RESOLUTION #JPA 11-36

RESOLUTION OF THE JOINT POWERS COMMISSION OF THE MARCH JOINT POWERS AUTHORITY APPROVING AND ADOPTING A CEQA ADDENDUM TO THE MARCH LIFECARE CAMPUS SPECIFIC PLAN FINAL PROGRAM ENVIRONMENTAL IMPACT REPORT (SCH #2008071021) IN SUPPORT OF THE U.S. VETS TRANSITIONAL HOUSING PROGRAM SPECIFIC PLAN (SP-6)

WHEREAS, on July 20, 2011, the Joint Powers Commission ("Commission") of the March Joint Powers Authority ("March JPA") certified an Addendum to the March LifeCare Campus Specific Plan Final Program Environmental Impact Report [SCH# 2008071021] ("Final EIR") pursuant to the California Environmental Quality Act (Pub. Resources Code § 21000 et seq. ("CEQA") and Cal. Code of Regulations, title 14, § 15000 et seq. (the "State CEQA Guidelines"); and

WHEREAS, the U.S. Vets Initiative ("Applicant") has submitted a request to amend the March LifeCare Campus Specific Plan ("SP-7") in order to modify certain height limitations, and to update parking strategies and design areas (the "Modifications"), which will facilitate a sustainable and integrated campus for an existing U.S. Vets Transitional Program for homeless U.S. veterans; and

WHEREAS, the Applicant has specifically applied to the March JPA for a general plan amendment, the first amendment to the March LifeCare Campus Specific Plan ("SP-7"), and a plot plan which would permit the Modifications (the "Entitlements"); and

WHEREAS, pursuant to State CEQA Guidelines section 15164, subdivision (a), the lead agency shall prepare an addendum to a previously certified EIR if some changes or additions are necessary but none of the conditions described in State CEQA Guidelines section 15162 calling for preparation of a subsequent EIR have occurred; and

WHEREAS, an analysis of State CEQA Guidelines section 15162 has been prepared and it has been determined that the Final EIR fully analyzed and mitigated all potentially significant environmental impacts that would result from the Modifications, if any, and therefore, no additional environmental review is required; and

WHEREAS, it has been determined that the Modifications are consistent with the goals, policies, objectives, and regulations of the March LifeCare Campus Specific Plan, and mitigation measures of the Final EIR; and

WHEREAS, the Commission caused an Addendum to the Final EIR (the "Addendum") to be prepared for the proposed minor technical changes that were necessary to address the Modifications; and

WHEREAS, the Addendum is attached hereto as Exhibit "A" and is incorporated herein by reference; and

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

WHEREAS, on October 19, 2011, at a duly noticed public hearing, the March JPA Planning Commission considered the Addendum and the Activities and voted to recommend Commission approval and adoption of the Addendum and the Entitlements; and

WHEREAS, the Commission has carefully reviewed the Addendum in connection with the Final EIR and has also considered all other relevant information contained in the record regarding the Modifications and determined that the proposed changes addressed in the Addendum are minor technical changes, which will not result in new significant environmental impacts, would not substantially increase the severity of previously identified environmental effects and would not require new or different mitigation; and

WHEREAS, based upon the foregoing, the Commission desires to adopt the Addendum in support of SP-6; 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 RESOLVES AS FOLLOWS:

SECTION 1. Compliance with the California Environmental Quality Act. The Commission has reviewed and considered the information contained in the Addendum and supporting documentation in connection with the previously certified Final EIR. The Commission finds that the Addendum contains a complete and accurate reporting of the environmental impacts of the Modifications, which impacts were fully addressed and mitigated in the Final EIR. The Commission further finds that the Addendum has been completed in compliance with CEQA and the State CEQA Guidelines. The Commission further finds that the Addendum reflects the independent judgment of the March JPA.

SECTION 2. Findings on Environmental Impacts. Based on the substantial evidence set forth in the record, including but not limited to the Addendum, the Commission finds that the Modifications are "minor technical changes" pursuant to State CEQA Guidelines section 15164 such that an addendum to the Final EIR is the appropriate document. None of the conditions triggering the need for subsequent environmental review has occurred. The Commission further finds that no subsequent environmental review is required pursuant to State CEQA Guidelines section 15162 because the minor technical changes specified in the Addendum:

a) do not constitute substantial changes that would require major revisions of the Final EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; and
b) do not constitute substantial changes with respect to the circumstances under which the

Modifications are administered that would require major revisions of the Final EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of the previously identified significant effects; and

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

SECTION 3. Approval and Adoption of the Addendum. The Commission hereby approves and adopts the Addendum to the Final EIR prepared for the Modifications.

SECTION 4. Notice of Determination. The Commission hereby directs staff to prepare, execute, and file a Notice of Determination with the County Clerk and with the Office of Planning and Research within five (5) working days of the Commission's approval of the Entitlements.

SECTION 5. Custodian of Records. The documents and materials that constitute the record of proceedings on which these findings are based are located at the offices of the March JPA. The custodian for these records is Grace I. Williams, Senior Planner and is located at 23555 Meyer Drive, Riverside, CA 92518.

PASSED, APPROVED AND ADOPTED, by the members of the Joint Powers Commission of the March Joint Powers Authority this 2nd day of November 2011.

State of California)
County of Riverside)

Marion Ashley, Chairman
March Joint Powers Commission

ATTEST

I, Carey L. Allen, Clerk of the Joint Powers Commission of the March Joint Powers Authority, do hereby certify that the foregoing Resolution #JPA 11-36 was duly and regularly adopted by the Joint Powers Commission of the March Joint Powers Authority at the regular meeting thereof held on the 2nd day of November, 2011, and the foregoing is a full, true, and correct copy of said Resolution, and it has not been amended or repealed.

Ayes: Batey, Yarbrough, Melendrez, Buster, Stewart, Busch, Gardner, Ashley
Noes: None
Absent: None
Abstain: None

Date: November 2, 2011

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

EXHIBIT "A"

ADDENDUM TO THE MARCH LIFECARE CAMPUS
SPECIFIC PLAN FINAL PROGRAM
ENVIRONMENTAL IMPACT REPORT (SCH #2008071021)

(ATTACHED)

Exhibit A - Resolution JPA # 11-36
CEQA Addendum

ADDENDUM TO THE MARCH LIFECARE CAMPUS SPECIFIC PLAN EIR

Final Program Environmental Impact Report (SCH No. 2008071021)

1 Introduction

This document is an Addendum to the Final Environmental Impact Report (EIR) prepared by March Joint Powers Authority (March JPA) (SCH #2008071021) for the March Lifecare Campus Specific Plan (SP-7). The Final EIR evaluated the potential environmental effects of implementing SP-7, which proposed the development of an integrated, state-of-the art healthcare campus with 3.555 million square feet of healthcare related, educational research and mixed use development as well as 2.5 million square feet of parking structure(s). The Final EIR further analyzed the relocation of existing homeless shelters, Path of Life, and the U.S. Veterans' Transitional Housing Program within the boundaries of SP-7. While the March LifeCare Campus Specific Plan did not readily identify the relocation sites for existing homeless facilities, SP-7 did include the analysis of new infrastructure, including street improvements and water distribution, sewage collection, and storm drainage facility improvements to potential relocation sites. The Final EIR was certified in November of 2009 by the March JPA Commission, which acted as the Lead Agency pursuant to the California Environmental Quality Act (CEQA) (*CEQA Guidelines* Title 14, California Code of Regulations, Section 15300 et. seq).

The proposed Project for the U.S. Vets Transitional Housing Program ("Project") will accomplish the following:

1. Amend General Plan No. 11-01 (GP11-01) to change the existing site designation on 7.75 acres from "SP-7" to "SP-6";

2. Establish a new Specific Plan on the new 7.75 acre U.S. Vets Site. In accordance with the naming conventions set forth in March JPA Development Code Section 9.13.040, the new Specific Plan is labeled "SP-6"; and

3. Adopt Plot Plan 10-02 for the development of a 401 bed Transitional Housing Program facility for homeless U.S. Veterans within the western Riverside County region.

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

2 Specific Plan, SP-6

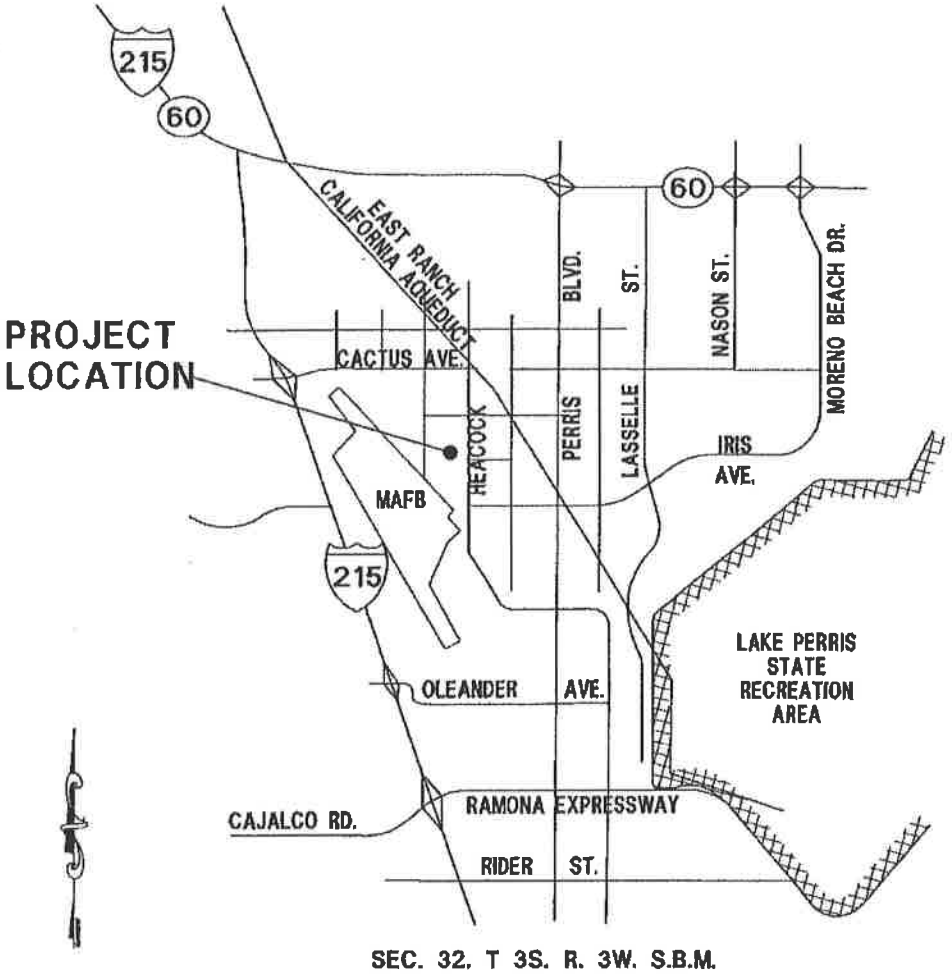
SP-6 is sponsored by the United States Veterans Initiative (U.S. Vets), the largest non-profit organization in the country dedicated to providing comprehensive services to homeless U.S. military veterans. Since 2003, the U.S. Vets operated a 5.8 acre U.S. Veterans transitional facility within the limits of the March LifeCare Campus Specific Plan area. The existing U.S. Vets program provides housing, educational and job training services to homeless veterans within the western Riverside County region. The proposed Project will relocate and expand the existing U.S. Vets Program to a 7.75-acre site located less than 1,200 feet south of the existing program site (Figure 1). The new site will accommodate a 401 bed transitional housing center for homeless U.S. veterans.

The Project is proposed to be constructed in three phases (Figure 2). Phase I would develop 84,682 square feet of building area, including a portion of the interior of the site and the full stretch of N Street (along the northerly property line) and 6th Street (along the easterly property line). Phase I includes two main buildings: Family Housing (B1) and the Efficiency Building (B2). The family housing would contain 21 units and 27 beds, and the Efficiency building would contain 107 units and 143 beds. Phase II includes the Administration Building (B3), Multi-purpose Building (B4) and second Efficiency Building (B6) for a total addition of 93,346 square feet. Phase II would also include unit modifications to Building B2 (conversion of units to single occupancy units of 104 beds), without increasing building square footage. Phase III includes the development of Efficiency Building (B7) and Family Buildings (B5 and B8) for a total addition of 91,045. Units would include one bathroom, a galley kitchen, and living quarters. Family Housing buildings will be three stories high, while the Efficiency buildings are planned at four stories. The buildout of the Project would result in a total of 269,073 square feet of development. Development specifics of the proposed Project are outlined in **Table 1**.

TABLE 1
PROPOSED PROJECT CHARACTERISTICS

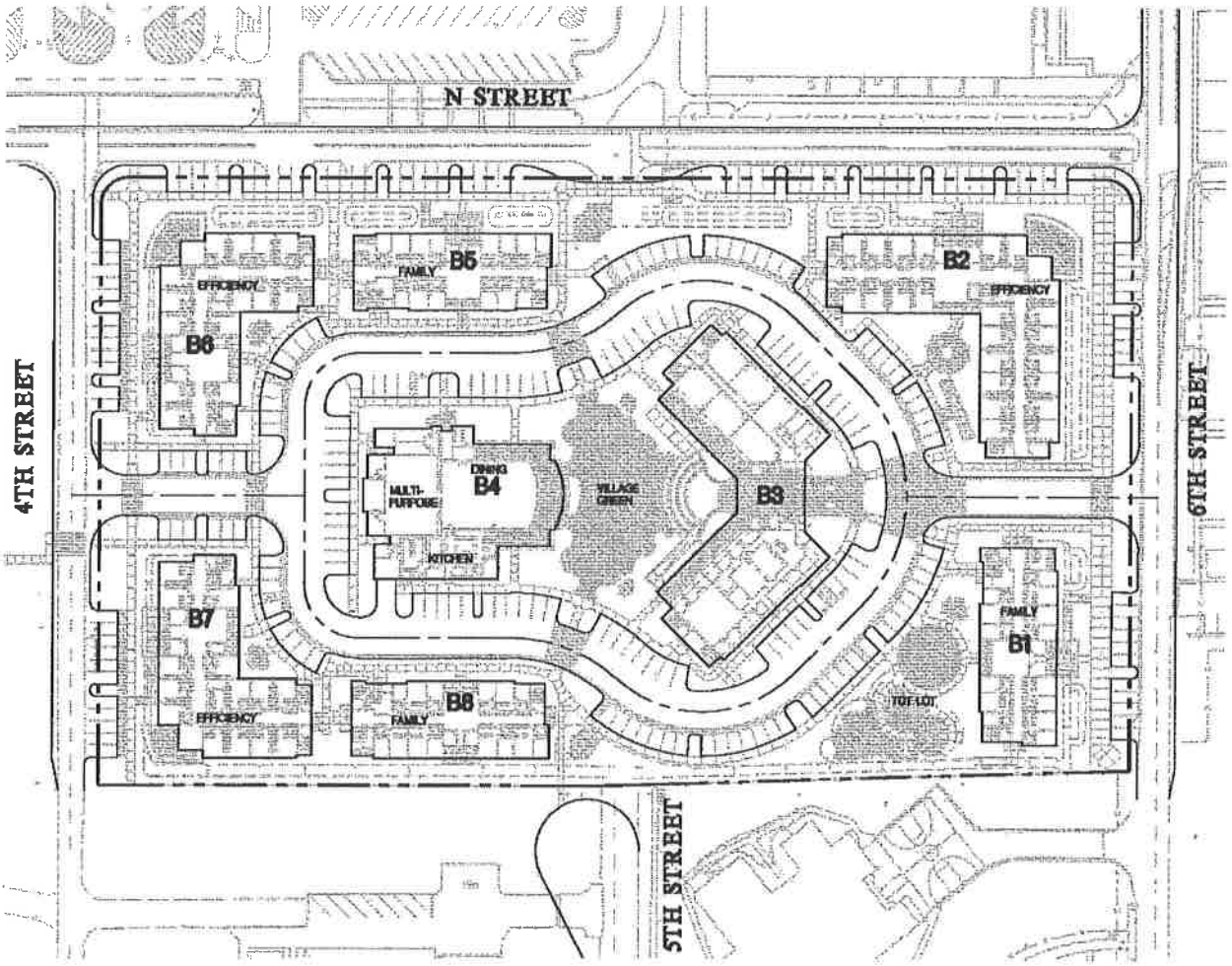
Site Information	
Area of Site	7.75 acres
Surface Parking	248 spaces
Family/Efficiency Buildings	219,964 square feet
Administration Building	37,869 square feet
Multipurpose Building	11,240 square feet
Total Building Area	269,073 square feet

Figure 1. Site Vicinity Map

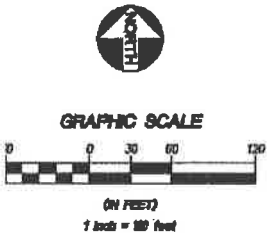


7a 80

Figure 2. Project Site Plan



SITE PLAN



LEGEND

PROJECT BOUNDARY

7a 81

The U.S. Vets relocation and expansion Project would have represented the first implementing project pursuant to the adopted March LifeCare Campus. However, because the Project introduces a more comprehensive design for the existing U.S. Vets Program that caters specifically to the needs of homeless U.S. Veterans, it was necessary to separate the Project from the whole of the March LifeCare Development which focuses on the development of healthcare related uses. This document proposes to relocate and expand the U.S. Vets Project while defining a Project design that accommodates the needs of a homeless and job-training program. The Specific Plan, SP-6, will remove 7.75 acres from the limits of SP-7 while establishing definitive standards for a comprehensive training and transitional housing facility for homeless U.S. Veterans.

The existing U.S. Vets program operates out of a former military dormitory building (Building No. 976) and currently accommodates 119 beds for veterans in three housing types: transitional housing (30 beds), job skills program (51 beds) and disabled veterans (38 beds). Additionally, former military dining hall building 976 is used for dining and training. The existing environmental impacts associated with the current operation of US Vets in the March LifeCare Campus, inclusive of traffic and air quality impacts, were accounted for in the baseline conditions for the March LifeCare Campus Program Environmental Impact Report. The net result of the abandonment and demolition of the present dormitory and dining hall, and relocation to the new facility is that the net increase in building area is 229,046 square feet (269,470 - 40,424 s/f). The accounting for existing conditions is conservative, as the existing building area amounts to only 15% of the future building area, whereas if analyzed on a number of beds basis, the existing facility measures 29.7% of the future operation of the US Vets facility.

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

3 Purpose of the Addendum

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

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

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

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

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

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

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

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

CEQA recommends that a brief explanation of the decision to prepare an Addendum rather than a subsequent or supplemental EIR be included in the record for a proposed project (*CEQA Guidelines* Section 15164(e)). This Addendum has been prepared because the General Plan Amendment (GPA 11-01), Specific Plan (SP-6) and Plot Plan (PP10-02), herein referred to as the "proposed Project", are consistent with the overall project evaluated in the Final EIR (SCH #2008071021). The proposed Project does not require major revisions to the Final EIR due to new significant impacts or substantial increases in the severity of previously identified significant impacts. The anticipated environmental

impacts of the proposed Project, as explained in detail in the following analysis, have been analyzed and mitigated accordingly in the previous EIR prepared for the March Lifecare Campus Specific Plan certified in November 2009, and there have been no new circumstances since that time that would result in new or more severe significant environmental impacts. Lastly, as evaluated in the supporting analysis of this Addendum, mitigation measures that have been previously identified would adequately reduce impacts to less than significant levels. Those mitigation measures that have been identified in the Final EIR and are applicable to the proposed Project are identified within this analysis.

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

4 Overview of Environmental Analysis

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

1. Amend General Plan No. 11-01 (GP11-01) to change the existing site designation on 7.75 acres from SP-7 (Medical Campus) to SP-6;

2. Establish a new Specific Plan on the new 7.75 acre U.S. Vets Site. In accordance with the naming conventions set forth in March JPA Development Code Section 9.13.040, the new Specific Plan is labeled "SP-6"; and

3. Adopt Plot Plan 10-02 for the development of a 401 bed Transitional Housing Program facility for homeless U.S. Veterans within the western Riverside County region.

The March LifeCare Campus Project Final EIR evaluated and analyzed the potential environmental impacts associated with the implementation of the March LifeCare Campus Specific Plan, and the relocation of existing homeless facilities. This Addendum has been prepared to identify certain minor changes and additional information that March JPA would like to add to the Final EIR in connection with the proposed Project activities necessary to entitle the U.S. Vets project. As further described below, the proposed Project does not involve new significant environmental effects or substantially increase the severity of a previously identified significant effect in the Final EIR. The resource areas that were evaluated in the Final EIR are presented below and evaluated in this Addendum.

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

This document compares the environmental effects of implementing the proposed Project to determine the extent to which the evaluations of the Final EIR adequately address the impacts of the proposed Project. This Addendum incorporates mitigation measures from the Final EIR, where applicable. In summary, the proposed Project would not result in any new significant environmental impacts or substantially increase the severity of significant unavoidable impacts evaluated in the Final EIR, but would, in some instances, reduce impacts. The Environmental Checklist presented in this document summarizes the differences between the Addendum and the Final EIR, and Section 6 of this Addendum provides the supporting analysis. The anticipated environmental impacts of the proposed Project are consistent with the analysis contained in the Final EIR. In addition the proposed Project would not result in any additional impacts, would not require additional mitigation measures, and would incorporate and implement the mitigation measures required in the Final EIR to reduce impacts to less than significant levels.

PUBLIC HEARING
OF THE
MARCH JOINT POWERS COMMISSION
OF THE MARCH JOINT POWERS AUTHORITY

MJPA – Public Hearing
Agenda Item No. 7a

Meeting Date: November 2, 2011

Action: **TAKE THE FOLLOWING ACTIONS ON THE U.S. VETS TRANSITIONAL HOUSING PROGRAM SPECIFIC PLAN LOCATED ON 7.75 GROSS ACRES AT 15305 6TH STREET AT THE SOUTHERLY PORTION OF THE PREVIOUSLY APPROVED MARCH LIFECARE CAMPUS: 1) ADOPT RESOLUTION #JPA 11-36 CERTIFYING THE CEQA ADDENDUM TO THE MARCH LIFECARE CAMPUS SPECIFIC PLAN FINAL PROGRAM EIR (SCH #2008071021); 2) ADOPT RESOLUTION #JPA 11-37 APPROVING GENERAL PLAN AMENDMENT 11-01; 3) WAIVE THE FIRST READING OF ORDINANCE #JPA 11-05 APPROVING THE U.S. VETS TRANSITIONAL HOUSING PROGRAM SPECIFIC PLAN AND AMENDING THE MARCH JPA ZONING MAP TO REFLECT "SPECIFIC PLAN (SP-6)" AND DIRECTING STAFF TO PLACE THIS ITEM ON A FUTURE COMMISSION AGENDA FOR THE SECOND READING AND FORMAL ADOPTION; AND 4) ADOPT RESOLUTION #JPA 11-38 APPROVING PLOT PLAN 10-02 AND APPROVING THE CONDITIONS OF APPROVAL**

March Powers Commission Motions:

1) Adopt Resolution #JPA 11-36 Certifying the CEQA Addendum to the March LifeCare Campus Specific Plan Final Program EIR (SCH#2008071021) in support of U.S. Vets transitional housing program Specific Plan and direct staff to file a Notice of Determination in accordance with the Agency's Local CEQA Guidelines;

2) Adopt Resolution #JPA 11-37, approving General Plan Amendment GP 11-01;

3) Waive the First Reading of Ordinance #JPA 11-05, approving Specific Plan-6 (SP-6) and amending the JPA Zoning Map to reflect "SP-6" for the U.S. Vets Transitional Housing Campus site and directing staff to place this item on a future Commission agenda for the second reading and formal adoption; and

4) Adopt Resolution #JPA 11-38 approving Plot Plan PP 10-02 and approving the Conditions of Approval.

Applicant: U.S. Vets Initiative

Site/Location:

The U.S. Vets Transitional Housing Project is located in the March JPA Planning Area, east of the I-215 Freeway, within the Northeast Corner of former March Air Force Base properties (See Figure 1). The 7.75-acre Specific Plan is located at 15305 6th Street and is bounded by N Street to the north, 6th Street to the east, 4th Street to the west and recreational open space to the south.

Background:

The proposed General Plan Amendment (GP 11-01), Specific Plan Amendment (SP-6), and Plot Plan (PP 10-02) [herein referred to as "Project"] appeared before the March JPA Planning Commission on October 19, 2011. The Planning Commission adopted Resolution #PC 11-06, recommending the following actions to the March JPA Commission: a) Certification of the CEQA Addendum to the March LifeCare Campus Final Program EIR (SCH#2008071021); b) Adoption of General Plan Amendment GP 11-01; c) Adoption of SP-6 and amend the JPA Zoning Map to reflect "SP-6" for the U.S. Vets Transitional Housing Program; and d) Approval of Plot Plan PP 10-02, subject to revised Conditions of Approval.

Summary of Applications:

ADDENDUM TO CERTIFIED PROGRAM EIR (SCH#2008071021): A PublicHearing by the March Joint Powers Commission on an Addendum to the Certified Program Environmental Impact Report for U.S. Vets Initiative ("UVI") on a 7.75-acre parcel within the March Joint Powers Authority ("JPA") Planning Area. The Addendum builds upon the existing Program Environmental Impact Report ("PEIR") for the March LifeCare Campus 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 11-01: A Public Hearing by the March Joint Powers Commission on a General Plan Amendment request by UVI on 7.75-acres located at the southwest corner of N Street and 6th Street. GPA 11-01 modifies the General Plan land use map for the 7.75-acre site from the current designation of "SP-7 (Medical Campus)" on the Project site to "SP-6 (Institutional Residential)."

SP-6: A public hearing by the March Joint Powers Commission on a Specific Plan proposal by UVI on approximately 7.75-acre7.75-acres located at the southwest corner of N Street and 6th Street. This document proposes to relocate and expand the U.S. Vets Project while defining a Project design that accommodates the needs of a homeless and job-training program. The Specific Plan, SP-6, will remove 7.75-acre7.75-acres from the limits of SP-7 while establishing definitive standards for a comprehensive training and transitional housing facility for homeless U.S. veterans. The Specific Plan establishes design regulations and height, setback and open space provisions that are specific to the needs of the U.S. Vets Program. The campus is designed for the rehabilitation and recovery of homeless U.S. veterans.

PP 10-02: Plot Plan 10-02 is to relocate an existing 119 bed U.S. Vets Transitional Housing Program at the southwest corner of Meyer Drive and 6th Street, to a site located approximately 1,200 feet south of the existing facility. The Plot Plan would also expand the facility to a 401 bed transitional housing facility for homeless U.S. veterans. The proposed Project includes the development of approximately 269,000 square feet transitional housing facilities that includes administrative support facilities, recreation facilities, a campus cafeteria and multipurpose facility, with approximately 97,200 square feet of landscaped open space areas and 246 parking spaces.

Parcel History:

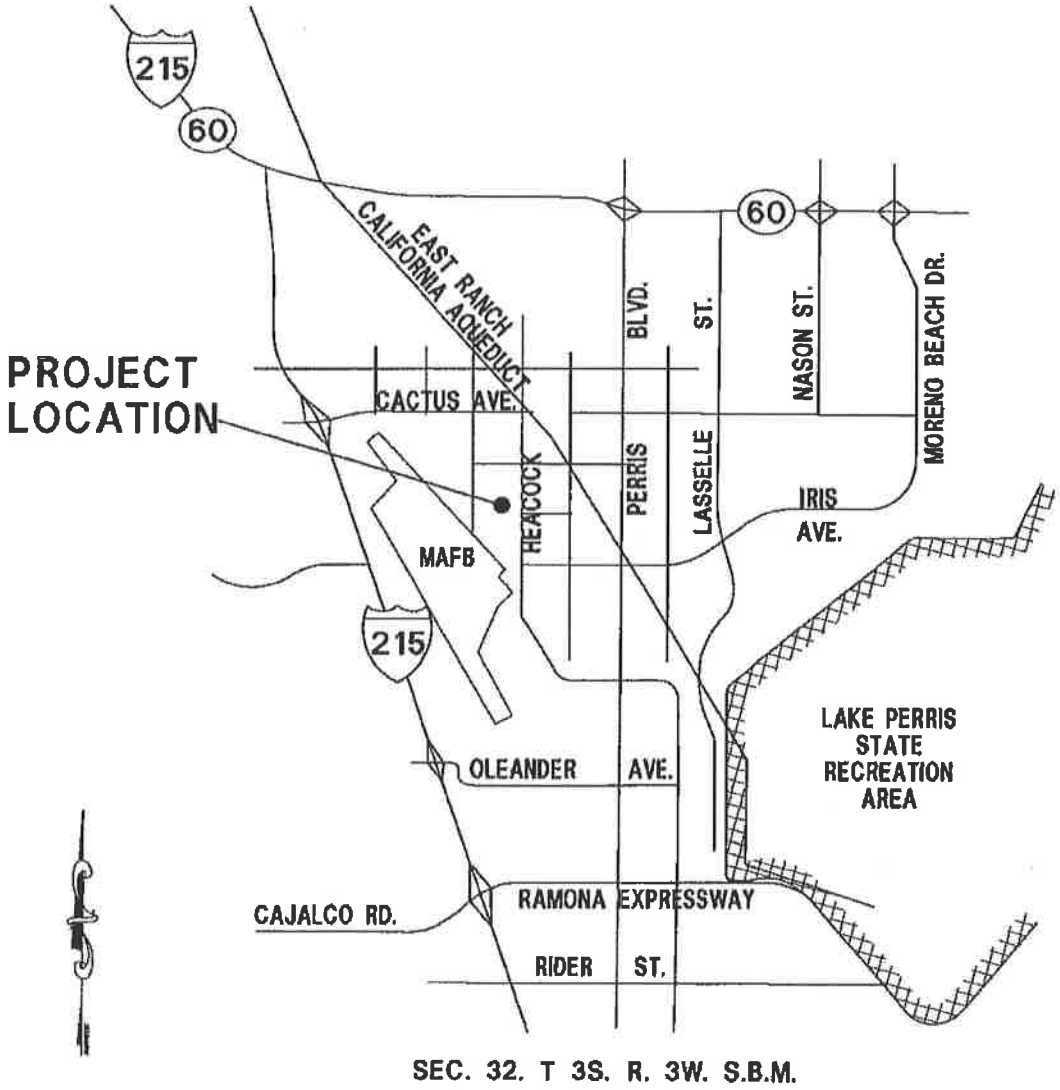
April 1, 1996: March Air Force Base was realigned to an Air Reserve Base. Approximately 4,400 acres of former Air Force Base were declared surplus property and made available for the future development of employment uses.

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	SP-7 (Medical Campus)	Abandoned military barracks and former Burger King restaurant
North	SP-7 (Medical Campus)	Vacant warehouse building
West	Park/Recreation/Open Space	Moreno Valley Regional Park
South	Park/Recreation/Open Space	Moreno Valley Regional Park
East	SP-7 (Medical Campus)	Los Hall former military barracks

Figure 1. Regional and Vicinity Map



SEC. 32. T 3S. R. 3W. S.B.M.

General Plan Amendment Overview:

The proposed U.S. Vets Transitional Housing Project is consistent with the General Plan objective of developing a mixed use campus on the Northeast Corner of the JPA Planning Area. The proposed Project necessitates an amendment to the land use map of the General Plan for the site to modify the land use from Medical Campus (SP-7) to Specific Plan (SP-6). No other changes to the previously approved General Plan elements of the March LifeCare Campus SP (SP-7) are proposed under this Project.

The proposed General Plan amendment is consistent with the objectives of the General Plan Land Use Element, the 2005 Air Installation Compatibility Use Zone (AICUZ) study and the March ARB March Inland Port Comprehensive Land Use Plan (CLUP). The objectives of the Housing, Noise, and Safety Elements of the General Plan are met by the emphasis on employment related uses and the prohibition of single and multi-family residential uses within the March JPA Planning Area. The objectives of the General Plan Open Space and Conservation Elements are met by the provision of open space, prevention of flooding through Best Management Practices (BMPs), Low Impact Development (LID) measures, and provision of drought tolerant landscape tracts. 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:

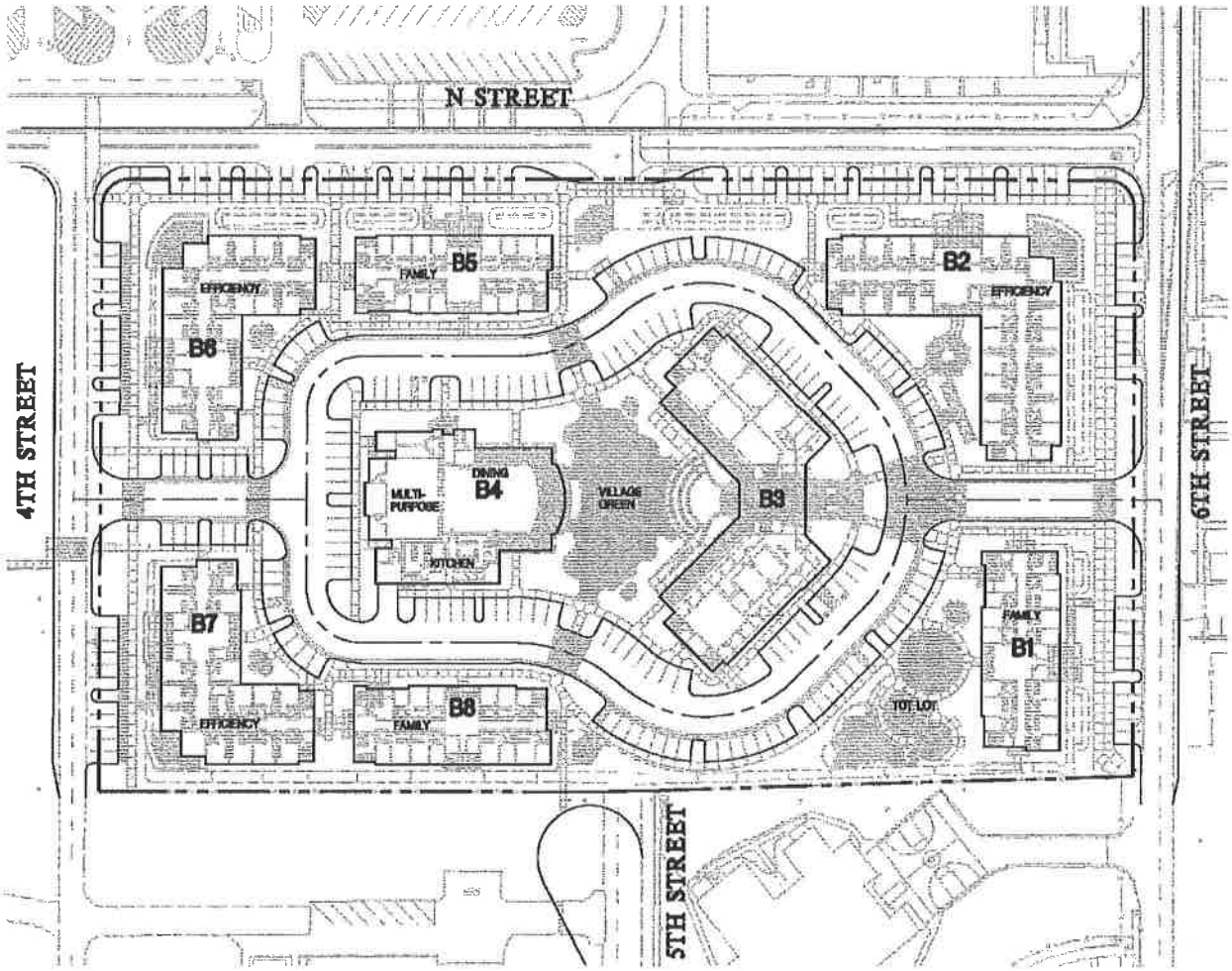
BUILDOUT UNDER EXISTING GENERAL PLAN and PROJECT LAND USES				
Current GP Land Use	**Gross Acres**	**Net Acres**	**Buildout (Square Feet Building Area)**	**Buildout Intensity (Average FAR)**
Project – Specific Plan (Medical Campus "SP-7)	236	165.2	6,055,000 SF Total (3,555,000 SF Building Area)	0.85 Total (0.49 Building Area Only)
Project – Specific Plan (Institutional Residential "SP-6")	7.75	5.84	269,000 SF Total and Building Area	0.79 Total and Building Area

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.

Specific Plan Application Overview:

The SP establishes building and site design standards that frame how the overall campus will be developed over time. The Development Standards (Section 4.0 of the SP) for each building area are intended to regulate the scale, character and configuration of buildings based on their locations. This approach fosters predictable design results and guarantees a high-quality public realm by using physical form as the organizing principle for the Project. The range of activities conducted in support of the transitional housing facility is specifically defined in Section 2.0 of the Specific Plan, and is consistent with and similar to the operation of the current UVI facility located on 6th Street.

Figure 2. Site Plan



SITE PLAN

GRAPHIC SCALE

0 0 30 60 120

(IN FEET)

1 inch = 100 feet

LEGEND

PROJECT BOUNDARY

Preparation date: October 27, 2011

Item 7a Page 10

Addendum to the Program Environmental Impact Report:

Overview: Under CEQA, the Lead Agency is required to prepare an Addendum to a previously-certified EIR if minor changes or additions are necessary to a prior certified EIR, but none of the conditions calling for preparation of a subsequent or supplemental EIR have occurred (*CEQA Guidelines* Section 15164). CEQA recommends that a brief explanation of the decision to prepare an Addendum rather than a subsequent or supplemental EIR be included in the record for a proposed project (*CEQA Guidelines* Section 15164(e)). Once an EIR has been certified, a subsequent or supplemental EIR is only required when the Lead Agency determines that one of the following conditions has been met (*CEQA Guidelines* Section 15162(a)):

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

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

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

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

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

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

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

This Addendum has been prepared because the proposed Project is consistent with the overall Project evaluated in the Final EIR, and major changes to that Project are not proposed. The Addendum finds that the proposed Project does not require major revisions to the Final EIR due to new significant impacts or substantial increases in the severity of previously identified significant impacts. The anticipated environmental impacts of the proposed Project, as explained in detail in the attached initial study, have been analyzed and mitigated accordingly in the Final EIR, and there have been no new circumstances since that time that would result in new or more

severe significant environmental impacts. Lastly, as evaluated in the supporting analysis of this Addendum, mitigation measures that have been previously identified would adequately reduce impacts to less than significant levels. Those mitigation measures that have been identified in the Final EIR and are applicable to the proposed Project are identified within this analysis.

Staff Recommendations:

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

1) Adopt Resolution #JPA 11-36 Certifying the CEQA Addendum to the March LifeCare Campus Specific Plan Final Program EIR (SCH#2008071021) in support of U.S. Vets transitional housing program Specific Plan and direct staff to file a Notice of Determination in accordance with the Agency's Local CEQA Guidelines;

2) Adopt Resolution #JPA 11-37, approving General Plan Amendment GP 11-01;

3) Waive the First Reading of Ordinance #JPA 11-05, approving Specific Plan-6 (SP-6) and amending the JPA Zoning Map to reflect "SP-6" for the U.S. Vets Transitional Housing Campus site and directing staff to place this item on a future Commission agenda for the second reading and formal adoption; and

4) Adopt Resolution #JPA 11-38 approving Plot Plan PP 10-02 and approving the Conditions of Approval.

Attachments:

1) Initial Study
2) Mitigation Monitoring and Reporting Plan (see pp. 4-3 to 4-58 of FEIR)
3) Resolution #JPA 11-36 Certifying an Addendum to the March LifeCare Campus EIR
4) Resolution #JPA 11-37 Adopting General Plan Amendment GP 11-01
5) Ordinance #JPA 11-05 Adopting the US Vets Specific Plan (SP-6)
6) Resolution #JPA 11-38 Adopting Plot Plan #11-02 with Conditions of Approval
7) U.S. Vets Plot Plan
8) U.S. Vets Specific Plan (available at MJPA office)
9) March LifeCare Campus Final EIR (available at MJPA office)

(Insert Initial Study)

SUPPLEMENTAL ENVIRONMENTAL CHECKLIST FORM

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

1. Project Title: U.S. Vets Transitional Housing Project

2. Lead Agency Name and Address:

March Joint Powers Authority
23555 Meyer Drive
Riverside, CA 92518

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

4. Project Location: March LifeCare Campus

5. Project Sponsor's Name and Address:

U.S. Vets Initiative
800 West Sixth Street
Suite 1505
Los Angeles, CA. 90017

6. General Plan Designation: SP-7 (Medical Campus) 7. Zoning: Specific Plan (SP-7)

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

A Final Environmental Impact Report (EIR) was certified on November 18, 2009 for the March Lifecare Campus Specific Plan (SCH #2008071021). The Specific Plan involves the development of 3.555 million square feet of leasable floor area within an integrated medical campus, with a broad range of healthcare-related and supporting uses. These include an acute-care hospital; medical offices; research and education; imaging and surgery facilities; medical-related retail uses; supporting mixed uses that are non-medical in nature; and residential care uses including independent living, assisted care, skilled nursing, and memory care centers. In addition to the development of 3.555 million square feet of habitable space, the proposed site plan includes the development of supporting facilities, including a helistop; all necessary utilities including storm water management detention/retention basins; a central utility plant; and parking structures.

The EIR concluded there would be less than significant impacts after the incorporation of mitigation measures to the following environmental resource areas: land use; geology and soils; hazards and hazardous materials; hydrology/water quality; water supply; biological resources; and utilities and public services. The EIR concluded there would be significant and unavoidable impacts to the following environmental resource areas: cultural resources; traffic

and circulation; air quality; and noise.

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

The proposed site plan would relocate and expand the existing U.S. Vets Program to a 7.75-acre site located less than 1,200 feet south of the existing program site. The Project is proposed to be constructed in three phases (Figure 2). Phase I would develop 84,682 square feet of building area, including a portion of the interior of the site and the full stretch of N Street (along the northerly property line) and 6th Street (along the easterly property line). Phase I includes two main buildings: Family Housing (B1) and the Efficiency Building (B2). The family housing would contain 21 units and 27 beds, and the Efficiency building would contain 107 units and 143 beds. Phase II includes the Administration Building (B3), Multi-purpose Building (B4) and second Efficiency Building (B6) for a total addition of 93,346 square feet. Phase II would also include unit modifications to Building B2 (conversion of units to single occupancy units of 104 beds), without increasing building square footage. Phase III includes the development of Efficiency Building (B7) and Family Buildings (B5 and B8) for a total addition of 91,045. Units would include one bathroom, a galley kitchen, and living quarters. Family Housing buildings will be three stories high, while the Efficiency buildings are planned at four stories. The buildout of the Project would result in a total of 269,073 square feet of development. Development specifics of the proposed Project are outlined in **Table 1**.

TABLE 1
PROPOSED PROJECT CHARACTERISTICS

Site Information	
Area of Site	7.75 acres
Surface Parking	248 spaces
Family/Efficiency Buildings	219,964 square feet
Administration Building	37,869 square feet
Multipurpose Building	11,240 square feet
Total Building Area	269,073 square feet

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

Two existing buildings (an abandoned restaurant and abandoned military housing building) and a surface parking lot are located on the site and would be demolished. The existing paved 5th Street would be demolished and abandoned, and the existing utility connections within this easement would be maintained (sewer, water, electric, and gas). The site is bounded by existing City of Moreno Valley Park Facilities to the south including two buildings, abandoned tennis courts to the west, an active commissary to the northwest, abandoned

military structures to the north and an existing dormitory structure that is proposed for the relocation of the Homeless Path of Life Program to the east.

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

March Air Reserve Base

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

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

DETERMINATION (To be completed by the Lead Agency):

On the basis of this initial evaluation:

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

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

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

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

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

Signature — Date: 10/19/11

Grace I. Williams — Printed Name

March JPA — For

EVALUATION OF ENVIRONMENTAL IMPACTS:

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

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

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

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

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

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

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

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

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

effects of the project, but the project proponents decline to adopt the mitigation measures or alternatives.

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

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

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

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

10) The explanation of each issue should identify:

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

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

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

SAMPLE QUESTION

Issues:	New Potentially Significant Impact	New Mitigation is Required	No New Impact/No Impact	Reduced Impact
I. AESTHETICS. Would the project:				
a) Have a substantial adverse effect on a scenic vista?	☐	☐	☒	☐
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	☐	☐	☒	☐

Issues:		New Potentially Significant Impact	New Mitigation is Required	No New Impact/No Impact	Reduced Impact
c)	Substantially degrade the existing visual character or quality of the site and its surroundings?	☐	☐	☒	☐
d)	Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	☐	☐	☒	☐

a, b) Potential Impact: Have a substantial adverse effect on a scenic vista; and substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway.

Impact Analysis: As previously identified Appendix A of the Draft EIR, the Project site is not located near a scenic vista, trees, rock outcroppings or historic buildings along a scenic highway. As a result, the impacts of the proposed project would be similar to those of the previously approved March LifeCare Campus Specific Plan. No further analysis is required.

c, d) Substantially degrade the existing visual character or quality of the site and its surroundings; and create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?

Impact Analysis: The Proposed Project would not substantially degrade the existing visual character or quality of the site and its surroundings. The site is currently occupied by vacant buildings that were formerly military barracks and a restaurant facility. However, the Project proposes an increase in height limitation from 40 feet to 52 feet that will help accommodate the growing needs of the U.S. Vets program over time. The Specific Plan provides design guidelines that are not only sustainable in nature (e.g. buildings are required to exceed CALGreen standards by no less than 20 percent), but mimic the same level of architectural detail as originally approved under the March LifeCare Campus Specific Plan. As a result, the impacts of the proposed project would be similar to those of the previously approved SP-7. No further analysis is required.

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

Issues:		New Potentially Significant Impact	New Mitigation is Required	No New Impact/No Impact	Reduced Impact
	forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?				
d)	Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☒	☐
e)	Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	☐	☐	☒	☐

a-e) Impact Analysis: As identified in the NOP/Initial Study (Appendix A of the Draft EIR), no portions of the Project site are currently under active cultivation, nor is the Project area or surrounding land designated as farmland of local, regional or statewide importance. The site is not zoned for agricultural uses, nor designated for agricultural purposes by the General Plan. Further, no Williamson Act contracts are in place for the proposed Project site. Thus, no impacts to agriculture and forestry resources would occur as a result of the proposed project and no further analysis is required.

III.	AIR QUALITY. Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:				
a)	Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	☐	☒

Issues:		New Potentially Significant Impact	New Mitigation is Required	No New Impact/No Impact	Reduced Impact
b)	Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	☐	☐	☒	☐
c)	Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is nonattainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	☐	☐	☒	☐
d)	Expose sensitive receptors to substantial pollutant concentrations?	☐	☐	☒	☐
e)	Create objectionable odors affecting a substantial number of people?	☐	☐	☒	☐

Potential Impact: Conflict with or obstruct implementation of the applicable air quality plan.

Impact Analysis: The Final EIR provided an evaluation of the consistency of the Specific Plan with the latest (2007) Air Quality Management Plan (AQMP) prepared by the South Coast Air Quality Management District (SCAQMD) to demonstrate attainment with the 8-hour federal ozone standard and fine particulate matter ($PM_{2.5}$) standard. This evaluation examined two criteria to assess consistency of the Specific Plan with the AQMP.

The first criterion examined in the Final EIR evaluated whether the Specific Plan would result in an increase in either the frequency or severity of existing air quality violations or delay attainment of air quality standards or targeted emission reductions. The analysis in the Final EIR determined that because the construction or operation of the Specific Plan would not result in a violation of local air pollutant concentration significance thresholds established by SCAQMD based on analysis contained in the EIR, that the Specific Plan is consistent with this criterion. The proposed Project would result in a net reduction of motor vehicle trips compared to those envisioned and analyzed in the Specific Plan EIR (VRPA Technologies, 2010). Therefore, emissions under the proposed Project would be less than those analyzed in the EIR and would also be consistent with the AQMP in terms of air quality

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attainment.

The second criterion examined in the Final EIR evaluated whether the Specific Plan would be consistent with land use development assumptions used to develop the AQMP. Specifically, analysis in the Final EIR determined that air emissions resulting from the Specific Plan would be similar to those envisioned under the March JPA General Plan which was adopted prior to development of the 2007 AQMP and that, based on this, the Specific Plan would not exceed the assumptions of the currently adopted AQMP. The proposed Project is consistent with the adopted Specific Plan, and would result in a net reduction of motor vehicle trips compared to those envisioned and analyzed in the Final EIR (VRPA Technologies, 2010). Therefore, the Specific Plan would not exceed the assumptions of the currently adopted AQMP which is still the 2007 AQMD.

In summary, the Final EIR found that that the Specific Plan was consistent with and would not impede or otherwise conflict with the AQMP and the proposed Project. The proposed Project is consistent with the analysis contained in the Final EIR. Therefore, the Final EIR captured the anticipated impacts to air quality associated with the proposed Project. In addition, the proposed Project would generate fewer vehicle miles traveled in the region than those originally assumed in the Specific Plan. Since the proposed Project and SP-6 are consistent with the AQMP, they would have a less than significant impact with regard to potential conflicts with the AQMP.

Potential Impact: Violate any air quality standard or contribute substantially to an existing or projected air quality violation.

Impact Analysis: The Final EIR provided an evaluation of whether implementation of the Specific Plan would result in a violation or contribute to an existing violation of air quality standards. This evaluation was conducted separately for construction-related emissions and operational emissions.

Construction Emissions

With regard to construction-related emissions, the Final EIR determined that emissions from the three separate phases of construction identified in the Projects would have a less than significant impact for criteria pollutants with the exception of daily mass emissions of reactive organic gases (ROG) during the combined building, coating (painting) and paving phases during Phase I construction. Mitigation Measures 4.9.1 through 4.9.12 were included in the Final EIR, which concluded that impacts related to emissions during construction would be reduced to less than significant levels.

> **Mitigation Measure 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
>
> **Mitigation Measure 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.
>
> **Mitigation Measure 4.9.3:** The construction contractor shall replace all ground cover in

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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

Mitigation Measure 4.9.4: The construction contractor shall water all active disturbed surfaces, including any unpaved hauls road, four times per day throughout the construction period.

Mitigation Measure 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.

Mitigation Measure 4.9.6: All construction-related traffic on unpaved roads shall be reduced to 15 mph or less.

Mitigation Measure 4.9.7: No more than 30 acres per day shall be actively developed.

Mitigation Measure 4.9.8: All diesel-fueled construction equipment shall be classified as operating at EPA Tier III or better emission efficiencies.

Mitigation Measure 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.

Mitigation Measure 4.9.10: On-site and off-site queuing of trucks shall be limited to periods when absolutely necessitated by grading or construction activities.

Mitigation Measure 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).

Mitigation Measure 4.9.12: Low or no-VOC paints shall be universally employed in construction painting applications.

The proposed Project provides for 269,073 square feet of mixed use development within Zone 11 of the Specific Plan Amendment (SP-7). The Final EIR assumed development of Zone 11 to occur in the third phase of construction, and found that a less than significant impact would result with regard to construction emissions.

Grading, site preparation, and the extent of building construction for the proposed project would be the same as assumed in the Final EIR; neither the overall site area nor building area have changed because SP-6 does not change the density, intensity or character of uses and development for the Specific Plan area. Therefore site-specific emissions associated with building construction and application of architectural coatings would be the same as were originally evaluated. Final EIR Mitigation Measures 4.9.1 through 4.9.12 would still be effective at reducing construction-related emissions to less than significant levels. Consequently, there would be no new significant impacts related to construction emissions and no additional mitigation measures are required.

Operational Emissions

With regard to operational emissions, the Final EIR determined that project related operational

emissions of carbon monoxide (CO), oxides of nitrogen (NO_x), ROG, and particulate matter (PM_{10}) and $PM_{2.5}$ would all exceed the mass daily significance thresholds of the SCAQMD. These emissions resulted in the identification of a significant regional air quality impact. Analysis of localized CO concentrations indicted that there would not be a localized violation of the state and federal CO standards as a result of the Specific Plan.

The Final EIR identified Mitigation Measures 4.9.13 through 4.9.28 to address significant regional air quality impacts to the extent feasible. However, the Final EIR concluded that these mitigation measures would only marginally reduce project emissions and increased daily mass emissions were determined to be a significant and unavoidable impact of the Specific Plan.

Mitigation Measure 4.9.13: Building and Project 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 solar panels into the electrical system;
- Incorporate cool roofs/light-colored roofing;
- Consult with Edison's Saving By Design

Mitigation Measure 4.9.14: Building and Project 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.

Mitigation Measure 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.

Mitigation Measure 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

Mitigation Measure 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.

Mitigation Measure 4.9.18: Building and Project designs shall incorporate interior and exterior illumination elements that allow for their selective use and control.

Mitigation Measure 4.9.19: Compact fluorescent light bulbs or equivalently efficient lighting

shall be universally employed for all interior lighting applications.
Mitigation Measure 4.9.20: All boilers and emergency generators associated with the proposed facilities shall be natural gas fired.

Mitigation Measure 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.

Mitigation Measure 4.9.22: All showerheads, lavatory faucets, and sink faucets shall comply with the flow rate standards established by the California Energy Commission.

Mitigation Measure 4.9.23: Project facilities with 250 or more employees shall incorporate shower/changing facilities.

Mitigation Measure 4.9.24: Project facilities shall provide lockers as a safe repository for helmets and biking gear.

Mitigation Measure 4.9.25: Project facilities with 250 or more employees shall provide designated preferential parking spaces for carpool vehicles.

Mitigation Measure 4.9.26: Project facilities shall provide designated preferential parking spaces for ultra-low emission vehicles, and alternative and alternative fueled vehicles.
Mitigation Measure 4.9.27: Facilities shall display up-to-date transit routes for the Project area in a visible and convenient location for employees.

Mitigation Measure 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.

The proposed Project would result in a net reduction of motor vehicle trips compared to those envisioned and analyzed in the Final EIR (VRPA Technologies, 2010). Based on a reduction of 1,884 daily vehicle trips as estimated by the Transportation Impact Analysis, the proposed Project would reduce emissions by 11.44 pounds per day of ROG, 16.74 pounds per day of NO_x, 149.22 pounds per day of CO, 29.97 pounds per day of PM_{10} and 5.79 pounds per day of $PM_{2.5}$.

There may be a slight increase in area source emissions as a result of increased building square footage of the project site but, as indicated in Tables 4.9-10 and 4.9-12 of the Final EIR, area source emissions represent a fraction of project emissions compared to mobile source emissions. Therefore, operational emissions under the proposed Project would be less than those analyzed in the Final EIR, but would still remain significant and unavoidable when considered with other development elements of the Specific Plan. The proposed Project is consistent with the Specific Plan and the impacts of the proposed Project are consistent with the analysis contained in the Final EIR. Implementation of the proposed Project

would not result in any additional impacts, and no new mitigation would be required.

Potential Impact: 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.

Impact Analysis: The proposed Project area is designated as being within a non-attainment area for the state and federal 8-hour ozone standard, the state 1-hour ozone standard and the state standards for PM_{10} and $PM_{2.5}$. The Final EIR acknowledged that the Specific Plan would generate long-term emissions of ozone precursors and particulate matter in excess of the SCAQMD regional thresholds and indicates that because the Specific Plan criteria air pollutant emissions are significant on an individual basis, it may contribute substantially to cumulatively significant air quality impacts within a non-attainment area. The Final EIR identified Mitigation Measures 4.9.13 through 4.9.28 to address significant regional air quality impacts to the extent feasible. However, the Final EIR concluded that these mitigation measures would only marginally reduce project emissions and increased ozone precursor and particulate matter emissions were determined to be a significant and unavoidable impact.

While operational criteria air pollutant emissions under the proposed Project would be less than those envisioned for the proposed SP-4 as indicated in the previous analysis, this reduction in emissions would be insufficient to reduce overall pollutant emissions of the Specific Plan to a less than significant level. Therefore, operational emissions under the proposed Project would be less than those analyzed for the project site in the Final EIR but, when considered with other development elements of the Specific Plan, would continue to represent a cumulatively considerable net increase of ROG and NO_x (ozone precursors) and PM_{10} and $PM_{2.5}$ in an air basin designated as non-attainment for ozone and particulate matter. The impacts of the proposed Project are consistent with the analysis contained in the Final EIR. Implementation of the proposed Project would not result in any additional impacts, and no new mitigation would be required.

Potential Impact: Expose sensitive receptors to substantial pollutant concentrations.

The EIR contained an analysis of local concentrations of CO, nitrogen dioxide, PM_{10} and $PM_{2.5}$ resulting from both construction activities as well as from operation of the Specific Plan. Specific Plan related emissions of these pollutants would result in localized concentrations below the localized significance thresholds of the SCAQMD except for PM_{10} which was determined to be a significant and unavoidable impact during peak construction activities even with implementation of all feasible mitigation. In addition, the Final EIR included an analysis of localized CO concentrations resulting from increases in vehicle traffic generated by operations of the Specific Plan. Predicted local CO concentrations were below state and federal 1-hour and 8-hour CO standards.

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

The proposed Project is consistent with the analysis contained in the Final EIR. Therefore, the Final EIR captured the anticipated impacts to air quality associated with the proposed Project. The proposed Project would not result in any additional need for grading of the project site beyond what was assumed in the Final EIR. Because grading activities represented the worst case analysis for which a significant PM_{10} impact was identified, there would be no difference between construction impacts analyzed for the Specific Plan and those that would result from the proposed Project. Consequently, the proposed Project would have the same degree of localized construction-related PM_{10} impact as contemplated in the Specific Plan.

From an operational standpoint, the proposed Project would result in a net reduction of motor vehicle trips and their associated emissions compared to those analyzed in the Specific Plan EIR. Therefore, localized concentration of PM_{10} in the vicinity of the proposed Project would be less than those analyzed in the Specific Plan and not result in an exacerbated air quality impact.

Potential Impact: Create objectionable odors affecting a substantial number of people.

The Final EIR concludes that the Specific Plan does not propose and land uses typically associated with odor complaints or emissions. It also discusses the common odor emission resulting from mixed land uses including odors from cooking facilities and restaurants and temporary storage of solid wastes in dumpsters. Additionally, odor from diesel equipment exhaust during construction is also discussed. The Final EIR found that standard construction requirements would address potential temporary impacts associated with construction equipment. Riverside County's solid waste regulations and SCAQMD's Rule 402 were identified as addressing potential odor impacts from Solid waste storage and cooking facilities, respectively. The Final EIR found that implementation of the proposed Project would have a less than significant impact with regard to the creation of objectionable odors.

The proposed Project includes uses that are not typically associated with odor complaints or emissions. Implementation of the proposed Project would have the common odor sources (cooking facilities, solid waste and diesel exhaust during construction). Therefore the proposed Project would also have a less than significant impact with regard to the creation of objectionable odors. The proposed Project is consistent with the analysis contained in the Final EIR. Implementation of the proposed Project would not result in any additional impacts, and no new mitigation would be required.

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

Issues:		New Potentially Significant Impact	New Mitigation is Required	No New Impact/No Impact	Reduced Impact
	protecting biological resources, such as a tree preservation policy or ordinance?				
f)	Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	☐	☐	☒	☐

Potential Impact: Have a substantially 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).

Impact Analysis: The Final EIR included a series of plant and wildlife surveys in the Specific Plan area. The Specific Plan area is mostly disturbed, consisting of existing development and military facilities, ornamental landscaping, and disturbed, open ground. A drainage ditch runs along both the northern and eastern edge of the site, adjacent to Cactus Avenue and Heacock Avenue. There were no listed or special-status plant species detected during focused plant surveys on the Specific Plan area, and no significant impacts to plant species were identified in the Final EIR. The proposed Project area is entirely developed and similarly does not support any native plant species or habitats.

Wildlife in the Specific Plan area consists of common species associated with grassland, ruderal, and open habitats. No special-status wildlife species are documented on-site. There is the potential for migratory and/or nesting birds to be located within the Specific Plan area, and the Final EIR determined there would be potentially significant impacts to these species associated with implementation of the Specific Plan. Mitigation Measures 4.7.1 through 4.7.3 were identified in the Final EIR, and it concluded that impacts to burrowing owl and other nesting birds would be reduced to less than significant levels. The proposed Project is consistent with the analysis contained in the Final EIR. Therefore, the Final EIR captured the anticipated impacts to biological resources associated with the proposed Project. The proposed Project would result in similar potential impacts to nesting birds, and would incorporate those mitigation measures to reduce impacts to less than significant.

Mitigation Measure 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.

b) If vegetation is to be cleared during the nesting season (generally, February 14 to August 1), within 30 days of ground-disturbing activities, all suitable habitat will be thoroughly

7a 31

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.

Mitigation Measure 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).

Mitigation Measure 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 days prior to ground-disturbing activities to document the location of any occupied borrows. Any owls present shall be passively or actively relocated following JPA and CDFG approved protocols, and with JPA/CDFG permission, prior to commencement of clearing.

Two small drainages are located within the March LifeCare Campus Specific Plan area, along Cactus Avenue and Heacock Avenue, both of which are subject to the jurisdiction of the U.S. Army Corps of Engineers and the CDFG. Neither of these drainages is located on or adjacent to the proposed Project area or would be affected by drainage from the proposed Project. The proposed Project is consistent with the Specific Plan and the impacts of the proposed Project are consistent with the analysis contained in the Final EIR. Implementation of the proposed Project would not result in any additional impacts, and no new mitigation would be required.

Potential Impact: 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 CDFG or USFWS; 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.

Impact Analysis: The Final EIR identified two drainages (the Cactus Avenue and Heacock Avenue Channels) in the March LifeCare Campus Specific Plan (SP-7) area and concluded that the implementation of SP-7 would have potentially significant impacts. It identified Mitigation Measures 4.7.4 through 4.7.8, and concluded that the measures would reduce impacts to a less than significant level. Neither of these channels bisects or is located in proximity to the proposed Project area. Therefore, impacts would be less than significant and no mitigation is required. The proposed Project is consistent with the Specific Plan and the impacts of the proposed Project are consistent with the analysis contained in the Final EIR. Implementation of the proposed Project would not result in any additional impacts, and no new mitigation would be required.

7a 32

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

Potential Impact: 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 impeded the use of native wildlife nursery sites.

Impact Analysis: The Final EIR determined that there are no wildlife corridors or linkages within the Specific Plan area. The proposed Project area is located in the southernmost part of the Specific Plan area, and surrounded by other developed uses. The Final EIR determined that development of the Specific Plan, including the area within the proposed Project would result in impacts to corridors that would be less than significant and no mitigation was required. The proposed Project is consistent with the Specific Plan and the impacts of the proposed Project are consistent with the analysis contained in the Final EIR. Implementation of the proposed Project would not result in any additional impacts, and no new mitigation would be required.

Potential Impact: Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance.

Impact Analysis: The Final EIR concluded that no local policies or ordinances protecting biological resources apply to the Specific Plan area, and there would be no impacts or required mitigation measures. Thus, no local policies or ordinances protecting biological resources apply to the proposed Project area, and there would be no impacts or required mitigation measures.

Potential Impact: Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan.

Impact Analysis: The Final EIR states that the March LifeCare Campus Specific Plan (SP-7) area is located within the Western Riverside County Habitat Conservation Plan for the Stephen's kangaroo rat and the Western Riverside County Multi-Species Habitat Conservation Plan; however, March JPA does not participate in these plans and there would be no conflict, resulting in less than significant impacts with no mitigation measures required. The proposed Project is consistent with the March LifeCare Campus Specific Plan and the impacts of the proposed Project are consistent with the analysis contained in the Final EIR. Implementation of the proposed Project would not result in any additional impacts, and no new mitigation would be required.

V.	CULTURAL RESOURCES. Would the project:				
	a) Cause a substantial adverse	☐	☐	☒	☐

7a-33

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

Potential Impact: Cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5 of the CEQA Guidelines.

Impact Analysis: The Final EIR concluded that there are two historic resources within the March LifeCare Campus Specific Plan area that could be affected by implementation of the Specific Plan: a monument at the main entrance to the Specific Plan area on Riverside Drive and a Works Progress Administration (WPA) Canal which extends southeast from Meyer Drive to the eastern boundary of the Specific Plan area. Neither of these two historical features would be affected by implementation of the proposed Project. Therefore, no historic resource impacts would result from the proposed Project.

Potential Impact: Cause a substantial adverse change in the significance of an archaeological resources pursuant to Section 15064.5 of the CEQA Guidelines; disturb any human remains, including those interred outside of formal cemeteries.

Impact Analysis: A single buried prehistoric artifact (mano fragment) was recovered within the March LifeCare Campus Specific Plan area, and may be indicative of additional buried deposits or it may reflect a single item carried out during previous construction activities on the site. As such, there is the potential for significant impacts to buried archaeological resources on the project site. The proposed Project is consistent with the analysis contained in the Final EIR. Therefore, the Final EIR captured the anticipated impacts to archaeological resources associated with the proposed Project. Final EIR Mitigation Measures 4.6.3 through 4.6.5 would reduce any impacts associated with construction of facilities identified in the Specific Plan to less than significant levels. The proposed Project is consistent with the Specific Plan and the impacts of the proposed Project are consistent with the analysis contained in the Final EIR. Implementation of the proposed Project would not result in

7a 3A

any additional impacts, and no new mitigation would be required.

Mitigation Measure 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 in 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.

Mitigation Measure 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 too 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. Account any Native American concerns.

Mitigation 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. If buried cultural resources, such as chipped or ground stone, historic debris, building foundations, or nonhuman bone are inadvertently discovered during ground-disturbing activities, would will stop in that area and the cultural resource monitor(s) will assess the

7a 35

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.

Mitigation Measure 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 Codes Section 5097 and Health and Safety Code 7050.5).

Potential Impact: Directly or indirectly destroy a unique paleontological resource or site or unique feature.

Impact Analysis: Based on the information presented in the Cultural Resources Investigation referenced in the Final EIR, the March LifeCare Campus Specific Plan area is considered to have a moderate level of sensitivity for paleontological resources. Final EIR Mitigation Measure 4.6.7 was identified, and determined that potential impacts to sensitive paleontological resources would be reduced to less than significant levels. The proposed Project is located in the southernmost portion of the Specific Plan area, and has the same moderate level of sensitivity for paleontological resources that is identified in the Final EIR. The proposed Project is consistent with the Specific Plan and the impacts of the proposed Project are consistent with the analysis contained in the Final EIR. Implementation of the proposed Project would not result in any additional impacts, and no new mitigation would be required.

Mitigation Measure 4.6.7: A paleontological monitoring plan 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.

Issues:		New Potentially Significant Impact	New Mitigation is Required	No New Impact/No Impact	Reduced Impact
VI.	GEOLOGY AND SOILS. Would the project:				
a)	Expose people or structures to potential substantial adverse effects, including the risk of loss, injury or death involving:	☐	☐	☒	☐
i)	Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	☐	☐	☒	☐
ii)	Strong seismic ground shaking?	☐	☐	☒	☐
iii)	Seismic-related ground failure, including liquefaction?	☐	☐	☒	☐
iv)	Landslides?	☐	☐	☒	☐
b)	Result in substantial soil erosion or the loss of topsoil?	☐	☐	☒	☐
c)	Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	☐	☐	☒	☐
d)	Be located on expansive soil, as defined in Table 18 1 B of the Uniform Building Code (1994), creating substantial	☐	☐	☒	☐

Issues:		New Potentially Significant Impact	New Mitigation is Required	No New Impact/No Impact	Reduced Impact
	risks to life or property?				
e)	Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	☐	☐	☒	☐

Potential Impact: Exposure of people or structures to potentially substantial adverse effects, including the risk of loss, injury or death involving strong seismic ground shaking or seismic-related ground failure, including liquefaction.

Impact Analysis: The Final EIR provided an evaluation of whether implementation of the March LifeCare Campus Specific Plan would expose people or structures to substantial adverse effects related to strong seismic ground shaking or seismic-related ground failure. The Final EIR included a site-specific Geotechnical Investigation that evaluated the entire Specific Plan area, and determined that there were potentially significant impacts related to seismic failure. Mitigation Measure 4.2.1 was identified in the Final EIR, which determined this measure would reduce any impacts related to seismic safety to less than significant.

> **Mitigation Measure 4.2.1:** Prior to the issuance of construction permits, and to the satisfaction of the JPA, the recommendations, 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) are 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.

The proposed Project includes uses that are consistent with those evaluated in the Final EIR. The Final EIR stated that there are no faults within the Specific Plan area; however, there is the potential for strong ground shaking and liquefaction. In accordance with Mitigation Measure 4.2.1, a site-specific geotechnical investigation would be prepared for the proposed Project, and the recommendations contained within that investigation would be adhered to. Because the uses proposed for the site are permitted by the Specific Plan and analyzed in the Final EIR, no additional impacts related to seismic shaking are anticipated, and Mitigation Measure 4.2.1 is still applicable to the proposed Project. The proposed Project is consistent with the analysis contained in the Final EIR. No additional mitigation measures would be necessary.

Potential Impact: Location on a geologic unit or soil that is unstable, or that would become

7a 38

unstable as a result of the Project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse.

Impact Analysis: As analyzed in the Final EIR, the Project area contains underlying soils that may have the potential for liquefaction under seismic conditions. Based on subsurface conditions within the Project area, the moderate to high seismicity of the region, any loose fill materials at the site could be vulnerable to subsidence or collapse. Mitigation Measure 4.2.2 was included in the Final EIR, which determined the measure would reduce any impacts related to liquefaction to less than significant levels. The proposed Project does not include any uses or activities that differ from those analyzed in the EIR. The proposed Project is consistent with the analysis contained in the Final EIR. Mitigation Measure 4.2.2 is applicable to the proposed Project, and no additional mitigation measures are necessary.

> **Mitigation Measure 4.2.2:** Prior to the issuance of construction permits, and to the satisfaction of the JPA, 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, are 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 requires identified in the Project Geotechnical Investigation.

The project site, as is the majority of the Project area and surrounding properties, is essentially level, and is not susceptible to land sliding. The potential for landslides does not exist, and no new impacts or mitigation measures would be required.

Potential Impact: Location on expansive soil, as defined in Section 1802.3.2 of the California Building Code (2007), creating substantial risks to life or property.

Impact Analysis: As analyzed in the Final EIR, near-surface loose soils require over-excavation and replacement as engineered/compacted fills. There is the potential for unstable soils to underlie the proposed Project area, thus impacts of the proposed Project would be potentially significant, consistent with the Final EIR. Mitigation Measures 4.2.3 and 4.2.4 were identified in the Final EIR, which would reduce any impacts related to expansive soils to less than significant. The proposed Project is consistent with the analysis contained in the Final EIR. Mitigation Measures 4.2.3 and 4.2.4 are applicable to the proposed Project, and no additional mitigation measures are necessary.

> **Mitigation Measure 4.2.3:** Prior to the issuance of construction permits, and to the satisfaction of the JPA, the recommendations, performance standards, and requirements established within the Project Geotechnical Investigation which address location on potentially expansive soils are incorporated into Project site design and construction plans. Section 2.0 of the March LifeCare Campus 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.

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

Mitigation Measure 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.

VII.	GREENHOUSE GAS EMISSIONS. Would the project:				
a)	Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	☐	☐	☐	☒
b)	Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emission of greenhouse gases?	☐	☐	☒	☐

Potential Impact: Generate greenhouse gas emissions either directly or indirectly, that may have a significant impact on the environment.

The Final EIR identifies a less than significant impact from greenhouse gas (GHG) emissions generated from operation of land uses implemented by the March LifeCare Campus Specific Plan. Estimates of Specific Plan-related GHG emissions in the Final EIR indicate that 89 percent of emissions are generated by mobile sources (motor vehicles) and the remainder from direct and indirect stationary and area sources. Final EIR Mitigation Measures 4.9.13 through 4.9.28, as well as project design elements, have been identified as sufficient to reduce Specific Plan GHG emissions to a less than significant level.

The proposed Project would not result in a net increase of motor vehicle trips compared to those envisioned and analyzed in the Final EIR (VRPA Technologies, 2010). The trip generation of the Project site assuming the Mixed Use land use designation shown in the Final EIR results in 2,637 daily trips. The proposed Project is expected to have a trip generation of 753 daily trips at buildout, which includes the 226 daily trips currently produced by the existing 119 bed facility. Based on a reduction of 1,884 daily vehicle trips as estimated by the Transportation Impact Analysis, the proposed Project would result in less CO_2 emissions, 3,132 tons per year of CO_2 less, than those predicted for the Specific Plan in the Final EIR.

There may be a slight increase in area source emissions as a result of increased building square footage of the project site, but as indicated in the Final EIR, area source emissions represent a fraction of project emissions compared to mobile source emissions. Therefore, the proposed Project is expected to generate less GHG emissions than those analyzed for the Specific Plan Final EIR. In

addition, the proposed Project would not result in an increase in the overall building square footage of the March LifeCare Campus Specific Plan. Therefore, operational GHG emissions of the proposed Project would be less than those analyzed in the Final EIR, and would remain less than significant. Thus, no additional mitigation would be required. The proposed Project is consistent with the Specific Plan and the impacts of the proposed Project are consistent with the analysis contained in the Final EIR. Implementation of the proposed Project would not result in any additional impacts, and no new mitigation would be required.

Potential Impact: Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases.

The Final EIR determined that the Specific Plan would comply with applicable strategies outlined by California EPA's Climate Action Team. Subsequent to certification of the Final EIR, there have been no substantive new plans or policies adopted relative to GHG's and climate change that would affect the analysis or determinations of the EIR. The state's Climate Change Scoping Plan was adopted prior to public circulation of the EIR.

Subsequent to certification of the EIR, revisions to the *CEQA Guidelines,* which at the time of the EIR were only proposed, became effective in March of 2010. These revisions resulted in the two potential GHG impact considerations in this impact analysis and the one prior. Both of these questions were addressed in the Final EIR under a single impact statement.

The proposed Project would not result in a net increase of motor vehicle trips compared to those envisioned and analyzed in the Specific Plan. There may be a slight increase in area source emissions as a result of increased building square footage of the project site, but as indicated in the Final EIR, area source emissions represent a fraction of project emissions compared to mobile source emissions and there would remain an overall net reduction in operational GHG emissions with the proposed project compared to the Specific Plan analyzed in the Final EIR. Because operational GHG emissions under the proposed Project would be less than those analyzed in the Final EIR, it's potential to conflict with applicable plans or policies related to GHG emissions and climate change would also be less than significant, as was the finding in the Final EIR for the March LifeCare Campus Specific Plan. The proposed Project is consistent with the Specific Plan and the impacts of the proposed Project are consistent with the analysis contained in the Final EIR. Implementation of the proposed Project would not result in any additional impacts, and no new mitigation would be required.

VIII.	HAZARDS AND HAZARDOUS MATERIALS. Would the project:				
a)	Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous	☐	☐	☒	☐

7a 41

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

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

Potential Impact: Create 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.

Impact Analysis: The Final EIR incorporated a Phase I Site Assessment addressing existing on-site hazards, as well as potential hazards associated with the operation of facilities proposed by the Project. The Phase I Site Assessment did not identify any areas of special hazardous materials consideration on the proposed Project site, including soil or groundwater contamination, above- or below-ground storage tanks (see Figure 4.3-1 of the EIR). However, there is the potential for underground storage tanks to be encountered during ground-disturbing activities. Mitigation Measure 4.3.4 was identified in the Final EIR, which would reduce impacts to less than significant. There are two existing buildings (Buildings 942 and 940) and a surface parking lot on the project site that would be demolished. Building 940, which was constructed prior to 1978, contains asbestos-containing materials (ACMs) and lead-based paint (LBP). In addition, underground utility pipelines within 5th Street, have the potential to contain ACMs, LBP, and polychlorinated biphenyls (PCBs). Final EIR Mitigation Measures 4.3.5, 4.3.6 and 4.3.7, and 4.3.8 would be implemented for the proposed Project, and, based on the analyses of the Final EIR, would reduce impacts to a less than significant level. The proposed Project is consistent with the analysis contained in the Final EIR. There would be no new significant impacts, and no need for additional mitigation measures.

Mitigation Measure 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 JPA.

Mitigation Measure 4.3.5: Throughout demolition/renovation and site preparation activities, confirmed and suspected ACMs shall be handled and disposed of by licensed contractors in accordance with all appropriate regulatory agency guidelines.

Mitigation Measure 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 LBP- 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.

Mitigation Measure 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 LBP materials, ACMs, or other hazardous building materials.

Mitigation Measure 4.3.8: The soil adjacent to those building suspected of having LBP shall be evaluated for lead pursuant to guidance and requirements of the Department of Toxic Substances Control (DTSC). If levels exceeding established DTSC/Environmental Protection Agency (EPA) Preliminary Remediation Goals (PRGs) or California Human Health Screening Levels (CHHSLs) are found, soil remediation shall be completed as required by DTSC and/or RCDED.

Uses included in the proposed Project are consistent with those evaluated in the Final EIR. As stated in the Final EIR, less than significant hazardous materials impacts related to operational uses are anticipated. No new operational mitigation measures are necessary.

Potential Impact: Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school.

Impact Analysis: The Final EIR indentified Mitigation Measures 4.3.9 and 4.3.10 regarding the emissions of hazardous materials, and determined that impacts would be reduced to less than significant levels. The proposed Project area is located approximately 0.75 miles southwest of the nearest school (Serrano Elementary School) located within the City of Moreno Valley. The uses proposed on the site are consistent with those evaluated in the Final EIR, and while some hazardous materials may be handled on-site, such use would be in compliance with all applicable rules and regulations, in order to minimize risk of public exposure to any hazardous materials at the proposed Project area. In addition, Final EIR Mitigation Measures 4.3.9 and 4.3.10 would be included in the proposed Project and would reduce impacts to less than significant levels. The proposed Project is consistent with the analysis contained in the Final EIR. There would be no new impacts and no new mitigation would be required.

Mitigation Measure 4.3.9: Concurrent with application for building permits, development applicants shall evaluated 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 to certification of any EIR, or approval of any negative declaration for the requested use/facilities.

Mitigation Measure 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.

Potential Impact: 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, create a significant hazard to the public or the environment.

Impact Analysis: As part of the Phase I Site Assessment and Final EIR, a search of federal, state, local, tribal, and proprietary records was conducted, and no hazardous material sites compiled pursuant to Government Code section 65962.5 are located in the proposed Project area. The Final EIR concluded that less than significant impacts would occur. The proposed Project is consistent with this conclusion because uses included in the proposed Project are consistent with the analysis in the Final EIR. There would be no new significant impacts and no mitigation measures required.

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, public use airport, or private airstrip, result in a safety hazard for people residing or working in the project area.

Impact Analysis: The proposed Project area is located approximately 0.35 mile northeast of the March Inland Port Runway, and two airport land use plans affect the proposed Project area. The Riverside County ALUP defines the Specific Plan area, including the proposed Project area, as Safety Zone II, and the Final EIR determined that the March LifeCare Campus Specific Plan in its entirety is consistent with the ALUP. The Specific Plan area (including the proposed Project area) is also within the Draft 2010 March Air Reserve Base/Inland Port Airport Joint Land Use Study, within Accident Potential Zone I and II, but is outside of any identified safety hazards zones. The Specific Plan area is located in Zones D and E of the Joint Land Use Study, which indicates that lands within these zones are subject to noise and risks associated with aircraft, but that impacts are sufficiently minimal that land use restrictions are generally unnecessary. In addition, the Specific Plan area, including the proposed Project area, is not located within any of the safety hazards zones identified in the Air Installation Compatibility Use Zone Report. The Riverside County Airport Land Use Commission considered made a consistency finding for the proposed Project on April 14, 2011. Because the proposed Project is consistent with the uses analyzed in the Final EIR, no new impacts would result, and new mitigation measures are not necessary.

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

Potential Impact: Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan.

Impact Analysis: The Final EIR concluded that the March LifeCare Campus Specific Plan would have a potentially significant impact related to emergency response and evacuation during construction activity. Mitigation Measure 4.3.10 was set forth in the Final EIR to reduce any impacts related to emergency response, and would be implemented for the proposed Project. The proposed Project is consistent with the analysis contained in the Final EIR. Mitigation Measure 4.3.10 is applicable to the proposed Project, and no further mitigation would be required.

> **Mitigation Measure 4.3.10:** Prior to a grading permit issuance, the development contractor(s) shall prepare and submit construction traffic management plans(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 reviews.

IX.	HYDROLOGY AND WATER QUALITY. Would the project:				
a)	Violate any water quality standards or waste discharge requirements?	☐	☐	☒	☐
b)	Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would	☐	☐	☒	☐

Issues:		New Potentially Significant Impact	New Mitigation is Required	No New Impact/No Impact	Reduced Impact
	drop to a level which would not support existing land uses or planned uses for which permits have been granted)?				
c)	Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	☐	☐	☒	☐
d)	Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?	☐	☐	☒	☐
e)	Create or contribute runoff water which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff?	☐	☐	☒	☐
f)	Otherwise substantially degrade water quality?	☐	☐	☒	☐
g)	Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	☐	☐	☒	☐
h)	Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	☐	☐	☒	☐

Issues:		New Potentially Significant Impact	New Mitigation is Required	No New Impact/No Impact	Reduced Impact
i)	Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	☐	☐	☒	☐
j)	Expose people or structures to inundation by seiche, tsunami, or mudflow?	☐	☐	☒	☐

Impact Analysis: The Final EIR concluded that implementation of the March LifeCare Campus Specific Plan would have potentially significant operational impacts related to water quality. Some receiving waters for stormwater runoff were identified in the Final EIR as impaired, and pollutants of concern (POCs) associated with the proposed Project could further affect those receiving waters. The Final EIR identified Mitigation Measures 4.4.2 and 4.4.3, and concluded that the measures would reduce impacts to a less than significant level.

> **Mitigation Measure 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.
>
> **Mitigation Measure 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 amend 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.

The proposed Project would develop 7.75 acres of the southernmost portion of the March LifeCare Campus Specific Plan area, and would have the potential to affect water quality to receiving waters (Canyon Lake). A Water Quality Management Plan (WQMP) was prepared for the proposed Project, which identifies pollutants of concern as urban runoff pollutants (sediment/turbidity; nutrients; trash and debris; oxygen demanding substances; bacteria and viruses; oil and grease; and pesticides) (Urban Resource Corp, 2010). Runoff from the project site would be discharged directly into a publicly-owned, operated, and maintained Municipal Separate Storm Sewer System (MS4). The WQMP identifies site design best management practices (BMPs) to minimize runoff, minimize impervious surfaces, conserve natural areas, and minimize directly connected impervious areas. Non-structural (such as education programs, litter control, and activity restrictions) and structural (such as MS4 signage, landscape/irrigation design, and protection of slopes and channels) source control BMPs are also identified in the WQMP. Treatment controls would be provided with the use of on-site rain gardens and a storm filter treatment vault (see Figure 3).

The Project storm drain design consists of a 24-inch underground storm drain in N Street and 6th Street that would collect the off-site tributary drainage area from the north at catch basin inlets at the intersection of N Street and 5th Street. These off-site flows would not be treated for water quality. The proposed on-site storm drain system would collect, clean, detain and discharge site flows into an 18-inch storm drain line at the southeast corner of the property that would join the proposed 24-inch line from N and 6th Street. These combined flows would extend down 6th Street in an underground 30-inch storm drain pipe that would outlet directly into the Heacock Street Channel through a connection in the concrete sidewall of the channel. On-site flows would be cleaned by a series of localized bio-filtration gardens or rain gardens throughout the site before being collected by the on-site area drain / storm drain system (Figure 3). The parking lot / private drive would consist of surface flow and concentrated gutter flows that would be collected by catch basins within the street system. The first flush from the combined on-site flows from the landscape areas and the parking lots would be collected and treated with the use of a Contech Stormgate and an 8'x16' Stormfilter unit. Any large storm flows would be diverted with the Stormgate bypass system. The treated first flush and the

7a 49

bypassed storm flows would be collected and detained in an underground storm drain pipe detention system that would reduce the storm drain flows to pre-development discharge rates and quantities. These are the flows that enter the 6th Street storm drain as described above.

The proposed Project is consistent with the analysis contained in the Final EIR. With implementation of Mitigation Measures 4.4.1 through 4.4.4, and 4.4.6 from the Final EIR, impacts hydrology and water quality would be reduced to a less than significant level. Impacts to water quality would therefore remain less than significant, and no additional mitigation measures would be required.

Potential Impact: 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; 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.

Impact Analysis: The Final EIR determined that implementation of the March LifeCare Campus Specific Plan would substantially alter terrain and groundcover characteristics by increasing impervious areas and modification of existing drainage patterns. Mitigation Measures 4.4.4 and 4.4.5 were identified in the Final EIR, which concluded that they would reduce any impacts related to the alteration of drainage patterns to a less than significant level.

> **Mitigation Measure 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.
>
> **Mitigation Measure 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.

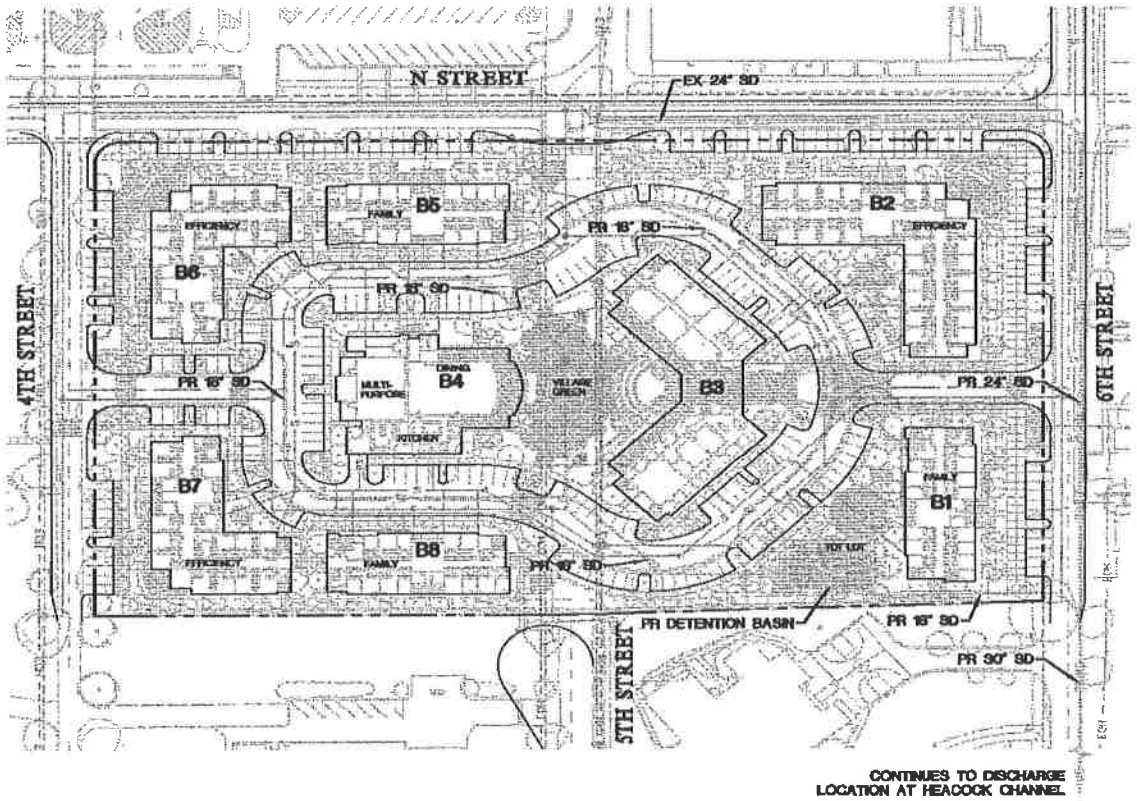
The proposed Project drains from the northwest to southeast and has approximately five feet of elevation change across the site. The proposed Project would incorporate these mitigation measures, including rain gardens, landscaping, a storm filter and storm gate, and other BMPs that would reduce impacts related to altered drainage patterns on the site. The proposed Project is consistent with the March LifeCare Campus Specific Plan and the impacts of the proposed Project are consistent with the analysis contained in the Final EIR. Implementation of the proposed Project would not result in any additional impacts, and no new mitigation would be required.

Potential Impact: 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; place within a 100-year flood hazard area structures which would impeded or redirect flows.

Impact Analysis: The Final EIR determined that the Specific Plan would result in potentially

significant impacts related to flooding, because much of the area is subject to known flood hazards. The site is within Zone D (un-mapped area) of the FEMA Flood Insurance Rate Map 06065C0765G, dated August 28, 2008 and within the RCFCD Perris Valley Area Drainage Plan. The proposed Project includes structures and housing that could impede or redirect flood flows. However, those structures are consistent with those uses identified in the Specific Plan and analyzed in the Final EIR. Therefore, implementation of Mitigation Measures 4.4.7 and 4.4.8 would reduce impacts related to flooding to a less than significant level. The proposed Project is consistent with the Specific Plan and the impacts of the proposed Project are consistent with the analysis contained in the Final EIR. The proposed Project, based on hydrologic modeling, will be raised so that the finished floor elevations of the buildings are one foot above the 100-year flood plain elevation. Implementation of the proposed Project would not result in any additional impacts, and no new mitigation would be required.

Figure 3 Water Quality Treatment Control Plan
(Source: Section 4.9, U.S. Vets Transitional Housing Program SP)



7a 51

Potential Impact: 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; place within a 100-year flood hazard area structures which would impeded or redirect flows.

Impact Analysis: The Final EIR determined that the March LifeCare Campus Specific Plan would result in potentially significant impacts related to flooding, because much of the area is subject to known flood hazards. The site is within Zone D (un-mapped area) of the FEMA Flood Insurance Rate Map 06065C0765G, dated August 28, 2008 and within the RCFCD Perris Valley Area Drainage Plan. . The proposed Project includes structures and housing that could impede or redirect flood flows. However, those structures are consistent with those uses identified in the Specific Plan and analyzed in the Final EIR. Therefore, implementation of Mitigation Measures 4.4.7 and 4.4.8 would reduce impacts related to flooding to a less than significant level. The proposed Project is consistent with the Specific Plan and the impacts of the proposed Project are consistent with the analysis contained in the Final EIR. The proposed Project, based on hydrologic modeling, will be raised so that the finished floor elevations of the buildings are one foot above the 100-year flood plain elevation. Implementation of the proposed Project would not result in any additional impacts, and no new mitigation would be required.

X. LAND USE AND PLANNING.
Would the project:

a)	Physically divide an established community?	☐	☐	☒	☐
b)	Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	☐	☐	☒	☐
c)	Conflict with any applicable habitat conservation plan or natural community conservation plan?	☐	☐	☒	☐

a) Physically divide an established community.

Impact Analysis: As identified in the NOP/IS (Appendix A of the Draft EIR), the Project involves the construction of healthcare related facilities on property that is currently underutilized. The Project does not propose elements or activities that would disrupt or divide an established community. Based on the preceding discussion, the Project's potential to

7a 52

disrupt or divide the physical arrangement of an established community is considered less-than-significant.

b) 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: The Final EIR provided a land use analysis of the March LifeCare Campus Specific Plan (which encompasses the same area as the proposed project site) and concluded that there would be less than significant impacts related to potential inconsistencies with goals and policies of the General Plan, Zoning Ordinance, and other relevant land use regulations, programs, or policies. The current General Plan land use designations for the Specific Plan is "SP-7 (Medical Campus)", which will change under the proposed Project to "SP-6". Because the proposed Project includes the same land uses at the same intensity as was analyzed in the Final EIR, the proposed project would be consistent with General Plan goals and policies. The proposed project is also consistent with the analysis contained in the Final EIR. There would be no new significant land use impacts associated with the proposed project, and no new mitigation would be necessary.

The Final EIR provided an evaluation of whether implementation of March LifeCare Campus Specific Plan would result in significant land use incompatibilities. The Final EIR determined that there is the potential for new facilities to significantly affect existing radio frequency for the March Air Reserve Base and Defense Media Center communications (recently renamed American Forces Radio and Television Service, AFRTS), which, if it occurred, would represent in a significant land use incompatibility. The proposed project includes only such uses as were anticipated and evaluated in the Final EIR, and would therefore not result in any impacts other than those previously analyzed in the Final EIR. In addition, the proposed project retains the building height overlay that radiates from the AFRTS facility. The proposed project is therefore consistent with the analysis contained in the Final EIR, there would be no new environmental impacts and no additional mitigation would be required.

The designated height limitation within SP-7 is 85 feet for parking structures surrounding the AFRTS facility, 135 feet for Zone 1, 50 feet for Zone 4 and 40' for Zone 11 which encompasses the Project site. The proposed SP-6 however modifies the height requirement within the Project area to 52 feet. The proposed height change on the Project site was cleared by the FAA on November 29, 2010. A finding of consistency was issued by the Riverside County Airport Land Use Commission on April 14, 2011.

The Riverside County Airport Land Use Plan (ALUP) defines the March LifeCare Campus SP area, including the proposed site, as being within Safety Zone II, and the Final EIR determined that the March LifeCare Campus Specific Plan in its entirety is consistent with the 1984 ALUP. SP-7 (including the proposed project area) is also within the Draft 2010 March Air Reserve Base/Inland Port Airport Joint Land Use Study (Joint Land Use Study), within Accident Potential Zone I and II, but is outside of any identified safety hazards zones. SP-7 (which is the same areas as the proposed project) is located in Zones D and E of the Joint Land Use Study, which indicates that lands within these zones are subject to noise and risks associated with aircraft, but that impacts are sufficiently minimal that land use restrictions are generally unnecessary. Potential impacts associated with the proposed project are consistent

with the analysis contained in the Final EIR. No new significant impacts and no new mitigation measures are required.

The Final EIR concluded that implementation of Mitigation Measure 4.1.3 would reduce any impacts related to lighting to less than significant.

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

The proposed project is consistent with the uses anticipated in the Final EIR, and Mitigation Measure 4.1.3 would be applicable to the proposed project. Moreover, Project lighting will adhere to the following lighting standards within the March JPA Development Code:

1. All outdoor lighting associated with nonresidential uses shall be shielded and directed away from surrounding residential uses. Such lighting shall not exceed 0.5 foot-candles, minimum maintained of illumination beyond the property containing the nonresidential use, and shall not blink, flash, oscillate or be of unusually high intensity or brightness.

2. All parking areas of five or more spaces shall have a minimum maintained lighting of 1 foot-candle illumination per square foot of parking area for visibility and security during hours of darkness generally distributed over the entire parking surface.

3. Use of the following forms of outdoor lighting shall be prohibited between midnight and dawn:
   a. The operation of searchlights for advertising purposes; and
   b. The illumination of outdoor public recreational facilities, unless a specific recreational activity requiring the lighting is already in progress. Security lighting shall be provided.

4. Overhead roof lighting is prohibited.

5. Outdoor lighting within residential areas, except for street lighting, shall be on poles or other supports not exceeding 12 feet in height. Such lighting shall be designed to project downward and shall not create glare on adjacent properties.

6. All exterior commercial doors during the hours of darkness shall be illuminated with one (1) foot-candle, minimum maintained of light on the surface.

7. Aisles, passageways, and recesses related to and within a building complex, during the hours of darkness, shall be illuminated to fifty one hundredth (0.5) foot-candles, minimum maintained, on the surface.

8. All lighting shall be enclosed in vandal resistant fixtures.

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c) Potential Impact: Conflict with any applicable habitat conservation plan or natural community conservation plan.

Impact Analysis: The Final EIR states that SP-7 (including the project site) is located within

7a 5A

the Western Riverside County Habitat Conservation Plan for the Stephen's kangaroo rat and the Western Riverside County Multi-Species Habitat Conservation Plan. The Final EIR noted that March JPA does not participate in these plans, but that since protected species are not present, there would be no conflict with these plans, resulting in less than significant impacts and no mitigation measures required. The proposed project includes the same ground-disturbing activities within the same development footprint as those evaluated in the Final EIR. Implementation of the proposed project would not result in any additional impacts, and no new mitigation would be required.

XI.	MINERAL RESOURCES. Would the project:				
a)	Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	☐	☐	☒	☐
b)	Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	☐	☐	☒	☐

a, b) The potential impacts associated with mineral resources were determined to be less than significant in the NOP/Initial Study (Appendix A of the Draft EIR) and therefore not evaluated in the Final EIR. This issue was determined to be less than significant, since no significant mineral resources are present in the area. No further analysis is required.

XII.	NOISE. Would the project result in:				
a)	Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	☐	☐	☒	☐
b)	Exposure of persons to or generation of excessive groundborne vibration or	☐	☐	☒	☐

7a 55

	groundborne noise levels?				
c)	A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☐	☐	☒
d)	A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☐	☒	☐
e)	For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☒	☐
f)	For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☒	☐

Potential Impact: Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies.

Construction Noise

The Final EIR determined potentially significant construction noise impacts in relation to standards established in previously certified March JPA documentation. The Final EIR determined that the potential existed for maximum received noise levels due to construction under the proposed Project to exceed 75 dBA in a 12 hour period. Mitigation Measures 4.10.1 through 4.10.4 were identified in the Final EIR, and they were determined to reduce construction noise impacts to a less than significant level.

Mitigation Measure 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

Mitigation Measure 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.

Mitigation Measure 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.

Given the location and the phasing of the proposed Project, the noise generated by construction activities under the proposed Project would be less than those predicted in the Final EIR. Consequently, with implementation of Mitigation Measures 4.10.1 through 4.10.4 as defined in the Final EIR, the proposed Project would have a less than significant impact with regard to exposure of persons to noise levels in excess of applicable standards.

Vehicle Noise

The Final EIR determined that the Specific Plan could result in potentially significant vehicle noise impacts to sensitive receptors that would be constructed as part of the March LifeCare Campus Specific Plan. The Final EIR determined that these impacts would be mitigated to a less than significant level by implementation of Mitigation Measures 4.10.5.

Mitigation Measure 4.10.5: Prior to site specific project approval, 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.

The proposed Project would locate transitional housing, which would be considered a sensitive noise receptor over 800 feet from the nearest roadway with substantial traffic volumes and would not be impacted by vehicle noise to a significant extent. The proposed Project is consistent with the analysis within the Final EIR. Mitigation Measures 4.1.5 would be sufficient to reduce impacts associated with the proposed Project to a less than significant level. Implementation of the proposed Project would not result in any additional impacts, and no new mitigation would be required.

General Operational Noise

The Final EIR determined that the Specific Plan could result in potentially significant general operational noise, primarily delivery truck activities associated with hospital uses and air handling equipment. The proposed Project does not include the development of a hospital.

Operations of the proposed Project would not result in substantial delivery truck activities. The impacts of the proposed Project are consistent with the analysis contained in the Final EIR. Implementation of the proposed Project would not result in any additional impacts, and no new mitigation would be required.

Peak Noise Events

The proposed Project would not include operations that would result in the generation of peak noise

events. Consequently, implementation of the proposed Project would not alter the findings of the EIR. The proposed Project would represent a new sensitive noise receptor that could be impacted by helicopter and ambulance activities associated with the March LifeCare Campus SP-4 development; however, the existing of the uses represented by the proposed Project were considered as part of the overall Specific Plan in the Final EIR. Therefore, the proposed Project would result in the same significant and unavoidable impact with regard to exposure of future occupants to noise levels in excess of standards of March JPA as was addressed in the Final EIR.

Potential Impact: Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels.

The Final EIR determined that the Specific Plan would result in potentially significant vibration impacts resulting from construction activities, and that this impact would be mitigated to a less than significant level by Mitigation Measure 4.10.19.

> **Mitigation Measure 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.

The proposed Project would construct low-rise residential units that would require use of standard construction equipment; construction of the proposed project would not likely require pile driving. Standard construction equipment used for grading was assessed in the Final EIR for the Specific Plan. Therefore, Mitigation Measure 4.10.19 would also reduce construction-related vibration impacts of the proposed Project to less than significant levels.

Potential Impact: A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project.

Construction

The Final EIR determined that the March LifeCare Campus Specific Plan would result in a less than significant noise impact resulting from permanent noise increases from construction activities as construction activities would not be permanent. The proposed Project is consistent with the analysis contained in the Final EIR. Implementation of the proposed Project would not result in any additional impacts, and no new mitigation would be required.

Vehicle Noise

The Final EIR determined that the Specific Plan would result in a less than significant noise impact resulting from vehicle traffic contributions to ambient noise levels. The proposed Project would not significantly impact the motor vehicle trips envisioned and analyzed in the Final EIR (VRPA Technologies, 2010). Consequently, implementation of the proposed Project would result in a less than significant impact with regard to substantial permanent increases in noise levels generated by vehicle traffic.

7a 54

Operational Noise

The Final EIR determined that the March LifeCare Campus Specific Plan would result in a less than significant noise impact resulting from operational noise. Operational noise generated by air handling units of the proposed Project, or of other Specific Plan elements on the proposed Project would be mitigated to a less than significant level by Mitigation Measures 4.10.8 through 4.10.12, as identified in the Final EIR. The proposed Project is consistent with the Specific Plan and the impacts of the proposed Project are consistent with the analysis contained in the Final EIR. Implementation of the proposed Project would not result in any additional impacts, and no new mitigation would be required.

Potential Impact: A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project.

Construction Noise

The Final EIR determined that the March LifeCare Campus Specific Plan could result in potentially significant construction noise impacts in relation to noise increases above ambient levels existing without the project. The Final EIR determined that the potential existed for maximum received noise levels to exceed 75 dBA CNEL, which is in excess of existing ambient noise levels. Mitigation Measures 4.10.1 through 4.10.4 were identified and determine by the Final EIR to reduce construction noise impacts to a less than significant level.

The proposed Project would result in elevated construction noise in the same areas considered in the Final EIR. Given the location of the project area, the proposed Project is further away from the nearest sensitive receptors than the worst case assumptions of the Final EIR. Therefore, noise generated by construction activities under the proposed Project would be less than those predicted in the Final EIR. Consequently, with implementation of Mitigation Measures 4.10.1 through 4.10.4, the proposed Project would have a less than significant impact with regard to temporary increases in ambient noise levels.

Vehicle Sources

The Final EIR determined that the March LifeCare Campus Specific Plan would result in a less than significant noise impact resulting from temporary or periodic noise increases from vehicle sources as vehicle noise would not be temporary. The proposed Project is consistent with the Specific Plan and the impacts of the proposed Project are consistent with the analysis contained in the Final EIR. Implementation of the proposed Project would not result in any additional impacts, and no new mitigation would be required.

Operational Sources

The proposed Project does not include operations that would result in the generation of peak noise events. Consequently, implementation of the proposed Project would not alter the findings of the Final EIR. Implementation of the proposed Project would not result in any additional impacts, and no new mitigation would be required.

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, would the

project expose people residing or working in the project area to excessive noise levels.

The Final EIR determined that the March LifeCare Campus Specific Plan would result in a less than significant noise impact from operations of the March Inland Port for both military and civilian activities. As the proposed Project would be located within the area of the Specific Plan considered for this analysis, this conclusion would also apply to the proposed Project. The proposed Project is consistent with the Specific Plan and the impacts of the proposed Project are consistent with the analysis contained in the Final EIR. Implementation of the proposed Project would not result in any additional impacts, and no new mitigation would be required. The Riverside County Airport Land Use Commission considered made a consistency finding for the proposed Project on April 14, 2011. Because the proposed Project is consistent with the uses analyzed in the Final EIR, no new impacts would result, and new mitigation measures are not necessary.

Potential Impact: 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.

The Final EIR determined that the March LifeCare Campus Specific Plan would result in a potentially significant noise impact from emergency helicopter operations of the proposed helipad. The proposed Project, however, does not include the installation of a helipad, nor would the use be located near facilities that include helicopter operations. No mitigation measures related to air operations noise levels are required.

XIII.	POPULATION AND HOUSING. Would the project:				
a)	Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of road or other infrastructure)?	☐	☐	☒	☐
b)	Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☒	☐
c)	Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	☐	☐	☒	☐

a-c) Impact Analysis. The potential impacts associated with population and housing was determined to be less than significant in the NOP/Initial Study (Appendix A of the Draft EIR) and therefore not evaluated in the Final EIR. The proposed project is consistent with analyses in the Final EIR as SP-7 does not change land uses or building square footages. Thus, there would be no change to the Project's potential population and housing impacts. Thus, the proposed project would not increase the area's population beyond existing projections. No further analysis is required.

XIV.	PUBLIC SERVICES. Would the project:				
a)	Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:	☐	☐	☒	☐
	Fire protection?	☐	☐	☒	☐
	Police protection?	☐	☐	☒	☐
	Schools?	☐	☐	☒	☐
	Parks?	☐	☐	☒	☐
	Other public facilities?	☐	☐	☒	☐

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

Impact Analysis: The implementation of the proposed Project would not result in or cause substantial adverse physical effects due additional demands on existing fire protection services, police protection services, or other public services. March JPA will collect Development Impact Fees (DIF) which would offset increased demand generated by Specific Plan development to provide funding for fire,

7a 61

law, and public services. Additionally, the Project will install the necessary features within and around proposed buildings to meet CalFire requirements for high rise buildings. On this basis, the Final EIR concluded that the Project would not result in substantial adverse physical effects from the construction of new or altered government facilities needed to maintain service ratios, response times, or other performance objectives for fire protection services, police protection services, or other public services. The uses of the proposed Project were evaluated in the Final EIR leading to this conclusion. The proposed Project is consistent with analysis contained in the Final EIR. There would be no new impacts and no new mitigation would be required.

XV. RECREATION. Would the project:

a)	Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	☐	☐	☒	☐
b)	Does the project include recreational facilities or require the construction or expansion of recreational facilities which have an adverse physical effect on the environment?	☐	☐	☒	☐

a-b) The potential impacts associated with recreation was determined to be less than significant in the NOP/Initial Study (Appendix A of the Draft EIR) and therefore not evaluated in the Final EIR. The proposed project is consistent with analyses in the Final EIR as SP-7 does not change land uses or the concept of the medical campus. SP-7 simply makes minor changes to circulation, height units and parking, which have no relation or bearing on public services. Thus, no impacts would occur and new mitigation is required.

7a 42

XVI. TRANSPORTATION / TRAFFIC.
Would the project:

a)	Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	☐	☐	☒	☐
b)	Conflict with an applicable congestion management program, including, but not limited to, level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	☐	☐	☐	☒
c)	Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	☐	☐	☒	☐
d)	Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☐	☒	☐
e)	Result in inadequate emergency access?	☐	☐	☒	☐
f)	Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian	☐	☐	☒	☐

7a 103

facilities, or otherwise decrease the performance or safety of such facilities?

Potential Impact: Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street. 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 designed roads or highway.

Impact Analysis: The Final EIR provided a Traffic and Circulation analysis of the build out of the March LifeCare Campus Specific Plan area and concluded that there would be significant and unavoidable impacts to 20 intersections, 18 roadway segments, and five I-215 segments. The Final EIR provided a series of mitigation measures (4.8.1 through 4.8.13) that would reduce, but not avoid, significant traffic impacts to the study area intersections and roadway/freeway segments. No feasible mitigation was identified for the freeway segments and impacts would remain significant and unavoidable. The Final EIR also determined that implementation of the Specific Plan would not result in conflicts with adopted policies, plans, or programs supporting alternative transportation. The proposed Project is not required to prepare a TIS document since it would generate less than 100 peak hour trips, would not substantially affect LOS of intersections and segments in the project area, would not substantially change the off-site transportation system, would not significantly increase the potential for a traffic incident, and is within a Specific Plan area for which an EIR has already been approved (VRPA Technologies, 2010).

The proposed Project considered in this Addendum is the first project to be implemented under the adopted Specific Plan. The project site is specifically zoned as SP-7, and the uses identified in the proposed Project are consistent with this designation. The proposed Project will amend the SP-7 designation to SP-6, however, in order to guide the Project toward a more mixed use type of development that is consistent with the intent of the original SP-7 designation. The proposed Project is to relocate and expand an existing 119 bed facility to a 401 bed facility for homeless US Vets. This relocation and expansion of an existing use is expected to generate less than 100 peak hour trips (see **Table 3**), which shows the resulting trip generation for the proposed Project at buildout and the net addition of Project trips considering the baseline reduction associated with the existing 119 bed facility.

7a 69

TABLE 3
TRIP GENERATION OF THE PROPOSED PROJECT

Land Use	Size	Units	Daily Trip Rate	Daily Trips[a],[b]	%AM Peak	%PM Peak	%AM Inbound	%PM Inbound	AM Peak Hour Trips		PM Peak Hour Trips	
									IN	OUT	IN	OUT
Proposed Project	401	Beds	1.9	753	11.5%	8.5%	52%	53%	46	42	34	30
									Subtotal AM	**88**	**Subtotal PM**	**64**
Existing Facility[c]	**119**	**Beds**	**1.9**	**-226**	**11.5%**	**8.5%**	**52%**	**53%**	**-14**	**-12**	**-10**	**-9**
									Total AM	**62**	**Total PM**	**45**

a Based on counts taken by VRPA Technologies, Inc. on October 27, 2010 on Driveways on Meyer and 6th Street

b Based on assumption that 8.5% of all daily trips occur in PM Peak Hour

c Reduction based on the assumption that all 119 beds are occupied

SOURCE: VRPA, 2010

As shown in Table 3, the proposed Project results in a net addition of 527 daily trips, including 62 AM Peak Hour trips, and 45 PM Peak Hour trips. While development of the proposed Project is anticipated to produce low trip generation, it would contribute overall to the projected traffic impacts that are expected to occur as part of development of the larger Specific Plan Area. As such, the proposed Project would contribute its fair share of monetary contributions pursuant to the March JPA Transportation Uniform Mitigation Fee (TUMF) March JPA Resolution #JPA 10-01, which establishes the monetary rates for all new projects applicable beginning January 20, 2010 as required by Final EIR Mitigation Measures 4.8.1 through 4.8.13. The proposed Project is consistent with the analysis contained in the Final EIR for SP-4. Therefore, the Final EIR captured the anticipated traffic impacts with the proposed Project. The proposed Project is consistent with the analysis contained in the Final EIR. Implementation of the proposed Project would not result in any additional impacts, and no additional mitigation measures would be required.

Potential Impact: Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersection) or compatible uses (e.g., farm equipment); inadequate vehicular access and internal circulation.

Impact Analysis: The Final EIR evaluated whether implementation of the Specific Plan would substantially increase hazards due to a design feature, result in emergency access inadequacies, or

7a 105

cause inadequate internal circulation. The Final EIR included access improvements proposed as part of Specific Plan implementation, at the discretion of March JPA, in addition to site-specific design recommendations of the Project TIA. Based on the incorporation of the recommendations described in the EIR, as well as Mitigation Measure 4.8.14, the Final EIR concluded that impacts of increased traffic hazards, inadequate site access, or internal circulation would be less than significant. In order to avoid potentially significant impacts for the proposed Project, Mitigation Measure 4.8.14 would be required. The proposed Project is consistent with the analysis contained in the Final EIR. This would adequately reduce environmental impacts, and no additional mitigation measures are necessary.

> **Mitigation Measure 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 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.

The proposed Project includes the permanent closure and vacation of 5th Street between N Street and southern boundary of the proposed Project; this change is not expected to cause a substantial change to the transportation system (March JPA Memorandum, 2010); therefore, there would be no significant impacts to hazards due to a design feature, inadequate site access, or internal circulation. The proposed Project is consistent with the analysis contained in the Final EIR. Implementation of the proposed Project would not result in any additional impacts, and no new mitigation would be required.

Potential Impact: Result in inadequate parking capacity.

Impact Analysis: The proposed Project includes a total of 246 parking spaces, as shown in **Table 4.** No new significant impacts would result, and no additional mitigation measures are required.

TABLE 4
PROPOSED PROJECT PARKING REQUIREMENTS

Type	Ratio	Units/Area	Stalls Req'd	Parking Added Per Phase	
Phase I				Onsite	Offsite
Residents	.5 per unit	128	64		
Support	1 per 400 sf	0	0		
Parking Required			64	60	45
Type	Ratio	Units/Area	Stalls Req'd	Parking Added Per Phase	
Phase II				Onsite	Offsite

7a 4d0

Residents	.5 per unit	105	53		
Support	1 per 400 sf	22,400 sf	56		
Parking Required			109	94	24
Type	Ratio	Units/Area	Stalls Req'd	Parking Added Per Phase	
Phase III				Onsite	Offsite
Residents	.5 per unit	90	45		
Support	1 per 400 sf	0	0		
Parking Required			45	0	23
Total Parking Required		218			
Total Parking Provided		246			
Total On-Site				154	
Total Off-Site					92

Potential Impact: Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that result in substantial safety risk.

Impact Analysis: The Final EIR concluded that implementation of the Specific Plan would not result in change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risk. The proposed Project is consistent with the analysis contained in the Final EIR. The proposed Project would not result in any new significant impacts, and would not require mitigation measures. The Riverside County Airport Land Use Commission considered the Project on April 14, 2011 and concluded that the Proposal is consistent with the provisions of the adopted 1984 Riverside County Airport Land Use Plan for the March Air Reserve Base Influence Area.

Potential Impact: Conflict with adopted policies, plans, or programs supporting alternative transportation.

Impact Analysis: The Specific Plan, as analyzed in the Final EIR, would not conflict with adopted policies, plans, or programs supporting alternative transportation and no mitigation measures are required. The proposed Project is consistent with adopted policies, plans, or programs supporting alternative transportation. Therefore, the proposed Project would not result in any additional impacts, and no new mitigation measures are required.

XVII. UTILITIES AND SERVICE SYSTEMS. Would the project:

a)	Exceed wastewater treatment requirements of the applicable Regional Water Quality	☐	☐	☒	☐

7a 67

	Control Board?				
b)	Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	☐	☒	☐
c)	Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	☐	☒	☐
d)	Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed? In making this determination, the Authority shall consider whether the project is subject to the water supply assessment requirements of Water Code Section 10910, et. seq. (SB 610), and the requirements of Government Code Section 664737 (SB 221).	☐	☐	☒	☐
e)	Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	☐	☐	☒	☐
f)	Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	☐	☐	☒	☐
g)	Comply with federal, state, and local statutes and regulations related to solid	☐	☐	☒	☐

7a 68

waste?

Potential Impact: Require the construction of new water or wastewater treatment facilities or expansion of existing facilities or expansion of existing facilities. The construction of which could cause significant environmental effects.

Impact Analysis: The implementation of the proposed Project would not result in or require the construction of new water or wastewater treatment facilities or expansion of existing facilities or expansion of existing facilities, the construction of which could cause significant environmental effects. As outlined in the Final EIR, all water system improvements proposed and required of the Specific Plan would be designed, constructed, and maintained in accordance with WMWD, EMWD, March JPA, and Riverside County requirements. The Project includes performance standards for SP-6 infrastructure. Water would be provided to the proposed Project through the improvement of existing water facilities. Existing wastewater treatment facilities are sufficient to meet the proposed Project needs. The Final EIR concluded that impacts would be less-than-significant and would not require mitigation. The proposed Project is consistent with the analysis contained in the Final EIR. There would be no new impacts and no mitigation would be required.

Potential Impact: Require the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which would cause significant environmental effects.

Impact Analysis: The implementation of the proposed Project would require the construction of new storm water drainage facilities or expansion of existing facilities; however, the construction of such improvements would not cause significant environmental effects. The Project storm drain design consists of a 24-inch underground storm drain in N Street and 6th Street that would collect the off-site tributary drainage area from the north at catch basin inlets at the intersection of N Street and 5th Street. These off-site flows would not be treated for water quality. The proposed on-site storm drain system would collect, clean, detain and discharge site flows into an 18-inch storm drain line at the southeast corner of the property that would join the proposed 24-inch line from N and 6th Street. These combined flows would extend down 6th Street in an underground 30-inch storm drain pipe that would outlet directly into the Heacock Street Channel through a connection in the concrete sidewall of the channel. On-site flows would be cleaned by a series of localized bio-filtration gardens or rain gardens throughout the site before being collected by the on-site area drain / storm drain system (Figure 3). The parking lot / private drive would consist of surface flow and concentrated gutter flows that would be collected by catch basins within the street system. The first flush from the combined on-site flows from the landscape areas and the parking lots would be collected and treated with the use of a Contech Stormgate and an 8'x16' Stormfilter unit. Any large storm flows would be diverted with the Stormgate bypass system. The treated first flush and the bypassed storm flows would be collected and detained in an underground storm drain pipe detention system that would reduce the storm drain flows to pre-development discharge rates and quantities. These are the flows that enter the 6th Street storm drain as described above.

In addition to the above mentioned requirements the proposed Project would be consistent and demonstrate appropriate storm water management and treatment facilities that are to the satisfaction of March JPA, Riverside County, and the Regional Water Quality Control Board (RWQCB). Treatment

7a 69

controls would be provided with the use of on-site rain gardens and a storm filter treatment vault (see Figure 3).

The proposed Project is consistent with the analysis contained in the Final EIR. Implementation of the proposed Project would not result in any additional impacts, and no new mitigation would be required.

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

Impact Analysis: The implementation of the proposed Project would not result in inadequate capacity to serve the projected demand in addition to the provider's existing commitments or exceed wastewater treatment requirements applicable of the RWQCB. Thus, impacts would be considered less-than-significant. As outlined in the Final EIR, all water system improvements proposed and required of the Project would be designed, constructed, and maintained in accordance with WMWD, EMWD, March JPA, and Riverside County requirements. WMWD wastewater treatment facilities serve the SP-6 area. At build out of the Specific Plan, the wastewater treatment plant would provide enough capacity to provide the projected and anticipated development within the Specific Plan area. Because the uses envisioned for the proposed Project are consistent with the overall buildout of the surrounding area, the proposed Project would not result in inadequate capacity to serve projected demand in addition to the provider's existing commitments; exceed wastewater treatment requirements of the applicable RWQCB. The proposed Project is consistent with the analysis contained in the Final EIR. There would be no new impacts and no mitigation would be required.

Potential Impact: Exceedance of the landfill's permitted capacity to accommodate the Project's solid waste disposal needs; or conflict with federal, state, and local statutes and regulations related to solid waste.

Impact Analysis: The implementation of the proposed Project would have a minimal effect on available landfill capacities. However, the Final EIR included Mitigation Measures 4.11.2 through 4.11.4 regarding debris and waste that would be generated during demolition and construction activity. The proposed Project would include demolition of two existing structures as well as surface parking on the site. The demolition required by the proposed Project is consistent with that identified and evaluated in the Final EIR; therefore, the potential of the proposed Project to generate solid waste that would exceed landfill capacity is less than significant. Mitigation Measures 4.11.2 through 4.11.4 would be applicable to the proposed Project and would further reduce potential impacts to landfills.

> **Mitigation Measure 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 cannon be counted toward this 50 percent requirement.

Mitigation Measure 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.

Mitigation Measure 4.11.4: Prior to building permit issuance, the contractor(s) must submit a report from a registered geotechnical engineer, or a specialist approved by the JPA that demonstrates compliance with approved construction waste management plans requirements of 50 percent waste reduction.

XVIII.	MANDATORY FINDINGS OF SIGNIFICANCE				
a)	Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	☐	☐	☒	☐
b)	Does the project have the potential to achieve short-term environmental goals to the disadvantage of long-term environmental goals?	☐	☐	☒	☐
c)	Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current project, and the effects of probable future projects.)	☐	☐	☒	☐

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

As demonstrated in response to threshold criteria I through XVII, because the proposed project does not alter the mix, intensity, or square footage of uses; involves the same development area; and will remove the same existing onsite features as was analyzed in the Final EIR, the proposed project will result in the same impacts as were analyzed in the Final EIR in relation to the mandatory findings set forth in paragraphs a-d, above.

References:

March Joint Powers Authority. 1999. General Plan of the March Joint Powers Authority. Prepared for and by the March Joint Powers Authority. Riverside County, California.

March Joint Powers Authority. 1997. Development Code. Adopted by March Joint Powers Authority Ordinance Number 97-07.

March Joint Powers Authority, October 2009, March LifeCare Campus Final Program EIR.

March Joint Powers Authority, October 2009, March LifeCare Campus Specific Plan SP-4 and SP-7.

March Joint Powers Authority, October 2011, Veterans Transitional Housing Traffic Review.

(JOINT POWERS COMMISSION RESOLUTIONS and ORDINANCE)

RESOLUTION #JPA 11-36

RESOLUTION OF THE JOINT POWERS COMMISSION OF THE MARCH JOINT POWERS AUTHORITY APPROVING AND ADOPTING A CEQA ADDENDUM TO THE MARCH LIFECARE CAMPUS SPECIFIC PLAN FINAL PROGRAM ENVIRONMENTAL IMPACT REPORT (SCH #2008071021) IN SUPPORT OF THE U.S. VETS TRANSITIONAL HOUSING PROGRAM SPECIFIC PLAN (SP-6)

WHEREAS, on July 20, 2011, the Joint Powers Commission ("Commission") of the March Joint Powers Authority ("March JPA") certified an Addendum to the March LifeCare Campus Specific Plan Final Program Environmental Impact Report [SCH# 2008071021] ("Final EIR") pursuant to the California Environmental Quality Act (Pub. Resources Code § 21000 et seq. ("CEQA") and Cal. Code of Regulations, title 14, § 15000 et seq. (the "State CEQA Guidelines"); and

WHEREAS, the U.S. Vets Initiative ("Applicant") has submitted a request to amend the March LifeCare Campus Specific Plan ("SP-7") in order to modify certain height limitations, and to update parking strategies and design areas (the "Modifications"), which will facilitate a sustainable and integrated campus for an existing U.S. Vets Transitional Program for homeless U.S. veterans; and

WHEREAS, the Applicant has specifically applied to the March JPA for a general plan amendment, the first amendment to the March LifeCare Campus Specific Plan ("SP-7"), and a plot plan which would permit the Modifications (the "Entitlements"); and

WHEREAS, pursuant to State CEQA Guidelines section 15164, subdivision (a), the lead agency shall prepare an addendum to a previously certified EIR if some changes or additions are necessary but none of the conditions described in State CEQA Guidelines section 15162 calling for preparation of a subsequent EIR have occurred; and

WHEREAS, an analysis of State CEQA Guidelines section 15162 has been prepared and it has been determined that the Final EIR fully analyzed and mitigated all potentially significant environmental impacts that would result from the Modifications, if any, and therefore, no additional environmental review is required; and

WHEREAS, it has been determined that the Modifications are consistent with the goals, policies, objectives, and regulations of the March LifeCare Campus Specific Plan, and mitigation measures of the Final EIR; and

WHEREAS, the Commission caused an Addendum to the Final EIR (the "Addendum") to be prepared for the proposed minor technical changes that were necessary to address the Modifications; and

WHEREAS, the Addendum is attached hereto as Exhibit "A" and is incorporated herein by reference; and

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

WHEREAS, on October 19, 2011, at a duly noticed public hearing, the March JPA Planning Commission considered the Addendum and the Activities and voted to recommend Commission approval and adoption of the Addendum and the Entitlements; and

WHEREAS, the Commission has carefully reviewed the Addendum in connection with the Final EIR and has also considered all other relevant information contained in the record regarding the Modifications and determined that the proposed changes addressed in the Addendum are minor technical changes, which will not result in new significant environmental impacts, would not substantially increase the severity of previously identified environmental effects and would not require new or different mitigation; and

WHEREAS, based upon the foregoing, the Commission desires to adopt the Addendum in support of SP-6; 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 RESOLVES AS FOLLOWS:

SECTION 1. Compliance with the California Environmental Quality Act. The Commission has reviewed and considered the information contained in the Addendum and supporting documentation in connection with the previously certified Final EIR. The Commission finds that the Addendum contains a complete and accurate reporting of the environmental impacts of the Modifications, which impacts were fully addressed and mitigated in the Final EIR. The Commission further finds that the Addendum has been completed in compliance with CEQA and the State CEQA Guidelines. The Commission further finds that the Addendum reflects the independent judgment of the March JPA.

SECTION 2. Findings on Environmental Impacts. Based on the substantial evidence set forth in the record, including but not limited to the Addendum, the Commission finds that the Modifications are "minor technical changes" pursuant to State CEQA Guidelines section 15164 such that an addendum to the Final EIR is the appropriate document. None of the conditions triggering the need for subsequent environmental review has occurred. The Commission further finds that no subsequent environmental review is required pursuant to State CEQA Guidelines section 15162 because the minor technical changes specified in the Addendum:

a) do not constitute substantial changes that would require major revisions of the Final EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; and
b) do not constitute substantial changes with respect to the circumstances under which the

Modifications are administered that would require major revisions of the Final EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of the previously identified significant effects; and

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

SECTION 3. Approval and Adoption of the Addendum. The Commission hereby approves and adopts the Addendum to the Final EIR prepared for the Modifications.

SECTION 4. Notice of Determination. The Commission hereby directs staff to prepare, execute, and file a Notice of Determination with the County Clerk and with the Office of Planning and Research within five (5) working days of the Commission's approval of the Entitlements.

SECTION 5. Custodian of Records. The documents and materials that constitute the record of proceedings on which these findings are based are located at the offices of the March JPA. The custodian for these records is Grace I. Williams, Senior Planner and is located at 23555 Meyer Drive, Riverside, CA 92518.

