacts on the school.* (SEIR, p. IV-31.)

A-4 *Project detention basins shall have the following features to limit bird activity:*
1. All detention basins shall draw down within 24 hours with the exception of the East Basin and the U4-E Basin. The East Basin shall have a draw down period of 39 to 42 hours during the interim development of Unit 4. The U4-E Basin shall have a draw down period of 27 to 30 hours during the interim development of Unit 4. The East Basin will be designed in the ultimate condition to include a draw down period of 28 to 30 hours. The U4-E Basin will be designed in the ultimate condition to include a draw down period of 27 to 30 hours.
2. Standing water in all detention basins outside of the specified drawdown times shall be addressed through the use of positive drainage techniques (grading, wet wells, french drains are some examples) by the Project sponsor.
3. Regular maintenance activities shall include the removal of vegetation.
4. March JPA shall monitor waterfowl activity during the rainy season in all detention basins. If waterfowl issues are identified during monitoring activities, then the March JPA and Project sponsor shall implement waterfowl control measures (netting and vegetation removal are some examples). (SEIR, p. IV-31.)

b. Supporting Explanation: The Project is located within the March JPA General Plan area, which is not included within any of the 16 area plans that comprise the Western Riverside County Multiple Species Habitat Conservation Plan ("MSHCP") and thus no conflict exists, nor does the Project include improvements that are subject to MSHCP requirements. (SEIR, pp. IV-31 to IV-32.) Even though the Project does not discharge to an MSHCP Conservation Area, the Project will incorporate Best

Management Practices designed to minimize impacts to downstream areas. (*Ibid.*) Also, the Project is not located within any of the Core Reserve areas identified in the Stevens Kangaroo Rat Habitat Conservation Plan ("SKR HCP"). (*Ibid.*) However, the Project is within the original SKR HCP area. (*Ibid.*) The 1999 Biological Opinion allows for the incidental take of 105 acres of SKR habitat in a geographic area that encompasses the Project area, and requires the loss to be offset by a payment of fees. (*Ibid.*) The March Business Center Specific Plan purchased mitigation credits, which fulfilled the fee obligation in the HCP. (*Ibid.*)

B. TRANSPORTATION/TRAFFIC

1. Threshold IV.B-2: Would the proposed Project change air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?

a. Finding. The proposed Project will have less than significant impacts with mitigation. (SEIR, p. IV-106.) Mitigation measures B-1 through B-12 identified in the Focused EIR will need to be adopted here. (*Ibid.*) No additional mitigation is necessary. (*Ibid.*)

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

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 multimodal 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 nonmotorized (i.e., bicycling or walking) modes of travel. Section V of the Specific Plan outlines TDM requirements.*

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.*

b. Supporting Explanation. The Project will not introduce land use designations substantively different than those evaluated in the 2003 Focused EIR. (SEIR, p. IV-106.) Rather, the Project enforces existing land use regulations to maintain consistency with the AICUZ and JLUS, and the Project was also found consistent with the ALUP by the ALUC on November 12, 2009, discussed in more detail in Section IV.A of the SEIR regarding Land Use and Planning. (*Ibid.*)

2. Threshold IV.B-3: Would the proposed Project substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

a. Finding. Impacts of the proposed Project associated with traffic hazards created by design features or incompatible uses would be less than significant

with mitigation. (SEIR, p. IV-106.) Mitigation measures B-1 through B-12 from the 2003 Focused EIR, provided above, will need to be adopted here. (*Ibid.*)

b. Supporting Explanation. The proposed Project would be developed within the March Business Center Specific Plan area, which was analyzed in the 2003 Focused EIR. (SEIR, p. IV-106.) The Project would not contain any substantial hazards due to design features. It is located within an area specifically designed to accommodate heavy truck traffic that is typical of the anticipated uses, i.e., warehouse and distribution facilities. (*Ibid.*) Collector level roadways will be designated "Industrial Collector" in accordance with Riverside County standards, which calls for 16-foot shoulder lands where Class II bike lanes are proposed (the existing Specific Plan proposes an extensive Class II bike system), as compared to 14-foot lanes. (*Ibid.*) The Specific Plan does not include agricultural uses, residential uses, or other uses that could create traffic hazards by the existence of incompatible uses.. (*Ibid.*)

3. Threshold IV-B-4: Would the proposed Project result in inadequate emergency access?

a. Finding. The proposed Project is consistent with the 2003 Focused EIR and would not have a significant impact related to emergency access with adoption of Mitigation Measures B-1 through B-21 from the 2003 Focused EIR, set forth above. (SEIR, p. IV-107.)

b. Supporting Explanation. The Project's internal circulation system would allow for efficient travel for all modes of vehicular operation. (SEIR, p. IV-107.) The transportation network, as revised, which includes the creation of Lot 16 through the consolidation of smaller lots and the removal of a portion of Street F, along with the addition of a private roadway on the southside of Lot 16, will provide sufficient capacity to accommodate existing and projected future traffic volumes on the site. (*Ibid.*) This circulation system would easily accommodate emergency vehicles, with emergency vehicle access particularly facilitated by the extension of Meridian Parkway from the southerly Phase I boundary to Van Buren Boulevard, as described in Table IV.B-19 on pages IV-101 through IV-103 of the SEIR. (*Ibid.*) The Project does not include narrow thruways or cul-de-sacs that would make emergency navigation difficult. (*Ibid.*)

4. Threshold IV-B-5: Would the proposed Project result in inadequate parking capacity?

a. Finding. The proposed Project is consistent with the Focused EIR, would be required to comply with Mitigation Measures B-1 through B-21 from the Focused EIR (set forth above), and impacts would be less than significant with mitigation. (SEIR, p. IV-108.)

b. Supporting Explanation. The existing Specific Plan in Table-III, as analyzed in the 2003 Focused EIR, provides parking ratios based on the March JPA General Plan Transportation Element 2.7. (SEIR, pp.IV-107 to IV-108.) The ratios are designed to deemphasize on-street parking to accommodate bicycle access. (*Ibid.*) The Project does not alter existing parking ratios. (*Ibid.*) The proposed development on Lot 16 would provide 455 parking spaces and is consistent with the parking ratios set forth in the

existing Specific Plan. (*Ibid.*)

5. Threshold IV.B-6: Would the proposed Project conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?

a. Findings. Impacts are less than significant providing this Project complies with Mitigation Measures B-1 through B-12 from the 2003 Focused EIR. (SEIR, p. IV-108.)

b. Supporting Explanation. The March Business Center Specific Plan area includes bus turn-outs for future bus route implementation. (SEIR, p. IV-108.) The planned bus turn-outs would accommodate transit access to and from the proposed Project, and would provide an opportunity for workers to use public transit instead of passenger cars to accommodate work trips. (*Ibid.*) By locating the bus stops outside of the mixed-flow travel lanes along the roadway, bus operations can be accommodated without blocking passenger car and truck traffic in the adjacent lanes. (*Ibid.*) The proposed development of Lot 16 would accommodate a minimum of six bicycle racks adjacent to pedestrian walkways, to accommodate bicycle access to and from the facility. (*Ibid.*) In addition, a bus turn-out is planned to be located adjacent to Lot 16, on the east side of Meridian Parkway, to the south of Street F. (*Ibid.*)

6. Threshold IV.B-7: Would the proposed project have traffic infrastructure that has nonstandard design features (e.g., narrow width, roadside ditches, sharp curves, poor sight distance, inadequate pavement structure) or receives use which may be incompatible with substantial increase in traffic (e.g. rural roads with use to farm equipment, livestock, horseback riding or roads with heavy pedestrian or recreational use) that would become potential safety problems with the addition of cumulative traffic?

a. Finding. The proposed Project would be required to comply with Mitigation Measures B-1 through B-12 from the Focused EIR (discussed above) and impacts would be less than significant with mitigation.

b. Supporting Explanation. Similar to what was discussed above in Threshold IV.B-5, the Project would not contain hazards resulting from design features. (SEIR, p. IV-109.) The March Business Center Specific Plan area includes circulation patterns specifically designed to accommodate heavy truck traffic, but does not include agricultural uses, residential uses, or other uses that could create traffic hazards from the coexistence of incompatible uses. (*Ibid.*) Additionally, the proposed Project will construct concrete intersections at Van Buren Boulevard/Meridian Parkway and Van Buren Boulevard/Opportunity Way, providing a stronger pavement structure to accommodate proposed Project truck traffic traversing the two intersections. (*Ibid.*)

C. AIR QUALITY

1. Threshold IV.C-1: Would the Project conflict with or obstruct implementation of the applicable air quality plan?

a. Finding. The Specific Plan is located within the jurisdiction of the South Coast Air Quality Management District ("SCAQMD"). (SEIR, p. IV-110.) The 2003 Focused EIR found the existing Specific Plan complied with the SCAQMD's Air Quality Management Plan ("AQMP") for the region. (SEIR, pp. IV-126 to 127.) The proposed Project concerns the Specific Plan area and the Project's impacts are consistent with those identified in the Focused EIR. Impacts would be less than significant following implementation of the FEIR's Mitigation Measures C-1 through C-14. (*Ibid.*)

b. Supporting Explanation. While the proposed Project would result in an increase in traffic generation, the AQMP identifies state-wide measures, such as increasingly stringent vehicular emission standards, that will reduce emissions from mobile sources. (SEIR, p. IV-126.) The Project is therefore consistent with the AQMP. (*Ibid.*) Furthermore, all sources within the proposed Project would be required to comply with the applicable SCAQMD Rules and Regulations and would therefore be in full compliance with the applicable portions of the AQMP. (*Ibid.*) Moreover, and as discussed in the SEIR more fully, the Project would increase jobs within the South Coast Air Basin, but the provision of additional employment within western Riverside County would address the existing imbalance between housing and employment (where employment was decreased due to poor market conditions). (*Ibid.*) Additionally, the creation of local jobs in proximity to workers' residences could help reduce congestion, commute time, and daily VMT, thereby reducing overall emissions and supporting implementation of the AQMP. (*Ibid.*)

2. Threshold IV.C-4: Would the proposed Project create objectionable odors affecting a substantial number of people?

a. Finding. The 2003 Focused EIR did not specifically evaluate this threshold. The Project would be required to comply with **Mitigation Measures C-1 through C-14** from the Focused EIR and would need to adopt **Mitigation Measure IV.C-4-1**. (SEIR, pp. IV-125 to 136, IV-148.) Impacts from objectionable odors would be less than significant with mitigation.

> **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, USING SKYLIGHTS IN WAREHOUSES, ORIENTING BUILDINGS NORTH TO THE EXTENT PRACTICAL, AND INCREASING WALL AND ATTIC INSTALLATION ABOVE TITLE 24 REQUIREMENTS.*

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 RELATIONS 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.*

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

b. Supporting Explanation. The proposed Project would include warehousing, commercial (including restaurants, hotels, and gas stations), office, and light industrial land uses. (SEIR, p. IV-147.) These are sources that have not been identified in the SCAQMD CEQA Air Quality Handbook as specific odor sources. (*Ibid.*) Additionally, the proposed changes addressed in the air quality technical report (Appendix E of the SEIR), including increased traffic generation, use of current air quality analysis parameters, freight rail service, and activities identified in the emissions budget set forth in Table III-1 of Chapter III of this SEIR, are not expected to result in a substantial impact. (*Ibid.*)

Objectionable odors related to truck exhaust, if any, would be focused along the truck routing pattern, which is located along major arterial roadways and not adjacent to a substantial number of persons. (*Ibid.*) Rail service and use of devices within the emissions budget would occur within the boundaries of the Project area, and not near to substantial population concentrations. (*Ibid.*) Lot 16's user would receive, store, and distribute pre-packaged food and food service materials. (*Ibid.*) No food preparation would occur on site and thus no odors are anticipated. (*Ibid.*) Proposed improvements to the sewer system are designed to minimize odors in accordance with WMWD design standards. (*Ibid.*) Additionally, the proposed detention basins have a drawdown of 30 hours or less, which will minimize potential odors due to stagnant water. (SEIR, p. IV-148.) The basins are also designed to ensure that flow discharges from the basin until emptied. (*Ibid.*) No permanent water storage is proposed within the basins. (*Ibid.*)

C. BIOLOGICAL RESOURCES

1. Threshold IV.D-1: Would the Project have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations or by the California Department of Fish and Game ("CDFG") or U.S. Fish and Wildlife Service ("USFWS")?

a. Finding.

(i) **SKR**: The Project is consistent with the impacts addressed in the Focused EIR and thus Project impacts to SKR would be less than significant with the implementation of **Mitigation Measure D-1** from the FEIR. (SEIR, pp. IV-160 to IV-165.)

(ii) **LBV**: **Mitigation Measure D-2 and D-3** from the Focused EIR and **Mitigation IV.D.1-1** are required to mitigate impacts to LBV to less than significant levels. (SEIR, pp. IV-160 to IV-165.)

(iii) **Western Burrowing Owl:** Impacts will be reduced to a level of less than significance with the implementation of **Mitigation Measure IV.D.1-2.** (SEIR, pp. IV-160 to IV-165.)

> **D-1.** *Prior to construction activity, the applicant shall coordinate with USFWS to assure that the requirements and stipulations of the 1999 Biological Opinion and the Biological Opinion Clarification Letter (September 6, 2002) are met. The 1999 Biological Opinion and the 1999 Biological Opinion Clarification letter are included in Appendices A and B of the Biological Resources Review found in Appendix F of this document. Mitigation for potential impacts to federal or state listed species shall be as per the 1999 Biological Opinion and the 1999 Biological Opinion Clarification Letter issued by USFWS. This mitigation shall include the replacement 35.2 acres of impacted occupied Stephens' kangaroo rat (SKR) habitat at a 1:1 ratio. As of September 2002, the March JPA is responsible for 14.2 acres of mitigation at a 1:1 ratio, as 21 acres of USFWS approved occupied habitat have previously been acquired by the March JPA and serve as mitigation for 21 acres of SKR occupied habitat. Other required mitigation*

(78.4 acres discussed in the 1999 BO Clarification letter) will be at a fee of $500 per acre.

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

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.*

Mitigation IV.D.1-1. *The following mitigation measures shall be implemented to reduce the impacts to LBV to below a level of significance:*

- To avoid the direct loss of eggs and chicks, all vegetation shall be cleared outside the LBV breeding season (e.g., March 1 through August 15).
- Construction activities associated with the widening of Van Buren Boulevard and all lots adjacent to occupied LBV habitat shall be restricted during the LBV breeding season to avoid indirect impacts to the species from increased noise levels. In the event construction activities must occur during the breeding season, noise attenuation measures (e.g. noise walls or berms) and noise monitoring by qualified biologist will be required. Noise levels shall not exceed 60 dBA Leq in suitable occupied riparian habitat during the breeding season during one-hour internals. If noise levels exceed this threshold as determined by the monitoring biologist, construction activities shall cease or additional noise measures shall be incorporated to reduce construction-related noise levels to 60 dBA Leq or less.
- Temporary construction fencing shall be used to delineate constructing limits and will be maintained until construction is complete.
- All motorized construction equipment shall be kept within a staging area outside of the riparian habitat. The staging area shall not drain into the riparian habitat. Best management practices shall be implemented in order to direct the storm water runoff away from adjacent riparian areas. BMPs may include but are not limited to covering construction materials, perimeter gravel bags, and/or fiber rolls.
- Construction activities adjacent to the Conservation Area will be conducted during day light hours to avoid the use of night lighting that could increase predation rates and/or disrupt nesting LBVs.
- For the development of the Meridian lots adjacent to the Conservation Area, construction crews and field workers shall be provided training by the qualified biologist to avoid unnecessary impacts to LBV and its habitat in the area.
- Following construction, lighting of all developed areas adjacent to the Conservation Easement Areas shall be directed away from the

Conservation Easement Areas to avoid increased predation and/or disruption of nesting LBV. Adjacent development lighting shall have cut-off fixtures (i.e., the bulb/source is not visible above the "horizontal") and will be shielded.

- All drainage from adjacent development within the Meridian development shall be directed away from the riparian areas to avoid the potential urban run-off contamination of LBV habitat.
- The Unit 4 Lot E detention basin adjacent to Mitigation Area 2 shall be maintained by the Meridian Landscape, Lighting and Maintenance District (LLMD). The basin shall continuously be monitored, maintained, and kept clear of overgrowth. Maintenance activities shall occur outside of the LBV nesting/breeding season (March 1 – August 15).
- A biological monitor shall be present during habitat clearing and construction within waters of the U.S. and riparian areas to ensure the activities are performed in accordance with the biological opinion, terms and conditions of the 404 permit, and final streambed agreement as amended by CDFG.
- Temporary chain link fence shall be installed by the Project sponsor at the start of mass grading for those lots adjacent to the Conservation Easement areas. The temporary chain link fencing shall be replaced by the individual lot developer with a minimum 8" decorative masonry wall at the onset of fine grading improvements for each lot in accordance with the Meridian Compensatory Mitigation and Monitoring Plan (CMMP). The LLMD will be responsible for mending fences or walls that are adjacent to the Conservation Easement Areas.
- All lots within the Meridian development adjacent to the Conservation Easement Areas shall be landscaped with native and non-invasive plant materials to protect biological resources, such as habitat supporting LBV.
- Fuel modification will be evaluated by the County of Riverside Fire Department on an annual basis along the south and east boundaries of the existing residences adjacent to Conservation Easement Area 1. Fuel modification may be required within Conservation Area 1, not to exceed 30.5 m (100 ft) from the nearest structure unless otherwise determined by the County of Riverside Fire Department. If fuel modification must occur, it would be accomplished using hand tools and mowers to selectively thin hazardous vegetation or combustible material. Disking of vegetation is prohibited. Riparian areas will be avoided and fuel modification would occur no closer than 15.2 m (50 ft) from the drip line of the riparian habitat. Fuel modification will be the responsibility of the March JPA who shall coordinate fuel modification efforts with the approved managing entity to ensure riparian zones are avoided.
- All new construction that will occur adjacent to Conservation Easement Areas 1 and 2 shall be designed such that no fuel

modifications will be required within the conservation areas.

- The March JPA and the Project sponsor shall be responsible for ensuring the successful onsite establishment of 2.3 acres of LBV habitat within "Mitigation Area 1" and approximately 1.9 acres of LBV habitat within "Mitigation Area 2." In addition, the March JPA and the Project sponsor will record a conservation easement on approximately 175 acres to ensure the long-term protection of the restored riparian habitats, existing occupied LBV habitat, and adjacent upland buffers. The conservation easement areas shall be managed in perpetuity by an appropriate management entity.

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

b. Supporting Explanation.

(i) **SKR:** The Stevens Kangaroo Rat ("SKR") is listed as endangered under the federal Endangered Species Act and threatened under the California Endangered Species Act. (SEIR, p. IV-153.) The 1999 Biological Opinion allows for the incidental take of 105 acres of SKR habitat with the development of West March, which includes the Project area. (SEIR, pp. IV-160 to 162.) March JPA is responsible for mitigation of 32.2 acres out of the 105 acres. (*Ibid.*) Mitigation in the form of impact fees is therefore necessary to implement the proposed Project for SKR purposes. (*Ibid.*) Project impacts to the SKR Mitigation will reduce impacts to SKR to a level of insignificance. (*Ibid.*) Mitigation credits were purchased in on January 24, 2005 from the County of Riverside and November 20, 2006 from the Southwestern Riverside County Multi-Species Reserve. (*Ibid.*)

(ii) **LBV:** Proposed changes to the Project result in a change in the biological resources impacted by the Project as compared to the existing Specific Plan. The Project would impact Least Bell's Vireo ("LBV"), an endangered species under both the federal Endangered Species Act ("ESA") and the California Endangered Species Act ("CESA"), which occurs in the southwestern portion of the Project area. (SEIR, pp. IV-152, IV-161.) The Project would therefore create **Impact IV.D.-1-1,** discussed on page IV-161 of the SEIR, which explains that the March JPA is pursuing Section 7 consultation with the USFWS for Project-related LBV impacts and the 1999 Biological Opinion is being evaluated by the SDFG for consistency with CESA. (SEIR, p. IV-161.) The USFWS determined in a Biological Opinion dated October 14, 2009 that the Specific Plan is not likely to jeopardize the continued existence of the LBV. (SEIR, p. IV-162) The Master EIR for the March JPA General Plan identified 13 acres of USFWS designated LBV riparian habitat located in the Meridian South Campus and the adjacent previously designated SKR management area. (SEIR, p. IV-161.) The Master EIR precludes development within

100 feet of these riparian areas, but the Project area is not within 100 feet of this habitat and is therefore consistent with the LBV analysis in the Master EIR. (*Ibid.*)

The proposed mitigation to offset impacts to LBV from the March Business Center Specific Plan includes conserving restoration areas and avoiding riparian drainages and upland buffers through the recordation of two conservation easements (USFWS, 2009). The conservation easements will include creation and restoration of 4.2 acres of LBV habitat. In addition, the proposed Project has incorporated numerous conservation measures to avoid and/or minimize potential impacts to LBV and its habitat. Vegetation clearing outside of the LBV nesting season will avoid disturbance to nesting adult LBVs and the destruction of active nests including eggs and nestlings. Long-term maintenance of the Unit 4 Lot E detention basin (previously referred to as Lot 49) including vegetation removal will also occur outside of the LBV nesting season.

(iii) **Western Burrowing Owl:** Habitat for Western Burrowing Owl, a species of special concern under the CESA, was identified in the biological evaluation performed in 2009. (SEIR, p. IV-162.) The March JPA is not subject to the Multi Species Habitat Conservation Plan and is therefore not bound by any survey protocols or mitigation outlined in that document. (*Ibid.*) Nevertheless, pre-construction surveys will be implemented to minimize impacts. (*Ibid.*) See a more detailed discussion of this impact on page IV-162 of the SEIR under **Impact IV.D.1-2.** (*Ibid.*)

2. Threshold IV.D-2: 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?

a. Finding. The Project will have a significant impact on riparian habitats, but impacts will be mitigated to less than significant levels with the implementation of **Mitigation Measures D-1 to D-3** and **Mitigation IV.D.1-1 and Mitigation IV.D.1-2,** identified above. (SEIR, pp. IV-165 to 166.) Additionally, the March JPA and the Project sponsor will record a **conservation easement** on roughly 175 acres to ensure the long-term protection of the restored riparian habitats, existing LBV habitat, and adjacent upland buffers. (*Ibid.*)

b. Supporting Explanation. The 1999 Biological Opinion identified 13 acres of riparian habitat suitable for LBV, located in the South Campus and outside of the Project area. (SEIR, p. IV-165.) The existing Specific Plan prohibits development within 100 feet of these 13 acres. Although no impacts are anticipated to these 13 acres, the LBV now occupies habitat outside of the 13 acres and is the subject of pending Section 7 consultation and the BO from 2009. (*Ibid.*) Additionally, the Riparian Forest located in the southwestern portion of the Project area is now occupied by LBV and would be impacted by the proposed Project. The pending Section 7 consultation and the Biological Opinion address impacts to LBV and define associated mitigation.

Moreover, approximately ten acres of Non-native Grasslands, three acres of Ornamental/Disturbed, one acre of disturbed habitat, one acre of ephemeral drainage, one acre of non-jurisdictional drainage swale, and 0.1 acres of Southern Willow Scrub would be impacted by the proposed Project. Most of these vegetation communities, with the exception of the Non-native Grasslands and ephemeral drainage, have little floristic value and have

been degraded by past use of the area by the Air Force. The loss of these vegetation communities is not significant because they are unable to support sensitive species and the disturbed condition of the site. Non-native grasslands may provide habitat for the western burrowing owl and if the species is present, individuals could be impacted during construction of projects related to the proposed Project. (*Ibid.*)

3. Threshold IV.D-3: Would the project have a substantial or 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?

a. Finding. The March Business Center Specific Plan is expected to impact approximately 0.41 acre of ephemeral to intermittent channels, 0.64 acre of ephemeral concrete drainage channels and v-gutters within Arnold Heights; 0.12 acre of perennial channel or in-channel wetlands and 1.39 acres of riparian vegetation in the proposed detention basin area. The majority of those impacts would occur with the proposed Project. (SEIR, pp. IV-166 to 167.) To the extent impacts from the proposed Project are consistent with the Focused EIR, the Project would be required to comply with Mitigation **Measures D-4 through D-6** from the Focused EIR. The Project will also need to adopt **Mitigation Measures IV.D-3-1 and IV.D-3-2.** (*Ibid.*) Impacts would be less than significant with mitigation.

> **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.*
>
> **D-6.** *Prior to activity within waters of the U.S., the applicant shall coordinate with the California Department of Fish and Game (Eastern Sierra and Inland Desert Region 6) relative to conformance to the Lake and Streambed Alteration permit requirements.*
>
> **Mitigation IV.D-3-1.** *The March JPA and the Project sponsor shall create 2.3 acres of State Waters (including waters of the US) within Mitigation Area 1 and approximately 1.9 acres of State Waters (including waters of the US) within Mitigation Area 2.*
>
> **Mitigation IV.D-3-2.** *The March JPA and Project sponsor shall protect approximately 175 acres of waters of the U.S. State Waters, LBV habitat and upland habitat located in the Future Development Area and the South Campus in conservation easements. These conservation easements would be managed in perpetuity by a conservancy or an appropriate entity with qualified biologists.*

b. Supporting Explanation. The original Section 404 permit issued for the March Business Center Specific Plan expired in May 2006. The MJPA also

received a Streambed Alteration Agreement ("SAA"), which is in the process of being amended. Development permitted under the original Section 404 permit and SAA are not complete and new and/or amended permits are required for the remaining jurisdictional areas not impacted under the original permits. (SEIR, p. IV-166 to 167.) Through the Section 404, CDFG 1602 SAA and Section 7 Consultation process, the March JPA and applicant have agreed to provide on-site compensation for impacts to waters of the U.S. and State waters with the creation of the following two mitigation areas described below (see Figure IV.D-2 on page IV-168):

- Mitigation Area 1 is proposed as a result of impacts to the existing channel north of Van Buren Boulevard (located off-site to the west in the Future Development Area; impacted with the widening of Van Buren Boulevard, which is part of the March Business Center Specific Plan). The existing channel would be realigned to the north of the existing channel and would be revegetated with species similar to those in the existing channel. Mitigation Area 1 would provide 1.9 acres of wetland waters of the U.S. and State waters. (SEIR, p. IV-166 to 167.)

- Mitigation Area 2 would be located west of the proposed Project area within the Future Development Area. The location of this proposed channel is its historic route, which was subsequently filled in and rerouted to the south in a concrete lined channel. The current location provides minimal habitat; therefore, the function and value of the existing segment is presumed to be low. This segment of proposed channel would be reestablished in its historic location and connect the upstream riparian channel that is fed by the residential subdivision to the west (including Mitigation Area 1) with a truncated channel which supports riparian habitat immediately adjacent to the proposed Project area. The proposed channel would be vegetated with species similar to the existing corridor. Mitigation Area 2 would restore 1.4 acres of wetland waters of the U.S. and State waters. (SEIR, p. IV-166 to 167.)

4. Threshold IV.D-4: 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?

a. Finding. Impacts would be less than significant with the implementation of **Mitigation Measures D-1 through D-3** from the Focused EIR, set forth above. (SEIR, p. IV-169.)

b. Supporting Explanation. The Project occurs in the Specific Plan area. Due to mass grading in the North Campus consistent with the 2003 FEIR, the majority of the study area is devoid of vegetation. The southwest portion of the Project area (roughly 18 acres) contains natural vegetation and abuts the potential Future Development Area defined in the existing Specific Plan. However, this area is not part of an established wildlife corridor or a wildlife nursery site other than the occupation of LBV or Western Burrowing Owls, discussed above. (SEIR, pp. IV-167 through 169.)

D. CULTURAL RESOURCES

1. Threshold IV.J-2: Would the proposed project cause a substantial adverse change in the significance of a unique archaeological resource pursuant to Section 15064.5?

a. Finding. Impacts would be less than significant with the implementation of Mitigation Measure L-1 from the Focused FEIR.

> **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.*

b. Supporting Explanation. A Cultural Resource Survey,

Test, and Evaluation conducted by Tierra in December, 2009, discovered one previously unidentified cultural resource site, KHMR-1. KHMR-1 has been tested and evaluated for potential to reveal more information about the history of California. Based on the results of the Cultural Resource Survey, Test, and Evaluation conducted by Tierra in December, 2009, the site is not eligible for listing on the California Register. This finding was based on the limited number of artifacts present, their disturbed context and previous disturbance to the site. No further treatment is recommended for this resource and the site is considered fully mitigated; therefore, potential impacts to KHMR-1 would be less than significant. (SEIR, pp. IV-284 to 285.)

2. Threshold IV.J-2: Would the proposed project cause a substantial adverse change in the significance of a unique archaeological resource pursuant to Section 15064.5?

a. Finding. There is a possibility that undetected cultural resources exist in the undisturbed portion of the Project area. However, impacts will be less than significant with the implementation of mitigation set forth below.

> **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.*
>
> **Mitigation IV.J-2-1.** *Prior to beginning Project construction, the Project sponsor shall retain an archaeological monitor to monitor all ground-disturbing activities in native soils* (as shown in Figure IV.J-1) *in an effort to identify any unknown archaeological resources. Any newly discovered cultural resource deposits shall be subject to a cultural resources evaluation.*
>
> **Mitigation IV.J-2-2.** *At least 30 days prior to beginning Project construction, the Project sponsor shall contact the Pechanga Tribe to notify the Tribe of grading, excavation and the monitoring program, and to coordinate with the MJPA and the Tribe to develop a Cultural Resources Treatment and Monitoring Agreement. The Agreement shall address the*

treatment of known cultural resources, the designation, responsibilities, and participation of Native American Tribal monitors during grading, excavation and ground disturbing activities in native soils; Project grading and development scheduling; terms of compensation; and treatment and final disposition of any cultural resources, sacred sites, and human remains discovered on the site.

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

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

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

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

b. Supporting Explanation. A Cultural Resource Survey, Test, and Evaluation conducted by Tierra in December, 2009, discovered one previously unidentified cultural resource site, KHMR-1. The evaluation of the resource consisted of 90 percent recovery of the surface artifacts and the excavation of a one meter by one meter unit. Bulldozing activities had destroyed the internal structure of the site. The collection of the surface artifacts and excavation of the unit resulted in the recovery of a wide range of artifacts, and is discussed in the SEIR in the Environmental Setting discussion of the Cultural Resources section. Based on the evaluation of KHMR-1 conducted by Tierra, no further

work is recommended for KHMR-1 and the site is considered fully mitigated. Some of the more intact artifacts might be suitable for display at the March Air Force Base Museum and it is recommended that the March JPA create an accession agreement for curation of the artifacts at the museum. This is not considered a mitigation measure but rather is recommended as an educational opportunity and demonstration of community stewardship. In addition to the above recommendations, the possibility exists that undetected cultural resources may be present in the previously undisturbed Project area. As these would be difficult to identify using current techniques, any possible detection must await grading monitoring. Thus, it is recommended that a professional archaeologist and Native American monitor all initial ground disturbing activity in native soils in the proposed Project area. A Monitoring Discovery and Historic Properties Treatment Plan should be prepared prior to commencement of construction activity in the Project area. These recommendations are imposed via the mitigation measures IV.J-2-1 through IV.J-2-6 above. (SEIR, pp. IV-286 to 288.)

Additionally, in response to the NOP for this SEIR, the Pechanga Band of Luiseño Indians, a federally recognized Indian tribe and sovereign government, has requested to be involved in the consultation process of all environmental documents relating to the Meridian Specific Plan Amendment. In response to this request, and in accordance with SB 18, the March JPA and the Pechanga Band of Luiseño Indians met on September 23, 2009, to address the protection and preservation of any Native American sacred places through agreed upon mitigation for the proposed Project. (*Ibid.*)

3. Threshold IV.J-3: Would the proposed project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

a. Finding. Impacts related to paleontological resources from the Project would be less than significant with the implementation of **Mitigation Measure L-1**, above.

b. Supporting Explanation. Quaternary-age fossils have been found in alluvial deposits near the Specific Plan area. However, very few finds are of significant scientific quality. North of the Specific Plan Area, in San Timoteo Canyon, vertebrate fossils have been found and used to date local rock formations. Other fossils, both marine and nonmarine, are found throughout the Peninsular Ranges Province in sedimentary rock units. These units are not present within the Specific Plan area. Therefore, no significant paleontological resources are believed to be within the Specific Plan area. (SEIR, p. IV-289.)

4. Threshold IV.J-4: Would the proposed project disturb human remains, including those interred outside formal cemeteries?

a. Finding. Impacts related to human remains from the Project would be less than significant with the implementation of **Mitigation Measure L-1**, above, and new **Mitigation Measure IV.J-4.1**.

> **Mitigation IV.J-4.1.** *If human remains are encountered, California Health and Safety Code Section 7050.5 requires that no further disturbance shall occur until the Riverside County Coroner has made the necessary findings as to origin. Further, pursuant to California Public Resources Code Section*

5097.98(b) remains shall be left in place and free from disturbance until a final decision as to the treatment and disposition has been made. If the Riverside County Coroner determines the remains to be Native American, the Native American Heritage Commission shall be contacted within a reasonable timeframe. Subsequently, the Native American Heritage Commission shall identify the "most likely descendant." The most likely descendant shall then make recommendations, and engage in consultations concerning the treatment of the remains as provided in Public Resources Code 5097.98.

b. Supporting Explanation. The majority of the proposed Project site has been graded and no human remains have been found during these grading activities. Thus the discovery of human remains during excavation is unlikely. However, accidental discovery of human remains cannot be completely ruled out. If human remains are discovered during construction activities, the Project sponsor would be required to comply with California State Health and Safety Code Section 7050.5, which requires that no further disturbance be allowed to occur until the county coroner has made the necessary findings as to the origin and disposition of the remains pursuant to PRC Section 5097.98. Adherence to California all applicable state laws will reduce potential impacts from the proposed Project to less than significant. (SEIR, p. IV-290.)

D. HAZARDS AND HAZARDOUS MATERIALS

1. Threshold IV.E-1: Would the proposed project create a significant hazard to the public or the environment through the routine transport, use or disposal of hazardous materials?

a. Finding. Project impacts will be less than significant with the imposition of new Mitigation Measure IV.E-1, which is actually a modified version of the FEIR's E-2.

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

b. Supporting Explanation. The types of uses and facilities allowed in the proposed Project area may generate, store, use, distribute or dispose of hazardous materials such as industrial waste, oils, solvents, paints, diesel fuel, hydraulic fluid and corrosives. **Table IV.E-1** on page IV-177 of the SEIR summarizes typical hazardous material types by Specific Plan Land Use category. (See also 2003 Focused EIR Table IV.E-1.) The proposed Project would not create a significant impact through the transport, use or disposal of hazardous materials since facilities are required to comply with all applicable federal, state and regional regulations which are intended to avoid impacts to the public or environment. If during the individual development review process, the JPA determines that a prospective user may generate inordinate quantities or unusual hazardous waste material, the proposed development may be subject to further review prior to approval. (SEIR, p. IV-176 to 177.)

Lot 16. The proposed industrial user on Lot 16 intends to use anhydrous ammonia in the refrigeration system. Anhydrous ammonia does not have a flash point; and therefore, it

poses a lower fire hazard than flammable materials such as gasoline. However, anhydrous ammonia is flammable and can form explosive mixtures with air. Although the proposed quantity of ammonia would be below the federal accidental release prevention threshold of 10,000 pounds, it would exceed the threshold of 500 pounds established by the California Accidental Release Prevention (CalARP) (see California Code of Regulations Title 19 Division 2 Chapter Tables 1 and 3). The way the ammonia will be used is standard in the industry and complies with applicable federal and California regulations. The prospective user would be required to prepare and maintain an RMP/PSM that addresses operation of the ammonia system per the requirements referenced above. The RMP must include three main components: (1) hazard assessment; (2) release prevention planning; and (3) emergency response planning. The RMP requires facilities to identify and assess their chemical hazards and carry out certain activities designed to reduce the likelihood and severity of accidental chemical releases. Following approval and implementation of an RMP/PSM, ammonia will be trucked to the site and pumped into the system via a receiving port located outside the northern portion of the main building, approximately 50 feet to the east of Meridian Parkway. Ammonia would be delivered via I-215, in accordance with the truck routing patterns shown in Figure V-6 of the proposed SPA. Specifically, trucks would exit I-215 at the Cactus Avenue interchange and then travel west to Meridian Parkway. The transport of ammonia is highly regulated and a delivery of this quantity would only occur one time at start up. Ammonia system recharge may be required periodically and in small quantities during routine inspection and maintenance of the system. Ammonia would not be removed from the system; thus, no disposal would be required. Use of ammonia on-site would occur consistent with the RMP/PSM and applicable regulations regarding design of the refrigeration system, transport and transfer of ammonia into the refrigeration system and long-term system maintenance. Thus, the risk to the public or the environment from transport or use of ammonia would be less than significant. (SEIR, p. 178.)

In addition, the prospective industrial user on Lot 16 is proposing to construct two above ground 10,000-gallon diesel fuel tanks. The fueling area would contain two fuel islands and two 10,000-gallon above-ground diesel storage tanks. The proposed Project would handle and store up to 20,000 gallons of diesel fuel, which is classified as a Class II combustible liquid by the National Fire Protection Association ("NFPA"). The two above ground 10,000-gallon diesel fuel tanks are not consistent with the Basic Compatibility Criteria for compatibility zone B2, as described in Exhibit 3-4 of the JLUS. Above-ground bulk storage of hazardous materials is discouraged in this zone; however, storage of up to 6,000 gallons of non-aviation flammable materials is allowed. This discrepancy with the JLUS is discussed in Section IV.A. *Land Use and Planning* of the SEIR. As noted, the Riverside County Airport Land Use Commission determined that the proposed Project is consistent with the ALUP on November 12, 2009 (Airport Land Use Commission Hearing Report of Actions, November 12, 2009). Per Section 2770.4.1, fuels are excluded from CalARP regulations. Therefore, an RMP would not need to be prepared for this use. With the future adoption of the draft JLUS, the proposed Project will be consistent with applicable policies. Storage and use of diesel fuel would be less than significant. (SEIR, pp. 178 to 179.)

Gas Station. The gas station, USTs and fuel delivery systems would be constructed and operated in accordance with all applicable regulations, building codes, engineering standards, and the California Fire Code; thus, no significant impacts are anticipated. Fuel would be delivered in accordance with the truck routing patterns shown in Figure V-6 of the

SEIR of the proposed SPA. No significant adverse impacts are expected from the transport of hazardous materials. (SEIR, p. IV-179.)

Trucks. The truck route will avoid residential areas and other sensitive land uses to the extent possible and preclude the need for specific mitigation measures. This would minimize the potential for adverse affects on public safety with respect to hazardous materials. (SEIR, p. IV-178.)

2. Threshold IV.E-2: Would the proposed 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?

a. Finding. The Project's impacts will be less than significant with compliance of **Mitigation Measure IV.E.1-2**, above.

b. Supporting Explanation. The proposed Project would not introduce any new significant impacts for this threshold. However, the industrial user for Lot 16 would use 9,000 pounds of anhydrous ammonia, a regulated substance. Compliance with federal, state, and regional regulations would preclude any significant impacts. The industrial user will also construct two above-ground 10,000 gallon diesel fuel tanks. As discussed in Threshold IV.E-1, above-ground bulk storage of hazardous materials is discouraged in the B2 zone of the JLUS. However, the Riverside County Airport Land Use Commission found the proposed Project to be consistent with the ALUP on November 12, 2009 (Airport Land Use Commission Hearing Report of Actions, November 12, 2009). Also, per Section 2770.4.1, fuels are excluded from CalARP regulations; therefore, an RMP would not need to be prepared for this use. The proposed Project is not expected to result in any new significant impacts. (SEIR, pp. IV-181 to 182.)

The proposed Project also allows for a gas station and associated USTs on Unit 4 Lot 4. As discussed in Threshold IV.E.-1, the USTs would be designed consistent with all applicable health regulations, building codes, engineering standards, and the California Fire Code; therefore, no significant impacts are anticipated. (*Ibid.*)

3. Threshold IV.E-5: Would the proposed project be located within an airport land use plan or within two miles of a public airport or public use airport and result in a safety hazard for people residing or working in the project area?

a. Finding. The proposed Project is located in proximity to the March ARB Runway 14/32 of the March Inland Port Airport, which provides joint civilian and military uses. Project impacts related to exposure of hazardous materials from the Project site would be less than significant with implementation of **Mitigation Measures A-1 through A-4** from the Focused EIR. (SEIR, pp. IV-183 to 184.)

> **A-1** *Development within the Clear Zone and Accident Potential Zones I and II will abide by building standards and codes including height restrictions, restrictions on use, setbacks, population densities, and insulation and materials, as outlined in the approved 1998 Air Installation Compatible Use Zone (AICUZ).* (SEIR, p. IV-12.)

A-2 *As established in the Specific Plan, the project will comply with the policies and requirements of the Riverside County Airport Land Use Plan. Development plans will be submitted to the FAA for review in accordance with FAR 77.13.2.i. Additional ALUC review will be required for objects taller than 50 feet in the Height Caution Zone shown on Figure IV.A-4. Other land use controls (relating to safety (both in the air and on the ground) and noise) have been developed in consultation with the ALUC, and have been incorporated into the Specific Plan.* (SEIR, p. IV-12.)

A-3 *In accordance with the requirements of the Specific Plan, a School Buffer overlay district will be established. This district will extend 0.25 miles from the boundary of the Arnold Heights Elementary School and the Tomas Rivera Elementary School. The overlay district will provide landscaping around the boundaries of the school for screening; will prohibit certain uses with the potential noise impacts and/or hazardous materials handling/generation; and will provide for enhanced review of other development proposals to limit the potential for adverse impacts on the school.* (SEIR, p. IV-12.)

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

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

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

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

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

b. Supporting Explanation. The proposed Project is located in the proximity to March ARB Runway 14/32 and is therefore subject to the 2005 AICUZ, the Riverside County ALUP and the draft 2007 JLUS. There are 23.4 acres of developable lots located within APZ I and II, as shown in the March ARB 2005 AICUZ. The area within the Clear Zone would remain clear and free of any infrangible (i.e., breakable) obstacles as required. Development is allowed within APZ I and II. However, development is limited to single story structures. Further limitations with respect to density (i.e., persons per acre) are also applicable and defined in March JPA Resolution No. JPA 08-01. The buildings and uses proposed within APZ I and II have been carefully evaluated and determined to be in full compliance with the use limitations presented in the March ARB 2005 AICUZ and will also

comply with Mitigation Measure IV.A-1 previously identified. Therefore, potential impacts would be less than significant. (SEIR, p. IV-184.)

The prospective industrial user on Lot 16 within the proposed Project area proposes construction and operation of two 10,000-gallon above-ground diesel fuel tanks, within compatibility zone B2 of the draft JLUS, but outside Airport Influenced Area I of the ALUP. The above-ground bulk storage of hazardous materials is discouraged in this zone . However, storage of up to 6,000 gallons of non-aviation flammable materials is allowed. The above-ground storage tanks will be designed and constructed according to NFPA design standards. Although diesel fuel is a combustible liquid, it has a higher flash point than gasoline and requires a higher temperature to ignite. Further, the above-ground tanks would be located more than 400 feet away from the warehouse structure and 700 feet away from the office portion of the development and there is a planned fire station directly across the street from the proposed use. All of these factors combine to minimize the hazards associated with the above-ground tanks and were considered in the Riverside County ALUC's determination that the above ground diesel fuel tanks are consistent with the ALUP (Airport Land Use Commission Hearing Report of Actions, November 12, 2009). Also, the prospective industrial user on Lot 16 within the proposed Project area is required to adhere to the Title 14 of the Code of Federal Regulations, Part 77, concerning hazards to air navigation. In a letter dated November 19, 2008, the FAA determined that the Lot 16 site plan does not exceed obstruction standards and would not be a hazard to air navigation. No impact would occur. (SEIR, p. IV-184.)

E. GEOLOGY AND SOILS

1. Threshold IV.I-1: Would the project expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault?

a. Finding. Impacts are less than significant with the implementation of mitigation from the Focused EIR.

K-1. *All grading should be performed in accordance with the grading guidelines outlined 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: Business Park Phases 1-3 prepared by Inland Foundation Engineering, Inc dated July 2002. This report contains specific recommendations for mitigating geotechnical conditions related to soils earthwork, slope stability, and ground and surface waters. recommendations contained in the report shall be incorporated into all final engineering and grading plans.*

K-3. *All future development shall use proper 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.*

b. Supporting Explanation. The proposed Project would be developed within the Meridian Specific Plan area which was evaluated in the context of the above significance threshold in the 2003 Focused EIR. There are no earthquake faults crossing or projecting toward the proposed Project area, and the Project area is not located within any Alquist-Priolo Earthquake Fault Zoning Map (2002 Preliminary Geotechnical Investigation, Appendix F, p. 3). Thus, no ground rupture hazards are expected to affect the proposed Project (2003 Focused EIR, 2003 pp. IV-98 to IV-99). The study area would be exposed to ground shaking hazards associated with earthquake events in the region. The Casa Loma Fault (six miles to the east-northeast) is the closest "fork" of the San Jacinto Fault Zone. The fault has a maximum credible earthquake magnitude of 7.5. Earthquakes along other major faults in the area, such as the Elsinore-Whittier Fault Zone, could damage existing buildings and infrastructure (General Plan Safety/Risk Management Profile Report, p. 6-2). The proposed Project would not introduce land use designations substantively different from those evaluated in the 2003 Focused EIR. The primary difference is that there is more area devoted to industrial uses and less devoted to business park uses. There is also a detention basin proposed in the southwestern portion of the Project area (Unit 4 Lot E) that was previously designated business park in the 2003 Focused EIR. Given these factors, the proposed Project would not result in impacts that are different or in addition to those identified or evaluated in the 2003 Focused EIR. (SEIR, p. IV-272.)

2. Threshold IV.I-1ii: Would the project expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving strong seismic ground shaking?

a. Finding. Impacts are less than significant with the implementation of Mitigation Measures K-1 through K-5 above.

b. Supporting Explanation. The proposed Project area was

evaluated in the context of the above criteria in the 2003 Focused EIR. As discussed in the 2003 Focused EIR, there are no active faults in the proposed Project area. The Casa Loma Fault (six miles to the east-northeast) is the closest "fork" of the San Jacinto Fault Zone. The fault has a maximum credible earthquake magnitude of 7.5. Earthquakes along other major faults in the area, such as the Elsinore-Whittier Fault Zone, could also cause major damage to buildings and services. The proposed project is located within Seismic Hazard Zone III of the Uniform Building Code (UBC, 1994). The potential for liquefaction and seismically induced dynamic settlements of soils is low within the Specific Plan area (2003 Focused EIR).The proposed Project would not introduce land use designations substantively different from those evaluated in the 2003 Focused EIR. The proposed building and on-site improvements constructed as part of the proposed Project would be subject to ground shaking hazards. To minimize damage from seismic events, the proposed structures would be designed and constructed in accordance with applicable standards in the CBC, including pertinent seismic

design criteria. Thus, the proposed structures are expected to withstand ground shaking and related hazards at acceptable levels (CBC, 2007, which is based on the 2006 IBC). Potential impacts associated with strong seismic ground shaking are expected to be less than significant. (SEIR, p. IV-273.)

3. Threshold IV.I-1iii: Would the project expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving seismic-related ground failure, including liquefaction?

a. Finding. Impacts are less than significant with the implementation of Mitigation Measures K-1 through K-5 above.

b. Supporting Explanation. The former Arnold Heights Elementary School site has the same geologic characteristics as the overall Project area with respect to the above criteria. The soil characteristics of the ancient alluvium within the former school site do not possess properties which are liquefiable and the absence or presence of groundwater does not change these properties (Zeiser Kling 2009). Thus, the proposed Project would not result in impacts that are different or in addition to those identified or evaluated in the 2003 Focused EIR. (SEIR, pp. IV-273 to 274.)

4. Threshold IV.I-1iv: Would the project expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving landslides?

a. Finding. Impacts from the Project will be less than significant with the implementation of **Mitigation Measures K-1 through K-5**, above.

b. Supporting Explanation. The proposed Project would be developed within the Meridian Specific Plan area, which was evaluated in the context of the above criteria in the 2003 Focused EIR. As discussed in the 2003 Focused EIR, the site is generally flat. There are no steep slopes on or around the site that would be subject to landslide. The proposed Project would not introduce land use designations substantively different from those evaluated in the 2003 Focused EIR. The proposed Project would not result in impacts different or in addition to those identified or evaluated in the 2003 Focused EIR. (SEIR, pp. IV-274 to 275.)

5. Threshold IV.I-2: Would the project result in substantial soil erosion or the loss of topsoil?

a. Finding. Impacts from the Project will be less than significant with the implementation of **Mitigation Measures K-1 through K-5**, above. Also, compliance with regulations discussed in the Supporting Explanation will minimize soil erosion and loss of topsoil.

b. Supporting Explanation. The Project would be required to implement erosion control measures per standard engineering practices, March JPA requirements (i.e., Development Code Section 9.08.080), and consistent with South Coast Air Quality Management District Rule 403. Implementation of BMPs would minimize soil entrainment in the air (i.e., fugitive dust) during periods of high wind and in stormwater runoff. Thus, the proposed Project is not expected to cause significant adverse impacts with

respect to soil erosion or loss of topsoil. Impacts relating to erosion would be temporary and less than significant. Once operational, the proposed Project would consist of buildings, parking lots, internal and external streets and other impervious surfaces that would prevent wind or water erosion of underlying soils. Stormwater runoff from each lot of the proposed Project would be conveyed to a storm drain system which in turn would carry the stormwater to regional detention facilities where it would be temporarily stored prior to being discharged to off-site drainage facilities. Although the majority of the storm drain facilities would consist of pipes, two open channels are proposed within the North Campus area. Both the on-site channels and detention basins would be vegetated. Prior to the establishment of this vegetation, interim erosion control measures, such as silt fences, fiber rolls, check dams and hydroseeding, would be implemented to avoid potential erosion as required by both the current and the new General Construction permits. Per these permits, vegetative cover must be 70% established before erosion control measures can be removed following completion of construction. Following the establishment and stabilization of vegetation on the banks of the basins and channels, no substantial topsoil erosion would occur. (SEIR, p. IV-275.)

6. Threshold IV.I-3: Is the project 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?

a. Finding. The former Arnold Heights Elementary School is located with the Specific Plan area. The Arnold Heights site contains undocumented artificial fill that is considered unsuitable to support pavement, fill, materials, walls, or other improvements in its current state. Impacts would be less than significant with the implementation of **Mitigation Measures K-1 through K-5**, above, and **Mitigation IV.I-3-1**.

> **Mitigation IV.I-3-1.** *Undocumented artificial fill material on the former Arnold Heights Elementary School site shall be compacted on-site during site preparation to support pavement, fill, materials, walls, or other improvements proposed within the boundaries of the former Arnold Heights Elementary School. Compaction requirements shall be identified and submitted to the March JPA in a geotechnical report for approval prior to the issuance of any building permits within this area.*

b. Supporting Explanation. Undocumented fill material was found on the former Arnold Heights Elementary School site to an approximate depth of 5 feet below the existing ground surface. Due to the limited exploration, the lateral extent of these artificial fill soils could not be evaluated. It was concluded that the fill material is not suitable for construction in its current state because it is considered compressible. This conclusion was made by the geotechnical engineer based on a review of on-site conditions, which indicated that the undocumented fill material had not been compacted (personal communication with Steve Guerre, Zeiser Kling, March 26, 2010). In addition to implementing mitigation in the 2003 Focused EIR, additional mitigation is provided below. Implementation of the proposed mitigation would reduce potential impacts caused by soil instability or collapse to less than significant. (SEIR, pp. IV-276 to 277.)

7. Threshold IV.I-4: Is the Project located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?

a. Finding. Impacts from expansive soils would be less than significant with implementation of **Mitigation Measures K-1 through K-5**, above.

b. Supporting Explanation. The Arnold Heights Elementary School is located within the Specific Plan area and has the same general characteristics as the Project site. There are no expansive soils within the former Arnold Heights Elementary School site (Zeiser Kling 2008). Given these considerations, it is concluded that the proposed Project would not result in any changes with respect to expansive soils. (SEIR, pp. IV-277 to 278.)

8. Threshold IV.I-5: Does the Project site have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?

a. Finding/Supporting Explanation. The Project is served by a public sewer system and all future development would be connected to this system. The Project would not rely on septic tanks and thus limitations imposed by septic systems are not applicable to this Project. Despite no impacts arising from this threshold, the Project would be required to comply with **Mitigation Measures K-1 through K-5** above. (SEIR, p. IV-278.)

HYDROLOGY AND WATER QUALITY

1. Threshold IV.F-1i: Would the proposed project violate any water quality standards or waste discharge requirements?

a. Finding. Runoff from the Project is not expected to violate water quality standards and impacts from sedimentation during construction would be temporary and less than significant. Nevertheless, the Project will comply with **Mitigation Measures F-1 through F-3** from the FEIR. (SEIR, pp. IV-199 to 200.)

> **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.*

b. Supporting Explanation. The proposed Project would be required to implement erosion control measures and Best Management Practices ("BMPs") per standard engineering practices and March JPA requirements (i.e., Development Code Section 9.08.080). Implementation of construction and post-construction BMPs would minimize the transport of sediment and other contaminants into the stormwater runoff. Non-point source surface water from impervious surfaces may contain contaminants or increase sediment loads in the storm drain system. Construction of the Unit 4 Lot E detention basin

and utilization of the existing East Detention Basin in the North Campus would capture and retain contaminants contained in the runoff; thus, reducing contaminants discharged from the proposed Project area. (SEIR, pp. IV-199 to 200.)

During construction, desilting basins will be installed on each graded pad to intercept sediment prior to entering the storm drain. As each lot develops, the desilting basins will be removed. Minimal sediment runoff from the developed lots is anticipated since the development will consist of pavement and landscaped areas. The storm drain systems will also be designed at the maximum slope feasible to facilitate a cleansing velocity within the pipe, which minimizes sediment accumulation within the system. Sediment runoff would be captured by the Project's detention basins. (*Ibid.*)

Construction activities for all lots, infrastructure and the storm drain system would require a NPDES permit. Future development would be responsible for obtaining and complying with NPDES permit requirements. In addition, each facility within the proposed Project area is required as part of the entitlement process to prepare a WQMP in accordance with the NPDES New Development and Redevelopment Guidelines for Projects Under the March Joint Powers Authority (January 9, 2008) referenced above. Implementation of the WQMP is enforceable under Santa Ana Regional Water Quality Control Board Order No. R8-2002-0011. Implementation of recommended design, source control and/or treatment BMPs, as identified in the WQMP, will avoid violations of water quality standards. (*Ibid.*)

A preliminary WQMP has been prepared for Lot 16 and identified potential pollutants likely to be found in the storm water runoff. Likely pollutants from Lot 16 include petroleum hydrocarbons and solvents, trash and debris, oil and grease, metals and pesticides and fertilizers associated with the parking areas and landscaping. The prospective industrial user on Lot 16 proposes three grass lined swales along the perimeter of the lot for the facility's post-construction treatment control BMPs. These swales are designed to have very shallow slopes that allow the runoff maximum contact with the vegetation; and therefore, act as filters for the aforementioned pollutants. Contact with the vegetation improves water quality through plant uptake of pollutants, sediment removal and infiltration. After the runoff moves through the swale, it will be discharged to the storm drain within Opportunity Way, which discharges to the East Detention Basin. In addition, Lot 16 is subject to the General Industrial Permit due to its proposed maintenance activities, such as fueling, cleaning, repairing, etc. Lot 16 would be required to prepare an Operational SWPPP in accordance with the General Industrial Permit (Order No. 97-03-DWG). Drainage from adjacent development west of the proposed Project area created eroded gullies in the hillsides, which transported sediment into the existing storm drain system. Because sediment deposition in the storm drains would reduce the capacity of these facilities and be difficult to remove, Unit 4 Lot E includes a forebay to intercept sediment. Implementation of this design feature, together with BMPs to be identified in WQMPs and the grass-lined swales described above, will avoid violations of the water quality standards. (*Ibid.*)

Clarifying Mitigation Measure F-2, sediment basins will be provided during construction activities for each lot prior to discharge into the storm drain system. These sediment basins will be replaced by post-construction BMPs as described in the Final WQMP for each lot. Upstream drainage will be captured in the Unit 4 Lot E Detention Basin, which includes a forebay to intercept sediment; therefore, sediment basins are not necessary for each developed lot. (*Ibid.*)

2. Threshold IV.F-3: Would the proposed 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?

a. Finding. The Project would not result in impacts different or in addition to those analyzed in the Focused EIR. Providing **Mitigation Measures F-1 through F-3**, above, are implemented for this Project, impacts will be less than significant. (SEIR, pp. IV-202 to 203.)

b. Supporting Explanation. The proposed Project would connect into the existing drainage infrastructure within the North Campus. In addition, the proposed Project includes construction of one permanent detention basin (Unit 4 Lot E) south of Opportunity Way and west of Meridian Parkway. This detention basin is sized to detain the difference in peak runoff flows between existing and developed conditions. An interim basin would be constructed south of Opportunity Way and west of Meridian Parkway, and would capture runoff from the proposed Project area until such time the permanent basin is constructed. Currently, a portion of the existing flows within the project area are contained within a concrete lined channel, but the interim basin would accept the flows currently captured by the existing channel once the channel is removed. Currently, a 404 permit application through the Corps is being processed to allow disturbance to this channel. Construction of the detention basins will also be required to implement necessary BMPs to minimize or avoid water quality impacts due to soil erosion or storm water runoff. (SEIR, pp. IV-202 to 203.)

Both the interim and permanent detention basins would discharge to the storm drain within Opportunity Way, which discharges to the East Detention Basin outside of the proposed Project. The East Detention Basin is currently in operation and was constructed with the other development in the North Campus. The detention basins also improve water quality through plant uptake of pollutants, sediment removal and infiltration. (*Ibid.*)

Development on each lot would be required to comply with the NPDES General Permit for Storm Water Discharges Associated with Construction Activity (Order No. 99-08-DWQ, NPDES No. CAS000002) and implement BMPs to the maximum extent practicable. In addition, each lot would be required to implement permanent post-construction BMPs to minimize potential impacts to water quality, and disclosure of the permanent WQMP maintenance responsibility will be provided through a recorded document. (*Ibid.*)

The prospective industrial user proposes the creation of three grass-lined swales along the perimeter for Lot 16 and would also be required to obtain a Construction Stormwater Permit and prepare a SWPPP specifying that BMPs would reduce construction stormwater flows. (SEIR, pp. IV-202 to 203.)

3. Threshold IV.F-4: Would the proposed 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?

a. Finding. The Project does not introduce impacts from onsite or offsite flows beyond those analyzed in the Focused EIR. Impacts will be less than significant with the implementation of **Mitigation Measures F-1 through F-3**, above, from the Focused EIR. Additionally, there are no streams or rivers in the proposed Project area, and accordingly no impacts associated with streams or rivers will occur. (SEIR, pp. IV-203 to 204.)

b. Supporting Explanation. The proposed detention basins would reduce peak flows to below existing levels and minimize the potential for flooding on- or off-site. The proposed Project area is within areas identified as Zone D on FEMA FIRMs. With the improvements to the storm drain system, it is unlikely that the proposed Project would result in or be affected by flooding. Flows from the off-site, upstream drainages tributary to the March Business Center Specific Plan will be intercepted and conveyed through a combination of channels, pipes and detention basins and discharge downstream consistent with existing drainage patterns. Consistent with RCFCWCD standards, detention basins capture increases in peak flow as result of development and reduce downstream flow to levels below existing conditions. The risk of onsite and offsite flows flooding the March Business Center Specific Plan are not expected to be significant. The proposed Project would not result in impacts different or in addition to those identified or evaluated in the 2003 Focused EIR. (*Ibid.*)

4. Threshold IV.F-5: Would the proposed project create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources or polluted runoff?

a. Finding. The Project would not have a significant impact on drainage systems. Impacts from the Project are consistent with those identified in the FEIR and with the implementation of **Mitigation Measures F-1 through F-3** above, impacts will be less than significant. (SEIR, pp. IV-204 to 205.)

b. Supporting Explanation. The proposed Project is consistent with land use assumptions used in the March Business Center Drainage Master Plan (KHA, 2003). Therefore, the proposed Project would not have a significant impact on the size of master drainage plan facilities or provide additional sources of polluted runoff. In addition, the channel south of Van Buren Boulevard., originally anticipated to be constructed as part of Phase 2 in the 2003 Master Plan, will not be necessary until Phase 3 (South Campus) develops. This is because this proposed Project will update the drainage infrastructure and Phase 2 requires construction of infrastructure adequate to mitigate the developed runoff from Phase 2 and the undeveloped runoff from Phase 3 to pre-existing conditions. Therefore, the construction of the channel south of Van Buren Boulevard will be implemented once the development within Phase 3 occurs. Although the Project proposes increases in FAR, and FAR would increase for the development of the proposed industrial facility on Lot 16, hydrologic calculations would not be affected as a 90 percent lot coverage was assumed. The RCFCWCD Hydrology Manual (1978) recommends that an impervious value of 90 percent be used for industrial and commercial development. This value was used in the calculations referenced in the 2003 Focused EIR for the March Business Center Specific Plan. Landscaping and setback requirements would ensure that the increase in FAR would not result in 100 percent impervious coverage on Lot 16. While the type of use proposed for Lot

16 and the parcels comprising Lot 16 would change with implementation of the proposed Project, the runoff calculations are the same. (*Ibid.*)

5. Threshold IV.F-6: Would the proposed project otherwise substantially degrade water quality?

a. Finding. Impacts from the Project related to degradation of water quality are consistent with those addressed in the FEIR and providing **Mitigation Measures F-1 through F-3**, above, are implemented from the FEIR, impacts will be less than significant. No additional mitigation measures are required. (SEIR, pp. 205 to 206.)

b. Supporting Explanation. The proposed Project would be developed within the Meridian Specific Plan area which was evaluated in the context of the above significance threshold in the 2003 Focused FEIR. The proposed Project includes the construction of one permanent detention basin (Unit 4 Lot E) within the Project area and use of the East Detention Basin and the South Channel Detention Basin within the March Business Center Specific Plan. In addition, each lot will be required to comply with the NPDES General Permit for Storm Water Discharges Associated with Construction Activity (Order No. 99-08-DWQ, NPDES No. CAS000002) and the General Permit (2009-0009-DWQ) effective July 1, 2010 and implement BMPs to the maximum extent practicable. Each lot will also be required to implement permanent post-construction BMPs to minimize potential impacts to water quality. The Project would not introduce land uses substantively different from those evaluated in the 2003 Focused EIR; therefore, the proposed Project would not result in impacts to water quality that are different or in addition to those previously identified or evaluated. (*Ibid.*)

A preliminary WQMP has been prepared for Lot 16 and identified potential pollutants likely to be found in the storm water runoff. To treat runoff associated with development on Lot 16, the prospective industrial user on Lot 16 proposes three grass lined swales along the perimeter of the lot for the facility's post-construction treatment control BMPs. These swales are designed to have very shallow slopes that allow the runoff maximum contact with the vegetation; and therefore, act as filters for the aforementioned pollutants. Contact with the vegetation improves water quality through plant uptake of pollutants, sediment removal and infiltration. After the runoff moves through the swale, it will be discharged to the storm drain within Opportunity Way, which discharges to the East Detention Basin. (*Ibid.*)

As discussed under Threshold IV.F-1, Lot 16 is subject to the General Industrial Permit due to its proposed maintenance activities, such as fueling, cleaning, repairing, etc. Lot 16 would be required to prepare an Operational SWPPP in accordance with the General Industrial Permit (Order No. 97-03-DWG). The SWPPP would describe permanent post-construction BMPs to minimize impacts to water quality as a result of these activities. The proposed Project would therefore not result in the degradation of water quality. (*Ibid.*)

6. Threshold IV.F-8: Would the proposed project place structures within a 100-year flood hazard area that would impede or redirect flood flows?

a. Finding. Impacts from the proposed Project are consistent with those identified in the Focused EIR, and impacts would be less than significant with the implementation of **Mitigation Measure F-1**, above, from the FEIR. (SEIR, pp. IV-206 to 207.)

b. Supporting Explanation. The proposed Project would be located within the March Business Center Specific Plan area which was evaluated with respect to flood hazards in the 2003 Focused EIR. The proposed Project is located within Zone D of the FIRM map for this area. Zone D areas are defined as having possible but undetermined flood hazards because no flood hazard analyses have been performed within this zone. There have been several drainage studies as referenced in the setting of this section; conducted for the Specific Plan area and all flood control facilities have been designed to accommodate the 100 year flood event in accordance with RCFCWCD's design standards. (SEIR, pp. IV-206 to 207.)

F. UTILITIES AND SERVICE SYSTEMS

1. Threshold IV.G-1: Would the proposed Project exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?

a. Finding. Impacts would be less than significant with the implementation of **Mitigation Measure H-6**, revised from the Focused EIR as iterated below.

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

b. Supporting Explanation. Sewer discharge projections for the March Business Center Specific Plan North Campus were included in the March Business Center Sewer Plan (KHA, 2002). Flows were estimated to be 0.96 million gallons per day (mgd). A revised sewer discharge projection was performed in July 2009, to include the proposed Project. Flow estimates were increased for the entire March Business Center Specific Plan, which included existing uses, to 1.15 mgd. The current capacity of the WWTP is 1 mgd. The WWTP is currently being expanded by the Western Municipal Water District to increase capacity from 1 to 3 mgd. The expected completion date of the expansion is July 2010, which is in advance of development anticipated for the proposed Project. The facility is designed to meet Regional Water Quality Control Board discharge requirements and WWTP capacity would be available to treat projected flows. Thus, there would be no impact with respect to applicable Regional Water Quality Control Board requirements. (SEIR, pp. IV-221 to 222.)

2. Threshold IV.G-2: Would the proposed Project require or result in the construction of new wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?

a. Finding. Projected wastewater flows for the Project would exceed the capacity of existing infrastructure. However, with the implementation of **Mitigation Measures H-1 through H-7** from the Focused EIR and **Mitigation Measures IV.G-2-1 and IV.G-2-2** impacts will be less than significant. (SEIR, p. IV-224.)

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

H-2. *Construct the storm drain and flood control facilities in accordance with the Meridian Business Center Ultimate Drainage Conditions drainage study (June 2010).*

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

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

- Green waste generated by the project should be kept separate from other waste types in order that it can be recycled through the practice of grass recycling (where lawn clippings from a mulching type mower are left on the lawn) or onsite composting or directed to local wood grinding and/or composting operations.

- The use of mulch and/or compost in the development and maintenance or 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 requires that all commercial, industrial, and multifamily residential projects provide adequate area(s) for the collections and loading of recyclable materials. Prior to building permit issuance, the applicant shall submit a Recyclables Collection and Loading Area plot plan to the March JPA for review and approval.*

H-6. *As Phase 1 develops, actual wastewater flows will be monitored relative to the capacity of ~~Pump Station 3586~~ the Van Buren Pump Station 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.*

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

24-inch gravity trunk sewer line when the flow in the VBPS reaches 80% capacity (0.86 mgd).

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

b. Supporting Explanation.

The capacity of the VBPS is 1.07 mgd; the capacity of the downstream existing 15-inch sewer line traversing through Riverside National Cemetery is 1.9 mgd. The revised total peak flow for all Units in the North Campus, including the proposed Project area and the proposed development on Lot 16, is 1.15 mgd. The peak discharge to the existing downstream system from the North Campus is currently dictated by the VBPS which has a capacity of 1.07 mgd. As the proposed Project develops, projected flows from the North Campus would approach the capacity of the VBPS (Mitigation Measure G-1). To avoid exceeding the VBPS capacity, a monitoring program would be implemented. The VBPS was constructed as a temporary facility. When it nears capacity, it will be removed and the existing 15-inch PVC sewer main within Riverside National Cemetery would be replaced with a 24-inch gravity trunk sewer. Construction of the 24-inch gravity trunk sewer will be finished by the time the VBPS reaches 80% capacity (0.86 mgd). Installation of the 24-inch gravity trunk sewer would eliminate the need for the pump station at this location. (SEIR, pp. IV-223 to 224.)

The Meridian Sewer System Capacity Update Memo (KHA July, 2009) projected a sewer discharge for the proposed Project of 1.07 mgd; the current sewer discharge rate is 0.14 mgd or 13% of the capacity of the VBPS. The current user on Unit 5-Lots 2-5 is proposing a facility expansion that could add up to 236,000 gpd of sewer discharge to the VBPS. Flow monitoring should within 180 days after approval of the proposed Project to accurately calculate flow volume at the VBPS. Based on monitoring results, construction of the 24-inch sewer line can be adjusted accordingly. (*Ibid.*)

The U2LS has been designed to accommodate the surrounding 47.7 acres of sewer flows, which yields a projected design flow of 0.20 mgd. To meet cleansing velocities, the U2LS has been designed to pump 0.68 mgd. U2LS has also been designed to accommodate larger pumps giving it the capability to pump up to 1.2 mgd. WMWD is exploring the possibility of scalping (diverting) up to 990,000 gpd of wastewater from the City of Riverside trunk sewer located in Alessandro Boulevard into the U2LS for treatment at the WWTP and recycling facility to produce tertiary treated recycled water. The wet well and emergency generator have been sized to accommodate this flow; however other infrastructure (i.e., pumps) must be upsized. WMWD and the City of Riverside have held informal, preliminary discussions regarding this arrangement, but at present there is no draft agreement (WMWD, 2010). The objective of this diversion is to create a greater supply of reclaimed water for irrigation purposes within the March JPA. In conformance with State

law, signs would be installed along all existing water lines that would be switched from potable to non-potable notifying the public that water from these lines is not for human consumption. (*Ibid.*)

As concerns the natural gas supply for the Project, a will serve letter was received from the Southern California Gas Company (March 9, 2010) based on the proposed land uses and associated square footage presented for this Project. While not anticipated at this time, the need to expand existing gas supply would be evaluated relative to conditions or non-utility laws and regulations which could affect actual construction of a main or service line extension. These can only be determined around the time contractual arrangements are considered. However, based on receipt of the above referenced will serve letter for the proposed Project, no significant impacts to natural gas service are expected. (*Ibid.*)

3. Threshold IV.G-3: Would the proposed Project require or result in the construction of new stormwater drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?

a. Finding. Impacts to the drainage facilities will be less than significant with mitigation.

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.* (SEIR, pp. IV-198.)

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.* (SEIR, pp. IV-198.)

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.* (SEIR, pp. IV-198.)

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~~ Meridian Business Center Ultimate Drainage Conditions drainage study (June 2010).*

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

b. Supporting Explanation. Modifications to the storm drainage system are proposed within the Project area. Improvements include constructing an outlet structure at the south end of the existing East Detention Basin, upsizing the existing southern 24 inch outlet with a 6 inch restrictor plate to a 36 inch pipe, and constructing a South Channel Detention Basin to the south of the existing East Detention Basin. These improvements are detailed in Section IV.F Hydrology/Water Quality. The proposed Project would modify the prior lot 49 to create detention develop a temporary detention basin.

Section IV.F Hydrology/Water Quality of this SEIR provides a detailed evaluation of storm drain infrastructure and Project related impacts. (SEIR, p. IV-225.)

4. Threshold IV.G-4: Would the proposed project have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?

a. Finding. The Project's impacts will be less than significant with **Mitigation Measure IV.G-4-1**.

> **Mitigation IV.G-4-1.** *Prior to individual lot development approval by the March JPA, the developer will coordinate with March JPA and WMWD to obtain the water demand for the proposed development. March JPA, through coordination with WMWD, shall assure that the development is consistent with the water budget and Water Supply Assessment for the Project. Demand for water beyond the water budget or the volume defined in the WSA may necessitate further CEQA review.*

b. Supporting Explanation. A Water Master Plan was prepared in 2003 for the Specific Plan. Water infrastructure was designed and sized for the proposed Project at the request of WMWD per their standards. In accordance with Senate Bill 610, WMWD updated the WSA (October, 2009) to address potable water supply associated with the proposed Project. The WSA found that projected water demand associated with the proposed Project would increase by approximately 6,400 gallons per day from the previous WSA, or about 7.17 acre-feet per year. This was based in part on the conversion of certain roadways into developable area within the Project. According to WSA findings, "the total projected water supplies available to Western during normal, single-dry, and multiple-dry years through the year 2030 are sufficient to meet the projected water demand associated with the proposed Project in addition to Western's existing and planned future uses in accordance with the standards set forth by SB 610". (WSA, March Business Center North Campus Specific Plan Amendment, 2009). Thus, WMWD will be able to provide an additional 6,700 gpd to serve an additional 3.2 acres of developable land and redistribution of land use designations that would result from the proposed Project. (SEIR, p. IV-226.)

At buildout, Lot 16, which is 45 acres or 17% of the proposed Project area, is projected to require 90,000 gpd, which is 18% of the total project water demand for the proposed Project area. New development applications submitted for review by the JPA would be required to provide water demand projections. Developments processed under a ministerial review process shall comply with the potable water budget of 495,520 gpd (Water Supply Assessment, 2009). In the event that a development does not comply with the potable water budget, subsequent environmental review may be required by March JPA. This may include providing a separate will serve letter from WMWD and identifying methods that will be used to minimize water use. (*Ibid.*)

5. Threshold IV.G-5: Would the proposed project result in a determination by the wastewater treatment provider that 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?

a. Finding. Impacts on wastewater treatment provider's capacity to serve the Project will be less than significant with the implementation of **Mitigation Measures IV.G-2-1 and IV.G-2-2,** above, and completion of the WWTP expansion.

b. Supporting Explanation. Wastewater flows from the U2LS, south within the 15-inch sewer line, into the VBPS, then south to the WWTP. The capacity of the U2LS is 0.68 mgd and is limited by current pump capacity. The facility has been sized to accommodate larger pumps. Installation and use of larger pumps may occur at the discretion of WMWD to meet the recycled water demand as referenced above. The use of larger pumps would increase the capacity to 1.2 mgd. The current capacity of the VBPS is 1.07 mgd. The capacity of the 15-inch sewer line through Riverside National Cemetery is 1.9 mgd. The revised total peak flow for all Units in the North Campus, including the proposed Project area and the proposed development on Lot 16 is 1.15 mgd (Meridian Sewer System Capacity-Update Memorandum, 2009). The peak discharge to the existing downstream system from the North Campus is currently dictated by the VBPS which has a capacity of 1.07 mgd. As discussed, monitoring wastewater flow (Mitigation Measures IV.G-1 and IV.G-2) would indicate when expansion of the VBPS capacity and installation of the 24-inch wastewater line would be necessary to avoid exceeding capacity of the system. The WWTP capacity is currently being expanded from 1 to 3 mgd. The expansion is expected to be complete by July, 2010. The WMWD is in the process of upgrading sewer treatment capacity at I-215 and Van Buren WWTP to 3 mgd (the 2003 Focused EIR indicated WMWD was pursuing a 2 mgd expansion). The WWTP would have adequate capacity to serve the proposed Project. (SEIR, p. IV-227.)

6. Threshold IV.G-6: Would the proposed project be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?

a. Finding. Sufficient capacity exists to meet solid waste disposal requirements associated with the Project. The Project is required to comply with Mitigation Measures H-4 through H-5 from the Focused EIR. Impacts will be less than significant with mitigation.

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

- Green waste generated by the project should be kept separate from other waste types in order that it can be recycled through the practice of grass recycling (where lawn clippings from a mulching type mower are left on the lawn) or onsite composting or directed to local wood grinding and/or composting operations.

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

- Construction and demolition waste should be reduced and/or diverted from landfill disposal by the use of 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 requires that all commercial, industrial, and multifamily residential projects provide adequate area(s) for the collections and loading of recyclable materials. Prior to building permit issuance, the applicant shall submit a Recyclables Collection and Loading Area plot plan to the March JPA for review and approval.

b. Supporting Explanation. The Department of Resources Recycling and Recovery (CalRecycle) is a new department within the California Natural Resources Agency and administers programs formerly managed by the State's Integrated Waste Management Board and Division of Recycling. According to CalRecycle, the estimated solid waste generation rate for industrial establishments is 8.9 lbs of waste per employee per day and 10.5 lbs of waste per employee per day for commercial. These do not include generation of construction debris. This is less than the amount used in calculations for the 2003 Focused EIR. Consistent with the methodology used to estimate solid waste generation in the 2003 Focused EIR, the number of jobs associated with the proposed Project was projected. These calculations were based on an analysis of jobs created per acre provided in the Meridian Specific Plan Economic Feasibility Analysis (Al Gobar and Associates, December 2009). The study estimated that within 20 years, the proposed Project would create approximately 21.6 jobs per net acre of development. If all 257.7 acres of the proposed Project are developed, this equates to approximately 4,560 jobs which is 810 more jobs than analyzed in the 2003 Focused EIR for the March Business Center Specific Plan. Based on a generation factor of 9.7 lbs of waste per employee per day (average of industrial and commercial), the proposed Project, when fully built out, would generate 22.1 tons per day, approximately 3.9 tons of solid waste per day more than what was analyzed in the 2003 Focused EIR (18.2 tons). (SEIR, pp. IV-227 to 229.)

The Badlands Sanitary landfill, used by the existing facility's waste services provider (Inland Waste Management, Inc.), currently has a disposal capacity of 4,000 tons per day and has a total disposal capacity of 30,386,332 cubic yards. The landfill is not forecasted to reach capacity until 2016. The March Business Center Specific Plan area is also served by the Lamb Canyon and El Sobrante landfills. The El Sobrante landfill's overall disposal capacity is 108 million tons, and it is permitted to receive up to 10,000 tons of municipal solid waste per day. It will reach capacity in 2030. The Lamb Canyon landfill is permitted to receive up to 34,292,000 cubic yards of solid waste and is not anticipated to reach capacity until 2023. Therefore, sufficient capacity exists to meet solid waste disposal requirements associated with the proposed Project. No adverse impacts to solid waste are expected to occur as a result of the proposed Project. (*Ibid.*)

7. Threshold IV.G-7: Would the proposed Project comply with federal, state, and local statutes, and regulations related to solid waste?

a. Finding. Impacts from the Project are consistent with those addressed in the Focused EIR and the Project would be required to implement **Mitigation Measures H-4 through H-5**, above. Impacts will be less than significant with mitigation.

b. Supporting Explanation. The proposed Project would comply with federal, state, and local statutes and regulations related to solid waste. Although the March JPA is not directly subject to AB 939, users would nonetheless be required to comply

with guidelines established for cities and counties that direct diversion of 50 percent by 2000 pursuant to AB 939. Proposed users will also be required to divert at least 50% of construction waste materials from landfills per CIWMB requirements. Furthermore, March JPA complies with the intent of state mandates for solid waste reduction by participating in local and regional programs to encourage reduction of solid waste. Compliance with Riverside County ordinances regarding solid waste management would ensure project consistency with the Riverside County SRRE. Thus, impacts would be less than significant. (SEIR, p. IV-229.)

G. NOISE AND VIBRATION

1. Threshold IV.H-1: Would the proposed Project expose persons to or generate noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?

a. Finding. The Project will be required to comply with Mitigation Measures J-2 through J-7 from the Focused EIR to mitigate short and long-term noise impacts to a level of insignificance as well as Mitigation IV.H-1-1 through IV.H-1-4 and IV.D-1-1. (SEIR, pp. IV-246 to 256.) Additionally, the following applies:

(i) **Stationary Sources.** These sources could generate noises in excess of standards established in the City of Riverside Municipal Code, the County of Riverside Municipal Code, or by the United States Fish and Wildlife Service ("USFWS"). Applicants will be required to comply with **Mitigation Measure IV.H-1-1** and **Mitigation IV.H-1-2.**

(ii) **Pump Station.** Noise from the pump station would not be expected to result in a significant impact and no mitigation is required. (SEIR, pp. IV-249 to 251.)

(iii) **Vehicular Traffic.** Exterior noise-sensitive areas at sensitive receptors such as transient lodging, educational facilities, and childcare facilities, when proposed in areas where the exterior noise levels exceed the State of California Noise Compatibility Chart (Figure IV.H-3) could result in significant impacts. Applicants for transient lodging, educational facility, or childcare facility uses would need to implement **Mitigation Measure IV.H-1-3.** Interior noise-sensitive areas at transient lodging, when proposed in areas where the exterior noise levels exceed 60 dBA Ldn or CNEL, could result in significant noise impacts. Applicants for transient lodging use would be required to implement **Mitigation Measure IV.H-1-4.** Also, interior noise-sensitive areas at educational facilities and childcare facilities, when proposed in areas where the exterior noise levels exceed 65 dBA Ldn or CNEL could result in significant noise impacts. Applicants for educational facility or childcare facility uses would be required to implement **Mitigation IV.H-1-4.** (SEIR, pp. IV-251 to 254.)

(iv) **Rail Activity.** Noise associated with sliding and spur operations would be limited to two Project lots and is expected to be substantially less than the mainline operations. No significant impacts would occur. (SEIR, p. IV-255.)

(v) **Riverside County Fire Station.** A new fire station is proposed for Unit 6 of Lot 1a. The station would operate 24 hours a day. No impacted is expected regardless of the time of day. (SEIR, pp. IV-255 to 256.)

(vi) **Least Bell's Vireo.** Due to changes in conditions associated with the LBV habitat resulting from the modifications to the existing Specific Plan as a result of this Project, noise impacts on the LBV habitat were analyzed. No significant impacts are expected to occur to LBV, but Mitigation Measure IV.D-1-1 should be implemented to mitigate the Project's indirect noise impacts on LBV habitat to less than significant levels. (SEIR, pp. IV-256 to 258.)

Short-Term

J-2. *All construction equipment used for construction activities shall be fitted 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. *Buildings located within the 65dBA 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 unnecessarily lengthening truck trips.*

Mitigation IV.H-1-1. *Design and operate each lot in such a manner as to not exceed the sound levels at each lot line as identified in Table IV.H-8 (Project Lot Noise Levels).*

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

- Outdoor loudspeakers of automobile facilities should be calibrated to produce no more than 45 dBA at a boundary abutting a residential or a maximum of 65 dBA abutting non-residential districts.
- All noise generating equipment of automobile facilities exposed to the exterior should be muffled with sound absorbing materials, and would

not be operated before 8:00 a.m. or after 6:00 p.m.

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

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

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

Mitigation IV.D.1-1. *The following mitigation measure shall be implemented to reduce the indirect noise impacts to the LBV habitat to below a level of significance:*

- To avoid the direct loss of eggs and chicks, all vegetation shall be cleared outside the LBV breeding season (e.g., March 1 through August 15).
- Construction activities associated with the widening of Van Buren Boulevard and all lots adjacent to occupied LBV habitat shall be restricted during the LBV breeding season to avoid indirect impacts to the species from increased noise levels. In the event construction activities must occur during the breeding season, noise attenuation measures (e.g. noise walls or berms) and noise monitoring by qualified biologist will be required. Noise levels

shall not exceed 60 dBA Leq in suitable occupied riparian habitat during the breeding season during one-hour internals. If noise levels exceed this threshold as determined by the monitoring biologist, construction activities shall cease or additional noise measures shall be incorporated to reduce construction-related noise levels to 60 dBA Leq or less.

- Temporary construction fencing shall be used to delineate constructing limits and will be maintained until construction is complete.
- All motorized construction equipment shall be kept within a staging area outside of the riparian habitat. The staging area shall not drain into the riparian habitat. Best management practices shall be implemented in order to direct the storm water runoff away from adjacent riparian areas. BMPs may include but are not limited to covering construction materials, perimeter gravel bags, and/or fiber rolls.
- Construction activities adjacent to the Conservation Area will be conducted during day light hours to avoid the use of night lighting that could increase predation rates and/or disrupt nesting LBVs.
- For the development of the Meridian lots adjacent to the Conservation Area, construction crews and field workers shall be provided training by the qualified biologist to avoid unnecessary impacts to LBV and its habitat in the area.
- Following construction, lighting of all developed areas adjacent to the Conservation Easement Areas shall be directed away from the Conservation Easement Areas to avoid increased predation and/or disruption of nesting LBV. Adjacent development lighting shall have cut-off fixtures (i.e., the bulb/source is not visible above the "horizontal") and will be shielded.
- All drainage from adjacent development within the Meridian development shall be directed away from the riparian areas to avoid the potential urban run-off contamination of LBV habitat.
- The Unit 4 Lot E detention basin adjacent to Mitigation Area 2 shall be maintained by the Meridian Landscape, Lighting and Maintenance District (LLMD). The basin shall continuously be monitored, maintained, and kept clear of overgrowth. Maintenance activities shall occur outside of the LBV nesting/breeding season (March 1 – August 15).
- A biological monitor shall be present during habitat clearing and construction within waters of the U.S. and riparian areas to ensure the activities are performed in accordance with the biological opinion, terms and conditions of the 404 permit, and final streambed agreement as amended by CDFG.
- Temporary chain link fence shall be installed by the Project sponsor at the start of mass grading for those lots adjacent to the Conservation Easement areas. The temporary chain link fencing shall be replaced by the individual lot developer with a minimum 8" decorative masonry wall at the onset of fine grading

improvements for each lot in accordance with the Meridian Compensatory Mitigation and Monitoring Plan (CMMP). The LLMD will be responsible for mending fences or walls that are adjacent to the Conservation Easement Areas.

- All lots within the Meridian development adjacent to the Conservation Easement Areas shall be landscaped with native and non-invasive plant materials to protect biological resources, such as habitat supporting LBV.
- Fuel modification will be evaluated by the County of Riverside Fire Department on an annual basis along the south and east boundaries of the existing residences adjacent to Conservation Easement Area 1. Fuel modification may be required within Conservation Area 1, not to exceed 30.5 m (100 ft) from the nearest structure unless otherwise determined by the County of Riverside Fire Department. If fuel modification must occur, it would be accomplished using hand tools and mowers to selectively thin hazardous vegetation or combustible material. Disking of vegetation is prohibited. Riparian areas will be avoided and fuel modification would occur no closer than 15.2 (50 ft) from the drip line of the riparian habitat. Fuel modification will be the responsibility of the March JPA who shall coordinate fuel modification efforts with the approved managing entity to ensure riparian zones are avoided.
- All new construction that will occur adjacent to Conservation Easement Areas 1 and 2 shall be designed such that no fuel modifications will be required within the conservation areas.
- The March JPA and the Project sponsor shall be responsible for ensuring the successful onsite establishment of 2.3 acres of LBV habitat within "Mitigation Area 1" and approximately 1.9 acres of LBV habitat within "Mitigation Area 2." In addition, the March JPA and the Project sponsor will record a conservation easement on approximately 175 acres to ensure the long-term protection of the restored riparian habitats, existing occupied LBV habitat, and adjacent upland buffers. The conservation easement areas shall be managed in perpetuity by an appropriate management entity.

b. Supporting Explanation. The 2003 Focused EIR identified impacts resulting from construction and operational activities, determined that no significant impacts would result from traffic-related activities, and did not analyze LBV. Potential noise increases that occur as a result of the proposed Project will be within the levels permitted by the MJPA Development Code, the City of Riverside's noise standards, and the County of Riverside's noise standards. As concerns LBV, the SEIR analyzed the Project's impacts on the LBV habitat related to noise and proposed mitigation to ensure impacts would be less than significant. In sum, providing the abovementioned mitigation measures are implemented, Project-related noise will not exceed local standards and impacts will be less than significant. (SEIR, pp. IV-246 to 258.)

2. Threshold IV.H-2: Would the proposed Project expose persons to or generate excessive ground borne vibration or ground borne noise levels?

a. Finding. The spurs for Lot U1-5 would enter the building. The centerline of the spur for Lot U1-6 would be located approximately 10 feet from the building. Operations on the rail spurs are expected to be less than 5 mph. These operations would be regulated by the owner/operator of the buildings on U1-5 and U1-6. No details on the design of the building or the vibration isolation of the spurs are available. Therefore, a potential impact could occur without relocation or proper isolation of the foundation and superstructure. However, applicants for Lots U1-5 and U1-6 would be required to implement Mitigation Measure IV. H-2-1, which will ensure that no potentially significant impact will occur, and vibration-related impacts from this Project will be less than significant with mitigation.

Mitigation IV.H-2-1. *Demonstrate through site design that rail spurs and building design are compatible with California Building Code vibration requirements.*

b. Supporting Explanation. The proposed Project does not involve heavy manufacturing drilling or other subterranean activities that would generate excessive ground borne vibration or ground borne noise levels. In addition, construction activities for the proposed Project are not anticipated to involve pile driving or blasting; therefore, no impact would occur. If pile driving or blasting is necessary to construct or operate a proposed use, then subsequent CEQA review would be required. Potential vibration impacts from freight rail operations depend on factors such the distance from the centerline of the track to the receiving building, building design and use, operational and vehicles parameters, and soil and subsurface conditions. Vibration from operations on the new or realigned sidings or spurs would be limited to Unit 1, lots 5 and 6 or the Project. (SEIR, p. IV-258.)

Vibration levels from rail operations on the proposed realigned BNSF sidings at the potential buildings on Lots U1-5 and U1-6 were predicted based on the FTA Transit Noise and Vibration Impact Assessment Guidance Manual (2006). The FTA generalized surface vibration curve for locomotive powered passenger or freight rail vehicles was used to predict vibration levels for rail operations. It was assumed that the centerline of the nearest siding track would be located 15 feet from the building on U1-5 and 35 feet from the building on U1-6. The assumed freight train speed on the sidings was 10 mph, based on the operational constraints of the turnouts. Adjustments were not made for the local soil condition. (*Ibid.*)

The predicted vibration levels at the buildings on lots U1-5 and U1-6 from operations on the new and realigned sidings would be approximately 80 VdB and 71 VdB, respectively. The vibration criteria for infrequent events at a warehouse or other type of industrial land use is 83 VdB (FTA 2006). Therefore, no significant vibration impact would occur. (*Ibid.*)

3. Threshold IV.H-3: Would the proposed Project create a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?

a. Finding/Supporting Explanation. As discussed in Threshold IV.H-1, stationary sources could generate a substantial increase in noise levels and Applicants for all lots will be required to implement **Mitigation Measure IV.H-1-1 and H-1-2**. Pump stations would not substantially increase noise levels at noise sensitive receptors and thus no impacts would occur. Vehicular traffic associated with the proposed Project would generate 1 dBA or less of additional noise at noise-sensitive receptors along Project

roadways within the City of Riverside, County of Riverside, or City of Moreno Valley. Therefore, no significant noise impacts at those receptors would occur. Significant noise impacts could occur at noise-sensitive receptors within the proposed Project; applicants for a transient lodging, educational facility, or childcare facility use would be required to implement **Mitigation IV.H-1-3 and Mitigation IV.H-1-4**. Noise associated with rail siding and spur operations would be limited to the individual project lots and would be expected to be substantially less than the mainline operations. Therefore, no significant noise impacts would occur. Impacts from noise associated with the fire station were also discussed in Threshold IV.H-1. Noise levels from the operation of the fire station are expected to be less than 35 dBA Leq at the closest sensitive receptor (Orangecrest development). No noise impact would be expected, regardless of the time of day. The mitigation measures listed herein, as well as **J-2 through J-7** from the Focused EIR, all of which are set forth above, will need to be adopted. Impacts related to ambient noise levels will be less than significant with mitigation. (SEIR, pp. IV-259 to 260.)

4. Threshold IV.H-4: Would the proposed Project create a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the Project?

a. Finding. Impacts will be less than significant with incorporation of **Mitigation Measures J-2 and IV.D.1-1**, set forth above, from the Focused EIR.

b. Supporting Explanation. The 2003 Focused EIR concluded that development in the March Business Center Specific Plan would lead to short-term noise impacts associated with demolition, excavation, earth moving, and construction activities. However, these impacts are accepted as the unavoidable consequences of Project development and do not represent a significant impact if: 1) construction activities are limited to daytime hours; 2) construction equipment is equipped with noise control filters, as appropriate; and 3) construction activity is monitored to ensure that noise reduction specifications and guidelines are met. (SEIR, pp. IV-260 to 262.) Construction-related activities would temporarily increase ambient noise levels in the proposed Project vicinity. Construction-related noise levels at and near the Project site would fluctuate depending on the particular type, number, and duration of use of various pieces of construction equipment. The effect of construction noise depends on the level of construction activity on a given day and the related noise generated by that activity, the distance between construction activities and the nearest noise-sensitive uses and the attenuating effects of intervening topography and structures. The analysis below used conservative assumptions to calculate worst-case construction noise levels. Ultimately, the construction noise levels are likely to be less than the levels set forth in Table IV.H-10 on page IV-261 of the SEIR based on the distance from the construction and other factors mentioned above. (SEIR, pp. IV-260 to 262.)

Also, to ensure no significant noise-related impacts to LBV will occur, Mitigation Measure IV.D.1-1 will be implemented. (*Ibid.*)

5. Threshold IV.H-5: 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?

a. Finding. Impacts are consistent with those analyzed in the 2003 FEIR and will be less than significant with the implementation of Mitigation Measures J-2 through J-7, above, as well as Mitigation IV.H.1-4.

b. Supporting Explanation. There are no noise contour projections available from March ARB beyond 2010. Therefore, it was assumed that the 2010 noise contours would remain constant. The only sensitive land uses permitted within the proposed Project area are hotels. Hotel/lodging uses could be exposed to March ARB noise levels exceeding 60 dBA CNEL. As required in Mitigation IV.H.1-4, an interior noise analysis would be required for any hotels proposed in the area to estimate interior noise levels relative to the 45 dBA CNEL criteria. While the federal government specifically preempts local control of noise emissions from aircraft, railroads and interstate roadways, there are established standards and recommended noise criteria to facilitate noise compatibility through land use and building design. All land use designations and use types associated with the proposed Project are compatible the ALUP (RCALU, 1984) and AICUZ. Additionally, with the application of California Public Resources Code Section 21083.8.1, the noise contour footprints for March ARB for the year 2010 are significantly less than what was permitted and emitted by March AFB prior to its realignment in 1996. (SEIR, pp. IV-262 to 263.)

G. PUBLIC SERVICES

1. Threshold IV.K-1: Would the proposed project result in substantial adverse physical impacts associated with the provision of new or physically altered fire protection facilities, need for new or physically altered fire protection facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives?

a. Finding. The proposed Project would comply with applicable fire codes and is consistent with the land use types and activities envisioned in the previously adopted March Business Center Specific Plan and thus the operation of this facility is not expected to increase fire risk beyond that identified in the 2003 Focused EIR. The Project would be required to comply with Mitigation Measure P-2 from the FEIR. Impacts with mitigation will be less than significant.

> **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.*

b. Supporting Explanation. The proposed Project would not increase demand for fire service beyond what was evaluated in the 2003 Focused EIR. According to the Riverside County Fire Master Plan, the proposed Project area falls under Category 1 – Heavy Urban. The Fire Master Plan has set a fire suppression goal of 8 minutes for the first responder to arrive at the scene in a Heavy Urban environment. The personnel and equipment needed to meet this goal is generally estimated to be one-engine or truck company within 1.5 miles of the site. The provision of fire service to new development within heavily populated and developed areas is evaluated on a case by case basis; however, a general guideline is one-engine or truck company per every 3.5 million square feet of commercial or industrial space. Based on this criteria, within the study area, this goal could be met with the addition of an engine or truck at Station #6 or other station in the area or

construction of a new fire station. Currently, Riverside County Fire Department Station #6 is located 1.5 miles north of the Project area and provides fire service to existing development (approximately 3,500,000 square feet) within the March Business Center Specific Plan. Demand for the new fire station evaluated herein was identified in the 2003 Focused EIR and is part of the overall scope of fire service improvements identified for the March Business Center Specific Plan. The exact development date for the new station is unknown. However, the Riverside County Fire Department will require it to be constructed by build-out of the proposed Project area (2017). Operation of the proposed station would meet the fire service criteria defined in the 2003 Focused EIR and with the addition of new development associated with the proposed Project. (SEIR, pp. IV-296 to 298.)

Until the permanent fire station is constructed, the Riverside County Fire Department anticipates constructing a temporary facility on the proposed fire station site. The temporary facility would include modular structures and a steel structure apparatus bay. The facility would house a specialized resource known as a breathing support unit with a staff of one. The approximate implementation will be 18 to 24 months from project approval depending on completion of infrastructure and roadways. Should additional funding be identified, the temporary facility may house an engine with crew. (*Ibid.*)

The prospective developer of Lot 16 is proposing to use anhydrous ammonia in the refrigeration system. Anhydrous ammonia is flammable and can be explosive when mixed with the air in uncontrolled conditions. The proposed fueling facility would be constructed in accordance with the appropriate industry standards, including American Petroleum Institute standards for diesel fuel, NFPA Section 30, and the California Fire Code. This would include an enclosed vapor recovery system, spill detection alarms, emergency shutdown features and containment barriers. Fuel spills would be managed consistent with the RMP/PSM. In addition, the prospective industrial user on Lot 16 is proposing to construct two above ground 10,000-gallon diesel fuel tanks. Diesel fuel is classified as a Class II combustible liquid by the National Fire Protection Association (NFPA). Although diesel fuel is a combustible liquid, it has a higher flash point than gasoline and requires a higher temperature to ignite. (*Ibid.*)

If an accidental release of anhydrous ammonia or diesel fuel were to occur, the fire department would be notified and upon arrival would determine if a hazardous materials team is needed onsite. Response time for the hazardous materials team may be up to 30 minutes as there are only two hazardous materials teams in Riverside County. This is a standard procedure implemented by Riverside County Fire Department to assess and mitigate hazardous materials releases. (*Ibid.*)

Fire hydrants and sprinkler systems will be required throughout the Project area and are required by California Fire Code and Uniform Building Code and in compliance with the Riverside County Fire Department. Because the proposed Project would comply with applicable fire codes and is consistent with the land use types and activities envisioned in the previously adopted March Business Center Specific Plan, operation of this facility is not expected to increase fire risk beyond that identified in the 2003 Focused EIR. (*Ibid.*)

2. Threshold IV.K-2: Would the proposed project result in substantial adverse physical impacts associated with the provision of new or physically altered police protection facilities, need for new or physically altered police protection facilities, the

construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives?

a. Finding. Impacts from police protection services for the Project will be less than significant with the implementation of Mitigation Measure P-1.

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

b. Supporting Explanation. The 2003 Focused EIR found impacts on police protection services associated with the Specific Plan to be less than significant with implementation of the proposed mitigation measure providing patrol services in addition to the County-wide level of emergency response. This mitigation measure was satisfied with the 2007 agreement for law enforcement services between the JPA and the County of Riverside. This agreement is effective through June 2012. There are no additional impacts to police protection services associated with the proposed Project. The proposed changes to the Specific Plan include mostly minor modifications to the land uses and the conversion of 110 acres of previously designated Business Park to Industrial. These changes are not anticipated to introduce impacts beyond those addressed in the Focused EIR for police services. (SEIR, p. IV-299.)

The plans for Lot 16 are not yet finalized, however, the user is proposing to fence and gate the truck lot. There will be a guard booth at the entrance to the truck lot that will control access to the facility 24 hours/day. Access to the employee parking facility will be controlled via gate arms. It is likely that video surveillance will also be used throughout the site. With these security measures in place, it is not anticipated that Lot 16 will increase demand on police services beyond that identified in the 2003 Focused EIR. (*Ibid.*)

H. GLOBAL WARMING/CLIMATE CHANGE

1. Threshold IV.L-2: Would the proposed project conflict with any applicable plan, policy or regulations of an agency adopted for the purpose of reducing the emissions of GHGs?

a. Finding. The Proposed Project would be required to comply with Mitigation Measures C-1 through C-9, C-12 through C-14, B-4 through B-6, B-10 through B-11, H-4 and H-5, H-7, and K-5 from the 2003 Focused EIR. Project impacts will be less than significant with mitigation.

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, USING SKYLIGHTS IN WAREHOUSES, ORIENTING BUILDINGS NORTH TO THE EXTENT PRACTICAL, AND INCREASING WALL AND ATTIC INSTALLATION ABOVE TITLE 24 REQUIREMENTS.*

C-12. *A CONSTRUCTION RELATIONS OFFICER SHOULD BE APPOINTED TO ACT AS A COMMUNITY LIAISON TO OVERSEE ON-SITE CONSTRUCTION ACTIVITY AND ALL EMISSIONS AND CONGESTION RELATED MATTERS.*

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.*

B-4 *The Project shall provide a site that can accommodate the future construction of a multimodal 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-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 nonmotorized (i.e., bicycling or walking) modes of travel. Section V of the Specific Plan outlines TDM requirements.

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

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

- Green waste generated by the project should be kept separate from other waste types in order that it can be recycled through the practice of grass recycling (where lawn clippings from a mulching type mower are left on the lawn) or onsite composting or directed to local wood grinding and/or composting operations.

- The use of mulch and/or compost in the development and maintenance or 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 requires that all commercial, industrial, and multifamily residential projects provide adequate area(s) for the collections and loading of recyclable materials. Prior to building permit issuance, the applicant shall submit a Recyclables Collection and Loading Area plot plan to the March JPA for review and approval.*

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

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.*

b. Supporting Explanation. Table IV.L-8 addresses the Project's consistency with all applicable state and regional plans, policies, and regulations regarding GHG emission reductions. Out of all of those plans, policies, and regulations, AB 32 and SB 375 as well as the CARB Scoping Plan are the most pertinent. The SEIR evaluated the consistency of each source type (i.e., transportation, electricity and natural gas, and industrial use) against such measures. CARB proposes nine transportation-related Recommended

Actions (T-1 through T-9). The Project complies with all of these measures with the exception of T-8, which was not applicable to the Project. As concerns electricity and natural gas, the Project complied with all of the Recommended Actions (Action E-1 through E-4) designed to reduce electricity demand and natural gas consumption, with the exception of Action E-1, which was not applicable to the Project. Moreover, all but one of the Recommended Actions related to industrial uses, which was related to uses not applicable to the Project. (SEIR, pp. IV-351 to 359.)

SECTION 4: RESOLUTION REGARDING ENVIRONMENTAL IMPACTS NOT FULLY MITIGATED TO A LEVEL OF LESS THAN SIGNIFICANT

The March Joint Powers Commission hereby finds that, despite the incorporation of Mitigation Measures outlined in the 2003 Focused EIR and the SEIR, the following impacts from the Proposed Project and related approvals cannot be fully mitigated to a less than significant level and a Statement of Overriding Considerations is therefore included herein:

A. AIR QUALITY

1. Threshold IV.C-2: Would the Project violate any air quality standard or contribute substantially to an existing or projected air quality violation?

a. Construction-Related Emissions Impacts

(i) Methodology. Site-specific emissions from the construction phase of the Project were estimated based on standard default construction assumptions in consultation with the Project sponsor (See Table IV.C-4 in SEIR) using the UBREMIS Model, Version 9.2.4. (SEIR, pp. IV-129, 130.)

To evaluate a potential localized impact, a modeling analysis was conducted in accordance with the recommended approach in the Localized Significance Threshold ("LST") Methodology (SCAQMD 2003), which includes representing the construction site as a series of volume sources located where onsite construction would occur. (A total of 180 volume sources were used to represent the construction site for modeling purposes, and the maximum daily emissions were allocated to the volume sources. These emissions sources were located within the boundaries of the proposed Project. The maximum daily construction emissions are 329.31 lbs/day for **CO**, 500.77 lbs/day for **PM_{10}**, 112.44 lbs/day for **$PM_{2.5}$**, and 348.75 lbs/day for **NO_x**. Based on the LST Methodology, construction emissions were modeled with the USEPA-approved AERMOD model using SCAQMD-processed Riverside meteorological data, using urban dispersion coefficients. (See SEIR, p. IV-132.)

(ii) Finding. The Project's site-specific impacts from construction-related activities would be significant and unavoidable for ROG, NO_x, PM_{10}, and $PM_{2.5}$ even with the implementation of proposed mitigation. (SEIR, p. IV-132.) The Project's potential localized impact would be significant with mitigation for CO and PM_{10} and less than significant for NO_2 and $PM_{2.5}$. (SEIR, pp. IV-133 to 134.) **Mitigation Measures IV.C-1-1 through IV.C-1-13** set forth as follows, as well as **Mitigation Measures C-1 through C-14** from the Focused EIR, will need to be implemented. (SEIR, pp. IV-136 to 138.)

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, using skylights in warehouses, orienting buildings north to the extent practical, and increasing wall and attic installation above Title 24 requirements.*

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 relations 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.*

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

more).

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

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

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

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

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

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

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

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

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

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

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

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

(iii) Supporting Explanation. The Project's construction phase was assumed to commence in 2010 and be completed in 2017, and it was assumed that three lots would be simultaneously under construction for each year. (*Ibid.*) The initial phase involves mass grading and development activities such as the construction of internal roadways, fine grading, trenching and paving. (*Ibid.*) Subsequent construction activities involve site-specific development, including fine grading, trenching, paving, as well as building construction, architectural coatings application, and parking lot paving. (*Ibid.*)

(a) Site-Specific Impacts

The maximum simultaneous emissions associated with mass grading, initial site development, and Lot 16 construction activities would exceed the SCAQMD's air quality significance thresholds for construction for ROG, NO_x, PM_{10}, and $PM_{2.5}$. (SEIR, p. IV-132, see also Table IV.C-5.) The maximum simultaneous emissions resulting from site-specific development activities after the year 2010 would exceed the SCAQMD's air quality significance thresholds for construction for ROG, NO_x, PM_{10}, and $PM_{2.5}$. (*Ibid.*)

(b) Potential Localized Impacts

CO. As concerns the potential localized impact for CO, the maximum 1-hour and 8-hour CO impacts were predicted to be 80.13 $\mu g/m^3$ (0.070 ppm) and 27.66 $\mu g/m^3$ (0.024 ppm) respectively, during construction. (SEIR, p. IV-132.) The 1-hour and 8-hour CO background concentrations for the Riverside monitoring station (the nearest monitoring station that measures CO to the site) are 3.8 ppm and 2.93 ppm, respectively. (*Ibid.*) When CO impacts due to construction were added to CO background levels, the resulting concentrations of 3.87 ppm and 2.95 ppm were found not to exceed the CO standards of 20 ppm and 9 ppm, respectively. (*Ibid.*) Therefore, CO emissions during construction would not result in a significant localized impact. (*Ibid.*)

NO_x. For NO_x, the maximum 1-hour NO x impact was predicted to be 89.31 $\mu g/m^3$. Based on the LST Methodology, the NO_2 conversion rate can be accounted for by a NO_x -to-NO_2 ratio, which is dependent on distance. (SEIR, pp. IV-132 to 133.) The location of the maximum NO_x concentration was calculated at a hypothetical receptor located 50 meters from the site boundary. (*Ibid.*) According to the LST Methodology, the NO_x -to-NO_2 ratio for 50 meters distance would be 0.059 to account for conversion of NO_x to NO_2. (*Ibid.*) The resultant maximum 1-hour NO_2 concentration associated with construction activities was predicted to be 5.27 $\mu g/m^3$ or 0.0028 ppm. (*Ibid.*) When added to the maximum 1-hour NO_2 background level at the Riverside monitoring station as measured in the past 3-year period from 2004 through 2006 of 0.092, the resulting concentration of 0.0923 ppm did not exceed the current 1-hour NO_2 standard of 0.18 ppm. Localized NO_2 impacts would therefore be less than significant. (*Ibid.*)

PM_{10}. The maximum 24-hour PM_{10} impact was predicted to be 25.94 $\mu g/m^3$. (SEIR, p. IV-134.) This impact exceeds the SCAQMD's change in concentration threshold of 10.4 $\mu g/m^3$. (*Ibid.*) This impact would exceed the SCAQMD's allowable concentration for PM_{10} impacts, and confirms that emissions of PM_{10} would result in a significant but temporary impact to the ambient air quality. (*Ibid.*)

$PM_{2.5}$. The maximum 24-hour $PM_{2.5}$ impact was estimated as 5.82 $\mu g/m^3$. (*Ibid.*) This impact is below the SCAQMD's recommended change in concentration threshold for

PM 2.5 of 10.4 $\mu g/m^3$ as set forth in the SCAQMD's Final Methodology to Calculate $PM_{2.5}$ and $PM_{2.5}$ Significance Thresholds (SCAQMD 2006), indicating that localized $PM_{2.5}$ impacts during construction would be less than significant. (*Ibid.*)

(c) Proposed Mitigation

Implementation of the mitigation measures listed above is expected to reduce the intensity of construction-related impacts from the Project. (SEIR, p. IC-138.) Mitigation Measures IV.C-2-1 through IV.C-2-10 are procedures that would minimize the emissions of criteria pollutants during construction and, therefore, would result in a quantifiable emissions reduction, as compared to the unmitigated condition. (*Ibid.*) Mitigation Measures IV.C-2-11 and IV.C-2-12 would be expected to facilitate avoidance of emissions of NO_x and fugitive dust. (Table IV.C-8 of the SEIR presents a comparison of emissions for unmitigated and mitigated construction.) For site-specific construction activities, the mitigation measures described above would reduce emissions of Reactive Organic Gas ("ROG") and $PM_{2.5}$ for the Year 2015 construction scenario (i.e., the year involving development of the highest amount of building square feet) to below the significance thresholds. However, emissions of NO_x and PM_{10} would continue to exceed the significance threshold. (*Ibid.*) For the mass grading, initial site development activities and construction of Lot 16, mitigation would lower ROG emissions to below the significance threshold, but NO_x, PM_{10} and $PM_{2.5}$ would continue to exceed the significance threshold. (*Ibid.*) Thus, proposed Project construction impacts would be significant and unavoidable with mitigation incorporated. (*Ibid.*)

b. Operational Emissions Impacts

(i) Methodology. Site-Specific emissions associated with the Project-generated traffic were compared with the significance criteria established by the SCAQMD. (SEIR, p. IV-134.) Localized impacts were based on the Localized Significance Threshold ("LST") Methodology. (SEIR, p. IV-135.)

(ii) Finding. The Project's onsite operational impacts are significant and unavoidable with respect to ROG, NO_x, CO, PM_{10}, and $PM_{2.5}$ even with the imposition of Mitigation Measures IV.C-1-15 through IV.C-1-20, as well as Mitigation Measures C1 through C-14 from the Focused EIR. (SEIR, pp. IV-137 to 139.) The Project's localized operational impacts are not significant. (SEIR, pp. IV-135 to 136.)

> **Mitigation IV.C-1-15.** *The Project sponsor shall provide in-lieu payment for bus shelter construction for three bus shelters. The March JPA shall construct these shelters, subject to the review and approval of the Riverside Transit Agency (RTA).*
>
> **Mitigation IV.C-1-16.** *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, including lot 16, shall have a minimum of 20% of the loading dock doors activated for plug-in use prior to the certificate of occupancy.*
>
> **Mitigation IV.C-1-17.** *The trailer fleets of all cold storage warehouses shall*

be 100% plug-in ready within 10 years of the certificate of occupancy.

Mitigation IV.C-1-18. *The project architect shall certify that all trusses/structural plans for buildings over 200,000 square feet are designed to support the weight of a solar voltaic system.*

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

Mitigation IV.C-1-20. *For each development, cumulative traffic generation within the Project shall be reviewed to assure consistency with the combined proposed Project traffic generation (for both passenger vehicles and truck) as identified in the traffic generation budget defined in Section IV.B, Transportation and Traffic. An Exceedance of that budget, except as to limited trip redistributions within Traffic Planning Areas, shall necessitate additional environmental review.*

(iii) Supporting Explanation.

(a) Site-Specific Impacts. Operational emissions associated with the Project include mobile sources (i.e., passenger car trips, truck trips, locomotive idling) and stationary sources (i.e., boilers, generators, fuel dispensing facilities, charbroilers, natural gas consumption, TRU's forklifts, and yard goats). (SEIR, p. IV-134.) As discussed, the Project would generate 19,678 more daily vehicle trips than the existing Specific Plan, an increase that includes 3547 additional daily truck trips. (*Ibid.*) Several trip reduction methods such as using a mix of retail uses to capture trips that would otherwise leave the area, providing bus shelters, and employing transportation demand management strategies, have been incorporated into the Project. (SEIR, pp. IV-135, 138 to 149.) However, no further mitigation measures than those proposed above are feasible to reduce operational emissions through trip reduction. (*Ibid.*) **Measure IV.C-2-15** (in-lieu payment for bus shelters) could facilitate a shift in travel mode for single occupancy vehicles to transit; thus, reducing the mobile-source emissions of the proposed Project. (*Ibid.*) The shelters would be constructed by the March JPA, subject to the review and approval of the Regional Transportation Authority, and would be provided when transit service is established. (*Ibid.*) **Measure IV.C-2-19 includes** management measures to ensure that emissions resulting from the implementation of the proposed Project are consistent with those disclosed in this SEIR. (*Ibid.*)

The Project would result in emissions of ROG, NO_x, CO, PM_{10}, and $PM_{2.5}$ in excess of the SCAQMD significance thresholds, and would not be reduced with mitigation. (*Ibid.*) It should be noted that, given the size of the proposed Project and its traffic generation (i.e., 19,678 additional daily external trips, as compared to the March Business Center Specific Plan), there are no feasible mitigation measures to reduce the emissions to a less-than-significant level. (SEIR, pp. IV-138 to 149.) Accordingly, the proposed Project's operational impacts with respect to this significance threshold are significant and unavoidable. (*Ibid.*)

(b) Localized Impacts. There are no localized operational impacts for CO, NO_2, PM_{10}, or $PM_{2.5}$. (SEIR, pp. IV-135 to 136.)

CO. The maximum 1-hour and 8-hour CO impacts were predicted to be 122.44 $\mu g/m^3$ (0.11 ppm) and 42.27 $\mu g/m^3$ (0.037 ppm) respectively, during operations. (SEIR, IV-135.) The 1-hour and 8-hour CO background concentrations for the Riverside monitoring station (the nearest monitoring station that measures CO to the site) are 3.8 ppm and 2.93 ppm, respectively. (*Ibid.*) When CO impacts due to operations were added to CO background levels, the resulting concentrations of 3.91 ppm and 2.97 ppm would not exceed the CO thresholds of 20 ppm and 9 ppm, respectively. (*Ibid.*) CO emissions during operations would therefore not result in a significant localized impact.

NO_2. The maximum 1-hour NO_x impact was predicted to be 221.918 $\mu g/m^3$. Based on the LST Methodology, the NO_2 conversion rate can be accounted for by a NO_x-to-NO_2 ratio, which is dependent on distance. (SEIR, pp. IV-135 to 136.) The location of the maximum NO_x was calculated at a receptor located 50 meters from the site boundary. (*Ibid.*) The location of the maximum NO_x concentration was calculated at a hypothetical receptor located 50 meters from the site boundary. (*Ibid.*) According to the LST Methodology, the NO_x-to-NO_2 ratio for 50 meters distance would be 0.059 to account for conversion of NO_x to NO_2. (*Ibid.*). The resultant maximum 1-hour NO_2 concentration associated with operations was predicted to be 13.09 $\mu g/m^3$ or 0.007 ppm. (*Ibid.*) When added to the maximum 1-hour NO_2 background level at the Riverside monitoring station as measured in the past 3-year period from 2004 through 2006 of 0.092, the resulting concentration of 0.099 ppm did not exceed the current 1-hour NO_2 standard of 0.18 ppm. (*Ibid.*) Localized NO_2 impacts would therefore be less than significant.

PM_{10}. Because PM 10 operational emissions are less than one tenth of the construction emissions, on-site impacts are expected to be approximately one tenth of construction impacts, and would be below the SCAQMD's significant change in concentration threshold of 10.4 $\mu g/m^3$. (SEIR, p. IV-136.) Operational impacts for PM_{10} would therefore be less than the LSTs and would be less than significant.

$PM_{2.5}$. PM 2.5 operational emissions will also be below construction emissions and would be below the SCAQMD's recommended change in concentration threshold for $PM_{2.5}$ of 10.4 $\mu g/m^3$ as set forth in the SCAQMD's Final Methodology to Calculate $PM_{2.5}$ and $PM_{2.5}$ Significance Thresholds (SCAQMD 2006). (*Ibid.*) Operational impacts for $PM_{2.5}$ would therefore be less than the LSTs and would be less than significant.

B. TRANSPORTATION/TRAFFIC

Methodology. The traffic impact analysis for this Project applied the Level of Service ("LOS") to rate the performance of streets, intersections, and other highway facilities on a scale of A to F, with LOS A reflecting free flowing conditions and LOS F representing heavily congested conditions. (SEIR, p. IV-34.) LOS D is considered the minimum daily and peak hour performance standard. (*Ibid.*) The analysis looked at peak hour intersection capacity, 24-hour Average Daily Traffic volumes as an indicatory of overall transportation network volume. (*Ibid.*) The Proposed Project's study area was defined using procedures included in the Riverside County Transportation Department's Traffic Impact Analysis Preparation Guide. According to those Guidelines, if a project adds 50 or more peak-hour trips to intersections of "Collector" or higher classified streets, then the intersection must be

included in the project study area. (SEIR, p. IV-40.)

1. Threshold IV.B-1: Would the Project cause an increase in traffic which is substantial in relation to existing traffic load and capacity of the street system (i.e., result in an increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections) and/or exceed, either individually or cumulatively, a LOS standard established by the county congestion management agency for designated roads or highways?

a. Finding: The Focused EIR concluded that the March Business Center Specific Plan would have significant cumulative impacts with respect to this impact threshold but that those impacts would be reduced to a less than significant level with mitigation. (SEIR, p. IV-62.) This Project would result in a net traffic generation increase of 19,678 daily trips, which will have a direct significant impact on traffic intersections, roadways and freeway segments, as demonstrated in **Table IV.B-10** and **Impact IV.B-1-1** (Intersections), **Table IV.B-11** and **Impact IV.B-1-2** (Roadway Segments), and **Table IV.B-12** and Impact **IV.B-1-3** (Freeway Mainline). (SEIR, pp. IV-62 to IV-71.) Mitigation Measures **B-1 through B-12** from the 2003 Focused EIR will need to be adopted for this Project. (SEIR, pp. IV-54 to IV-55, IV-86.) Additionally, the Project sponsor will be responsible for the improvements set forth in **Mitigation IV.B-1-1**, **Mitigation IV.B-1-4**, **Mitigation IV.B-1-6**, and **Mitigation IV.B-1-7.** (SEIR, pp. IV-92, IV-98 to IV-99.) Even with mitigation, however, direct traffic impacts on certain intersections, roadway and freeway segments (identified below) will be significant and unavoidable. (SEIR, pp. IV-103 to IV-104.)

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

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 multimodal 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 nonmotorized (i.e., bicycling or walking) modes of travel. Section V of the Specific Plan outlines TDM requirements.*

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.*

Mitigation 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 Average-Daily-Trips ("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.

The following planned improvements would mitigate the proposed Project's direct peak hour impacts:

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.

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.