PASSED, APPROVED AND ADOPTED, by the members of the Joint Powers Commission of the March Joint Powers Authority this 2nd day of November 2011.

State of California)
County of Riverside)

_____
Marion Ashley, Chairman
March Joint Powers Commission

ATTEST

I, Carey L. Allen, Clerk of the Joint Powers Commission of the March Joint Powers Authority, do hereby certify that the foregoing Resolution #JPA 11-36 was duly and regularly adopted by the Joint Powers Commission of the March Joint Powers Authority at the regular meeting thereof held on the 2nd day of November, 2011, and the foregoing is a full, true, and correct copy of said Resolution, and it has not been amended or repealed.

Ayes:
Noes:
Absent:
Abstain:

Date: November 2, 2011

_____

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

7a 77

Exhibit A - Resolution JPA # 11-36
CEQA Addendum

ADDENDUM TO THE MARCH LIFECARE CAMPUS SPECIFIC PLAN EIR

Final Program Environmental Impact Report (SCH No. 2008071021)

1 Introduction

This document is an Addendum to the Final Environmental Impact Report (EIR) prepared by March Joint Powers Authority (March JPA) (SCH #2008071021) for the March Lifecare Campus Specific Plan (SP-7). The Final EIR evaluated the potential environmental effects of implementing SP-7, which proposed the development of an integrated, state-of-the art healthcare campus with 3.555 million square feet of healthcare related, educational research and mixed use development as well as 2.5 million square feet of parking structure(s). The Final EIR further analyzed the relocation of existing homeless shelters, Path of Life, and the U.S. Veterans' Transitional Housing Program within the boundaries of SP-7. While the March LifeCare Campus Specific Plan did not readily identify the relocation sites for existing homeless facilities, SP-7 did include the analysis of new infrastructure, including street improvements and water distribution, sewage collection, and storm drainage facility improvements to potential relocation sites. The Final EIR was certified in November of 2009 by the March JPA Commission, which acted as the Lead Agency pursuant to the California Environmental Quality Act (CEQA) (*CEQA Guidelines* Title 14, California Code of Regulations, Section 15300 et. seq).

The proposed Project for the U.S. Vets Transitional Housing Program ("Project") will accomplish the following:

1. Amend General Plan No. 11-01 (GP11-01) to change the existing site designation on 7.75 acres from "SP-7" to "SP-6";

2. Establish a new Specific Plan on the new 7.75 acre U.S. Vets Site. In accordance with the naming conventions set forth in March JPA Development Code Section 9.13.040, the new Specific Plan is labeled "SP-6"; and

3. Adopt Plot Plan 10-02 for the development of a 401 bed Transitional Housing Program facility for homeless U.S. Veterans within the western Riverside County region.

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

2 Specific Plan, SP-6

SP-6 is sponsored by the United States Veterans Initiative (U.S. Vets), the largest non-profit organization in the country dedicated to providing comprehensive services to homeless U.S. military veterans. Since 2003, the U.S. Vets operated a 5.8 acre U.S. Veterans transitional facility within the limits of the March LifeCare Campus Specific Plan area. The existing U.S. Vets program provides housing, educational and job training services to homeless veterans within the western Riverside County region. The proposed Project will relocate and expand the existing U.S. Vets Program to a 7.75-acre site located less than 1,200 feet south of the existing program site (Figure 1). The new site will accommodate a 401 bed transitional housing center for homeless U.S. veterans.

The Project is proposed to be constructed in three phases (Figure 2). Phase I would develop 84,682 square feet of building area, including a portion of the interior of the site and the full stretch of N Street (along the northerly property line) and 6th Street (along the easterly property line). Phase I includes two main buildings: Family Housing (B1) and the Efficiency Building (B2). The family housing would contain 21 units and 27 beds, and the Efficiency building would contain 107 units and 143 beds. Phase II includes the Administration Building (B3), Multi-purpose Building (B4) and second Efficiency Building (B6) for a total addition of 93,346 square feet. Phase II would also include unit modifications to Building B2 (conversion of units to single occupancy units of 104 beds), without increasing building square footage. Phase III includes the development of Efficiency Building (B7) and Family Buildings (B5 and B8) for a total addition of 91,045. Units would include one bathroom, a galley kitchen, and living quarters. Family Housing buildings will be three stories high, while the Efficiency buildings are planned at four stories. The buildout of the Project would result in a total of 269,073 square feet of development. Development specifics of the proposed Project are outlined in **Table 1**.

TABLE 1
PROPOSED PROJECT CHARACTERISTICS

Site Information	
Area of Site	7.75 acres
Surface Parking	248 spaces
Family/Efficiency Buildings	219,964 square feet
Administration Building	37,869 square feet
Multipurpose Building	11,240 square feet
Total Building Area	269,073 square feet

Figure 1. Site Vicinity Map

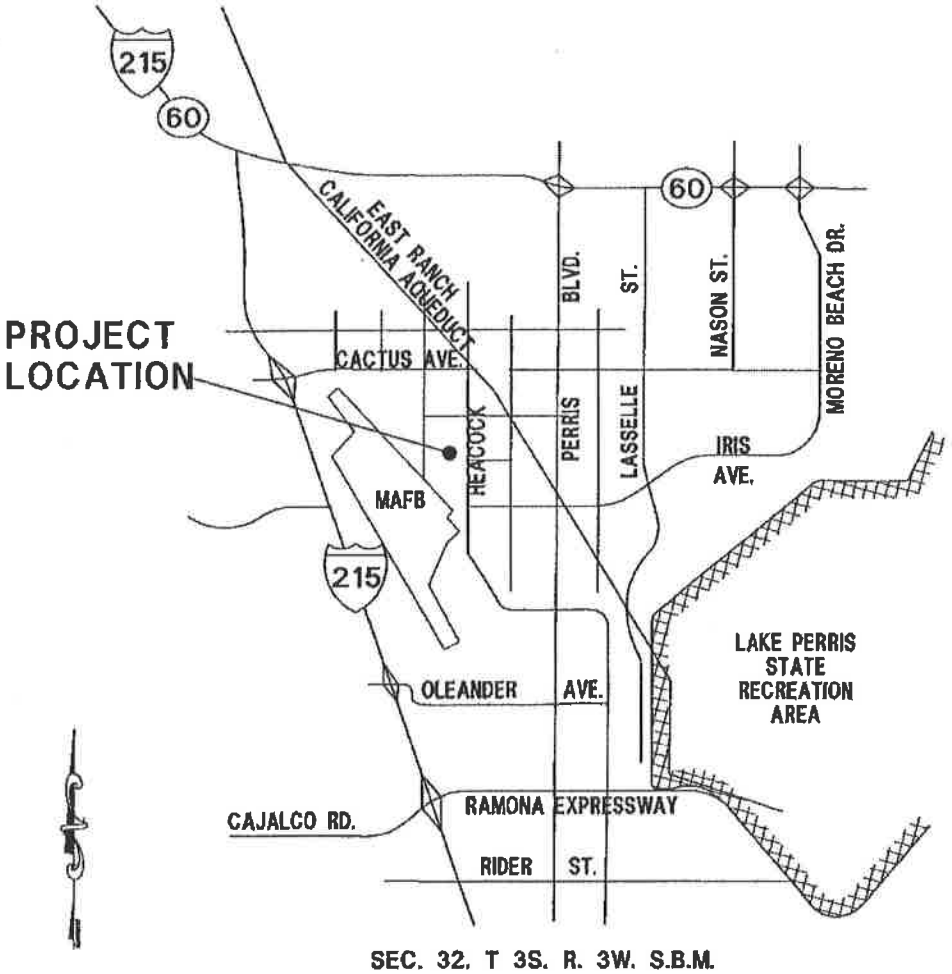
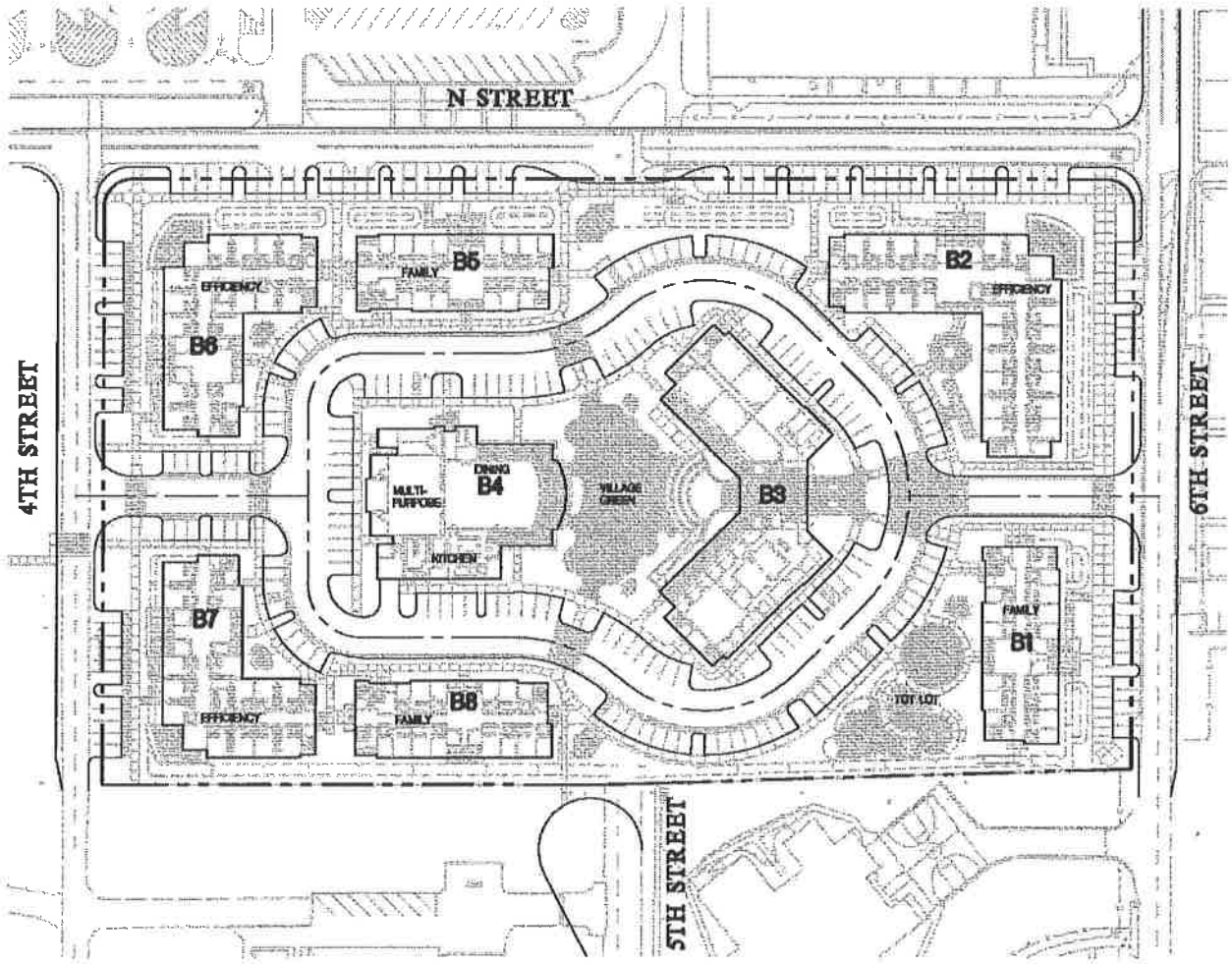


Figure 2. Project Site Plan



SITE PLAN

NORTH

GRAPHIC SCALE

0 30 60 120

(IN FEET)

1 inch = 120 feet

LEGEND

PROJECT BOUNDARY

7a 81

The U.S. Vets relocation and expansion Project would have represented the first implementing project pursuant to the adopted March LifeCare Campus. However, because the Project introduces a more comprehensive design for the existing U.S. Vets Program that caters specifically to the needs of homeless U.S. Veterans, it was necessary to separate the Project from the whole of the March LifeCare Development which focuses on the development of healthcare related uses. This document proposes to relocate and expand the U.S. Vets Project while defining a Project design that accommodates the needs of a homeless and job-training program. The Specific Plan, SP-6, will remove 7.75 acres from the limits of SP-7 while establishing definitive standards for a comprehensive training and transitional housing facility for homeless U.S. Veterans.

The existing U.S. Vets program operates out of a former military dormitory building (Building No. 976) and currently accommodates 119 beds for veterans in three housing types: transitional housing (30 beds), job skills program (51 beds) and disabled veterans (38 beds). Additionally, former military dining hall building 976 is used for dining and training. The existing environmental impacts associated with the current operation of US Vets in the March LifeCare Campus, inclusive of traffic and air quality impacts, were accounted for in the baseline conditions for the March LifeCare Campus Program Environmental Impact Report. The net result of the abandonment and demolition of the present dormitory and dining hall, and relocation to the new facility is that the net increase in building area is 229,046 square feet (269,470 - 40,424 s/f). The accounting for existing conditions is conservative, as the existing building area amounts to only 15% of the future building area, whereas if analyzed on a number of beds basis, the existing facility measures 29.7% of the future operation of the US Vets facility.

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

3 Purpose of the Addendum

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

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

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

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

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

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

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

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

CEQA recommends that a brief explanation of the decision to prepare an Addendum rather than a subsequent or supplemental EIR be included in the record for a proposed project (*CEQA Guidelines* Section 15164(e)). This Addendum has been prepared because the General Plan Amendment (GPA 11-01), Specific Plan (SP-6) and Plot Plan (PP10-02), herein referred to as the "proposed Project", are consistent with the overall project evaluated in the Final EIR (SCH #2008071021). The proposed Project does not require major revisions to the Final EIR due to new significant impacts or substantial increases in the severity of previously identified significant impacts. The anticipated environmental

impacts of the proposed Project, as explained in detail in the following analysis, have been analyzed and mitigated accordingly in the previous EIR prepared for the March Lifecare Campus Specific Plan certified in November 2009, and there have been no new circumstances since that time that would result in new or more severe significant environmental impacts. Lastly, as evaluated in the supporting analysis of this Addendum, mitigation measures that have been previously identified would adequately reduce impacts to less than significant levels. Those mitigation measures that have been identified in the Final EIR and are applicable to the proposed Project are identified within this analysis.

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

4 Overview of Environmental Analysis

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

1. Amend General Plan No. 11-01 (GP11-01) to change the existing site designation on 7.75 acres from SP-7 (Medical Campus) to SP-6;

2. Establish a new Specific Plan on the new 7.75 acre U.S. Vets Site. In accordance with the naming conventions set forth in March JPA Development Code Section 9.13.040, the new Specific Plan is labeled "SP-6"; and

3. Adopt Plot Plan 10-02 for the development of a 401 bed Transitional Housing Program facility for homeless U.S. Veterans within the western Riverside County region.

The March LifeCare Campus Project Final EIR evaluated and analyzed the potential environmental impacts associated with the implementation of the March LifeCare Campus Specific Plan, and the relocation of existing homeless facilities. This Addendum has been prepared to identify certain minor changes and additional information that March JPA would like to add to the Final EIR in connection with the proposed Project activities necessary to entitle the U.S. Vets project. As further described below, the proposed Project does not involve new significant environmental effects or substantially increase the severity of a previously identified significant effect in the Final EIR. The resource areas that were evaluated in the Final EIR are presented below and evaluated in this Addendum.

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

This document compares the environmental effects of implementing the proposed Project to determine the extent to which the evaluations of the Final EIR adequately address the impacts of the proposed Project. This Addendum incorporates mitigation measures from the Final EIR, where applicable. In summary, the proposed Project would not result in any new significant environmental impacts or substantially increase the severity of significant unavoidable impacts evaluated in the Final EIR, but would, in some instances, reduce impacts. The Environmental Checklist presented in this document summarizes the differences between the Addendum and the Final EIR, and Section 6 of this Addendum provides the supporting analysis. The anticipated environmental impacts of the proposed Project are consistent with the analysis contained in the Final EIR. In addition the proposed Project would not result in any additional impacts, would not require additional mitigation measures, and would incorporate and implement the mitigation measures required in the Final EIR to reduce impacts to less than significant levels.

RESOLUTION #JPA 11-37

A RESOLUTION OF THE JOINT POWERS COMMISSION OF THE MARCH JOINT POWERS AUTHORITY ADOPTING A GENERAL PLAN AMENDMENT FOR THE U.S. VETS TRANSITIONAL HOUSING PROGRAM SPECIFIC PLAN (SP-6)

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 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 was 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, on August 3, 2011, the Joint Powers Commission (the "Commission") of the March JPA approved the March LifeCare Campus Specific Plan Amendment ("SP-7"); and

WHEREAS, the U.S. Vets Initiative ("Applicant") has filed an application requesting, among other things, approval of the first amendment to the March Lifecare Campus Specific Plan ("SP-6"); and

WHEREAS, SP-6 proposes to modify height limitations, parking strategies and design areas that were originally established in SP-7 (the "Modifications"), and to remove said Project area from the boundaries of SP-7 while supporting the comprehensive approach to the planning of a sustainable and integrated health care campus as originally envisioned under SP-7. The Project will develop on a 7.75-acre portion of the MJPA Planning Area within the northeast portion of the MJPA Planning Area, adjacent to the March LifeCare Campus SP-7 to the north and the City of Moreno Valley's Open Space and Recreation area to the south, and generally bounded by N Street to the north, 4th Street to the west and 6th Street to the east. A legal description of the boundaries of SP-6 is attached to this Resolution as Exhibit "A" ("Specific Plan Area"); and

WHEREAS, implementation and adoption of SP-6 requires that the March General Plan Land Use Map be revised to reflect a General Plan Land Use designation of "Institutional Residential (SP-6)" for the Specific Plan Area; and

WHEREAS, the General Plan Amendment is also herein referred to as the "Entitlement"; and

WHEREAS, even though the Modifications proposed as part of SP-6 are minor, SP-6 was referred to all affected public agencies pursuant to sections 65453 and 65352 of the Government Code; and

WHEREAS, staff of the March JPA has reviewed the General Plan Amendment for compliance with the standards set forth in Section 9.02.070 of the March JPA Development Code, and Section 65358 of the California Government Code; and

WHEREAS, in accordance with the California Environmental Quality Act (Pub. Res. Code § 2100 *et seq.*: "CEQA") and the State CEQA Guidelines (14 C.C.R. § 15000 *et seq.*), the March JPA has prepared an Addendum to the Final Environmental Impact Report [SCH# 2008071021] ("Final EIR") in support of the Modifications; and

WHEREAS, on October 19, 2011, the March Joint Powers Authority Planning Commission of the March JPA ("Planning Commission") conducted a duly noticed public hearing on the Addendum, the Entitlement, and the Modifications at which time all persons wishing to testify in connection with the Addendum, the Entitlement, and the Modifications were heard and the Planning Commission recommended that the Commission adopt the General Plan Amendment; 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 RESOLVES AS FOLLOWS:

SECTION 1. Based on the entire record before the Commission, the Planning Commission's recommendation, all written and oral evidence presented to the Commission, including the staff reports and the findings made in this Resolution and within the attached documents, the Commission hereby adopts a General Plan Amendment request by U.S. Vets Initiative on approximately 7.75-acres located at the southwest corner of N Street and 6th Street ("GPA 11-01"). GPA 11-01 modifies the General Plan land use map, attached hereto as Exhibit "B" for the Specific Plan Area. GPA 11-01 also amends the current designation of "Medical Campus (SP-7)" to "Institutional Residential (SP-6)", attached hereto as Exhibit "C"; and

SECTION 2. Pursuant to Section 9.02.040 of the March JPA Development Code and Section 65358 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 Commission finds that:

A. GPA 11-01 is consistent with the existing March Joint Powers Authority General Plan and will systematically implement the goals and objectives of the existing General Plan for the following reasons:

1. GPA 11-01 is integrated and compatible with the Land Use Element in that an amendment to establish a "Specific Plan" land use designation will accommodate implementation of the U.S. Vets Transitional Housing Program Specific Plan which will provide an appropriate orientation and relationship between land uses within and adjacent to the Specific Plan Area and promotes orderly development beyond the Specific Plan Area's boundaries due to the development of the Specific Plan Area as a cohesive and coordinated development that includes the following elements:

(a) Defines the uses, amenities, and pattern of development that will be provided to create an integrated campus for homeless US veterans.

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

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

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

(e) Provides detailed development regulations for the Project.

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

2. Moreover, GPA 11-01 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 (SP-6)" and will ensure consistent and context-sensitive land use, landscape design, and architectural treatments, and will provide for logical development phasing and adequate and efficient provision of needed public services and facilities. Furthermore the General Plan Amendment, coupled with the adoption of the Plot Plan will serve as a tool for the March JPA to implement the provisions of its General Plan as it applies to the Specific Plan Area.

3. GPA 11-01 is integrated and compatible with the Transportation Element in that the intensity and distribution of uses within the Specific Plan Area will generate traffic that is anticipated and accommodated in the Transportation Element; however, the Specific Plan will better define minor arterials and bike lanes within the Specific Plan Area that will reflect the design of road, intersection and bike lane improvements that will improve the level of service of the circulation system in and around the Specific Plan Area.

4. GPA 11-01 is integrated and compatible with the Housing Element in that it provides for an anticipated 269,000 square feet of building square footage devoted to institutional residential uses. Implementation of this uses within the Institutional Residential land use designation will enhance 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 and to balance with the conventional housing rich environment of western Riverside County.

5. GPA 11-01 is integrated and compatible with the Resource Management Element in that it provides for the orderly conservation, development, and utilization of natural resources as stated within the Resource Management Element including the protection of groundwater resources, the control of flooding, the preservation of native vegetation and mature trees, development and maintenance of recreational facilities as economically feasible, and in that it meets the needs of the community for recreational activities, relaxation and social interaction, establishes standards for scenic corridors, trails and vistas that contribute to the quality of the JPA Planning Area.

6. GPA 11-01 is integrated and compatible with the Noise Element in that it provides a pattern of land uses that minimizes the exposure of community residents to excessive and unwanted noise due to the prohibition of noise sensitive residential uses within the area impacted by aviation activities, promotes alternative modes of travel, discourages noise sensitive commercial uses, and incorporates mass transit to reduce noise generated from vehicles.

7. GPA 11-01 is integrated and compatible with the Safety Risk Management Element in that it provides an appropriate land use distribution and orientation that protects the community from unreasonable risks associated with seismic, geologic, flood, and wildfire hazards because GPA 11-01 is consistent with existing goals for compliance with seismic standards, master drainage plan standards, fire flow standards and other public safety objectives identified within the existing General Plan.

8. GPA 11-01 is consistent with the applicable airport land use plan in accordance with Government Code section 65302.3 because the development proposed along with GPA 11-01 has been reviewed by the Riverside County Airport Land Use Commission and has been determined by the Riverside County Land Use Commission to be consistent with the Riverside County Airport Land Use Plan (ALUP) and because the accompanying specific plan has been conditioned to be developed consistent with FAA regulations. GPA 11-01 relies on the

approved Air Installation Compatible Use Zone (AICUZ) Study and Airport Layout Plan (ALP) to establish land use policies that will ensure the compatibility of land uses with the projected military and commercial aviation uses of the airfield.

9. Based on the entire record before the Commission and all written and oral evidence presented to the Commission, the Commission finds that GPA 11-01 is in the public interest because it will provide for the development of the Specific Plan Area as a desirable institutional residential use that is compatible with and complementary to the adjacent health care campus.

SECTION 3. The Chairman of the Commission shall sign this Resolution and the Clerk of the Commission shall certify the adoption thereof.

PASSED, APPROVED, AND ADOPTED, by the members of the Commission of the March Joint Powers Authority this 2nd day of November, 2011.

State of California)
County of Riverside)

_____

Marion Ashley, Chairman
March Joint Powers Commission

ATTEST

I, Carey L. Allen, Clerk of the Joint Powers Commission of the March Joint Powers Authority, do hereby certify that the foregoing resolution #JPA 11-37 was duly and regularly adopted by the Joint Powers Commission of the March Joint Powers Authority at its regularly scheduled meeting on November 2, 2011.

Ayes:
Noes:
Absent:
Abstain:

Date: November 2, 2011

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

Exhibit A – Resolution JPA # 11-37
Legal Description

Real property in the City of Moreno Valley, County of Riverside, State of California, described as follows:
Parcel 1: (Parcel K-5D-B940)
That certain parcel of land located in the County of Riverside, State of California, and lying in Section 24, Township 3 South, Range 4 Wet, San Bernardino Meridian described as follows:
Commencing at a brass disk set in the top of a 2" iron pipe and stamped "MAR-4" as shown on plan entitled "SURVEY CONTROL POINT LOCATION PLAN", prepared by the Department of the Army, Sacramento District Corps of Engineers, Sacramento, California; from which a brass disk set in the top of curb and stamped "224-5" as shown on said plan, bears North 46°53'34" West a distance of 2188.84 feet; thence South 44°59'42" West a distance of 523.96 feet to the True Point of Beginning.
Thence North 00°23'59" East a distance of 427.00 feet to the beginning of a tangent curve concave to the Southeast and having a radius of 20.00 feet; thence along said curve an arc distance of 31.40 feet through a central angle of 89°58'12"; thence South 89°37'49" East a distance of 320.88 feet to the beginning of a tangent curve concave to the Southwest and having a radius of 20.00 fee; thence along said curve an arc distance of 31.45 feet through a central angle of 90°06'16"; thence South 0°28'27 West a distance of 415.34 feet; thence South 88°31'28" West a distance of 360.54 feet to the True Point of Beginning. Said parcel contains 3.65 net acres more or less.

Parcel 2: (Parcel K-5D - B942a)
That certain parcel of land located in the County of Riverside, State of California, and lying in Section 24, Township 3 South, Range 4 West, San Bernardino Meridian, described as follows:
Commencing at a brass disk set in the top of a 2. iron pipe and stamped .MAR-4. as shown on a plan entitled .SURVEY CONTROL POINT LOCATION PLAN., prepared by the Department of the Army, Sacramento District Corps of Engineers, Sacramento, California; from which a brass disk set in the top of curb and stamped .224-5. as shown on said plan, bears North 46°53.34. West a distance of 2188.84 feet; thence North 81°59.53. West a distance of 557.63 feet to the True Point of Beginning;
Thence North 89°38.09. West a distance of 194.60 feet to the beginning of a tangent curve concave to the Southeast and having a radius of 20.00 feet; thence along said curve an arc distance of 31.38 feet through a central angle of 89°53.39.; thence South 0°28.12. West a distance of 348.22 feet; thence South 89°45.16. East a distance of 214.60 feet; thence North 00°27.48. East a distance of 367.73, to the True Point of Beginning. Said parcel contains 1 .81 Net acres more or less.

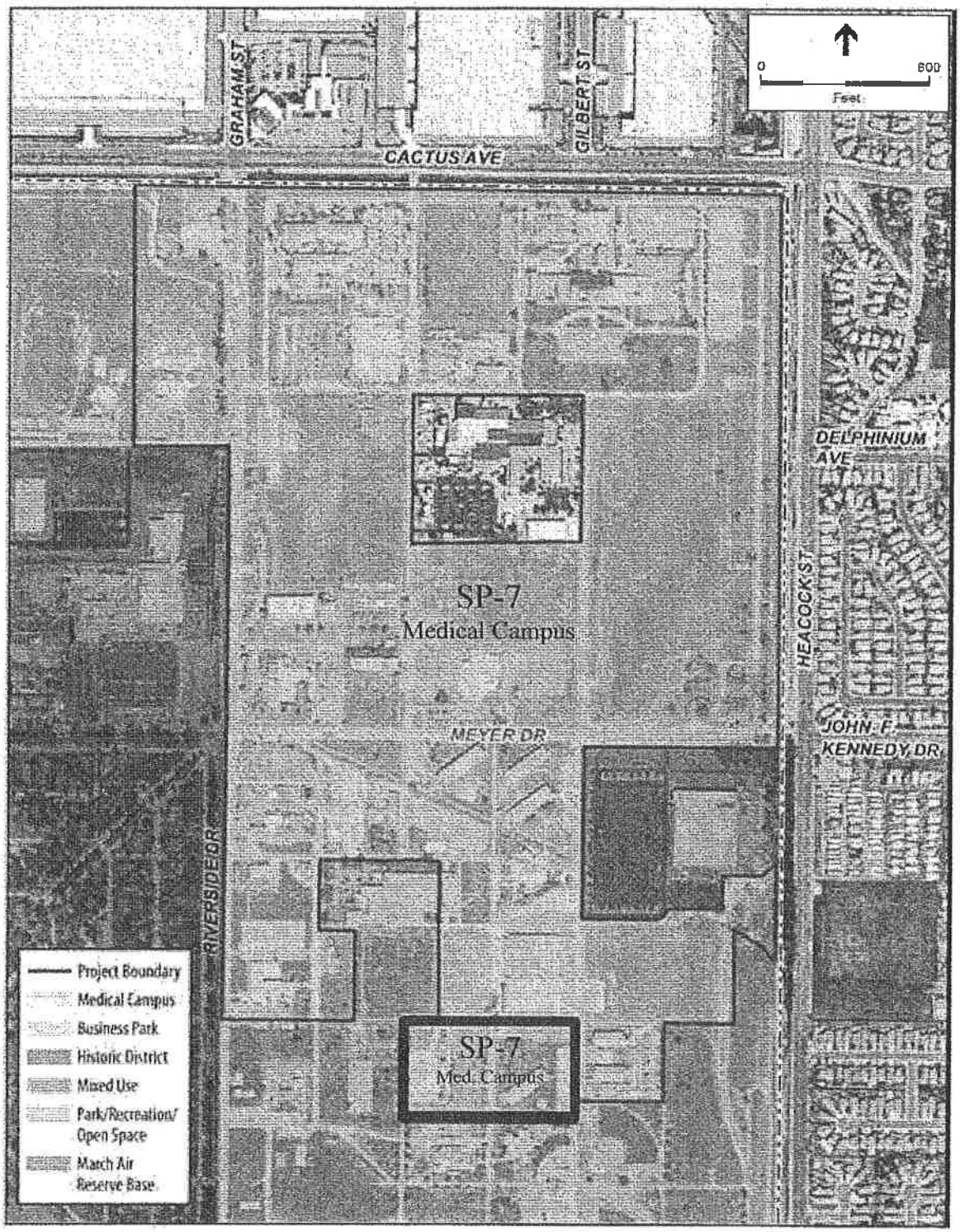
Parcel 3: (Parcel K-5D - B942b - vacant)

That certain parcel of land located in the County of Riverside, State of California, and lying in Section 24, Township 3 South, Range 4 West, San Bernardino Meridian, described as follows: Commencing at a brass disk set in the top of a 2. iron pipe and stamped .MAR-4. as shown on a plan entitled .SURVEY CONTROL POINT LOCATION PLAN., prepared by the Department of the Army, Sacramento District Corps of Engineers, Sacramento, California; from which a brass disk set in the top of curb and stamped .224-5. as shown on said plan, bears North 46°53.34. West a distance of 2188.84 feet; thence North 81° 59'53. West a distance of 557.63 feet to the True
Point of Beginning; Thence South 89°38.09. East a distance of 124.85 feet to the beginning of a tangent curve concave to the Southwest and having a radius of 20.00 feet; thence along said curve an arc distance of 31.43 feet through a central angle of 90°02'08"; thence South 0°23.59. West a distance of 427.61 feet; thence North 89°33.16. West a distance of 359.97 feet; thence North 0°28'12" West a distance of 78.93, feet; thence South 89°45.16. East a distance of 214.60 feet; thence North 00°27.48. East a distance of 367.73 to the True Point of Beginning. Said parcel contains 1.88 Net acres more or less.

Note: Distance shown hereon are grid distances. Ground distances may be obtained by
multiplying grid distances by the combination factor of 1 .00006433 APN:
Portions of 294-080-002-7

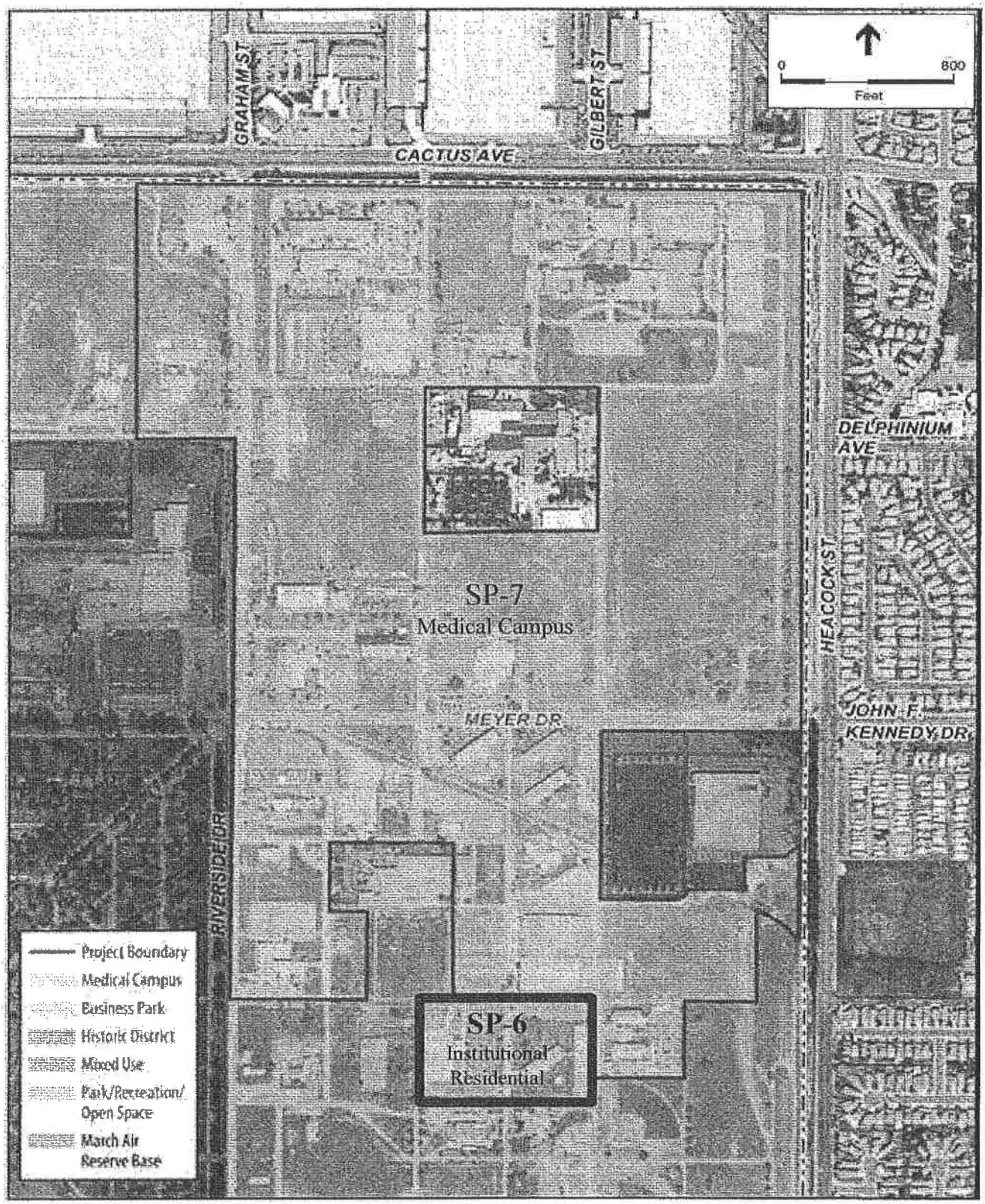
Ex 94

Exhibit B – Resolution JPA # 11-37
Existing MJPA General Plan Designation



7a 93

Exhibit C - Resolution JPA # 11-37
Proposed MJPA General Plan Designation



ORDINANCE #JPA 11-05

AN ORDINANCE OF THE JOINT POWERS COMMISSION OF THE MARCH JOINT POWERS AUTHORITY ADOPTING THE U.S. VETS TRANSITIONAL HOUSING PROGRAM 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 U.S. Vets Transitional Housing Program Specific Plan ("Specific Plan") proposes a comprehensive approach to the planning development of a sustainable and integrated transitional housing campus (approximately 269,000 square feet of buildings to include occupiable buildings and support facilities, 246 on-street parking, and about 97,200 square feet of landscaped open space) on a 7.75-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 south, and March LifeCare Campus SP-7 to the north, and generally bounded by N Street to the north, 4th Street to the west and 6th Street to the east ("Specific Plan Area"). 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, an Addendum to the Certified Program Environmental Impact Report SCH#2008071021 ("Addendum") was prepared to analyze the potential adverse environmental impacts of implementation of the Specific Plan in compliance with CEQA and was approved, along with the adoption of Findings of Fact by the Joint Powers Commission of the March Joint Powers Authority through Resolution No. 09-32; and

WHEREAS, on October 19, 2011, 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 U.S. Vets Transitional Housing Program Specific Plan, hereinafter referred to as "SP-6", 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-6 as though fully set forth therein.

SECTION 2. SP-6 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-6, such regulations shall apply to the Specific Plan Area and shall not be deemed pre-empted by the adoption of SP-6. 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-6 are hereby repealed as of the effective date of this Ordinance, and the Planning Director 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-6.

SECTION 3. All provisions of SP-6 are deemed separate, distinct, and severable. In the event any one or more provisions of SP-6 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-6 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-6 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. 127) 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 U.S. Vets Transitional Housing Program Specific Plan Addendum and adopting Findings of Fact.

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.

INTRODUCED on the 2nd day of November, 2011.

PASSED, APPROVED, and ADOPTED this16th day of November, 2011.

_____

Marion Ashley, Chairman
March Joint Powers Commission

ATTEST:

State of California)
County of Riverside)

I, Carey L. Allen, Clerk to the March Joint Powers Authority, do hereby certify that the foregoing Ordinance #JPA 11-05 was duly introduced at the regular Study Session meeting of November 2nd, 2011 and subsequently adopted by the March Joint Powers Authority at its regularly scheduled meeting on November 16th, 2011.

Ayes:
Noes:
Absent:
Abstain:

Date: November 16, 2011

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

EXHIBIT "A"

LEGAL DESCRIPTION OF BOUNDARIES OF
SPECIFIC PLAN

(ATTACHED)

Exhibit A – Ordinance JPA # 11-05
Legal Description

Real property in the City of Moreno Valley, County of Riverside, State of California, described as follows:
Parcel 1: (Parcel K-5D-B940)
That certain parcel of land located in the County of Riverside, State of California, and lying in Section 24, Township 3 South, Range 4 Wet, San Bernardino Meridian described as follows:
Commencing at a brass disk set in the top of a 2" iron pipe and stamped "MAR-4" as shown on plan entitled "SURVEY CONTROL POINT LOCATION PLAN", prepared by the Department of the Army, Sacramento District Corps of Engineers, Sacramento, California; from which a brass disk set in the top of curb and stamped "224-5" as shown on said plan, bears North 46°53'34" West a distance of 2188.84 feet; thence South 44°59'42" West a distance of 523.96 feet to the True Point of Beginning.
Thence North 00°23'59" East a distance of 427.00 feet to the beginning of a tangent curve concave to the Southeast and having a radius of 20.00 feet; thence along said curve an arc distance of 31.40 feet through a central angle of 89°58'12"; thence South 89°37'49" East a distance of 320.88 feet to the beginning of a tangent curve concave to the Southwest and having a radius of 20.00 fee; thence along said curve an arc distance of 31.45 feet through a central angle of 90°06'16"; thence South 0°28'27 West a distance of 415.34 feet; thence South 88°31'28" West a distance of 360.54 feet to the True Point of Beginning. Said parcel contains 3.65 net acres more or less.

Parcel 2: (Parcel K-5D - B942a)
That certain parcel of land located in the County of Riverside, State of California, and lying in Section 24, Township 3 South, Range 4 West, San Bernardino Meridian, described as follows:
Commencing at a brass disk set in the top of a 2. iron pipe and stamped .MAR-4. as shown on a plan entitled .SURVEY CONTROL POINT LOCATION PLAN., prepared by the Department of the Army, Sacramento District Corps of Engineers, Sacramento, California; from which a brass disk set in the top of curb and stamped .224-5. as shown on said plan, bears North 46°53.34. West a distance of 2188.84 feet; thence North 81°59.53. West a distance of 557.63 feet to the True Point of Beginning;
Thence North 89°38.09. West a distance of 194.60 feet to the beginning of a tangent curve concave to the Southeast and having a radius of 20.00 feet; thence along said curve an arc distance of 31.38 feet through a central angle of 89°53.39.; thence South 0°28.12. West a distance of 348.22 feet; thence South 89°45.16. East a distance of 214.60 feet; thence North 00°27.48. East a distance of 367.73, to the True Point of Beginning. Said parcel contains 1 .81 Net acres more or less.

Parcel 3: (Parcel K-5D - B942b - vacant)

That certain parcel of land located in the County of Riverside, State of California, and lying in Section 24, Township 3 South, Range 4 West, San Bernardino Meridian, described as follows: Commencing at a brass disk set in the top of a 2. iron pipe and stamped .MAR-4. as shown on a plan entitled .SURVEY CONTROL POINT LOCATION PLAN., prepared by the Department of the Army, Sacramento District Corps of Engineers, Sacramento, California; from which a brass disk set in the top of curb and stamped .224-5. as shown on said plan, bears North 46°53.34. West a distance of 2188.84 feet; thence North 81° 59'53. West a distance of 557.63 feet to the True
Point of Beginning; Thence South 89°38.09. East a distance of 124.85 feet to the beginning of a tangent curve concave to the Southwest and having a radius of 20.00 feet; thence along said curve an arc distance of 31.43 feet through a central angle of 90°02'08"; thence South 0°23.59. West a distance of 427.61 feet; thence North 89°33.16. West a distance of 359.97 feet; thence North 0°28'12" West a distance of 78.93, feet; thence South 89°45.16. East a distance of 214.60 feet; thence North 00°27.48. East a distance of 367.73 to the True Point of Beginning. Said parcel contains 1.88 Net acres more or less.

Note: Distance shown hereon are grid distances. Ground distances may be obtained by
multiplying grid distances by the combination factor of 1 .00006433 APN:
Portions of 294-080-002-7

EXHIBIT "B"

U.S. VETS TRANSITIONAL HOUSING PROGRAM SPECIFIC PLAN

(AVAILABLE AT JPA OFFICES FOR REVIEW)

EXHIBIT "C"

CONDITIONS OF APPROVAL
FOR SPECIFIC PLAN

(ATTACHED)

Exhibit C – Ordinance JPA # 11-05
Conditions of Approval

Conditions of Approval for U.S. Vets Transitional Housing Project			
GENERAL CONDITIONS	**SP - Hold Harmless**	**Status: DRAFT**	**Conditions: Informational**

60) 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**

61) The words identified in the following list that appear in all capitals in the attached conditions of SPECIFIC PLAN AMENDMENT (SP-6) shall be henceforth defined as follows: SPECIFIC PLAN = SPECIFIC PLAN 6.

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

62) SPECIFIC PLAN NO. 6 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 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 Phase in both graphical and narrative formats.

b. Addendum to the Environmental Impact Report (SCH: 2008071021, which must include, but not be limited to, the following items: 1. Mitigation/Monitoring Reporting Program (MMRP). 2. Agency Notice of Determination (NOD). 3. INEFFECT Program EIR. 4. Agency Notice of Completion (NOC). 5. Comments on the NOC. 6. Final Program EIR. 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**

63) The development of the property and all uses proposed therein, 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. Uses identified within the Project shall be limited to those defined in Section 2.0 of the Specific Plan.

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

64) 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-ALL CLEARNC'S REQ'D BEFORE PRMT**	**Status: DRAFT**	**Conditions: Informational**

65) 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**

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

GENERAL CONDITIONS	**SP – DEVELOPMENT IMPACT FEES**	**Status: DRAFT**	**Conditions: Informational**

67) 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

68) 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	CIVIL ENGINEER / PUBLIC WORKS	Status: DRAFT	Conditions: Informational

69) MJ-059 November 22, 2010, Revised October 4, 2011

US Veterans Transitional Housing
With respect to the Conditions of Approval for the above referenced project, the MJPA requires that the applicant provide the following improvements and/or dedications in accordance with the March Joint Powers Authority requirements and Standards and pursuant to exhibits identified and shown on site plan. It is understood that the site plan exhibits correctly shows 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 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.

Encroachment permit shall be obtained from all affected agencies prior to start of any work. 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 to the site within any phase. All on and offsite improvements shall be designed and constructed to Riverside County Transportation, Riverside County Flood Control, Western Municipal Water District Standards and as approved by MJPA. The following improvements shall be installed as appropriate prior to issuance of Building Permit:

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

71) Onsite private drainage facilities located outside road right-of-way shall be installed as approved by MJPA and privately maintained. Existing and proposed drainage easements shall be kept free of

any building, structures, and obstructions.

72) 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.

73) 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.

74) Final hydrology report and hydraulic calculation shall be submitted to the MJPA Public Works Engineer and March Reserve Air Force for review and approval. The report shall address the offsite flow, accumulative onsite runoff, and the impact to adjacent downstream properties.

75) 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.

76) The onsite private underground storage basin(s) and the proposed "rain garden" improvements shall be designed and properly landscaped and screened as determined by Planning Department and pursuant to Water Quality Standards. Final WQMP shall be submitted for review and approval prior to issuance of any permit. The manufacturer representative shall inspect and provide written letter to JPA that the underground tanks are installed to their specifications. Developer shall install underground facilities along 6th and Y Street connecting to Heacock Channel or equivalent alignment as approved by permitting agencies. Permits from City of Moreno Valley and March Air Reserve Base will also be required for work within their right-of-way.

77) Connection to drainage facilities maintained by RCFC and/or the Air Force will require their approval. Any onsite drainage facilities not maintained by RCFC and the JPA's maintenance district shall be privately maintained.

78) The proposed offsite drainage pipes on 6th & "N" Streets shall be designed and constructed to RCFC Standards and maintained by JPA through annexation to a Maintenance District. The drainage alternative as proposed is not in compliance with the overall drainage concept approved for the March Healthcare Development Plan (specific plan).

79) All building pads shall be elevated a minimum of 1' above calculated 100-year water surface elevation as determined by RCFC 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. Construction of catch basin(s) and a minimum 24" RCP at the intersection of 5th Street and "N" Street will be required to mitigate nuisance runoff from existing off-site flows.

80) Prior to issuance of building permits, the applicant shall pay MJPA the drainage fees established by the Sunnymead area drainage plan. These fees will be utilized by JPA to assist with

implementation of drainage facilities such as Cactus Channel. No drainage credit shall be given for proposed drainage facilities located in 6th and "N" Streets.

81) Streetlights shall be installed along all perimeter streets adjacent to the site. The streetlight standards shall be pursuant to requirements of the March Healthcare Development specific plan. All lights shall be annexed to Maintenance District.

82) The proposed development is in the service area of Western Municipal Water District for water and sewer services and comply with WMWD and Fire Department requirements. On and offsite sewer and water plans shall be submitted to WMWD and JPA for review and approval. All existing utilities shall be identified and relocated/abandoned 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. To meet the fire flow requirements, construction of extensive offsite waterline facilities will be required and shall be implemented pursuant to letter dated September 23, 2011 from WMWD.

83) This project shall annex to existing landscape, lighting, and drainage maintenance districts established by MJPA. Owner shall be responsible to pay towards maintenance of all offsite facilities including drainage improvements as determined by the Districts. Onsite underground basin(s), pipes, lights, and landscaped "rain gardens" shall be maintained by owner.

84) On and offsite improvements including grading and paving plans along with hydrology shall be submitted to MJPA for review and approval.

85) On and offsite drive and parking layout, lighting, landscaping and offsite landscaping and lighting shall be reviewed and approved by Planning Department.

86) 6th Street from "N" Street to southerly project boundary shall be implemented with new pavement along the west side of centerline and new curb located 34' from centerline as shown on cross sections sheet C-5 of the project plans. Existing pavement along east side shall be grind and overlay (0.15').

87) "N" Street adjacent to the site on the south side from 4th Street to 6th Street shall be improved with new pavement and curb located 34' south of centerline per cross sections shown on sheet C-5 of the project plans. Existing pavement along north side of centerline shall be grind and overlay (0.15'). Intersection of "N" and Riverside Drive shall be improved to provide for dedicated right and left turn lanes (all legs and directions).

88) 4th Street along the east side adjacent to the project shall be improved with new pavement and new curb located 34' from centerline as shown on cross sections on sheet C-5 of project plans. Existing pavement along the east side of centerline shall be removed and replaced and pavement along west side shall receive overlay (0.15').

89) 5th Street southerly of the site shall be improved to provide for standard cul-de-sac. 5th Street

within this project shall be vacated with utility easements maintained; removed/replaced and/or undergrounded and access provided to all utilities as required by the various agencies. Street vacation shall be filed prior to issuance of any permit in Phase 2.

90) Minimum 6' wide concrete sidewalk and landscaping shall be installed along perimeter streets adjacent to the site as shown on cross sections on Sheet C-5 of project plans and per Planning requirements. Phase 1 shall include sidewalk for N & 6th Streets.

91) All improvements adjacent to 4th, 6th, N & 5th Streets existing right-of-ways shall be maintained by the developers of this project.

92) With exception of conditions # 29 & 30, all other improvements shall be installed in Phase 1.

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

93) 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 – FAA PART 77**	**Status: DRAFT**	**Conditions: Informational**

94) 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	**SP – LANDSCAPE IRRIGATION EFFICIENCY**	**Status: DRAFT**	**Conditions: Informational**

95) The Project is required to comply with the March JPA Landscape Irrigation Efficiency Ordinance (#JPA 09-05). 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.

GENERAL CONDITIONS	**COMPLIANCE WITH MJPA WATER RESOURCES REQUIREMENTS**	**Status: DRAFT**	**Conditions: DRAFT**

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

97) The proposed site design BMPs selected for this project have been approved in concept only. The owner shall submit a Preliminary and Final WQMP including plans and details providing the elevations, slopes and other details for the proposed structural BMPs including the detention and infiltration basins, swales, catch basin inserts, etc.

98) Regulation changes implemented in both the Statewide General Construction Stormwater Permit and the Riverside County MS4 Permit, will require Low Impact Development site design elements to be included into the project. Low Impact Development elements will be required in both overall project and building specific applications.

99) The Public Works Department shall review and approve the Final WQMP document, plans and details.

GENERAL CONDITIONS	**NPDES**	**Status: DRAFT**	**Conditions: DRAFT**

100) 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.

101) 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.

102) During construction, the developer or designee shall be responsible for: a) storm water sampling for all storm events where storm leaves the site and b) storm water reporting to the State Water Resources Control Board as required by applicable law.

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

103) 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 CERTAIN DATE	**SP - SUBMIT FINAL DOCUMENTS**	**Status: DRAFT**	**Conditions: DRAFT**

104) Within 30 days of Project adoption, 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 PROJECT APPROVAL	**SP - M/M PROGRAM (GENERAL)**	**Status: DRAFT**	**Conditions: DRAFT**

105) The Program EIR prepared for the March LifeCare Campus Specific Plan imposed specific mitigation measures and monitoring requirements on the project. Certain conditions of the original 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 implementing project conditions of approval (to include any Plot Plans, Conditional Use Permits, etc.) shall take precedence.

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

106) 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 SECOND PHASE	**PROJECT – SECOND PHASE**	**Status: DRAFT**	**Conditions: DRAFT**

107) Prior to, or concurrent with, the review of any plans or permits associated with the second phase of the Project, the applicant shall file an application for a parcel merger with March JPA.

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

108) 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 GRADING PERMIT ISSUANCE	**SP - ENCROACHMENT(S)**	**Status: DRAFT**	**Conditions: DRAFT**

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

PRIOR TO GRADING PERMIT ISSUANCE	**SP - ACOUSTICAL STUDY REQD**	**Status: DRAFT**	**Conditions: DRAFT**

110) The following note shall be added to all grading plans: 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 GRADING PERMIT ISSUANCE	**SP - ARCHAEO M/M PROGRAM**	**Status: DRAFT**	**Conditions: DRAFT**

111) 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 GRADING PERMIT ISSUANCE	**SP - PALEO M/M PROGRAM**	**Status: DRAFT**	**Conditions: DRAFT**

112) 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 BUILDING PERMIT ISSUANCE	**SP - POST GRADING REPORT**	**Status: DRAFT**	**Conditions: DRAFT**

113) 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 BUILDING PERMIT ISSUANCE	**SP - ACOE CLEARANCE**	**Status: DRAFT**	**Conditions: DRAFT**

114) 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 BUILDING PERMIT ISSUANCE	**SP – 20% EFFICIENCY ABOVE EFFECTIVE "TITLE 24"**	**Status: DRAFT**	**Conditions: DRAFT**

115) PRIOR TO A BUILDING PERMIT ISSUANCE, 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.

PRIOR TO BUILDING PERMIT ISSUANCE	**SP - SCHOOL MITIGATION**	**Status: DRAFT**	**Conditions: DRAFT**

116) PRIOR TO BUILDING PERMITS, impacts to the Moreno Valley School District shall be mitigated in accordance with state law.

PRIOR TO	**SP – 20%**	**Status:**	**Conditions:**

BUILDING PERMIT ISSUANCE	**EFFICIENCY ABOVE INCUMBENT TITLE 24 STANDARDS**	**DRAFT**	**DRAFT**

117) 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 CERTIFICATE OF OCCUPANCY	**SP – ENERGY EFFICIENCY COMPLIANCE AND VERIFICATION**	**Status: DRAFT**	**Conditions: DRAFT**

118) 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 11-38

A RESOLUTION OF THE JOINT POWERS COMMISSION OF THE MARCH JOINT POWERS AUTHORITY APPROVING A PLOT PLAN, AND APPROVING CONDITIONS OF APPROVAL FOR THE U.S. VETS TRANSITIONAL HOUSING PROGRAM SPECIFIC PLAN (SP-6)

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 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 was 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, on August 3, 2011, the Joint Powers Commission (the "Commission") of the March JPA approved the March LifeCare Campus Specific Plan Amendment ("SP-7"); and

WHEREAS, U.S. Vets Initiative ("Applicant") has filed an application requesting, among other things, approval of the first amendment to the March Lifecare Campus Specific Plan Amendment ("SP-6"); and

WHEREAS, SP-6 proposes to modify height limitations, parking strategies and design areas that were originally established in SP-7 (the "Modifications"), and to remove said Project area from the boundaries of SP-7 while supporting the comprehensive approach to the planning of a sustainable and integrated health care campus as originally envisioned under SP-7. The Project will develop on a 7.75-acre portion of the MJPA Planning Area within the northeast portion of the MJPA Planning Area, adjacent to the March LifeCare Campus SP-7 to the north and the City of Moreno Valley's Open Space and Recreation area to the south, and generally bounded by N Street to the north, 4th Street to the west and 6th Street to the east.

WHEREAS, the Applicant has requested approval of a Plot Plan "Plot Plan" (attached hereto as Exhibit "A") in order to carry out the Modifications; and

WHEREAS, the Plot Plan is referred to herein as the "Entitlement"; and

WHEREAS, staff of the March JPA has reviewed the Plot Plan for compliance with the standards set forth in Section 9.02.070 of the March JPA Development Code; and

WHEREAS, in accordance with the California Environmental Quality Act (Pub. Res. Code § 2100 *et seq.*: "CEQA") and the State CEQA Guidelines (14 C.C.R. § 15000 *et seq.*), the March JPA has prepared an Addendum to the Final Environmental Impact Report [SCH# 2008071021] ("Final EIR") in support of the Modifications; and

WHEREAS, on October 19, 2011, the March Joint Powers Authority Planning Commission of the March JPA ("Planning Commission") conducted a duly noticed public hearing on the Entitlement at which time all persons wishing to testify in connection with the Entitlement was heard and the Entitlement was comprehensively reviewed and the Planning Commission recommended that the Commission approve the Plot Plan; 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 RESOLVES AS FOLLOWS:

SECTION 1. Based on the entire record before the Commission, the Planning Commission recommendation, all written and oral evidence presented to the Commission, including the staff reports and the findings made in this Resolution and within the attached documents, the Commission hereby approves the following land use application:

1. Plot Plan, PP 10-02, by the U.S. Vets Initiative for the 7.75 acre transitional housing program campus for homeless U.S. veterans provides the implementation structure for SP-6.

SECTION 2. The Entitlement is approved subject to Conditions of Approval, attached hereto as Exhibit "B"; and

SECTION 3. In accordance with the March JPA Development Code Section 9.02.070, the Commission hereby makes the following findings in support of its approval of the Plot Plan:

1. The Plot Plan is consistent with the goals, objectives, policies and programs of the General Plan for the reasons outlined in Section 2 of Resolution #JPA 11-37.

2. The Plot Plan complies with all applicable zoning and other regulations because the Plot Plan provides the mechanism that will help facilitate the development of the Regulating Plan, Phasing Plan, and associated Infrastructure Improvement Plans for the Specific Plan.

3. The Plot Plan will not be detrimental to the public health, safety or welfare or materially injurious to properties or improvements in the vicinity for the reasons set forth in Section 2 of Resolution #JPA 11-37.

4. The location, design and operation of the Plot Plan will be compatible with the existing and planned land uses in the vicinity.

SECTION 5. The Chairman of the Commission shall sign this Resolution and the Clerk of the Commission shall certify the adoption thereof.

PASSED, APPROVED, AND ADOPTED, by the members of the Joint Powers Commission of the March Joint Powers Authority this 2nd day of November, 2011.

State of California)
County of Riverside)

_____
Marion Ashley, Chairman
March Joint Powers Commission

ATTEST

I, Carey L. Allen, Clerk of the Joint Powers Commission of the March Joint Powers Authority, do hereby certify that the foregoing resolution #JPA 11-38 was duly and regularly adopted by the Joint Powers Commission of the March Joint Powers Authority at its regularly scheduled meeting on November 2, 2011.

Ayes:
Noes:
Absent:
Abstain:

Date: November 2, 2011

_____

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

ORDINANCE #JPA 11-05

AN ORDINANCE OF THE JOINT POWERS COMMISSION OF THE MARCH JOINT POWERS AUTHORITY ADOPTING THE U.S. VETS TRANSITIONAL HOUSING PROGRAM 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 U.S. Vets Transitional Housing Program Specific Plan ("Specific Plan") proposes a comprehensive approach to the planning development of a sustainable and integrated transitional housing campus (approximately 269,000 square feet of buildings to include occupiable buildings and support facilities, 246 on-street parking, and about 97,200 square feet of landscaped open space) on a 7.75-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 south, and March LifeCare Campus SP-7 to the north, and generally bounded by N Street to the north, 4th Street to the west and 6th Street to the east ("Specific Plan Area"). 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, an Addendum to the Certified Program Environmental Impact Report SCH#2008071021 ("Addendum") was prepared to analyze the potential adverse environmental impacts of implementation of the Specific Plan in compliance with CEQA and was approved, along with the adoption of Findings of Fact by the Joint Powers Commission of the March Joint Powers Authority through Resolution No. 09-32; and

WHEREAS, on October 19, 2011, 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 U.S. Vets Transitional Housing Program Specific Plan, hereinafter referred to as "SP-6", 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-6 as though fully set forth therein.

SECTION 2. SP-6 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-6, such regulations shall apply to the Specific Plan Area and shall not be deemed pre-empted by the adoption of SP-6. 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-6 are hereby repealed as of the effective date of this Ordinance, and the Planning Director 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-6.

SECTION 3. All provisions of SP-6 are deemed separate, distinct, and severable. In the event any one or more provisions of SP-6 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-6 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-6 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. 127) 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 U.S. Vets Transitional Housing Program Specific Plan Addendum and adopting Findings of Fact.

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.

INTRODUCED on the 2nd day of November, 2011.

PASSED, APPROVED, and ADOPTED this16th day of November, 2011.

_____

Marion Ashley, Chairman
March Joint Powers Commission

ATTEST:

State of California)
County of Riverside)

I, Carey L. Allen, Clerk to the March Joint Powers Authority, do hereby certify that the foregoing Ordinance #JPA 11-05 was duly introduced at the regular Study Session meeting of November 2nd, 2011 and subsequently adopted by the March Joint Powers Authority at its regularly scheduled meeting on November 16th, 2011.

Ayes:
Noes:
Absent:
Abstain:

Date: November 16, 2011

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

EXHIBIT "A"

LEGAL DESCRIPTION OF BOUNDARIES OF
SPECIFIC PLAN

(ATTACHED)

Exhibit A – Ordinance JPA # 11-05
Legal Description

Real property in the City of Moreno Valley, County of Riverside, State of California, described as follows:
Parcel 1: (Parcel K-5D-B940)
That certain parcel of land located in the County of Riverside, State of California, and lying in Section 24, Township 3 South, Range 4 Wet, San Bernardino Meridian described as follows:
Commencing at a brass disk set in the top of a 2" iron pipe and stamped "MAR-4" as shown on plan entitled "SURVEY CONTROL POINT LOCATION PLAN", prepared by the Department of the Army, Sacramento District Corps of Engineers, Sacramento, California; from which a brass disk set in the top of curb and stamped "224-5" as shown on said plan, bears North 46°53'34" West a distance of 2188.84 feet; thence South 44°59'42" West a distance of 523.96 feet to the True Point of Beginning.
Thence North 00°23'59" East a distance of 427.00 feet to the beginning of a tangent curve concave to the Southeast and having a radius of 20.00 feet; thence along said curve an arc distance of 31.40 feet through a central angle of 89°58'12"; thence South 89°37'49" East a distance of 320.88 feet to the beginning of a tangent curve concave to the Southwest and having a radius of 20.00 fee; thence along said curve an arc distance of 31.45 feet through a central angle of 90°06'16"; thence South 0°28'27 West a distance of 415.34 feet; thence South 88°31'28" West a distance of 360.54 feet to the True Point of Beginning. Said parcel contains 3.65 net acres more or less.

Parcel 2: (Parcel K-5D - B942a)
That certain parcel of land located in the County of Riverside, State of California, and lying in Section 24, Township 3 South, Range 4 West, San Bernardino Meridian, described as follows:
Commencing at a brass disk set in the top of a 2. iron pipe and stamped .MAR-4. as shown on a plan entitled .SURVEY CONTROL POINT LOCATION PLAN., prepared by the Department of the Army, Sacramento District Corps of Engineers, Sacramento, California; from which a brass disk set in the top of curb and stamped .224-5. as shown on said plan, bears North 46°53.34. West a distance of 2188.84 feet; thence North 81°59.53. West a distance of 557.63 feet to the True Point of Beginning;
Thence North 89°38.09. West a distance of 194.60 feet to the beginning of a tangent curve concave to the Southeast and having a radius of 20.00 feet; thence along said curve an arc distance of 31.38 feet through a central angle of 89°53.39.; thence South 0°28.12. West a distance of 348.22 feet; thence South 89°45.16. East a distance of 214.60 feet; thence North 00°27.48. East a distance of 367.73, to the True Point of Beginning. Said parcel contains 1 .81 Net acres more or less.

Parcel 3: (Parcel K-5D - B942b - vacant)

That certain parcel of land located in the County of Riverside, State of California, and lying in Section 24, Township 3 South, Range 4 West, San Bernardino Meridian, described as follows: Commencing at a brass disk set in the top of a 2. iron pipe and stamped .MAR-4. as shown on a plan entitled .SURVEY CONTROL POINT LOCATION PLAN., prepared by the Department of the Army, Sacramento District Corps of Engineers, Sacramento, California; from which a brass disk set in the top of curb and stamped .224-5. as shown on said plan, bears North 46°53.34. West a distance of 2188.84 feet; thence North 81° 59'53. West a distance of 557.63 feet to the True
Point of Beginning; Thence South 89°38.09. East a distance of 124.85 feet to the beginning of a tangent curve concave to the Southwest and having a radius of 20.00 feet; thence along said curve an arc distance of 31.43 feet through a central angle of 90°02'08"; thence South 0°23.59. West a distance of 427.61 feet; thence North 89°33.16. West a distance of 359.97 feet; thence North 0°28'12" West a distance of 78.93, feet; thence South 89°45.16. East a distance of 214.60 feet; thence North 00°27.48. East a distance of 367.73 to the True Point of Beginning. Said parcel contains 1.88 Net acres more or less.

Note: Distance shown hereon are grid distances. Ground distances may be obtained by
multiplying grid distances by the combination factor of 1 .00006433 APN:
Portions of 294-080-002-7

EXHIBIT "B"

U.S. VETS TRANSITIONAL HOUSING PROGRAM SPECIFIC PLAN

(AVAILABLE AT JPA OFFICES FOR REVIEW)

EXHIBIT "C"

CONDITIONS OF APPROVAL
FOR SPECIFIC PLAN

(ATTACHED)

Exhibit C – Ordinance JPA # 11-05
Conditions of Approval

Conditions of Approval for U.S. Vets Transitional Housing Project

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

60) 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**

61) The words identified in the following list that appear in all capitals in the attached conditions of SPECIFIC PLAN AMENDMENT (SP-6) shall be henceforth defined as follows: SPECIFIC PLAN = SPECIFIC PLAN 6.

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

62) SPECIFIC PLAN NO. 6 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 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 Phase in both graphical and narrative formats.

b. Addendum to the Environmental Impact Report (SCH: 2008071021, which must include, but not be limited to, the following items: 1. Mitigation/Monitoring Reporting Program (MMRP). 2. Agency Notice of Determination (NOD). 3. INEFFECT Program EIR. 4. Agency Notice of Completion (NOC). 5. Comments on the NOC. 6. Final Program EIR. 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**

63) The development of the property and all uses proposed therein, 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. Uses identified within the Project shall be limited to those defined in Section 2.0 of the Specific Plan.

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

64) 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-ALL CLEARNC'S REQ'D BEFORE PRMT**	**Status: DRAFT**	**Conditions: Informational**

65) 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**

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

GENERAL CONDITIONS	**SP – DEVELOPMENT IMPACT FEES**	**Status: DRAFT**	**Conditions: Informational**

67) 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

68) 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	CIVIL ENGINEER / PUBLIC WORKS	Status: DRAFT	Conditions: Informational

69) MJ-059 November 22, 2010, Revised October 4, 2011

US Veterans Transitional Housing
With respect to the Conditions of Approval for the above referenced project, the MJPA requires that the applicant provide the following improvements and/or dedications in accordance with the March Joint Powers Authority requirements and Standards and pursuant to exhibits identified and shown on site plan. It is understood that the site plan exhibits correctly shows 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 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.

Encroachment permit shall be obtained from all affected agencies prior to start of any work. 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 to the site within any phase. All on and offsite improvements shall be designed and constructed to Riverside County Transportation, Riverside County Flood Control, Western Municipal Water District Standards and as approved by MJPA. The following improvements shall be installed as appropriate prior to issuance of Building Permit:

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

71) Onsite private drainage facilities located outside road right-of-way shall be installed as approved by MJPA and privately maintained. Existing and proposed drainage easements shall be kept free of

any building, structures, and obstructions.

72) 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.

73) 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.

74) Final hydrology report and hydraulic calculation shall be submitted to the MJPA Public Works Engineer and March Reserve Air Force for review and approval. The report shall address the offsite flow, accumulative onsite runoff, and the impact to adjacent downstream properties.

75) 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.

76) The onsite private underground storage basin(s) and the proposed "rain garden" improvements shall be designed and properly landscaped and screened as determined by Planning Department and pursuant to Water Quality Standards. Final WQMP shall be submitted for review and approval prior to issuance of any permit. The manufacturer representative shall inspect and provide written letter to JPA that the underground tanks are installed to their specifications. Developer shall install underground facilities along 6th and Y Street connecting to Heacock Channel or equivalent alignment as approved by permitting agencies. Permits from City of Moreno Valley and March Air Reserve Base will also be required for work within their right-of-way.

77) Connection to drainage facilities maintained by RCFC and/or the Air Force will require their approval. Any onsite drainage facilities not maintained by RCFC and the JPA's maintenance district shall be privately maintained.

78) The proposed offsite drainage pipes on 6th & "N" Streets shall be designed and constructed to RCFC Standards and maintained by JPA through annexation to a Maintenance District. The drainage alternative as proposed is not in compliance with the overall drainage concept approved for the March Healthcare Development Plan (specific plan).

79) All building pads shall be elevated a minimum of 1' above calculated 100-year water surface elevation as determined by RCFC 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. Construction of catch basin(s) and a minimum 24" RCP at the intersection of 5th Street and "N" Street will be required to mitigate nuisance runoff from existing off-site flows.

80) Prior to issuance of building permits, the applicant shall pay MJPA the drainage fees established by the Sunnymead area drainage plan. These fees will be utilized by JPA to assist with

implementation of drainage facilities such as Cactus Channel. No drainage credit shall be given for proposed drainage facilities located in 6th and "N" Streets.

81) Streetlights shall be installed along all perimeter streets adjacent to the site. The streetlight standards shall be pursuant to requirements of the March Healthcare Development specific plan. All lights shall be annexed to Maintenance District.

82) The proposed development is in the service area of Western Municipal Water District for water and sewer services and comply with WMWD and Fire Department requirements. On and offsite sewer and water plans shall be submitted to WMWD and JPA for review and approval. All existing utilities shall be identified and relocated/abandoned 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. To meet the fire flow requirements, construction of extensive offsite waterline facilities will be required and shall be implemented pursuant to letter dated September 23, 2011 from WMWD.

83) This project shall annex to existing landscape, lighting, and drainage maintenance districts established by MJPA. Owner shall be responsible to pay towards maintenance of all offsite facilities including drainage improvements as determined by the Districts. Onsite underground basin(s), pipes, lights, and landscaped "rain gardens" shall be maintained by owner.

84) On and offsite improvements including grading and paving plans along with hydrology shall be submitted to MJPA for review and approval.

85) On and offsite drive and parking layout, lighting, landscaping and offsite landscaping and lighting shall be reviewed and approved by Planning Department.

86) 6th Street from "N" Street to southerly project boundary shall be implemented with new pavement along the west side of centerline and new curb located 34' from centerline as shown on cross sections sheet C-5 of the project plans. Existing pavement along east side shall be grind and overlay (0.15').

87) "N" Street adjacent to the site on the south side from 4th Street to 6th Street shall be improved with new pavement and curb located 34' south of centerline per cross sections shown on sheet C-5 of the project plans. Existing pavement along north side of centerline shall be grind and overlay (0.15'). Intersection of "N" and Riverside Drive shall be improved to provide for dedicated right and left turn lanes (all legs and directions).

88) 4th Street along the east side adjacent to the project shall be improved with new pavement and new curb located 34' from centerline as shown on cross sections on sheet C-5 of project plans. Existing pavement along the east side of centerline shall be removed and replaced and pavement along west side shall receive overlay (0.15').

89) 5th Street southerly of the site shall be improved to provide for standard cul-de-sac. 5th Street

within this project shall be vacated with utility easements maintained; removed/replaced and/or undergrounded and access provided to all utilities as required by the various agencies. Street vacation shall be filed prior to issuance of any permit in Phase 2.

90) Minimum 6' wide concrete sidewalk and landscaping shall be installed along perimeter streets adjacent to the site as shown on cross sections on Sheet C-5 of project plans and per Planning requirements. Phase 1 shall include sidewalk for N & 6th Streets.

91) All improvements adjacent to 4th, 6th, N & 5th Streets existing right-of-ways shall be maintained by the developers of this project.

92) With exception of conditions # 29 & 30, all other improvements shall be installed in Phase 1.

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

93) 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 – FAA PART 77	Status: DRAFT	Conditions: Informational

94) 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	**SP – LANDSCAPE IRRIGATION EFFICIENCY**	**Status: DRAFT**	**Conditions: Informational**

95) The Project is required to comply with the March JPA Landscape Irrigation Efficiency Ordinance (#JPA 09-05). 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.

GENERAL CONDITIONS	**COMPLIANCE WITH MJPA WATER RESOURCES REQUIREMENTS**	**Status: DRAFT**	**Conditions: DRAFT**

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

97) The proposed site design BMPs selected for this project have been approved in concept only. The owner shall submit a Preliminary and Final WQMP including plans and details providing the elevations, slopes and other details for the proposed structural BMPs including the detention and infiltration basins, swales, catch basin inserts, etc.

98) Regulation changes implemented in both the Statewide General Construction Stormwater Permit and the Riverside County MS4 Permit, will require Low Impact Development site design elements to be included into the project. Low Impact Development elements will be required in both overall project and building specific applications.

99) The Public Works Department shall review and approve the Final WQMP document, plans and details.

GENERAL CONDITIONS	**NPDES**	**Status: DRAFT**	**Conditions: DRAFT**

100) 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.

101) 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.

102) During construction, the developer or designee shall be responsible for: a) storm water sampling for all storm events where storm leaves the site and b) storm water reporting to the State Water Resources Control Board as required by applicable law.

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

103) 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 CERTAIN DATE	**SP - SUBMIT FINAL DOCUMENTS**	**Status: DRAFT**	**Conditions: DRAFT**

104) Within 30 days of Project adoption, 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 PROJECT APPROVAL	**SP - M/M PROGRAM (GENERAL)**	**Status: DRAFT**	**Conditions: DRAFT**

105) The Program EIR prepared for the March LifeCare Campus Specific Plan imposed specific mitigation measures and monitoring requirements on the project. Certain conditions of the original 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 implementing project conditions of approval (to include any Plot Plans, Conditional Use Permits, etc.) shall take precedence.

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

106) 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 SECOND PHASE	**PROJECT – SECOND PHASE**	**Status: DRAFT**	**Conditions: DRAFT**

107) Prior to, or concurrent with, the review of any plans or permits associated with the second phase of the Project, the applicant shall file an application for a parcel merger with March JPA.

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

108) 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 GRADING PERMIT ISSUANCE	**SP - ENCROACHMENT(S)**	**Status: DRAFT**	**Conditions: DRAFT**

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

PRIOR TO GRADING PERMIT ISSUANCE	**SP - ACOUSTICAL STUDY REQD**	**Status: DRAFT**	**Conditions: DRAFT**

110) The following note shall be added to all grading plans: 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 GRADING PERMIT ISSUANCE	**SP - ARCHAEO M/M PROGRAM**	**Status: DRAFT**	**Conditions: DRAFT**

111) 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 GRADING PERMIT ISSUANCE	**SP - PALEO M/M PROGRAM**	**Status: DRAFT**	**Conditions: DRAFT**

112) 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 BUILDING PERMIT ISSUANCE	**SP - POST GRADING REPORT**	**Status: DRAFT**	**Conditions: DRAFT**

113) 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 BUILDING PERMIT ISSUANCE	**SP - ACOE CLEARANCE**	**Status: DRAFT**	**Conditions: DRAFT**

114) 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 BUILDING PERMIT ISSUANCE	**SP – 20% EFFICIENCY ABOVE EFFECTIVE "TITLE 24"**	**Status: DRAFT**	**Conditions: DRAFT**

115) PRIOR TO A BUILDING PERMIT ISSUANCE, 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.

PRIOR TO BUILDING PERMIT ISSUANCE	**SP - SCHOOL MITIGATION**	**Status: DRAFT**	**Conditions: DRAFT**

116) PRIOR TO BUILDING PERMITS, impacts to the Moreno Valley School District shall be mitigated in accordance with state law.

PRIOR TO	**SP – 20%**	**Status:**	**Conditions:**

7a 116

BUILDING PERMIT ISSUANCE	**EFFICIENCY ABOVE INCUMBENT TITLE 24 STANDARDS**	**DRAFT**	**DRAFT**

117) 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 CERTIFICATE OF OCCUPANCY	**SP – ENERGY EFFICIENCY COMPLIANCE AND VERIFICATION**	**Status: DRAFT**	**Conditions: DRAFT**

118) 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 11-38

A RESOLUTION OF THE JOINT POWERS COMMISSION OF THE MARCH JOINT POWERS AUTHORITY APPROVING A PLOT PLAN, AND APPROVING CONDITIONS OF APPROVAL FOR THE U.S. VETS TRANSITIONAL HOUSING PROGRAM SPECIFIC PLAN (SP-6)

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 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 was 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, on August 3, 2011, the Joint Powers Commission (the "Commission") of the March JPA approved the March LifeCare Campus Specific Plan Amendment ("SP-7"); and

WHEREAS, U.S. Vets Initiative ("Applicant") has filed an application requesting, among other things, approval of the first amendment to the March Lifecare Campus Specific Plan Amendment ("SP-6"); and

WHEREAS, SP-6 proposes to modify height limitations, parking strategies and design areas that were originally established in SP-7 (the "Modifications"), and to remove said Project area from the boundaries of SP-7 while supporting the comprehensive approach to the planning of a sustainable and integrated health care campus as originally envisioned under SP-7. The Project will develop on a 7.75-acre portion of the MJPA Planning Area within the northeast portion of the MJPA Planning Area, adjacent to the March LifeCare Campus SP-7 to the north and the City of Moreno Valley's Open Space and Recreation area to the south, and generally bounded by N Street to the north, 4th Street to the west and 6th Street to the east.

WHEREAS, the Applicant has requested approval of a Plot Plan "Plot Plan" (attached hereto as Exhibit "A") in order to carry out the Modifications; and

WHEREAS, the Plot Plan is referred to herein as the "Entitlement"; and

WHEREAS, staff of the March JPA has reviewed the Plot Plan for compliance with the standards set forth in Section 9.02.070 of the March JPA Development Code; and

WHEREAS, in accordance with the California Environmental Quality Act (Pub. Res. Code § 2100 *et seq.*: "CEQA") and the State CEQA Guidelines (14 C.C.R. § 15000 *et seq.*), the March JPA has prepared an Addendum to the Final Environmental Impact Report [SCH# 2008071021] ("Final EIR") in support of the Modifications; and

WHEREAS, on October 19, 2011, the March Joint Powers Authority Planning Commission of the March JPA ("Planning Commission") conducted a duly noticed public hearing on the Entitlement at which time all persons wishing to testify in connection with the Entitlement was heard and the Entitlement was comprehensively reviewed and the Planning Commission recommended that the Commission approve the Plot Plan; 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 RESOLVES AS FOLLOWS:

SECTION 1. Based on the entire record before the Commission, the Planning Commission recommendation, all written and oral evidence presented to the Commission, including the staff reports and the findings made in this Resolution and within the attached documents, the Commission hereby approves the following land use application:

1. Plot Plan, PP 10-02, by the U.S. Vets Initiative for the 7.75 acre transitional housing program campus for homeless U.S. veterans provides the implementation structure for SP-6.

SECTION 2. The Entitlement is approved subject to Conditions of Approval, attached hereto as Exhibit "B"; and

SECTION 3. In accordance with the March JPA Development Code Section 9.02.070, the Commission hereby makes the following findings in support of its approval of the Plot Plan:

1. The Plot Plan is consistent with the goals, objectives, policies and programs of the General Plan for the reasons outlined in Section 2 of Resolution #JPA 11-37.

2. The Plot Plan complies with all applicable zoning and other regulations because the Plot Plan provides the mechanism that will help facilitate the development of the Regulating Plan, Phasing Plan, and associated Infrastructure Improvement Plans for the Specific Plan.

3. The Plot Plan will not be detrimental to the public health, safety or welfare or materially injurious to properties or improvements in the vicinity for the reasons set forth in Section 2 of Resolution #JPA 11-37.

4. The location, design and operation of the Plot Plan will be compatible with the existing and planned land uses in the vicinity.

SECTION 5. The Chairman of the Commission shall sign this Resolution and the Clerk of the Commission shall certify the adoption thereof.

PASSED, APPROVED, AND ADOPTED, by the members of the Joint Powers Commission of the March Joint Powers Authority this 2nd day of November, 2011.

State of California)
County of Riverside)

_____

Marion Ashley, Chairman
March Joint Powers Commission

ATTEST

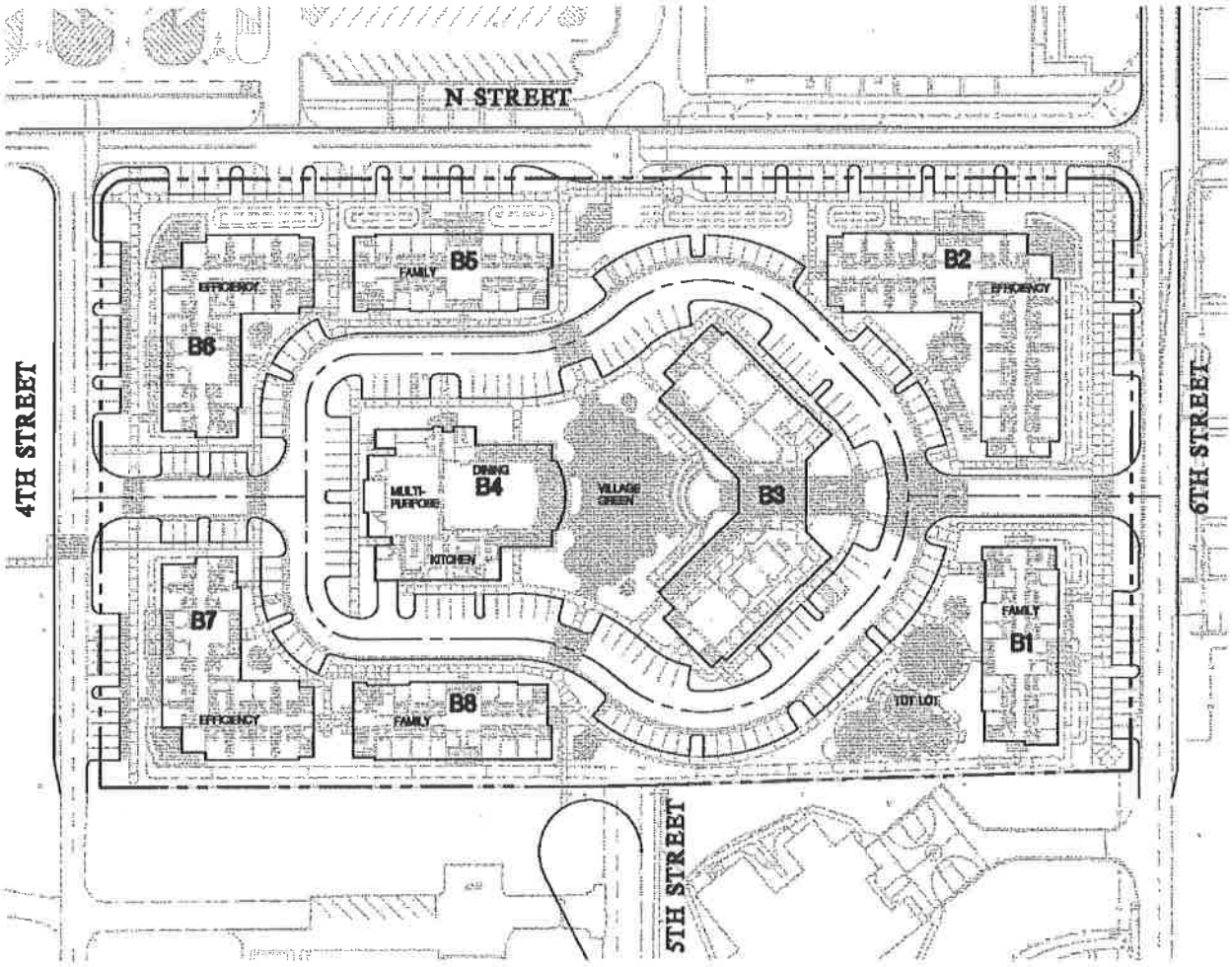
I, Carey L. Allen, Clerk of the Joint Powers Commission of the March Joint Powers Authority, do hereby certify that the foregoing resolution #JPA 11-38 was duly and regularly adopted by the Joint Powers Commission of the March Joint Powers Authority at its regularly scheduled meeting on November 2, 2011.

Ayes:
Noes:
Absent:
Abstain:

Date: November 2, 2011

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

Exhibit A - Resolution JPA # 11-38
(Plot Plan Exhibit)



SITE PLAN

NORTH

GRAPHIC SCALE

0 0 30 60 120

(IN FEET)

1 Inch = 100 feet

LEGEND

PROJECT BOUNDARY

7a 122

Exhibit B - Resolution JPA # 11-38
Project Conditions of Approval
SPECIFIC PLAN AMENDMENT (SP-6)
PLOT PLAN (PP10-02)

Conditions of Approval for U.S. Vets Transitional Housing Project

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 AMENDMENT (SP-6) shall be henceforth defined as follows: SPECIFIC PLAN = SPECIFIC PLAN 6.

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

3) SPECIFIC PLAN NO. 6 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 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 Phase in both graphical and narrative formats.

b. Addendum to the Environmental Impact Report (SCH: 2008071021, which must include, but not be limited to, the following items: 1. Mitigation/Monitoring Reporting Program (MMRP). 2.

Agency Notice of Determination (NOD). 3. INEFFECT Program EIR. 4. Agency Notice of Completion (NOC). 5. Comments on the NOC. 6. Final Program EIR. 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 and all uses proposed therein, 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. Uses identified within the Project shall be limited to those defined in Section 2.0 of the Specific Plan.

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

6) 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**

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

GENERAL CONDITIONS	**SP – DEVELOPMENT IMPACT FEES**	**Status: DRAFT**	**Conditions: Informational**

8) 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**

9) 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	**CIVIL ENGINEER / PUBLIC WORKS**	**Status: DRAFT**	**Conditions: Informational**

10) MJ-059 November 22, 2010, Revised October 4, 2011

US Veterans Transitional Housing
With respect to the Conditions of Approval for the above referenced project, the MJPA requires that the applicant provide the following improvements and/or dedications in accordance with the March Joint Powers Authority requirements and Standards and pursuant to exhibits identified and shown on site plan. It is understood that the site plan exhibits correctly shows 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 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.

Encroachment permit shall be obtained from all affected agencies prior to start of any work. 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 to the site within any phase. All on and offsite improvements shall be designed and constructed to Riverside County Transportation, Riverside County Flood Control, Western Municipal Water District Standards and as approved by MJPA. The following improvements shall be installed as appropriate prior to issuance of Building Permit:

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

12) Onsite private drainage facilities located outside road right-of-way shall be installed as approved by MJPA and privately maintained. Existing and proposed drainage easements shall be kept free of any building, structures, and obstructions.

13) 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.

14) 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.

15) Final hydrology report and hydraulic calculation shall be submitted to the MJPA Public Works Engineer and March Reserve Air Force for review and approval. The report shall address the offsite flow, accumulative onsite runoff, and the impact to adjacent downstream properties.

16) 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.

17) The onsite private underground storage basin(s) and the proposed "rain garden" improvements shall be designed and properly landscaped and screened as determined by Planning Department and pursuant to Water Quality Standards. Final WQMP shall be submitted for review and approval prior to issuance of any permit. The manufacturer representative shall inspect and provide written letter to JPA that the underground tanks are installed to their specifications. Developer shall install underground facilities along 6th and Y Street connecting to Heacock Channel or equivalent alignment as approved by permitting agencies. Permits from City of Moreno Valley and March Air Reserve Base will also be required for work within their right-of-way.

18) Connection to drainage facilities maintained by RCFC and/or the Air Force will require their approval. Any onsite drainage facilities not maintained by RCFC and the JPA's maintenance district shall be privately maintained.

19) The proposed offsite drainage pipes on 6th & "N" Streets shall be designed and constructed to RCFC Standards and maintained by JPA through annexation to a Maintenance District. The drainage alternative as proposed is not in compliance with the overall drainage concept approved for the March Healthcare Development Plan (specific plan).

20) All building pads shall be elevated a minimum of 1' above calculated 100-year water surface elevation as determined by RCFC 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. Construction of catch basin(s) and a minimum 24" RCP at the intersection of 5th Street and "N" Street will be required to mitigate nuisance runoff from existing off-site flows.

21) Prior to issuance of building permits, the applicant shall pay MJPA the drainage fees established by the Sunnymead area drainage plan. These fees will be utilized by JPA to assist with implementation of drainage facilities such as Cactus Channel. No drainage credit shall be given for proposed drainage facilities located in 6th and "N" Streets.

22) Streetlights shall be installed along all perimeter streets adjacent to the site. The streetlight standards shall be pursuant to requirements of the March Healthcare Development specific plan. All lights shall be annexed to Maintenance District.

23) The proposed development is in the service area of Western Municipal Water District for water and sewer services and comply with WMWD and Fire Department requirements. On and offsite sewer and water plans shall be submitted to WMWD and JPA for review and approval. All existing utilities shall be identified and relocated/abandoned 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. To meet the fire flow requirements, construction of extensive offsite waterline facilities will be required and shall be implemented pursuant to letter dated September 23, 2011 from WMWD.

24) This project shall annex to existing landscape, lighting, and drainage maintenance districts established by MJPA. Owner shall be responsible to pay towards maintenance of all offsite facilities including drainage improvements as determined by the Districts. Onsite underground basin(s), pipes, lights, and landscaped "rain gardens" shall be maintained by owner.

25) On and offsite improvements including grading and paving plans along with hydrology shall be submitted to MJPA for review and approval.

26) On and offsite drive and parking layout, lighting, landscaping and offsite landscaping and lighting shall be reviewed and approved by Planning Department.

27) 6th Street from "N" Street to southerly project boundary shall be implemented with new pavement along the west side of centerline and new curb located 34' from centerline as shown on cross sections sheet C-5 of the project plans. Existing pavement along east side shall be grind and overlay (0.15').

28) "N" Street adjacent to the site on the south side from 4th Street to 6th Street shall be improved with new pavement and curb located 34' south of centerline per cross sections shown on sheet C-5 of the project plans. Existing pavement along north side of centerline shall be grind and overlay (0.15'). Intersection of "N" and Riverside Drive shall be improved to provide for dedicated right and left turn lanes (all legs and directions).

29) 4th Street along the east side adjacent to the project shall be improved with new pavement and new curb located 34' from centerline as shown on cross sections on sheet C-5 of project plans. Existing pavement along the east side of centerline shall be removed and replaced and pavement along west

side shall receive overlay (0.15').

30) 5th Street southerly of the site shall be improved to provide for standard cul-de-sac. 5th Street within this project shall be vacated with utility easements maintained; removed/replaced and/or undergrounded and access provided to all utilities as required by the various agencies. Street vacation shall be filed prior to issuance of any permit in Phase 2.

31) Minimum 6' wide concrete sidewalk and landscaping shall be installed along perimeter streets adjacent to the site as shown on cross sections on Sheet C-5 of project plans and per Planning requirements. Phase 1 shall include sidewalk for N & 6th Streets.

32) All improvements adjacent to 4th, 6th, N & 5th Streets existing right-of-ways shall be maintained by the developers of this project.

33) With exception of conditions # 29 & 30, all other improvements shall be installed in Phase 1.

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

34) 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 – FAA PART 77**	**Status: DRAFT**	**Conditions: Informational**

35) 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	**SP – LANDSCAPE IRRIGATION EFFICIENCY**	**Status: DRAFT**	**Conditions: Informational**

36) The Project is required to comply with the March JPA Landscape Irrigation Efficiency Ordinance (#JPA 09-05). 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.

GENERAL CONDITIONS	**COMPLIANCE WITH MJPA WATER RESOURCES REQUIREMENTS**	**Status: DRAFT**	**Conditions: DRAFT**

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

38) The proposed site design BMPs selected for this project have been approved in concept only. The owner shall submit a Preliminary and Final WQMP including plans and details providing the elevations, slopes and other details for the proposed structural BMPs including the detention and infiltration basins, swales, catch basin inserts, etc.

39) Regulation changes implemented in both the Statewide General Construction Stormwater Permit and the Riverside County MS4 Permit, will require Low Impact Development site design elements to be included into the project. Low Impact Development elements will be required in both overall project and building specific applications.

40) The Public Works Department shall review and approve the Final WQMP document, plans and details.

GENERAL CONDITIONS	**NPDES**	**Status: DRAFT**	**Conditions: DRAFT**

41) 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.

42) 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.

43) During construction, the developer or designee shall be responsible for: a) storm water sampling for all storm events where storm leaves the site and b) storm water reporting to the State Water Resources Control Board as required by applicable law.

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

44) 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 CERTAIN DATE	**SP - SUBMIT FINAL DOCUMENTS**	**Status: DRAFT**	**Conditions: DRAFT**

45) Within 30 days of Project adoption, 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 PROJECT APPROVAL	**SP - M/M PROGRAM (GENERAL)**	**Status: DRAFT**	**Conditions: DRAFT**

46) The Program EIR prepared for the March LifeCare Campus Specific Plan imposed specific mitigation measures and monitoring requirements on the project. Certain conditions of the original 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 implementing project conditions of approval (to include any Plot Plans, Conditional Use Permits, etc.) shall take precedence.

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

47) 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 SECOND PHASE	**PROJECT – SECOND PHASE**	**Status: DRAFT**	**Conditions: DRAFT**

48) Prior to, or concurrent with, the review of any plans or permits associated with the second phase of the Project, the applicant shall file an application for a parcel merger with March JPA.

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

49) 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 GRADING PERMIT ISSUANCE	**SP - ENCROACHMENT(S)**	**Status: DRAFT**	**Conditions: DRAFT**

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

PRIOR TO GRADING PERMIT ISSUANCE	**SP - ACOUSTICAL STUDY REQD**	**Status: DRAFT**	**Conditions: DRAFT**

51) The following note shall be added to all grading plans: 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 GRADING PERMIT ISSUANCE	**SP - ARCHAEO M/M PROGRAM**	**Status: DRAFT**	**Conditions: DRAFT**

52) 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 GRADING PERMIT ISSUANCE	**SP - PALEO M/M PROGRAM**	**Status: DRAFT**	**Conditions: DRAFT**

53) 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 BUILDING PERMIT ISSUANCE	**SP - POST GRADING REPORT**	**Status: DRAFT**	**Conditions: DRAFT**

54) 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 BUILDING PERMIT ISSUANCE	**SP - ACOE CLEARANCE**	**Status: DRAFT**	**Conditions: DRAFT**

55) 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 BUILDING PERMIT ISSUANCE	**SP – 20% EFFICIENCY ABOVE EFFECTIVE "TITLE 24"**	**Status: DRAFT**	**Conditions: DRAFT**

56) PRIOR TO A BUILDING PERMIT ISSUANCE, 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.

PRIOR TO BUILDING PERMIT ISSUANCE	**SP - SCHOOL MITIGATION**	**Status: DRAFT**	**Conditions: DRAFT**

57) PRIOR TO BUILDING PERMITS, impacts to the Moreno Valley School District shall be mitigated in accordance with state law.

PRIOR TO BUILDING PERMIT ISSUANCE	**SP – 20% EFFICIENCY ABOVE INCUMBENT TITLE 24 STANDARDS**	**Status: DRAFT**	**Conditions: DRAFT**

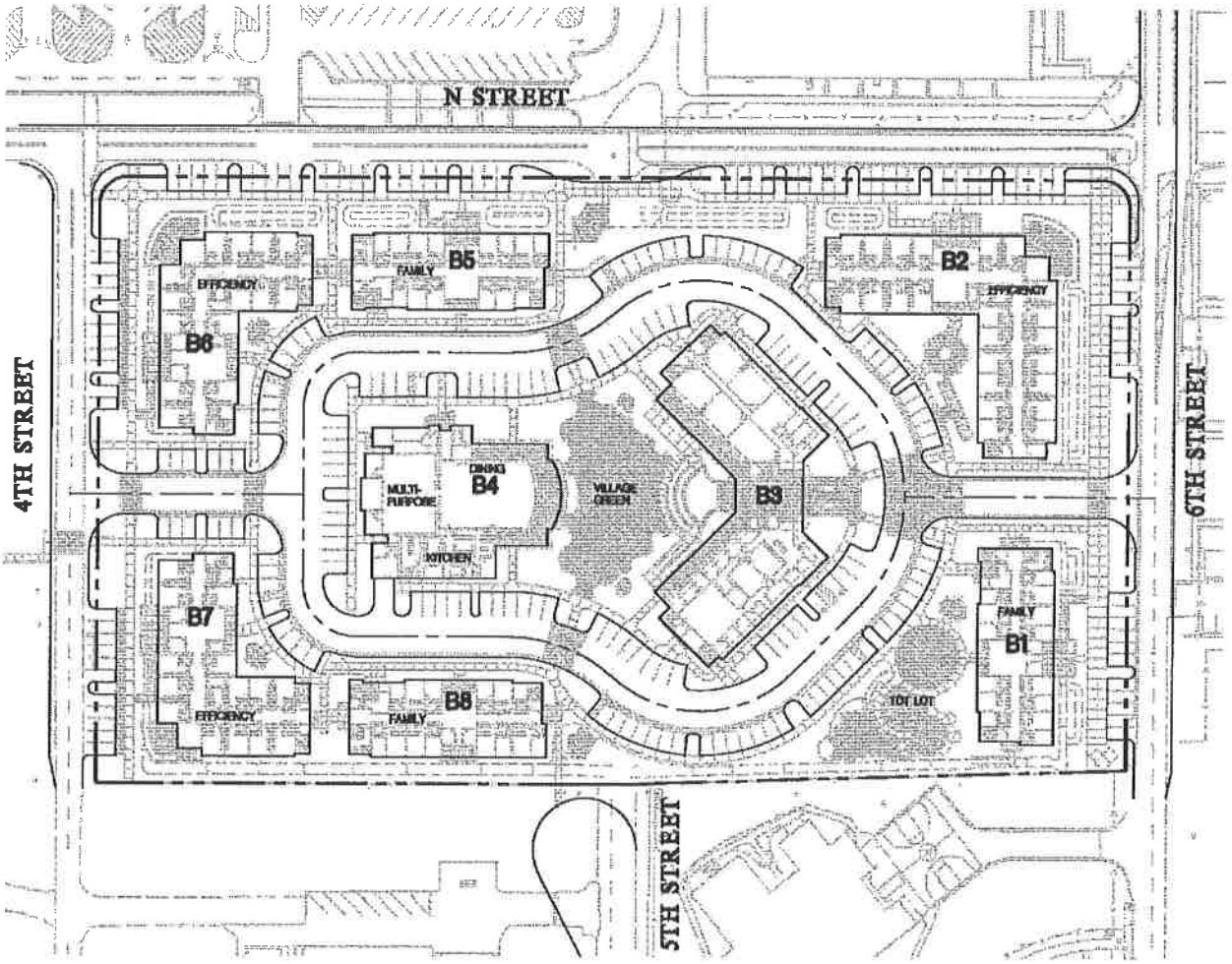
58) PRIOR TO BUILDING PERMIT ISSUANCE, the applicant shall provide an energy modeling study (2 copies) confirming that the project will meet the 20% energy efficiency standard above the effective Title 24 requirements, pursuant to the SPECIFIC PLAN. This condition shall be considered MET if the relevant study has been approved by the Building & Safety Department. This condition may not be DEFERRED.

PRIOR TO CERTIFICATE OF OCCUPANCY	**SP – ENERGY EFFICIENCY COMPLIANCE AND VERIFICATION**	**Status: DRAFT**	**Conditions: DRAFT**

59) 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.

(U.S. Vets Plot Plan)

Plot Plan Exhibit



SITE PLAN

NORTH

GRAPHIC SCALE

0 30 60 120

(IN FEET)

1 inch = 120 feet

LEGEND

PROJECT BOUNDARY

7A 136

RESOLUTION #JPA 13-01

A RESOLUTION OF THE JOINT POWERS COMMISSION OF THE MARCH JOINT POWERS AUTHORITY APPROVING DESIGN PLOT PLAN 11-02 ON 14.5 ACRES LOCATED AT 14160 MERIDIAN PARKWAY, WITHIN THE MARCH JOINT POWERS AUTHORITY

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 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 was 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, Riverside County Transportation Commission ("Applicant") has filed an application requesting, among other things, approval of a Design Plot Plan ("PP 11-02"); and

WHEREAS, PP 11-02 proposes to construct a Metrolink Station on 14.5 acres of property within the March Business Center, and is generally bounded by Meridian Parkway to the west, vacant properties to the north, business park uses to the south and the I-215 freeway to the east.

WHEREAS, the Applicant has requested approval of PP11-02 (attached hereto as Exhibit "A") and conveyance of easements within the limits of the Project site (attached hereto as Exhibit "B") to the Meridian Landscape, Lighting and Maintenance District (LLMD) for certain landscaped areas as well as reciprocal access easements for LLMD access; and

WHEREAS, staff of the March JPA has reviewed the Design Plot Plan for compliance with the standards set forth in Section 9.02.070 of the March JPA Development Code; and

WHEREAS, in accordance with the California Environmental Quality Act (Pub. Res. Code § 2100 *et seq.*: "CEQA") and the State CEQA Guidelines (14 C.C.R. § 15000 *et seq.*), the March JPA has determined that PP11-02 was previously analyzed in the Perris Valley Line Final

Environmental Impact Report (SCH#2009011046) and March Business Center Final Environmental Impact Report (SCH No. 2002071089), such that further environmental review pursuant to State CEQA Guidelines section 15162 is not required; 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 RESOLVES AS FOLLOWS:

SECTION 1. Based on the entire record before the Commission, all written and oral evidence presented to the Commission, including the staff reports and the findings made in this Resolution and within the attached documents, the Commission hereby approves the following application:

1. Design Plot Plan, PP 11-02, a request by RCTC on a 14.5 acre parcel located on 14160 Meridian Parkway for the development of the Moreno Valley/March Field Metrolink station within the March Business Center Specific Plan, subject to Conditions of Approval identified as Exhibit "C"; and

2. Acceptance of easements for certain landscape areas and reciprocal access for the Meridian Landscape, Lighting and Maintenance District (LLMD).

SECTION 2. In accordance with the March JPA Development Code Section 9.02.070, the Commission hereby makes the following findings in support of its approval of PP 11-02 subject to Conditions of Approval, and acceptance of certain easements for the Meridian LLMD:

1. The proposed project is consistent with the goals, objectives, policies and programs of the General Plan.

2. The proposed project complies with all applicable zoning and other regulations.

3. The proposed project will not be detrimental to the public health, safety or welfare or materially injurious to properties or improvements in the vicinity.

4. The project conforms with applicable provisions of the March Business Center Specific Plan.

5. The location, design and operation of the proposed project will be compatible with existing and planned land uses in the vicinity.

SECTION 3. The Chairman of the Commission shall sign this Resolution and the Clerk of the Commission shall certify the adoption thereof.

PASSED, APPROVED, AND ADOPTED, by the members of the Joint Powers Commission of the March Joint Powers Authority this 6th day of March, 2013.

State of California)
County of Riverside)

Daryl R. Busch, Chairman
March Joint Powers Authority Commission

ATTEST:

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 13-01 was duly and regularly adopted by the Joint Powers Commission of the March Joint Powers Authority at its regularly scheduled meeting on March 6, 2013.

Ayes:	Melendrez, Owings, Yarbrough, Jeffries (2 votes), Co, Gardner, Busch
Noes:	None
Absent:	Stone
Abstain:	None

Date: March 6, 2013

_____

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

EXHIBIT "A"

Design Plot Plan 13-01
Moreno Valley/March Field Metrolink Facility

7a(1) 13

RIVERSIDE COUNTY TRANSPORTATION COMMISSION
PERRIS VALLEY LINE PROJECT

METROLINK COMMUTER TRAIN STATION

MORENO VALLEY / MARCH FIELD "STATION C"

EAST OF MERIDIAN PKWY BETWEEN CACTUS & ALLESANDRO
MORENO VALLEY, CA
(MARCH BUSINESS CENTER SPECIFIC PLAN)



MARCH JOINT POWERS AUTHORITY

-

PLOT PLAN
COMMISSION HEARING
MARCH 6, 2013

STV Incorporated
ENGINEERS/ARCHITECTS/PLANNERS/CONSTRUCTION MANAGERS
9130 ANAHEIM PLACE, SUITE 210
RANCHO CUCAMONGA, CA 91730-8540

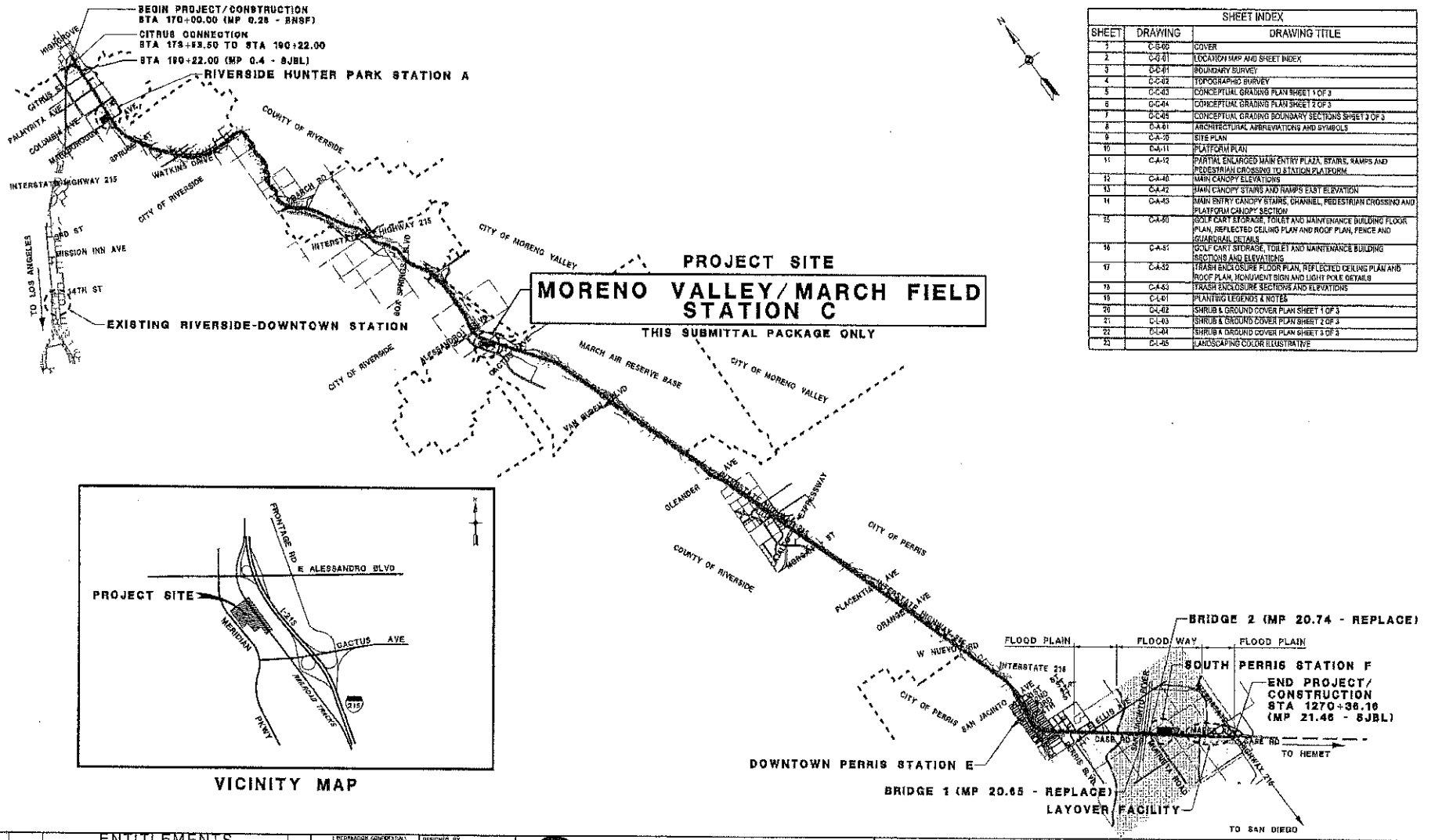
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949.250.0043 F

RAIL SURVEYORS & ENGINEERS, INC.
1075 Old County Road
Belmont, CA 94002

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1 of 14



SHEET INDEX		
SHEET	DRAWING	DRAWING TITLE
1	C-S-00	COVER
2	C-G-01	LOCATION MAP AND SHEET INDEX
3	C-C-01	BOUNDARY SURVEY
4	C-C-02	TOPOGRAPHIC SURVEY
5	C-C-03	CONCEPTUAL GRADING PLAN SHEET 1 OF 3
6	C-C-04	CONCEPTUAL GRADING PLAN SHEET 2 OF 3
7	C-C-05	CONCEPTUAL GRADING BOUNDARY SECTIONS SHEET 3 OF 3
8	C-A-01	ARCHITECTURAL ABBREVIATIONS AND SYMBOLS
9	C-A-10	SITE PLAN
10	C-A-11	PLATFORM PLAN
11	C-A-12	PARTIAL ENLARGED MAIN ENTRY PLAZA, STAIRS, RAMPS AND PEDESTRIAN CROSSING TO STATION PLATFORM
12	C-A-40	MAIN CANOPY ELEVATIONS
13	C-A-42	MAIN CANOPY STAIRS AND RAMPS EAST ELEVATION
14	C-A-43	MAIN ENTRY CANOPY STAIRS, CHANNEL, PEDESTRIAN CROSSING AND PLATFORM CANOPY SECTION
15	C-A-50	GOLF CART STORAGE, TOILET AND MAINTENANCE BUILDING FLOOR PLAN, REFLECTED CEILING PLAN AND ROOF PLAN, FENCE AND GUARDRAIL DETAILS
16	C-A-51	GOLF CART STORAGE, TOILET AND MAINTENANCE BUILDING SECTIONS AND ELEVATIONS
17	C-A-52	TRASH ENCLOSURE FLOOR PLAN, REFLECTED CEILING PLAN AND ROOF PLAN, MONUMENT SIGN AND LIGHT POLE DETAILS
18	C-A-53	TRASH ENCLOSURE SECTIONS AND ELEVATIONS
19	C-L-01	PLANTING LEGENDS & NOTES
20	C-L-02	SHRUB & GROUND COVER PLAN SHEET 1 OF 3
21	C-L-03	SHRUB & GROUND COVER PLAN SHEET 2 OF 3
22	C-L-04	SHRUB & GROUND COVER PLAN SHEET 3 OF 3
23	C-L-05	LANDSCAPING COLOR ILLUSTRATIVE

ENTITLEMENTS
COURTESY REVIEW
NOT FOR CONSTRUCTION

REV.	DATE		
1	3-6-13	REVISED ENTITLEMENTS PACKAGE	MG

DESIGNED BY M. GUERRERO
DRAWN BY M. PARTENHEIMER
CHECKED BY M. GUERRERO
APPROVED BY R. QUIRK
DATE 3-6-13

RIVERSIDE COUNTY TRANSPORTATION COMMISSION

STV Incorporated

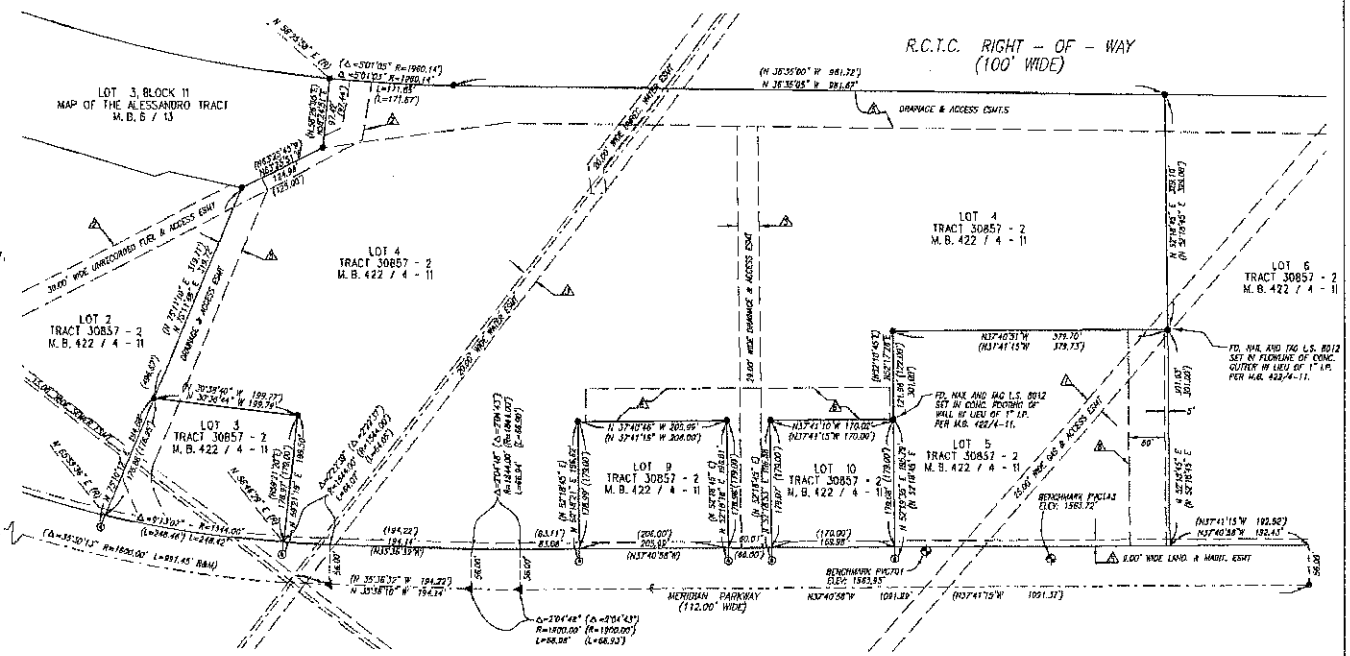
RCTC PERRIS VALLEY LINE
MORENO VALLEY / MARCH FIELD STATION C
LOCATION MAP AND SHEET INDEX

CONTRACT NO. C07-33-123-00
DRAWING NO. STA/SEGMENT C | DISCIPLINE/SEQUENCE G-01
REVISION | SHEET NO. 2
SCALE NOT TO SCALE

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51

MORENO VALLEY / MARCH FIELD STATION C



EASEMENT NOTES

⚠ A 25-FT. WIDE EASEMENT IN FAVOR OF SOUTHERN CALIFORNIA GAS COMPANY FOR PIPE LINES AND INCIDENTAL PURPOSES, RECORDED JUNE 15, 1949 AS BOOK 1084, PAGE 442, OFFICIAL RECORDS OF RIVERSIDE COUNTY, CALIFORNIA.

⚠ AN EASEMENT IN FAVOR OF FOUR CORNERS PIPE LINE COMPANY FOR INSTALLATION, OPERATION, AND MAINTENANCE OF A 16-INCH OIL PIPELINE, RECORDED (UNKNOWN). DATED (UNKNOWN) IN OFFICIAL RECORDS OF RIVERSIDE COUNTY, CALIFORNIA.

⚠ AN EASEMENT IN FAVOR OF EASTERN MUNICIPAL WATER DISTRICT FOR WATER PIPE LINE AND INCIDENTAL PURPOSES, RECORDED MAY 22, 1981 AS INSTRUMENT NO. 1981-94388 OFFICIAL RECORDS OF RIVERSIDE COUNTY, CALIFORNIA.

⚠ A BLANKET EASEMENT IN FAVOR OF MARCH AIR RESERVE BASE AND MARCH INLAND PORT FOR IMIGATION AND INCIDENTAL PURPOSES, RECORDED JUNE 6, 2006 AS INSTRUMENT NO. 2006-0409813, OFFICIAL RECORDS OF RIVERSIDE COUNTY, CALIFORNIA. (NOT PLOTTABLE)

⚠ AN EASEMENT FOR DRAINAGE, ACCESS, LANDSCAPE, MAINTENANCE AND ACCESS AND INCIDENTAL PURPOSES SHOWN OR DEDICATED ON TRACT MAP 30857-2 RECORDED IN BOOK 422 OF MAPS, AT PAGES 4 THROUGH 11, INCLUSIVE, RECORDS OF RIVERSIDE COUNTY, CALIFORNIA.

⚠ AN EASEMENT IN FAVOR OF THE OWNERS OF LOTS 9 AND 10 FOR ACCESS AND INCIDENTAL PURPOSES, NOT YET RECORDED AS INSTRUMENT NO. 2008-_____, OFFICIAL RECORDS OF RIVERSIDE COUNTY, CALIFORNIA.

⚠ AN EASEMENT IN FAVOR OF THE OWNERS OF LOTS 3, 9 AND 10 FOR UNDERGROUND AND SURFACE DRAINAGE AND INCIDENTAL PURPOSES, NOT YET RECORDED AS INSTRUMENT NO._____, OFFICIAL RECORDS OF RIVERSIDE COUNTY, CALIFORNIA. (NOT PLOTTABLE)

⚠ A RECIPROCAL ACCESS EASEMENT RECORDED JUNE 29, 2007 AS INSTRUMENT NO. 2007-0429527, OFFICIAL RECORDS OF RIVERSIDE COUNTY, CALIFORNIA.

SURVEYOR'S NOTES

1. BASIS OF BEARINGS
THE BASIS OF BEARINGS FOR THIS SURVEY IS THE CALIFORNIA STATE PLANE COORDINATE SYSTEM, ZONE 6, NAD '83, EPOCH 2007.00, BASED LOCALLY ON CONTINUOUSLY OPERATING REFERENCE STATIONS (CORS), FRBP AND "ULPS". ALL BEARINGS SHOWN HEREON ARE GRID. DISTANCES SHOWN HEREON ARE GROUND. TO OBTAIN THE GRID DISTANCE MULTIPLY THE GROUND DISTANCE BY A COMBINED SCALE FACTOR OF 0.99993516 TAKEN AT PVC701.

2. BENCHMARKS
RCTC CONTROL POINT PVC701, A 2-INCH ALUMINUM DISK STAMPED, "SCRRA RCTC PVC701 RSE CONTROL POINT" SET ON TOP CONCRETE CURB OF THE DRIVEWAY MEDIAN TO THE NORTH PARKING LOT ENTRANCE TO THE BUILDING AT 14350 MERIDIAN PARKWAY.
ELEVATION: 1563.95' (NAVD '88).

SECONDARY BENCHMARK IS RCTC CONTROL POINT PVC143, A SCRIBED "X" SET ON TOP OF THE CURB NORTH OF THE MOST NORTHERLY DRIVEWAY ENTRANCE TO 14350 MERIDIAN PARKWAY, 32.5 FEET NORTH OF THE FIRE HYDRANT OPPOSITE THE LIGHT POLE WITH ID #4635834E ON THE EAST SIDE OF MERIDIAN PARKWAY.
ELEVATION: 1563.72' (NAVD '88)

3. AERIAL TOPOGRAPHIC MAPPING
ORTHO PLANIMETRIC MAPPING WAS PROVIDED BY IUN GEOSPATIAL, A DIVISION OF PHOTO SCIENCE, INC., AT 1"=40' SCALE WITH A ONE-FOOT CONTOUR INTERVAL FLOWN IN MARCH 2008 WITH UPDATES FROM MAY 2010.

4. UTILITY NOTE
THE LOCATION OF UTILITY EASEMENTS ARE BASED UPON RECORD INFORMATION ONLY AND ARE NOT BASED UPON A FIELD SURVEY. NO WARRANTY IS EXPRESSED OR IMPLIED WITH RESPECT TO THE EXISTENCE AND/OR LOCATION OF UNDERGROUND UTILITIES SHOWN OR NOT SHOWN ON THIS BOUNDARY MAP. NOR IS THERE ANY ASSERTION MADE REGARDING THE ACCURACY, CORRECTNESS OR RELIABILITY OF THE AVAILABLE MAPS AND RECORDS UPON WHICH THEIR EXISTENCE AND/OR LOCATIONS ARE BASED. THE SURVEYOR MAKES NO GUARANTEE THAT THE UNDERGROUND UTILITIES COMPRISE ALL SUCH UTILITIES IN THE AREA EITHER IN SERVICE OR ABANDONED. THE SURVEYOR HAS NOT PHYSICALLY LOCATED ALL UNDERGROUND UTILITIES.

5. TITLE REPORT
THE TRACT MAP AND EXCEPTION EASEMENTS (IF PLOTTABLE) WERE PER TRACT NO. 30857-2 RECORDED IN BOOK 422 OF MAPS, AT PAGES 4 THROUGH 11. THE PRELIMINARY TITLE REPORT WAS PREPARED BY FIRST AMERICAN TITLE INSURANCE CO. ALTA PLAIN LANGUAGE COMMITMENT NO. 533822-SAL AMENDMENT NO.2, DATED JANUARY 27, 2011.

LEGEND

- SUBJECT PROPERTY LINE
- CENTERLINE
- ADJOINING PROPERTY LINE
- EASEMENT LINE
- ● FOUND 1-1/4" IRON PIPE FLUSH, W/TAG L.S. 8012 PER M.B. 422/4-11, UNLESS NOTED OTHERWISE.
- ▲ FOUND GEAR SPIKE AND WASHER, FLUSH, STAMPED "KHA L.S. 8012" IN LIEU OF BRASS DISK IN WELL MONUMENT PER M.B. 422/4-11.
- ⊕ FOUND NAIL AND TAG L.S. 8012 SET IN TOP OF CURB, ACCEPTED AS THE PROLONGATION OF LOT LINE PER M.B. 422/4-11.
- PROJECT CONTROL BENCHMARK
- ( ) RECORD DATA PER M.B. 422/4-11.
- (R&M) RECORD AND MEASURED DATA PER M.B. 422/4-11.
- (R) RADIAL BEARING

THIS MAP WAS PREPARED BY ME OR UNDER MY DIRECTION.

JAMES A. DRENON, PLS 6153
EXPIRES 03/31/2012

DATE:_____

80 40 0 80 160
1" = 80'-0"

APN: 297-100-036-0

REV.	DATE	
	3-6-13	REVISED ENTITLEMENT PACKAGE

ENTITLEMENTS
COURTESY REVIEW
NOT FOR CONSTRUCTION

DESIGNED BY	J. DRENON
DRAWN BY	J. DRENON
CHECKED BY	M. CUSICK
APPROVED BY	R. QUIRK
DATE	3-6-13

RIVERSIDE COUNTY TRANSPORTATION COMMISSION

STV Incorporated

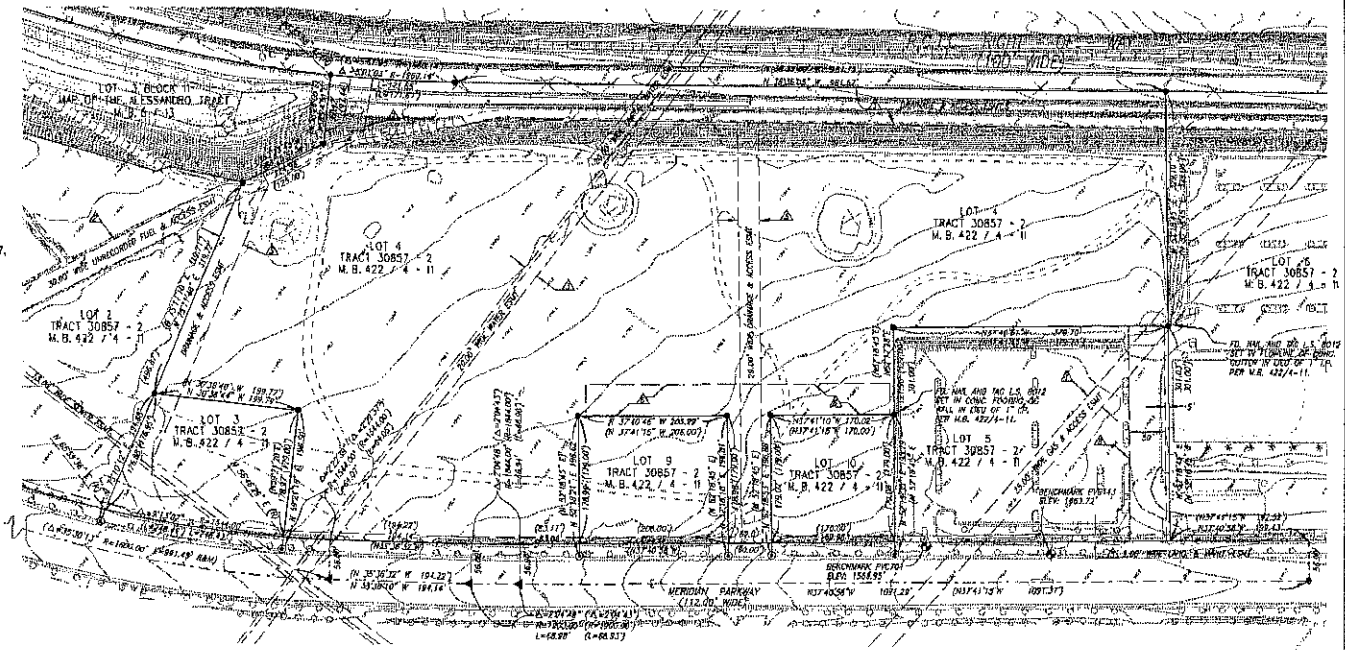
RAIL SURVEYORS & ENGINEERS, INC.
1915 Old County Road
Belmont, CA 94002

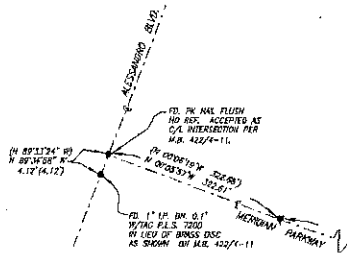
RCTC PERRIS VALLEY LINE
MORENO VALLEY / MARCH FIELD STATION C

BOUNDARY SURVEY

CONTRACT NO.	C07-33-123-80
DRAWING NO. STA/SEQUENT	DISCIPLINE/SEQUENCE C-01
REVISION	SHEET NO. 3
SCALE	1" = 80'

MORENO VALLEY / MARCH FIELD STATION C





EASEMENT NOTES

⚠ A 25-FT. WIDE EASEMENT IN FAVOR OF SOUTHERN CALIFORNIA GAS COMPANY FOR PIPE LINES AND INCIDENTAL PURPOSES, RECORDED JUNE 15, 1949 AS BOOK 3084, PAGE 447, OFFICIAL RECORDS OF RIVERSIDE COUNTY, CALIFORNIA.