Mitigation 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.*

Mitigation 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.*

Mitigation 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.

b. Supporting Explanation: The proposed improvements set forth in **Mitigation IV.B-1-1** at Intersection Nos. 29 and 30 would result in improved operations at those intersections to LOS D or better during both peak hours. (SEIR, pp. IV-92 to IV-93.) However, both measures require full funding that, if not available, will thwart the undertaking of these improvements prior to implementation of the Project and would result in a significant and unavoidable interim impact. (*Ibid.*) As concerns freeway segment impacts, all freeways are within the jurisdiction of Caltrans. (*Ibid.*) There is no fee mechanism that would allow project sponsors to pay fees or make fair share contributions toward improving mainline freeway lanes. (*Ibid.*) Even if such a mechanism existed, there is no way to ensure that such payments would be directed to a specific freeway improvement. (*Ibid.*) There are therefore no feasible mitigation measures for impacts to mainline freeways and those impacts will remain significant and unavoidable. (*Ibid.*) Notably, the Riverside County Transportation Commission is planning to widen I-215 in Moreno Valley to I-15 in Murrieta. (*Ibid.*) However, because there is no legally enforceable mechanism for mitigating potential impacts to the I-215 freeway and because the direct construction of such improvements are outside the jurisdiction of the March JPA and would be disproportionate to the impacts from the Project, there is no feasible mitigation available for reducing or avoiding those impacts. (*Ibid.*)

Even with mitigation, significant and unavoidable impacts will occur at the following intersections, roadway segments, and freeways (SEIR, pp. IV-103 to IV-106):

Intersections

- **Van Buren Boulevard and I-215 Northbound Ramps.** Significant interim impact until planned interchange improvements are constructed; as shown in Table 6-5 of the traffic technical report, LOS would be restored to A during both peak hours at this location

- **Van Buren Boulevard and I-215 Southbound Ramps.** Significant interim impact until planned interchange improvements are constructed; as shown in Table 6-5 of the traffic technical report, LOS would be restored to A during both peak hours at this location.

- Queuing was also found to exceed available storage at three intersections: Cactus Avenue and Northbound I-215 Ramps/Old 215 Frontage Road; Van Buren Boulevard and Southbound I-215 Off Ramp; and Van Buren Boulevard and Northbound I-215 Ramps. SEIR, p. IV-65.) Improvements to the Van Buren Boulevard interchange with I-215 will address the queuing deficiencies at these interchanges. (*Ibid.*) There is, however, no feasible mitigation to fully address the queuing deficiency at Cactus Avenue and Northbound I-215 Ramps/Old 215 Frontage without substantial improvements. (SEIR, p. IV-66.) The payment of TUMF fees is required to mitigate for the Project's fair share of the impact. However,

until such time as full funding for the improvement is provided and the improvement is actually constructed, there will be potentially significant interim cumulative impacts. (SEIR, p. IV-93 through IV-94 [Mitigation Measure IV.B-1-2].)

Roadway Segments

- **Van Buren Boulevard, west of Wood Road**. Significant interim impact until planned improvements identified in City of Riverside's TIP (2010 edition, page 1-40) is implemented. Following completion of these improvements, LOS would be restored to D or better during both peak hours at the Van Buren Boulevard/Wood Road intersection.
- **Van Buren Boulevard, Wood Road to Trautwein Road**. Significant interim impact until planned improvements identified in City of Riverside's TIP (2010 edition, page 1-40) is implemented. Following completion of these improvements, LOS would be restored to D or better during both peak hours at the Van Buren Boulevard/Wood Road intersection.
- **Van Buren Boulevard, from Meridian Parkway to I-215 interchange**. Significant interim impact until planned interchange improvements are constructed. As discussed above, implementation of mitigation measures at the Van Buren Boulevard/I-215 Northbound Ramps intersection would restore LOS to A during both peak hours. (Where the segment potentially exceeds capacity, but the intersections along this segment are characterized by acceptable LOS, then the segment operations were considered satisfactory.)

Freeway Segments

- I-215 from north of Alessandro Boulevard to south of Van Buren Boulevard.

SECTION 5: RESOLUTION REGARDING CUMULATIVE ENVIRONMENTAL IMPACTS

The March Joint Powers Commission hereby finds as follows:

A. AIR QUALITY

Criteria Pollutant Increase in Non-Attainment Area. This Threshold IV.C-3 asks whether the Project will have a cumulative considerable net increase of any criteria pollutant in a nonattainment area. The 2003 Focused EIR determined that the existing Specific Plan would have significant and unavoidable impacts with respect to this threshold. (SEIR, p. IV-139.) Although the proposed Project is generally consistent with the existing Specific Plan, the Project includes updated information such as an increase in the Floor Area Ratio for various lots, a net increase in Project traffic generation, use of current air quality analysis factors and parameters, and evaluation of onsite emissions sources consistent with budgets described in Chapter III of the SEIR. (*Ibid.*) In light of this information and given the

Project's consistency with the impacts addressed in the Focused EIR, the proposed Project will have a significant cumulative impact regarding construction and operational activities even with proposed mitigation. (SEIR, pp. IV-140 to 141.) **Mitigation Measures C-1 through C-14** from the 2003 Focused EIR will need to be adopted, as well as **Mitigation Measures IV.C-1-1 through IV.C-1-13, IV.C-1-15 through IV.C-1-20** set forth in Section IV above. (SEIR, pp. IV-141 to 142.)

(i) Construction Impacts. The proposed Project would result in a significant and unavoidable impact with respect to construction emissions, after the incorporation of mitigation measures. (SEIR, pp. IV-140 to 141.) The SCAB is not in attainment of state or federal standards for PM_{10} or $PM_{2.5}$. (*Ibid.*) Because Project construction activities would result in emissions of PM_{10} and $PM_{2.5}$ in excess of the significance thresholds, the proposed Project would have a cumulatively considerable net increase in emissions of these criteria pollutants. (*Ibid.*) In addition, proposed Project construction activities would result in a significant direct NO_x emission impact. (*Ibid.*) This impact, when taken in combination with NO_x construction emissions from the cumulative development proposals would result in a significant cumulative impact. (*Ibid.*) Accordingly, the proposed Project would result in a significant cumulative impact for construction.

(ii) Operational Impacts. Although specific emission information on the cumulative projects listed above was not available for all projects, emissions from vehicles were calculated based on the estimated trip generation contained in Table 7-1 of the Traffic Impact Analysis, Meridian Specific Plan Amendment (Kimley-Horn, 2010). (SEIR, p. IV-141.) Table IV.C-10 of the SEIR presents a summary of emissions associated with vehicles from the cumulative projects plus operational emissions from the proposed Project. (*Ibid.*) This Table demonstrates that emissions from the proposed Project, when added with the cumulative vehicle emissions from cumulative projects listed in Table IV.C-8, are above the SCAQMD's significance thresholds for all criteria pollutants except SO_x. (*Ibid.*; see also SEIR, Appendix E, Air Quality Technical Report.) Project operational emissions would therefore be cumulatively significant.

Exposure to Sensitive Receptors. This analysis addresses Threshold IV.C-4, which asks whether the proposed Project would expose sensitive receptors to substantial pollutant concentrations. The Focused EIR concluded that the proposed Project impacts concerning health risks associated with Diesel Particulate Matter and CO "hot spots" would be less than significant. (SEIR, pp. IV-142 to IV-144.) The Project would be required to comply with Mitigation Measures C-1 through C-14 from the Focused EIR. Project level impacts would be less than significant, but because the existing background excess cancer risks exceed the significant risk threshold, the Project would cause a significant cumulative impact even with mitigation. (SEIR, p. IV-147.)

(i) **HRA**. A Health Risk Assessment ("HRA") was performed to evaluate the health risks associated with the proposed Project from diesel particulate matter ("DPM") emissions generated by truck traffic in connection with Project operations (a source of Toxic Air Contaminant emissions), as well as the gas station proposed for Unit 4, Lot 4, which is also a source of Toxic Air Contaminant ("TAC") emissions. (*Ibid.*) The same analysis was not conducted for construction-related emissions given the temporary, transient nature of these activities and because construction would last only 10 years. (*Ibid.*) The HRA evaluated individual as well as population carcinogenic

risks. (*Ibid.*) The results of the HRA are set forth in Table IV.C-11 on page IV-145 of the SEIR. (*Ibid.*) As this Table shows, the cancer and non-cancer risks associated with the Project are below significance thresholds established by the SCAQMD, but the background excess cancer risk levels are already above the significant risk thresholds. (*Ibid.*) Therefore, and despite the imposition of all feasible mitigation for air quality impacts, the proposed Project's DPM emissions, when combined with existing background levels that exceed SCAQMD's significance threshold, results in a significant cumulative impact. (*Ibid.*)

(ii) **CO "Hot Spots" Analysis.** Projects that involve increases in traffic have the potential to cause CO "hot spots." (SEIR, p. IV-144.) A "hot spots" analysis was performed in accordance with the Transportation Project-Level Carbon Monoxide Protocol to determine whether the proposed Project would contribute to a violation of the CO standard at intersections for which a significant traffic impact will occur. (*Ibid.*) The evaluation was based on Future Year (i.e., 2030) conditions with the addition of Project traffic. (*Ibid.*) Only those intersections operating at LOS E or F after mitigation were evaluated as they have the greatest potential to create a CO "hot spot," those being (*Ibid.*):

- Meridian Parkway and Opportunity Way
- Alessandro Boulevard and Canyon Crest Drive
- Alessandro Boulevard and Meridian Parkway
- Alessandro Boulevard and I-215 NB Ramp
- Alessandro Boulevard and Old 215
- Van Buren and Village West Drive

Project-related traffic at those intersections was found not to exceed CO standards. (See Table IV.C-12 of SEIR, p. IV-146.) The I-215/Van Buren Boulevard interchange was not evaluated here as that intersection, even though characterized by congested LOS during both peak am and pm hours under existing conditions, improvements are expected to better future LOS to D or higher during both peak periods under Year 2030 conditions. (SEIR, p. IV-146.) If improvements are delayed, however, there is a potential for a significant interim impact. It is unlikely that traffic congestion at this intersection would cause an exceedance of the CO standard given the SCAQMD's attainment demonstration, which showed that traffic congestion at the four most congested intersections within the South Coast Air Basin would not cause CO "hot spots" and would not exceed the CO standard when added to background levels. (*Ibid.*)

(iii) **Criteria Pollutants.** Criteria pollutants such as O_3, PM, CO, NO_x, SO_x, and Lead are regulated through a separate process than TACs and are not considered in HRAs. (SEIR, pp. IV-146 to 147.) Rather, the potential health effects from such pollutants are addressed through the NAAQS and CAAQS. (*Ibid.*) Because the Project would result in a significant impact from emissions of ROG, PM, CO, and NO_x, the proposed Project's emissions of these pollutants would also result in a significant impact to this threshold. (*Ibid.*)

B. BIOLOGICAL RESOURCES

1. Finding. The Project is consistent with the cumulative impacts addressed in the Focused EIR and therefore the Project's cumulative impacts related to disturbance of areas outside the Project area with sensitive and protected biological resources

will be less than significant with the incorporation of **Mitigation Measures D-1 through D-6** from the Focused EIR. (SEIR, p. IV-171.)

> **D-1.** *Prior to construction activity, the applicant shall coordinate with USFWS to assure that the requirements and stipulations of the 1999 Biological Opinion and the Biological Opinion Clarification Letter (September 6, 2002) are met. The 1999 Biological Opinion and the 1999 Biological Opinion Clarification letter are included in Appendices A and B of the Biological Resources Review found in Appendix F of this document. Mitigation for potential impacts to federal or state listed species shall be as per the 1999 Biological Opinion and the 1999 Biological Opinion Clarification Letter issued by USFWS. This mitigation shall include the replacement 35.2 acres of impacted occupied Stephens' kangaroo rat (SKR) habitat at a 1:1 ratio. As of September 2002, the March JPA is responsible for 14.2 acres of mitigation at a 1:1 ratio, as 21 acres of USFWS approved occupied habitat have previously been acquired by the March JPA and serve as mitigation for 21 acres of SKR occupied habitat. Other required mitigation (78.4 acres discussed in the 1999 BO Clarification letter) will be at a fee of $500 per acre.*
>
> **D-2.** *Per the 1999 BO, avoid 13 acres of USFWS designated least Bell's vireo riparian habitat north and south of Van Buren Boulevard by utilizing 100-foot buffer zones in these areas.*
>
> **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.*
>
> **D-6.** *Prior to activity within waters of the U.S., the applicant shall coordinate with the California Department of Fish and Game (Eastern Sierra and Inland Desert Region 6) relative to conformance to the Lake and Streambed Alteration permit requirements.*

2. Supporting Explanation. Cumulative impacts from the Project results from urbanization and removal of existing vegetation. While development in disturbed areas is not likely to adversely impact sensitive plant or animal species, development in undisturbed areas that contain habitat may have a significant impact. Biological surveys for sensitive species would be required for future development outside of the proposed Project area. Impacts to sensitive species would need to be evaluated and mitigation measures developed where necessary. If threatened and endangered species would be impacted then the Project proponent would need to pursue Section 10 or Section 7 consultation and

coordination with the USFWS, CDFG, ACOE, RWQCB and other agencies that maintain jurisdiction over the affected resource. In addition, projects that impact wetlands or other waters of the US or State may be required to obtain a Section 404 permit, Section 401 permit and a Section 1600 Streambed Alteration Agreement. The regulations that require these permits are in place to minimize impacts to a sensitive species from an individual project as well as multiple projects; therefore, impacts to biological resources on a cumulative basis would be minimized. (SEIR, pp. IV-170 to 171.)

The March JPA Planning Area is not part of the Western Riverside MSHCP; and therefore, the Project proponents are not subject to that Plan and are pursuing Section 7 consultation with the USFWS through the Section 404 permit for Project-related impacts to LBV. In addition, a 1602 SAA amendment and a CESA consistency determination for impacts to LBV are required. The permits require both onsite preservation and mitigation in the form of creating and restoring waters of the US, State waters and LBV habitat. (*Ibid.*)

C. CULTURAL RESOURCES

1. Finding. Cumulative impacts on cultural resources will be less than significant with the implementation of the mitigation measures set forth below.

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.*

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

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

Mitigation IV.J-2-3. *Prior to beginning Project construction, the Project Archaeologist shall file a pregrading report with the MJPA to document the proposed methodology for grading activity observation. Said methodology shall include the requirement for a qualified archaeological monitor to be present and to have the authority to stop and redirect grading activities. In accordance with the agreement required in Mitigation Measure IV.J-2-2, the*

archaeological monitor's authority to stop and redirect grading shall be exercised in consultation with the appropriate Tribe to evaluate the significance of any archaeological resources discovered on the property. Tribal monitors shall be allowed to monitor all grading, excavation and ground breaking activities in native soils, and shall also have the authority to stop and redirect grading activities in consultation with the Project archaeologist.

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

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

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

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

2. Supporting Explanation. The cultural records review for the proposed Project revealed that at least 27 archaeological investigations were conducted within a one-mile radius of the Project area. There are 140 cultural resources recorded within this search radius. These include prehistoric bedrock milling sites with little or no associated artifacts and historic-age resources such as Craftsman bungalows and other residences; concrete slab foundations and a historic trash dump. Ground disturbance would occur during development of the proposed Project and related projects. Cultural resources have the potential to be discovered during ground disturbance activities; therefore, in areas with potential for this to

occur, local jurisdictions typically impose a mitigation requiring a qualified archaeologist to be present during grading and excavation. The extent or significance of discovered resources during these activities cannot be determined until significance testing is performed. However, since cultural resources are site specific and there is no evidence of any culturally significant sites within the proposed Project area, no cumulative significant impacts are anticipated to occur from new development that is in compliance with the applicable State and local regulations. (SEIR, pp. IV-290 to 291.)

D. GEOLOGY AND SOILS

1. Finding. Cumulative impacts relating to geology and soils will be less than significant. No mitigation, other than the implementation of land use controls, as discussed below, is required.

2. Supporting Explanation. The proposed Project and related projects would be susceptible to geologic and soil impacts discussed herein as geologic/soil characteristics throughout the general area are similar. However, geologic hazards will be minimized by imposing land use controls to prevent development in particularly sensitive areas and implementation of site specific building and engineering methods that incorporate Mitigation Measures K-1 through K-5 from the Focused EIR and Mitigation Measure IV.1-3-1, all of which are set forth in Section 3 above. Also, the Project does not propose construction in areas characterized by seismic or erosion hazards that differ in magnitude from what was evaluated in the 2003 Focused EIR. No new cumulative impacts to geology and soils are expected. Thus, cumulative impacts related to geology and soils are anticipated to be less than significant. (SEIR, p. IV-278.)

E. HAZARDS AND HAZARDOUS MATERIALS

1. Finding. Cumulative impacts will not be anticipated from future projects in the vicinity given their need to comply with federal, state, and regional regulations governing hazardous materials. Nevertheless, the Project will be required to comply with Mitigation Measures A-1 through A-4 from the Focused EIR. Impacts will be less than significant with mitigation. (SEIR, pp. IV-186 to 187.)

> **A-1** *Development within the Clear Zone and Accident Potential Zones I and II will abide by building standards and codes including height restrictions, restrictions on use, setbacks, population densities, and insulation and materials, as outlined in the approved 2005 Air Installation Compatible Use Zone (AICUZ).* (SEIR, pp. IV-30 to 31.)

> **A-2** *As established in the Specific Plan, the project will comply with the policies and requirements of the Riverside County Airport Land Use Plan. Development plans will be submitted to the FAA for review in accordance with FAR 77.13.2.i. Additional ALUC review will be required for objects taller than 50 feet in the Height Caution Zone shown on Figure IV.A-4. Other land use controls (relating to safety (both in the air and on the ground) and noise) have been developed in consultation with the ALUC, and have been incorporated into the Specific Plan.* (SEIR, pp. IV-12.)

A-3 *In accordance with the requirements of the Specific Plan, a School Buffer overlay district will be established. This district will extend 0.25 miles from the boundary of the Tomas Rivera Elementary School. The overlay district will provide landscaping around the boundaries of the school for screening; will prohibit certain uses with the potential noise impacts and/or hazardous materials handling/generation; and will provide for enhanced review of other development proposals to limit the potential for adverse impacts on the school.* (SEIR, pp. IV-30 to 31.)

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

1. All detention basins shall draw down within 24 hours with the exception of the East Basin and the U4-E Basin. The East Basin shall have a draw down period of 39 to 42 hours during the interim development of Unit 4. The U4-E Basin shall have a draw down period of 27 to 30 hours during the interim development of Unit 4. The East Basin will be designed in the ultimate condition to include a draw down period of 28 to 30 hours. The U4-E Basin will be designed in the ultimate condition to include a draw down period of 27 to 30 hours. ~~*The basin shall drain within a six hour period to reduce the potential for plant growth.*~~

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

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

4. *March JPA shall monitor waterfowl activity during the rainy season in all detention basins. If waterfowl issues are identified during monitoring activities, then the March JPA and Project sponsor shall implement waterfowl control measures (netting and vegetation removal are some examples).* ~~*Detention basins shall be monitored regularly to determine if they attract waterfowl or other birds.*~~

~~*5. A plan to discourage bird activity shall be implemented if the basins are found to be an attraction to birds.*~~

(SEIR, p. IV-30 to 31.)

2. Supporting Explanation. The US Air Force has implemented a comprehensive environmental assessment and remediation program for the March Business Center Specific Plan. The measures defined in the program are required prior to transfer of ownership from the US Air Force to the March JPA. Implementation of the mitigation measures proposed as part of the Project will minimize cumulative impacts relative to hazards and hazardous materials. Future projects in the vicinity would also be subject to federal, state and local regulations regarding hazards and hazardous materials. As such, cumulatively significant impacts associated with hazards and hazardous materials would not be anticipated. (SEIR, pp. IV-186 to 187.)

The proposed Project and related projects that include commercial and industrial developments could store, use, generate or dispose of hazardous materials. Compliance with applicable federal, state and regional regulations regarding hazardous materials would minimize potential contamination or hazardous materials related incidents. Thus, new development in the Project area is not expected to present significant risks to public health and safety. Further, mitigation measures specific to each proposed Project would be developed as part of the environmental review and permitting process. All development would comply with emergency planning requirements. Roadways that function as evacuation routes may be temporarily blocked during construction activities. Therefore, projects would need to adhere to the Standard Specifications for Public Works Construction (Greenbook) to ensure access to individual lots is maintained at all times, detour routes are established and temporary traffic controls are in operation. (*Ibid.*)

F. HYDROLOGY AND WATER QUALITY

1. Finding. Cumulative impacts related to hydrology and water quality from the proposed Project are consistent with those identified in the Focused EIR and would be less than significant with the implementation of **Mitigation Measures F-1 through F-3** of the Focused EIR. (SEIR, pp. IV-208 to 209.)

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.*

2. Supporting Explanation. The proposed Project would be located within the boundaries of the March Business Center Specific Plan. This proposed Project is relatively isolated and unlikely to intercept upstream flows. Currently, the proposed Project area only receives off-site flows from the Orangecrest development, the undeveloped area to the immediate west and the South Campus. Future developments upstream of the proposed Project will be required to mitigate storm water discharge in accordance with RCFCWCD design standards, which requires that each development detain peak discharge such that flows intercepted by downstream systems are the same or less than existing conditions. Because the proposed Project does not propose an increase in impervious area or changes to proposed drainage improvement that differ in magnitude from what was evaluated in the 2003 Focused EIR, no new cumulative impacts to hydrology and water quality are expected. (SEIR, pp. IV-208 to 209.)

G. LAND USE

Divide Established Community. The Project does not contain elements that would physically divide an established community. (SEIR, pp. IV-13, IV-32 to IV-33.) The Project would be developed within the Meridian Specific Plan area; it does not expand the

boundaries of the Specific Plan area or introduce land use designations not previously identified in the March JPA General Plan or its Focused EIR, although it would redistribute certain acreage among pre-existing land use designations. (*Ibid.*) The nearest community is the Orangecrest residential development located 1850 feet to the west and the Project would not have the potential to physically divide this community. (*Ibid.*) Thus, the Proposed Project would not make a cumulatively considerable contribution to this impact, and the Proposed Project's cumulative impact is determined to be less than significant. (*Ibid.*)

Conflict with Land Use Plan, Policy or Regulation. The Project does not introduce any incompatible uses in the area. (SEIR, p. IV-33.) The Specific Plan Amendment's replacement of Mixed Use and Business Park land uses with Industrial uses is in response to market conditions and is consistent with existing and planned development within the surrounding areas of the existing March Business Center Specific Plan. (*Ibid.*) The Proposed Project would accommodate a fire station near the northeastern corner of Meridian Parkway and Opportunity Way in order to facilitate necessary public services. (*Ibid.*) Proposed future developments, all of which are listed in Table IV.C-9 of the SEIR, will be evaluated for consistency against local land use policies. (*Ibid.*) Additionally, planned future development identified in the SEIR's discussion of Growth Inducing impacts beginning on page VI-1 have been anticipated or recognized by local jurisdictions in the corresponding General Plans or amendments. (*Ibid.*) Future projects would presumably comply with applicable development standards to prevent land use conflicts. (*Ibid.*) The Proposed Project is therefore not expected to result in adverse cumulative land use impacts.

HCP/NCCP. Regionally, it is anticipated that area-wide growth, in general, will be reviewed for consistency with the March JPA's general plan and policies in accordance with CEQA regulations, state zoning and planning laws, and the state Subdivision Map Act. (SEIR, p. IV-33.) These regulations and laws require findings of plan and policy consistency prior to approval of entitlements of developments. (*Ibid.*) Therefore, cumulative impacts associated with any applicable habitat conservation plan or natural community conservation plan would be less than cumulatively significant. (*Ibid.*) On a project level, the Project is not within the boundaries of the MSHCP or any of the Core Reserve areas of the SKR HCP. (*Ibid.*) The Project is within the original SKR HCP fee area and the March Business Center Specific Plan purchased mitigation credits, as required to offset any allotted incidental take of the SKR by the Project. (*Ibid.*) The Proposed Project is therefore not expected to result in adverse cumulative HCP impacts.

H. NOISE AND VIBRATION

1. Finding. Cumulative impacts related to noise and vibration from the Project would be less than significant with compliance of Mitigation Measures J-2 through J-7 of the Focused EIR.

Short-Term

J-2. *All construction equipment used for construction activities shall be fitted 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. *Buildings located within the 65dBA noise contour will include appropriate sound attenuation devices within its construction.*

J-6. I*ndustrial 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 unnecessarily lengthening truck trips.*

2. Supporting Explanation. The proposed Project would result in short-term noise during construction of each individual lot development. Construction noise would be short-term, incremental and occur in different locations and often at different times. Project level and cumulative construction noise can be reduced though with implementation of controls such as limiting the time of day construction can occur and the use of noise control devices on construction equipment, both of which are imposed on the proposed Project through the above-described requirements and mitigation measures. There will not be a cumulatively significant construction noise impact because the proposed Project is located far enough away from other developments such that construction noise would not substantially add to construction noise of other projects.

Increased traffic on roadways within the vicinity of the proposed Project would result in a cumulative noise level increase that may impact sensitive land uses. However, local jurisdictions are responsible for ensuring that new development meets established noise standards and implements noise control measures to reduce cumulative noise impacts to less than significant levels. The noise level increase attributable to the proposed Project would be 1 dBA or less and would not result in an exceedance of local thresholds. More specifically, there are locations in the project vicinity that currently exceed local thresholds or that would exceed these thresholds at buildout without the proposed Project. Therefore, the proposed Project would not result in a cumulatively significant impact. (SEIR, pp. 263 to 264.)

I. PUBLIC SERVICES

1. Finding. Cumulative impacts from the Proposed Project related to public services will be less than significant with mitigation below.

P-1. *The March JPA will contract with the Riverside County Sheriff's Department to 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.

2. Supporting Explanation. New development under the Specific Plan would increase the demand for fire protection and police services in the area but cumulative impacts to schools were less than significant, given the implementation of SB 50.

The proposed Project would not include residential uses or otherwise contribute to an increase in population within the Project area that could affect demand for parks and/or schools. It is unlikely that it would cumulatively contribute to an increased demand for fire and police services because the uses are similar to those addressed in the 2003 Focused EIR. These services are funded through the collection of development impact fees and sales and property taxes. An example is the ½ cent sales tax for local law enforcement required by Article 13 of the State Constitution, which would be unaffected as the retail components of the Project area are virtually unchanged from the 2003 Focused EIR. The collection of the County Fire Protection property tax and the capital impact fees for fire and public facilities would also be unaffected. Other local jurisdictions have financing plans or mechanisms in place to fund new facilities and to expand the service area as development progresses in the area. On December 2, 2009, the March JPA executed an MOU regarding the proposed fire station between the County of Riverside and LNR. Among other things, this MOU details the location, fee, alternate site, and development impact fees associated with the proposed fire station. Cumulative impacts to police and fire services would not be significant because compliance with local funding programs and requirements will address cumulative impacts. (SEIR, p. IV-302.)

J. TRAFFIC/TRANSPORTATION

Increase in Traffic/Exceed LOS Standards. The 2003 Focused EIR determined that the March Business Center Specific Plan would have significant cumulative impacts as concerns Threshold IV-B-1.[1] (SEIR, p. IV-62.) However, proposed mitigation measures were found to reduce impacts to a level of less than significance. (*Ibid.*) Even so, changes in land use designations (though not substantial from those studied in the Focused EIR) and updated trip generations data for both passenger vehicles and trucks has resulted in a net traffic generation increase of 19,678 daily trips for the proposed Project. (*Ibid.*)

1. Existing Plus Project Plus Cumulative Conditions

Finding/Supporting Explanation. Project peak hour traffic together with peak hour traffic from cumulative projects would cause a significant cumulative impact at the intersections identified in **Table IV.B-13** and **Impact IV.B-1-4**; at the road segments identified in **Table IV.B-14** and **Impact IV.B-1-5**; and at the freeway mainlines identified in **Table IV.B-15** and **Impact IV.B-1-6**. (SEIR, pp. IV-66 to 81.) **Mitigation IV.B-1-2** has been proposed to reduce impacts under Existing Plus Project Plus Cumulative conditions. (SEIR, pp. IV-93 to IV-95.) However, significant and unavoidable impacts would occur at the following facilities despite mitigation (SEIR, pp. IV-104 to IV-105):

Intersections

- **Alessandro Boulevard and Northbound I-215 Ramps**. Although

[1] See SEIR p. IV-1090, which reads "cumulative traffic impacts are addressed under Threhsold IV.B-1."

improvements would restore LOS to D or better, there is no established funding mechanism to fully fund the proposed improvements.

- **Cactus Avenue and Southbound I-215 Ramps.** Significant interim impact until planned interchange improvements are constructed.
- **Cactus Avenue and Northbound I-215 Ramps/Old 215 Frontage Road.** Significant interim impact until planned interchange improvements are constructed.
- **Cactus Avenue and Elsworth Street.** Although improvements would restore LOS to D or better, there is no established funding mechanism to fully fund these improvements.
- **Van Buren Boulevard and Wood Road.** Although improvements would restore LOS to D or better, there is no established funding mechanism to fully fund these improvements.
- **Van Buren Boulevard and Trautwein Road.** Improvements beyond those contemplated for this intersection are not feasible. (SEIR, pp. IV-94 to IV-95.) Further widening of the south side of Van Buren Boulevard would require reconstructing fences and acquiring a Right-Of-Way from existing private residences. (*Ibid.*) A Right-Of-Way acquisition would also be required from retail properties for the north side of Van Buren. (*Ibid.*) As a result of the proposed improvements, the intersection is expected to operate at LOS D in the afternoon peak hour, but LOS F conditions would remain in the morning peak hour despite mitigation. (*Ibid.*)
- **Van Buren Boulevard and Barton Street.** There are no additional feasible mitigation measures for this intersection. (SEIR, p. IV-95.) The north leg of this intersection would need to be widened to mitigate the impact, but widening is not possible based on existing land use. (*Ibid.*)
- **Nandina Avenue and Barton Street.** Although improvements identified in the traffic technical report would restore LOS to D or better, there is no established funding mechanism in place to fully fund these improvements. The Project's pro-rata share would be collected prior to certificate of occupancy. (*Ibid.*)
- Queuing was also found to exceed storage lengths at three intersections: Cactus Avenue and Northbound I-215 Ramps/Old Frontage Road; Van Buren Boulevard and Southbound I-215 Off Ramp; Van Buren Boulevard and Northbound I-215 Ramps. (SEIR, pp. IV-65 to 66.) Improvements to the Van Buren Boulevard interchange with I-215 will address the queuing deficiencies at these interchanges. (*Ibid.*) No feasible mitigation is available to address the queuing deficiency at Cactus Avenue and Northbound I-215 Ramps/Old Frontage Road given that the traffic is not caused from this Project alone and it is not feasible to fund improvements to provide additional storage because improvements needed to accommodate northbound queues would necessitate widening of the off-ramp to provide additional lanes and widening of Old 215 Frontage Road north of Cactus and Avenue and Cactus Avenue east of Old 215 Frontage

Road to receive traffic from the additional lanes on the off-ramp. These improvements are among those included in the SCAG Regional Transportation Improvement Project ("RTIP") for I-215/Cactus Avenue. The costs for the improvements included in the RTIP is over $65 million. It is not feasible for a single development project to fully fund over $65 million in improvement costs. The RTIP project initiated by the City of Moreno Valley and Caltrans is addressing the deficiency at I-215/Cactus Avenue interchange. The intersection operates at an acceptable LOS and no improvements are necessary until later. (*Ibid.*)

Roadway Segments

Multiple roadway segments, listed below, were identified as having cumulative project impacts. (SEIR, pp. IV-95, IV-105.)

- Cactus Avenue:
  - Northbound I-215 Ramps to Elsworth Street
  - Elsworth Street to Frederick Street
- Van Buren Boulevard:
  - West of Wood Road
  - Wood Road to Trautwein Road
  - Trautwein Road to Barton Street
- Barton Street
  - Van Buren Boulevard to Krameria Avenue
  - Krameria Avenue to Nandina Avenue

Freeway Segments

- I-215 from north of Alessandro Boulevard to south of Van Buren Boulevard (SEIR, p. IV-105)

Mitigation 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

- 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

- 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

- Add third eastbound through lane (a TUMF14 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

- 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

- Add southbound left-turn lane

2. **Future Year Plus Project Conditions**

a. Finding/Supporting Explanation. Significant impacts will occur at the intersections identified in **Table IV.B-16** and **Impact IV.B-1-7**; the roadway segments identified in **Table IV.B-17** and **Impact IV.B-1-8**; and the freeway mainlines

identified in **Table IV.B-18** and **Impact IV.B-1-9**. (SEIR, pp. IV-82 to 92.) **Mitigation IV.B-1-3** was proposed to mitigate cumulatively significant traffic impacts. (SEIR, pp. IV-95 to IV-98.) The proposed improvement for **Intersection 3** would slightly reduce intersection delay, but this intersection would continue operating at LOS E or worse during both peak-hours even with mitigation. (*Ibid.*) Further improvements are not feasible. On the north side of the Alessandro Boulevard, a Right-Of-Way would be required from a park and from a condominium complex. (*Ibid.*) The north leg of the intersection would require a Right-Of-Way from the condominium complex. (*Ibid.*) The south side of the intersection fronts a newly constructed shopping center. (*Ibid.*) Also, widening of the roadway would remove landscaping.

The improvements proposed for **Intersection 6** would slightly reduce intersection delay, this location would continue to operate at LOS F conditions. (*Ibid.*) Further improvements are not feasible. (*Ibid.*) The intersection of Alessandro Boulevard/Meridian Parkway was recently reconstructed. (*Ibid.*) The north leg of the intersection (Sycamore Canyon Boulevard) has been built to its ultimate configuration and commercial uses have been built on both sides of the roadway. (*Ibid.*) Alessandro Boulevard was recently widened to six lanes, which is its final classification. (*Ibid.*) The south leg of the intersection was also recently built by the Project sponsor to its ultimate configuration. (*Ibid.*) Therefore,

The improvement proposed for **Intersection 9** would improve the delay during the failing p.m. peak-hour, but the intersection would continue to operate at LOS F after mitigation. (*Ibid.*) No further improvements are feasible at the intersection of Alessandro Boulevard/Old 215 Frontage Road. (*Ibid.*) At Buildout, the intersection is assumed to have through lanes consistent with the Moreno Valley General Plan, dual left turn lanes for each approach, and right turn lanes for each approach. (*Ibid.)* To achieve LOS D or better, a fourth westbound through lane would be needed. The City of Moreno Valley's General Plan does not provide a street cross-section that accommodates three lanes in one direction and four lanes in the other direction (see Figure 9-3 in Chapter 9 of the Moreno Valley General Plan). In order to implement this improvement, the City of Moreno Valley would have to approve the proposed change and then amend their General Plan. The March JPA does not have jurisdiction over the City of Moreno Valley and therefore cannot enforce this mitigation. Therefore, this improvement is infeasible from a legal perspective as defined in CEQA Guidelines Section 15364. (Ibid.)

Therefore, impacts at **Intersections 3, 6, and 9** would remain significant during am and pm hours even with **Mitigation IV.B-1-3**.

Additionally, **Mitigation IV.B-1-5** is recommended to address the Project's cumulative peak hour intersection impacts under the Future Year Plus Project conditions. (SEIR, pp. IV-98 to 99.) Additional improvements beyond those addressed in **Mitigation IV.B-1-5** are not feasible for **Intersection 26**. The north side of the roadway cannot be further widened without impacting riparian habitat. Also, a third right-turn lane in the northbound approach would theoretically improve the LOS, but would be problematic for safety reasons given anticipated truck traffic. Similarly, the westbound dual left turn lane could be built as a triple left turn, but would not function well with the expected truck traffic.

Overall, significant and unavoidable impacts would occur at the following facilities even with mitigation (SEIR, pp. IV-105 to IV-106):

Intersections

- Alessandro Boulevard and Canyon Crest Drive
- Alessandro Boulevard and Trautwein Road
- Alessandro Boulevard and Mission Grove Parkway
- Alessandro Boulevard and Sycamore Canyon Road/Meridian Parkway
- Alessandro Boulevard and Southbound I-215 Ramps
- Alessandro Boulevard and Northbound I-215 Ramps
- Alessandro Boulevard and Old 215 Frontage Road
- Cactus Avenue/Meridian Parkway
- Cactus Avenue/Elsworth Street
- Van Buren Boulevard and Wood Road
- Van Buren Boulevard and Barton Street
- Van Buren Boulevard and Village West
- Van Buren Boulevard and Meridian Parkway
- Cottonwood Avenue/Day Street
- Queuing was also found to exceed 6 intersections: Alessandro Boulevard and Meridian Parkway, Alessandro Boulevard and Southbound I-215 Ramps, Alessandro Boulevard and Northbound I-215 Ramps, Cactus Avenue and Meridian Parkway, Cactus Avenue and Southbound I-215 Ramps, and Cactus Avenue and Northbound I-215 Ramps. (SEIR, pp. IV-85 to 86.)

Roadway Segments

Multiple roadway segments were identified as having cumulative project impacts. (SEIR, pp. IV-98,IV-105 to 106.) Because congested LOS E or F conditions would persist at the intersections described above, significant segment impacts would remain at the following locations:

- Alessandro Boulevard
  - Meridian Parkway to Southbound I-215 Ramps
  - Northbound I-215 Ramps to Old 215 Frontage Road
- Cactus Avenue
  - Old I-215 Frontage Road to Elsworth Street
- Van Buren Boulevard
  - Orange Terrace Parkway to Village West Drive
  - Village West Drive to Meridian Parkway

Freeway Segments

- I-215 from north of Alessandro Boulevard south of Van Buren Boulevard (SEIR, pp. IV-105 to 106.)

Mitigation IV.B-1-3 *The individual lot developers shall contribute on a fair share basis toward the 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

- Add northbound right-turn overlap phase

6. Alessandro Boulevard and Meridian Parkway

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

7. Alessandro Boulevard and Southbound I-215 Ramps

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

8. Alessandro Boulevard and Northbound I-215 Ramps

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

9. Alessandro Boulevard and Old 215 Frontage Road

- Add second southbound left-turn lane

15. Cactus Avenue and Elsworth Street

- Add second southbound right-turn lane

37. Cottonwood Avenue and Day Street

- Add second southbound left-turn lane

Mitigation IV.B-1-5. The Project sponsor shall fully fund construction of the following improvements to mitigate cumulative peak hour intersection Impacts (SEIR, pp. IV-98 to 99):

12. Cactus Avenue and Meridian Parkway

- Add second westbound left turn lane. This 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

The following 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:

- Add second northbound left-turn lane;
- Add exclusive northbound right-turn lane with overlap phase.

26. Van Buren Boulevard and Village West Drive

- 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.

The following seven intersections are ones for which mitigation is not feasible for the reasons discussed below (SEIR, pp. IV-97 to IV-98):

- **Alessandro Boulevard/Canyon Crest Drive**. Widening the north and south sides of Alessandro Boulevard would require Right-of-Ways and the relocation of several fences at privately owned residences. The south side would also require the rebuilding of a steep downward slope with retaining walls, which is also not feasible.
- **Alessandro Boulevard/Trautwein Road**. This intersection was recently reconstructed. It already has northbound triple left-turn lanes and northbound and eastbound free right turn lanes. A fourth eastbound lane is needed, but is not feasible, due to a conflict with the merge from the northbound free right turn lane.
- **Cactus Avenue/Meridian Parkway.** Improvements are required to accommodate the development of the Future Development Area, but are *not* necessary to accommodate proposed Project traffic. The provision of a third northbound through lane and a second northbound right turn lane would restore LOS to D or better; however, these improvements are not recommended as mitigation for the proposed Project because the need would be triggered by the Future Development Area.
- **Van Buren Boulevard/Wood Road**. The impacts at this intersection would be partially mitigated by improvements identified under Mitigation IV.B-1-2, above.
- **Van Buren Boulevard/Trautwein Road**. The impacts at this intersection would be partially mitigated by improvements identified under Mitigation IV.B-1-2, above.
- **Van Buren Boulevard/Village West Drive.** The impacts at this intersection would be partially mitigated by improvements identified under Mitigation IV.B-1-2, above.
- **Van Buren Boulevard/Meridian Parkway.** A second southbound right turn lane would improve LOS, but is not recommended because it would conflict with channelization of the intersection to discourage trucks from turning right onto Van Buren Boulevard.

K. UTILITIES AND SERVICE SYSTEMS

This analysis concerns whether the Project would result in cumulatively considerable adverse impacts related to utilities (Threshold IV.G-8.).

a. Finding/Supporting Explanation. The Project would not result in cumulatively considerable impacts and no mitigation is required. The 2003 Focused EIR did not analyze cumulative impacts beyond those included in the Master EIR. The Master EIR found that cumulative impacts associated with water, wastewater, power, natural gas, storm drains, telecommunications and solid waste would not be significant. Impacts from the

Specific Plan were consistent with the March JPA General Plan and cumulative impacts to these services were found not to be significant. (SEIR, pp. IV-229 to 230.)

Development within the proposed Project area along with other projects would increase demand for water, wastewater conveyance and treatment infrastructure, electricity and natural gas. Further, the amount of solid waste generated by the proposed Project would increase over what was analyzed in the 2003 Focused EIR. Extending existing connections for all utilities within the North Campus would occur with implementation of the proposed Project. The development of public utility infrastructure is part of an extensive planning process involving utility providers and jurisdictions with discretionary review authority. The coordination process associated with the preparation of development and infrastructure plans is intended to ensure that adequate resources are available to serve individual projects. Each individual project is subject to review for utility capacity to avoid unanticipated interruptions in service or inadequate supplies. Coordination with the utility companies would allow for the extension of utility lines to serve the proposed Project and other developments. The proposed Project and other planned projects are subject to connection and service fees to assist in facility expansion and service improvements triggered by an increase in demand. (*Ibid.*)

The October 2009 WSA prepared by WMWD included all information that WMWD currently has for existing as well as proposed uses for their service area. Future site plans will also be evaluated by the March JPA for their consistency with the October 2009 WSA prepared for the proposed Project. If the proposed use exceeds the usage assumptions outlined in the 2009 WSA, then the user may be required to prepare a new WSA. Thus, no significant cumulative utility impacts are anticipated. The Project area currently has sufficient capacity to serve those users identified in the 2003 March Business Center Drainage Master Plan. However, as new users are identified and proposed in the areas surrounding the proposed Project, they will be required to disclose their proposed discharges and if those are greater than what there is currently capacity for, upgrades may be necessary at the expense of those developments. (*Ibid.*)

L. GLOBAL WARMING/CLIMATE CHANGE

1. Threshold IV.L-1: Would the proposed project generate GHG emissions, either directly or indirectly, that may have a cumulatively significant impact on the environment?

a. Finding. The Project's emissions of greenhouse gases ("GHGs") will exceed the threshold established by the California Air Resources Board and the SCAQMD, and thus result in a significantly cumulative impact. The Project will need to comply with Mitigation Measures C-1 through C-9, C-12 through C-14, B-4 through B-6, B-10 and B-11, H-4 through H-5, H-7, and K-5 from the Focused EIR. Additionally, Mitigation Measures IV.L-1.1 through IV.L-1.19 will need to be implemented. Mitigation should reduce GHG emissions by 24.7%. However, the Project will still exceed GHG emission thresholds of CARB and the SCAQMD, resulting in a cumulatively significant and unavoidable impact. (SEIR, pp. IV-319 to 351.)

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, USING SKYLIGHTS IN WAREHOUSES, ORIENTING BUILDINGS NORTH TO THE EXTENT PRACTICAL, AND INCREASING WALL AND ATTIC INSTALLATION ABOVE TITLE 24 REQUIREMENTS.*

C-12. *A CONSTRUCTION RELATIONS OFFICER SHOULD BE APPOINTED TO ACT AS A COMMUNITY LIAISON TO OVERSEE ON-SITE CONSTRUCTION ACTIVITY AND ALL EMISSIONS AND CONGESTION RELATED MATTERS.*

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.*

B-4 *The Project shall provide a site that can accommodate the future construction of a multimodal 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-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 nonmotorized (i.e., bicycling or walking) modes of travel. Section V of the Specific Plan outlines TDM requirements.*

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

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

- Green waste generated by the project should be kept separate from other waste types in order that it can be recycled through the practice of grass recycling (where lawn clippings from a mulching type mower are left on the lawn) or onsite composting or directed to local wood grinding and/or composting operations.

- The use of mulch and/or compost in the development and maintenance or 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 requires that all commercial, industrial, and multifamily residential projects provide adequate area(s) for the collections and loading of recyclable materials. Prior to building permit issuance, the applicant shall submit a Recyclables Collection and Loading Area plot plan to the March JPA for review and approval.*

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

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

Mitigation IV.L-1.1. *Project shall provide plentiful short- and long- term*

bicycle parking facilities to meet peak season maximum demand (e.g., one bike rack space per 20 vehicle/employee parking spaces).

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

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

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

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

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

high-speed travel).

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

Mitigation IV.L-1.8 *Project shall include permanent TMA membership and funding for trip reduction measures shall be provided by the individual lot developers.*

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

b. Supporting Explanation. Total construction emissions estimated for the Project is 12,043 metric tons of CO_2. Operational emissions for the Project are summarized in Table IV.L-4 on page IV-321 of the SEIR. The primary source of GHG emissions for operational activities is vehicular emissions. Currently, the only Lot developer with a development plan is Lot 16 and this industrial user has agreed to comply with the Savings by Design program, which incorporates energy efficiency measures and exceeds Title 24 standards by 25 percent. GHG emissions were calculated based on implementation of CAPCOA mitigation measures set forth in Table IV.L.5 as presented in Table IV.L-6. Even with the CAPCOA reduction measures, the Project's GHG emissions would remain above the CARB's 7,000 metric ton of CO_2E and SCAQMD's threshold of 10,000 metric tons of CO_2E. Adoption of reduction measures proposed by the California Attorney General's Office, recreated in Table IV.L-7, GHG emissions will also be incorporated into

the Project design and construction, as expressed in the mitigation measures above, and will help reduce GHG emission totals. (SEIR, pp. IV-319 to 351.)

SECTION 6: RESOLUTION REGARDING SIGNIFICANT IRREVERSIBLE ENVIRONMENTAL CHANGES

The March Joint Powers Commission finds as follows:

CEQA Guidelines Section 15126.2(c) states that significant irreversible environmental changes are those that would be caused by the Proposed Project if implemented. (State CEQA Guidelines, § 15126.2(c).) Implementation of the proposed Project would result in the consumption of non-renewable energy resources and other impacts, which are considered irreversible effects, even though the effects are not potentially significant. The irreversible environmental changes may include (SEIR, pp. V-1 to V-2):

- Development of an urban use, with associated structures and public services, within a partially developed business park. This development pattern would constrain future land use options for this area. (*Ibid.*)

- Grading of approximately 18.1 acres of vacant, undeveloped land. Once graded, the existing vegetation and natural topography may not be brought back to the Project area in their original condition. The impacted riparian vegetation within this area would be mitigated through the Section 7 consultation process as described in Section IV.D, *Biological Resources* of this document. (*Ibid.*)

- Construction activities would consume non-renewable resources such as sand, gravel and steel, and renewable resources such as lumber. This commitment of natural resources, and building materials would be proportionate with that of other similar development projects of similar land use and size. This resource use is not expected to represent significant amounts of available resources in the region. (*Ibid.*)

- Long-term commitments for the proposed Project would consist of energy resources in the form of natural gas and electricity. (*Ibid.*)

- The proposed Project would change drainage patterns and stormwater runoff would be detained on-site, with overflows conveyed into the storm drain system east of the I-215. (*Ibid.*)

- Water, sewer and storm drain line construction would improve the utility systems serving the Proposed Project. These improvements would be irreversible. Roadway improvements would also improve traffic flows in the area and cannot be easily reversed unless the improvements are removed and existing roadway configurations are reconstructed. (*Ibid.*)

- Approximately 19,678 new vehicle trips would be generated by the proposed Project. Generally, the proposed roadways with the Project area are expected to handle the additional vehicle trips at acceptable levels of service, with the

proposed roadway improvements and mitigation measures. (*Ibid.*) Some intersections, roadways, and freeway segments will continue to operate at unacceptable LOS even with mitigation.

- Pollutant emissions from construction activities would occur. New vehicle trips on the surrounding roads would also cause an incremental increase in air pollutants associated with vehicle exhaust throughout the region. (*Ibid.*)

- Although the proposed Project meets the goals of AB32, emissions would have a cumulatively significant contribution to the overall greenhouse gases in the atmosphere. (*Ibid.*)

- The proposed Project would contribute to ambient noise levels from vehicles traveling to and from the proposed Project. Long-term noise impacts would be generated from activities within the Project area, which include commercial and industrial activities. Stationary noise would also be generated by operation activities within the proposed Project. While exterior noise levels can be reduced by perimeter walls and time restrictions, the impacts would continue for the life of the noise source. (*Ibid.*)

SECTION 7: RESOLUTION REGARDING GROWTH-INDUCING IMPACTS

The March Joint Powers Commission finds as follows:

CEQA Guidelines Section 15126.2(d) requires an evaluation of growth inducing impacts that may result from a proposed project. (State CEQA Guidelines, § 15126.2(d); SEIR, pp. VI-1 to VI-2.) Growth inducing impacts can occur when a proposed project places additional stress on a community by directly inducing economic or population growth that would lead to construction of new development projects in the same area as the project. The Project reallocates land uses within the North Campus area in response to an assessment of current and projected market conditions. (SEIR, pp. pp. VI-1 to VI-2.) The Project does not involve the expansion of the boundaries analyzed in the 2003 March Business Center Specific Plan and the 2003 Focused EIR. (*Ibid.*) The Project would increase the number of available jobs in the area, which is consistent with the objectives of the Project, specifically the objective stating "Provide increased job opportunities for local residents through the development of employment-generating uses that provide a range of job types." (*Ibid.*)

The Project is located on land that was part of the March Air Force Base ("March AFB"). The March AFB once contributed to an estimated $500 million annually to the regional economy and employed over 9,000 military and civilian personnel. (*Ibid.*) The realignment of the Base in 1993 was anticipated to have a negative impact on the regional economy due to the loss of jobs and contract spending by the base. (*Ibid.*) The March Air Force Base Master Reuse Plan contained land use policies intended to minimize or reverse the anticipated economic dislocation impacts, calling for the replacement of lost jobs with new and expanded employment opportunities; the economic reuse of the March AFB areas not retained by the Department of Defense for military use; and to eliminate blight and generate new development within the confines of and adjacent to the March AFB. (*Ibid.*)

The Project's objectives align with the land use policies regarding the intended use of the March AFB. Moreover, the March JPA General Plan implements the March AFB Master Reuse Plan, and thus the Project is also consistent with the March JPA General Plan policies. Specifically, Land Use Goal 5 of the General Plan states "Maximize and enhance tax base and generation of jobs through new, reuse and joint use opportunities." The Specific Plan and its amendment is consistent with the General Plan and its land use policies as it provides an opportunity for job growth, which addresses the current housing/employment imbalance in the area.

The Project is located in a housing dense area that has an estimated 0.82 jobs per household. (*Ibid.*) A balanced housing to jobs ratio is considered to be 1.20 jobs per household. (*Ibid.*) The establishment of an employment center will make it possible for more residents of the sub-region to work locally rather than having to commute to Los Angeles and Orange Counties. (*Ibid.*) The Project thus facilitates the creation of new jobs in this sub-region, capturing some existing and future workers who might otherwise travel outside the County for employment opportunities.

The Proposed Meridian Specific Plan Amendment Project is located on an approximate 257 acres. A shorter commute time for workers can help reduce vehicle emissions. Moreover, the Project will facilitate opportunities for public transportation and the use of bicycles to further reduce greenhouse gas emissions caused from vehicular traffic.

SECTION 8: RESOLUTION REGARDING ALTERNATIVES

The March Joint Powers Commission finds as follows:

A. ALTERNATIVES CONSIDERED AND SCREENED FROM FURTHER ANALYSIS AS CLEARLY INFEASIBLE

The following is a discussion of the alternatives considered during the scoping and planning process and the reasons why they were not selected for detailed analysis in the Draft EIR.

Among the factors that can be used to eliminate alternatives from detailed consideration in an EIR are "failure to meet most of the basic project objectives, infeasibility, or inability to avoid significant environmental impacts." (CEQA Guidelines Section 15126[c].) Several alternatives were eliminated during the scoping/planning process, either because they were deemed infeasible or because they were technologically or environmentally inferior as compared to the proposed project.

The following objectives have been established for the Proposed Project (SEIR, pp. III-3 to III-5; VIII-I to 2):

- Implement the goals, objectives and policies of the March JPA General Plan.
- Provide increased job opportunities for local residents through the development of employment generating uses that provide a range of job types.
- Establish an attractive business park development that would blend the natural and built environment and create a high quality business park.
- Provide for the design, development and operation of a business park consisting of Research and Development; Office, Commercial, Industrial, and Open Space uses.

- Establish a land use and facility plan that considers existing and anticipated economic conditions.
- Establish a business park development that conforms to March JPA goals and values and protects adjacent land uses from incompatible uses.
- Develop land uses that are compatible with the March AFB Reuse plan.
- Encourage the use of alternative modes of transportation through the provision of a pedestrian circulation system that is both safe and comfortable.
- Provide a circulation system that facilitates movement and access needs of automobiles, pedestrians and bicyclists.
- Minimize or avoid potential impacts to sensitive biological resources.

Several alternatives to the Proposed Project were considered and rejected as infeasible. (SEIR, pp. VIII-2 to 4.) The alternatives considered and rejected for this SEIR were: (1) Relocation of the Project to an off-site location; (2) Relocation of Lot 16 to a different location within the March Business Center Specific Plan area; and (3) Relocation of Lot 16 to a different location outside the March Business Center Specific Plan area. (*Ibid.*) Reasons for elimination included failure to meet basic project objectives, infeasibility, or inability to avoid significant environmental impacts. (*Ibid.*; CEQA, §15126.6(c)).

1. Alternative Site Location

The proposed Project is an amendment to an existing Specific Plan that has been partially developed. Existing development includes grading, paving, building construction, roadway construction, utilities installation, and other improvements. The proposed Project, which would include changes in the allocation of land use designations, reconfiguration of existing lots, and revision of development regulations, is specifically tailored to the existing Specific Plan area. It is improbable that another existing specific plan or planned development within the vicinity of the proposed Project could be acquired by the Project sponsor and modified to provide the necessary land uses, development regulations and other elements identified in the project description (see Chapter III of this SEIR). State CEQA Guidelines, § 15126.6(f)(1), allows for the proponent's ability to reasonably acquire, control or otherwise have access to an alternative site to be a factor when addressing the feasibility of an alternative. In the event that an existing planned development could not be located, acquired, and altered, then it would be necessary to acquire and develop raw land, or redevelop existing land uses. Given the Project sponsor's history and background in developing the March Business Center Specific Plan over the last eight years, and the substantial costs and uncertainties associated with acquiring and developing an off-site location, the off-site alternative would not be feasible. (SEIR, pp. VIII-2 to 3.)

Depending on the environmental context and presence of sensitive environmental resources on or adjacent to prospective off-site locations, development off-site would not be expected to reduce or eliminate significant environmental effects such as air quality and traffic, in the region. Development of the proposed Project elsewhere would, however, likely reduce potentially significant impacts in the immediate area of the Specific Plan by displacing those impacts to another location. More specifically, development of the proposed Project at an off-site location would not alter the traffic generation characteristics of the proposed uses. Traffic impacts associated with the off-site location may be greater, less, or similar to the proposed Project, depending on the capacity of the local transportation network. Mobile source emissions from trucks and passenger cars generated by the proposed

Project would be similar at an off-site location to those generated by the proposed Project. Moreover, in the event that the proposed Project could be re-located to an off-site location, then the 257.7-acre SPA area could be developed in accordance with the approved March Business Center Specific Plan. Traffic, air quality and other impacts associated with the approved Specific Plan were disclosed in the 2003 Focused EIR (i.e., Alternative A). The environmental effects of off-site development would be in addition to those impacts associated with the approved Specific Plan; therefore, the development of an off-site alternative is not expected to result in lesser impact than the proposed Project. (SEIR, pp. VIII-2 to 3.)

Accordingly, it is concluded that that this alternative is both infeasible and unlikely to alleviate the environmental effects of the proposed Project. (See State CEQA Guidelines, § 15126.6(f)(2) ("Only [off-site] locations that would avoid or substantially lessen any of the significant effects of the project need to be considered for inclusion in the EIR.").) Moreover, and as required by the mitigation plan imposed through the 2003 Focused EIR, the current Specific Plan area is already developed with much of the necessary infrastructure and roadways necessary to serve the remainder of the North Campus's buildout. Additionally, the proposed Project area has already been rough graded. Accordingly, moving the remainder of the Specific Plan to a different location – particularly if the new site has not previously been disturbed – may actually increase overall impacts, as infrastructure, roadways, and grading would have to be built from scratch. For all of the above reasons, relocating the proposed Project to another location is clearly infeasible, and thus will not be carried forward for further discussion in the analysis of alternatives. (SEIR, pp. VIII-2 to 3.)

Finding: The March Joint Powers Commission rejects this alternative on the basis that it is infeasible for the reasons above and does not meet most of the Project Objectives, and thereby finds that it was not required to be analyzed in further detail in the SEIR. (SEIR, pp. VIII-2 to 3.)

2. Relocation of Lot 16 within the March Business Center Specific Plan Area

This alternative was rejected because it is infeasible and also unlikely to reduce or eliminate the significant environmental impacts of the proposed Project. The prospective industrial user requires a 45-acre site to accommodate the proposed fueling area, maintenance and truck washing facility, truck movements, separate truck access and minimum building size requirements. There are no existing undeveloped parcels within the Meridian area that can be combined to accommodate this requirement. The combination of Unit 3, lots 4-8 and Unit 4, lots 13-15 and lot E would provide a total of 41.7 acres, 11.1 of which (i.e., Unit 4, lot E) has been identified as a stormwater detention area. Even if the Lot 16 development could be accommodated within this area, and the detention area were to be relocated to another lot, the environmental implications of this alternative are not substantively different from the proposed Project. Relocation of the Lot 16 development would have the same traffic generation characteristics as the proposed use, and would result in similar stationary and mobile source emissions. Also, as discussed above, relocation of proposed Lot 16 land use to another location would not preclude the future development by some other user of the 45-acre area currently proposed to accommodate this use. This land could be developed in accordance with the approved March Business Center Specific Plan, resulting in the impacts previously disclosed in the 2003 Focused EIR. Given these

considerations, this alternative would preclude locating the user within the proposed Project area and also would not reduce or eliminate the significant environmental impacts associated with the proposed Project. Accordingly, and for all these reasons, relocating the proposed Lot 16 user to another location within the March Business Center Specific Plan is clearly infeasible, and thus will not be carried forward for further discussion in the analysis of alternatives. (SEIR, p. VIII-3.)

Finding: The March Joint Powers Commission rejects this alternative on the basis that it is infeasible for the reasons above and does not meet most of the Project Objectives, and thereby finds that it was not required to be analyzed in further detail in the SEIR. (SEIR, p. VIII-3.)

3. Relocation of Lot 16 Off-Site

Although the prospective industrial user identified Lot 16 as the result of a site selection and due diligence process, it is possible that another suitable site may be located within western Riverside County, or surrounding areas. As discussed above, wherever the proposed use is developed, it would accommodate the same activities and operations as described in Chapter III. Further, moving the proposed user to an offsite location would not preclude development of Lot 16 by another user with similar uses as allowed in the approved Specific Plan. Traffic generation and stationary and mobile source emissions would likely be the same as the proposed Project. Accordingly, moving the user of Lot 16 to an off-site location is unlikely to reduce significant impacts to traffic and air quality. Accordingly, and for all these reasons, the relocation of the proposed Lot 16 user to another site is clearly infeasible because this alternative is not likely to alleviate the environmental effects of the proposed Project. Thus, this alternative will not be carried forward for further discussion in the analysis of alternatives. (SEIR, p. VIII-3.)

Finding: The March Joint Powers Commission rejects this alternative on the basis that it is infeasible for the reasons above and does not meet most of the Project Objectives, and thereby finds that it was not required to be analyzed in further detail in the SEIR. (SEIR, p. VIII-3.)