⚠ AN EASEMENT IN FAVOR OF FOUR CORNERS PIPE LINE COMPANY FOR INSTALLATION, OPERATION, AND MAINTENANCE OF A 16-INCH OIL PIPELINE, RECORDED (UNKNOWN), DATED (UNKNOWN) IN OFFICIAL RECORDS OF RIVERSIDE COUNTY, CALIFORNIA.

⚠ AN EASEMENT IN FAVOR OF EASTERN MUNICIPAL WATER DISTRICT FOR WATER PIPE LINE AND INCIDENTAL PURPOSES, RECORDED MAY 22, 1981 AS INSTRUMENT NO. 1981-94388 OFFICIAL RECORDS OF RIVERSIDE COUNTY, CALIFORNIA.

⚠ A BLANKET EASEMENT IN FAVOR OF MARCH AIR RESERVE BASE AND MARCH INLAND PORT FOR AVIGATION AND INCIDENTAL PURPOSES, RECORDED JUNE 6, 2006 AS INSTRUMENT NO. 2006-0409813, OFFICIAL RECORDS OF RIVERSIDE COUNTY, CALIFORNIA. (NOT PLOTTABLE)

⚠ AN EASEMENT FOR DRAINAGE, ACCESS, LANDSCAPE, MAINTENANCE AND ACCESS AND INCIDENTAL PURPOSES SHOWN OR DEDICATED ON TRACT MAP 30857-2 RECORDED IN BOOK 422 OF MAPS, AT PAGES 4 THROUGH 11, INCLUSIVE, RECORDS OF RIVERSIDE COUNTY, CALIFORNIA.

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⚠ A RECIPROCAL ACCESS EASEMENT RECORDED JUNE 29, 2007 AS INSTRUMENT NO. 2007-0429527, OFFICIAL RECORDS OF RIVERSIDE COUNTY, CALIFORNIA.

SURVEYOR'S NOTES

1. BASIS OF BEARINGS
THE BASIS OF BEARINGS FOR THIS SURVEY IS THE CALIFORNIA STATE PLANE COORDINATE SYSTEM, ZONE 6, NAD '83, EPOCH 2007.00, BASED LOCALLY ON CONTINUOUSLY OPERATING REFERENCE STATIONS (CORS), "P988" AND "MLVP". ALL BEARINGS SHOWN HEREON ARE GRID. DISTANCES SHOWN HEREON ARE GROUND. TO OBTAIN THE GRID DISTANCE MULTIPLY THE GROUND DISTANCE BY A COMBINED SCALE FACTOR OF 0.99993516 TAKEN AT PVC701.

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ELEVATION: 1563.99' (NAVD '88).

SECONDARY BENCHMARK IS RCTC CONTROL POINT PVC14.5, A SCRIBED "X" SET ON TOP OF THE CURB NORTH OF THE MOST NORTHERLY DRIVEWAY ENTRANCE TO 14350 MERIDIAN PARKWAY, 32.6 FEET NORTH OF THE FIRE HYDRANT OPPOSITE THE LIGHT POLE WITH ID "4635634E" ON THE EAST SIDE OF MERIDIAN PARKWAY.
ELEVATION: 1563.72' (NAVD '88)

3. AERIAL TOPOGRAPHIC MAPPING
ORTHO PLANIMETRIC MAPPING WAS PROVIDED BY NJW GEOSPATIAL, A DIVISION OF PHOTO SCIENCE, INC., AT 1"=40' SCALE WITH A ONE-FOOT CONTOUR INTERVAL FLOWN IN MARCH 2006 WITH UPDATES FROM MAY 2010.

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5. TITLE REPORT
THE TRACT MAP AND EXCEPTION EASEMENTS (IF PLOTTABLE) WERE PER TRACT NO. 30857-2 RECORDED IN BOOK 422 OF MAPS, AT PAGES 4 THROUGH 11. THE PRELIMINARY TITLE REPORT WAS PREPARED BY FIRST AMERICAN TITLE INSURANCE CO. ALTA PLAIN LANGUAGE COMMITMENT NO. 333822-SA1, AMENDMENT NO.2, DATED JANUARY 27, 2011.

LEGEND

- SUBJECT PROPERTY LINE
- CENTERLINE
- ADJOINING PROPERTY LINE
- EASEMENT LINE
- ● FOUND 1-1/4" IRON PIPE FLUSH, W/TAG L.S. 8012 PER M.B. 422/4-11. UNLESS NOTED OTHERWISE.
- ▲ FOUND GEAR SPIKE AND WASHER, FLUSH, STAMPED "KHA L.S. 8012" IN LIEU OF BRASS DISK IN WELL MONUMENT PER M.B. 422/4-11.
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- PROJECT CONTROL BENCHMARK
- ( ) RECORD DATA PER M.B. 422/4-11.
- (R&M) RECORD AND MEASURED DATA PER M.B. 422/4-11.
- (R) RADIAL BEARING

THIS MAP WAS PREPARED BY ME OR UNDER MY DIRECTION.

JAMES A. ORENON, PLS 6153
EXPIRES 03/31/2012

DATE: _____

80 40 0 80 160
1" = 80'-0"

APN: 297-100-036-0

REV.	DATE	
		ENTITLEMENTS
		COURTESY REVIEW
		NOT FOR CONSTRUCTION
	3-6-13	REVISED ENTITLEMENT PACKAGE

DESIGNED BY J. DRENON
DRAWN BY J. DRENON
CHECKED BY M. CUSICK
APPROVED BY R. QUIRK
DATE 3-6-13

RIVERSIDE COUNTY TRANSPORTATION COMMISSION

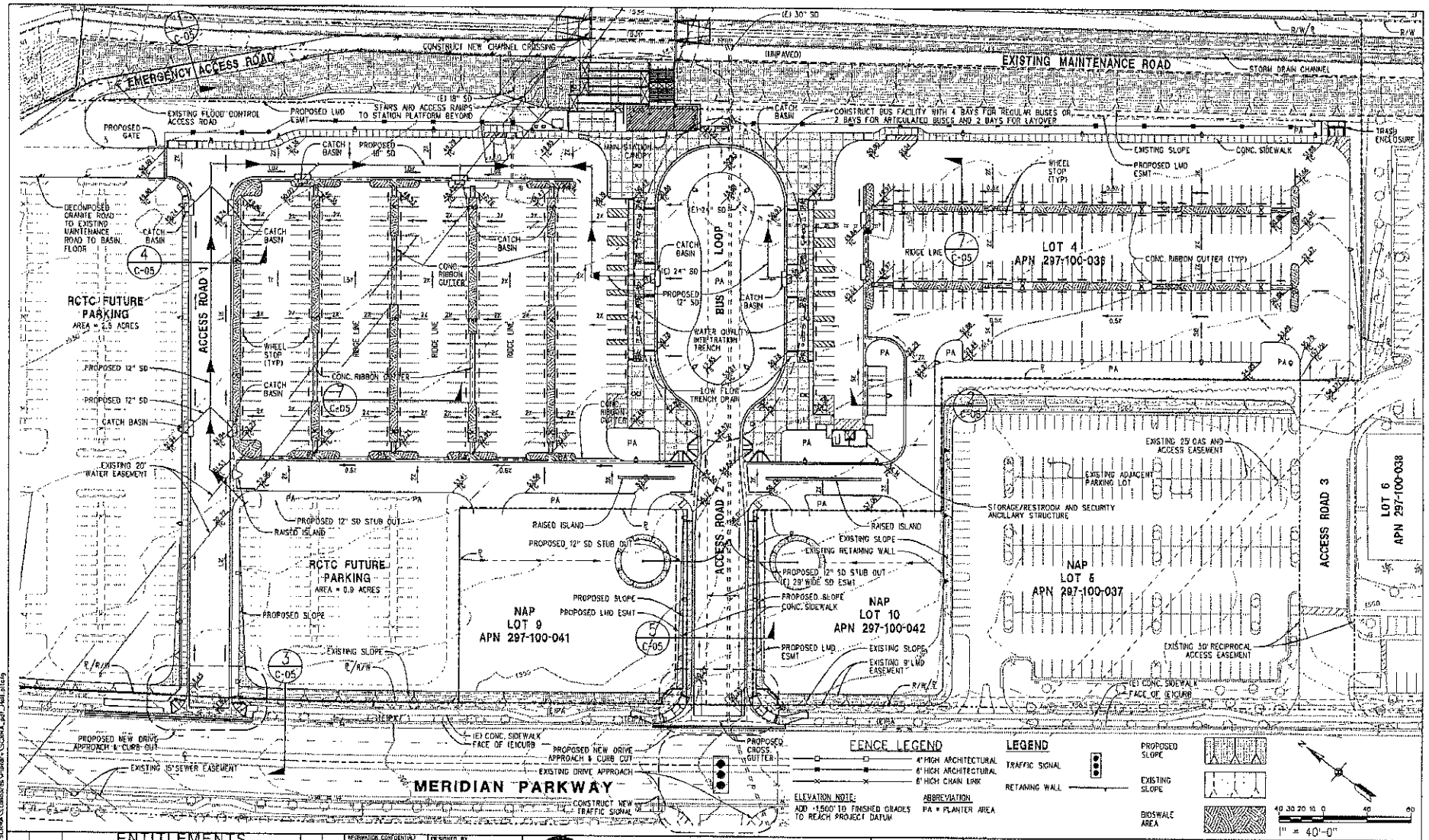
STV Incorporated

RAIL SURVEYORS & ENGINEERS, INC.

RCTC PERRIS VALLEY LINE
MORENO VALLEY / MARCH FIELD STATION C

TOPOGRAPHIC SURVEY

CONTRACT NO.	C07-38-123-00
GRAPHIC NO.	
STA/SEGMENT	DISCIPLINE/SEQUENCE
C	C-02
REVISION	SHEET NO.
	4
SCALE	1" = 80'



ENTITLEMENTS
COURTESY REVIEW
NOT FOR CONSTRUCTION

REV.	DATE	
	3-6-13	REVISED ENTITLEMENTS PACKAGE

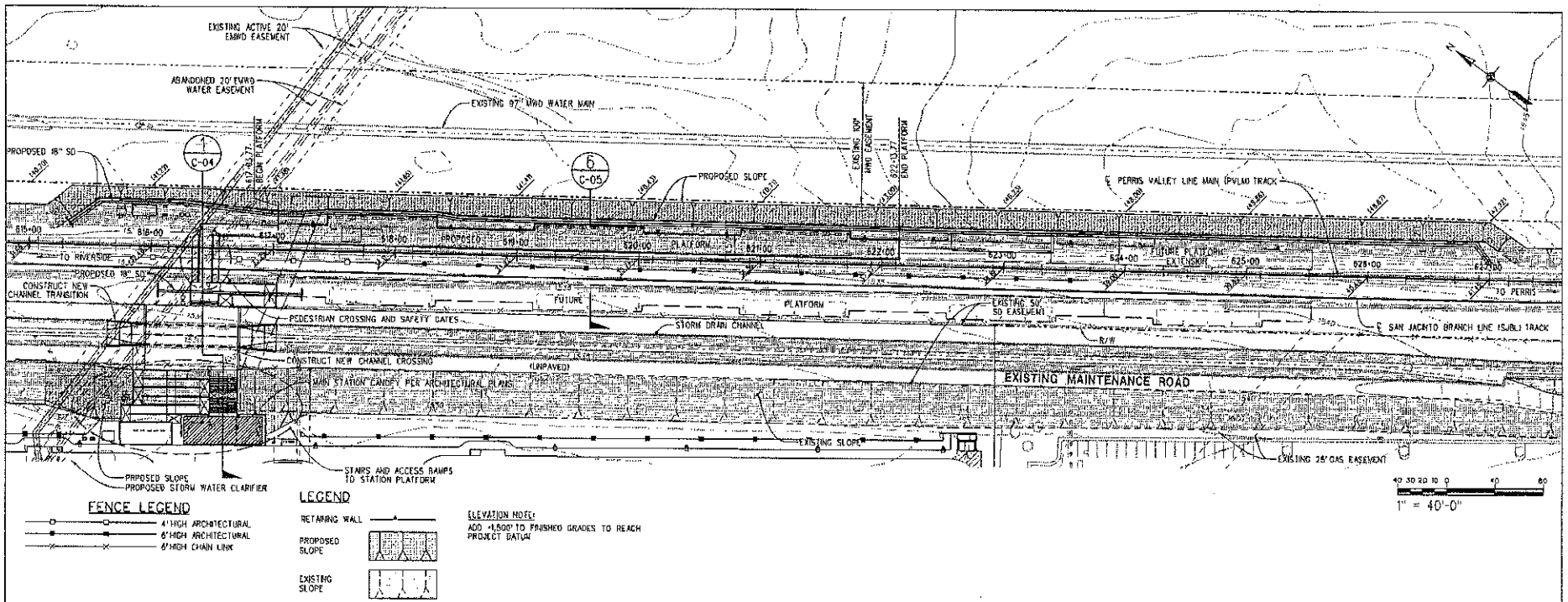
DESIGNED BY J. DAVIDSON
DRAWN BY Z. OHN
CHECKED BY M. SATISH
APPROVED BY R. QUIRK
DATE 3-6-13

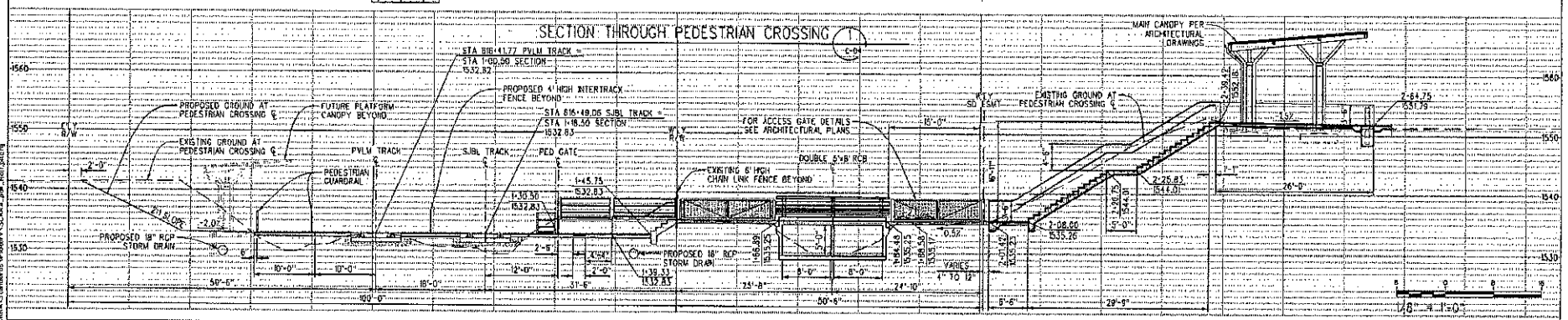
RIVERSIDE COUNTY TRANSPORTATION COMMISSION

STV Incorporated

RCTC PERRIS VALLEY LINE
MORENO VALLEY / MARCH FIELD STATION C
CONCEPTUAL GRADING PLAN
SHEET 1 OF 3

CONTRACT NO. C07-92-123-00
DRAWING NO. DISCIPLINE/DESIGNATION C C-03
REVISION 5 SHEET NO.
SCALE 1" = 40'-0"



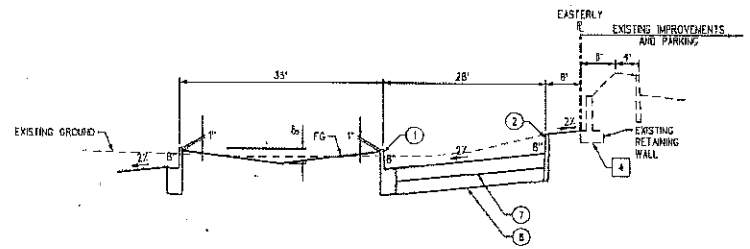


ENTITLEMENTS COURTESY REVIEW NOT FOR CONSTRUCTION					
3-6-13	REVISED ENTITLEMENTS PACKAGE	MG	DESIGNED BY J. DAVIDSON	RIVERSIDE COUNTY TRANSPORTATION COMMISSION	RCTC PERRIS VALLEY LINE MORENO VALLEY / MARCH FIELD STATION C CONCEPTUAL GRADING PLAN SHEET 2 OF 3
REV.	DATE	APP.	DRAWN BY D. BARRAZA	STV Incorporated	CONTRACT NO. CO7-32-122-00 DRAWING NO. SUBSTRUCT. OSCILLINE/STRUCTURE C C-04 REVISION SHEET NO. 6 SCALE AS NOTED
			CHECKED BY M. SATISH		
			APPROVED BY R. QUIRK		
			DATE 3-6-13		

INFORMATION CONTAINED ON THESE DRAWINGS, SPECIFICATIONS, AND DESIGN IS THE PROPERTY OF RIVERSIDE COUNTY TRANSPORTATION COMMISSION AND SHALL NOT BE REPRODUCED OR USED FOR ANY PURPOSE WITHOUT THE WRITTEN CONSENT OF RCTC. ANY REPRODUCTION OR USE OF THESE DRAWINGS, SPECIFICATIONS, AND DESIGN FOR ANY PURPOSE WITHOUT THE WRITTEN CONSENT OF RCTC SHALL BE AT THE SOLE RISK AND LIABILITY OF THE PARTY USING THE DRAWINGS, SPECIFICATIONS, AND DESIGN.

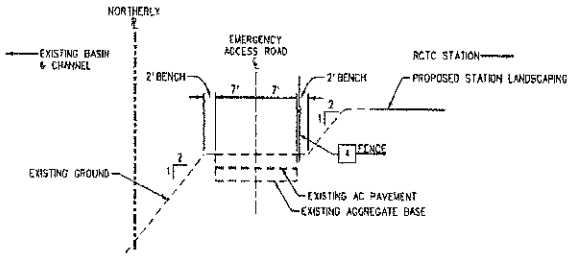
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Civil Standards\RCTC Standards\Plot Styles\Color.ctb
Layout: C-04 Standards\RCTC Standards\Plot Styles\Color.ctb

61



SECTION AT SOUTHEAST BOUNDARY 2 C-05

H 1"=10'-0 V 1"=2'-0"



SECTION AT EMERGENCY ACCESS ROAD 1 C-05

H 1"=10'-0 V 1"=2'-0"

CONSTRUCTION NOTES

1. CURB AND GUTTER TYPE A-8 (8") COUNTY OF RIVERSIDE STD PLAN 201
2. CURB TYPE B (8") PER COUNTY OF RIVERSIDE STD PLAN 204
3. 4" PCC SIDEWALK PER COUNTY OF RIVERSIDE STD PLAN 401
7. AC PAVEMENT
8. CRUSHED AGGREGATE BASE
9. PCC PAVEMENT
10. CONCRETE RIBBON GUTTER

REMOVAL NOTES

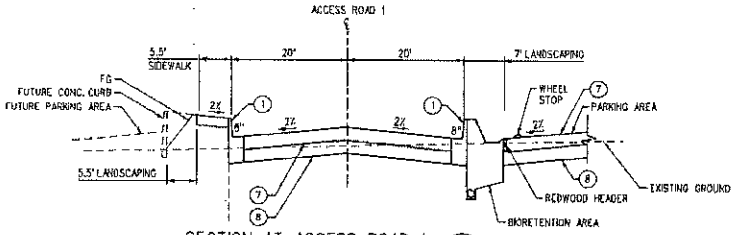
4. PROTECT IN PLACE

GENERAL NOTES

( ) = EXISTING ITEMS

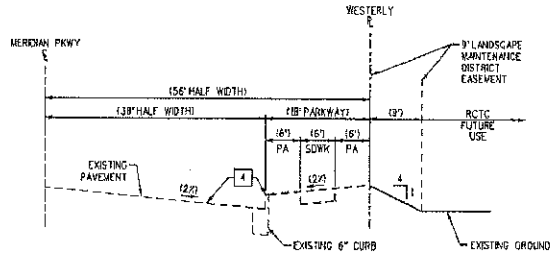
FENCE LEGEND

6' HIGH ARCHITECTURAL



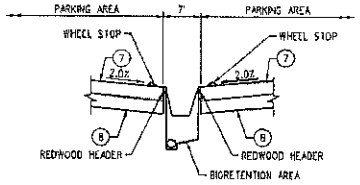
SECTION AT ACCESS ROAD 1 4 C-05

H 1"=10'-0 V 1"=2'-0"



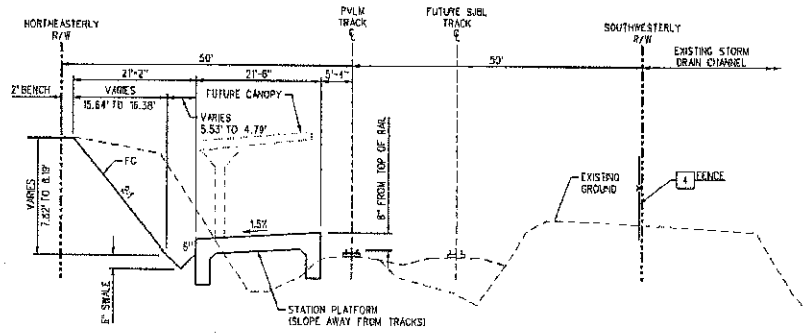
SECTION AT MERIDIAN PARKWAY 3 C-05

H 1"=10'-0 V 1"=2'-0"



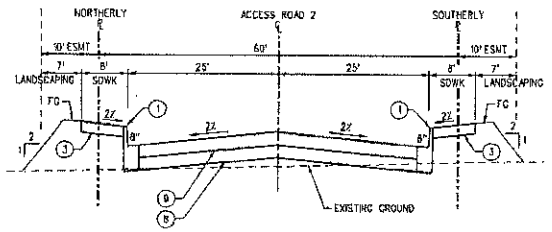
SECTION AT PARKING AREA 7 C-05

H 1"=10'-0 V 1"=2'-0"



SECTION AT STATION PLATFORM 6 C-05

H 1"=10'-0 V 1"=2'-0"



SECTION AT ACCESS ROAD 2 5 C-05

H 1"=10'-0 V 1"=2'-0"

1" = 10'-0"

REV.	DATE		
		ENTITLEMENTS COURTESY REVIEW NOT FOR CONSTRUCTION	
1	3-6-13	REVISED ENTITLEMENTS PACKAGE	MQ

DESIGNED BY J. DAVIDSON
DRAWN BY Z. OHN
CHECKED BY K. SATISH
APPROVED BY R. QUIRK
DATE 3-6-13

RIVERSIDE COUNTY TRANSPORTATION COMMISSION

STV Incorporated

RCTC PERRIS VALLEY LINE
MORENO VALLEY / MARCH FIELD STATION C
CONCEPTUAL GRADING PLAN
BOUNDARY SECTIONS
SHEET 3 OF 3

CONTRACT NO. 007-33-123-00
DRAWING NO. DISCIPLINE/SEQUENCE
C-05
REVISION
SHEET NO. 7
SCALE HORIZ 1"=10' VERT 1"=2'

7a(1)
08

ABBREVIATIONS

A	ACC	ACCESS, ACCESSIBLE
	ACOUS	ACOUSTICAL
	AD	AREA DRAIN
	ADA	AMERICANS WITH DISABILITIES ACT
	AFG	ABOVE FINISHED GRADE
	AFF	ABOVE FINISHED FLOOR
	ALIGN	ALIGNMENT
	ALT	ALTERNATE
	ALUM	ALUMINUM
	AP	ACCESS PANEL
	APPROX	APPROXIMATE, APPROXIMATELY
	APWA	AMERICAN PUBLIC WORKS ASSOCIATION
	ARCH	ARCHITECT, ARCHITECTURAL
	A/R	AS REQUIRED
	ASSY	ASSEMBLY
	ATR	ABOVE TOP OF RAIL
	AVE	AVENUE
B	BD	BOARD
	BEL	BELOW
	BET	BETWEEN
	BITUM	BITUMINOUS
	BLDG	BUILDING
	BLKG	BLOCKING
	BLVD	BOULEVARD
	BNSF	BURLINGTON NORTHERN SANTA FE RAILWAY
	BM	BEAM
	BOS	BOTTOM OF STEEL
	BOT	BOTTOM
C	CCTV	CLOSED CIRCUIT TELEVISION
	CB	CATCH BASIN
	CBC	CALIFORNIA BUILDING CODE
	CIP	CAST IN PLACE
	CLF	CHAIN LINK FENCE
	CEM	CEMENT
	CFT	CUBIC FOOT
	CJ	CONTROL JOINT, CONSTRUCTION JOINT
	CL, ℄	CENTER LINE
	CLG	CEILING
	CLK	CHAIN LINK
	CLKG	CAULKING
	CLR	CLEAR, CLEARANCE
	CM	CHANGEABLE MESSAGE SIGNAGE
	CMU	CONCRETE MASONRY UNIT
	CND	CONDUIT
	CO	CLEAN OUT
	COL	COLUMN
	COMM	COMMUNICATIONS
	CONC	CONCRETE
	CONN	CONNECTION
	CONST	CONSTRUCTION
	CONT	CONTINUOUS
	CONTR	CONTRACTOR
	COORD	COORDINATE
	CPUC	CALIFORNIA PUBLIC UTILITIES COMMISSION
	CS	COMMUNICATIONS SHELTER
	CYD	CUBIC YARD
D	DEP	DEPRESSED, DEPTH
	DET	DETAIL
	DF	DRINKING FOUNTAIN
	DIA	DIAMETER
	DIAG	DIAGONAL
	DIM	DIMENSION
	DIR	DIRECTION
	DISP	DISPENSER
	DN	DOWN
	DO	DOOR OPENING
	DP	DISABLED PERSON
	DR	DOOR, DRIVE
	DRWY	DRIVEWAY
	DS	DOWNSPOUT
	DVM	DEBIT CARD VALIDATOR MACHINE
	DWG(S)	DRAWING, DRAWINGS
E	E	EAST
	(E)	EXISTING
	EA	EACH
	EB	EASTBOUND, EXPANSION BOLT
	EF	EACH FACE
	EFC	EXPOSED FINISH CONCRETE
	EG	EDGE OF GUTTER
	EJ	EXPANSION JOINT
	EL	ELEVATION
	ELEC	ELECTRICAL
	ELEV	ELEVATOR
	EMER	EMERGENCY
	EMP	EMERGENCY MANAGEMENT PANEL
	ENCL	ENCLOSURE
	ENGR	ENGINEER, ENGINEERING
	EP	EDGE OF PAVEMENT
	EPIS	ELECTRONIC PASSENGER INFORMATION SYSTEM
	EQ	EQUAL, EQUATION
	EQUIP	EQUIPMENT
	ES	EXPOSED STRUCTURE
	ESMT	EASEMENT
	ET	EMERGENCY TELEPHONE
	EW	EDGE OF WALK
	EXCA	EXCAVATE
	EXP	EXPANSION
	EXPD	EXPOSED
	EXT	EXTERIOR
F	(F)	FUTURE
	FA	FIRE ALARM
	FC	FACE OF CONCRETE
	FCO	FLOOR CLEAN OUT
	FD	FLOOR DRAIN
	FDN	FOUNDATION
	FE	FIRE EXTINGUISHER
	FG	FINISHED GRADE
	FH	FIRE HYDRANT
	FIN	FINISH, FINISHED
	FLG	FLASHING
	FLOUR	FLOURESCENT
	FLR	FLOORING(S)
	FN	FENCE
	FOC	FACE OF CONCRETE
	FOF	FACE OF FINISH
	FOM	FACE OF MASONRY
	FOS	FACE OF STUDS
	FP	FIRE PROOF
	FR	FRAME(D), (ING)
	FRPP	FIBERGLASS REINFORCED PLASTIC PANELS
	FT	FOOT, FEET
	FTG	FOOTING
	F TO F	FACE TO FACE
	FUR	FURRING
	FWY	FREEWAY
G	GA	GAGE, GAUGE
	GALV	GALVANIZED
	GEN	GENERAL
	GL	GLASS, GLAZING
	GLB	GLU-LAMINATED BEAM
	GND	GROUND
	GR	GUARDRAIL / GRADE
	GRD	GRADE, GRADING
	GRTG	GRATING
	GSP	GALVANIZED STEEL PIPE
	GVL	GRAVEL
	GYP	GYPSUM
	GYP BD	GYPSUM BOARD
H	H	HIGH
	HB	HOSE BIBB
	HC	HOLLOW CORE, HANDICAP(PED)
	HD	HEAVY DUTY
	HDR	HEADER
	HDWE	HARDWARE
	HM	HOLLOW METAL
	HORIZ	HORIZONTAL
	HR	HANDRAIL
	HSS	HOLLOW STRUCTURAL SECTION
	HT	HEIGHT
	HWY	HIGHWAY
I	ID	IDENTIFICATION, INSIDE DIAMETER
	IN	INCH(ES)
	INFO	INFORMATION
	INSUL	INSULATION
	INT	INTERIOR
	ISA	INTERNATIONAL SYMBOL OF ACCESSIBILITY
J	JT	JOINT
	JB	JUNCTION BOX
K	KOP	KNOCK OUT PANEL
L	L	LENGTH
	LAV	LAVATORY
	LB(S)	POUND(S)
	LED	LIGHT EMMITTING DIODE MESSAGE SIGN
	LF	LINEAL FEET
	LG	LONG
	LGT	LIGHT
	LGTH	LENGTH
	LH	LEFT HAND
	LKR	LOCKER
	LN	LANE
	LONG	LONGITUDINAL
	LP	LOW POINT
	LT	LEFT
	LTG	LIGHTING
	LVL	LEVEL
M	MAS	MASONRY
	MAINT	MAINTENANCE
	MAX	MAXIMUM
	MECH	MECHANICAL
	MED	MEDIAN, MEDIUM
	MEM	MEMBRANCE
	MET/MTL	METAL
	MFG	MANUFACTURER
	MH	MANHOLE
	MIN	MINIMUM
	MISC	MISCELLANEOUS
	MO	MASONRY OPENING
	MOD	MODIFIED
	MON	MONUMENT
	MTD	MOUNTED
	MTL	MATERIAL, MATERIALS
	MTG	MOUNTING
	MTTV	MULTITRIP TICKET VALIDATOR MACHINE
	MUL	MULLION
N	N	NORTH
	(N)	NEW
	N/A	NOT APPLICABLE
	NAP	NOT A PART
	NB	NORTHBOUND
	NEG	NEGATIVE
	NIC	NOT IN CONTRACT
	NO	NUMBER
	NOM	NOMINAL
	NTS	NOT TO SCALE
O	OA	OVERALL
	OC	ON CENTER
	OD	OUTSIDE DIAMETER
	OH	OPPOSITE HAND
	OHD	OVERHEAD
	OPER	OPERATOR
	OPNG	OPENING
	OPP	OPPOSITE
P	P	POWER
	PA	PLANTING AREA, PUBLIC ADDRESS
	PB	PULL BOX
	PC	PRECAST CONCRETE
	PED	PEDESTAL, PEDESTRAIN
	PERF	PERFORATED
	PERI	PERIMETER
	PK	PARKING
	PL	PLATE, PROPERTY LINE
	P/L	PROPERTY LINE
	PLAT(S)	PLATFORM(S)
	PNL	PANEL
	PRE-FIN	PRE-FINISHED
	PROP	PROPOSED
	PTD	PAINTED, PAPER TOWEL DISPENSER
	PVMT	PAVEMENT
	PWD	PLYWOOD
Q	QTY	QUANTITY
R	R	RADIUS
	(R)	RECESSED, RELOCATED
	RB	RESILIENT BASE
	RC	REINFORCED CONCRETE
	RD	ROAD
	RDWY	ROADWAY
	REF	REFER
	RECT	RECTANGULAR
	REF	REFERENCE
	REINF	REINFORCE, REINFORCED
	REL	RELOCATE(D)
	REM	REMOVE(D)
	REQD	REQUIRED
	RESIL	RESILIENT
	REV	REVISION, REVISED
	RH	RIGHT HAND
	RL	RAILING)
	RM	ROOM
	RO	ROUGH OPENING
	ROW, R/W	RIGHT OF WAY
	RR	RAILROAD
	RT	RIGHT
	RTA	RIVERSIDE TRANSIT AGENCY
	RVS	REVERSE (SIDE)
	RW	RETAINING WALL
S	S	SOUTH
	(S)	SURFACE MOUNTED
	SB	SOUTHBOUND
	SCCRA	SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY
	SCO	SEAT COVER DISPENSOR
	SCHED	SCHEDULE
	SCN	SCREEN
	SD	STORM DRAIN
	SECT	SECTION
	SERV	SERVICE
	SF	SQUARE FEET
	SHT	SHEET
	SIG	SIGNAL LINE
	SIM	SIMILAR
	SL	SLOPE
	SM	SHEET METAL
	SMS	SHEET METAL SCREWS
	S/N	SERIAL NUMBER
	SND	SANITARY NAPKIN DISPENSER
	SNR	SANITARY NAPKIN RECEPTACLE
	SPEC(S)	SPECIFICATION(S)
	SPKR	SPEAKER
	SQ	SQUARE
	SST	STAINLESS STEEL
	SS	SANITARY SEWER
	ST	STREET
	STA	STATION
	STD	STANDARD
	STL	STEEL
	STOR	STORAGE
	STRL	STRUCTURAL
	STRUCT	STRUCTURE
	SUSP	SUSPENDED
	SWK	SIDEWALK
	SYMM	SYMMETRICAL
	SYS	SYSTEM
T	TEL	TELEPHONE
	T&B	TOP AND BOTTOM
	TBD	TO BE DETERMINED
	TBR	TO BE REMOVED
	TD	TOP OF DECK
	TDD	TELECOMMUNICATION DEVICE FOR THE DEAF
	TEMP	TEMPORARY
	TG	TOP OF GRADE
	THK	THICKNESS)
	TK	TRACK
	TOC	TOP OF CONCRETE, TOP OF CURB
	TOL	TOLERANCE
	TOM	TOP OF MASONRY
	TOP	TOP OF PIPE
	TOR	TOP OF RAIL
	TOS	TOP OF SLOPE
	TOW	TOP OF WALL
	TP	TOP OF PLATFORM
	TPD	TOILET PAPER DISPENSER
	T/R	TOP OF RAIL
	TVM	TICKET VENDING MACHINE
	TYP	TYPICAL
U	UNF	UNFINISHED
	UNO	UNLESS NOTED OTHERWISE
	UTIL	UTILITY
V	VAR	VARIES
	VENT	VENTILATION
	VERT	VERTICAL
	VS	VERSUS
W	W	WEST
	W/	WITH
	WB	WESTBOUND
	WC	WATER CLOSET
	W/O	WITHOUT
	WP	WORK POINT
	W/R	WATER RESISTANT
	WT	WEIGHT
X	XING	CROSSING
	MISCELLANEOUS	
	&	AND
	∠	ANGLE
	@	AT
	ø	DIAMETER
	#	NUMBER
	+/-, ±	PLUS/MINUS TOLERANCE

SYMBOLS

- BIO SWALE
- END PLANTER
- TRAFFIC LIGHT
- SINGLE LUMINAIRE
- BACK TO BACK LUMINAIRE
- 2 LUMINAIRE AT 90°
- 4 LUMINAIRE AT 90°
- 4 FT HIGH ORNAMENTAL FENCE
- 5 FT HIGH ORNAMENTAL FENCE
- 4 FT HIGH WIREMESH FENCE
- 5 FT HIGH WIREMESH FENCE
- 6 FT HIGH CHAINLINK FENCE
- TRIANGLE DENOTES FRONT OF EQUIP

ENTITLEMENTS
COURTESY REVIEW
NOT FOR CONSTRUCTION

REV.	DATE	
1	3-6-13	REVISED ENTITLEMENTS PACKAGE

DESIGNED BY D. UNGSON
DRAWN BY D. UNGSON
CHECKED BY M. GUERRERO
APPROVED BY R. QUIRK
DATE 3-6-13

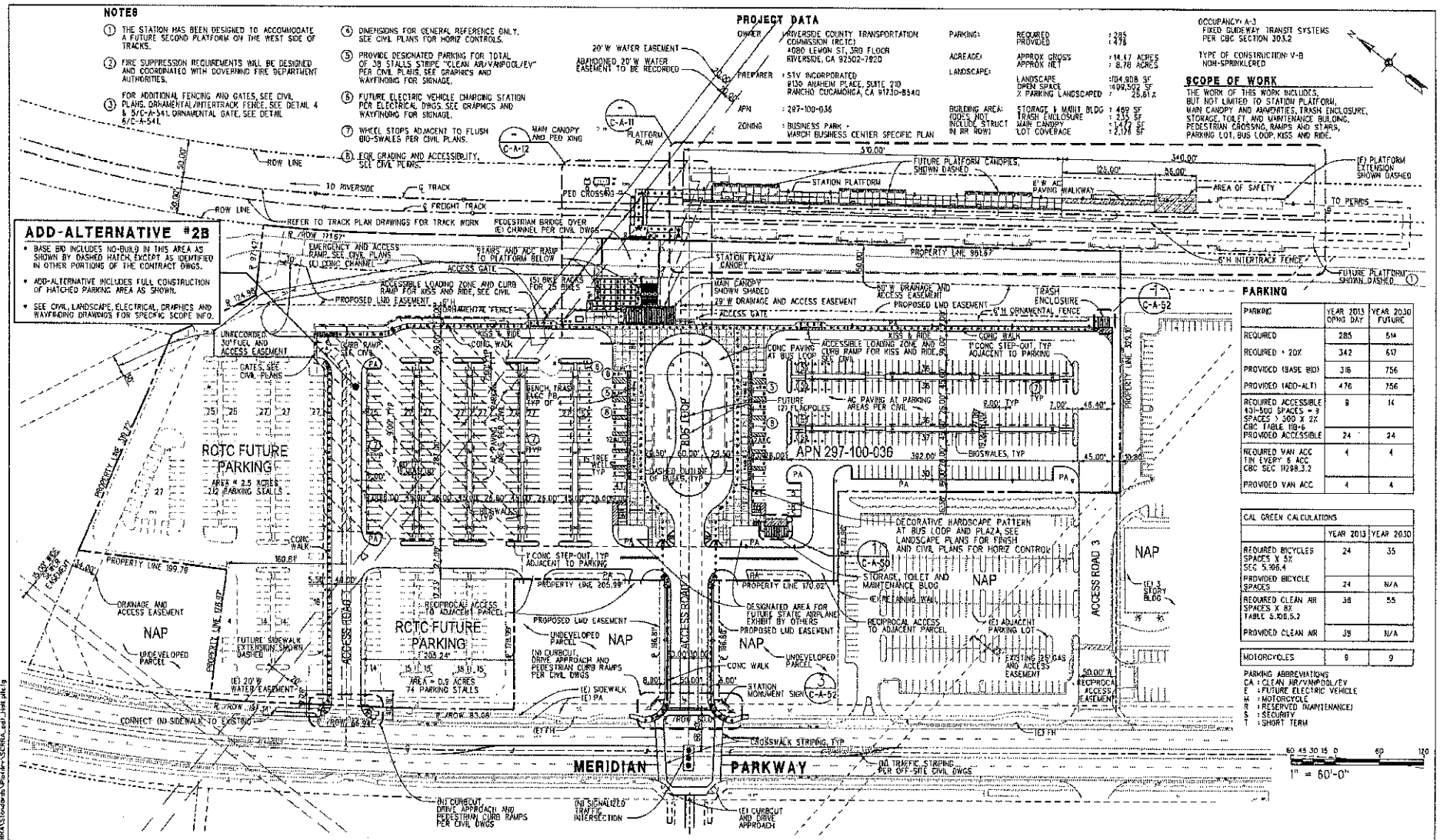
RIVERSIDE COUNTY TRANSPORTATION COMMISSION

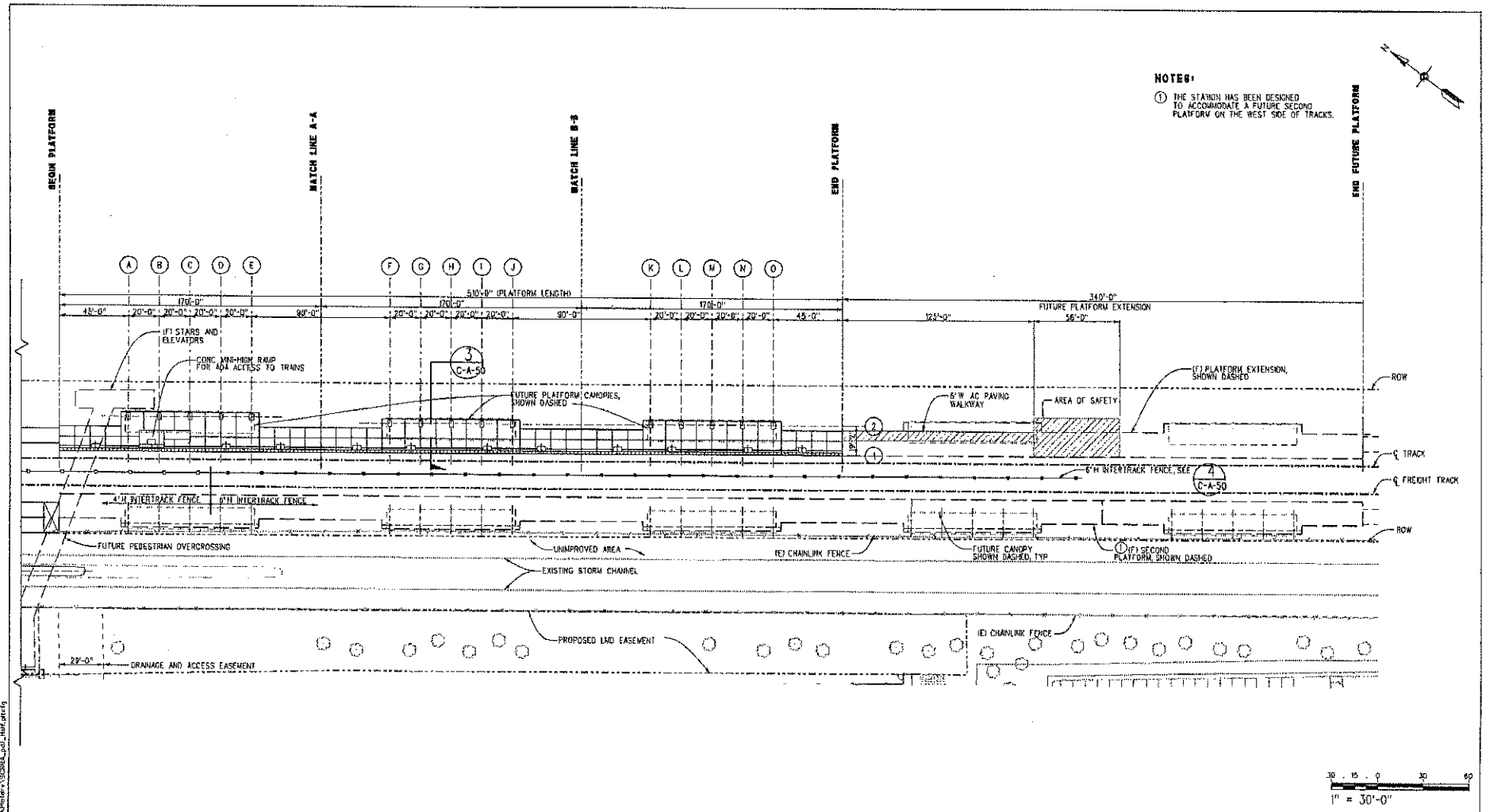
STV Incorporated

RCTC PERRIS VALLEY LINE
MORENO VALLEY / MARCH FIELD STATION C
ARCHITECTURAL ABBREVIATIONS AND SYMBOLS

CONTRACT NO. C07-03-123-00
DRAWING NO. STA/ELEMENT C | DISCIPLINE/SEQUENCE A-01
REVISION | SHEET NO. 8
SCALE NONE

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Plotted: Tuesday, February 26, 2013 5:11:56 PM by smpsmith on DESIGN3 (HP Designjet T1100ps)


NOTES
1. THE STATION HAS BEEN DESIGNED TO ACCOMMODATE A FUTURE SECOND PLATFORM ON THE WEST SIDE OF TRACKS.
2. FIRE SUPPRESSION REQUIREMENTS WILL BE DESIGNED AND COORDINATED WITH GOVERNING FIRE DEPARTMENT AUTHORITIES.
3. FOR ADDITIONAL FENCING AND GATES, SEE CIVIL PLANS. ORNAMENTAL/INTERTRACK FENCE, SEE DETAIL 4 & 5/C-A-541. ORNAMENTAL GATE, SEE DETAIL 6/C-A-541.
4. DIMENSIONS FOR GENERAL REFERENCE ONLY. SEE CIVIL PLANS FOR HORIZ CONTROLS.
5. PROVIDE DESIGNATED PARKING FOR TOTAL OF 39 STALLS STRIPE "CLEAN AIR/VANPOOL/EV" PER CIVIL PLANS. SEE GRAPHICS AND WAYFINDING FOR SIGNAGE.
6. FUTURE ELECTRIC VEHICLE CHARGING STATION PER ELECTRICAL DWGS. SEE GRAPHICS AND WAYFINDING FOR SIGNAGE.
7. WHEEL STOPS ADJACENT TO FLUSH BIO-SWALES PER CIVIL PLANS.
8. FOR GRADING AND ACCESSIBILITY, SEE CIVIL PLANS.
PROJECT DATA
OWNER: RIVERSIDE COUNTY TRANSPORTATION COMMISSION (RCTC) 4080 LEMON ST, 3RD FLOOR RIVERSIDE, CA 92502-7920
PREPARER: STV INCORPORATED 8130 ARAHEIM PLACE, SUITE 210 RANCHO CUCAMONGA, CA 91730-8540
APN: 297-100-036
ZONING: BUSINESS PARK - MARCH BUSINESS CENTER SPECIFIC PLAN
PARKING: REQUIRED 285, PROVIDED 476
ACREAGE: APPROX GROSS 14.47 ACRES, APPROX NET 8.78 ACRES
LANDSCAPE: LANDSCAPE OPEN SPACE 104,808 SF, 499,502 SF, % PARKING LANDSCAPED 25.61%
BUILDING AREA: (DOES NOT INCLUDE STRUCT IN RR ROW) STORAGE & MAINT BLDG 469 SF, TRASH ENCLOSURE 235 SF, MAIN CANOPY 1,472 SF, LOT COVERAGE 2,176 SF
OCCUPANCY- A-3 FIXED GUIDEWAY TRANSIT SYSTEMS PER CBC SECTION 303.2
TYPE OF CONSTRUCTION V-B NON-SPRINKLERED
SCOPE OF WORK
THE WORK OF THIS WORK INCLUDES, BUT NOT LIMITED TO STATION PLATFORM, MAIN CANOPY AND AMENITIES, TRASH ENCLOSURE, STORAGE, TOILET, AND MAINTENANCE BUILDING, PEDESTRIAN CROSSING, RAMPS AND STAIRS, PARKING LOT, BUS LOOP, KISS AND RIDE.
ADD-ALTERNATIVE #2B
• BASE BID INCLUDES NO-BUILD IN THIS AREA AS SHOWN BY DASHED HATCH, EXCEPT AS IDENTIFIED IN OTHER PORTIONS OF THE CONTRACT DWGS.
• ADD-ALTERNATIVE INCLUDES FULL CONSTRUCTION OF HATCHED PARKING AREA AS SHOWN.
• SEE CIVIL, LANDSCAPE, ELECTRICAL, GRAPHICS AND WAYFINDING DRAWINGS FOR SPECIFIC SCOPE INFO.
PARKING
PARKING | YEAR 2013 OPNG DAY | YEAR 2030 FUTURE
REQUIRED | 285 | 514
REQUIRED + 20% | 342 | 617
PROVIDED (BASE BID) | 318 | 756
PROVIDED (ADD-ALT) | 476 | 756
REQUIRED ACCESSIBLE 401-500 SPACES = 9 SPACES \ 500 X 2% CBC TABLE 11B-6 PROVIDED ACCESSIBLE | 9 / 24 | 11 / 24
REQUIRED VAN ACC TIN EVERY 8 ACC CBC SEC 11298.3.2 | 4 | 4
PROVIDED VAN ACC | 4 | 4
CAL GREEN CALCULATIONS
 | YEAR 2013 | YEAR 2030
REQUIRED BICYCLES SPACES X 5% SEC 5.106.4 | 24 | 35
PROVIDED BICYCLE SPACES | 24 | N/A
REQUIRED CLEAN AIR SPACES X 8% TABLE 5.106.5.2 | 38 | 55
PROVIDED CLEAN AIR | 38 | N/A
MOTORCYCLES | 9 | 9
PARKING ABBREVIATIONS
CA : CLEAN AIR/VANPOOL/EV
E : FUTURE ELECTRIC VEHICLE
M : MOTORCYCLE
R : RESERVED (MAINTENANCE)
S : SECURITY
T : SHORT TERM
RCTC FUTURE PARKING
AREA = 2.5 ACRES
312 PARKING STALLS
RCTC FUTURE PARKING
AREA = 0.9 ACRES
74 PARKING STALLS
APN 297-100-036
NAP
UNDEVELOPED PARCEL
STORAGE, TOILET AND MAINTENANCE BLDG
(E) CLEANING WALL
(E) 3 STORY BLDG
ACCESS ROAD 3
MERIDIAN PARKWAY
ENTITLEMENTS
COURTESY REVIEW
NOT FOR CONSTRUCTION
REV. DATE
3-6-13 REVISED ENTITLEMENTS PACKAGE
DESIGNED BY W. GUERRERO
DRAWN BY D. UNGSON
CHECKED BY K. KIM
APPROVED BY R. QUIRK
DATE 3-6-13
RIVERSIDE COUNTY TRANSPORTATION COMMISSION
STV Incorporated
RCTC PERRIS VALLEY LINE
MORENO VALLEY / MARCH FIELD STATION C
SITE PLAN
CONTRACT NO. 0197-59-123-00
DRAWING NO. STA/SEGMENT DESIGNUNIT/SEQUENCE C A-10
REVISION 3
SHEET NO. 3
SCALE 1" = 60'
1" = 60'-0"



ENTITLEMENTS
COURTESY REVIEW
NOT FOR CONSTRUCTION

REV.	DATE	
	3-6-13	REVISED ENTITLEMENTS PACKAGE

DESIGNED BY D. UNGSON
DRAWN BY D. UNGSON
CHECKED BY M. GUERRERO
APPROVED BY R. QUIRK
DATE 3-6-13

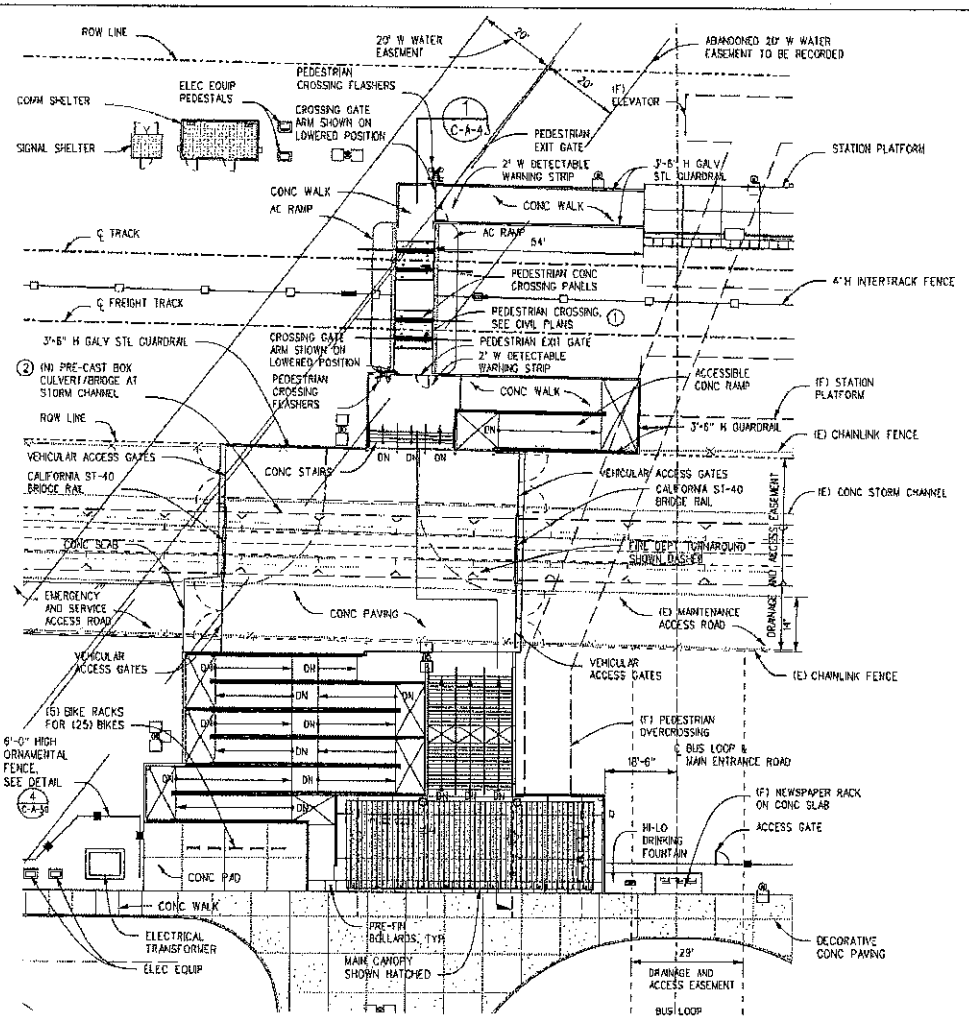
RIVERSIDE COUNTY TRANSPORTATION COMMISSION

STV Incorporated

RCTC PERRIS VALLEY LINE
MORENO VALLEY / MARCH FIELD STATION C
PLATFORM PLAN

CONTRACT NO. D07-33-123-00
DRAWING NO. DISCIPLINE/SEQUENCE
C A-11
REVISION SHEET NO. 10
SCALE 1" = 30'

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NOTES

1. PEDESTRIAN CROSSING.
2. CHANNEL CROSSING.

REV.	DATE	
		ENTITLEMENTS
		COURTESY REVIEW
		NOT FOR CONSTRUCTION
3	3-6-13	REVISED ENTITLEMENTS PACKAGE

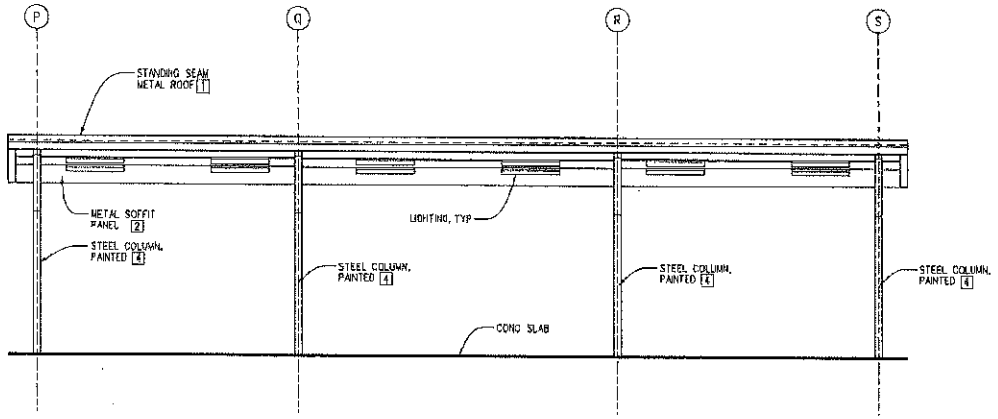
DESIGNED BY D. UNGSON
DRAWN BY D. UNGSON
CHECKED BY M. GUERRERO
APPROVED BY R. QUIRK
DATE 3-6-13

RIVERSIDE COUNTY TRANSPORTATION COMMISSION

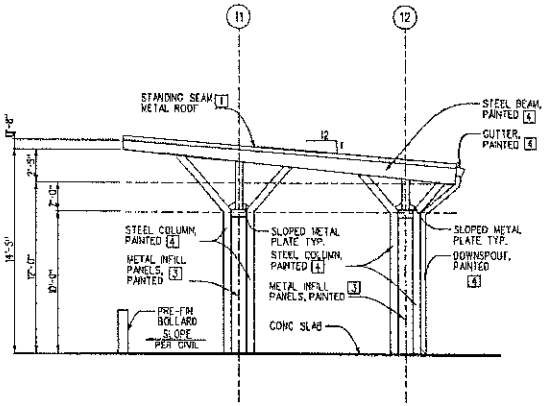
STV Incorporated
3161 MICHELSON DRIVE, SUITE 875
IRVINE, CALIFORNIA 92612-4414

RCTC PERRIS VALLEY LINE
MORENO VALLEY / MARCH FIELD STATION C
PARTIAL ENLARGED MAIN ENTRY PLAZA STAIRS, RAMPS AND PEDESTRIAN CROSSING TO STATION PLATFORM

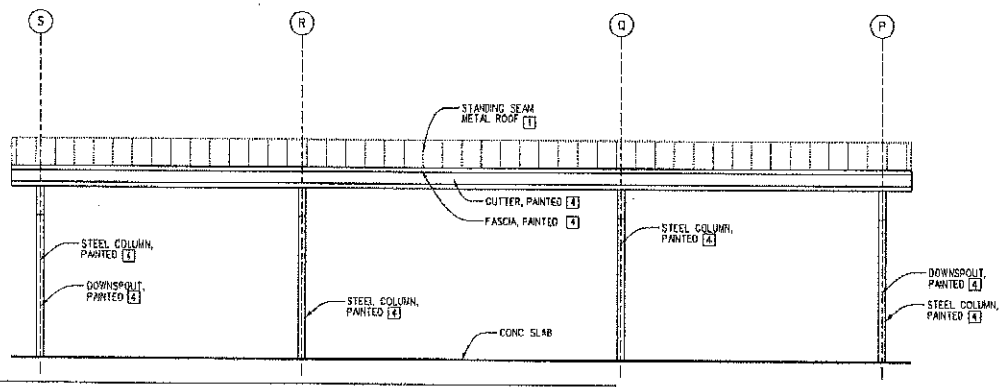
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DRAWING NO. DISCIPLINE/SEQUENCE
C A-12
REVISION SHEET NO.
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SCALE 1" = 15'-0"



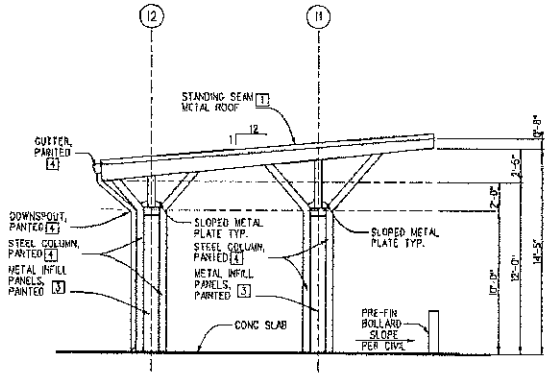
WEST ELEVATION 3
1/4" = 1'-0"



SOUTH ELEVATION 1
1/4" = 1'-0"



EAST ELEVATION 4
1/4" = 1'-0"



NORTH ELEVATION 2
1/4" = 1'-0"

1/4" = 1'-0"

MATERIALS AND COLORS LEGEND

1 STANDING SEAM METAL ROOF PANEL MANUFACTURER : CUSTOM-BILT METALS COLOR : MENLOCK GREEN PROFILE : CB-150 (16" WIDTH)	3 METAL INFILL PANELS, PAINTED MANUFACTURER : SHERWIN WILLIAMS COLOR : ETHEREAL MOOD : SW NO. 7639	5 CMU BLOCK WALL MANUFACTURER : ORCO BLOCK COLOR : BLACK 50 FINISH/CUT : SPLIT FACE	
2 METAL SOFFIT PANEL MANUFACTURER : CUSTOM-BILT METALS COLOR : PARCHMENT PROFILE : WS-100 (12" WIDTH)	4 PAINT MANUFACTURER : SHERWIN WILLIAMS COLOR : KALE GREEN : SW NO. 6468	6 FENCE MANUFACTURER : AMERISTAR COLOR : BRONZE STYLE : CLASSIC/SPEAR TIP	

NOTE:
1. APPLY GRAFFITI COATING TO COLUMNS AND INFILL PANELS PER SPECS.

ENTITLEMENTS
COURTESY REVIEW
NOT FOR CONSTRUCTION

REV.	DATE	
	3-6-13	REVISED ENTITLEMENTS PACKAGE

DESIGNED BY: D. UNOSON
DRAWN BY: D. UNOSON
CHECKED BY: W. GUERRERO
APPROVED BY: R. QUIRK
DATE: 3-6-13

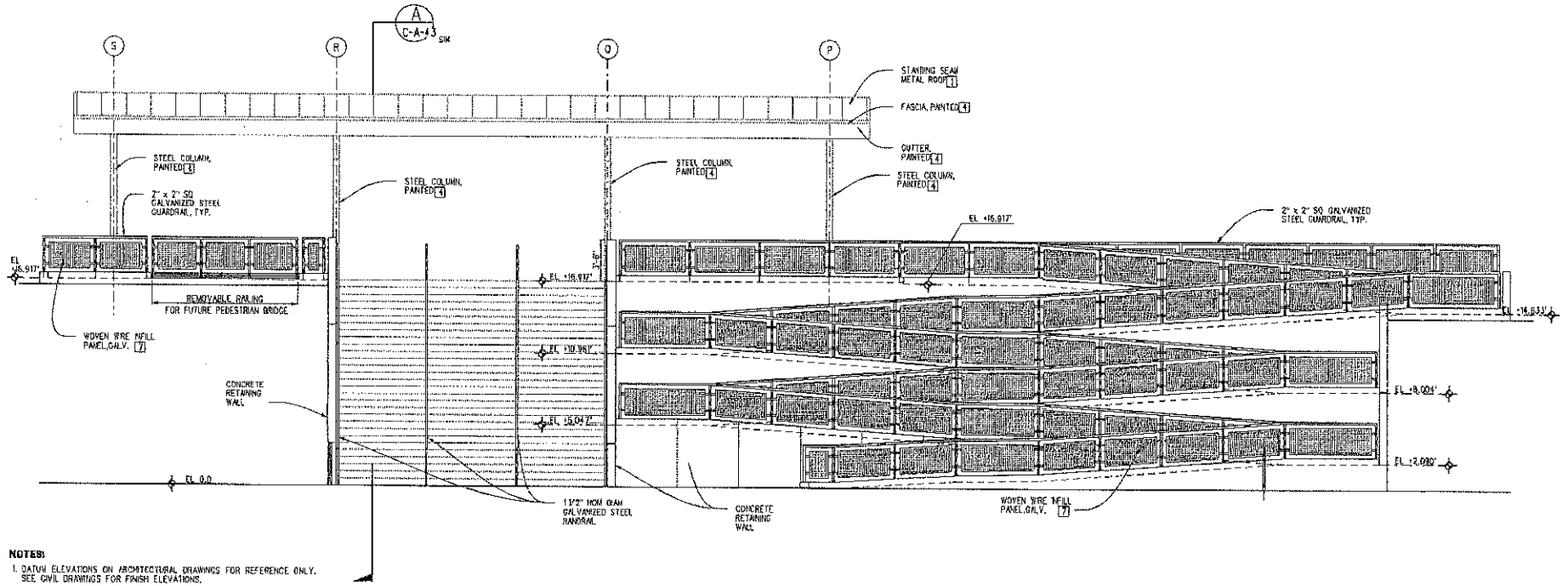
RIVERSIDE COUNTY TRANSPORTATION COMMISSION

STV Incorporated

RCTC PERRIS VALLEY LINE
MORENO VALLEY / MARCH FIELD STATION C
MAIN CANOPY
ELEVATIONS

CONTRACT NO.	C07-33-123-00
DRAWING NO. STA/CE/AREA	DISCIPLINE/SEQUENCE
C	A-40
REVISION	SHEET NO.
	12
SCALE	1/4" = 1'-0"

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NOTES:

1. DATUM ELEVATIONS ON ARCHITECTURAL DRAWINGS FOR REFERENCE ONLY. SEE CIVIL DRAWINGS FOR FINISH ELEVATIONS.
2. EXPOSED SURFACES OF ALL CONCRETE RETAINING WALLS SHALL BE TREATED WITH ANTI-GRAFFITI COATING PER SPECS.

MATERIALS AND COLORS LEGEND

[1] STANDING SEAM METAL ROOF PANEL
MANUFACTURER : CUSTOM-BILT METALS
COLOR : HEMLOCK GREEN
PROFILE : CB-150 (16" WIDTH)

[4] PAINT
MANUFACTURER : SHERWIN WILLIAMS
COLOR : KALE GREEN : SW NO. 6180

[7] WOVEN WIRE RAILING INFILL
MANUFACTURER : THE WESTERN GROUP
FINISH : GALVANIZED
PATTERN : 1.5" SQUARE OPENING

1/4" = 1'-0"

EAST ELEVATION
1/4" = 1'-0"

REV.	DATE	
	3-6-13	REVISED ENTITLEMENTS PACKAGE

ENTITLEMENTS
COURTESY REVIEW
NOT FOR CONSTRUCTION

DESIGNED BY: D. UNGSON
DRAWN BY: D. UNGSON
CHECKED BY: M. GUERRERO
APPROVED BY: H. QUIRK
DATE: 3-6-13

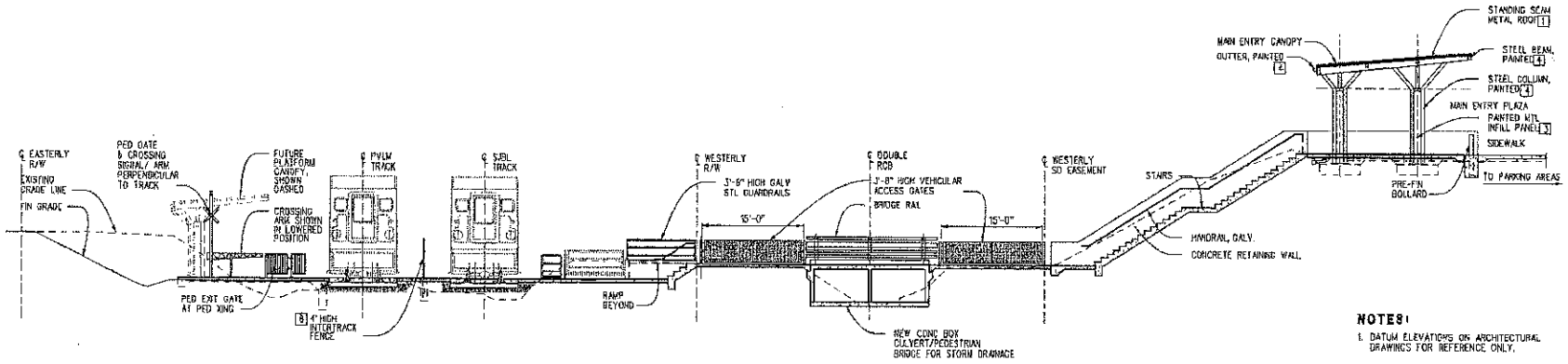
RIVERSIDE COUNTY TRANSPORTATION COMMISSION

STV Incorporated

RCTC PERRIS VALLEY LINE
MORENO VALLEY / MARCH FIELD STATION C
MAIN CANOPY
STAIRS AND RAMPS
EAST ELEVATION

CONTRACT NO. 007-33-120-00
DRAWING NO. STA/ELEMENT | DISCIPLINE/SEQUENCE: C | A-42
REVISION | SHEET NO.: 13
SCALE: 1/4" = 1'-0"

96 of 197



NOTES:

1. DATUM ELEVATIONS ON ARCHITECTURAL DRAWINGS FOR REFERENCE ONLY.

MATERIALS AND COLORS LEGEND

1 STANDING SEAM METAL ROOF PANEL MANUFACTURER : CUSTOM-BILT METALS COLOR : HEMLOCK GREEN PROFILE : CB-150 (16" WIDTH)	4 PAINT MANUFACTURER : SHERWIN WILLIAMS COLOR : KALE GREEN : SW NO. 6450	7 WOVEN WIRE RAILING INFILL MANUFACTURER : THE WESTERN GROUP FINISH : GALVANIZED PATTERN : 1.5" SQUARE OPENING
3 STAINLESS STEEL INFILL PANELS MANUFACTURER : QUICK SHIP METALS COLOR : STAINLESS STEEL PATTERN : RANDOM SWIRLS	6 FENCE MANUFACTURER : AMERISTAR COLOR : BRONZE STYLE : CLASSIC/SPEAR TIP	

1/8" = 1'-0"

OVERALL SECTION
1/8" = 1'-0"

REV.	DATE	
		ENTITLEMENTS
		COURTESY REVIEW
		NOT FOR CONSTRUCTION
3	3-6-13	REVISED ENTITLEMENTS PACKAGE

DESIGNED BY: D. UNGSON
DRAWN BY: D. UNGSON
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APPROVED BY: R. QUIRK
DATE: 3-6-13

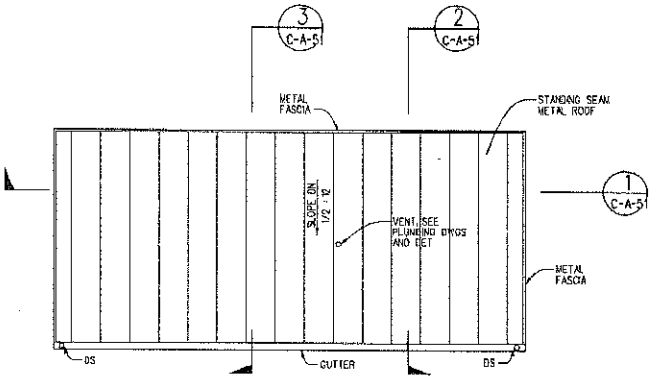
RIVERSIDE COUNTY TRANSPORTATION COMMISSION

STV Incorporated

RCTC PERRIS VALLEY LINE
MORENO VALLEY / MARCH FIELD STATION C
MAIN ENTRY CANOPY
STAIRS, CHANNEL, PEDESTRIAN CROSSING
AND PLATFORM CANOPY SECTION

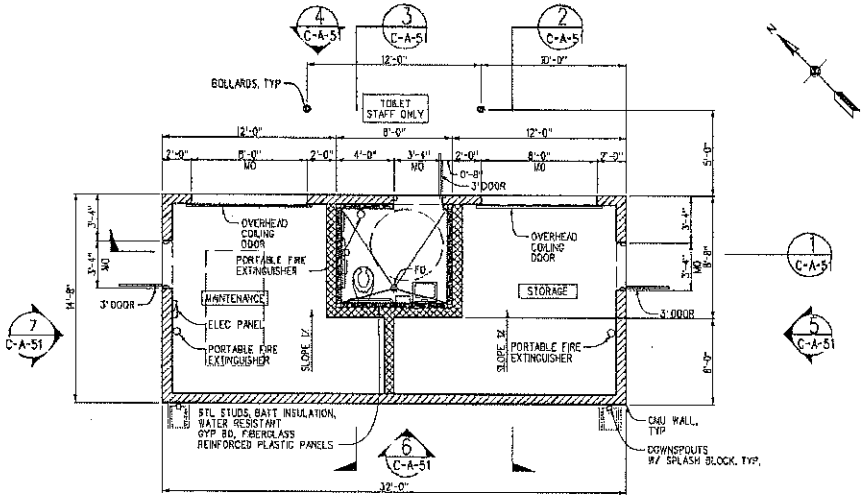
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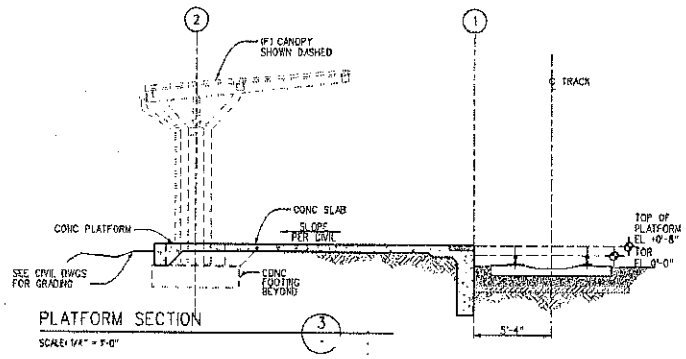
ROOF PLAN 2

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



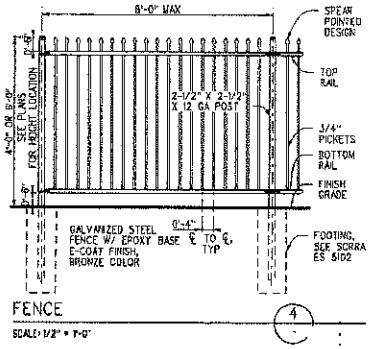
FLOOR PLAN 1

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



PLATFORM SECTION 3

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



FENCE 4

SCALE: 1/2" = 1'-0"

1/4" = 1'-0"

REV.	DATE	
		ENTITLEMENTS
		COURTESY REVIEW
		NOT FOR CONSTRUCTION
3	3-6-13	REVISED ENTITLEMENTS PACKAGE

DESIGNED BY D. UNGSON
DRAWN BY D. UNGSON
CHECKED BY M. GUERRERO
APPROVED BY R. QUIRK
DATE 3-6-13

RIVERSIDE COUNTY TRANSPORTATION COMMISSION

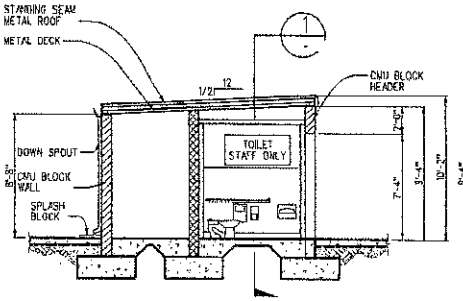
STV Incorporated

RCTC PERRIS VALLEY LINE
MORENO VALLEY / MARCH FIELD STATION C

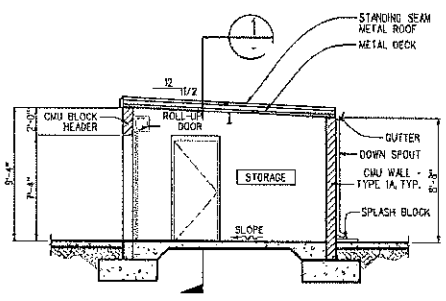
GOLF CART, STORAGE, TOILET AND MAINTENANCE BUILDING FLOOR PLAN, REFLECTED CEILING PLAN AND ROOF PLAN FENCE AND GUARDRAIL DETAILS

CONTRACT NO. CQT-33-123-00
DRAWING NO. STA/SEGMENT/DISCIPLINE/SEQUENCE C A-50
REVISION
SHEET NO. 15
SCALE 1/4" = 1'-0"

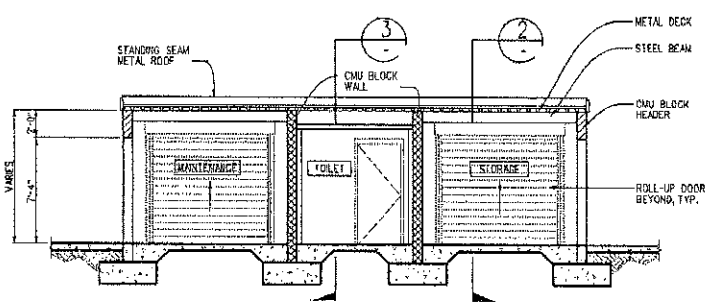
98 (1) 96



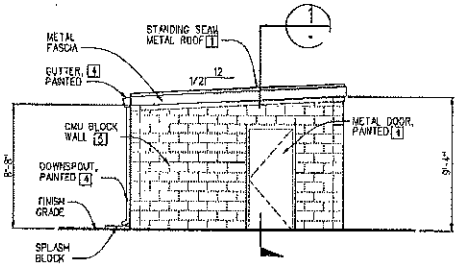
SECTION 3
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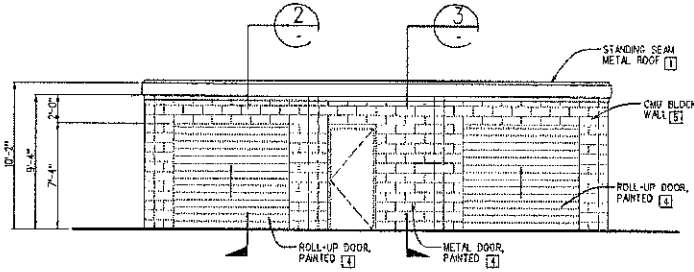
SECTION 2
SCALE: 1/4" = 1'-0"



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



ELEVATION 5
SCALE: 1/4" = 1'-0"



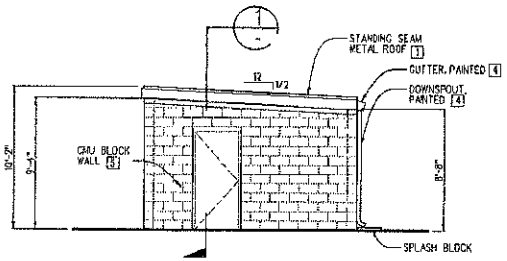
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NOTES:

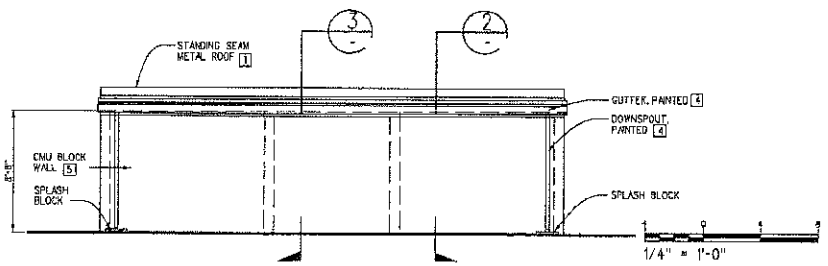
1. ALL EXTERIOR VERTICAL BLOCK SURFACES SHALL BE TREATED WITH GRAFFITI COATING.

MATERIALS AND COLORS LEGEND

1 STANDING SEAM METAL ROOF PANEL MANUFACTURER : CUSTOM-BILT METALS COLOR : HERLOCK GREEN PROFILE : CB-150 (16" WIDTH)	4 PAINT MANUFACTURER : SHERWIN WILLIAMS COLOR : KALE GREEN : SW NO. 6460
2 METAL SOFFIT PANEL MANUFACTURER : CUSTOM-BILT METALS COLOR : PARCHMENT PROFILE : WS-100 (12" WIDTH)	5 CMU BLOCK WALL MANUFACTURER : ORCO BLOCK COLOR : BLACK 50 FINISH/CUT : SPLIT FACE
3 METAL INFILL PANELS, PAINTED MANUFACTURER : QUICK SHIP METALS COLOR : PARCHMENT PATTERN :	6 FENCE MANUFACTURER : AMERISTAR COLOR : BRONZE STYLE : CLASSIC/SPEAR TIP



ELEVATION 7
SCALE: 1/4" = 1'-0"



ELEVATION 6
SCALE: 1/4" = 1'-0"

ENTITLEMENTS
COURTESY REVIEW
NOT FOR CONSTRUCTION

REV.	DATE	
	3-6-13	REVISED ENTITLEMENTS PACKAGE

DESIGNED BY D. UNGSON
DRAWN BY D. UNGSON
CHECKED BY M. GUERRERO
APPROVED BY R. QUIRK
DATE 3-6-13

RIVERSIDE COUNTY TRANSPORTATION COMMISSION

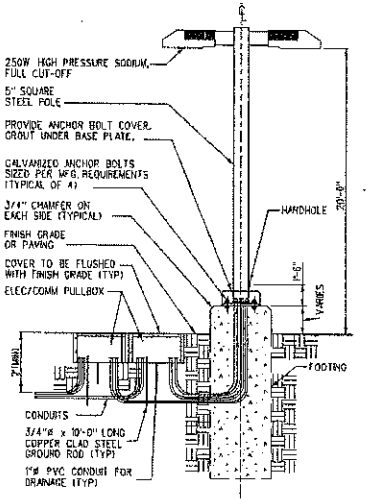
STV Incorporated

RCTC PERRIS VALLEY LINE
MORENO VALLEY / MARCH FIELD STATION C
GOLF CART STORAGE, TOILET AND MAINTENANCE BUILDING SECTIONS AND ELEVATIONS

CONTRACT NO. C07-93-123-00
DRAWING NO. STAGE/SEGMENT C | DISCIPLINE/SEQUENCE A-51
REVISION 16 | SHEET NO.
SCALE 1/4" = 1'-0"

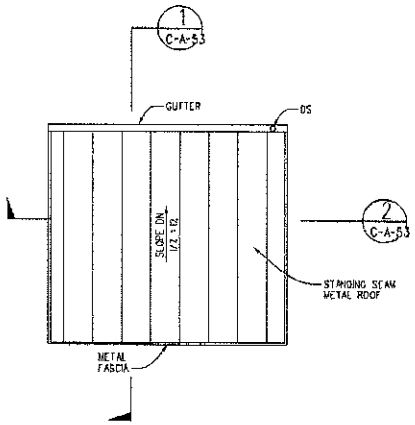
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72 of 129



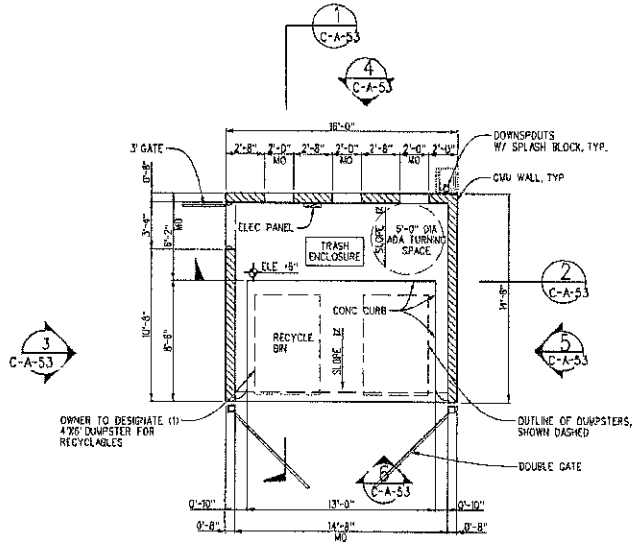
LIGHT POLE

SCALE: NTS



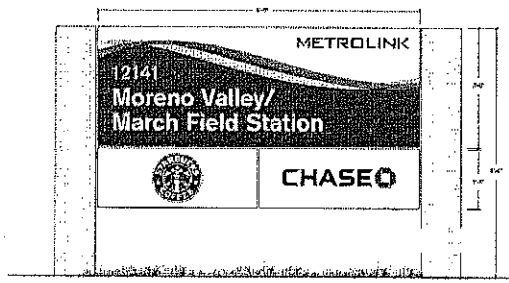
ROOF PLAN

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



FLOOR PLAN

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



MONUMENT SIGN

SCALE: NTS

1/4" = 1'-0"

REV.	DATE	
	3-6-13	REVISED ENTITLEMENTS PACKAGE

ENTITLEMENTS
COURTESY REVIEW
NOT FOR CONSTRUCTION

MC

DESIGNED BY: D. UNGSON
DRAWN BY: D. UNGSON
CHECKED BY: M. GUERRERO
APPROVED BY: R. QUIRK
DATE: 3-6-13

RIVERSIDE COUNTY TRANSPORTATION COMMISSION

STV Incorporated

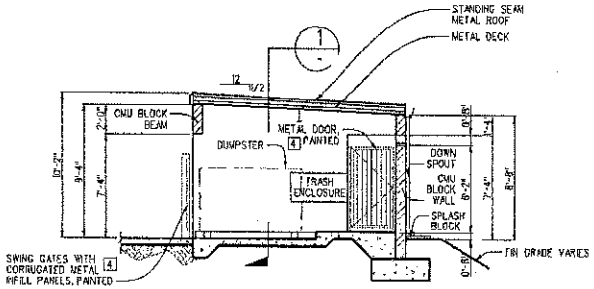
RCTC PERRIS VALLEY LINE
MORENO VALLEY / MARCH FIELD STATION C

TRASH ENCLOSURE FLOOR PLAN, REFLECTED CEILING PLAN AND ROOF PLAN
MONUMENT SIGN AND LIGHT POLE DETAILS

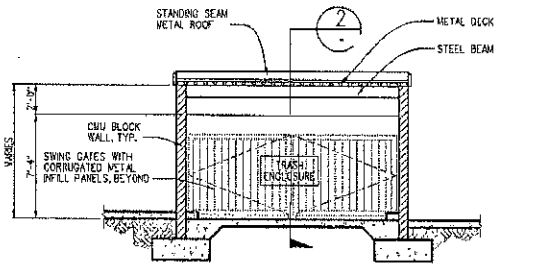
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DRAWING NO. (STAGE/GRP#)	DISCIPLINE/SEQUENCE
C	A-52
REVISION	SHEET NO.
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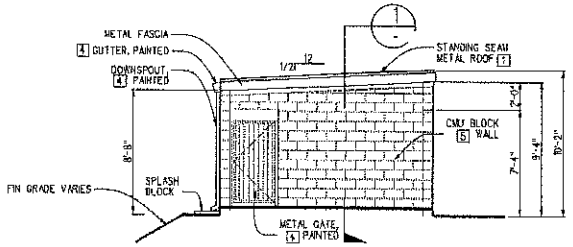
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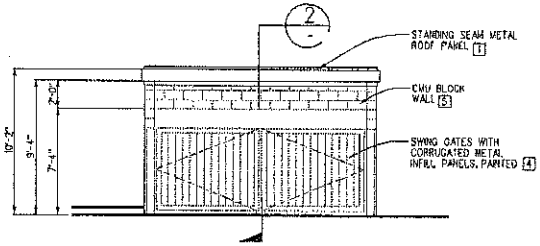
SECTION
SCALE: 1/4" = 1'-0"



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



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



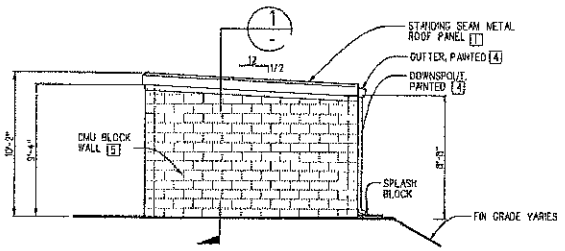
ELEVATION
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NOTES:

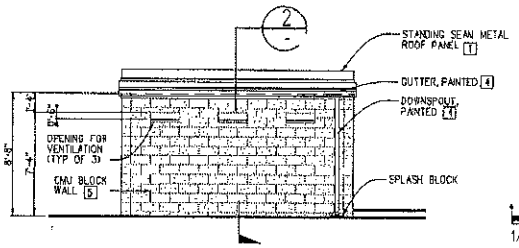
1. ALL EXTERIOR VERTICAL BLOCK SURFACES SHALL BE TREATED WITH GRAFFITI COATING.

MATERIALS AND COLORS LEGEND

[1] STANDING SEAM METAL ROOF PANEL		[4] PAINT	
MANUFACTURER	: CUSTOM-BILT METALS	MANUFACTURER	: SHERWIN WILLIAMS
COLOR	: HEMLOCK GREEN	COLOR	: KALE GREEN
PROFILE	: CB-150 (16" WIDTH)		: SW NO. 6480
[2] METAL SOFFIT PANEL		[5] CMU BLOCK WALL	
MANUFACTURER	: CUSTOM-BILT METALS	MANUFACTURER	: ORCO BLOCK
COLOR	: PARCHMENT	COLOR	: BLACK 50
PROFILE	: WS-100 (12" WIDTH)	FINISH/CUT	: SPLIT FACE
[3] METAL INFILL PANELS, PAINTED		[6] FENCE	
MANUFACTURER	: QUICK SHIP METALS	MANUFACTURER	: AMERISTAR
COLOR	: PARCHMENT	COLOR	: BRONZE
PATTERN	:	STYLE	: CLASSIC/SPEAR TIP



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



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

1/4" = 1'-0"

ENTITLEMENTS
COURTESY REVIEW
NOT FOR CONSTRUCTION

REV.	DATE	
	3-6-13	REVISED ENTITLEMENTS PACKAGE

DESIGNED BY: D. UNGSON
DRAWN BY: D. UNGSON
CHECKED BY: M. GUERRERO
APPROVED BY: R. DUIRK
DATE: 3-6-13

RIVERSIDE COUNTY TRANSPORTATION COMMISSION

STV Incorporated

RCTC PERRIS VALLEY LINE
MORENO VALLEY / MARCH FIELD STATION C
TRASH ENCLOSURE
SECTIONS AND ELEVATIONS

CONTRACT NO. C07-09-123-00
ORIGINATING DEPARTMENT: C
DRAWING NO.: A-53
REVISION:
SHEET NO.: 18
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13 of 136

SHRUB LEGEND:

SYMBOL	BOTANICAL NAME	COMMON NAME	SIZE	SPACING	REMARKS	PLANT WATER USE RATING
⊕	ANIGOZANTHOS FLAVIDUS VELVET HYBRIDS 'YELLOW'	KANGAROO PAW	1 GAL	30" OC	COLOR: YELLOW	MODERATE/LOW
⊕	CAESALPINIA PULCHERRIMA	RED BIRD OF PARADISE	1 GAL	60" OC	- -	MODERATE/LOW
⊕	CALLISTEMON VIMINALIS 'LITTLE JOHN'	BOTTLE BRUSH	1 GAL	36" OC	-	MODERATE/LOW
⊙	CARISSA MACROCARPA 'NANA COMPACTA TUTTLE'	TUTTLE NATAL PLUM	1 GAL	36" OC	-	MODERATE
⊘	HEMEROCALLIS CULTIVAR	EVERGREEN DAYLILY	1 GAL	24" OC	COLOR: RED	MODERATE
Ⓐ	LANTANA CAMARA 'MOZELLE'	MOZELLE LANTANA	1 GAL	48" OC	-	MODERATE/LOW
Ⓜ	MYRTUS COMMUNIS 'COMPACTA'	COMPACT MYRTLE	1 GAL	24" OC	-	MODERATE
⊘	PHORMIUM HYBRID 'DARK DELIGHT'	DARK DELIGHT PHORMIUM	5 GAL	48" OC	-	MODERATE
⊘	PHORMIUM HYBRID 'CREAMY DELIGHT'	CREAMY DELIGHT PHORMIUM	5 GAL	48" OC	-	MODERATE
Ⓐ	PITTOSPORUM TOBIRA 'WHEELER'S DWARF'	DWARF MOCK ORANGE	1 GAL	36" OC	-	MODERATE
⊗	PODOCARPUS HENKELII	LONG-LEAFED YELLOWWOOD	15 GAL	36" OC	-	MODERATE
⊙	BOUGAINVILLEA 'ROSENKA'	ROSENKA BOUGAINVILLEA	1 GAL	36" OC	-	MODERATE/LOW

TREE LEGEND: SUNSET ZONE 18

SYMBOL	BOTANICAL NAME	COMMON NAME	SIZE	SPACING	REMARKS
	PLATANUS ACERFOLIA	LONDON PLANE TREE	15 GAL	PER PLAN	STANDARD
	KOELREUTERIA BIPINNATA	CHINESE FLAME TREE	24" BOX	PER PLAN	STANDARD
	LAGERSTROEMIA HYBRID 'TUSCARORA'	CRAPE MYRTLE	24" BOX	PER PLAN	STANDARD
	RHUS LANCEA	AFRICAN SUMAC	15 GAL	PER PLAN	STANDARD
	JACARANDA MIMOSIFOLIA	JACARANDA	48" BOX	PER PLAN	STANDARD

GROUND COVER LEGEND:

SYMBOL	BOTANICAL NAME	COMMON NAME	SIZE	SPACING	REMARKS	PLANT WATER USE RATING
	ACACIA REDOLENS	N.C.N.	1 GAL	36" OC	-	LOW
	MYOPORUM 'SOUTH COAST'	SOUTH COAST MYOPORUM	1 GAL	36" OC	-	MODERATE
	NON-STABILIZED DECOMPOSED GRANITE	COLOR: CALIFORNIA GOLD	1/4" DIA	3" DEPTH	KRC ROCK (800) 572-7625	
	BIOSWALE PLANTING	BIOSWALE PLANTING				
	CAREX TUMULICOLA	BERKELEY SEDGE	1 GAL	18" OC	20% OF BIOSWALE AREA SEE NOTE 2	LOW TO HIGH
	ERIGERON KARWINSKIANUS	MEXICAN DAISY	1 GAL	30" OC	20% OF BIOSWALE AREA SEE NOTE 2	LOW TO HIGH
	JUNCUS PATENS	CALIFORNIA GRAY RUSH	1 GAL	18" OC	20% OF BIOSWALE AREA SEE NOTE 2	LOW TO HIGH
	SALVIA CLEVELANDII	CLEVELAND SAGE	1 GAL	36" OC	20% OF BIOSWALE AREA SEE NOTE 2	LOW
	JUNCUS ACUTUS	SPINY RUSH	1 GAL	18" OC	20% OF BIOSWALE AREA SEE NOTE 2	LOW TO HIGH

SYMBOL LEGEND

SYMBOL	DESCRIPTION	SIZE	SPACING	QTY	REMARKS
----	ROOT BARRIER	-	-	-	12' MIN LENGTH EACH TREE

NOTE:

1) ALL PLANTING AREAS (EXCEPT AREAS WITH DECOMPOSED GRANITE) SHALL HAVE 3" DEEP WOOD MULCH.
2) LAYOUT PLANT SPECIES IN DRIFTS OR INFORMAL GROUPING OF 5 TO 12 PLANTS EACH. LOCATE DALEON PLANT IN THE FIELD FOR LANDSCAPE ARCHITECT REVIEW PRIOR TO INSTALLATION.

Underground Service Alert
CALL TOLL FREE
1-800
227-2600
TWO WORKING DAYS BEFORE YOU DIG

ENTITLEMENTS
COURTESY REVIEW
NOT FOR CONSTRUCTION

REV.	DATE		BY	APP.
	3-6-13	REVISED ENTITLEMENT PACKAGE	MG	

DESIGNED BY A. CUYNER
DRAWN BY S. W. MORRISH
CHECKED BY A. WOODWARD
APPROVED BY R. QUIRK
DATE 3-6-13

RIVERSIDE COUNTY TRANSPORTATION COMMISSION

STV Incorporated
200 W. MARIPOSA PLACE, SUITE 210
RANCHO CUCAMONGA, CA. 91730-9540

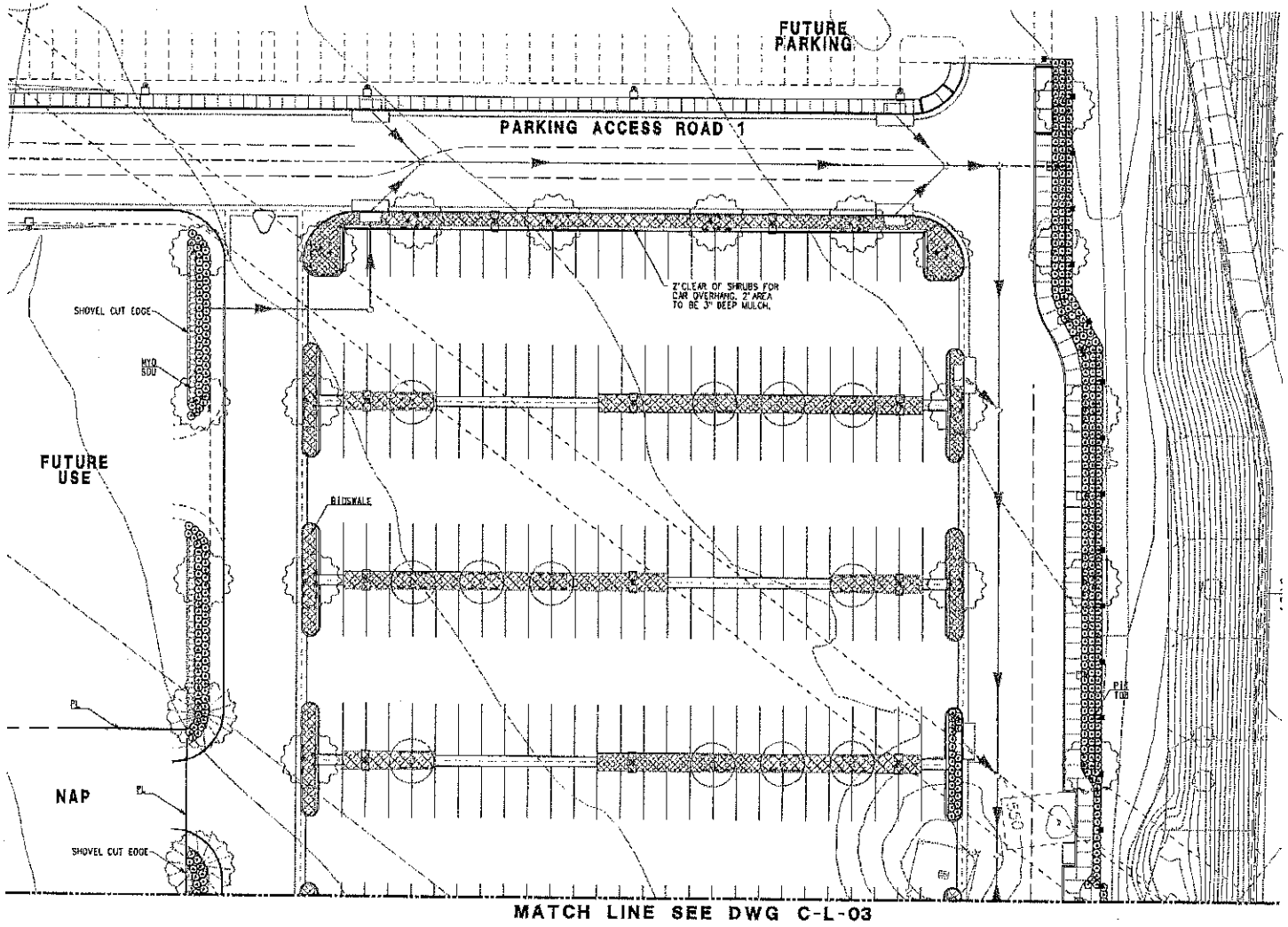
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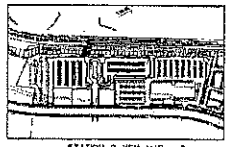
RCTC PERRIS VALLEY LINE
MORENO VALLEY / MARCH FIELD STATION C
PLANTING LEGENDS & NOTES

CONTRACT NO. CQF-09-123-00
DRAWING NO. DISCIPLINE/SEQUENCE C L-01
REVISION SHEET NO. 19
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36(1)5L





20 15 10 5 0 20 40
1" = 20'-0"

REV.	DATE	
	3-6-13	REVISED ENTITLEMENT PACKAGE

ENTITLEMENTS
COURTESY REVIEW
NOT FOR CONSTRUCTION

DESIGNED BY	A. CUTNER
DRAWN BY	S. W. MORRISH
CHECKED BY	A. WOODWARD
APPROVED BY	A. QUIRK
DATE	3-6-13

RIVERSIDE COUNTY TRANSPORTATION COMMISSION

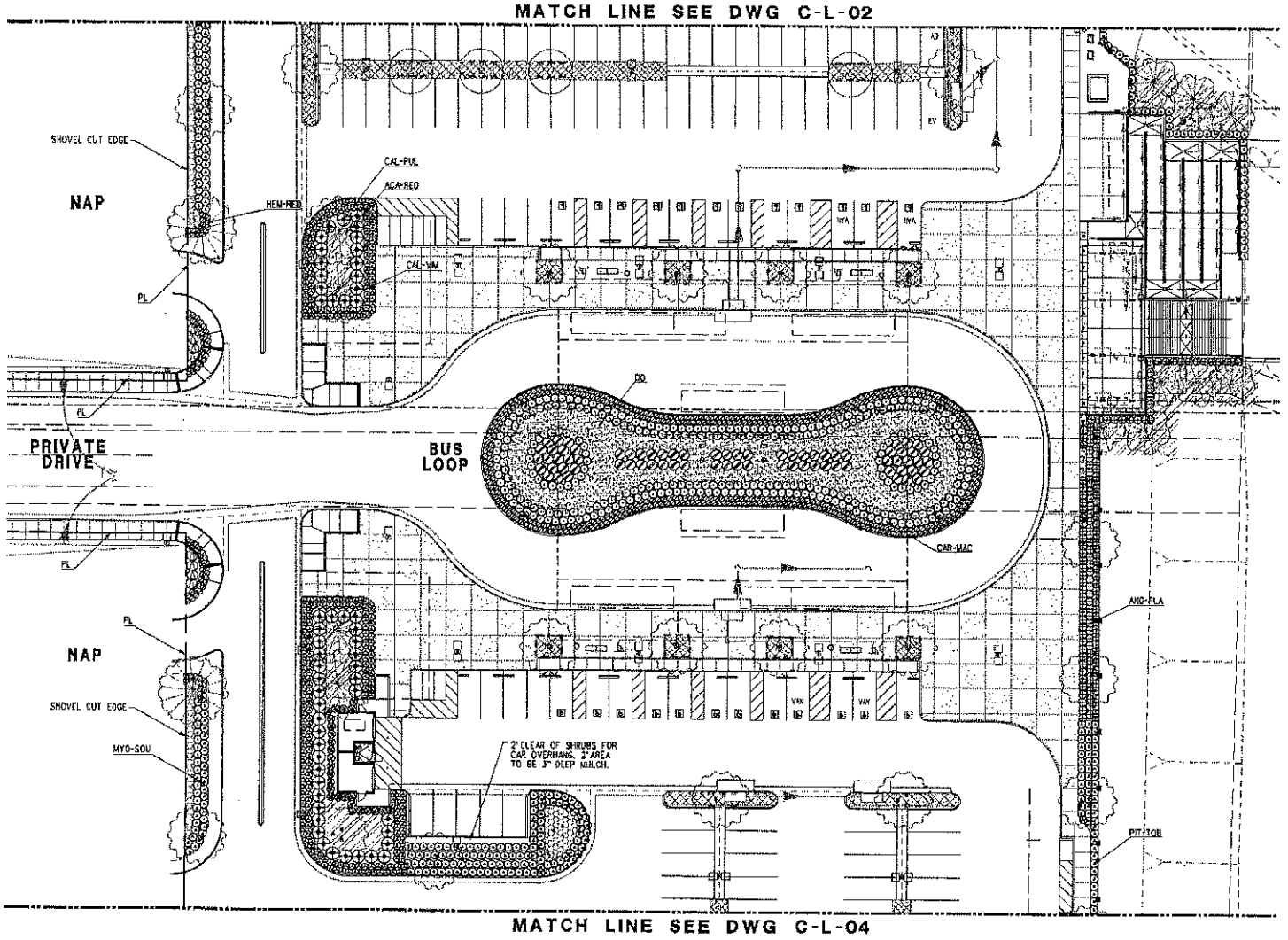
STV Incorporated

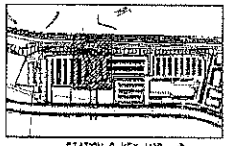
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RCTC PERRIS VALLEY LINE
MORENO VALLEY / MARCH FIELD STATION C
SHRUB & GROUND COVER PLAN
SHEET 1 OF 3

CONTRACT NO.	C07-33-123-00
DRAWING NO. STA/SEGMENT	DISCIPLINE/SEQUENCE C L-02
REVISION	SHEET NO. 20
SCALE	1" = 20'

33 of 57





1" = 20'-0"

REV.	DATE	
		ENTITLEMENTS
		COURTESY REVIEW
		NOT FOR CONSTRUCTION
	3-6-13	REVISED ENTITLEMENT PACKAGE

DESIGNED BY A. CUTNER
DRAWN BY S. W. MORRISH
CHECKED BY A. WOODWARD
APPROVED BY R. QUIRK
DATE 3-6-13

RIVERSIDE COUNTY TRANSPORTATION COMMISSION

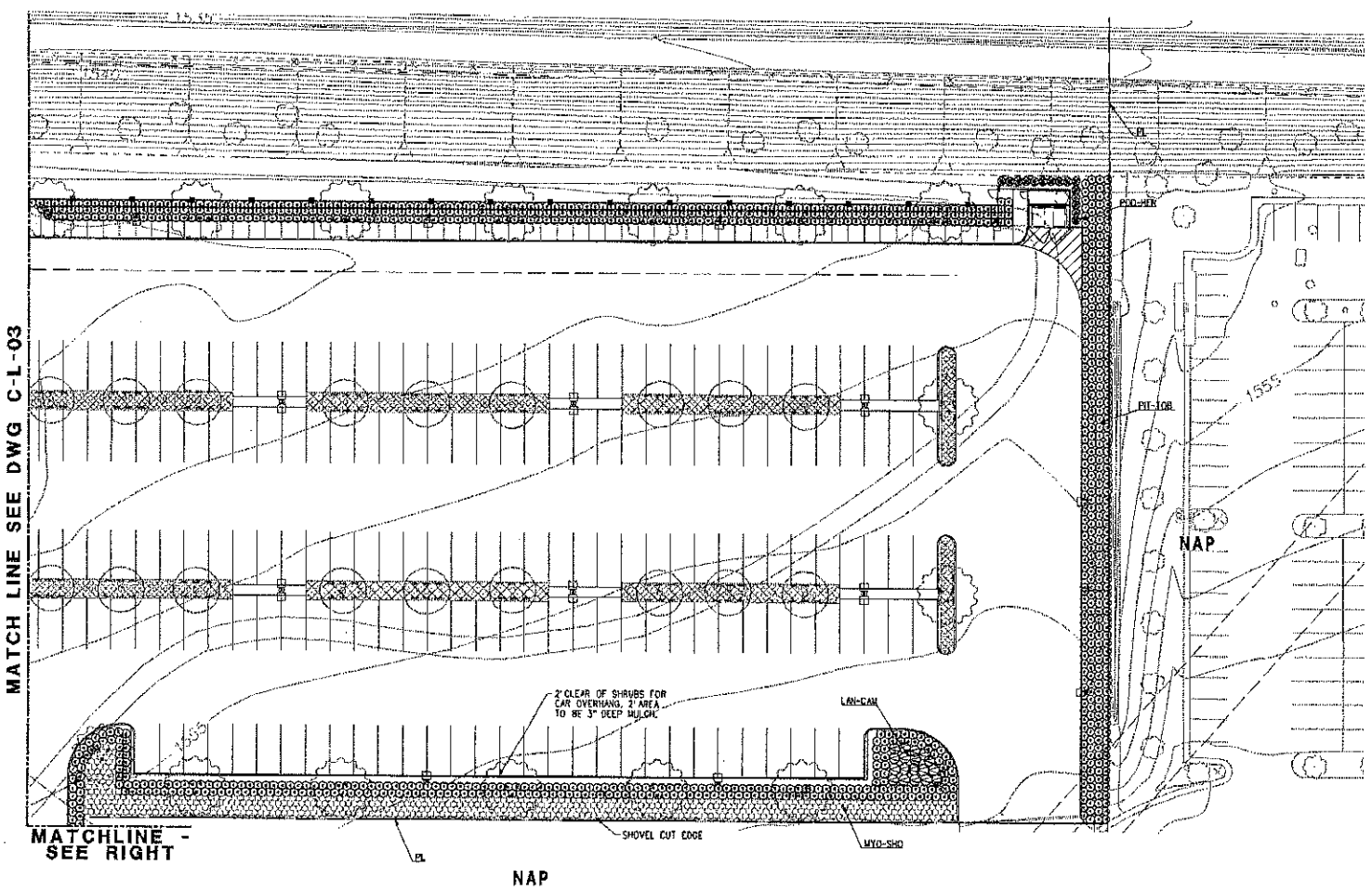
STV Incorporated

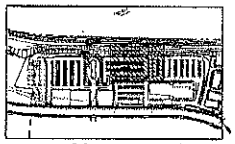
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RCTC PERRIS VALLEY LINE
MORENO VALLEY / MARCH FIELD STATION C
SHRUB & GROUND COVER PLAN
SHEET 2 OF 3

CONTRACT NO. C07-33-123-00
DRAWING NO. STA/SEGMENT DESCRIPTION/SEQUENCE
C L-03
REVISION SHEET NO. 21
SCALE 1" = 20'

7(c)34





1" = 20'-0"

REV.	DATE	
		ENTITLEMENTS
		COURTESY REVIEW
		NOT FOR CONSTRUCTION
3	3-6-13	REVISED ENTITLEMENT PACKAGE

DESIGNED BY A. CUTNER
DRAWN BY S. W. MORRISH
CHECKED BY A. WOODWARD
APPROVED BY R. QUIRK
DATE 3-6-13

RIVERSIDE COUNTY TRANSPORTATION COMMISSION

STV Incorporated

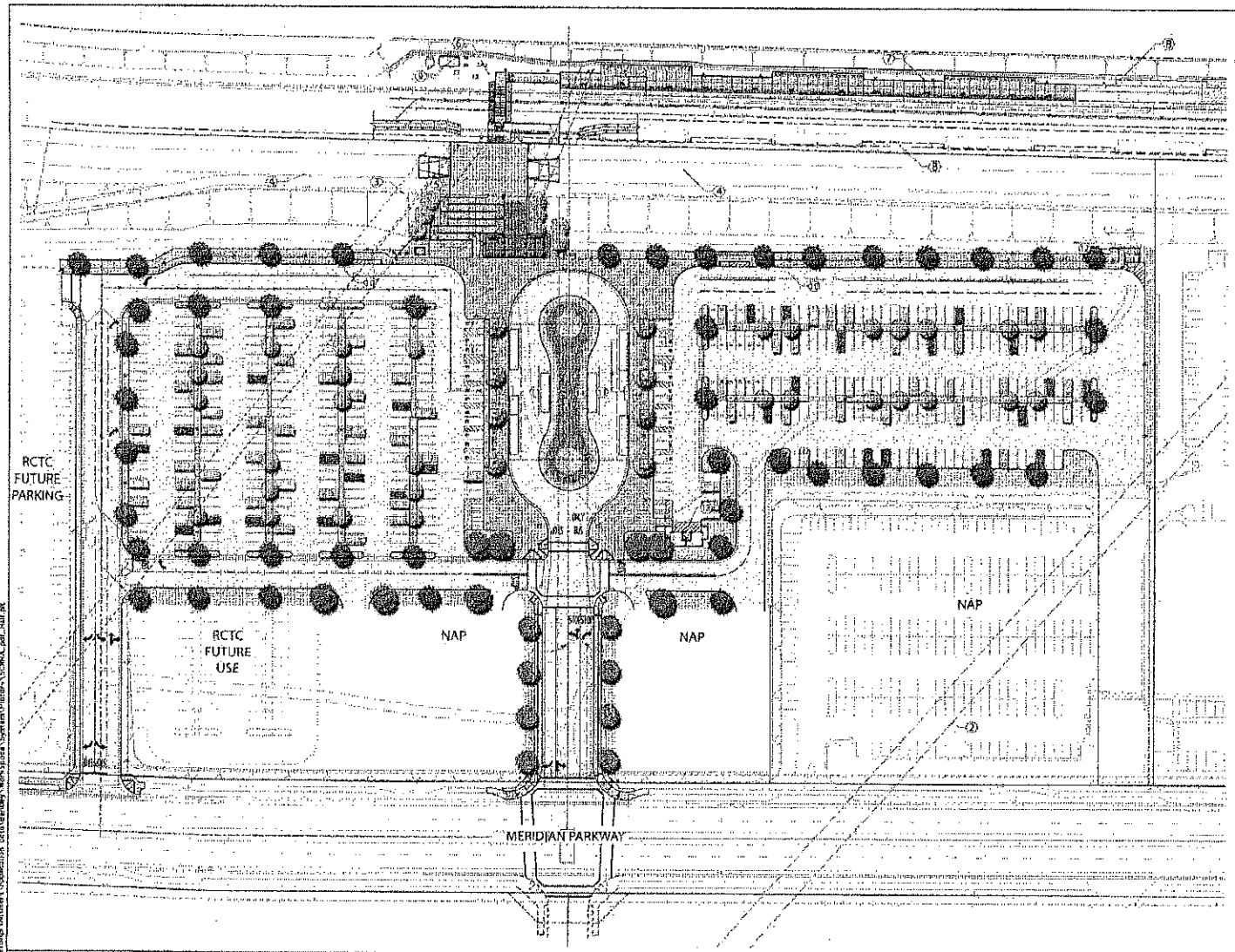
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RCTC PERRIS VALLEY LINE
MORENO VALLEY / MARCH FIELD STATION C
SHRUB & GROUND COVER PLAN
SHEET 3 OF 3

CONTRACT NO. C07-33-123-00
DRAWING NO. C-L-04
STA/SEGMENT C
DISCIPLINE/SEQUENCE L-04
REVISION
SHEET NO. 22
SCALE 1" = 20'

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53 (1) b L



TREE LEGEND:

SYMBOL	BOTANICAL NAME	COMMON NAME
	PLATANUS ACERFOLIA	LONDON PLANE TREE
	KOELREUTERIA BIPINNATA	CHINESE FLAME TREE
	LAGERSTROEMIA HYBRID 'TUSCARORA'	CRAPE MYRTLE
	RHUS LANCEA	AFRICAN SUMAC
	JACARANDA MIMOSIFOLIA	JACARANDA
	MAGNOLIA GRANDIFLORA	SOUTHERN MAGNOLIA

LEGEND

1. EMERGENCY VEHICLE RAMP
2. EXISTING 25' GAS AND ACCESS EASEMENT
3. EXISTING 25' WATER EASEMENT
4. EXISTING CONCRETE CHANNEL
5. CHANNEL CROSSING
6. PEDESTRIAN CROSSING
7. STATION PLATFORM
8. FUTURE PLATFORM
9. COMMUNICATIONS SHELTER
10. KISS AND RIDE
11. BUS DROP OFF / BUS LAYOVER
12. TRASH ENCLOSURE
13. RESTROOM AND STORAGE FACILITY
14. FUTURE FLAG POLES

CONCRETE PAVING
SHRUB AND GROUND COVER AREAS
DECOMPOSED GRANITE
BIOSWALES

ENTITLEMENTS
COURTESY REVIEW
NOT FOR CONSTRUCTION

REV.	DATE	REVISED ENTITLEMENT PACKAGE	APP.
1	3-6-13		MD

DESIGNED BY A. CUTHER
DRAWN BY S. W. MORRISH
CHECKED BY A. WOODWARD
APPROVED BY R. QUIRK
DATE 3-6-13

RIVERSIDE COUNTY TRANSPORTATION COMMISSION

STV Incorporated

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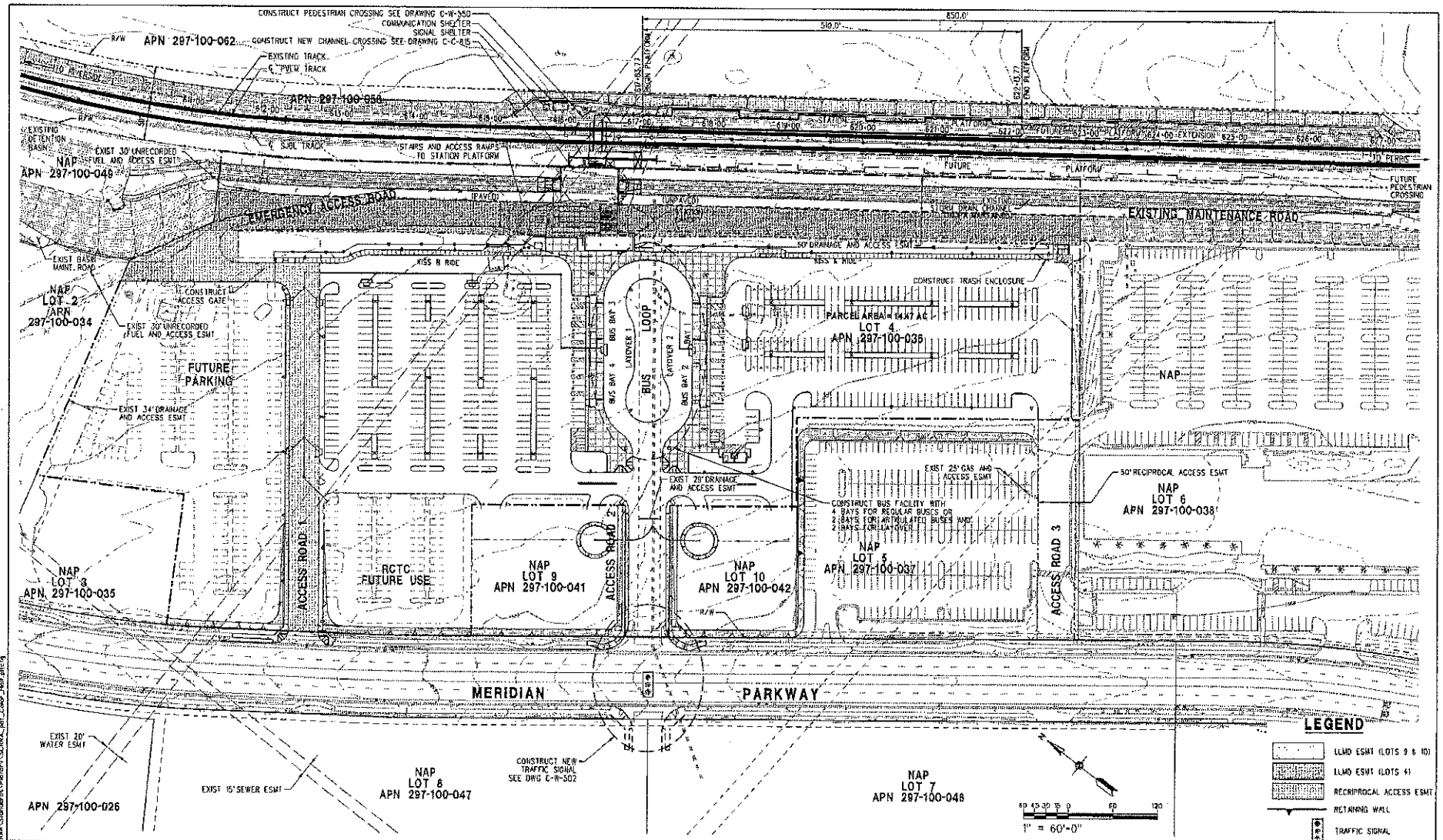
RCTC PERRIS VALLEY LINE
MORENO VALLEY / MARCH FIELD STATION C
LANDSCAPING COLOR ILLUSTRATIVE

CONTRACT NO. 207-33-103-00
REVISIONS C
SHEET NO. L-05
SHEET NO. 23
SCALE 1" = 60'

36 (1)2

EXHIBIT "B"

Design Plot Plan 13-01
Moreno Valley/March Field Metrolink Facility
Meridian Landscape, Lighting and Maintenance District Easements



RCV.	DATE	
	10-18-12	100% FINAL DESIGN

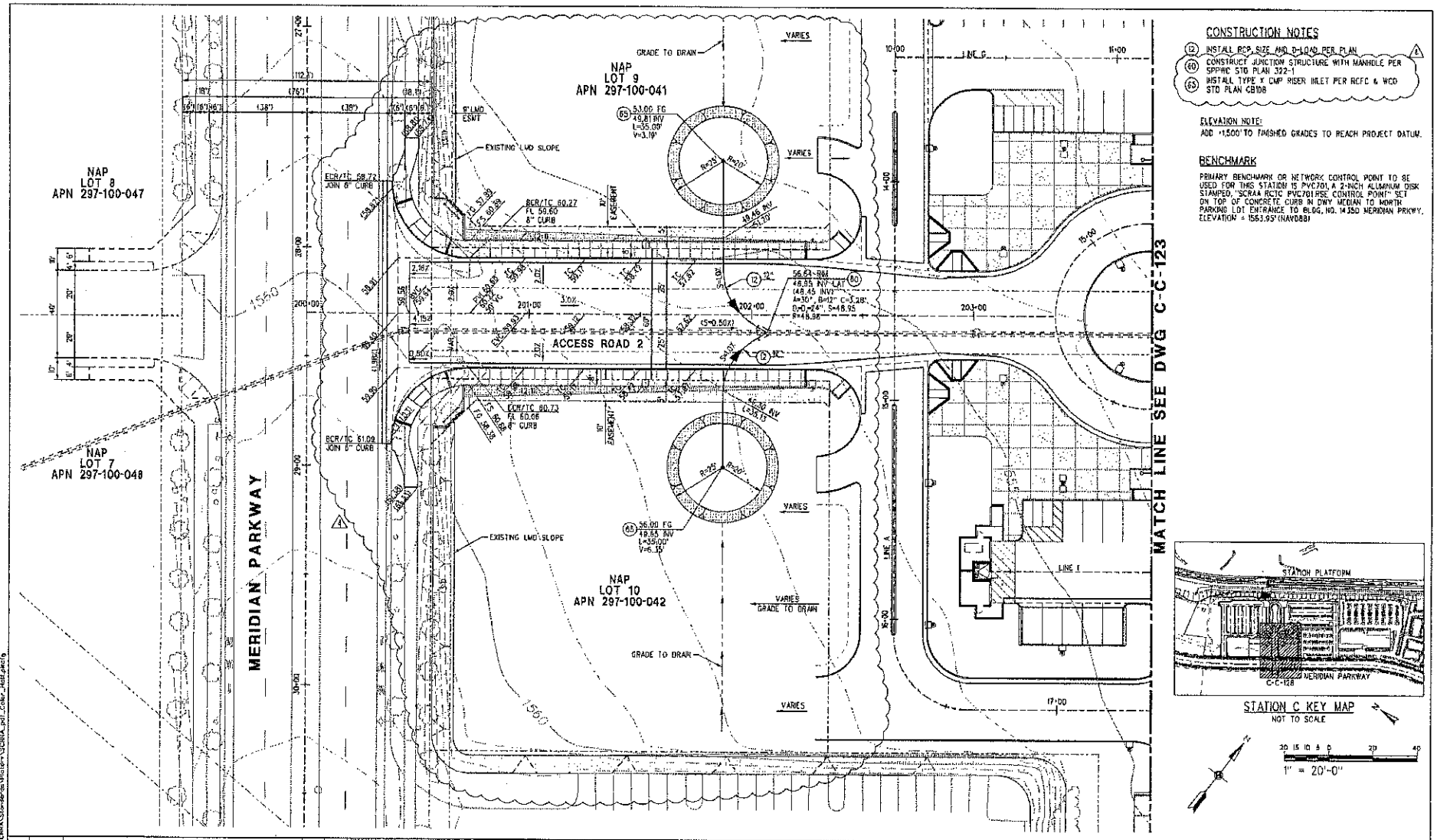
DESIGNED BY J. DAVIDSON
DRAWN BY D. BARRAZA
CHECKED BY M. SATISH
APPROVED BY R. QUIRK
DATE

RIVERSIDE COUNTY TRANSPORTATION COMMISSION
APPROVED - BY RCTC
STV Incorporated

RCTC PERRIS VALLEY LINE
MORENO VALLEY / MARCH FIELD STATION C
SITE PLAN

CONTRACT NO. 12-33-049-00
DRAWING NO. C-W-501
REVISION
SHEET NO. 983 OF 2599
SCALE 1" = 60'-0"

2/25/2013 11:14:00 AM USER = sandersv
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CONSTRUCTION NOTES

(12) INSTALL RCP SIZE AND D-LOAD PER PLAN
(60) CONSTRUCT JUNCTION STRUCTURE WITH MANHOLE PER SPPWC STD PLAN 322-1
(65) INSTALL TYPE X CMP RISER INLET PER RCFC & WCD STD PLAN CB108

ELEVATION NOTE:
ADD +1.500' TO FINISHED GRADES TO REACH PROJECT DATUM.

BENCHMARK

PRIMARY BENCHMARK OR NETWORK CONTROL POINT TO BE USED FOR THIS STATION IS PVC701, A 2-INCH ALUMINUM DISK STAMPED, "SCRAA RCTC PVC701RSE CONTROL POINT" SET ON TOP OF CONCRETE CURB IN DWY MEDIAN TO NORTH PARKING LOT ENTRANCE TO BLDG. NO. 14350 MERIDIAN PKWY. ELEVATION = 1563.95' (NAVD88)

STATION C KEY MAP
NOT TO SCALE

1" = 20'-0"

REV.	DATE	
1	2-14-13	PLAN CHECK CORRECTIONS
2	12-04-12	ADDENDUM #3
3	10-18-12	100% FINAL DESIGN

DESIGNED BY J. DAVIDSON
DRAWN BY D. BARRAZA
CHECKED BY M. SATISH
APPROVED BY R. QUIRK
DATE 2-07-13

RIVERSIDE COUNTY TRANSPORTATION COMMISSION
APPROVED - BY SCRRA
APPROVED - BY RCTC

STV Incorporated

J. Davidson No. C59446 Exp. 12/31/13 CIVIL STATE OF CALIFORNIA

RCTC PERRIS VALLEY LINE
MORENO VALLEY / MARCH FIELD STATION C
GRADING PLAN
SHEET 6 OF 10

CONTRACT NO. 12-33-049-00
DRAWING NO. STA/SEGMENT C | DISCIPLINE/SEQUENCE C-126
REVISION
SHEET NO. 1024 OF 2599
SCALE 1" = 20'- 0"

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EXHIBIT "C"

Conditions of Approval for Design Plot Plan 13-01

CONDITIONS OF APPROVAL FOR DESIGN PLOT PLAN 11-02

PLANNING DIVISION

1. The site shall be developed in accordance with the approved Plot Plan 11-02 on file in the Planning Division, the March Business Center Specific Plan, 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 applicable Environmental Mitigation Measures within the March Business Center FEIR (SCH# 2002071089) and the Perris Valley Line FEIR (SCH# 2009011046), shall be completed to the satisfaction of the Planning Manager or designee. Building elevations shall comply with the color scheme and materials approved with the Design plan. (MJPA 9.14.020)

2. 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)

3. This development is located within Specific Plan SP-1. The provisions of the specific plan including the permitted uses, the design guidelines, their subsequent amendments, and the Conditions of Approval shall prevail unless modified herein. (MJPA 9.13)

4. All uses within the Accident Potential Zones (APZ) shall comply with the restrictions on use, height, population density, and interior noise attenuation requirements contained within the approved March Air Reserve Base Air Installation Compatibility Use Zone Study (AICUZ). (MMRP)

5. The Applicant shall, at its own expense, fully defend, indemnify, protect and hold harmless March JPA and its constituent public agency members, officers, officials, employees, agents, successors, and assigns (collectively, "Indemnified Parties") from and against all actual and alleged claims, actions or proceedings made on or brought by third parties against March JPA arising out of Applicant's Proposed Development or Applicant's requested approvals, as well as damages (including, without limitation, special and consequential damages), punitive damages, injuries, charges, costs, losses, demands, interest, fines, and penalties, including, without limitation, attorneys fees, expert witness fees, and litigation expenses, of any kind whatsoever paid, incurred or suffered by the Indemnified Parties arising out of or related to such claims, actions or proceedings. Applicant's indemnification obligation shall include, but not be limited to, any and all future claims against March JPA to attack, set aside, void, or annul the Potential Development or requested approvals. March JPA shall promptly notify Applicant of any claims, actions or proceedings covered by this Agreement. Applicant shall indemnify March JPA for all reasonable legal fees incurred by counsel of March JPA's choosing associated with any claims, actions or proceedings, including reasonable attorneys' fees and costs. Applicant's obligations under this

7a(1) 41

Agreement shall not be limited to the amount of insurance coverage that may be available to Applicant and shall not otherwise be restricted or confined by the presence or absence of any policy of insurance held by the Indemnified Parties or Applicant. Except as otherwise expressly set forth herein, Applicant's obligations hereunder are absolute and without regard to the fault or lack thereof of any of the Indemnified Parties in relation to procedural or substantive defects in the Potential Development, or in any granting of the approvals, nor are Applicant's obligations contingent upon the outcome of any action or proceeding concerning the approvals. Notwithstanding any provision hereof to the contrary, Applicant's obligation under this Section shall not apply to, and Applicant shall have no duties, obligations, or liabilities arising out of, the gross negligence or intentional misconduct of any Indemnified Party.

6. All utilities shall be under grounded. (MJPA 9.13.130)

7. The development shall comply with the requirements of the Americans with Disabilities Act (ADA). All disabled parking spaces shall measure 14' wide to include a 9' stall and 5'loading area, by 19' length. One (1) in every eight (8) disabled spaces, but in no case less than one, shall be van accessible with a minimum 9' wide space and 8' wide loading area. All signage, striping, ramps and slopes shall meet ADA requirements. Overhang of parking shall not encroach upon handicapped access routes.

8. All head in parking adjacent to sidewalks shall not conflict with the clear requirements of ADA accessible sidewalks. (MJPA 9.11.040)

9. Any signs indicated on the submitted plans are not included with this approval. All signs proposed for this development shall be designed in conformance with the sign provisions of the Development Code or approved sign program, if applicable, and shall require separate application and approval by the Planning Division. (MJPA 9.12.020)

10. Prior to the issuance of precise grading permits on Lots 3, 9 and 10, and/or Building Department certificate of occupancy or final sign-off for the Moreno Valley/March Field Station, RCTC shall submit a fully executed amendment to the August 22, 2011 Declaration of Easements, Covenants, Conditions and Restrictions (Agreement) with LNR Riverside II, LLC.

11. Prior to the issuance of precise grading permits, RCTC shall execute an easement agreement with the March Joint Powers Authority relating to the maintenance of landscaped slope areas, along the easterly boundary of Lot 4, to be dedicated to the Meridian Landscape, Lighting and Maintenance District in perpetuity.

12. 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)

13. Prior to issuance of building permits, the Planning Division shall review and approve a computer-generated, point-by-point exterior lighting analysis plan as a component of the construction plan review. The lighting plan shall be generated on the site plan and shall be integrated with the final landscape plan. The plan shall indicate the manufacturer's specifications for fully shielded light fixtures and shall include fixture catalog cuts, light cut-off shielding details, wattage, illumination type (high or low pressure sodium only), location, and height. The lighting shall not exceed a 750 watt maximum, shall not be mounted more than 25' above finished grade, and site lighting of parking lots shall be limited to high pressure sodium lighting. The lighting shall be designed in such a manner so that it does not exceed 0.5 candle/foot^2 illumination beyond the property line. (MJPA 9.08.100)

14. Prior to the issuance of building permits, the applicant or affected party shall provide a recorded copy of a joint access easements providing shared access between the Project site, neighboring lots 3, 9 and 10 of Final Map 30857-2, and LLMD easement areas along the easterly boundary of the Project site, as approved by the March JPA Planning Manager. The shared access easement shall assure legal access in perpetuity.

15. The developer shall demonstrate that all South Coast Air Quality Management District permits have been obtained prior to the issuance of the certificate of occupancy. (MEIR)

16. The development shall provide preferential parking spaces for car pools and vanpools. (MMRP)

17. Prior to Certificate of Occupancy, the Planning Division shall review and approve the location and method of enclosure or screening of transformer cabinets, commercial gas meters and back flow preventers as components of the construction plan review. Location and screening shall comply with the following criteria: transformer cabinets and commercial gas meters shall not be located within required setbacks and shall be screened from public view either by architectural treatment or with landscaping; multiple electrical meters shall be fully enclosed and incorporated into the overall architectural design of the building(s); back-flow preventers shall be screened by landscaping that will provide complete screening upon maturity. (MJPA Design Guidelines)

LANDSCAPE PROVISIONS

1. All landscape located adjacent to parking areas shall be protected by a raised 6" extruded curb, except where parking is located near bio-detention areas.

2. 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).

3. The landscape irrigation schedule, identifying appropriate watering times, duration and quantities, for 1) initial landscaping and 2) established landscape, shall be continually available at the site in perpetuity, in a convenient location near the irrigation controlling unit. (JPA ORD.#09-05).

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

NPDES

1. 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.

2. 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.

3. 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.

4. 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.

5. 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.

6. The structural BMPs selected for this project have been approved in concept. The owner shall submit a final WQMP including plans and details providing the elevations, slopes, and other details for the proposed structural BMPs including the bioretention areas. The Engineering Department shall review and approve the final WQMP text, plans and details.

CONSTRUCTION REQUIREMENTS

1. The future construction plan submittal shall incorporate the standard March JPA Construction Mitigation Measures attached as Exhibit "A".

2. In the event that cultural or paleontological resources are encountered during construction, ground-disturbing activity shall cease in the immediate area. A qualified archaeologist (cultural resources) and/or paleontologist (paleontological resources) shall be retained to examine the materials encountered, assess significance, and recommend a course of action to further investigate and/or mitigate adverse impacts to those resources that have been encountered. (PVL FEIR, Mitigation CR-4)

3. In the event that unanticipated discovery of human remains occurs during project construction, the procedures outlined in §15064.5 (e) of the CEQA Guidelines shall be strictly followed. These procedures specify that upon discovery, no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent human remains can occur. The county coroner must be contacted to determine if the remains are Native American. If the remains are determined to be Native American, the coroner shall contact the Native American Heritage Commission (NAHC) within 24 hours. The NAHC shall identify the Most Likely Descendent (MLD). The MLD shall make recommendations for the appropriate treatment and disposition of the remains and any associated grave good in accordance with PRC §5097.98. (PVL FEIR, Mitigation CR-5)

4. All construction activities shall be limited to between 7:00 am and 8:00 pm as feasible. (MEIR)

LANDSCAPE, LIGHTING AND MAINTENANCE DISTRICT

1. All landscape on Landscape Lighting Maintenance District (LLMD) slopes and adjacent to the ramps will be maintained by the LLMD and must be on the existing irrigation mainline and Calsense controller.

2. Identify the LLMD drains Right-of-Way and/or easements on construction plans for landscaping.

3. Provide access gates to the LLMD slope from the parking lot areas at the midway point of the property.

4. Prior to site grading, the grading contractor shall contact the March JPA Landscape, Lighting and 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.

ENGINEERING COMMENTS, TRILAKE ENGINEERING

With respect to the Conditions of Approval for the above referenced projects, the MJPA requires that the applicant provide the following improvements and/or

dedications in accordance with the March Joint Powers Authority requirements and Standards. It is understood that the site plan correctly shows all existing easements, traveled ways and drainage courses with appropriate Q's and that their omission may require 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 tract map and specific plan and to describe the conditions for a complete design of the improvements. All questions regarding the true meaning of the conditions shall be referred to the MJPA Public Works Engineer. The on and offsite improvements shall be installed pursuant to Riverside County Flood Control, Riverside County Transportation Department and Western Municipal Water District Standards and as approved by MJPA. Encroachment permit shall be obtained from all affected agencies.

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

    a. New on-site drainage facilities located outside road right-of-way, maintained by JPA or Flood Control 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 off-site 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. 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.

    e. Connection to drainage facilities maintained by RCFC and/or MJPA will require approval by appropriate agencies.

2. 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. On-site sewer and water plans shall be submitted to MJPA for review and approval.

3. This project is part of the existing landscape, lighting, and drainage maintenance districts established by MJPA. RCTC shall be responsible to pay towards maintenance of existing and new facilities including proposed signal as

determined by the MJPA. On-site landscaping and drainage improvements shall be maintained by owners.

4. Off-site improvements shall be submitted to MJPA Public Works Engineer's office for review and approval.

5. A traffic signal per Riverside County Standards shall be installed at intersection of Meridian Parkway and main entrance. Signal plan as well as striping plans shall be submitted to MJPA for review and approval. The striping plan shall consider left turn pocket to this project as well as existing driveway(s).

6. All on-site layout, landscaping, striping, shall be approved by Planning Department.

BUILDING DEPARTMENT, WILLDAN

Provide four (4) construction plans and information for review of the on site improvements for the proposed project. Below is a list of the plans and documents needed for plan review. The initial plan review usually will take two to three weeks on most projects.

A. Provide the following sets of plans and documents.

Building and Safety submittal's required at first plan review for, but not limited to, parking, security fences, canopies, restrooms, trash enclosures, retaining walls, on-site lighting structures, etc.

(4) Architectural Plans
(4) Structural Plans
(2) Structural Calculations
(4) Plot/Site Plans
(4) Electrical Plans
(4) Plumbing Plans/Isometrics, Water, Sewer and Gas
(4) Mechanical Plans
(4) Precise Grading Plans
(2) Water Quality Management Plans, (WQMP) and Erosion Control Plans
(4) Accessibility Plans
(4) Parking Plans

B. Building and Safety General Information

All structures shall be designed in accordance with the 2010 Editions of the California Building Code, California Green Building Standards Code, California Mechanical Code, California Plumbing Code, California Electrical Code, and the California Title 24 Accessibility Standards.

a. The Developer/Owner is responsible for the coordination of the final occupancy. The Developer/Owner shall obtain clearances from each department and division

prior to requesting a final building inspection from Building & Safety. Each agency shall sign the bottom of the Building & Safety Job Card.

b. Building & Safety inspection requests can be made twenty four (24) hours in advance for next day inspection. Please contact 909.229.0007. You may also request inspections at the Building & Safety public counter.

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

d. Toilet facilities shall be provided for construction workers and such facilities shall be maintained in a sanitary condition. Construction toilet facilities of the non-sewer type shall conform at ANSI ZA.3.

e. All construction materials which are not used shall be recycled. Receipts from the recycled company responsible for accepting the materials shall be kept in the construction office for viewing by the March Inspector.

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

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

C. *Building Permit Conditions*

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

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

3. All construction projects shall comply with the National Pollutant Discharge Elimination Systems (NPDES). NPDES reports shall be submitted with project plans at time of plan review.

FIRE MARSHALL, RIVERSIDE COUNTY FIRE DEPARTMENT

1. 80.FIRE.999 USE- #17A-BLDG PLAN CHECK: Building Plan check deposit base 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.

2. 80.FIRE.999 USE - #4 – WATER PLANS: The applicant 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 10 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 BLDG FINAL INSPECTION

3. 90.FIRE.999 USE - #25- GATEWAY ENTRANCES: Gate entrances shall be at least two feet wider than the width of the traffic lane(s) serving that gate. 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 lane provides access to a gate entrance, 40 foot turning radius shall be used.

4. 90.FIRE.999 USE - #88A- AUTOMATIC GATES: 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.

MARCH AIR RESERVE BASE

1. This proposed development is in the 60-65 decibel (dB) range of the Community Noise Equivalent Level contours related to mission flights. Employees and regularly received public may require protection using noise abatement features incorporated into the design and construction. Additional hearing protection for employees may be required by OSHA or other agencies as it relates to safety and health in a high noise level work environment.

2. This parcel is within Accident Potential Zones (APZ) I and II related to the MARB primary runway, with land use as defined in the 2005 Air Installation Compatible Use Zone Study (AICUZ). Land use compatibility is severely restricted in APZs I and II and, if development is by the Joint Powers Authority. At a minimum, low intensity use with a maximum of 20% lot coverage and single story construction should be adhered to. Additionally, in accordance with Table 3-1 of AICUZ, "Railroad, rapid rail transit and street railroad transportation" are compatible uses within APZ I, provided the use does not include passenger terminals or major aboveground transmission lines.

3. The location of this proposed development is within the 50:1 slope ratio of the approach/departure clearance surface for MARB primary runway and has height restrictions. The coordinates for the MARB Primary Runway 14 approach are 33° 53" 47' latitude and 117° 16" 14' longitude, and the elevation is 1,535 feet above Mean Sea Level (MSL) at Runway 14 approach threshold. There is a maximum height for all structures, including communication antenna, signage and towers on the site.

4. We ask that materials provided in construction be non-reflective. We ask that all reflective materials, such as outside ductwork, windows and roofs be painted or covered with a non-reflective material and all exterior lights be downward directed.

5. Additionally, we ask that terminal use of the facility that may include highly combustible materials, highly flammable material, chemicals or explosives be reviewed and approved through your office, with the coordination of MARB. This request is made in the interest of safety for our mission aircraft and emergency response personnel.

RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION

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

2. Any outdoor lighting installed shall be hooded or shielded to prevent either the spillage of lumens or reflection in to 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.

e) Children's schools, hospitals, nursing homes, and highly noise-sensitive outdoor nonresidential uses.

4. Any ground-level or aboveground water detention or retention basin or facilities shall be designed so as to provide for a detention period for the design storm that does not exceed 48 hours (may be less, but not more), and to remain totally dry between rainfalls. Vegetation in and around such facilities that would provide food or cover for bird species that would be incompatible with airport operations shall not be utilized in project landscaping. Landscaping shall utilize plant species that do not produce seeds, fruits, or berries. Trees shall be spaced so as to prevent large expanses of contiguous canopy, when mature.

5. Structure height shall not exceed 40 feet, and no structure shall be located less than 3,841 feet from any point on the centerline of the runway at Perris Valley Airport, unless the Federal Aviation Administration has first issued a Determination of No Hazard to Air Navigation for said structure.

WESTERN MUNICIPAL WATER DISTRICT

1. When water or sewer service is requested for any new parcels, an individual water and sewer service will be required. Installation of water and sewer service requires payment of Western's connection fees and any other costs associated with installation of a commercial water meter assembly.

2. More detailed plans related to the following need to be submitted: proposed water connections to distribution mains (both fire and domestic; currently no laterals are shown), proposed connections to the sewer system and detailed drawings of the onsite private water, fire and sewer system. Please review Western's Commercial Plan Check Package for submittal format and requirements.

3. The enclosed "Industrial Waste Survey" needs to be submitted and reviewed by Western prior to any sewer connection. Depending upon the type of process being proposed at each facility, Western may want to review, approve and/or require a private pre-treatment system. Western may also require each building to have a dedicated sewer flow measuring/sampling location.

4. The customer is responsible for installing, paying all costs and obtaining an encroachment permit from the local jurisdiction having authority over installation of a water lateral in the public right-of-way. If a customer chooses to cross private property then the customer is responsible to obtain private easements from adjacent property owners.

Please contact Western's Development Services Department at (951) 571-7100 for further information. Thank you for giving Western the opportunity to submit these items as part of the Plot Plan review.

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.

Attach: Standard Construction and Operation Mitigation Measures (Exhibits A & B)

CONDITIONS OF APPROVAL FOR DESIGN PLOT PLAN 11-02

Exhibit A
Standard March JPA Construction Mitigation Measures
To be placed on the cover sheet of all construction plan submittals

CONSTRUCTION:

1. A minimum 4' X 8' sign shall be posted on the property during the construction phase identifying a responsible party to contact regarding the generation of dust and any other construction activity concerns. Included on the sign shall be the contact name, company, and phone number to reach said individual.

2. All feasible fugitive dust reduction techniques shall be utilized during construction activities.

3. Grading operations shall comply with the requirements of SCAQMD Rule 403. Fugitive dust emissions from grading activities will be reduced by watering exposed grading areas twice daily. All hauled loads shall be covered or maintain 2' freeboard in compliance with Section 23114 of the California Vehicle Code. Grading activities shall be suspended when winds exceed 25 MPH, as feasible.

4. Emissions from off-road mobile sources shall be reduced by suspending construction activities during second-stage smog alerts.

5. Unpaved construction roads shall be watered three times daily and construction traffic on unpaved roads shall be limited to 15 MPH. Construction access roads shall be paved at least 100 feet from the main road.

6. Emissions from on-road mobile sources shall be reduced by providing temporary traffic control to improve traffic flow, scheduling construction during off-peak hours, and developing a trip reduction plan for construction workers to achieve a vehicle ridership of 1.5 among construction workers.

7. All internal combustion engine-driven equipment will be properly maintained and tuned according to manufactures specifications.

8. All on-site electricity shall be provided from temporary power poles. Portable power generators shall be prohibited.

9. The development shall incorporate low polluting construction materials and coatings in conformance with SCAQMD Rule 1113.

10. Minimize and/or divert from landfills disposed construction and demolition waste by the use of onsite grinders or by directing the materials to recycling facilities.

11. All construction equipment used for construction activities shall be fitted with exhaust muffling and noise control filter devices to reduce noise impacts.

Exhibit B

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. Diesel truck and equipment idling shall be limited to a maximum of 5 minutes.

3. All internal combustion engine-driven equipment will be properly maintained and tuned according to manufactures specifications.

4. Operations shall comply with SCAQMD regulations for low sulfur fuel as identified in Rule 431.2.

5. 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.

6. A hazardous materials certified handler and disposal service shall conduct the disposal and servicing of any hazardous materials.

7. The Development shall include a Recyclables Collection and Loading Area. End users shall support recycling programs which shall reduce emissions associated with manufacturing and waste disposal.

8. 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.

9. 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.

10. Any graffiti located onsite shall be removed within 72 hours. The site shall be maintained in a graffiti-free state at all times.

SUPPLEMENTAL ENVIRONMENTAL CHECKLIST FORM

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

1. Project Title: Perris Valley Line: Moreno Valley/March Field Station

2. Lead Agency Name and Address:

March Joint Powers Authority
23555 Meyer Drive
Riverside, CA. 92518

3. Contact Person and Phone Number: Grace I. Williams, Senior Planner

4. Project Location: 14160 Meridian Parkway, Riverside CA. 92518

5. Project Sponsor's Name and Address:

Riverside County Transportation Commission
4080 Lemon Street, 3rd Floor
Post Office Box 12008
Riverside, California 92502-2208

6. General Plan Designation: SP-1 7. Zoning: SP: Business Park

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

This Supplemental Initial Study tiers off of two Final Environmental Impact Reports (EIR): a) the March JPA's March Business Center business park (MBP) EIR (SCH No. 2002071089) which considered the location of a Metrolink station within the JPA's business park area; and b) RCTC's Perris Valley Line (PVL) EIR (SCH No. 2009011046) which evaluated the Project as part of the whole of the Perris Valley Line Project. Both EIRs were prepared in accordance with the California Environmental Quality Act (CEQA) as amended (Public Resources Code §21000 et seq.), and CEQA Guidelines (California Administrative Code §15000 et seq.). According to the CEQA Guidelines §15132, the Final EIR shall consist of the following: The Draft Environmental Impact Report (Draft EIR) or a revision of the Draft; Comments and recommendations received on the Draft EIR, either verbatim or in summary; A list of persons, organizations, and public agencies commenting on the Draft EIR; The responses of the Lead Agency to significant environmental points raised in the review and consultation process. The Perris Valley Line EIR was certified in July 2011 while the March Business Center business park EIR was certified in February of 2003.

Overview: In accordance with the California Environmental Quality Act ("CEQA") guidelines, and the March JPA Local CEQA Guidelines, the above-mentioned EIRs cover resource areas requiring further study based on the details of the March Business Park EIR. Among the areas analyzed by the Perris Valley Line Project EIR are Air Quality, Greenhouse Gases, Noise and Transportation. Other areas, including Land Use Planning, Cultural Resources, Hazardous Materials and Biological Resources, were adequately analyzed under the March Business Center business park Project EIR and were incorporated by reference in the Perris Valley Line EIR.

The EIRs, Mitigation Monitoring Reporting Plans and Statements of Overriding Considerations adopted for the March Business Center business park Specific Plan and Perris Valley Line Project are consistent with the Public Resources Code, and State of California Environmental Quality Act

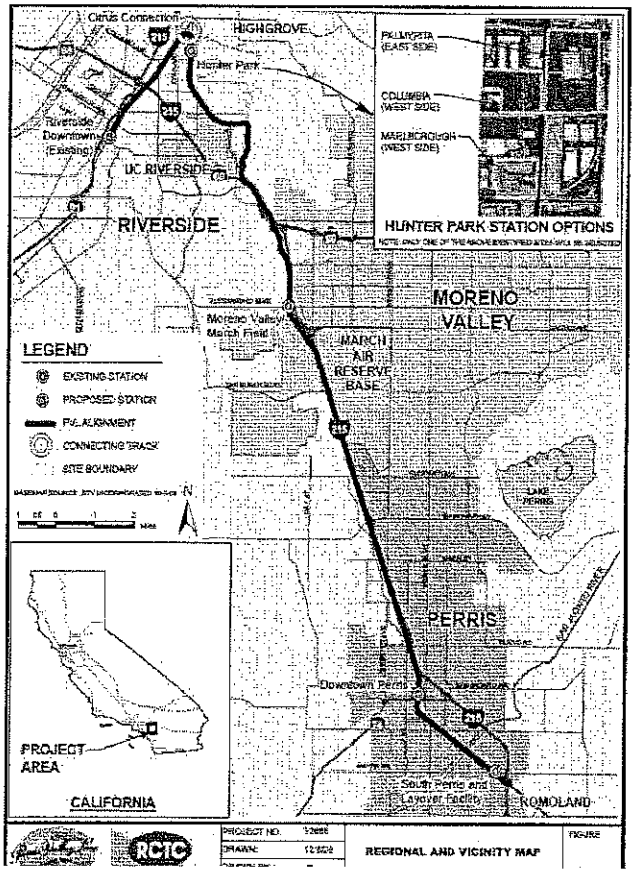
(CEQA) Guidelines and the March Joint Powers Authority's local CEQA Guidelines.

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

Plot Plan 11-02 is an application by the Riverside County Transportation Commission (RCTC) for a design plot plan approval on a 14.5 acre site located at 14160 Meridian Parkway, for the development of the Moreno Valley/March Field Metrolink station within the March Business Center business park. The station was previously analyzed as part of the RCTC Perris Valley Line Project in 2010. The plot plan includes certain easements that will be granted to the Meridian Landscape, Lighting and Maintenance (LLMD) District for the long-term maintenance of certain landscaped areas, as well as reciprocal access easements that will allow LLMD crews access to landscaped areas. The design plan provides the build out scenario for the Metrolink site as analyzed in the Perris Valley Line EIR.

As identified within the EIR, the Metrolink station and associated improvements would be created using the existing San Jacinto Branch Line (SJBL) that is owned by RCTC (see Figure 1). The Burlington Northern Santa Fe (BNSF) provides freight service on the SJBL.

Figure 1



The Moreno Valley/March Field Station is one of four stations that will be constructed as part of the PVL improvements. The Station will be located within the March Business Center business park west of I-215 and south of Alessandro Boulevard. RCTC would be responsible for the construction, operation, and maintenance of the station and parking areas as shown on Figures 2 and Figure 3. The associated parking areas would have a capacity of approximately 750 parking spaces at buildout (year

2030); however, in Phase 1 approximately 480 parking spaces will be provided to cover approximately 7 acres including landscaping.

Figure 2

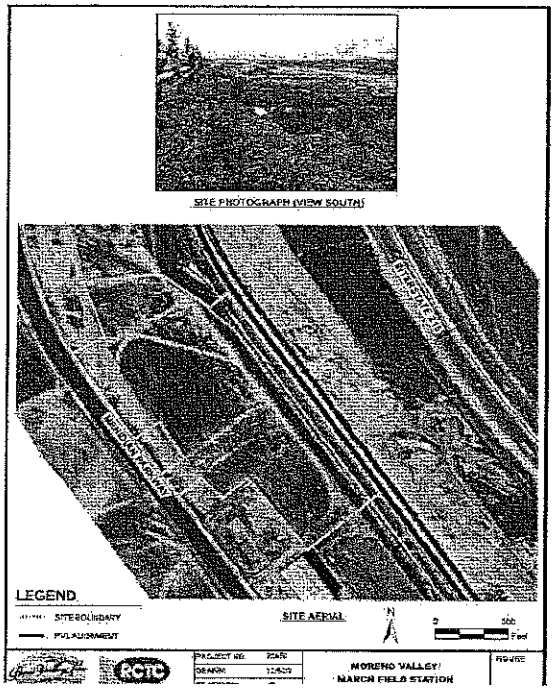
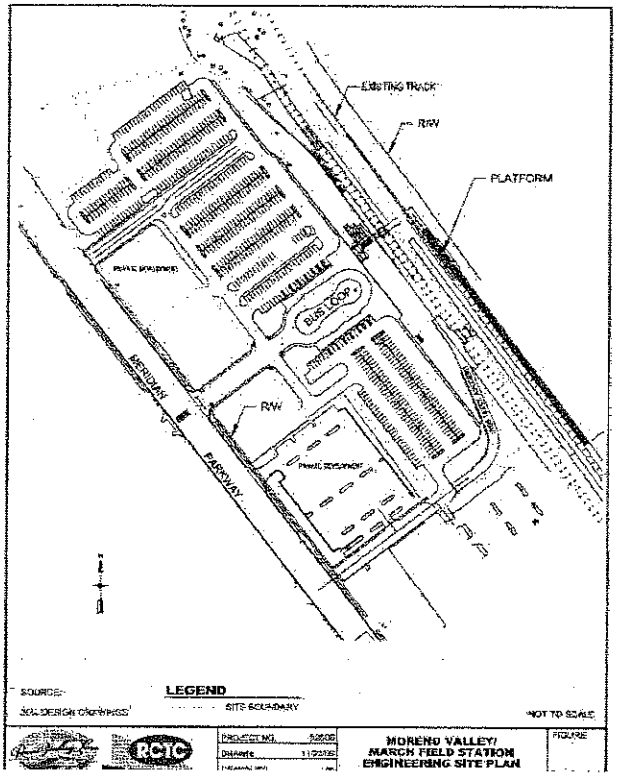


Figure 3



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

The Moreno Valley/March Field Station will be located on approximately 14.5 acres within the March Business Center business park Project (a.k.a. Meridian North Campus). Approximately half of the lots in the North Campus have been developed with Industrial, Office, and other uses. Of the developed lots, office uses are located southerly and westerly of the Project site while parcels to the north are vacant. Twelve of the developed parcels in North Campus are occupied and open for business. For the most part, the remainder of the North Campus, including the Project site, has been mass graded, but is otherwise undeveloped.

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

None as part of this Plot Plan consideration.

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

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

DETERMINATION (To be completed by the Lead Agency):

On the basis of this initial evaluation:

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

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

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

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

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

Signature — Date: 2/15/13

Grace Williams — Printed Name

March JPA — For

EVALUATION OF ENVIRONMENTAL IMPACTS:

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

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

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

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

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

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

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

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

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

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

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

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

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

10) The explanation of each issue should identify:

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

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

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

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

a, b) Potential Impact: Have a substantial adverse effect on a scenic vista; and substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway.

Impact Analysis: According to the March Business Center business park EIR, the project site does not contain any unique visual resources, nor is it a part of a scenic corridor. (MBP/EIR, p. IV-92). No scenic resources such as trees, rock outcroppings and historic buildings are located on the Project site or within the Project vicinity. According to the PVL EIR (PVL/EIR, p. 4.1-4) Alessandro Boulevard is approximately 1.5 miles south of the I-215/SR-60 interchange and extends east/west from Riverside through the City of Moreno Valley. The segment of Alessandro Boulevard that is labeled as a Scenic Boulevard is the portion between the San Jacinto Branch Line (SJBL) alignment and Mission Grove Plaza to the west. Sycamore Canyon Wilderness Park can be seen on either side of the boulevard at this segment. The Project site is approximately 0.3 miles south of this segment of Alessandro; however, the site is fully graded and is within an approved and developing 1,290 acre Business Park area. The Project would not adversely degrade the existing visual character of the site and its surroundings. No new impact would occur nor any changes to prior EIR findings.

c, d) Substantially degrade the existing visual character or quality of the site and its surroundings; and create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?

Impact Analysis: The Proposed Project would not substantially degrade the existing visual character or quality of the site and its surroundings, nor would it create new source of substantial light or glare that would adversely affect day or nighttime views in the area. The Project design complies with March Business Center business park design standards which were written to address light and glare issues

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

associated with new uses around the vicinity of operating airports. No new impact would occur nor any changes to prior EIR findings.

II.	AGRICULTURE AND FOREST RESOURCES. In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest protocols adopted by the California Air Resources Board. Would the project:					
	a)	Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	☐	☐	☒	☐
	b)	Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☒	☐
	c)	Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	☐	☐	☒	☐

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

a-e) Impact Analysis: As identified within the March Business Center EIR (MBP/EIR, p. IV-105), no portions of the Project site are currently under active cultivation, nor is the Project area or surrounding land designated as farmland of local, regional or statewide importance. The site is not zoned for agricultural uses, nor designated for agricultural purposes by the General Plan. Further, no Williamson Act contracts are in place for the proposed Project site. Thus, no impacts to agriculture and forestry resources would occur as a result of the proposed project and no further analysis is required.

III.	AIR QUALITY. Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:				
a)	Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	☒	☐
b)	Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	☐	☐	☒	☐
c)	Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is nonattainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	☐	☐	☒	☐
d)	Expose sensitive receptors to substantial pollutant concentrations?	☐	☐	☒	☐

Issues:		New Potentially Significant Impact	New Mitigation is Required	No New Impact/No Impact	Reduced Impact
e)	Create objectionable odors affecting a substantial number of people?	☐	☐	☒	☐

Potential Impact: Conflict with or obstruct implementation of the applicable air quality plan.
Impact Analysis:

The proposed PVL commuter rail project is included in SCAG's 2008 RTIP (Project ID RIV520109), (see Air Quality Technical Report B, Appendix A) which indicates that the project's operational emissions meet the transportation conformity requirements imposed by USEPA and SCAQMD. The PVL Final EIR provided an evaluation of the consistency of the Project with the latest (2007) Air Quality Management Plan (AQMP) prepared by the South Coast Air Quality Management District (SCAQMD) to demonstrate attainment with the 8-hour federal ozone standard and fine particulate matter ($PM_{2.5}$) standard. This evaluation examined two criteria to assess consistency of the Project with the AQMP.

The first criterion examined in the PVL Draft EIR (Section 4.3 of Environmental Analysis) evaluated whether the Project would result in an increase in either the frequency or severity of existing air quality violations or delay attainment of air quality standards or targeted emission reductions. The analysis in the Final EIR determined that because the construction or operation of the Project would not result in a violation of local air pollutant concentration significance thresholds established by SCAQMD based on analysis contained in the EIR, that the Project is consistent with this criterion. The proposed Project would not result in a generation of motor vehicle trips but would in fact result in the reduction of vehicles miles travelled (PVL DEIR, p. 5-4). Therefore, emissions under the proposed Project would be consistent with the AQMP in terms of air quality attainment.

The second criterion examined in the Final EIR evaluated whether the Project would be consistent with land use development assumptions used to develop the AQMP. Specifically, analysis in the Final EIR determined that air emissions resulting from the Project would be similar to those envisioned under the March JPA General Plan which was adopted prior to development of the 2007 AQMP and that, based on this, the Project would not exceed the assumptions of the currently adopted AQMP. Therefore, the Project would not exceed the assumptions of the currently adopted AQMP which is still the 2007 AQMD.

In summary, the PVL Final EIR found that that the Project was consistent with and would not impede or otherwise conflict with the AQMP and the proposed Project. The proposed Project is consistent with the analysis contained in the Final EIR. Therefore, the Final EIR captured the evaluated impacts to air quality associated with the proposed Project. In addition, the proposed Project would generate fewer vehicle miles traveled in the region than those originally assumed in the Project. Since the proposed Project is consistent with the AQMP, they would have a less than significant impact with regard to potential conflicts with the AQMP.

Potential Impact: Violate any air quality standard or contribute substantially to an existing or

projected air quality violation.

Impact Analysis: The PVL Final EIR provided an evaluation of whether implementation of the Project would result in a violation or contribute to an existing violation of air quality standards. This evaluation was conducted separately for construction-related emissions and operational emissions.

Construction Emissions

With regard to construction-related emissions, the Final EIR determined that emissions from the development of the Project would have a less than significant impact for criteria pollutants. Grading, site preparation, and the extent of building construction for the proposed project would be the same as assumed in the Final EIR; neither the overall site area nor Project area have changed because the design plan does not change the density, intensity or character of the use for the Project area. Therefore site-specific emissions associated with building construction and application of architectural coatings would be the same as were originally evaluated. Best Management Practices AQ-1 through AQ-12 would still be effective at reducing construction-related emissions to less than significant levels (PVL DEIR, p. 4.3-26). Consequently, there would be no new significant impacts related to construction emissions and no additional mitigation measures are required.

Operational Emissions

With regard to operational emissions, the PVL Final EIR determined that project related operational emissions of carbon monoxide (CO), oxides of nitrogen (NO_x), ROG, and particulate matter (PM_{10}) and $PM_{2.5}$ would all exceed the mass daily significance thresholds of the SCAQMD. These emissions resulted in the identification of a significant regional air quality impact. Analysis of localized CO concentrations indicted that there would not be a localized violation of the state and federal CO standards as a result of the Project.

The proposed Project is consistent with the PVL development and the impacts of the proposed Project are consistent with the analysis contained in the Final EIR. Implementation of the proposed Project would not result in any additional impacts, and no new mitigation would be required.

Potential Impact: 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.

Impact Analysis: The proposed Project area is designated as being within a non-attainment area for the state and federal 8-hour ozone standard, the state 1-hour ozone standard and the state standards for PM_{10} and $PM_{2.5}$. The PVL DEIR identified that the proposed PVL project would result in decreased emissions of carbon monoxide, volatile organic compounds, SOx, PM2.5 and PM10. Nitrogen oxide emissions would increase, but the increase would be less than significant. With the reductions in these pollutants, the proposed project would produce a cumulative net benefit to the region's air quality. As rail passenger ridership increases over time and the diesel engines continue to meet EPA's more stringent emission standards, there would be ongoing and increasing air quality benefits. (PVL, DEIR, p. 4.3-28)

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

Implementation of the proposed Project would not result in any additional impacts, and no new mitigation would be required.

Potential Impact: Expose sensitive receptors to substantial pollutant concentrations.

The Perris Valley Line EIR contained an analysis of local concentrations of CO, nitrogen dioxide, PM_{10} and $PM_{2.5}$ resulting from both construction activities as well as from operation of the Project. Project related emissions of these pollutants would result in localized concentrations below the localized significance thresholds of the SCAQMD except for PM_{10} which was determined to be a significant and unavoidable impact during peak construction activities even with implementation of all feasible mitigation. In addition, the Final EIR included an analysis of localized CO concentrations resulting from increases in vehicle traffic generated by operations of the Project. Predicted local CO concentrations were below state and federal 1-hour and 8-hour CO standards.

The proposed Project is consistent with the analysis contained in the Perris Valley Line Final EIR. Therefore, the Perris Valley Line Final EIR captured the evaluated impacts to air quality associated with the proposed Project. The proposed Project would not result in any additional need for grading of the project site beyond what was assumed in the Final EIR. Because grading activities represented the worst case analysis for which a significant PM_{10} impact was identified, there would be no difference between construction impacts analyzed for the Project and those that would result from the proposed Project. Consequently, the proposed Project would have the same degree of localized construction-related PM_{10} impact as contemplated in the Project.

From an operational standpoint, the proposed Project would result in a net reduction of motor vehicle trips and their associated emissions compared to those analyzed in the Project EIR. Therefore, localized concentration of PM_{10} in the vicinity of the proposed Project would be less than those analyzed in the Project and not result in an exacerbated air quality impact.

Potential Impact: Create objectionable odors affecting a substantial number of people.

The Perris Valley Line Final EIR concluded that the Moreno Valley/March Project site will not create objectionable odors that would affect a substantial number of people. The Final EIR found that standard construction requirements would address potential temporary impacts associated with construction equipment. Riverside County's solid waste regulations and SCAQMD's Rule 402 were identified as addressing potential odor impacts from Solid waste storage and cooking facilities, respectively. The Final EIR found that implementation of the proposed Project would have a less than significant impact with regard to the creation of objectionable odors. Implementation of the proposed Project would not result in any additional impacts, and no new mitigation would be required. (Perris Valley Line, DEIR, p. 4.3-30)

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

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

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

Potential Impact: Have a substantially 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).

Impact Analysis: The March Business Center business park Final EIR included a series of plant and wildlife surveys in the Project area. The Project area is fully disturbed as part of the March Business Center business park with developed properties to the south and west. A concrete lined drainage ditch runs along the easterly boundary of the project site adjacent to the existing rail line. No impacts to candidate, sensitive, or special status species are evaluated.

Potential Impact: 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 CDFG or USFWS; 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.

Impact Analysis: As previously mentioned, the Project site was fully graded as part of the development of the northerly portion (North Campus) of the March Business Center business park. The site does not contain riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the CDFG or USFWS. The Project would not have an adverse effect on federally protected wetland as defined by Section 404 of the Clean Water Act. The proposed Project is consistent with the Project and the impacts of the proposed Project are consistent with the analysis contained in the Final EIR. Implementation of the proposed Project would not result in any additional impacts, and no new mitigation would be required.

Potential Impact: 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 impeded the use of native wildlife nursery sites.

Impact Analysis: The March Business Center business park Final EIR determined that there are no wildlife corridors or linkages within the Project area. The proposed Project area is located in the southernmost part of the Project area, and surrounded by other developed uses. The Final EIR determined that development of the Project, including the area within the proposed Project would result in impacts to corridors that would be less than significant and no mitigation was required. The proposed Project is consistent with the Project and the impacts of the proposed Project are consistent with the analysis contained in the Final EIR. Implementation of the proposed Project would not result in any additional

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

impacts, and no new mitigation would be required.

Potential Impact: Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance.

Impact Analysis: The March Business Center business park Final EIR concluded that no local policies or ordinances protecting biological resources apply to the Project area, and there would be no impacts or required mitigation measures. Thus, no local policies or ordinances protecting biological resources apply to the proposed Project area, and there would be no impacts or required mitigation measures.

Potential Impact: Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan.

Impact Analysis: The Final EIR states that the March Business Center business park Specific Plan is located within the Western Riverside County Habitat Conservation Plan for the Stephen's kangaroo rat and the Western Riverside County Multi-Species Habitat Conservation Plan; however, March JPA does not participate in these plans and there would be no conflict, resulting in less than significant impacts with no mitigation measures required. The proposed Project is consistent with the March Business Center business park Specific Plan and the impacts of the proposed Project are consistent with the analysis contained in the Final EIR. Implementation of the proposed Project would not result in any additional impacts, and no new mitigation would be required.

V.	CULTURAL RESOURCES. Would the project:				
a)	Cause a substantial adverse change in the significance of a historical resource as defined in § 15064.5?	☐	☐	☒	☐
b)	Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?	☐	☐	☒	☐
c)	Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☐	☒	☐

Issues:		New Potentially Significant Impact	New Mitigation is Required	No New Impact/No Impact	Reduced Impact
d)	Disturb any human remains, including those interred outside of formal cemeteries?	☐	☐	☒	☐

Potential Impact: Cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5 of the CEQA Guidelines.

Impact Analysis: The March Business Center business park Final EIR concluded that there were no cultural resources found within the Project area. Additionally, the Project site was fully graded and disturbed as part of the March Business Center business park North Campus development. Therefore, no historic resource impacts would result from the proposed Project.

Potential Impact: Cause a substantial adverse change in the significance of an archaeological resources pursuant to Section 15064.5 of the CEQA Guidelines; disturb any human remains, including those interred outside of formal cemeteries.

Impact Analysis: The March Business Center business park Final EIR concluded that there were no cultural resources found within the Project area. Additionally, the Project site was fully graded and disturbed as part of the March Business Center business park North Campus development. Therefore, no archaeological resource impacts would result from the proposed Project.

Potential Impact: Directly or indirectly destroy a unique paleontological resource or site or unique feature.

Impact Analysis: The March Business Center business park Final EIR concluded that there were no cultural resources found within the Project area. Additionally, the Project site was fully graded and disturbed as part of the March Business Center business park North Campus development. Therefore, no historic resource impacts would result from the proposed Project.

VI.	GEOLOGY AND SOILS. Would the project:				
a)	Expose people or structures to potential substantial adverse effects, including the risk of loss, injury or death involving:	☐	☐	☒	☐

Issues:		New Potentially Significant Impact	New Mitigation is Required	No New Impact/No Impact	Reduced Impact
i)	Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	☐	☐	☒	☐
ii)	Strong seismic ground shaking?	☐	☐	☒	☐
iii)	Seismic-related ground failure, including liquefaction?	☐	☐	☒	☐
iv)	Landslides?	☐	☐	☒	☐
b)	Result in substantial soil erosion or the loss of topsoil?	☐	☐	☒	☐
c)	Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	☐	☐	☒	☐
d)	Be located on expansive soil, as defined in Table 18 1 B of the Uniform Building Code (1994), creating substantial risks to life or property?	☐	☐	☒	☐
e)	Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	☐	☐	☒	☐

Potential Impact: Exposure of people or structures to potentially substantial adverse effects, including the risk of loss, injury or death involving strong seismic ground shaking or seismic-related ground failure, including liquefaction.

Impact Analysis: The March Business Center business park Final EIR provided an evaluation of whether implementation of the Specific Plan would expose people or structures to substantial adverse effects related to strong seismic ground shaking or seismic-related ground failure. The Final EIR included a site-specific Geotechnical Investigation that evaluated the entire Project area, and determined that there were potentially significant impacts related to seismic failure. Mitigation Measures K-1 through K-5 was

identified in the Final EIR, which determined this measure would reduce any impacts related to seismic safety to less than significant.

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

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

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

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

Mitigation Measure 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.

The proposed Project is consistent with uses evaluated in the Final EIR. The Final EIR stated that there are no faults within the Project area; however, there is the potential for strong ground shaking and liquefaction. The proposed Project is consistent with the analysis contained in the Final EIR. No additional mitigation measures would be necessary.

Potential Impact: 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.

Impact Analysis: As analyzed in the March Business Center business park Final EIR, the Project area contains underlying soils that may have the potential for liquefaction under seismic conditions. Based on subsurface conditions within the Project area, the moderate to high seismicity of the region, any loose fill materials at the site could be vulnerable to subsidence or collapse. Mitigation Measure K-2 was included in the Final EIR, which determined the measure would reduce any impacts related to liquefaction to less than significant levels. The proposed Project does not include any uses or activities that differ from those analyzed in the EIR. The proposed Project is consistent with the analysis contained in the Final EIR. Mitigation Measure K-2 is applicable to the proposed Project, and no additional mitigation measures are necessary.

Mitigation Measure K-2: All future grading and construction of the project site shall comply with the geotechnical recommendations contained in the Preliminary Geotechnical Investigation: March Business Park Phases 1-3 prepared by Inland Foundation Engineering, Inc dated July 10, 2002. This report contains specific recommendations for mitigating geotechnical conditions related to

soils earthwork, slope stability, and ground and surface waters. All recommendations contained in the report shall be incorporated into all final and engineering and grading plans.

The project site, as is the majority of the Project area and surrounding properties, is essentially level, and is not susceptible to land sliding. The potential for landslides does not exist, and no new impacts or mitigation measures would be required.

Potential Impact: Location on expansive soil, as defined in Section 1802.3.2 of the California Building Code (2007), creating substantial risks to life or property.

Impact Analysis: As analyzed in the March Business Center business park Final EIR, near-surface loose soils require over-excavation and replacement as engineered/compacted fills. There is the potential for unstable soils to underlie the proposed Project area, thus impacts of the proposed Project would be potentially significant, consistent with the Final EIR. Mitigation Measures K-1, K-2 and K-5 were identified in the Project EIR, which would reduce any impacts related to expansive soils to less than significant. The proposed Project is consistent with the analysis contained in the Final EIR and no additional mitigation measures are needed.

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

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

Mitigation Measure 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.

VII.	GREENHOUSE GAS EMISSIONS. Would the project:				
a)	Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	☐	☐	☒	☐
b)	Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emission of greenhouse gases?	☐	☐	☒	☐

7a(1) 74

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

Potential Impact: Generate greenhouse gas emissions either directly or indirectly, that may have a significant impact on the environment.

The Perris Valley Line Final EIR identifies a less than significant impact from greenhouse gas (GHG) emissions generated from operation of the Moreno Valley/March Field Metrolink Station. Estimates of Project-related GHG emissions in the Final EIR indicate that 89 percent of emissions are generated by mobile sources (motor vehicles) and the remainder from direct and indirect stationary and area sources. Final EIR Mitigation Measures 4.9.13 through 4.9.28, as well as project design elements, have been identified as sufficient to reduce Project GHG emissions to a less than significant level.

Potential Impact: Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases.

The Perry Valley Line Final EIR determined that the Project is included in SCAG's 2008 RTIP (Project ID
RIV520109), (see Air Quality Technical Report B, Appendix A) which indicates that the project's operational emissions meet the transportation conformity requirements imposed by USEPA and SCAQMD. The project does not conflict with or obstruct the implementation of any local or statewide air quality plan and would comply with applicable strategies outlined by California EPA's Climate Action Team. Subsequent to certification of the Final EIR, there have been no substantive new plans or policies adopted relative to GHG's and climate change that would affect the analysis or determinations of the EIR.

VIII.	HAZARDS AND HAZARDOUS MATERIALS. Would the project:				
a)	Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☐	☒	☐
b)	Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	☐	☐	☒	☐
c)	Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☒	☐

Issues:		New Potentially Significant Impact	New Mitigation is Required	No New Impact/No Impact	Reduced Impact
d)	Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	☐	☐	☒	☐
e)	For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	☐	☐	☒	☐
f)	For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	☐	☐	☒	☐
g)	Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☒	☐
h)	Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	☐	☐	☒	☐

Potential Impact: Create 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.

Impact Analysis: The March Business Center Final EIR incorporated a Phase I Site Assessment addressing existing on-site hazards, as well as potential hazards associated with the operation of facilities proposed by the Project. The Phase I Site Assessment did not identify any areas of special hazardous materials consideration on the proposed Project site, including soil or groundwater contamination, above- or below-ground storage tanks (MBC, Final EIR, p. IV-71). The proposed Project is consistent with the analysis contained in the Final EIR. There would be no new significant impacts, and no need for additional mitigation measures.

The Project is consistent with those evaluated in the Final EIR. As stated in the Final EIR, less than significant hazardous materials impacts related to operational uses are evaluated. No new operational

mitigation measures are necessary.

Potential Impact: Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school.

Impact Analysis: The use proposed on the site is consistent with the March Business Center business park Final EIR. There are no schools within one-quarter mile of an existing or proposed school; additionally no hazardous materials would be handled on-site as part of the proposed use. There would be no new significant impacts and no mitigation measures required.

Potential Impact: 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, create a significant hazard to the public or the environment.

Impact Analysis: As part of the Phase I Site Assessment of the March Business Center Final EIR, a search of federal, state, local, tribal, and proprietary records was conducted, and no hazardous material sites compiled pursuant to Government Code section 65962.5 are located in the proposed Project area. The Final EIR concluded that less than significant impacts would occur. The proposed Project is consistent with this conclusion because the proposed Project is consistent with the analysis in the Final EIR. There would be no new significant impacts and no mitigation measures required.

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, public use airport, or private airstrip, result in a safety hazard for people residing or working in the project area.

Impact Analysis: The proposed Project area is located approximately 1.5 miles northwest of the March Inland Port Runway, and two airport land use plans affect the proposed Project area. The Riverside County ALUP defines the Project area, including the proposed Project area, as Safety Zone II, and the Final EIR determined that the March Business Center business park in its entirety is consistent with the ALUP. The Project area (including the proposed Project site) is also within the Draft 2010 March Air Reserve Base/Inland Port Airport Joint Land Use Study, within Accident Potential Zones I and II, but is outside of any identified safety hazards zones. The Project area is located in Zones D and E of the Joint Land Use Study, which indicates that lands within these zones are subject to noise and risks associated with aircraft, but that impacts are sufficiently minimal that land use restrictions are generally unnecessary. In addition, the Project area, including the proposed Project area, is not located within any of the safety hazards zones identified in the Air Installation Compatibility Use Zone Report. The Riverside County Airport Land Use Commission made a consistency finding for the proposed Project. Because the proposed Project is consistent with the uses analyzed in the Final EIR, no new impacts would result, and new mitigation measures are not necessary.

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

Potential Impact: Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan.

Impact Analysis: The Perris Valley Line Final EIR concluded that during construction activities, the proposed project will require temporary re-routing of emergency response routes to avoid street closures. However, prior to construction, local emergency services for the project so that alternative travel routes can be identified prior to the road closure. Routine operation and maintenance of the PVL corridor would not interfere with emergency response or evacuation plans. There would be no impact with mitigation in place (Mitigation measure HHM-3).

IX.	HYDROLOGY AND WATER QUALITY. Would the project:				
a)	Violate any water quality standards or waste discharge requirements?	☐	☐	☒	☐
b)	Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	☐	☐	☒	☐
c)	Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	☐	☐	☒	☐
d)	Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?	☐	☐	☒	☐

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

Impact Analysis: The Perris Valley Line and March Business Center business park Final EIRs concluded that implementation of a Metrolink Project within the March Business Center business park area would not have potentially significant operational impacts related to water quality. A Water Quality Management Plan (WQMP) was prepared for the proposed Project, which identifies pollutants of concern as urban runoff pollutants (sediment/turbidity; nutrients; trash and debris; oxygen demanding substances; bacteria and viruses; oil and grease; and pesticides) (STV Incorporated, 2011). Runoff from the project site would be discharged directly into a publicly-owned, operated, and maintained Municipal Separate Storm Sewer System (MS4). The WQMP identifies site design best management practices (BMPs) to minimize runoff, minimize impervious surfaces, conserve natural areas, and minimize directly connected impervious areas. Non-structural (such as education programs, litter control, and activity restrictions) and structural (such as MS4 signage, landscape/irrigation design, and protection of slopes and channels) source control BMPs are also identified in the WQMP. Treatment controls would be provided with the use of on-site rain gardens and a storm filter treatment vault.

The proposed Project is designed to be consistent with the analysis contained within the March Business Center business park and Perris Valley Line Final EIR.

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

Potential Impact: 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; 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.

Impact Analysis: The Perris Valley Line Final EIR determined that the relatively small footprint of the station platforms would not create an impermeable surface large enough to significantly contribute to runoff water in the surrounding area. The station parking lots would increase the amount of impermeable paved surfaces in the area, which would create additional runoff because the paved area does not allow for water infiltration. However, the stations are designed to direct local drainage into catch basins that connect into the local MS4, which would control the surface runoff and avoid flooding on or off-site. Therefore, no impacts are for this issue area. The proposed Project is designed to include rain gardens, landscaping, a storm filter and storm gate, and other BMPs that would reduce impacts related to altered drainage patterns on the site. The proposed Project is consistent with the analysis contained in the Final EIR. Implementation of the proposed Project would not result in any additional impacts, and no new mitigation would be required.

Potential Impact: 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; place within a 100-year flood hazard area structures which would impeded or redirect flows.

Impact Analysis: The Project site is not located near housing nor does it propose the development of new housing; therefore, no impacts would occur in this issue area.

Potential Impact: 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; place within a 100-year flood hazard area structures which would impeded or redirect flows.

Impact Analysis: The Project site is not located near housing nor does it propose the development of new housing; therefore, no impacts would occur in this issue area.

X.	LAND USE AND PLANNING. Would the project:				
a)	Physically divide an established community?	☐	☐	☒	☐

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

a) Physically divide an established community.

Impact Analysis: The proposed project would operate entirely within an existing rail corridor and its adjacent parcels are either vacant or occupied by developments associated with the March Business Center business park. Therefore, implementation of the PVL commuter rail service would not restrict the movement of people or physically divide an established community.

b) 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, Project, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect.

Impact Analysis: The March Business Center business park Final EIR provided a land use analysis of the Business Project to include a Metrolink station and concluded that there would be less than significant impacts related to potential inconsistencies with goals and policies of the General Plan, Zoning Ordinance, and other relevant land use regulations, programs, or policies. The current General Plan land use designation for the Project is "SP-1 (March Business Center Specific Plan)". The proposed Project is also consistent with the analysis contained in the Final EIR. There would be no new significant land use impacts associated with the proposed project, and no new mitigation would be necessary.

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c) Potential Impact: Conflict with any applicable habitat conservation plan or natural community conservation plan.

Impact Analysis: The March Business Center business park Final EIR states that SP-1 (including the project site) is located within the Western Riverside County Habitat Conservation Plan for the Stephen's kangaroo rat and the Western Riverside County Multi-Species Habitat Conservation Plan. The Final EIR noted that March JPA does not participate in these plans, but that since protected species are not present, there would be no conflict with these plans, resulting in less than significant impacts and no mitigation measures required. The proposed project includes the same ground-disturbing activities within the same development footprint as those evaluated in the Final EIR. Implementation of the proposed project would

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

not result in any additional impacts, and no new mitigation would be required.

XI.	MINERAL RESOURCES. Would the project:				
a)	Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	☐	☐	☒	☐
b)	Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, Project or other land use plan?	☐	☐	☒	☐

Findings of Fact:

a-b) As identified in the certified EIR for the March Business Center business park area (EIR, p. IV-107), the site does not contain any known unique, non-renewable or valuable resources and minerals, and has no special designation under SMARA. No impacts to mineral resources would occur.

Mitigation Measures: No further mitigation is required.

XII.	NOISE. Would the project result in:				
a)	Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	☐	☐	☒	☐
b)	Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	☐	☐	☒	☐
c)	A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☐	☒	☐
d)	A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☐	☒	☐

Issues:		New Potentially Significant Impact	New Mitigation is Required	No New Impact/No Impact	Reduced Impact
e)	For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☒	☐
f)	For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☒	☐

Potential Impact: Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies.

Construction Noise

As identified within the Perris Valley Line EIR noise analysis section (DEIR Section 4.10), many of the site-related construction activities needed to implement the proposed project are typical of those that occur for street and utility projects (PVL DEIR, p. 4.10-37). However, given the linear configuration of the construction corridor and the proximity of the project to the I-215 freeway and the nearby March Air Reserve Base, noise impacts associated with the construction of the project would be considered less-than-significant. The Project site is located within an existing business park with office uses to the west, vacant office buildings to the south, vacant properties to the north and the I-215 freeway to the east. Construction activities would occur between the hours of 6am and 7pm. No additional mitigations are required.

Vehicle Noise and General Operation Noise

As identified within the Perris Valley Line EIR noise analysis section (DEIR Section 4.10), due to the proximity of the project site to the I-215 freeway and the March Air Reserve Base, noise impacts associated with the operation of the project would be considered less-than-significant (PVL DEIR, p. 4.10-37). Additionally, the Project site is located within an existing business park with office uses to the west, vacant office buildings to the south, vacant properties to the north and the I-215 freeway to the east. The operation of the proposed facility would be consistent with what was analyzed within the Project EIR. No additional mitigations are required.

Potential Impact: Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels.

As identified within the Perris Valley Line EIR noise analysis section (DEIR Section 4.10) no residential uses or sensitive receptors are located near or around the Project site (PVL DEIR, p. 4.10-36). The Project site is within an existing business park with office uses to the west, vacant office buildings to the south, vacant properties to the north and the I-215 freeway to the east. Surrounding vacant properties are either slated for parking lot areas associated with later phases of the project, or for compatible business park uses. Therefore, the Project would not expose people to excessive groundborne vibration or

groundborne noise levels associated with the operation of the Project.

Potential Impact: A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project.

As shown in the noise impact tables (Table 4.10-9 and Table 4.10-11)of the Perris Valley Line EIR (DEIR, p. 4.10-36), noise from train horns, locomotives and crossing bells, wheel squeal on tight radius curves (<10 times the SCRRA/Metrolink locomotive wheel base or 900 feet) can contribute to community noise levels.
Wayside applicators apply a friction control material to the top of the rail and the gage face to reduce the metal to metal friction that causes wheel squeal. According to the Transit Cooperative Research Program – "Wheel/Rail Noise Control Manual" (Transportation Research Board, 1997) a report which was sponsored by the FTA, the use of a petroleum lubricant would reduce squeal while the use of a water lubricant would eliminate squeal. These steps taken to reduce wheel squeal from the commuter rail operations would also reduce the existing wheel squeal from BNSF freight trains, which do and would continue to operate along the SJBL. Additionally, due to the close proximity of the project to the I-215 freeway as well as the March Air Reserve Base, impacts to permanent increase in ambient noise levels would be less-than-significant. No mitigations are required.

Potential Impact: A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project.

The Project would not result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the Project. The project is located within an existing business part with vacant properties directly north and easterly of the site, and directly west of the I-215 freeway. Construction noise as previously mentioned would be intermittent. Additionally, the delivery of construction materials, such as the rail, rail ties, ballast, and specialized track equipment, would be accomplished using the existing rail rather than being delivered by truck (DEIR, p. 4.10-37). According to the PVL Construction Staging Plan, some nighttime construction is scheduled to occur specifically for new track layout. However, such temporary activities associated with the construction of the use, as previously discussed, would have a less-than-significant impact.

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, would the project expose people residing or working in the project area to excessive noise levels.

As identified within the Perris Valley Line EIR, one public airport exists within close proximity to the project study area (DEIR, p. 4.10-38). The MARB airfield within the March JPA area is primarily used by the military and commercial cargo flights. The MARB airfields are located less than two miles from noise sensitive receptors along the PVL corridor. However, as shown in Tables 4.10-9, 4.10-10 and 4.10-11 of the EIR (DEIR, p. 4.10-29 through 4.10-31), no project-related noise impacts were predicted to occur at this nearby location. Therefore, no impacts to people would occur.

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

Potential Impact: 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.

No private airstrips exist within the vicinity of the Project site.

XIII. POPULATION AND HOUSING. Would the project:				
a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of road or other infrastructure)?	☐	☐	☒	☐
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☒	☐
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	☐	☐	☒	☐

a-c) Impact Analysis. The potential impacts associated with population and housing was determined to be less than significant as the Project does not involve a development within an existing community. The proposed project is consistent with analyses in the March Business Center business park Final EIR and does not change land uses or building square footages. Thus, there would be no change to the Project's potential population and housing impacts, and the proposed project would not increase the area's population beyond existing projections. No further analysis is required.

XIV. PUBLIC SERVICES. Would the project:				
a) Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:	☐	☐	☒	☐

Issues:		New Potentially Significant Impact	New Mitigation is Required	No New Impact/No Impact	Reduced Impact
	Fire protection?	☐	☐	☒	☐
	Police protection?	☐	☐	☒	☐
	Schools?	☐	☐	☒	☐
	Parks?	☐	☐	☒	☐
	Other public facilities?	☐	☐	☒	☐

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

Impact Analysis: The implementation of the proposed Project would not result in or cause substantial adverse physical effects due additional demands on existing fire protection services, police protection services, or other public services. The Project is designed to meet CalFire requirements for public transportation facilities. On this basis, the Perris Valley Line Final EIR concluded that the Project would not result in substantial adverse physical effects from the construction of new or altered government facilities needed to maintain service ratios, response times, or other performance objectives for fire protection services, police protection services, or other public services. The proposed Project is consistent with analysis contained in the Final EIR. There would be no new impacts and no new mitigation would be required.

XV.	RECREATION. Would the project:				
a)	Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	☐	☐	☒	☐
b)	Does the project include recreational facilities or require the construction or expansion of recreational facilities which have an adverse physical effect on the environment?	☐	☐	☒	☐

a-b) As per the March Business Center business park Final EIR, uses within the March Business Center business park would not create the potential for significant cumulative effects to recreation, as the proposed project will not create the need for additional demand for recreational facility, and conversely, provides for additional recreational facilities. No mitigation is required.

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

Potential Impact: Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street. 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 designed roads or highway.

Impact Analysis: As described within the Perris Valley Line EIR, movements at the intersection of Alessandro Boulevard and Old 215 would continue to operate at acceptable levels. Several movements at the remaining three intersections, however, would worsen including:

- At Alessandro Boulevard and Mission Grove Parkway, westbound Alessandro and southbound Mission Grove Parkway's left-turn movements would incur additional delay within LOS E during the PM analysis hour.

- At the intersection of Cactus Avenue and southbound I-215 ramps, westbound Cactus Avenue's left-turn movement and the overall intersection would deteriorate from LOS C (existing) to F (future without the PVL project) during the PM analysis hour.

- Westbound Cactus Avenue's through movement would worsen from LOS E to F at Old 215, and the overall intersection LOS would deteriorate from LOS D to F during the PM analysis hour. Table 4.11 2 lists the number of boarding and alighting passengers per station during the AM and PM analysis hours.

While the agencies strive to maintain an acceptable level of service threshold they recognize that certain roadways do not currently meet the desired performance criteria and that those roadways would continue to operate below the agencies' LOS standards if no improvements were made to the roadway system. Therefore, the roadways within the Project area that currently exceed the LOS standards would continue to do so under the future conditions, and operating below these standards would not in itself be considered an impact. According to the EIR, significant traffic impacts would be expected at the following intersection:

- Westbound Cactus Avenue's through movement at Old 215 would experience a significant impact by incurring just over two seconds of delay within LOS F during the PM analysis hour (Mitigation measure TT-1)

Mitigation TT-1: *Cactus Avenue at Old 215 (for Moreno Valley/March Field Station)* was proposed to reduce north/southbound Old 215's maximum traffic signal green time to 15 seconds during the PM analysis hour. This would reduce delays for westbound Cactus Avenue's through movement from 244 to 119 seconds and improve the overall intersection LOS from LOS F with 152 seconds of delay to LOS E with 76 seconds of delay, while maintaining LOS C for Old 215. The proposed Project is consistent with analysis within the EIR; no further mitigation is required.

Potential Impact: Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersection) or compatible uses (e.g., farm equipment); inadequate vehicular access and internal circulation.

Impact Analysis: The proposed project would involve track upgrades to an existing rail line to allow for commuter rail service, but would not introduce design features that would increase hazards. The track and grade crossing improvements are required to bring the existing freight facility up to commuter rail standards, thereby resulting in safer operations. The project design is consistent with the previously certified Final EIR for the Perris Valley Line; as such, no additional mitigation measures are required.

Potential Impact: Result in inadequate parking capacity.

Impact Analysis: The Project would provide parking areas with a capacity of approximately 750 parking spaces at buildout (year 2030); however, in Phase 1 approximately 480 parking spaces will be provided to cover approximately 7 acres including landscaping.. The Project design is consistent with what was analyzed under the Perris Valley Line EIR (DEIR, p. 4.11-36) with Mitigation TT-1 still applicable to the Project.

> Mitigation TT-1: *Cactus Avenue at Old 215 (for Moreno Valley/March Field Station)* Reduce north/southbound Old 215's maximum traffic signal green time to 15 seconds during the PM analysis hour. This would reduce delays for westbound Cactus Avenue's through movement from 244 to 119 seconds and improve the overall intersection LOS from LOS F with 152 seconds of delay to LOS E with 76 seconds of delay, while maintaining LOS C for Old 215.

No significant impacts would result, and no additional mitigation measures are required.

Potential Impact: Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that result in substantial safety risk.

Impact Analysis: The Final EIR concluded that implementation of the Project would not result in change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risk. The proposed Project is consistent with the analysis contained in the March Business Center business park Final EIR and Perris Valley Line Final EIR. The proposed Project would not result in any new significant impacts, and would not require mitigation measures. The Riverside County Airport Land Use Commission considered the Project on October 14, 2010 and concluded that the Proposal is consistent with the provisions of the adopted 1984 Riverside County Airport Land Use Plan for the March Air Reserve Base Influence Area.

Potential Impact: Conflict with adopted policies, plans, or programs supporting alternative transportation.

Impact Analysis: The Project, as analyzed in the Perris Valley Line Final EIR, would not conflict with adopted policies, plans, or programs supporting alternative transportation and no mitigation measures are required. The proposed Project is consistent with adopted policies, plans, or programs supporting alternative transportation. Therefore, the proposed Project would not result in any additional impacts, and no new mitigation measures are required.

March Business Center business park (formerly known as March Business Center) project is located southwest of I-215 and Alessandro Boulevard on a 1,290-acre site. Surrounding land uses consist primarily of industrial park, warehousing, research and development, and associated business support uses. The site is consistent with what was analyzed under the March Business Center business park. No mitigation measures are required.

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

Issues:		New Potentially Significant Impact	New Mitigation is Required	No New Impact/No Impact	Reduced Impact
g)	Comply with federal, state, and local statutes and regulations related to solid waste?	☐	☐	☒	☐

Potential Impact: Require the construction of new water or wastewater treatment facilities or expansion of existing facilities or expansion of existing facilities. The construction of which could cause significant environmental effects.

Impact Analysis: The implementation of the proposed Project would not result in or require the construction of new water or wastewater treatment facilities or expansion of existing facilities or expansion of existing facilities, the construction of which could cause significant environmental effects. As outlined in the March Business Center business park Final EIR (p. IV-79), all water system improvements proposed and required of the Project would be designed, constructed, and maintained in accordance with WMWD, March JPA, and Riverside County requirements. Water would be provided to the proposed Project through the improvement of existing water facilities. Existing wastewater treatment facilities are sufficient to meet the proposed Project needs. The Final EIR concluded that impacts would be less-than-significant and would not require mitigation. The proposed Project is consistent with the analysis contained in the March Business Center business park Final EIR. There would be no new impacts and no mitigation would be required.

Potential Impact: Require the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which would cause significant environmental effects.

Impact Analysis: The implementation of the proposed Project would require the construction of new storm water drainage facilities or expansion of existing facilities; however, the construction of such improvements would not cause significant environmental effects (March Business Center business park EIR, p. IV-72). The Project storm drain system comprises of longitudinal gutters, inlets, underground storm drain lines and two main connection points into the existing system. The future parking area north of the Station Access Road 1 will not be developed at this time and will drain to the flood control channel via Lateral L and Line B, the same as the existing condition. The project will implement Best Management Practices (BMPs) including water quality measures, to address potential temporary and permanent water quality impacts from the proposed improvements. Runoff from the new parking lot between Station Access Roads 1 and 2 will be conveyed via an existing 18" (Lateral M) to the flood control channel. The new parking lot between Station Access Roads 2 and 3 will be conveyed via the existing 24" RCP (Lateral N and Main Line EE) to the flood control channel.

In addition to the above mentioned requirements the proposed Project would be consistent and demonstrate appropriate storm water management and treatment facilities that are to the satisfaction of March JPA, Riverside County, and the Regional Water Quality Control Board (RWQCB). Treatment controls would be provided with the use of on-site rain gardens and a storm filter treatment vault.

The proposed Project is consistent with the analysis contained in the March Business Center business park Final EIR. Implementation of the proposed Project would not result in any additional impacts, and

no new mitigation would be required.

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

Impact Analysis: The implementation of the proposed Project would not result in inadequate capacity to serve the projected demand in addition to the provider's existing commitments or exceed wastewater treatment requirements applicable of the RWQCB. Thus, impacts would be considered less-than-significant. As outlined in the March Business Center business park Final EIR (p. IV-79), all water system improvements proposed and required of the Project would be designed, constructed, and maintained in accordance with WMWD, March JPA, and Riverside County requirements. WMWD wastewater treatment facilities serve the March Business Center business park area. Because the Project is consistent with the overall buildout of the surrounding area, the proposed Project would not result in inadequate capacity to serve projected demand in addition to the provider's existing commitments; exceed wastewater treatment requirements of the applicable RWQCB. The proposed Project is consistent with the analysis contained in the MBP Final EIR. There would be no new impacts and no mitigation would be required.

Potential Impact: Exceedance of the landfill's permitted capacity to accommodate the Project's solid waste disposal needs; or conflict with federal, state, and local statutes and regulations related to solid waste.

Impact Analysis: The implementation of the proposed Project would not have an effect on available landfill capacities. The site was fully graded as part of the March Business Center project; therefore, the potential of the proposed Project to generate solid waste that would exceed landfill capacity is less than significant. There would be no new impacts and no mitigation would be required.

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

As demonstrated in response to threshold criteria I through XVII, because the proposed project does not alter the mix, intensity, or square footage of surrounding uses; involves the same development area as the previously approved March Business Center business park analyzed in the March Business Center business park Final EIR, a part of the Perris Valley Line project that was approved and analyzed under the Perris Valley Line Final EIR, the proposed project would not exceed impacts as previously analyzed within the March Business Center business park and Perris Valley Line Final EIR, in relation to the mandatory findings set forth in paragraphs a-d, above.

NOTICE OF DETERMINATION

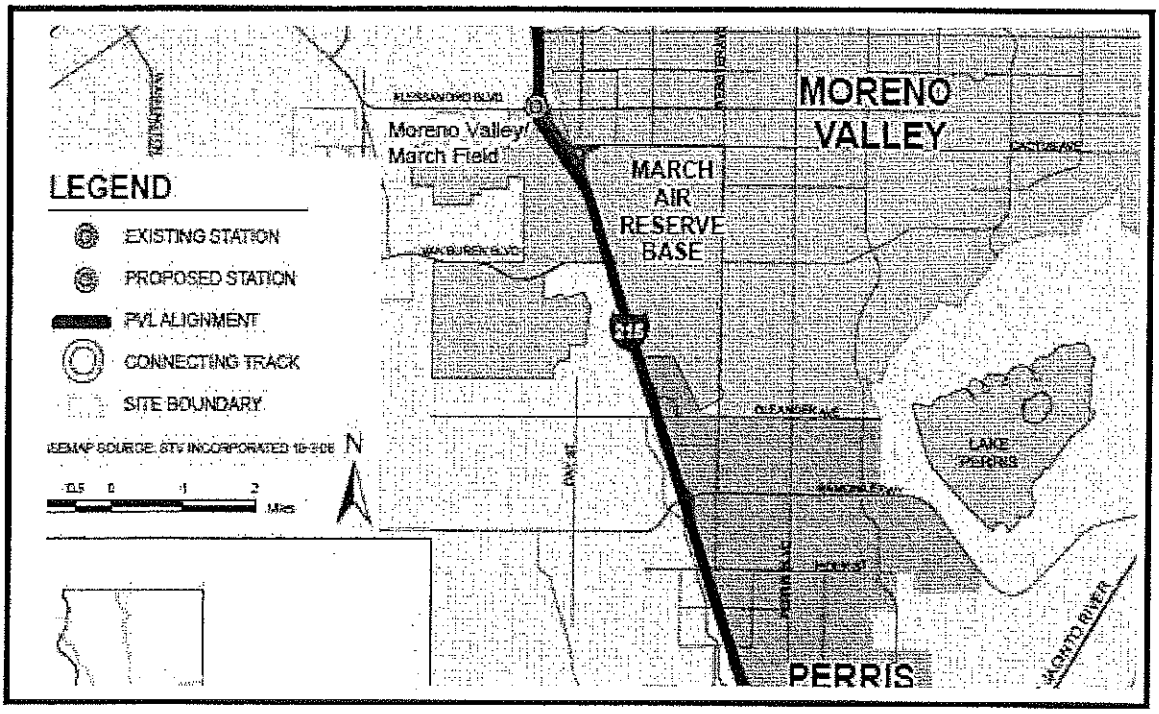
TO:	County Clerk's Office Riverside County 2720 Gateway Drive Riverside, CA 92502-0751	FROM:	March Joint Powers Authority 23555 Meyer Drive Riverside, CA. 92518 (951) 656-7000 Contact: Grace I. Williams

TO:	☒ Office of Planning and Research P.O. Box 3044 (U.S. Mail) Sacramento, California 95812-3044 1400 Tenth Street, Room 222 (overnight delivery) Sacramento, California 95814

SUBJECT: Filing of Notice of Determination in Compliance with Section 21108 or 21152 of the Public Resources Code.

Project Title:	Perris Valley Line: Moreno Valley/March Field Metrolink Station Design Plot Plan (PP11-02) by the Riverside County Transportation Commission (RCTC), with conveyance of certain landscape and access easements for the Meridian Landscape, Lighting and Maintenance District (LLMD).	
State Clearinghouse Number (If submitted to SCH): SCH# 2009011046	Contact Person: Grace I. Williams	Telephone Number: (951) 656-7000

Specific Project Location – Identify street address and cross street or attach a map showing project site (preferably a USGS 15' or 7 ½' topographical map identified by quadrangle name): 14160 Meridian Parkway, Riverside, CA. 92518.



7a(1) 94

General Project Location (City and/or County): County of Riverside
Project Description: Plot Plan 11-02 is an application by the Riverside County Transportation Commission (RCTC) for a design plot plan approval on a 14.5 acre site located at 14160 Meridian Parkway, for the development of the Moreno Valley/March Field Metrolink station within the March Business Center business park. The station was previously analyzed as part of the RCTC Perris Valley Line Project (SCH# 2009011046, certified in 2011). The plot plan includes certain easements that will be conveyed to the Meridian Landscape, Lighting and Maintenance (LLMD) District for the long-term maintenance of certain landscaped areas, as well as reciprocal access easements that will allow LLMD crews access to landscaped areas. The design plan provides the build out scenario for the Metrolink site within the March Business Center business park as analyzed in the Perris Valley Line EIR.
For private projects, identify the person undertaking the project, including any person undertaking an activity that receives financial assistance from the Public Agency as part of the project or the person receiving a lease, permit, license, certificate, or other entitlement of use from the Public Agency as part of the project: N/A

This is to advise that the (☒ Lead Agency or ☐ Responsible Agency) approved the above described project on: 3/6/13 and made the following determinations:

1.	☐	The project will have a significant effect on the environment.
	☒	The project will NOT have a significant effect on the environment
2.	☒	An Environmental Impact Report was prepared and certified for this project pursuant to the provisions of CEQA and reflects the independent judgment of the Lead Agency.
	☐	A Negative Declaration was prepared for this project pursuant to the provisions of CEQA and reflects the independent judgment of the Lead Agency.
	☐	A Mitigated Negative Declaration was prepared for this project pursuant to the provisions of CEQA and reflects the independent judgment of the Lead Agency.
3.	☐	Mitigation measures were made a condition of the approval of the project.
	☒	Mitigation measures were NOT made a condition of the approval of the project.
4.	☐	A Mitigation Monitoring or Reporting Plan was adopted for this project.
	☒	A Mitigation Monitoring or Reporting Plan was NOT adopted for this project.
5.	☐	A Statement of Overriding Considerations was adopted for this project.
	☒	A Statement of Overriding Considerations was NOT adopted for this project
6.	☐	Findings were made pursuant to the provisions of CEQA.
	☒	Findings were NOT made pursuant to the provisions of CEQA.
7.	☒	This certifies that the location and custodian of the documents which comprise the record of proceedings for the Final EIR (with comments and responses) or Negative Declaration are available to the general public at the following location(s):

7a(1) 95

	Custodian: Riverside County Transportation Commission	Location: RCTC Office 4080 Lemon Street, 3rd Floor Riverside, California 92502-2208 OR online at http://www.rctc.org/projects/rail-projects/perris-valley-line

Date: _____	_____ **Signature:**
Date Received for Filing: _____	_____ **Title:**

Authority cited: Sections 21083, Public Recourse Code.
Reference Section 21000-21174, Public Resources Code.

7a(1) 96

PUBLIC HEARING
OF THE
MARCH JOINT POWERS COMMISSION
OF THE
MARCH JOINT POWERS AUTHORITY

Agenda Item No. 7a

Meeting Date: March 6, 2013

Actions: **APPROVE THE FOLLOWING ACTIONS FOR A PROPOSED METROLINK STATION BY THE RIVERSIDE COUNTY TRANSPORTATION COMMISSION (RCTC) ON A 14.5 ACRE SITE AT 14160 MERIDIAN PARKWAY WITHIN THE MERIDIAN BUSINESS PARK: 1) ADOPT RESOLUTION #JPA 13-01 FINDING THAT THE PROJECT IS CONSISTENT WITH, AND ANALYZED IN, THE PERRIS VALLEY LINE FINAL EIR (SCH#2009011046) AND FURTHER ENVIRONMENTAL REVIEW PER CEQA § 15162 IS NOT REQUIRED, APPROVE DESIGN PLOT PLAN PP 11-02 FOR THE DEVELOPMENT OF A METROLINK STATION SUBJECT TO CONDITIONS OF APPROVAL, AND ACCEPT LLMD EASEMENTS AND AUTHORIZE THE EXECUTIVE DIRECTOR TO SIGN THE MEMORANDUM OF UNDERSTANDING WITH RCTC REGARDING LLMD EASEMENTS; AND 2) DIRECT STAFF TO FILE A NOTICE OF DETERMINATION FOR THE CEQA ACTION.**

Motions:

1) Adopt Resolution #JPA 13-01 finding that the Project was previously analyzed and consistent with the Perris Valley Line Final EIR (SCH#2009011046); approve Design Plot Plan PP 11-02 subject to the Conditions of Approval; and accept LLMD easements; and authorize the Executive Director to execute a Memorandum of Understanding for the acceptance of LLMD easements.

2) Direct Staff to file a Notice of Determination for the CEQA Action.

Background:

Plot Plan 11-02 is an application by the Riverside County Transportation Commission (RCTC) for a design plot plan approval on a 14.5 acre site located at 14160 Meridian Parkway, for the development of the Moreno Valley/March Field Metrolink station within the March Business Center business park. The station was previously analyzed as part of the RCTC Perris Valley Line Project in 2010. The plot plan includes certain easements that will be granted to the Meridian Landscape, Lighting and Maintenance (LLMD) District for the long-term maintenance of certain landscaped areas, as well as reciprocal access easements that will allow LLMD crews access to landscaped areas. The design plan provides for the build out scenario for the Metrolink site as analyzed in the Perris Valley Line EIR.

The Station is proposed within the Business Park Specific Plan land use designation and Business Park zoning designation, as approved in the March Business Center Specific Plan. The Metrolink facility is an allowed use in accordance with the March Business Center Specific Plan and was specifically planned to occur on this site located west of I-215 and south of Alessandro Boulevard. RCTC would be responsible for the construction, operation, and maintenance of the station, parking, drive aisles and ancillary improvements. The associated parking areas would have an initial capacity of approximately 480 parking spaces on approximately 7 acres with an expansion area of approximately 270 parking spaces on approximately 3.5 acres.

Prior Actions:

The proposal appeared before the Airport Land Use Commission on October 14, 2010 and was found CONSISTENT with the 1984 Riverside County Airport Land Use Plan, as applied to the March Air Reserve Base Airport Influence Area.

Required Findings:

In accordance with March JPA Development Code Section 9.02.070, the Commission hereby makes the following findings in support of its approval of the Design Plot Plat 11-02 and related Landscape, Lighting and Maintenance District easements:

1. The proposed project is consistent with the goals, objectives, policies and programs of the General Plan.

2. The proposed project complies with all applicable zoning and other regulations.

3. The proposed project will not be detrimental to the public health, safety or welfare or materially injurious to properties or improvements in the vicinity.

4. The project conforms with applicable provisions of the March Business Center Specific Plan.

5. The location, design and operation of the proposed project will be compatible with existing and planned land uses in the vicinity.

CEQA:

An Initial Study was completed for the proposed design plot plan and it identified that activities proposed under Design Plot Plan 11-02 are consistent with, and analyzed in the Perris Valley Line Final Environmental Impact Report (SCH#2009011046), and further environmental review as per State CEQA Guidelines §15162 is not required.

Pursuant to March JPA CEQA Guidelines, "tiering" refers to using the analysis of general matters contained in a previously certified broader EIR in later EIRs prepared for narrower projects. The later EIR may incorporate by reference general discussions from a broader EIR and may concentrate solely on the issues specific to the later project. (Local CEQA Guidelines, p. 7-32) As such, a supplemental Initial Study (Form J-1) was completed for the proposed design plot plan. The study tiered off of two Final Environmental Impact Reports (EIR): a) the March JPA's March Business Center (MBC) Final EIR (SCH No. 2002071089) which provided broad discussions as to the location of a Metrolink station within the March Business Center Specific Plan area; and b) RCTC's Perris Valley Line (PVL) EIR (SCH2009011046) which concentrated on environmental issues specific to the Moreno Valley/March Field Metrolink development. Both EIRs were prepared in accordance with the California Environmental Quality Act (CEQA) as amended (Public Resources Code §21000 et seq.), and CEQA Guidelines (California Administrative Code §15000 et seq.).

Among the areas analyzed by the Perris Valley Line Project EIR are Air Quality, Greenhouse Gases, Noise and Transportation. Other areas, including Land Use Planning, Cultural Resources, Hazardous Materials and Biological Resources, were adequately analyzed under the March Business Center Final EIR and were incorporated by reference in the Perris Valley Line EIR. The EIRs, Mitigation Monitoring Reporting Plans and Statements of Overriding Considerations adopted for the March Business Center Specific Plan and Perris Valley Line Project are consistent with the Public Resources Code, and State CEQA Guidelines and the March Joint Powers Authority's local CEQA Guidelines.

Attachments:

1) Resolution #JPA 11-03.
2) Form J-1 Initial Study.
3) Notice of Determination.

RESOLUTION #JPA 11-40

A RESOLUTION OF THE JOINT POWERS COMMISSION OF THE MARCH JOINT POWERS AUTHORITY APPROVING PLOT PLAN AMENDMENT 11-05 FOR THE INSTALLATION OF TWO (2) ABOVEGROUND 15,000 GALLON LIQUID NATURAL GAS TANKS AND ONE (1) ABOVEGROUND 4,500 GALLON HYDROGEN TANK AT AN APPOVED 524,717 SQUARE FOOT DISTRIBUTION CENTER LOCATED AT 15750 MERIDIAN PARKWAY WITHIN THE INDUSTRIAL DISTRICT OF THE MERIDIAN SPECIFIC PLAN AMENDMENT (SP-5)

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 Joint Powers Commission ("Commission") of March JPA has the responsibility for planning the use, reuse, and joint use of portions of the former March Air Reserve Base; and

WHEREAS, on July 21, 2010, the Commission approved an amendment to the Meridian Specific Plan for the March Business Center ("SP-5") in order to accommodate various land use changes to the northern portion of the specific plan, also known as the North Campus, to respond to changes in the market and to accommodate a prospective industrial user planning to develop a new facility; and

WHEREAS, on July 21st, 2010, the March Joint Powers Commission approved, and certified the Meridian Specific Plan Amendment Subsequent Environmental Impact Report (the "SEIR"), which included approval for the site-specific development of Lot 16 as Plot Plan 09-01 for the Sysco distribution center; and

WHEREAS, Sysco Riverside, Inc. has made application for and wishes to amend Plot Plan 09-01 and install two (2) aboveground 15,000 gallon liquid natural gas tanks and one (1) aboveground 4,500 gallon hydrogen tank; and

WHEREAS, the March JPA staff has determined that the installation of aboveground fuel storage tanks is a "project" as defined by the California Environmental Quality Act ("CEQA"), and the Project was reviewed, studied, and found to comply with CEQA as more fully described below; and

WHEREAS, on November 16, 2011, the Joint Powers Commission of the March Joint Powers Authority ("Commission") conducted a duly noticed public hearing pursuant to the March JPA Development Code on the Plot Plan Amendment, at which time all persons wishing to testify in connection with the Plot Plan Amendment were heard and the Plot Plan Amendment 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. Compliance with the California Environmental Quality Act. As the decision-making body for the Project, the Commission of the March Joint Powers Authority has reviewed, considered, and approved an Addendum to the certified SEIR prior to making any decision on the Project. (See Resolution #JPA 11-39)

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 Amendment 11-05 in accordance with Section 9.02.070 of the March Joint Powers Authority Development Code:

1. The proposed project is consistent with the goals, objectives, policies and programs of the General Plan.

The Plot Plan Amendment proposes the installation of fuel storage tanks to serve the development of a warehouse facility that is compatible with the "Industrial" land use classification for the Subject Site as identified in the General Plan and Meridian Specific Plan Amendment (SP-5). Further, development of the Subject Site in the manner proposed by the Plot Plan Amendment would promote implementation of the following specific General Plan Goals & Policies:

a. 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 Amendment proposes installation of fuel storage tanks to serve the development of a distribution 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.

b. Land Use Goal 4: *Develop an identity and foster quality development in the Planning Area.*

The Plot Plan Amendment proposes a quality development that is attractively designed and consistent with the design requirements of the March Business Center Design Guidelines.

2. The Plot Plan complies with all applicable zoning and other applicable regulations. The Subject Site is located within the boundaries of the Meridian Specific Plan Amendment (SP-5). In accordance with the information contained in the SEIR, installation of the fuel storage tanks is consistent with all development regulations and standards contained in the Meridian Specific Plan Amendment (SP-5).

3. The Plot Plan will not be detrimental to the public health, safety or welfare or materially injurious to properties or improvements in the vicinity, as it incorporates safety features and measures to provide public safety.

4. The Plot Plan conforms with the applicable requirements of the Redevelopment Plan.

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

SECTION 3. 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 Amendment 11-05, 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 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 16th day of November, 2011.

Marion Ashley, 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 11-40 was adopted by the March Joint Powers Commission of the March Joint Powers Authority at a regular meeting thereof held on the 16th day of November, 2011, by the following vote of the Commission:

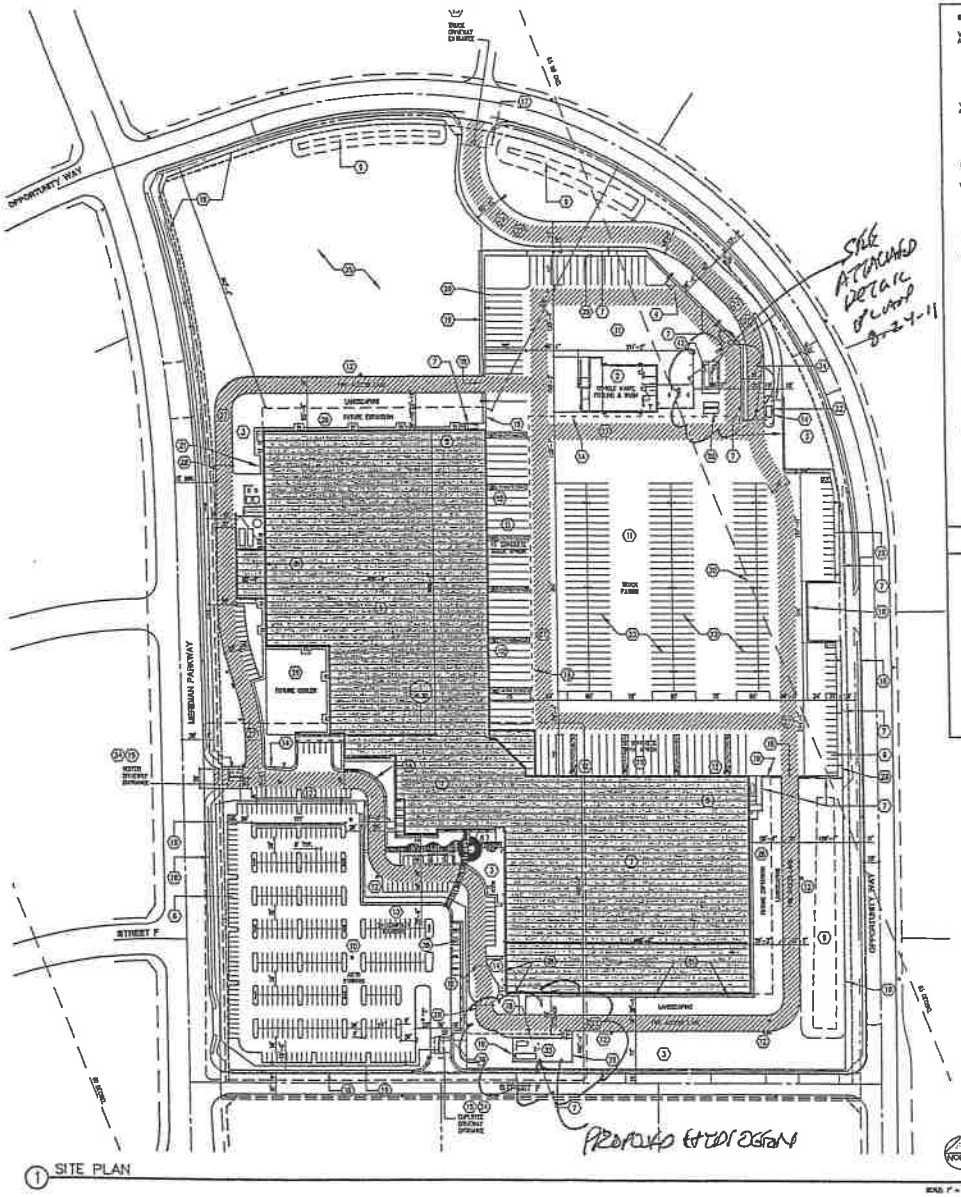
Ayes:	Batey, Melendrez, Buster, Yarbrough, Stewart, Busch, Gardner, Ashley
Noes:	None
Absent:	None
Abstain:	None

Date: November 16th, 2011

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

EXHIBIT "A"

Plot Plan 11-05



1 SITE PLAN

SCALE: 1" = 80'-0"

PROJECT DATA

SITE AREA	1,949,239 SF. 45 ACRES
WAREHOUSE & BUILDING AREA PHASE 1	
OFFICE FIRST FLOOR	34,766 SF.
OFFICE SECOND FLOOR	19,120 SF.
TOTAL OFFICE	53,886 SF.
WAREHOUSE	727,749 SF.
TOTAL OFFICE	481,841 SF.
VEHICLE MAINTENANCE FACILITY AREA PHASE 1	
OFFICE FIRST FLOOR	2,828 SF.
STORAGE MEZZANINE	2,972 SF.
MAINTENANCE AREA	9,284 SF.
TOTAL OFFICE	23,276 SF.
GRAND TOTAL BUILDING AREA PHASE 1	475,612 SF.
WAREHOUSE EXPANSION AREA PHASE 2	
FREEZER WAREHOUSE	15,778 SF.
COOLER WAREHOUSE	18,288 SF.
DRY WAREHOUSE	23,674 SF.
TOTAL OFFICE	49,740 SF.
TOTAL BUILDING BUILD-OUT	524,717 SF.

PARKING REQUIRED - PHASE 1

OFFICE	53,886 / 300 X 4 = 179.5	180 STALLS
WHSE	0-20K=727,749 / 1,000 X 1/K	728 STALLS
	20K-100K=481,841 / 1,000 X 0.5/K	241 STALLS
	100K+=0 / 1,000 X 0.25/K	0 STALLS
VMF	N/A	- STALLS
TOTAL STALLS REQ.		1,149 STALLS
TOTAL ACCESSIBLE REQ. 4%		46 STALLS

PARKING PROVIDED - PHASE 1

STANDARD	948 STALLS
ACCESSIBLE	52 STALLS
	1000 STALLS

PARKING REQUIRED - PHASE 2

WHSE EXPANSION	65K	
	20/1000 X 49,704K	83 STALLS
TOTAL REQUIRED PHASE 1 & 2		1083 STALLS
PARKING PROVIDED - PHASE 1		846 STALLS
PARKING PROVIDED - PHASE 2		6 STALLS

LANDSCAPE AREA PROVIDED

PHASE 1 LANDSCAPE	727,265 SF. =	16.64 %
PHASE 2 LANDSCAPE	481,291 SF. =	11.49 %

UTILITY

BUILDING SETBACKS		UTILITY PROVIDERS	
FRONT BUILDING	50'	ELECTRICAL	EDISON
FRONT LANDSCAPE	10'	WATER/SEWER	WESTERN MUNICIPAL WATER
SIDE BUILDING	0'		
SIDE LANDSCAPE	5'	TELEPHONE	VERIZON
REAR BUILDING	50'	GAS	SOUTHERN CALIFORNIA GAS
REAR LANDSCAPE	5'		

KEY NOTES:

1. WAREHOUSE/OFFICE FACILITY.
2. VEHICLE MAINTENANCE FACILITY.
3. IRRIGATED LANDSCAPING WITH MIN. 6" CONCRETE CURBS AT ALL DRIVEWAY PERIMETERS.
4. PAINTED CONCRETE TRASH AND RECYCLE BIN ENCLOSURE MIN. 6'-0" HIGH SPEC BIN IN ACCORDANCE FOR TRASH, AND ONE BIN FOR RECYCLE PRODUCTS. TRASH ENCLOSURES ARE WITHIN THE BUILDING TRUCK COURT.
5. TRASH COMPACTOR UNIT
6. TYPICAL STANDARD PARKING STALL 9'-0" X 19'-0" MIN 24'-0" X 8" OVERHANG = STRIPE PER CITY STANDARDS
7. 5'-0" HIGH MIN PAINTED CONCRETE SCREEN/TILT-UP WALL WITH STONE VENEER PILASTERS AT 50' O.C. MAX.
8. BICYCLE RACKS. MINIMUM SIX SPACES SHALL BE LOCATED NEAR, BUT NOT WITHIN THE PEDESTRIAN PATH. SEE DETAIL 3 / A1.10.
9. WATER QUALITY BASIN. SEE CIVIL DRAWINGS.
10. AC SITE PAVING.
11. CONCRETE SITE PAVING.
12. FIRE HYDRANT
13. STRIPE MINIMUM OF SIX 18' STALLS AS CARPOOL STALLS
14. ON SITE ACCESSIBLE SIDEWALKS AND CURB RAMPS. SIDEWALK TO BE 6" WIDE IN FRONT OF ACCESS STALLS AND BOX 4" WIDE ELSEWHERE.
15. ACCENT PAVING ACCURATE SCORED CONCRETE.
16. 8' WIDE SIDEWALK WITH STREET FRONTAGE LANDSCAPING PER DESIGN GUIDELINES. NO LANDSCAPING ALONG THE SOUTHERLY PRIVATE DRIVE.
17. SIGN IDENTIFYING THE APPROVED TRUCK ROUTE PLAN AT ALL SERVICE DRIVEWAY EXIT LOCATIONS. SIGNS TO BE IN PLACE PRIOR TO ISSUANCE OF THE CERTIFICATE OF OCCUPANCY.
18. 6'-0" HIGH STEEL, PICKET SLIDING GATE. ALL SITE GATES WILL HAVE KNOX BOXES TO ALLOW FOR FIRE DEPARTMENT ACCESS. GATES SHALL PROVIDE 30' CLEAR OPENING.
19. 6' HIGH STEEL PICKET FENCE.
20. TWO ABOVE GROUND 6,000 GALLON DIESEL TANKS WITH OVERHEAD PIPING. SEE FUEL ISLANDS 30' X 47'-7" MIN.
21. CONCRETE MASONRY WALL - SEE ELEVATIONS.
22. GUARD BOOTH WITH SCISSOR GATES.
23. TYPICAL TRUCK STALL PAINTED STRIPING.
24. TRUCK QUEUING LANE.
25. PHASE II TANK EXPANSION AREA.
26. PHASE II BUILDING EXPANSION AREA.
27. CROSSHATCHED PATH 26' WIDE FIRE ACCESS LANE.
28. 26' HIGH SWINGING BARRIER GATES. ALL SITE GATES WILL HAVE KNOX BOXES TO ALLOW FIRE DEPARTMENT ACCESS.
29. CONCRETE WHEEL CURB TO ACT AS TRAILER WHEEL STOP TO PROTECT WALL OR FENCE.
30. AS BUILT, EXISTING AND PROPOSED OFFICE CONSTRUCTED AREA EAST OF THE MAIN CENTER WILL BE MITIGATED TO 49 DB CNEL.
31. REFRIGERATION EQUIPMENT ENCLOSURE AND AMMONIA TANK LOCATION.
32. LIGHT STANDARDS. SEE ELECTRICAL DRAWINGS.
33. WOODEN FENCING
34. SCISSOR GATES
35. ENTRANCE CANOPY, BY CANOPY VENDOR
36. SIGNS CLOSE AT ADA PARKING STALLS
37. FLAG POLES.
38. STORM DRAIN AND WELL. SEE CIVIL DRAWINGS.
39. CMAS READERS
40. SMOKE DISSIPATOR AND WELL SEE PLUMBING PLS
41. MONUMENT SIGN.
42. 15,000 GALLON LIQUID NATURAL GAS TANK- 19' X 47'-7" MIN.

ATI ARCHITECTS & ENGINEERS

NO.	MM/DD/YEAR	DATE
	ENTITLEMENT PLAN CHECK SUBM.	6/15/2011
1	ENTITLEMENT PLAN CHECK	08/26/2011

Good things come from SYSCO

FULLMER

SYSCO RIVERSIDE

15750 MERIDIAN PARKWAY
RIVERSIDE, CA. 92507

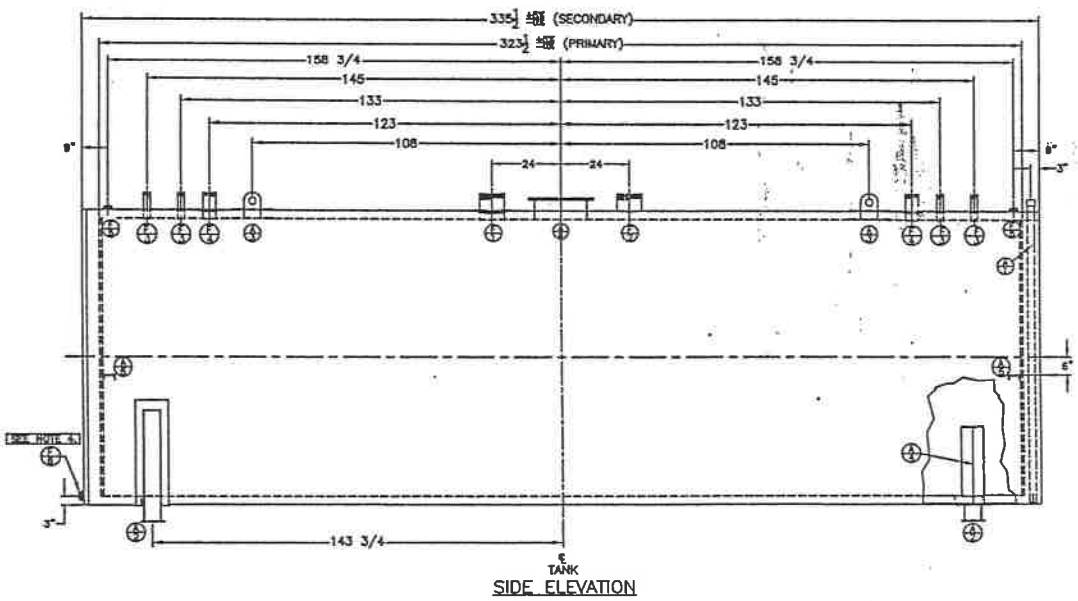
SITE PLAN

DATE	08/26/2011
SCALE	AS NOTED
DRAWN BY	BJ
JOB NO.	F5004
SHEET NO.	A1.10

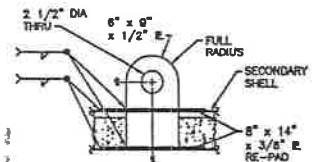
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T:\Projects\F5004_Sysco_Dist_Ont\dwgs\ATI\A1_10.dwg 8-27-11 11:10:55 AM eandona

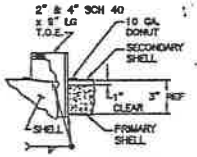
24'-0" UP
Tank 2 On-Road Diesel
Tank 1 On-Road Diesel



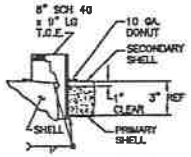
SIDE ELEVATION



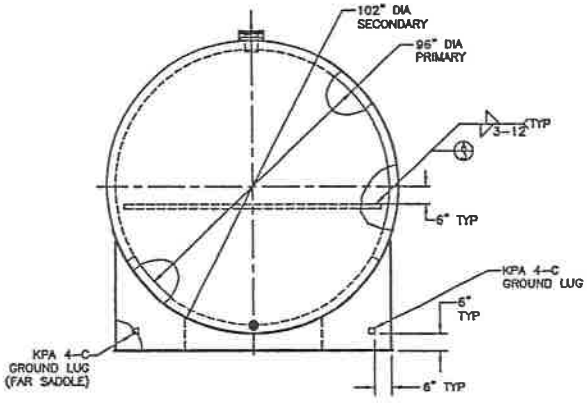
LIFT LUG DETAIL

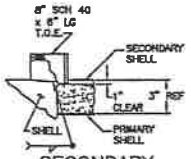


FITTING DETAIL

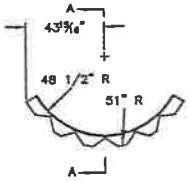


PRIMARY VENT DETAIL

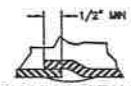




SECONDARY VENT DETAIL
DO NOT PENETRATE INNER TANK



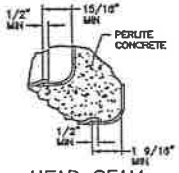
SPACER DETAIL
2 REQ.



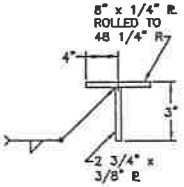
ROUND SEAM DETAIL



LONG SEAM DETAIL



HEAD SEAM DETAIL



SECTION A-A
NTS

10,000 GALLON HORIZONTAL FIREGUARD
AST: ø96 X 324" LG

BILL OF MATERIALS

PRIMARY HEADS & SHELLS

MARK	QTY.	DESCRIPTION	
	2	⅜" X 100" CIRCLES	MIN THICKNESS: 0.24
	3	⅜" SHEETS 60" WIDE x 302⅜" LG	MIN THICKNESS: 0.24
	2	⅜" SHEETS 72" WIDE x 302⅜" LG	MIN THICKNESS: 0.24

SECONDARY HEADS & SHELLS

MARK	QTY.	DESCRIPTION	
	2	¼" X 106" CIRCLES	MIN THICKNESS: 0.24
	2	¼" SHEETS 60" WIDE x 323" LG	MIN THICKNESS: 0.2390
	3	¼" SHEETS 72" WIDE x 323" LG	MIN THICKNESS: 0.2390

FITTINGS

MARK	QTY.	DESCRIPTION
	1	6" T.O.E. NIPPLE w/ ƒ244 6oz (PRI) E. VENT ~SEE DETAIL~
	1	6" T.O.E. NIPPLE w/ ƒ244 6oz (SEC) E. VENT ~SEE DETAIL~
	4	2" x 9" T.O.E NIPPLES ~SEE DETAIL~
	2	4" x 9" T.O.E NIPPLES ~SEE DETAIL~
	2	4" FNPT TANK FLANGES w/ PLUG (PERLITE VENTS)
	1	2" FNPT TANK FLANGES w/ PLUG (PERLITE VENTS)

ATTACHMENTS

MARK	QTY.	DESCRIPTION
	1	2" SCH 40 PIPE 82" LG w/ 2" FULL COUP (MONITOR WELL)
	2	"FG-102-1" SADDLES w/ KPA 4-C LUGS
	2	6" x 8" x ½" LIFTING LUGS ~SEE DETAIL~
	2	SPACERS ~SEE DETAIL~
	2	C4" x 5.4# x 90" LG PRIMARY HEAD BRACING
	1	16" S.P. BOLTED MANWAY
	122	ESTIMATED BAGS OF PERLITE

UL 2085

NOTES:

1. TANK IS TO BE FABRICATED IN ACCORDANCE WITH UL 2085 (FIREGUARD) SPECIFICATIONS. ATTACH LABELS.
2. AFTER COMPLETING PRIMARY TANK, TEST WITH 3 TO 5 PSIG AIR PRESSURE AND APPLY A LEAK DETECTION SOLUTION TO ALL WELDS. REPAIR ANY LEAKS AND RE-TEST.
3. AFTER TESTING PRIMARY TANK, COMPLETE SECONDARY TANK AND APPLY 3 TO 5 PSIG MAXIMUM AIR PRESSURE TO PRIMARY TANK. RELEASE 3 TO 5 PSIG AIR PRESSURE INTO INTERSTICE FROM PRIMARY TANK. MAINTAIN PRESSURE AND APPLY A LEAK DETECTION SOLUTION TO ALL WELDS. REPAIR ANY LEAKS AND RE-TEST.
4. AFTER PERLITE IS PUMPED INTO INTERSTICE, PLUG MUST BE SEAL WELDED.
5. TANK EXTERIOR IS TO BE (COLOR).

EST WT = 28,000 LB

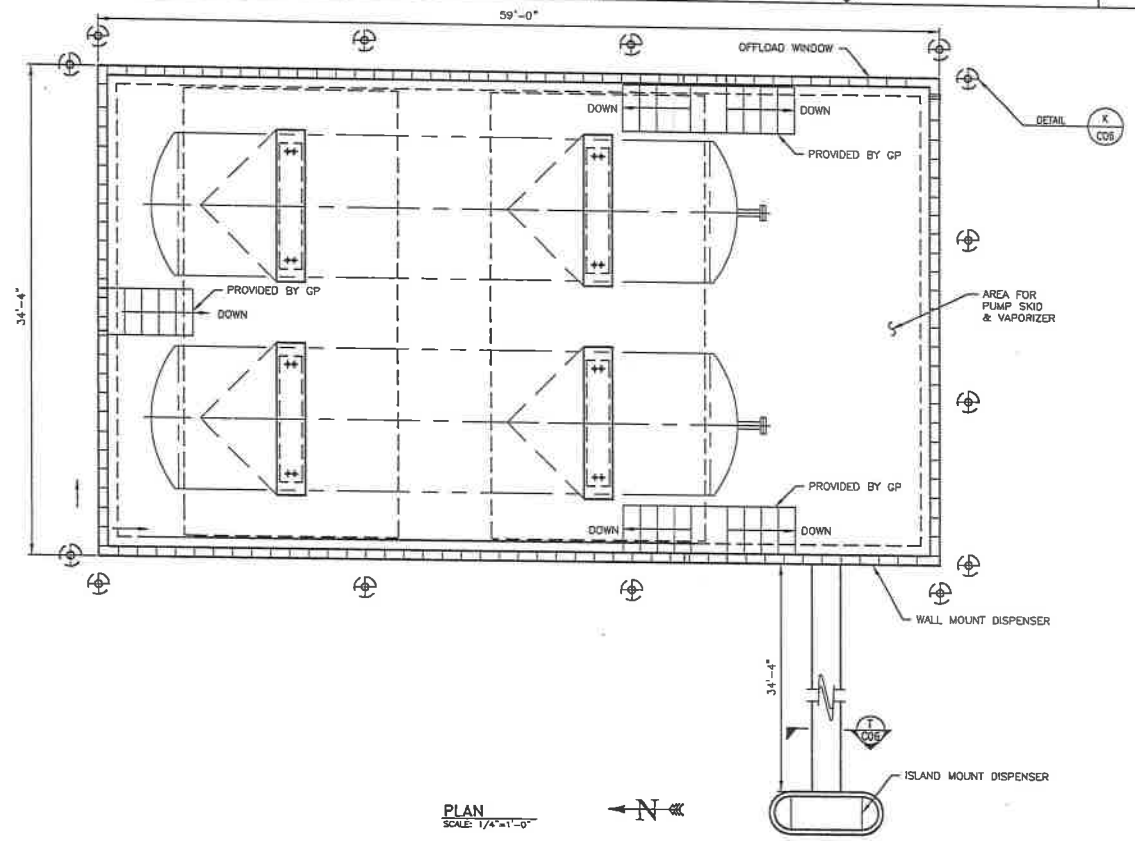
APPROVAL DRAWING
NOT FOR FABRICATION

☐ APPROVED AS SUBMITTED
☐ APPROVED AS MARKED
☐ CHANGE AND RE-SUBMIT FOR APPROVAL

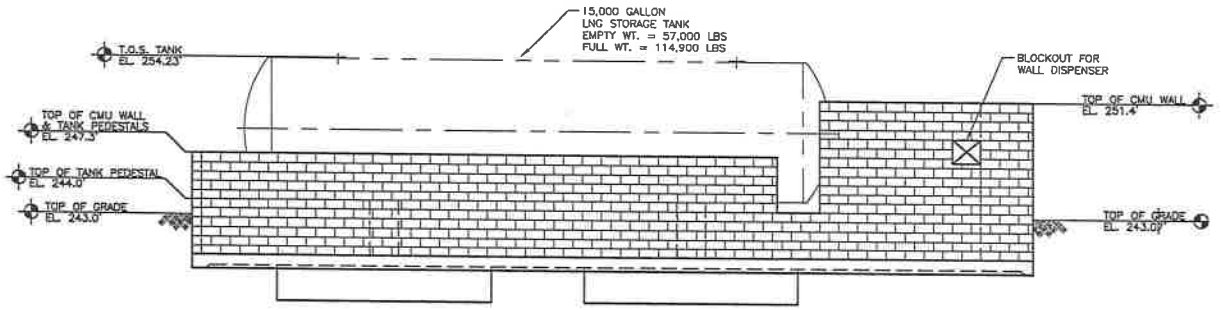
SIGNATURE

DATE

Y:\Engineering\Standard Tank Drawings\Fireguard\Autocad Drawings\10,000gal 96x324.dwg



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



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

REVISION				
ZONE	REV.	DESCRIPTION	DATE	APPROVED
	-	RELEASED FOR BID	6/18/02	

PRELIMINARY
NOT ISSUED
FOR CONSTRUCTION

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GENERAL PHYSICS CORPORATION
San Diego Office
3428 Victoria Ave. Suite 160
Escondido, Ca. 92025
(760) 233-4000
Fax (760) 233-4001

DRAWN BY: C. DUNHAM	DATE: 6/18/02	
CHECKED	DATE	
MECHANICAL: M. HACKEY	DATE	
CIVIL	DATE	
ELECTRICAL	DATE	
APPROVED: M. HACKEY	DATE	

SYSCO FOODS
LNG FUEL STATION
GENERAL LAYOUT & ELEVATIONS

SIZE	DRAWING NO.	REV.
D	C01	-

SCALE: AS SHOWN | DATE: 6/18/02 | SHEET OF

C01 REV -

CAD FILE#

EXHIBIT "B"

Conditions of Approval for Plot Plan Amendment 11-05

Plot Plan Conditions of Approval for Plot Plan 09-01 and Plot Plan Amendment 11-05 Sysco Foods

PLANNING DEPARTMENT

General Planning Conditions:

1. The site shall be developed in accordance with the approved Plot Plan 09-01 and Plot Plan Amendment 11-05 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
JOINT POWERS COMMISSION
OF THE MARCH JOINT POWERS AUTHORITY

MJPA – Public Hearing
Agenda Item No. 11a

Meeting Date: November 16, 2011

Action: **ADOPT RESOLUTION #JPA 11-39 RECOMMENDING THE JOINT POWERS COMMISSION MAKE WRITTEN ENVIRONMENTAL FINDINGS AND ADOPT AN ADDENDUM TO THE MERIDIAN SPECIFIC PLAN AMENDMENT SUBSEQUENT EIR AND DIRECT STAFF TO FILE A NOTICE OF DETERMINATION, AND ADOPT RESOLUTION #JPA 11-40 RECOMMENDING THE JOINT POWERS COMMISSION APPROVE PLOT PLAN AMENDMENT PP 11-05 FOR THE INSTALLATION OF TWO (2) ABOVEGROUND 15,000 GALLON LIQUID NATURAL GAS TANKS AND ONE (1) ABOVEGROUND 4,500 GALLON LIQUID HYDROGEN TANK FOR THE APPROVED SYSCO DISTRIBUTION CENTER. THIS APPLICATION IS A REQUEST BY SYSCO RIVERSIDE, INC. TO AMEND THE EXISTING PLOT PLAN APPROVAL FOR THE 45-ACRE SYSCO SITE LOCATED AT 15750 MERIDIAN PARKWAY LOCATED WITHIN THE MARCH BUSINESS CENTER SPECIFIC PLAN**

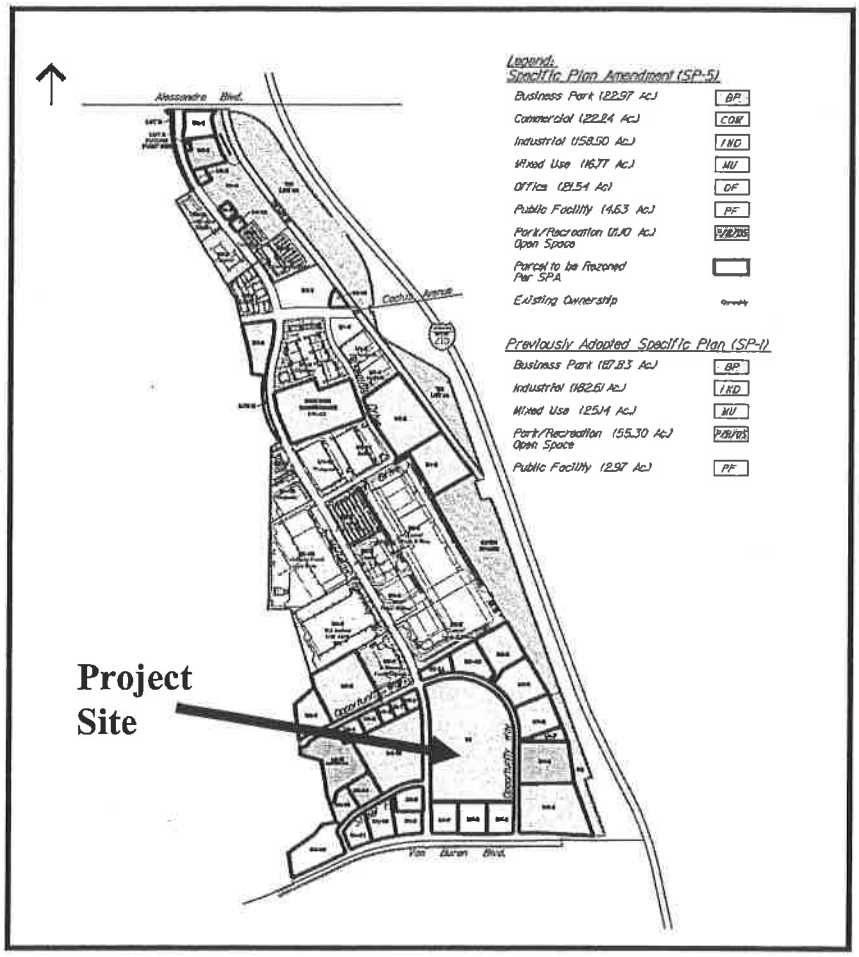
Joint Powers Commission Proposed Motions:

1) Move that the Joint Powers Commission Adopt Resolution #JPA 11-39 Making Written Environmental Findings and Adopting an Addendum to the Meridian Specific Plan Amendment Subsequent EIR; and Directing staff to file a Notice of Determination; and
2) Move that the Joint Powers Commission Adopt Resolution #JPA 11-40 Making Written Findings and Approving Plot Plan Amendment 11-05, Subject to the Conditions of Approval.

Applicant(s): Sysco Riverside, Inc.

Summary: The March Joint Powers Authority approved Plot Plan (PP 09-01) for the development of a 524,717 square foot distribution center on 45 acres in the Industrial zone of the Meridian Specific Plan Amendment (SP-5) on July 21, 2010. The applicant is currently processing building plans, and expects to begin construction by the end of 2011 or early 2012.

Sysco Riverside, Inc. (Sysco) is seeking approval of a plot plan amendment (Plot Plan PP 11-05) to install two (2) aboveground 15,000 gallon Liquid Natural Gas (LNG) tanks, and one aboveground (1) 4,500 gallon liquid hydrogen tank. The proposed liquid natural gas tanks would be in addition to the previously approved two (2) aboveground 10,000 gallon diesel fuel tanks located adjacent to the truck fueling island. The proposed LNG tanks would be located adjacent to the diesel tanks and would provide LNG fuel for a portion of Sysco's fleet delivery trucks. The proposed hydrogen tank would be located on the south side of the property adjacent the private street, and provide fuel for on-site equipment, such as hydrogen fuel-cell forklifts.



Conformance with the March Joint Powers Authority General Plan:

The General Plan, adopted in 1999, was designed to implement the 1997 March Air Force Base Master Reuse Plan, which included the disposal and redevelopment of approximately 4,400 acres of the former March Air Force Base. The General Plan identifies land use, circulation, environmental, economic, and social goals and policies as they relate to land use and development. The March JPA General Plan was amended on July 15, 2010 to be consistent with the Meridian Specific Plan Amendment SP-5. The following Policies are consistent with the objectives of amending the prior warehouse/industrial plot plan approval to add the proposed LNG and liquid hydrogen fueling facilities:

- The General Plan Land Use Map designates this property as appropriate for industrial uses, as identified by Resolution #JPA 10-21.

- The General Plan definition of Industrial uses identifies that Industrial uses include manufacturing, research and development, warehousing and distribution centers (General Plan of the MJPA; Table 1-4; P. 1-24). Industrial areas are generally served by arterial roadways, providing automobile and public mass transit access. These areas are characterized as major employment concentrations. Development in this category is generally within a campus-like setting or cluster development pattern.

- General Plan Land Use Policy 1.1: Provides for a mix of land uses which implement the Base Master Reuse Plan for March AFB; offers a variety of employment opportunities; and capitalizes, enhances and expands upon existing physical and economic assets of the Planning Area.

Conformance with the Meridian Specific Plan (SP-5):

This Plot Plan Amendment application complies with all development regulations. Critical information is identified below:

- The proposed LNG and liquid hydrogen fueling facilities conforms to the required development standards from the Meridian SPA, inclusive of required landscaping, screening and structure height.

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:

- The proposed fuel tanks are fully screened from public view by screen walls consistent with the Meridian Specific Plan Amendment and the March Business Center Design Guidelines. No additional lighting or other design-features are included as part of this proposal.

Conformance with the Air Installation Compatible Use Zone Study for MARB:

The proposed Project is not located within the Accident Potential Zones as identified by the 2005 AICUZ, and is therefore not subject to the criteria of the AICUZ.

Conformance with the Draft Joint Land Use Study (JLUS):

The proposed Project is located within land use compatibility Zone B2, as defined in the March Air Reserve Base/Inland Port Airport Joint Land Use Study (JLUS). The land use compatibility chapter of this document is incorporated into the Meridian SPA as Appendix B. The proposed aboveground storage tanks are listed as a discouraged use in Table 3-4 of the JLUS.

The project was reviewed by the Riverside County Airport Land Use Commission on October 13, 2011, and ALUC recommended Consistency due to the incorporation of numerous physical and procedural safety features to minimize hazardous conditions. Storage tanks,

containment areas, vapor recovery systems and fire protection systems would be constructed in accordance with the appropriate industry standards, including National Fire Protection Association (NFPA) Section 57 and the California Fire Code. Storage tanks would be built with enclosed vapor recovery systems, spill detection alarms, and emergency shutdown features and containment barriers.

ADDENDUM TO THE MARCH BUSINESS CENTER FOCUSED EIR:

The environmental consequences of the Meridian Specific Plan Amendment (SP-5) were disclosed in a Subsequent EIR (SEIR) certified July 21, 2010 (SCH #2009071069). The SEIR evaluated potential impacts associated with the amendment to the Meridian Specific Plan, which included net changes to the acreages associated with land uses designated in the 2003 March Business Center Specific Plan (though no new specific land use designations were created), as well as changes to lot layout, site access, and internal circulation. The SEIR's analysis was based on full buildout conditions, with conservative land use assumptions, consistent with the land use designations and design guidelines contained within the 2003 March Business Center Specific Plan, the Meridian Specific Plan Amendment, and all other applicable regulations (pg. III-7, March JPA, 2010). In addition to this analysis, the SEIR also evaluated project-level impacts associated with the construction of a fire station within Unit 6 of the Meridian Business Center and the site specific development of the Sysco distribution center within Unit 4, Lot 16.

In accordance with California Environmental Quality Act ("CEQA") guidelines, and the March JPA Local CEQA Guidelines, staff has prepared a detailed Initial Study analyzing the impacts of the proposed project. The Initial Study with attachments is included as Exhibit "B" to Resolution #PC 11-39. The Supplemental Environmental Checklist Form compares the environmental effects of implementing the proposed project (additional fuel tanks) with the operational analysis that was evaluated in the SEIR, in order to determine the extent to which the SEIR adequately addressed the impacts of the proposed project, and to identify the extent of revisions to the SEIR needed to accurately address the impacts of the proposed project. The Supplemental Environmental Checklist Form incorporates mitigation measures from the SEIR, where applicable, and has incorporated minor revisions to those measures in order to reflect current conditions and the fact that not all components of the mitigation measures may apply to the proposed project.

In summary, the proposed project would not result in any new significant environmental impacts or substantially increase the severity of significant unavoidable impacts evaluated in the SEIR. The Supplemental Environmental Checklist presented in this document provides an analysis of the proposed project in comparison to what was analyzed in the SEIR. The anticipated environmental impacts of the proposed project are consistent with the previous analysis. In addition the proposed project would not result in any additional impacts and would not require additional mitigation measures. Mitigation measures from the SEIR would be implemented (with minor revisions to update timing), and would reduce impacts to less than significant levels.

STAFF RECOMMENDATION:

Staff concludes that the proposed Plot Plan Amendment PP 11-05 meets all requirements of the General Plan, Development Code, Specific Plan, and Design Guidelines. Furthermore, the Addendum to the Subsequent EIR provides full analysis under CEQA, and fully discloses the

environmental impacts associated with this request. Accordingly, staff recommends approval of these items in accordance with the motions on page one (1) of this staff report.

Attachments:

1) Resolution #PC 11-39 Adopting the Addendum to the Meridian Specific Plan Amendment Subsequent EIR.
    a. Addendum
    b. Initial Study
2) Resolution #PC 11-40 Approving Plot Plan Amendment PP 11-05, Subject to Conditions of Approval.
    a. Site Plan
    b. Conditions of Approval
3) Meridian Specific Plan Amendment Subsequent EIR (SCH# 2009071069) is available at the March JPA office for review.