B. ALTERNATIVES SELECTED FOR ANALYSIS

The CEQA Guidelines indicate that an EIR must "describe a range of reasonable alternatives to the project, or to the location of the project, which could feasibly attain most of the basic objectives of the project but would avoid or substantially lessen any of the significant effects of the project, and evaluate the comparative merits of the alternatives." (State CEQA Guidelines, § 15126.6[a].) Accordingly, the alternatives selected for review pursuant to the EIR focus on: (a) the specific General Plan policies pertaining to the project site and (b) alternatives that could eliminate or reduce significant environmental impacts to a level of insignificance, consistent with the project objectives (i.e. the alternatives could impede to some degree the attainment of project objectives). The alternatives analyzed in the following sections include:

- Alternative A: No Project/Existing Specific Plan Alternative
- Alternative B: Reduced Development Area/Intensity Alternative

1. Alternative A - No Project/Existing Specific Plan Alternative

Description: Under this alternative, the proposed Project would not be carried forward and the property would be developed in accordance with the approved March Business Center Specific Plan and March JPA General Plan. With respect to the Project area, the land use designations allowed under the Specific Plan would remain as currently approved. The March Business Center Specific Plan covers a much broader area than addressed under the proposed Project. Thus, Alternative A only refers to the proposed Project area (i.e., 257.7 acres). The Specific Plan provides a blend of the following land uses: Industrial, Mixed Use, Business Park, Park/Recreation/Open Space, Office, Commercial and Public Facilities. While the proposed Project would amend the March Business Center Specific Plan by reducing the acreages of certain land use designations (i.e., reduce Business Park by 96.9 acres, Mixed Use by 20.2 acres, and Public Facility by 10.5 acres) and increasing other (i.e., increase Commercial by 2.0 acres, Industrial by 115.5 acres, Office by 3.2 acres and Park/Recreation/Open Space by 11.1 acres), none of these proposed changes would be implemented under Alternative A. Also, whereas the proposed Project would redevelop a portion of the former Arnold Heights Elementary School area, this 15.1-acre area would remain undeveloped under Alternative A. Accounting for the 11.1-acre detention basin that is part of the proposed Project, Alternative A would provide 4.0 fewer acres of impervious surface than the proposed Project. (SEIR, p. VIII-5.)

The environmental consequences of this alternative were addressed at a project-level in the 2003 Focused EIR. A brief summary of the conclusions of this analysis and a comparison of the impacts against those of the proposed Project is provided as follows (SEIR, pp. VIII-5 to 11):

Environmental Analysis

Land Use. Land uses would remain as approved in the 2003 Focused EIR and March Business Center Specific Plan. No new land uses that would conflict with applicable regional plans evaluated in Section IV.A of the SEIR, Land Use and Planning of this document are proposed. However, the approved allocation of land uses (i.e., higher acreages for Business Park and Mixed Use land uses, and correspondingly lower acreages of Industrial, Commercial, and Office land uses) limits the applicant's ability to respond to existing and anticipated economic conditions. One of the basic objectives of the proposed Project is to establish a land use and facility plan that considers existing and anticipated economic conditions; this objective would not be achieved by implementation of this Alternative A. (*Ibid.*)

Transportation/Traffic. The approved March Business Center Specific Plan concluded that development of the proposed Project would result in a substantial number of vehicle trips that would significantly impact existing and planned roadways in the area. Mitigation measures were identified in the 2003 Focused EIR to reduce these impacts to a less-than-significant level. This alternative would provide similar land uses within the 257.7 acre area comprising the proposed Project. The proposed Project would generate 19,678 total daily trips in addition to those analyzed in the 2003 Focused EIR. This increase is attributed to both proposed land use changes and use of updated trip generation rates. The proposed Project would result in significant and unavoidable transportation and traffic impacts. Accordingly, Alternative A would have less traffic impacts than the proposed Project. (*Ibid.*)

Air Quality. As referenced in the 2003 Focused EIR, Alternative A would result in significant and unavoidable project-level and cumulative impacts with respect to air quality. However, as discussed in Section IV.L of the SEIR, *Climate Change and Greenhouse Gases*, an analysis of GHG was not conducted in the 2003 Focused EIR because there was no regulatory guidance or requirements to do so at that time. As discussed in Section IV.C of the SEIR, *Air Quality,* the proposed Project would have significant and unavoidable cumulative and direct air quality impacts including construction impacts. The proposed Project would also have a significant and unavoidable cumulative impact related to GHG emissions. These significant impacts exceed those analyzed in the 2003 Focused EIR. Additionally, and as noted above, the proposed Project would generate approximately 20,000 vehicle trips above those analyzed in the 2003 Focused EIR. The emissions from vehicles trips contribute to air quality pollution and, accordingly, Alternative A is likely to have impacts less than those of the proposed Project with respect to air quality. (*Ibid.*)

Biological Resources. Development under the March Business Center Specific Plan for the proposed Project area would result in significant impacts to federally endangered species and wetlands. Biological conditions have changed since the 2003 Focused EIR was approved. Specifically, LBV populations and habitat have increased in the undeveloped portions of the March Business Center Specific Plan area and adjacent areas. In addition, the Section 404 permit through the ACOE for the Meridian development expired in May 2006; therefore, the applicant is pursuing a Section 404 permit through ACOE, a 1602 Streambed Alteration Agreement amendment through CDFG and Section 7 consultation through the USFWS to address the impacts to State Waters, Waters of the U.S and LBV. These pending permits and consultation would address impacts to LBV and waters of the U.S and State waters from the Specific Plan. Future development proposed under Alternative A would have biological impacts similar to those anticipated for the proposed Project. Mitigation and conservation measures similar to those being discussed in pending permits and the Biological Opinion would be applicable should Alternative A be implemented. (*Ibid.*)

Hazards and Hazardous Materials. The 2003 Focused EIR states that future development within the March Business Center Specific Plan is expected to result in potentially hazardous materials to be generated, stored, distributed and/or disposed of within the Specific Plan area. This would result in a potentially significant impact. The 2003 Focused EIR identified mitigation measures to reduce this impact to a less than significant level. Because land uses associated with the proposed Project are similar to those in the approved March Business Center Specific Plan, hazardous material impacts associated with the proposed Project would be essentially the same as would occur under Alternative A. (*Ibid.*)

Hydrology/Water Quality. As discussed in the SEIR's Section IV.F, *Hydrology/Water Quality*, implementation of the proposed Project would increase the amount of impervious surface within the proposed Project area. Increased impervious surface would reduce areas of ground percolation and recharge of groundwater and increase non-point surface water volumes that could contain fuels, oils and other residual contaminants. However, potential impacts to ground water resources can be mitigated to less than significant through the implementation of mitigation measures. In addition, the channel south of Van Buren Boulevard would not be necessary for build out of the North Campus with the proposed Project. The reason for this is the existing basins and the proposed Unit 4 Lot E detention basin in the North Campus would reduce the peak discharge in the Unit 4 area to a level that is less than the existing conditions; and therefore, would not require the channel south of Van

Buren Boulevard. Like the proposed Project, Alternative A would increase impervious surfaces, resulting in increased stormwater run-off. Because the former Arnold Heights Elementary School site would be developed as part of the proposed Project, Alternative A would have 4.0 acres less impervious surface than the proposed Project. However, as discussed in Chapter IV of the 2003 Focused EIR, Alternative A, like the proposed Project, would result in significant hydrology/water quality impacts that would be reduced to a less than significant level with the incorporation of mitigation measures. Accordingly, Alternative A's impacts are similar to those of the proposed Project. (*Ibid.*)

Utilities and Service Systems. Alternative A would accommodate the development of the same land use types (i.e., Business Park, Commercial, Industrial, Mixed Use, Office, Public Facility, and Park/Recreation/Open Space) as are incorporated into the proposed Project. Because the acreage allocation among these uses would be different under Alternative A, ultimate demand for utilities may differ from the proposed Project depending on the nature of the uses that are ultimately developed. In addition, the changes in FAR associated with the proposed Project could increase wastewater generation and water demand as compared to Alternative A; therefore, Alternative A would have less impact with respect to utilities and service systems than the proposed Project. However, as discussed in the SEIR's Section IV.G, Utilities and Service Systems, the proposed Project would not result in any new significant impacts with respect to utilities and service systems. (*Ibid.*)

Noise. Implementation of the March Business Center Specific Plan would increase the traffic noise levels by 1-7 dBA CNEL over existing levels, with exceptions along segments of Cactus Avenue, Day Street, and Meridian Parkway. However, in most cases, existing noise levels at 50 feet currently exceed 65 dBA CNEL. The proposed Project would have a 1 dBA or less noise level increase when compared with Alternative A; thus, impacts would be similar to the proposed Project. (*Ibid.*)

Geology and Soils. The 2003 Focused EIR determined development under the March Business Center Specific Plan would not have a significant effect on the environment as long as the Project incorporated mitigation measures outlined in the 2003 Focused EIR. Geologic impacts from the proposed Project would be essentially the same as would occur under Alternative A. However, because Alternative A would not involve development within the former Arnold Heights Elementary School area, this alternative would avoid potential impacts with respect to undocumented fill material within this area (see Section IV I, Geology/Soils). (*Ibid.*)

Cultural Resources. The 2003 Focused EIR determined the Project would not significantly impact archaeological resources with implementation of mitigation measure L-1. Although the proposed Project has identified additional mitigation measures with respect to cultural resources, this mitigation was developed in consultation with Pechanga Tribal representatives to avoid potential impacts in previously-undisturbed areas within the proposed Project area. Because the proposed Project would not result in any ground disturbance outside the boundaries of the approved Specific Plan, it is not expected to result in any new or additional impacts to cultural resources. Accordingly, potential impacts to cultural resources from the proposed Project would be the same as those identified in the 2003 Focused EIR. (*Ibid.*)

Public Services. The public services evaluated in the SEIR are for police, fire, schools and parks. In general, development under the March Business Center Specific Plan would result in similar impacts to public services as would occur with the proposed Project. The fire

station proposed with this Project was a mitigation measure adopted in the 2003 Focused EIR for Alternative A. Consistent with this mitigation measure, the proposed Project evaluates a fire station in Unit 6. Public services are currently serving the developed areas of the Specific Plan. The proposed Project would generate the same demand on public services as evaluated and approved in the March Business Center Specific Plan. (*Ibid.*)

Finding: While both the proposed Project and Alternative A would result in significant impacts to transportation and traffic, the proposed Project would have significant unavoidable impacts. Significant traffic impacts under Alternative A were mitigated to a less than significant level. Both the proposed Project and Alternative A would result in significant unavoidable air quality impacts, although the proposed Project's impacts are more severe. Alternative A would have fewer impacts to geology and soil resources as the Arnold Heights Elementary School site would not be developed. However, geology/soils impacts for the proposed Project and Alternative A could be mitigated to below a level of significance. Additionally, Alternative A would have fewer impacts to traffic and air quality, in that Alternative A would generate nearly 20,000 fewer vehicle trips than the proposed Project. Alternative A would also have less impact to utilities and service systems because changes in the FAR associated with the proposed Project could increase wastewater generation and water demand. (*Ibid.*)

This alternative would meet most of the basic objectives of the proposed Project with the exception of "establishing a land use and facility plan that considers existing and anticipated economic conditions." The amount of industrial land that would be provided under Alternative A would be insufficient to address current and anticipated future market conditions as substantiated by the Meridian Land Use and Fiscal/Employment Assessment (Gobar, 2010). State CEQA Guidelines section 15126.6(f)(1) provides guidance in determining the feasibility of an alternative to the proposed Project. Among the factors to be considered is economic viability. According to the Meridian Land Use and Fiscal/Employment Assessment (Gobar, 2010), the market could accommodate more than twice the industrial acreage proposed with the Project over the next ten years (Gobar, p. VIII-29). Thus, alternatives that would result in fewer industrial acres relative to the proposed Project would not be as consistent with the project objectives. Further, the proposed Project would result in an estimated 4,560 jobs as compared to 3,750 jobs generated under Alternative A (Gobar, p. VIII-30). The proposed Project is also anticipated to generate a greater number of jobs sooner than expected under Alternative A because of the emphasis placed on industrial development (Gobar, p. VIII-20). (*Ibid.*)

While Alternative A would result in fewer environmental impacts relative to the proposed Project, it would not substantially meet project objectives and, therefore, is not considered feasible. (*Ibid.*)

2. Alternative B: Reduced Development Area/Intensity Alternative

Description: Under Alternative B, the only change from the approved March Business Center Specific Plan would be the development of the 45-acre Lot 16 area. The remaining 212.7 acres of the proposed Project area would be developed in accordance with the approved March Business Center Specific Plan. (SEIR, p. VIII-11.)

As described in Section III of this document, Lot 16 would be created by assembling

14 smaller lots east of Meridian Parkway and south and west of Opportunity Way, and the removal of the eastern portion of Street F. Lot 16 would accommodate a prospective industrial user proposing to develop a 515,223 square feet office and warehouse facility on a 45-acre lot. Under this alternative, approximately 45 acres of land designated Business Park and Mixed Use would be replaced with an Industrial land use. The remaining 212.7 acres of the proposed Project area would be developed in accordance with the approved March Business Center Specific Plan. As shown in Appendix B of the Traffic Circulation and Phasing Study for the March Business Center (KHA, 2003), trip generation rates for Mixed Use and Business Park land uses are higher than those for warehousing and other industrial uses. However, even though trip generation rates for warehousing uses have increased since preparation of this report, it is anticipated that development of Lot 16 under this alternative would result in fewer trips than the approved Specific Plan. (*Ibid.*)

Thus, Alternative B is similar in most respects to Alternative A. Like Alternative A, Alternative B would not develop a portion of the former Arnold Heights Elementary School site. This would result in a net reduction in impervious area of 4.0 acres as compared to the proposed Project and avoid potential impacts associated with the undocumented fill located on the site. (*Ibid.*)

As discussed above, the proposed change in land use designation for Lot 16 is expected to result in reduced traffic generation for Alternative B, as compared to Alternative A, with commensurate reductions in mobile source emissions. The development of Lot 16 is anticipated to result in similar utility service demands as compared to Alternative A. (See Table IX-1 in SEIR for impact comparison of Alternative B to the proposed Project.) (*Ibid.*)

Environmental Analysis

Land Use. Alternative B would have the same land use designation for the 45-acre site as the proposed Project. The remainder of the proposed Project area would be consistent with the existing March Business Center Specific Plan land use designations. Alternative B would be consistent with applicable land use plans and policies, including the March JPA General Plan (as amended), the Meridian Specific Plan (as amended), the March JPA Development Code and other local and regional planning documents. Alternative B would not fully implement project objectives as anticipated economic conditions could not be accommodated within the land use designations currently approved on the March Business Center Specific Plan. (SEIR, pp. VIII-11 to 16.)

Transportation/Traffic. The proposed Project would result in significant and unavoidable impacts with respect to transportation and traffic. While traffic impacts associated with the approved March Business Center Specific Plan would be reduced to a less than significant level with the incorporation of mitigation, Alternative B is expected to generate approximately 16,500 fewer trips than the proposed Project. Accordingly, it is expected that traffic and transportation impacts created by Alternative B could be fully mitigated. Thus, traffic and transportation impacts under Alternative B would be less than the proposed Project. (*Ibid.*)

Air Quality. Alternative B would result in fewer vehicle trips and less mobile source emissions than the proposed Project. As discussed in Chapter IV.C, *Air Quality*, on-road PM10 emissions associated with the proposed Project is more than 10 times the significance

threshold. Given the magnitude of the threshold exceedance, it is unlikely that the reduced emissions associated with development of Lot 16 would reduce overall PM10 emissions associated with Alternative B to below the significance threshold. Accordingly, Alternative B is expected to result in significant and unavoidable project-level and cumulative air quality impacts. Additionally, development and construction activities under Alternative B would be substantively the same as that considered in the proposed Project. However, and as explained above, Alternative B is expected to generate approximately 16,500 fewer trips than the proposed Project. This reduction in vehicle trips would result in a corresponding decrease in air quality emissions. Accordingly, Alternative B is expected have fewer impacts to air quality as compared to the proposed Project. (*Ibid.*)

Biological Resources. Alternative B would not involve ground-disturbing activities outside the boundaries of the Meridian Specific Plan. Although Alternative B would involve a different allocation of acreage within the land use designations defined in the March Business Center Specific Plan, there would be no increase in the development footprint. Given these considerations, Alternative B would have biological resource impacts similar to those described for the proposed Project. (*Ibid.*)

Hazards and Hazardous Materials. Alternative B would not introduce land uses that are substantively different from the approved March Business Center Specific Plan. Land uses generating, storing, and/or disposing of hazardous materials under this Alternative would be accommodated in the same manner as described in the 2003 Focused EIR. Accordingly, Alternative B would have similar impacts as the proposed Project with respect to hazards and hazardous materials. (*Ibid.*)

Hydrology/Water Quality. Implementation of Alternative B would result in hydrology and water quality impacts similar to the proposed Project. Because overall development densities between alternatives would be similar, the amount of impervious surface is also expected to be similar. As with the proposed Project, drainage facilities and improvements to the storm drainage system would be required under this alternative to serve potential development. In addition, the channel south of Van Buren Boulevard would not be necessary for build out of the North Campus with the proposed Project. The reason for this is the existing basins and the proposed Unit 4 Lot E detention basin in the North Campus under either scenario would reduce the peak discharge in the Unit 4 area to a level that is less than the existing conditions and therefore would not require the channel south of Van Buren Boulevard. (*Ibid.*)

Utilities and Service Systems. Implementation of Alternative B would require extension and upgrade of water, sewer, stormwater and related utilities similar to those associated with the proposed Project. Because Alternative B would not introduce land uses that are substantively different from the proposed Project and would not create any new or additional impervious surfaces, utility extension and upgrade requirements are expected to be similar to the proposed Project. However, changes in the FAR associated with the proposed Project could increase wastewater generation and water demand as compared to Alternative B. Therefore, Alternative B would have less impact with respect to utilities and service systems than the proposed Project. (*Ibid.*)

Noise. Alternative B would result in less traffic generation as described above; however, noise levels would be similar to those projected for the proposed Project. The noise level increase attributed to the proposed Project as compared to baseline conditions is negligible

(less than 1 dBA). While Alternative B would generate less traffic and less noise energy than the proposed Project, the resulting difference in audible noise levels would be imperceptible. Similar to the proposed Project, the implementation of Alternative B would result in less than significant noise impacts. Noise attributed to aviation and rail sources would be similar to the proposed Project. (*Ibid.*)

Geology and Soils. Construction within the Specific Plan area under Alternative B would be similar to that described for the proposed Project and Alternative A. Like Alternative A, Alternative B would not involve construction activities within the former Arnold Heights Elementary School area. Accordingly, potential impacts with respect to undocumented fill material would be avoided. Alternative B would have less impact with respect to Geology and Soils than the proposed Project. (*Ibid.*)

Cultural Resources. The Cultural Resources Report prepared for the proposed Project (Tierra, 2009), did not identify cultural resources within the area that would be developed under Alternative B. Therefore, no impacts to cultural resources would occur with the implementation of this alternative. However, the Cultural Resources Report did identify mitigation measures (see mitigation measures IV.J-2-1 through IV.J-2-7) which are provided in Section IV of this SEIR. The mitigation was provided as a precautionary step to avoid impacting undiscovered resources during construction. Thus, potential cultural resource impacts and mitigation associated with Alternative B would be similar to the proposed Project. (*Ibid.*)

Public Services. Alternative B would not introduce land uses substantively different from the proposed Project. Implementation of this alternative would require improvements similar to those associated with the proposed Project. Thus, impacts to public services under this Alternative are expected to have similar impacts to those discussed for the proposed Project. (*Ibid.*)

Finding: Relative to the proposed Project, Alternative B is expected to have fewer direct geology and soil impacts, fewer utilities and service systems impacts and fewer significant and unavoidable transportation and traffic impacts because it will generate approximately 16,500 fewer trips. However, Alternative B is expected to result in significant and unavoidable project-level and cumulative air quality impacts. For the remaining environmental elements, impacts would be similar to those described for the Alternative A and the proposed Project. However, Alternative B would not fully meet all Project objectives as summarized above. Although development of Lot 16 is responsive to current market conditions, Alternative B would not provide sufficient Industrial square footage based on the applicant's assessment of projected future market conditions. (*Ibid.*)

State CEQA Guidelines section 15126.6(f)(1) provides guidance on determining the feasibility of an alternative to the proposed Project. Among the factors to be considered is economic viability. The Meridian Land Use and Fiscal/Employment Assessment (Gobar, 2010) analyzed the need for additional industrial acreage within the Specific Plan area. Alternative B would only increase the amount of industrial acreage by 45 acres, which is less than the proposed Project and the projected demand. Thus, Alternative B would not fully support current and anticipated market demand for industrial building absorption and job creation. (*Ibid.*)

Therefore, while Alternative B would result in less environmental impact relative to the proposed Project, it would not substantially meet project objectives. (*Ibid.*)

C. ENVIRONMENTALLY SUPERIOR ALTERNATIVE

Alternative A (the No Project/Existing Specific Plan Alternatives) is the environmentally superior alternative because it would result in fewer traffic trips than both Alternative B (the reduced Development area/Intensity Alternative) and the proposed Project. Further, traffic impacts generated by Alternative A could be mitigated to below a level of significance. Impacts to geology and soils from Alternative A would be less than the proposed Project since the Arnold Heights Elementary School area would not be developed; therefore, potential impacts with respect to undocumented fill material in the school area would be avoided. All other impacts associated with Alternative A would be similar to both Alternative B and the proposed Project. Although Alternative A is environmentally superior to the proposed Project, it would not substantially meet the project objectives as described above; and therefore, is considered infeasible. (SEIR, p. VIII-16.)

According to CEQA, if the "no project" alternative is the environmentally superior one, the EIR must identify the environmentally superior one from among the remaining alternatives. (State CEQA Guidelines, § 15126.6(e)(2).) Here, that would be Alternative B, but Alternative B is infeasible as set forth above.

SECTION 9: RESOLUTION ADOPTING A STATEMENT OF OVERRIDING CONSIDERATIONS

The March Joint Powers Commission declares as follows:

That, pursuant to State CEQA Guidelines Section 15093, the Commission has balanced the benefits of the Project against its potentially significant and unavoidable environmental impacts in determining whether to approve the Project. Pursuant to the State CEQA Guidelines, if the benefits of the Project outweigh the unavoidable adverse environmental impacts, those impacts may be considered "acceptable."

The Commission hereby declares that the SEIR has identified and discussed significant effects that may occur as a result of the Project. With the implementation of the Mitigation Measures discussed in the SEIR and this Resolution, these effects can be mitigated to a level of less than significant except for the unavoidable significant impacts discussed in Sections 4 and 5 of this Resolution.

The Commission hereby declares that it has made a reasonable and good faith effort to eliminate or substantially mitigate the potential impacts resulting from the Project.

The Commission further finds that except for the Project, all other alternatives set forth in the SEIR are infeasible because they would prohibit the realization of most of the Project objectives and/or specific economic, social and other benefits that this Commission finds outweigh any environmental benefits of the alternatives.

The Commission hereby declares that, having reduced the adverse significant environmental effects of the Project to the fullest extent feasible by adopting the Mitigation Measures contained in this Resolution, having considered the entire administrative record on

the Project, and having weighed the benefits of the Project against its unavoidable adverse impacts after mitigation, the Commission has determined that each of the following social, economic, environmental, and other benefits of the Project individually outweigh the potential unavoidable adverse impacts and render those potential adverse environmental impacts acceptable based upon the following overriding considerations.

- The Proposed Project will increase the number of available jobs in the sub-region, providing existing and future workers with local opportunities and eliminate the need to seek employment from other regions such as Los Angeles and Orange Counties.

- The Proposed Project will respond to changes market conditions and provide an economically competitive development that meets current needs.

- The Proposed Project will facilitate improvement of the housing-to-job ratio, increasing the number of local jobs, thereby providing employment opportunities for unemployed residents in the sub-region.

- The Proposed Project will generate additional revenue for the sub-region through tax assessments on industrial and commercial businesses occupying the Project site.

- The Proposed Project will improve the Level of Service at already-congested intersections, roadway segments and freeway mainline segments through traffic improvements.

- The Proposed Project will help realize greenhouse gas emission reduction targets and lighten traffic flow by shortening commuters' vehicle trips and allowing for public transportation and bicycle options at the Project site.

The Commission hereby declares that the foregoing benefits provided to the public through the approval and implementation of the Project outweigh the identified significant adverse environmental impacts of the Project, which cannot be mitigated. The Commission finds that each of the Project benefits separately and individually outweighs the unavoidable adverse environmental effects identified in the SEIR and therefore finds those impacts to be acceptable.

SECTION 10: CERTIFICATION OF THE EIR

The March Joint Powers Commission certifies as follows:

The Commission finds that it has been presented with the SEIR, which it has reviewed and considered, and father finds that the SEIR is an accurate and objective statement that has been completed in full compliance with CEQA, the State CEQA Guidelines and the City's Local CEQA Guidelines and that the SEIR reflects the independent judgment and analysis of the Commission.

The Commission declares that no evidence of new significant impacts or any new information of "substantial importance" as defined by State CEQA Guidelines section

15088.5 been received by the Commission after circulation of the Draft SEIR, which would require recirculation.

Therefore, the Commission hereby certifies the SEIR based on the entirety of the record of proceedings, including but not limited to the following findings and conclusions:

A. Findings

The following significant environmental impacts have been identified in the EIR and will require mitigation as set forth in Section 4 and 5 of this Resolution but cannot be mitigated to a level of less than significant: Air Quality (significant impacts due to exceedance of local air quality standards); Transportation/Circulation (significant impacts due to an increase in traffic); Greenhouse Gas/Climate Change (significant cumulative impact from greenhouse gas emissions)

B. Conclusions

All significant environmental impacts from the implementation of the Project have been identified in the SEIR and, with implementation of the Mitigation Measures identified, will be mitigated to a less than significant level, except for the impacts listed in subsection A above.

Other reasonable alternatives to the Project which could feasibly achieve the basic objectives of the Project have been considered and rejected in favor of the Project.

Environmental, economic, social and other considerations and benefits derived from the development of the Project override the significant and unavoidable impact of the Project identified above.

SECTION 11: RESOLUTION ADOPTING A MITIGATION MONITORING AND REPORTING PROGRAM

The March Joint Powers Commission takes action as follows:

Pursuant to Public Resources Code section 21081.6, the Commission hereby adopts the Mitigation Monitoring and Reporting Program attached to this Resolution as Exhibit A. Implementation of the Mitigation Measures contained in the Mitigation Monitoring and Reporting Program is hereby made a condition of approval of the Project. In the event of any inconsistencies between the Mitigation Measures as set forth herein and the Mitigation Monitoring and Reporting Program, the Mitigation Monitoring and Reporting Program shall control.

SECTION 12: APPROVAL OF PROJECT

The March Joint Powers Commission approves the Project based on the entire administrative record and subject to the Mitigation Monitoring and Reporting Program and other conditions of approval.

SECTION 13: RESOLUTION REGARDING CUSTODIAN OF RECORD

The documents and materials that constitute the record of proceedings on which this Resolution has been based are located at the March Joint Powers Authority at 23555 Meyer Drive, Riverside, CA 92532. The custodian for these records is the Planning Director. This information is provided in compliance with Public Resources Code section 21081.6.

SECTION 14: RESOLUTION REGARDING STAFF DIRECTION

MJPA staff shall cause a Notice of Determination to be filed and posted with the County of Riverside and the State Clearinghouse within five (5) working days of the March Joint Powers Commission's final Project approval.

ADOPTED AND APPROVED this 21st day of July, 2010.

State of California)
County of Riverside)

Richard A. Stewart, Chairman,
March Joint Powers Commission

ATTEST:

I, Carey L. Allen, Clerk of the March Joint Powers Authority Commission, do hereby certify the foregoing Resolution #JPA 10-20 was adopted by the Commission of the March Joint Powers Authority at a special meeting thereof held on the 21st day of July, 2010, by the following vote of the Commission:

Ayes:	Busch, Melendrez, Batey, Yarbrough, Buster (2 votes), Gardner, Stewart
Noes:	None
Absent:	Ashley
Abstain:	None

Date: July 21, 2010

Carey L. Allen, Clerk
March Joint Powers Authority Commission

[Attachment "A"]

Mitigation Monitoring and reporting Program

TABLE XI-1

MERIDIAN SPECIFIC PLAN AMENDMENT MITIGATION MONITORING AND REPORTING PROGRAM

	Mitigation Measure	Monitoring Phase	Monitoring Method	Enforcement Agency & Responsible Agency	Verification of Compliance: Initials	Date	Remarks
IV.A Land Use and Planning							
A-1	Development within the Clear Zone and Accident Potential Zones I and II will abide by building standards and codes including height restrictions, restrictions on use, setbacks, population densities, and insulation and materials, as outlined in the approved ~~1998~~ 2005 Air Installation Compatible Use Zone (AICUZ).	(1) Prior to Plot Plan Approval (2) Prior to issuance of Certificate of Occupancy	(1) Review of Plans and Specifications (2) Field verification	March JPA			
A-2	As established in the Specific Plan, the project will comply with the policies and requirements of the Riverside County Airport Land Use Plan. Development plans will be submitted to the FAA for review in accordance with FAR 77.13.2.i. Additional ALUC review will be required for objects taller than 50 feet in the Height Caution Zone shown on Figure IV.A-4 *[in the Focused EIR]*. Other land use controls (relating to safety (both in the air and on the ground) and noise) have been developed in consultation with the ALUC, and have been incorporated into the Specific Plan.	Prior to Plot Plan Approval	Submittal of FAA approved 7460-1 providing evidence of No Hazard to Air Navigation	Review by FAA; Verification by March JPA			
A-3	In accordance with the requirements of the Specific Plan, a School Buffer overlay district will be established. This district will extend 0.25 miles from the boundary of the ~~Arnold Heights Elementary School and the~~ Tomas Rivera Elementary School. The overlay district will provide landscaping around the boundaries of the school for screening; will prohibit certain uses with the potential noise impacts and/or hazardous materials handling/generation; and will provide for enhanced review of other development proposals to limit the potential for adverse impacts on the school.	(1) Prior to Plot Plan Approval (2) Prior to issuance of Certificate of Occupancy	(1) Review of Plans and Specifications (2) Field verification	March JPA			
A-4	Project detention basins shall have the following features to limit bird activity: 1. All detention basins shall draw down within 24 hours with the exception of the East Basin and the U4-E Basin. The East Basin shall have a draw down period of 39 to 42 hours during the interim development of Unit 4. The U4-E Basin shall have a draw down period of 27 to 30 hours during the interim development of Unit 4. The East Basin will be designed in the ultimate condition to include a draw down period of 28 to 30 hours. The U4-E Basin will be designed in the ultimate condition to include a draw down period of 27 to 30 hours. ~~The basin shall drain within a six-hour period to reduce the potential for plant growth~~	(1) Prior to Grading Plan Approval for detention basins (2) On-going responsibility of March JPA	(1) Review of Plans and Specifications (2) Field verification	March JPA			
	2. Standing water in all detention basins outside of the specified drawdown times shall be addressed through the use of positive drainage techniques (grading, wet wells, french drains are some examples) by the Project sponsor.	On-going responsibility of March JPA	Field verification	March JPA			
	3. Regular maintenance activities shall include the removal of vegetation	On-going responsibility of March JPA	Field verification	March JPA			
	4. March JPA shall monitor waterfowl activity during the rainy season in all detention basins. If waterfowl issues are identified during monitoring activities, then the March JPA and Project sponsor shall implement waterfowl control measures (netting and vegetation removal are some examples). ~~Detention basins shall be monitored regularly to determine if they attract waterfowl or other birds~~	On-going responsibility of March JPA	Field verification	March JPA			
	~~5. A plan to discourage bird activity shall be implemented if the basins are found to be an attraction to birds.~~						

TABLE XI-1

MERIDIAN SPECIFIC PLAN AMENDMENT MITIGATION MONITORING AND REPORTING PROGRAM

	Mitigation Measure	Monitoring Phase	Monitoring Method	Enforcement Agency & Responsible Agency	Verification of Compliance: Initials	Date	Remarks
IV.A-2-1	Development located within either APZ I or APZ II shall comply with Resolution #JPA 08-01.	(1) Prior to Plot Plan Approval (2) Prior to issuance of Certificate of Occupancy	(1) Review of Plans and Specifications (2) Field verification	March JPA			
IV.B Transportation/Traffic							
B-1	The Project shall contribute on a fair share basis toward the improvements identified in the Cumulative Impacts section.	This mitigation measure from the Focused EIR is the responsibility of the Project sponsor. See Appendix N of this Final Subsequent EIR for a copy of the Focused EIR MMRP.					
B-2	The Project shall construct the transportation improvements identified in previously referenced Figures IV.B-5 through IV.B-7 (project phasing). To the extent that such improvements provide capacity benefits for local or regional (i.e., non-project) demand, the project is eligible for credits toward its contribution toward local and/or regional transportation impact fees, if any.	1) Figure IV-B-5; construct/assure prior to recordation of Phase 2 Final Maps/prior to 12,000 trips being generated. 2) Figure IV-B-6; construct/assure prior to Phase 3 Final Maps. 3) Figure IV-B-7; construct/assure prior to 2 million s.f./4 million s.f.	1) Field verification/Traffic study verification	March JPA			
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.	Minimum of 5 year intervals.	Preparation of traffic monitoring/study by Independent traffic consultant	March JPA			
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.	1) Prior to development of Metrolink facility	1) Conveyance of land to RCTC. 2) Preparation of CEQA analysis by RCTC.	1) March JPA 2) 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.	1) Prior to Plot Plan Approval 2) Prior to Issuance of Certificate of Occupancy	1) Review of Plans and Specifications 2) Review of Tenant Improvements	March JPA			
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.	(1) Prior to the issuance of the first Certificate of Occupancy for each phase; 2) Prior to plot plan approval	(1) Review of Plans and Specifications (2) Field Inspection	March JPA			
B-7	March Business Center shall provide truck routes on internal roadways to limit impacts of trucks on adjacent residential communities.	1) Prior to Plot Plan approval 2) Prior to approval of truck route ordinance.	1) Posting of truck route signs on sites accommodating overhead doors and/or truck docks. 2) Truck Route Ordinance #JPA 09-01 approved on Oct. 7, 2009	March JPA			
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).	Prior to street construction; 2) Prior to street acceptance.	(1) Review of Plans and Specifications (2) Field inspection of improvements	March JPA			
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.	Ongoing responsibility of the March JPA	Caltrans PA/ED completed and PS&E is underway. Construction scheduled for 2013.	March JPA			
B-10	The March JPA shall implement Transportation Demand Management (TDM) strategies to shift trips outside the standard commuting hours and/or to non-"drive alone" modes of travel. This is accomplished through various employer-initiated measures, such as flexible working hours, encouragement of carpooling, and facilitating access for non-motorized (i.e., bicycling or walking) modes of travel. Section V of the Specific Plan outlines TDM requirements.	Prior to Issuance of Certificate of Occupancy	Approval of TDM plan	March JPA			
B-11	The March JPA shall cooperate with the Riverside Transportation Agency (RTA) for the provision of bus service within the Specific Plan Area.	Ongoing responsibility of March JPA	Continued collaboration /cooperation in establishing bus routes	March JPA			

TABLE XI-1

MERIDIAN SPECIFIC PLAN AMENDMENT MITIGATION MONITORING AND REPORTING PROGRAM

	Mitigation Measure	Monitoring Phase	Monitoring Method	Enforcement Agency & Responsible Agency	Verification of Compliance: Initials	Verification of Compliance: Date	Remarks
B-12	Signage shall be provided at the Van Buren Boulevard intersections with Coyote Bush Road and Orange Terrace to discourage truck traffic on residential streets in the Orangecrest Development. Furthermore, the March JPA, as a responsible party, shall encourage the City of Riverside and Riverside County to review and consider appropriate legislation to eliminate or curtail truck traffic, exempting local deliveries, on Alessandro Boulevard and Van Buren Boulevard west of the March Business Center Development.	This mitigation measure from the Focused EIR is the responsibility of the Project sponsor. See Appendix N of this Final Subsequent EIR for a copy of the Focused EIR MMRP. This mitigation measure was requested for both Coyote Bush Road and Orange Terrace Parkway on Feb. 1, 2006. The City of Riverside determined that the signage was appropriate for only Orange Terrace Parkway and not Coyote Bush Road. Thus the signage was provided only for Orange Terrace Parkway as indicated in the staff report to the Riverside City Council on March 14, 2006.					
V.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.	Upon issuance of occupancy permit for any lot in the North Campus after planned traffic generated by this Project exceeds 44,966 ADT	(1) Review of Plans and Specifications (2) Field inspection of improvements	March JPA			
	The following planned improvements would mitigate the proposed Project's direct peak hour impacts: **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. 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.	Prior to Van Buren/I-215 construction	1) Pursuit of TUMF funding; 2) Pursuit of other sources of Interchange Funding	March JPA			To date, LNR funding commitment is 7 M, March RDA 20 M, Proposition 1B 10 M, Measure A Economic Dev 10 M, Donation of R-O-W approx 6 M. TUMF funding 15 M (delayed). Current shortfall approx 15 M - 32 M.
	30. Van Buren Boulevard and Northbound I-215 Ramps 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. Implementation of Measure IV.B-1-1 above at Van Buren Boulevard/Barton Street would reduce the impacts on the Van Buren Boulevard segment from Barton Street to Coyote Bush Road to less than significant.	Prior to Van Buren/I-215 construction	1),Pursuit of TUMF funding; 2) Pursuit of other sources of Interchange Funding	March JPA			To date, LNR funding commitment is 7 M, March RDA 20 M, Proposition 1B 10 M, Measure A Economic Dev 10 M, Donation of R-O-W approx 6 M. TUMF funding 15 M (delayed). Current shortfall approx 15 M - 32 M.

TABLE XI-1

MERIDIAN SPECIFIC PLAN AMENDMENT MITIGATION MONITORING AND REPORTING PROGRAM

Mitigation Measure	Monitoring Phase	Monitoring Method	Enforcement Agency & Responsible Agency	Verification of Compliance: Initials	Verification of Compliance: Date	Verification of Compliance: Remarks
IV.B-1-2 The individual lot developers shall contribute on a fair share basis[1] 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	Prior to issuance of building permits	Payment of Fair Share pro-rata cumulative costs for Meridian SPA projects	March JPA			
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). 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.	Prior to issuance of building permits	Payment of TUMF fee	March JPA			
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. However, in light of projected delays in the implementation of these improvements, a significant unavoidable interim impact would result.	Prior to issuance of building permits	Payment of TUMF fee	March JPA			
15. Cactus Avenue and Ellsworth 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	Prior to issuance of building permits	Payment of Fair Share pro-rata cumulative costs for Meridian SPA projects	March JPA			
21. Van Buren Boulevard and Wood Road Provide the following improvements: · Add third eastbound through lane (a TUMF[2] improvement) and second eastbound left-turn lane; · Add third westbound through lane (a TUMF improvement); · Add second northbound through lane	Prior to issuance of building permits	Payment of Fair Share pro-rata cumulative costs for Meridian SPA projects	March JPA			
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	Prior to issuance of building permits	Payment of Fair Share pro-rata cumulative costs for Meridian SPA projects	March JPA			
36. Nandina Avenue and Barton Street Provide the following improvement: · Add southbound left-turn lane	Prior to issuance of building permits	Payment of Fair Share pro-rata cumulative costs for Meridian SPA projects	March JPA			

TABLE XI-1

MERIDIAN SPECIFIC PLAN AMENDMENT MITIGATION MONITORING AND REPORTING PROGRAM

Mitigation Measure	Monitoring Phase	Monitoring Method	Enforcement Agency & Responsible Agency	Verification of Compliance: Initials	Date	Remarks
IV.B-1-3	Prior to issuance of Building Permit	Payment of fees by land use type and gross acreage, as identified in Chapter VII of the Meridian Specific Plan Amendment	March JPA			
The individual lot developers shall contribute on a fair share basis[3] 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:						
<u>3. Alessandro Boulevard and Mission Grove Parkway</u> Provide the following improvement: · Add northbound right-turn overlap phase	Prior to issuance of building permits on Meridian SPA projects	Payment of Fair Share pro-rata cumulative costs for Meridian SPA projects	March JPA			
<u>6. Alessandro Boulevard and Meridian Parkway</u> Provide the following improvements: · Add northbound right-turn overlap phase · Add southbound right-turn overlap phase	Prior to issuance of building permits on Meridian SPA projects	Payment of Fair Share pro-rata cumulative costs for Meridian SPA projects	March JPA			
<u>7. Alessandro Boulevard and Southbound I-215 Ramps</u> Provide the following improvement: · Split southbound shared left-right turn lane to separate left and right turn lanes	Prior to issuance of building permits on Meridian SPA projects	Payment of Fair Share pro-rata cumulative costs for Meridian SPA projects	March JPA			
<u>8. Alessandro Boulevard and Northbound I-215 Ramps</u> Provide the following improvement: · Reconfigure northbound approach to provide triple left-turn lanes and a shared through-right lane	Prior to issuance of building permits on Meridian SPA projects	Payment of Fair Share pro-rata cumulative costs for Meridian SPA projects	March JPA			
<u>9. Alessandro Boulevard and Old 215 Frontage Road</u> Provide the following improvement: · Add second southbound left-turn lane	Prior to issuance of building permits on Meridian SPA projects	Payment of Fair Share pro-rata cumulative costs for Meridian SPA projects	March JPA			
<u>15. Cactus Avenue and Ellsworth Street</u> Provide the following improvement: · Add second southbound right-turn lane	Prior to issuance of building permits on Meridian SPA projects	Payment of Fair Share pro-rata cumulative costs for Meridian SPA projects	March JPA			
<u>37. Cottonwood Avenue and Day Street</u> Provide the following improvement: · Add second southbound left-turn lane	Prior to issuance of building permits on Meridian SPA projects	Payment of Fair Share pro-rata cumulative costs for Meridian SPA projects	March JPA			
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.	1) Prior to Plot Plan Approval; 2) Project review	(1) Project sponsor shall provide a signed letter identifying the project's traffic generation (passenger cars and truck) (2) Cumulative traffic generation shall be tracked by the March JPA using the trip monitoring table contained in Appendix C of the Meridian Specific Plan Amendment				

TABLE XI-1

MERIDIAN SPECIFIC PLAN AMENDMENT MITIGATION MONITORING AND REPORTING PROGRAM

	Mitigation Measure	Monitoring Phase	Monitoring Method	Enforcement Agency & Responsible Agency	Verification of Compliance: Initials	Date	Remarks
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.	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.	(1) Review of Plans and Specifications (2) Field inspection of improvements	March JPA			
	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 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.	To 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.	(1) Review of Plans and Specifications (2) Field inspection of improvements	March JPA			
	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.	To 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.	(1) Review of Plans and Specifications (2) Field inspection of improvements	March JPA			
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.	To be dedicated to the satisfaction of the March JPA Civil Engineer within 90 days of Project approval.	(1) Review of Plans and Specifications for Van Buren Boulevard widening (2) Preparation and acceptance of offer to dedicate	March JPA			
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.	Land to be dedicated and temporary construction easements to be provided within 90 days of Project PS&E approval, or as required by Caltrans.	(1) Review of Plans and Specifications for I-215/Van Buren Boulevard Improvements (2) Preparation and acceptance of offer to dedicate and temporary construction easements	Review by Caltrans; Verification by March JPA			
IV.C Air Quality							
C-1	Preferential parking spaces shall be offered to car pools and van pools.	(1) Prior to Plot Plan Approval (2) Prior to issuance of Certificate of Occupancy	(1) Review of Plans and Specifications (2) Field verification	March JPA			
C-2	Employers shall implement a compressed workweek schedule when feasible.	(1) Prior to Plot Plan Approval (2) Prior to issuance of Certificate of Occupancy	Approval of TDM plan	March JPA			
C-3	Employers with 250 employees or more shall develop a trip reduction plan to increase vehicle occupancy.	Prior to issuance of Certificate of Occupancy	1) Approval of TDM plan; 2) Submittal of evidence to March JPA of an approved SCAQMD Rule 2202 Plan	March JPA SCAQMD			

TABLE XI-1

MERIDIAN SPECIFIC PLAN AMENDMENT MITIGATION MONITORING AND REPORTING PROGRAM

	Mitigation Measure	Monitoring Phase	Monitoring Method	Enforcement Agency & Responsible Agency	Verification of Compliance		
					Initials	Date	Remarks
C-4	Employers shall provide on-site child care facilities when feasible.	(1) Prior to Plot Plan Approval (2) Prior to issuance of Certificate of Occupancy	Project Applicant shall provide signed letter identifying the feasibility of child care facilities	March JPA			
C-5	Design elements shall be designed to reduce vehicle queuing when entering and exiting parking structures.	Prior to Plot Plan Approval	Review of Plans and Specifications	March JPA			
C-6	Projects shall provide for video conferencing facilities to the extent possible.	(1) Prior to Plot Plan Approval (2) Prior to issuance of Certificate of Occupancy	Project Applicant shall provide signed letter identifying the feasibility of video conferencing	March JPA			
C-7	Businesses shall minimize the use of fleet vehicles during smog alerts, and encourage the use of alternative fuel vehicles.	(1) Prior to Plot Plan Approval (2) Prior to issuance of Certificate of Occupancy	Project Applicant shall provide signed letter identifying the feasibility of minimizing use of fleet vehicles	March JPA			
C-8	Buildings shall be designed to reduce energy usage by utilizing solar or low emissions water heaters, double paned glass windows, using light colored roofing materials, using skylights in warehouses, orienting buildings north to the extent practical, and increasing wall and attic installation above Title 24 requirements.	Prior to issuance of Building Permit	Project Architect shall submit a letter verifying use of solar or low emission water heaters, double pained glass, light colored roofing materials, use of skylights in ambient warehouses, orienting buildings north to the extent practical, and increasing wall and attic installation above Title 24 requirements	March JPA			
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.	Prior to issuance of Building Permit	SCAQMD permits	Review and approval by SCAQMD; Verification by March JPA			
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.	(1) Prior to issuance of Grading Permit (2) On-going during grading activities	(1) Grading contractor shall submit letter verifying compliance (2) Field verification	March JPA			
C-11	Construction access roads to the main roads should be paved to avoid dirt being carried on to the roadway.	(1) Prior to issuance of Grading Permit (2) On-going during grading activities	(1) Grading contractor shall submit letter verifying compliance (2) Field verification	March JPA			
C-12	A construction relations officer should be appointed to act as a community liaison to oversee on-site construction activity and all emissions and congestion related matters.	(1) Prior to issuance of Grading Permit (2) On-going during grading activities	(1) General contractor shall erect an on-site sign (8' X 12') identifying on-site construction manager and contact information (2) Field verification	March JPA			
C-13	Restrict idling emission from trucks by using auxiliary power units and electrification at the industrial warehouse facilities.	N/A	N/A	N/A			Mitigation superseded by Mitigation Measure IV.C-1-16 below?
C-14	Landscape with appropriate drought-tolerant species to reduce water consumption.	(1) Prior to issuance of Building Permit (2) Prior to issuance of Certificate of Occupancy	(1) Landscape Architect shall submit landscape plans confirming low water use landscape (2) Field verification	March JPA			

TABLE XI-1

MERIDIAN SPECIFIC PLAN AMENDMENT MITIGATION MONITORING AND REPORTING PROGRAM

	Mitigation Measures	Monitoring Phase	Monitoring Method	Enforcement Agency & Responsible Agency	Verification of Compliance: Initials	Verification of Compliance: Date	Verification of Compliance: Remarks
IV.C-1-1	Disturbed areas shall be covered with non-toxic soil stabilizers to inactive areas (previously graded areas inactive for ten days or more).	Construction	(1) General contractor shall submit a construction management plan identifying compliance with this requirement (2) Field verification	March JPA			
IV.C-1-2	All disturbed areas shall be stabilized with the use of erosion control BMPs or a uniform established vegetative cover of 70 percent.	Construction	(1) General contractor shall submit a construction management plan identifying compliance with this requirement (2) Field verification	March JPA			
IV.C-1-3	The construction contractor shall ensure that all trucks hauling dirt, sand, soil, or other loose materials are covered or shall maintain at least two feet of freeboard.	Prior to issuance of Grading Permit	(1) General contractor shall submit a construction management plan identifying compliance with this requirement (2) Field verification	March JPA			
IV.C-1-4	The construction contractor shall ensure that a reduced speed on unpaved roads shall be limited to 15 miles per hour or less.	1) Prior to Grading Permit; 2) On-going during grading activities	(1) General contractor shall submit a construction management plan identifying compliance with this requirement (2) Field verification	March JPA			
IV.C-1-5	The construction contractor shall manage haul road dust through the use of watering at least three times daily with equipment complying with SCAQMD Rule 1186 and 1186.1.	1) Prior to Grading Permit; 2) On-going during grading activities	(1) General contractor shall submit a construction management plan identifying compliance with this requirement (2) Field verification	March JPA			
IV.C-1-6	The construction contractor shall develop a fugitive dust control plan in accordance with the requirements of SCAQMD Rule 403.	1) Prior to Grading Permit; 2) On-going during grading activities	(1) General contractor shall submit a construction management plan identifying compliance with this requirement (2) Field verification	March JPA			
IV.C-1-7	The construction contractor shall be required to comply with SCAQMD Rule 2449 and be registered with the SCAQMD as a condition of permits.	1) Prior to Grading Permit; 2) On-going during grading activities	(1) General contractor shall submit documentation of registration with SCAQMD (2) Field verification	March JPA			
IV.C-1-8	The construction contractor shall utilize "Super-Compliant" VOC paints, which are defined in SCAQMD's Rule 1113. "Super-Compliant" VOC paints contain 10 grams/liter of VOCs or less.	Prior to issuance of Building Permit	Construction manager shall submit a signed letter providing a complete list of all coatings and solvents with manufacturer's codes and identification sufficient to verify compliance with Rule 1113	March JPA			

TABLE XI-1

MERIDIAN SPECIFIC PLAN AMENDMENT MITIGATION MONITORING AND REPORTING PROGRAM

	Mitigation Measure	Monitoring Phase	Monitoring Method	Enforcement Agency & Responsible Agency	Verification of Compliance: Initials	Verification of Compliance: Date	Verification of Compliance: Remarks
IV.C-1-9	The construction contractor shall ensure that a minimum of 50 percent of all construction vehicles engaged in mass grading activities shall be Tier 2, Tier 3, or higher.	Prior to issuance of Grading Permit	Grading contractor shall submit a signed letter providing a complete list of all grading equipment, detailing type, horse power and year of equipment demonstrating that at least 50 percent of all construction vehicles are Tier 2, Tier 3 or higher	March JPA			
IV.C-1-10	The construction contractor shall utilize utility power from power lines/poles where available and feasible. In the unlikely event power for a pole is unavailable, a generator may be used.	Prior to issuance of Building Permit	(1) General contractor shall submit a signed letter identifying the location of temporary power poles or, if none are available, the specifications, time, and duration of use for generators. (2) Field verification	March JPA			
IV.C-1-11	The construction contractor shall be required to provide evidence that all construction equipment is properly maintained to reduce NOx emissions to the extent possible.	(1) Prior to issuance of Grading Permit (master developer and site developer)	Grading Contractor shall submit a letter from a certified heavy equipment mechanic verifying that construction equipment is properly maintained	March JPA			
IV.C-1-12	The General Contractor shall post a publicly visible sign with a telephone number to contact regarding dust complaints.	1) Prior to Grading Permit; 2) On-going during grading activities	(1) Site General Contractor shall erect an 8'x12' on-site sign identifying on-site construction manager and contact information (2) Field verification	March JPA			
IV.C-1-13	No more than 100 acres shall be graded simultaneously on any single day during the initial development phase of construction. The construction contractor shall also ensure that the total building square footage constructed within the project does not exceed the building area identified in Table IV.C-4 (i.e., foundation construction, building construction, architectural coatings application) be conducted simultaneously on any single day.	1) Prior to Grading Permit; 2) On-going during grading activities	(1) General contractor shall submit a construction management plan identifying compliance with this requirement (2) Field verification	March JPA			
IV.C-1-15	The Project sponsor shall provide in-lieu payment for bus shelter construction for three bus shelters. The March JPA shall construct these shelters, subject to the review and approval of the Riverside Transit Agency (RTA).	Prior to issuance of the first Certificate of Occupancy	(1) The Project master developer shall remit payment to the March JPA in accordance with an approved construction estimate (2) March JPA shall construct shelters as approved by RTA	March JPA			
IV.C-1-16	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, including lot 16, shall have a minimum of 20% of the loading dock doors activated for plug-in use prior to the certificate of occupancy.	1) Prior to Certificate of Occupancy; 2) On-going monitoring	(1) Review of Plans and Specifications (2) Field verification	March JPA			

TABLE XI-1

MERIDIAN SPECIFIC PLAN AMENDMENT MITIGATION MONITORING AND REPORTING PROGRAM

	Mitigation Measure	Monitoring Phase	Monitoring Method	Enforcement Agency & Responsible Agency	Verification of Compliance: Initials	Date	Remarks
IV.C-1-17	The ~~truck~~ trailer fleets of all cold storage warehouses shall be 100% plug-in ready within 10 years of the certificate of occupancy.	10 years after Certificate of Occupancy	(1) Facility manager shall submit signed letter to March JPA certifying compliance with this requirement (2) Field verification	March JPA			
IV.C-1-18	The project architect shall certify that all trusses/structural plans for buildings over 200,000 square feet are designed to support the weight of a solar voltaic system	Prior to issuance of Building Permit	Letter from project architect certifying compliance with this requirement	March JPA			
IV.C-1-19	The ~~construction contractor~~ Project Applicant shall ensure that the equipment, machinery, activities and uses developed within the proposed Project area are consistent with the emissions budget listed in Table III-1, contained in Chapter III, Project Description as analyzed in the air quality technical study. Equipment, machinery, activities and uses in excess of those listed in Table III-1 would necessitate additional environmental review.	Prior to construction	(1) Review of Plans and Specifications (2) Updating list in Table III-1 as necessary to keep an accurate running total (3) Field verification	March JPA			
IV.C-1-20	For each development, cumulative traffic generation within the Project shall be reviewed to assure consistency with the combined proposed Project traffic generation (for both passenger vehicles and truck) as identified in the traffic generation budget defined in Section IV.B, Transportation and Traffic. An exceedence of that budget, except as to limited trip redistributions within Traffic Planning Areas, shall necessitate additional environmental review.	(1) Prior to Plot Plan Approval	(1) Project sponsor shall provide a signed letter identifying the project's traffic generation (passenger cars and truck) (2) Cumulative traffic generation shall be tracked by the March JPA using the trip monitoring table contained in Appendix C of the Meridian Specific Plan Amendment	March JPA			
IV.C-4-1	All development shall comply with SCAQMD Rule 402. Any potential use on the Rule 402 list of uses shall require further environmental review.	Prior to Plot Plan Approval	March JPA shall confirm that the project is not on the rule 402 list of uses that potentially emit quantities of air contaminants or other material which cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public	March JPA			

TABLE XI-1

MERIDIAN SPECIFIC PLAN AMENDMENT MITIGATION MONITORING AND REPORTING PROGRAM

	Mitigation Measure	Monitoring Phase	Monitoring Method	Enforcement Agency & Responsible Agency	Verification of Compliance: Initials	Verification of Compliance: Date	Verification of Compliance: Remarks
IV.D Biological Resources							
D-1	Prior to construction activity, the applicant shall coordinate with USFWS to assure that the requirements and stipulations of the 1999 Biological Opinion and the Biological Opinion Clarification Letter (September 6, 2002) are met. The 1999 Biological Opinion and the 1999 Biological Opinion Clarification letter are included in Appendices A and B of the Biological Resources Review found in Appendix F of this document. Mitigation for potential impacts to federal or state listed species shall be as per the 1999 Biological Opinion and the 1999 Biological Opinion Clarification Letter issued by USFWS. This mitigation shall include the replacement 35.2 acres of impacted occupied Stephens' kangaroo rat (SKR) habitat at a 1:1 ratio. As of September 2002, the March JPA is responsible for 14.2 acres of mitigation at a 1:1 ratio, as 21 acres of USFWS approved occupied habitat have previously been acquired by the March JPA and serve as mitigation for 21 acres of SKR occupied habitat. Other required mitigation (78.4 acres discussed in the 1999 BO Clarification letter) will be at a fee of $500 per acre.	Mitigation Complete	NA	March JPA	DPF	20-Nov-06	The mitigation credits for SKR were purchased on January 24, 2005 from the County of Riverside and November 20, 2006 from the Southwestern Riverside County Multi-Species Reserve
D-2	Per the 1999 BO, avoid 13 acres of USFWS designated least Bell's vireo riparian habitat north and south of Van Buren Boulevard by utilizing 100-foot buffer zones in these areas.	NA	NA	March JPA			The proposed Project's boundaries do not overlap, and are not adjacent to, the riparian habitat referenced in this mitigation measure. This habitat is located to the west of the North Campus
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.	NA	NA	March JPA			This mitigation measure is superseded by Mitigation Measure IV.D.1-1, below
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.	Prior to construction	(1) CWA Section 404 permit (2) Field verification	Review and approval by ACOE; Verification by March JPA			Permit application submitted and under review by ACOE
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.	Mitigation Complete	NA	March JPA			Water Quality Standards certification (March 21, 2003)
D-6	Prior to activity within waters of the U.S., the applicant shall coordinate with the California Department of Fish and Game (Eastern Sierra and Inland Desert Region 6) relative to conformance to the Lake and Streambed Alteration permit requirements.	Mitigation Complete	NA	March JPA	DPF	2-Jun-10	Streambed Alteration Agreement signed June 2, 2010
IV.D.1-1	The following mitigation measures shall be implemented to reduce the impacts to LBV to below a level of significance: · To avoid the direct loss of eggs and chicks, all vegetation shall be cleared outside the LBV breeding season (e.g., March 1 through August 15).	(1) Prior to issuance of Grading Permit (2) During construction	(1) and (2) General Contractor to consult with qualified biologist to verify compliance with requirements	March JPA			For lots that include or are adjacent to riparian vegetation (i.e., lots U3-4, U3-5, U4-E, U4-15, U4-13, U4-14 and U4-12 depending on the sequence of lot development).

TABLE XI-1

MERIDIAN SPECIFIC PLAN AMENDMENT MITIGATION MONITORING AND REPORTING PROGRAM

Mitigation Measure	Monitoring Phase	Monitoring Method	Enforcement Agency & Responsible Agency	Verification of Compliance: Initials	Verification of Compliance: Date	Remarks
Construction activities associated with the widening of Van Buren Boulevard and all lots adjacent to occupied LBV habitat shall be restricted during the LBV breeding season to avoid indirect impacts to the species from increased noise levels. In the event construction activities must occur during the breeding season, noise attenuation measures (e.g. noise walls or berms) and noise monitoring by qualified biologist will be required. Noise levels shall not exceed 60 dBA Leq in suitable occupied riparian habitat during the breeding season during one-hour internals. If noise levels exceed this threshold as determined by the monitoring biologist, construction activities shall cease or additional noise measures shall be incorporated to reduce construction-related noise levels to 60 dBA Leq or less.	(1) Prior to issuance of Grading Permit (2) During construction	1) Qualified biologist to submit report documenting compliance with requirements 2) Field verification	March JPA			For lots that include or are adjacent to riparian vegetation (i.e., lots U3-4, U3-5, U4-E, U4-15, U4-13, U4-14 and U4-12 depending on the sequence of lot development) and Van Buren Blvd. widening west of Meridian Pkwy.
· Temporary construction fencing shall be used to delineate constructing limits and will be maintained until construction is complete.	(1) Prior to issuance of Grading Permit (2) During construction	1) Review of Plans and Specifications 2) Field verification	March JPA			
· All motorized construction equipment shall be kept within a staging area outside of the riparian habitat. The staging area shall not drain into the riparian habitat. Best management practices shall be implemented in order to direct the storm water runoff away from adjacent riparian areas. BMPs may include but are not limited to covering construction materials, perimeter gravel bags, and/or fiber rolls.	(1) Prior to issuance of Grading Permit (2) During construction	Grading contractor shall submit a signed letter identifying the staging area and certifying intent to comply with requirement 2) Field verification	March JPA			
· Construction activities adjacent to the Conservation Area will be conducted during day light hours to avoid the use of night lighting that could increase predation rates and/or disrupt nesting LBVs.	(1) Prior to issuance of Grading Permit (2) During construction	Construction contractor shall submit a signed letter certifying compliance with this requirement 2) Field verification	March JPA			
· For the development of the Meridian lots adjacent to the Conservation Area, construction crews and field workers shall be provided training by the qualified biologist to avoid unnecessary impacts to LBV and its habitat in the area.	(1) Prior to issuance of Grading Permit (2) During construction	Construction contractor shall submit a signed letter identifying the qualified biologist and certifying compliance with this requirement 2) Field verification	March JPA			
· Following construction, lighting of all developed areas adjacent to the Conservation Easement Areas shall be directed away from the Conservation Easement Areas to avoid increased predation and/or disruption of nesting LBV. Adjacent	1) Prior to issuance of building permit 2) On-going	(1) Review of Plans and Specifications (2) Field verification	March JPA			
· All drainage from adjacent development within the Meridian development shall be directed away from the riparian areas to avoid the potential urban run-off contamination of LBV habitat.	1) Prior to issuance of building permit	(1) Review of Plans and Specifications	March JPA			
· The Unit 4 Lot E detention basin adjacent to Mitigation Area 2 shall be maintained by the Meridian Landscape, Lighting and Maintenance District (LLMD). The basin shall continuously be monitored, maintained, and kept clear of overgrowth. Maintenance activities shall occur outside of the LBV nesting/breeding season (March 1 – August 15).	1) On-going	(1) Scheduled maintenance and field verification	March JPA			

TABLE XI-1

MERIDIAN SPECIFIC PLAN AMENDMENT MITIGATION MONITORING AND REPORTING PROGRAM

Mitigation Measure	Monitoring Phase	Monitoring Method	Enforcement Agency & Responsible Agency	Verification of Compliance: Initials	Verification of Compliance: Date	Verification of Compliance: Remarks
· A biological monitor shall be present during habitat clearing and construction within waters of the U.S. and riparian areas to ensure the activities are performed in accordance with the biological opinion, terms and conditions of the 404 permit, and final streambed agreement as amended by CDFG.	(1) Prior to issuance of Grading Permit (2) On-going during construction	The biological monitor shall submit a signed letter identifying the requirements of the Biological Opinion, 404 permit and 1601 permit and compliance with those measures; 2) Field verification	March JPA			
· Temporary chain link fence shall be installed by the Master Developer at the start of mass grading for those lots adjacent to the Conservation Easement areas. The temporary chain link fencing shall be replaced by the individual lot developer with a minimum 8" decorative masonry wall at the onset of fine grading improvements for each lot in accordance with the Meridian Compensatory Mitigation and Monitoring Plan (CMMP). The LLMD will be responsible for mending fences or walls that are adjacent to the Conservation Easement Areas.	1) Prior to issuance of grading permit; 2) On-going	(1) Review of Plans and Specifications (2) Field inspection	March JPA			
· All lots within the Meridian development adjacent to the Conservation Easement Areas shall be landscaped with native and non-invasive plant materials to protect biological resources, such as habitat supporting LBV.	1) Prior to Plot Plan Approval	(1) Review of Plans and Specifications	March JPA			
· Fuel modification will be evaluated by the County of Riverside Fire Department on an annual basis along the south and east boundaries of the existing residences adjacent to Conservation Easement Area 1. Fuel modification may be required within Conservation Area 1, not to exceed 30.5 m (100 ft) from the nearest structure unless otherwise determined by the County of Riverside Fire Department. If fuel modification must occur, it would be accomplished using hand tools and mowers to selectively thin hazardous vegetation or combustible material. Disking of vegetation is prohibited. Riparian areas will be avoided and fuel modification would occur no closer than 15.2 (50 ft) from the drip line of the riparian habitat. Fuel modification will be the responsibility of the March JPA who shall coordinate fuel modification efforts with the approved managing entity to ensure riparian zones are avoided.	1) On-going	1) Collaboration between March JPA and managing agency	March JPA			
· All new construction that will occur adjacent to Conservation Easement Areas 1 and 2 shall be designed such that no fuel modifications will be required within the conservation areas.	1) Prior to Plot Plan Approval	(1) Review of Plans and Specifications	March JPA			
· The March JPA and the Master Developer shall be responsible for ensuring the successful onsite establishment of 2.3 acres of LBV habitat within "Mitigation Area 1" and approximately 1.9 acres of LBV habitat within "Mitigation Area 2." In addition, the March JPA and the Master Developer will record a conservation easement on approximately 175 acres to ensure the long-term protection of the restored riparian habitats, existing occupied LBV habitat, and adjacent upland buffers. The conservation easement areas shall be managed in perpetuity by an appropriate management entity.	(1) Prior to grading activities associated with Van Buren Boulevard widening (west of Meridian Pkwy) and the development of portions of U4-15 and U4-E containing riparian habitat (2) After construction	(1) Record conservation easements with ACOE (2) Retain qualified biologist to monitor onsite establishment during 5 year monitoring and maintenance period.	March JPA			

TABLE XI-1

MERIDIAN SPECIFIC PLAN AMENDMENT MITIGATION MONITORING AND REPORTING PROGRAM

	Mitigation Measure	Monitoring Phase	Monitoring Method	Enforcement Agency & Responsible Agency	Verification of Compliance: Initials	Verification of Compliance: Date	Verification of Compliance: Remarks
IV.L-1-16	Project shall use ARB-certified diesel construction equipment.	Prior to issuance of Grading Permit	The general contractor shall submit a signed letter to the March JPA verifying compliance with this requirement	March JPA			
IV.L-1-17	Project sponsor shall encourage the recycling/reuse of demolished construction material.	Prior to construction	If demolished construction material is not planned to be used during project construction, the general contractor shall submit a signed letter to the March JPA explaining why such use is not feasible	March JPA			The proposed Project has recycled concrete and asphalt material and used it in new street sections. Additionally, the proposed Project has created its own mulch to use in parkways.
IV.L-1-18	Project sponsor shall encourage an increase of exterior wall insulation over Title 24 requirements; however, a specific percent increase is not required.	(1) Prior to Plot Plan Approval (2) Prior to issuance of Certificate of Occupancy	(1) Review of Plans and Specifications (2) Field verification	March JPA			
IV.L-1-19	Project sponsor shall encourage an increase of roof insulation over Title 24 requirements; however, a specific percent increase is not required.	(1) Prior to Plot Plan Approval (2) Prior to issuance of Certificate of Occupancy	(1) Review of Plans and Specifications (2) Field verification	March JPA			
IV.L-1.20	Provide parking lot areas will include 40% tree coverage (approximately one tree for every 14 stalls) for office uses and 30% tree coverage (approximately one tree for every 20 stalls) for industrial or business park uses within 10 to 15 years of construction. Project will use trees that mature over a longer time frame with lower low water demand. Shade requirements will exclude truck courts and drive isles.	(1) Prior to Plot Plan Approval (2) Prior to issuance of Certificate of Occupancy	(1) Review of Plans and Specifications (2) Field verification	March JPA			
IV.L-1.21	Provide infrastructure/education that promotes the avoidance of products with excessive packaging, recycle, buying of refills, separating of food and yard waste for composting, and using rechargeable batteries.	Annual after issuance of Certificate of Occupancy	Annual letter to be sent out by March JPA	March JPA			
IV.L-1.22	Provide one preferential parking space for EVs/CNG vehicles for single user parking lots and shared retail parking per hundred required spaces not to exceed four preferential parking spaces per development. One charging facility will be provided for every two EV stalls.	(1) Prior to Plot Plan Approval (2) Prior to issuance of Certificate of Occupancy	(1) Review of Plans and Specifications (2) Field verification	March JPA			
IV.L-1.23	Provide light colored concrete paving in truck courts.	(1) Prior to Plot Plan Approval (2) Prior to issuance of Certificate of Occupancy	(1) Review of Plans and Specifications (2) Field verification	March JPA			
IV.L-1.24	Provide electrical outlets at building exterior areas.	(1) Prior to Plot Plan Approval	The Project sponsor shall submit a signed letter to the March JPA verifying compliance with this requirement	March JPA			
IV.L-1.25	Provide energy efficient appliances (e.g., Energy Star) and energy-reducing programmable thermostats that automatically adjust temperature settings.	(1) Prior to Plot Plan Approval	The Project sponsor shall submit a signed letter to the March JPA verifying compliance with this requirement	March JPA			
IV.L-1.26	Provide low flow and waterless fixtures for restroom facilities.	(1) Prior to Plot Plan Approval	The Project sponsor shall submit a signed letter to the March JPA verifying compliance with this requirement	March JPA			

[1] Refer to Appendix N of the traffic technical report for the fair share calculations.

[2] Note that the widening of this segment of Van Buren Boulevard is shown in the TUMF 2010 Northwest Zone, and is included in the City of Riverside's TIP. Proposed Project's contribution to these improvements will be funded through the payment of TUMF fees.

[3] Refer to Appendix N of the traffic technical report for the fair share calculations.

RESOLUTION #JPA 10-21

A RESOLUTION OF THE MARCH JOINT POWERS COMMISSION OF THE MARCH JOINT POWERS AUTHORITY AMENDING THE MARCH JOINT POWERS AUTHORITY GENERAL PLAN TO ACCOMMODATE THE MERIDIAN SPECIFIC PLAN AMENDMENTS

WHEREAS, the March Joint Powers Authority ("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 ("March AFB"); and

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

WHEREAS, the March Business Center Specific Plan was adopted by the March JPA in 2003 and contained development regulations and promoted land use designations for the development of a business park, divided into a North and South Campus, located in the northwestern portion of Riverside County, California just west of Interstate 215 and south of Alessandro Boulevard ("SPA Area"); and

WHEREAS, in 2009, the LNR Property Corporation and affiliates, including LNR Riverside LLC, LNR Riverside II LLC, LNR CPI Riverside Warehouse LLC, LNR CPI Meridian BTS 223 LLC, and LNR CPI Meridian BTS 356 LLC submitted certain land use applications requesting the following amendments to the SPA Area:

1. A General Plan Amendment ("GPA") to amend the acreages associated with the land used designations to be amended in the specific plan amendment and reflect changes in the internal street network; and

2. A Specific Plan Amendment ("SPA") to amend the March Business Center Specific Plan by amending its name to the "Meridian Specific Plan Amendment" and implementing revisions to a 257.7 acre portion of the specific plan's North Campus area, including revisions to land use and development regulations and revisions to the land use designations; and

3. A Tentative Tract Map amendment ("TTM No. 30857 Amendment 2") to reconfigure certain lots so that they are consistent with the revised land use designations proposed by the SPA (collectively the "Project Entitlements"); and

WHEREAS, the GPA is necessary to maintain internal consistency between and among the various elements of the March JPA General Plan; and

WHEREAS, the GPA was reviewed, studied, and found to comply with the California Environmental Quality Act ("CEQA") as more fully described below; and

WHEREAS, on July 7th, 2010, the Planning Commission of the March JPA ("Planning Commission") conducted a duly noticed public hearing pursuant to California Government Code, Section 65355 on the GPA at which time all persons wishing to testify in connection with the GPA were heard and the GPA was comprehensively reviewed and recommended for approval; and

WHEREAS, on July 21, 2010, the March Joint Powers Authority Commission ("Commission") conducted a duly noticed public hearing pursuant to California Government Code, Section 65355 on the GPA at which time all persons wishing to testify in connection with the GPA were heard and the GPA was comprehensively reviewed; and

WHEREAS, in accordance with California Government Code, Section 65300.5 and California case law, the Planning Commission and Commission have determined that the adoption of the GPA leaves the General Plan an integrated and internally consistent document for the reasons set forth in this Resolution; and

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

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

SECTION 1. 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 herby approves the GPA as described in the attached Exhibit "A," attached hereto and incorporated herein by this reference.

SECTION 2. Based on the entire record before the Commission and all written and oral evidence presented to the Commission, the Commission finds the GPA:

A. Is consistent with the goals, objectives, policies and programs of the March JPA General Plan and establishes the General Plan as a compatible, integrated, and internally consistent statement of policies for the reasons set forth in the SEIR and SPA, including the consistency analysis contained in Table IV.A-2 of the SEIR and Section V-III of the SPA; and

B. Does not adversely affect the public health, safety or general welfare since it promotes the orderly development of land uses to promote economic development opportunities, job creation and the construction of public facilities to benefit the area and region; and

C. Is consistent with the applicable airport land use plan in accordance with Government Code section 65302.3 and the reasons set forth in the SEIR and the SPA. Further, the GPA has been reviewed by the Riverside County Airport Land Use Commission and has been determined by the Riverside County Land Use Commission to be consistent with the Riverside County Airport Land Use Plan (ALUP). Finally, the accompanying SPA has been conditioned to be developed consistent with the ALUP.

The findings and reasons contained in the SEIR and SPA and other documents are hereby adopted as the findings of the Joint Powers Commission as though fully set forth in this Resolution.

SECTION 3. Based on the entire record before the Commission and all written and oral evidence presented to the Commission, the Commission finds that the GPA is in the public interest because it will provide for the development of the SPA Area as an integrated business park development and provide employment opportunities for residents of the area and region.

SECTION 4. Based on the entire record before the Commission and all written and oral evidence presented to the Commission, the Commission finds that the potential environmental impacts of the GPA were fully analyzed in the SEIR, such that no further CEQA review is required, and that all other requirements and preconditions of CEQA have been met with respect to the Commission's consideration of the GPA and the Resolution adopted by the Commission certifying the SEIR; and

SECTION 5. The Chair of the March Joint Powers Authority Commission shall sign this Resolution and the Clerk of the Commission shall certify the adoption thereof. Pursuant to Government Code Section 65357, the Clerk of the Commission shall send a copy of the adopted GPA to all public agencies specified in Government Code Section 65352 and any other public entity that submitted comments on the GPA during its preparation. A copy of the adopted GPA shall be made available for public review at the offices of the March JPA following the date of adoption.

SECTION 6. This Resolution shall be effective thirty (30) days after its adoption.

ADOPTED AND APPROVED this 21st day of July, 2010.

State of California)
County of Riverside)

Richard A. Stewart, Chairman,
March Joint Powers Commission

ATTEST:

I, Carey L. Allen, Clerk of the March Joint Powers Authority Commission, do hereby certify the foregoing Resolution #JPA 10-21 was adopted by the March Joint Powers Commission of the March Joint Powers Authority at a Special meeting thereof held on the 21st day of July, 2010, by the following vote of the Commission:

Ayes:	Busch, Melendrez, Batey, Yarbrough, Buster (2 votes), Gardner, Stewart
Noes:	None
Absent:	Ashley
Abstain:	None

Date: July 21st, 2010

Carey L. Allen, Clerk
March Joint Powers Authority Commission

EXHIBIT "A"

GENERAL PLAN AMENDMENT [CHANGES]

AMENDMENT TO THE GENERAL PLAN OF THE MARCH JOINT POWERS AUTHORITY

MERIDIAN SPECIFIC PLAN AMENDMENT (SP-5)



March Joint Powers Authority

July 2010

Amendment to the General Plan of the March Joint Powers Authority
Meridian Specific Plan Amendment (SP-5)

July 2010

Context of the General Plan Amendment

In September 1999, the March Joint Powers Commission adopted the General Plan of the March Joint Powers Authority (JPA) and certified the Master Environmental Impact Report (MEIR) for the General Plan of the March Joint Powers Authority (State Clearinghouse (SCH) #97071095). The General Plan area encompasses 6,500 acres contained within five planning subareas. In February 2003, the March Joint Powers Commission adopted/certified an Amendment to the General Plan of the March JPA, the March Business Center Specific Plan, and Focused Environmental Impact Report (FEIR) for March Business Center (SCH #2002071089) project. The March Business Center Specific Plan, which is here forward referred to as the previously adopted Specific Plan, guides land use decisions within a 1,290-acre portion of the West March Planning Subarea.

In April 2010, the March Joint Powers Authority circulated a Draft Subsequent Environmental Impact Report (SEIR) for the Meridian Specific Plan Amendment (SP-5[1]) and SP-5, An Amendment to the North Campus of the Meridian Specific Plan (also known as March Business Center Specific Plan) for public review. The Meridian[2] Specific Plan Amendment (from here forward referred to as the SPA) involves land use changes, reconfiguration of lots, revisions to development regulations, alterations to the internal circulation system, and other changes as described below within a 257.7-acre area located in the North Campus of the previously adopted Specific Plan. Among the discretionary actions necessary to implement the SPA is an Amendment to the General Plan of the March JPA to ensure consistency between the SPA and the General Plan.

Background

Following certification of the 2003 FEIR and permitting, development commenced on the North Campus in accordance with the previously adopted Specific Plan. Numerous parcels were developed and are now occupied. Others were in various stages of development at the time the Notice of Preparation (NOP) for the Draft SEIR for the SPA was circulated in July, 2009. No development activities have taken place on the South Campus. The SPA affects 41 lots comprising 257.7 acres within the North Campus. The SPA redistributes the acreages among the land use designations identified in the previously-adopted Specific Plan and the General Plan of the March Joint Powers Authority. The SPA does not add new acreage to the area identified in the previously-adopted Specific Plan, or introduce land use designations not previously identified in the March JPA General Plan. The SPA has been proposed in response to changes in market conditions since certification of the 2003 FEIR, and to accommodate a prospective industrial user who plans to develop along the east side of Meridian Parkway and south of Opportunity Way.

[1] This Specific Plan Amendment is identified as "SP-5" because it is the fifth Specific Plan prepared within the boundaries of the March JPA.
[2] "Meridian" is the marketing name of the March Business Center project adopted by the master developer following certification of the FEIR in 2003. March Business Center has come to be known as Meridian to elected officials, members of the public, agency staff, and consultants in common usage and official communications.

Description of the Meridian Specific Plan Amendment (SP-5)

Land Use Changes

The SPA proposes the following revisions in land use designation:

- Business Park: reduce by 97.5 acres from 120.5 acres to 23.0 acres;
- Commercial: increase by 1.9 acres from 20.3 acres to 22.2 acres;
- Industrial: increase by 115.3 acres from 43.2 acres to 158.5 acres;
- Mixed Use: reduce by 20.2 acres from 37.0 acres to 16.8 acres;
- Office: increase by 3.2 acres from 18.3 acres to 21.5 acres;
- Public Facility: reduce by 7.5 acres from 12.1 acres to 4.6 acres; and
- Park/Recreation/Open Space: increase by 11.1 acres from 0 acres to 11.1 acres.

Changes in Lot Layout, Site Access, and Internal Circulation

The SPA proposes the following revisions lot layout, site access and internal circulation:

- Reconfiguration of Unit 2, lots 3, 9 and 10 and Unit 1, lot 19 to reflect revised land uses and/or revised lot dimensions near the planned Metrolink site. The dimensions of these lots were altered through an amendment to the Tentative Map, which was adopted by the March JPA as Resolution #JPA 07-11 on April 18, 2007. This revision was considered a Class 5 exemption as defined in Section 15305 (minor land use change) of the CEQA Guidelines. A Notice of Exemption was filed by the JPA. The proposed Project would revise the land use designation for Unit 2, lots 9 and 10 from Business Park to Commercial;
- Identification of a sewer lift station site located on lot A, which is on the west side of Unit 2, lot 2;
- Identification of the temporary sewer lift facility near Unit 4, lot 3; Clear Zone (CZ) and Accident Potential Zones (APZs) (i.e., March JPA Resolution #JPA 08-01);
- Reconfiguration of lots west of Meridian Parkway and south of Opportunity Way to include a revised detention basin and incorporate the former Arnold Heights Elementary School site into the March Business Center Specific Plan North Campus;
- Creation of lot 16 through the consolidation of 14 smaller lots east of Meridian Parkway and south and west of Opportunity Way, and removal of the eastern portion of Street F;
- Development of a new east/west private street along the south side of new lot 16;
- Modify Unit 6, lots 1a and 1b to reflect the planned location of a Riverside County Fire Station;
- Remove cul-de-sacs serving office lots located along the north side of Van Buren Boulevard and relocate access via Street F;
- Construction of three rail spurs to accommodate freight rail service to Unit 1, Lots 5 and 6; and
- Modify the long and shallow lot running along the eastern side of Meridian Parkway to incorporate it into an adjacent Defense Reutilization and Marketing Office (DRMO) parcel.

Changes in Specific Plan Development Regulations

The proposed SPA would implement the following changes to the development regulations within the previously adopted Specific Plan:

- Use of colored pavers or other decorative pavement treatments as landscaping may reduce the vegetative landscaping requirement for Office, Mixed-Use and Commercial land uses by a corresponding amount, up to a maximum of five percent.
- Use of colored pavers or other decorative pavement treatments as landscaping may reduce the site vegetative landscaping requirement for Industrial land uses on lots or developments greater than 20 acres by a corresponding amount, up to a maximum of two percent.
- Increase in Floor Area Ratio (FAR) for Industrial land uses on lots or developments greater than 20 acres from 0.50 to 0.55 in Table III-2 of the Specific Plan.
- Increase in FAR for Mixed Use land uses on lots or developments greater than five acres from 0.35 to 0.40. Increase the FAR for Commercial lots from 0.25 to 0.35. Increase the FAR for Office lots from 0.35 to 0.40.
- Revise Table III-2 of the Specific Plan Building Height so that the Office zone allows developments a maximum building height of 60 feet subject to FAA Part 77 clearance and consistency with the Joint Land Use Study building story limitation and intensity restrictions in persons per acre.
- Revise Table III-1 of the Specific Plan so that Mixed Use allows Custom manufacturing as a Conditional use and prohibits Light manufacturing.
- Revise Page A-1 of the Specific Plan to modify definition of Manufacturing - Light to include food processing uses that have minor noise or odors emission (such as bakeries), that may minimally affect adjacent lots (see Appendix A of the SPA)
- Revise Specific Plan to incorporate Arnold Heights School site as Business Park, Industrial and Public Facility lots per a revised site plan.
- Incorporate the Defense Reutilization and Marketing Office (DRMO) parcel into the March Business Center Specific Plan, with Industrial zoning.
- Create a land use definition for coffee shop (with drive-through service) in Appendix A of the Specific Plan, and identify it use as a conditional use in the Mixed Use zone in Table III-1 of the Specific Plan.
- Replace aviation-related regulations in Chapter III of the Specific Plan to be consistent with the Joint Land Use Study.

Proposed Amendments to the General Plan of the March Joint Powers Authority

The General Plan of the March Joint Powers Authority, as amended in 2003, 2004, and 2009 contains six elements, each of which includes relevant goals and policies and supporting figures and tables. As discussed in Section IV.A, *Land Use and Planning* of the Draft SEIR, the SPA is consistent with all applicable goals and policies contained in the General Plan. Accordingly, it is not necessary to incorporate text edits to the General Plan. Revisions to those figures and tables affected by the changes described above are necessary to ensure consistency with the proposed SPA. These exhibits, which are located in the Land Use Element and Transportation Element of the General Plan, include the following:

Land Use Plan

Page 1-39 of the General Plan Land Use Element, as Amended in 2003, 2004 and 2009, is proposed to be modified to reflect the changes in land use designation within the 257.7-acre SPA area. The attached land use exhibit presents the land use designations for the proposed General Plan. In the approved land use plan, Industrial land uses are clustered within the central portion of the North Campus, while the southern portion of the North Campus accommodates Business Park, Mixed Use, Office, Public Facility and Commercial land uses. The predominant land use designation in the northern portion of the North Campus is Business Park. The proposed land use plan exhibit illustrates General Plan land uses that account for the SPA reallocation of land uses described above. An economic analysis[3] conducted by the master developer has determined that there is greater demand in the market for Industrial land uses than for Business Park land uses. Accordingly, the most significant shift in land use designations in the SPA has been a 115.3-acre increase in Industrial land uses and a 97.5-acre reduction in Business Park land uses. As shown in the proposed exhibit, Industrial land uses have replaced Business Park land uses at several locations in the southern portion of the North Campus.

Development Intensity by Land Use Designation

Table 1-1, p. 1-40: Buildout March JPA Planning Area (i.e., development intensity by land use designation) will be modified to reflect changes in building square footage in accordance with the reallocation of acreage described above. The proposed Table 1-1 is attached. The request would result in a reduction in building square feet for the Business Park land use designation, and an increase in building square footage for Industrial land uses.

Transportation Plan – Planned Roadway/Street System

Exhibit 2-1, p. 2-29: Transportation Plan (Planned Roadway/Street System) will be modified to reflect changes to the internal street network resulting from the proposed SPA. The proposed version of Exhibit 2-1 is attached. As discussed above, the SPA would remove cul-de-sacs intersecting Van Buren Boulevard and remove the eastern portion of Street F. In addition, the proposed exhibit indicates street names that have been identified since the adoption of the 2003 General Plan Amendment.

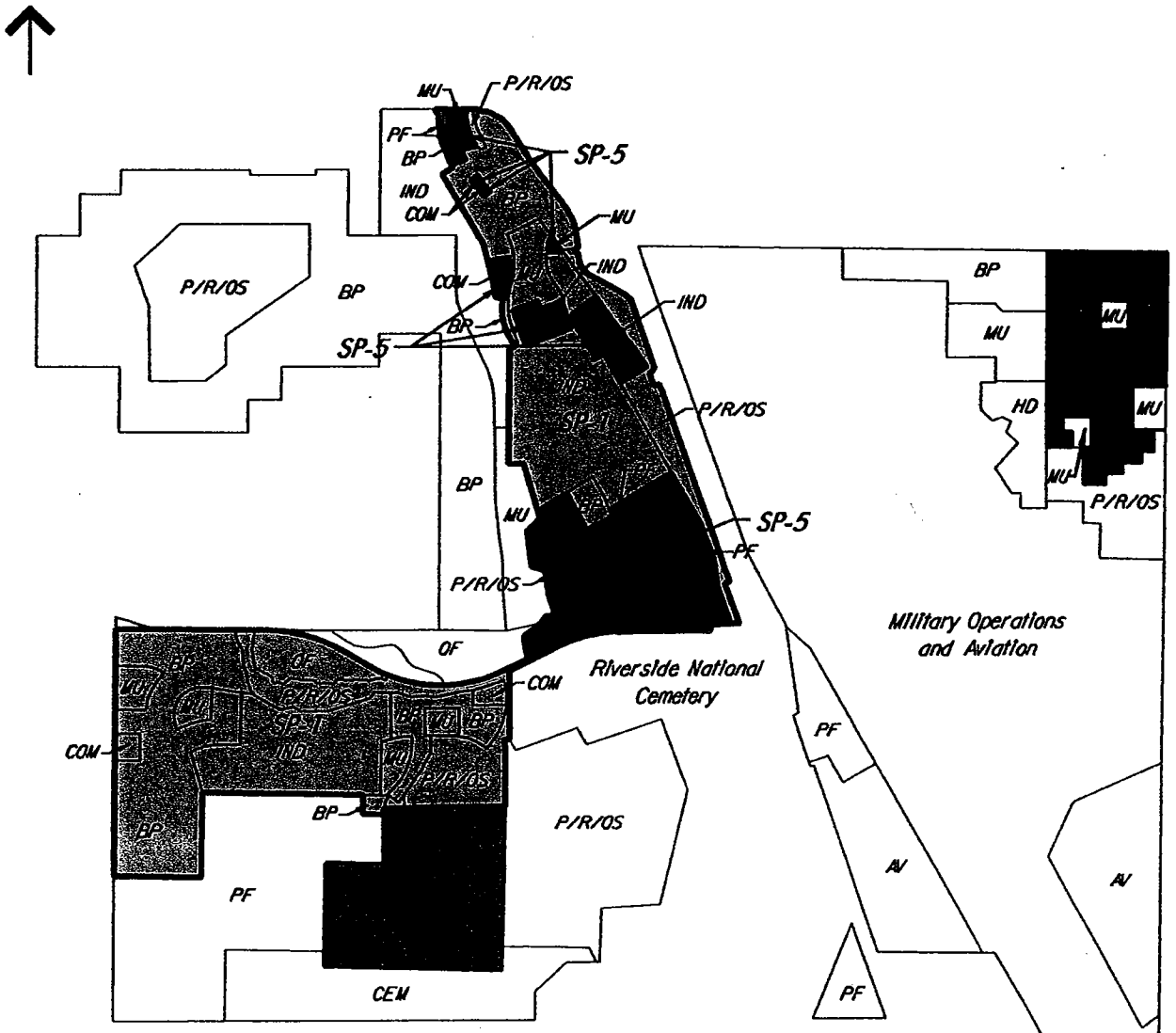
Roadway System for March JPA Planning Area

Table 2-2, p. 2-33: Roadway System for March JPA Planning Area has been modified to reflect updated street names within the North Campus and provides additional detail about the limits of the Class III bike lanes on Cactus Avenue. The proposed version of this table is attached.

Transportation Plan Systems

Exhibit 2-3, p. 2-37: Transportation Plan Systems has been modified to reflect the internal street network changes discussed above. The proposed version of this exhibit is attached.

[3] Meridian Land Use and Fiscal/Employment Assessment, (Alfred Gobar Associates, Feb. 2010)



Legend

Previously Adopted Specific Plan (SP-1)		Public Facility	PF
Specific Plan Amendment (SP-2)		Park/Recreation Open Space	P/R/OS
Specific Plan Amendment (SP-4)		AFVW Expansion	AFVW
Specific Plan Amendment (SP-5)		Cemetery	CEM
Business Park	BP	Aviation MIP	AV
Commercial	COM	Historic District	HD
Industrial	IND	Medical Campus	MC
Mixed Use	MU	Institutional-Residential	IR
Office	OF		

Land Use Plan - PROPOSED

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

		Density		
Land Use Designation	**Acres** GROSS	MAX.	AVG.	**Buildout Capacity***
INDUSTRY				
Business Park	1,318	0.75	0.2	11,158,730 sf
Industrial	626	0.6	0.15	7,861,448 sf
			SUBTOTAL	19,020,178 sf
COMMERCE				
Medical Campus (a)	236	1.25	0.39	4,000,000 sf
Office	143	0.75	0.3	1,298,355 sf
Mixed Use	94	0.6	0.27	1,100,000 sf
Commercial	43	0.6	0.3	224,843 sf
			SUBTOTAL	6,623,198 sf
PUBLIC				
Park/Recreation/Open Space	770	0.25	0.002	67,000 sf
Public Facility	442	0.5	0.1	1,369,091 sf
			SUBTOTAL	1,436,091 sf
SPECIAL				
Military Operations	2,102	n/a	n/a	2,500,000 sf
Aviation	316	0.4	0.15	1,445,321 units
Historic District	58	2du/ac	2du/ac	111 sf
AFVW	220	0.6	0.15	1,437,000 sf
Cemetery Expansion	160	0.1	0.005	24,394 sf
				5,406,715 sf
			SUBTOTAL	111 units
				32,486,182 sf
			TOTAL	111 units

(a) Medical Campus capacity does not include square footage allocated to parking garage

ac – acre sf – square feet du/ac – dwelling unit per acre

FAR – floor area ratio #based on average FAR, of net acre

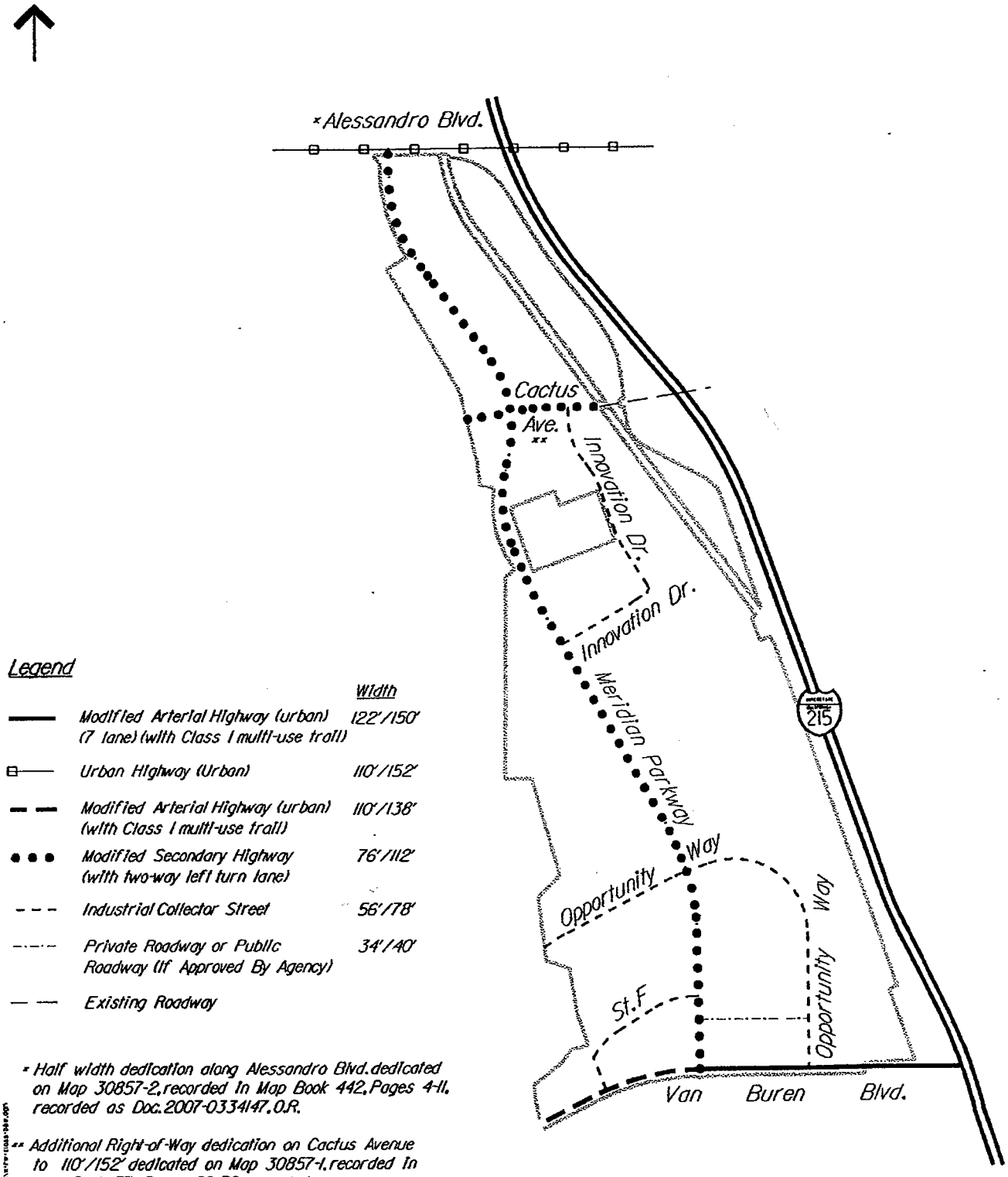


Exhibit 2-1
Transportation Plan - PROPOSED

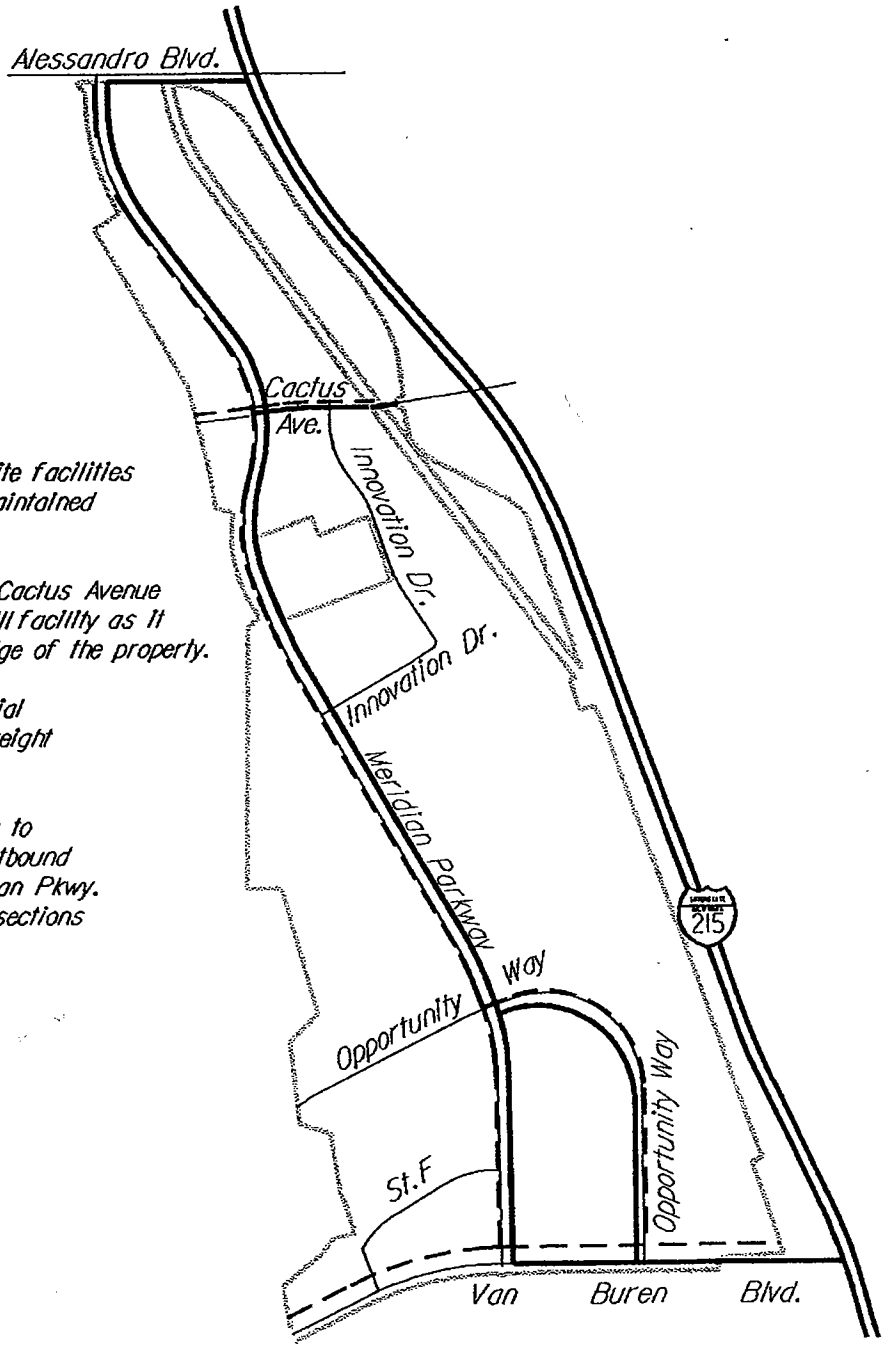
TABLE 2-2
ROADWAY SYSTEM FOR MARCH JPA PLANNING AREA
PROPOSED

ROADWAY	CLASSIFICATION	BIKE LANE	TRUCK ROUTE	SPECIAL NOTES
REGIONAL SYSTEM				
Interstate 215	Interstate-Freeway			CALTRANS roadway
Alessandro Blvd.	Arterial Highway	Class II	Yes	Bike Lane west of I-215
Van Buren Blvd.	Modified Arterial Highway	Class I	No	Coyote Bush to Barton
Van Buren Blvd.	Modified Arterial Highway	Class I	Yes	Street Z to Coyote Bush
Van Buren Blvd.	Modified Arterial Highway	Class I	Yes	I-215 to Street Z
NORTHEAST PLANNING SUBAREA+				
Meyer Drive*	Arterial		Yes	*Heacock to Riverside
Meyer Drive*	Collector			*West of Riverside
Riverside Drive*	Arterial		Yes	*Cactus to Meyer
Riverside Drive*	Collector			*South of Meyer
Heacock Street	Major Arterial	Class II	Yes	City of Moreno Valley
Cactus Avenue	Arterial Highway	Class II	Yes	City of Moreno Valley I-215 to Graham St (Class I – bike lane)
Cactus Avenue	Major Arterial	Class II	Yes	City of Moreno Valley Graham to Heacock (Class I – bike lane)
SOUTHEAST PLANNING SUBAREA				
Heacock Street	Major Arterial	Class II	Yes	City of Moreno Valley
San Michele	Minor Arterial		Yes	City of Moreno Valley
Indian Avenue	Minor Arterial		Yes	Cities of Moreno Valley/Perris
Oleander Avenue	Primary Arterial		Yes	City of Perris
I-215 East Frontage	Major Arterial (modified)		Y-air cargo	Air cargo only > minor arterial
WEST MARCH PLANNING SUBAREA				
Meridian Parkway	Modified Secondary Highway	Class II	Yes	
Cactus Avenue *	Modified Secondary Highway	Class II and Class III [a]	Yes	Meridian Parkway to eastern edge of March Business Center
Village West Drive	Modified Secondary Highway	Class II	Yes	Van Buren to Krameria
Village West Drive	Collector	Class II		South of Kramiera
Coyote Bush Road	Secondary Highway	Class II	Yes [b]	Van Buren to Krameria
Street Y	Industrial Collector	Class II	Yes [c]	Coyote Bush to Barton
Barton Street	Modified Secondary Highway	Class II	No	County of Riverside
Cactus Avenue	Modified Secondary Highway	Class II	Yes	West of March Business Center
Krameria Avenue	Modified Secondary Highway	Class II	Yes	Barton to southern edge of MBC
Nandina Avenue	Minor Arterial			County of Riverside

+NORTHEAST PLANNING SUBAREA: Roadway classification within the Northwest Subarea will focus on function and number of lanes, rather than specific cross-sections or roadway widths. Streets within the Northwest Subarea will be designed to utilize existing facilities where feasible, and/or create special cross-sections to utilize existing facilities and minimize intrusion into existing development. Bike lane facilities will be incorporated where feasibly safe to implement.

** CACTUS AVENUE: The Modified Secondary Highway cross-section provides sufficient capacity to accommodate development of the March Business Center. When the Future Development Area is built out, this segment of Cactus Avenue will need to be widened to be an Arterial Highway.*

(a) Class III from the Cactus Avenue bridge over I-215 to eastern Meridian boundary
(b) Truck route terminates north of Krameria Avenue.
(c) Truck route interrupted between Krameria Avenue and Street Q



Legend:

Truck Route

Bike Route

Notes:

1. Existing or planned off-site facilities will be constructed and maintained by others.

2. The class II bike lane on Cactus Avenue will transition to a class III facility as it approaches the eastern edge of the property.

3. Route applies to commercial vehicles having a gross weight in excess of five tons.

4. Physical counter-measures to prevent southbound to westbound truck movements at Meridian Pkwy. and Opportunity Way intersections with Van Buren Blvd.

Exhibit 2-3
Transportation Plan Systems - PROPOSED

RESOLUTION #JPA 10-22

A RESOLUTION OF THE JOINT POWERS COMMISSION OF THE MARCH JOINT POWERS AUTHORITY APPROVING TENTATIVE TRACT MAP NO. 30857 – AMENDMENT NO. 2

WHEREAS, the March Joint Powers Authority ("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 ("March AFB"); and

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

WHEREAS, the March Business Center Specific Plan was adopted by the March JPA in 2003 and contained development regulations and promoted land use designations for the development of a business park, divided into a North and South Campus, located in the northwestern portion of Riverside County, California just west of Interstate 215 and south of Alessandro Boulevard ("SPA Area"); and

WHEREAS, in 2009, the LNR Property Corporation and affiliates, including LNR Riverside LLC, LNR Riverside II LLC, LNR CPI Riverside Warehouse LLC, LNR CPI Meridian BTS 223 LLC, and LNR CPI Meridian BTS 356 LLC submitted certain land use applications requesting the following amendments to the SPA Area:

1. A General Plan Amendment ("GPA") to amend the acreages associated with the land used designations in the March Business Center Specific Plan (SP-1) and to reflect changes in the internal street network; and

2. A Specific Plan Amendment ("SPA") to amend the March Business Center Specific Plan (SP-1) by amending its name to the "Meridian Specific Plan Amendment" (SP-5) and implementing revisions to a 257.7 acre portion of the Specific Plan's North Campus area, including revisions to land use, revisions to development regulations and revisions to the allowed/conditional uses ; and

3. A Tentative Tract Map ("TTM No. 30857 Amendment 2") to reconfigure certain lots and the internal street network on 126.9acres so that they are consistent with the revised land use designations proposed by the SPA; and

4. A plot plan application to authorize construction of a 515,223± administration and warehouse facility with a maintenance building, fueling and washing facility and on-site truck and vehicle parking ("PPA") on a lot (Lot 16) located at the southeast corner of Meridian Parkway and Opportunity Way ("Subject Site").; (collectively the "Project Entitlements");

WHEREAS, the Subsequent Environmental Impact Report ("SEIR") prepared in connection with TTM No. 30857 Amendment 2 was reviewed, studied, and found to comply with the California Environmental Quality Act ("CEQA") as more fully described below; and

WHEREAS, in connection with TTM No. 30857 Amendment 2, the March Joint Powers Commission ("Commission") has independently reviewed and analyzed the SEIR and finds that the SEIR reflects the independent judgment of the Commission; and

WHEREAS, on July 7, 2010, the Planning Commission of the March JPA ("Planning Commission") conducted a duly noticed public hearing pursuant to the March JPA Development Code on TTM No. 30857 Amendment 2 at which time all persons wishing to testify in connection with TTM No. 30857 Amendment 2 were heard and TTM No. 30857 Amendment 2 was comprehensively reviewed and recommended for approval, and thereafter adopted a Resolution recommending approval of TTM No. 30857 Amendment 2; and

WHEREAS, on July 21, 2010, the Commission conducted a duly noticed public hearing pursuant to the March JPA Development Code on TTM No. 30857 Amendment 2 at which time all persons wishing to testify in connection with TTM No. 30857 Amendment 2 were heard and TTM No. 30857 Amendment 2 was comprehensively reviewed; and

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

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

SECTION 1. 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 herby approves TTM No. 30857 Amendment 2, as shown on the attached Exhibit "A," attached hereto and incorporated herein by this reference, subject to the conditions of approval attached hereto as Exhibit "B" to this Resolution.

SECTION 2. 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 TTM No. 30857 Amendment 2:

A. The proposed subdivision is designed, to the extent feasible, to provide for passive or natural heating or cooling opportunities because the affected lots still allow for buildings to be designed in an east-west orientation to take advantage of natural heating and cooling opportunities.

B. The proposed subdivision and the provisions for its design and improvement are consistent with the March Joint Powers Authority General Plan (GPA) and Meridian Specific Plan Amendment (SPA) because:

1. The Tentative Tract provides for land uses compatible with the revised land use classifications for affected lots as identified in the March Joint Powers Authority General Plan and the GPA. The provisions for design and improvements promote the goals and

objectives of the March Joint Powers Authority General Plan for the reasons set forth in the SPA and SEIR. Said reasons are hereby adopted as the findings of the Joint Powers Commission as though fully set forth in this Resolution.

2. The Tentative Tract provides for land uses compatible with revised land use classifications for affected lots as identified in the SPA, and the provisions for design and improvements comply with the implementation policies and objectives of the SPA for the reasons set forth in the SPA and SEIR. Said reasons are hereby adopted as the findings of the Joint Powers Commission as though fully set forth in this Resolution.

C. The Subject Site is physically suitable for the type and density of development proposed in the Tentative Tract because the SPA contains standards for development regulating the type and density of development and the lots affected comply with such standards.

D. The subdivision design and improvements proposed in the Tentative Tract are not likely to cause substantial environmental damage nor substantially injure fish or wildlife or their habitat because, as noted in the SEIR, the lots affected are within the same boundaries of the original Tentative Tract 30857, and are not within the boundaries of any significant habitat area for rare or endangered species.

E. The subdivision design and type of improvements proposed in the Tentative Tract are not likely to cause serious public health problems because all development and public improvements will be performed per the requirements of all applicable standards and codes, including the SPA.

F. The subdivision design and type of improvements proposed in the Tentative Tract will not conflict with easements acquired by the public at large for access through or use of the lots affected because any such easements have been identified and preserved.

G. The discharge of waste into an existing sewer system from development proposed in the Tentative Tract will not cause a violation of existing requirements prescribed by the local water quality control board.

SECTION 3. Based on the entire record before the Commission and all written and oral evidence presented to the Commission, the Commission finds that the potential environmental impacts of TTM No. 30857 Amendment 2 were fully analyzed in the SEIR, such that no further CEQA review is required, and that all other requirements and preconditions of CEQA have been met with respect to the Commission's consideration of TTM No. 30857 and the Resolution adopted by the Commission certifying the SEIR; and

SECTION 4. The Chair of the March Joint Powers Authority Commission shall sign this Resolution and the Clerk of the Commission shall certify the adoption thereof.

SECTION 5. This Resolution shall be effective upon (i) its approval by the March Joint Powers Commission; and (ii) the effective date of the ordinance adopting the Meridian Specific Plan Amendment (SP-5).

ADOPTED AND APPROVED this 21st day of July, 2010.

State of California)
County of Riverside)

Richard A. Stewart, Chairman,
March Joint Powers Commission

ATTEST:

I, Carey L. Allen, Clerk of the March Joint Powers Authority Commission, do hereby certify the foregoing Resolution #JPA 10-22 was adopted by the March Joint Powers Commission of the March Joint Powers Authority at a Special meeting thereof held on the 21st day of July, 2010, by the following vote of the Commission:

Ayes:	Busch, Melendrez, Batey, Yarbrough, Buster (2 votes), Gardner, Stewart
Noes:	None
Absent:	Ashley
Abstain:	None

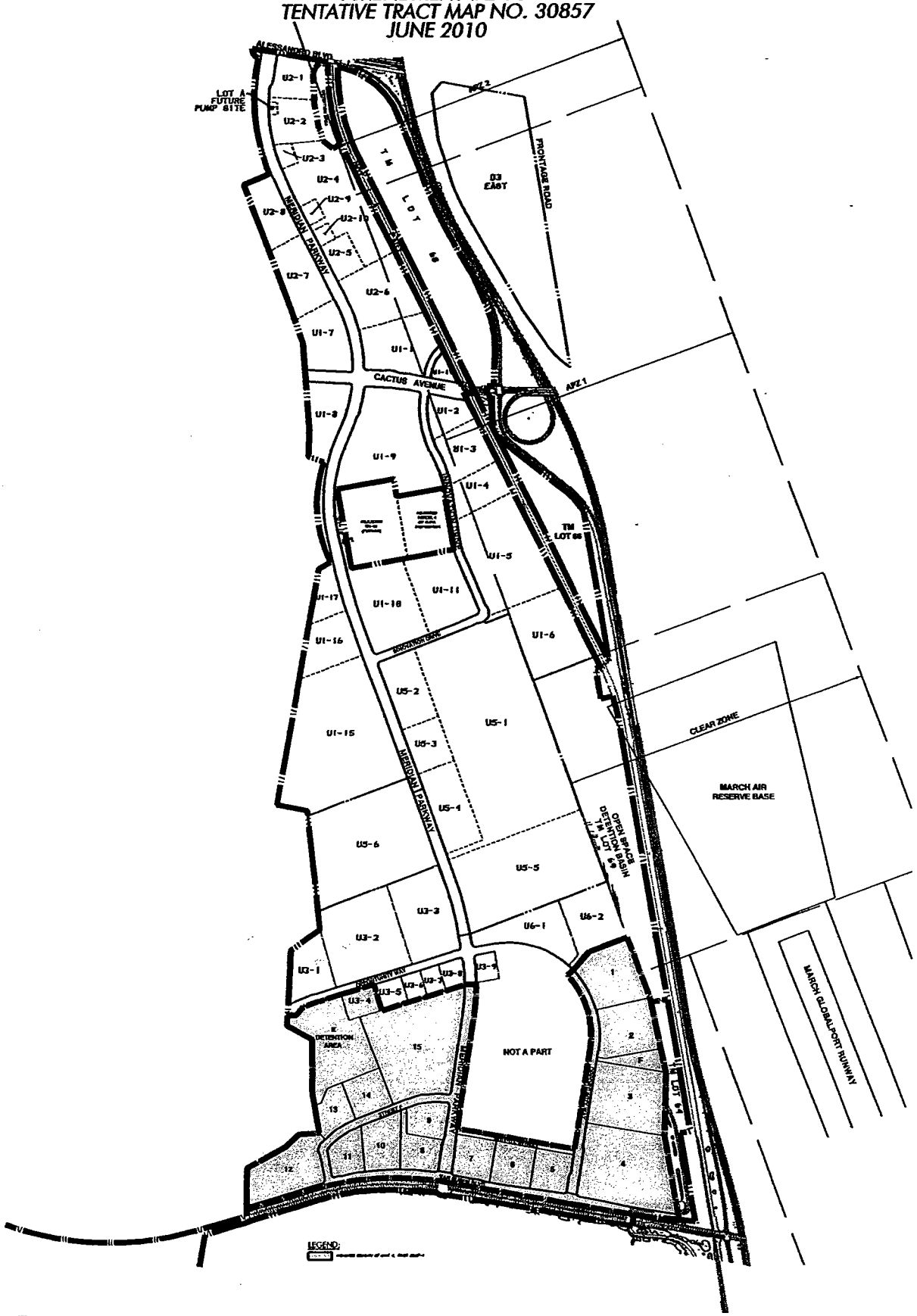
Date: July 21st, 2010

Carey L. Allen, Clerk
March Joint Powers Authority Commission

EXHIBIT "A"

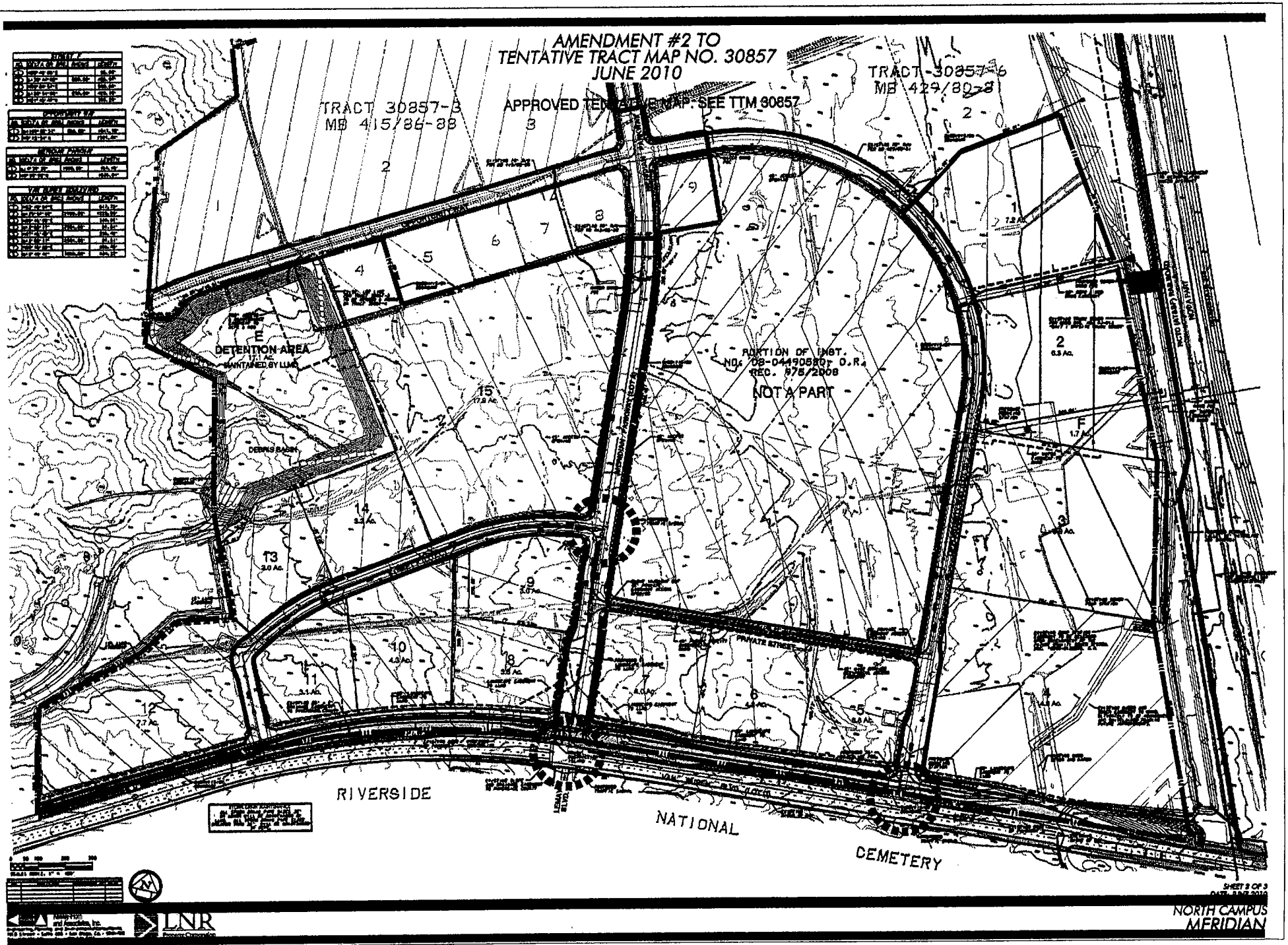
TTM 30857 Amendment 2

AMENDMENT #2 TO TENTATIVE TRACT MAP NO. 30857 JUNE 2010



Nolte Vertkin and Associates, Inc.
LNR Property Corporation

NORTH CAMPUS
MERIDIAN



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AMENDMENT #2 TO TENTATIVE TRACT MAP NO. 30857 JUNE 2010

PROJECT NARRATIVE:

LEGAL DESCRIPTION:

TOPOGRAPHY:

ASSESSOR'S PARCEL NO:

UTILITY PROVIDERS:

OWNER:

DEVELOPER:

ENGINEER OF WORK:

LAND USE & ZONING:

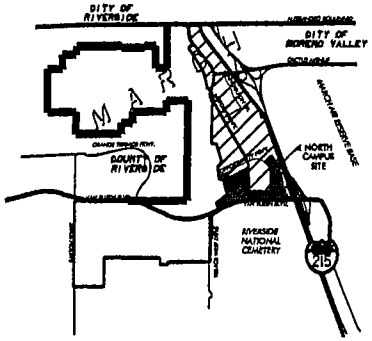
PROPOSED LOT SUMMARY:

NORTH CAMPUS

SHEET INDEX:

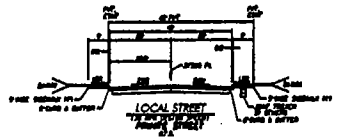
ABBREVIATIONS:

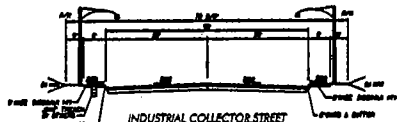
WMWD	WESTERN MUNICIPAL WATER DISTRICT
RCFCD	RIVERSIDE COUNTY FLOOD CONTROL DISTRICT
LLMD	LANDSCAPE AND LIGHTING MAINTENANCE DISTRICT
POC	POINT OF CONNECTION

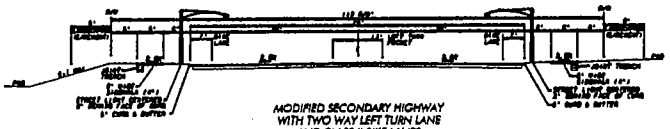


VICINITY MAP

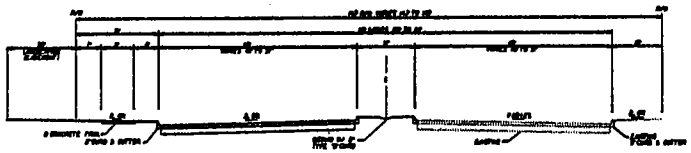
LEGEND



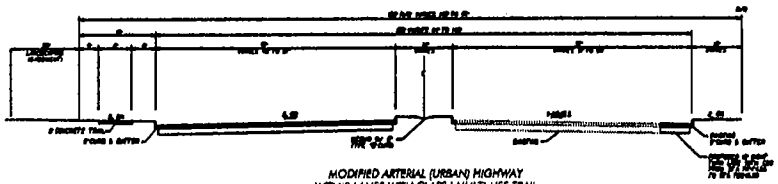




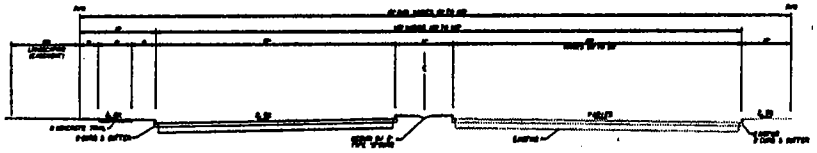
MODIFIED SECONDARY HIGHWAY WITH TWO WAY LEFT TURN LANE AND CLASS II BIKE LANES



MODIFIED ARTERIAL (URBAN) HIGHWAY WITH 6 LANES WITH CLASS I MULTI-USE TRAIL



MODIFIED ARTERIAL (URBAN) HIGHWAY WITH 8 LANES WITH CLASS I MULTI-USE TRAIL



MODIFIED ARTERIAL (URBAN) HIGHWAY WITH 9 LANES WITH CLASS I MULTI-USE TRAIL

SHEET 1 OF 3
DATE: JUNE 2010

Kimley-Horn and Associates, Inc.