RESOLUTION #JPA 11-39

A RESOLUTION OF THE JOINT POWERS COMMISSION OF THE MARCH JOINT POWERS AUTHORITY APPROVING AND ADOPTING AN ADDENDUM TO THE MERIDIAN SPECIFIC PLAN AMENDMENT (SP-5) FINAL SUBSEQUENT ENVIRONMENTAL IMPACT REPORT

WHEREAS, the March Joint Powers Authority ("March JPA"), a joint powers authority created pursuant to Title 7, Division 1, Chapter 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 ("March JPA Planning Area") was 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, pursuant to Article XI, Section 7, of the California Constitution, each member entity possesses the general police power to make and enforce all regulations and ordinances to protect the public health, safety, and welfare, including the power to enact land use, planning, and building regulations; and

WHEREAS, the Joint Powers Commission ("Commission") of March JPA has the responsibility for planning the use, reuse, and joint use of portions of the former March Air Reserve Base; and

WHEREAS, on July 21, 2010, the Commission approved an amendment to the Meridian Specific Plan for the March Business Center ("SP-5") in order to accommodate various land use changes to the northern portion of the specific plan, also known as the North Campus, to respond to changes in the market and to accommodate a prospective industrial user planning to develop a new facility; and

WHEREAS, to consider the potential environmental impacts of the development permitted by SP-5, the March Joint Powers Commission approved, and certified the Meridian Specific Plan Amendment Subsequent Environmental Impact Report (the "SEIR"), which included approval for the site-specific development of Lot 16 as Plot Plan 09-01 for the Sysco distribution center; and

WHEREAS, Sysco Riverside, Inc. has made application for and wishes to amend Plot Plan 09-01 and install two (2) aboveground 15,000 gallon liquid natural gas tanks and one (1) aboveground 4,500 gallon hydrogen tank; and

WHEREAS, the March JPA staff has determined that the installation of aboveground fuel storage tanks is a "project" as defined by the California Environmental Quality Act ("CEQA") and has prepared an initial study; and

WHEREAS, the initial study, attached hereto as Exhibit "B" and made a part hereof, indicated that all potential environmental impacts from the Project were considered in the SEIR for the March Business Center development and that no new information or changed circumstances require the preparation of supplemental or subsequent environmental documentation. On the basis of this initial study, staff determined that an Addendum to the certified SEIR should therefore be prepared for the Project; and

WHEREAS, the Project and the Addendum have been presented to the Commission and having reviewed and considered the information contained therein, the Commission has determined that the Project is consistent with the General Plan and that all potential environmental consequences associated with the Project were examined by the SEIR; and

WHEREAS, the Commission finds that none of the circumstances specified in Public Resources Code section 21166 subparts (a) through (c) or California Code of Regulations, Title 14 ("the State CEQA Guidelines"), section 15162 have occurred and that the preparation of a subsequent or supplemental EIR or negative declaration in conjunction with the approval of the Project is not required by CEQA; and

WHEREAS, the Addendum, attached hereto as Exhibit "A" and made a part hereof, to the certified SEIR was prepared pursuant to CEQA, the State CEQA Guidelines, and the March JPA's Local CEQA Guidelines; 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 RESOLVE AS FOLLOWS:

SECTION 1. Recitals. The above recitals are incorporated herein by reference.

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

SECTION 3. Findings on the Necessity for a Subsequent or Supplemental Environmental Impact Report. Based on the SEIR, the Addendum, the Initial Study and all related information presented to the Commission, the Commission finds that the preparation of a subsequent or supplemental EIR is not required for the installation of aboveground fuel storage tanks because the tanks are merely a minor modification and such a minor modification: (1) does not constitute a substantial change to the Project that will require major revisions of the SEIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; (2) does not constitute a substantial change with respect to the circumstances under which the Project is undertaken that will require major revisions of the SEIR due to the involvement of new significant environmental effects or a substantial increase in the severity of the previously identified significant effects; and (3) does not contain new information of substantial importance that was not known and could not have been known with the exercise of reasonable diligence at the time the SEIR was certified, that shows any of the following: (a) the Project will have one or more significant effects not discussed in the SEIR; (b) significant effects previously examined will be substantially more severe than shown in the SEIR; (c) mitigation measures or alternatives previously found not to be feasible would in fact be feasible and would substantially reduce one or more significant effects of the Project, but the lead agency declined to adopt such measures; or (d) mitigation measures or alternatives considerably different from those analyzed in the SEIR would substantially reduce one or more significant effects on the environment, but which the lead agency declined to adopt.

SECTION 4. Findings on Environmental Impacts. Based on the Addendum, the Initial Study, the administrative record, and having considered the SEIR and all written and oral evidence presented to the Commission of March JPA, the Commission finds that all environmental impacts of the Project have been addressed within the certified SEIR, the March Business Center Mitigation Monitoring and Reporting Program ("MMRP") and the Initial Study. The Commission finds that no new or additional mitigation measures or alternatives are required. The Commission further finds that none of the circumstances in State CEQA Guidelines section 15162 calling for preparation of a subsequent environmental impact report or negative declaration have occurred. The Commission finds that the Addendum contains a complete, objective, and accurate reporting of the environmental impacts associated with the Project and reflects the independent judgment and analysis of the Commission.

SECTION 5. Adoption of the Addendum to the Meridian Specific Plan Amendment (SP-5) Subsequent Environmental Impact Report. The Commission hereby approves and adopts the Addendum prepared for the Project.

SECTION 6. Notice of Determination. The Commission directs March JPA staff to prepare, execute, and file a Notice of Determination with the Riverside County Clerk within five (5) working days of the passage and adoption of this Resolution.

SECTION 7. Custodian of Records. The documents and materials that constitute the record of proceedings on which these findings are based are located at the Office of the Planning Director, March JPA, 23555 Meyer Avenue, Riverside, CA 92518.

SECTION 8. Execution of Resolution. The Chair of the Commission of March JPA shall sign this Resolution and the Secretary of March JPA shall attest and certify to the passage and adoption thereof.

PASSED, APPROVED, and ADOPTED this 16th day of November, 2011.

Marion Ashley, Chairman
March Joint Powers Commission

ATTEST:

I Carey L. Allen, Clerk of the March Joint Powers Authority Commission, do hereby certify that the foregoing Resolution #JPA 11-39 was duly adopted at a meeting of the March JPA, at the public hearing held on the 16th day of November, 2011, by the following vote of the Commission.

Ayes: Batey, Melendrez, Buster, Yarbrough, Stewart, Busch, Gardner, Ashley
Noes: None
Absent: None
Abstain: None

Date: November 16, 2011

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

EXHIBIT "A"

Addendum

Final

PLOT PLAN AMENDMENT 11-05 – LIQUEFIED GAS STORAGE FOR THE SYSCO FACILITY

Addendum to the Meridian Specific Plan Amendment (SP-5) Supplemental Environmental Impact Report

Prepared for
March Joint Powers Authority

November 2011



ESA

Final

Plot Plan Amendment 11-05 – Liquefied Gas Storage for the Sysco Facility

Addendum to the Meridian Specific Plan Amendment (SP-5) Supplemental Environmental Impact Report

Prepared for
March Joint Powers Authority

November 2011

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TABLE OF CONTENTS

Plot Plan Amendment 11-05 Liquefied Gas Storage for the Sysco Facility

		Page
1.	**Introduction**	**A-1**
2.	**Purpose of the Addendum**	**A-3**
3.	**Overview of Environmental Analysis**	**A-4**
	Supplemental Environmental Checklist Form	**1**
	Evaluation of Environmental Impacts	7
I.	Aesthetics	9
II.	Agriculture and Forest Resources	11
III.	Air Quality	12
IV.	Biological Resources	17
V.	Cultural Resources	22
VI.	Geology and Soils	24
VII.	Greenhouse Gas Emissions	26
VIII.	Hazards and Hazardous Materials	28
IX.	Hydrology and Water Quality	32
X.	Land Use and Planning	35
XI.	Mineral Resources	37
XII.	Noise	38
XIII.	Population and Housing	41
XIV.	Public Services	42
XV.	Recreation	43
XVI.	Transportation/Traffic	44
XVII.	Utilities and Service Systems	48
XVIII.	Mandatory Findings of Significance	51

Appendices

A.	ALUC Consistency Determination	A-1

List of Figures

1.	Regional Location Map	2
2.	General Plan Land Use Designation	3
3.	Zoning Designation	4

ADDENDUM TO THE MERIDIAN SPECIFIC PLAN AMENDMENT (SP-5) SUBSEQUENT ENVIRONMENTAL IMPACT REPORT

Plot Plan Amendment 1105 – Liquefied Gas Storage for the Sysco Facility

1. Introduction

This document is an Addendum to the 2010 Subsequent Environmental Impact Report (2010 SEIR) prepared by the March Joint Powers Authority (March JPA) for the *Meridian Specific Plan Amendment (SP-5)* (SCH #2009071069). The 2010 SEIR evaluated potential impacts associated with the amendment to the Meridian Specific Plan,[1] which included net changes to the acreages associated with land uses designated in the 2003 March Business Center Specific Plan, as well as changes to lot layout, site access, and internal circulation. The 2010 SEIR's analysis was based on full buildout conditions, with conservative land use assumptions, consistent with the land use designations and design guidelines contained within the 2003 March Business Center Specific Plan, the 2010 Specific Plan Amendment, and all other applicable regulations (pg. III-7, March JPA, 2010). In addition to this analysis, the 2010 SEIR also evaluated project-level impacts associated with the construction of a fire station within Unit 6 of the Meridian Business Center and the development of an industrial facility (herein referred to as the "Sysco industrial facility") within Unit 4, Lot 16.

Development of Lot 16

As described in the 2010 SEIR, the Lot 16 development would accommodate an industrial user proposing to develop a 515,223 square foot administration and warehouse facility on the south and western portion of the 45-acre lot. The office portion of the main building would be two stories and approximately 49 feet high, with approximately 62,000 square feet dedicated to office and administrative uses. The remainder would be dedicated to food and food-service product storage, packaging, and distribution. No food preparation would occur on-site. Approximately 37

[1] The original Specific Plan, adopted in 2003, was titled the *March Business Center Specific Plan and was applicable to a 1,290-acre area.* The "Meridian" Specific Plan is an amendment to a 239-acre portion of the March Business Center Specific Plan. When referring to the 2003 Specific Plan, the term "March Business Center Specific Plan" is used. When referring to the current Specific Plan, the term "Meridian Specific Plan" or "Specific Plan Amendment," is used.

truck loading docks would be provided along the eastern side of the building, and 27 loading docks along the northern side of the building (pg. III-23, March JPA, 2010).

The Lot 16 development was proposed to include a delivery truck maintenance, fueling and wash facility located on the northeastern portion of the site. A maintenance shop would be housed in an 11,000-square foot building; the fueling area and wash rack would be located outside and adjacent to the building. The fueling area, maintenance bay, and wash rack will be capable of accommodating up to six trucks simultaneously. Wash rack water would be captured and conveyed into the sanitary sewer system (pg. III-23, March JPA, 2010).

According to the 2010 SEIR, the fueling area would contain two fuel islands and two 10,000-gallon above-ground diesel storage tanks. The Lot 16 development 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 Lot 16 development would incorporate physical and procedural safety features to minimize hazardous conditions. Storage tanks, containment areas, vapor recovery systems and fire protection systems would be constructed in accordance with the appropriate industry standards, including American Petroleum Institute standards for diesel fuel, National Fire Protection Association Section 30 (NFPA 30), and the California Fire Code. Storage tanks would be installed with enclosed vapor recovery systems, spill detection alarms, emergency shutdown features and containment barriers (pg. III-27, March JPA, 2010).

In general, the 2010 SEIR concluded that impacts associated with the Specific Plan Amendment were consistent with the impacts identified in 2003 Focused EIR (FEIR) prepared for the March Business Center Specific Plan. However, the 2010 SEIR did determine that some significant and unavoidable impacts would occur as a result of the Specific Plan Amendment. A Statement of Overriding Considerations was adopted for the following environmental resource area: transportation and traffic, air quality, and climate change and greenhouse gases. And on August 4, 2010, the SEIR was certified and the Specific Plan amendment approved (Resolution JPA 10-20). A NOD was subsequently filed on August 9, 2010.

Proposed Project

The proposed installation of two 15,000-gallon aboveground liquid natural gas (LNG) storage tanks and one 4,500-gallon liquid hydrogen storage tank on Lot 16, herein referred to as the proposed Project, is the focus of analysis in this Addendum. The two 15,000-gallon tanks would be located on the northeastern portion of Lot 16, within the fuel farm described in the previous section. The 4,500-gallon storage tank would be located on the southern portion of Lot 16, between the approved Sysco industrial facility and Street F. The purpose of the proposed storage tanks would be to serve the Sysco industrial facility and its employees. The two liquid natural gas tanks would be used to fuel a portion of Sysco's truck fleet, while the liquid hydrogen would be used to fuel on-site equipment such as hydrogen fuel-cell powered forklifts.

Installation of the proposed storage tanks would occur simultaneously with the approved construction of the Sysco industrial facility on Lot 16, and would be located in areas that would

be already affected by the construction and operation of the approved industrial use. Similar to the approved diesel fuel tanks on Lot 16, proposed storage tanks would incorporate all physical and procedural safety features to minimize hazardous conditions required by federal, state, and local regulations. Furthermore, the proposed project would be required to adhere to all applicable regulations related to the storage, use, transportation, and disposal of hazardous materials. The operation of the proposed storage tanks is consistent with those analyzed in the 2010 SEIR.

2. Purpose of the Addendum

As outlined in *CEQA Guidelines* Section 15164(b), an Addendum to an EIR may be prepared when minor technical changes or additions are necessary to the EIR for a project that has already been approved and when no additional significant environmental effects or a substantial increase in the severity of previously identified significant effects would occur. It has been determined through preparation of a complete and thorough Initial Study that an Addendum is the appropriate level of documentation for approval of the proposed project under CEQA.

Under CEQA, an Addendum to an adopted EIR may be prepared by either a lead or responsible agency if only minor technical changes or additions are necessary, but none of the conditions calling for preparation of a subsequent or supplemental negative declaration have occurred (*CEQA Guidelines* Section 15164). Although there is no specific format required, CEQA recommends that a brief explanation of the decision to prepare an Addendum rather than a subsequent or supplemental negative declaration be included in the record for a proposed project (*CEQA Guidelines* Section 15164(e)). Once a negative declaration has been adopted, a subsequent or supplemental negative declaration is only required when the Lead Agency determines that one of the following conditions has been met (*CEQA Guidelines* Section 15162(a)):

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

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

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

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

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

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

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

This Addendum has been prepared by March JPA because the proposed installation of the two 15,000-gallon liquid natural gas tanks and one 4,500-gallon liquid hydrogen tank is consistent with the overall project evaluated in the 2010 SEIR and does not require major revisions to the 2010 SEIR due to new significant impacts or substantial increases in the severity of previously identified significant impacts. The anticipated environmental impacts of the proposed project, as explained in detail in the following analysis, have been analyzed and mitigated accordingly in the 2010 SEIR, and there have been no new circumstances since that time that would result in new or more severe significant environmental impacts. Lastly, as evaluated in the supporting analysis of this Addendum, mitigation measures that have been previously identified would continue to ensure that impacts are reduced to less than significant levels. Some portions of mitigation measures identified in the 2010 SEIR may not be applicable to the proposed project. Accordingly, the mitigation measures have been clarified to reflect this fact. Thus, the minor technical change required for the proposed project is the approval of three additional fuel storage tanks.

Per *CEQA Guidelines* Section 15163(c), an Addendum need not be circulated for public review, but can be included in or attached to the approved SEIR. Prior to approval of the proposed project, March JPA will consider this Addendum together with the 2010 SEIR when making a decision regarding the proposed project.

3. Overview of Environmental Analysis

The 2010 SEIR evaluated and analyzed the potential environmental impacts associated with the amendment of the Meridian Specific Plan and development resulting from that amendment. This Addendum has been prepared to identify any impacts associated with the installation of three aboveground fuel tanks that would store liquid natural gas and hydrogen in a location that has been approved for industrial uses. The analysis can be found in its entirety in the accompanying Supplemental Environmental Checklist Form. As described below and shown in the environmental checklist, the proposed project does not involve new significant environmental effects or substantially increase the severity of a previously identified significant effect in the 2010 SEIR. The following resource areas were evaluated in this Addendum:

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

- Mineral Resources
- Population and Housing
- Recreation
- Utilities
- Noise
- Public Services
- Transportation and Traffic

The Supplemental Environmental Checklist Form compares the environmental effects of implementing the proposed project (additional fuel tanks) with the operational analysis that was evaluated in the 2010 SEIR, in order to determine the extent to which the 2010 SEIR adequately addressed the impacts of the proposed project, and to identify the extent of revisions to the 2010 SEIR needed to accurately address the impacts of the proposed project. The Supplemental Environmental Checklist Form incorporates mitigation measures from the 2010 SEIR, where applicable, and has incorporated minor revisions to those measures in order to reflect current conditions and the fact that not all components of the mitigation measures may apply to the proposed project.

In summary, the proposed project would not result in any new significant environmental impacts or substantially increase the severity of significant unavoidable impacts evaluated in the 2010 SEIR. The Supplemental Environmental Checklist presented in this document provides an analysis of the proposed project in comparison to what was analyzed in the 2010 SEIR. The anticipated environmental impacts of the proposed project are consistent with the analysis contained in the previous analysis. In addition the proposed project would not result in any additional impacts and would not require additional mitigation measures. Mitigation measures from the 2010 SEIR would be implemented (with minor revisions to update timing), and would reduce impacts to less than significant levels.

EXHIBIT "B"

Initial Study

SUPLEMENTAL ENVIRONMENTAL CHECKLIST FORM

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

1. Project Title: Addendum to the Meridian Specific Plan Amendment (SP-5) Subsequent Environmental Impact Report: Plot Plan Amendment 11-05 – Liquefied Gas Storage for the Sysco Facility

2. Lead Agency Name and Address:

   March Joint Powers Authority
   23555 Meyer Drive
   Riverside, CA 92518

3. Contact Person and Phone Number: Adam Collier (951) 656-7000

4. Project Location: Meridian Business Center, Lot 16 (Figure 1)

5. Project Sponsor's Name and Address:

   Mark Gartrell
   Sysco Riverside, Inc.
   1390 Enclave Parkway
   Houston, TX 77077

6. General Plan Designation: Specific Plan (Figure 2)

7. Zoning: Industrial (Figure 3)

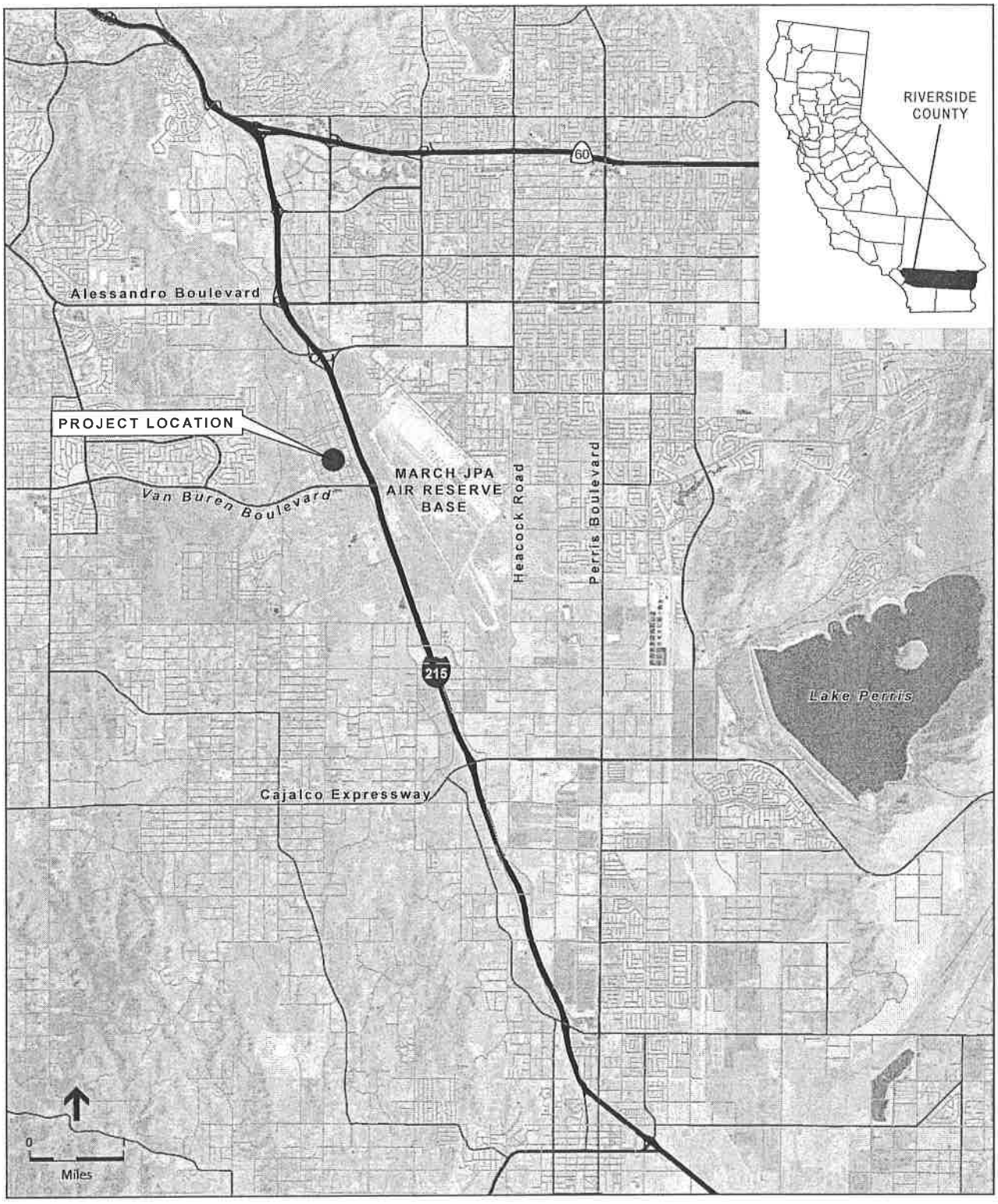
8. Previous Environmental Document: Please describe the previously adopted ND or MND or the previously certified EIR (include the date the document was adopted or certified, the date the project was approved by the Authority, the date the NOD was filed with the County of Riverside, and a summary of potentially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

   March Business Center Final Focused Environmental Impact Report

   The project site is located within the March Joint Powers Authority (March JPA) Planning Area, which consists of portions of the former March Air Force Base (March AFB). March AFB was realigned to March Air Reserve Base (March ARB) in 1996. The County of Riverside transferred local land use authority to the March JPA in 1997 for all unincorporated territory that was originally within March AFB. The March AFB Master Reuse Plan and Environmental Impact Statement (EIS) were prepared through the federal base realignment and closure process and to comply with the National Environmental Policy Act (NEPA). March JPA also prepared and approved a General Plan and certified an associated Master Environmental Impact Report (MEIR) (SCH# 97071095) in 1999 to meet the requirements of the California Environmental Quality Act (CEQA).

   The March JPA prepared a Focused EIR (FEIR) (SCH# 2002071089), which tiered off of the MEIR, in support of the March Business Center Specific Plan (Specific Plan). The March Business Center Project identified the development of approximately 1,290 acres of mostly vacant land in the northwestern portion of the March JPA Planning Area. The type, intensity, and organization of project land uses is regulated by the Specific Plan, which identified a variety of land uses; including, business park (BP), Industrial (IND), office (OF), mixed use (MU), commercial (COM), and park/recreation/open space (P/R/OS) uses. An amendment to the March Joint Powers Authority General Plan (General Plan) was prepared concurrently with the Specific Plan, which re-allocated land among various designations within the Specific Plan area (pg. I-1, March JPA, 2003).

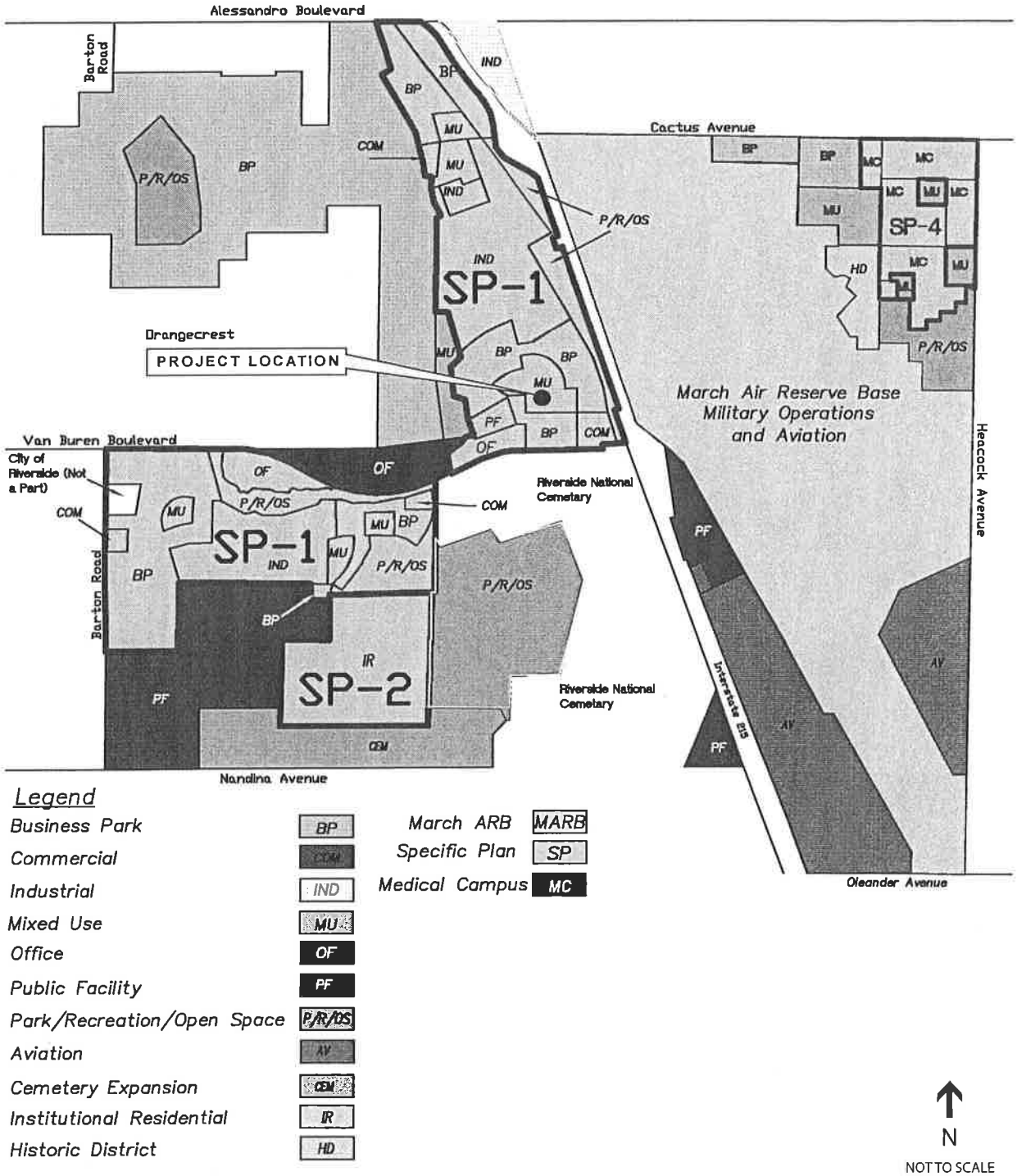
   The FEIR concluded that there would be less than significant impacts after the incorporation of mitigation measures to the following environmental resource areas: biological resources, hazards and hazardous materials, utilities and service systems, hydrology/water quality, land use and planning, and transportation/traffic. Mitigation measures for all of these issue areas were in compliance with the applicable General Plan policies identified in each of the General Plan's Elements. A Statement of Overriding Considerations was adopted for the following environmental resource area: air quality. The FEIR was certified and the Specific Plan was adopted in February of 2003. A Notice of Determination was subsequently filed on February 12, 2003.



SOURCE: ESA, 2011

Liquefied Gas Storage for the Sysco Facility . 211860

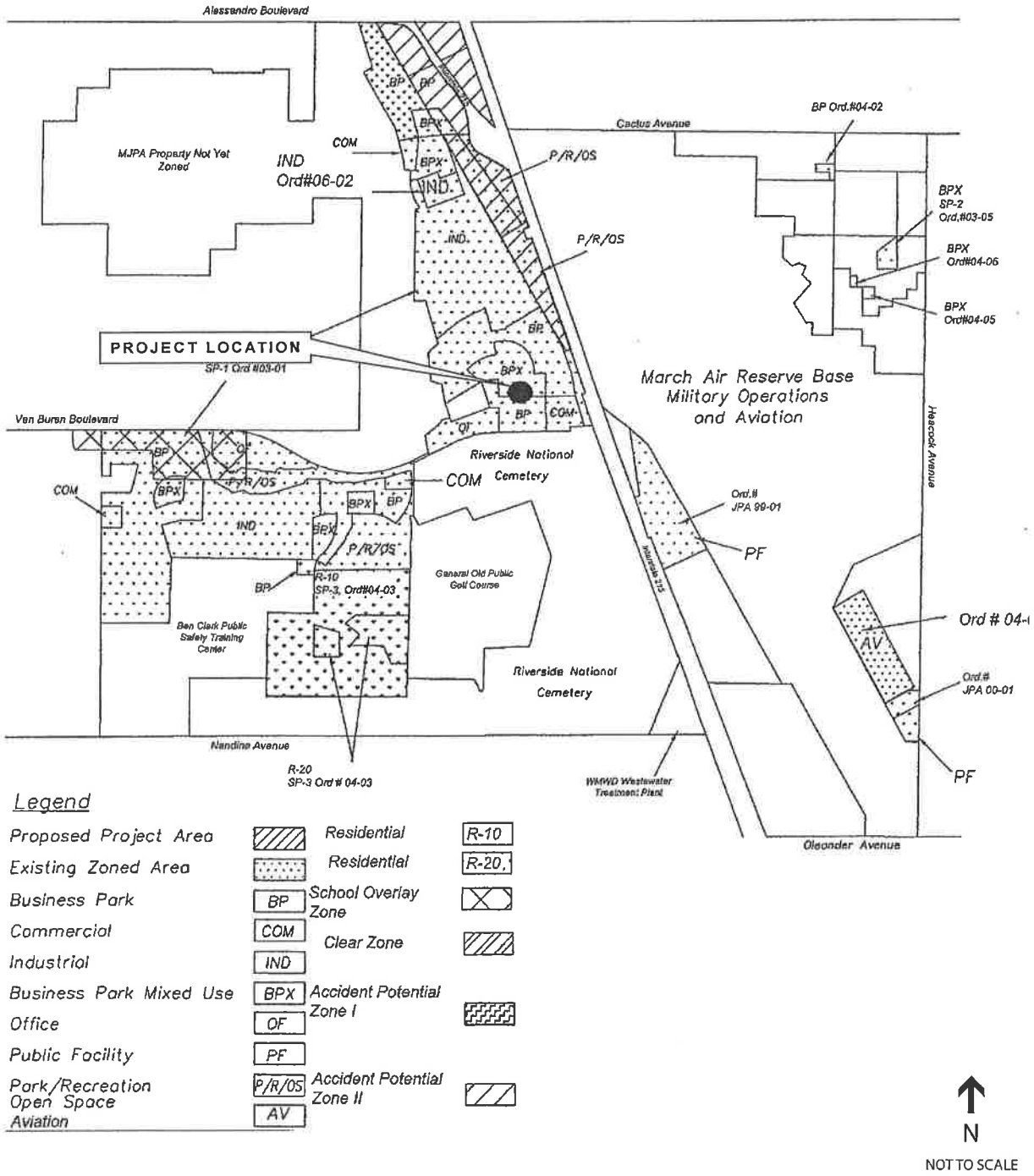
Figure 1
Regional Location Map



SOURCE: March JPA, 2011; and ESA, 2011

Liquefied Gas Storage for the Sysco Facility . 211860

Figure 2
General Plan Land Use Designation



SOURCE: March JPA, 2011; and ESA, 2011

Liquefied Gas Storage for the Sysco Facility. 211860

Figure 3
Zoning Designation

In 2010, a Subsequent EIR (SEIR) (SCH# 2009071069) was adopted for the Meridian Specific Plan Amendment (SP-5) which was a 239-acre Specific Plan amendment to the 1,290-acre March Business Center Specific Plan. The 2010 SEIR tiered from the 2003 FEIR and analyzed impacts associated with amendments to the Specific Plan, General Plan, and the Meridian Unit 4 Tentative Tract Map, which resulted in changes to the net acreages of the land use designations identified in the original Specific Plan, changes to lot layout, site access, and internal circulation. The amendment resulted in the following net changes in acreage as adopted in the 2003 Specific Plan (pg. III-5, March JPA, 2010):

- 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.

In addition to analyzing impacts associated with the above amendments, the SEIR analyzed impacts associated with the construction of a new fire station that is intended to serve the March JPA Planning Area and surrounding development, as well as impacts associated with development of Lot 16 within the Meridian project area. The development of Lot 16 will accommodate an industrial use (Sysco Foods) with a 515,223 square foot administration and warehouse facility on the south and western portion of the 45-acre lot. The office portion of the main building, as described in the SEIR, would be two stories and approximately 49 feet high, with approximately 62,000 square feet dedicated to office and administrative uses. The remainder of the proposed facility on Lot 16 would be allocated to food and food-service product storage, packaging and distribution; though, no food preparation would occur on-site (pg. III-23, March JPA, 2010).

The 2010 SEIR concluded that there would be less than significant impacts after the incorporation of mitigation measures to land use and planning, biological resources, hazards and hazardous materials, hydrology and water quality, utilities and service systems, noise, geology and soils, cultural resources, and public services. Mitigation measures from the 2003 FEIR were included in the SEIR, which also proposed some of its own individual measures to reduce or avoid impacts. A Statement of Overriding Considerations was adopted for the following environmental resource area: transportation and traffic, air quality, and climate change and greenhouse gases. On August 4, 2010, the SEIR was certified and the Specific Plan amendment approved (Resolution JPA 10-20). A NOD was subsequently filed on August 9, 2010.

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

As described above, the SEIR analyzed the proposed development of a 515,223 square-foot industrial facility on Lot 16 within the Meridian Business Center. Subsequent to the approval of the SEIR, the applicant, Sysco, has requested to add two 15,000-gallon liquefied natural gas tanks and one 4,500-gallon liquid hydrogen tank to the facility, which is hereby referred to as the proposed project.

The two 15,000-gallon liquefied natural gas tanks would be located within a fuel facility that would also include two 10,000-gallon aboveground diesel fuel tanks that were previously approved as part of the development of Lot 16. This fueling area would be located in the northeastern portion of Lot 16. The proposed 4,500-gallon liquid hydrogen tank would be located on the southern portion of Lot 16, between the Sysco facility and Street F. Similar to the already approved diesel fuel tanks, the proposed facilities would incorporate numerous physical and procedural safety features to minimize hazardous conditions. Storage tanks, containment areas, vapor recovery systems and fire protection systems would be constructed in accordance with the appropriate industry standards, including National Fire Protection Association (NFPA) Section 57 and the California Fire Code. Storage tanks would be built with enclosed vapor recovery systems, spill detection alarms, and emergency shutdown features and containment barriers. In addition, the proposed fuel storage tanks would be screened by theme walls that will surround the Sysco Foods facility.

The purpose of the liquefied natural gas tanks would be to provide fuel to a portion of Sysco's truck fleet, while

the liquid hydrogen would be utilized to fuel on-site equipment, such as hydrogen fuel-cell powered forklifts.

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

The project site is located in the southern portion of the north campus of the Meridian Business Center, in the northwestern portion of the overall March JPA Planning Area. North of the project site are existing facilities associated with the Meridian Business Center, including the Fresh and Easy Distribution Center. East of the project site is I-215, with March ARB facilities beyond the freeway. South of the project site is Van Buren Boulevard and the Riverside National Cemetery. To the west of the project site are undeveloped portions of the Meridian Business Center, open space, and residential development.

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

- March JPA – Issuance of building permits and plan checks.
- Riverside County Department of Environmental Health – Issuance of permits associated with storage and use of hazardous materials, as well as approval of Risk Management Plan/Process Safety Management Program (RMP/PSM) to be prepared by the project applicant.

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

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

DETERMINATION (To be completed by the Lead Agency):

On the basis of this initial evaluation:

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

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

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

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

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

Signature	Date
Printed Name	For

EVALUATION OF ENVIRONMENTAL IMPACTS:

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

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

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

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

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

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

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

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

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

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

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

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

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

10) The explanation of each issue should identify:

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

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

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

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

Findings

Industrial uses on Lot 16 of the Meridian Business Center are specifically identified as an intended use in the previously adopted 2010 SEIR. The planned Sysco facility is an approved project, and the proposed natural gas and hydrogen storage tanks would be consistent with the General Plan designation and zoning for the area in which they are proposed. Similarly, the proposed project would be consistent with surrounding land uses, including the existing industrial uses located to the north of the project site. No new information has been provided since the time of the 2010 SEIR that indicates previously adopted conclusions or mitigation measures are no longer accurate. Though the March JPA General Plan identifies Van Buren Boulevard as a "scenic resource," the 2010 SEIR concluded that the proposed land uses within the Meridian Business Center, including industrial uses on Lot 16, would be consistent with other uses along Van Buren Boulevard; and therefore, would not significantly affect this resource (pg. VII-1, March JPA, 2010). Furthermore, the proposed project is consistent with the existing zoning and General Plan policies for the site, as analyzed in the 2010 SEIR; therefore, no additional environmental review, outside of any potential project-specific effects, is required (*CEQA Guidelines* Section 15183). Therefore, this analysis serves as an Addendum to the previously adopted 2010 SEIR and provides substantiated conclusions consistent with Section 15164 of the *CEQA Guidelines*.

a) The proposed project consists of the construction of three storage tanks on a lot within the Meridian Business Center that is approved for industrial development. The two liquefied natural gas tanks would be located on the northeastern portion of the 45-acre lot, while the liquid hydrogen tank would be located on the southern portion between the Sysco facility and Street F. The tanks would be aboveground and situated horizontally. The site is located within a designated industrial-use area and is not located within a scenic vista. Though the March JPA General Plan identifies Van Buren Boulevard as a scenic resource, because the proposed Sysco facility has already been approved and portions of the Meridian Business Center have already been developed with similar industrial-type uses, the proposed project would not introduce any new facilities that would affect views. There are no new impacts associated with the proposed storage tanks from what was analyzed in the SEIR.

b) The project site is not located near a designated scenic highway, and there are no scenic resources, including, but not limited to, trees, rock outcroppings, or historic structures, on the site. Located south of the project site, south of Van Buren Boulevard, is the Riverside National Cemetery. Though this area contains resources that may be considered scenic, the proposed project would not obstruct motorists' view of this area; therefore, no impacts to any off-site scenic resources would occur as a result of the proposed project. As described in the SEIR (pg. VII-1), the development on Lot 16 would be consistent with other land uses located between Van Buren Boulevard and Alessandro Boulevard. The proposed storage tanks would not greatly alter the character of existing or

previously approved development within the project area; therefore, no new impacts associated with the proposed project from what was analyzed in the SEIR would occur.

c) The proposed project is located within the Meridian Business Center on a lot approved for industrial development, with existing industrial uses located immediately north of the project site. The proposed project consists of the development of natural gas and hydrogen storage tanks on a lot that has been approved for industrial development. This proposed addition to the approved Sysco facility would appear as an integral part of the facility, and would not degrade the visual quality of the site and surrounding area as the tanks would be screened by a wall surrounding the Sysco Foods facility. As a result, there would be no impact. Therefore, there are no new impacts associated with the proposed project from what was analyzed in the SEIR.

d) Existing uses within the Meridian Business Center provide sources of both daytime and nighttime lighting that are consistent with the requirements of the Specific Plan. Similarly, proposed uses analyzed in the 2010 SEIR would be required to be consistent with the lighting design guidelines identified in the Specific Plan. As the proposed project includes only the installation of storage tanks, no additional lighting is proposed. Therefore, there are no new impacts associated with the proposed project from what was analyzed in the 2010 SEIR.

Mitigation Measures

The 2010 SEIR incorporated by reference mitigation measures that were established in the 2003 FEIR. Specifically, the following mitigation measure was incorporated into the SEIR and would be applicable to the proposed project:

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

    - Conflicts and incompatibilities between land uses will not occur through the use of landscaped setbacks, buffers, site design, site orientation, architectural features, walls or fences, density/intensity reductions, reduced hours of operation for commercial and industrial uses, shielding of lighting, and the like.

    - Enhance and preserve natural and man-made features, such as major roadways, rail line, drainage courses, utility corridors, groups of rock outcroppings, and tree rows to create boundaries, entryways, and separate entities for distinct geographic portions of the Specific Plan.

    - Preservation of Van Buren Boulevard and Alessandro Boulevard scenic corridors and enhancement of the gateway treatment at the Riverside National Cemetery.

No additional mitigation measures were introduced in the 2010 SEIR to reduce or avoid impacts to aesthetic resources. Furthermore, the proposed project would have no new impacts related to aesthetics and no additional mitigation is necessary.

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

Findings

Industrial uses on Lot 16 of the Meridian Business Center are specifically identified as an intended use in the previously

adopted 2010 SEIR. The planned Sysco facility is an approved project, and the proposed natural gas and hydrogen storage tanks would be consistent with the industrial designation area in which they are proposed, as with surrounding land uses. No new information has been provided since the 2010 SEIR that indicates previously adopted conclusions or mitigation measures are no longer accurate. The proposed project is consistent with existing zoning and General Plan policies for the site, as analyzed in the 2010 SEIR; therefore, no additional environmental review, outside of any potential project-specific significant effects, is required (*CEQA Guidelines* Section 15183). Therefore, this analysis serves as an Addendum to the previously adopted 2010 SEIR, and provides substantiated conclusions consistent with Section 15164 of the *CEQA Guidelines*.

a) The proposed project consists of the installation of two 15,000-gallon liquefied natural gas tanks and one 4,500-gallon hydrogen tank on a lot within the Meridian Business Center that has been previously approved for the development of the Sysco industrial facility. As described in the 2010 SEIR, the primary soils in the West March Planning Sub-area, which encompasses the proposed project site, are the Cieneba-Rockland-Fallbrook association. Large areas in the West March Planning Sub-area contain characteristics that make them eligible as Farmlands of Statewide Importance, and other soils existing that are prime farmland soils when irrigated. However, these soils are not irrigated for agricultural purposes and have been disturbed by the development of March AFB. As such, no prime, unique, statewide or locally important farmland is present within the Planning Area, which includes the project area and previously approved Specific Plan area (pg. VII-2, March JPA, 2010). There are no new impacts associated with the proposed project from what was analyzed in the 2010 SEIR.

b) As described above, the proposed project site does not contain farmland recognized as prime, unique, statewide or locally important. Similarly, the March Business Center and proposed project site are not located within an Agricultural Preserve as defined by the County of Riverside or under a Williamson Act contract (pg. VII-2, March JPA, 2010). Given the lack of these resources within the proposed project area, or its general vicinity, there would be no impact related to conflict with agricultural zoning provisions. Therefore, no new impacts associated with the proposed project from what was analyzed in the 2010 SEIR would occur.

c) As described in the 2010 SEIR, the proposed project area does not contain any forest land (as defined in Public Resources Code Section 12220(g)), timberland (as defined by Public Resources Code Section 4526), or land zoned for Timberland Production (as defined by Government Code Section 51104(g)) (pg. VII-3, March JPA, 2010). Therefore, no impact to forest or timberlands, as a result of the proposed project, would occur; and there are no new impacts associated with the proposed project beyond what was analyzed in the 2010 SEIR.

d) Please see response to question c) above.

e) The proposed project is located within an area that is currently permitted for industrial-related uses, which is consistent with the zoning of the site. Given the lack of agricultural resources on or near the proposed project site, as documented in the 2010 SEIR, construction of the proposed project would not result in a loss or conversion of farmland to non-farmland use, or the conversion of forest to non-forest use. Therefore, as there would be no direct or indirect impact to agricultural lands, forestlands, or timberlands, there are no new impacts associated with the proposed project from what was analyzed in the 2010 SEIR.

Mitigation Measures

The 2003 FEIR and 2010 SEIR had no impacts or mitigation related to farmlands, forests, or timberlands. There are no new impacts associated with the proposed project; therefore, no new mitigation is necessary.

III. AIR QUALITY. Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:		New Potentially Significant Impact	New Mitigation is Required	No New Impact/No Impact	Reduced Impact
a)	Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	☒	☐

b)	Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	☐	☐	☒	☐
c)	Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is nonattainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	☐	☐	☒	☐
d)	Expose sensitive receptors to substantial pollutant concentrations?	☐	☐	☒	☐
e)	Create objectionable odors affecting a substantial number of people?	☐	☐	☒	☐

Findings

Industrial uses on Lot 16 of the Meridian Business Center are specifically identified as an intended use in the previously adopted 2010 SEIR. The planned Sysco facility is an approved project, and the proposed natural gas and hydrogen storage tanks would be consistent with the industrial designation area in which they are proposed, as with surrounding land uses. No new information has been provided since the 2010 SEIR that indicates previously adopted conclusions or mitigation measures are no longer accurate. The proposed project is consistent with existing zoning and General Plan policies for the site, as analyzed in the 2010 SEIR; therefore, no additional environmental review, outside of any potential project-specific significant effects, is required (*CEQA Guidelines* Section 15183). Therefore, this analysis serves as an Addendum to the previously adopted 2010 SEIR, and provides substantiated conclusions consistent with Section 15164 of the *CEQA Guidelines*.

a) The proposed project area is located within the jurisdictional boundaries of the South Coast Air Quality Management District (SCAQMD), within the South Coast Air Basin (SCAB). The SCAB encompasses 6,745 square miles and includes portions of Riverside, San Bernardino, Los Angeles, and Orange Counties. SCAB stretches from the Pacific Ocean to the west, the Angeles National Forest to the north, Orange County to the south, and Riverside and San Bernardino Counties to the east. The SCAB is under the jurisdiction of the SCAQMD. The SCAB is currently classified as a federal and state nonattainment area for ozone, respirable particulate matter (PM10), and fine particulate matter (PM2.5) and a federal attainment/maintenance area for carbon monoxide (CO). The SCAB is classified as a state attainment area for CO; the Basin currently meets the federal and state standards for hydrogen dioxide (NO2), sulfur dioxide (SO2), and lead and is classified as an attainment area for these pollutants. The SCAQMD, with input from the Southern California Association of Governments (SCAG), is responsible for preparing the air quality management plan (AQMP), which addresses federal and state Clean Air Act requirements (pg. 110-113, March JPA, 2010).

   The Final 2007 AQMP was adopted by the SCAQMD Governing Board on June 1, 2007. The Final 2007 AQMP for SCAQMD builds upon improvements accomplished from the previous plans, and attempts to incorporate all feasible control measures while balancing costs and socioeconomic impacts. The AQMP relies on a comprehensive and integrated control approach aimed at achieving the PM2.5 standard by 2015 through implementation of short-term and midterm control measures. Locally, SCAQMD is responsible for controlling emissions primarily from stationary sources of air pollution. SCAQMD develops and adopts an AQMP, which serves as the blueprint from bringing the region into compliance with federal and state clean air standards. Rules are adopted to reduce emissions from various sources, including specific types of equipment, industrial processes, paints and solvents, even consumer products. Permits are issued to businesses and industries to ensure compliance with air quality rules. AQMD staff conducts periodic inspections to monitor compliance with these requirements (March JPA, 2010; 122-123).

In preparation of the AQMP, SCAQMD and SCAG use land use designations contained in General Plan documents to forecast, inventory, and allocate regional emissions from land use and development-related sources (SCAQMD, 2007, pg. 3-1). For purposes of analyzing consistency with the AQMP, it may be assumed that if a proposed project would have vehicle trip generation substantially greater than anticipated in the General Plan, then the proposed project would conflict with the AQMP.

Development under the proposed project would take place in the same areas as analyzed in the 2010 SEIR, which determined that the Specific Plan is consistent with the General Plan and, therefore, the AQMP. While the operation of the proposed two 15,000-gallon liquid natural gas tanks and one 4,500-gallon liquid hydrogen tank would result in some increase in traffic generation, the AQMP identifies state-wide measures, such as increasingly stringent vehicular emission standards, that will reduce emissions from mobile sources. All vehicles would be required to comply with ARB emission standards; and therefore, will be consistent with the AQMP. Furthermore, all sources within the proposed project would be required to comply with the applicable SCAQMD Rules and Regulations; and therefore, would be in compliance with the applicable portions of the AQMP. As a portion of Sysco's truck fleet would utilize the liquid natural gas, as opposed to diesel fuel, implementation of the proposed project would reduce delivery of diesel fuel to the proposed project area, and replace those vehicle trips with delivery of liquid natural gas. Ultimately, the proposed project would only result in a minor net gain in vehicle trips (approximately one-to-two truck trips per week), associated with the delivery of liquid hydrogen for various on-site equipment. Therefore, the addition of the proposed liquid hydrogen and natural gas tanks would not result in substantially more severe air quality impacts than those previously analyzed in the 2010 SEIR, and the previously proposed mitigation measures would be sufficient in mitigating the impact of the additional tanks.

b) As described in the 2010 SEIR, the Specific Plan identified significant mobile source impacts resulting from emissions of CO, PM10, NOx, and ROG. Although mitigation measures were adopted, they did not reduce impacts to a less than significant level; therefore, impacts with respect to this threshold were considered significant and unavoidable.

Development under the proposed project would take place in the same areas as analyzed in the 2010 SEIR, which determined that while the Specific Plan Amendment would not introduce any land use designations substantively different from those evaluated in the 2003 Focused EIR, it would redistribute acreages within those land use designations resulting in a net traffic generation increase of 19,678 daily trips, as compared to the approved March Business Center Specific Plan. The 2010 SEIR determined that projects included under the Specific Plan Amendment would result in emissions of ROG, NOx, CO, PM10 and PM2.5 in excess of the SCAQMD significance thresholds, and would not be reduced with mitigation. It should be noted that, given the size of the project analyzed in the 2010 SEIR 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. Accordingly, the Specific Plan Amendment's operational impacts with respect to this significance threshold are significant and unavoidable.

Use of liquefied natural gas and liquefied hydrogen will result in the replacement of a portion of Sysco's diesel-powered vehicle fleet with trucks that use liquid natural gas and industrial equipment (e.g., forklifts) that run on liquid hydrogen. The introduction of vehicles that operate on liquid natural gas will result in a reduction of toxic air chemicals (TACs) emitted from diesel-powered vehicles. Similarly, the use of liquid hydrogen for powering industrial equipment will further reduce the emission of TACs, as the primary waste product of a hydrogen cell is water. As such, the proposed project would have a beneficial impact on TAC emissions associated with operation of the Sysco Foods facility.

However, the installation of the proposed liquid gas tanks would reduce vehicle trips associated with diesel fuel delivery, and replace these truck trips with delivery of liquid natural gas and hydrogen; resulting in a minor net gain in the number of vehicle trips associated with the Sysco industrial facility. While the operation of the proposed two 15,000-gallon liquid natural gas tanks and one 4,500-gallon liquid hydrogen tank would result in some increase in traffic generation, the addition of the proposed liquid hydrogen and natural gas tanks would not result in a substantially more severe air quality impacts than previously analyzed in the 2010 SEIR. The previously proposed mitigation measures would reduce the intensity of construction and operational air quality impacts, but there are no feasible mitigation measures to reduce the emissions to a less-than-significant level.

c) Development under the proposed project would take place in the same areas as analyzed in the 2010 SEIR, which determined, as discussed above, that the proposed project would result in a significant and unavoidable impact with respect to construction and operational emissions, after the incorporation of mitigation measures. While the operation of the proposed two 15,000-gallon liquid natural gas tanks and one 4,500-gallon liquid

hydrogen tank would result in some increase in traffic generation, the addition of the proposed liquid hydrogen and natural gas tanks would not result in a substantially more severe air quality impacts than previously analyzed in the 2010 SEIR. The previously proposed mitigation measures would reduce the intensity of construction and operational air quality impacts, but there are no feasible mitigation measures to reduce the emissions to a less-than-significant level.

d) Development under the proposed project would take place in the same areas as analyzed in the 2010 SEIR, which included a Health Risk Assessment (HRA) was performed to address the potential for significant health risks associated with diesel particulate emissions from truck traffic generated by the operations within the proposed project area. Based on the volume of truck trips associated with the proposed project, incremental excess cancer risks were predicted for the PMI based on an occupational exposure scenario, and for the MEIR based on a residential exposure scenario. In addition, incremental excess cancer risks were also estimated at the Meridian South Campus, the Orangecrest and Air Force Village West residential developments. Based on the findings of the 2010 SEIR, cancer risks based on worker exposure are less than 10 in one million (pg. IV-143, March JPA, 2010). The offices of the Riverside National Cemetery are located to the south and west of the PMI. The excess cancer risk at this location is 9.02 in a million. Excess cancer risks for all other receptors evaluated in the analysis, including residents and workers in the South Campus of the previously-adopted Specific Plan, are less than 10 in a million. Even though the cancer and non-cancer risks associated with the proposed project area are below the significance thresholds established by SCAQMD, the background excess cancer risk levels are already above the significant risk thresholds. Although SCAQMD does not have a method for combining the proposed project with a cumulative project list for the purposes calculating cumulative HRA impacts, the addition of DPM from the proposed project to the background health risk, which exceeds the significance threshold, is considered a significant cumulative impact.

While the operation of the proposed project would result in some increase in traffic generation, the addition of the proposed liquid hydrogen and natural gas tanks would not result in a substantially more severe air quality impacts than previously analyzed in the 2010 SEIR, as there would only be a minor net gain in the number of vehicle trips associated with the delivery of liquefied gas to the Sysco facility. Additionally, the proposed project would also result in a reduction in TAC emissions, as vehicles and equipment that run on liquefied natural gas or hydrogen would replace portions of Sysco Foods' conventional diesel-powered fleet. As a result, the proposed project would have minor contributions to overall air quality impacts associated with the construction and operation of the Sysco Foods facility. While the proposed project would result in no new significant impacts, and the previously proposed mitigation measures would reduce the intensity of construction and operational air quality impacts, there are no feasible mitigation measures to reduce the emissions associated with the overall construction and operation of the Sysco Foods facility and the proposed project to a less-than-significant level.

e) The occurrence and severity of odor impacts depend on numerous factors, including the nature, frequency, and intensity of the source; wind speed and direction; and the presence of sensitive receptors. Although offensive odors rarely cause any physical harm, they still can be very unpleasant, leading to considerable distress and often generating citizen complaints to local governments and regulatory agencies. Development under the proposed project would take place in the same areas as analyzed in the 2010 SEIR, which include warehousing, commercial (including restaurants, hotels and gas stations), office, and light industrial land uses. These sources have not been identified in the SCAQMD CEQA Air Quality Handbook as specific odor sources. The addition of the proposed two 15,000-gallon liquid natural gas tanks and one 4,500-gallon liquid hydrogen tank would not result in appreciable odor impacts substantially more severe than those analyzed in the 2010 SEIR, because storage is not identified as an odor source, therefore the previously proposed mitigation measures would reduce the intensity of construction and operational air quality impacts.

Mitigation Measures

The 2010 SEIR incorporated by reference Mitigation Measures C-1 through C-14 as being applicable to the Specific Plan Amendment. Of those, Mitigation Measures C-5, C-9, and C-12 would be applicable to the proposed project. In addition to those measures, the SEIR also included the following mitigation measures intended to air quality impacts, which would also be applicable to the proposed project:

Construction Emissions Mitigation

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

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

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

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

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

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

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

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

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

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

- Mitigation IV.C-1-11: The construction contractor shall be required to provide evidence that all construction equipment is properly maintained to reduce 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 (i.e., foundation construction, building construction, architectural coatings application) be conducted simultaneously on any single day.

Operational Emissions Mitigation

- 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 truck 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 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.

- 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.

Odor Impact Mitigation

- 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.

The proposed project would have no new impacts related to air quality and no additional mitigation is necessary.

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

e)	Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☐	☒	☐
f)	Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	☐	☐	☒	☐

Findings

Industrial uses on Lot 16 of the Meridian Business Center are specifically identified as an intended use in the previously adopted 2010 SEIR. The planned Sysco facility is an approved project, and the proposed natural gas and hydrogen storage tanks would be consistent with the industrial designation area in which they are proposed, as with surrounding land uses. No new information has been provided since the 2010 SEIR that indicates previously adopted conclusions or mitigation measures are no longer accurate. The proposed project is consistent with existing zoning and General Plan policies for the site, as analyzed in the 2010 SEIR; therefore, no additional environmental review, outside of any potential project-specific significant effects, is required (*CEQA Guidelines* Section 15183). Therefore, this analysis serves as an Addendum to the previously adopted 2010 SEIR, and provides substantiated conclusions consistent with Section 15164 of the *CEQA Guidelines*.

a) Previous analysis performed for the 2003 FEIR concluded that development of the Meridian Business Center, as specified in the Specific Plan, would result in incidental take of approximately 105 acres of Stephens' kangaroo rat (SKR), a federally protected species. Of the 105 total occupied acres, the March JPA was responsible for mitigating 32.2 acres. Additional analysis performed in support of the 2010 SEIR identified the presence of least Bell's vireo (LBV) within the southwestern portion of the Meridian Business Center, but concluded that the project area, including the development identified on Lot 16, was not within 100 feet of the identified LBV riparian habitat, and was therefore consistent with the analysis in the Master EIR with respect to impacts to LBV (pg. IV-161, March JPA, 2010). Furthermore, the 2010 SEIR identified the presence of potential burrowing owl habitat in the non-native grasslands and graded areas within the Meridian Business Center's south camps area. Though the March JPA is not a permittee to the Riverside County Multiple Species Habitat Conservation Plan (MSHCP), the SEIR stated that pre-construction surveys and passive relocation measures would be implemented to minimize impacts to burrowing owls, so as to be consistent with the MEIR (pg. IV-162, March JPA, 2010). 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, which reduced impacts to SKR associated with adoption of the Specific Plan to less-than-significant levels (pg. IV-162, March JPA, 2010). The 2010 SEIR concluded that impacts to SKR were consistent with those addressed in the 2003 FEIR, and therefore, impacts to this species were less than significant. Additional impacts to LBV and burrowing owls were mitigated with measures beyond those identified in the FEIR.

   The proposed construction of storage tanks on Lot 16, which was previously approved for development of the Sysco facility, is consistent with the industrial uses intended for this area by the Specific Plan Amendment. Given that the storage tanks would be located on an area previously assumed to be disturbed by the development of Lot 16 in the 2010 SEIR, no new or additional impacts to biological resources 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 would occur, beyond what has been previously identified. Implementation of Mitigation Measures D-1 through D-3 from the FEIR, as well as Mitigation Measure IV.D.1-1 and IV.D.1-2 from the SEIR would be required to ensure that potential impacts to SKR, LBV, and burrowing owls as a result of the proposed project are less than significant; however, no additional mitigation is required.

b) Impacts in the 2010 SEIR riparian habitat or other sensitive natural community were consistent with those identified in the 2003 FEIR. However, as described above, in between the 2003 FEIR and the 2010 SEIR, LBV occupied portions of riparian forest that was located in the southwestern portion of the SEIR's project area, which included the site of the proposed project. Additionally, the SEIR identified that approximately ten acres of non-native grasslands, three acres of ornamental/disturbed, on acre of disturbed habitat, on acre of ephemeral

drainage, one acre of non-jurisdictional drainage swale, and 0.1 acre of Southern Willow scrub would be impacted by the projects associated with the Specific Plan Amendment. However, the SEIR concluded that these vegetation communities either had little floristic value or had been degraded from past use of March AFB, and provided little value as potential habitat for protected species (pg. IV-165, March JPA, 2010).

The proposed project is located within the southern portion of the Meridian Business Center's north campus and is consistent with the types of industrial uses that have been approved for development within the project area. As described in the 2010 SEIR, potential LBV habitat may be located in the vicinity of the proposed project area, otherwise, the site does not contain 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. Impacts associated with the installation of the proposed storage tanks would be similar to those analyzed in the 2010 SEIR, and no new impacts would occur as a result of the proposed project. Therefore, mitigation measures beyond those identified in the 2003 FEIR (Mitigations Measures D-1 through D-3) and 2010 SEIR (Mitigation Measure IV.D.1-1) are not required to ensure a less-than-significant impact on riparian habitat or other sensitive natural communities.

c) Impacts on federally protected wetlands, as described in the 2003 FEIR, required a Section 404 Individual Permit Authorization Request, which was obtained in May 2003. Mitigation for these impacts included realigning a portion of a drainage channel (north of Van Buren Boulevard) to the north of the existing channel. Projects associated with the Specific Plan Amendment that were analyzed in the 2010 SEIR, did not change the overall footprint with respect to impacts to areas regulated by Section 404 of the Clean Water Act; however, as described in the SEIR, the original Section 404 permit issued for the March Business Center Specific Plan (Permit No. 200201578-RRS) expired in May 2006. In addition, the March JPA also received a Streambed Alteration Agreement (SAA 6-2002-291) in January 2003, which required amendment to support the projects identified in the 2010 SEIR. The SEIR concluded that the development permitted under the original Section 404 permit and SAA was not complete, and that new or amended permits were required for the remaining jurisdictional areas that were not impacted under the original permits. This included impacts to 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 a proposed detention basin area (pg. IV-166, March JPA, 2010). The SEIR concluded that Mitigations Measures D-4 through D-6 from the 2003 FEIR would be applicable to the Specific Plan Amendment. Furthermore, through the Section 404, CDFG 1602 SAA, and Section 7 consultation process, the March JPA and applicant agreed to provide on-site compensation for impacts to waters of the U.S. and State waters with the creation of two mitigation areas, as more fully described in Mitigation Measures IV.D.3-1 and IV.D.3-2 from the 2010 SEIR (pg. IV-166, March JPA, 2010).

The proposed storage tanks are located on Lot 16, which was part of the study area for the 2010 SEIR. The proposed project is consistent with the industrial designation of the site, and would be installed in support of the approved Sysco industrial facility. No portion of the proposed project would be located on portions of the Meridian Business that were not previously evaluated in the 2010 SEIR or the 2003 FEIR. Therefore, additional or new impacts to federal or state protected waters, beyond those identified in the 2010 SEIR, would occur as a result of the proposed project.

d) As described in the 2010 SEIR, mass grading activities in the North Campus portion of the Meridian Business Center, where the proposed project is located, has resulted in a void of vegetation. The SEIR identified an approximately 18-acre area in the southwest portion of the Meridian Business Center North Campus that contains natural vegetation and it abuts the development area identified in the SEIR. However, as stated in the SEIR, this area is not part of an established wildlife corridor, or a wildlife nursery site, other than the occupation of LBV or the potential for western burrowing owls (as described in previous impact discussions above) (pg. IV-167, March JPA, 2010). The 2010 SEIR concluded that Mitigation Measures D-1 through D-3 from the FEIR would be required, but did not propose any additional mitigation measures (pg. IV-169, March JPA, 2010).

The proposed storage tanks would be located on Lot 16, which was not identified in the SEIR as an area containing natural vegetation that would be considered a part of a wildlife corridor or a wildlife nursery. Given that the proposed project is industrial in nature, and would be located in an area previously approved for industrial uses, no new or additional impacts beyond those identified in the 2010 SEIR would occur as a result of the installation of the proposed storage tanks.

e) As described in the 2010 SEIR, previous analysis in the FEIR did not identify impacts or inconsistencies with respect to local policies or tree protection ordinances. Furthermore, as described in the SEIR, the March JPA

does not have tree ordinances or related policies, and the Specific Plan Amendment was not subject to the Riverside County Oak Tree Management Guidelines (though no oak trees are located within the Meridian Business Center that would be affected by the proposed development). Therefore, the 2010 SEIR concluded that there would be no impacts different from those identified in the 2003 FEIR (pg. IV-169, March JPA, 2010). Due to the fact that the proposed project would be located within an area previously determined by the 2010 SEIR to be absent of features protected by local policies or ordinances, such as a tree preservation policy or ordinance, the proposed installation of the storage tanks would not conflict with any such policies or ordinances. Therefore, no new or additional impacts, beyond those identified in the SEIR, would occur as a result of the proposed project.

f) As originally determined in the 2003 FEIR, and further discussed the 2010 SEIR, the Specific Plan area is not included within any of the sixteen area plans that comprise the Western Riverside MSHCP, nor is the March JPA a permittee under that plan. Given the fact that the Specific Plan area is not located with the MSHCP's sixteen area plans, and that the Specific Plan amendment did not expand the boundaries of the Meridian Business Center into one of those area plans, the SEIR concluded that the Specific Plan Amendment would not result in impacts dissimilar or in addition to those identified in the 2003 FEIR (pg. IV-170, March JPA, 2010). Similarly, given that the proposed storage tanks are located within the Meridian Business Center, outside the MSHCP's area plan, the proposed project would not conflict with an adopted habitat conservation plan, and it would not add any new or additional impacts previously identified in the 2010 SEIR.

Mitigation Measures

The 2010 SEIR identified Mitigation Measures D-1 through D-6 from the 2003 FEIR as being applicable to the projects associated with the Specific Plan Amendment analyzed in the SEIR. Of those, Mitigation Measures D-2 through D-6 would be applicable to the proposed project. In addition to those measures, the SEIR also introduced supplemental mitigation to reduce or avoid impacts to biological resources. The following mitigation measures would be applicable to the proposed project:

- Mitigation IV.D.1-1: The following mitigation measures shall be implemented to reduce the impacts to LBV to below a level of significance (measures that are crossed out denote mitigation that would not be applicable to the proposed project, but have been included for complete reference):

    - 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, the 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.

- 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.

- Mitigation IV.D-3-1: The March JPA and the Project sponsor shall create 2.3 acres of State Waters (including waters of the U.S) within Mitigation Area 1 and approximately 1.9 acres of State Waters (including waters of the U.S) 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.

The proposed project would have no new impacts related to biological resources and no additional mitigation is necessary.

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

Findings

Industrial uses on Lot 16 are specifically identified as an intended use in the previously adopted 2010 SEIR. The planned Sysco facility is an approved project, and the proposed natural gas and hydrogen storage tanks would be consistent with the industrial designation area in which they are proposed, as with surrounding land uses. The proposed project is well within land use parameters identified within the 2010 SEIR, and there are no substantial changes in the type or nature of occupation. No new information has been provided since the time of the 2010 SEIR that indicates previously adopted conclusions or mitigation measures are no longer accurate. The proposed project is consistent with the existing zoning and General Plan policies for the site; therefore, no additional environmental review, outside of any potential project-specific significant effects, is required (*CEQA Guidelines* Section 15183). Therefore, this analysis serves as an Addendum to the previously adopted 2010 SEIR, and provides substantiated conclusions consistent with Section 15164 of the *CEQA Guidelines*.

a) A significant military historical district is located northeast of the project site, and would not be directly or indirectly affected by the proposed project, which consists of the construction and operation of the proposed natural and hydrogen gas storage tanks on Lot 16, within the Meridian Business Center. No other significant historical period resources were identified within the Specific Plan Area, and the 2010 SEIR concluded that the Specific Plan Amendment would not have any direct or indirect effect on a historical resource (pg. IV-285, March JPA, 2010). Given that the proposed project is located within an area previously evaluated by the 2010 SEIR to not be in the vicinity of historic resources, there would be no direct or indirect impact to historical resources associated with the installation of the proposed storage tanks. There are no new impacts associated with the proposed project from what was analyzed in the 2010 SEIR, and the proposed uses are within the maximum permitted level of operations for the facility.

b) The 2010 SEIR included mitigation in the instance that unanticipated archaeological resources were encountered during grading and construction activity. While no archaeological resources were identified in the vicinity of Lot 16, earthmoving activities associated with the construction of the proposed tanks could result in the discovery of previously unknown archaeological resources. Damage to or destruction of significant archaeological resources

during earthmoving activities would be considered an adverse effect. The proposed project would not create new or additional impacts beyond those previously identified in the 2010 SEIR. Implementation of the mitigation identified, including archaeological monitoring and tribal notification, in the 2010 SEIR are satisfactory to mitigate impacts to archaeological resources.

c) The 2010 SEIR included mitigation in the instance that unanticipated paleontological resources were encountered during grading and construction activity. While no paleontological resources were identified in the vicinity of Lot 16, earthmoving activities associated with the construction of the proposed tanks could result in the discovery of previously unknown paleontological resources. Damage to or destruction of significant paleontological or geological resources during earthmoving activities would be considered an adverse effect. The proposed project would not create new or additional impacts beyond those previously identified in the 2010 SEIR. Implementation of the mitigation identified in the 2010 SEIR is satisfactory to mitigate impacts to paleontological resources, and no additional mitigation is required.

d) The 2010 SEIR included mitigation in the instance that human remains were encountered during grading and construction activity. While Riverside National Cemetery was identified approximately 500 feet south of Lot 16, no evidence of human remains was identified within Lot 16. In the unlikely event that the earthmoving activities associated with the construction of the proposed tanks results in the discovery of previously unknown human remains, implementation of the mitigation identified in the 2010 SEIR are satisfactory to mitigate impacts to human remains. The proposed project would not create new or additional impacts beyond those previously identified in the 2010 SEIR.

Mitigations Measures

The 2010 SEIR incorporated by reference Mitigation Measure L-1 from the 2003 FEIR, in order to reduce or avoid impacts to cultural resources; this measure would also be applicable to the proposed project. In addition to measure L-1, the SEIR proposed the following mitigation, which would also be applicable to the proposed project:

- 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 pre-grading 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 require 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.

The proposed project would not result in any new impacts related to cultural resources and no additional mitigation is necessary.

VI.	GEOLOGY AND SOILS. Would the project:	New Potentially Significant Impact	New Mitigation is Required	No New Impact/No Impact	Reduced Impact
a)	Expose people or structures to potential substantial adverse effects, including the risk of loss, injury or death involving:	☐	☐	☒	☐
i)	Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	☐	☐	☒	☐
ii)	Strong seismic ground shaking?	☐	☐	☒	☐
iii)	Seismic-related ground failure, including liquefaction?	☐	☐	☒	☐
iv)	Landslides?	☐	☐	☒	☐
b)	Result in substantial soil erosion or the loss of topsoil?	☐	☐	☒	☐
c)	Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	☐	☐	☒	☐

d)	Be located on expansive soil, as defined in Table 18 1 B of the Uniform Building Code (1994), creating substantial risks to life or property?	☐	☐	☒	☐
e)	Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	☐	☐	☒	☐

Findings

Industrial uses on Lot 16 are specifically identified as an intended use in the previously adopted 2010 SEIR. The planned Sysco facility is an approved project, and the proposed natural gas and hydrogen storage tanks would be consistent with the industrial designation area in which they are proposed, as with surrounding land uses. The proposed project is well within land use parameters identified within the 2010 SEIR, and there are no substantial changes in the type or nature of occupation. No new information has been provided since the time of the 2010 SEIR that indicates previously adopted conclusions or mitigation measures are no longer accurate. The proposed project is consistent with the existing zoning and General Plan policies for the site; therefore, no additional environmental review, outside of any potential project-specific significant effects, is required (*CEQA Guidelines* Section 15183). Therefore, this analysis serves as an Addendum to the previously adopted 2010 SEIR, and provides substantiated conclusions consistent with Section 15164 of the CEQA Guidelines.

a.i-iv) The proposed project would involve construction of two 15,000 gallon liquid natural gas tanks and one 4,500 gallon liquid hydrogen tank aboveground in addition to the two 10,000 gallon diesel tanks already permitted above ground. The project site is not located on a known fault line, and is on soils that are suitable for development (pg. IV-276, March JPA 2010). The site is generally flat, and is not located near hillsides. While the project area and on-site employees could be exposed to ground shaking due to an earthquake, which is common in the Southern California region, no substantial damage or unusually strong seismic shaking is anticipated beyond that addressed in building code and other requirements being applied to project development. Therefore, there would be less than significant impacts resulting from seismic activity, including surface rupture, ground shaking, liquefaction, or landslides. The proposed project would not create new or additional impacts beyond those previously identified in the 2010 SEIR. There are no new impacts associated with the proposed project from what was analyzed in the 2010 SEIR, and implementation of the mitigation previously identified are satisfactory to mitigate impacts to seismic hazards.

b) Development under the proposed project would take place in the same areas as analyzed in the 2010 SEIR, which determined that 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. Additionally, on site channels and detention basins would be vegetated, and following the establishment and stabilization of vegetation on the banks of the basins and channels, no substantial topsoil erosion would occur. The proposed project would not create new or additional impacts beyond those previously identified in the 2010 SEIR. There are no new impacts associated with the proposed project from what was analyzed in the 2010 SEIR, and implementation of the mitigation previously identified are satisfactory to mitigate impacts to soil erosion or loss of topsoil.

c) Development under the proposed project would take place in the same areas as analyzed in the 2010 SEIR, which cited a 2008 technical study completed within the Specific Plan area which determined that undocumented fill material was found on the former Arnold Heights Elementary School site to an approximate depth of five feet below the existing ground surface. It was concluded that the fill material is not suitable for construction in its current state because it is considered compressible. The proposed project would not create new or additional impacts beyond those previously identified in the 2010 SEIR. There are no new impacts associated with the proposed project from what was analyzed in the 2010 SEIR, and implementation of the mitigation previously identified are satisfactory to mitigate resulting from unstable soils.

d) Development under the proposed project would take place in the same areas as analyzed in the 2010 SEIR,

which determined that no expansive soils were located within the project site. The proposed project would not create new or additional impacts beyond those previously identified in the 2010 SEIR. There are no new impacts associated with the proposed project from what was analyzed in the 2010 SEIR, and implementation of the mitigation previously identified are satisfactory to mitigate impacts resulting from expansive soils.

e) Development under the proposed project would take place in the same areas as analyzed in the 2010 SEIR, which determined that septic tanks or waste water disposal systems are not included as part of the existing facility or the proposed project, and subsequently there would be no impacts. The proposed project would not create new or additional impacts beyond those previously identified in the 2010 SEIR. There are no new impacts associated with the proposed project from what was analyzed in the 2010 SEIR, and implementation of the mitigation previously identified are satisfactory to mitigate impacts resulting from wastewater disposal.

Mitigation Measures

The 2010 SEIR incorporated by reference Mitigation Measures K-1 through K-5 from the 2003 FEIR, for the protection of geology or soils. Mitigation Measures K-1 through K-3, and K-5 would be applicable to the proposed project. In addition to these measures, the 2010 SEIR also introduced mitigation to reduce or avoid impacts on geological resources. The following mitigation measure from the SEIR would be applicable to the proposed project:

- 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.

The proposed project would have no new impacts related to geologic resources and no additional mitigation is necessary.

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

Findings

Industrial uses on Lot 16 are specifically identified as an intended use in the previously adopted 2010 SEIR. The planned Sysco facility is an approved project, and the proposed natural gas and hydrogen storage tanks would be consistent with the industrial designation area in which they are proposed, as with surrounding land uses. The proposed project is well within land use parameters identified within the 2010 SEIR, and there are no substantial changes in the type or nature of occupation. No new information has been provided since the time of the 2010 SEIR that indicates previously adopted conclusions or mitigation measures are no longer accurate. The proposed project is consistent with the existing zoning and General Plan policies for the site; therefore, no additional environmental review, outside of any potential project-specific significant effects, is required (*CEQA Guidelines* Section 15183). Therefore, this analysis serves as an Addendum to the previously adopted 2010 SEIR, and provides substantiated conclusions consistent with Section 15164 of the *CEQA Guidelines*.

a) Development under the proposed project would take place in the same areas as analyzed in the 2010 SEIR, which indicated that analysis of greenhouse gas emissions had not been conducted as a part of the 2003 FEIR. The 2010 SEIR indicated that emissions associated with the Specific Plan Amendment, in particular, the

development of Lot 16, which was the only identified occupant with a development plan at the time the SEIR was prepared, would exceed the thresholds published by the California Air Resources Board (CARB) (pg. IV-322, March JPA, 2010). The SEIR further explained that the user that would occupy Lot 16 would implement a Savings by Design program that incorporates energy efficiency measures into the building design, and it estimated that the Savings by Design program would exceed Title 24 standards by 25 percent. Additionally, the Specific Plan Amendment incorporated project design features ranging from building energy efficiency to land use planning intended to reduce vehicle miles traveled (VMT). The SEIR incorporated Mitigation Measures IV.L-1-1 through IV.L-1-26 to further reduce greenhouse gas emissions generated by Specific Plan Amendment development. Ultimately, however, the 2010 SEIR concluded that despite previous mitigation measures enforced through the 2003 FEIR, and the proposed mitigation in the SEIR, the Specific Plan Amendment would still be above GHG emission thresholds and would result in a significant and unavoidable impact.

Development of the proposed fuel storage tanks would occur within Lot 16 of the Meridian Business Park, and would support the Sysco industrial facility previously analyzed in the 2010 SEIR. Construction and operation of the proposed storage tanks would contribute to estimated GHG emissions. Construction-related emissions would be minor, however, due to the fact that the tanks would be located on portions of Lot 16 previously assumed to be disturbed and graded for purposes of the Lot 16 development; therefore, the addition of the proposed storage tanks would have only minor net contributions beyond those impacts previously identified in the 2010 SEIR. Furthermore, operation of the proposed fuel tanks (e.g., delivery of liquefied gas via delivery trucks) would only have minor contributions to GHG emission levels identified in the 2010 SEIR, as delivery of liquefied gas would replace a portion of the diesel fuel deliveries previously approved as a part of the Specific Plan Amendment. Thus, the result of the proposed is only assumed to be a minor net gain in the number of vehicle trips beyond those previously considered in the 2010 SEIR. Therefore, the overall contribution of the proposed project to emissions associated with the construction and operation of the Sysco industrial facility are anticipated to be minor. Given that the addition of the proposed liquid hydrogen and natural gas tanks would not result in substantially more GHG emissions than previously analyzed in the 2010, no new or additional impacts beyond those previously analyzed would occur. Therefore, no new mitigation is required.

b) Development under the proposed project would take place in the same areas as analyzed in the 2010 SEIR, which indicated that the proposed Specific Plan Amendment would not conflict with the action items contain within CARB's Scoping Plan related to transportation, electricity and natural gas, and industrial uses. The SEIR concluded that while the Specific Plan Amendment would exceed GHG emission thresholds of significance developed by CARB and SCAQMD, GHG emissions associated with the Specific Plan Amendment would not trip the thresholds for large emitters, as defined for Action I-1 of CARB's Scoping Plan; thus the development associated with the Specific Plan Amendment would be consistent with and not obstruct CARB's recommend actions. The SEIR indicated that the Specific Plan Amendment would be required to adhere to mitigation measures from the 2003 FEIR, but did not include any additional mitigation (pg. IV-359, March JPA, 2010).

As indicated in the 2010 SEIR, all but one of the recommend actions from CARB's Scoping Plan, related to industrial use, are specific to oil and gas extraction, and refining and transmission and are not applicable to the Specific Plan Amendment or the proposed project (pg. IV-359, March JPA, 2010). Though the proposed installation of the storage tanks would have minor contributions to the overall Specific Plan Amendment's GHG emissions, which, as indicated in the SEIR are significant and unavoidable, the proposed project would not produce GHG emissions that would trip thresholds for large emitters, as defined in CARB's Scoping Plan, as they would be replacing a portion of the vehicle trips (associated with diesel fuel delivery) identified in the 2010 SEIR; thus resulting in only a minor net gain in the number of trips associated with the delivery of fuel to the Sysco facility. Given that the addition of the proposed liquid hydrogen and natural gas tanks would not result in substantially more GHG emissions, beyond those identified in the 2010 SEIR, the proposed project would not conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emission of greenhouse gases, and no mitigation is required.

Mitigation Measures

In order to reduce GHG emissions, the 2010 SEIR incorporated Mitigation Measures C-1 through C-3, C-4 through C-9, C-12 through C-14 and B-4 through B-6, B-10 and B-11, H-4, H-5, H-7, K-5, from the 2003 FEIR. Mitigation Measures C-5, C-9, C-12, and K-5 from the FEIR would be applicable to the proposed project. In addition to these measures, the SEIR also introduced the following mitigation measures, which are applicable to the proposed project, to further reduce impacts associated with the Specific Plan Amendment:

- 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-1.23 Provide light colored concrete paving in truck courts.

The proposed project would have no new impacts related to greenhouse gas emissions and no additional mitigation is necessary.

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

g)	Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☒	☐
h)	Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	☐	☐	☒	☐

Findings

Industrial uses on Lot 16 of the Meridian Business Center are specifically identified as an intended use in the previously adopted 2010 SEIR. The planned Sysco facility is an approved project, and the proposed natural gas and hydrogen storage tanks would be consistent with the industrial designation area in which they are proposed, as with surrounding land uses. No new information has been provided since the 2010 SEIR that indicates previously adopted conclusions or mitigation measures are no longer accurate. The proposed project is consistent with existing zoning and General Plan policies for the site, as analyzed in the 2010 SEIR; therefore, no additional environmental review, outside of any potential project-specific significant effects, is required (*CEQA Guidelines* Section 15183). Therefore, this analysis serves as an Addendum to the previously adopted 2010 SEIR, and provides substantiated conclusions consistent with Section 15164 of the *CEQA Guidelines*.

a) Development under the proposed project would take place in the same areas as analyzed in the 2010 SEIR, which indicated that the types of land uses proposed in the Specific Plan Amendment did not change from the 2003 FEIR. As such, the types of uses and facilities that would generate, store, use, distribute, or dispose of hazardous materials did not alter from what had been previously analyzed in the FEIR. In general, the 2010 SEIR concluded that that development under the Specific Plan Amendment would not create a significant impact through the transport, use, or disposal of hazardous materials as facilities are required to comply with all applicable federal, state, and regional regulations which are intended to avoid impacts to the public and environment (pg. IV-176, March JPA, 2010). Hazardous materials specifically identified to be used on Lot 16 included anhydrous ammonia and diesel fuel. In order to address potential impacts associated with the storage and use of the anhydrous ammonia, the SEIR indicated that the user would be required to prepare and maintain a resource management plan (RMP) and a process safety management program (PSM). The RMP must include three main components: (1) a 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. Hazardous materials trucked to Lot 16 are also required to avoid residential areas and other sensitive land uses to the extent possible and preclude the need for specific mitigation measures, thus minimizing the potential for adverse affects on public safety with respect to hazardous materials (pg. IV-178, March JPA, 2010). The 2010 SEIR concluded that with adherence to Mitigation Measure IV.E.1-1, which requires the preparation of an RMP for facilities that use regulated substances, the proposed development associated with the Specific Plan Amendment would be consistent with the impacts identified in the 2003 FEIR.

The proposed project would include the installation of two 15,000-gallon liquefied natural gas tanks and one 4,500-gallon liquid hydrogen tank on Lot 16 within the Meridian Business Center. The two 15,000-gallon natural gas tanks would be located within the same fuel farm as the diesel fuel tanks, in the northeastern portion of Lot 16. The 4,500 liquid hydrogen tank would be located on the southern portion of Lot 16, just north of Street F. The proposed facilities would incorporate numerous physical and procedural safety features to minimize hazardous conditions. Storage tanks, containment areas, vapor recovery systems and fire protection systems would be constructed in accordance with the appropriate industry standards, including National Fire Protection Association (NFPA) Section 57 and the California Fire Code. Storage tanks would be built with enclosed vapor recovery systems, spill detection alarms, and emergency shutdown features and containment barriers. Risk management procedures would include emergency training and drill performed consistent with an overall Emergency Response Plan. The design and operation of these tanks would be in accordance with NFPA Code 30-Flammable and Combustible Liquids Code (2008), SCAQMD, Santa Ana Water Quality Control Board, and other applicable state and local regulations regarding the construction and operation of aboveground

fueling facilities. Given the fact that liquefied natural gas and hydrogen constitute regulated substances, as defined in the California Health and Safety Code 25532(g), the proposed project would be required to adhere to Mitigation Measure IV.E.1-1, and the project sponsor would prepare an RMP for determination of risks to the community. Furthermore, as specified in the 2010 SEIR, hazardous materials trucked to Lot 16 are also required to avoid residential areas and other sensitive land uses to the extent possible.

Adherence to these measures will ensure that impacts resulting from the routine transport, use, or disposal of hazardous materials associated with the proposed project will not be substantially more severe than those previously identified in the 2010 SEIR. Therefore, no additional mitigation, beyond what was identified in the SEIR, is required.

b) Development under the proposed project would take place in the same areas as analyzed in the 2010 SEIR, which indicated that the Specific Plan area would allow land uses to handle, use, store, and generate hazardous materials that could create the potential for accidental release of hazardous materials. As specified in the SEIR, the management and planning for such accidents is subject to federal, state, and local regulations regarding the use, handling, storage, transport, and disposal of hazardous materials. The SEIR concluded that, with compliance with Mitigation Measure E-2 from the FEIR, development associated with the Specific Plan Amendment would be consistent with those impacts addressed in the 2003 FEIR. No additional mitigation was required (pg. IV-182, March JPA, 2010).

As described under the discussion associated with question a) above, the use of the proposed storage tanks would be subject to all applicable federal, state, and local regulations governing the use, handling, storage, transport, and disposal of hazardous materials. Furthermore, the project sponsor would be required to prepare and update an RMP/PSM in order to prevent or know how to respond to the release of hazardous materials into the environment. Given these requirements, the addition of the proposed fuel tanks would not result in a substantially more severe risk of release of hazardous materials into the environment beyond what was previously identified in the 2010 SEIR; therefore, no additional mitigation is required.

c) Development under the proposed project would take place in the same areas as analyzed in the 2010 SEIR, which identified that no schools are located within one quarter-mile of the Meridian Business Center's North Campus. As such, no impacts were identified in the SEIR (pg. IV-182, March JPA, 2010). As the proposed storage tanks are located within Lot 16 of the Meridian Business Center, the proposed project would similarly have no affect on nearby schools. Therefore, the proposed project would not result in new or additional impacts beyond those previously identified in the 2010 SEIR.

d) Development under the proposed project would take place in the same areas as analyzed in the 2010 SEIR, which indicated that no sites were identified within the Meridian Business Center's North Campus that were on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5. The SEIR indicated that there was only one IRP site (Site 43) previously identified within the Specific Plan area, but that the site had been remediated and closed. The SEIR concluded that impacts from the Specific Plan Amendment were consistent with the 2003 FEIR and no additional mitigation was required (pg IV-183, March JPA, 2010). Given the fact that the proposed storage tanks are located within the Meridian Business Center, where no hazardous materials sites have been identified, implementation of the proposed project would not create a significant hazard to the public or the environment. Therefore, no new or additional impacts beyond those identified in the 2010 SEIR would result from the construction of the proposed storage tanks, and no additional mitigation is required.

e) Development under the proposed project would take place in the same areas as analyzed in the 2010 SEIR, the development of which was analyzed for consistency with the 2005 Air Installation Compatible Use Zone (AICUZ) and the Riverside County Airport Land Use Plan (ALUP). The SEIR concluded that the Specific Plan Amendment would be consistent with the AICUZ. The aboveground, bulk storage of flammable materials, including the two 10,000-gallon diesel fuel tanks were evaluated by the Riverside County Airport Land Use Commission (ALUC) for consistency with the ALUP in 2010. According to the ALUP, bulk storage of flammable substances within compatibility zone B2 (as identified in the ALUP) is "discouraged," but not prohibited. However, the ALUC found the proposed development described in the 2010 SEIR to be conditionally consistent (ALUC Case #ZAP1060MA09). The 2010 SEIR further indicated that development within the Specific Plan Amendment area would be required to adhere to Federal Aviation Regulation (FAR) Part 77, concerning hazards to air navigation. The SEIR concluded that with adherence to mitigation measures A-1 through A-4, the Specific Plan Amendment was consistent with the 2003 FEIR, and no additional mitigation was required (pg. IV-184, March JPA, 2010).

Similar to the previously approved diesel fuel tanks, installation of the proposed 15,000-gallon liquid natural gas and 4,500-gallon liquid hydrogen tanks would occur within zone B2 of the ALUP. The proposed project went before the ALUC for review on October 13, 2011. ALUC staff found the proposed project to be conditionally consistent with the ALUP (see Appendix A). The proposed storage tanks would be required to adhere to the conditions identified in the ALUC's determination, as well as all other safety criteria established in the AICUZ and ALUP. Furthermore, the proposed storage tanks would also be required to adhere to applicable federal regulations, including FAR Part 77. Though the proposed project adds additional storage of hazardous materials in addition to the diesel tanks identified in the SEIR, the addition of these tanks would not result in substantially more severe safety impacts to aircraft or those working in the area. Therefore, no new mitigation measures are required.

f) Neither the 2003 FEIR nor the 2010 SEIR addressed this issue as the Specific Plan area is not within the vicinity of a private airstrip. As the proposed project is located within the Meridian Business Center, which is not located near a private airstrip, no impacts associated with the exposure of persons working in the project area to excessive safety hazards would occur.

g) Development under the proposed project would take place in the same areas as analyzed in the 2010 SEIR, which indicated that 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, utility providers, pharmacies, and ambulance resources. The SEIR further indicated that the Specific Plan Amendment would not interfere with the March Area Emergency Resource Guide as the Specific Plan Amendment's proposed development would not result in a physical interference with emergency routes. The 2010 SEIR concluded that impacts associated with the Specific Plan Amendment were consistent with those addressed in the 2003 FEIR, and that no mitigation was required.

As the proposed project entails the installation of storage tanks within the Meridian Business Center, on a lot that has been approved for industrial development and has approved emergency access roads, no new or additional impacts associated with the proposed project, beyond those previously identified in the 2010 SEIR are therefore anticipated.

h) Development under the proposed project would take place in the same areas as analyzed in the 2010 SEIR, which indicated that development associated with the Specific Plan Amendment would be mostly located on graded portions of a business park. However, the Specific Plan area is adjacent to an undeveloped area that will be placed into a conservation easement, with vegetation along the western boundary of the development area to be removed on an annual basis at the discretion of the County of Riverside Fire Department. The SEIR also indicated that future development, including the development of industrial uses on Lot 16, would meet the County of Riverside Fire Prevention Standard #06-05 (2007 California Fire Code, Chapter 5, Section 503), which requires the development of fire access roads. The SEIR concluded that impacts associated with the Specific Plan Amendment would be consistent with those previously identified in the 2003 FEIR, and that no mitigation was required (pg. IV-186, March JPA, 2010).

The Sysco site is a sub component of the larger area analyzed in the SEIR which is approximately 1,000 feet from the planned conservation area, whereas the boundary areas of the SEIR was adjacent to the planned habitat area. Operation of the aboveground storage tanks would be required to adhere to all applicable federal, state, and local safety standards related to the use, storage, transportation, and disposal of these materials. Lot 16, where the proposed tanks would be located, would be served by a 30-foot wide emergency access road, and the site user would be required to prepare and update an RMP/PSM. Adherence to these measures, as well as those identified in the SEIR for prevention of wildland fires, implementation of the proposed project would not result in new or additional impacts beyond those previously identified in the 2010 SEIR.

Mitigation Measures

In order to reduce impacts related to hazards and hazardous materials, the 2010 SEIR incorporated Mitigation Measure E-2 from the 2003 FEIR, which would also be applicable to the proposed project. In addition to these measures, the SEIR also introduced the following Mitigation Measure IV.E.1-1 to further reduce impacts associated with the Specific Plan Amendment. This measure would also be applicable to the proposed project:

- 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.

The proposed project would have no new impacts related to hazards and hazardous materials and no additional mitigation is necessary.

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

g)	Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	☐	☐	☒	☐
h)	Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	☐	☐	☒	☐
i)	Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	☐	☐	☒	☐
j)	Expose people or structures to inundation by seiche, tsunami, or mudflow?	☐	☐	☒	☐

Findings

Industrial uses on Lot 16 are specifically identified as an intended use in the previously adopted 2010 SEIR. The planned Sysco facility is an approved project, and the proposed natural gas and hydrogen storage tanks would be consistent with the industrial designation area in which they are proposed, as with surrounding land uses. The proposed project is well within land use parameters identified within the 2010 SEIR, and there are no substantial changes in the type or nature of occupation. No new information has been provided since the time of the 2010 SEIR that indicates previously adopted conclusions or mitigation measures are no longer accurate. The proposed project is consistent with the existing zoning and General Plan policies for the site; therefore, no additional environmental review, outside of any potential project-specific significant effects, is required (*CEQA Guidelines* Section 15183). Therefore, this analysis serves as an Addendum to the previously adopted 2010 SEIR, and provides substantiated conclusions consistent with Section 15164 of the *CEQA Guidelines*.

a) Previous analysis performed for the 2003 FEIR concluded that the implementation of construction and post-constriction Best Management Practices (BMPs) would minimize the transport of sediment and other contaminants into the stormwater runoff (pg. IV-199, March JPA, 2010). In addition, the 2010 SEIR also noted that construction would require a National Pollution Discharge Elimination System (NPDES) permit and Stormwater Pollution Prevention Plan (SWPPP) which would incorporate BMPs similar to those of the 2003 FEIR. The addition of the proposed liquid hydrogen and natural gas tanks would also be required to obtain and comply with NPDES permit requirements as well as implement an updated SWPPP and BMPs to ensure violations of water quality standards would not occur and would therefore not result in a substantially more severe impact to water quality standards or waste discharge requirements than previously analyzed in the 2010 SEIR., Therefore, the previously proposed BMPs would be sufficient in mitigating the impact of the additional tanks.

b) Previous analysis performed for the 2003 FEIR concluded that the implementation of the proposed project would reduce the amount of surface water infiltration and recharge; however, groundwater recharge would continue in open space, detention basins and natural streambeds. Development under the Specific Plan Amendment would take place in the same areas as analyzed in the 2010 SEIR, which concluded that the Specific Plan development was consistent with 2003 FEIR as the Specific Plan did not include the construction of impermeable surfaces substantively different from those evaluated in the 2003 FEIR (pg. IV-200, March JPA, 2010). Furthermore, dewatering is anticipated to be minimal and would not severely impact groundwater elevations (pg. IV-201, March JPA, 2010). The addition of the proposed liquid hydrogen and natural gas tanks would be located on portions of Lot 16 that were previously identified for paving in association with the approved Sysco industrial facility. As such, the proposed project would not result in a substantially more severe depletion of groundwater supplies or substantial interference with groundwater recharge than previously analyzed in the 2010 SEIR. Therefore, the proposed project would not result in any new or additional impacts beyond those previously identified in the 2010 SEIR.

c) Previous analysis performed for the 2003 FEIR concluded that development in the Specific Plan area altered the existing drainage patterns from sheet flow to improved storm drains and detention basins and that the majority of the proposed project was mass graded immediately following the approval of the March Business Center Specific Plan; therefore, further alteration of the existing drainage pattern would not occur with the proposed project. The 2010 SEIR concluded that the Specific Plan Amendment was consistent with 2003 FEIR since the Specific Plan Amendment would not result in the alteration of drainage patterns substantively different from those evaluated in the 2003 FEIR (pg. IV-203, March JPA, 2010). Development under the proposed project would take place in the same areas as analyzed in the 2010 SEIR, which also included connections to existing drainage infrastructure and the construction of a permanent and one interim detention basin both of which would drain to the East Detention Basin. Similar to the function of grass lined swales, the detention basins also improve water quality through plant uptake of pollutants, sediment removal and infiltration. In addition, implementation of the proposed project would require compliance with the NPDES General Permit for Storm Water Discharges associated with construction activity, and the project applicant will be required to implement BMPs to the maximum extent possible. The addition of the proposed liquid hydrogen and natural gas tanks would not change proposed drainage and therefore not result in a substantially more severe alteration of existing drainage pattern resulting in erosion or siltation than previously analyzed in the 2010 SEIR; therefore, the previously proposed mitigation measures from the 2003 FEIR would be sufficient in mitigating the impact of the additional tanks.

d) Development under the proposed project would take place in the same areas as analyzed in the 2010 SEIR, which determined that the construction of the two permanent detention basins, compliance with the NPDES Permit, and the implementation of BMPs would minimize impacts to water quality (pg. IV-203, March JPA, 2010). In addition, the detention basins also improve water quality through plant uptake of pollutants, sediment removal and infiltration (pg. IV-203, March JPA, 2010). The 2010 SEIR concluded that it would not result in impacts to water quality that are different or in addition to those previously identified in the 2003 FEIR. The addition of the proposed liquid hydrogen and natural gas tanks would not result in increased surface runoff or flooding beyond what was previously analyzed in the 2010 SEIR. Therefore, the previously proposed mitigation measures from the 2003 FEIR would be sufficient in mitigating the impact of the proposed additional tanks.

e) Development under the proposed project would take place in the same areas as analyzed in the 2010 SEIR, which determined that the Specific Plan Amendment, and associated development, is consistent with the March Business Center Drainage Master Plan (pg. IV-204, March JPA, 2010). The addition of the proposed liquid hydrogen and natural gas tanks would not result in changes to storm water drainage systems from runoff or the potential for polluted runoff than was previously analyzed in the 2010 SEIR, as the proposed tanks would be located on surfaces previously identified for paving as a part of the approved Sysco development. Therefore, the proposed storage tanks would not create any new or additional impacts beyond those previously identified in the 2010 SEIR.

f) Development under the proposed project would take place in the same areas as analyzed in the 2010 SEIR, which determined that the construction of a new detention basin and the use of the East Detention Basin and the South Channel Detention Basin, along with the filtration of pollutants by the grass lined swales, would reduce impacts to water quality. Additionally, construction would require compliance with the NPDES General Permit for Storm Water Discharges (pg. IV-205, March JPA, 2010). The addition of the proposed liquid hydrogen and natural gas tanks would not result in substantially more severe water quality degradation than previously analyzed in the 2010 SEIR; therefore, the proposed storage tanks would not create any new or additional impacts previously identified in the 2010 SEIR.

g) Development under the proposed project would take place in the same areas as analyzed in the 2010 SEIR, which determined that the Specific Plan Amendment does not include housing, and as such, no impacts would occur (pg. IV-206, March JPA, 2010). The addition of the proposed liquid hydrogen and natural gas tanks would not result in the construction of housing; therefore, the proposed storage tanks would not create any new or additional impacts beyond those previously identified in the 2010 SEIR.

h) Development under the proposed project would take place in the same areas as analyzed in the 2010 SEIR, which determined that the Specific Plan Amendment is located within Zone D of the FIRM map for the area. Zone D areas are defined as having possible but undetermined flood hazards because no flood hazard analyses have been performed within this zone (pg. IV-206, March JPA, 2010). In addition, all flood control facilities have been designed to accommodate the 100 year flood event in accordance with RCFCWCD's design standards (pg. IV-206, March JPA, 2010). The addition of the proposed liquid hydrogen and natural gas tanks would not result in a substantially more severe risk to structures from flooding than previously analyzed in the 2010 SEIR, as they would not result in the creation of impervious surfaces beyond what was anticipated in the SEIR.

Therefore, the previously proposed mitigation measures from the 2003 FEIR would be sufficient in mitigating the impact of the additional tanks, and no additional mitigation is required.

i) Development under the proposed project would take place in the same areas as analyzed in the 2010 SEIR, which determined that the Specific Plan Amendment is not located downstream of a levee or dam and therefore, no significant risk of loss, injury or death involving flooding would occur as a result of the failure of a levee or a dam (pg. IV-207, March JPA, 2010). The addition of the proposed liquid hydrogen and natural gas tanks would not result in a substantially more severe risk to people or structures as a result of dam failure than previously analyzed in the 2010 SEIR; therefore, the previously proposed mitigation measures would be sufficient in mitigating the impact of the additional tanks, and no additional mitigation is required.

j) Development under the proposed project would take place in the same areas as analyzed in the 2010 SEIR, which determined that the Specific Plan Amendment is located approximately 75 miles from the Pacific Ocean and is not downstream of any significant body of water (pg. IV-207, March JPA, 2010). Therefore, proposed development under the Specific Plan Amendment would have no risk of exposure to inundation by seiche or tsunami. The addition of the proposed liquid hydrogen and natural gas tanks would not result in a substantially more severe risk of inundation by seiche, tsunami, or mudflow than previously analyzed in the 2010 SEIR; therefore, the previously proposed mitigation measures would be sufficient in mitigating the impact of the additional tanks.

Mitigation Measures

The 2010 SEIR incorporated by reference mitigation that was introduced in the 2003 FEIR, including mitigation measures F-1, F-2, and F-3. Mitigation Measure F-3 from the FEIR would be applicable to the proposed project. The 2010 SEIR did not include any additional mitigation associated with the Specific Plan Amendment.

The proposed project would have no new impacts related to hydrology and water quality, and no additional mitigation is necessary.

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

Findings

Industrial uses on Lot 16 of the Meridian Business Center are specifically identified as an intended use in the previously adopted 2010 SEIR. The planned Sysco facility is an approved project, and the proposed natural gas and hydrogen storage tanks would be consistent with the industrial designation area in which they are proposed, as with surrounding land uses. No new information has been provided since the 2010 SEIR that indicates previously adopted conclusions or mitigation measures are no longer accurate. The proposed project is consistent with existing zoning and General Plan policies for the

site, as analyzed in the 2010 SEIR; therefore, no additional environmental review, outside of any potential project-specific significant effects, is required (*CEQA Guidelines* Section 15183). Therefore, this analysis serves as an Addendum to the previously adopted 2010 SEIR, and provides substantiated conclusions consistent with Section 15164 of the *CEQA Guidelines*.

a) The 2010 SEIR concluded that the Specific Plan Amendment, which did not expand the boundaries of the Meridian Business Center or introduce land use designations not previously identified in the March JPA General Plan or the Specific Plan, would not divide or be located adjacent to any residential community or community facilities. This determination was consistent with the findings of the 2003 FEIR (pg. IV-13, March JPA, 2010). Similarly, the proposed project, which is located on Lot 16, within the Meridian Business Center, and is consistent with the industrial land use designation in which it is located, would not divide an established community. Therefore, the proposed storage tanks would not create any new or additional impacts previously identified in the 2010 SEIR.

b) The 2010 SEIR concluded that the Specific Plan amendment, including development on Lot 16, was consistent with regionally relevant plans, including SCAG's Regional Transportation Plan (RTP) and Growth Visioning Principles and Senate Bill 375. Furthermore, given the fact that the Specific Plan Amendment did not alter or propose new land use designations, only the acreages associated with those designations, the 2010 SEIR concluded that the Specific Plan Amendment was consistent with the March JPA General Plan and the Specific Plan (pg. IV-15, March JPA, 2010), as well as the March JPA Development Code (pg. IV-28, March JPA, 2010). In addition to these documents, the 2010 SEIR concluded that the Specific Plan Amendment was consistent with the compatibility policies contained within the 2005 AICUZ for March ARB, the Riverside County ALUP, and the Draft March ARB/Inland Port Airport Joint Land Use Study (pg. IV-29, March JPA, 2010). To further reduce potential land use impacts, the 2003 FEIR identified mitigation measures A-1 through A-4, which were incorporated by reference in the 2010 SEIR. In addition to these measures, the SEIR also introduced Mitigation Measure IV.A.2-1, to ensure that development within Airport Protection Zone (APZ) I or APZ II, as identified in the AICUZ, complied with Resolution #JPA 08-01.

The proposed project is located on Lot 16, within the Meridian Business Center, which is designated by the March JPA General Plan as specific plan (SP-1) and zoned as Industrial (IND), as of the most recent Specific Plan Amendment (SP-5). The proposed storage tanks would be located on a lot previously approved for the Sysco industrial facility, which the tanks would support. Therefore, the proposed project would be consistent with applicable March JPA planning documents, including the General Plan, Specific Plan, and Development Code. The proposed project's consistency with the County's ALUP was brought before the Riverside County ALUC on October 13, 2011. The proposed project is located in Zone B2, where the bulk storage of hazardous materials is "discouraged," but not prohibited. In their report, ALUC staff concluded that the proposed storage tanks could be considered conditionally compatible with the ALUP, provided that specified criteria was met (see Appendix A). The ALUC acknowledged that the site was previously permitted for two 10,000-gallon aboveground diesel fuel tanks by the ALUC (Case ZAP1060MA09); therefore, the only revision to the Specific Plan Amendment, as analyzed in the 2010 SEIR is the addition of the proposed storage tanks.

Given the ALUC's conditional consistency determination, as well as the proposed project's consistency with other relevant land use plans; the proposed project does not introduce any new or additional impacts previously analyzed in the 2010 SEIR. Furthermore, due to the fact that Lot 16, where the proposed storage tanks would be located, is outside of APZ 1 or APZ II, Mitigation Measure IV.A.2-1 from the 2010 SEIR would not be applicable to the proposed project.

c) The 2010 SEIR concluded that given the fact that the North Campus of the Meridian Business Center is not located within the Western Riverside MSHCP or adjacent to reserve area subject to the MSHCP, there were no direct or indirect affect to any MSHCP resources as a result of the Specific Plan Amendment. With respect to impacts on the SKR HCP, the SEIR concluded that because the March Business Center Specific Plan had purchased mitigation credits, this fulfilled the fee obligation associated with the SKR HCP. The terms of the mitigation were agreed upon by the March JPA, project sponsor, and the U.S. Fish and Wildlife Service, and mitigation was completed in November 2006. The 2010 SEIR concluded that impacts from the Specific Plan Amendment were consistent with the 2003 FEIR (pg. IV-32, March JPA, 2010).

The proposed project is located on Lot 16, within the Meridian Business Center. Given the fact that this area is not subject to the provisions of the MSHCP, and that prior mitigation has been provided for potential impacts to SKR as a result of development proposed in this area, installation of the proposed storage tanks would not contribute to any new or additional impacts previously identified in the 2010 SEIR.

Mitigation Measures

Mitigation Measure IV.A.2-1, which was introduced in the 2010 SEIR, would not be applicable to the proposed project as it is located outside APZ I or APZ II, as described in the 2005 AICUZ. Furthermore, the proposed project would have no new land use impacts and no additional mitigation is necessary.

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

Findings

Industrial uses on Lot 16 are specifically identified as an intended use in the previously adopted 2010 SEIR. The planned Sysco facility is an approved project, and the proposed natural gas and hydrogen storage tanks would be consistent with the industrial designation area in which they are proposed, as with surrounding land uses. The proposed project is well within land use parameters identified within the 2010 SEIR, and there are no substantial changes in the type or nature of occupation. No new information has been provided since the time of the 2010 SEIR that indicates previously adopted conclusions or mitigation measures are no longer accurate. The proposed project is consistent with the existing zoning and General Plan policies for the site; therefore, no additional environmental review, outside of any potential project-specific significant effects, is required (*CEQA Guidelines* Section 15183). Therefore, this analysis serves as an Addendum to the previously adopted 2010 SEIR, and provides substantiated conclusions consistent with Section 15164 of the *CEQA Guidelines*.

a) Development under the proposed project would take place in the same areas as analyzed in the 2010 SEIR, which determined the Division of Mines and Geology has not identified any valuable sand, rock, or other gravel resources in the project area, and there would be no impact to mineral resources. The proposed project would not create new or additional impacts beyond those previously identified in the 2010 SEIR. There are no new impacts associated with the proposed project from what was analyzed in the 2010 SEIR, and as the project area is not known to contain significant mineral resources, the impacts of the proposed project would be less than significant. No mitigation is required.

b) Please see the response to question a) above.

Mitigation Measures

The 2010 SEIR had no impacts or mitigation related to mineral resources. There would be no new impact to mineral resources and no mitigation is necessary.

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

Findings

Industrial uses on Lot 16 of the Meridian Business Center are specifically identified as an intended use in the previously adopted 2010 SEIR. The planned Sysco facility is an approved project, and the proposed natural gas and hydrogen storage tanks would be consistent with the industrial designation area in which they are proposed, as with surrounding land uses. No new information has been provided since the 2010 SEIR that indicates previously adopted conclusions or mitigation measures are no longer accurate. The proposed project is consistent with existing zoning and General Plan policies for the site, as analyzed in the 2010 SEIR; therefore, no additional environmental review, outside of any potential project-specific significant effects, is required (*CEQA Guidelines* Section 15183). Therefore, this analysis serves as an Addendum to the previously adopted 2010 SEIR, and provides substantiated conclusions consistent with Section 15164 of the *CEQA Guidelines*.

a) Development under the proposed project would take place in the same areas as analyzed in the 2010 SEIR, which concluded that potential noise increases resulting from the Specific Plan Amendment would be within levels permitted by the March JPA Development Code, the City of Riverside's noise standards, and the County of Riverside's noise standards (pg. IV-256, March JPA, 2010). The SEIR incorporated by reference mitigation identified in the 2003 FEIR, and also included Mitigation Measures IV.H-1-1 through IV.H-1-4 in order to further reduce impacts related to noise. Noise associated with the proposed aboveground storage tanks would

primarily result from their construction and occasional delivery of liquid natural gas and liquid hydrogen by trucks, but would otherwise not result in any additional operational noise impacts. Noise generated by the construction of fuel tanks and the delivery of fuel to the Sysco facility was previously analyzed by the 2010 SEIR and found to be less than significant. Therefore, no new or additional impacts beyond those identified in the 2010 SEIR are anticipated.

b) Development under the proposed project would take place in the same areas as analyzed in the 2010 SEIR, which concluded that the Specific Plan Amendment was consistent with 2003 FEIR since the Specific Plan did not allow heavy industrial uses that would be associated with ground borne vibration (pg. IV-258, March JPA, 2010). The propose aboveground storage tanks, similar to the previously approved diesel fuel tanks, would not result in significant ground borne vibration during their construction, nor would the operation of the tanks result in any ground borne vibration. Therefore, the proposed project would not result in any new or additional impacts beyond those previously identified in the 2010 SEIR (pg. IV-259, March JPA, 2010).

c) Development under the proposed project would take place in the same areas as analyzed in the 2010 SEIR, which indicated that noise associated with stationary sources could generate a substantial, permanent increase in ambient noise levels, and that applicants would be required to adhere to mitigation measures IV.H-1-1 and IV.H-1-2. The SEIR also concluded that noise generated by vehicular traffic associated with the Specific Plan Amendment development would generate 1 A-weighted decibel (dBA) or less of additional noise at noise-sensitive receptors along project roadways within the City of Riverside, County of Riverside, or the City of Moreno Valley; therefore, no significant noise impacts at those receptors would occur. The SEIR concluded that the Specific Plan Amendment was consistent with the 2003 FEIR's findings of no significant impact at offsite noise-sensitive receptors, provided that Mitigation Measures J-2 through J-7 from the FEIR were incorporated, as well as Mitigation Measure IV.H-1-1 from the 2010 SEIR.

Addition of the proposed fuel storage tanks at Lot 16 would likely generate a small amount of noise associated with the construction of the tanks, as well as from occasional truck trips delivering liquid natural gas and hydrogen. No additional noise would be generated from the use of the proposed tanks. Though the proposed project is anticipated to add small amounts of noise during its construction and operational phases, the number of truck trips that would be associated with fuel deliveries to the three proposed tanks would not be sufficient to increase previously analyzed noise effects of the Sysco project, as the delivery of liquefied gas would replace a portion of the diesel fuel deliveries; resulting in a minor net gain in vehicle trips to and from the Sysco facility. Therefore, addition of noise associated with the three proposed storage tanks would not result in a substantially more severe impact to ambient noise levels beyond those previously identified in the 2010 SEIR, and previously proposed mitigation would be sufficient in mitigating the nominal impact of the additional tanks.

d) Development under the proposed project would take place in the same areas as analyzed in the 2010 SEIR, which indicated that construction-related activities would temporarily increase ambient noise levels in the Specific Plan area. The SEIR concluded that with the incorporation of Mitigation Measure J-2 from the FEIR, the Specific Plan Amendment would be consistent with the 2003 FEIR (pg. IV-262, March JPA, 2010). No additional mitigation measures were identified in the SEIR. The installation of the proposed liquid natural gas and hydrogen tanks would also result in construction-related noise that would have temporary effects on the ambient noise level in the project's vicinity. However, the addition of the proposed project would not result in a substantially more severe impact to ambient noise levels beyond those previously analyzed in the 2010 SEIR.

e) Development under the proposed project would take place in the same areas as analyzed in the 2010 SEIR, which indicated that the only noise-sensitive land uses permitted within the Specific Plan area are hotels. Other approved land use types within the Meridian Business Center, including industrial uses, would be compatible with noise levels associated with operations at March ARB/IP. The SEIR concluded that with implementation of Mitigation Measures J-2 through J-7 from the FEIR, the Specific Plan Amendment would be consistent with the 2003 FEIR (pg. IV-162, March JPA, 2010). Given that the proposed project is an industrial use that does not intensify the previously approved Sysco facility, it is compatible with applicable noise policies from the AICUZ and ALUP. Therefore, installation of the proposed fuel tanks would not result in any new or additional impacts beyond those previously identified in the 2010 SEIR.

f) Neither the 2003 FEIR nor the 2010 SEIR addressed this issue as the Specific Plan area is not within the vicinity of a private airstrip. As the proposed project is located within the Meridian Business Center, which is not located near a private airstrip, no impacts associated with the exposure of persons working in the project area to excessive noise levels from a private airstrip would occur.

Mitigation Measures

In order to reduce impacts related to noise, the 2010 SEIR incorporated Mitigation Measures J-1 through J-8 from the 2003 FEIR. Of these, Mitigation Measures J-2 and J-7 would be applicable to the proposed project. In addition to these measures, the SEIR also introduced additional mitigation to further reduce impacts associated with the Specific Plan Amendment. The following mitigation measures from the 2010 SEIR would be applicable to the proposed project:

- 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.

The proposed project would have no new impacts related to noise and no additional mitigation is necessary.

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

Findings

Industrial uses on Lot 16 of the Meridian Business Center are specifically identified as an intended use in the previously adopted 2010 SEIR. The planned Sysco facility is an approved project, and the proposed natural gas and hydrogen storage tanks would be consistent with the industrial designation area in which they are proposed, as with surrounding land uses. No new information has been provided since the 2010 SEIR that indicates previously adopted conclusions or mitigation measures are no longer accurate. The proposed project is consistent with existing zoning and General Plan policies for the site, as analyzed in the 2010 SEIR; therefore, no additional environmental review, outside of any potential project-specific significant effects, is required (*CEQA Guidelines* Section 15183). Therefore, this analysis serves as an Addendum to the previously adopted 2010 SEIR, and provides substantiated conclusions consistent with Section 15164 of the *CEQA Guidelines*.

a) The proposed project would not result in the creation of long-term employment opportunities within the region, but would rather support the approved Sysco industrial facility on Lot 16 of the Meridian Business Center. Though short-term, construction-related jobs would be generated as a part of the installation of the proposed storage tanks, it is assumed that these jobs would be come primarily from the local labor pool. The 2010 SEIR concluded that the Specific Plan Amendment, including the construction of the Sysco facility on Lot 16, would have an overall net benefit, as the current jobs/housing ratio imbalance within Riverside County would be lessened, and the goals and policies of the sub-region would be furthered. This conclusion was similar to that of the 2003 FEIR (pg. VII-3, March JPA, 2010). Given that the proposed project would not result in additional housing, and would only facilitate short-term employment opportunities, it is concluded that the installation of the proposed storage tanks would not create any new or additional impacts than those previously considered in the 2010 SEIR.

b) The proposed project site is zoned for industrial development, and no displacement of housing or people would occur as a result of the installation of the proposed storage tanks. There are no new impacts associated with the proposed project from what was analyzed in the 2010 SEIR.

c) Please see response to question b) above.

Mitigation Measures

The 2003 FEIR and 2010 SEIR had no impacts or mitigation related to population and housing. Similarly, there are no new impacts associated with the proposed project, and no new mitigation is required.

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

Findings

Industrial uses on Lot 16 are specifically identified as an intended use in the previously adopted 2010 SEIR. The planned Sysco facility is an approved project, and the proposed natural gas and hydrogen storage tanks would be consistent with the industrial designation area in which they are proposed, as with surrounding land uses. The proposed project is well within land use parameters identified within the 2010 SEIR, and there are no substantial changes in the type or nature of occupation. No new information has been provided since the time of the 2010 SEIR that indicates previously adopted conclusions or mitigation measures are no longer accurate. The proposed project is consistent with the existing zoning and General Plan policies for the site; therefore, no additional environmental review, outside of any potential project-specific significant effects, is required (*CEQA Guidelines* Section 15183). Therefore, this analysis serves as an Addendum to the previously adopted 2010 SEIR, and provides substantiated conclusions consistent with Section 15164 of the *CEQA Guidelines*.

a) Development under the proposed project would take place in the same areas as analyzed in the 2010 SEIR, which determined that fire and emergency protection are provided by Riverside County Fire Department (RCFD) and the Riverside County Sheriff's Department provides police protection to the site. Development on Lot 16 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. Furthermore, per the Development Agreement with the Master Developer, a two-acre site has been dedicated for a future fire station on the northeast corner of Meridian Parkway and Opportunity Way. The Master Developer is in the process of preparing a Phase I Environmental Assessment, after which the RCFD would acquire the property. March JPA has also released an RFP for the preparation of a Fire Service Impact Analysis in order to assist the March JPA and RCFD in identifying funding to equip the site with a temporary fire facility, until such time that adequate funding is available to construct a permanent facility to serve the Meridian Business Center. March JPA intends on bring the temporary fire facility online as soon as possible. Given the dedication of land for a permanent fire facility, as well as the temporary facility that will serve the project area until such time that the permanent fire station is operation, operation of the proposed project is not expected to increase fire risk. The proposed project does not differ substantially from the previously approved uses identified in the Specific Plan Amendment in terms of emergency and police protection. Existing emergency access is available to the site and would not be affected by the proposed operation, which is consistent with the intended uses for the site. There would be no need for additional emergency or sheriff services such that construction of new facilities would be necessitated.

New employees would come primarily from the existing labor pool in the project vicinity; therefore, the operational activities would not result in additional demand for schools or recreational facilities such that the construction of new facilities would be needed. There would be no impact to fire, sheriff, schools, parks, or other public facilities associated with the proposed project. The proposed project would not create new or additional impacts beyond those previously identified in the 2010 SEIR. There are no new impacts associated with the proposed project from what was analyzed in the 2010 SEIR, and implementation of the mitigation previously identified are satisfactory to mitigate impacts to public services.

Mitigation Measures

The 2010 SEIR incorporated by reference mitigation that was introduced in the 2003 FEIR, including Mitigation Measures P-1 through P-3; however, none of these measures would be applicable to the proposed project. The SEIR did not include any additional mitigation associated with the Specific Plan Amendment.

The proposed project would have no new impacts related to public services and no additional mitigation is necessary.

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

Findings

Industrial uses on Lot 16 are specifically identified as an intended use in the previously adopted 2010 SEIR. The planned Sysco facility is an approved project, and the proposed natural gas and hydrogen storage tanks would be consistent with the industrial designation area in which they are proposed, as with surrounding land uses. The proposed project is well within land use parameters identified within the 2010 SEIR, and there are no substantial changes in the type or nature of occupation. No new information has been provided since the time of the 2010 SEIR that indicates previously adopted conclusions or mitigation measures are no longer accurate. The proposed project is consistent with the existing zoning and General Plan policies for the site; therefore, no additional environmental review, outside of any potential project-specific significant effects, is required (*CEQA Guidelines* Section 15183). Therefore, this analysis serves as an Addendum to the previously adopted 2010 SEIR, and provides substantiated conclusions consistent with Section 15164 of the *CEQA Guidelines*.

a) Development under the proposed project would take place in the same areas as analyzed in the 2010 SEIR, which determined that the proposed project does not include any recreational facilities nor would the proposed land uses within this area require the construction or expansion of recreational facilities. The project would increase employment rather than residential land uses. Residential uses would increase the population within an area, which would increase the demand for park land. Conversely, the Specific Plan and the proposed project would not cause an increase in population that would require allocation of parks or recreation services. The proposed project would not create new or additional impacts beyond those previously identified in the 2010 SEIR. There are no new impacts associated with the proposed project from what was analyzed in the 2010 SEIR, and implementation of the mitigation previously identified are satisfactory to mitigate impacts to public services.

b) Please see response to question a) above.

Mitigation Measures

The 2010 SEIR identified no new mitigation measures regarding recreation, as impacts to recreation are anticipated to be less than significant. The proposed project would have no new impacts related to recreation resources and no additional mitigation is necessary.

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

Findings

Industrial uses on Lot 16 are specifically identified as an intended use in the previously adopted 2010 SEIR. The planned Sysco facility is an approved project, and the proposed natural gas and hydrogen storage tanks would be consistent with the industrial designation area in which they are proposed, as with surrounding land uses. The proposed project is well within land use parameters identified within the 2010 SEIR, and there are no substantial changes in the type or nature of occupation. No new information has been provided since the time of the 2010 SEIR that indicates previously adopted conclusions or mitigation measures are no longer accurate. The proposed project is consistent with the existing zoning and General Plan policies for the site; therefore, no additional environmental review, outside of any potential project-specific significant effects, is required (*CEQA Guidelines* Section 15183). Therefore, this analysis serves as an Addendum to the previously adopted 2010 SEIR, and provides substantiated conclusions consistent with Section 15164 of the *CEQA Guidelines*.

a) The proposed project site is located within the Meridian Business Center, for which the 2003 FEIR that included a detailed traffic study has been approved. A 2010 SEIR was also approved for Specific Plan Amendments, including the development of an industrial facility on Lot 16, and impacts to the local intersections that would serve the Specific Plan area were determined to be significant and unavoidable. The anticipated trip generation associated with the proposed project is expected to be minor, consisting of occasional delivery of fuel to the three tanks. The proposed project does not reach the threshold for undertaking an updated traffic analysis, as the delivery of liquefied gas to the Sysco facility would essentially replace a portion of the diesel fuel deliveries previously considered, resulting in a minor net gain in truck trips (approximately one-to-two truck trips per week) that would not significantly increase the number of vehicle trips estimated in the 2010 SEIR. In addition, all operational truck traffic would comply with the approved March JPA Truck Route Ordinance. The proposed project would be consistent with applicable plans and policies that establish performance criteria for the circulation system in the proposed project area. Therefore, there are no new impacts associated with the proposed project beyond those identified in the 2010 SEIR.

b) Development of the proposed project would occur within the same location that was analyzed in the 2010 SEIR, which concluded that traffic generation for the industrial user of Lot 16 would result in 3,145 daily trips, including 266 a.m. peak hour trips and 284 p.m. peak hour trips (pg. IV-59, March JPA, 2010). The 2010 SEIR determined that, when compared to traffic impacts analyzed in the 2003 FEIR, the proposed development under the Specific Plan Amendment would result in a net traffic generation increase of 19,678 daily trips. The reason for the increase, as described in the SEIR, is attributable to both changes in the allocation of land uses within the study area and updated trip generation information for both passenger cars and trucks (pg. IV-62, March JPA, 2010). Ultimately, the 2010 SEIR concluded that net traffic generation resulting from the Specific Plan Amendment would cause a significant direct impact at the following intersections (pg. IV-65, March JPA, 2010):

- Van Buren Boulevard and Barton Street (Level of Service (LOS)) F in the a.m. peak-hour with and without Project)
- Van Buren Boulevard and Southbound I-215 Ramps (LOS F in both peak-hours with and without the Project)
- Van Buren Boulevard and Northbound I-215 Ramps (LOS F in the a.m. peak-hour and LOS D in the p.m. peak-hour with and without the Project)

The SEIR also concluded that the Specific Plan Amendment 24-hour average daily traffic (ADT) would cause significant direct impacts to the following roadway segments (pg. IV-66, March JPA, 2010):

Van Buren Boulevard:

- West of Wood Road
- Wood Road to Trautwein Road
- Barton Street to Coyote Bush Road
- Meridian Parkway to Northbound I-215 Ramps

Furthermore, the SEIR also concluded that the Specific Plan Amendment ADT would cause significant direct impacts to the following freeway segments (pg. IV-66, March JPA, 2010):

Interstate 215:

- North of Alessandro Boulevard
- Alessandro Boulevard to Cactus Avenue
- Cactus Avenue to Van Buren Boulevard
- South of Van Buren Boulevard

The 2010 SEIR concluded that the overall traffic impacts resulting from the Specific Plan Amendment were generally consistent with those identified in the 2003 FEIR. The SEIR incorporated by reference Mitigation Measures B-1 through B-12 from the FEIR in order to reduce traffic impacts. In addition to these measures, the SEIR also proposed Mitigation Measure IV.B-1-1, which required improvements be made to the intersections of Van Buren Boulevard and Barton Street, Van Buren Boulevard and Southbound I-215 ramps, and Van Buren Boulevard and Northbound I-215 ramps, in order to reduce direct project impacts (pg. IV-92, March JPA, 2010).

Even after mitigation, however, the SEIR determined that the Specific Plan Amendment would result in significant and unavoidable impacts at the intersections of Van Buren Boulevard and I-215 Northbound ramps and Van Buren Boulevard and I-215 Southbound ramps, as well as at the following roadway segments: Van Buren Boulevard, west of Wood Road; Van Buren Boulevard, Wood Road to Trautwein Road; and Van Buren Boulevard, from Meridian Parkway to I-215 interchange. The SEIR also determined that a significant and unavoidable impact would occur at the freeway segment of I-215 from north of Alessandro Boulevard to south of Van Buren Boulevard (pg. IV-103, March JPA, 2010).

As previously discussed, the development of Lot 16, as analyzed in the 2010 SEIR included the installation and use of two 10,000-gallon diesel fuel storage tanks. The proposed project, which adds two new 15,000-gallon tanks and one 4,500-gallon tank, is assumed to generate similar volumes of truck trips related to the delivery of liquid natural gas and liquid hydrogen to those estimated for the diesel fuel tanks. This is anticipated to add only a small number of additional truck trips for fuel delivery, as the proposed project would replace a portion of the trips associated with diesel fuel delivery, and would not result in a substantially more severe increase in vehicle trips (approximately one-to-two truck trips per week) than previously analyzed in the 2010 SEIR. Furthermore, the proposed project would be consistent with applicable plans and policies that establish performance criteria for the circulation system in the proposed project area, including the March JPA Truck Route Ordinance. Therefore, the proposed project would not generate new or additional traffic impacts beyond those previously identified in the 2010 SEIR.

c) Development of the proposed project would occur within the same location that was analyzed in the 2010 SEIR, which concluded that impacts related to the Specific Plan Amendment were similar to those identified in the 2003 FEIR and no additional mitigation measures were necessary (pg. IV-106, March JPA, 2010). The proposed installation of three aboveground storage tanks is consistent with the industrial land use designation in which they are proposed, and are intended to serve the approved Sysco facility on Lot 16 of the Meridian Business Center. The proposed project would not 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. Therefore, the proposed project does not create new or additional impacts beyond those previously identified in the 2010 SEIR.

d) Development of the proposed project would occur within the same location that was analyzed in the 2010 SEIR, which concluded that the Specific Plan Amendment did not include any substantial hazards due to design features, and no new mitigation measures were proposed (pg. IV-106, March JPA, 2010). The proposed project would be located in an area specifically designed to accommodate heavy truck traffic typical of warehouse and distribution facilities. Given the fact that the Specific Plan area, in which the proposed project is located, does not include agriculture uses, residential uses, or other uses that could create traffic hazards as a result of incompatible uses, no impacts associated with traffic hazards are anticipated. Therefore, the proposed project would not result in new or additional impacts beyond those previously identified in the 2010 SEIR.

e) Development of the proposed project would occur within the same location that was analyzed in the 2010 SEIR, which concluded that the revised transportation network for the Specific Plan Amendment would have sufficient capacity to accommodate existing and projected future traffic volumes, and that in the event of an emergency; this circulation system would easily accommodate emergency vehicles. The SEIR concluded that mitigation measures beyond those identified in the 2003 FEIR were not required (pg. IV-107, March JPA, 2010). The proposed aboveground storage tanks would be located on Lot 16 of the Meridian Business Center, for which a private roadway would be constructed along the south side of the lot. This roadway would accommodate emergency vehicles. Given that the proposed project would not intensify the use currently approved for Lot 16, no additional emergency access roads would be required to accommodate the proposed fuel tanks. Therefore, the proposed project would not result in any new or additional impacts beyond those previously identified in the 2010 SEIR.

f) Development of the proposed project would occur within the same location that was analyzed in the 2010 SEIR, which concluded that the Specific Plan Amendment, which included bus turn-outs, a Class II bike lane system, and pedestrian walkways, would not conflict with adopted policies, plans, or programs supporting alternative

transportation. Lot 16, which is the location of the proposed storage tanks, would also accommodate a minimum of six bicycle racks adjacent to pedestrian walkways, in order to accommodate bicycle access to and from the facility. Additionally, a bus turn-out is also planned to be adjacent Lot 16, on the east side of the Meridian Parkway, to the south of Street F (pg. IV-108). Given that the proposed project would not intensify the industrial use currently approved for Lot 16, no potential conflicts with the alternative transportation goals of the Specific Plan would occur. Therefore, the proposed project would not result in any new or additional impacts beyond those previously identified in the 2010 SEIR.

Mitigation Measures

In order to reduce impacts to the local transportation system, the 2010 SEIR incorporated Mitigation Measures B-1 through B-12 from the 2003 FEIR. Mitigation Measure B-7 from the FEIR would be applicable to the proposed project. In addition to these measures, the SEIR also introduced mitigation to further reduce impacts associated with the Specific Plan Amendment. The following mitigation measures from the 2010 SEIR would be applicable to the proposed project:

- 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 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. If full funding is not in place to allow construction of this improvement prior to implementation of the proposed project, then a significant and unavoidable interim impact would occur.

  30. Van Buren Boulevard and Northbound I-215 Ramps
  This intersection would also be re-configured as part of the I-215/Van Buren Boulevard interchange improvement project being implemented by County of Riverside and March JPA.

  The mitigation measures described above would improve the operation of this intersection to LOS D or better during both peak-hours. As is the case with intersection 29, this improvement is not fully funded. If full funding is not in place, this impact would be an interim significant unavoidable impact.

  With respect to freeway segment impacts, the Riverside County General Plan Final Environmental Impact Report (October 2003) discusses how local projects and future growth associated with implementing the General Plan will contribute to adverse impacts on freeways in the area. The following conclusion is stated on page 4.16-73:

  "All freeways are under the authority of Caltrans. There is no mechanism for development project proponents to pay fees or make fair share contributions towards improving the mainline freeway lanes, and even if there were such a mechanism, there is no way to ensure that such payments would be directed to a specific freeway improvement project. Consequently, there are no feasible mitigation measures for these impacts and they will remain significant and unavoidable."

  It should be noted that the Riverside County Transportation Commission (RCTC) is planning to widen I-215 from SR-60 in Moreno Valley to I-15 in Murrieta. According to a fact sheet contained on RCTC's web page,

construction is scheduled to begin on the portion from Nuevo Road to SR-60 in 2013. Funding would occur through Measure "A", the half cent transportation sales tax.

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 both outside the jurisdiction of the March JPA and would be disproportionate to the impacts caused by the Project, there is no feasible mitigation available for reducing or avoiding those impacts. Nonetheless, and as required by CEQA, this analysis has fully analyzed the actual impacts of the Project on those existing deficient conditions as well as analyzed how the Project may contribute to future impacts.

The proposed project would have no new impacts related to traffic and transportation and no additional mitigation is necessary.

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

f)	Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	☐	☐	☒	☐
g)	Comply with federal, state, and local statutes and regulations related to solid waste?	☐	☐	☒	☐

Findings

Industrial uses on Lot 16 are specifically identified as an intended use in the previously adopted 2010 SEIR. The planned Sysco facility is an approved project, and the proposed natural gas and hydrogen storage tanks would be consistent with the industrial designation area in which they are proposed, as with surrounding land uses. The proposed project is well within land use parameters identified within the 2010 SEIR, and there are no substantial changes in the type or nature of occupation. No new information has been provided since the time of the 2010 SEIR that indicates previously adopted conclusions or mitigation measures are no longer accurate. The proposed project is consistent with the existing zoning and General Plan policies for the site; therefore, no additional environmental review, outside of any potential project-specific significant effects, is required (*CEQA Guidelines* Section 15183). Therefore, this analysis serves as an Addendum to the previously adopted 2010 SEIR, and provides substantiated conclusions consistent with Section 15164 of the *CEQA Guidelines*.

a) Development of the proposed project would occur within the same location that was analyzed in the 2010 SEIR, which concluded that the capacity of the pump station currently serving the project area (Van Buren Pump Station) had adequate capacity to serve the Specific Plan Area; though, Mitigation Measure H-6 from the 2003 FEIR, which requires that wastewater flows be monitored relative to the capacity of the pump station, was incorporated by reference into the 2010 SEIR (pg. IV-222, March JPA, 2010). The proposed project, which involves the installation of three aboveground storage tanks, would not generate wastewater. Therefore, the proposed project would not generate new or additional impacts beyond those identified in the 2010 SEIR.

b) Development of the proposed project would occur within the same location that was analyzed in the 2010 SEIR, which concluded that the Specific Plan Amendment, and associated development, would result in an increase in wastewater flows that would exceed the capacity of existing infrastructure. The 2010 SEIR incorporated by reference mitigations measures H-1 through H-7 from the 2003 FEIR, which are intended to reduce potential impacts on infrastructure. In addition, the 2010 SEIR also introduced Mitigation Measures IV.G.2-1 and IV.G.2-2, in order to address potential strains on existing infrastructure resulting from increased wastewater flows. The 2010 SEIR also concluded that the Specific Plan Amendment would not result in an impact to natural gas services within the project area (pg. IV-224, March JPA, 2010).

Given that the proposed project would not generate wastewater, installation of the proposed aboveground storage tanks would not result in any new or additional impacts to wastewater treatment facilities or expansion of existing facilities beyond those identified in the 2010 SEIR.

c) Development of the proposed project would occur within the same location that was analyzed in the 2010 SEIR, which described modifications to the storm drain system as a part of the Specific Plan Amendment. The SEIR concluded that these modifications were necessary and incorporated mitigation measure H-3 from the 2003 FEIR, which that storm drains and flood control facilities be constructed in accordance with the Meridian Business Center Ultimate Drainage Conditions drainage study (February 2010) (pg. IV-225, March JPA, 2010). The 2010 SEIR did not propose any additional mitigation.

The installation of the proposed storage tanks would not require the construction or expansion of drainage facilities beyond what was analyzed in the 2010 SEIR. Therefore, the proposed project would not generate any new or additional impacts beyond those identified in the 2010 SEIR.

d) Development of the proposed project would occur within the same location that was analyzed in the 2010 SEIR, which identified that projected water demand increased by 6,400 gallons per day (GPD) from the 2003 FEIR and the 2010 SEIR associated with the Specific Plan Amendment. The 2010 SEIR concluded, however, that based on information provided by the Western Municipal Water District (WMWD), sufficient capacity exists to serve the proposed development associated with the Specific Plan Amendment. The 2010 SEIR also described that, at

buildout, Lot 16 is projected to require 90,000 GPD, which is 18 percent of the total project water demand for the Meridian Business Center's North Campus. Therefore, the 2010 SEIR concluded that new development applications would be required to provide water demand projections (Mitigation Measure IV.G.4-1) (pg. IV-226, March JPA, 2010).

Except during the construction phase (e.g., grading activities), which was previously analyzed in the 2010 SEIR and would occur with or without the proposed project, installation of the proposed storage tanks would not require the use of water, and therefore would not contribute to an exceedance of water supply beyond existing entitlements; therefore, the proposed project would not contribute to water demand projects associated with the approved Sysco industrial facility. As such, new or additional impacts beyond those previously identified in the 2010 SEIR would not occur as a result of the proposed project.

e) Development of the proposed project would occur within the same location that was analyzed in the 2010 SEIR, which indicated that the revised wastewater peak flow from original estimates provided in the 2003 FEIR for all the units in the Meridian Business Center's North Campus, including Specific Plan Amendment area and the proposed development of the Sysco facility on Lot 16 is 1.15 million gallons per day (mgd). At the time of the 2010 SEIR's publication, the capacity of the wastewater treatment plant (WWTP) that serves the Meridian Business Center was being expanded from one to three mgd, with expansion expected to be complete by July 2010. The 2010 SEIR concluded that the WWTP would have adequate capacity to serve the Specific Plan Area. Given that the proposed project would not require the use of wastewater treatment facilities, the proposed installation of the aboveground storage tanks would not result in new or additional impacts beyond those identified in the 2010 SEIR.

f) Development of the proposed project would occur within the same location that was analyzed in the 2010 SEIR, which indicated that the proposed development associated with the Specific Plan Amendment would, at full build-out, generate approximately 22.1 tons of refuse per day; approximately 3.9 tons of solid waste per day more than what was analyzed in the 2003 FEIR (18.2 ton). The SEIR went on to conclude that the Lamb Canyon and El Sobrante landfills, which serve the Specific Plan area, have sufficient capacity to meet solid waste disposal requirements associated with Specific Plan Amendment development. The 2010 SEIR incorporated mitigation measures H-4 and H-5, which requires project sponsors to incorporate measures to reduce a project's solid waste and to provide for adequate areas for the collection and loading of recyclable materials (pg. IV-228, March JPA, 2010). Given that the proposed project would not generate additional employment, or would itself directly contribute to the generation of solid waste (beyond construction-related solid waste), the proposed aboveground storage tanks would not result in new or additional impacts to area landfills beyond those identified in the 2010 SEIR.

g) Development of the proposed project would occur within the same location that was analyzed in the 2010 SEIR, which concluded that the Specific Plan Amendment would comply with federal, state, and local statutes and regulations related to solid waste. The 2010 SEIR incorporated by reference Mitigation Measures H-4 and H-5 from the 2003 FEIR, which requires project sponsors to incorporate measures to reduce a project's solid waste and to provide for adequate areas for the collection and loading of recyclable materials (pg. IV-229, March JPA, 2010). Given that the proposed storage tanks would not result in the generation of solid waste beyond what was estimated in previous analysis, no new or additional impacts beyond those identified in the 2010 SEIR would occur as a result of the proposed project.

Mitigation Measures

In order to reduce or avoid impacts to utilities and service systems, the 2010 SEIR incorporated Mitigation Measures H-1 through H-8 from the 2003 FEIR. Mitigation Measures H-2 and H-3 from the FEIR would be applicable to the proposed project. In addition to these measures, the SEIR also introduced mitigation to further reduce impacts associated with the Specific Plan Amendment. The following mitigation measures would be applicable to the proposed project:

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

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

- Mitigation IV.G-4-1: Prior to individual lot development approval by the March JPA, the developer will coordinate with March JPA and WMWD to obtain the water demand for the proposed development. March JPA, through coordination with WMWD, shall assure that the development is consistent with the water budget and Water Supply Assessment for the Project. Demand for water beyond the water budget or the volume defined in the WSA may necessitate further CEQA review.

The proposed project would have no new impacts related to utilities and service system resources and no additional mitigation is necessary.

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

Findings

Industrial uses on Lot 16 are specifically identified as an intended use in the previously adopted 2010 SEIR. The planned Sysco facility is an approved project, and the proposed natural gas and hydrogen storage tanks would be consistent with the industrial designation area in which they are proposed, as with surrounding land uses. The proposed project is well within land use parameters identified within the 2010 SEIR, and there are no substantial changes in the type or nature of occupation. No new information has been provided since the time of the 2010 SEIR that indicates previously adopted conclusions or mitigation measures are no longer accurate. The proposed project is consistent with the existing zoning and General Plan policies for the site; therefore, no additional environmental review, outside of any potential project-specific significant effects, is required (*CEQA Guidelines* Section 15183). Therefore, this analysis serves as an Addendum to the previously adopted 2010 SEIR, and provides substantiated conclusions consistent with Section 15164 of the soils that are suitable for development.

a) The proposed project consists solely of the installation of two aboveground, liquid natural gas storage tanks and one aboveground liquid hydrogen storage tank. These tanks would be located on a portion of the Meridian Business Center's North Campus, which has already been approved for the development of an industrial facility. Furthermore, the proposed tanks would be located on surfaces that would be paved as a part of this industrial development, thus not resulting in the creation of new impervious surfaces. As such, the proposed project would not result in impacts to threatened or endangered species beyond those impact previously identified and mitigated for in the 2010 SEIR. In terms of noise and traffic, the proposed project would have minor contributions to previously identified impacts. However, the addition of the proposed project would not result in a substantially more severe impact to these resource areas than previously analyzed in the 2010 SEIR. With respect to air quality, the proposed project would add a small number of vehicle trips associated with fuel delivery, which would not result in a significantly greater impact to air quality than what was identified in the 2010 SEIR. Furthermore, the use of these alternative fuels, which would be funded through a grant from SCAQMD's Carl Moyer Program[1], would result in the replacement of a portion of Sysco Foods' conventional diesel powered trucks and equipment fleet; thus partially reducing TAC emissions associated with the operation of the facility as a whole. As such, the addition of the proposed liquid hydrogen and natural gas tanks would not result in a substantially more severe air quality impact than previously analyzed in the 2010 SEIR. Therefore, there are no new or additional impacts associated with the proposed project beyond what was analyzed in the 2010 SEIR.

b) The proposed project is consistent with the long-term planning and uses for the site within which it is located, and with the intended uses of the facility as designated in the Meridian Business Center Specific Plan. There would be no impacts related to inconsistency with long-term environmental goals, as the proposed project does not introduce new or substantially different impacts than those analyzed and mitigated for in the 2010 SEIR.

c) Installation of the proposed storage tanks would include minor construction activities similar to those previously analyzed in the 2010 SEIR, and the operation of the tanks would not increase the intensity of the use industrial use in which they are intended to serve. Other cumulative projects in the vicinity of the Meridian Business Center were considered in the 2010 SEIR, and introduction of the proposed storage tanks would not result in a significant cumulative impact as there are no new impacts associated with the proposed project beyond those identified and mitigated for in the 2010 SEIR.

d) The proposed storage tanks are consistent with the industrial land use designation in which they are located. As indicated in Section VIII, Hazards and Hazardous Materials, the proposed project would be required to adhere to all applicable federal, state, and local guidelines regulating the use, storage, transportation, and disposal of hazardous materials. Safety features and practices that have already been determined for the fuel farm locations in which these tanks would be located would further ensure that the proposed project would have no adverse affect on human beings working or residing in the vicinity of the project area. As described in previous analysis, there are no new impacts associated with the proposed project beyond those identified in the 2010 SEIR.

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1 SCQAMD's Carl Moyer Program provides funding to encourage the owners of diesel engines to go beyond regulatory requirements by retrofitting, repowering, or replacing their engines with new and cleaner ones. The Carl Moyer Program compliments California's air quality regulations by funding emission reductions that are "surplus" (e.g., early and/or in excess of what is required by regulation) (http://www.aqmd.gov/tao/Implementation/carl_moyer_program_2001.html).

REFERENCES

March JPA, 1999. Master *Environmental Impact Report for the General Plan of the March Joint Powers Authority* (SCH# 97071095). September 1999.

March JPA, 2003. *March Business Center Final Focused Environmental Impact Report* (SCH# 2002071089). February 2003.

March JPA, 2010. *Meridian Specific Plan Amendment (SP-5) Final Subsequent Environmental Impact Report* (SCH# 2009071069). July, 2010.

Riverside County ALUC, 2010. County of Riverside Airport Land Use Commission Staff Report: Case Number ZAP1075MA11 – Sysco Riverside, Inc. October 13, 2011.

Appendix A
ALUC Consistency Determination

ESA

COUNTY OF RIVERSIDE
AIRPORT LAND USE COMMISSION

STAFF REPORT

AGENDA ITEM: 2.3

HEARING DATE: October 13, 2011

CASE NUMBER: ZAP1075MA11 – Sysco Riverside, Inc. (Representative: Brad Anderson, Fullmer Construction)

APPROVING JURISDICTION: March Joint Powers Authority

JURISDICTION CASE NO: PP 11-05 (Plot Plan)

MAJOR ISSUES: The project proposes to install two 15,000 gallon Liquid Natural Gas (LNG) tanks and one 4,500 gallon Liquid Hydrogen tank aboveground in addition to the two 10,000 gallon diesel tanks already permitted aboveground. Although the volume of fuel stored does present a hazard to aircraft if a crash would occur, aboveground bulk storage of hazardous materials is not a prohibited use within draft Compatibility Zone B2. However, it is a "discouraged" use. Staff has requested additional detail on the design of the tanks, hazard design and operation measures, and assessment of potential hazards to aircraft which has yet to be submitted to staff for review.

RECOMMENDATION: Staff recommends that the Commission open the public hearing, discuss the project, and CONTINUE this matter to its December 8, 2011 hearing calendar, pending submittal of additional requested information to staff. In the event that the applicant is able to submit the requested information prior to the hearing, staff would recommend a finding of CONSISTENCY for the project, subject to the conditions specified herein.

PROJECT DESCRIPTION:

The applicant proposes to install two 15,000 gallon Liquid Natural Gas (LNG) tanks and one 4,500 gallon Liquid Hydrogen tank to serve the proposed Sysco warehouse/distribution center on 45.0 acres. The LNG will be utilized to fuel Sysco's truck fleet utilizing the site and the Liquid Hydrogen will be utilized to fuel onsite equipment, such as forklifts. The project has previously been permitted two 10,000 gallon aboveground diesel fuel tanks. These tanks in addition to the entire industrial facility were previously reviewed by the Airport Land Use Commission pursuant to ZAP1060MA09, which received a determination of Conditional Consistency on September 10, 2009.

PROJECT LOCATION:

The site is located easterly of Meridian Parkway, westerly of Interstate 215, westerly and southerly of Opportunity Way, and northerly of Van Buren Boulevard, within the land use jurisdiction of the

March Joint Powers Authority, approximately 2,150 feet westerly of Runway 14-32 at March Air Reserve Base.

LAND USE PLAN: 1984 Riverside County Airport Land Use Plan, as applied to March Air Reserve Base

a. Airport Influence Area: March Air Reserve Base

b. Land Use Policy: Area II

c. Noise Levels: Between 65-70 CNEL

BACKGROUND:

Non-Residential Land Use Intensity: The site is located in Airport Area II of the March Air Reserve Base Airport Influence Area, as depicted on the map at www.rcaluc.org. Pursuant to the 1984 Riverside County Airport Land Use Plan, Airport Area II allows commercial and industrial development, with no restrictions on nonresidential land use intensities for most areas. Airport Area II excludes all Accident Potential Zones identified in the U.S. Air Force Airport Installation Compatible Use Zones (AICUZ) reports.

The March Joint Land Use Study (which has been adopted by the March Joint Powers Authority as a planning document, but requires environmental review before it can be adopted by ALUC) depicts the project site within Zone B2, which would allow an average intensity of 100 persons per acre and a maximum intensity of 250 persons in any given acre. The intensity proposed by the warehouse facility was previously reviewed under ZAP1060MA09, which was found consistent by the Commission. The proposed inclusion of hydrogen and LNG tanks would not increase the intensity on the project site.

Prohibited and Discouraged Uses: The applicant proposes the installation of two aboveground 15,000 gallon Liquid Natural Gas (LNG) tanks and one aboveground 4,500 gallon Liquid Hydrogen tank to serve the proposed Sysco warehouse/distribution center. The site was previously permitted for two 10,000 gallon aboveground diesel fuel tanks as reviewed by Airport Land Use Commission case ZAP1060MA09. Pursuant to the draft criteria included in the March Air Reserve Base/Inland Port Joint Land Use Study, aboveground bulk storage of hazardous materials is prohibited in APZ I and limited to 6,000 gallons within APZ II. The project is not located within either APZ I or APZ II; therefore, these draft criteria for prohibited uses would not be applicable to the project. However, within Compatibility Zone B2, aboveground bulk storage of hazardous materials is discouraged. While the storage of flammable materials could present a hazard to an aircraft forced to make an emergency landing on the project site, the manufacture and storage of flammable gas/liquid does not present any hazard to aircraft that are in flight.

Noise: The site underlies the traffic pattern. The property lies within the area that would be subject to average exterior noise levels between 65 and 70 CNEL under ultimate airport development conditions. Noise attenuation measures for office areas were required pursuant to ZAP1060MA09.

Part 77: The proposed hydrogen and LNG fuel storage tanks would be lower in elevation than the proposed warehouse building. The proposed warehouse building has already received a Determination of No Hazard to Air Navigation from the Federal Aviation Administration's Obstruction Evaluation Service. No further review pursuant to Part 77 is necessary for these additional structures.

Open Area: Area II of the 1984 Riverside County Airport Land Use Plan does not include any provisions for the requirement of open area. Draft Compatibility Zone B2 also does not include any provisions for the requirement of open area.

CONDITIONS:

1. Prior to issuance of building permits, the landowner shall convey an avigation easement to the MARB/MIP Airport. Contact March Joint Powers Authority at (951) 656-7000 for additional information.

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 towards an aircraft engaged in an initial straight climb following takeoff or towards an aircraft engaged in a straight final approach towards a landing at an airport.

   (c) Any use which would generate smoke or water vapor or which would attract large concentrations of birds, or which may otherwise affect safe air navigation within the area. (Such uses include landscaping utilizing water features, aquaculture, production of cereal grains, sunflower, and row crops, 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, and incinerators.)

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

4. The attached notice shall be provided to all potential purchasers and tenants.

5. Any ground-level or aboveground water retention or detention basin or facilities shall be designed so as to provide for a detention period for the design storm that does not exceed 48 hours and to remain totally dry between rainfalls. Vegetation in and around such facilities that would provide food or cover for bird species that would be incompatible with airport operations shall not be utilized in project landscaping. Landscaping shall utilize plant species that do not produce seeds, fruits, or berries. Trees shall be spaced so as to prevent large expanses of contiguous canopy, when mature.

6. Noise attenuation measures shall be incorporated into the design of the office areas of the structure, as necessary to ensure interior noise levels from aircraft operations are at or below 45 CNEL.

7. The Federal Aviation Administration has conducted aeronautical studies (Aeronautical Study Nos. 2008-AWP-6389-OE) and has determined that neither marking nor lighting of the proposed structures is necessary for aviation safety. However, if marking and/or lighting for aviation safety are accomplished on a voluntary basis, such marking and/or lighting shall be installed and maintained in accordance with FAA Advisory Circular 70/7460-1 K Change 2.

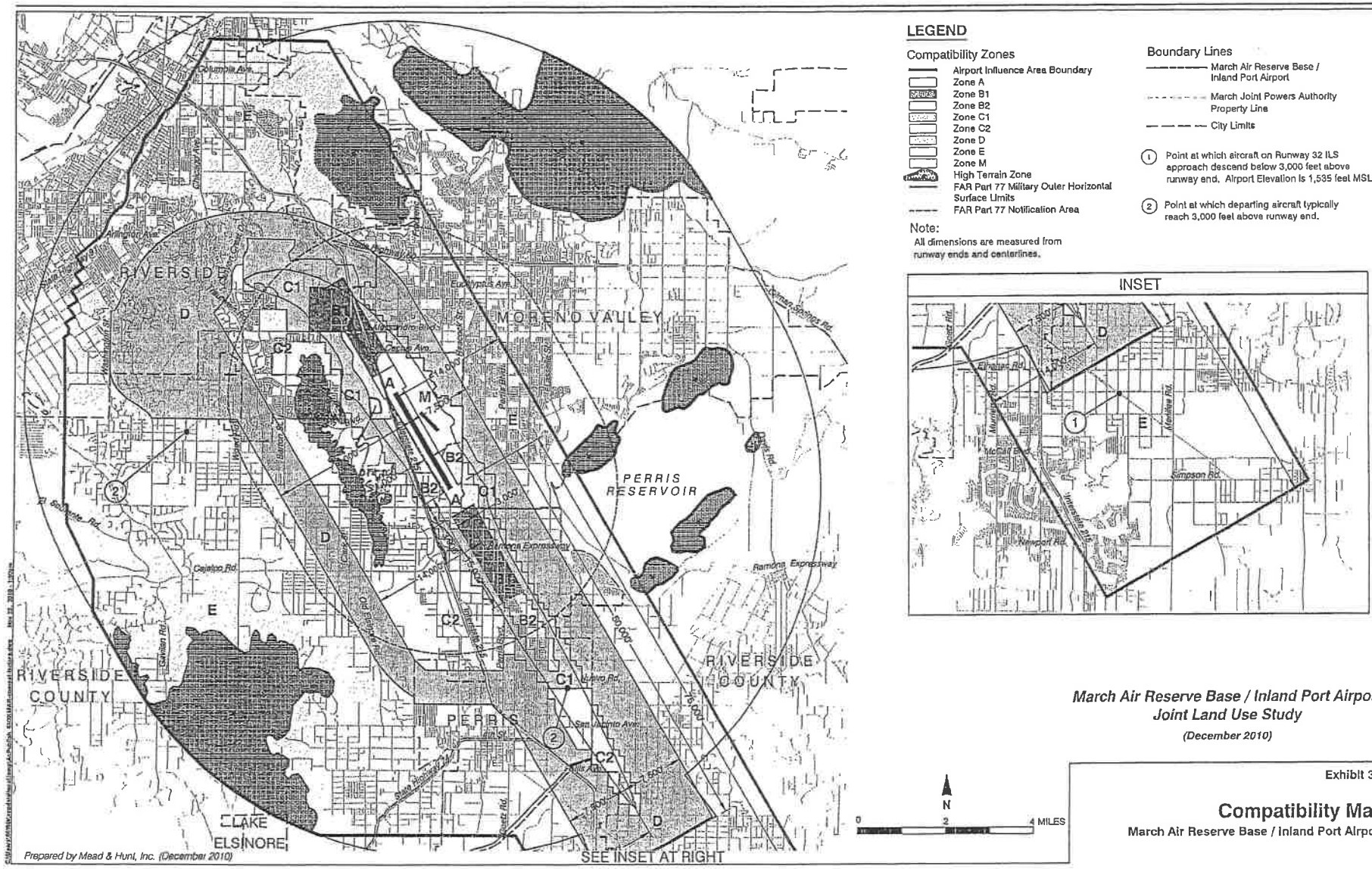
8. The specific coordinates, heights, and top point elevations of the proposed buildings shall not be amended without further review by the Airport Land Use Commission and the Federal Aviation Administration; provided, however, that reduction in building height or elevation shall not require further review by the Airport Land Use Commission.

9. The maximum height of the proposed buildings, including all roof-mounted appurtenances and obstruction lighting (if any), shall not exceed 49 feet above ground level, and the maximum elevation at the top of building shall not exceed 1,617 feet above mean sea level.

10. Temporary construction equipment used during actual construction of the buildings shall not exceed the height of the proposed buildings, unless separate notice is provided to the Federal Aviation Administration through the Form 7460-1 process.

NOTICE OF AIRPORT IN VICINITY

This property is presently located in the vicinity of an airport, within what is known as an airport influence area. For that reason, the property may be subject to some of the annoyances or inconveniences associated with proximity to airport operations (for example: noise, vibration, or odors). Individual sensitivities to those annoyances can vary from person to person. You may wish to consider what airport annoyances, if any, are associated with the property before you complete your purchase and determine whether they are acceptable to you. Business & Professions Code Section 11010 (b)(13)(A)



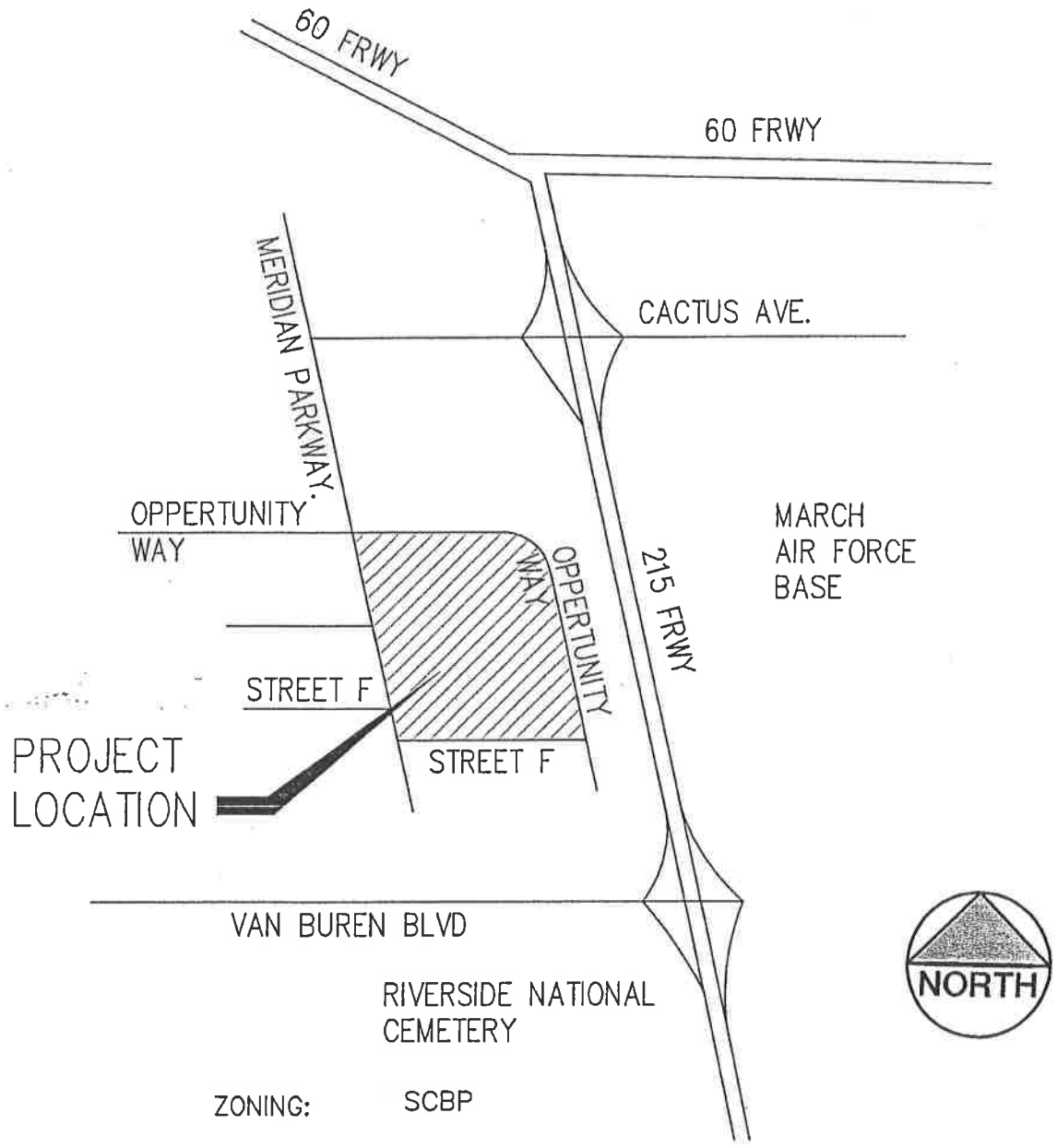
March Air Reserve Base / Inland Port Airport
Joint Land Use Study
(December 2010)

Exhibit 3-3

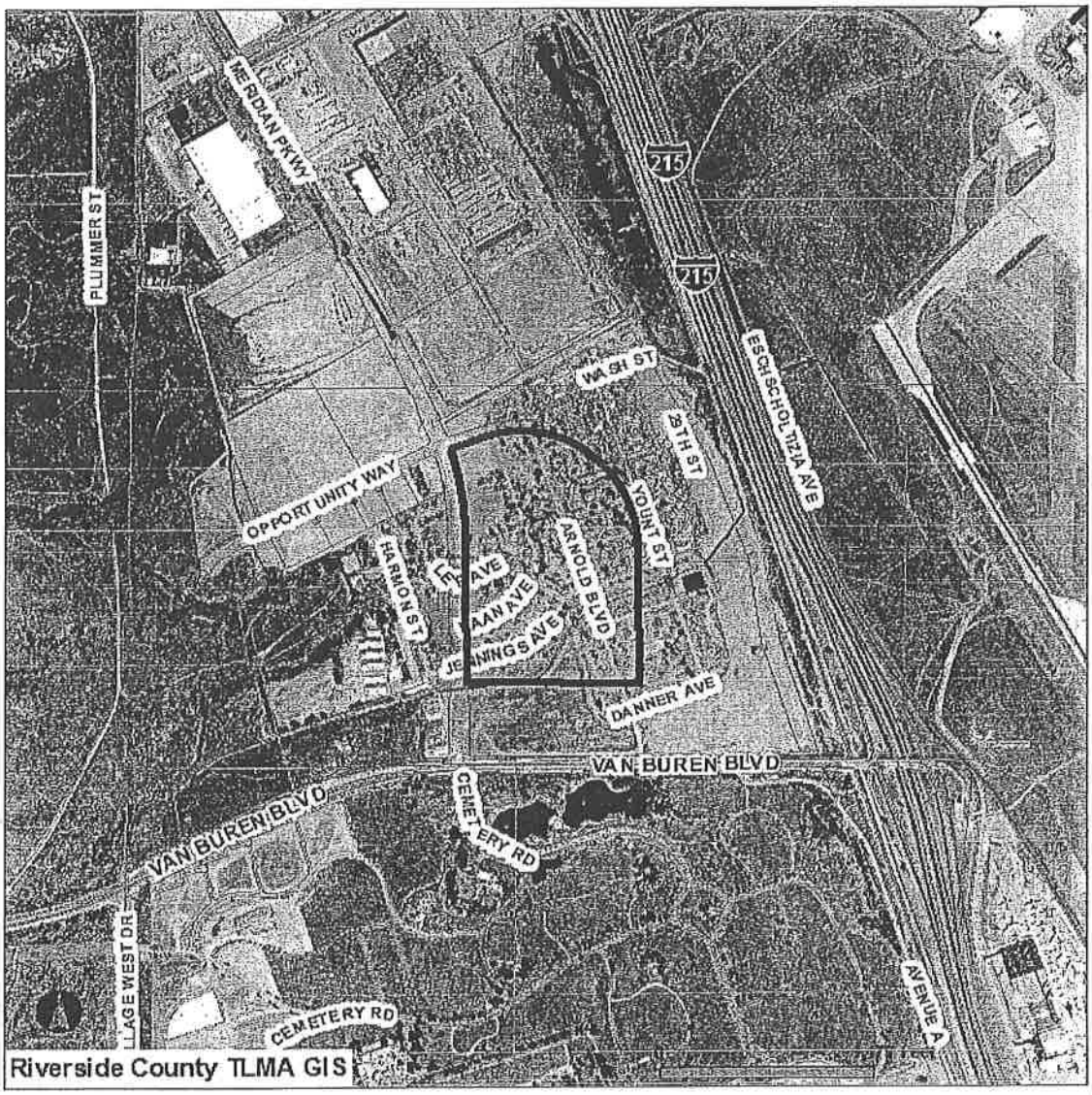
Compatibility Map

March Air Reserve Base / Inland Port Airport

VICINITY MAP



RIVERSIDE COUNTY GIS



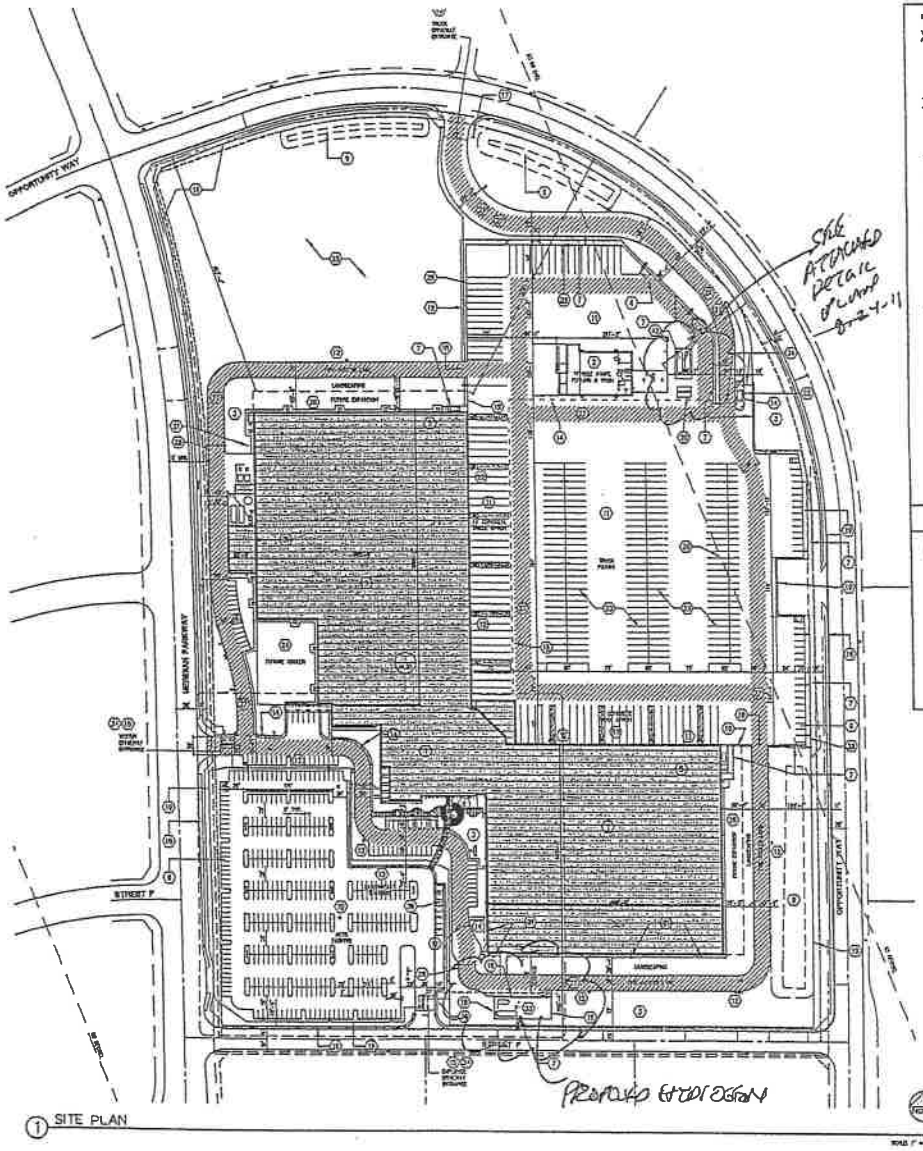
Selected parcel(s):
294-070-025

AIRPORTS

SELECTED PARCEL	INTERSTATES	HIGHWAYS	PARCELS
AIRPORT RUNWAYS	AIRPORT INFLUENCE AREAS	AIRPORT BOUNDARIES	

IMPORTANT
Maps and data are to be used for reference purposes only. Map features are approximate, and are not necessarily accurate to surveying or engineering standards. The County of Riverside makes no warranty or guarantee as to the content (the source is often third party), accuracy, timeliness, or completeness of any of the data provided, and assumes no legal responsibility for the information contained on this map. Any use of this product with respect to accuracy and precision shall be the sole responsibility of the user.

REPORT PRINTED ON...Mon Oct 03 11:15:55 2011
Version 110926



1 SITE PLAN

SCALE: 1" = 80'-0"

PROJECT DATA

SITE AREA 1,356,529 S.F. 31 ACRES

WAREHOUSE & DISTRIBUTION AREA PHASE 1
- OFFICE FIRST FLOOR 24,766 S.F.
- OFFICE SECOND FLOOR 23,133 S.F.
- TOTAL OFFICE 47,899 S.F.
- WAREHOUSE 397,745 S.F.
- TOTAL OFFICE 445,644 S.F.

VEHICLE MAINTENANCE FACILITY AREA PHASE 1
- OFFICE FIRST FLOOR 8,823 S.F.
- STORAGE MEZZANINE 3,972 S.F.
- MAINTENANCE AREA 9,254 S.F.
- TOTAL OFFICE 22,049 S.F.

GRAND TOTAL BUILDING AREA PHASE 1 475,693 S.F.

WAREHOUSE EXPANSION AREA PHASE 2
- EASTERN WAREHOUSE 33,778 S.F.
- CHILLER WAREHOUSE 19,216 S.F.
- ART WAREHOUSE 23,671 S.F.
- TOTAL OFFICE 43,364 S.F.

TOTAL BUILDING AREA BUILD-OUT 884,707 S.F.

PARKING REQUIRED - PHASE 1
- OFFICE 53/1000 X 84,398 S.F. 715 STALLS
- WHSE 0-20K/1/1000 X 20K 20 STALLS
  - 20K-100K/0.5/1000 X 80K 40 STALLS
  - 100K+/0.1/1000 X 297,745K 30 STALLS
- VMF N/A = STALLS
- TOTAL STALLS REQ. 352 STALLS
- TOTAL ACCESSIBLE PKG. REQ. 8 STALLS

PARKING PROVIDED - PHASE 1
- STANDARD 918 STALLS
- ACCESSIBLE 32 STALLS
- 950 STALLS

PARKING REQUIRED - PHASE 2
- WHSE EXPANSION 20K
  - 43,778SF X 43,778SF 20 STALLS
- TOTAL PARKING PHASE 1 & 2 352 STALLS

PARKING PROVIDED - PHASE 1 868 STALLS
PARKING PROVIDED - PHASE 2 0 STALLS

LANDSCAPE AREA PROVIDED
- PHASE 1 LANDSCAPE 737,362 S.F. = 38.66 %
- PHASE 2 LANDSCAPE 450,196 S.F. = 61.49 %

UTILITY

		UTILITY PROVIDER	
WATER METERS			
FRONT BUILDING	8"	ELECTRICAL	EDISON
FRONT LANDSCAPE	12"	WATER/SEWER	VESTERN MUNICIPAL WATER
SIDE BUILDING	8"		
SIDE LANDSCAPE	8"	TELEPHONE	VERIZON
REAR BUILDING	8"	GAS	SOUTHERN CALIFORNIA GAS
REAR LANDSCAPE	8"		

KEY NOTES:

1. WAREHOUSE/OFFICE FACILITY
2. VEHICLE MAINTENANCE FACILITY
3. BROADENED LANDSCAPING WITH MIN. 3' CONCRETE CURBS AT ALL PROTRUDING OBJECTS.
4. PAINTED CONCRETE TRASH AND RECYCLE BIN ENCLOSURE WITH 6'-0" HIGH SPLIT BIN IS INDICATED FOR TRASH, AND DUAL BIN FOR RECYCLE MATERIALS. TRASH ENCLOSURES ARE WITHIN THE BOUNDARY TRUCK COURT.
5. TRASH COMPACTOR UNIT
6. TYPICAL STANDARD PARKING STALL MAY 9' X 19' OR 18' + 8' OVERHANG - STRIPE PER CITY STANDARDS
7. 6'-0" HIGH TEXTURED PAINTED CONCRETE SCREEN/SHADE WALL WITH STEPS WHERE REQUIRED AT 8'-0" O.C. MAX.
8. BICYCLE RACKS. MINIMUM 2'0 INCHES SPACE TO LOCATED NEAR, BUT NOT WITHIN THE PEDESTRIAN PATH. SEE DETAIL 3 / A1.10.
9. WATER QUALITY BASIN. SEE CIVIL DRAWINGS.
10. AC SITE PAVING.
11. CONCRETE SITE PAVING
12. FIRE HYDRANT
13. STRIPE MINIMUM OF 5% OF STALL AS COMPACT STALLS
14. ON SITE ACCESSIBLE SIDEWALKS AND CURB RAMPS. PROVIDE TO BE 5' WIDE IN FRONT OF AUTO STALLS AND 4'0" < WIDE ELSEWHERE.
15. HEAVY DUTY CONCRETE PAVING
16. 6' VINYL SCREEN WITH STREET FRONTAGE LANDSCAPING PER DESIGN GUIDELINES. NO LANDSCAPING ALONG THE SOUTHOLT PRIVATE DRIVE
17. SIGN INDICATING THE APPROVED TRUCK ROUTE PLAN AT ALL SERVICE, INCOMING EXIT LOCATIONS. SIGNS TO BE IN PLACE PRIOR TO ISSUANCE OF THE CERTIFICATE OF OCCUPANCY.
18. 8'-0" HIGH STEEL PICKET SLIDING GATE ALL SITE GATES WILL HAVE KNOX BOXES TO ALLOW FOR FIRE DEPARTMENT ACCESS. GATES SHALL PROVIDE MIN. 30' CLEAR.
19. 8' HIGH STEEL PICKET FENCE
20. TWO ABOVE GROUND 20,000 GALLON DIESEL TANKS WITH DISPENSER PIPING TO FUEL ISLANDS. 10' A/T/ MIN.
21. CONCRETE ARCHIVE WALL - SEE ELEVATIONS.
22. GUARD POSTS WITH SCREEN GATES.
23. TYPICAL TRUCK STALL PAINTED STRIPING.
24. TRUCK PASSING LANE.
25. PHASE II YARD EXPANSION AREA.
26. PHASE II BUILDING EXPANSION AREA.
27. DECELERATION PATH OF MIN. FIRE ACCESS LANE.
28. 26' WIDE DUMPING BUMPER GATES. ALL SITE GATES WILL HAVE KNOX BOXES TO ALLOW FIRE DEPARTMENT ACCESS
29. CONCRETE WHEEL CURB TO ACT AS TRAILER WHEEL STOP TO PROTECT WALL OR FENCE.
30. AS NOTED, OPTIONAL ART PROPOSED OFFICE CONSTRUCTION AREA EAST OF THE MAIN ENTRY WILL BE MITIGATED TO 45 DB (CNEL).
31. REFRIGERATION EQUIPMENT ENCLOSURE AND ANDROID TANK LOCATION.
32. LIGHT STANDARDS. SEE ELECTRICAL DRAWINGS.
33. INTERSECTION SIGHTLINE
34. PROPOSED BUTTES
35. ENTRANCE SIGNAGE, BY SEPARATE VENDOR
36. ZONE CARS AT ADA PARKING STALLS
37. FLAG POLES.
38. STORM DRAIN MAN HOLE. SEE CIVIL DRAWINGS.
39. CARD READER
40. SPLASH BLOCK/DOWN SPOUT. SEE PLUMBING PLAN
41. EQUIPMENT SCREEN
42. SLOPE BELOW LOADING MECHANIC, ONE TIME 10' A/T/ MAX

ATI ARCHITECTS ENGINEERS

MARK	REVISION/ISSUE	DATE
1	INITIAL PLAN CHECK SUBM.	11/16/2011
2	SECOND PLAN CHECK	04/26/2012

Good things come from Sysco

FULLMER

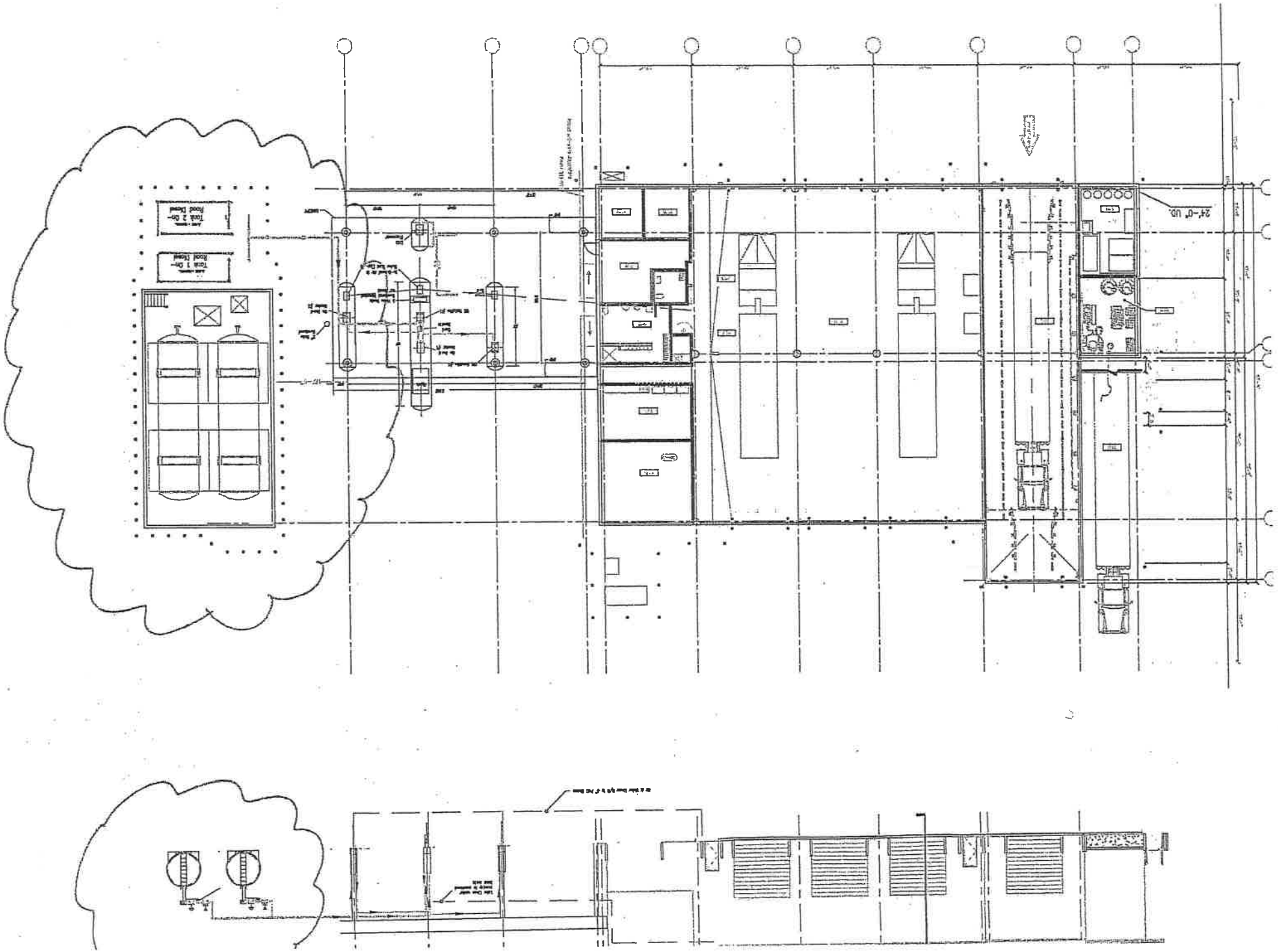
SYSCO RIVERSIDE

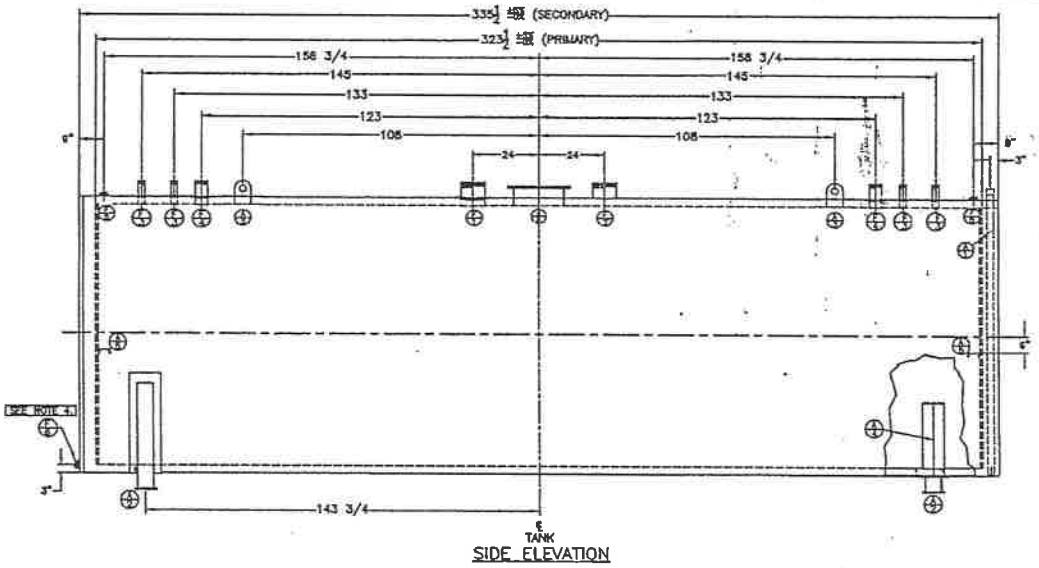
15760 MERIDIAN PARKWAY
RIVERSIDE, CA. 92507

SITE PLAN

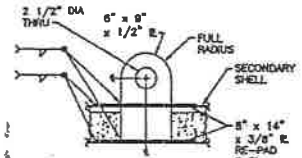
DATE	04/26/2012
SCALE	AS NOTED
DRAWN BY	MJ
JOB NO.	12004
SHEET NO.	A1.10

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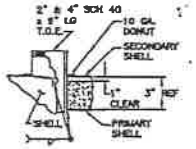




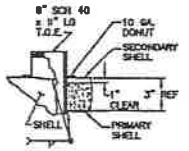
SIDE ELEVATION



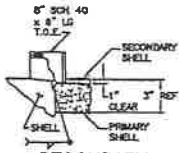
LIFT LUG DETAIL



FITTING DETAIL

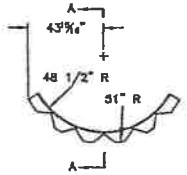


PRIMARY VENT DETAIL



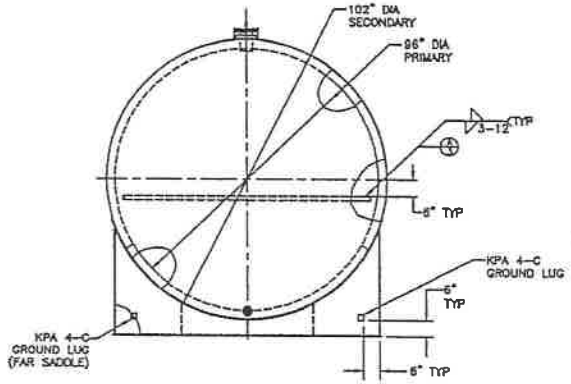
SECONDARY VENT DETAIL

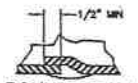
DO NOT PENETRATE INNER TANK



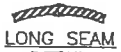
SPACER DETAIL

2 REQ.

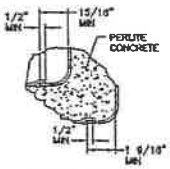




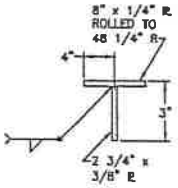
ROUND SEAM DETAIL



LONG SEAM DETAIL



HEAD SEAM DETAIL



SECTION A-A

NTS

10,000 GALLON HORIZONTAL FIREGUARD
AST: ø96 X 324" LG

BILL OF MATERIALS

PRIMARY HEADS & SHELLS			
MARK	QTY.	DESCRIPTION	
⊕	2	¼" X 100" CIRCLES	MIN THICKNESS: 0.24
⊕	3	¼" SHEETS 60" WIDE x 302¾" LG	MIN THICKNESS: 0.24
⊕	2	¼" SHEETS 72" WIDE x 302¾" LG	MIN THICKNESS: 0.24

SECONDARY HEADS & SHELLS			
MARK	QTY.	DESCRIPTION	
⊕	2	¼" X 106" CIRCLES	MIN THICKNESS: 0.24
⊕	2	¼" SHEETS 60" WIDE x 323" LG	MIN THICKNESS: 0.2396
⊕	3	¼" SHEETS 72" WIDE x 323" LG	MIN THICKNESS: 0.2396

FITTINGS		
MARK	QTY.	DESCRIPTION
⊕	1	8" T.O.E. NIPPLE w/ ø344 Box (PRI) E. VENT -SEE DETAIL-
⊕	1	8" T.O.E. NIPPLE w/ ø344 Box (SEC) E. VENT -SEE DETAIL-
⊕	4	2" x 8" T.O.E NIPPLES -SEE DETAIL-
⊕	2	4" x 8" T.O.E NIPPLES -SEE DETAIL-
⊕	2	4" FNPT TANK FLANGES w/ PLUG (PERLITE VENTS)
⊕	1	2" FNPT TANK FLANGES w/ PLUG (PERLITE VENTS)

ATTACHMENTS		DESCRIPTION
MARK	QTY.	
⊕	1	2" SCH 40 PIPE 82" LG w/ 2" FULL COUP (MONITOR WELL)
⊕	2	"FG-102-1" SADDLES w/ KPA 4-C LUGS
⊕	2	6" x 8" x ½" LIFTING LUGS -SEE DETAIL-
⊕	2	SPACERS -SEE DETAIL-
⊕	2	G4" x 5.4# x 90" LG PRIMARY HEAD BRACING
⊕	1	16" S.P. BOLTED MANWAY
⊕	122	ESTIMATED BAGS OF PERLITE

UL 2085

NOTES:

1. TANK IS TO BE FABRICATED IN ACCORDANCE WITH UL 2085 (FIREGUARD) SPECIFICATIONS. ATTACH LABELS.
2. AFTER COMPLETING PRIMARY TANK, TEST WITH 3 TO 5 PSIG AIR PRESSURE AND APPLY A LEAK DETECTION SOLUTION TO ALL WELDS. REPAIR ANY LEAKS AND RE-TEST.
3. AFTER TESTING PRIMARY TANK, COMPLETE SECONDARY TANK AND APPLY 3 TO 5 PSIG MAXIMUM AIR PRESSURE TO PRIMARY TANK. RELEASE 3 TO 5 PSIG AIR PRESSURE INTO INTERSTICE FROM PRIMARY TANK. MAINTAIN PRESSURE AND APPLY A LEAK DETECTION SOLUTION TO ALL WELDS. REPAIR ANY LEAKS AND RE-TEST.
4. AFTER PERLITE IS PUMPED INTO INTERSTICE, PLUG MUST BE SEAL WELDED.
5. TANK EXTERIOR IS TO BE (COLOR).

EST WT = 28,000 LB

APPROVAL DRAWING
NOT FOR FABRICATION

☐ APPROVED AS SUBMITTED
☐ APPROVED AS MARKED
☐ CHANGE AND RE-SUBMIT FOR APPROVAL

SIGNATURE

DATE

Y:\Engineering\Standard Tank Drawings\Fireguard\Autocad Drawings\10,000gal 96x324.dwg

PUBLIC HEARING
OF THE
JOINT POWERS COMMISSION
OF THE MARCH JOINT POWERS AUTHORITY

MJPA – Public Hearing
Agenda Item No. 11a

Meeting Date: November 16, 2011

Action: **ADOPT RESOLUTION #JPA 11-39 RECOMMENDING THE JOINT POWERS COMMISSION MAKE WRITTEN ENVIRONMENTAL FINDINGS AND ADOPT AN ADDENDUM TO THE MERIDIAN SPECIFIC PLAN AMENDMENT SUBSEQUENT EIR AND DIRECT STAFF TO FILE A NOTICE OF DETERMINATION, AND ADOPT RESOLUTION #JPA 11-40 RECOMMENDING THE JOINT POWERS COMMISSION APPROVE PLOT PLAN AMENDMENT PP 11-05 FOR THE INSTALLATION OF TWO (2) ABOVEGROUND 15,000 GALLON LIQUID NATURAL GAS TANKS AND ONE (1) ABOVEGROUND 4,500 GALLON LIQUID HYDROGEN TANK FOR THE APPROVED SYSCO DISTRIBUTION CENTER. THIS APPLICATION IS A REQUEST BY SYSCO RIVERSIDE, INC. TO AMEND THE EXISTING PLOT PLAN APPROVAL FOR THE 45-ACRE SYSCO SITE LOCATED AT 15750 MERIDIAN PARKWAY LOCATED WITHIN THE MARCH BUSINESS CENTER SPECIFIC PLAN**

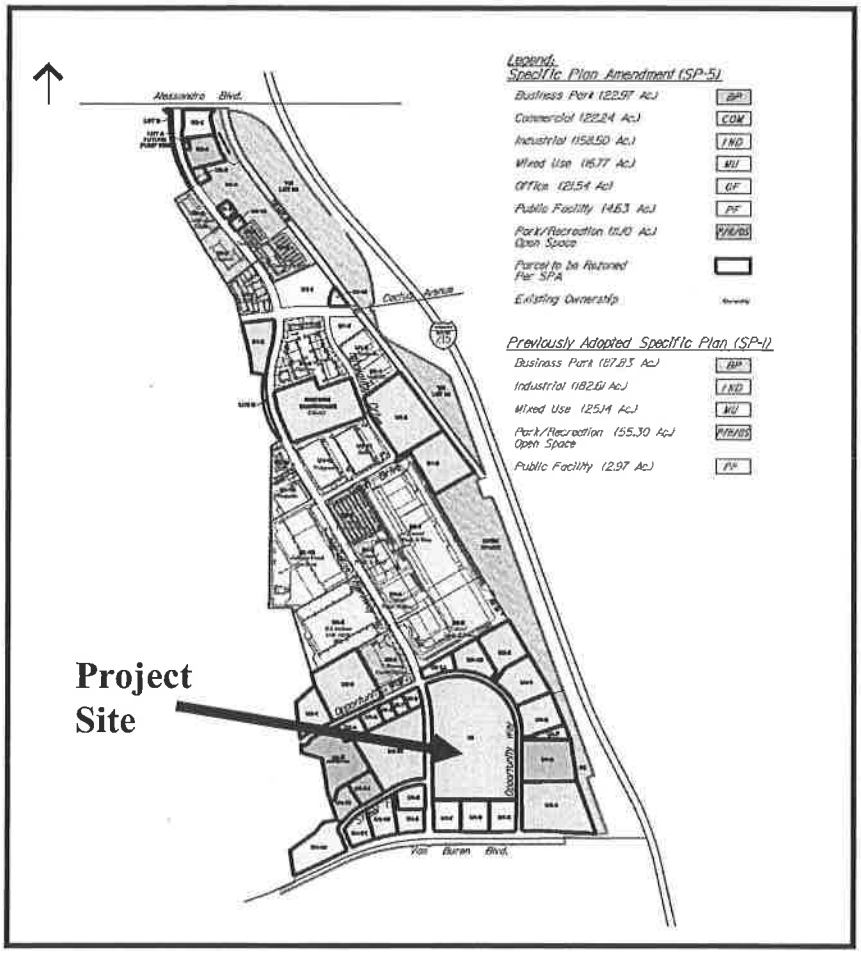
Joint Powers Commission Proposed Motions:

1) Move that the Joint Powers Commission Adopt Resolution #JPA 11-39 Making Written Environmental Findings and Adopting an Addendum to the Meridian Specific Plan Amendment Subsequent EIR; and Directing staff to file a Notice of Determination; and
2) Move that the Joint Powers Commission Adopt Resolution #JPA 11-40 Making Written Findings and Approving Plot Plan Amendment 11-05, Subject to the Conditions of Approval.

Applicant(s): Sysco Riverside, Inc.

Summary: The March Joint Powers Authority approved Plot Plan (PP 09-01) for the development of a 524,717 square foot distribution center on 45 acres in the Industrial zone of the Meridian Specific Plan Amendment (SP-5) on July 21, 2010. The applicant is currently processing building plans, and expects to begin construction by the end of 2011 or early 2012.

Sysco Riverside, Inc. (Sysco) is seeking approval of a plot plan amendment (Plot Plan PP 11-05) to install two (2) aboveground 15,000 gallon Liquid Natural Gas (LNG) tanks, and one aboveground (1) 4,500 gallon liquid hydrogen tank. The proposed liquid natural gas tanks would be in addition to the previously approved two (2) aboveground 10,000 gallon diesel fuel tanks located adjacent to the truck fueling island. The proposed LNG tanks would be located adjacent to the diesel tanks and would provide LNG fuel for a portion of Sysco's fleet delivery trucks. The proposed hydrogen tank would be located on the south side of the property adjacent the private street, and provide fuel for on-site equipment, such as hydrogen fuel-cell forklifts.



Conformance with the March Joint Powers Authority General Plan:

The General Plan, adopted in 1999, was designed to implement the 1997 March Air Force Base Master Reuse Plan, which included the disposal and redevelopment of approximately 4,400 acres of the former March Air Force Base. The General Plan identifies land use, circulation, environmental, economic, and social goals and policies as they relate to land use and development. The March JPA General Plan was amended on July 15, 2010 to be consistent with the Meridian Specific Plan Amendment SP-5. The following Policies are consistent with the objectives of amending the prior warehouse/industrial plot plan approval to add the proposed LNG and liquid hydrogen fueling facilities:

- The General Plan Land Use Map designates this property as appropriate for industrial uses, as identified by Resolution #JPA 10-21.

- The General Plan definition of Industrial uses identifies that Industrial uses include manufacturing, research and development, warehousing and distribution centers (General Plan of the MJPA; Table 1-4; P. 1-24). Industrial areas are generally served by arterial roadways, providing automobile and public mass transit access. These areas are characterized as major employment concentrations. Development in this category is generally within a campus-like setting or cluster development pattern.

- General Plan Land Use Policy 1.1: Provides for a mix of land uses which implement the Base Master Reuse Plan for March AFB; offers a variety of employment opportunities; and capitalizes, enhances and expands upon existing physical and economic assets of the Planning Area.

Conformance with the Meridian Specific Plan (SP-5):

This Plot Plan Amendment application complies with all development regulations. Critical information is identified below:

- The proposed LNG and liquid hydrogen fueling facilities conforms to the required development standards from the Meridian SPA, inclusive of required landscaping, screening and structure height.

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:

- The proposed fuel tanks are fully screened from public view by screen walls consistent with the Meridian Specific Plan Amendment and the March Business Center Design Guidelines. No additional lighting or other design-features are included as part of this proposal.

Conformance with the Air Installation Compatible Use Zone Study for MARB:

The proposed Project is not located within the Accident Potential Zones as identified by the 2005 AICUZ, and is therefore not subject to the criteria of the AICUZ.

Conformance with the Draft Joint Land Use Study (JLUS):

The proposed Project is located within land use compatibility Zone B2, as defined in the March Air Reserve Base/Inland Port Airport Joint Land Use Study (JLUS). The land use compatibility chapter of this document is incorporated into the Meridian SPA as Appendix B. The proposed aboveground storage tanks are listed as a discouraged use in Table 3-4 of the JLUS.

The project was reviewed by the Riverside County Airport Land Use Commission on October 13, 2011, and ALUC recommended Consistency due to the incorporation of numerous physical and procedural safety features to minimize hazardous conditions. Storage tanks,

containment areas, vapor recovery systems and fire protection systems would be constructed in accordance with the appropriate industry standards, including National Fire Protection Association (NFPA) Section 57 and the California Fire Code. Storage tanks would be built with enclosed vapor recovery systems, spill detection alarms, and emergency shutdown features and containment barriers.

ADDENDUM TO THE MARCH BUSINESS CENTER FOCUSED EIR:

The environmental consequences of the Meridian Specific Plan Amendment (SP-5) were disclosed in a Subsequent EIR (SEIR) certified July 21, 2010 (SCH #2009071069). The SEIR evaluated potential impacts associated with the amendment to the Meridian Specific Plan, which included net changes to the acreages associated with land uses designated in the 2003 March Business Center Specific Plan (though no new specific land use designations were created), as well as changes to lot layout, site access, and internal circulation. The SEIR's analysis was based on full buildout conditions, with conservative land use assumptions, consistent with the land use designations and design guidelines contained within the 2003 March Business Center Specific Plan, the Meridian Specific Plan Amendment, and all other applicable regulations (pg. III-7, March JPA, 2010). In addition to this analysis, the SEIR also evaluated project-level impacts associated with the construction of a fire station within Unit 6 of the Meridian Business Center and the site specific development of the Sysco distribution center within Unit 4, Lot 16.

In accordance with California Environmental Quality Act ("CEQA") guidelines, and the March JPA Local CEQA Guidelines, staff has prepared a detailed Initial Study analyzing the impacts of the proposed project. The Initial Study with attachments is included as Exhibit "B" to Resolution #PC 11-39. The Supplemental Environmental Checklist Form compares the environmental effects of implementing the proposed project (additional fuel tanks) with the operational analysis that was evaluated in the SEIR, in order to determine the extent to which the SEIR adequately addressed the impacts of the proposed project, and to identify the extent of revisions to the SEIR needed to accurately address the impacts of the proposed project. The Supplemental Environmental Checklist Form incorporates mitigation measures from the SEIR, where applicable, and has incorporated minor revisions to those measures in order to reflect current conditions and the fact that not all components of the mitigation measures may apply to the proposed project.

In summary, the proposed project would not result in any new significant environmental impacts or substantially increase the severity of significant unavoidable impacts evaluated in the SEIR. The Supplemental Environmental Checklist presented in this document provides an analysis of the proposed project in comparison to what was analyzed in the SEIR. The anticipated environmental impacts of the proposed project are consistent with the previous analysis. In addition the proposed project would not result in any additional impacts and would not require additional mitigation measures. Mitigation measures from the SEIR would be implemented (with minor revisions to update timing), and would reduce impacts to less than significant levels.

STAFF RECOMMENDATION:

Staff concludes that the proposed Plot Plan Amendment PP 11-05 meets all requirements of the General Plan, Development Code, Specific Plan, and Design Guidelines. Furthermore, the Addendum to the Subsequent EIR provides full analysis under CEQA, and fully discloses the

environmental impacts associated with this request. Accordingly, staff recommends approval of these items in accordance with the motions on page one (1) of this staff report.

Attachments:

1) Resolution #PC 11-39 Adopting the Addendum to the Meridian Specific Plan Amendment Subsequent EIR.
    a. Addendum
    b. Initial Study
2) Resolution #PC 11-40 Approving Plot Plan Amendment PP 11-05, Subject to Conditions of Approval.
    a. Site Plan
    b. Conditions of Approval
3) Meridian Specific Plan Amendment Subsequent EIR (SCH# 2009071069) is available at the March JPA office for review.

RESOLUTION #JPA 11-38

A RESOLUTION OF THE JOINT POWERS COMMISSION OF THE MARCH JOINT POWERS AUTHORITY APPROVING A PLOT PLAN, AND APPROVING CONDITIONS OF APPROVAL FOR THE U.S. VETS TRANSITIONAL HOUSING PROGRAM SPECIFIC PLAN (SP-6)

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 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 was 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, on August 3, 2011, the Joint Powers Commission (the "Commission") of the March JPA approved the March LifeCare Campus Specific Plan Amendment ("SP-7"); and

WHEREAS, U.S. Vets Initiative ("Applicant") has filed an application requesting, among other things, approval of the first amendment to the March Lifecare Campus Specific Plan Amendment ("SP-6"); and

WHEREAS, SP-6 proposes to modify height limitations, parking strategies and design areas that were originally established in SP-7 (the "Modifications"), and to remove said Project area from the boundaries of SP-7 while supporting the comprehensive approach to the planning of a sustainable and integrated health care campus as originally envisioned under SP-7. The Project will develop on a 7.75-acre portion of the MJPA Planning Area within the northeast portion of the MJPA Planning Area, adjacent to the March LifeCare Campus SP-7 to the north and the City of Moreno Valley's Open Space and Recreation area to the south, and generally bounded by N Street to the north, 4th Street to the west and 6th Street to the east.

WHEREAS, the Applicant has requested approval of a Plot Plan "Plot Plan" (attached hereto as Exhibit "A") in order to carry out the Modifications; and

WHEREAS, the Plot Plan is referred to herein as the "Entitlement"; and

WHEREAS, staff of the March JPA has reviewed the Plot Plan for compliance with the standards set forth in Section 9.02.070 of the March JPA Development Code; and

WHEREAS, in accordance with the California Environmental Quality Act (Pub. Res. Code § 2100 *et seq.*: "CEQA") and the State CEQA Guidelines (14 C.C.R. § 15000 *et seq.*), the March JPA has prepared an Addendum to the Final Environmental Impact Report [SCH# 2008071021] ("Final EIR") in support of the Modifications; and

WHEREAS, on October 19, 2011, the March Joint Powers Authority Planning Commission of the March JPA ("Planning Commission") conducted a duly noticed public hearing on the Entitlement at which time all persons wishing to testify in connection with the Entitlement was heard and the Entitlement was comprehensively reviewed and the Planning Commission recommended that the Commission approve the Plot Plan; 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 RESOLVES AS FOLLOWS:

SECTION 1. Based on the entire record before the Commission, the Planning Commission recommendation, all written and oral evidence presented to the Commission, including the staff reports and the findings made in this Resolution and within the attached documents, the Commission hereby approves the following land use application:

1. Plot Plan, PP 10-02, by the U.S. Vets Initiative for the 7.75 acre transitional housing program campus for homeless U.S. veterans provides the implementation structure for SP-6.

SECTION 2. The Entitlement is approved subject to Conditions of Approval, attached hereto as Exhibit "B"; and

SECTION 3. In accordance with the March JPA Development Code Section 9.02.070, the Commission hereby makes the following findings in support of its approval of the Plot Plan:

1. The Plot Plan is consistent with the goals, objectives, policies and programs of the General Plan for the reasons outlined in Section 2 of Resolution #JPA 11-37.

2. The Plot Plan complies with all applicable zoning and other regulations because the Plot Plan provides the mechanism that will help facilitate the development of the Regulating Plan, Phasing Plan, and associated Infrastructure Improvement Plans for the Specific Plan.

3. The Plot Plan will not be detrimental to the public health, safety or welfare or materially injurious to properties or improvements in the vicinity for the reasons set forth in Section 2 of Resolution #JPA 11-37.

4. The location, design and operation of the Plot Plan will be compatible with the existing and planned land uses in the vicinity.

SECTION 5. The Chairman of the Commission shall sign this Resolution and the Clerk of the Commission shall certify the adoption thereof.

PASSED, APPROVED, AND ADOPTED, by the members of the Joint Powers Commission of the March Joint Powers Authority this 2nd day of November, 2011.

State of California)
County of Riverside)

Marion Ashley, Chairman
March Joint Powers Commission

ATTEST

I, Carey L. Allen, Clerk of the Joint Powers Commission of the March Joint Powers Authority, do hereby certify that the foregoing resolution #JPA 11-38 was duly and regularly adopted by the Joint Powers Commission of the March Joint Powers Authority at its regularly scheduled meeting on November 2, 2011.

Ayes:	Batey, Yarbrough, Melendrez, Buster, Stewart, Busch, Gardner, Ashley
Noes:	None
Absent:	None
Abstain:	None

Date: November 2, 2011



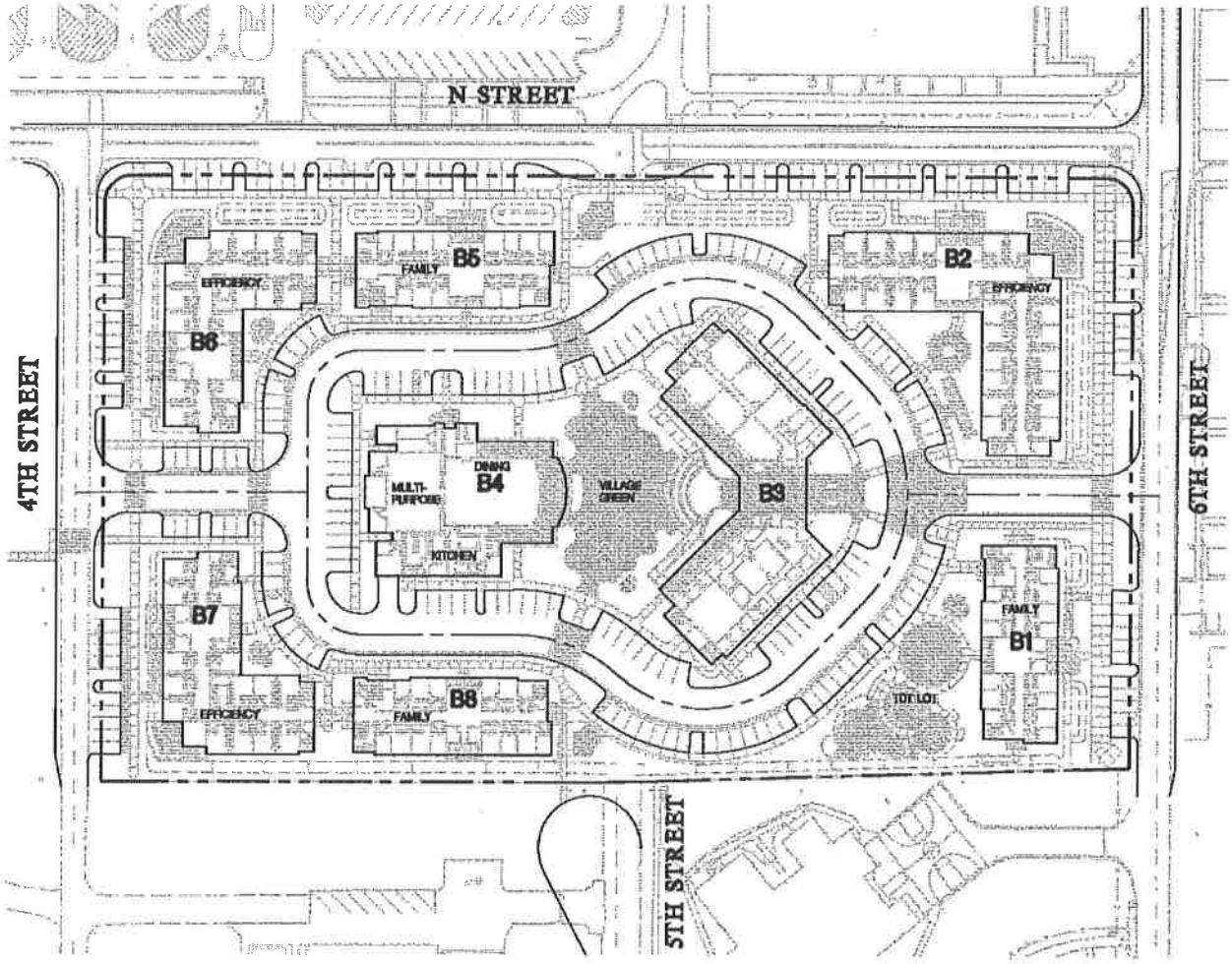
Carey L. Allen, CMC, Clerk
March Joint Powers Commission

EXHIBIT "A"

PLOT PLAN 10-02

(Attached)

Exhibit A - Resolution JPA # 11-38
(Plot Plan Exhibit)



SITE PLAN

NORTH

GRAPHIC SCALE

0 30 60 120

(IN FEET)

1 inch = 120 feet

LEGEND

PROJECT BOUNDARY

7a 122

EXHIBIT "B"

CONDITIONS OF APPROVAL

(Attached)

Exhibit B - Resolution JPA # 11-38
Project Conditions of Approval
SPECIFIC PLAN AMENDMENT (SP-6)
PLOT PLAN (PP10-02)

Conditions of Approval for U.S. Vets Transitional Housing Project

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 AMENDMENT (SP-6) shall be henceforth defined as follows: SPECIFIC PLAN = SPECIFIC PLAN 6.

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

3) SPECIFIC PLAN NO. 6 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 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 Phase in both graphical and narrative formats.

b. Addendum to the Environmental Impact Report (SCH: 2008071021, which must include, but not be limited to, the following items: 1. Mitigation/Monitoring Reporting Program (MMRP). 2.

Agency Notice of Determination (NOD). 3. INEFFECT Program EIR. 4. Agency Notice of Completion (NOC). 5. Comments on the NOC. 6. Final Program EIR. 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 and all uses proposed therein, 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. Uses identified within the Project shall be limited to those defined in Section 2.0 of the Specific Plan.

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

6) 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**

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

GENERAL CONDITIONS	**SP – DEVELOPMENT IMPACT FEES**	**Status: DRAFT**	**Conditions: Informational**

8) 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**

9) 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	**CIVIL ENGINEER / PUBLIC WORKS**	**Status: DRAFT**	**Conditions: Informational**

10) MJ-059 November 22, 2010, Revised October 4, 2011

US Veterans Transitional Housing
With respect to the Conditions of Approval for the above referenced project, the MJPA requires that the applicant provide the following improvements and/or dedications in accordance with the March Joint Powers Authority requirements and Standards and pursuant to exhibits identified and shown on site plan. It is understood that the site plan exhibits correctly shows 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 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.

Encroachment permit shall be obtained from all affected agencies prior to start of any work. 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 to the site within any phase. All on and offsite improvements shall be designed and constructed to Riverside County Transportation, Riverside County Flood Control, Western Municipal Water District Standards and as approved by MJPA. The following improvements shall be installed as appropriate prior to issuance of Building Permit:

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

12) Onsite private drainage facilities located outside road right-of-way shall be installed as approved by MJPA and privately maintained. Existing and proposed drainage easements shall be kept free of any building, structures, and obstructions.

13) 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.

14) 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.

15) Final hydrology report and hydraulic calculation shall be submitted to the MJPA Public Works Engineer and March Reserve Air Force for review and approval. The report shall address the offsite flow, accumulative onsite runoff, and the impact to adjacent downstream properties.

16) 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.

17) The onsite private underground storage basin(s) and the proposed "rain garden" improvements shall be designed and properly landscaped and screened as determined by Planning Department and pursuant to Water Quality Standards. Final WQMP shall be submitted for review and approval prior to issuance of any permit. The manufacturer representative shall inspect and provide written letter to JPA that the underground tanks are installed to their specifications. Developer shall install underground facilities along 6th and Y Street connecting to Heacock Channel or equivalent alignment as approved by permitting agencies. Permits from City of Moreno Valley and March Air Reserve Base will also be required for work within their right-of-way.

18) Connection to drainage facilities maintained by RCFC and/or the Air Force will require their approval. Any onsite drainage facilities not maintained by RCFC and the JPA's maintenance district shall be privately maintained.

19) The proposed offsite drainage pipes on 6th & "N" Streets shall be designed and constructed to RCFC Standards and maintained by JPA through annexation to a Maintenance District. The drainage alternative as proposed is not in compliance with the overall drainage concept approved for the March Healthcare Development Plan (specific plan).

20) All building pads shall be elevated a minimum of 1' above calculated 100-year water surface elevation as determined by RCFC 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. Construction of catch basin(s) and a minimum 24" RCP at the intersection of 5th Street and "N" Street will be required to mitigate nuisance runoff from existing off-site flows.

21) Prior to issuance of building permits, the applicant shall pay MJPA the drainage fees established by the Sunnymead area drainage plan. These fees will be utilized by JPA to assist with implementation of drainage facilities such as Cactus Channel. No drainage credit shall be given for proposed drainage facilities located in 6th and "N" Streets.

22) Streetlights shall be installed along all perimeter streets adjacent to the site. The streetlight standards shall be pursuant to requirements of the March Healthcare Development specific plan. All lights shall be annexed to Maintenance District.

23) The proposed development is in the service area of Western Municipal Water District for water and sewer services and comply with WMWD and Fire Department requirements. On and offsite sewer and water plans shall be submitted to WMWD and JPA for review and approval. All existing utilities shall be identified and relocated/abandoned 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. To meet the fire flow requirements, construction of extensive offsite waterline facilities will be required and shall be implemented pursuant to letter dated September 23, 2011 from WMWD.

24) This project shall annex to existing landscape, lighting, and drainage maintenance districts established by MJPA. Owner shall be responsible to pay towards maintenance of all offsite facilities including drainage improvements as determined by the Districts. Onsite underground basin(s), pipes, lights, and landscaped "rain gardens" shall be maintained by owner.

25) On and offsite improvements including grading and paving plans along with hydrology shall be submitted to MJPA for review and approval.

26) On and offsite drive and parking layout, lighting, landscaping and offsite landscaping and lighting shall be reviewed and approved by Planning Department.

27) 6th Street from "N" Street to southerly project boundary shall be implemented with new pavement along the west side of centerline and new curb located 34' from centerline as shown on cross sections sheet C-5 of the project plans. Existing pavement along east side shall be grind and overlay (0.15').

28) "N" Street adjacent to the site on the south side from 4th Street to 6th Street shall be improved with new pavement and curb located 34' south of centerline per cross sections shown on sheet C-5 of the project plans. Existing pavement along north side of centerline shall be grind and overlay (0.15'). Intersection of "N" and Riverside Drive shall be improved to provide for dedicated right and left turn lanes (all legs and directions).

29) 4th Street along the east side adjacent to the project shall be improved with new pavement and new curb located 34' from centerline as shown on cross sections on sheet C-5 of project plans. Existing pavement along the east side of centerline shall be removed and replaced and pavement along west

side shall receive overlay (0.15').

30) 5th Street southerly of the site shall be improved to provide for standard cul-de-sac. 5th Street within this project shall be vacated with utility easements maintained; removed/replaced and/or undergrounded and access provided to all utilities as required by the various agencies. Street vacation shall be filed prior to issuance of any permit in Phase 2.

31) Minimum 6' wide concrete sidewalk and landscaping shall be installed along perimeter streets adjacent to the site as shown on cross sections on Sheet C-5 of project plans and per Planning requirements. Phase 1 shall include sidewalk for N & 6th Streets.

32) All improvements adjacent to 4th, 6th, N & 5th Streets existing right-of-ways shall be maintained by the developers of this project.

33) With exception of conditions # 29 & 30, all other improvements shall be installed in Phase 1.

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

34) 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 – FAA PART 77**	**Status: DRAFT**	**Conditions: Informational**

35) 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	**SP – LANDSCAPE IRRIGATION EFFICIENCY**	**Status: DRAFT**	**Conditions: Informational**

36) The Project is required to comply with the March JPA Landscape Irrigation Efficiency Ordinance (#JPA 09-05). 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.

GENERAL CONDITIONS	**COMPLIANCE WITH MJPA WATER RESOURCES REQUIREMENTS**	**Status: DRAFT**	**Conditions: DRAFT**

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

38) The proposed site design BMPs selected for this project have been approved in concept only. The owner shall submit a Preliminary and Final WQMP including plans and details providing the elevations, slopes and other details for the proposed structural BMPs including the detention and infiltration basins, swales, catch basin inserts, etc.

39) Regulation changes implemented in both the Statewide General Construction Stormwater Permit and the Riverside County MS4 Permit, will require Low Impact Development site design elements to be included into the project. Low Impact Development elements will be required in both overall project and building specific applications.

40) The Public Works Department shall review and approve the Final WQMP document, plans and details.

GENERAL CONDITIONS	**NPDES**	**Status: DRAFT**	**Conditions: DRAFT**

41) 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.

42) 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.

43) During construction, the developer or designee shall be responsible for: a) storm water sampling for all storm events where storm leaves the site and b) storm water reporting to the State Water Resources Control Board as required by applicable law.

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

44) 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 CERTAIN DATE	**SP - SUBMIT FINAL DOCUMENTS**	**Status: DRAFT**	**Conditions: DRAFT**

45) Within 30 days of Project adoption, 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 PROJECT APPROVAL	**SP - M/M PROGRAM (GENERAL)**	**Status: DRAFT**	**Conditions: DRAFT**

46) The Program EIR prepared for the March LifeCare Campus Specific Plan imposed specific mitigation measures and monitoring requirements on the project. Certain conditions of the original 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 implementing project conditions of approval (to include any Plot Plans, Conditional Use Permits, etc.) shall take precedence.

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

47) 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 SECOND PHASE	**PROJECT – SECOND PHASE**	**Status: DRAFT**	**Conditions: DRAFT**

48) Prior to, or concurrent with, the review of any plans or permits associated with the second phase of the Project, the applicant shall file an application for a parcel merger with March JPA.

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

49) 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 GRADING PERMIT ISSUANCE	**SP - ENCROACHMENT(S)**	**Status: DRAFT**	**Conditions: DRAFT**

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

PRIOR TO GRADING PERMIT ISSUANCE	**SP - ACOUSTICAL STUDY REQD**	**Status: DRAFT**	**Conditions: DRAFT**

51) The following note shall be added to all grading plans: 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 GRADING PERMIT ISSUANCE	**SP - ARCHAEO M/M PROGRAM**	**Status: DRAFT**	**Conditions: DRAFT**

52) 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 GRADING PERMIT ISSUANCE	**SP - PALEO M/M PROGRAM**	**Status: DRAFT**	**Conditions: DRAFT**

53) 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 BUILDING PERMIT ISSUANCE	**SP - POST GRADING REPORT**	**Status: DRAFT**	**Conditions: DRAFT**

54) 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 BUILDING PERMIT ISSUANCE	**SP - ACOE CLEARANCE**	**Status: DRAFT**	**Conditions: DRAFT**

55) 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 BUILDING PERMIT ISSUANCE	**SP – 20% EFFICIENCY ABOVE EFFECTIVE "TITLE 24"**	**Status: DRAFT**	**Conditions: DRAFT**

56) PRIOR TO A BUILDING PERMIT ISSUANCE, 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.

PRIOR TO BUILDING PERMIT ISSUANCE	**SP - SCHOOL MITIGATION**	**Status: DRAFT**	**Conditions: DRAFT**

57) PRIOR TO BUILDING PERMITS, impacts to the Moreno Valley School District shall be mitigated in accordance with state law.

PRIOR TO BUILDING PERMIT ISSUANCE	**SP – 20% EFFICIENCY ABOVE INCUMBENT TITLE 24 STANDARDS**	**Status: DRAFT**	**Conditions: DRAFT**

58) 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 CERTIFICATE OF OCCUPANCY	**SP – ENERGY EFFICIENCY COMPLIANCE AND VERIFICATION**	**Status: DRAFT**	**Conditions: DRAFT**

59) 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.

PUBLIC HEARING
OF THE
MARCH JOINT POWERS COMMISSION
OF THE MARCH JOINT POWERS AUTHORITY

MJPA – Public Hearing
Agenda Item No. 7a

Meeting Date: November 2, 2011

Action: **TAKE THE FOLLOWING ACTIONS ON THE U.S. VETS TRANSITIONAL HOUSING PROGRAM SPECIFIC PLAN LOCATED ON 7.75 GROSS ACRES AT 15305 6TH STREET AT THE SOUTHERLY PORTION OF THE PREVIOUSLY APPROVED MARCH LIFECARE CAMPUS: 1) ADOPT RESOLUTION #JPA 11-36 CERTIFYING THE CEQA ADDENDUM TO THE MARCH LIFECARE CAMPUS SPECIFIC PLAN FINAL PROGRAM EIR (SCH #2008071021); 2) ADOPT RESOLUTION #JPA 11-37 APPROVING GENERAL PLAN AMENDMENT 11-01; 3) WAIVE THE FIRST READING OF ORDINANCE #JPA 11-05 APPROVING THE U.S. VETS TRANSITIONAL HOUSING PROGRAM SPECIFIC PLAN AND AMENDING THE MARCH JPA ZONING MAP TO REFLECT "SPECIFIC PLAN (SP-6)" AND DIRECTING STAFF TO PLACE THIS ITEM ON A FUTURE COMMISSION AGENDA FOR THE SECOND READING AND FORMAL ADOPTION; AND 4) ADOPT RESOLUTION #JPA 11-38 APPROVING PLOT PLAN 10-02 AND APPROVING THE CONDITIONS OF APPROVAL**

March Powers Commission Motions:

1) Adopt Resolution #JPA 11-36 Certifying the CEQA Addendum to the March LifeCare Campus Specific Plan Final Program EIR (SCH#2008071021) in support of U.S. Vets transitional housing program Specific Plan and direct staff to file a Notice of Determination in accordance with the Agency's Local CEQA Guidelines;

2) Adopt Resolution #JPA 11-37, approving General Plan Amendment GP 11-01;

3) Waive the First Reading of Ordinance #JPA 11-05, approving Specific Plan-6 (SP-6) and amending the JPA Zoning Map to reflect "SP-6" for the U.S. Vets Transitional Housing Campus site and directing staff to place this item on a future Commission agenda for the second reading and formal adoption; and

4) Adopt Resolution #JPA 11-38 approving Plot Plan PP 10-02 and approving the Conditions of Approval.

Applicant: U.S. Vets Initiative

Site/Location:

The U.S. Vets Transitional Housing Project is located in the March JPA Planning Area, east of the I-215 Freeway, within the Northeast Corner of former March Air Force Base properties (See Figure 1). The 7.75-acre Specific Plan is located at 15305 6th Street and is bounded by N Street to the north, 6th Street to the east, 4th Street to the west and recreational open space to the south.

Background:

The proposed General Plan Amendment (GP 11-01), Specific Plan Amendment (SP-6), and Plot Plan (PP 10-02) [herein referred to as "Project"] appeared before the March JPA Planning Commission on October 19, 2011. The Planning Commission adopted Resolution #PC 11-06, recommending the following actions to the March JPA Commission: a) Certification of the CEQA Addendum to the March LifeCare Campus Final Program EIR (SCH#2008071021); b) Adoption of General Plan Amendment GP 11-01; c) Adoption of SP-6 and amend the JPA Zoning Map to reflect "SP-6" for the U.S. Vets Transitional Housing Program; and d) Approval of Plot Plan PP 10-02, subject to revised Conditions of Approval.

Summary of Applications:

ADDENDUM TO CERTIFIED PROGRAM EIR (SCH#2008071021): A PublicHearing by the March Joint Powers Commission on an Addendum to the Certified Program Environmental Impact Report for U.S. Vets Initiative ("UVI") on a 7.75-acre parcel within the March Joint Powers Authority ("JPA") Planning Area. The Addendum builds upon the existing Program Environmental Impact Report ("PEIR") for the March LifeCare Campus 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 11-01: A Public Hearing by the March Joint Powers Commission on a General Plan Amendment request by UVI on 7.75-acres located at the southwest corner of N Street and 6th Street. GPA 11-01 modifies the General Plan land use map for the 7.75-acre site from the current designation of "SP-7 (Medical Campus)" on the Project site to "SP-6 (Institutional Residential)."

SP-6: A public hearing by the March Joint Powers Commission on a Specific Plan proposal by UVI on approximately 7.75-acre7.75-acres located at the southwest corner of N Street and 6th Street. This document proposes to relocate and expand the U.S. Vets Project while defining a Project design that accommodates the needs of a homeless and job-training program. The Specific Plan, SP-6, will remove 7.75-acre7.75-acres from the limits of SP-7 while establishing definitive standards for a comprehensive training and transitional housing facility for homeless U.S. veterans. The Specific Plan establishes design regulations and height, setback and open space provisions that are specific to the needs of the U.S. Vets Program. The campus is designed for the rehabilitation and recovery of homeless U.S. veterans.

PP 10-02: Plot Plan 10-02 is to relocate an existing 119 bed U.S. Vets Transitional Housing Program at the southwest corner of Meyer Drive and 6th Street, to a site located approximately 1,200 feet south of the existing facility. The Plot Plan would also expand the facility to a 401 bed transitional housing facility for homeless U.S. veterans. The proposed Project includes the development of approximately 269,000 square feet transitional housing facilities that includes administrative support facilities, recreation facilities, a campus cafeteria and multipurpose facility, with approximately 97,200 square feet of landscaped open space areas and 246 parking spaces.

Parcel History:

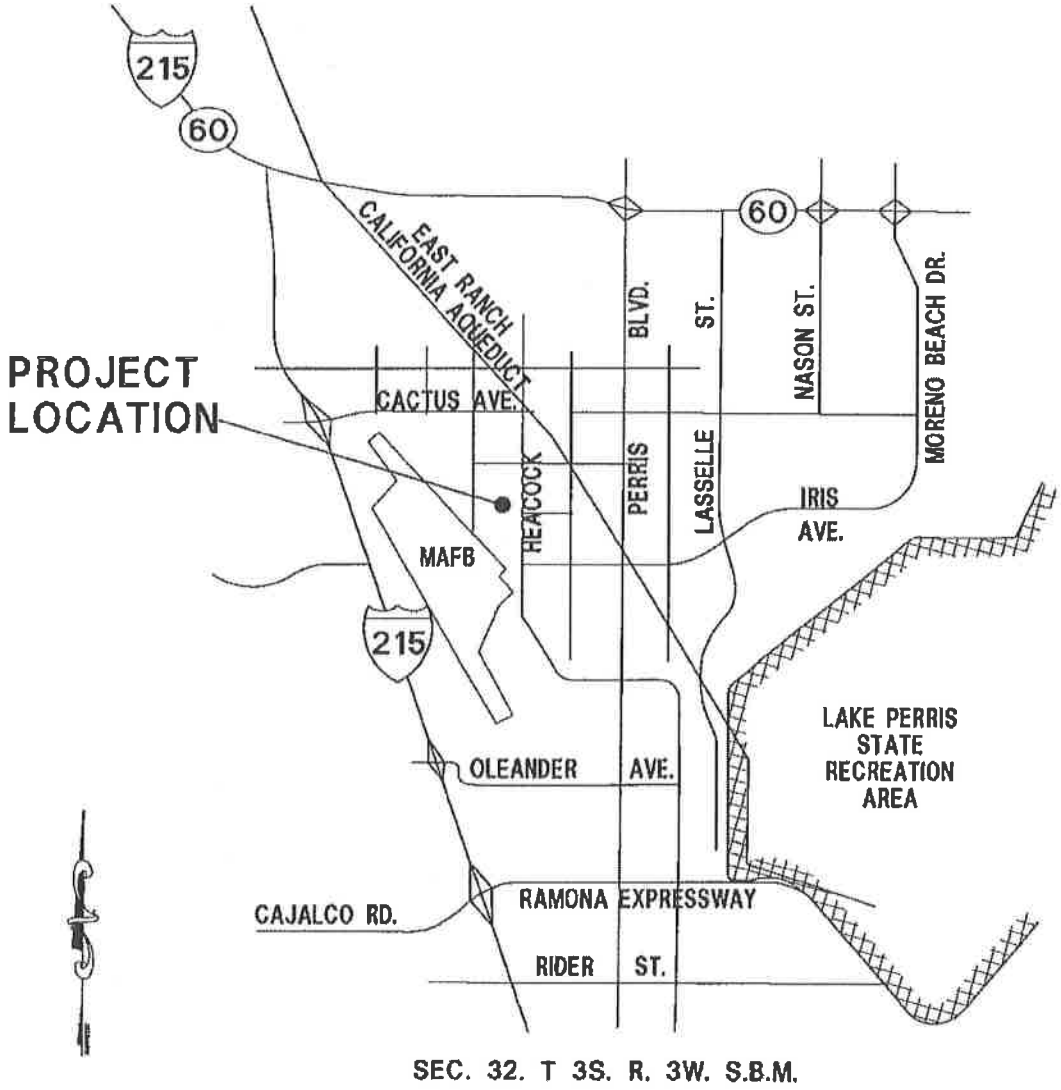
April 1, 1996: March Air Force Base was realigned to an Air Reserve Base. Approximately 4,400 acres of former Air Force Base were declared surplus property and made available for the future development of employment uses.

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	SP-7 (Medical Campus)	Abandoned military barracks and former Burger King restaurant
North	SP-7 (Medical Campus)	Vacant warehouse building
West	Park/Recreation/Open Space	Moreno Valley Regional Park
South	Park/Recreation/Open Space	Moreno Valley Regional Park
East	SP-7 (Medical Campus)	Los Hall former military barracks

Figure 1. Regional and Vicinity Map



General Plan Amendment Overview:

The proposed U.S. Vets Transitional Housing Project is consistent with the General Plan objective of developing a mixed use campus on the Northeast Corner of the JPA Planning Area. The proposed Project necessitates an amendment to the land use map of the General Plan for the site to modify the land use from Medical Campus (SP-7) to Specific Plan (SP-6). No other changes to the previously approved General Plan elements of the March LifeCare Campus SP (SP-7) are proposed under this Project.

The proposed General Plan amendment is consistent with the objectives of the General Plan Land Use Element, the 2005 Air Installation Compatibility Use Zone (AICUZ) study and the March ARB March Inland Port Comprehensive Land Use Plan (CLUP). The objectives of the Housing, Noise, and Safety Elements of the General Plan are met by the emphasis on employment related uses and the prohibition of single and multi-family residential uses within the March JPA Planning Area. The objectives of the General Plan Open Space and Conservation Elements are met by the provision of open space, prevention of flooding through Best Management Practices (BMPs), Low Impact Development (LID) measures, and provision of drought tolerant landscape tracts. 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:

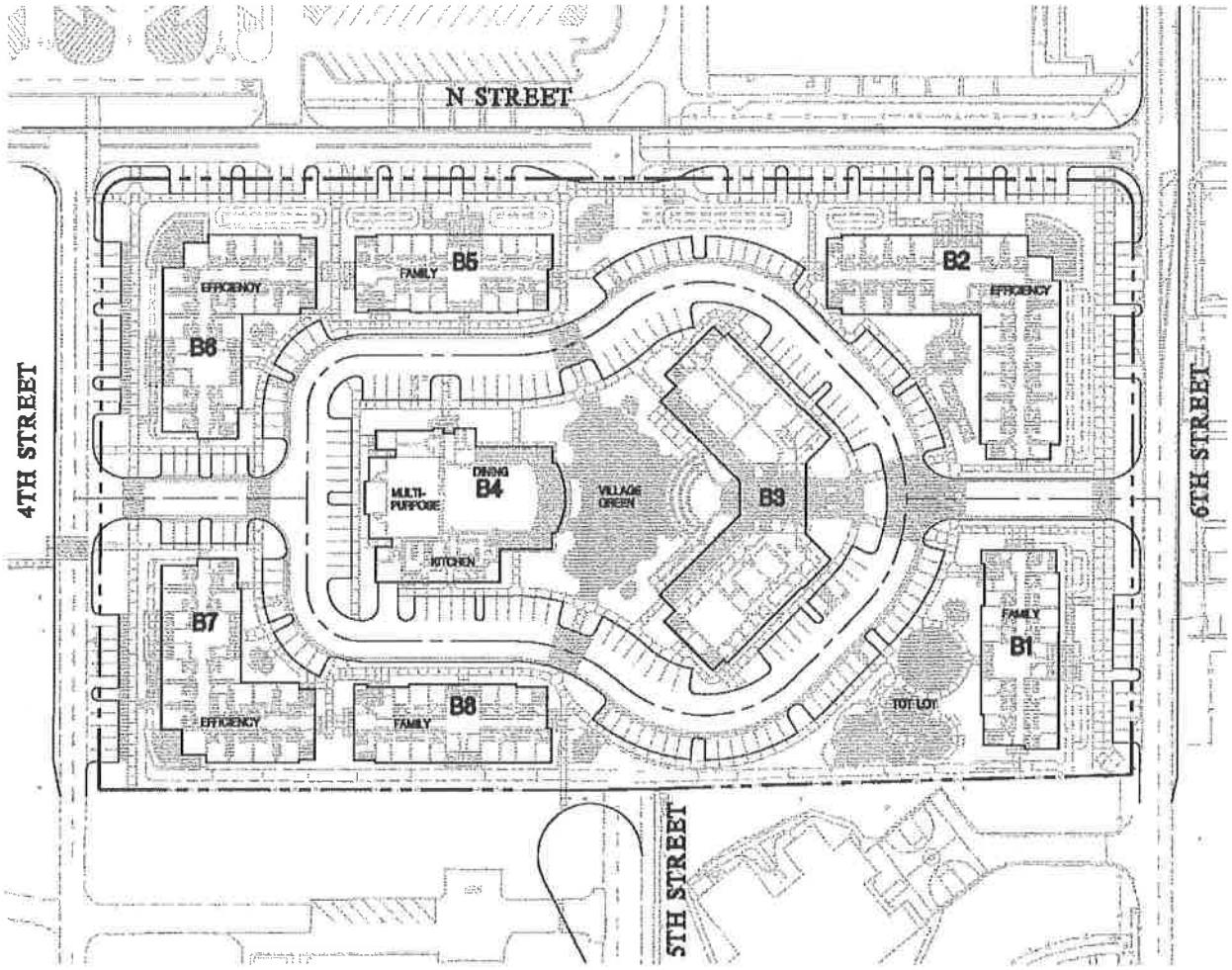
BUILDOUT UNDER EXISTING GENERAL PLAN and PROJECT LAND USES				
Current GP Land Use	**Gross Acres**	**Net Acres**	**Buildout (Square Feet Building Area)**	**Buildout Intensity (Average FAR)**
Project – Specific Plan (Medical Campus "SP-7)	236	165.2	6,055,000 SF Total (3,555,000 SF Building Area)	0.85 Total (0.49 Building Area Only)
Project – Specific Plan (Institutional Residential "SP-6")	7.75	5.84	269,000 SF Total and Building Area	0.79 Total and Building Area

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.

Specific Plan Application Overview:

The SP establishes building and site design standards that frame how the overall campus will be developed over time. The Development Standards (Section 4.0 of the SP) for each building area are intended to regulate the scale, character and configuration of buildings based on their locations. This approach fosters predictable design results and guarantees a high-quality public realm by using physical form as the organizing principle for the Project. The range of activities conducted in support of the transitional housing facility is specifically defined in Section 2.0 of the Specific Plan, and is consistent with and similar to the operation of the current UVI facility located on 6th Street.

Figure 2. Site Plan



SITE PLAN

NORTH

GRAPHIC SCALE

0 0 30 60 120

(IN FEET)

1 inch = 120 feet

LEGEND

PROJECT BOUNDARY

Preparation date: October 27, 2011

Item 7a Page 10

Addendum to the Program Environmental Impact Report:

Overview: Under CEQA, the Lead Agency is required to prepare an Addendum to a previously-certified EIR if minor changes or additions are necessary to a prior certified EIR, but none of the conditions calling for preparation of a subsequent or supplemental EIR have occurred (*CEQA Guidelines* Section 15164). CEQA recommends that a brief explanation of the decision to prepare an Addendum rather than a subsequent or supplemental EIR be included in the record for a proposed project (*CEQA Guidelines* Section 15164(e)). Once an EIR has been certified, a subsequent or supplemental EIR is only required when the Lead Agency determines that one of the following conditions has been met (*CEQA Guidelines* Section 15162(a)):

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

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

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

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

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

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

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

This Addendum has been prepared because the proposed Project is consistent with the overall Project evaluated in the Final EIR, and major changes to that Project are not proposed. The Addendum finds that the proposed Project does not require major revisions to the Final EIR due to new significant impacts or substantial increases in the severity of previously identified significant impacts. The anticipated environmental impacts of the proposed Project, as explained in detail in the attached initial study, have been analyzed and mitigated accordingly in the Final EIR, and there have been no new circumstances since that time that would result in new or more

severe significant environmental impacts. Lastly, as evaluated in the supporting analysis of this Addendum, mitigation measures that have been previously identified would adequately reduce impacts to less than significant levels. Those mitigation measures that have been identified in the Final EIR and are applicable to the proposed Project are identified within this analysis.

Staff Recommendations:

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

1) Adopt Resolution #JPA 11-36 Certifying the CEQA Addendum to the March LifeCare Campus Specific Plan Final Program EIR (SCH#2008071021) in support of U.S. Vets transitional housing program Specific Plan and direct staff to file a Notice of Determination in accordance with the Agency's Local CEQA Guidelines;

2) Adopt Resolution #JPA 11-37, approving General Plan Amendment GP 11-01;

3) Waive the First Reading of Ordinance #JPA 11-05, approving Specific Plan-6 (SP-6) and amending the JPA Zoning Map to reflect "SP-6" for the U.S. Vets Transitional Housing Campus site and directing staff to place this item on a future Commission agenda for the second reading and formal adoption; and

4) Adopt Resolution #JPA 11-38 approving Plot Plan PP 10-02 and approving the Conditions of Approval.

Attachments:

1) Initial Study
2) Mitigation Monitoring and Reporting Plan (see pp. 4-3 to 4-58 of FEIR)
3) Resolution #JPA 11-36 Certifying an Addendum to the March LifeCare Campus EIR
4) Resolution #JPA 11-37 Adopting General Plan Amendment GP 11-01
5) Ordinance #JPA 11-05 Adopting the US Vets Specific Plan (SP-6)
6) Resolution #JPA 11-38 Adopting Plot Plan #11-02 with Conditions of Approval
7) U.S. Vets Plot Plan
8) U.S. Vets Specific Plan (available at MJPA office)
9) March LifeCare Campus Final EIR (available at MJPA office)

US Vets Transitional Housing Public Hearing 11/02/11

See Resolution #JPA 11-36 for complete Staff Report and back up

RESOLUTION #JPA 11-37

A RESOLUTION OF THE JOINT POWERS COMMISSION OF THE MARCH JOINT POWERS AUTHORITY ADOPTING A GENERAL PLAN AMENDMENT FOR THE U.S. VETS TRANSITIONAL HOUSING PROGRAM SPECIFIC PLAN (SP-6)

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 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 was 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, on August 3, 2011, the Joint Powers Commission (the "Commission") of the March JPA approved the March LifeCare Campus Specific Plan Amendment ("SP-7"); and

WHEREAS, the U.S. Vets Initiative ("Applicant") has filed an application requesting, among other things, approval of the first amendment to the March Lifecare Campus Specific Plan ("SP-6"); and

WHEREAS, SP-6 proposes to modify height limitations, parking strategies and design areas that were originally established in SP-7 (the "Modifications"), and to remove said Project area from the boundaries of SP-7 while supporting the comprehensive approach to the planning of a sustainable and integrated health care campus as originally envisioned under SP-7. The Project will develop on a 7.75-acre portion of the MJPA Planning Area within the northeast portion of the MJPA Planning Area, adjacent to the March LifeCare Campus SP-7 to the north and the City of Moreno Valley's Open Space and Recreation area to the south, and generally bounded by N Street to the north, 4th Street to the west and 6th Street to the east. A legal description of the boundaries of SP-6 is attached to this Resolution as Exhibit "A" ("Specific Plan Area"); and

WHEREAS, implementation and adoption of SP-6 requires that the March General Plan Land Use Map be revised to reflect a General Plan Land Use designation of "Institutional Residential (SP-6)" for the Specific Plan Area; and

WHEREAS, the General Plan Amendment is also herein referred to as the "Entitlement"; and

WHEREAS, even though the Modifications proposed as part of SP-6 are minor, SP-6 was referred to all affected public agencies pursuant to sections 65453 and 65352 of the Government Code; and

WHEREAS, staff of the March JPA has reviewed the General Plan Amendment for compliance with the standards set forth in Section 9.02.070 of the March JPA Development Code, and Section 65358 of the California Government Code; and

WHEREAS, in accordance with the California Environmental Quality Act (Pub. Res. Code § 2100 *et seq.*: "CEQA") and the State CEQA Guidelines (14 C.C.R. § 15000 *et seq.*), the March JPA has prepared an Addendum to the Final Environmental Impact Report [SCH# 2008071021] ("Final EIR") in support of the Modifications; and

WHEREAS, on October 19, 2011, the March Joint Powers Authority Planning Commission of the March JPA ("Planning Commission") conducted a duly noticed public hearing on the Addendum, the Entitlement, and the Modifications at which time all persons wishing to testify in connection with the Addendum, the Entitlement, and the Modifications were heard and the Planning Commission recommended that the Commission adopt the General Plan Amendment; 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 RESOLVES AS FOLLOWS:

SECTION 1. Based on the entire record before the Commission, the Planning Commission's recommendation, all written and oral evidence presented to the Commission, including the staff reports and the findings made in this Resolution and within the attached documents, the Commission hereby adopts a General Plan Amendment request by U.S. Vets Initiative on approximately 7.75-acres located at the southwest corner of N Street and 6th Street ("GPA 11-01"). GPA 11-01 modifies the General Plan land use map, attached hereto as Exhibit "B" for the Specific Plan Area. GPA 11-01 also amends the current designation of "Medical Campus (SP-7)" to "Institutional Residential (SP-6)", attached hereto as Exhibit "C"; and

SECTION 2. Pursuant to Section 9.02.040 of the March JPA Development Code and Section 65358 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 Commission finds that:

A. GPA 11-01 is consistent with the existing March Joint Powers Authority General Plan and will systematically implement the goals and objectives of the existing General Plan for the following reasons:

1. GPA 11-01 is integrated and compatible with the Land Use Element in that an amendment to establish a "Specific Plan" land use designation will accommodate implementation of the U.S. Vets Transitional Housing Program Specific Plan which will provide an appropriate orientation and relationship between land uses within and adjacent to the Specific Plan Area and promotes orderly development beyond the Specific Plan Area's boundaries due to the development of the Specific Plan Area as a cohesive and coordinated development that includes the following elements:

(a) Defines the uses, amenities, and pattern of development that will be provided to create an integrated campus for homeless US veterans.

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

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

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

(e) Provides detailed development regulations for the Project.

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

2. Moreover, GPA 11-01 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 (SP-6)" and will ensure consistent and context-sensitive land use, landscape design, and architectural treatments, and will provide for logical development phasing and adequate and efficient provision of needed public services and facilities. Furthermore the General Plan Amendment, coupled with the adoption of the Plot Plan will serve as a tool for the March JPA to implement the provisions of its General Plan as it applies to the Specific Plan Area.

3. GPA 11-01 is integrated and compatible with the Transportation Element in that the intensity and distribution of uses within the Specific Plan Area will generate traffic that is anticipated and accommodated in the Transportation Element; however, the Specific Plan will better define minor arterials and bike lanes within the Specific Plan Area that will reflect the design of road, intersection and bike lane improvements that will improve the level of service of the circulation system in and around the Specific Plan Area.

4. GPA 11-01 is integrated and compatible with the Housing Element in that it provides for an anticipated 269,000 square feet of building square footage devoted to institutional residential uses. Implementation of this uses within the Institutional Residential land use designation will enhance 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 and to balance with the conventional housing rich environment of western Riverside County.

5. GPA 11-01 is integrated and compatible with the Resource Management Element in that it provides for the orderly conservation, development, and utilization of natural resources as stated within the Resource Management Element including the protection of groundwater resources, the control of flooding, the preservation of native vegetation and mature trees, development and maintenance of recreational facilities as economically feasible, and in that it meets the needs of the community for recreational activities, relaxation and social interaction, establishes standards for scenic corridors, trails and vistas that contribute to the quality of the JPA Planning Area.

6. GPA 11-01 is integrated and compatible with the Noise Element in that it provides a pattern of land uses that minimizes the exposure of community residents to excessive and unwanted noise due to the prohibition of noise sensitive residential uses within the area impacted by aviation activities, promotes alternative modes of travel, discourages noise sensitive commercial uses, and incorporates mass transit to reduce noise generated from vehicles.

7. GPA 11-01 is integrated and compatible with the Safety Risk Management Element in that it provides an appropriate land use distribution and orientation that protects the community from unreasonable risks associated with seismic, geologic, flood, and wildfire hazards because GPA 11-01 is consistent with existing goals for compliance with seismic standards, master drainage plan standards, fire flow standards and other public safety objectives identified within the existing General Plan.

8. GPA 11-01 is consistent with the applicable airport land use plan in accordance with Government Code section 65302.3 because the development proposed along with GPA 11-01 has been reviewed by the Riverside County Airport Land Use Commission and has been determined by the Riverside County Land Use Commission to be consistent with the Riverside County Airport Land Use Plan (ALUP) and because the accompanying specific plan has been conditioned to be developed consistent with FAA regulations. GPA 11-01 relies on the

approved Air Installation Compatible Use Zone (AICUZ) Study and Airport Layout Plan (ALP) to establish land use policies that will ensure the compatibility of land uses with the projected military and commercial aviation uses of the airfield.

9. Based on the entire record before the Commission and all written and oral evidence presented to the Commission, the Commission finds that GPA 11-01 is in the public interest because it will provide for the development of the Specific Plan Area as a desirable institutional residential use that is compatible with and complementary to the adjacent health care campus.

SECTION 3. The Chairman of the Commission shall sign this Resolution and the Clerk of the Commission shall certify the adoption thereof.

PASSED, APPROVED, AND ADOPTED, by the members of the Commission of the March Joint Powers Authority this 2nd day of November, 2011.

State of California)
County of Riverside)

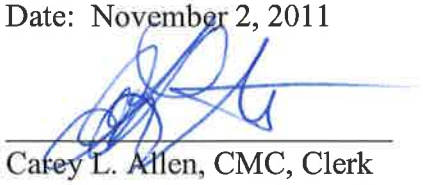
Marion Ashley, Chairman
March Joint Powers Commission

ATTEST

I, Carey L. Allen, Clerk of the Joint Powers Commission of the March Joint Powers Authority, do hereby certify that the foregoing resolution #JPA 11-37 was duly and regularly adopted by the Joint Powers Commission of the March Joint Powers Authority at its regularly scheduled meeting on November 2, 2011.

Ayes: Batey, Yarbrough, Melendrez, Buster, Stewart, Busch, Gardner, Ashley
Noes: None
Absent: None
Abstain: None

Date: November 2, 2011



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

EXHIBIT "A"

LEGAL DESCRIPTION OF SP-6 SPECIFIC PLAN AREA

(Attached)

Exhibit A – Resolution JPA # 11-37
Legal Description

Real property in the City of Moreno Valley, County of Riverside, State of California, described as follows:
Parcel 1: (Parcel K-5D-B940)
That certain parcel of land located in the County of Riverside, State of California, and lying in Section 24, Township 3 South, Range 4 Wet, San Bernardino Meridian described as follows:
Commencing at a brass disk set in the top of a 2" iron pipe and stamped "MAR-4" as shown on plan entitled "SURVEY CONTROL POINT LOCATION PLAN", prepared by the Department of the Army, Sacramento District Corps of Engineers, Sacramento, California; from which a brass disk set in the top of curb and stamped "224-5" as shown on said plan, bears North 46°53'34" West a distance of 2188.84 feet; thence South 44°59'42" West a distance of 523.96 feet to the True Point of Beginning.
Thence North 00°23'59" East a distance of 427.00 feet to the beginning of a tangent curve concave to the Southeast and having a radius of 20.00 feet; thence along said curve an arc distance of 31.40 feet through a central angle of 89°58'12"; thence South 89°37'49" East a distance of 320.88 feet to the beginning of a tangent curve concave to the Southwest and having a radius of 20.00 fee; thence along said curve an arc distance of 31.45 feet through a central angle of 90°06'16"; thence South 0°28'27 West a distance of 415.34 feet; thence South 88°31'28" West a distance of 360.54 feet to the True Point of Beginning. Said parcel contains 3.65 net acres more or less.

Parcel 2: (Parcel K-5D - B942a)
That certain parcel of land located in the County of Riverside, State of California, and lying in Section 24, Township 3 South, Range 4 West, San Bernardino Meridian, described as follows:
Commencing at a brass disk set in the top of a 2. iron pipe and stamped .MAR-4. as shown on a plan entitled .SURVEY CONTROL POINT LOCATION PLAN., prepared by the Department of the Army, Sacramento District Corps of Engineers, Sacramento, California; from which a brass disk set in the top of curb and stamped .224-5. as shown on said plan, bears North 46°53.34. West a distance of 2188.84 feet; thence North 81°59.53. West a distance of 557.63 feet to the True Point of Beginning;
Thence North 89°38.09. West a distance of 194.60 feet to the beginning of a tangent curve concave to the Southeast and having a radius of 20.00 feet; thence along said curve an arc distance of 31.38 feet through a central angle of 89°53.39.; thence South 0°28.12. West a distance of 348.22 feet; thence South 89°45.16. East a distance of 214.60 feet; thence North 00°27.48. East a distance of 367.73, to the True Point of Beginning. Said parcel contains 1 .81 Net acres more or less.

Parcel 3: (Parcel K-5D - B942b - vacant)

That certain parcel of land located in the County of Riverside, State of California, and lying in Section 24, Township 3 South, Range 4 West, San Bernardino Meridian, described as follows: Commencing at a brass disk set in the top of a 2. iron pipe and stamped .MAR-4. as shown on a plan entitled .SURVEY CONTROL POINT LOCATION PLAN., prepared by the Department of the Army, Sacramento District Corps of Engineers, Sacramento, California; from which a brass disk set in the top of curb and stamped .224-5. as shown on said plan, bears North 46°53.34. West a distance of 2188.84 feet; thence North 81° 59'53. West a distance of 557.63 feet to the True
Point of Beginning; Thence South 89°38.09. East a distance of 124.85 feet to the beginning of a tangent curve concave to the Southwest and having a radius of 20.00 feet; thence along said curve an arc distance of 31.43 feet through a central angle of 90°02'08"; thence South 0°23.59. West a distance of 427.61 feet; thence North 89°33.16. West a distance of 359.97 feet; thence North 0°28'12" West a distance of 78.93, feet; thence South 89°45.16. East a distance of 214.60 feet; thence North 00°27.48. East a distance of 367.73 to the True Point of Beginning. Said parcel contains 1.88 Net acres more or less.