LNR Property Corporation

MERIDIAN

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EXHIBIT "B"

Conditions of Approval for TTM 30857 Amendment 2
(including original conditions of approval for TTM 30857)

Tract Map 30857 - Amendment #2
Conditions of Approval

1. The effective date of approval shall occur on the date of Specific Plan approval.

2. All provisions of the previous conditions of approval for Tentative Map 30857 as documented in March JPA's letter dated March 10, 2003 shall remain in effect unless superceded by these conditions of approval.

3. Prior to the issuance of the first Certificate of Occupancy for any lot fronting Van Buren Boulevard between Meridian Parkway and the western North Campus boundary or upon issuance of the Certificate of Occupancy permit for any use within Phase 1, 2 or 2A after traffic generated by this project exceeds 44,966 External ADT, the applicant shall widen Van Buren Boulevard to the ultimate improvements between Meridian Parkway and western North Campus boundary. 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. Additionally, the project may be entitled to a credit from the fair share pro-rata contribution associated with the March LifeCare Campus development, as was approved by the March Joint Powers Commission on December 7, 2009.

4. Prior to the issuance of the first Certificate of Occupancy for any lot fronting Van Buren Boulevard between Meridian Parkway and Interstate 215 or upon issuance of the Certificate of Occupancy permit for any use within Phase 1, 2 or 2A after traffic generated by this project exceeds 44,966 External ADT, the applicant shall widen Van Buren Boulevard to the ultimate improvements between Meridian Parkway and Interstate 215. 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. Additionally, the project may be entitled to a credit from the fair share pro-rata contribution associated with the March LifeCare Campus development, as was approved by the March Joint Powers Commission on December 7, 2009.

5. Prior to Final Map approval, the applicant shall submit subdivision improvement plans to the County of Riverside for review and approval identifying the incorporation of conduit for the potential future installation of a closed circuit camera to be incorporated at the Van Buren/Meridian Parkway intersection for interim and build out conditions.

6. Prior to completing the Meridian Parkway to Van Buren Boulevard street connection, the Project sponsor shall install interim landscaping improvements, including trees and mulch, along the northern Van Buren Boulevard frontage

between I-215 and Meridian Parkway with a minimum of one tree spaced 50' on center.

7. Prior to Final Map approval, the applicant shall submit the street maintenance agreement to March JPA to assure ongoing maintenance of the private street in perpetuity. Prior to issuance of building permits for lots 5, 6 and 7, amendments to the agreement shall be submitted to March JPA.

8. Future Caltrans review and approval of all driveways shall occur for any/all private driveways constructed on Van Buren, Cactus Avenue and Alessandro Boulevard within 1,000' of I-215. Additionally, the Van Buren Boulevard improvement plans shall be sent to Caltrans for review and approval.

9. The project shall dedicate necessary right-of-way owned by the developer for the Van Buren Boulevard/I-215 interchange and Van Buren Boulevard widening, in conformance with the mitigation measures identified in the Subsequent EIR for Meridian.

10. Future individual projects shall contribute appropriate fair share street improvements for each parcel toward traffic mitigation as specified in the 2010 Meridian Specific Plan Amendment EIR. The fair pro-rata share is above and beyond the necessary payment of TUMF fees.

11. The master developer shall be responsible for all necessary cumulative intersection improvements identified in the Project traffic study at the intersections of Meridian Parkway/Cactus, Van Buren/Barton, Van Buren/Coyote Bush and Van Buren/Village West Drive

12. The project shall construct the transportation improvements identified in Figures IV.B-19 (project phasing) of the 2010 Meridian Specific Plan Amendment EIR. 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.

13. The project sponsor shall provide in-lieu payments for all costs associated with bus shelter construction for three bus shelters. Upon the establishment of RTA bus service in the effected area, March JPA shall construct these shelters, subject to the review and approval of the Riverside Transit Agency (RTA).

14. The ultimate build-out at the intersections of Van Buren/Meridian Parkway and Van Buren/Opportunity Way shall be decorative colored concrete (all legs and directions) as approved by the Public Works Engineer and the County of Riverside. The design and colors shall be approved by the MJPA Planning Department.

15. Access to interior streets shall be reviewed and evaluated during submittal of individual development applications in compliance with the Riverside County and MJPA Standards.

16. Access to Lot #8 shall have shared access with Lot #9.

17. With the exception of Street "F", Meridian Parkway and Opportunity Way, access shall be restricted along Van Buren Boulevard. During the review of individual development, MJPA and Riverside County may consider limited right in and out access.

18. To minimize westbound truck access from Meridian Parkway and Opportunity Way, construction of raised pork chop landscape feature and installation of right turn prohibition signs and lane striping for trucks shall be installed as required by the March JPA Truck Route Ordinance, for both the interim and permanent conditions. The design of this intersection must meet with Riverside County and MJPA standards.

19. The raised landscaped median along Van Buren Blvd. from Meridian Parkway shall be extended up to Village West Drive and improved as stipulated on Conditions of Approval, approved by the MJPA on February 19, 2003.

20. MWD 96" waterline easement along the east side of detention basin adjacent to I-215 shall be delineated on the project grading plans and incorporated with the design and construction of the basin as approved by Riverside County Flood Control District and Metropolitan Water District.

21. The project shall comply with recommendations and requirements stipulated in Flood Control's letter dated December 23, 2002 and June 4, 2010 and any subsequent letters.

22. The Private easement north of Lot 5, 6, and 7 connecting Meridian Parkway and Opportunity Way shall be improved to provide new paving, continuous left turn 12' wide median, concrete vertical curb and gutter, two 14' outer lanes and two 5' sidewalks, with "No Parking signs". Access shall be constructed per Riverside County Standard, Commercial Driveway Standard 207A and shall comply with ADA requirements.

23. The subdivision improvement plans and striping plans shall reflect a 7' bike lane on Meridian Parkway and Opportunity Way to facilitate the possible future conversion of bike lanes to combined 7' bike lanes/Neighborhood Electric Vehicle (NEV) lanes, as approved by the Public Works Engineer and the MJPA.

March 10, 2003

Jeff Gordon
Vice President, Lennar Partners
18401 Von Karman Avenue, Suite 540
Irvine California, 92612

SUBJECT: Conditions of approval for Tentative Map 30857 (March Business Center)

Dear Jeff:

On February 19, 2003, the Planning Commission of the March Joint Powers Authority approved Tentative Map 30857, subject to the following list of conditions:

March JPA Planning Manger

1. The appeal period identified by section 9.14.050 of the March JPA Development Code section shall commence on the effective date of the Specific Plan approval.

2. The Final Map shall reflect a 76' half street right-of-way for Alessandro Boulevard.

3. The Final Map shall identify all landscape easements adjacent to public right-of-ways in conformance with the following schedule:

Landscape Tracts	
Street:	**Landscape Tract Maintained by LLMD**
Van Buren (I-15 – Street Z):	20'
Van Buren (Street Z – Barton Street):	20' – 50'
Alessandro:	20'
Barton:	38'
Cactus (east of Brown):	20'
Krameria, Village West Drive, Street Z	9'

4. The final map shall identify that all landscaping located within the public right-of-way, to include landscaped medians, shall be maintained by the Landscape and Lighting Maintenance District.

Public Works Engineer:

1. This site is located within several watershed drainage areas ranging from 88 acres to 1710 acres in tributary area. The site is also located within Perris Valley and Lake Mathews area drainage plans. Construction of master planned and non-master planned drainage facilities including retention and detention basins shall be required and installed pursuant to above master plans. In addition, MJPA and Riverside County Flood Control are in final stages of completing a master drainage plan encompassing the MJPA's boundaries on either side of I-215. Completion of interim and ultimate drainage facilities as recommended by this plan and the alternative options to accommodate this project will be required. Implementation of drainage facilities as required by Riverside County Flood Control, the proposed master plan and drainage plan prepared by the applicant shall be required and implemented during development of individual phases.

2. The project shall comply with recommendations and requirements stipulated in Flood Control's letter dated December 23, 2002.

3. Prior to initiation of the final construction plans for any facilities required to be built as part of any area drainage plan, the applicant's engineer shall contact RCFC to establish the terms of design and construction of Master Flood facilities. In-lieu drainage fee credit for master planned facilities shall be provided as determined by RCFC.

4. The project's grading shall be in a manner to perpetuate existing drainage patterns, any deviation from this, concentration or increase in runoff must have approval of adjacent property owners. On and offsite drainage easements shall be obtained from effected property owners or shall be shown on the final map. The applicant shall accept the offsite runoff and convey to acceptable outlet.

5. The incremental increase in runoff between developed and undeveloped stage (100-year) shall be retained within detention basin/park or outlet to adequate drainage facilities as approved by MJPA, RCFC and pursuant to Riverside County Flood Control Standards.

6. Onsite nuisance drainage pipes and catch basins (minimum 18" pipe) to convey the nuisance runoff and to eliminate x-gutters shall be installed at intersections with close proximity to storm drain facilities as determined by MJPA.

7. Prior to recordation of the map or issuance of any permit, the applicant shall initiate Street Light, Flood Control, and Landscape Maintenance Districts in compliance with Riverside County Standards and pursuant to guidelines established by Proposition 218. All Drainage Facilities not accepted by Flood Control including the basin(s) shall be included in the Flood Control Maintenance District and adequate fees collected for their maintenance. The Developer(s) shall be responsible to maintain all pipes (not accepted by Flood Control), catch basins

and landscaping and the basin until final acceptance of these facilities by MJPA. No occupancy permit shall be issued until the Districts are formed.

8. The interim drainage / siltation basin(s) and erosion control improvements shall be maintained by developer(s) until such time that either the ultimate improvements are installed and the individual parcels are developed or combinations of the two as determined by MJPA.

9. Development of individual parcels requires separate permitting and review process.

10. Prior to issuance of any mass-grading permit, the developer shall receive clearance letter from all utility owners with easement or facilities located within the subdivision boundaries.

11. Vacation of existing street right-of-way shall be processed through a public hearing prior to recordation of the final map.

12. Individual phases shall be developed in a manner to provide for a minimum of 2 separate paved accesses to an existing paved road within public right-of-way and shall be required to install adequate drainage facilities to protect the site from flooding.

13. If any portion of the site is located within flood plain (FEMA determined), the applicant shall be required to receive clearance from FEMA.

14. Additional right-of-way for Cactus Avenue extension westerly of "Z" Street along lots 60 and 61 shall be dedicated to provide for 112' of right-of-way.

15. Additional right-of-way / reservation at intersections of Cactus Avenue, Alessandro Blvd. and Van Buren Blvd. with I-215 and railroad right-of-way shall be required to provide for future improvements and if feasible shall be shown on the final map.

16. Bus turnouts or stops shall be provided along exterior and interior streets as determined by RTA and MJPA.

17. Access shall be restricted along Cactus Avenue, Alessandro Blvd., and Van Buren Blvd. (except as shown on tentative map) and so noted on the final map. Access to interior streets shall be reviewed and evaluated during submittal of development applications for individual parcels in compliance with Riverside County Standards.

18. Prior to issuance of grading permit, S.W.P.P.P. and N.O.I. shall be submitted to State Water Quality for review and approval.

19. Additional improvements at all intersections shall be installed to provide for adequate transition lanes (all directions) per traffic report and as determined by MJPA during plan check review.

20. Streetlights shall be installed along all streets pursuant to Riverside County Standards and as determined by MJPA.

21. Existing improvements such as curb, gutter, and pavement may be utilized and incorporated with the design of this project or removed and replaced as determined by MJPA.

22. Traffic signal(s) if required during any phase shall be installed as determined by MJPA and supported by a warrant report. At the request of MJPA, the developer shall submit future reports to MJPA for review and approval.

23. Prior to issuance of any permit, the applicant shall receive encroachment permits from effected agencies for any work within the right-of-way.

24. Construction of concrete sidewalk and landscaping within street right-of-way shall be in compliance with the specific plan.

25. The following street improvements shall be constructed or assured[1] in compliance with Riverside County Standards for individual phases:

Phase I: *Prior to recordation of the Phase II Final Map, the following improvements shall be constructed or assured to the satisfaction of the March JPA Executive Director:*

a) "Z" Street (Brown Street) from southerly phase boundary to Alessandro Blvd. shall be improved with new paving and concrete curb and gutter located 38' from either side of centerline within 112' full width dedicated right-of-way.

b) Cactus Avenue from "Z" Street to railroad right-of-way shall be improved with new paving and concrete curb and gutter located 38' from either side of centerline within 112' full width dedicated right-of-way.

c) Alessandro Blvd. at Sycamore Canyon Blvd. and "Z" Street shall be improved to provide for one north bound thru lane and two southbound left turn lanes.

d) Existing traffic signals and striping shall be removed or replaced or relocated to comply with the above requirements.

e) Street "W" shall be improved with new paving and concrete curb and gutter located 28' from either side of centerline within 78' dedicated right-of-way.

[1] Assured shall be defined as: the improvement has been constructed or is under construction.

The following improvements shall be required upon issuance of occupancy permit for any use within Phase I after traffic generated by this project exceeds 12,000 ADT:

f) Widen Cactus Avenue Bridge at railroad crossing to provide for one additional lane in either direction.

g) Additional improvements along southbound I-215/Cactus ramp to provide for additional eastbound and westbound thru lanes and provide for free right turn lanes on southbound ramp.

Phase II: *Prior to recordation of the Phase III Final Map, the following improvements shall be constructed or assured to the satisfaction of the March JPA Executive Director:*

a) "Z" Street from southerly phase I boundary to Van Buren Blvd. shall be improved per standards in compliance with Phase I above.

b) Streets "C", "D" and "E" (between "D" & "C") and "F" shall be improved to provide for new paving, concrete curb and gutter located 28' on either side of centerline within 78' full width dedicated right-of-way. Street "E" north of street "D" and other cul-de-sac shall be improved to industrial cul-de-sac standards with concrete curb and gutter located 22' from centerline within 66' full width dedicated right-of-way.

c) Install traffic signals at intersections of "Z" Street and "C" Street, "Z" Street and Van Buren Boulevard, and "C" Street and Van Buren Boulevard.

d) Van Buren Blvd., from "Z" Street to I-215 shall be improved with new paving and concrete curb and gutter located 67' north side and 55' south side of centerline and 14' landscaped median within 150' dedicated right-of-way. Van Buren Blvd. from "Z" Street to Village West Drive shall be improved to provide for new paving and concrete curb and gutter located 55' from either side of centerline and 14' wide landscaped median within 138' full width dedicated right-of-way.

e) Van Buren Blvd. interchange at I-215 shall be upgraded as determined by RCTC and CALTRANS.

Phase III: ***Phase I:*** *Prior to issuance of the certificate of occupancy for a total building area exceeding 2.0 million square feet in Phase III, the following improvements shall be constructed or assured to the satisfaction of the March JPA Executive Director:*

a) Krameria Avenue from Barton Street to Village West Drive (Clark Street) and Village West Drive from Krameria Avenue to Van Buren Blvd shall be improved with new pavement and concrete

curb and gutter located 38' from either side of centerline within 112' full-dedicated right-of-way.

b) Coyote Bush Road from Krameria Avenue to Van Buren Blvd. shall be improved with new paving, concrete curb and gutter located 32' from either side of centerline within 100' full width dedicated right-of-way.

c) Streets "K", "M", "P", "Q", and "Y" shall be improved with new paving and concrete curb and gutter located 28' from either side of centerline within 78' full width dedicated right-of-way.

d) Streets "T", "U", "V" and "X" shall be improved with new pavement and concrete curb and gutter located 22' from either side of centerline within 66' full width dedicated right-of-way.

e) Barton Street from southerly project boundary to Van Buren Blvd. shall be improved with new paving, concrete curb and gutter located 38' east of centerline within a 56' half-width dedicated right-of-way. Additional improvements along west side shall be installed to provide for one southbound lane and a continuous left turn pocket.

f) Van Buren Blvd. from Barton Street to Village West Drive shall be improved to provide for new pavement, concrete curb and gutter located 55' from either side of centerline and 14' wide landscaped median within 138' full dedicated right-of-way.

g) Alessandro Boulevard/Sycamore Canyon Boulevard/"Z" Street intersection shall be improved to provide for one additional northbound right turn lane, one additional northbound left turn lane, and one additional westbound left turn lane within dedicated right-of-way.

h) Install traffic signal at intersection of Van Buren Blvd. and Village West Drive and provide dual westbound left turn lanes. Modify existing traffic signal at the intersection of Van Buren with Orange Terrace Parkway to accommodate the new intersection along the south and provide dual westbound left turn lanes and additional re-striping. Modify existing traffic signal at the intersection of Van Buren Blvd. with Coyote Road to accommodate new intersection along south side and provide dual westbound left turn lanes. Modify existing traffic signal at the intersection of Van Buren with Barton Road to provide for dual westbound left turn lanes.

i) Install traffic signals at intersections of Krameria Avenue with Barton Street and the intersection of Krameria and Village West Drive.

j) Prior to the issuance of the certificate of occupancy for the fist 4.0 million sq/ft of building area within phase III, traffic signals shall be installed at the intersections of Krameria and "M" Street, and the intersection of "Y" Street with Barton Street.

k) Provide for fair share contribution or implement improvements as determined by MJPA at the following locations:

- Capacity improvements at the intersection of Alessandro with Trautwein Road.
- Capacity improvements at the intersection of Alessandro Blvd. and I-215 north bound.
- Capacity improvements at the intersection of Cactus Avenue at I-215 northbound.
- Capacity improvements at the intersection of Van Buren Blvd. with Trautwein Road.

These improvements shall be required during various stages of building and occupancy permits for any development within Phase III as supported by traffic reports and required by MJPA.

26. Development and improvement of off and onsite improvements for any phase shall be done in a manner to maintain access to existing uses.

27. It is understood that some of the improvements stipulated above are of regional significance and require financial participation and involvement by other agencies. The Developer shall install or cause installation of the above improvements at no cost to MJPA with reimbursement thru collection of TUMF Fees, Measure "A", Federal, and State Funds as appropriate.

Western Municipal Water District

1. Developer is to submit a preliminary water and sewer plan layout to Western before formal submittal of Water and/or Sewer Improvement Plans. If applicable, a non-potable water plan layout should be included.

2. Preliminary water and/or sewer plans shall show the following items:

A. Delineate all proposed water (potable and non-potable) and sewer facilities within project boundaries. Include pipeline diameters and type of material. (See Item 4 below regarding system hydraulics).
B. Delineate all existing utility facilities (i.e.; pipe diameter, pipe material, manholes, water meters, air/vac, blow-off, fire hydrants, valves, sewer manholes, lift stations, electrical vaults, etc.) within project boundaries.
C. Delineate all easements within project boundaries.
D. Delineate all proposed and existing lots, streets, and storm drains.
E. Indicate what, if any, existing facilities will be utilized.

3. Developer to submit 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 and Sewer Improvement Plans.

4. Water and Sewer Improvement Plans shall be designed per Western's Standard Specifications. A detailed hydraulic analysis of the proposed facilities, both water and sewer, shall be included with the plan check submittal in support of the final design.

5. Developer to submit grading plans for Western's review and approval before grading permit is issued. All Western onsite and/or offsite utilities to be relocated at Developer's expense as necessary.

6. Developer to pay all cost associated with preliminary review by Western at the time of review.

7. Water and Sewer Improvement Plans shall not be accepted for plan checking until all items mentioned above are reviewed and approved by Western.

8. Contact Western's Development Services Department at (909) 789-5000 for further information.

These conditions are part of the permanent record for Tentative Map 30857. If I may provide additional information regarding these items, please contact me at (909) 656-7000.

Sincerely,

Dan Fairbanks, AICP
March JPA Planning Manager

RESOLUTION #JPA 10-23

A RESOLUTION OF THE JOINT POWERS COMMISSION OF THE MARCH JOINT POWERS AUTHORITY APPROVING A PLOT PLAN FOR THE CONSTRUCTION OF A 515,223± SQUARE FOOT ADMINISTRATION AND WAREHOUSE FACILITY ON LOT 16 LOCATED AT THE SOUTHEAST CORNER OF MERIDIAN PARKWAY AND OPPORTUNITY WAY

WHEREAS, the March Joint Powers Authority ("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 ("March AFB"); and

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

WHEREAS, the March Business Center Specific Plan was adopted by the March JPA in 2003 and contained development regulations and promoted land use designations for the development of a business park, divided into a North and South Campus, located in the northwestern portion of Riverside County, California just west of Interstate 215 and south of Alessandro Boulevard ("SPA Area"); and

WHEREAS, in 2009, the LNR Property Corporation and affiliates, including LNR Riverside LLC, LNR Riverside II LLC, LNR CPI Riverside Warehouse LLC, LNR CPI Meridian BTS 223 LLC, and LNR CPI Meridian BTS 356 LLC submitted certain land use applications requesting the following amendments to the SPA Area:

1. A General Plan Amendment ("GPA") to amend the acreages associated with the land used designations to be amended in the specific plan amendment and reflect changes in the internal street network; and

2. A Specific Plan Amendment ("SPA") to amend the March Business Center Specific Plan by amending its name to the "Meridian Specific Plan Amendment" and implementing revisions to a 257.7 acre portion of the specific plan's North Campus area, including revisions to land use and development regulations and revisions to the land use designations; and

3. An amended Tentative Tract Map ("TTM No. 30857 Amendment 2") to reconfigure certain lots so that they are consistent with the revised land use designations proposed by the SPA (collectively the "Project Entitlements"); and

WHEREAS, On April 4, 2009, the Sysco Corporation submitted a Plot Plan application to authorize development of a 515,223± administration and warehouse facility with a maintenance building, fueling and washing facility and on-site truck and vehicle parking ("Plot Plan") on lot (Lot 16) located at the southeast corner of Meridian Parkway and Opportunity Way ("Subject Site"); and

WHEREAS, the Plot Plan was reviewed, studied, and found to comply with the California Environmental Quality Act ("CEQA") as more fully described below; and

WHEREAS, on July 7, 2010, the Planning Commission of the March JPA ("Planning Commission") conducted a duly noticed public hearing pursuant to the March JPA Development Code on the Plot Plan, at which time all persons wishing to testify in connection with the Plot Plan were heard and the Plot Plan was comprehensively reviewed and recommended for approval; and

WHEREAS, on July 21, 2010, the March Joint Powers Authority Commission ("Commission") conducted a duly noticed public hearing pursuant to the March JPA Development Code on the Plot Plan, at which time all persons wishing to testify in connection with the Plot Plan were heard and the Plot Plan was comprehensively reviewed; and

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

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

SECTION 1. 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 herby approves Plot Plan 09-01, as shown on the attached Exhibit "A," attached hereto and incorporated herein by this reference, subject to the conditions of approval attached hereto as Exhibit "B" to this Resolution.

SECTION 2. 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 09-01 in accordance with Section 9.02.070 of the March Joint Powers Authority Development Code:

A. The proposed project is consistent with the goals, objectives, policies and programs of the General Plan.

The Plot Plan proposes development of a warehouse facility that is compatible with the "Industrial" land use classifications for the Subject Site as identified in the GPA and SPA and the revised street alignments proposed in the SPA. Further, development of the Subject Site in the manner proposed by the Plot Plan would promote implementation of the following specific General Plan Goals & Policies:

1. Land Use Goal 1: *Provide for a balanced mix of land uses that contribute to the regional setting, can capitalize on the assets of the Planning Area, while insuring compatibility throughout the planning area and with regional plans.*

The Plot Plan proposes development of a warehouse facility that takes advantage of the Subject Site's regional setting while maintaining design compatibility in the surrounding planning area by adhering to the design requirements of the March Business Center Design Guidelines.

2. Land Use Goal 4: *Develop an identity and foster quality development in the Planning Area.*

The Plot Plan proposes a quality development that is attractively designed and consistent with the design requirements of the March Business Center Design Guidelines.

B. The Plot Plan complies with all applicable zoning and other applicable regulations. The Subject Site is located within the boundaries of the SPA. In accordance with the information contained in the SEIR, development of the warehouse facility proposed by the Plot Plan is consistent with all development regulations and standards contained in the SPA.

C. The Plot Plan conforms with the applicable requirements of the Redevelopment Plan.

D. The location, design and operation of the proposed project will be compatible with existing and planned land uses in the vicinity. In accordance with the discussion of the project in the SEIR (pp. III-23-III-28), the project has been designed so that it will be compatible with existing and proposed uses in the vicinity. The project is attractively designed and consistent with the design requirements of the March Business Center Design Guidelines.

SECTION 3. Based on the entire record before the Commission and all written and oral evidence presented to the Commission, the Commission finds that the potential environmental impacts of the Plot Plan were fully analyzed in the SEIR, such that no further CEQA review is required, and that all other requirements and preconditions of CEQA have been met with respect to the Commission's consideration of the Plot Plan and the Resolution adopted by the Commission certifying the SEIR; and

SECTION 4. The Chair of the March Joint Powers Authority Commission shall sign this Resolution and the Clerk of the Commission shall certify the adoption thereof.

SECTION 5. This Resolution shall be effective upon its adoption.

ADOPTED AND APPROVED this 21st day of July, 2010.

State of California)
County of Riverside)

Richard A. Stewart, Chairman,
March Joint Powers Commission

ATTEST:

I, Carey L. Allen, Clerk of the March Joint Powers Authority Commission, do hereby certify the foregoing Resolution #JPA 10-23 was adopted by the March Joint Powers Commission of the March Joint Powers Authority at a Special meeting thereof held on the 21st day of July, 2010, by the following vote of the Commission:

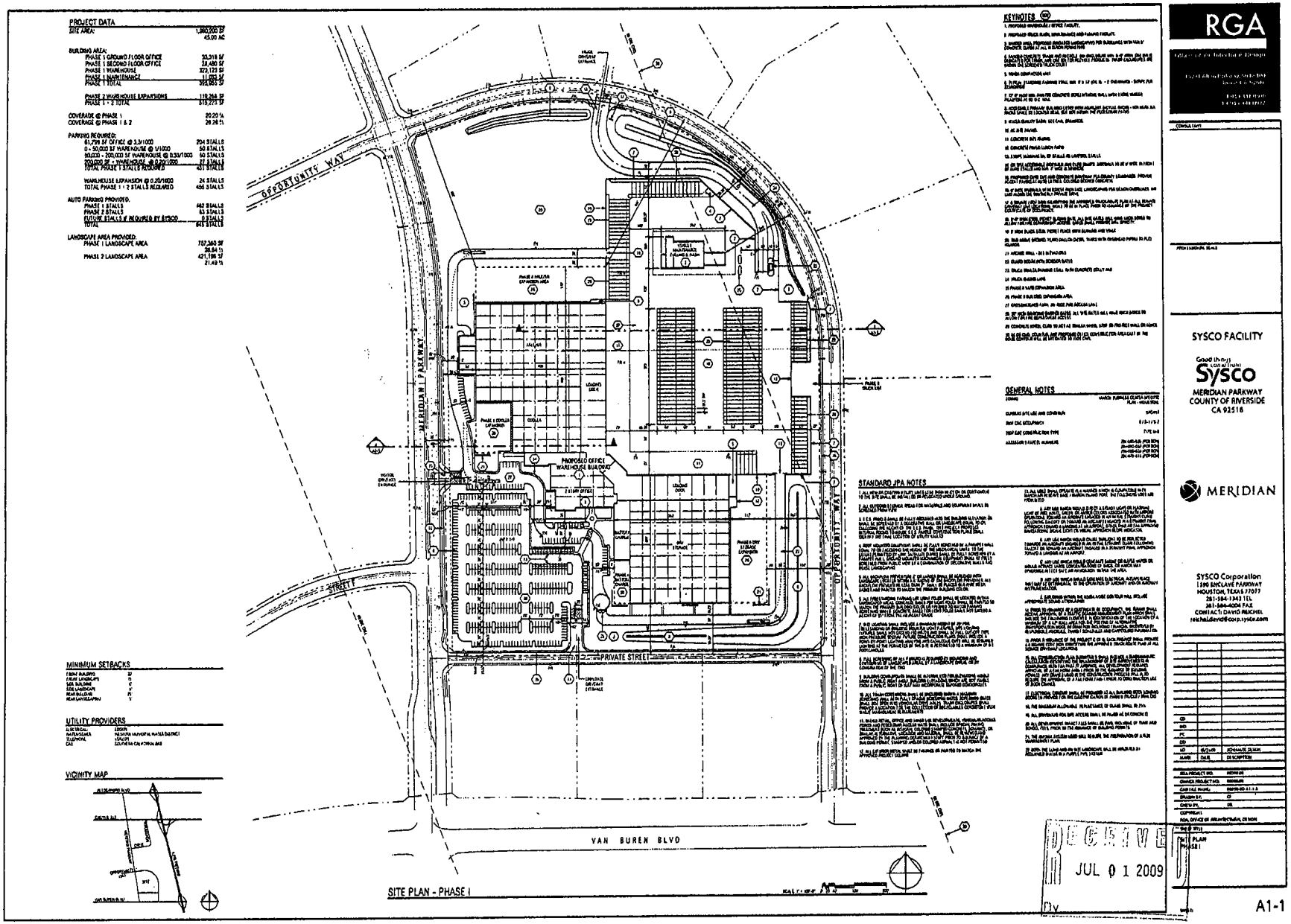
Ayes:	Busch, Melendrez, Batey, Yarbrough, Buster (2 votes), Gardner, Stewart
Noes:	None
Absent:	Ashley
Abstain:	None

Date: July 21st, 2010

Carey L. Allen, Clerk
March Joint Powers Authority Commission

EXHIBIT "A"

Plot Plan 09-01
Sysco



PROJECT DATA

SITE AREA:	1,980,200 SF 45.00 AC
BUILDING AREA:	
PHASE 1 GROUND FLOOR OFFICE	33,318 SF
PHASE 1 SECOND FLOOR OFFICE	28,400 SF
PHASE 1 WAREHOUSE	323,123 SF
PHASE 1 MAINTENANCE	11,093 SF
PHASE 1 TOTAL	395,935 SF
PHASE 2 WAREHOUSE EXPANSIONS	119,264 SF
PHASE 1 + 2 TOTAL	515,223 SF
COVERAGE @ PHASE 1	20.20 %
COVERAGE @ PHASE 1 & 2	26.26 %
PARKING REQUIRED:	
61,798 SF OFFICE @ 3.3/1000	204 STALLS
0 - 50,000 SF WAREHOUSE @ 1/1000	50 STALLS
50,000 - 200,000 SF WAREHOUSE @ 0.33/1000	50 STALLS
200,000 SF + WAREHOUSE @ 0.25/1000	77 STALLS
TOTAL PHASE 1 STALLS REQUIRED	431 STALLS
WAREHOUSE EXPANSION @ 0.25/1000	24 STALLS
TOTAL PHASE 1 + 2 STALLS REQUIRED	455 STALLS
AUTO PARKING PROVIDED:	
PHASE 1 STALLS	462 STALLS
PHASE 2 STALLS	53 STALLS
FUTURE STALLS IF REQUIRED BY SYSCO	0 STALLS
TOTAL	515 STALLS
LANDSCAPE AREA PROVIDED:	
PHASE 1 LANDSCAPE AREA	757,360 SF 38.84 %
PHASE 2 LANDSCAPE AREA	421,196 SF 21.49 %

MINIMUM SETBACKS

FRONT BUILDING	30'
REAR LANDSCAPE	0
SIDE BUILDING	0'
SIDE LANDSCAPE	0'
REAR BUILDING	70'
REAR LANDSCAPING	0'

UTILITY PROVIDERS

ELECTRICAL	EDISON
WATER/SEWER	RIVERSIDE MUNICIPAL WATER DISTRICT
TELEPHONE	LOCAL
GAS	SOUTHERN CALIFORNIA GAS

VICINITY MAP

KEYNOTES

1. PROPOSED WAREHOUSE / OFFICE FACILITY.
2. PROPOSED VEHICLE FUELING, WASH BUILDING AND PARKING FACILITY.
3. PROPOSED SMALL PROPANE ENCLOSED LANDSCAPED FOR BUILDINGS WITH MAX 6' CONCRETE CURBS (4' ALL IN VEHICLE PARKING TYP)
4. PROPOSED TRASH ENCLOSURE
5. TRASH COMPACTOR UNIT
6. TYPICAL PARKING STALL SIZE 9' X 18' (OR 16.5' - 2' OVERHANG - SLOPE) FOR ELDERLY
7. 12" X 12" X 30" DEEP CONCRETE SCORE PATTERN WALL WITH 1 BOND MASSA PLASTER AT 30' O.C. MAX.
8. PROPOSED 6' HIGH CONCRETE MASONRY SOUND WALL WITH 8" MASONRY PILASTERS AT 30' O.C. MAX. SEE ENLARGEMENT ON SHEET A1.2
9. VEHICLE QUALITY WASH WITH CARWASH EQUIPMENT
10. AC (H.P.) UNITS
11. CONCRETE RAMP PLANTING
12. CONCRETE PARKING LUMBER RAMP
13. 3 SHORT PARKING SPACES FOR ELDERLY
14. 2 LONG PARKING SPACES FOR ELDERLY
15. 6' HIGH ORNAMENTAL WROUGHT IRON FENCE WITH 2 GATES AT 6' WIDE EACH
16. CONCRETE DRIVE PAD AND CONCRETE WALKWAY FOR DELIVERY TRUCKS
17. 6' HIGH DECORATIVE CONCRETE MASONRY SOUND WALL WITH 8" MASONRY PILASTERS AT 30' O.C. MAX.
18. 6' HIGH DECORATIVE CONCRETE MASONRY SOUND WALL WITH 8" MASONRY PILASTERS AT 30' O.C. MAX.
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30. 6' HIGH DECORATIVE CONCRETE MASONRY SOUND WALL WITH 8" MASONRY PILASTERS AT 30' O.C. MAX.

GENERAL NOTES

STANDARD JPA NOTES

RECEIVED

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By

RGA

SYSCO FACILITY

Good (N-ture) Sysco

MERIDIAN PARKWAY
COUNTY OF RIVERSIDE
CA 92518

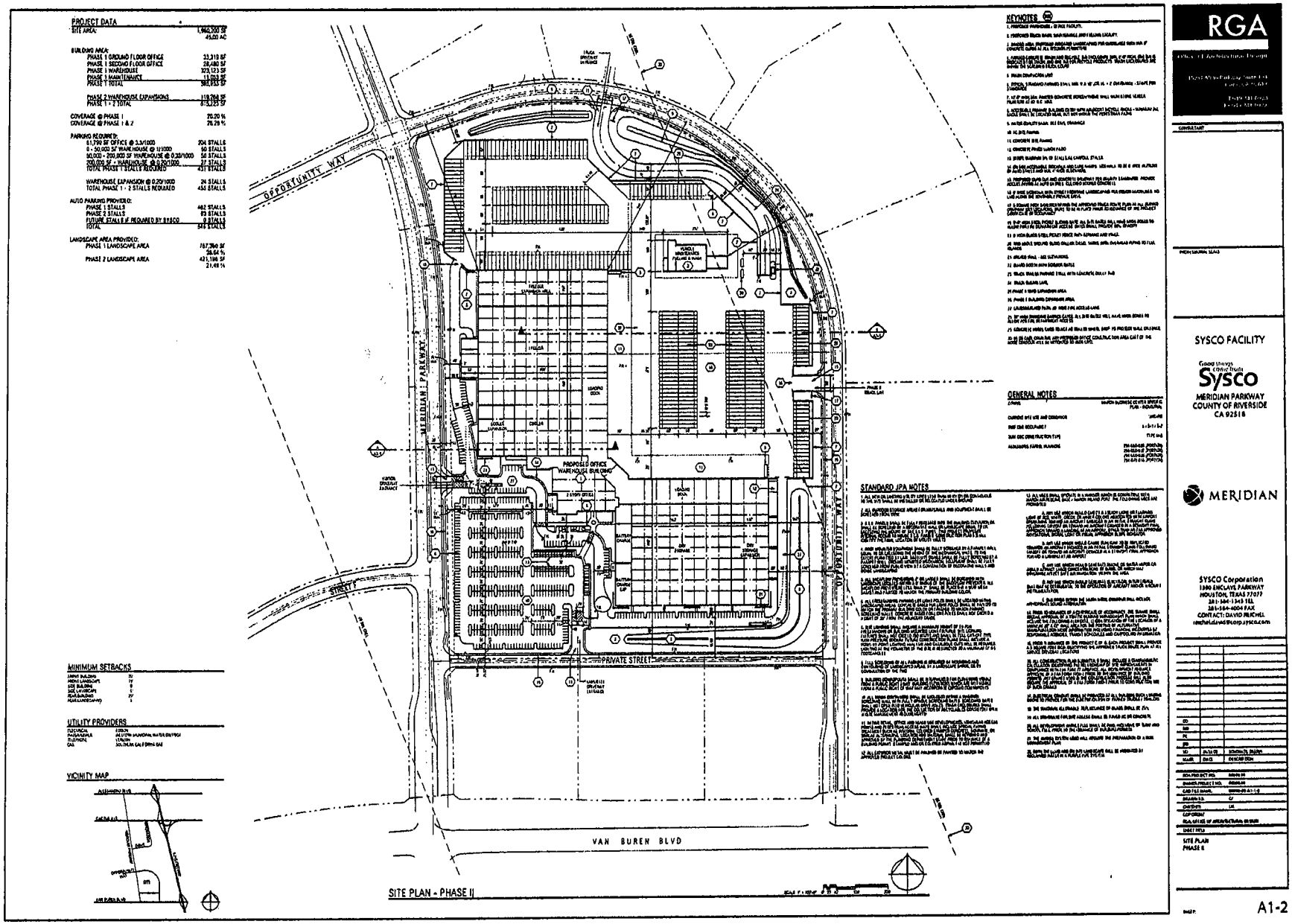
MERIDIAN

SYSCO Corporation
1390 ENCLAVE PARKWAY
HOUSTON, TEXAS 77077
281-584-1343 TEL
281-584-4004 FAX
CONTACT: DAVID PASCHEL
rachel.david@corp.sysco.com

NO	DATE	DESCRIPTION
CD		
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1/2	05/21/09	ADMINISTRATIVE SUBMITTAL

SITE PLAN
PHASE I

A1-1



PROJECT DATA

SITE AREA:	1,960,200 SF 45.00 AC
BUILDING AREA:	
PHASE 1 GROUND FLOOR OFFICE	33,310 SF
PHASE 1 SECOND FLOOR OFFICE	28,480 SF
PHASE 1 WAREHOUSE	323,123 SF
PHASE 2 MAIN TENANCY	11,000 SF
PHASE 1 TOTAL	395,913 SF
PHASE 2 WAREHOUSE EXPANSIONS	119,264 SF
PHASE 1 + 2 TOTAL	515,177 SF
COVERAGE @ PHASE 1	20.20 %
COVERAGE @ PHASE 1 & 2	26.28 %
PARKING REQUIRED:	
61,790 SF OFFICE @ 3.3/1000	204 STALLS
0 - 50,000 SF WAREHOUSE @ 1/1000	50 STALLS
50,000 - 200,000 SF WAREHOUSE @ 0.30/1000	58 STALLS
200,000 SF + WAREHOUSE @ 0.20/1000	27 STALLS
TOTAL PHASE 1 STALLS REQUIRED	431 STALLS
WAREHOUSE EXPANSION @ 0.20/1000	24 STALLS
TOTAL PHASE 1 + 2 STALLS REQUIRED	455 STALLS
AUTO PARKING PROVIDED:	
PHASE 1 STALLS	462 STALLS
PHASE 2 STALLS	83 STALLS
FUTURE STALLS IF REQUIRED BY SYSCO	0 STALLS
TOTAL	545 STALLS
LANDSCAPE AREA PROVIDED:	
PHASE 1 LANDSCAPE AREA	787,390 SF 38.64 %
PHASE 2 LANDSCAPE AREA	421,198 SF 21.48 %

MINIMUM SETBACKS

FRONT BUILDING	20'
FRONT LANDSCAPE	15'
SIDE BUILDING	0'
SIDE LANDSCAPE	0'
REAR BUILDING	20'
REAR LANDSCAPE	0'

UTILITY PROVIDERS

ELECTRICITY	EDISON
WASTEWATER	RIVERSIDE MUNICIPAL WATER UTILITIES
TELEPHONE	VERIZON
GAS	SOUTHERN CALIFORNIA GAS

VICINITY MAP

KEYNOTES

1. PURPOSE PARAGRAPH - SERVICE FACILITY.
2. PROPOSED BLOCK WALL SEE DETAIL
3. SHADED AREA - PROPOSED LANDSCAPING PER GUIDELINES WITH MIN 8" CONCRETE CURB AT ALL PLANTER PLANTING
4. PROPOSED CONCRETE SIDEWALK PER DETAIL
5. TYPICAL 3 PLANTED PLANTERS 3'W x 180'L W/ 2 @ 30" JOE WILLIAMS + 2 OAK TREES - 1 EACH PER PLANTER
6. PROPOSED CONCRETE DRIVEWAY PER DETAIL
7. 6" CONCRETE CURB
8. CONCRETE PAVED RAMP
9. 12' CONCRETE PAVED RAMP
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GENERAL NOTES

ZONING	MANUFACTURING-SERVICE COMMERCIAL - INDUSTRIAL
CURRENT SITE USE AND CONDITION	VACANT
FLOOR AREA RATIO	0.3-0.5 F.A.R.
BUILDING CONSTRUCTION TYPE	TYPE II-B
ASSESSORS PARCEL NUMBERS	294-160-008 (PORTION) 294-160-010 (PORTION) 294-160-011 (PORTION) 294-160-012 (PORTION) 294-170-016 (PORTION)

STANDARD JPA NOTES

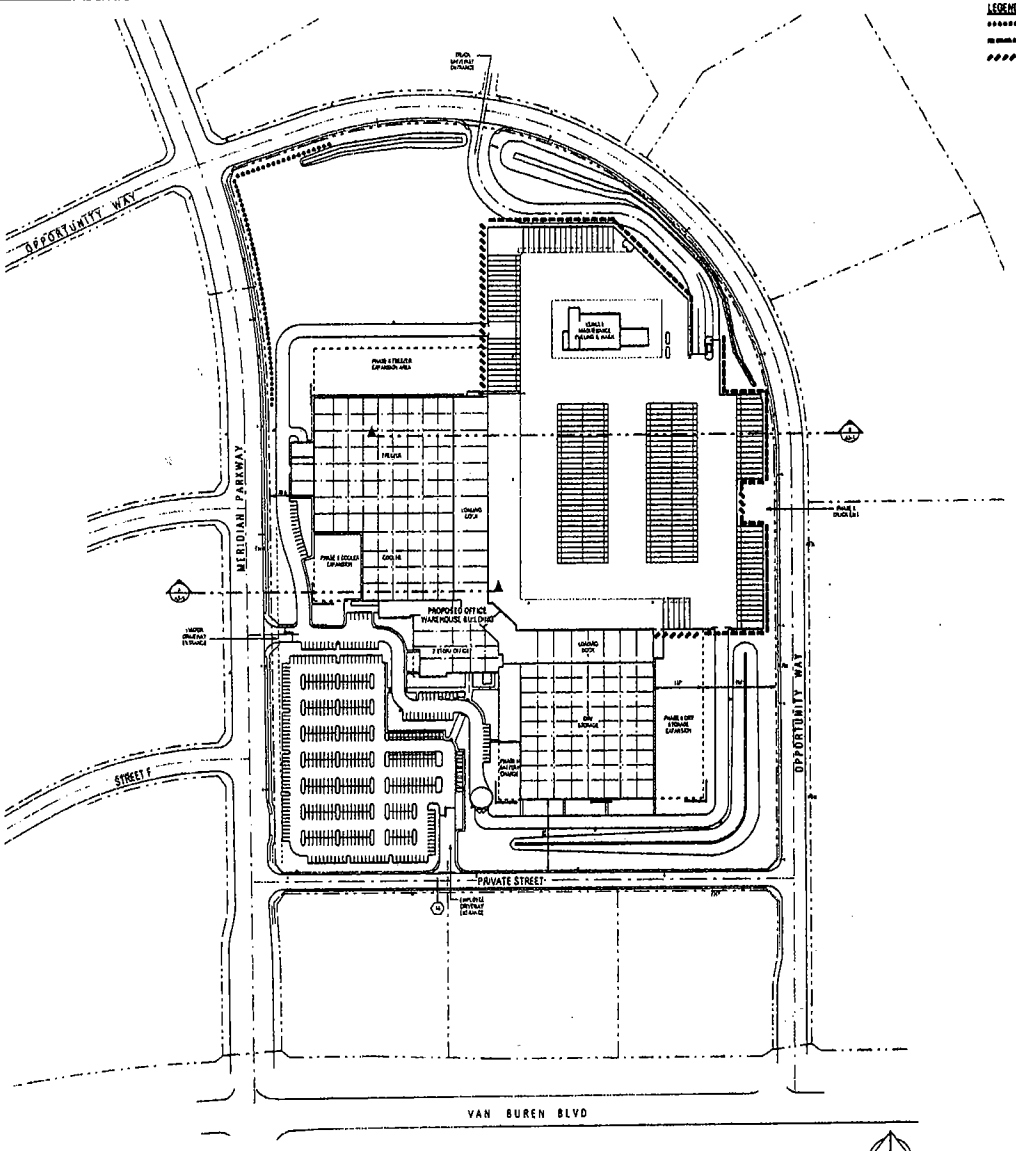
1. ALL WORK ON LANDSCAPING PLANS SHALL CONFORM TO THE CITY OF RIVERSIDE GUIDELINES AND SHALL BE INSTALLED BY A LICENSED LANDSCAPE CONTRACTOR.
2. ALL OUTDOOR STORAGE AREAS (TRANSFORMERS AND EQUIPMENT) SHALL BE SCREENED FROM VIEW.
3. ALL PARKING AREAS SHALL BE PAVED WITH ASPHALT CONCRETE OVER APPROVED BASE MATERIAL AND SHALL BE DESIGNED TO CITY STANDARDS.
4. ALL PARKING AREAS SHALL BE LIGHTED TO PROVIDE A MINIMUM OF ONE FOOT CANDLE OF LIGHT AT GROUND LEVEL. LIGHTING SHALL BE DESIGNED SO AS TO REFLECT AWAY FROM ADJACENT RESIDENTIAL AREAS.
5. ALL TRASH ENCLOSURES SHALL BE CONSTRUCTED OF MASONRY MATERIALS AND SHALL BE SCREENED FROM VIEW BY A COMBINATION OF LANDSCAPING AND WALLS.
6. ALL LANDSCAPING AREAS SHALL BE PROVIDED WITH AN AUTOMATIC IRRIGATION SYSTEM.
7. ALL LANDSCAPING SHALL BE MAINTAINED IN A NEAT AND HEALTHY CONDITION AT ALL TIMES.
8. ALL LANDSCAPING AREAS SHALL BE PROTECTED FROM VEHICULAR ENCROACHMENT BY A 6" HIGH CONCRETE CURB.
9. ALL LANDSCAPING AREAS SHALL BE PROVIDED WITH A MINIMUM OF ONE TREE FOR EVERY 30 LINEAR FEET OF PERIMETER LANDSCAPING.
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11. ALL ROOF MOUNTED EQUIPMENT SHALL BE SCREENED FROM VIEW BY PARAPET WALLS.
12. ALL SIGNS SHALL BE APPROVED BY SEPARATE SIGN PERMIT.
13. ALL EXTERIOR LIGHTING SHALL BE DESIGNED SO AS TO REFLECT AWAY FROM ADJACENT RESIDENTIAL AREAS.
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RGA
ARCHITECTURE DESIGN
CONSULTANT
SYSCO FACILITY
Good things grow here
Sysco
MERIDIAN PARKWAY
COUNTY OF RIVERSIDE
CA 92518
MERIDIAN
SYSCO Corporation
1390 ENCLAVE PARKWAY
HOUSTON, TEXAS 77077
281-584-1345 TEL
281-584-4004 FAX
CONTACT: DAVID RUCHELL
ruchell.david@corp.sysco.com

NO	DATE	DESCRIPTION
MARK	DATE	DESCRIPTION

SITE PLAN
PHASE II

A1-2



VICINITY MAP



SITE SCREENING PLAN - PHASE I

RGA

SYSCO FACILITY

Sysco

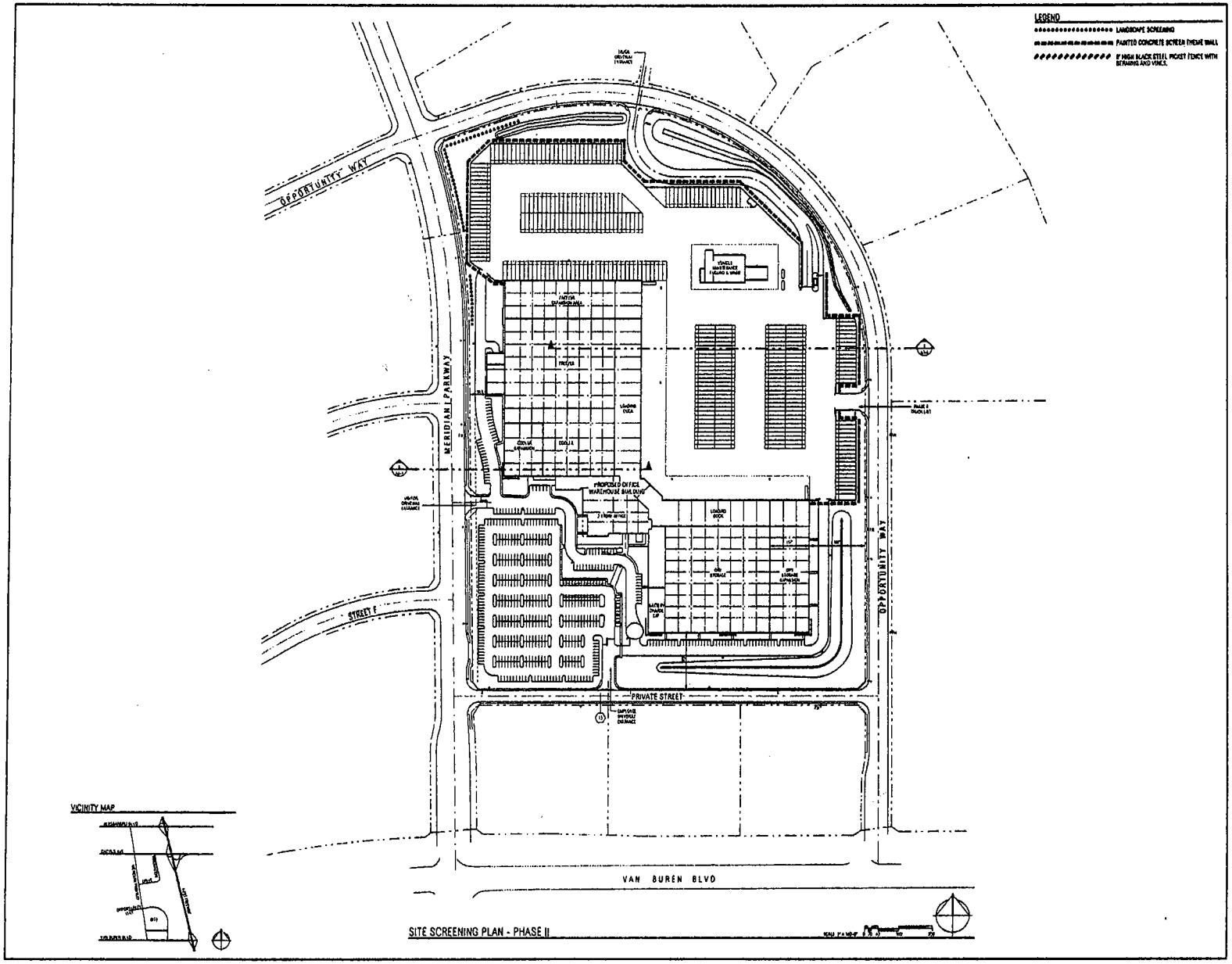
MERIDIAN PARKWAY
COUNTY OF RIVERSIDE
CA 92518

MERIDIAN

SYSCO Corporation
1390 ENCLAVE PARKWAY
HOUSTON, TEXAS 77077
281-584-1243 TEL
281-584-6004 FAX
CONTACT: DAVID MICHAEL
michael.david@corp.sysco.com

SITE SCREENING PLAN
PHASE I

A1-3



RGA

SYSCO FACILITY

Good things grow here
SYSCO

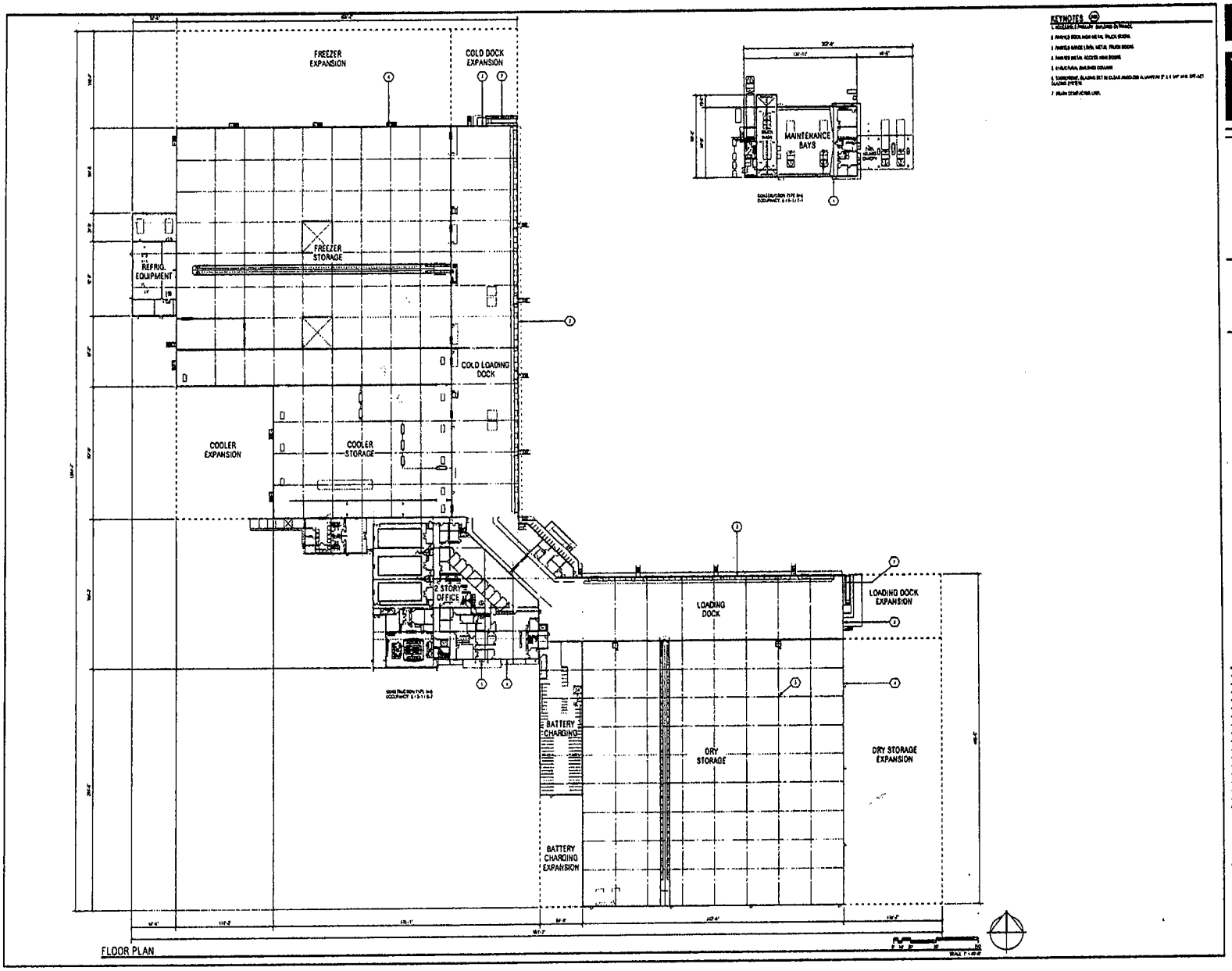
MERIDIAN PARKWAY
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HOUSTON, TEXAS 77077
281-584-1340 TEL
281-584-4004 FAX
CONTACT: DAVID ALCHEL
alchel.david@corp.sysco.com

SITE SCREENING PLAN
PHASE II

A1-4



FLOOR PLAN

KEYNOTES

RGA

SYSCO FACILITY

Sysco

MERIDIAN PARKWAY
COUNTY OF RIVERSIDE
CA 92518

MERIDIAN

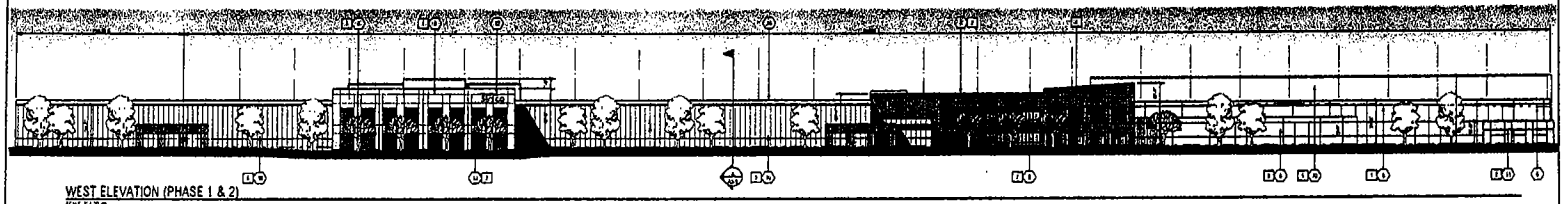
SYSCO Corporation
1390 ENCLAVE PARKWAY
HOUSTON, TEXAS 77077
281-584-1543 TEL
281-584-8004 FAX
CONTACT: DAVID REICHEL

FLOOR PLAN

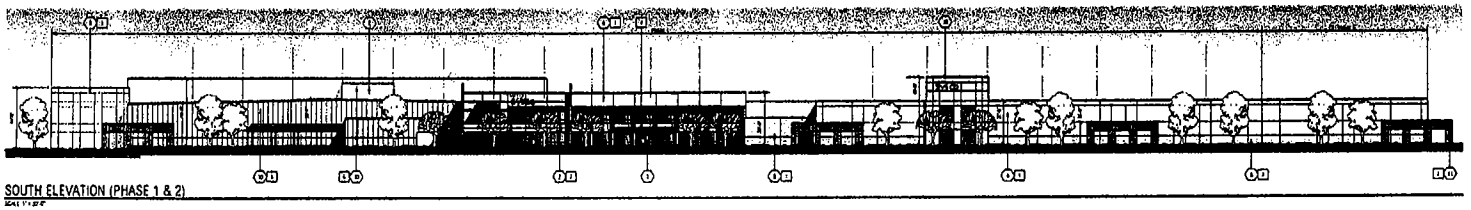
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FINISH SCHEDULE