Note: Distance shown hereon are grid distances. Ground distances may be obtained by
multiplying grid distances by the combination factor of 1 .00006433 APN:
Portions of 294-080-002-7

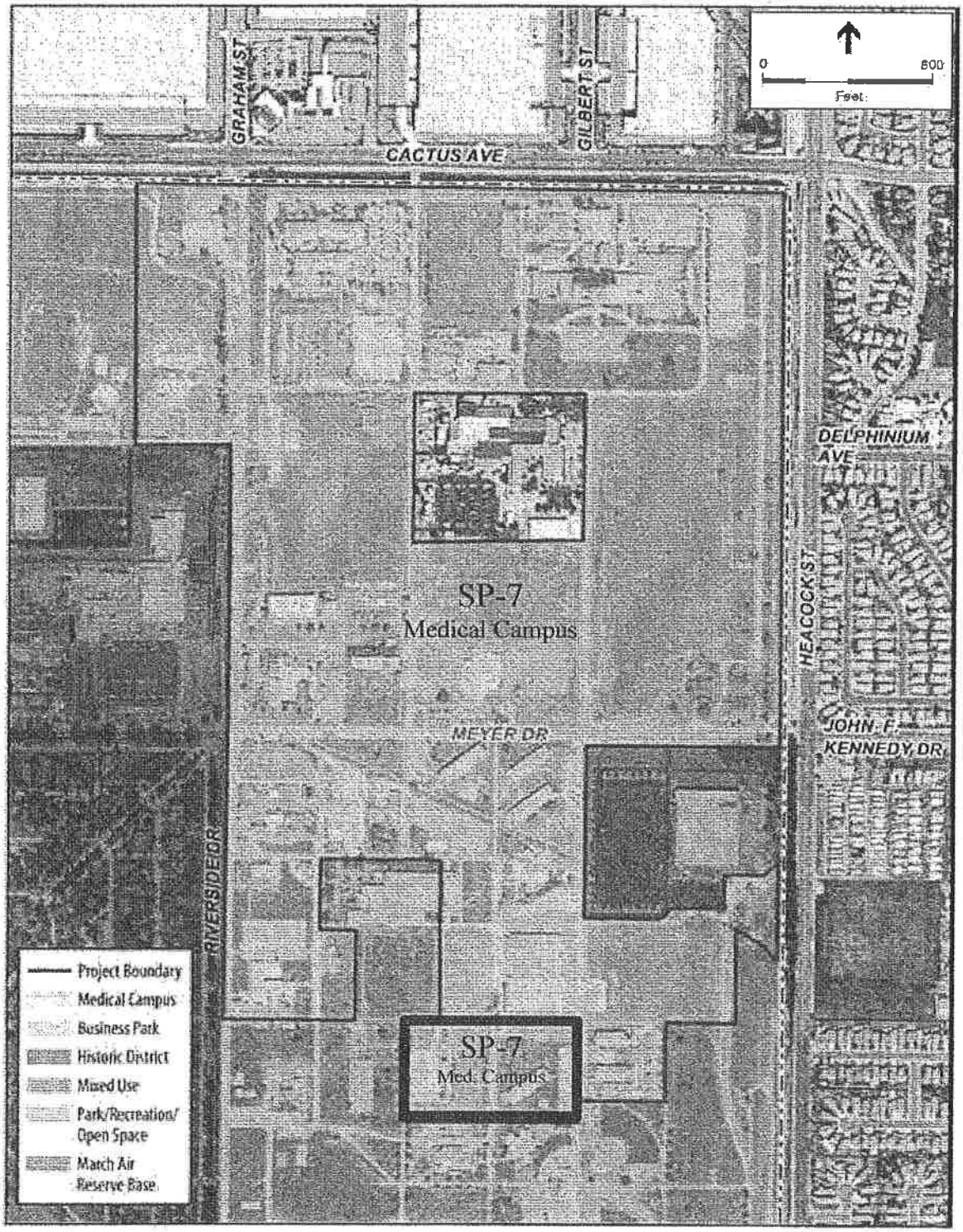
Exh 9A

EXHIBIT "B"

GENERAL PLAN LAND USE MAP

(Attached)

Exhibit B – Resolution JPA # 11-37
Existing MJPA General Plan Designation



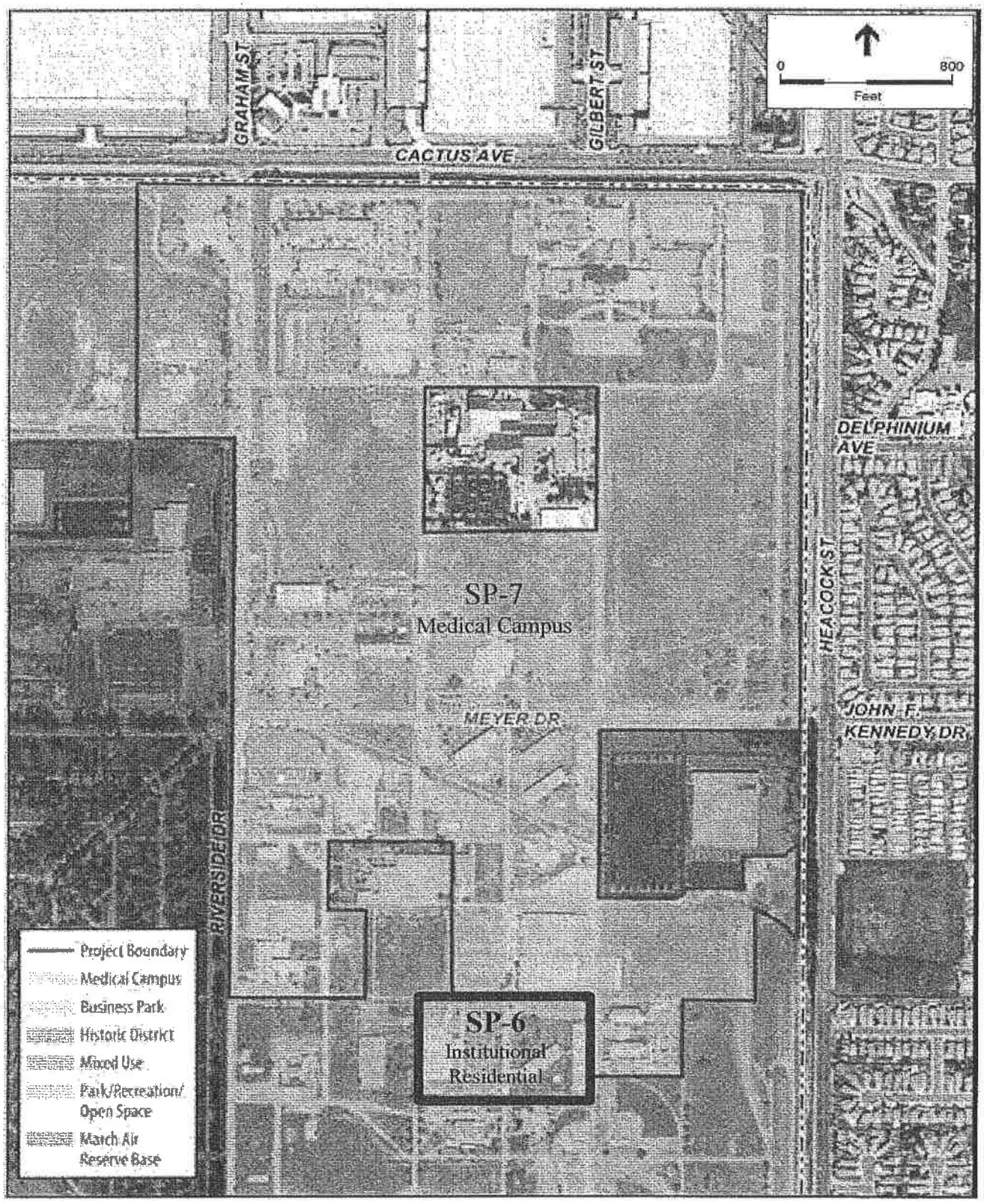
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EXHIBIT "C"

PROPOSED GENERAL PLAN LAND USE MAP

(Attached)

Exhibit C - Resolution JPA # 11-37
Proposed MJPA General Plan Designation



PUBLIC HEARING
OF THE
MARCH JOINT POWERS COMMISSION
OF THE MARCH JOINT POWERS AUTHORITY

MJPA – Public Hearing
Agenda Item No. 7a

Meeting Date: November 2, 2011

Action: **TAKE THE FOLLOWING ACTIONS ON THE U.S. VETS TRANSITIONAL HOUSING PROGRAM SPECIFIC PLAN LOCATED ON 7.75 GROSS ACRES AT 15305 6TH STREET AT THE SOUTHERLY PORTION OF THE PREVIOUSLY APPROVED MARCH LIFECARE CAMPUS: 1) ADOPT RESOLUTION #JPA 11-36 CERTIFYING THE CEQA ADDENDUM TO THE MARCH LIFECARE CAMPUS SPECIFIC PLAN FINAL PROGRAM EIR (SCH #2008071021); 2) ADOPT RESOLUTION #JPA 11-37 APPROVING GENERAL PLAN AMENDMENT 11-01; 3) WAIVE THE FIRST READING OF ORDINANCE #JPA 11-05 APPROVING THE U.S. VETS TRANSITIONAL HOUSING PROGRAM SPECIFIC PLAN AND AMENDING THE MARCH JPA ZONING MAP TO REFLECT "SPECIFIC PLAN (SP-6)" AND DIRECTING STAFF TO PLACE THIS ITEM ON A FUTURE COMMISSION AGENDA FOR THE SECOND READING AND FORMAL ADOPTION; AND 4) ADOPT RESOLUTION #JPA 11-38 APPROVING PLOT PLAN 10-02 AND APPROVING THE CONDITIONS OF APPROVAL**

March Powers Commission Motions:

1) Adopt Resolution #JPA 11-36 Certifying the CEQA Addendum to the March LifeCare Campus Specific Plan Final Program EIR (SCH#2008071021) in support of U.S. Vets transitional housing program Specific Plan and direct staff to file a Notice of Determination in accordance with the Agency's Local CEQA Guidelines;

2) Adopt Resolution #JPA 11-37, approving General Plan Amendment GP 11-01;

3) Waive the First Reading of Ordinance #JPA 11-05, approving Specific Plan-6 (SP-6) and amending the JPA Zoning Map to reflect "SP-6" for the U.S. Vets Transitional Housing Campus site and directing staff to place this item on a future Commission agenda for the second reading and formal adoption; and

4) Adopt Resolution #JPA 11-38 approving Plot Plan PP 10-02 and approving the Conditions of Approval.

Applicant: U.S. Vets Initiative

Site/Location:

The U.S. Vets Transitional Housing Project is located in the March JPA Planning Area, east of the I-215 Freeway, within the Northeast Corner of former March Air Force Base properties (See Figure 1). The 7.75-acre Specific Plan is located at 15305 6th Street and is bounded by N Street to the north, 6th Street to the east, 4th Street to the west and recreational open space to the south.

Background:

The proposed General Plan Amendment (GP 11-01), Specific Plan Amendment (SP-6), and Plot Plan (PP 10-02) [herein referred to as "Project"] appeared before the March JPA Planning Commission on October 19, 2011. The Planning Commission adopted Resolution #PC 11-06, recommending the following actions to the March JPA Commission: a) Certification of the CEQA Addendum to the March LifeCare Campus Final Program EIR (SCH#2008071021); b) Adoption of General Plan Amendment GP 11-01; c) Adoption of SP-6 and amend the JPA Zoning Map to reflect "SP-6" for the U.S. Vets Transitional Housing Program; and d) Approval of Plot Plan PP 10-02, subject to revised Conditions of Approval.

Summary of Applications:

ADDENDUM TO CERTIFIED PROGRAM EIR (SCH#2008071021): A PublicHearing by the March Joint Powers Commission on an Addendum to the Certified Program Environmental Impact Report for U.S. Vets Initiative ("UVI") on a 7.75-acre parcel within the March Joint Powers Authority ("JPA") Planning Area. The Addendum builds upon the existing Program Environmental Impact Report ("PEIR") for the March LifeCare Campus 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 11-01: A Public Hearing by the March Joint Powers Commission on a General Plan Amendment request by UVI on 7.75-acres located at the southwest corner of N Street and 6th Street. GPA 11-01 modifies the General Plan land use map for the 7.75-acre site from the current designation of "SP-7 (Medical Campus)" on the Project site to "SP-6 (Institutional Residential)."

SP-6: A public hearing by the March Joint Powers Commission on a Specific Plan proposal by UVI on approximately 7.75-acre7.75-acres located at the southwest corner of N Street and 6th Street. This document proposes to relocate and expand the U.S. Vets Project while defining a Project design that accommodates the needs of a homeless and job-training program. The Specific Plan, SP-6, will remove 7.75-acre7.75-acres from the limits of SP-7 while establishing definitive standards for a comprehensive training and transitional housing facility for homeless U.S. veterans. The Specific Plan establishes design regulations and height, setback and open space provisions that are specific to the needs of the U.S. Vets Program. The campus is designed for the rehabilitation and recovery of homeless U.S. veterans.

PP 10-02: Plot Plan 10-02 is to relocate an existing 119 bed U.S. Vets Transitional Housing Program at the southwest corner of Meyer Drive and 6th Street, to a site located approximately 1,200 feet south of the existing facility. The Plot Plan would also expand the facility to a 401 bed transitional housing facility for homeless U.S. veterans. The proposed Project includes the development of approximately 269,000 square feet transitional housing facilities that includes administrative support facilities, recreation facilities, a campus cafeteria and multipurpose facility, with approximately 97,200 square feet of landscaped open space areas and 246 parking spaces.

Parcel History:

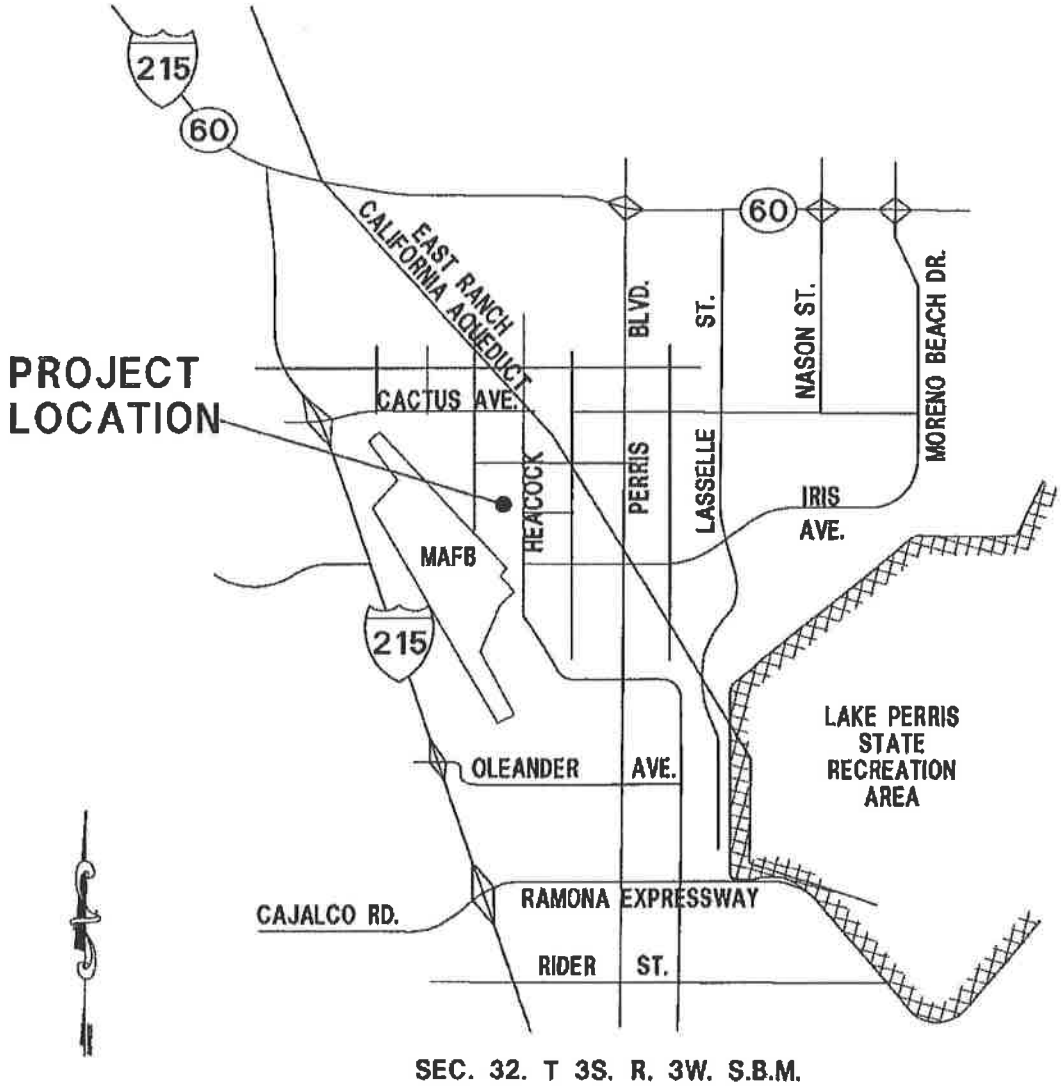
April 1, 1996: March Air Force Base was realigned to an Air Reserve Base. Approximately 4,400 acres of former Air Force Base were declared surplus property and made available for the future development of employment uses.

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	SP-7 (Medical Campus)	Abandoned military barracks and former Burger King restaurant
North	SP-7 (Medical Campus)	Vacant warehouse building
West	Park/Recreation/Open Space	Moreno Valley Regional Park
South	Park/Recreation/Open Space	Moreno Valley Regional Park
East	SP-7 (Medical Campus)	Los Hall former military barracks

Figure 1. Regional and Vicinity Map



SEC. 32. T 3S. R. 3W. S.B.M.

General Plan Amendment Overview:

The proposed U.S. Vets Transitional Housing Project is consistent with the General Plan objective of developing a mixed use campus on the Northeast Corner of the JPA Planning Area. The proposed Project necessitates an amendment to the land use map of the General Plan for the site to modify the land use from Medical Campus (SP-7) to Specific Plan (SP-6). No other changes to the previously approved General Plan elements of the March LifeCare Campus SP (SP-7) are proposed under this Project.

The proposed General Plan amendment is consistent with the objectives of the General Plan Land Use Element, the 2005 Air Installation Compatibility Use Zone (AICUZ) study and the March ARB March Inland Port Comprehensive Land Use Plan (CLUP). The objectives of the Housing, Noise, and Safety Elements of the General Plan are met by the emphasis on employment related uses and the prohibition of single and multi-family residential uses within the March JPA Planning Area. The objectives of the General Plan Open Space and Conservation Elements are met by the provision of open space, prevention of flooding through Best Management Practices (BMPs), Low Impact Development (LID) measures, and provision of drought tolerant landscape tracts. 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:

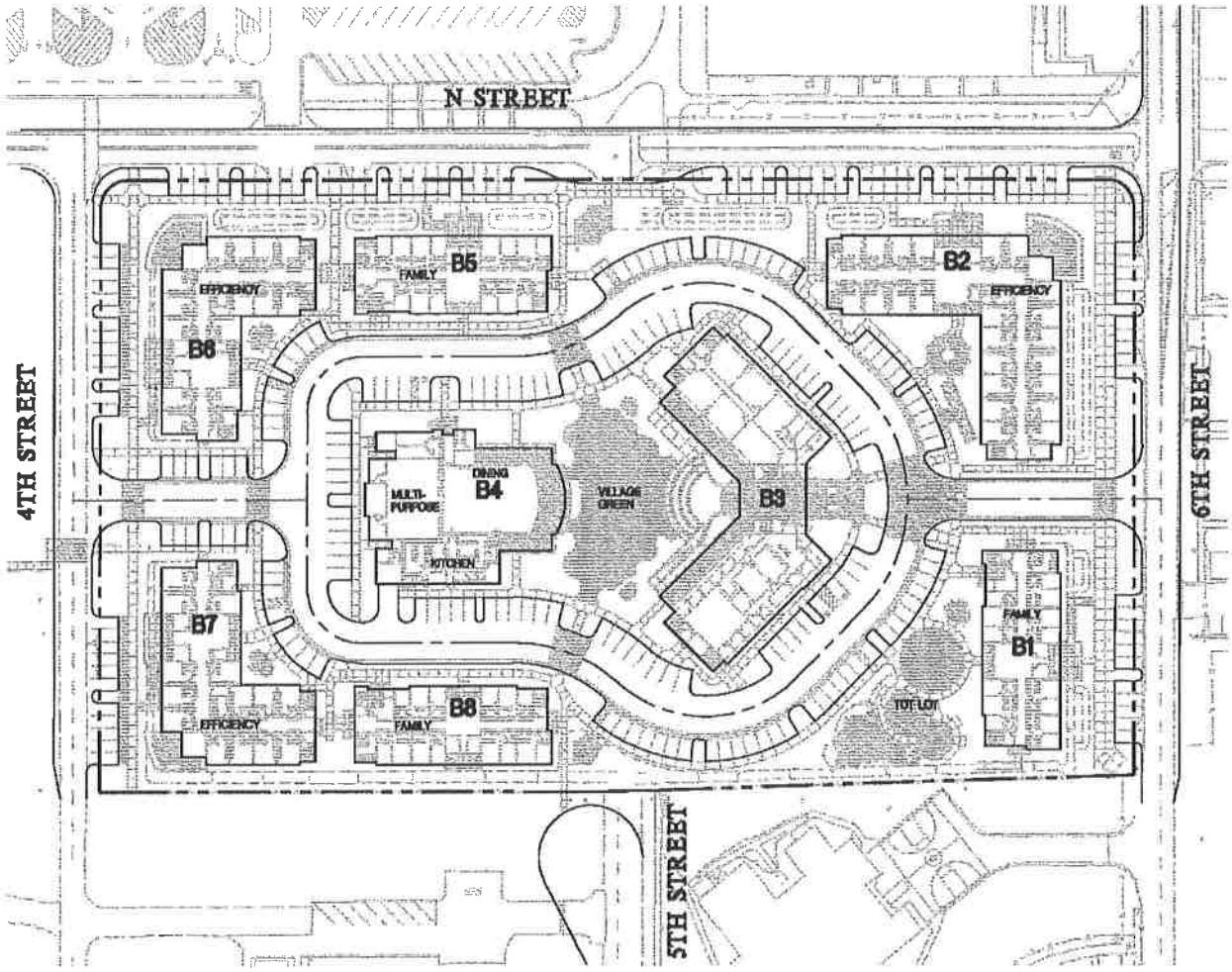
BUILDOUT UNDER EXISTING GENERAL PLAN and PROJECT LAND USES				
Current GP Land Use	**Gross Acres**	**Net Acres**	**Buildout (Square Feet Building Area)**	**Buildout Intensity (Average FAR)**
Project – Specific Plan (Medical Campus "SP-7)	236	165.2	6,055,000 SF Total (3,555,000 SF Building Area)	0.85 Total (0.49 Building Area Only)
Project – Specific Plan (Institutional Residential "SP-6")	7.75	5.84	269,000 SF Total and Building Area	0.79 Total and Building Area

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.

Specific Plan Application Overview:

The SP establishes building and site design standards that frame how the overall campus will be developed over time. The Development Standards (Section 4.0 of the SP) for each building area are intended to regulate the scale, character and configuration of buildings based on their locations. This approach fosters predictable design results and guarantees a high-quality public realm by using physical form as the organizing principle for the Project. The range of activities conducted in support of the transitional housing facility is specifically defined in Section 2.0 of the Specific Plan, and is consistent with and similar to the operation of the current UVI facility located on 6th Street.

Figure 2. Site Plan



SITE PLAN

NORTH

GRAPHIC SCALE

0 0 30 60 120

(IN FEET)

1 inch = 100 feet

LEGEND

PROJECT BOUNDARY

Preparation date: October 27, 2011

Addendum to the Program Environmental Impact Report:

Overview: Under CEQA, the Lead Agency is required to prepare an Addendum to a previously-certified EIR if minor changes or additions are necessary to a prior certified EIR, but none of the conditions calling for preparation of a subsequent or supplemental EIR have occurred (*CEQA Guidelines* Section 15164). CEQA recommends that a brief explanation of the decision to prepare an Addendum rather than a subsequent or supplemental EIR be included in the record for a proposed project (*CEQA Guidelines* Section 15164(e)). Once an EIR has been certified, a subsequent or supplemental EIR is only required when the Lead Agency determines that one of the following conditions has been met (*CEQA Guidelines* Section 15162(a)):

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

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

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

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

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

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

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

This Addendum has been prepared because the proposed Project is consistent with the overall Project evaluated in the Final EIR, and major changes to that Project are not proposed. The Addendum finds that the proposed Project does not require major revisions to the Final EIR due to new significant impacts or substantial increases in the severity of previously identified significant impacts. The anticipated environmental impacts of the proposed Project, as explained in detail in the attached initial study, have been analyzed and mitigated accordingly in the Final EIR, and there have been no new circumstances since that time that would result in new or more

severe significant environmental impacts. Lastly, as evaluated in the supporting analysis of this Addendum, mitigation measures that have been previously identified would adequately reduce impacts to less than significant levels. Those mitigation measures that have been identified in the Final EIR and are applicable to the proposed Project are identified within this analysis.

Staff Recommendations:

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

1) Adopt Resolution #JPA 11-36 Certifying the CEQA Addendum to the March LifeCare Campus Specific Plan Final Program EIR (SCH#2008071021) in support of U.S. Vets transitional housing program Specific Plan and direct staff to file a Notice of Determination in accordance with the Agency's Local CEQA Guidelines;

2) Adopt Resolution #JPA 11-37, approving General Plan Amendment GP 11-01;

3) Waive the First Reading of Ordinance #JPA 11-05, approving Specific Plan-6 (SP-6) and amending the JPA Zoning Map to reflect "SP-6" for the U.S. Vets Transitional Housing Campus site and directing staff to place this item on a future Commission agenda for the second reading and formal adoption; and

4) Adopt Resolution #JPA 11-38 approving Plot Plan PP 10-02 and approving the Conditions of Approval.

Attachments:

1) Initial Study
2) Mitigation Monitoring and Reporting Plan (see pp. 4-3 to 4-58 of FEIR)
3) Resolution #JPA 11-36 Certifying an Addendum to the March LifeCare Campus EIR
4) Resolution #JPA 11-37 Adopting General Plan Amendment GP 11-01
5) Ordinance #JPA 11-05 Adopting the US Vets Specific Plan (SP-6)
6) Resolution #JPA 11-38 Adopting Plot Plan #11-02 with Conditions of Approval
7) U.S. Vets Plot Plan
8) U.S. Vets Specific Plan (available at MJPA office)
9) March LifeCare Campus Final EIR (available at MJPA office)

US Vets Transitional Housing Public Hearing

11/02/11

See Resolution #JPA 11-36 for complete Staff Report and back up

RESOLUTION #JPA 18-21

A RESOLUTION OF THE MARCH JOINT POWERS COMMISSION OF THE MARCH JOINT POWERS AUTHORITY APPROVING PLOT PLAN (PP 18-01) AND VARIANCE (V 18-01), FOR THE DEVELOPMENT OF A SINGLE WAREHOUSE BUILDING ON UNIT 4, LOTS 13 AND 14 WITHIN PLANNING AREA 6 OF THE MERIDIAN SPECIFIC PLAN AMENDMENT AREA (SP-5)

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

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

WHEREAS, in February 2003, the Authority approved the March Business Center Specific Plan (SP-1) to guide land use decisions within a 1,290-acre portion of the former March Air Force Base; and

WHEREAS, in July 2010, the Authority approved Specific Plan Amendment (SP-5) to amend the March Business Center Specific Plan by amending its name to the "Meridian Specific Plan Amendment" and implementing revisions to a 257.7 acre portion of the specific plan's North Campus area, including revisions to land use and development regulations, and land use designations; and

WHEREAS, Bombay Partners LP ("Applicant") proposes the development of 6.37 acres within Planning Area 6 of the Meridian Specific Plan Amendment (SP-5), including the development of 2 lots totaling approximately 124,523 square feet of speculative manufacturing uses; and

WHEREAS, on January 3, 2018, the Applicant submitted certain land use applications (collectively the "Project Entitlements") requesting the following:

1. A Plot Plan application (PP 18-01) to depict the proposed site layout and authorize the development of a single speculative warehouse building with two tenant office spaces comprising of 124,523 square feet on 6.37 acres (Unit 4, Lot 13 and 14) and to operate with a light manufacturing use. Building height is proposed at 40 feet. Each tenant space is designed with a mezzanine, and a balcony to accommodate the southwest office space only. A total of 113 parking stalls are proposed to accommodate the site; and

2. A Variance application (V 18-01) to allow for a 10 foot reduction to the required front yard setback distance of 40 feet in order to accommodate the proposed 124,523 square feet speculative building. Due to the curvature of Economic Way, the building's front

yard setback varies from 30 to 65 feet. Thus, a variance is requested since the front yard setback, depending upon its location, does not meet the minimum 40 foot setback requirement.

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

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

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

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

WHEREAS, 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 RESOLVE AS FOLLOWS:

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

SECTION 2. Compliance with the California Environmental Quality Act. The Commission has considered and adopted an Addendum to the 2010 SEIR for the Meridian Specific Plan Amendment (SP-5) (SCH #2009071069) for the Project, including PP 18-01 in accordance with the requirements of CEQA, the State CEQA Guidelines, and the March JPA Local CEQA Guidelines. As the decision-making body for the Project, the Commission of the March JPA has reviewed and considered the FEIR, the SEIR, the Addendum to the SEIR, the Initial Study, any oral or written comments received, and the administrative record prior to taking action on the Project, including action on PP 18-01.

SECTION 3. Findings on Environmental Impacts. Based on the Addendum, the Initial Study, the administrative record, and having considered the SEIR and the FEIR and all written and oral evidence presented to the Commission, the Commission finds that all environmental impacts of the Project have been addressed within the certified SEIR and the Initial Study. The Commission finds that no new or additional mitigation measures or alternatives are required. The Commission further finds that there is no substantial evidence in the administrative record supporting a fair argument that the Project, including PP 18-01, may result in any significant environmental impacts beyond those analyzed in the certified SEIR. The Commission finds that the Addendum contains a complete, objective, and accurate reporting of the environmental

impacts associated with the Project, including PP 18-01 and reflects the independent judgment and analysis of the Commission.

SECTION 4. Findings for Plot Plan 18-01. Based on the entire record before the Commission and all written and oral evidence presented to the Commission, the Commission makes the following findings for approval of Plot Plan 18-01, in accordance with Section 9.02.070 of the March JPA Development Code:

1. The proposed Project is consistent with the goals, objectives, policies, and programs of the March JPA General Plan because the proposed project would implement the following General Plan Land Use goals:

a) Provide for a balanced mix of land uses that contribute to the regional setting, can capitalize on the assets of the Planning Area while ensuring compatibility throughout the Planning Area and with regional plans.

b) Manage growth and development to avoid adverse environmental and fiscal impacts.

c) Develop an identity and foster quality development within the Planning Area.

d) Maximize and enhance the tax base and generation of jobs through new reuse and joint use opportunities; and

2. The proposed Project complies with all applicable zoning and other regulations because the Project site is located within the boundaries of the Meridian Specific Plan Amendment (SP-5) and is consistent with development regulations and standards outlined in Section III Land Use Sub-Section G., Development Regulations of the Meridian Specific Plan Amendment (SP-5); and

3. The proposed Project will not be detrimental to the public health, safety, or welfare or materially injurious to properties or improvements in the vicinity because it is compatible with the Safety Risk Management Element of the March JPA General Plan in that the Project is designed and oriented in such a way to protect the Meridian Specific Plan area and adjacent community from unreasonable risks associated with seismic, geologic, fire and flood hazards; and

4. The location, design, and operation of the proposed Project will be compatible with existing and planned land uses in the vicinity because the Project is consistent with the land use and development regulations of the Meridian Specific Plan Amendment (SP-5), which ensures compatibility between existing and planned land uses within the Specific Plan Area. The Project site is located on Unit 4-Lot 13 and 14 zoned Business Park. The Project is consistent with the Permitted Land Uses table for Business Park Land Uses found on III-10 of the Meridian Specific Plan (SP-5). The Project is also consistent with all development regulations detailed on

page III-14 of the Meridian Specific Plan (SP-5). Additionally, this Project is consistent with the density/intensity requirements intended for developments in the Airport Compatibility Zone C1. Developments to be located in Airport Compatibility Zone C1 are limited to 100 average people/acre and 250 people/single-acre as per the March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan adopted on November 13, 2014.

SECTION 5. Findings for Variance V 18-01. Based on the entire record before the Commission and all written and oral evidence presented to the Commission, the Commission makes the following findings for approval of Variance V 18-01, in accordance with Section 9.02.100 of the March JPA Development Code:

1. The strict or literal interpretation and enforcement of the specified regulation would result in practical difficulty or unnecessary hardship not otherwise shared by others within the surrounding area or vicinity. Due to the inherent curvature of Economic Way to the south, the building size and placement of the proposed 124,523 square foot building encroaches into the front yard setback by 10 feet depending upon its location. In order for the project to meet the 40 foot front yard setback requirement, a reduction in building square footage would be required. The reduction in square footage would place an unnecessary hardship not otherwise shared by others within the Meridian Specific Plan (SP-5) Planning area due to the alignment of Economic Way relative to the rectangular building placement, thus limiting the front yard setback to 30 feet in the most constricted area to 65 feet in the most expansive area; and

2. There are exceptional or extraordinary circumstances or conditions applicable to the property involved or to the intended use of the property which do not apply generally to other properties in the vicinity and under the same zoning classification. Due to the inherent curvature of Economic Way, building size in relation to building setbacks is limited which does not generally apply to other properties in the vicinity under the same zoning classification, which is an exceptional or extraordinary circumstance applicable only to the Project site; and

3. The strict or literal interpretation and enforcement of the specified regulation would deprive the applicant of privileges enjoyed by the owners of other properties in the vicinity and under the same zoning classification. Development options in terms of building square footage are limited due to the curvature of Economic Way. Surrounding property owners and other properties with the same zoning classification are not equally impacted by this site-specific reason, thus the specified regulation would deprive the applicant privileges to develop the Project to its full and equal potential; and

4. The granting of the Variance will not constitute a grant of special privilege inconsistent with the limitations on other properties in the vicinity and under the same zoning classification. Due to the proposed Project site being constrained by the inherent curvature of Economic Way, which is limiting to the development options in terms of square footage, granting of the variance will not constitute special privilege inconsistent with other properties within the same zoning classification; and

5. The granting of the Variance will not be detrimental to the public health, safety, or welfare, or materially injurious to properties or improvements in the vicinity. The proposed

Project meets all other Development Regulation requirements as a part of the Meridian Specific Plan Amendment (SP-5), granting of the variance will not be detrimental to the public health, safety, or welfare, or materially injurious to properties or improvements in the vicinity as the request is to allow for the Project to encroach into the front yard setback of 10-feet depending upon the location. To ensure the safety of the general public and employees, sufficient access and circulation has been designed. Additionally, the Riverside County Fire Department has reviewed the proposed site plan to ensure the minimum access and circulation requirements have been met; and

6. The granting of the Variance is consistent with the objectives and policies of the March JPA General Plan and the intent of the March JPA Development Code. The requested Variance is compatible with existing and anticipated future development to other projects within the Meridian Specific Plan Amendment (SP-5) area and is consistent with the objectives and policies of the March JPA General Plan and the intent of the March JPA Development Code. Furthermore, the requested Variance is intended to improve the configuration of the proposed building without loss of additional square footage.

SECTION 6. Approval of Project Entitlements. Based on the entire record before the Commission, all written and oral evidence presented to the Commission, and the findings made in this Resolution, the Commission hereby approves the Project Entitlements, including PP 18-01 and V 18-01, as shown on Exhibit "A", attached hereto and incorporated herein by this reference, subject to the Conditions of Approval, as shown on the attached Exhibit "B", attached hereto and incorporated herein by this reference.

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

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

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

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

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

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

ATTEST:

I, Carey L. Allen, CMC, Clerk of the March Joint Powers Commission, do hereby certify that the foregoing Resolution #JPA 18-21 was adopted by the March Joint Powers Commission of the March Joint Powers Authority at a regular meeting thereof held on the 12th day of September, 2018, by the following vote of the Commission:

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

Dated: September 12, 2018

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

EXHIBIT "A"

Initial Study/Addendum

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

Final Program Environmental Impact Report

(SCH No. 2009071069)

1 Introduction

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

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

1. Approve Plot Plan (PP 18-01), and Variance (V 18-01) for the development of a 124,523 square foot speculative building on 6.37 acres within the Business Park (BP) zoning district of the Meridian North Campus Specific Plan (SP-5). The building is speculative in nature and is designed to accommodate up to two (2) tenants with a light manufacturing use. The building is designed at a height of 40 feet with all ancillary landscape and parking to be constructed as part of the initial site development. A variance is requested to allow the 124,523 square foot building to encroach into the front yard setback of 40 feet. The front yard setback varies at 30 to 65 feet due to the curvature of Economic Way.

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

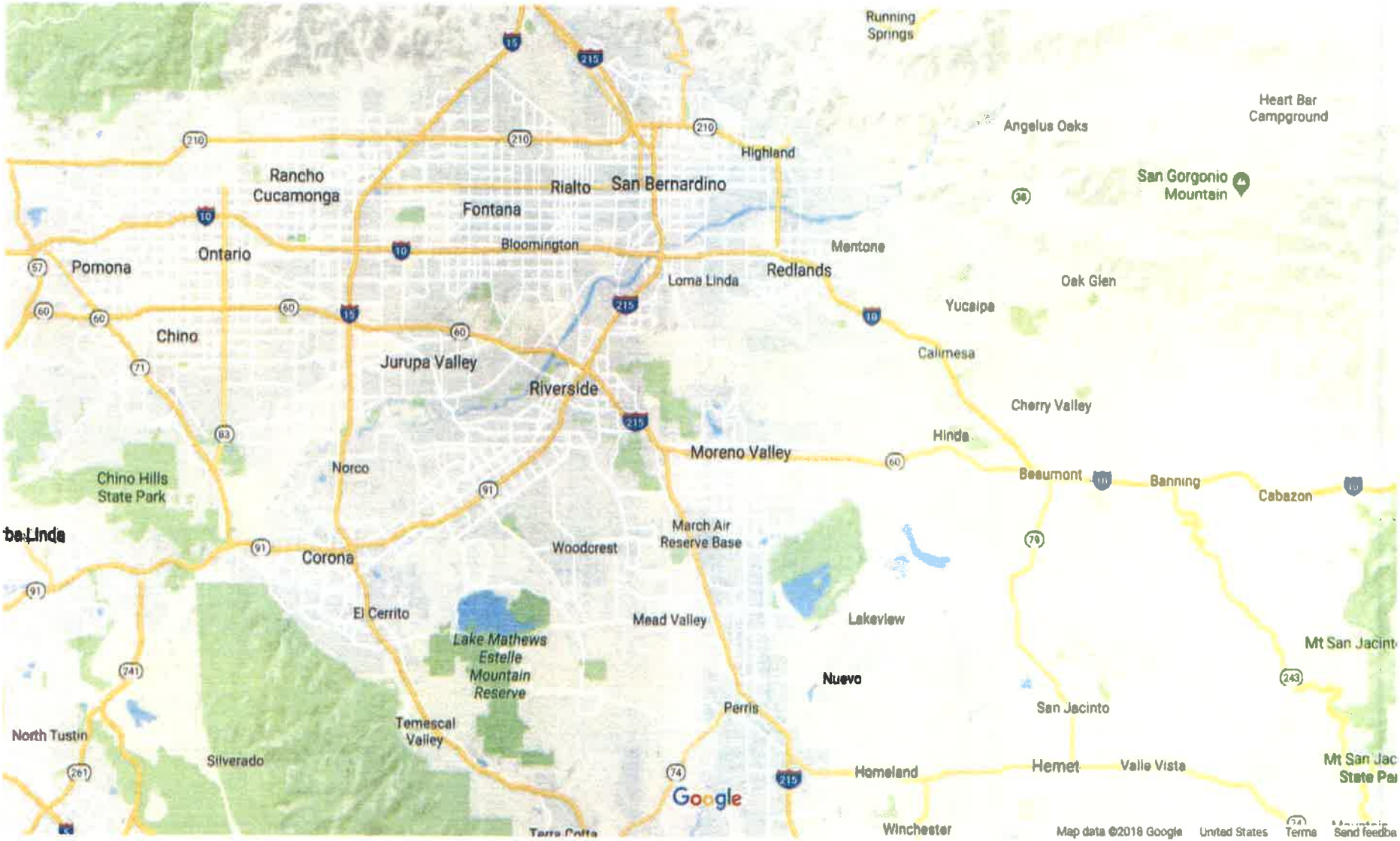
2 Project Proposal

The proposed Project is located on Unit 4, Lots 13 and 14 within the Meridian Specific Plan (SP-5). The Project site is currently designated Meridian Specific Plan Amendment (SP-5) in the General Plan and zoned Business Park (BP) in the Meridian SP-5. The Project Site is north of Economic Way, west of Meridian Parkway and north of Van Buren Boulevard. The proposed Project would develop a single concrete tilt-up building at 124,523 square feet (sf).

Plot Plan (PP 18-01): Plot Plan 18-01 proposes the construction of a single speculative warehouse building on Unit 4, Lots 13 & 14 in the Business Park zoning district of the Meridian North Campus Specific Plan (SP-5) Planning Area. Specifically, the Applicant is proposing a 124,523 square foot warehouse building on 6.37 acres with a proposed light manufacturing use, which is permitted in the Business Park zone. The site will be constructed in one phase with all ancillary landscape and parking to accommodate the Project. Vehicular access would be provided at two driveway locations on Economic Way. Driveway spacing along an Industrial Collector Roadway, such as Economic Way, would adhere to the County of Riverside driveway standards at 200 feet. Trucks leaving the Project site would be limited to left turning movements only as the Economic Way/Van Buren Boulevard intersection includes a right-in, right-out traffic diverter island designed for passenger cars only. A truck route sign will be posted at each point of egress to assure trucks are traveling eastbound along Economic Way.

Variance (V 18-01): Variance (V 18-01) is requested to allow for the proposed 124,523 square feet speculative building to encroach into its front yard setback of 40 feet. Due to the curvature of Economic Way, the building's front yard setback varies from 30 to 65 feet. Thus, a variance is requested since the front yard setback does not meet the 40 foot setback requirement.

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



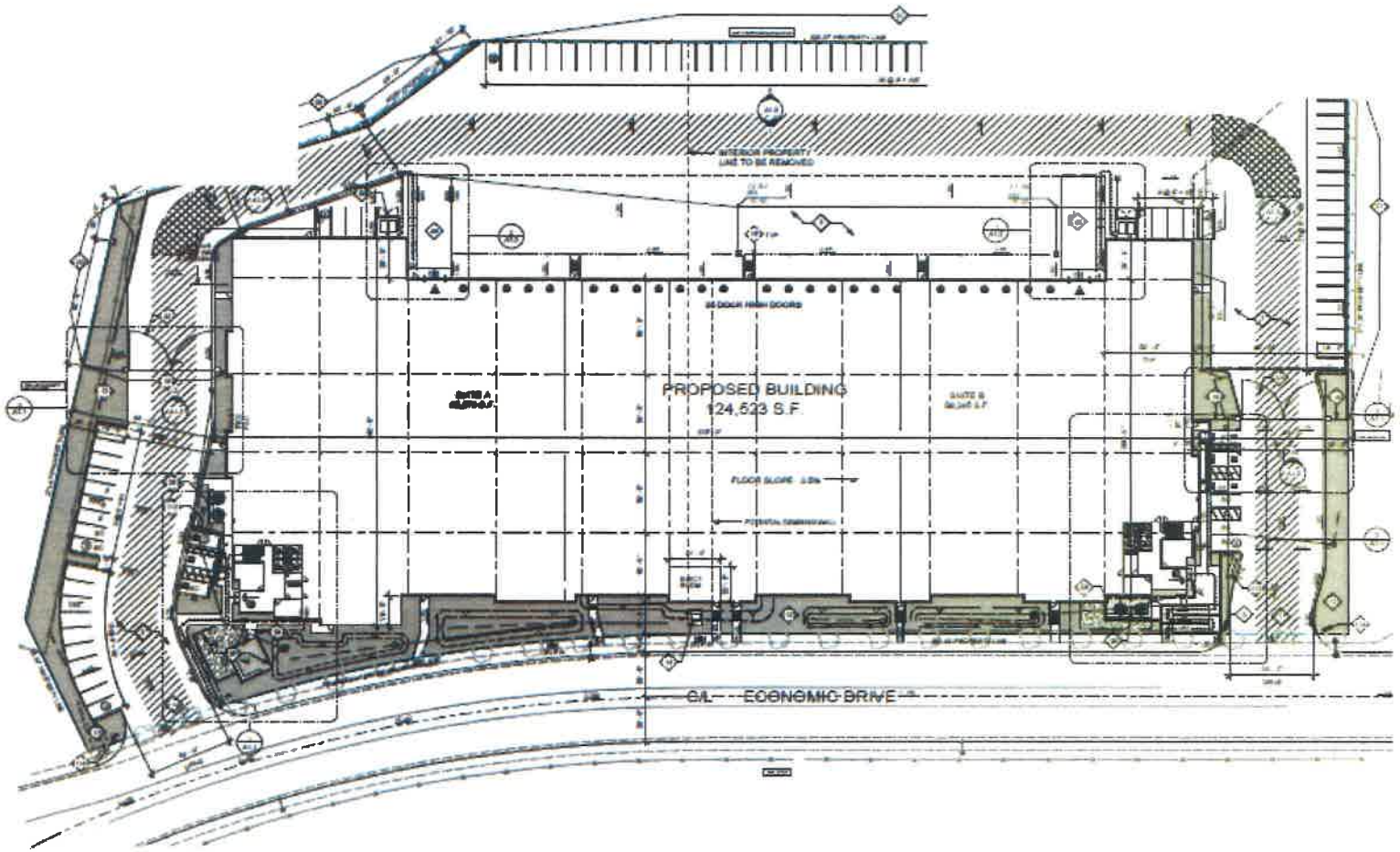
Source: Google Maps, 2018

FIGURE 1: REGIONAL LOCATION MAP
Economic Business Center
March Joint Powers Authority



Source: Google Earth, 2018

FIGURE 2: Project Vicinity
Economic Business Center
March Joint Powers Authority



Source: Herdman Architecture + Design, 2018

FIGURE 3: Site Plan
Economic Business Center
March Joint Powers Authority

Additional details for the proposed building are provided in Table 1, Project Summary, below.

Table 1: Project Summary

	Zoning	Office (sf)	Mezzanine (sf)	Balcony (sf)	Warehouse (sf)	Total Building (sf)	Auto Parking Required	Auto Parking Stalls Provided	Landscaping (% of site)
Economic Business Center	Business Park	3,526	2,568	568	117,861	124,523	99 stalls	113 stalls	11.7%

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

3 Purpose of the Addendum

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

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

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

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

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

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

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

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

CEQA recommends that a brief explanation of the decision to prepare an Addendum rather than a subsequent or Subsequent EIR be included in the record for a proposed project (*CEQA Guidelines* Section 15164(e)). This Addendum has been prepared because the proposed (Plot Plan (PP 18-01), and Variance (V 18-01) herein referred to as the "proposed Project", are consistent with the overall project evaluated in the Subsequent EIR (SCH #2009071069).

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

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

4 Overview of Environmental Analysis

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

Plot Plan (PP 18-01): Plot Plan (PP 18-01) proposes the construction of a single speculative warehouse building on Unit 4, Lots 13 & 14 in the Business Park zoning district of the Meridian North Campus Specific Plan (SP-5) Planning Area. Specifically, the Applicant is proposing a 124,523 square foot warehouse building on 6.37 acres with a proposed light manufacturing use, which is permitted in the Business Park zone. The site will be constructed in one phase with all ancillary landscape and parking to accommodate the Project. Vehicular access would be provided at two driveway locations on Economic Way. Driveway spacing along an Industrial Collector Roadway, such as Economic Way, would adhere to the County of Riverside driveway standards at 200 feet. Trucks leaving the Project site would be limited to left turning movements only as the Economic Way/Van Buren Boulevard intersection includes a right-in, right-out traffic diverter island designed for passenger cars only. A truck route sign will be posted at each point of egress to assure trucks are traveling eastbound along Economic Way.

Variance (V 18-01): Variance (V 18-01) would allow for the proposed 124,523 square feet speculative building to encroach into its front yard setback of 40 feet. Due to the curvature of Economic Way, the building's front yard setback varies from 30 to 65 feet. Thus, a variance is requested since the front yard setback does not meet the 40 foot setback requirement.

In compliance with the Meridian SP-5, the Project would use reclaimed water for irrigation and include drought tolerant plant materials. Irrigation would be moisture sensitive to limit irrigation during times of heavy rains and would be designed according to the specifications delineated in the MJPA Development Code.

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

Construction of the proposed Project is expected to commence in September 2018 with a duration of approximately 12 months. The Project is planned to be operational in September 2019. The cut and fill quantity during grading would be 11,400 cubic yards (cy). Earthwork is expected to be balanced on-site with no need for import or export of material.

Parking for each building either meets or exceeds the March JPA requirements. Vehicular access would be provided at two driveway locations on Economic Way. Both driveway locations on Economic Drive would provide full access to the site. All points of ingress/egress would be unsignalized.

The Meridian Subsequent EIR evaluated and analyzed the potential environmental impacts associated with the implementation of the Specific Plan portion known as the North Campus. This Addendum has been prepared to identify certain minor changes and additional information that March JPA would like to add to the Final EIR in connection with the proposed Project activities necessary to entitle the 6.37-acre Business Park development. As further described below, the proposed Project does not involve new significant environmental effects or substantially increase the severity of a previously identified significant effect in the Final Subsequent EIR. The resource areas that were evaluated in the Subsequent EIR are presented below and evaluated in this Addendum.

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

This document compares the environmental effects of implementing the proposed Project to determine the extent to which the evaluations of the Subsequent EIR adequately address the impacts of the proposed Project. This Addendum incorporates mitigation measures from the Subsequent EIR, where applicable. In summary, the proposed Project would not result in any new significant environmental impacts or substantially increase the severity of significant

unavoidable impacts evaluated in the Subsequent EIR. The Environmental Checklist presented in the associated Initial Study summarizes the differences between the Addendum and the Subsequent EIR, and the Initial Study provides the supporting analysis. The anticipated environmental impacts of the proposed Project are consistent with the analysis contained in the Subsequent EIR. In addition, the proposed Project would not result in any additional impacts, would not require additional mitigation measures, and would incorporate and implement the mitigation measures required in the Subsequent EIR to reduce impacts to less than significant levels.

SUPPLEMENTAL ENVIRONMENTAL CHECKLIST FORM

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

1. **Project Title:** Economic Business Center (Unit 4, Lots 13 & 14)

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

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

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

4. **Project Location:** North of Van Buren Boulevard, south of Opportunity Way, west of Meridian Parkway and east of the Orangecrest Residential Development (Figures 1-3)

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

   Bombay Partners LP
   3535 Inland Empire Boulevard
   Ontario, CA 91764

6. **General Plan Designation:** Specific Plan Amendment (SP-5)

7. **Zoning:** Business Park (BP)

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

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

   The Project area has since been marketed and become known to the public as "Meridian". The Meridian Specific Plan Amendment (SP-5) was prepared to document proposed modifications to the Specific Plan area. The associated Subsequent EIR (SEIR) (SCH#2009071069) was prepared to evaluate the impacts resulting from the adoption of Meridian SP-5. Modification to Meridian SP-5 included changes to land use designations, lot layout, site access and internal circulation and further modifications to accommodate a distribution facility within Lot 16. The Meridian SP-5 focused on undeveloped lots within the North Campus and did not include proposed changes for South Campus. The proposed Project is located in the southerly portion of the Meridian Specific Plan (SP-5) Planning area on Unit 4, Lots 13 and 14.

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

   - Air Quality – Significant and Unavoidable
   - Biological Resources – Less than Significant
   - Climate Change and Greenhouse Gases – Significant and Unavoidable

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

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

- Final Environmental Impact Statement: Disposal of Portions of March Air Force Base (February 1996)
- Final Environmental Impact Report for the March Air Force Base Redevelopment Project (June 1996)
- Redevelopment Plan for the March Air Force Base Redevelopment Project (June 1996)
- March Joint Powers Authority Development Code (November 2012)
- General Plan of the March Joint Powers Authority (September 1999)
- Master Environmental Impact Report for the General Plan of the March Joint Powers Authority (September 1999)
- March Business Center Specific Plan (February 2003)
- March JPA General Plan Amendment (February 2003)
- March Business Center Focused Environmental Impact Report (February 2003)
- March Business Center Design Guidelines (November 2003)
- March JPA General Plan Amendment (Meridian SP-5) (July 2010)
- March JPA General Plan Amendment (Meridian SP-5) Final Subsequent Environmental Impact Report (July 2010)

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

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

The Meridian SP-5 focused on undeveloped lots within the North Campus. The proposed Project ("Project") is located on 6.37 acres within the Meridian SP-5 planning area. Specifically, the proposed Project is located on Unit 4, Lots 13, and 14 within Planning Region C, Planning Area 6 in the Meridian SP-5 Planning Area. The Project site is located north of Van Buren Boulevard, south of Opportunity Way, west of Meridian Parkway and east of a recorded conservation easement for least Bell's vireo. The Project site is currently designated Meridian Specific Plan Amendment (SP-5) in the General Plan and zoned Business Park (BP) in the Meridian SP-5. The

proposed Project would develop an approximate 124,523 square foot (sf) concrete tilt-up warehouse building designed to accommodate up to two tenant spaces with 2,568 of mezzanine and 568 sf of balcony. The proposed balcony can be seen from Economic Way and is designed to specifically accommodate Suite A. Additional details for the proposed building are provided in **Table 1, Project Summary**, below.

Table 1: Project Summary

	Zoning	Office (sf)	Mezzanine (sf)	Balcony (sf)	Warehouse (sf)	Total Building (sf)	Auto Parking Required	Auto Parking Stalls Provided	Landscaping (% of site)
Economic Business Center	Business Park	3,526	2,568	568	117,861	124,523	99 stalls	113 stalls	11.7%

The building is designed at approximately 40 feet in height with 2,568 sf of mezzanine and 568 sf of balcony. Twenty-five (25) truck docks are provided along the building's north elevation with two concrete truck ramps at each corner.

Landscaping for the Project would total 32,407 sf (11.7%), and would exceed the March JPA minimum site landscaping requirement of 10 percent for sites within the Business Park zone. In compliance with the Meridian SP-5, the Project would use reclaimed water for irrigation, include drought tolerant plant materials, and maintenance of landscaped areas would be sustained by the landlord. Irrigation would be moisture sensitive to limit irrigation during times of heavy rains and would be designed according to the specifications delineated in the March JPA development code.

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

Also, the applicant is seeking approval of Variance (V 18-01) to allow for a 10 foot reduction to the required front yard setback distance of 40 feet in order to accommodate the proposed 124,523 square feet speculative building. Due to the curvature of Economic Way, the building's front yard setback varies from 30 to 65 feet. Thus, a variance is requested since the front yard setback, depending upon its location, does not meet the minimum 40 foot setback requirement.

Construction of the proposed Project is expected to commence in September 2018 with a duration of approximately 12 months. The Project is planned to be operational in September 2019. The cut and fill quantity during grading would be 11,400 cubic yards (cy). Earthwork is expected to be balanced on-site with no need for import or export of material.

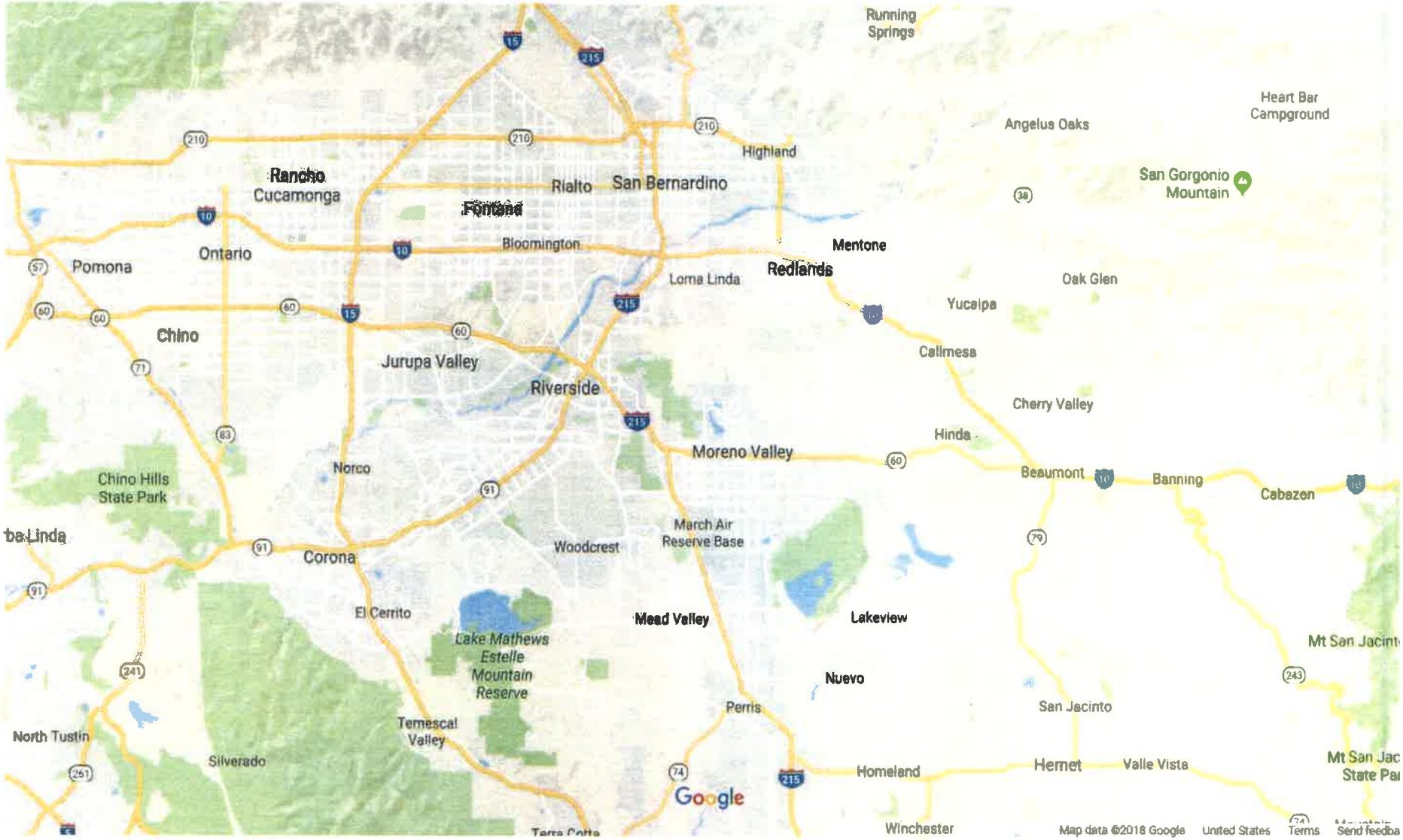
As shown in Table 1, parking for the building exceeds the March JPA requirements as per the Parking Ratios by Land Use Table III-3 of the Meridian Specific Plan Amendment (SP-5). Vehicular access would be provided at two driveway locations on Economic Way. Driveway spacing along an Industrial Collector Roadway, such as Economic Way, should adhere to the County of Riverside driveway standards at 200 feet. Trucks leaving the Project site are limited to left turning movements only as the Economic Way/Van Buren Boulevard intersection includes a right-in, right-out traffic diverter island designed for passenger cars only. A truck route sign will be posted at each point of egress to assure trucks are traveling in the right direction along Economic Way.

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

The Project site is currently vacant and was mass graded as part of the Meridian Business Park Unit 2 Phasing plan. As a result of the previous authorized grading, no native habitats, including wetland habitats, exist on the Project site. Surrounding uses to the Project site include habitat area to the west protected through a conservation easement, a cemetery to the south, developed land to the east, and Industrial uses to the north along Opportunity Way.

A National Pollutant Discharge Elimination System permit would be required to be obtained from the Santa Ana Regional Water Quality Control Board (RWQCB). Additional approvals would be required by Western Municipal Water District during construction plan review for water, sewer and recycled water connections as

per Appendix F.



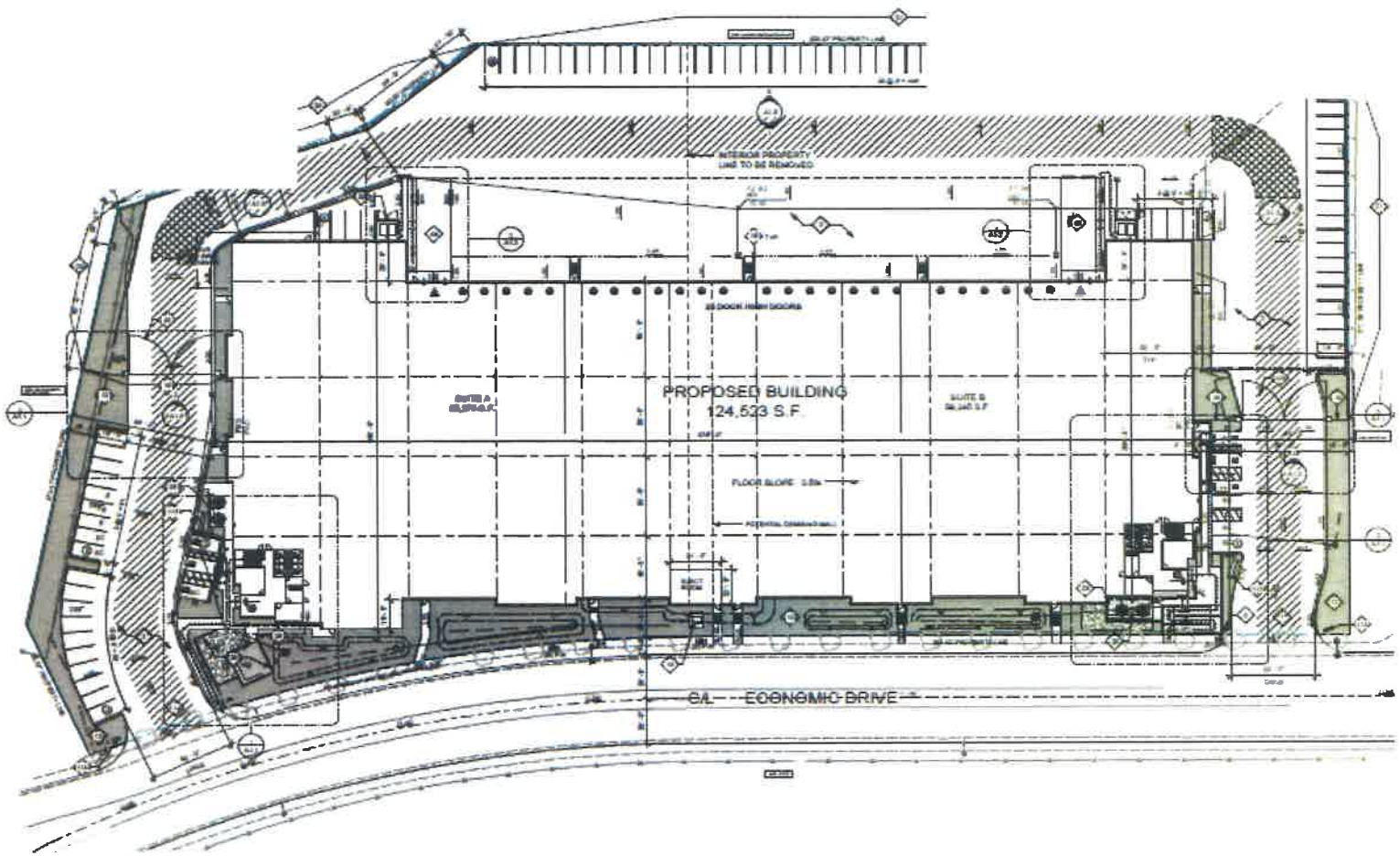
Source: Google Maps, 2018

FIGURE 1: REGIONAL LOCATION MAP
Economic Business Center
March Joint Powers Authority



Source: Google Earth, 2018

FIGURE 2: Project Vicinity
Economic Business Center
March Joint Powers Authority



Source: Herdman Architecture + Design, 2018

FIGURE 3: Site Plan
Economic Business Center
March Joint Powers Authority

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

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

DETERMINATION (To be completed by the Lead Agency):

On the basis of this initial evaluation:

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

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

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

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

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

Signature _____ Date _____

Printed Name _____ For _____

outside of what was analyzed in the Meridian SP-5 SEIR.

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

Mitigation Measures:

Pursuant to CEQA Section 15177, all Meridian SP-5 SEIR mitigation measures pertaining to this resource or Project are incorporated herein by reference and can be reviewed upon request at the March JPA, 14205 Meridian Parkway, Suite 140, Riverside, CA 92518, (951) 656-7000. Mitigation Measures C-1 through C-14, and IV.C-1-1 through IV.C-1-13, IV. C-1-19 and IV. C-4-1 from the Meridian SP-5 SEIR would be applicable to the proposed Project. The analysis did not identify any additional or substantially more severe impacts associated with the Project; accordingly, no additional mitigation measures beyond those identified in the Meridian SP-5 SEIR are required.

2003 Focused EIR Applicable Mitigation Measures:

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

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

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

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

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

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

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

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

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

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

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

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

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

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

2010 SP-5 SEIR Applicable Mitigation Measures:

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

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

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

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

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

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

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

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

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

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

Mitigation IV.C-1-11: The construction contractor shall be required to provide evidence that all construction equipment is properly maintained to reduce 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 (i.e., foundation construction, building construction, architectural coatings application) be conducted simultaneously on any single day.

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

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

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

Findings:

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

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

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

Upon implementation of the Meridian SP-5 SEIR mitigation measures identified above, impacts to sensitive species and habitats would be less than significant. Since the proposed Project would be consistent with the assumed zoning and originally anticipated land use and intensities analyzed in the adopted Meridian SP-5 SEIR, no new impacts would result from the proposed Project, and therefore no further environmental review is required.

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

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

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

EVALUATION OF ENVIRONMENTAL IMPACTS:

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

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

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

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

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

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

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

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

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

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

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

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

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

10) The explanation of each issue should identify:

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

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

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

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

Findings:

The Meridian Specific Plan Amendment (SP-5) Subsequent Environmental Impact Report (SEIR) was certified in July 2010. When a lead agency has already prepared an EIR, CEQA mandates that "no subsequent or supplemental environmental impact report shall be required by the lead agency or any responsible agency, unless one or more of the following events occurs: (a) substantial changes are proposed in the Project which would require major revisions of the environmental impact report; (b) substantial changes occur with respect to the circumstances under which the project is being undertaken which will require major revisions in the environmental impact report; (c) new information, which was not known and could not have been known at the time the environmental impact report was certified as complete, becomes available." (Cal. Pub. Res. Code, § 21166). CEQA Guidelines Section 15162 clarifies that a subsequent EIR or supplemental EIR is only required when "substantial changes" occur to a project or the circumstances surrounding a Project, or "new information" about a project implicates "new significant environmental effects" or a "substantial increase in the severity of previously significant effects." (State CEQA Guidelines, §15162.) The Project would consist of a single speculative warehouse building up to 40 feet in height. The Project site is currently designated Meridian Specific Plan Amendment (SP-5) in the General Plan and zoned Business Park (BP) in the Meridian SP-5. A modified CEQA Guidelines Appendix G Checklist is used in this Initial Study to demonstrate that the previously certified EIR adequately addresses the potential impacts of the Project.

The Meridian SP-5 SEIR concluded that the Specific Plan Amendment, which includes the site of the proposed Project, would result in less than a significant impact to aesthetics. Since the Project is designed as a single speculative warehouse building with no tenant known, the developer identifies in the Project Description (**Appendix A**) that the building will be marketed toward companies with a light manufacturing use such as assembly/fabrication, labor-intensive manufacturing, assembly of semi-finished components and storage of related materials, which is a permitted use in the Business Park zone. However, single warehouse buildings are not particularly common in Business Park zones, but typically consist of multiple, smaller tenant spaces. The proposed Project is also found consistent with Table III-2, Lot and Yard Dimensions for projects within the Business Park zone of the Meridian Specific Plan, as it relates to Floor Area ratio and minimum yard setbacks. The impact on aesthetics was found to be less than significant based on the overall appearance of development and its general equivalence to what was evaluated in the 2003 Focused EIR. The Specific Plan Amendment generally replaced smaller business park development with larger lot distribution warehouses and other industrial land uses. Although the Meridian SP-5 SEIR did not assume a single warehouse building for the proposed Project site, the overall appearance of the proposed Project is similar to the development throughout the Specific Plan area, and consistent with the basis of the previous analysis.

The Meridian SP-5 SEIR found that the Specific Plan area does not include scenic highways and no on-site rock outcroppings or historic buildings located within the Project area are within a state scenic highway. Furthermore, the

Meridian SP-5 SEIR found that compliance with the March Business Center Specific Plan, Design Guidelines, Landscape Concept Plan and Development Code would ensure that conflicts and incompatibilities between land uses and associated aesthetic impacts would not occur. The Meridian SP-5 SEIR concluded that the Specific Plan Amendment was consistent with the March JPA General Plan and would result in less than significant impacts. (Meridian SP-5 SEIR, pp. VII-1- VII-2)

a, b, and c) The Project site is located on a graded area (rough graded per the March Business Center Tentative Map for portions of the Meridian north campus). As a result, there are no trees or rock outcroppings located on the Project site. The nearest eligible state scenic highway is a portion of I-215 located approximately four miles to the south of the proposed Project. The City of Riverside identifies Alessandro Boulevard and Van Buren Boulevard as scenic boulevards. Van Buren Boulevard is also recognized by the County of Riverside and March JPA as a scenic boulevard. The 2003 Focused EIR and the Meridian SP-5 SEIR both evaluated the impacts related to scenic boulevards/corridors and found that the Meridian Specific Plan and the Meridian SP-5 would adhere to regional standards and design guidelines, including any applicable mitigation measures. Furthermore, development was found to be consistent with neighboring jurisdictions, particularly in relation to FAR, which would help to retain a similar scale of development, including the proposed Project which is located along Van Buren Boulevard. Furthermore, the proposed Project would be similar to other uses along Meridian Parkway including existing warehouse developments; and therefore, would not significantly affect aesthetics. The Project is also subject to landscaping and other applicable requirements outlined in the approved March Business Center Design Guidelines. Adherence to these requirements would reduce aesthetic impacts to a less than significant level. There are no new impacts as a result of the proposed Project, and therefore no further environmental review is required.

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

Mitigation Measures:

Pursuant to CEQA Section 15177, all Meridian SP-5 SEIR mitigation measures pertaining to this resource or Project are incorporated herein by reference and can be reviewed upon request at the March JPA, 14205 Meridian Parkway, Suite 140, Riverside, CA 92518, (951) 656-7000. Mitigation Measure I-1 from the Meridian SP-5 SEIR would be applicable to the proposed Project. The analysis did not identify any additional impacts associated with the Project; accordingly, no additional mitigation measures beyond those identified in the Meridian SP-5 SEIR are required.

2010 SP-5 SEIR Applicable Mitigation Measures:

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

- Conflicts and incompatibilities between land uses will not occur through the use of landscaped setbacks, buffers, site design, site orientation, architectural features, walls or fences, density/intensity reductions, reduced hours of operation for commercial and industrial uses, shielding of lighting, and the like.
- Enhance and preserve natural and man-made features, such as major roadways, rail line, drainage courses, utility corridors, groups of rock outcroppings, and tree rows to create boundaries, entryways, and separate entities for distinct geographic portions of the Specific Plan.
- Preservation of Van Buren Boulevard and Alessandro Boulevard scenic corridors and enhancement of the gateway treatment at the Riverside National Cemetery.

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

Findings:

The Meridian SP-5 SEIR concluded that the Specific Plan Amendment, which includes the proposed Project, does not contain agricultural resources or land under Williamson Act contract. The 2003 Focused EIR did not address Forest Resources, as Appendix G of the CEQA Guidelines was amended to include Forest Resources in 2010, after the adoption of the 2003 Focused EIR. However, the Meridian SP-5 SEIR found that the Specific Plan area, which includes the proposed Project site, does not contain any forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or land zoned for Timberland Production (as defined by Government Code section 51104(g)). Therefore, the proposed Project would not result in the loss of forest land or conversion of forest land to non-forest use.

Although the soils found within the Specific Plan area contain characteristics that make them eligible as Farmlands of Statewide Importance, the lack of irrigation and level of previous disturbance as a result of development of the March AFB resulted in the determination by the United States Department of Agriculture Natural Resources Conservation Service that no prime, unique, statewide or locally important farmland are present within the Planning Area, which includes the previously approved Specific Plan area and proposed Project. (Meridian SP-5 SEIR, pp. VII-2 – VII-3.)

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

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

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

Mitigation Measures:

Pursuant to CEQA Section 15177, all Meridian SP-5 SEIR mitigation measures pertaining to this resource or Project are incorporated herein by reference. However, there are no identified impacts, and thus no corresponding mitigation measures for agricultural and forest resources. The analysis herein did not identify any additional impacts associated with the proposed Project; accordingly, no new mitigation is required.

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

Findings:

The proposed Project is located within the Riverside County portion of the South Coast Air Basin (SCAB), which is designated under National Ambient Air Quality Standards (NAAQS) as an extreme non-attainment area for ozone and a moderate non-attainment area for particulate matter less than or equal to 2.5 microns ($PM_{2.5}$). The SCAB is a federal attainment/maintenance area for carbon monoxide (CO), particulate matter less than or equal to 10 microns (PM_{10}), nitrogen dioxide (NO_2). The Riverside County portion of the SCAB is in federal attainment for sulfur dioxide (SO_2) and lead. Under the California Ambient Air Quality Standards (CAAQS), the SCAB is designated as a non-attainment area for ozone (both the 1- and 8-hour standards), PM_{10}, and $PM_{2.5}$. The Riverside County portion of the SCAB is in attainment of the CAAQS for CO, NO_2, SO_2, and lead.

The Project proposes a single speculative warehouse building on a 6.37-acre Business Park designated parcel. Since the project is proposed to be a speculative building with no tenant known, the site could have the potential to operate with an array of permitted uses, including custom or light manufacturing. Since the use is consistent with the zoning and the trip generation estimated to accommodate the Project is less than what was analyzed in the Meridian Specific Plan (SP-5), the project will not impose any new impacts to air quality outside of what was analyzed in the Meridian SP-5 SEIR.

a) The Project proposes to develop approximately 124,523 sf of speculative warehouse on Unit 4, Lots 13 and 14 within the Meridian Specific Plan area. The proposed Project would be consistent with the zoning, land use designations and intensities analyzed in the adopted Meridian SP-5 SEIR, which determined that overall operational emissions from implementation of the Meridian Specific Plan Amendment (including the proposed Project) would exceed the South Coast Air Quality Management District (SCAQMD) daily emissions thresholds for reactive organic gases (ROG), nitrogen oxides (NO_X), carbon monoxide (CO), particulate matter 10 microns in

diameter or less (PM_{10}), and particulate matter 2.5 microns in diameter or less ($PM_{2.5}$). The proposed Project does not involve any uses that would increase population beyond that considered in the General Plan and/or Meridian Specific Plan. The proposed Project would be required to comply with applicable Mitigation Measures C-9 through C-14, and IV.C-1 through IV.C-13. As the proposed Project is considered consistent with the zoning, land use designations and intensities in the General Plan and Meridian Specific Plan, no new impacts would occur in this regard.

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

Construction Emissions

Construction related activities for the proposed Project would generate short-term air quality impacts. Construction of the Project is expected to occur between September 2018 and September 2019. Grading activities would require approximately 11,400 cubic yards of balanced earthwork on the Project site; no soil import or export would be required. In order to reduce the intensity of construction air quality impacts, the proposed Project would be required to comply with Mitigation Measures C-1 through C-14 from the 2003 Focused EIR and Mitigation Measures IV. C-1-1 through IV. C-1-20 of the 2010 Meridian SP-5 SEIR. Specifically, Mitigation Measures IV. C-1-1 through IV. C-1-10 are procedures that would minimize the emissions of criteria pollutants during construction; and therefore would result in an emissions reduction. Measures IV. C-1-11 and IV C-1-12 would be expected to facilitate the avoidance of NOx and fugitive dust. Through implementation of the mitigation measures listed above, the construction activities within the Meridian SP-5 Planning area (comprised of the proposed Project) would have reduced emissions of ROG and $PM_{2.5}$ to below significance threshold; however, emissions of NOx and PM_{10} would continue to exceed the significance threshold. Also, implementation of standard SCAQMD measures (e.g., SCAQMD Rule 403) would further reduce these emissions. Since the proposed Project and its associated use is consistent with what was analyzed in the Meridian SP-5 SEIR, no new impacts would occur.

Operational Emissions

The proposed Project would be consistent with the assumed zoning and originally anticipated land uses and intensities analyzed in the adopted Meridian SP-5 SEIR. In addition, the Project's traffic volumes (581 average daily trips [ADT]) would be less than the volumes analyzed in the adopted Meridian SP-5 SEIR for Unit 4- Lot 13 and 14 at 814 ADT for both lots combined, therefore generating less emissions than what was assumed for these lots in the Meridian SP-5 SEIR. However, the overall maximum daily operational emissions for Meridian SP-5 Planning area (including the proposed Project) would be well above SCAQMD's daily emissions thresholds. Provided below, Table IV. C-7 "Maximum Daily Operational Emissions" of the Meridian SP-5 SEIR identifies that the total emissions in lbs/day of ROG, NOx, CO, PM_{10} and $PM_{2.5}$ exceed the criteria pollutant thresholds.

Table 10
Maximum Daily Operational Emissions

Emission Source	ROG	NOx	CO	SOx	PM_{10}	$PM_{2.5}$
			lbs/day			
Energy Use[1]	0.80	10.97	9.21	0.00	0.02	0.02
Landscaping[1]	1.48	0.25	18.54	0.00	0.07	0.07
Architectural Coatings[1]	25.10	-	-	-	-	-
Generator Emissions	14.41	25.28	1.33	5.15	0.83	0.83
Boiler Emissions	2.33	21.18	35.58	0.25	3.22	3.19
Cooking Emissions	0.39	-	-	-	1.26	1.24
Drive-Through Vehicle Idling Emissions	6.60	0.85	10.70	0.03	0.23	0.19
TRU Emissions	77.22	501.96	256.34	0.75	23.60	23.36
Yard Equipment Emissions	34.50	336.53	117.49	0.40	13.76	12.25
Rail Emissions	0.27	4.45	0.52	0.31	0.09	0.09
Diesel Storage	0.088	-	-	-	-	-
Gas Station Emissions	10.43	-	-	-	-	-
Internal Trips	17.17	10.06	53.24	0.03	3.41	0.80
External Trips	423.25	4251.74	3118.38	7.88	1680.62	304.75
TOTAL	**614.04**	**5163.27**	**3621.33**	**14.80**	**1727.02**	**346.79**
Significance Criteria	55	55	550	150	150	55
Significant?	*Yes*	*Yes*	*Yes*	*No*	*Yes*	*Yes*

[1]Maximum results for summer vs. winter season reported.

Therefore, impacts would remain significant and unavoidable in this regard. No new impacts would occur outside of what was analyzed in the Meridian SP-5 SEIR.

c) The SCAQMD has set forth both a methodological framework as well as significance thresholds for the assessment

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

As discussed above, the proposed Project's short-term construction emissions would be below SCAQMD thresholds through implementation of Mitigation Measures C-1 through C-14 from the 2003 Focused EIR and Mitigation Measures IV. C-1-1 through IV. C-1-20 of the 2010 Meridian SP-5 SEIR. Specifically, Mitigation Measures IV. C-1-1 through IV. C-1-10 are procedures that would minimize the emissions of criteria pollutants during construction; and therefore would result in an emissions reduction. Measures IV. C-1-11 and IV C-1-12 would be expected to facilitate the avoidance of NOx and fugitive dust. Also, based on the Project size and trip generation, operational emissions for the proposed Project is anticipated to be less intensive as the Project's estimated traffic volumes are less than the volumes analyzed for Unit 4-Lot 13 and 14 within the Meridian SP-5 SEIR. However, the Meridian SP-5 SEIR Planning Area will still exceed SCAQMD's daily emissions thresholds for ROG, NO_X, CO, PM_{10}, and $PM_{2.5}$ with mitigation incorporated. As such, the Project's operational emissions would contribute to a net increase for criteria pollutants that are nonattainment in the SCAB (i.e., O_3, PM_{10}, and $PM_{2.5}$), and a cumulatively considerable air quality impact would occur. However, no new impacts would occur.

d) Sensitive receptors are members of the population that are particularly sensitive to the effects of air pollutants, such as children, the elderly, and people with illnesses. Examples of land uses where sensitive receptors are typically located include residences, schools, hospitals, and daycare centers. The California Air Resources Board (CARB) has identified the following groups of individuals as the most likely to be affected by air pollution: the elderly over 65, children under 14, athletes, and persons with cardiovascular and chronic respiratory diseases such as asthma, emphysema, and bronchitis. Sensitive receptors near the Project site include surrounding residences to the west and a retirement community to the south referred to as Altavita Village. As part of the air quality evaluation in the Meridian SP-5 SEIR, a Health Risk Assessment (HRA) was performed to address the potential for significant health risks associated with diesel particulate emissions from truck traffic generated by the operations of the Meridian SPA project area. The HRA was prepared in accordance with the California Office of Environmental Health Hazard Assessment's (OEHHA) Air Toxic Hot Sports Program Guidance Manual for Preparation of Health Risk Assessments (OEHHA, 2003), the South Coast Air Quality Management District's (SCAQMD) Health Risk Assessment Guidance for Analyzing Cancer Risks from Mobile Source Diesel Idling Emissions for CEQA Air Quality Analysis (SCAQMD, 2005) and the HotSpots Analysis and Reporting Program User Guide (CARB, 2003). As recommended by the SCAQMD and in CARB guidance, the HotSpots Analysis and Reporting Program (HARP) was used to conduct an HRA. However, the HRA performed for the Meridian SPA project area did not evaluate construction emissions because construction is temporary and would last less than 10 years, therefore health risks associated with temporary construction activities are not addressed in the Meridian SP-5 SEIR HRA project analysis. The results of the HRA determined that the cancer and non-cancer risks associated with the Meridian SPA project area are below the significance thresholds established by SCAQMD, the background excess cancer risk levels are already above the significant thresholds. Although SCAQMD does not have a method for combining the Meridian SPA project area with a cumulative project list for the purposes of calculating cumulative HRA impacts, the addition of DPM from the Meridian SPA project area to the background health risk, which exceeds the significance threshold, is considered a significant cumulative impact. Since the proposed Project is consistent with the assumed zoning and originally anticipated land uses and intensities analyzed in the adopted Meridian SP-5 SEIR, impacts would remain significant and unavoidable in this regard. No new impacts would occur outside of what was analyzed in the Meridian SP-5 SEIR.

With regard to CO "HotSpot" Analysis, projects that involve increases in traffic have the potential to cause CO "hot spots." To evaluate the potential for a significant adverse air quality impact associated with CO emissions, a CO "hotspot" evaluation was performed at six (6) intersections in the Meridian SPA project area. No exceedances of the CO standards were predicted resulting from Meridian SPA project area (including the proposed Project) traffic.

Criteria pollutants (O_3, PM, CO, NO_X, SO_X, and Lead) are regulated through a separate process than TACs, and these pollutants are not considered health risk assessments. The potential health effects are addressed through the NAAQS and CAAQS. Because the Meridian SPA project area (inclusive of the proposed Project) would result in a significant impact from emissions of ROG, PM, CO, and NO_X, the Meridian SPA project area (inclusive of the proposed Project) emissions of these pollutants would also result in a significant impact. Since the proposed Project is consistent with the assumed zoning and originally anticipated land uses and intensities analyzed in the adopted Meridian SP-5 SEIR, impacts would remain significant and unavoidable in this regard. No new impacts would occur

Mitigation Measures:

Pursuant to CEQA Section 15177, all Meridian SP-5 SEIR mitigation measures pertaining to this resource or Project are incorporated herein by reference and can be reviewed upon request at the March JPA, 14205 Meridian Parkway, Suite 140, Riverside, CA 92518, (951) 656-7000. Mitigation Measure A-4 and D-3 from the 2003 Focused EIR and Mitigation Measure IV. D.1-1 and IV.D.1-2 from the Meridian SP-5 SEIR would be applicable to the proposed Project. The analysis did not identify any additional impacts associated with the Project; accordingly, no additional mitigation measures beyond those identified in the Meridian SP-5 SEIR are required.

2003 Focused EIR Applicable Mitigation Measures:

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

1. All detention basins shall 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).

Mitigation 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.

2010 SP-5 SEIR Applicable Mitigation Measures:

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 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 intervals. 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 daylight 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 (ie. 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-runoff contamination of LBV habitat.

- Temporary chainlink 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 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, non-invasive plant materials to protect biological resources, such as habitat supporting LBV.

- All new construction that will occur adjacent to Conservation Easement Areas 1 and 2 shall be designed such that no fuel modification will be required within the conservation areas.

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

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

Findings:

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

a-d) As discussed above, the *Cultural Resource Survey, Test, and Evaluation* conducted by Tierra concluded that no further work was recommended for KHMR-1 and the Project site is considered fully mitigated. However, the Meridian SP-5 SEIR requires a professional archaeologist and Native American monitor all initial ground disturbing activity in native soils in the Meridian SP-5 area. The proposed Project is not located within an area of native soils. As documented in the *Geotechnical Engineering Investigation* prepared for the proposed Project by NorCal Engineering March 2018; **Appendix B**), an engineered fill soil classifying as a brown, fine to medium grained, clayey to silty sand was encountered at a depth of 11 to 15 feet. Mass grading of the North Campus began in 2003 and has since been completed. The rough grading resulted in the removal and replacement of native alluvial soils with the engineered fill soil documented in the *Geotechnical Engineering Investigation* prepared for the proposed Project. These grading activities, which reached depths of approximately 12 feet, did not expose any archaeological or paleontological resources on the Project site.

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

Mitigation Measures:

Pursuant to CEQA Section 15177, all Meridian SP-5 SEIR mitigation measures pertaining to this resource or Project are incorporated herein by reference and can be reviewed upon request at the March JPA, 14205 Meridian Parkway, Suite 140, Riverside, CA 92518, (951) 656-7000. Mitigation Measures K-1, K-2, K-3, K-5 and L-1 from the 2003 Focused EIR and Mitigation Measures IV.J-2-4 through IV.J-2-6 and IV.J-4-1 from the 2010 SP-5 SEIR would be applicable to the proposed Project. The analysis did not identify any additional impacts associated with the Project; accordingly, no additional mitigation measures beyond those identified in the Meridian SP-5 SEIR are required.

2003 Focused EIR Applicable Mitigation Measures:

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

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

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

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

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

2010 SP-5 SEIR Applicable Mitigation Measures:

Mitigation IV.J-2-4: 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 March JPA shall make the determination based on the provisions of the California Environmental Quality Act with respect to archaeological resources and shall take into account the religious beliefs, customs, and practices of the appropriate Tribe.

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

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

Findings:

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

a–e) As discussed above, the Meridian SP-5 SEIR determined that the mitigation measures provided in the 2003 Focused EIR remain appropriate for the Meridian Specific Plan area. As identified by the 2003 Focused EIR, the Meridian Specific Plan, which includes the proposed Project, is located on soils comprised of Cieneba-Rockland-Fallbrook association, and is located 13 miles northeast of the Elsinore-Whittier fault and 7 miles southwest of the San Jacinto fault, with no active faults in the Specific Plan area. The soils and sediments within the proposed Project area are considered stable with low potential for expansion or liquefaction. The *Geotechnical Engineering Investigation* prepared for the proposed Project by NorCal Engineering (March 27, 2018; Appendix B) indicated that the Project site contains no known active or potentially active faults trending toward or through the site. The proposed Project lies outside of any Alquist Priolo Special Studies Zone and the potential for damage due to direct fault rupture is considered very remote. The proposed Project is not situated in an area of generalized liquefaction susceptibility and the potential for liquefaction to occur on the proposed Project site is considered to be very low due to the density of the subsurface soils and the shallow depth to bedrock.

The *Geotechnical Engineering Investigation* found the near surface engineered fill soils onsite to be fine to medium grained, clayey to silty sand which was encountered to a depth of 11 to 15 feet. These soils were noted to be dense and moist. A granitic bedrock was encountered beneath the engineered fill and classified as a fine to medium grained with some course grained, silty sand. This highly weathered and friable bedrock was observed to be hard to very hard and damp to moist. The overall engineering characteristics of the earth material were relatively uniform with each excavation. No groundwater was encountered to the depth of our trenches and no caving ocurred.

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

Mitigation Measures:

Pursuant to CEQA Section 15177, all Meridian SP-5 SEIR mitigation measures pertaining to this resource or Project are incorporated herein by reference and can be reviewed upon request at the March JPA, 14205 Meridian Parkway, Suite K-1 through K-3 and K-5 from the Meridian SP-5 SEIR would be applicable to the proposed Project. The analysis did not identify any additional impacts associated with the Project; accordingly, no additional mitigation measures beyond those identified in the Meridian SP-5 SEIR are required.

2010 SP-5 SEIR Applicable Mitigation Measures:

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

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

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

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

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

Findings:

The Meridian SP-5 SEIR addressed GHG emissions for the Specific Plan area which includes the proposed Project Area. The Meridian SP-5 SEIR determined that the total emissions for the Specific Plan are estimated to be 12,043 metric tons of CO2 for the duration of construction. The Meridian SP-5 SEIR determined that the GHG emissions would exceed CARB and SCAQMD thresholds.

The Project proposes a single speculative warehouse building on a 6.37-acre Business Park designated parcel. Since the Project is designed as a speculative warehouse building, the developer is proposing that the building will operate as a Light Manufacturing use, which is permitted on Business Park zoned parcels. According to the Meridian North Campus Specific Plan (SP-5), "Light Manufacturing uses include labor-intensive manufacturing, assembly, fabrication or repair processes which do not involve frequent large container truck traffic or the transport of large scale bulky products. The new products may be finished in the sense that it is ready for use or consumption or it may be semi-finished to become a component for further assembly or packaging." Since the proposed use is permitted in Business Park zoned parcels and the estimated trip generation for the Project has been determined to be less than the prior trip estimates budgeted for Unit 4, Lots 13 and 14 within Planning Area 6 of the Meridian SP-5 SEIR per the *Meridian Planning Region C, Unit 4, Lots 13/14 Traffic Consistency Assessment*; **Appendix E**, the proposed Project would not result in any new significant impact than what was previously analyzed in the Meridian SP-5 SEIR.

a) The adopted Meridian SP-5 SEIR determined that implementation of Meridian SP-5 would result in long-term operational greenhouse gas (GHG) GHG emissions that would exceed the California Air Resources Board (CARB) and SCAQMD thresholds. The proposed Project would be consistent with the assumed zoning and originally anticipated land uses and intensities analyzed in the adopted Meridian SP-5 SEIR. In addition, the Project's traffic generation (581 average daily trips [ADT]) would be similar to the volumes analyzed in the adopted Meridian SP-5 SEIR. As such, the proposed Project's contribution to Meridian SP-5's GHG operational emissions exceedances would be considered significant. A significant and unavoidable impact would occur in this regard. No new impacts would occur.

b) The adopted Meridian SP-5 SEIR determined that implementation of Meridian SP-5 would result in less than significant impacts with regard to GHG reduction plan consistency. As discussed in the adopted Meridian SP-5 SEIR, Meridian SP-5 would be consistent with Statewide goals and policies for reducing GHG emissions, as well as the State's recommended actions for reducing GHG emissions in the transportation, electricity and natural gas, green buildings, water, industry, forestry, recycling and water management, and agricultural sectors. As noted above, the proposed Project is considered to be consistent with the assumed zoning and originally anticipated land uses and intensities analyzed in the adopted Meridian SP-5 SEIR. In addition, the Project's traffic generation (581 average daily trips [ADT]) would be similar to the volumes analyzed in the adopted Meridian SP-5 SEIR. The Project would be required to implement all feasible GHG reduction measures (Mitigation Measures C-1 through C-9, C-12 through C-14 and B-5 through B-6, B-10, B-11, H-4, H-5, H-7, and K-5). As such, the Project would not conflict with an applicable plan, policy, or regulations adopted for the purpose of reducing the emissions of greenhouse gases. A less than significant impact would occur in this regard.

Mitigation Measures:

Pursuant to CEQA Section 15177, all Meridian SP-5 SEIR mitigation measures pertaining to this resource or Project are incorporated herein by reference and can be reviewed upon request at the March JPA, 14205 Meridian Parkway,

Suite 140, Riverside, CA 92518, (951) 656-7000. Mitigation Measures C-1 through C-9, C-12 through C-14, B-5, B-6, B-10, B-11, H-4, H-5, H-7, K-5 from the 2003 FEIR and IV.L-1.1 through IV.L-1.26 from the Meridian SP-5 SEIR would be applicable to the proposed Project. The analysis did not identify any additional or substantially more severe impacts associated with the Project; accordingly, no additional mitigation measures beyond those identified in the Meridian SP-5 SEIR are required.

2003 Focused EIR Applicable Mitigation Measures:

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

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

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

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

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

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

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

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

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

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

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

Mitigation C-14: Landscape with appropriate drought-tolerant

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

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

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

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

Mitigation H-4: The project applicant shall incorporate the following measures to help reduce the

project's potential solid waste impacts and to help in the County's effort to comply with State law in diverting solid waste from landfill disposal:

- Green waste generated by the project should be kept separate from other waste types in order that it can be recycled through the practice of grass recycling (where lawn clippings from mulching type mower are left on the lawn) or onsite composting or directed to local wood grinding and/or composting operations.

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

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

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

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

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

2010 SP-5 SEIR Applicable Mitigation Measures:

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

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

Mitigation IV.L-1.3: Project design shall include a designated bicycle route connecting all units, on-site bicycle parking facilities, 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 requirement per the Specific Plan Amendment. Funding for trip-reduction measures shall be provided by the individual lot developers.

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

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

Mitigation IV.L-1.11: Employers with over 250 employees shall provide on-site food vending machines, fridge, microwave and mail facilities and use reasonable effort to provide an ATM, 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 materials which are resource efficient, recycled, with long life cycles and manufactured in an environmentally friendly way.

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

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

Mitigation IV.L-1.18: Project sponsor shall encourage an increase of exterior wall insulation over Title 24

requirements; however, a specific percent increase is not required.

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

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

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

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

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

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

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

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

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

Findings:

The Meridian SP-5 SEIR concluded that the Specific Plan Amendment, which includes the proposed Project, would result in less than significant impacts with mitigation incorporated to hazards and hazardous materials. The Meridian SP-5 SEIR found that the March ARB is included in several federal, state, and local environmental databases including the National Priority List (NPL) or Superfund, the comprehensive Environmental Response, Compensation and Liability Information System (CERCLIS), Resource Conservation and Recovery Act Large Quantity Generators (RCRA-LQG), US

Engineering Controls, US Institutional Controls, and the Department of Toxic Substances Control (DTSC) Cortese database, Leaking Underground Storage Tanks (LUST) database, plus several others that contain both spill and administrative violations. No LUST cases were identified within the Specific Plan area; however, the Meridian SP-5 SEIR identified 14 LUST cases within approximately 1 mile of the Specific Plan area. The Meridian SP-5 SEIR also noted that as part of the realignment process, a Finding of Suitability for Transfer (FOST) was prepared for the parcels transferred to the March JPA. The FOST required federal agencies to execute a contract stating that the parcel of land being transferred would be remediated before the transfer could take place. Remediation includes the removal of all materials that could cause harm to the environment or human health. The Meridian Specific Plan encompasses three sites identified in the FOST. The Meridian SP-5 SEIR also examined the one site previously identified in the Base's Installation Restoration Program (IRP) investigations. This site contained a small benzene groundwater plume and was addressed in the 2003 Focused EIR. On August 21, 2003, the RWQCB, Santa Ana Region, issued final closure of this site; therefore, no further action related to this location is required.

The Meridian SP-5 SEIR noted that the Specific Plan is located adjacent to an existing military and civilian airport with an active runway. The Air Force has defined a set of Accident Potential Zones (APZ)s for use in the Air Installation Compatibility Use Zone (AICUZ) Study, and development within the portions of these lots within the APZs limits building height to a single story. Limitations also include overall building area, persons per acre density and other criteria as defined in March JPA Resolution #08-01.

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

a & b) Per the *Phase I Environmental Site Assessment (*ESA), the site consists of two graded vacant parcels of land. The subject property is located on the north side of Street F, approximately 600 feet west of Meridian Parkway. The property can be identified by Riverside County Parcel Numbers 294-050-071-6 and 294-050-070-6. Historical resources indicate the subject property consisted of undeveloped land as early as 1938. By 1953, the eastern parcel of the subject property was graded as a dirt lot and the western parcel remained vacant. Between 2006 and 2009, the eastern parcel was left vacant and returned to its present day undeveloped state. The subject property is located within an area of primarily undeveloped vacant land. Current uses of the adjoining properties include: vacant land to the north and west, Street F followed by vacant land to the south, and an active construction project to the east.

The assessment revealed no evidence of historical recognized environmental conditions (HRECs) in connection with the subject property, no evidence of controlled recognized environmental conditions (CRECs), no evidence of recognized environmental conditions (RECs), and no evidence of a vapor encroachment condition (VEC).

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

c) The closest school is Tomas Rivera Elementary School which is located approximately 1.7 miles west of the Project site. The Project site is not located within the 0.25 mile school buffer overlay for the Tomas Rivera Elementary School or within 0.25 miles of any other school. As a result, no impacts are anticipated.

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

e) The proposed Project is not located within the Clear Zone, APZ I or APZ II as shown in the 2005 March ARB AICUZ. The Project site is located in the Riverside County Airport Land Use Commission (ALUC) Exception area as per the West March Disposition and Development Agreement (DDA). However, as of December 27, 2016, the

DDA was not extended and therefore the ALUC Exception area no longer applies to these lots. As a result, guidance was provided by the Riverside County Airport Land Use Commission and March Air Reserve Base to determine the concentration of persons per single-acre on the Project site using criteria found in the 2014 March Air Reserve Base/ Inland Port Airport Land Use Compatibility Plan. The following is a summary of the analysis: Compatibility between the airport and its surrounding environment is evaluated in terms of four aeronautical factors: noise, overflight, safety, and airspace protection. These factors are compiled and used to designate compatibility zones in the Joint Land Use Study (JLUS), which was adopted as a portion of the Meridian Specific Plan (SP-5). The proposed development is located in compatibility zone C1, of the SP-5/JLUS, which is the Primary Approach/Departure Zone. Commercial/Industrial development must comply with an average of 100 people/acre and 250 people/in the most concentrated single-acre.

Average Land Use Intensity

The allowed average land use intensity is 100 persons/acre. The Riverside County Airport Land Use Commission uses the following criteria to determine average intensity: for manufacturing use - one person per 200 square feet, and for office use – one person per 200 square feet. The proposed Project is designed as a speculative warehouse building measuring 124,523 square feet, of which 6,662 square feet is office area. Accordingly, occupancy for this building on an average basis is (117,861/200 + 6,662/200) = 622 people or (622 people/6.37 acres) = 97.6 or 98 people/acre. A second method for determining total average occupancy is based on the number of parking spaces. In this case, the number of passenger vehicle parking spaces (113) is multiplied by 1.5 passengers per vehicle to yield the total building occupancy (113 X 1.5)=169.5 or 170 persons. Accordingly, based on the alternate average building occupancy method, building occupancy is 170 people or (169.5 persons /6.37 acres) = 26.6 or 27 persons per acre. Through use of either calculation, the average intensity in persons per acre is in full compliance with the Joint Land Use Study.

Single-Acre Land Use Intensity:

Airport Compatibility Zone C-1 limits maximum single-acre occupancy to 250 persons an acre. Based on the submitted site plan, the maximum single acre for the building would consist of the 1,775 square foot first floor office area, the 1,284 square foot second story mezzanine office area and the 39,424 square feet first floor manufacturing area. This would result in a single-acre occupancy of 212 people, which would be consistent with the Zone C1 single-acre criterion of 250 people.

Given the proposed Project meets the requirements of the AICUZ and the ALUC, no further environmental review is required.

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

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

h) According to the Western Riverside County Wildfire Susceptibility Map, the Meridian Specific Plan is not located within a fire hazard zone. Additionally, the proposed Project is located on a previously graded lot within an area that is proposed to be developed as a warehouse with a Light Manufacturing use. The Project site is bordered by a recorded conservation easement to the west, Opportunity Way and Unit 4-Lot E detention basin to the north, developed land to the east and Economic Way to the south. With regard to the conservation easement area to the west, fuel modification is evaluated annually by the Riverside County Fire Department. If fuel modification does occur within the conservation easement area adjacent to a structure, it will not exceed 100 feet as per the Meridian SP-5 SEIR. Fire Department access is provided at three locations, the first along Van Buren Boulevard, the second off Vista Grande Drive in the City of Riverside and the third off Barton Drive adjacent to the Grove Community Church. Thus the Project would not generate significant impacts related to exposure of people or structures to wildland fire hazards not previously analyzed in the Meridian SP-5 SEIR. Therefore, no further environmental review is required.

Mitigation Measures:

Pursuant to CEQA Section 15177, all Meridian SP-5 SEIR mitigation measures pertaining to this resource or Project are incorporated herein by reference and can be reviewed upon request at the March JPA, 14205 Meridian Parkway, Suite 140, Riverside, CA 92518, (951) 656-7000. Mitigation Measures IV.A.2-1 and IV.E.1-1 from the 2010 Meridian SP-5 SEIR would be applicable to the proposed Project. The analysis did not identify any additional impacts associated with the Project; accordingly, no additional mitigation measures beyond those identified in the Meridian SP-5 SEIR are required.

2010 SP-5 SEIR Applicable Mitigation Measures:

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

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

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

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

Findings:

The Meridian SP-5 SEIR included an analysis of the Ultimate Drainage Conditions Study which was prepared for the Meridian SP-5 SEIR. The purpose of the Ultimate Drainage Conditions Study was to review previous drainage analyses for the Meridian Specific Plan area and confirm that the findings from the 2003 Focused EIR remained valid. This study evaluated the interim East Detention Basin contemplated with Unit 4, which captures Project area runoff and intercepts and detains offsite flow from the South Campus, the Future Development Area, and the Orangecrest residential development further to the west of the proposed Project area. The Meridian SP-5 SEIR found that compliance with applicable mitigation measures from the 2003 Focused EIR would result in less than significant impacts to hydrology with mitigation incorporated. As described in Section IV.F, *Hydrology/Water Quality*, of the Meridian SP-5 SEIR, the Santa Ana Regional Water Quality Control Board (RWQCB) is responsible for regulating stormwater discharges and maintaining the quality of water resources within the northwestern portion of Riverside County, including the proposed Project. Construction activities, storm drain systems, and point-source discharges associated with individual projects within the Specific Plan area would be required to obtain authorization by the Santa Ana RWQCB and coverage under a National Pollutant Discharge Elimination System (NPDES) permit, per Section 402 of the Clean Water Act. A *Preliminary Water Quality Management Plan* was prepared for the proposed Project by Tory R. Walker Engineering, Inc. (December 2017, **Appendix D**); the results are summarized herein.

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

   Non-point source surface water from impervious surfaces within the Project site may contain contaminants or increased sediment loads that would increase pollution within the local storm drain system. Implementation of the proposed Project would involve construction of a 124,523 square foot speculative warehouse building with a paved parking lot and landscaping. Stormwater runoff would be treated with Best Management Practices (BMPs) onsite prior to discharging east of the Project site into the South Channel Basin through a master planned storm drain. The drainage facility outlets would be sized to convey the tributary 100-year storm, per Riverside County Flood Control and Water Conservation District design criteria. The onsite BMPs and regional detention basin would treat storm water prior to discharging to the offsite municipal separate storm sewer system (MS4) permitted facility and avoid violations to the water quality standards. The proposed Project would not introduce any new impacts not previously addressed in the Meridian SP-5 SEIR. Therefore, no further environmental review is required.

b) Although the proposed Project does not involve the extraction of groundwater, the introduction of impervious surfaces within a graded, vacant site would reduce percolation and recharge of groundwater on site. As described above, stormwater would be collected and discharged into the existing South Channel Basin located east of the Project site. The detention basin, as analyzed in the Meridian SP-5 SEIR, would allow percolation and recharge of groundwater, and would mitigate Project impacts. Therefore, no further environmental review is required.

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

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

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

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

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

Refer to Response IX. (g), above. The Meridian SP-5 SEIR identifies that the Meridian Planning area, which encompasses the proposed project is located within Zone D of the FIRM map. Zone D areas are defined as having possible undermined flood hazards because no flood hazard analyses have been performed within this zone. Knowing this, all drainage improvements have been designed to convey a 100-year storm event; thus reducing the potential for flooding. Thus implementation of the proposed Project would not subject structures to a 100-year flood hazard area.

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

f) As indicated in the Meridian SP-5 SEIR, the Specific Plan area, including the proposed Project site, is located approximately 45 miles from the Pacific Ocean and is not downstream of a significant body of water. Therefore, there is no risk of exposure to inundation by seiche or tsunami. Although areas to the west of the proposed Project are slightly higher in elevation, these areas are vegetated so the potential for a mudflow is unlikely. No further environmental review is required.

Mitigation Measures:

Pursuant to CEQA Section 15177, all Meridian SP-5 SEIR mitigation measures pertaining to this resource or Project are incorporated herein by reference and can be reviewed upon request at the March JPA, 14205 Meridian Parkway, Suite 140, Riverside, CA 92518, (951) 656-7000. Mitigation Measure A-4 from the 2003 Focused EIR and Mitigation Measure F-3 from the Meridian SP-5 SEIR would be applicable to the proposed Project. The analysis did not identify any additional impacts associated with the Project; accordingly, no additional mitigation measures beyond those identified in the Meridian SP-5 SEIR are required.

2003 Focused EIR Applicable Mitigation Measures:

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

5. 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.
6. 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.
7. Regular maintenance activities shall include the removal of vegetation.
8. March JPA shall monitor waterfowl activity during the rainy season in all detention basins. If waterfowl issues are identified during monitoring activities, then the March JPA and Project sponsor shall implement waterfowl control measures (netting and vegetation removal are some examples).

2010 SP-5 SEIR Applicable Mitigation Measures:

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

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

Findings:

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

a) The proposed Project is located within the Meridian Specific Plan and is zoned Business Park. The Project site has been mass graded and is currently vacant. The Project would not expand the boundaries of the Specific Plan area or introduce new land use designations that would divide an existing community. The additional residential development within the Orangecrest Community to the west increases the number of residential units in the vicinity of the proposed Project, but these units are confined within the larger Orangecrest development, which does not intersect the boundaries of the Meridian SP-5 SEIR Planning area. No impact would occur.

b) The proposed Project is located within Airport Influence Area (AIA) II, Zone C1, of the 2014 March Air Reserve Base/ March Inland Port Airport Land Use Compatibility Plan (ALUCP). The ALUCP provides development standards for the AIA including land use criteria and building height requirements. The Project is proposing the development of a single speculative warehouse building with a Light Manufacturing use, subject to the approval by the March Joint Powers Commission. The proposed Light Manufacturing use and building height of 40 feet are allowable based on the criteria for nonresidential development in the C1 zone, and the Project does not propose any hazards to flight. The Project site is located in the Riverside County Airport Land Use Commission (ALUC) Exception area as per the West March Disposition and Development Agreement (DDA). However, as of December 27, 2016, the DDA was not extended and therefore the ALUC Exception area no longer applies to these lots. As a result, guidance was provided by the Riverside County Airport Land Use Commission and March Air Reserve Base to determine the concentration of persons per single-acre on the Project site using criteria found in the 2014 March Air Reserve Base/ Inland Port Airport Land Use Compatibility Plan. As discussed in Section 15e of this Initial Study, the proposed project was found to be consistent with the density requirements for projects proposed in the compatibility zone C1- Primary Approach/Departure zone. The proposed use would not generate significant impacts not previously analyzed in the Meridian SP-5 SEIR as a Light Manufacturing Uses are identified as permitted uses in Business Park zones within the Meridian SP-5 and therefore, were accounted for as potential uses within the impact analysis of the Meridian SP-5 SEIR. The Meridian SP-5 SEIR found the impacts to be less than significant. Thus, impacts would be no greater than what was analyzed in the previously certified Meridian SP-5 SEIR. No further environmental review is required.

c) The proposed Project is located adjacent to a recorded conservation easement area for the purposes of preserving riparian habitat suitable for the endangered least Bell's vireo (LBV) avian species. Development projects

proposed adjacent to this conservation area are subject to the requirements of the *Compensatory Mitigation and Monitoring Plan* (CMMP) dated April 8, 2010. As per the CMMP, individual lot developers are to replace the temporary chain link fence at the onset of fine grading improvements and install a permanent masonry/tilt up concrete wall along the portion of the site adjacent to the conservation area. All lighting must be fully shielded to prevent spillage into the habitat area. All onsite plant species are to be chosen from Appendix E of the CMMP. No impacts are attributed to the endangered species during construction and post-construction of the site. Mitigation requirements for biological resource impacts associated with the Meridian SP-5 SEIR are provided in Section IV. D., Biological Resources, of the SEIR. The project site is not located within or adjacent to a natural community conservation plan area such as the Western Riverside MSHCP or other approved local, regional, or State habitat conservation plan. No impact relative to conservation plans would occur and no mitigation is required. No new impacts or a substantial increase in the severity of a previously identified significant impact evaluated in the Meridian SP-5 SEIR would occur. Additionally, no new information of substantial importance that was not known and could not have been known at the time the Meridian SP-5 SEIR was certified is available that would impact the prior finding of no impact.

Mitigation Measures:

Pursuant to CEQA Section 15177, all Meridian SP-5 SEIR Mitigation Measures pertaining to this resource or Project are incorporated herein by reference and can be reviewed upon request at the March JPA 14205 Meridian Parkway, Suite 140, Riverside, CA 92518, (951) 656-7000. Mitigation Measures A-1, A-2 and A-4 from the 2003 Focused EIR and IV.A-2-1 from the 2010 Meridian SP-5 SEIR would be applicable to the proposed Project. The analysis did not identify any additional impacts associated with the Project; accordingly, no additional mitigation is required.

2003 Focused EIR Applicable Mitigation Measures:

Mitigation 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).

Mitigation A-2: As established in the Specific Plan, the project will comply with the policies and requirements of the Riverside County Airport Land Use Plan. Development plans will be submitted to the FAA for review in accordance with FAR 77.13.2.i. Additional ALUC review will be required for objects taller than 50 feet in the Height Caution Zone shown on Figure IV.A-4. Other land use controls (relating to safety (both in the air and on the ground) and noise) have been developed in consultation with the ALUC, and have been incorporated into the Specific Plan.

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

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

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

- Regular maintenance activities shall include the removal of vegetation.

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

2010 SP-5 SEIR Applicable Mitigation Measures:

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

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

Findings:

The 2003 Focused EIR found no significant mineral deposits within the Specific Plan area which includes the proposed Project Area. Furthermore, the Meridian SP-5 SEIR noted that the California Department of Conservation, Division of Mines and Geology identifies Mineral Resource Zones within Riverside County; and determined that no Mineral Resource Zones exist within the Specific Plan area, inclusive of the proposed Project Area. (Meridian SP-5 SEIR, p. VII-3.)

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

Mitigation Measures:

Pursuant to CEQA Section 15177, all Meridian SP-5 SEIR Mitigation Measures pertaining to this resource or Project are incorporated herein by reference. However, there are no identified impacts, and thus no corresponding Mitigation Measures for mineral resources. The analysis herein did not identify any additional impacts associated with the proposed Project; accordingly, no new mitigation is required.

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

Findings:

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

a) The Meridian SP-5 SEIR analyzed the noise impacts for the Specific Plan Amendment area, which includes the proposed Project. The noise analysis included in the Meridian SP-5 SEIR was based on the regulatory requirements and noise generation factors resulting from land uses proposed as a part of the Specific Plan Amendment. The Project proposes a single speculative warehouse building on a 6.37-acre Business Park designated parcel. The Project is proposing to operate with a light manufacturing use which includes operations such as labor-intensive manufacturing, assembly, fabrication or repair processes which do not involve frequent large container truck traffic or the transport of large scale bulky products. The new products may be finished in the sense that it is ready for use or consumption or it may be semi-finished to become a component for further assembly or packaging. Since the proposed use is permitted in Business Park designated parcels, the estimated trip generation for the Project was found in consistent with the prior trip estimates for the Project site within Planning Area 6 of the Meridian SP-5 SEIR (**Appendix E**). As described in Section IV.H of the Meridian SP-5 SEIR, potential noise increases associated with the Specific Plan Amendment would be within the levels permitted by the March JPA Development Code, as well as the City and County of Riverside noise standards. The mitigation measures identified in the Meridian SP-5 SEIR limits the noise levels at the lot boundaries for stationary noise and would be applicable to the Project. The proposed uses are consistent with development assumed in the Meridian SP-5 SEIR and would not generate abnormal noise levels. Noise associated with the proposed Project is anticipated to primarily be vehicle-related. As per the *Meridian Planning Region C, Unit 4, Lots 13/14 Traffic Consistency Assessment*; **Appendix E**, the traffic associated with the proposed use is far less than what was assumed for Unit 4, Lot 13 and 14 in the Meridian SP-5 SEIR. As such, the noise generated by vehicle-related noise levels is consistent with the previous analysis completed for the Meridian SP-5 SEIR. Therefore, the proposed Project would not result in new noise-related stationary or vehicular impacts not considered in the Meridian SP-5 SEIR.

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

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

c) Refer to Response XII. (a), above. The proposed Project would be consistent with the Meridian SP-5 SEIR as it relates to noise generated by stationary sources and vehicles. The Project site is located approximately 2,500 feet from the nearest sensitive noise receptor, single family housing to the west. Due to the relatively large distance between sensitive noise receptors and Project- related noise sources, as well as the background noise emissions resulting from vehicles on the roadways and aircraft operations from the nearby March ARB airport, Project-related increases in ambient noise levels would be less than significant and consistent with the Meridian SP-5 SEIR. No further environmental review is required.

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

e) The proposed Project is not a sensitive land use and is considered an acceptable use within the noise contours estimated in the 2003 Focused EIR and carried forward in the Meridian SP-5 SEIR. The Project land use is consistent with the 2005 AICUZ and ALUP. The 2003 Focused EIR incorporated mitigation measures which require individual developments to comply with ALUP policies and requirements. The Project is consistent with the 2003 Focused EIR and Meridian SP-5 SEIR assumptions. Therefore, no further environmental review is required.

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

Mitigation Measures:

Pursuant to CEQA Section 15177, all Meridian SP-5 SEIR mitigation measures pertaining to this resource or Project are incorporated herein by reference and can be reviewed upon request at the March JPA, 14205 Meridian Parkway, Suite 140, Riverside, CA 92518, (951) 656-7000. Mitigation Measures J-2 through J-7 from the 2003 Focused EIR and Mitigation Measures IV.H-1-1 through IV.H-1-4 from the 2010 Meridian SP-5 SEIR would be applicable to the proposed Project. The analysis did not identify any additional impacts associated with the Project; accordingly, no additional mitigation measures beyond those identified in the Meridian SP-5 SEIR are required.

2003 Focused EIR Applicable Mitigation Measures:

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

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

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

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

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

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

2010 SP-5 SEIR Applicable Mitigation Measures:

Mitigation 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.
- 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.
- 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.

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

Findings:

The Meridian SP-5 SEIR concluded that the Specific Plan Amendment, which includes the proposed Project, would result in a less than significant impact to population and housing. The Meridian Specific Plan proposed the establishment of an employment center with no associated residential development. The Meridian SP-5 SEIR found that the surrounding area consisted of mostly residential development which resulted in an existing jobs/housing ratio imbalance. Implementation of the Meridian Specific Plan accounted for a reduction in the existing jobs/housing imbalance by bringing jobs to an area that was largely residential and a less than significant impact to population and housing would result from implementation of the Meridian Specific Plan. (Meridian SP-5 SEIR, p. VII-3.)

a) The proposed Project does not include new housing. As previously discussed, the proposed Project is located in a Business Park zone and would consist of a single speculative warehouse building proposed to operate as a Light Manufacturing use, which is a permitted use in Business Park zones. Though short-term, construction-related jobs would be generated during Project construction, it is assumed that these jobs would come primarily from the local labor pool. Jobs generated by operation of the proposed businesses would be consistent with the job growth analyzed in the Meridian SP-5 SEIR. The Meridian SP-5 SEIR concluded that the Specific Plan Amendment, including the proposed Project, would have an overall net benefit, as the current jobs/housing ratio imbalance within Riverside County would be reduced. Based on these considerations, the proposed Project would not result in a substantial increase in population growth or create new or additional impacts beyond those previously considered in the Meridian SP-5 SEIR.

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

Mitigation Measures:

Pursuant to CEQA Section 15177, all Meridian SP-5 SEIR mitigation measures pertaining to this resource or Project are incorporated herein by reference. However, there are no identified impacts, and thus no corresponding mitigation measures for population and housing. The analysis herein did not identify any additional impacts associated with the proposed Project; accordingly, no new mitigation is required.

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

Findings:

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

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

- Fire Protection: Fire protection and emergency services are provided by the Riverside County Fire Department. The closest fire stations are the Riverside County Fire/Moreno Valley Station 65 located approximately 2.5 miles east of the Meridian North Campus Specific Plan area at 15111 Indian Street in Moreno Valley and the Towngate Fire Station No. 6 located approximately 2.8 miles north of the Meridian North Campus Specific Plan area at 22250 Eucalyptus Avenue. Per the Development Agreement with the Master Developer for the Meridian SP-5, a station is proposed to be built on a two-acre site on the northeast corner of Meridian Parkway and Opportunity Way within the Meridian Specific Plan area. While land for this two-acre site has been identified, there is no specific development proposal to construct it at this time. The Project complies with the previously approved uses for this site and would not require additional fire protection services or generate significant impacts not previously analyzed in the Meridian SP-5 SEIR. Impacts are less than significant, and as such, no further environmental review is required.
- Police Protection: Riverside County Sheriff's Department provides law enforcement services for the Specific Plan area. The Riverside County Sheriff's Department provides police services for the City of Moreno Valley, City of Perris and adjacent unincorporated areas of Riverside County. The Sheriff's Department serves the Project site from the Moreno Valley Station, located at 22850 Calle San Juan De Los Lagos in the City of Moreno Valley. This station is approximately 1.9 miles northeast of the proposed Project site. The March JPA contracts with the Riverside County Sheriff's Department to provide supplemental Sheriff patrols to the March JPA Planning area. The proposed Project would be subject to Public Facilities development impact fees in accordance with March JPA Development Impact Fee regulations. Implementation of the proposed Project would not generate new impacts that were not previously analyzed in the Meridian SP-5 SEIR. Therefore, no further environmental review is required.
- Schools: The Project would not create a demand for additional school facilities. Implementation of the proposed Project would include the construction of a single speculative warehouse building which would be used for Light Manufacturing purposes. As such, school services would not be impacted since there is no increase in population connected with implementation of the Project. No impact would occur and no further environmental review is required.
- Parks: The proposed Project does not require the construction or expansion of recreation facilities as the proposed Light Manufacturing use would not cause an increase in population that would require allocation of parks or recreational services. Moreover, the proposed Project would not result in impacts not previously addressed in the Meridian SP-5 SEIR. No impact would occur and no further environmental review is required.

Mitigation Measures:

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

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

Findings:

The Meridian SP-5 Specific Plan Amendment did not include recreational facilities or proposed land uses that would require the construction or expansion of recreational facilities. Although park land was not included within the Meridian Specific Plan, multi-use trails and bikeways were incorporated into the transportation network and 11.1 acres of open space were incorporated into the land use plan. The Meridian SP-5 SEIR found that less than significant impacts to recreation facilities would result from implementation of the Meridian Specific Plan. (Meridian SP-5 SEIR, p. VII-4.)

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

Mitigation Measures:

Pursuant to CEQA Section 15177, all Meridian SP-5 SEIR mitigation measures pertaining to this resource or Project are incorporated herein by reference. However, there are no identified impacts, and thus no corresponding mitigation measures for recreation. The analysis herein did not identify any additional impacts associated with the proposed Project; accordingly, no new mitigation is required.

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

Findings:

Traffic associated with the Meridian SP-5 Amendment to the North Campus of the Meridian Specific Plan are managed using a system of Planning Areas and Planning Regions. Each Planning Area is allocated a traffic generation "budget". The Specific Plan Amendment accounted for a total combined external traffic budget of 45,419 daily passenger trips and 3,890 daily truck trips within the Meridian SP-5 area as illustrated on Table V-1 of the Specific Plan Amendment. The Project site is located within Planning Area 6 of Planning Region C which accounted for 8,622 passenger car average daily trips and 7,539 external average daily trips within the Meridian SP-5 area. Truck trips were accounted for in Planning Area 6 at 294 average daily trips.

A supplemental traffic assessment, *Meridian Planning Region C, Unit 4, Lots 13/14 Traffic Consistency Assessment* was prepared for the proposed Project by SDH & Associates (April 2018). The report is provided in **Appendix E**; the results and conclusions of the report are summarized herein.

a & b) The proposed Project intends to develop a 124,523 square foot speculative warehouse building on 6.36 acres designed to accommodate up to two tenants with a light manufacturing land use, which includes 6,662 square feet of office space. Light Manufacturing uses include assembly/fabrication, labor-intensive manufacturing, assembly of semi-finished components and storage of related materials, which is a permitted use in the Business Park zone. The Meridian SP-5 SEIR assumed both passenger car trips and truck trips to this site.

Trip generation for the Project was calculated in accordance with the methods used for the Meridian SP-5 SEIR, which used the Institute of Transportation Engineers Trip Generation Manual, 8th Edition and the 2003 Fontana Truck Trip Generation Study. In accordance with the Specific Plan Amendment, a 13 percent "capture" volume was applied to the calculated passenger car trips. This reduction is noted in the Trip Generation Summary and reflected in the external average daily trips (ADT) volume in the Traffic Monitoring Spreadsheet (W/U4-13/14).

The anticipated average daily traffic (ADT) for the existing uses in Planning Area 6 total 6,791 external average daily trips out of the 7,539 average daily trips allotted for Planning Area 6. Existing truck trips account for 30 average daily trips out of the allotted 294 average daily trips. The ADT for the proposed Project includes 581 external passenger cars trips and 109 truck trips. The estimated 581 passenger car trips reflects the 13 percent internal capture reduction established in the Specific Plan. The truck trips associated with the light manufacturing use were estimated at 109 average daily trips, all of which are external. The traffic analysis determined that the vehicle and truck trips allotted to Unit 4, Lots 13 and 14 in the Specific Plan Amendment analysis was greater than the proposed Project trip estimates, and that there would be 167 passenger car trips and 155 truck trips remaining in Meridian SP-5 Planning Area 6 Planning Area 6 would be fully built out after the proposed Project.

Based on these calculations, an increase in passenger vehicular traffic or truck traffic counts over those anticipated in the Meridian SP-5 SEIR is not anticipated. As described in the Meridian SP-5 SEIR, the proposed Project would be consistent with the applicable plans and policies that establish performance criteria for the circulation system within the Project area, including the March JPA Truck Route Ordinance. Therefore, the proposed Project would not result in new or substantially more severe traffic-related impacts not considered in the Meridian SP-5 SEIR, and no further environmental review is required.

c) The proposed Project consists of a 124,523 square foot warehouse building on 6.36 acres designed to accommodate up to two tenants with a Light Manufacturing use. The Project and its associated use enforces existing land use regulations to maintain consistency with the AICUZ and JLUS, as well as the ALUP and would not impact air traffic operations. Thus, no impact would occur.

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

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

Mitigation Measures:

Pursuant to CEQA Section 15177, all Meridian SP-5 SEIR mitigation measures pertaining to this resource or Project are incorporated herein by reference and can be reviewed upon request at the March JPA, 14205 Meridian Parkway, Suite 140, Riverside, CA 92518, (951) 656-7000. Mitigation Measures B-1, B-2, B-5, B-6, B-7, B-8, and B-10 from the 2003 SEIR and Mitigation Measure IV.B-1-4 from the 2010 SP-5 SEIR would be applicable to the proposed Project. The analysis did not identify any additional impacts associated with the Project; accordingly, no additional mitigation measures beyond those identified in the Meridian SP-5 SEIR are required.

2003 Focused EIR Applicable Mitigation Measures:

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

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

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

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

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

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

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

2010 SP-5 SEIR Applicable Mitigation Measures:

Mitigation 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 March JPA would calculate trip generation for both passenger cars and trucks using approved trip generation rates. Once approved by the March JPA, a running total would be kept for each of the Planning Areas as applications are reviewed.

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

Findings:

The 2003 Focused EIR evaluated the impacts to Tribal Cultural Resources within the Cultural Resources evaluation. The evaluation determined that any Traditional Resources within the Specific Plan area would likely be associated with the Cahuilla or the Luiseno Indian groups. Traditional resources can include archaeological sites, burial sites, ceremonial areas, caves, mountains, water sources, plant habitat, gathering areas or any other natural area important to a culture for religious or heritage reasons. Significant traditional sites are subject to the same regulations, and are afforded the same protection as other types of historic properties. Any modern traditional resources within the proposed Project area are likely to be associated with the Cahuilla or the Luiseno Indian groups. To date, no such resources have been identified. However, no such resources had been discovered in the Specific Plan area prior to the completion of the 2003 EIR. The 2003 identified mitigation (See Mitigation L-1 below), that would reduce impacts to Cultural Resources, including Traditional Resources, to a less than significant level.