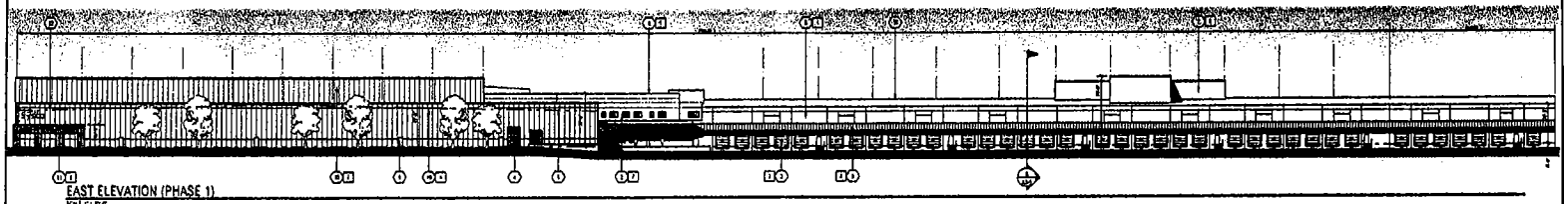
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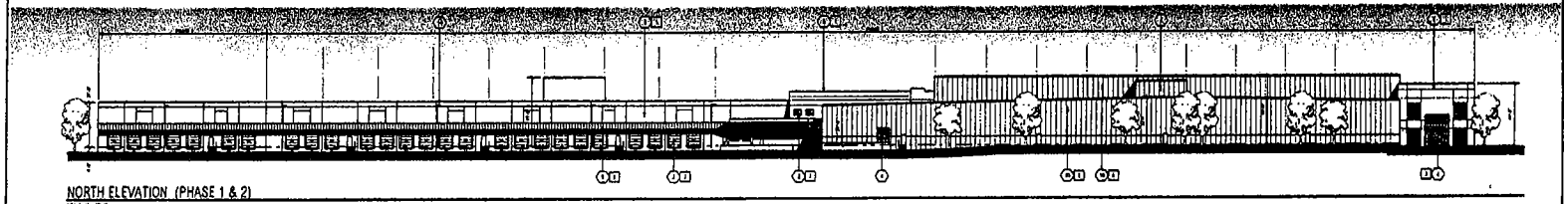
WEST ELEVATION (PHASE 1 & 2)



SOUTH ELEVATION (PHASE 1 & 2)



EAST ELEVATION (PHASE 1)



NORTH ELEVATION (PHASE 1 & 2)

RGA

SYSCO FACILITY

Sysco

MERIDIAN PARKWAY
COUNTY OF RIVERSIDE
CA 92518

MERIDIAN

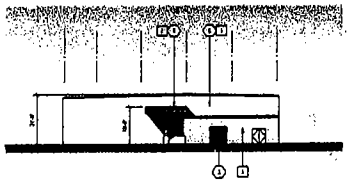
SYSCO Corporation
1390 ENCLAVE PARKWAY
HOUSTON, TEXAS 77077
281-584-1343 TEL
281-584-4004 FAX
CONTACT: DAVID REICHEL
reichel.david@corp.sysco.com

ELEVATIONS

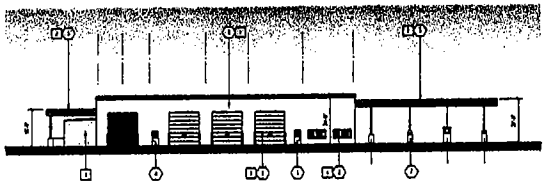
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FINISH SCHEDULE

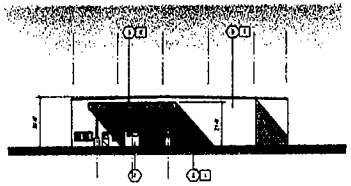
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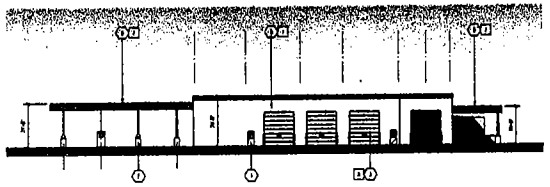
WEST ELEVATION



SOUTH ELEVATION



EAST ELEVATION



NORTH ELEVATION

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CA 92518

MERIDIAN

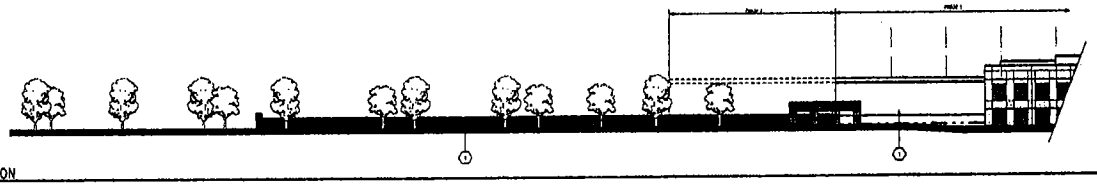
SYSCO Corporation
1390 ENCLAVE PARKWAY
HOUSTON, TEXAS 77077
281-584-1343 TEL
281-584-4004 FAX
CONTACT: DAVID REICHEL

MAINTENANCE FACILITY ELEVATIONS

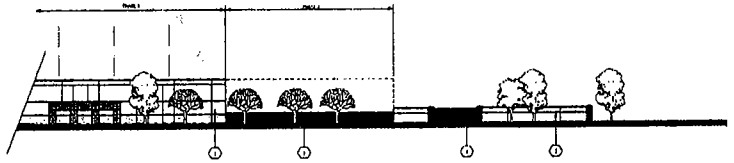
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FINISH SCHEDULE

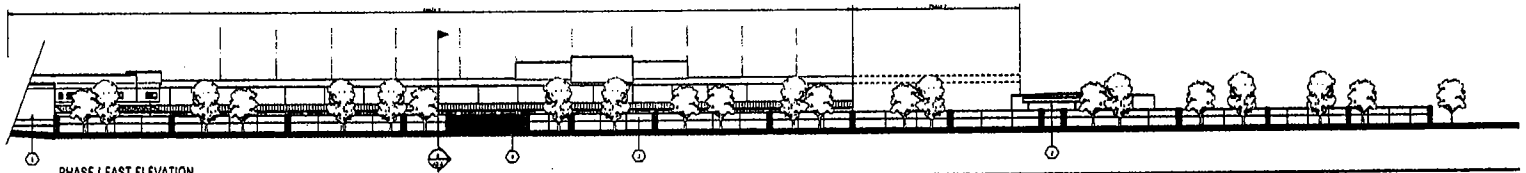
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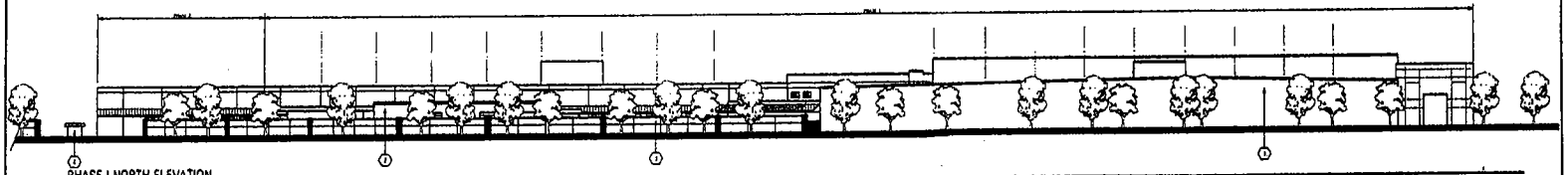
PHASE I WEST ELEVATION



PHASE I SOUTH ELEVATION



PHASE I EAST ELEVATION



PHASE I NORTH ELEVATION

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MERIDIAN

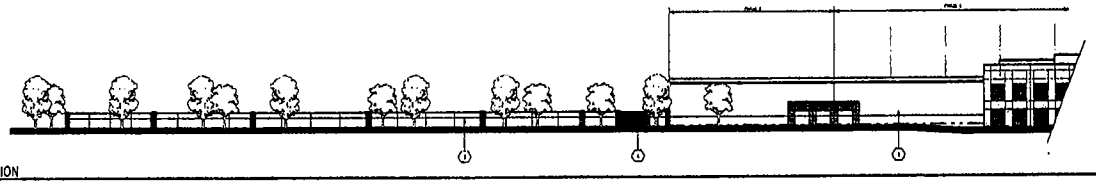
SYSCO Corporation
1390 ENCLAVE PARKWAY
HOUSTON, TEXAS 77077
281-584-1366 TEL
281-584-6004 FAX
CONTACT: DAVID REICHEL
reichel.david@corp.sysco.com

PHASE I SITE SCREENING ELEVATIONS

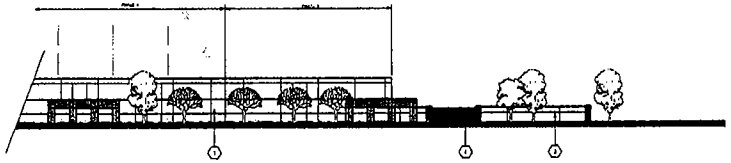
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FINISH SCHEDULE

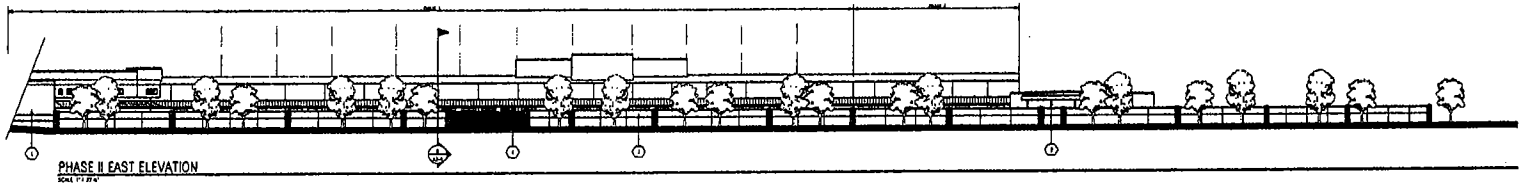
KEYNOTES



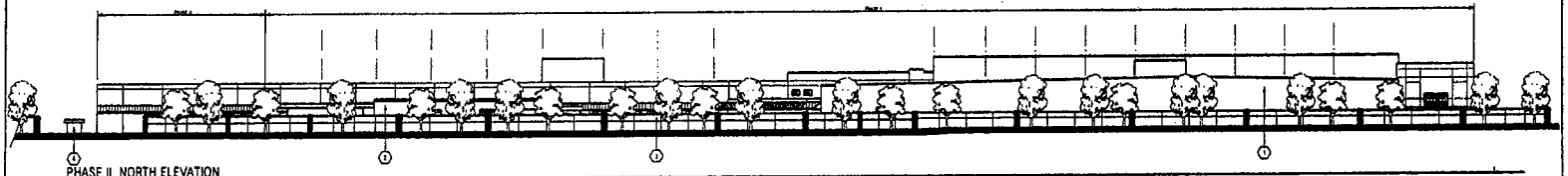
PHASE II WEST ELEVATION



PHASE II SOUTH ELEVATION



PHASE II EAST ELEVATION



PHASE II NORTH ELEVATION

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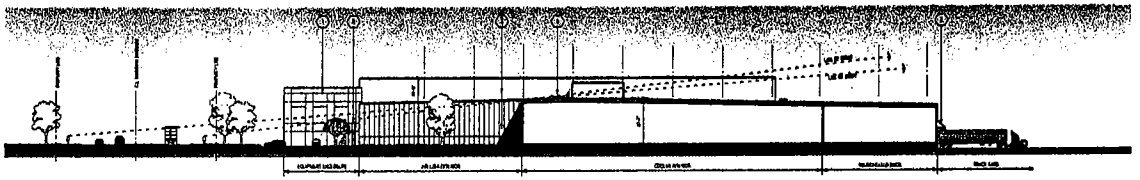
MERIDIAN

SYSCO Corporation
1390 ENCLAVE PARKWAY
HOUSTON, TEXAS 77077
281-584-1340 TEL
281-584-4004 FAX
CONTACT: DAVID MICHEL
michel.david@corp.sysco.com

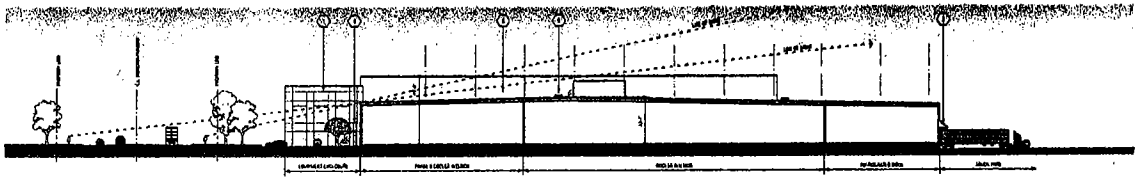
PHASE II SITE SCREENING

A3-4

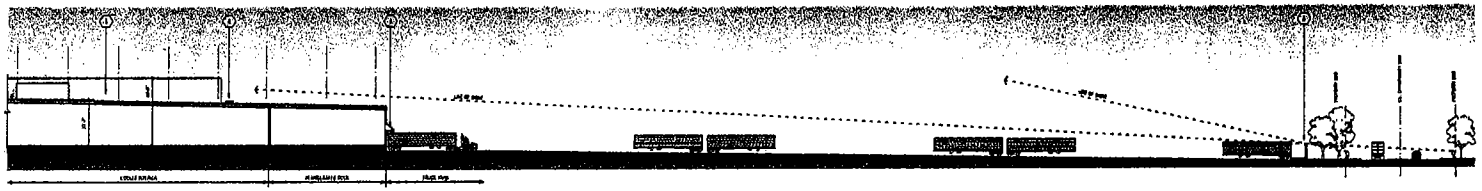
KEYNOTES



MERIDIAN PARKWAY - PHASE I SECTION A



MERIDIAN PARKWAY - PHASE II SECTION A



OPPORTUNITY WAY SECTION B

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COUNTY OF RIVERSIDE
CA 92518

MERIDIAN

SYSCO Corporation
1390 ENCLAVE PARKWAY
HOUSTON, TEXAS 77077
281-584-1343 TEL
281-584-4604 FAX
CONTACT: DAVID WICHAL
wichal.david@corp.sysco.com

SITE SECTIONS

A3-5

EXHIBIT "B"

Conditions of Approval for Plot Plan 09-01

Plot Plan Conditions of Approval for PP 09-01
Sysco Foods

PLANNING DEPARTMENT

General Planning Conditions:

1. The site shall be developed in accordance with the approved Plot Plan 09-01 on file in the Planning Department, the Meridian Specific Plan (SP-5), the applicable portions of the March JPA Development Code, the General Plan, and the conditions contained herein. Prior to any use of the site or business activity being commenced thereon, all Conditions of Approval and Environmental Mitigation Measures shall be completed to the satisfaction of the Planning Manager or designee. Building elevations shall comply with the color scheme and materials approved with the Plot Plan. (MJPA 9.14.020)

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

3. This approval shall expire three years after the date of approval unless substantial construction contemplated by this approval has occurred within the three-year period, which is thereafter pursued to completion, or the March Joint Powers Authority has extended approval, otherwise the approval shall become null and void. (MJPA 9.02.230)

4. This development is located within Specific Plan SP-5. The provisions of the Meridian Specific Plan including the permitted uses, development standards, the March Business Center Design Guidelines, and the Conditions of Approval shall prevail unless modified herein. (MJPA 9.13)

5. 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)

6. 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)

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

8. 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)

9. All new and existing utilities located on the site shall be under grounded. (MJPA 9.13.130)

10. 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 or automatic lighting motion sensors, orienting buildings to the north for natural cooling to the extent practical, and increasing insulation beyond Title 24 requirements. (MEIR)

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

12. 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)

13. 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)

14. All uses shall comply with the noise emission criteria identified in the March JPA Development Code. (MMRP)

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

15. Facilities that store, handle or use regulated substances as defined in the California Health and Safety Code 25532 shall comply with the Hazards and Hazardous Materials Mitigation Measures identified in the Meridian Subsequent EIR (SCH#2009071069). (MMRP)

16. 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)

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

18. Individual lot developers shall contribute on a fair share basis toward the cumulative off-site impacts identified in Specific Plan Chapter IIV. (MMRP)

19. 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.

20. 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)

21. Prior to issuance of building permits, the Planning Division shall review and approve a computer-generated, point-by-point exterior lighting analysis plan as a component of the construction plan review. The lighting plan shall be generated on the site plan and shall be integrated with the final landscape plan. The plan shall indicate the manufacturer's specifications for fully shielded light fixtures and shall include fixture catalog cuts, light cut-off shielding details, wattage, illumination type (high or low pressure sodium only), location, and height. The lighting shall not exceed a 750 watt maximum, shall not be mounted more than 25' above finished grade, and site lighting of outdoor areas shall be limited to high pressure or low pressure sodium lighting. The lighting shall be designed in such a manner so that it does not exceed 0.5 candle/foot^2 illumination beyond the property line. (MJPA 9.08.100)

22. The project construction plan submittal shall contain an on-site traffic striping and signage plan which shall be reviewed and approved by Planning Department prior to issuance of the building permits.

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

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

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

25. 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.).

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

27. Prior to Certificate of Occupancy, the Planning Division shall review and approve the location and method of screening of transformer cabinets, commercial gas meters and back flow preventers as components of the construction plan review. Location and screening shall comply with the following criteria: All transformer cabinets, commercial gas meters and backflow devices shall not be located within driveway/street view triangles in such a way that they obscure traffic visibility. Service Electrical Systems shall be fully enclosed and incorporated into the overall architectural design of the building(s). Back-flow preventers and gas meters shall be screened by landscaping that will provide appropriate landscape screening upon maturity. (MJPA Design Guidelines)

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

29. Prior to Certificate of Occupancy, each development incorporating truck docks shall install one 6-sq/ft sign for each four roll-up dock doors identifying the maximum 5-minute diesel idling time for tractor engines. 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)

30. All landscape located adjacent to parking areas shall be protected by a raised 6" extruded curb. (MJPA Design Guidelines)

31. Prior to the issuance of the Certificate of Occupancy, the applicant shall provide a letter from the landscape architect identifying that all landscape has been installed consistent with the approved landscape plan and that the landscape complies with the provisions of the March JPA Landscape Irrigation Efficiency Ordinance (JPA ORD.#09-05).

32. The landscape irrigation schedule which identifies appropriate watering times, duration and quantities, for 1) initial landscaping and 2) established landscape, shall be continually available at the site in perpetuity, in a convenient location near the irrigation controlling unit. (JPA ORD.#09-05).

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

34. 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).

35. The facility shall incorporate an on-site green/landscape waste recycling/mulching area, or as an option the facility operator may identify in writing how green/landscape waste is recycled off-site. (MMRP)

36. 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.

37. All LLMD pressure main line and laterals crossing beneath paved areas shall be encased in schedule 40 PVC sleeves twice the diameter of the pipe. Sleeves shall be placed as a depth of 24" beneath finished surface, measured from the top of sleeve. Control wires shall be separate sleeves with a minimum diameter of two inches. Wire sleeves shall be seized so that wire bundles may be pulled without binding. On each side of paved areas, a 10" round valve box with wire connections shall be installed. Pin tie connectors shall be used in wire connection box and must be branded on the valve box lid with "SW" for future identification.

38. 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.

39. 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.

40. All LLMD plant material damaged shall be replaced with like sized material within three (3) business days unless an extension is approved, in writing, by the LLMD manager.

41. 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)

42. Consistent with the requirements of the NPDES Guidelines, the applicant/owner will record a NPDES Maintenance Covenant and Agreement verifying that the property owner or association will have maintenance responsibility for the on-site storm water treatment in perpetuity.

43. 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.

44. 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.

45. 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.

46. Prior to the issuance of building permits, the developer or developer's successor-in-interest applicant shall submit and receive approval of a Quality Water Management Plan addressing long term development storm water mitigation measures.

47. 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).

48. 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.

49. 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)

50. 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)

51. Employers with over 250 employees shall provide on-site food vending machines, refrigerator, microwave oven and mail facilities and use reasonable effort to provide an ATM, onsite computer, internet connection, and other service to reduce the need for employees to leave for services during business hours. (MMRP)

52. All cold storage facilities shall install conduit to all loading dock doors accessing the cold storage warehouse in order to accommodate future use plug–in electrical outlets. Additionally, all cold

storage facilities shall have a minimum of 20% of the loading dock doors activated for plug-in use prior to issuance of the certificate of occupancy. The trailer fleets of all cold storage warehouses shall be 100% plug-in ready within 10 years of the certificate of occupancy. (MMRP)

53. The operator shall cooperate with March JPA in the pursuit of Carl Moyer clean air grants. Grants shall be used to pursue clean air technology inclusive of clean burning engines, alternate fuel vehicles, diesel particulate traps, alternate fuel refrigeration units, and electrification of dock ramp positions.

54. Projects shall provide short- and long-term bicycle parking facilities to meet peak season maximum demand (e.g., one bike rack space per 20 vehicle/employee parking spaces). Project shall also provide "end-of-trip" facilities including showers, lockers, and changing space (e.g., four clothes lockers and one shower provided for every 80 employee parking spaces, separate facilities for each gender for projects with 160 or more employee parking spaces). (MMRP)

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

56. Project shall include permanent TMA membership per the Specific Plan Amendment. (MMRP)

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

58. Project shall install Energy Star labeled roof materials. (MMRP)

59. Developer is encouraged use materials which are resource efficient, recycled, with long life cycles and manufactured in an environmentally friendly way. (MMRP)

60. Developer shall consider an increase of exterior wall insulation and roof insulation over Title 24 requirements; however, a specific percent increase is not required. (MMRP)

61. Prior to issuance of a grading or building permit, the Construction Contractor shall submit a Construction Management Plan identifying compliance with all construction mitigation measures identified in the Meridian Subsequent EIR (SCH#2009071069). (MMRP)

62. The project will comply with greenhouse gas mitigation measures IV.L-1.20 through IV.L-1.26, as identified in Final Subsequent EIR (SCH# 2009071069).

ENGINEERING COMMENTS, TRILAKE ENGINEERING

With respect to the Conditions of Approval for the above referenced development, the MJPA requires that the applicant provide the following improvements and/or dedications in accordance with the March Joint

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

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

    a. New onsite publicly maintained drainage facilities located outside road right-of-way, if any, shall be constructed within dedicated easements and connected to existing drainage facilities. Existing and proposed drainage easements shall be kept free of any building, structures, and obstructions.

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

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

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

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

    f. The "first flush" basins shall be located onsite and properly landscaped and screened as determined by MJPA and Water Quality Board. The parkway on and offsite landscaping may be utilized for this purpose. These facilities shall be connected to existing drainage with permits from the appropriate agency.

    g. Connection to drainage facilities maintained by RCFC will require their approval. Any onsite drainage facilities not maintained by RCFC and the JPA's maintenance district shall be privately maintained.

2. Additional streetlights or relocation of streetlights (as needed) shall be installed per Riverside County and Southern California Edison standards.

3. The proposed development is in the service area of Western Municipal Water District for water and sewer services. Additional lateral connection, if required, shall comply with WMWD and Fire Department requirements. Onsite sewer and water plans shall be submitted to WMWD for review and approval.

4. This project is part of the existing landscape, lighting, and drainage maintenance district established by MJPA. Owner(s) shall be responsible to pay towards maintenance of facilities as determined by the District. Additional landscaping and drainage improvements shall be maintained by owners.

5. On and offsite improvements including grading and paving plans along with hydrology shall be submitted to MJPA Public Works Engineer's office for review and approval.

6. Proposed access to Meridian Parkway shall be for right-in and out only by providing a raised landscaped (hardscaped) median along the frontage or other methods as approved by the JPA. All driveways shall be installed per Riverside County Standard 207A.

7. The private street adjacent to the site shall be improved to full width as required per Tentative Map 30857-4. Easement dedication for the use by utility and adjacent property owners will be required. Maintenance of the private street shall be assured in perpetuity through an appropriate recorded document, as determined by the March Joint Powers Authority.

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

9. Construction o Meridian Parkway and connection to Van Buren Blvd. including a signal in conformance with Phase 4 street improvement plans shall be required.

BUILDING DEPARTMENT, WILLDAN

1. Provide 2 sets of plans and calculations along with a soils report no more than 12 months old to the building department along with a set for Planning Department review. If you choose to submit electronically, the Planning Department will require a hard copy at initial submittal for building plan check. Also provide partial submittal to the water district. Please note building permits cannot be issued without a will serve letter from WMWD.

2. Civil site work is under separate submittal and review by Engineering Department.

3. Separate buildings may be submitted under one plan check number, but will be issued separate permits at approval. Breakdown valuations for each building.

FIRE MARSHALL, RIVERSIDE COUNTY FIRE DEPARTMENT

General Conditions

1. It is the responsibility of the recipient of these Fire Department conditions to forward theme to all interested parties. The building permit number is required on all correspondence.

   Questions should be directed to the Riverside County Fire Department, Fire Protection Planning Division at 2300 Market St. Suite 250, Riverside, Ca 92501. Phone: (951) 955-4777, Fax: (951)

955-4886.

2. Blue retro reflective pavement markers shall be mounted on private street, public streets and driveways to indicate location of fire hydrants. Prior to installation, placement of markers must be approved by Riverside County Fire Department.

3. Minimum required fire flow shall be 4000 GPM for 4 HOURS duration at 20 PSI residual operating pressure, which must be available before any combustible material is placed on the job site. Fire flow is based on typed VB construction per the 2007 CBC and Building(s) having a fire sprinkler system.

4. A combination of on-site and off site super fire hydrants, on a looped system (6" X 4" X 2 ½"), will be located not less than 25 feet or more than 165 feet from any portion of the building as measured along approved vehicular travel way. The required fire flow shall be available from any adjacent hydrant (s) in the system.

5. Applicant and/or developer shall be responsible for obtaining under/aboveground fuel, chemical and mixed liquid storage tank permit, from the Riverside County Fire Department and Environmental Health Departments. Plans must be submitted for approval prior to installation. Aboveground fuel/mixed liquid tank(s) shall meet the following standards: Tank must be tested and labeled to UL2085 Protected Tank Standard or SwRI 93-01. The test must include the Projectile Penetration Test and the Heavy Vehicle Impact Test. A sample copy of the tank's label from an independent test laboratory must be included with your plans. (Current plan check deposit base fee is $217.00 for the first Tank, Each additional tank $32.00).

6. Rapid entry Hazardous Material data and key storage cabinet shall be installed on outside of the building. Plans shall be submitted to the Riverside County Fire Department for approval prior to installation. (Current plan check deposit base fee is $126.00).

7. Gate entrances shall be at least two feet wider than the width of the traffic land (s) serving that agate. Any gate providing access from a road to a driveway shall be located at least 35 feet from the roadway and shall open to allow vehicle to stop with out obstructing traffic on the road. Where a one-way road with a single traffic land provides access to a gate entrance, 40 foot turning radius shall be used.

8. Gate(s) shall be automatic or manual operated, minimum 20 feet width, with a setback of 35 feet from face of curb/flow line. Gate access shall be equipped with a rapid entry system. Plans shall be submitted to the Fire Department for approval prior to installation. Automatic/manual gate pins shall be rated with shear pin force, not to exceed 30 foot pounds. Automatic gates shall be equipped with emergency backup power. Gates activated by the rapid entry system shall remain open until closed by the rapid entry system. (Current plan check deposit base fee is $126.00).

Prior to Building Permit Issuance

9. Building plan check deposit fee of $1,056.00 shall be paid in a check or money order to the Riverside County Fire Department after plans have been approved by our office.

10. The applicants or developer shall separately submit two copies of the water system plans to the Fire

Department for review and approval. Calculated velocities shall not exceed 100 feet per second. Plans shall conform to the fire hydrant types, location and spacing, and the system shall meet the fire flow requirements. Plans shall be signed and approved by a registered civil engineer and the local Water Company with the following certification: "I certify that the design of the water system is in accordance with the requirements prescribed by the Riverside County Fire Department."

Prior to Building Final Inspection

11. The applicant shall prepare and submit to the Fire Department for approval, a site plan designating required fire lanes with appropriate lane painting and/or signs.

12. Install a complete fire sprinkler system per NFPA 13 currently adopted edition. 13D and 13R system are not allowed. In all buildings requiring a fire flow of 1500 GPM or greater sprinkler system(s) with pipe size in excess of 4 inch diameter the project structural engineer is required to certify (wet signature) the stability of the building system for seismic and gravity loads to support the sprinkler system.

13. All fire sprinkler risers shall be protected from any physical damage. The post indicator value and fire department connection shall be located to the front, within 50 feet of a hydrant, and a minimum of 25 feet from the building(s).

14. A statement that the building(s) will be equipped with automatic fire sprinklers must be included on the title page of the building plans. Current Fire Dept. deposit base fee for sprinkler plan check is $614.00 per riser.

15. Applicant or developer shall be responsible to install U.L Central Station Monitored Fire Alarm System. Monitoring system shall monitor the fire sprinkler system's water flow, P.I.V.'s and all control valves. Plans must be submitted to the Fire Department for approval prior to installation. Contact Fire Department for guideline handout. Current monitoring plan check deposit base fee is $192.00.

16. Install portable fire extinguishers with a minimum rating of 2A-10BC and signage. Fire Extinguishers located in public areas shall be in a recessed cabinet mounted 48 inches to center above the floor level with Maximum 4 inch projection form the wall. Contact Fire Department fro proper placement of equipment prior to installation.

17. U.L 300 hood duct fire extinguishing system must be installed over the cooking equipment. Wet chemical extinguishing system must provide automatic shutdown of all electrical components and outlets under the hood upon activation. System must be installed by a licensed C16 contractor. Plans must be submitted with current fee $215.00 to the Fire Department for review and approval prior to installation.

    Note: A dedicated alarm system is not required to be installed for the exclusive purpose of monitoring this suppression system. However, if there is a new or pre-existing alarm system; then it must be connected to the extinguishing system and submitted to the Fire Dept. for review and approval.

MARCH AIR RESERVE BASE

1. The March Air Reserve Base review of the proposal by the Sysco Corporation is for an approximate 515,000 square foot warehouse distribution use located at 15750 Meridian Parkway is provided with this memorandum. The proposed development is in the 60 to 65 decibel (dB) range of Community Noise Equivalent Level (CNEL) contours related to mission flights. Employees and regularly received public may require protection using noise abatement (noise level reduction) provided in construction design. Additional, hearing protection for employees may be required by OSHA or other agencies as related to safety and health in a high noise level work environment.

RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION

1. Prior to the issuance of building permits, the landowner shall convey an avigation easement to the MARB/MIP Airport.

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

3. The following uses shall be prohibited:

    a) Any use which would direct a steady light or flashing light of red, white, green, or amber colors associated with airport operations toward an aircraft engaged in an initial straight climb following takeoff or toward an aircraft engaged in a straight final approach toward a landing at an airport, other than an FAA-approved navigational signal light or visual approach slope indicator.
    b) Any use which would cause sunlight to be reflected toward an aircraft engaged in an initial straight climb following takeoff or toward an aircraft engaged in a straight final approach toward a landing at an airport.
    c) Any use which would generate smoke or water vapor or which would attract large concentrations of birds, or which may otherwise affect safe air navigation within the area. (Such uses include landscaping utilizing water features, aquaculture, livestock operations, production of cereal grains, sunflower, and row crops, artificial marshes, wastewater management facilities, composting operations, trash transfer stations that are open on one or more sides, recycling centers containing putrescible wastes, construction and demolition debris facilities, fly ash disposal, incinerators, and landfills.)
    d) Any use which would generate electrical interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation.

4. The following notice shall be provided to all potential purchasers and tenants:

    This property is presently located in the vicinity of an airport, within what is known as an airport influence area. For that reason, the property may be subject to some of the annoyances or inconveniences associated with proximity to airport operations (for example: noise, vibration, or odors). Individual sensitivities to those annoyances can vary from person to person. You may wish to consider what airport annoyances, if any, are associated with the property before you complete

your purchase and determine whether they are acceptable to you. Business and Professional Code Section 11010 (b)(13)(A).

5. Any retention basin shall be designed so as to provide a maximum 48-hour detention period for the design storm (may be less, but not more), and to remain totally dry between rainfalls. Vegetation in and around the retention basin that would provide food or cover for bird species that would be incompatible with airport operations shall not be utilized in project landscaping.

6. Noise attenuation measures shall be incorporated into the design of office areas of structures, as necessary to ensure interior office noise levels from aircraft operations are at or below 45 CNEL.

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. Operations shall comply with SCAQMD regulations for low sulfur fuel as identified in Rule 431.2.

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

5. Hazardous materials certified handler and disposal service shall conduct the disposal and servicing of any hazardous materials.

6. 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.

7. 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.

8. Any graffiti located onsite shall be removed within 72 hours. The site shall be maintained in a graffiti-free state at all times.

9. All construction activities shall be limited to between 7:00 am and 8:00 pm as feasible. (MEIR)

PUBLIC HEARING OF THE

MARCH JOINT POWERS COMMISSION

OF THE MARCH JOINT POWERS AUTHORITY

MJPA –Public Hearing
Agenda Item No. 11a

Meeting Date: July 21, 2010

Subject/Action: **ADOPT RESOLUTION #JPA 10-20 CERTIFYING THE FINAL SUBSEQUENT EIR, MAKING WRITTEN ENVIRONMENTAL FINDINGS, ADOPTING THE STATEMENT OF OVERRIDING CONSIDERATIONS, ADOPTING THE MITIGATION MONITORING AND REPORTING PLAN AND DIRECTING STAFF TO FILE A NOTICE OF DETERMINATION FOR THE CERTIFICATION OF THE MERIDIAN SPECIFIC PLAN AMENDMENT FINAL SUBSEQUENT EIR; 2) ADOPT RESOLUTION #JPA 10-21 MAKING WRITTEN FINDINGS AND ADOPTING GENERAL PLAN AMENDMENT GP 09-01; 3) ADOPT RESOLUTION #JPA 10-22 MAKING WRITTEN FINDINGS AND APPROVING TENTATIVE TRACT MAP 30857 AMENDMENT 2, SUBJECT TO CONDITIONS OF APPROVAL; 4) ADOPT RESOLUTION #JPA 10-23 MAKING WRITTEN FINDINGS AND APPROVING THE SYSCO WAREHOUSE PLOT PLAN 09-01, SUBJECT TO CONDITIONS OF APPROVAL; AND 5) WAIVE THE FIRST READING AND CONDUCT A PUBLIC HEARING ON ORDINANCE #JPA 10-02, THE MERIDIAN SPECIFIC PLAN AMENDMENT (SP-5), MAKING WRITTEN FINDINGS AND DIRECTING STAFF TO SCHEDULE THIS ITEM ON A FUTURE AGENDA FOR SECOND READING. THESE APPLICATIONS ARE REQUESTS BY LNR PROPERTY CORPORATION AND RELATED AFFILIATES, AND BY SYSCO CORPORATION (PLOT PLAN ONLY), ON SCATTERED PARCELS WITHIN THE NORTH CAMPUS OF THE MARCH BUSINESS CENTER SPECIFIC PLAN LOCATED WEST OF INTERSTATE 215, SOUTH OF ALESSANDRO BOULEVARD AND NORTH OF VAN BUREN BOULEVARD**

Proposed Motions:

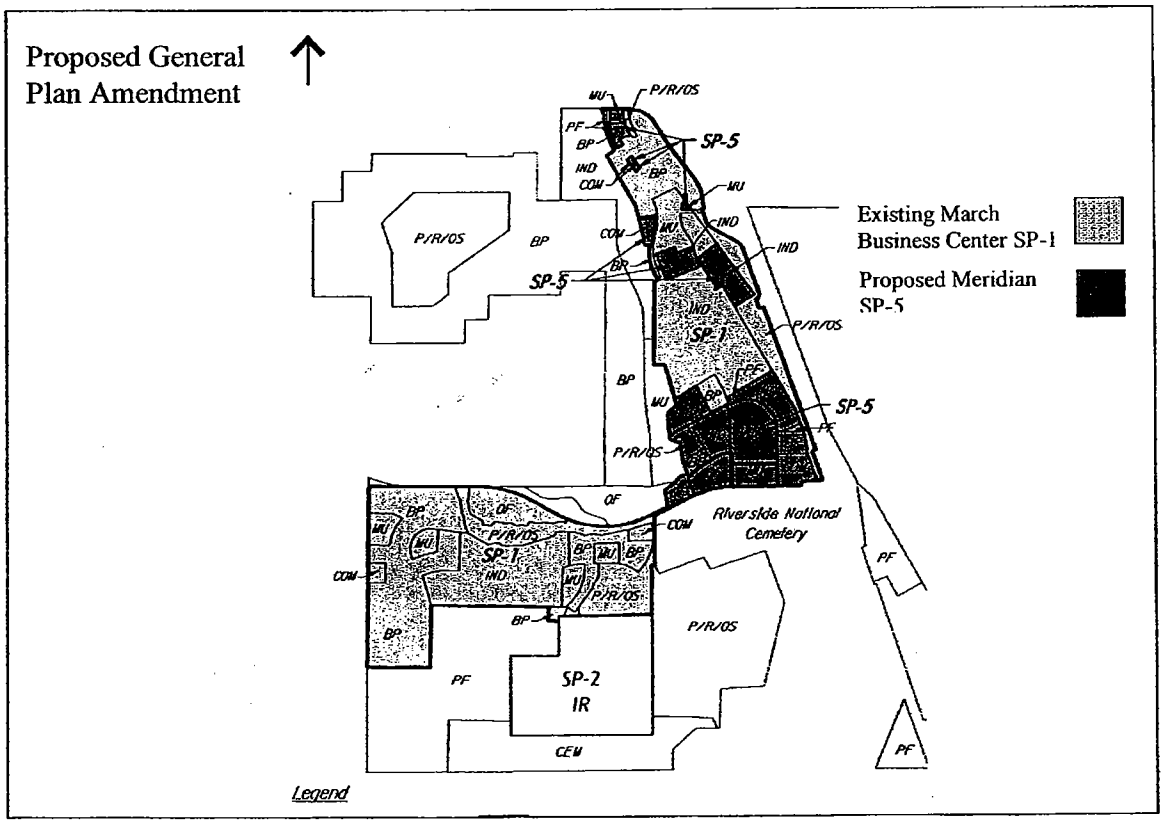
1) Move that the March Joint Powers Commission Adopt Resolution #JPA 10-20 Certifying the Meridian Final Subsequent EIR; a) Making Written Environmental Findings; b) Adopting the Statement of Overriding Considerations; c) Adopting the Mitigation Monitoring and Reporting Program; and d) Directing staff to file a Notice of Determination for the Meridian Specific Plan Final Subsequent EIR; and

2) Move that the March Joint Powers Commission: a) Adopt Resolution #JPA 10-21 Making Written Findings and Adopting General Plan Amendment GP 09-01; b) Adopt Resolution #JPA 10-22 Making Written Findings and Approving Tentative Tract Map 30857 Amendment 2, Subject to Conditions of Approval; c) Adopt Resolution #JPA 10-23 Making Written Findings and Approving the Sysco Warehouse Plot Plan 09-01, Subject to Conditions of Approval; and d) Waive the First Reading and Conduct a Public Hearing on Ordinance #JPA 10-02, the Meridian Specific Plan Amendment, Making Written Findings and Directing Staff to Schedule this item on a Future Agenda for the Second Reading.

Application (1): General Plan Amendment GP 09-01:

Applicant(s): LNR Property Corporation and affiliates, including LNR Riverside LLC, LNR Riverside II LLC, LNR CPI Riverside Warehouse LLC, LNR CPI Meridian BTS 223 LLC, and LNR CPI Meridian BTS 356 LLC.

Summary: Request to amend the General Plan on 257.7 acres in various locations within the north campus of the March Business Center Development. The modification would change the existing General Plan Land Use designation from SP-1 to SP-5 on the subject area, and would modify the underlying land uses designations as follows: 1) reduction in the Business Park designation from 120.5 acres to 23.0 acres; 2) increase in the Commercial designation from 20.3 acres to 22.2 acres; 3) increase the Industrial designation from 43.2 acres to 158.5 acres; 4) reduction in the Mixed Use designation from 37.0 acres to 16.8 acres; 5) increase in the Office designation from 18.3 acres to 21.5 acres; 6) reduction in the Public Facility designation from 12.1 acres to 4.6 acres; 7) and increase in the Park/Recreation/Open Space designation from 0 acres to 11.1 acres. The modifications necessitate an update of the General Plan Development Build-Out Table and the General Plan Circulation Map to assure internal consistency within the General Plan. The applicant has identified the purpose of their request is to respond to changes in market conditions since the adoption of the March Business Center Specific Plan, and has submitted a market study by Albert Gobar Associates reflecting the economic issues regarding development under the existing entitlements and the proposed amendments (available at www.marchjpa.com). The General Plan amendment is identified in dark blue below (the existing March Business Center is in light blue):

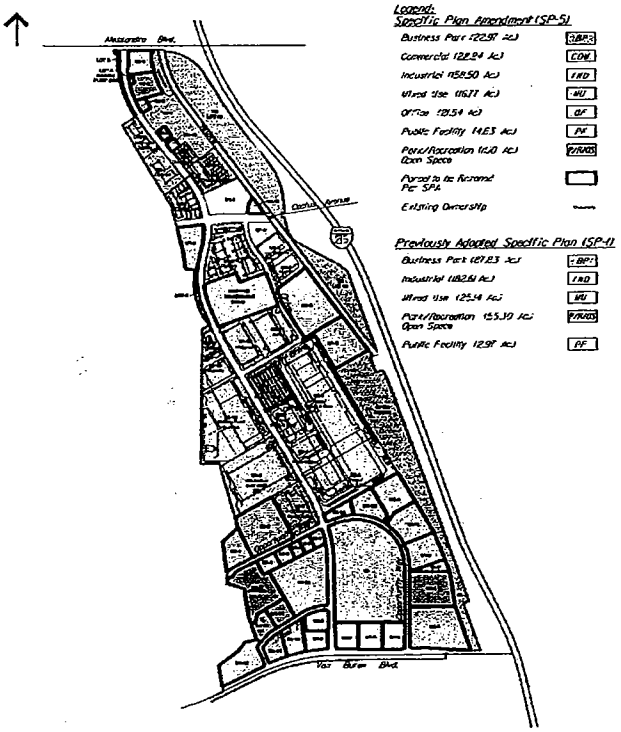


Application (2): Specific Plan Amendment SP-5:

Applicant(s): LNR Property Corporation and affiliates, including LNR Riverside LLC, LNR Riverside II LLC, LNR CPI Riverside Warehouse LLC, LNR CPI Meridian BTS 223 LLC, and LNR CPI Meridian BTS 356 LLC.

Summary: Request to amend the March Business Center Specific Plan on 257.7 acres within the north campus of the March Business Center development by adopting the proposed Meridian Specific Plan (SP-5). The modification would modify the underlying land use designation/zoning, in conformance with the land use changes identified in the General Plan amendment stated above. The request also proposes the following modifications to the existing Specific Plan: 1) incorporation of a Riverside County Fire Station site at Meridian Parkway/Opportunity Way; 2) accommodation of rail service on two existing lots (Unit 2 Lot 5 and Unit 2 Lot 6); 3) increase in Floor Area Ratios (FAR) in the Office (5%), Mixed Use (5%), Industrial (5)%, and Commercial (10%) land use designations; 4) use of colored decorative concrete paving in place of landscaping up to a maximum of 5% in the Office, Mixed Use and Commercial designations and up to 2% in the Industrial designation; 5) increase in permissible height in the Office designation up to 60' subject to FAA approval (3 story maximum); 6) clarification of the details of the project theme wall; 7) modification to the planned sewer, water and storm drainage infrastructure; and 8) modification of the allowed uses within several land use designations, to change some allowed uses to require Conditional Use Permits (CUP) or to prohibit uses that previously required CUPs, as identified in Specific Plan Table III-1.

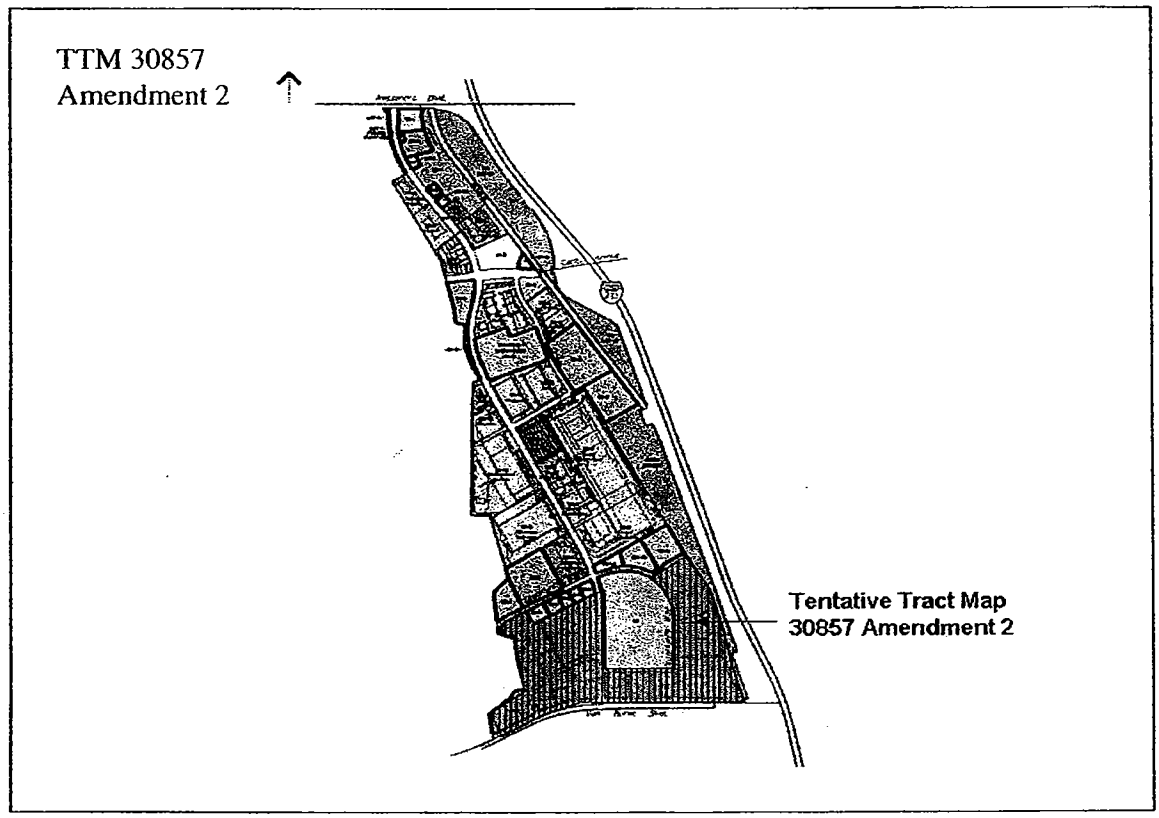
Proposed Specific Plan Amendment



Application (3): Tentative Map 30857 Amendment 2:

Applicant(s): LNR Riverside II, LLC.

Summary: Tentative Tract Map 30857 Amendment 2 would reconfigure lots and the internal street network on the southern 126.9 acres of the proposed Meridian Specific Plan amendment. The Tentative Tract Map would create 15 buildable lots, 4 lots to be conveyed as right-of-way, an 11.1-acre detention basin/open space, and a 1.7-acre site for a planned water pump facility adjacent to the recently installed 96" Metropolitan Water District regional water distribution line. The project includes modification of streets in the southwest portion of the north campus to replace cul-de-sacs with a looped street alignment. The Tentative Map also includes a proposed private street north of lots 5, 6 and 7, which also provides access to the proposed Sysco facility. A 20' landscape easement, in combination with 11' of landscape within the public right-of-way (total 31' of landscape) is proposed along the north side of Van Buren Boulevard. Similarly, a 9' landscape easement combined with 12' of landscape in the public right-of–way (total 21' of landscape) is proposed for Meridian Parkway. At the corner of Meridian Parkway and Van Buren Boulevard, a .28 acre landscape easement area is proposed as an enhanced setback from the intersection of Van Buren/Meridian Parkway, in recognition of the expansive landscape area located to the south at Riverside National Cemetery. In combination with landscape in the public right-of-way, the triangular landscape areas at the intersection of Meridian/Van Buren incorporate .38 acres of total landscaping, exclusive of the public sidewalk. The location of Tentative Tract Map 30857 Amendment 2 is identified below.

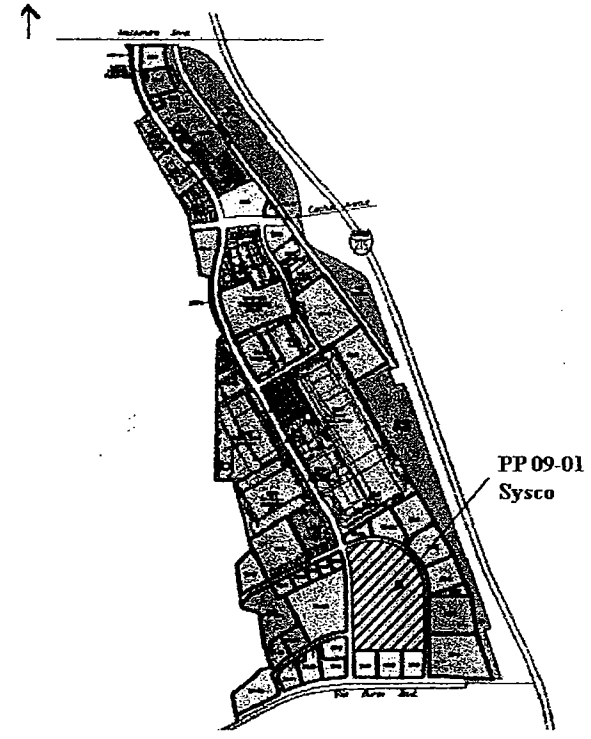


Application (4): Plot Plan 09-01 (Sysco):

Applicant(s): Sysco Corporation.

Summary: The proposed Sysco facility is a warehouse distribution use with a two-story office component for on-site sales staff and administrative functions, located on a 45 acre lot at 15750 Meridian Parkway. The office area totals 62,000 square feet with the remaining portion of the 515,223 square feet allocated to food and food-service product storage, packaging and distribution. No food preparation would occur on-site. The initial development phase of the Project would consist of 395,955 square feet of warehouse and office use and ancillary truck maintenance, truck fueling and vehicle washing facilities. A subsequent phase would provide 119,268 square feet of additional warehouse development. Truck roll-up doors, truck parking and trailer parking are screened by 12' perimeter walls incorporating the Meridian design theme (decorative stone pilasters at 80' on center), or mounded berms and 24" box trees where building additions are planned. Employee access to the facility would be provided via one driveway to/from an east/west private roadway to be constructed along the southern boundary of the lot. Truck traffic would enter/exit the site via a single driveway on Opportunity Way, located east of Meridian Parkway. The employee and visitor parking lot would have approximately 455 car parking stalls and be located in the southwestern corner of the site. The proposed building incorporates tilt-up concrete construction for office and ambient warehouse areas and smooth insulated metal panel systems for the cold storage areas.

Proposed
Plot Plan 09-01



Adjacent Land Uses/Zoning		
Direction	Existing Use	General Plan Designation/Zoning
East	March Air Reserve Base RCTC/BNSF Rail Line Interstate 215	Military Operations and Aviation/ Un-zoned property (JPA) N/A (Railroad R-O-W) N/A (Caltrans R-O-W)
North	Sycamore Canyon Business Park	Business Office Park / BMP & CG (City of Riverside)
West	Future Development Area	Business Park and Mixed Use / Un-zoned property (JPA)
South	Riverside National Cemetery	N/A (National Cemetery)

GENERAL PLAN AMENDMENT OVERVIEW:

The proposed Meridian Specific Plan amendment (SPA) is consistent with the General Plan objective of developing a mixed-use, job intensive business park on the approximate 668-acre north campus of March Business Center in the northwest planning area. Further Land Use Element objectives of airport compatibility are met through compliance with the 2005 March Air Reserve Base Air Installation Compatibility Use Zone (AICUZ) study and the March Joint Land Use Study (JLUS), the latter of which is incorporated into the development regulations of the SPA. The objectives of the Housing, Noise, and Safety Elements of the General Plan are met by the emphasis on employment related uses and the prohibition of residential uses within the SPA. The objectives of the General Plan Open Space and Conservation Elements are met by the provision of open space/detention basins, protection of riparian habitat and provision of enhanced landscape easements. The objectives of the Transportation Element are met by the proposed street circulation system, compliance with the Truck Route Plan and Ordinance, and compliance with the recommendations of the traffic impact analysis study. A detailed analysis of the project consistency with 57 goals identified in the General Plan is provided in the 10-page General Plan consistency analysis, located in Section VIII of the proposed Meridian Specific Plan, dated July 2010. A comparison of the existing land use/acreages in the full March Business Center Specific Plan with that proposed through the SPA is identified below:

Comparison of Existing and Proposed Land Uses within March Business Center/Meridian based on the Proposed Meridian Specific Plan Amendment			
Land Use Designation:	Existing Acreage	Proposed Acreage:	Proposal by Percentage
Office	61	64	5%
Commercial	38	40	3%
Mixed Use	125	105	8%
Business Park	521	424	33%
Industrial	370	485	37%
Park/Rec/Open Space	175	186	14%
Public Facility	12*	5	0%
TOTALS	1,302 acres*	1302 acres	100%
*Acreage within the March Business Center has increased from 1290 to 1302 through acquisition of Arnold Heights School			

SPECIFIC PLAN APPLICATION OVERVIEW:

As a regulatory specific plan, the SPA creates land use designations that also function as zoning districts corresponding with each of the land use categories identified in the General Plan. A summary of the purpose and character of the land use designations/zoning districts is listed below:

Industrial: This land use category is intended to accommodate mainstream industrial users including manufacturing and warehousing. Screened outdoor storage of inventory is permitted up to the area equivalent to the building area. These uses are typically located within internal areas of the development with access to arterial and collector level streets.

Business Park: This land use category is intended to accommodate typical business park users including research and development, administrative offices, financial offices, government uses, and light manufacturing facilities. Uses operate within fully enclosed buildings with limited ancillary screened storage not to exceed 10% of the building area. These uses are generally located along internal arterial roads and collector roads.

Mixed Use: This land use category is intended to accommodate a wide range of complementary uses including research and development, administrative offices, financial offices, medical offices, retail uses (not to exceed 25%), and custom manufacturing. Through the SPA process, this category has been modified to encourage office uses and discourage light manufacturing facilities, as the remaining Mixed Use sites are on highly visible major arterial locations.

Office: This land use category is intended to accommodate professional, administrative and medical offices. The Office designation is primarily located within highly visible areas along Van Buren Boulevard.

Commercial: This land use category is intended to accommodate retail services catering to the employees within the business park. Restaurants and service oriented uses are permitted. In order to discourage large sales tax-generating retail uses, any retail use greater than 25,000 square feet requires Conditional Use Permit (CUP) approval by the Joint Powers Commission.

Park/Recreation/Open Space: This land use category is intended to accommodate parks, wildlife habitat, and detention facilities.

Airport Compatibility Zones: These Overlay Zones provide additional guidance in terms of persons per acre, building height, hazardous materials and public assembly provisions in relationship to March ARB/March Inland Port. Areas within the Meridian SPA are located in Airport Compatibility Overlay Zones B1, B2 and C1. An overview of the compatibility provisions is listed on the following page:

Airport Compatibility Overlay Zones			
Compatibility Zone	Average People/Acre	Maximum Persons/Acre	Prohibited Uses
B1 Inner Approach /Departure Zone	 25 (APZ I) 50 (APZ II)	 100 100	Children's schools, places of assembly, day care centers, hospitals, above ground bulk storage of hazardous materials, motels, buildings with more than 1 story (APZ I), buildings with more than 2 stories (APZ II)
B2 High Noise Zone	100	250	Children's schools, places of assembly, day care centers, buildings with more than 3 stories, hospitals, critical community infrastructure
C1 Primary Approach/ Departure Zone	100	250	Children's schools, places of assembly, day care centers, buildings with more than 3 stories, hospitals

Development Standards:

Development Standards					
Standard	**Business Park**	**Industrial**	**Office**	**Mixed Use**	**Commercial**
Area (min)	30,000 s/f	30,000 s/f	30,000 s/f	30,000 s/f	30,000 s/f
Street Frontage (min)	100'	100'	100'	100'	100'
Lot Width (min)	100'	100'	100'	100'	100'
Minimum Yard (min)					
Front	20'	20'	25'	20'	25'
Interior Side	0'	0'	0'	0'	0'
Side-Abutting Res.	30'	30'	30'	30'	30'
Street Side	20'	20'	15'	15'	15'
Rear Yard	25'	25'	10'	10'	10'
Rear-Abutting Res.	50'	50'	40'	40'	40'
Building Height (max)	35/2 stories**	35/2 stories **	60'/3 story	50'/3 story	50'/3 story
Floor Area Ratio (max)	0.45	0.55	0.40	0.40	0.35
Site Landscaping (min)	10%	10% [4]	20% [4]	20% [4]	20% [4]
*** Increased height up to 80' is permitted where all setbacks meet or exceed the building height* *[4] Allowance made for decorative concrete paving*					

Transportation Infrastructure: The following major street improvements are planned:

- Van Buren (Meridian Pkwy to I-215): 4-westbound lanes and 5-eastbound lanes, grade separated class one bike lane.
- Van Buren (Meridian Pkwy to Village West Drive): 3-westbound lanes, 3-eastbound lanes, landscaped median and grade separated class one bike lane.
- Meridian Parkway: (Van Buren Boulevard to Opportunity Way) two northbound lanes, two southbound lanes, center turn lane and class two bike lanes.
- Internal collector streets (Street F): One travel lane one direction and center turn lane.

Perimeter Buffers/Landscape: Landscape easements are used in numerous places to enhance the aesthetics of the SPA. The landscape easements combine with additional public right-of-way landscaping to provide a greater landscape area. All landscaping within landscape easements and R-O-W is maintained by the Landscape and Lighting Maintenance District (LLMD), to assure high quality landscape maintenance. The dimensions of the landscape easements are identified below:

- Van Buren Boulevard: 20' landscape easement plus 11' of landscaping within the public R-O-W (31' total feet of landscaping). At the corner of Meridian Parkway and Van Buren Boulevard a .28 acre landscape easement area is proposed. Combined with landscaping within the public R-O-W, a total of .38 acres of landscaping is provided as an enhanced setback in recognition of the expansive landscape area located to the south within Riverside National Cemetery.

- Meridian Parkway: 9' landscape easement plus 12' of landscaping within the public R-O-W (21' total feet of landscaping).

- Internal Collector Street (Street F): 5' landscape area within the public R-O-W.

- Western Landscape Tract: As an aesthetic measure, the business park provides a 15' landscape tract on the western edge of the development, which provides an aesthetic landscape buffer for homes located approximately 1,500 feet to the west.

TENTATIVE TRACT MAP 30857 AMENDMENT 2 OVERVIEW:

The original Tentative Tract Map 30857 (TTM 30857) was approved by the Planning Commission on February 19, 2003. The first amendment to TTM 30857 was approved on April 18, 2007 to revise the location of lot lines in two areas: 1) near the proposed Metrolink facility; and 2) southwest of the project detention basin. The prior TTM amendment did not require an amendment to the Specific Plan as the underlying land use designations were unaffected. Under the original and first amendment to TTM 30857, approximately 14 lots (±250 acres) were developed.

Tentative Tract Map 30857 Amendment 2 would create 15 buildable lots, 4 lots to be conveyed as right-of-way, an 11.1 acre detention basin/open space, and a 1.7 acre site for a planned water pump facility adjacent to the recently installed 96" Metropolitan Water District regional water distribution line. The project includes modification of streets in the southwest portion of the north campus to replace cul-de-sacs with a looped street alignment. The Tentative Map also includes a proposed private street north of lots 5, 6 and 7, which also provides access to the proposed Sysco facility.

The submitted Tentative Tract Map Amendment 2 is designed to coincide with all components of the SPA. Prior to scheduling the Final Map before the March Joint Powers Commission, the applicant will comply with all requirements of Section 9.14 of the March JPA Development Code (Land Divisions) and the conditions of approval attached to the Resolution approving Tentative Tract Map 30857 Amendment 2.

PLOT PLAN 09-01 (SYSCO) OVERVIEW:

Description of Project:

The Sysco warehouse facility consists of development of a 515,223 square foot building for food and food supply warehousing and distribution on 45 acres located at 15750 Meridian Parkway. The facility is expected to have 283 employees, with 45 office workers, 50 truck drivers and 188 warehouse employees. Building materials are painted tilt-up concrete for the office and ambient warehouse and flat prefinished, insulated metal panels for the cold storage warehouse. The proposed site formerly accommodated the Arnold Heights military housing tract. This housing was demolished in conformance with the Arnold Heights Demolition EIR (SCH# 2005081074).

The proposed facility is planned as a phased development, with 395,955 square feet of initial development and an 119,268 square foot future warehouse expansion area. The building includes a two-story, 62,000 square foot administrative and sales office area, with the remaining portion of the building dedicated to warehousing. The project also includes an 11,000 square ancillary building for truck maintenance, refueling and washing.

To support the cold storage warehouse operations, the Project would include the use of a 9,000 pound anhydrous ammonia refrigeration system. Anhydrous ammonia is a state regulated substance that is subject to the creation and maintenance of a California Accidental Release Prevention Plan as well as a Business Emergency Plan.

Project Details:

Conformance with Development Standards		
Development Standard	**Proposed Development**	**Maximum/Minimum Standard**
Site Area	1,960,200 s/f	30,000 s/f (minimum)
Building Area	515,223 s/f (at build out)	N/A
Floor Area Ratio	26%	55% (maximum)
Setbacks: (build out)	F: 51' S: 166'/541'*	F: 20' S: 0'/20' R: N/A (min) *
Site Landscaping	21.5% (at build out)	10% (minimum)
Proposed Building Heigh	49'	51' (maximum)**
Parking	545 (at build out)	431 required spaces (minimum)
* Due to the configuration of the lot, there is no true rear lot line ** Allowed building height may equal the minimum building setback of 51' in conformance with Section III G(a) of the Specific Plan.		

Conformance with the Meridian Specific Plan (SP-5):
This Plot Plan application complies with all development regulations within the Meridian SPA.

Critical information is identified below:

- The Project conforms to the required development standards from the Meridian SPA, inclusive of required building setbacks, site landscaping, building height, FAR and parking requirements.

- The Project complies with the Meridian SPA Water Consumption Monitoring Program. Project analysis indicates that water consumption is expected to be 90,000 gallons/day. Remaining capacity within the Meridian SPA is 142,280 gallons/day within the Planning Region C.

- The Project complies with the Meridian SPA Traffic Monitoring Program. Project analysis indicates that the site will generate 607 truck trips/day and 2,689 passenger vehicle trips/day. Remaining capacity with the Meridian SPA is 42,730 vehicle trips/day and 3,283 truck trips/day.

- The Project complies with the building height analysis required by the FAA. A "Determination of No Hazard to Air Navigation" was issued by the FAA on November 19, 2008 for this Project.

- The Project will comply with all greenhouse gas mitigation measures including the provision of 20% of loading dock doors with plug-in technology on opening day, provision of car pool spaces, provision of alternate vehicle parking spaces, design of roof trusses to accept solar voltaic systems, bike rack and bike amenity provisions, and 40% shaded area within the parking lot (at maturity), as well a other greenhouse mitigation measures identified in the MMRP.

Conformance with the March Business Center Design Guidelines:

The March Business Center Design Guidelines establish the development requirements for all Projects within the March Business Center (Meridian) development. The Guidelines institute criteria for site planning, architecture, landscaping, lighting and project signage, as listed below:

- Project architecture is consistent with a contemporary, technical styled tilt-up concrete and flat prefinished, insulated metal panel building, as required in the March Business Center Design Guidelines. The tilt-up concrete color palette consists of Navajo White with Smokey Blue and Comfort Grey accent colors; while the insulated panel system uses Polar White and Regal Grey prefinished panels. Project glazing incorporates blue tint with low reflectance glass.

- The project street frontage will be dominated by the double row of Magnolia and Mondale Pine trees and which will be maintained by the project Landscape and Lighting Maintenance District (LLMD). The project has a substantial landscaping area, totaling 21.5% of the total site area in build out condition. The landscaping is designed for reclaimed "purple pipe" irrigation for water efficiency.

- All exterior project lighting is restricted to low or high pressure sodium lighting, fully shielded fixtures with the source of illumination not visible above the horizon, maximum of 24' above finished grade, and a maximum illumination of 0.5 candle/foot^2 at the property line, as required in the March Business Center Design Guidelines.

PROJECT UPDATE:

Closed Circuit Camera and left truck turn restriction at Meridian Parkway/Van Buren Boulevard: A letter was received from the City of Riverside on June 15, 2010 identifying a concern with truck movements at the intersection of Meridian Parkway and Van Buren Boulevard. The letter recommended the incorporation of an eastbound truck left turn prohibition at this intersection as well as the installation of a closed circuit camera to assure compliance. However, to date March JPA has not received complaints about truck traffic on Van Buren. Based on receipt of the letter, staff discussed the issue with a representative of County TLMA as well as the Joint Powers Technical Advisory Committee. Based on those discussions, March JPA recommends the incorporation of conduit in the Van Buren/Meridian Parkway signal, to allow the addition of a camera if supplemental enforcement is needed and traditional methods (law enforcement) are not successful. Subsequent to those discussions, the Riverside Assistant City Manager confirmed that the City's request was that the signal conduit be camera ready, as identified in the Tentative Tract Map 30857 Amendment 2 Condition of Approval #5.

Draw Down Time for Detention Basins: The draft SEIR indicated that the Meridian detention basins would have a draw down of time of 24 hours. Upon further review of the 100-year 3 hour storm event, the Meridian East detention basin will have a greater draw down time of 39 to 42 hours during the interim development of Unit 4 and the Lot E basin will have a draw down period of 27 to 30 hours during the interim development of Unit 4. In the ultimate condition, the East Basin will be designed to draw down in 28 to 30 hours. The Lot E Basin will be designed in the ultimate condition to draw down in 27 to 30 hours. These draw downs differ from the information provided in the draft SEIR, but are still consistent with the Riverside County Airport Land Use Commission parameters for 48 hour draw down times and with FAA AC No: 150/5200-33B, which strongly recommends a maximum draw down time of 48 hours. This change does not trigger the need for further review as the modification complies with all guidance for draw down of detention basins. However, in order to assure an appropriate safety margin, the Final EIR incorporates additional mitigation in mitigation measure A-4 that requires on-going monitoring for the potential for birds in the Project detention basin.

TMA funding: A minor modification to mitigation measure IV.L-1.8 has been incorporated in the Final EIR to reflect that there is not a financial expense associated with the filing of a Transportation Demand Management Plan with the JPA. This issue reflects a minor change and is not related to a new significant impact or significant impact that is found to be of greater significance.

RCTC/BNSF Activity: During the Planning Commission hearing on July 7, 2010 the Planning Commission requested that follow-up information be provided regarding the length of freight trains on the San Jacinto line. As background information, the San Jacinto Branch Line is a single-track railroad that extends approximately 38 miles from the Highgrove community south through Box Springs Canyon to the City of Perris and then east to the San Jacinto / Hemet area (P 12-13, San Jacinto Branchline/ I-215 Corridor Study, STV 2004). As discussed on pages III-11 and IV-127 of the Meridian SPA Final SEIR, conservative analysis of possible Meridian SPA rail use would be up to 12 rail cars per day. In accordance with the meeting with BNSF officials on October 29, 2009, these 12 cars would be accommodated by the existing two trains per day. Further information is provided on page 4.10-7 of the Draft Environmental Impact Report for the Perris Valley Line (SCH 2009011046; RCTC, 2010), which identifies that the two freight trains using the San Jacinto Branch Line consist of three diesel locomotives each, and approximately

25 freight cars. In comparison, as described on page 4.10-6 of the Draft EIR, the BNSF-owned mainline track in Riverside (i.e., from downtown Riverside to Highgrove) has 60-80 trains per day, consisting of four locomotives and 50-100 freight cars.

AB 811: During the Planning Commission hearing on July 7, 2010 the Commission requested that follow-up information be provided regarding the AB 811. This legislation would authorize all cities and counties in California to designate areas within which willing property owners could enter into contractual assessments to finance the installation of distributed renewable generation, as well as energy efficiency improvements, that are permanently fixed to the property owner's residential, commercial, industrial, or other real property. These financing arrangements would allow property owners to finance renewable generation and energy efficiency improvements through low-interest loans or bonding that would be repaid as an item on the property owner's property tax bill. This additional power would require an amendment to the Joint Powers Agreement, as the powers of the JPA are strictly determined by that document. Should the concept be further pursued, March JPA would likely work with the WRCOG to bond for specific energy efficiency improvements with repayment to occur through property taxes. This item will be the subject of a future Commission study session. In addition to SB 811 opportunities, development within March JPA may also pursue the three following programs offered by Edison: California Solar Initiative (Customer-owned and operated), SCE Solar Rooftop Program (SCE-owned and operated) and Large-Scale Solar Power Contracts (Third Party-owned and operated).

Timing of the Joint Powers Commission Hearing: On July 7, 2010 the March Joint Powers Planning Commission recommended certification of the Final Subsequent EIR and approval of the General Plan Amendment, the Specific Plan Amendment, the Amended Tentative Tract Map, and Plot Plan 09-01. On July 8, 2010 notice was mailed to all interested parties regarding the nature of the applications, recommendation of the Planning Commission and the scheduled date of the March Joint Powers Commission hearing. Further public notice of the Planning Commission's recommendation and the future March Joint Powers Authority hearing was posted at the offices of the March JPA and advertised in the Press Enterprise. All public notice requirements have been met in compliance with March JPA Development Code Section 9.02.200 and Government Code 65855 and 65856.

PROJECT SUBSEQUENT ENVIRONMENTAL IMPACT REPORT:

In accordance with the California Environmental Quality Act ("CEQA") guidelines, and the March JPA Local CEQA Guidelines, the Project Subsequent EIR analyzes resource areas based on the details of the Specific Plan amendment and submitted applications. Among the areas covered by the Project Subsequent EIR are land use and planning, transportation, air quality, biological resources and noise. Other resource areas, including aesthetics, agricultural and forest resources, mineral resources, population and housing, and recreation were adequately covered by the previous Focused EIR (SCH# 2002071089) and are incorporated by reference in the Project Subsequent EIR.

During the analysis of the March JPA General Plan in 1999, it was determined that the scale of development within the March JPA planning area would surpass the threshold of significance for air quality impacts, biological resources and utilities and service systems. Significant environmental impacts that cannot be mitigated require the governing board to adopt a Statement of Overriding Considerations. Accordingly, on September 15, 1999, the March Joint Powers

Commission adopted a Statement of Overriding Considerations identifying the applicable mitigation measures and providing justification for the air quality override.

As the proposed Project air quality impacts, transportation and greenhouse gas emissions exceed the applicable thresholds of significance, a Statement of Overriding Considerations is needed for the adoption of the Meridian Subsequent EIR. These impacts are discussed in detail in the body of the Subsequent EIR text under their associated headings, and are summarized below. A lengthy Mitigation Monitoring and Reporting Program is provided in section XI of the Final Subsequent EIR, which identifies all feasible mitigation measures to reduce Project impacts to below a level of significance or to the degree feasible, though not below a level of significance. The Statement of Overriding Considerations included in Resolution #PC 10-02 identifies justification for the air quality override, transportation override, and greenhouse gas override.

Regarding the draft EIR, a total of 10 comment letters were received from interested parties and responsible agencies (See Final EIR for all Responses to Comment Letters). Two additional letters were submitted more than six (6) weeks after the close of the draft EIR comment period. Responses to those comments will be provided separately.

Air Quality:
The March Joint Powers Authority is located within the South Coast Air Basin (SCAB), a 6,745 square mile area within the Counties of Riverside, San Bernardino, Los Angeles and Orange. The SCAB is a non-attainment area for ozone (O_3), carbon-monoxide (CO), and particulate matter smaller than 10-microns (PM_{10}), and a maintenance area for oxides of nitrogen (NOx). Even after compliance with all federal, state, regional, and local regulations, and application of all feasible mitigation measures, the Project has significant air quality impacts, as identified below:

Direct Project Impact:
Construction emissions: NO_x, PM_{10} and $PM_{2.5}$
Localized impact for PM_{10} emissions during construction
Operational emissions impacts for ROG, NO_x, CO, PM_{10} and $PM_{2.5}$

Cumulative Impact: (when combined with background levels)
Incremental cancer risk due to diesel particulate matter

Traffic/Circulation Significant Impacts:
With the implementation of all proposed mitigation, under opening year and cumulative conditions, the Project will result in, or contribute to, individually and cumulatively significant traffic impacts at the following locations:

Direct Project Impact:
Van Buren/I-215 Interchange (interim significant)

Interstate 215: North of Alessandro Boulevard
Interstate 215: Alessandro Boulevard to Cactus Avenue
Interstate 215: Cactus Avenue to Van Buren Boulevard
Interstate 215: South of Van Buren Boulevard
Van Buren Boulevard: West of Wood Road (interim significant)
Van Buren Boulevard: Wood Road to Trautwein Road (interim significant)
Van Buren Boulevard: Meridian Parkway to Northbound I-215 Ramps (interim significant)

Cumulative Impacts: (when combined with traffic from local and regional development projects, analyzed in the SEIR):

Intersections (Existing Plus Project plus Cumulative Projects):
Alessandro Boulevard and Northbound I-215 Ramps
Cactus Avenue and I-215 Interchange (interim significant)
Cactus Avenue and Elsworth Street
Van Buren Boulevard and Wood Road
Van Buren Boulevard and Trautwein Road
Van Buren Boulevard and Barton Street
Nandina Avenue and Barton Street

Intersections (Future Year Plus Project):
Alessandro Boulevard and Canyon Crest Drive
Alessandro Boulevard and Trautwein Road
Alessandro Boulevard and Mission Grove Parkway
Alessandro Boulevard and Meridian Parkway
Alessandro Boulevard I-215 Interchange
Alessandro Boulevard and Old 215 Frontage Road
Cactus Avenue and Meridian Parkway
Cactus Avenue and Elsworth Street
Van Buren Boulevard and Wood Road
Van Buren Boulevard and Barton Street
Van Buren Boulevard and Village West Drive
Van Buren Boulevard and Meridian Parkway
Cottonwood Avenue and Day Street

Street Sections (Existing Plus Project Plus Cumulative Projects):
Cactus Avenue: Northbound I-215 Ramps to Elsworth Street
Cactus Avenue: Elsworth Street to Frederick Street
Van Buren Boulevard: Trautwein Road to Barton Street
Van Buren Boulevard: Wood Road to Trautwein Road
Van Buren Boulevard: West of Wood Road
Barton Street: Van Buren Boulevard to Krameria Avenue
Barton Street: Krameria Avenue to Nandina Avenue

Street Sections (Future Year Plus Project):

Alessandro Boulevard: Meridian Parkway to Southbound I-215 Ramps
Alessandro Boulevard: Northbound I-215 Ramps to Old 215 Frontage Road
Cactus Avenue: Northbound I -215 Ramps to Elsworth Street
Van Buren Boulevard: Orange Terrace Parkway to Village West Drive
Van Buren Boulevard: Village West Drive to Meridian Parkway

Freeway Segments (Existing Plus Project Plus Cumulative Projects and Future Year Plus Project):
Interstate 215: North of Alessandro Boulevard
Interstate 215: Alessandro Boulevard to Cactus Avenue
Interstate 215: Cactus Avenue to Van Buren Boulevard
Interstate 215: South of Van Buren Boulevard

Greenhouse Gas Significant Impacts:
Although the proposed mitigation measures estimate a significant reduction of GHG emissions (by approximately 24.8%), the proposed Project is still above the GHG emission thresholds of CARB and SCAQMD, therefore, it will result in a significant and unavoidable cumulative impact on greenhouse gasses.

Cumulative Impacts:
Greenhouse gas emissions.

STAFF RECOMMENDATION:

Staff concludes that the proposed General Plan Amendment GP 09-01, Meridian Specific Plan Amendment SP-5, Tentative Tract Map Amendment 30857 Amendment 2 and Sysco Plot Plan 09-01 meet all requirements of the General Plan, Development Code, Specific Plan and Design Guidelines. Furthermore, the Subsequent EIR for these projects provides full analysis under CEQA, and fully discloses the environmental impacts associated with these requests. Accordingly, staff recommends approval of these items in accordance with the motions on page one (1) of this report.

Attachments:

1. Resolution #JPA 10-20 Certifying Meridian Specific Plan Amendment EIR.
2. Resolution #JPA 10-21 Adopting General Plan Amendment GP 09-01.
3. Resolution #JPA 10-22 Adopting Tentative Tract Map 30857 Amendment 2, subject to Conditions of Approval.
4. Resolution #JPA 10-23 Approving Plot Plan 09-01, subject to Conditions of Approval.
5. Ordinance #JPA 10-02 Ordinance for Specific Plan Amendment SP-5.
6. Planning Commission Findings regarding the Final SEIR for the Meridian Specific Plan Amendment (Resolution #PC 10-02).
7. Planning Commission Findings regarding General Plan Amendment GP 09-01, Meridian Specific Plan Amendment SP-5, Tentative Tract Map 30857 Amendment 2 and Sysco Plot Plan 09-01 (Resolution #PC 10-03).

THE PRESS-ENTERPRISE

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on: Thursday, Jul 08, 2010

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951-368-9018 Fax

Account Information

Phone #: (951) 656-7000
Name: MARCH JOINT POWERS AUTHORITY
Address: 23555 MEYER DR

MARCH ARB CA 92518-2038

Acct #: 62999
Client:
Placed by: Dan Fairbanks
Fax #: (951) 653-5558

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NOTICE OF PUBLIC HEARING BEFORE THE COMMISSION OF THE MARCH JOINT POWERS AUTHORITY

NOTICE IS HEREBY GIVEN that at 8:30 A.M. on **Wednesday, July 21, 2010,** or as soon thereafter as possible, in the March Joint Powers Authority Conference Center, located at 23533 Meyer Drive, Riverside, California 92518, a public hearing will be held by the Commission of the March Joint Powers Authority. This meeting is scheduled to discuss and take action on the following items:

GP 09-01: A public hearing on a Planning Commission recommendation to approve a request by LNR Riverside, LLC and LNR affiliates to amend the General Plan of the March JPA on 257.7 acres within the north campus of the Meridian (formerly referred to as March Business Center) Specific Plan. The effect of this modification would be to amend the General Plan Land Use Map from SP-1 to SP-5 on the subject area. The underlying land use designations would generally be modified to decrease the Business Park and Mixed Use land use designations and increase the available areas for Industrial land uses. The site is generally located north of Van Buren Boulevard, south of Alessandro Boulevard and west of Interstate 215. The Planning Commission recommended adoption of this item at the public hearing on July 7, 2010 on an 8 - 0 vote (Ayes: Yarbrough, Buster, Melendrez, Batey, Busch, Gardner, Ashley, Stewart).

SP 09-01: A public hearing on a Planning Commission recommendation to approve a request by LNR Riverside, LLC and LNR affiliates to amend 257.7 acres of the north campus of the March Business Center Specific Plan (SP-1), generally located north of Van Buren Boulevard, south of Alessandro Boulevard and west of Interstate 215. The amendment would modify the following land use distribution in the north campus: Business Park would be reduced from 120.5 acres to 23.0 acres; Commercial would be increased from 20.3 acres to 22.2 acres; Industrial would be increased from 43.2 acres to 158.5 acres; Mixed Use would be reduced from 37.0 acres to 16.8 acres; Office would be increase from 18.3 acres to 21.5 acres; Public Facility would be reduced from 12.1 acres to 4.6 acres; and Park/Recreation/Open Space would be increased from 0 acres to 11.1 acres. The proposal would also reconfigure lots, streets, detention facilities, development standards, landscape requirements, provide for a County Fire Station and accommodate rail spurs on two lots for rail service. A more thorough description of the Specific Plan Amendment can be viewed at **www.marchjpa.com.** The Planning Commission recommended adoption of this item at the public hearing on July 7, 2010 on an 8 - 0 vote (Ayes: Yarbrough, Buster, Melendrez, Batey, Busch, Gardner, Ashley, Stewart).

TM 30857 Amendment #2: A public hearing on a Planning Commission recommendation to approve a request by LNR Riverside, LLC II and LNR affiliates to approve the second amendment to the previously approved Tentative Tract Map 30857 to reconfigure streets, lots and drainage facilities for an approximate 126.9 acre area located in the Specific Plan land use designation at the northwest corner of Interstate 215 and **Van Buren** Boulevard. The Planning Commission recommended approval of this item at the public hearing on July 7, 2010 on an 8 - 0 vote (Ayes: Yarbrough, Buster, Melendrez, Batey, Busch, Gardner, Ashley, Stewart).

PP 09-01: A public hearing on a Planning Commission recommendation to approve a request by Sysco Corporation for Plot Plan approval on Lot 16 of the Meridian Specific Plan Amendment to accommodate a 515,223 square foot administration and warehouse facility on a 45-acre lot located at 15750 Meridian Parkway. Approximately 62,000 square feet would be dedicated to office and administrative uses and the remainder would be allocated to food and food-service product storage, packaging and distribution. The development would include a truck maintenance, fueling and wash facility. The Planning Commission recommended approval of this item at the public hearing on July 7, 2010 on an 8 - 0 vote (Ayes: Yarbrough, Buster, Melendrez, Batey, Busch, Gardner, Ashley, Stewart).

Meridian Specific Plan Amendment Final SEIR: The March Joint Powers Commission will also consider a Planning Commission recommendation regarding a Final Subsequent Environmental Impact Report (EIR) (SCH# 2009071069), a Statement of Overriding Considerations and a Mitigation Monitoring and Reporting Plan prepared in conjunction with the Meridian Specific Plan Amendment and related applications. The Planning Commission recommended certification of these items at the public hearing on July 7, 2010 on an 8 - 0 vote (Ayes: Yarbrough, Buster, Melendrez, Batey, Busch, Gardner, Ashley, Stewart).

If you challenge any of the above-proposed actions in court, you may be limited to raising only those issues discussed at the public meeting described in this notice, or in written comments delivered to the March Joint Powers Authority. Please contact Dan Fairbanks, March JPA Planning Director at (951) 656-7000, should

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you have any questions regarding this notice. The files relating to this application may be reviewed at the offices of the March Joint Powers Authority, located at 23555 Meyer Drive, Riverside 92518. 7/10

RESOLUTION #JPA 09-33

A RESOLUTION OF THE JOINT POWERS COMMISSION OF THE MARCH JOINT POWERS AUTHORITY AMENDING THE GENERAL PLAN OF THE MARCH JOINT POWERS AUTHORITY TO REDESIGNATE THE LAND USE DESIGNATION OF THE AREA ENCOMPASSED BY THE LIFECARE CAMPUS SPECIFIC PLAN AREA

WHEREAS, the March Joint Powers Authority ("March JPA") is a joint powers agency created by a joint powers agreement dated September 7, 1993 pursuant to Article 1, Chapter 5, Division 7, Title 1 (commencing with section 6500) of the Government Code; and

WHEREAS, the March JPA is comprised of the member entities of the County of Riverside, the City of Riverside, the City of Moreno Valley, and the City of Perris; and

WHEREAS, the approximately 6,500 acres formerly known as the March Air Force Base were placed under the jurisdiction of the March JPA pursuant to the Retrocession of Legislative Jurisdiction from the United States, recorded in the County of Riverside on May 17, 1996, and Chapter 663 of the Statutes of 1996 of the State of California, effective on September 19, 1996; and

WHEREAS, pursuant to Government Code section 6502 and section 1 of the joint powers agreement, as amended, the member entities have delegated to the March JPA the power and authority to create a joint planning agency pursuant to Government Code section 65101 to exercise the powers and perform the duties set forth in Division 1 of Title 7 (commencing with section 65000) of the Government Code for the March Air Force Base ("MJPA Planning Area"); and

WHEREAS, the March LifeCare Campus Specific Plan ("Specific Plan") proposes a comprehensive approach to the planning development of a sustainable and integrated health care campus on a 236-acre portion of the MJPA Planning Area within an site comprised of approximately 236-acres situated east of Interstate 215 (I-215) in the northeast portion of the MJPA Planning Area, adjacent to the City of Moreno Valley to the north and east, and generally bounded by Cactus Avenue to the north, Heacock Avenue to the east, the southernmost boundary lies approximately 0.1 miles south of "N" Street, and Riverside Drive to the west ("Specific Plan Area"). A 12.3-acre parcel, located at the center of the Specific Plan Area, roughly 1,090 feet south of Cactus Avenue and 1,040 feet west of Heacock Avenue, is being retained by the Federal Government, and is not part of the Specific Plan. A legal description of the Specific Plan Area boundaries is attached hereto as Exhibit "A" to this Resolution; and

WHEREAS, implementation and adoption of the Specific Plan requires an amendment to the adopted March JPA General Plan – Land Use Element to amend the land use designation of the boundaries of the Project Area to "Specific Plan" ("Amendment"); and

WHEREAS, the Amendment was reviewed, studied, and found to comply with the California Environmental Quality Act ("CEQA") as more fully described below; and

WHEREAS, on November 4, 2009, the Planning Commission of the March JPA ("Planning Commission") conducted a duly noticed public hearing pursuant to California Government Code, Section 65355 on the Amendment at which time all persons wishing to testify in connection with the Amendment were heard and the Amendment was comprehensively reviewed; and

WHEREAS, a Final Program Environmental Impact Report ("EIR") was prepared to analyze the potential adverse environmental impacts of implementation of the Specific Plan in compliance with CEQA and was certified, along with the adoption of written Findings of Fact, a Statement of Overriding Considerations, and a Mitigation Monitoring and Reporting Plan by the Joint Powers Commission of the March Joint Powers Authority through Resolution #JPA 09-32; and

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

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

SECTION 1. Based on the entire record before the Joint Powers Commission of the March Joint Powers Authority ("Commission"), all written and oral evidence presented to the Commission, and the findings made in this Resolution, the Commission hereby amends the Land Use Element – Land Use Map, illustrated on attached Exhibit "A", by designating the area described in the attached Exhibit "B", and illustrated on attached Exhibit "C", attached hereto and incorporated herein by this reference, as "Specific Plan" (SP-4).

SECTION 2. Based on the entire record before the Joint Powers Commission of the March Joint Powers Authority ("Commission"), all written and oral evidence presented to the Commission, and the findings made in this Resolution, the Commission hereby amends the Transportation Element-Transportation Plan (Planned Roadway/Street System), illustrated on attached Exhibit "D", by designating the roadway, street and bike lane systems within and around the Northeast Corner of the March JPA Area Plan as illustrated in the attached Exhibit "E" attached hereto and incorporated herein by reference, as "Circulation Plan".

SECTION 3. Based on the entire record before the Commission and all written and oral evidence presented to the Commission, the Commission finds the Amendment promotes the goals and objectives of the March JPA General Plan and establishes the General Plan as a compatible, integrated, and internally consistent statement of policies for the following reasons:

A. The Amendment is integrated and compatible with the Land Use Element in that an amendment to establish a "Specific Plan" land use designation and with associated text and policies and will accommodate implementation of the LifeCare Campus Specific Plan which will provide an appropriate orientation and relationship between land uses within and adjacent to the Specific Plan Area and promote 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:

1. Defines the uses, amenities, and pattern of development that will be provided to create an integrated health care campus.

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

3. 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.

4. 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.

5. Provides detailed development regulations for the community.

6. Defines implementation programs for the development of the Specific Plan Area.

Moreover, the Amendment, coupled with the adoption of the Specific Plan, will serve as a tool for the March JPA to implement the provisions of its General Plan as it applies to the Specific Plan Area. Further, the Amendment, coupled with the adoption of the Specific Plan's development, performance, and design standards, will govern future development of the area designated as "Specific Plan" 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.

B. The Amendment is integrated and compatible with the Transportation Element in that the density and distribution of uses within the Specific Plan Area will generate traffic that is anticipated and accommodated in the Transportation Element, the proposed street improvements, and the design of road and intersection improvements to improve the level of service of the circulation system, as illustrated on the "Circulation Plan".

C. The Amendment is integrated and compatible with the Housing Element in that it provides for an anticipated 700,000 square feet of building square footage devoted to institutional residential uses. Implementation of these uses within the Specific Plan land use designation will avoid restricting opportunities for development in other areas of the JPA Planning Area that are aimed toward the reestablishment of the numerous jobs lost due to base realignment to balance with the conventional housing rich environment of western Riverside County.

D. The Amendment 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, and establishes standards for scenic corridors, trails and vistas that contribute to the quality of the MJPA Planning Area.

E. The Amendment is integrated and compatible with the Noise Element in that it provides a pattern of land use 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.

F. The Amendment 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 the Amendment 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 General Plan.

G. The Amendment is consistent with the applicable airport land use plan in accordance with Government Code section 65302.3 because the development proposed along with the Amendment has been reviewed by the Riverside County Airport Land Use Commission and has been determined by the Riverside County Land Use Commission to be consistent with the Riverside County Airport Land Use Plan (ALUP) and because the accompanying specific plan has been conditioned to be developed consistent with FAA regulations; the Amendment 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 within the Subject Site with the projected military and commercial aviation uses of the airfield.

SECTION 3. Based on the entire record before the Commission and all written and oral evidence presented to the Commission, the Commission finds that the General Plan Amendment is in the public interest because it will provide for the development of the Specific Plan Area as an integrated health care campus and provide employment opportunities for residents of the region.

SECTION 4. Based on the entire record before the Commission and all written and oral evidence presented to the Commission, the Commission finds that the General Plan Amendment complies with CEQA as set forth in the Resolution certifying the March LifeCare Campus Specific Plan Program Environmental Impact Report, adopting written Findings of Fact, a Statement of Overriding Considerations, and a Mitigation Monitoring and Reporting Plan for the Amendment.

SECTION 5. The Chair of the March Joint Powers Commission shall sign this Resolution and the Clerk of the Commission shall certify the adoption thereof. Pursuant to Government Code Section 65357, the Clerk of the Commission shall send a copy of the adopted General Plan Amendment to all public entities specified in Government Code Section 65352 and any other public entity that submitted comments on the General Plan Amendment during its preparation. A copy of the adopted General Plan Amendment shall be made available for public review at the offices of the March JPA within one (1) working day following the date of adoption.

SECTION 6. This Resolution shall be effective thirty (30) days after its adoption.

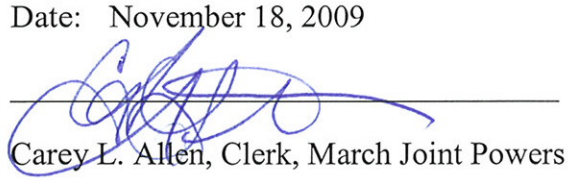
APPROVED AND ADOPTED, by the members of the March Joint Powers Commission of the March Joint Powers Authority this 18th day of November, 2009.

Raul Mark Yarbrough, Chairman, March Joint Powers Commission

I, Carey L. Allen, Clerk of the March Joint Powers Commission of the March Joint Powers Authority, do hereby certify that the foregoing Resolution #JPA 09-33 was duly and regularly introduced at a regular meeting of the March Joint Powers Commission of the March Joint Powers Authority and was passed and adopted by the March Joint Powers Commission of the March Joint Powers Authority at a regular meeting thereof held on the 18th day of November, 2009, and the foregoing is a full, true, and correct copy of said Resolution, and it has not been amended or repealed.

Ayes:	Busch, Batey, Melendrez (2 votes), Ashley (2 votes), Stewart, Yarbrough
Noes:	None
Abstain:	None
Absent:	None

Date: November 18, 2009



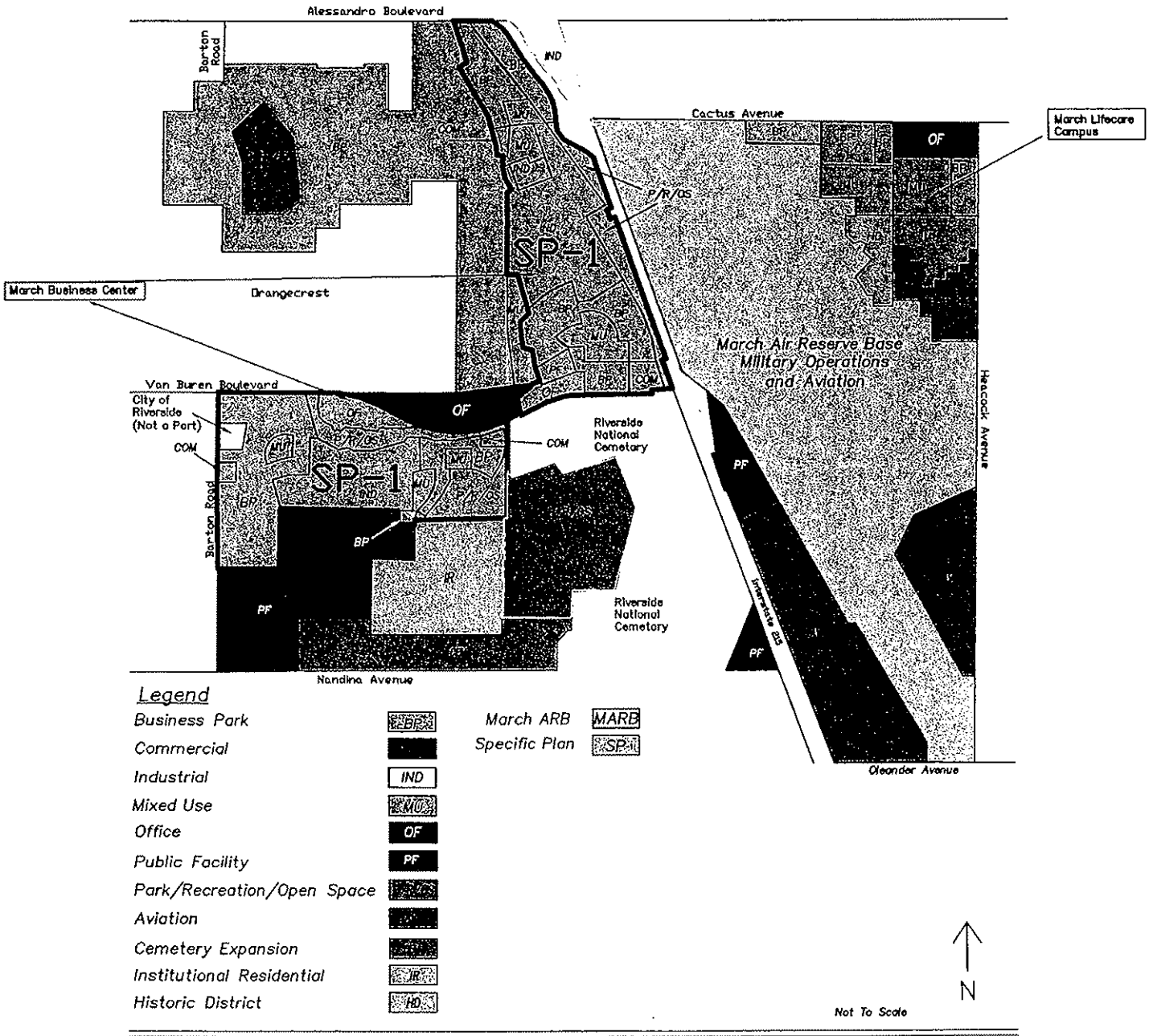
Carey L. Allen, Clerk, March Joint Powers Commission

EXHIBIT "A"

GENERAL PLAN LAND USE PLAN

EXHIBIT A

March Joint Powers Authority — General Plan Land Use Map



B Dawson
August 18, 2009

12a 457

EXHIBIT "B"

LEGAL DESCRIPTION OF BOUNDARIES OF SPECIFIC PLAN

Specific Plan Area
LEGAL DESCRIPTION

Those portions of Lots 1 and 8 in Block 262, and Lots 1 through 8, inclusive, in Block 261, and Lots 1 through 8, inclusive, in Block 280, and Lots 1 through 8, inclusive, in Block 281 of Map No. 1 of Bear Valley and Alessandro Development Co., as shown by map on file in Book 11 of Maps at page 10, thereof, Records of San Bernardino County, California, lying in Sections 13 and 24, Township 3 South, Range 4 West, San Bernardino Meridian, described as follows:

BEGINNING at the intersection of the centerline of Cactus Avenue with the centerline of Heacock Street, as shown on Record of Survey on file in Book 124 of Records of Survey at pages 69 through 81, inclusive thereof, Records of Riverside County, California, said centerline of Heacock Street being the easterly line of said Blocks 261 and 280;

Thence South 00°26'00" West along said centerline of Heacock Street, a distance of 2640.56 feet to a point of intersection with the centerline of John F. Kennedy Drive, also being the intersection of the westerly line of Block 144 of said Map No. 1 of Bear Valley and Alessandro Development Co., with said centerline of John F. Kennedy Drive as shown on Tract No. 19711 on file in Book 182 of Maps at pages 38 through 42, inclusive thereof, Records of Riverside County, California;

Thence South 00°26'44" West along said centerline of Heacock Street as shown on said map of Bear Valley and Alessandro Development Co., a distance of 27.35 feet to a point of intersection with the easterly prolongation of the northerly line of Parcel 5 of Record of Survey on file in Book 121 of Records of Survey at pages 83 through 90, inclusive thereof, Records of Riverside County, California, said centerline of Heacock Street also being the easterly line of said Block 281;

Thence along the boundary line of said Parcel 5 the following 15 courses and distances:

1) North 89°31'57" West, a distance of 858.46 feet to the beginning of a tangent curve, concave to the southeast, having a radius of 100.00 feet;

2) Westerly, southwesterly and southerly along said curve, to the left, through a central angle of 90°01'04", an arc distance of 157.11 feet;

3) South 00°26'59" West, a distance of 71.74 feet to the beginning of a tangent curve, concave to the west, having a radius of 75.00 feet;

4) Southerly along said curve, to the right, through a central angle of 6°50'44", an arc distance of 8.96 feet;

5) South 07°17'43" West, a distance of 92.07 feet to the beginning of a tangent curve, concave to the east, having a radius of 75.00 feet;

6) Southerly along said curve, to the left, through a central angle of 6°50'44", an arc distance of 8.96 feet;

7) South 00°26'59" West, a distance of 569.36 feet

8) South 89°33'04" East, a distance of 5.00 feet to the beginning of a non-tangent curve, concave to the southeast, having a radius of 15.00 feet, the radial line from said point bears South 89°33'00" East;

9) Northerly, northeasterly and easterly along said curve, to the right, through a central angle of 89°59'59", an arc distance of 23.56 feet;

10) South 89°33'01" East, a distance of 304.00 feet to the beginning of a tangent curve, concave to the northwest, having a radius of 55.00 feet;

11) Easterly, northeasterly and northerly along said curve, to the left, through a central angle of 85°54'07", an arc distance of 82.46 feet;

12) South 89°33'01" East, a distance of 252.14 feet;

13) North 00°26'59" East, a distance of 160.23 feet;

14) South 89°33'01" East, a distance of 183.68 feet;

15) North 62°09'21" East, a distance of 177.05 feet to the southeasterly corner of said Parcel 5, said corner being on said centerline of Heacock Street;

Thence South 00°26'44" West along said centerline, a distance of 477.28 feet;

Thence North 89°33'16" West, a distance of 29.79 feet to point on the easterly boundary line of that certain parcel of land conveyed to the March Joint Powers Authority described as Parcel K-5D-B1050 on Quitclaim Deed recorded November 05, 2007 as Document No. 2007-0674220, Official Records of Riverside County, California;

Thence along said boundary line the following four (4) courses and distances:

1) North 47°27'01" West, a distance of 88.70 feet;

2) North 65°55'13" West, a distance of 206.58 feet;

3) South 00°24'35" East, a distance of 446.13 feet;

4) North 89°37'53" West, a distance of 324.93 feet to a point on intersection with the northerly prolongation of the easterly line of that certain parcel of land so conveyed to the March Joint Powers Authority described as Parcel K-5D-B1054 in said Quitclaim Deed recorded November 05, 2007;

Thence South 00°06'18" East along said northerly prolongation and along said easterly line, a distance of 368.40 feet to the southeast corner of said parcel so conveyed;

Thence South 89°59'43" West along the southerly line of said parcel and along the westerly prolongation thereof, a distance of 398.05 feet to a point on the centerline of 6th

Street as described in said Quitclaim Deed recorded November 05, 2007 as Parcel "N Street and Vicinity Roads";

Thence South 00°27'53" West along said centerline, a distance of 87.88 feet to a point on intersection with the easterly prolongation of the southerly line of Parcel K-5D-B940 of said Quitclaim Deed;

Thence South 88°31'23" West along said easterly prolongation and along said southerly line, a distance of 380.56 feet to the southwest corner of said parcel;

Thence South 89°27'26" West, a distance of 40.00 feet to the southeast corner of Parcel K-5D-B942b of said Quitclaim Deed;

Thence North 89°33'19" West along the southerly line of said parcel, a distance of 359.99 feet to the southwest corner thereof;

Thence North 89°30'53" West, a distance of 19.98 feet to a point on the centerline of 4th Street as described in said Quitclaim Deed recorded November 05, 2007 as Parcel "N Street and Vicinity Roads";

Thence North 00°27'45" East along said centerline, a distance of 470.09 feet to a point on the most southerly line ("N" Street) of that certain parcel of land conveyed to the March Joint Powers Authority described as "4th Street South and vicinity streets" on Quitclaim Deed recorded September 21, 2007 as Document No. 2007-0594725, Official Records of Riverside County, California;

Thence North 89°36'57" West along said southerly line, a distance of 867.69 feet to a point on the westerly line of that certain parcel of land conveyed to Th e March Joint Powers Authority described as "Riverside Drive" on Quitclaim Deed recorded June 27, 2007 as Document No. 2007-0416182, Official Records of Riverside County, California;

Thence along said westerly line of parcel so conveyed the following five (5) courses and distances:

1) North 00°25'58" East, a distance of 1292.52 feet

2) North 01°07'52" West, a distance of 111.70 feet;

3) North 00°42'13" East, a distance of 738.58 feet;

4) South 89°17'47" East, a distance of 7.67 feet;

5) North 00°13'55" East, a distance of 489.86 feet to the southeasterly corner of that certain parcel of land conveyed to the March Joint Powers Authority described as "Castle Street" in said Quitclaim Deed recorded September 21, 2007 as Document No. 2007-0594725, said point being the beginning of a non-tangent curve concave to the southwest having a radius of 45.00 feet, the radial line from said point bears South 89°47'49" West;

Thence northerly, northwesterly and westerly along the southerly line of said parcel so conveyed and along said curve, to the left, through a central angle of 89°20'52", an arc distance of 70.18 feet;

Thence North 89°05'07" West along said southerly line, a distance of 358.82 feet to a point of intersection with the southerly prolongation of the easterly line of San Bernardino National Forest Parcel "C – 1" as shown on said Record of Survey on file in Book 121 of Records of Survey at pages 83 through 90, inclusive thereof, Records of Riverside County, California;

Thence North 00°33'08" East along said southerly prolongation and along said easterly line, a distance of 1311.87 feet to a point on the northerly line of March Air Reserve Base as shown on said Record of Survey;

Thence South 89°33'32" East along said northerly line, a distance of 420.28 feet;

Thence continuing along said northerly line South 89°34'42" East, a distance of 2640.23 feet to the POINT OF BEGINNING.

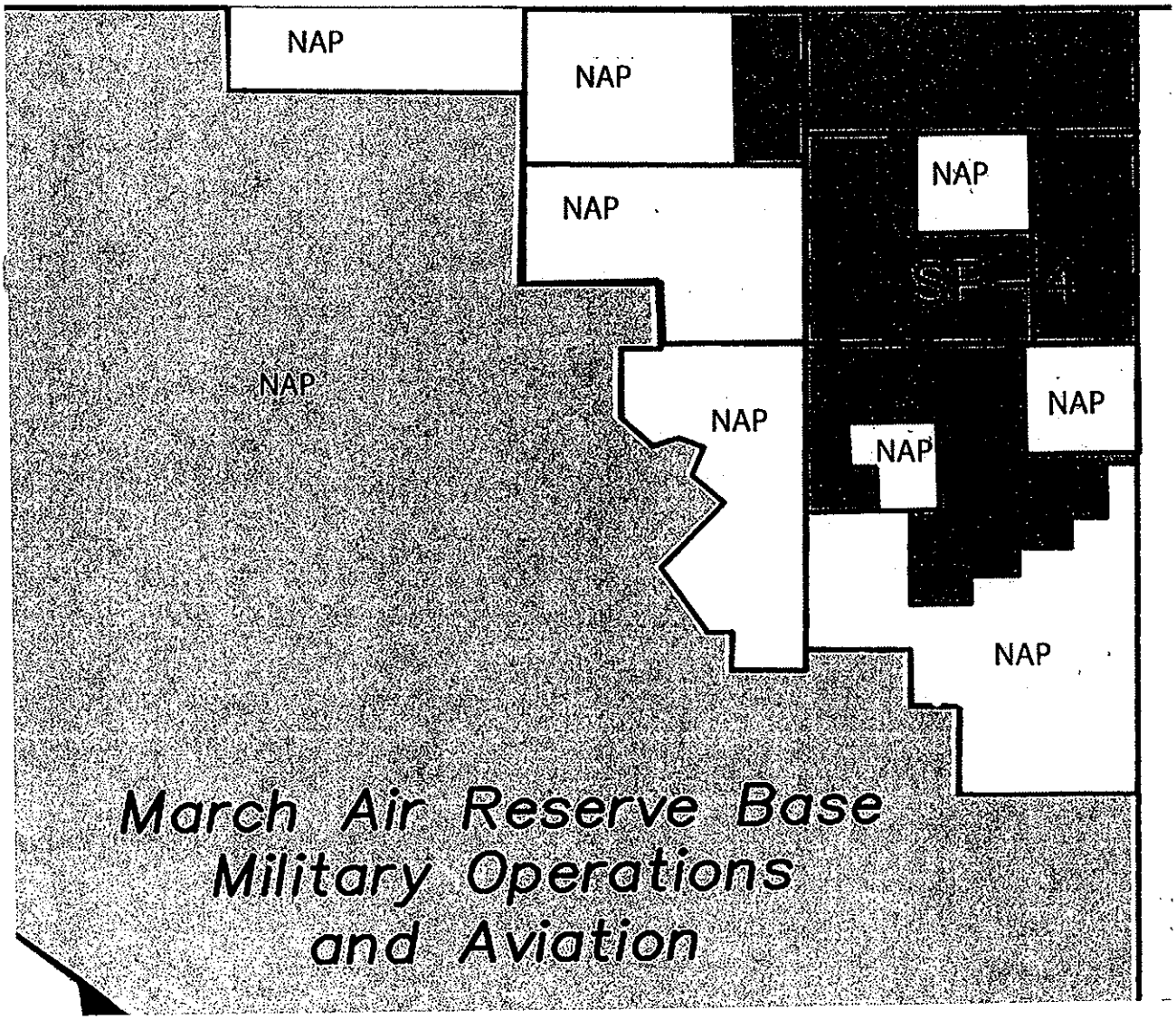
EXCEPTING THEREFROM Parcel 3 of said Record of Survey file in Book 121 of Records of Survey at pages 83 through 90, inclusive thereof, Records of Riverside County, California.

Containing 236.9 acres, more or less.

EXHIBIT "C"

GENERAL PLAN AMENDMENT FOR LIFECARE CAMPUS SPECIFIC PLAN
MAP DESIGNATION OF "SPECIFIC PLAN" (SP-4)

EXHIBIT C



Legend

Business Park		Specific Plan	
Commercial		March ARB	MARB
Industrial	IND		
Mixed Use			
Office	OF		
Public Facility	PF		
Park/Recreation/Open Space			
Aviation			
Cemetery Expansion			
Senior Retirement Residential			
Historic District			

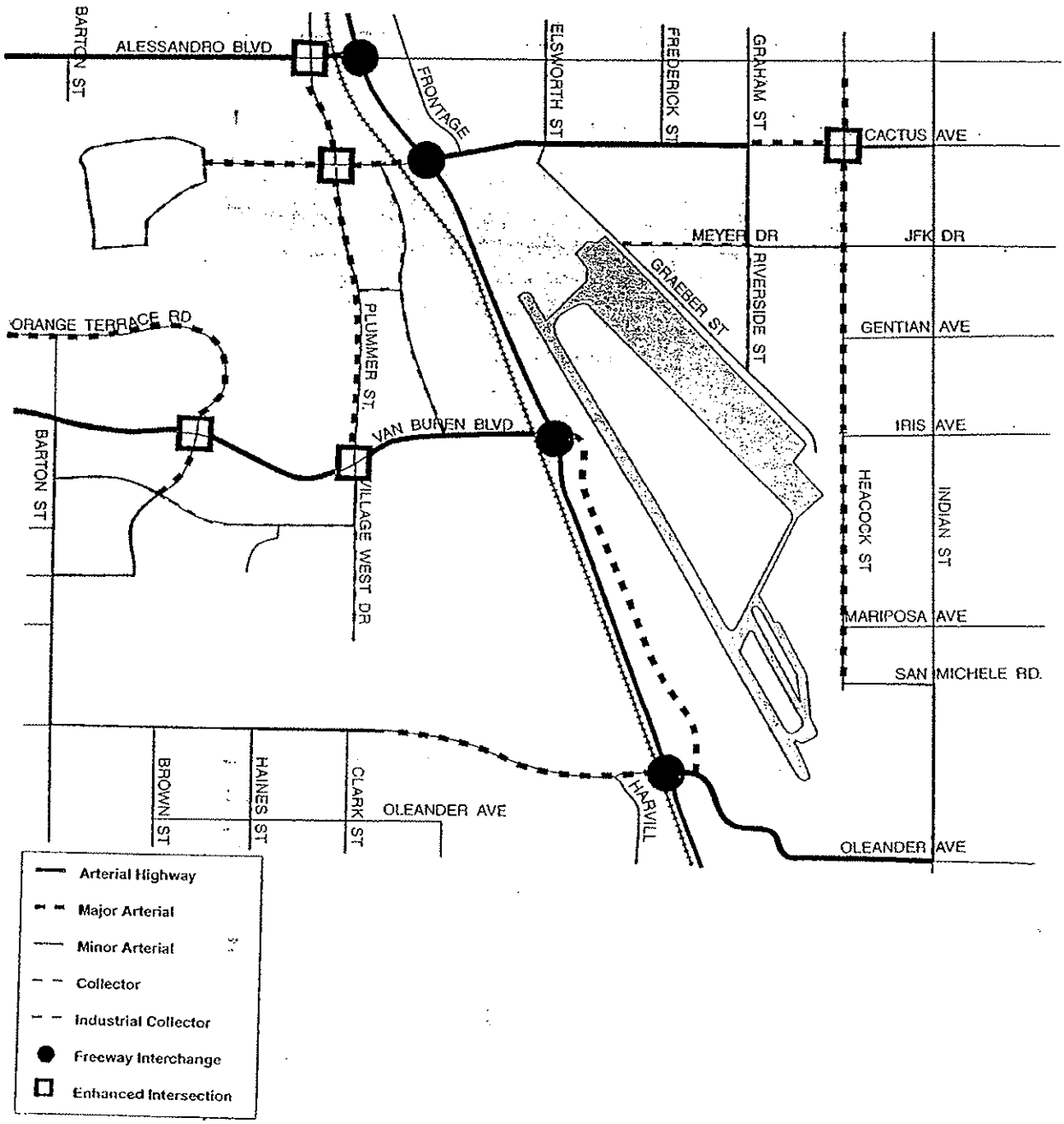
N

Not To Scale

EXHIBIT "D"

GENERAL PLAN TRANSPORTATION PLAN

Exhibit 2-1
Transportation Plan (Planned Roadway/Street System)



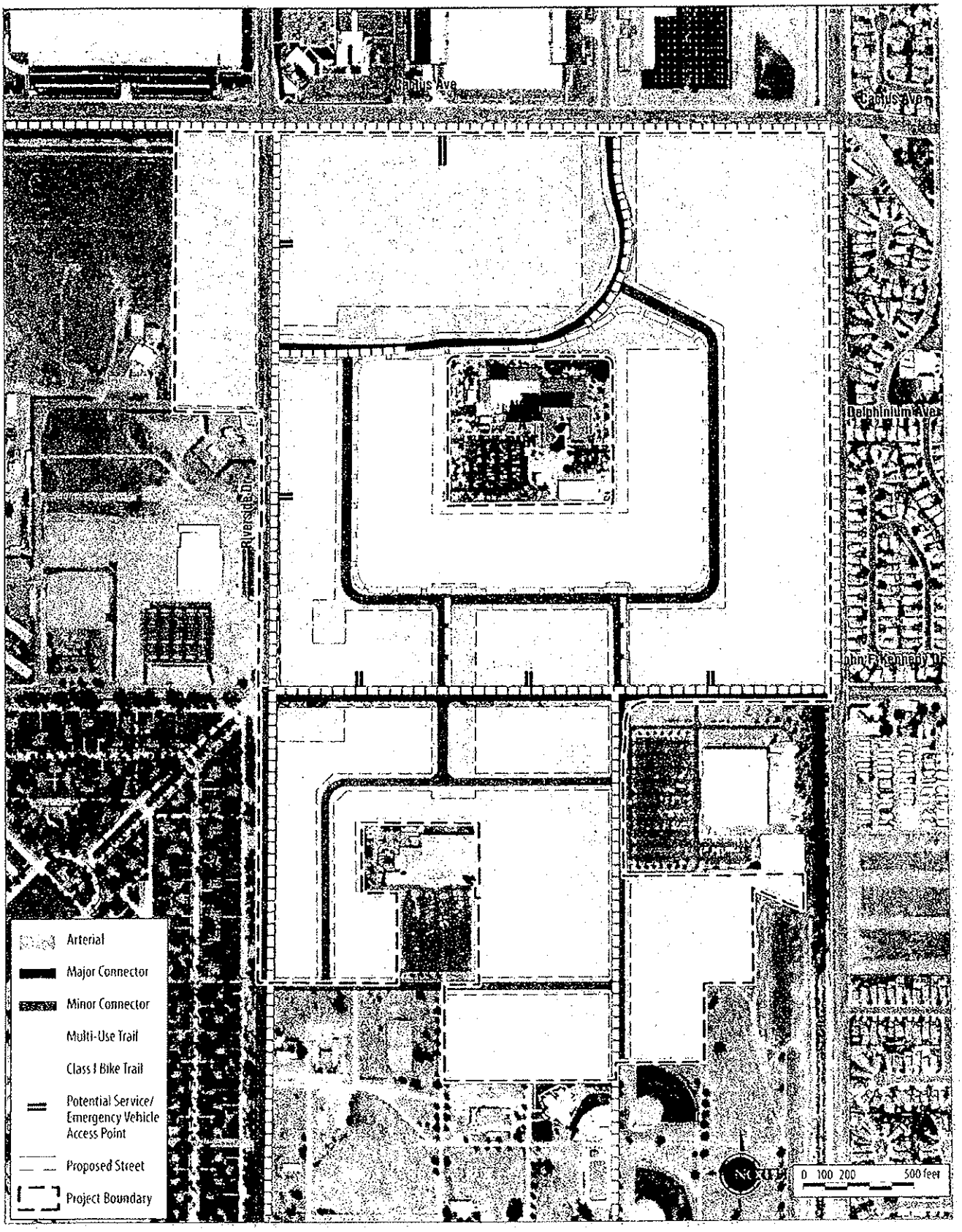
12a 466

EXHIBIT "E"

GENERAL PLAN AMENDMENT FOR LIFECARE CAMPUS SPECIFIC PLAN
CIRCULATION PLAN

12a-467

EXHIBIT E



12a-968

PUBLIC HEARING OF THE

JOINT POWERS COMMISSION

OF THE MARCH JOINT POWERS AUTHORITY

JPA Operations –Public Hearing
Agenda Item No. 12a

Meeting Date: November 18, 2009

Subject/Action: **STAFF RECOMMENDS THE FOLLOWING ACTIONS TO THE MARCH JOINT POWERS COMMISSION: CERTIFICATION OF PROGRAM EIR (SCH#2008071021); ADOPTION OF GENERAL PLAN AMENDMENT (GPA 08-01); APPROVAL OF SPECIFIC PLAN (SP 08-01); AND APPROVAL OF CHANGE OF ZONE (CZ 08-02); ADOPT RESOLUTION #JPA 09-32 AND RESOLUTION #JPA 09-33 FOR THE MARCH LIFECARE CAMPUS PROJECT LOCATED ON 236 GROSS ACRES AT THE SOUTHWEST CORNER OF CACTUS AVENUE AND HEACOCK STREET; WAIVE FIRST READING OF ORDINANCE #JPA 09-03 AN ORDINANCE OF THE JOINT POWERS COMMISSION OF THE MARCH JOINT POWERS AUTHORITY AMENDING THE MARCH JOINT POWERS AUTHORITY ZONING MAP TO DESIGNATE THE AREA ENCOMPASSED BY THE LIFECARE CAMPUS SPECIFIC PLAN AREA AS "SPECIFIC PLAN" ON THE ZONING MAP; AND WAIVE FIRST READING OF ORDINANCE #JPA 09-04 AN ORDINANCE OF THE JOINT POWERS COMMISSION OF THE MARCH JOINT POWERS AUTHORITY ADOPTING THE MARCH LIFECARE CAMPUS SPECIFIC PLAN AND CONDITIONS OF APPROVAL**

Joint Powers Commission Motions:

1) Recommended that the Joint Powers Commission certify the Final Program Environmental Impact Report, the Statement of Overriding Considerations and the Mitigation Monitoring and Reporting Program;
2) Recommended that the Joint Powers Commission make written environmental findings pursuant to CEQA and adopt a statement of overriding considerations;

3) Recommended that the Joint Powers Commission approve the amendment to the March Joint Powers Authority General Plan for the March LifeCare Campus Specific Plan (GPA 08-01);
4) Recommended that the Joint Powers Commission approve the Change of Zone Proposal (CZ 08-02) that will assign the zone of Specific Plan ("SP") to the Project area, and modify existing zones of Business Park Mixed Use to "SP";
5) Recommended that the Joint Powers Commission approve the March LifeCare Campus Specific Plan (SP 08-01);
6) Recommended that the Joint Powers Commission approve the Conditions of Approval as revised;
7) Waive the first reading of Ordinance # JPA 09-03, an Ordinance of the March Joint Powers Commission, designating the Project area as "Specific Plan" on the MJPA Zoning Map; and
8) Waive the first reading of Ordinance # JPA 09-04, an Ordinance of the March Joint Powers Commission, adopting the March LifeCare Campus Specific Plan and Conditions of Approval; and
9) Direct staff to file the Notice of Determination.

Background:

A complete project history and analysis of the proposals is provided in the attached staff report.

Attachments:

1. Staff Report for EIR 08-01, GPA 08-01, CZ 08-02, and SP 08-01
   Joint Powers Commission Findings for EIR 08-01
   Joint Powers Commission Findings for GPA 08-01
   Joint Powers Commission Findings for CZ 08-02
   Joint Powers Commission Findings for SP 08-01
   DEIR Section 4.1.5.2
   Specific Plan Appendix B
   Specific Plan Appendix C
   Ordinance #JPA 09-04; Specific Plan/Conditions of Approval Ordinance Resolution
2. Resolution #JPA 09-32; CEQA Findings
3. Resolution #JPA 09-33; General Plan Amendment
4. Ordinance #JPA 09-03; Change of Zone Ordinance
5. Notice of Determination
6. March LifeCare Campus Program EIR (available at the March JPA office)
7. March LifeCare Campus Technical Appendices (available at the March JPA office)
8. March LifeCare Campus Specific Plan (available at the March JPA office)