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

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

Mitigation Measures:

Pursuant to CEQA Section 15177, all Meridian SP-5 SEIR mitigation measures pertaining to this resource or Project are incorporated herein by reference and can be reviewed upon request at the March JPA, 14205 Meridian Parkway, Suite 140, Riverside, CA 92518, (951) 656-7000. Mitigation Measures L-1 from the 2003 Focused EIR and Mitigation Measures IV.J-2-1 through IV.J-2-6 and IV.J-4-1 from the 2010 SP-5 SEIR would be applicable to the proposed Project. The analysis did not identify any additional impacts associated with the Project; accordingly, no additional mitigation measures beyond those identified in the Meridian SP-5 SEIR are required.

2003 Focused EIR Applicable Mitigation Measures:

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

2010 SP-5 SEIR Applicable Mitigation Measures:

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

Mitigation IV.J-2-2: At least 30 days prior to beginning Project construction, the Project Applicant shall contact the Pechanga Tribe to notify the Tribe of grading, excavation and the monitoring program, and to coordinate with the March 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 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 March JPA 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 March JPA shall make the determination based on the provisions of the California Environmental Quality Act with respect to archaeological resources and shall take into account the religious beliefs, customs, and practices of the appropriate Tribe.

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

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

Findings:

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

As described in the Meridian SP-5 SEIR, an existing wastewater treatment plant (WWTP), located approximately 1.8 miles south of the Project site and west of I-215 at Nandina Road, would serve the wastewater needs of the Specific Plan area, including the Project site. The facility is designed to meet the wastewater treatment and discharge requirements of the Santa Ana Regional Water Quality Control Board and has sufficient capacity to treat projected flows.

a) As discussed above, the Meridian SP-5 SEIR included analysis of wastewater needs based on the changes in land use and acreage proposed in the Meridian SP-5 Specific Plan Amendment. The wastewater analysis in the Meridian SP-5 SEIR used those proposed land uses to generate an assessment of existing and future demand on waste water facilities. As the proposed Project is consistent with the land uses identified in the Meridian SP-5 SEIR, the demand on wastewater facilities resulting from the proposed Project was accounted for in the previous analysis. The addition of the proposed Project would have minor contributions to the demand for wastewater treatment services identified for the Meridian SP-5; however, impacts would be no greater than what was previously analyzed in the Meridian SP-5 SEIR. Thus, there would be no impact with respect to applicable Regional Water Quality Control Board requirements and no further environmental review is required.

b) The Meridian Specific Plan area is served by the Western Municipal Water District (WMWD). WMWD purchases water from the Metropolitan Water District of Southern California (MWD). The water is treated at the Henry Mills Treatment Plant in the City of Riverside and delivered to the Project area via water supply infrastructure constructed north of Opportunity Way. WMWD prepared a Water Supply Assessment (WSA) (October 2002) during the preparation of the 2003 Focused EIR to evaluate the availability of adequate water supplies to serve the March Business Center Specific Plan for the duration of the timeframe specified in the legislation. The approved water demand for the area in the 2002 WSA was 495,520 gallons per day (gpd). The WSA was updated by WMWD (October 2009) to address potable water supply associated with implementation of the Meridian SP-5. WMWD confirmed availability of supplies defined in the 2002 WSA and an additional 6,700 gpd to serve an additional 3.2 acres of developable land and uses associated with the redistribution of land use designations that would result from implementation of the Meridian SP-5. Correspondence from WMWD dated January 18, 2018 (See **Appendix F**), confirmed that WMWD would provide water service to the proposed Project provided that the Project adheres to the standard conditions enumerated in the letter including the acquisition of required permits, approvals, and payment of applicable costs and fees. Furthermore, the proposed Project use is consistent with the WSA prepared for the Specific Plan area in 2009 and therefore no additional demand is anticipated. Thus, the addition of the proposed Project would not create an additional demand for water or wastewater facilities beyond those identified for the Meridian SP-5 SIER. Accordingly, Project impacts to the provision of water services and wastewater treatment capacity are consistent with the Meridian SP-5 SEIR and no further environmental review is required.

c) The Project proposes 32,407 sf (approximately 0.74 acres) of landscaping, the remainder of the Project site would consist of impervious surfaces, which would increase the amount of impervious surfaces from approximately 0 percent to 88.4 percent. The addition of these impervious surfaces would increase surface runoff; however, all stormwater would discharge to existing Regional Detention Basins located east of the Project site. These detention basins were designed and constructed to accommodate Project-induced water runoff from the Specific Plan area. Thus, impacts to storm drain facilities are consistent with those addressed in the Meridian SP-5 SEIR and no further environmental review is required.

As described in response XVII (b) above, a WSA dated October 16, 2002 was prepared by WMWD during the

preparation of the 2003 Focused EIR to evaluate the availability of adequate water supplies to serve the March Business Center Specific Plan. The approved water demand for the area in the 2002 WSA was 495,520 gallons per day gpd. The WSA was updated by WMWD in October 2009 to address potable water supply associated with the Meridian SP-5, including the proposed Project site. The projected water demands identified in the WSA were based on the WMWD's 2005 Urban Water Management Plan (UWMP). The data provided in the UWMP is based on estimated water supply during normal and drought year conditions. WMWD confirmed availability of supplies defined in the 2002 WSA and an additional 6,700 gpd to serve an additional 3.2 acres of developable land and uses associated with the redistribution of land use designations that would result from the Meridian SP-5. The proposed Project currently has two meters on each parcel; one meter for potable water and one meter for reclaimed water. The impacts to the reclaimed water service system are consistent with the Meridian SP-5 SEIR. On January 18, 2018, Western Municipal Water District (WMWD) provided a letter to the lot developer regarding water, sewer and recycled water availability to accommodate the proposed project and is provided as Appendix F. The purpose of this letter is to assure that the proposed development is consistent with the water budget and Water Supply Assessment completed for the Meridian SP-5 SEIR Project area. Additionally, since the proposed project is consistent with the zoning and anticipated land use for projects within the Meridian North Campus Specific Plan, the projected water, sewer and recycled water demands for Unit 4-Lot 13 and 14 analyzed in the October 2009 Water Supply Assessment in the Meridian SP-5 SEIR remain consistent. Therefore, no further environmental review is required.

a) Refer to response XVII (a) above. The proposed Project would use existing wastewater treatment facilities, which have sufficient capacity to serve the proposed Project and are being expanded to accommodate additional growth in western Riverside County. The demand for wastewater treatment capacity would not be greater than what was analyzed in the previously certified Meridian SP-5 SEIR. Therefore, no further environmental review is required.

b) The Meridian SP-5 SEIR concluded that sufficient capacity exists to meet solid waste disposal requirements associated with the Specific Plan, which would include the proposed Project. Since the Project is not anticipated to increase solid waste generation above the generation rates assumed in the Meridian SP-5 SEIR, impacts to solid waste facilities are consistent with the Meridian SP-5 SEIR no further environmental review is required. Therefore, there would be no impact.

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

Mitigation Measures:

Pursuant to CEQA Section 15177, all Meridian SP-5 SEIR mitigation measures pertaining to this resource or Project are incorporated herein by reference and can be reviewed upon request at the March JPA, 14205 Meridian Parkway, Suite 140, Riverside, CA 92518, (951) 656-7000. Mitigation Measures H-2 through H-5, H-7, H-8, IV.G-2-1, IV.G-2-2, and IV.G.4-1 from the 2010 Meridian SP-5 SEIR would be applicable to the proposed Project. The analysis did not identify any additional impacts associated with the Project; accordingly, no additional mitigation measures beyond those identified in the Meridian SP-5 SEIR are required.

2010 SP-5 SEIR Applicable Mitigation Measures:

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

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

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

- Green waste generated by the project should be kept separate from other waste types in order that it can be recycled through the practice of grass recycling (where lawn clippings from a mulching type mower are left on the lawn) or 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.

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

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

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

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

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

Mitigation IV.G-4-1: Prior to individual lot development approval by the March JPA, the developer will coordinate with March JPA and WMWD to obtain the water demand for the proposed development. March JPA, through coordination with WMWD, shall assure that the development is consistent with the water budget and Water Supply Assessment for the Project. Demand for water beyond the water budget or the volume defined in the WSA may necessitate further CEQA review.

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

Findings:

a-b) The proposed Project consists of the development of a single speculative warehouse building within an area zoned Business Park. The Project site has been rough graded per the March Business Center Tentative Map for portions of the Meridian north campus. Accordingly, the proposed development is not anticipated to result in impacts to sensitive plant or animal species or important examples of history or prehistory beyond those identified and mitigated for in the Meridian SP-5 SEIR. The Project has no impact in the potential to achieve short-term environmental goals to the disadvantage of long term environmental goals. No further environmental review is required.

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

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

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SDH & Associates

2018 Meridian Planning Region C, Unit 4, Lots 13/14 Traffic Consistency Assessment. April 17.

Tory R. Walker Engineering, Inc.

2017 Project Specific Water Quality Management Plan for Economic Business Center. December 29.

Western Municipal Water District

2018 Water, Sewer and Recycled Water Availability Request, Economic Distribution Center – APN 294-650-001, Grid #39043, ID-MW, T3S, R4W, Sec. 22 Letter. January 18.

EXHIBIT "B"

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

RESOLUTION #JPA 18-21

A RESOLUTION OF THE MARCH JOINT POWERS COMMISSION OF THE MARCH JOINT POWERS AUTHORITY APPROVING PLOT PLAN (PP 18-01) AND VARIANCE (V 18-01), FOR THE DEVELOPMENT OF A SINGLE WAREHOUSE BUILDING ON UNIT 4, LOTS 13 AND 14 WITHIN PLANNING AREA 6 OF THE MERIDIAN SPECIFIC PLAN AMENDMENT AREA (SP-5)

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

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

WHEREAS, in February 2003, the Authority approved the March Business Center Specific Plan (SP-1) to guide land use decisions within a 1,290-acre portion of the former March Air Force Base; and

WHEREAS, in July 2010, the Authority approved Specific Plan Amendment (SP-5) to amend the March Business Center Specific Plan by amending its name to the "Meridian Specific Plan Amendment" and implementing revisions to a 257.7 acre portion of the specific plan's North Campus area, including revisions to land use and development regulations, and land use designations; and

WHEREAS, Bombay Partners LP ("Applicant") proposes the development of 6.37 acres within Planning Area 6 of the Meridian Specific Plan Amendment (SP-5), including the development of 2 lots totaling approximately 124,523 square feet of speculative manufacturing uses; and

WHEREAS, on January 3, 2018, the Applicant submitted certain land use applications (collectively the "Project Entitlements") requesting the following:

1. A Plot Plan application (PP 18-01) to depict the proposed site layout and authorize the development of a single speculative warehouse building with two tenant office spaces comprising of 124,523 square feet on 6.37 acres (Unit 4, Lot 13 and 14) and to operate with a light manufacturing use. Building height is proposed at 40 feet. Each tenant space is designed with a mezzanine, and a balcony to accommodate the southwest office space only. A total of 113 parking stalls are proposed to accommodate the site; and

2. A Variance application (V 18-01) to allow for a 10 foot reduction to the required front yard setback distance of 40 feet in order to accommodate the proposed 124,523 square feet speculative building. Due to the curvature of Economic Way, the building's front

yard setback varies from 30 to 65 feet. Thus, a variance is requested since the front yard setback, depending upon its location, does not meet the minimum 40 foot setback requirement.

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

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

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

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

WHEREAS, 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 RESOLVE AS FOLLOWS:

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

SECTION 2. Compliance with the California Environmental Quality Act. The Commission has considered and adopted an Addendum to the 2010 SEIR for the Meridian Specific Plan Amendment (SP-5) (SCH #2009071069) for the Project, including PP 18-01 in accordance with the requirements of CEQA, the State CEQA Guidelines, and the March JPA Local CEQA Guidelines. As the decision-making body for the Project, the Commission of the March JPA has reviewed and considered the FEIR, the SEIR, the Addendum to the SEIR, the Initial Study, any oral or written comments received, and the administrative record prior to taking action on the Project, including action on PP 18-01.

SECTION 3. Findings on Environmental Impacts. Based on the Addendum, the Initial Study, the administrative record, and having considered the SEIR and the FEIR and all written and oral evidence presented to the Commission, the Commission finds that all environmental impacts of the Project have been addressed within the certified SEIR and the Initial Study. The Commission finds that no new or additional mitigation measures or alternatives are required. The Commission further finds that there is no substantial evidence in the administrative record supporting a fair argument that the Project, including PP 18-01, may result in any significant environmental impacts beyond those analyzed in the certified SEIR. The Commission finds that the Addendum contains a complete, objective, and accurate reporting of the environmental

impacts associated with the Project, including PP 18-01 and reflects the independent judgment and analysis of the Commission.

SECTION 4. Findings for Plot Plan 18-01. Based on the entire record before the Commission and all written and oral evidence presented to the Commission, the Commission makes the following findings for approval of Plot Plan 18-01, in accordance with Section 9.02.070 of the March JPA Development Code:

1. The proposed Project is consistent with the goals, objectives, policies, and programs of the March JPA General Plan because the proposed project would implement the following General Plan Land Use goals:

a) Provide for a balanced mix of land uses that contribute to the regional setting, can capitalize on the assets of the Planning Area while ensuring compatibility throughout the Planning Area and with regional plans.

b) Manage growth and development to avoid adverse environmental and fiscal impacts.

c) Develop an identity and foster quality development within the Planning Area.

d) Maximize and enhance the tax base and generation of jobs through new reuse and joint use opportunities; and

2. The proposed Project complies with all applicable zoning and other regulations because the Project site is located within the boundaries of the Meridian Specific Plan Amendment (SP-5) and is consistent with development regulations and standards outlined in Section III Land Use Sub-Section G., Development Regulations of the Meridian Specific Plan Amendment (SP-5); and

3. The proposed Project will not be detrimental to the public health, safety, or welfare or materially injurious to properties or improvements in the vicinity because it is compatible with the Safety Risk Management Element of the March JPA General Plan in that the Project is designed and oriented in such a way to protect the Meridian Specific Plan area and adjacent community from unreasonable risks associated with seismic, geologic, fire and flood hazards; and

4. The location, design, and operation of the proposed Project will be compatible with existing and planned land uses in the vicinity because the Project is consistent with the land use and development regulations of the Meridian Specific Plan Amendment (SP-5), which ensures compatibility between existing and planned land uses within the Specific Plan Area. The Project site is located on Unit 4-Lot 13 and 14 zoned Business Park. The Project is consistent with the Permitted Land Uses table for Business Park Land Uses found on III-10 of the Meridian Specific Plan (SP-5). The Project is also consistent with all development regulations detailed on

page III-14 of the Meridian Specific Plan (SP-5). Additionally, this Project is consistent with the density/intensity requirements intended for developments in the Airport Compatibility Zone C1. Developments to be located in Airport Compatibility Zone C1 are limited to 100 average people/acre and 250 people/single-acre as per the March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan adopted on November 13, 2014.

SECTION 5. Findings for Variance V 18-01. Based on the entire record before the Commission and all written and oral evidence presented to the Commission, the Commission makes the following findings for approval of Variance V 18-01, in accordance with Section 9.02.100 of the March JPA Development Code:

1. The strict or literal interpretation and enforcement of the specified regulation would result in practical difficulty or unnecessary hardship not otherwise shared by others within the surrounding area or vicinity. Due to the inherent curvature of Economic Way to the south, the building size and placement of the proposed 124,523 square foot building encroaches into the front yard setback by 10 feet depending upon its location. In order for the project to meet the 40 foot front yard setback requirement, a reduction in building square footage would be required. The reduction in square footage would place an unnecessary hardship not otherwise shared by others within the Meridian Specific Plan (SP-5) Planning area due to the alignment of Economic Way relative to the rectangular building placement, thus limiting the front yard setback to 30 feet in the most constricted area to 65 feet in the most expansive area; and

2. There are exceptional or extraordinary circumstances or conditions applicable to the property involved or to the intended use of the property which do not apply generally to other properties in the vicinity and under the same zoning classification. Due to the inherent curvature of Economic Way, building size in relation to building setbacks is limited which does not generally apply to other properties in the vicinity under the same zoning classification, which is an exceptional or extraordinary circumstance applicable only to the Project site; and

3. The strict or literal interpretation and enforcement of the specified regulation would deprive the applicant of privileges enjoyed by the owners of other properties in the vicinity and under the same zoning classification. Development options in terms of building square footage are limited due to the curvature of Economic Way. Surrounding property owners and other properties with the same zoning classification are not equally impacted by this site-specific reason, thus the specified regulation would deprive the applicant privileges to develop the Project to its full and equal potential; and

4. The granting of the Variance will not constitute a grant of special privilege inconsistent with the limitations on other properties in the vicinity and under the same zoning classification. Due to the proposed Project site being constrained by the inherent curvature of Economic Way, which is limiting to the development options in terms of square footage, granting of the variance will not constitute special privilege inconsistent with other properties within the same zoning classification; and

5. The granting of the Variance will not be detrimental to the public health, safety, or welfare, or materially injurious to properties or improvements in the vicinity. The proposed

Project meets all other Development Regulation requirements as a part of the Meridian Specific Plan Amendment (SP-5), granting of the variance will not be detrimental to the public health, safety, or welfare, or materially injurious to properties or improvements in the vicinity as the request is to allow for the Project to encroach into the front yard setback of 10-feet depending upon the location. To ensure the safety of the general public and employees, sufficient access and circulation has been designed. Additionally, the Riverside County Fire Department has reviewed the proposed site plan to ensure the minimum access and circulation requirements have been met; and

6. The granting of the Variance is consistent with the objectives and policies of the March JPA General Plan and the intent of the March JPA Development Code. The requested Variance is compatible with existing and anticipated future development to other projects within the Meridian Specific Plan Amendment (SP-5) area and is consistent with the objectives and policies of the March JPA General Plan and the intent of the March JPA Development Code. Furthermore, the requested Variance is intended to improve the configuration of the proposed building without loss of additional square footage.

SECTION 6. Approval of Project Entitlements. Based on the entire record before the Commission, all written and oral evidence presented to the Commission, and the findings made in this Resolution, the Commission hereby approves the Project Entitlements, including PP 18-01 and V 18-01, as shown on Exhibit "A", attached hereto and incorporated herein by this reference, subject to the Conditions of Approval, as shown on the attached Exhibit "B", attached hereto and incorporated herein by this reference.

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

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

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

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

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

_____

Marion Ashley, Chairman
March Joint Powers Authority Commission

ATTEST:

I, Carey L. Allen, CMC, Clerk of the March Joint Powers Commission, do hereby certify that the foregoing Resolution #JPA 18-21 was adopted by the March Joint Powers Commission of the March Joint Powers Authority at a regular meeting thereof held on the 12th day of September, 2018, by the following vote of the Commission:

AYES:
NOES:
ABSTAIN:
ABSENT:

Dated: September 12, 2018

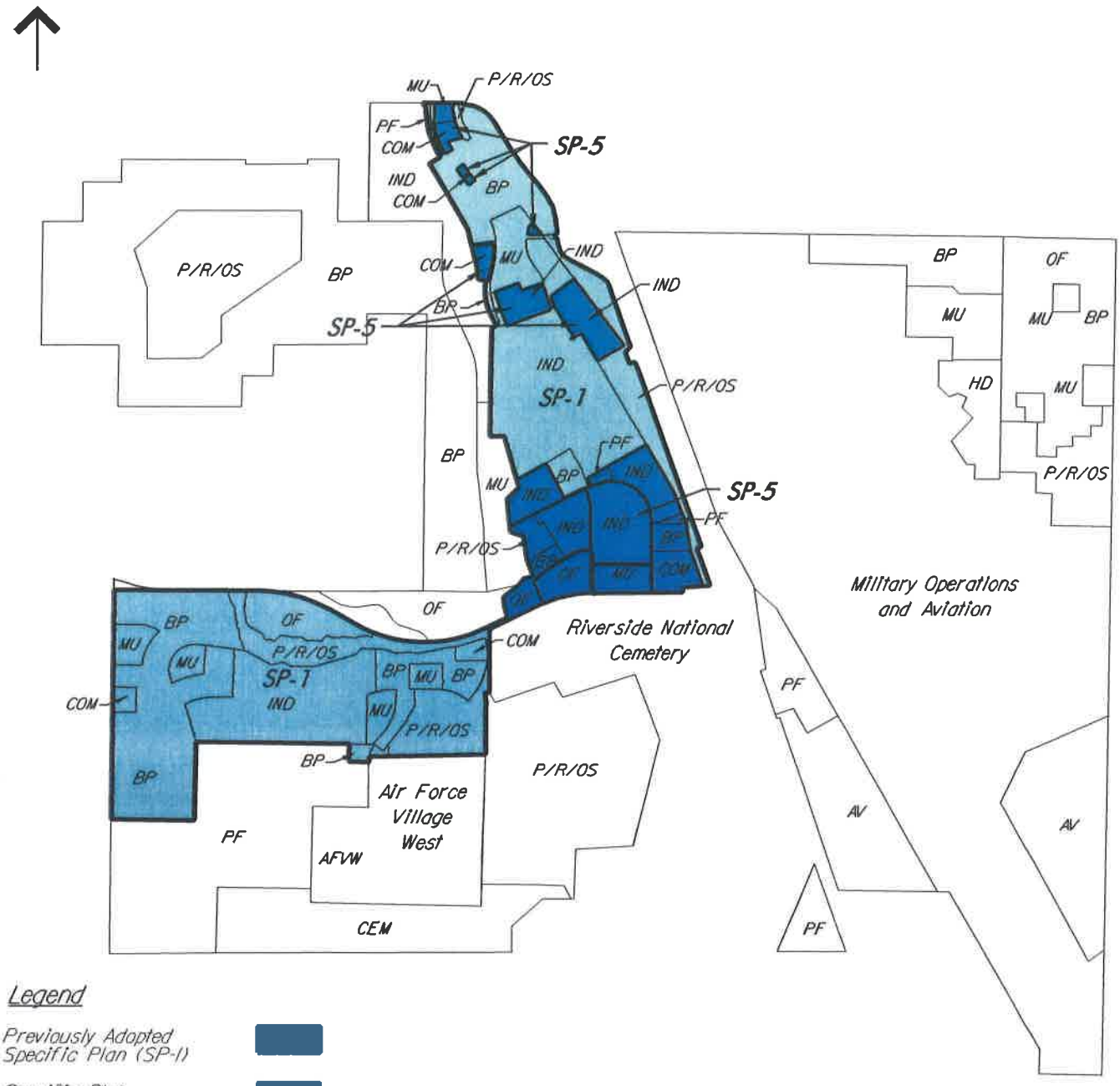
_____
Carey L, Allen, CMC, Clerk
March Joint Powers Authority Commission

EXHIBIT "A"

Project Entitlements

EXHIBIT A 1

General Plan Land Use Map



Legend

Previously Adopted Specific Plan (SP-1)	
Specific Plan Amendment (SP-5)	
Business Park	BP
Commercial	COM
Industrial	IND
Mixed Use	MU
Office	OF
Public Facility	PF
Park/Recreation Open Space	P/R/OS
AFVW Expansion	AFVW
Cemetery	CEM
Aviation MIP	AV
Historic District	HD

Figure II-4
Proposed General Plan Land Uses

EXHIBIT A 2

Meridian (SP-5) Zoning Map

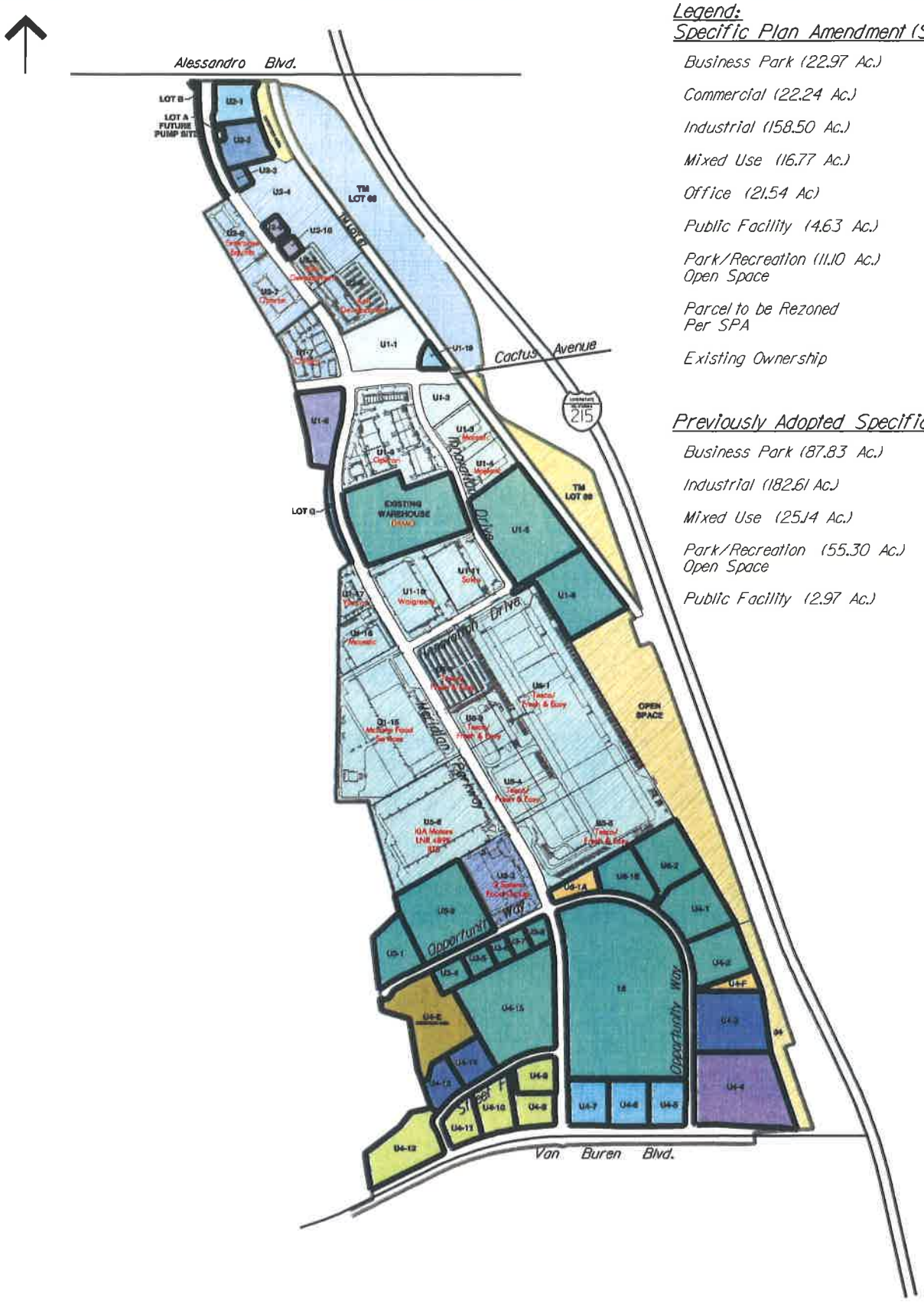

Alessandro Blvd.
Cactus Avenue
Van Buren Blvd.
Meridian Parkway
Opportunity Way
Discovery Drive
Innovation Drive
Sweet Street
Opportunity Way
OPEN SPACE
EXISTING WAREHOUSE
LOT B
LOT A - FUTURE PUMP SITE
LOT C
TM LOT 88
TM LOT 88
U1-1
U1-2
U1-3
U1-4
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U4-39
U4-40

EXHIBIT A 3

Applicant's Narrative

Unit 4 Lots 13 & 14

The Unit 4 Lots 13 and 14 Project (Proposed Project) is located within the southwestern portion of the North Campus of the Meridian Specific Plan Area, north of Van Buren Boulevard, south of Opportunity Way, and west of Meridian Parkway. The proposed project site is bounded by Meridian Unit 4 Lot 12 to the southwest, West March Planning Subarea to the northwest "E" to the north, Unit 4 Lot 15 to the east, and Economic Drive to the south. The proposed project consists of one building on a 6.37 acre lot zoned Business Park.

The building would consist of 124,523 SF designed to accommodate up to two tenant spaces and will house a mix of permitted light manufacturing uses such as assembly/fabrication, labor-intensive manufacturing, assembly of semi-finished components and storage of related materials. The building will include a 121,387 SF facility (building footprint), approximately 576 feet long and 200 feet wide. This building is currently planned to be 40 feet in height with a second floor/mezzanine being used for additional office space. The building is proposing 25 northern facing truck docks, 2 at-grade doors and will be screened by several treatments such as landscaping, walls, and fences.

The proposed project will take access off of Economic Drive via 2 driveways. Driveway spacing along an Industrial Collector Roadway, such as Economic Drive, should adhere to the County of Riverside Standard of 200 feet. The proposed project would comply with this standard by providing approximately 600 feet between driveways. Parking for the site would consist of 113 stalls including 6 for ADA accessibility and 11 clean-air/vanpool stalls (including 7 electric charging stalls).

Landscaping coverage on-site is anticipated to cover 32,407 SF (11.7% Coverage), which exceeds the minimum lot requirement of 10%.

The fair share fee will be paid by the project developer in the amount of $13,469.

EXHIBIT A 4

Reduced Site Plan

SCOPE OF WORK	SHEET INDEX
NEW SPECULATIVE CONCRETE TILT-UP BUILDING FOR BUSINESS PARK USE. INCLUDES SITE IMPROVEMENTS AS SHOWN.	ARCHITECTURAL A1 SITE PLAN A1.1 SITE DETAILS A1.2 SITE DETAILS A1.3 SITE SCREENING PLANS A2 OVERALL FLOOR PLAN A3.1 ENLARGED FLOOR PLANS A3 ROOF PLAN A4 EXTERIOR ELEVATIONS CIVIL C1 OF 1 PRELIM. GRADING PLAN LANDSCAPE L1 CONCEPTUAL LANDSCAPE PLAN

DEVELOPER/OWNER

BOMBAY PARTNERS LP
3535 INLAND EMPIRE BLVD., SUITE 37
ONTARIO, CA 91764

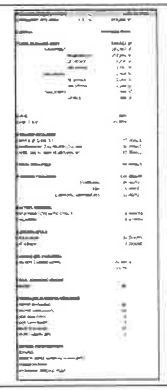
CONTACT: JOE MCRAY
PHONE: (909) 969-7771
EMAIL: JMCRAY@LEE-ASSOC.COM

APPLICANT'S REPRESENTATIVE/ARCHITECT

HERDMAN ARCHITECTURE & DESIGN, INC.
18201 SCIENTIFIC WAY
IRVINE, CA 92618

CONTACT: BRIDGET HERDMAN
PHONE: 714 380 2800
EMAIL: BRIDGET@HERDMAN-AD.COM

PROJECT INFORMATION



CONSTRUCTION NOTES

1.	CONSTRUCTION TYPE	II-B
2.	OCCUPANCY	OFFICE = B WHSE = S-1 MFG. = F-1
3.	YARDS	15' SIDES AT 45° NW CORNER AT 45°
4.	FIRE SPRINKLERS	E.S.F.R.
5.	ZONING	BUSINESS PARK

LEGAL DESCRIPTION

LOT 13 & 14 OF TRACT 30885-4 AS RECORDED IN BOOK 415, PAGES 84-86 OF RIVERSIDE COUNTY

ASSESSOR PARCEL NUMBERS

264-550-07-1-A (LOT 14)
264-550-07-8-A (PORTION OF LOT 13)
264-550-08-1-8 (PORTION OF LOT 13)

UTILITY PROVIDERS

WATER - WESTERN MUNICIPAL WATER DISTRICT
GAS - SOUTHERN CALIFORNIA GAS
ELECTRIC - SOUTHERN CALIFORNIA EDISON
TELEPHONE - PACIFIC BELL
SEWER - WESTERN MUNICIPAL WATER DISTRICT
CABLE - CHARTER COMMUNICATION

KEYNOTES

1 NEW DRIVE CUT PER CITY OR COUNTY STANDARDS. REFER TO LANDSCAPE DRAWINGS FOR ENHANCED PAVING DESIGN IF APPLICABLE. REFER TO CIVIL DRAWINGS FOR ADDITIONAL INFO.
3 CONCRETE PAVING. REFER TO CIVIL DRAWINGS FOR SECTION AND DRAINAGE. G.C. TO COORDINATE WITH SOILS REPORT. REFER TO STRUCTURAL DRAWINGS FOR CONCRETE DESIGN AT TRUCK APRONS IF APPLICABLE.
6 ADA SITE ENTRY SIGN PER CODE. TYP.
13 LANDSCAPE AREA - SEE LANDSCAPE PLANS FOR ADDITIONAL INFORMATION
14 PROPOSED TRANSFORMER LOCATION. PROVIDE BOLLARDS PER UTILITY COMPANY REQUIREMENTS. SEE ELECTRICAL DRAWINGS FOR ADDITIONAL INFORMATION.
15 PROTECTIVE METAL BOLLARDS. CONCRETE FILLED PAINTED TYP.
17 6' HIGH CONCRETE SCREEN WALL, PAINTED TO MATCH BUILDING
20 12' HIGH CONCRETE SCREEN WALL, PAINTED TO MATCH BUILDING
21 6' HIGH METAL TUBE STEEL FENCE, PAINTED BLACK.
26 EMPLOYEE OUTDOOR BREAK AREA.
28 SECURE BICYCLE PARKING. REFER TO A1.1 FOR MODEL SPECIFICATION AND ADDITIONAL INFORMATION.
33 CONCRETE TRASH ENCLOSURE PER CITY REQUIREMENTS. SEE A1.1 FOR DETAILS.
43 SWINGING METAL GATE ELECTRONICALLY OR MANUALLY OPERATED. PROVIDE CONDUIT TO GUARD SHACK/OFFICE AREA FOR GATE CONTROL @ INTERCOM. PROVIDE KNOX PAD PER FIRE DEPT. STD.
45 CONCRETE TRUCK RAMP WITH 4'-0" HIGH CONC. TILT UP GUARD WALLS PAINTED TO MATCH BUILDING. SEE ELEVATIONS.
113 POST OFFICE MAILBOX LOCATIONS
114 TRUCK ROUTE SIGN. SEE DETAIL 2/A1

SITE LEGEND

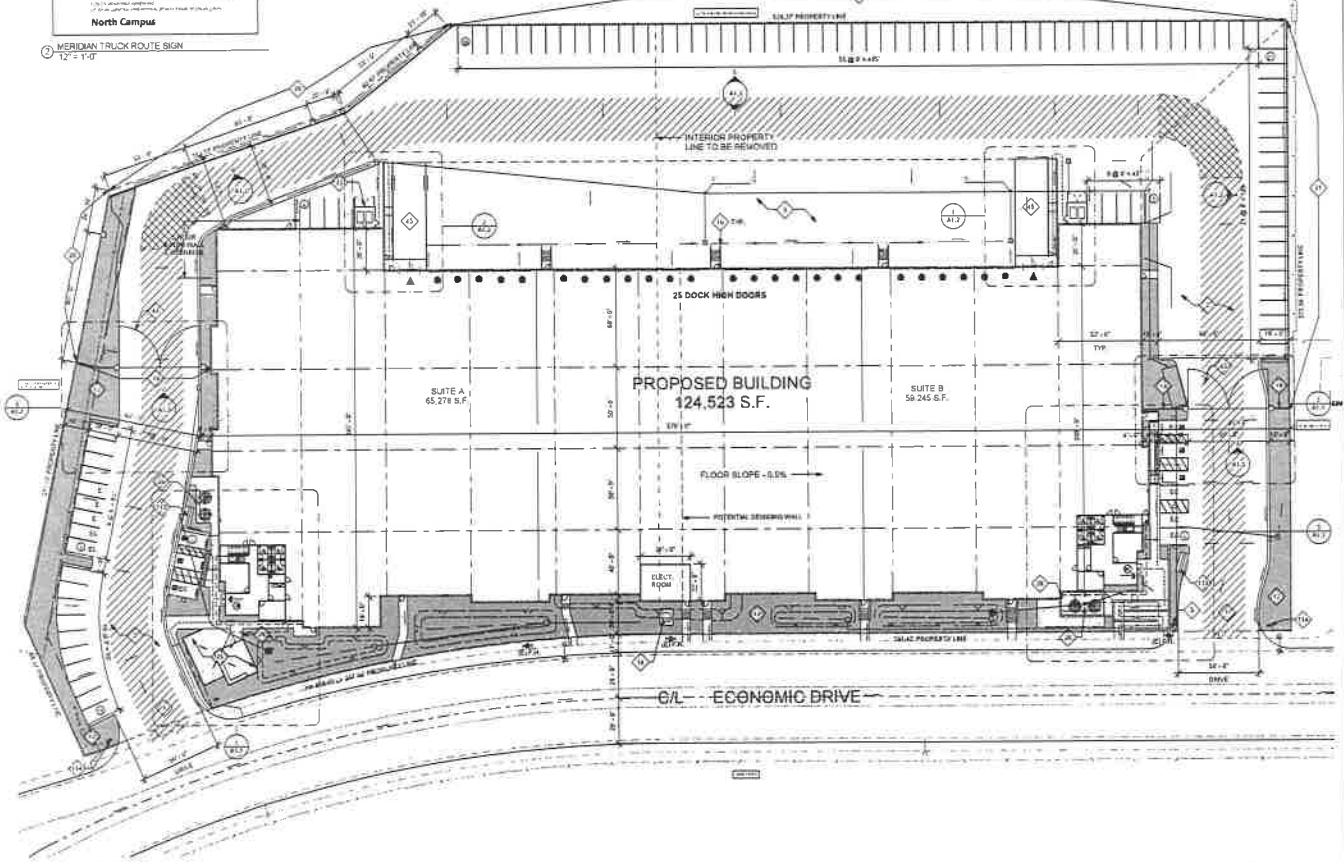
LANDSCAPE AREA
20' MIN. FIRE DEPT. UNOBSTRUCTED ACCESS ROUTE
CONCRETE PAVING
DECOMPOSED GRANITE. SEE CIVIL DWGS
PERMEABLE PAVERS. SEE CIVIL DWGS
STANDARD PARKING STALL
TYP. HANDICAP PARKING STALL W/ 6' LOADING ZONE
PROVIDE 12" HIGH WHITE HELVETIC LETTERING AT CARPOOL/VANPOOL AND LOW-E/FUEL EFFICIENT SPACE ONLY (NOTED E ON SITE PLAN)
PROVIDE 12" HIGH WHITE HELVETIC LETTERING AT CARPOOL/VANPOOL AND LOW-E/FUEL EFFICIENT PARKING SPACE ONLY (NOTED EC ON SITE PLAN)
FIRE DEPT TURN RADIUS
FIRE HYDRANT
STREET LIGHT
PATH OF TRAVEL
PROPERTY LINE
DOCK HIGH DOOR
DRIVE THRU DOOR
SIGNAGE

VICINITY MAP



SITE PLAN GENERAL NOTES

1. SITE PLAN SHALL MEET ALL ENGINEERING & HYDES REQUIREMENTS.
2. GENERAL CONTRACTOR TO REVIEW SOILS REPORT PREPARED BY _____ DATED _____ AND ANY SUBSEQUENT AMENDMENTS, G.C. TO CONFIRM COMPLIANCE.
3. REFER TO CIVIL DRAWINGS FOR ADDITIONAL UTILITY INFORMATION INCLUDING POINTS OF CONNECTION TO OFFSITE UTILITIES AND BUILDING POINTS OF CONNECTION
4. GENERAL CONTRACTOR TO COORDINATE ALL POINTS OF CONNECTION BETWEEN OFFSITES, CIVIL, M.E.P. & FP DRAWINGS.
5. GRADES SURROUNDING BUILDING TO PROVIDE POSITIVE DRAINAGE AWAY FROM BUILDING.
6. REFER TO CIVIL DRAWINGS FOR FINISH GRADE ELEVATIONS AND PERCENTAGE SLOPES.
7. GENERAL CONTRACTOR TO CONFIRM AND COMPLY WITH ALL BUILDING, FIRE AND ENGINEERING DEPARTMENT REGULATIONS DURING CONSTRUCTION INCLUDING ANY TEMPORARY FACILITIES REQUIRED.
8. ALL PAVED AND LANDSCAPED AREAS TO BE BOUND BY 6" MIN. CONCRETE CURB TYPICAL UNLESS SPECIFICALLY NOTED OTHERWISE.
9. ALL ADA PATHS OF TRAVEL NOTED ON PLANS TO MEET THE FOLLOWING MINIMUM REQUIREMENTS: NO ABRUPT CHANGES IN ELEVATION ALLOWABLE ALONG THE PATH OF TRAVEL. THE SLOPE AND CROSS-SLOPE SHALL NOT EXCEED 5% AND 2% RESPECTIVELY UNLESS AN ADA COMPLIANT RAMP OR CURB RAMP IS DESIGNED BY THE CIVIL ENGINEER. IF A PATH CROSSES OR ADJOINS A VEHICLE WAY, AND THE WALKING SURFACES ARE NOT SEPARATED BY CURBS, RAILING OR OTHER ELEMENTS BETWEEN THE PEDESTRIAN AREAS AND VEHICULAR AREAS, THE BOUNDARY BETWEEN THE AREAS SHALL BE DEFINED BY A 4" DEEP DETECTABLE WARNING WHICH IS 36" WIDE COMPLYING WITH CBC SECTION 11B-705.1.2.5.
10. ALL SPECIFICATIONS ON DRAWINGS ARE MINIMUM REQUIREMENTS ONLY. GENERAL CONTRACTOR TO NOTIFY ARCHITECT IN WRITING OF ANY CONFLICTS IN DRAWINGS AND SPECIFICATIONS VIA "RFI".
11. GENERAL CONTRACTOR TO REFER TO ARCHITECTURAL DETAIL SHEETS FOR TYPICAL MINIMUM SITE IMPROVEMENT STANDARDS.
12. CONCRETE MOW STRIP PER ARCHITECTURAL DETAILS TO BE PROVIDED AT ALL DOWNSPOUT LOCATIONS WHERE ADJACENT TO LANDSCAPING.
13. CONCRETE SPLASH BLOCK PER ARCHITECTURAL DETAILS TO BE PROVIDED AT ALL ROOF DRAIN/DOWN SPOUT TERMINATIONS AT NON-CONCRETE AREAS.
14. BRASS LAMB'S TONGUE TO BE PROVIDED AT ALL ROOF DRAIN OVERFLOWS THAT DAYLIGHT AT FACE OF BUILDING WALL.
15. GATES, FENCES, AND WALLS MAY BE SUBJECT TO DEFERRED SUBMITTAL REQUIREMENTS. GENERAL CONTRACTOR TO CONFIRM WITH CITY AND MUST SUBMIT SHOP DRAWINGS TO THE ARCHITECT FOR APPROVAL.



1 PROPOSED SITE PLAN
1" = 30'-0"



3 MERIDIAN TRUCK ROUTE SIGN
12" = 1'-0"

MARCH JOINT POWERS AUTHORITY STANDARD SITE PLAN NOTES

1. ALL NEW OR EXISTING UTILITY LINES LESS THAN 69 KV (IN OR LIGHTER) TO THE SITE SHALL BE INSTALLED OR RELOCATED UNDERGROUND.
2. ALL OUTDOOR STORAGE AREAS FOR MATERIALS AND EQUIPMENT SHALL BE FULLY SCREENED FROM VIEW.
3. B.E.S. PANELS SHALL BE FULLY RECESSED INTO THE BUILDING ELEVATION OR SHALL BE SCREENED BY A DECORATIVE WALL OR LANDSCAPE EQUAL TO OR EXCEEDING THE HEIGHT OF THE B.E.S. PANEL. DESIGN PLANS SHALL NOTE THE TENTATIVE LOCATION OF ELECTRICAL UTILITY VAULTS. CONSTRUCTION PLANS SHALL IDENTIFY THE FINAL LOCATION OF UTILITY VAULTS.
4. ROOF-MOUNTED MECHANICAL EQUIPMENT SHALL BE FULLY SCREENED BY A PARAPET WALL EQUAL TO OR EXCEEDING THE HEIGHT OF THE MECHANICAL UNITS. AT A MINIMUM, BUILDINGS SHALL INCORPORATE A PARAPET WALL MEASURING 24" AROUND ALL PORTIONS OF THE BUILDING, TO THE EXTENT PERMITTED BY LAW. SATELLITE DISHES SHALL BE FULLY SCREENED BY A PARAPET WALL. GROUND MOUNTED MECHANICAL EQUIPMENT SHALL BE FULLY SCREENED FROM PUBLIC VIEW BY A COMBINATION OF DECORATIVE WALLS AND DENSE LANDSCAPING.
5. ALL BACKFLOW PREVENTERS 2" OR LARGER SHALL BE SCREENED WITH LANDSCAPE LOCATED WITHIN A 4' RADIUS OF THE BACKFLOW PREVENTER. ALL BACKFLOW PREVENTERS LESS THAN 2" SHALL BE PLACED IN A WIRE MESH BASKET AND PAINTED TO MATCH THE PRIMARY BUILDING COLOR.
6. SITE LIGHTING SHALL BE LOW OR HIGH PRESSURE SODIUM, MAXIMUM 250-WATT, FULL CUT-OFF FIXTURES, WITH THE MAXIMUM LIGHT FIXTURE HEIGHT OF 25' ABOVE FINISHED GRADE AND A MAXIMUM LIGHTING LEVEL OF 0.5 CANDLE/SQ. FT. AT THE PROPERTY LINE.
7. ALL FREESTANDING LIGHT POLES SHALL BE LOCATED WITHIN LANDSCAPED AREAS. SITE LIGHTING SHALL COMPLY WITH A MAXIMUM HEIGHT OF 25' FOR FREESTANDING OR BUILDING MOUNTED FIXTURES, AND SITE LIGHTING FIXTURES SHALL NOT EXCEED 250 WATTS AND SHALL BE FULL CUT-OFF TYPE HIGH PRESSURE SODIUM. FUTURE CONSTRUCTION PLANS SHALL INCLUDE A PHOTOMETRIC LIGHTING ANALYSIS AND CALCULATIONS SHALL BE REQUIRED. LIGHTING AT THE PERIMETER OF THE SITE IS RESTRICTED TO A MAXIMUM LIGHTING LEVEL OF 0.5 FOOT-CANDLES AT THE PROPERTY LINE.
8. CONCRETE LIGHT POLE BASES SHALL BE PAINTED TO MATCH THE PRIMARY BUILDING COLOR OR FINISHED TO MATCH PARKING SCREENING WALLS AND SHALL NOT EXCEED 24" ABOVE FINISHED GRADE.
9. FULL SCREENING OF ALL PARKING IS REQUIRED BY MOUNDING AND CONTOURING OF LANDSCAPED AREAS BY LANDSCAPE SHRUB, BY SCREENING WALL OR BY A COMBINATION OF THESE TECHNIQUES.
10. BUILDING DOWNSPOUTS SHALL BE INTERNALIZED FOR OFFICE, COMMERCIAL AND MIXED USE DEVELOPMENTS. INDUSTRIAL AND BUSINESS PARK BUILDING ELEVATIONS WHICH ARE NOT VISIBLE FROM A PUBLIC RIGHT-OF-WAY MAY INCORPORATE EXPOSED DOWNSPOUTS.
11. ALL TRASH CONTAINERS SHALL BE ENCLOSED WITHIN A MASONRY SCREENING WALL WITH FULLY OPAQUE SCREENING GATES. SCREENING GATES SHALL NOT OPEN INTO VEHICULAR DRIVE AISLES. TRASH ENCLOSURE SHALL PROVIDE A LOCATION FOR THE COLLECTION OF RECYCLABLES CONSISTENT WITH WASTE MANAGEMENT REQUIREMENTS. TRASH ENCLOSURES GATES SHALL INCORPORATE A MINIMUM OF 85% OPACITY.
12. WITHIN COMMERCIAL, OFFICE AND INDUSTRIAL DEVELOPMENTS, VEHICULAR ACCESS POINTS AND PEDESTRIAN ACCESS WAYS SHALL INCLUDE SPECIAL PAVING TREATMENT SUCH AS BRICK, SAW COLORED STAMPED CONCRETE, BOMANITE, OR SIMILAR ALTERNATIVE. LOCATION AND MATERIAL SHALL BE REVIEWED AND APPROVED BY THE PLANNING DEPARTMENT STAFF PRIOR TO THE ISSUANCE OF A BUILDING PERMIT. STAMPED ASPHALT IS NOT PERMITTED.
13. ALL EXTERIOR METAL MUST BE FINISHED OR PAINTED TO MATCH THE APPROVED PROJECT COLORS.
14. ALL USES SHALL OPERATE IN A MANNER WHICH IS COMPATIBLE WITH THE NEARBY MARCH AIR RESERVE BASE/MARCH INLAND PORT. THE FOLLOWING ACTIVITIES SHALL BE PROHIBITED:
    A. ANY USE WHICH WOULD DIRECT A STEADY LIGHT OR FLASHING LIGHT OF RED, WHITE, GREEN OR AMBER COLORS ASSOCIATED WITH AIRPORT OPERATIONS TOWARD AN AIRCRAFT ENGAGED IN AN INITIAL STRAIGHT CLIMB FOLLOWING TAKEOFF OR TOWARD AN AIRCRAFT ENGAGED IN A STRAIGHT FINAL APPROACH TOWARD A LANDING AT AN AIRPORT, OTHER THAN AN FAA-APPROVED NAVIGATIONAL SIGNAL LIGHT OR VISUAL APPROACH SLOPE INDICATOR.
    B. ANY USE WHICH WOULD CAUSE SUNLIGHT TO BE REFLECTED TOWARDS AN AIRCRAFT ENGAGED IN AN INITIAL STRAIGHT CLIMB FOLLOWING TAKEOFF OR TOWARD AN AIRCRAFT ENGAGED IN A STRAIGHT FINAL APPROACH TOWARD A LANDING AT AN AIRPORT.
    C. ANY USE WHICH WOULD GENERATE SMOKE OR WATER VAPOR OR WOULD ATTRACT LARGE CONCENTRATIONS OF BIRDS, OR WHICH MAY OTHERWISE AFFECT SAFE AIR NAVIGATION WITHIN THE AREA.
    D. ANY USE WHICH WOULD GENERATE ELECTRICAL INTERFERENCE THAT MAY BE DETRIMENTAL TO THE OPERATION OF AIRCRAFT AND/OR AIRCRAFT INSTRUMENTATION.
    E. BUILDINGS WITHIN THE 65dBA NOISE CONTOUR WILL INCLUDE APPROPRIATE SOUND ATTENUATION.
15. PRIOR TO THE ISSUANCE OF A CERTIFICATE OF OCCUPANCY, THE TENANT SHALL RECEIVE APPROVAL OF A TRAFFIC DEMAND MANAGEMENT PLAN WHICH SHALL INCLUDE THE FOLLOWING ELEMENTS: IDENTIFICATION OF THE LOCATION OF A MINIMUM OF 36" X 42" WALL AREA FOR THE POSTING OF ALTERNATIVE TRANSPORTATION MODE INFORMATION INCLUDING FINANCIAL INCENTIVES & RESPONSIBLE AGENCIES, TRANSIT SCHEDULES AND CARPOOLING INFORMATION.
16. PRIOR TO ISSUANCE OF THE PROJECT C OF O, EACH PROJECT SHALL PROVIDE A 4 SQ FT SIGN IDENTIFYING THE APPROVED TRUCK ROUTE PLAN AT ALL SERVICE DRIVEWAY LOCATIONS.
17. ALL OF SIGN AND CONSTRUCTION PLAN SUBMITTALS SHALL INCLUDE A DIAGRAMMATIC CALCULATION IDENTIFYING THE RELATIONSHIP OF SITE IMPROVEMENTS IN COMPLIANCE WITH FAA PART 77 AIRSPACE. ALL DEVELOPMENT REQUIRES APPROVAL OF A FAA FORM 7460-1 PRIOR TO THE ISSUANCE OF BUILDING PERMITS.
18. ALL CONSTRUCTION EQUIPMENT USED FOR CONSTRUCTION ACTIVITIES SHALL BE FITTED WITH EXHAUST MUFFLING AND NOISE CONTROL FILTER DEVICES TO REDUCE NOISE IMPACTS.
19. PRIOR TO THE ISSUANCE OF BUILDING PERMITS ALL DEVELOPMENT IMPACT FEES SHALL BE PAID, INCLUSIVE OF TUMF, SCHOOL FEES, AND FIRE & PUBLIC FACILITIES FEES.
20. IF ARCHAEOLOGICAL OR PALEONTOLOGICAL RESOURCES ARE ENCOUNTERED AT THE TIME OF GRADING OR PROJECT CONSTRUCTION, ALL PROJECT WORK IN THE AREA OF THE RESOURCE SHALL CEASE UNTIL THE AREA HAS BEEN SURVEYED BY A QUALIFIED ARCHAEOLOGIST OR PALEONTOLOGIST IN CONFORMANCE WITH THE CULTURAL RESOURCE MANAGEMENT PLAN.

ADDITIONAL NOTES:
21. ALL LIGHTING WILL BE FULLY SHIELDED WITH A MAXIMUM LIGHTING LEVEL OF 0.5 CANDLE/FT. AT THE PROPERTY LINE. THE MAXIMUM WATTAGE IS 250 WATTS. ALL EXTERIOR ILLUMINATION SHALL BE HIGH PRESSURE SODIUM, LOW PRESSURE SODIUM OR LEED LIGHTING AT OR WITHIN 2,700 KELVIN.

PROJECT
ECONOMIC WAY BUSINESS CENTER
MJPA, RIVERSIDE, CA
PLANNING SUBMITTAL #1

HERDMAN
ARCHITECTURE + DESIGN

A15-2069
05.01.2018

NORTH

SITE PLAN

A1

86 773

EXHIBIT A 5

Reduced Architectural Drawings

SCOPE OF WORK

NEW SPECULATIVE CONCRETE TILT-UP BUILDING FOR BUSINESS PARK USE INCLUDES SITE IMPROVEMENTS AS SHOWN.

SHEET INDEX

ARCHITECTURAL
A1 SITE PLAN
A1.1 SITE DETAILS
A1.2 SITE DETAILS
A1.3 SITE SCREENING PLANS
A2 OVERALL FLOOR PLAN
A2.1 ENLARGED FLOOR PLANS
A3 ROOF PLAN
A4 EXTERIOR ELEVATIONS

CIVIL
C1-C6 PRECISE GRADING PLAN

LANDSCAPE
L1 CONCEPTUAL LANDSCAPE PLAN

DEVELOPER/OWNER

BOMBAY PARTNERS LP
3535 INLAND EMPIRE BLVD., SUITE 37
ONTARIO, CA 91764

CONTACT: JOE MCKAY
PHONE: 909.989.7771
EMAIL: JMCKAY@LEE-ASSOC.COM

APPLICANT'S REPRESENTATIVE/ARCHITECT

HERDMAN ARCHITECTURE & DESIGN, INC.
16201 SCIENTIFIC WAY
IRVINE, CA 92618

CONTACT: BRIDGET HERDMAN
PHONE: 714.389.2600
EMAIL: BRIDGET@HERDMANARCH.COM

PROJECT INFORMATION



CONSTRUCTION NOTES

1.	CONSTRUCTION TYPE	TILT-UP
2.	OCCUPANCY	OFFICE = B WHSE. = S-1 MFG. = F-1
3.	AREA	(3) AREAS AT 60' MAX (CORNER SETBACK)
4.	FIRE SPRINKLERS	E.S.F.R.
5.	ZONING	BUSINESS PARK

LEGAL DESCRIPTION

LOT 13 & 14 OF TRACT 30965-14, AS RECORDED IN BOOK 415, PAGES 86-88 OF RIVERSIDE COUNTY

ASSESSOR PARCEL NUMBERS

258-050-07 (LOT 14)
258-050-08-5 (PORTION OF LOT 13)
258-050-09-6 (PORTION OF LOT 13)

UTILITY PROVIDERS

WATER - WESTERN MUNICIPAL WATER DISTRICT

GAS - SOUTHERN CALIFORNIA GAS

ELECTRIC - SOUTHERN CALIFORNIA EDISON

TELEPHONE - PACIFIC BELL

SEWER - WESTERN MUNICIPAL WATER DISTRICT

CABLE - CHARTER COMMUNICATION

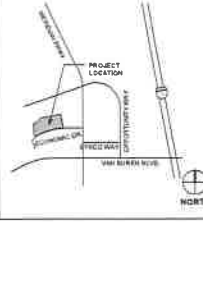
KEYNOTES

1 NEW DRIVE CUT, PER CITY OR COUNTY STANDARDS. REFER TO LANDSCAPE DRAWINGS FOR ENHANCED PAVING DESIGN IF APPLICABLE. REFER TO CIVIL DRAWINGS FOR ADDITIONAL INFO.
2 CONCRETE PAVING. REFER TO CIVIL DRAWINGS FOR SECTION AND DRAINAGE. G.C. TO COORDINATE WITH SOILS REPORT. REFER TO STRUCTURAL DRAWINGS FOR CONCRETE DESIGN AT TRUCK APRONS IF APPLICABLE.
6 ADA SITE ENTRY SIGN PER CODE. TYP.
12 LANDSCAPE AREA - SEE LANDSCAPE PLANS FOR ADDITIONAL INFORMATION
14 PROPOSED TRANSFORMER LOCATION. PROVIDE BOLLARDS PER UTILITY COMPANY REQUIREMENTS. SEE ELECTRICAL DRAWINGS FOR ADDITIONAL INFORMATION.
16 PROTECTIVE METAL BOLLARDS. CONCRETE FILLED. PAINTED TYP.
18 8' HIGH CONCRETE SCREEN WALL. PAINTED TO MATCH BUILDING
20 12' HIGH CONCRETE SCREEN WALL. PAINTED TO MATCH BUILDING
21 6' HIGH METAL TUBE STEEL FENCE. PAINTED BLACK
28 EMPLOYEE OUTDOOR BREAK AREA.
29 SECURE BICYCLE PARKING. REFER TO A1.1 FOR MODEL SPECIFICATION AND ADDITIONAL INFORMATION.
33 CONCRETE TRASH ENCLOSURE PER CITY REQUIREMENTS. SEE A1.1 FOR DETAILS.
42 SWINGING METAL GATE, ELECTRONICALLY OR MANUALLY OPERATED. PROVIDE CONDUIT TO GUARD SHACK/OFFICE AREA FOR GATE CONTROL @ INTERCOM PROVIDE ENGR PAD PER FIRE DEPT. STD
45 CONCRETE TRUCK RAMP WITH 4' HIGH CONC. TILT UP GUARD WALLS PAINTED TO MATCH BUILDING. SEE ELEVATIONS.
113 POST OFFICE MAILBOX LOCATIONS
114 TRUCK ROUTE SIGN. SEE DETAIL 2/A1

SITE LEGEND

- LANDSCAPE AREA
- 26' MIN. FIRE DEPT. UNOBSTRUCTED ACCESS ROUTE
- CONCRETE PAVING
- DECOMPOSED GRANITE. SEE CIVIL DWGS.
- PERMEABLE PAVERS. SEE CIVIL DWGS
- STANDARD PARKING STALL
- TYP. HANDICAP PARKING STALL WITH LOADING ZONE
- PROVIDE 12" HIGH WHITE HELVETIC LETTERING AT CARPOOL/VANPOOL AND LOW-E/FUEL EFFICIENT SPACE ONLY (NOTED E ON SITE PLAN)
- PROVIDE 12" HIGH WHITE HELVETIC LETTERING AT CARPOOL/VANPOOL AND LOW-E/FUEL EFFICIENT CHARGING SPACE ONLY (NOTED EC ON SITE PLAN)
- FIRE DEPT TURN RADIUS
- FIRE HYDRANT
- STREET LIGHT
- PATH OF TRAVEL
- PROPERTY LINE
- DOCK HIGH DOOR
- DRIVE THRU DOOR
- SIGNAGE

VICINITY MAP



SITE PLAN GENERAL NOTES

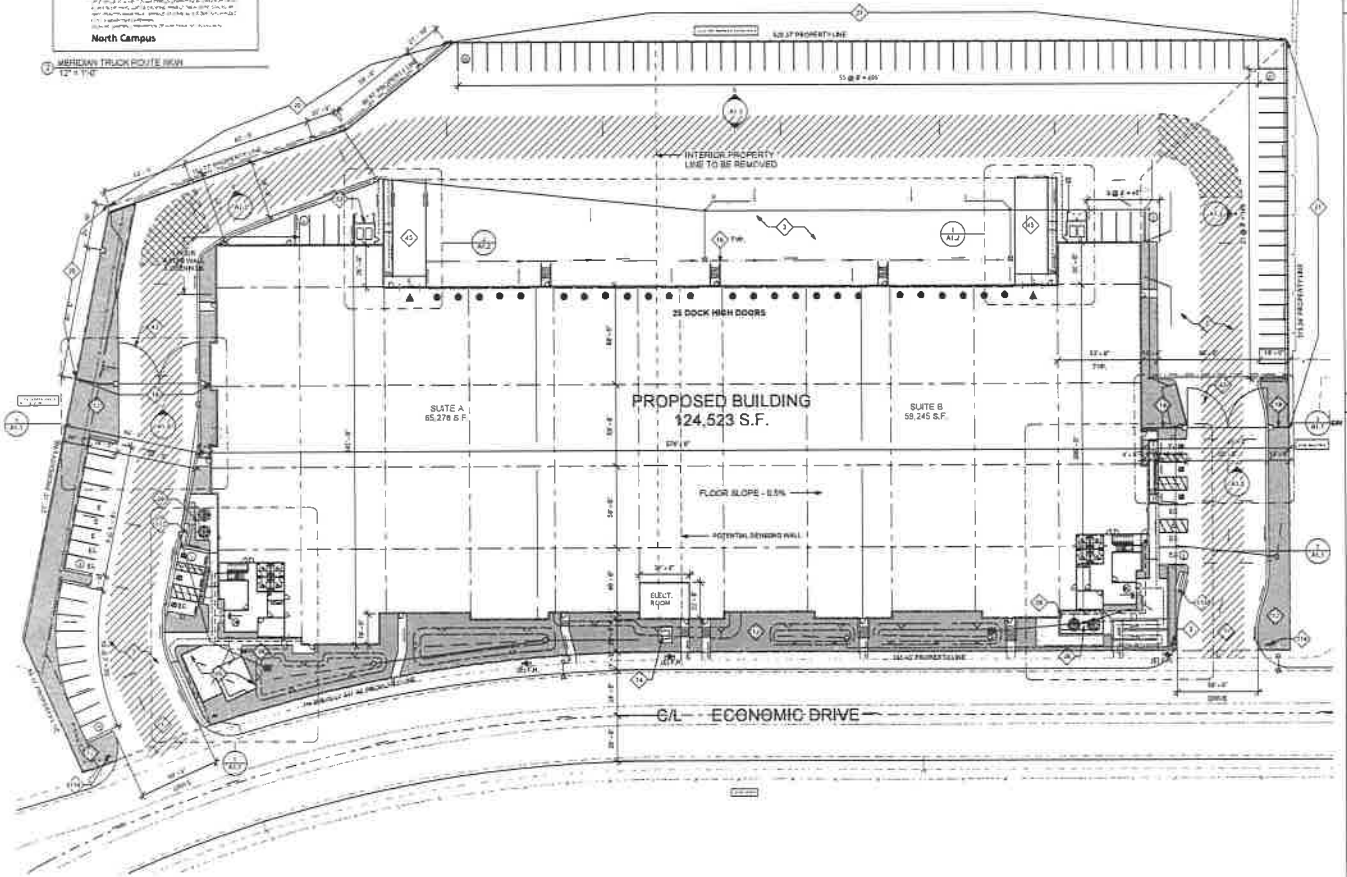
1. SITE PLAN SHALL MEET ALL ENGINEERING & NPDES REQUIREMENTS.
2. GENERAL CONTRACTOR TO REVIEW SOILS REPORT PREPARED BY _____ DATED _____ AND ANY SUBSEQUENT AMENDMENTS, ETC. TO CONFIRM COMPLIANCE.
3. REFER TO CIVIL DRAWINGS FOR ADDITIONAL UTILITY INFORMATION INCLUDING POINTS OF CONNECTION TO OFF-SITE UTILITIES AND SUB DWG POINTS OF CONNECTION.
4. GENERAL CONTRACTOR TO COORDINATE ALL POINTS OF CONNECTION BETWEEN OFFSITES CIVIL, M.E.P. & F.P. DRAWINGS.
5. GRADES SURROUNDING BUILDING TO PROVIDE POSITIVE DRAINAGE AWAY FROM BUILDING.
6. REFER TO CIVIL DRAWINGS FOR FINISH GRADE ELEVATIONS AND PERCENTAGE SLOPES.
7. GENERAL CONTRACTOR TO CONFIRM AND COMPLY WITH ALL BUILDING, FIRE AND ENGINEERING DEPARTMENT REGULATIONS DURING CONSTRUCTION INCLUDING ANY TEMPORARY FACILITIES REQUIRED.
8. ALL PAVED AND LANDSCAPED AREAS TO BE BOUND BY 6" MIN. CONCRETE CURB TYPICAL UNLESS SPECIFICALLY NOTED OTHERWISE.
9. ALL ADA PATHS OF TRAVEL NOTED ON PLANS TO MEET THE FOLLOWING MINIMUM REQUIREMENTS: NO ABRUPT CHANGES IN ELEVATION ALLOWABLE ALONG THE PATH OF TRAVEL; THE SLOPE AND CROSS-SLOPE SHALL NOT EXCEED 5% AND 2% RESPECTIVELY UNLESS AN ADA COMPLIANT RAMP OR LIFT IS PROVIDED. IF A WALK CROSSES OR ADJOINS A VEHICLE WAY, AND THE WALKING SURFACES ARE NOT SEPARATED BY CURBS, RAILING OR OTHER ELEMENTS BETWEEN THE PEDESTRIAN AREAS AND VEHICULAR AREAS, THE BOUNDARY BETWEEN THE AREAS SHALL BE DEFINED BY A 4" DEEP DETECTABLE WARNING WHICH IS 36" WIDE, COMPLYING WITH CBC SECTION 118-705.1.A3
10. ALL SPECIFICATIONS OR DRAWINGS ARE MINIMUM REQUIREMENTS ONLY. GENERAL CONTRACTOR TO NOTIFY ARCHITECT OF ANY CONFLICTS IN DRAWINGS AND SPECIFICATIONS VIA RFI.
11. GENERAL CONTRACTOR TO REFER TO ARCHITECTURAL DETAIL SHEETS FOR TYPICAL MINIMUM SITE IMPROVEMENT STANDARDS.
12. CONCRETE MOW STRIP PER ARCHITECTURAL DETAILS TO BE PROVIDED AT ALL LANDSCAPE/NON-PLANTABLE LOCATIONS WHERE ADJACENT TO LANDSCAPING.
13. CONCRETE SPLASH BLOCK PER ARCHITECTURAL DETAILS TO BE PROVIDED AT ALL ROOF DRAINDOWN SPOUT TERMINATIONS AT NON-CONCRETE AREAS.
14. BRASS LAMB'S TONGUE TO BE PROVIDED AT ALL ROOF DRAIN OVERFLOWS THAT DAYLIGHT AT FACE OF BUILDING WALL.
15. GATES, FENCES, AND WALLS MAY BE SUBJECT TO DEFERRED SUBMITTAL REQUIREMENTS. GENERAL CONTRACTOR TO CONFIRM WITH CITY AND MUST SUBMIT SHOP DRAWINGS TO THE ARCHITECT FOR APPROVAL.

TRUCK ROUTE SIGN



North Campus

3 MERIDIAN TRUCK ROUTE SIGN
1/2" = 1'-0"



1 PROPOSED SITE PLAN
1" = 30'-0"

MARCH JOINT POWERS AUTHORITY STANDARD SITE PLAN NOTES

I. ALL NEW OR EXISTING UTILITY LINES LESS THAN 69 KV OR OVERHEAD TO THE SITE SHALL BE INSTALLED OR RELOCATED UNDERGROUND.

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

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

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

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

VI. SITE LIGHTING SHALL BE LOW OR HIGH PRESSURE SODIUM. MAXIMUM 750-WATT FULL CUT-OFF FIXTURES WITH THE MAXIMUM LIGHT FIXTURE HEIGHT OF 25 ABOVE FINISHED GRADE, AND A MAXIMUM LIGHTING LEVEL OF 0.5 CANDLES/SQ. FT. AT THE PROPERTY LINE.

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

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

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

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

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

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

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

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

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

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

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

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

XV. PRIOR TO THE ISSUANCE OF A CERTIFICATE OF OCCUPANCY, THE TENANT SHALL RECEIVE APPROVAL OF A TRAFFIC DEMAND MANAGEMENT PLAN WHICH SHALL INCLUDE THE FOLLOWING ELEMENTS: IDENTIFICATION OF THE LOCATION OF A MINIMUM OF 30' X 40' WALL AREA FOR THE POSTING OF ALTERNATIVE TRANSPORTATION MODE INFORMATION INCLUDING FINANCIAL INCENTIVES BY RESPONSIBLE AGENCIES, TRANSIT SCHEDULES AND CARPOOLING INFORMATION.

XVI. PRIOR TO ISSUANCE OF THE PROJECT C OF O, EACH PROJECT SHALL PROVIDE A 4 SQ FT SIGN IDENTIFYING THE APPROVED TRUCK ROUTE PLAN AT ALL SERVICE DRIVEWAY LOCATIONS.

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

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

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

XX. 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.

ADDITIONAL NOTES

21 ALL LIGHTING WILL BE FULLY SHIELDED WITH A MAXIMUM LIGHTING LEVEL OF 0.5 CANDLEFT. AT THE PROPERTY LINE. THE MAXIMU WATTAGE IS 750 WATTS. ALL EXTERIOR ILLUMINATION SHALL BE HIGH PRESSURE SODIUM, LOW PRESSURE SODIUM, OR LEED LIGHTING AT OR WITHIN 2,700 RELVIN.

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PLANNING SUBMITTAL #1

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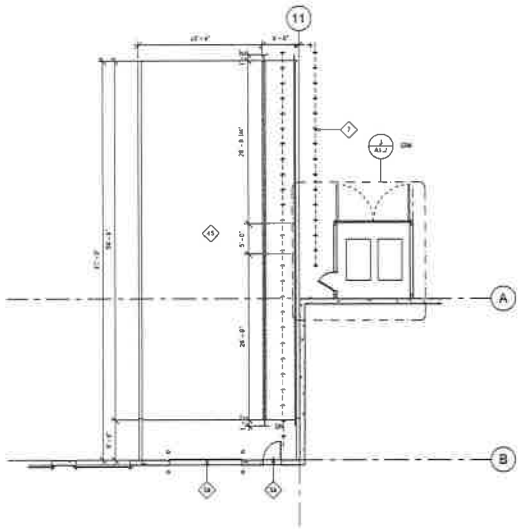
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NORTH

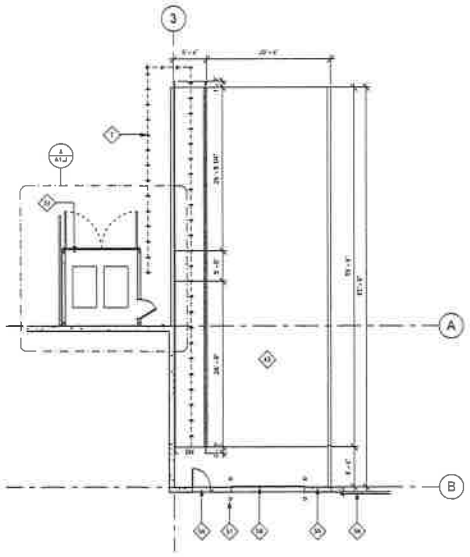
SITE PLAN

A1

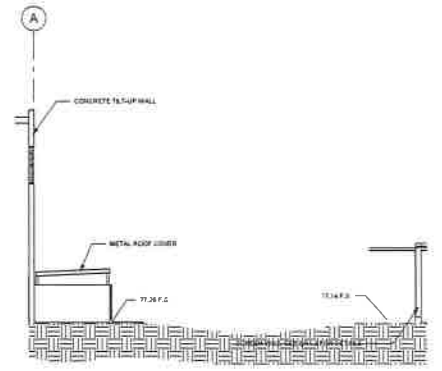
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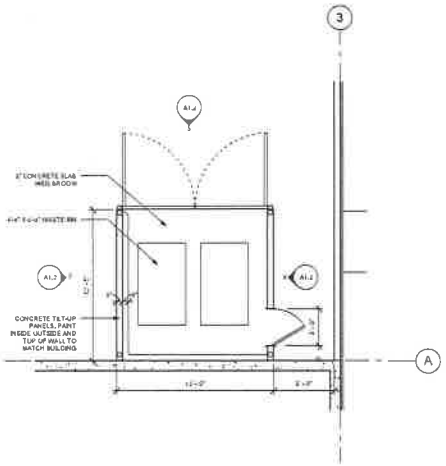
1 PARTIAL SITE PLAN @ NW TRUCK RAMP
1/8" = 1'-0"



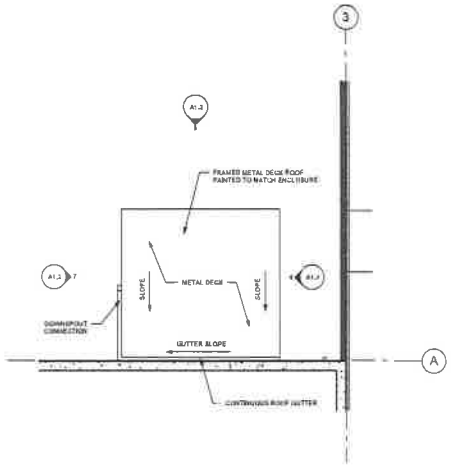
2 PARTIAL SITE PLAN @ NE TRUCK RAMP
1/8" = 1'-0"



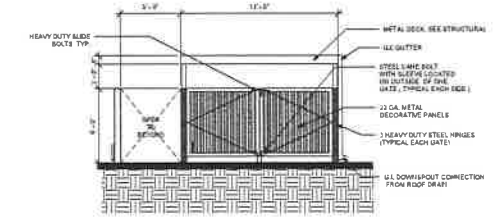
6 TRASH ENCLOSURE SECTION
1/8" = 1'-0"



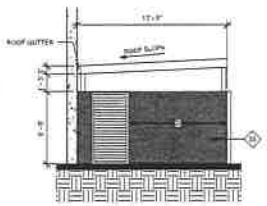
5 ENLARGED TRASH ENCLOSURE PLAN
1/4" = 1'-0"



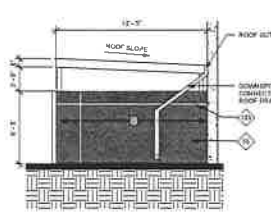
4 TRASH ENCLOSURE ROOF
1/4" = 1'-0"



3 NORTH - TRASH ENCLOSURE
1/4" = 1'-0"



6 EAST - TRASH ENCLOSURE
1/4" = 1'-0"



7 WEST - TRASH ENCLOSURE
1/4" = 1'-0"

TRASH ENCLOSURE NOTES

1. GUTTER & DOWNSPOUT FINISH TO MATCH ENCLOSURE
2. ALL METAL TO RECEIVE ONE COAT OF ZINC CHROMATE PRIMER AND TWO COATS OF MEDIUM BLEND PAINT
3. DECORATIVE EXTERIOR FINISH TO BE PAINTED STUCCO TO MATCH EXISTING BUILDING
4. STRUCTURAL DESIGN TO WITHSTAND 85 M.P.H. WIND LOAD.
5. ROOF TO MEET ARCHITECTURAL AND STRUCTURAL DESIGN CRITERIA FROM PLANNING AND BUILDING DEPARTMENTS.

KEYNOTES

1	ADA PATH OF TRAVEL
33	CONCRETE TRASH ENCLOSURE PER CITY REQUIREMENTS SEE A1.1 FOR DETAILS
45	CONCRETE TRUCK RAMP WITH 42" HIGH CONC. TILT UP GUARD WALLS PAINTED TO MATCH BUILDING SEE ELEVATIONS
51	DECORATIVE LIGHT BOLLARD.
55	CONCRETE TILT-UP PANEL, TYP. PAINTED. SEE EXTERIOR COLOR SCHEDULE. REFER TO ELEVATIONS AND "S" DRAWINGS FOR ADDITIONAL INFORMATION
56	EXTERIOR MAN DOOR 3'X7', HOLLOW METAL. PAINTED. SEE EXTERIOR COLOR SCHEDULE & DOOR SCHEDULE FOR ADDITIONAL INFO.
58	DOCK HI LOADING DOOR, 8'X10', WITH VISION GLAZING PRE FINISHED BY MANUFACTURER PER COLOR SCHEDULE.
59	DRIVE THRU LOADING DOOR 12'X14' WITH VISION GLAZING PRE FINISHED BY MANUFACTURER PER COLOR SCHEDULE.
105	2" DECORATIVE CONCRETE REVEAL WITH CHAMFERED EDGES TYP.

EXTERICA COLOR SCHEDULE

- (A) WHITE EXTERIOR PAINT COLOR: SW 7514 RIDER WHITE
- (B) LIGHT GRAY EXTERIOR PAINT COLOR: SW 7015 REPOSE GRAY
- (C) MEDIUM GRAY EXTERIOR PAINT COLOR: SW 7016 MINDFUL GRAY
- (D) DARK GRAY EXTERIOR PAINT COLOR: SW 7018 DOVETAIL
- (E) SILVER METALLIC PAINT @ METAL CANOPY OVER ENTRY ONLY
- (F) STOREFRONT MEDIUM PERFORMANCE BLUE REFLECTIVE GLAZING - NOT TO EXCEED AN OUTDOOR REFLECTANCE OF 27% - CLEAR ANODIZED MULLIONS

TYP PAINT NOTES
PAINT MAN DOORS, GUARD WALLS, RAMP WALLS, STAIR WALLS, GUARD RAILS, ROOF DRAINS, AND LOUVERS TO MATCH ADJACENT BUILDING WALL U.N.O.

TRUCK DOORS TO BE PRE-FINISHED BY MANUFACTURER IN WHITE FINISH AND PAINT TO MATCH ADJACENT BUILDING WALLS U.N.O.

COMPLIANCE WITH THE CERTIFIED EIR MITIGATION MEASURES - CONTINUED

M-U-6	AS PHASE 1 DEVELOPS, ACTUAL WASTEWATER FLOWS WILL BE MONITORED RELATIVE TO THE CAPACITY OF PUMP STATION 35M THE VAN BUREN PUMP STATION SO THAT FUTURE IMPROVEMENTS WILL BE IN PLACE BEFORE THE CAPACITY OF THE PUMP STATION IS REACHED.	M-U-12	PROJECT SHALL ENCOURAGE USE MATERIALS WHICH ARE RESOURCE EFFICIENT, RECYCLED WITH LONG LIFE CYCLES AND MANUFACTURED IN AN ENVIRONMENTALLY FRIENDLY WAY.
M-U-7	THE PROPOSED NON-POTABLE WATER SYSTEM WILL MEET "PURPLE" PIPE STANDARDS FOR RECLAIMED WATER SYSTEMS.	M-U-13	PROJECT SHALL USE ARB-CERTIFIED DIESEL CONSTRUCTION EQUIPMENT.
M-U-8	A FIRE FLOW STANDARD OF 3,000 GALLONS PER MINUTE SHALL BE USED FOR THE WATER DISTRIBUTION NETWORK.	M-U-14	PROJECT SPONSOR SHALL ENCOURAGE AN INCREASE OF EXTERIOR WALL INSULATION OVER TITLE 24 REQUIREMENTS, HOWEVER, A SPECIFIC PERCENT INCREASE IS NOT REQUIRED.
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.	M-U-15	PROJECT SPONSOR SHALL ENCOURAGE AN INCREASE OF ROOF INSULATION OVER TITLE 24 REQUIREMENTS, HOWEVER, A SPECIFIC PERCENT INCREASE IS NOT REQUIRED.
L-2	PRIOR TO BEGINNING PROJECT CONSTRUCTION, THE PROJECT APPLICANT SHALL RETAIN AN ARCHAEOLOGICAL MONITOR TO MONITOR ALL GROUND-DISTURBING ACTIVITIES IN IN-SITE SOILS (AS SHOWN IN FIGURE M-U-1) IN AN EFFORT TO IDENTIFY ANY UNKNOWN ARCHAEOLOGICAL RESOURCES. ANY NEWLY DISCOVERED CULTURAL RESOURCE DEPOSITS SHALL BE SUBJECT TO A CULTURAL RESOURCES EVALUATION	M-U-16	PROVIDE PARKING LOT AREAS WILL INCLUDE 40% TREE COVERAGE (APPROXIMATELY ONE TREE FOR EVERY 10 STALLS) FOR OFFICE USES AND 20% 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.
M-U-1	AT LEAST 30 DAYS PRIOR TO BEGINNING PROJECT CONSTRUCTION, THE PROJECT APPLICANT SHALL CONTACT THE PECHANGA TRIBE TO NOTIFY THE TRIBE OF GRADING, EXCAVATION AND THE MONITORING PROGRAM, AND TO COORDINATE WITH THE MLPA AND THE TRIBE TO DEVELOP A CULTURAL RESOURCES TREATMENT AND MONITORING AGREEMENT. THE AGREEMENT SHALL ADDRESS THE TREATMENT OF KNOWN CULTURAL RESOURCES, THE DISPOSITION, 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.	M-U-17	PROJECT SHALL PROVIDE A PARKING LOT DESIGN THAT INCLUDES CLEARLY MARKED AND SHADED PEDESTRIAN PATHWAYS BETWEEN TRANSIT FACILITIES AND BUILDING ENTRANCES.
M-U-2	PRIOR TO BEGINNING PROJECT CONSTRUCTION, THE PROJECT ARCHAEOLOGIST SHALL FILE A PRE-GRADING REPORT WITH THE MLPA 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 M-U-1-2. THE ARCHAEOLOGICAL MONITOR IS 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.	M-U-18	PROJECT SPONSOR SHALL ENCOURAGE AN INCREASE OF EXTERIOR WALL INSULATION OVER TITLE 24 REQUIREMENTS, HOWEVER, A SPECIFIC PERCENT INCREASE IS NOT REQUIRED.
M-U-3-4	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.	M-U-19	PROVIDE PARKING LOT AREAS WILL INCLUDE 40% TREE COVERAGE (APPROXIMATELY ONE TREE FOR EVERY 10 STALLS) FOR OFFICE USES AND 20% 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.
M-U-3-5	ALL SACRED SITES, SHOULD THEY BE ENCOUNTERED WITHIN THE PROJECT AREA, SHALL BE AVOIDED AND PRESERVED AS THE PREFERRED MITIGATION, IF FEASIBLE.	M-U-20	PROVIDE PARKING LOT AREAS WILL INCLUDE 40% TREE COVERAGE (APPROXIMATELY ONE TREE FOR EVERY 10 STALLS) FOR OFFICE USES AND 20% 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.
M-U-3-6	IF INADVERTENT DISCOVERIES OF SUBSURFACE ARCHAEOLOGICAL RESOURCES ARE DISCOVERED DURING GRADING, THE PROJECT APPLICANT, 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 APPLICANT AND THE TRIBE CANNOT AGREE ON THE SIGNIFICANCE OR THE MITIGATION FOR SUCH RESOURCES, THE MLPA 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.	R-5	ALL FUTURE DEVELOPMENT WITHIN THE PROJECT SITE SHALL ADHERE TO THE UNIFORM BUILDING CODE AND STATE BUILDING REQUIREMENTS IN EFFECT AT THE TIME SPECIFIC DEVELOPMENT IS PROPOSED.
M-U-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	M-U-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 60 EMPLOYEE PARKING SPACES; SEPARATE FACILITIES FOR EACH GENDER FOR PROJECTS WITH 180 OR MORE EMPLOYEE PARKING SPACES.
		M-U-1-7	PROJECT SHALL PROVIDE A PARKING LOT DESIGN THAT INCLUDES CLEARLY MARKED AND SHADED PEDESTRIAN PATHWAYS BETWEEN TRANSIT FACILITIES AND BUILDING ENTRANCES.
		M-U-1-14	PROJECT SHALL INSTALL ENERGY STAR LABELED ROOF MATERIALS.
		M-U-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.

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PROJECT
ECONOMIC WAY BUSINESS CENTER
MJPA, RIVERSIDE, CA
PLANNING SUBMITTAL #1

HERDMAN
ARCHITECTURE + DESIGN

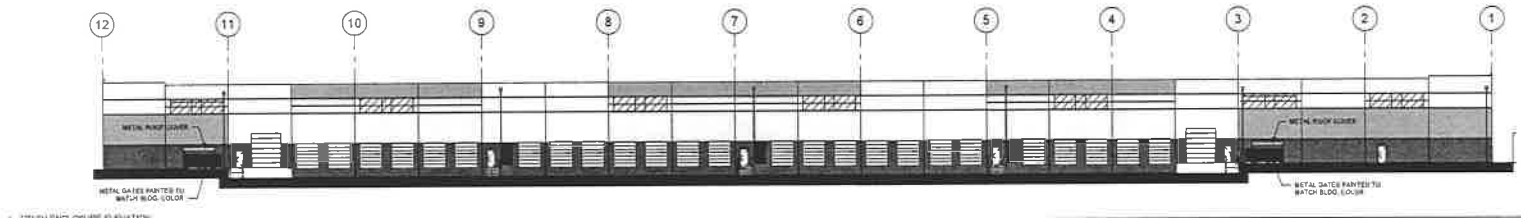
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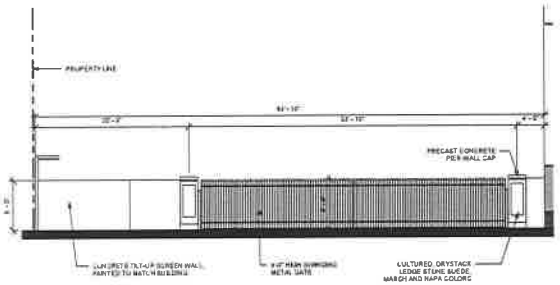
SITE DETAILS

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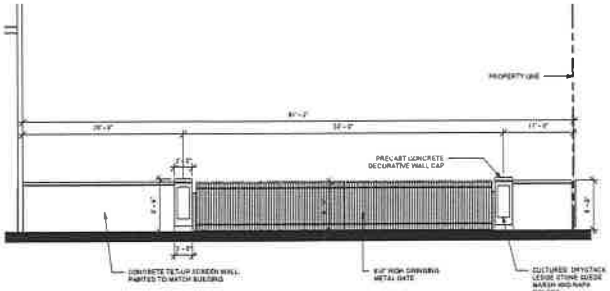
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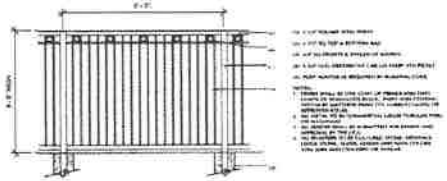
1 TRASH ENCLOSURE ELEVATION
1/4" = 1'-0"



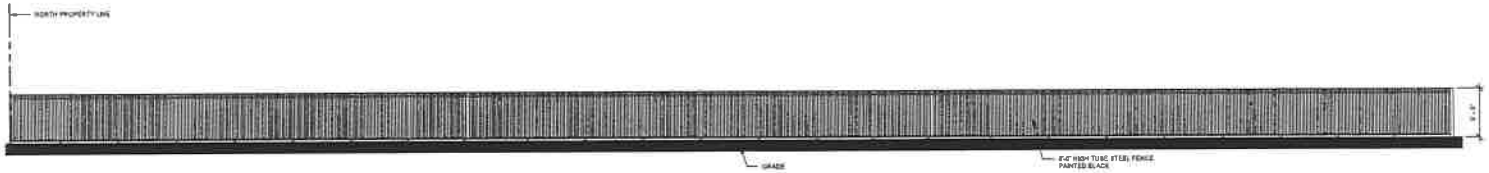
2 SCREEN WALL ELEVATION - WEST GATE ENTRY
1/8" = 1'-0"



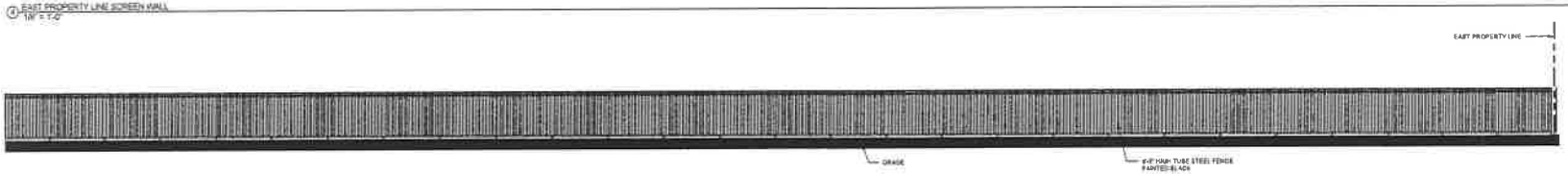
3 SCREEN WALL ELEVATION - EAST GATE ENTRY
1/8" = 1'-0"



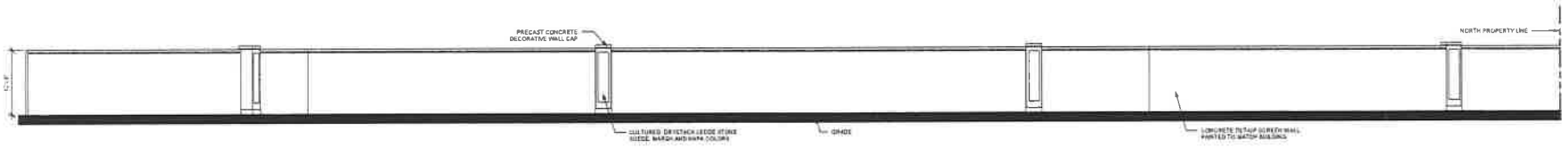
7 TUBE STEEL FENCE DETAIL PER MARCH JPA GUIDELINES
N.T.S.



4 EAST PROPERTY LINE SCREEN WALL
1/8" = 1'-0"



5 NORTH PROPERTY LINE SCREEN WALL
1/8" = 1'-0"



6 WEST PROPERTY LINE SCREEN WALL
1/8" = 1'-0"

FIRE DEPARTMENT NOTES

1. PROVIDE OR SHOW THERE EXISTS A WATER SYSTEM CAPABLE OF DELIVERING A FIRE FLOW 3,375 GALLONS PER MINUTE FOR A 3 HOUR DURATION AT 20 PSI RESIDUAL OPERATING PRESSURE WHICH MUST BE AVAILABLE BEFORE ANY COMBUSTIBLE MATERIAL IS PLACED ON THE CONSTRUCTION SITE.
2. APPROVED ACCESSIBLE ON-SITE FIRE HYDRANTS SHALL BE LOCATED NOT TO EXCEED 200 FEET APART IN ANY DIRECTION. ANY PORTION OF THE FACILITY OR OF AN EXTERIOR WALL OF THE FIRST STORY OF THE BUILDING SHALL NOT BE LOCATED MORE THAN 150 FEET FROM FIRE APPARATUS AS MEASURED BY AN APPROVED ROUTE AROUND THE COMPLEX, EXTERIOR OF THE FACILITY OR BUILDING. NO PORTION OF A BUILDING SHALL BE FURTHER THAN 400 FEET FROM A FIRE HYDRANT. FIRE HYDRANTS SHALL PROVIDE THE REQUIRED FIRE FLOW.
3. PRIOR TO BUILDING PLAN APPROVAL AND CONSTRUCTION, APPLICANT/ DEVELOPER SHALL FURNISH TWO COPIES OF THE WATER SYSTEM FIRE HYDRANT PLANS TO FIRE DEPARTMENT FOR REVIEW AND APPROVAL. PLANS SHALL BE SIGNED BY A REGISTERED CIVIL ENGINEER, AND SHALL CONFIRM HYDRANT TYPE, LOCATION, SPACING, AND MINIMUM FIRE FLOW. ONCE PLANS ARE SIGNED AND APPROVED BY THE LOCAL WATER AUTHORITY, THE ORIGINALS SHALL BE PRESENTED TO THE FIRE DEPARTMENT FOR REVIEW AND APPROVAL.
4. PRIOR TO ISSUANCE OF BUILDING PERMITS, THE WATER SYSTEM FOR FIRE PROTECTION MUST BE PROVIDED AS APPROVED BY THE FIRE DEPARTMENT AND THE LOCAL WATER AUTHORITY.
5. PROVIDE BLUE DOT "RETRO-REFLECTIVE PAVEMENT MARKERS ON PRIVATE PUBLIC STREETS AND DRIVEWAYS TO INDICATED LOCATION OF THE FIRE HYDRANT.
6. FIRE APPARATUS ACCESS ROAD SHALL BE IN COMPLIANCE WITH THE RIVERSIDE COUNTY FIRE DEPARTMENT STANDARD NUMBER 0405. ACCESS ROADS SHALL HAVE AN UNOBSTRUCTED VERTICAL CLEARANCE NOT LESS THAN 13 FEET AND 6 INCHES. ACCESS LANE WILL BE DESIGNED TO WITHSTAND THE WEIGHT OF 76-THOUSAND POUNDS OVER 2 AXLES. ACCESS WILL HAVE A TURNING RADIUS CAPABLE OF ACCOMMODATING FIRE APPARATUS. ACCESS LANE SHALL BE CONSTRUCTED WITH A SURFACE SO AS TO PROVIDE ALL WEATHER DRIVING CAPABILITIES.
8. DEAD-END FIRE APPARATUS ACCESS ROADS IN EXCESS OF 150 FEET IN LENGTH SHALL BE PROVIDED WITH APPROVED PROVISION FOR THE TURN-AROUND CAPABILITIES OF FIRE APPARATUS.
9. DRIVEWAY LOOPS. FIRE APPARATUS ACCESS LANES AND ENTRANCE CURB RADIUS SHOULD BE DESIGNED TO ADEQUATELY ALLOW ACCESS OF EMERGENCY FIRE VEHICLES. THE APPLICANT OR DEVELOPER SHALL INCLUDE IN THE BUILDING PLANS, THE REQUIRED FIRE LANES AND INCLUDE THE APPROPRIATE LANE PAINTING AND/OR SIGNS.
10. AN APPROVED FIRE DEPARTMENT ACCESS KEY LOCK BOX (MINIMUM KNOX BOX 3200 SERIES MODEL) SHALL BE INSTALLED NEXT TO THE APPROVED FIRE DEPARTMENT ACCESS DOOR TO THE BUILDING. IF THE BUILDING ARE PROTECTED WITH AN ALARM SYSTEM, THE LOCK BOX SHALL BE REQUIRED TO HAVE TAMPERED MONITORING. REQUIRED ORDER FORMS AND INSTALLATION STANDARDS MAY BE OBTAINED AT THE FIRE DEPARTMENT.
11. INSTALL A COMPLETE COMMERCIAL FIRE SPRINKLER SYSTEM (PER NFPA 13 2013 EDITION). FIRE SPRINKLER SYSTEM (S) WITH PIPE SIZES IN EXCESS OF 4" IN DIAMETER WILL REQUIRE THE PROJECT STRUCTURAL ENGINEER TO CERTIFY WITH A "WET SIGNATURE" THAT THE STRUCTURAL SYSTEM IS DESIGNED TO SUPPORT THE SEISMIC AND GRAVITY LOADS TO SUPPORT THE ADDITIONAL WEIGHT OF THE SPRINKLER SYSTEM. ALL FIRE SPRINKLER RISERS SHALL BE PROTECTED FROM ANY PHYSICAL DAMAGE. THE PIV AND FDC SHALL BE LOCATED TO THE FRONT, WITHIN +/- 50 FEET OF HYDRANT, AND A MINIMUM OF 25 FEET FROM THE BUILDING(S). SPRINKLER RISER ROOM MUST HAVE INDICATING EXTERIOR AND/OR INTERIOR DOOR SIGNS. A C-16 LICENSED CONTRACTOR MUST SUBMIT PLANS, ALONG WITH CURRENT PERMIT FEES.
12. INSTALL AN ALARM MONITORING OR FIRE ALARM SYSTEM. A C-10 LICENSED CONTRACTOR MUST SUBMIT PLANS ALONG WITH THE CURRENT PERMIT FEES.
13. INSTALL A PORTABLE FIRE EXTINGUISHER, WITH A MINIMUM RATING OF 2A-10BC, FOR EVERY 3,000 SQ. FT. AND/OR 75 FEET OF TRAVEL DISTANCE. FIRE EXTINGUISHERS SHALL BE MOUNTED 3.5 TO 5 FEET ABOVE FINISHED FLOOR MEASURED TO THE TOP OF THE EXTINGUISHER, WHERE NOT READILY VISIBLE, SIGNS SHALL BE POSTED ABOVE ALL EXTINGUISHERS TO INDICATE THEIR LOCATIONS. EXTINGUISHERS MUST HAVE CURRENT CSFM SERVICE TAGS AFFIXED.
14. NO HAZARDOUS MATERIALS SHALL BE STORED AND/OR USED WITHIN THE BUILDING, WHEN STORED QUANTITIES LISTED IN 2013 CALIFORNIA BUILDING CODE. NO CLASS I, II OR IIIA OF COMBUSTIBLE/FLAMMABLE LIQUID SHALL BE USED IN ANY AMOUNT IN THE BUILDING.
15. EXIT DESIGNS, EXIT SIGNS, DOOR HARDWARE, EXIT MARKERS, EXIT DOORS, AND EXIT PATH MARKING SHALL BE INSTALLED PER THE 2013 CALIFORNIA BUILDING CODE.
16. ELECTRICAL ROOM DOORS, FACP, FIRE RISER, ROOF ACCESS IF APPLICABLE SHALL BE LABELED AS PER USE.
17. ACCESS SHALL BE PROVIDED TO ALL MECHANICAL EQUIPMENT LOCATED ON THE ROOF AS PER 2013 CALIFORNIA MECHANICAL CODE.
18. AIR HANDLING SYSTEMS SUPPLYING AIR IN EXCESS OF 2000 CUBIC FEET PER MINUTE TO ENCLOSED SPACES WITHIN BUILDING SHALL BE EQUIPPED WITH AN AUTOMATIC SHUTOFF AS PER 2013 CALIFORNIA MECHANICAL CODE.
19. GATE(S) SHALL BE AUTOMATIC OR MANUALLY OPERATED. INSTALL KNOX KEY OPERATED SWITCHES MOUNTED PER RECOMMENDED STANDARD OF THE KNOX COMPANY. BUILDING PLANS SHALL INCLUDE MOUNTING LOCATION/POSITION AND OPERATING STANDARDS FOR FIRE DEPARTMENT APPROVAL.
20. A SURVEY AND REPORT BY A LICENSED FIRE PROTECTION ENGINEER MAY BE REQUIRED PRIOR TO BUILDING PERMIT ISSUANCE.

ECONOMIC WAY BUSINESS CENTER
MJPA, RIVERSIDE, CA

PROJECT
PLANNING SUBMITTAL #1

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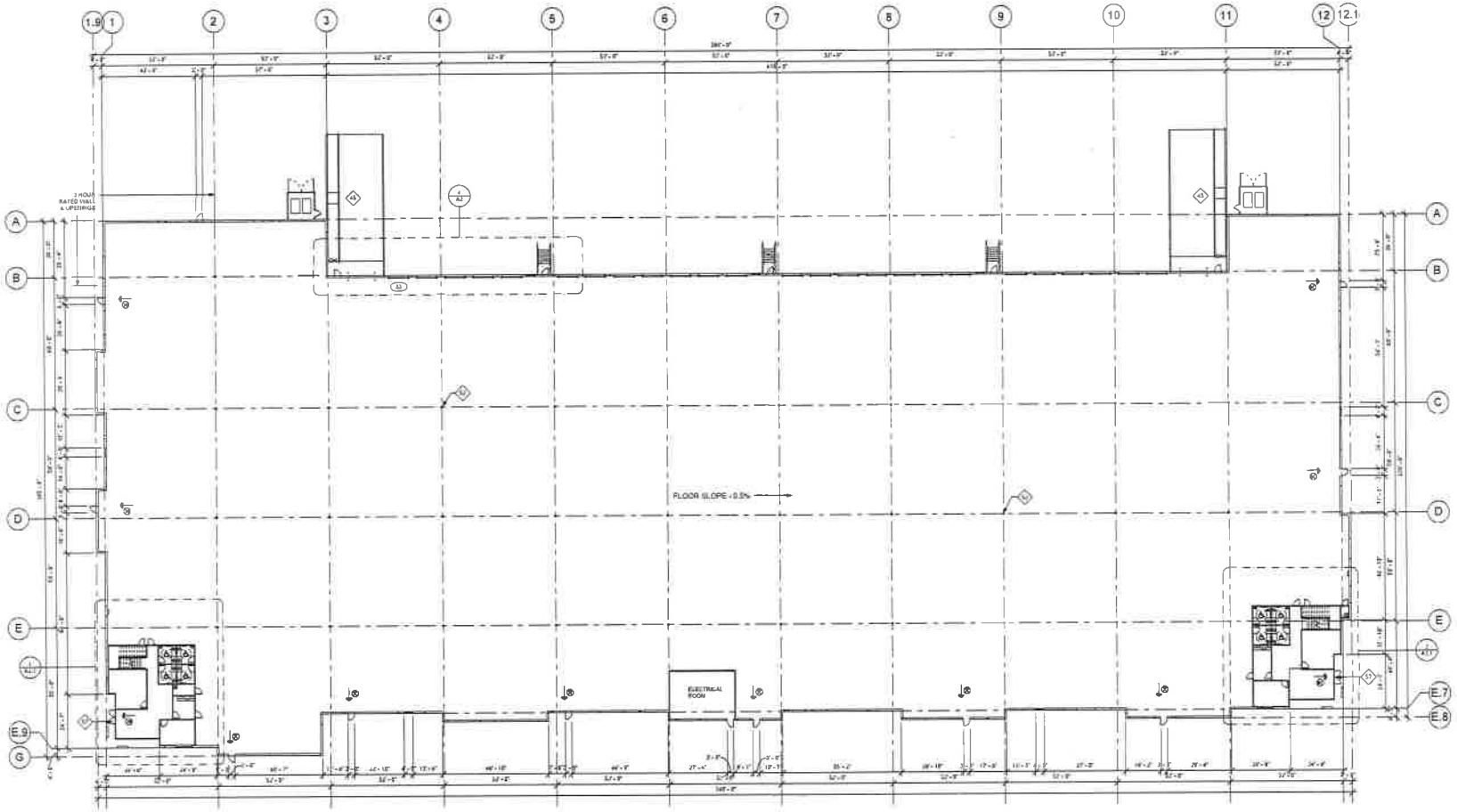
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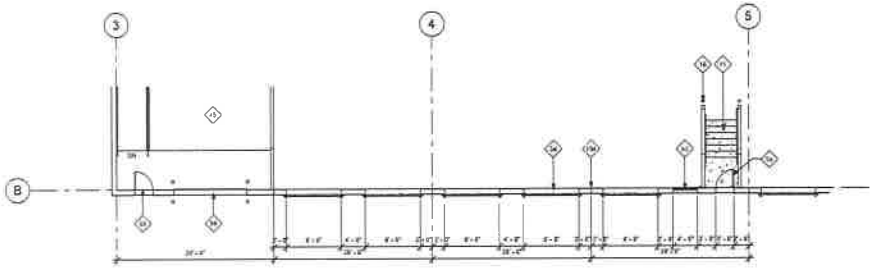
SITE SCREENING PLANS

A1.3

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1 PROPOSED BUILDING FLOOR PLAN
1" = 20'-0"



2 TYPICAL DOCK DOOR SPACING PLAN
1" = 1'-0"

KEYNOTES

- EXTERIOR CONCRETE STAIR (W/CONCRETE WALLS WALLS & RAILINGS PAINTED PER EXTERIOR COLOR SCHEDULE, REFER TO CIVIL AND STRUCTURAL DRAWINGS
- PROTECTIVE METAL BOLLARDS. CONCRETE FILLED. PAINTED. TYP.
- CONCRETE TRUCK RAMP WITH 4'-0" HIGH CONC. TILT UP GUARD WALLS PAINTED TO MATCH BUILDING, SEE ELEVATIONS.
- STRUCTURAL BUILDING COLUMN
- EXTERIOR MAN DOOR 3'-0"X7'-0" HOLLOW METAL, PAINTED SEE EXTERIOR COLOR SCHEDULE & DOOR SCHEDULE FOR ADDITIONAL INFO.
- EXTERIOR STOREFRONT DOOR. SEE EXTERIOR COLOR SCHEDULE & DOOR SCHEDULE FOR ADDITIONAL INFO
- DOCK HIGH LOADING DOOR, 9'X10' WITH VISION GLAZING PRE FINISHED BY MANUFACTURER PER COLOR SCHEDULE
- DRIVE THRU LOADING DOOR 1'-0"X14' WITH VISION GLAZING, PRE FINISHED BY MANUFACTURER PER COLOR SCHEDULE
- AIR INTAKE LOUVER. PAINT TO MATCH BUILDING WALL. TYP. SEE VERTICAL 4'X 4', PROVIDE BIRD SCREEN, FILTER AND BURGLAR BARS.
- PANEL JOINT. TYP.

FLOOR PLAN WALL LEGEND

- CONCRETE TILT UP WALL. SEE "B" DRAWINGS FOR ADDITIONAL INFORMATION PROVIDE METAL STUD FURRING (SEE STUD SCHEDULE ON A2) AND FULL HEIGHT BATT INSULATION PER TITLE 24 REQUIREMENTS. SEE 3/A2.2 FOR CONNECTION DETAIL
- INTERIOR PARTITION WALL SEE WALL CALLOUTS AND STUD SCHEDULE FOR ADDITIONAL INFORMATION
- STOREFRONT SYSTEM. UNDER DEFERRED SUBMITTAL. SEE ELEVATIONS FOR ARCHITECTURAL DETAILS
- STRUCTURAL BUILDING COLUMNS
- ILLUMINATED EMERGENCY EXIT SIGN PER CBC AND FIRE DEPT. SEE "E" DRAWINGS FOR LOCATION. SIGN SHALL BE CONTINUOUSLY ILLUMINATED FOR DURATION OF 90 MIN. IN CASE OF PRIMARY POWER LOSS.

FLOOR PLAN GENERAL NOTES

1. FINISH FLOOR SLAB ELEVES. REFER TO CIVIL DRAWINGS FOR ELEVATIONS AND ADDITIONAL INFORMATION.
2. PROVIDE STEAM VAPOR BARRIER BELOW SLAB PER MANUFACTURERS INSTRUCTIONS AND PER SOILS REPORT IN LOCATIONS FOR PROPOSED OFFICE AREAS. SEE FLOOR PLAN LEGEND FOR HATCHING AREAS.
3. REFER TO STRUCTURAL DRAWINGS FOR DESIGN OF FOUNDATION.
4. POUR STRIPS TO BE SLOPED TO EXTERIOR DOORS 1/2"
5. PROVIDE FIRE EXTINGUISHERS AS REQUIRED BY FIRE DEPARTMENT AND CBC/CFC.
6. PROVIDE ILLUMINATED EXIT SIGNS AT ALL EXTERIOR EXIT DOORS, DOORS EXITING THROUGH TENANT SPACES, DOORS INTO EXIT ENCLOSURES AND ANY ADDITIONAL LOCATIONS NOTED ON PLANS. SEE "E" DRAWINGS FOR ADDITIONAL REQUIREMENTS. SIGN TO BE CONTINUOUSLY ILLUMINATED FOR DURATION OF 90 MIN IN CASE OF PRIMARY POWER LOSS.
7. ALL FIRE RATED PARTITIONS TO EXTEND TO DECK ABOVE AND PENETRATIONS TO BE SEALED.
8. DO NOT USE CURING COMPOUND OR RELEASE AGENTS TO CURE SLAB.
9. CRANES, CONCRETE TRUCKS, AND SIMILAR HEAVY EQUIPMENT PROHIBITED ON SLAB.
10. F1 FINISH PROHIBITED IN CONCRETE SLAB MIX.
11. FLOOR SLAB TO BE CLASS F PER ASTM E1155.
12. FLOOR FLATNESS TO BE 45 F/L MIN.
13. TRENCH CONSTRUCTION TO BE 40 F/L MIN.
14. SLAB FINISH TO BE STEEL FLOAT HARD TROWEL BURNISHED FINISH.
15. DIMENSIONS ARE TO FACE OF CONCRETE PANEL, FINISH FACE OF DRYWALL, FINISH OPENING TYPICAL UNLESS NOTED OTHERWISE.
16. PROVIDE EXIT SIGNS INCLUDING BATTERY SIGN REQUIRED BY SECTION 1011.5F OF 2013 CBC. SIGN TO BE CONTINUOUSLY ILLUMINATED FOR DURATION OF 90 MIN IN CASE OF PRIMARY POWER LOSS.
17. ALL MAN DOORS, OVERHEAD DOORS, AND ROLL-UP DOORS TO BE DESIGNED FOR WIND LOAD AND EXPOSURE DETERMINED BY BUILDING CODE AND LOCAL JURISDICTION.
18. ALL STOREFRONT SYSTEMS TO BE DESIGNED FOR WIND LOAD AND EXPOSURE DETERMINED BY THE BUILDING CODE AND LOCAL JURISDICTION. STOREFRONT SYSTEMS TO BE DESIGN BUILD. G.C. TO PROVIDE SHOP DRAWINGS FOR ARCHITECT'S REVIEW.
19. REFER TO CIVIL DRAWINGS FOR ALL POINT OF CONNECTIONS FOR UTILITIES. CONTRACTOR TO VERIFY LOCATIONS.
20. PROVIDE STEEL BOLLARDS FILLED WITH CONCRETE AND PAINTED PER FINISH SCHEDULE AT FIRE RISERS, PIVS, TRANSFORMERS, AND OTHER LOCATIONS AS REQUIRED. CONTRACTOR TO MAINTAIN A CLEAR FLOOR YEAR ALL TRUCKS AND EQUIPMENT TO BE DISPOSED.
21. NO ACCESS HARDWARE ON THE EXTERIOR SIDE OF THE NON-ENTRY DOORS.
22. FOR TYPICAL DOOR LANDING CLEARANCES REFER 4/A2.1.1 FOR MORE INFORMATION.
23. NO RAISING WITHIN 24" OF BUILDING ENTRIES. ACCORDING TO CBC/CFC BUILDING STANDARD CODE SECTION 1.8.8.7

PROJECT
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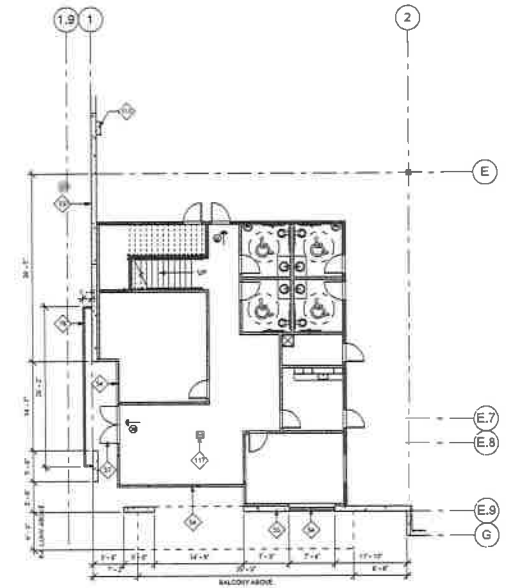
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NORTH

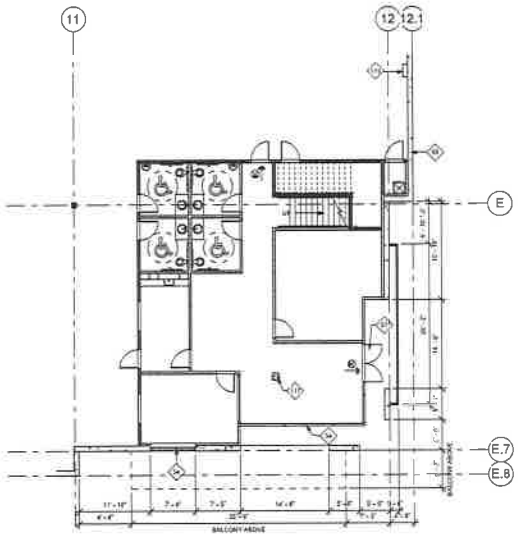
FLOOR PLAN

A2

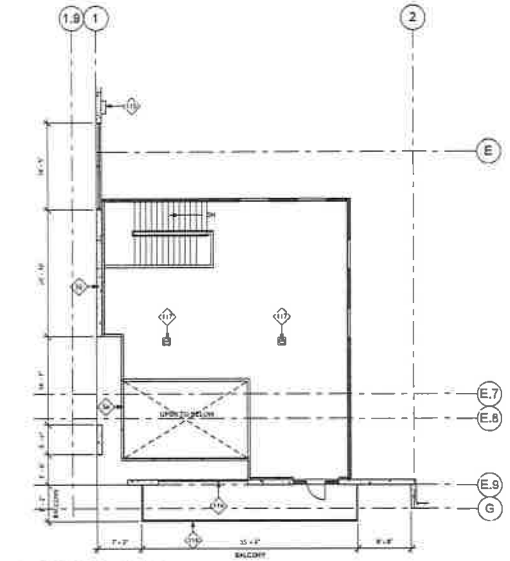
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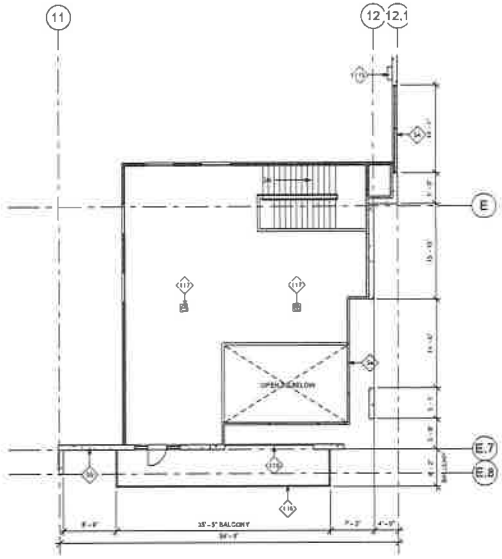
1 ENLARGED OFFICE A FIRST FLOOR PLAN
1/8" = 1'-0"



2 ENLARGED OFFICE B FIRST FLOOR PLAN
1/8" = 1'-0"



3 ENLARGED OFFICE A MEZZANINE
1/8" = 1'-0"



4 ENLARGED OFFICE B MEZZANINE
1/8" = 1'-0"

KEYNOTES

- S4 STOREFRONT: SEE ELEVATIONS 4 EXTERIOR COLOR SCHEDULE. STORE FRONT TO BE DESIGNED TO RESIST WIND LOAD AS REQUIRED BY SAN DIEGO CODES AND LOCAL JURISDICTION. DESIGN OF STOREFRONT FRAMING SYSTEM AND STRUCTURAL CALCULATIONS TO BE DESIGN BUILD BY D.C. AND UNDER DEFERRED SUBMITTAL.
- S5 CONCRETE TILT-UP PANEL TYP. PAINTED. SEE EXTERIOR COLOR SCHEDULE. REFER TO ELEVATIONS AND "S" DRAWINGS FOR ADDITIONAL INFORMATION.
- S7 EXTERIOR STOREFRONT DOOR. SEE EXTERIOR COLOR SCHEDULE & DOOR SCHEDULE FOR ADDITIONAL INFO.
- T8 DECORATIVE METAL BROW. REFER TO ARCHITECTURAL-STRUCTURAL DETAILS.
- U4 ROOF ACCESS LADDER
- V1 BALCONY WITH GLASS RAILING. SEE "S" DWGS
- V17 PROVIDE FLOOR DRAIN. ACTUAL LOCATION TO BE DETERMINED BY CONSULTANT

FLOOR PLAN GENERAL NOTES

1. FINISH FLOOR SLAB SLOPES. REFER TO CIVIL DRAWINGS FOR ELEVATIONS AND ADDITIONAL INFORMATION.
2. PROVIDE STEEL TROWEL FINISH BARRIER BELOW SLAB PER MANUFACTURER'S INSTRUCTIONS AND PER SOILS REPORT IN LOCATIONS FOR PROPOSED OFFICE AREAS. SEE FLOOR PLAN LEGEND FOR HATCHED AREAS.
3. REFER TO STRUCTURAL DRAWINGS FOR DESIGN OF FOUNDATION.
4. ROUGH STRIP TO BE SLOPED TO EXTERIOR DOORS 1/2".
5. PROVIDE FIRE EXTINGUISHERS AS REQUIRED BY FIRE DEPARTMENT AND CBC/CFC.
6. PROVIDE ILLUMINATED EXIT SIGNS AT ALL EXTERIOR EXIT DOORS. DOORS EXITING FROM TENANT SPACES, GOING INTO EXIT ENCLOSURES, AND ANY ADDITIONAL LOCATIONS NOTED ON PLANS. SEE "E" DRAWINGS FOR ADDITIONAL REQUIREMENTS. SIGNS TO BE CONTINUOUSLY ILLUMINATED FOR DURATION OF 90 MIN IN CASE OF PRIMARY POWER LOSS.
7. ALL FIRE RATED PARTITIONS TO EXTEND TO DECK ABOVE AND PENETRATIONS TO BE SEALED.
8. DO NOT USE CURING COMPOUND OR RELEASE AGENTS TO SLAB.
9. DRAINS, CONCRETE TRUCKS AND SIMILAR HEAVY EQUIPMENT PROHIBITED ON SLAB.
10. FLY ASH PROHIBITED IN CONCRETE SLAB MIX.
11. FLOOR SLAB TO BE CLASS 1 PER ASTM E96.
12. FLOOR COMPACTION TO BE 95% MIN.
13. TRENCH COMPACTION TO BE 90% MIN.
14. SLAB FINISH TO BE STEEL FLOAT HARD TROWEL BURNISHED FINISH
15. DIMENSIONS ARE TO FACE OF CONCRETE PANEL, FINISH FACE OF DRYWALL, FINISH OPENING, TYPICAL UNLESS NOTED OTHERWISE.
16. PROVIDE EXIT SIGNS INCLUDING TACTILE SIGN REQUIRED BY SECTION 1011 OF 2013 CBC. SIGNS TO BE CONTINUOUSLY ILLUMINATED FOR DURATION OF 90 MIN IN CASE OF PRIMARY POWER LOSS.
17. ALL MAN DOORS, ENTRANCE DOORS AND ROLL-UP DOORS TO BE DESIGNED FOR WIND LOAD AND EXPOSURE DETERMINED BY BUILDING CODE AND LOCAL JURISDICTION.
18. ALL STOREFRONT SYSTEMS TO BE DESIGNED FOR WIND LOAD AND EXPOSURE DETERMINED BY THE BUILDING CODE AND LOCAL JURISDICTION. STOREFRONT SYSTEMS TO BE DESIGN BUILD U.O. TO PROVIDE SHOP DRAWINGS FOR ARCHITECT'S REVIEW.
19. REFER TO CIVIL DRAWINGS FOR ALL POINT OF CONNECTIONS. FOR UTILITIES CONTRACTOR TO VERIFY LOCATIONS.
20. PROVIDE STEEL BOLLARDS FILLED WITH CONCRETE AND PAINTED PER FINISH SCHEDULE AT FIRE RISERS, PAD TRANSFORMERS, AND OTHER LOCATIONS AS REQUIRED.
21. CONTRACTOR TO MAINTAIN A FLUSH FLOOR SLAB. ALL TRUCKS AND EQUIPMENT TO BE DRIVEN.
22. NO ACCESS HARDWARE ON THE EXTERIOR SIDE OF THE NON-ENTRY DOORS.
23. FOR TYPICAL DOOR LANDING CLEARANCES, REFER SHEET A5.2 FOR MORE INFORMATION.
24. NO SMOKING WITHIN 25' OF BUILDING ENTRIES. ACCORDING TO GREEN BUILDING STANDARD CODE SECTION 5.304.7

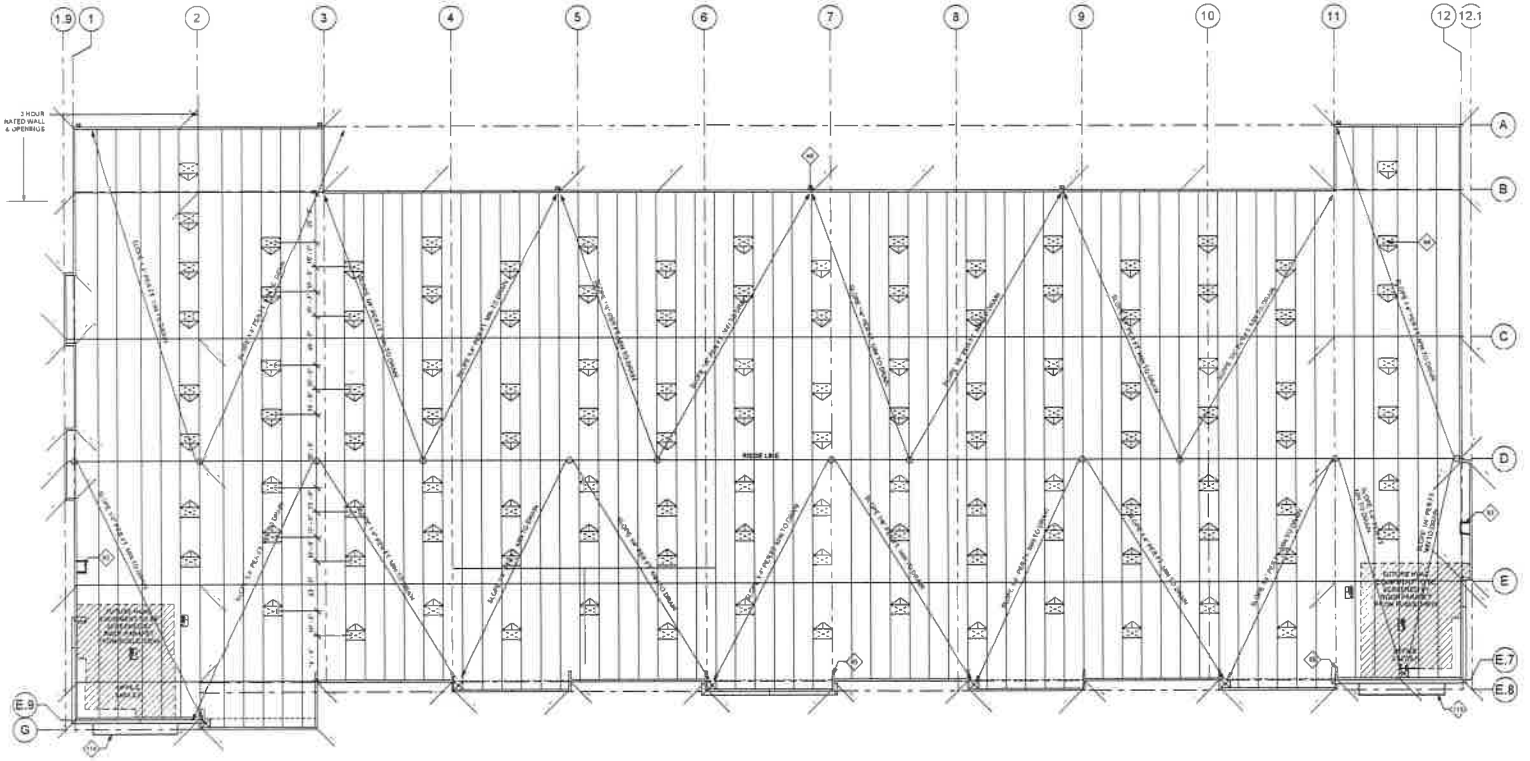
FLOOR PLAN WALL LEGEND

- CONCRETE TILT UP WALL. SEE "S" DRAWINGS FOR ADDITIONAL INFORMATION. PROVIDE METAL STUD FURRING. SEE STUD SCHEDULE AD.21 AND FULL HEIGHT BATT INSULATION PER TITLE 24 REQUIREMENTS. SEE M&P.7 FOR CONNECTION DETAIL
- INTERIOR PARTITION WALL SEE WALL CALCULATE AND STUD SCHEDULE FOR ADDITIONAL INFORMATION
- STOREFRONT SYSTEM UNDER DEFERRED SUBMITTAL. SEE ELEVATIONS FOR ARCHITECTURAL DETAILS
- STRUCTURAL BUILDING COLUMNS
- ILLUMINATED EMERGENCY EXIT SIGN PER CBC AND FIRE DEPT. SEE "E" DRAWINGS FOR LOCATION. SIGN SHALL BE CONTINUOUSLY ILLUMINATED FOR DURATION OF 90 MIN. IN CASE OF PRIMARY POWER LOSS.

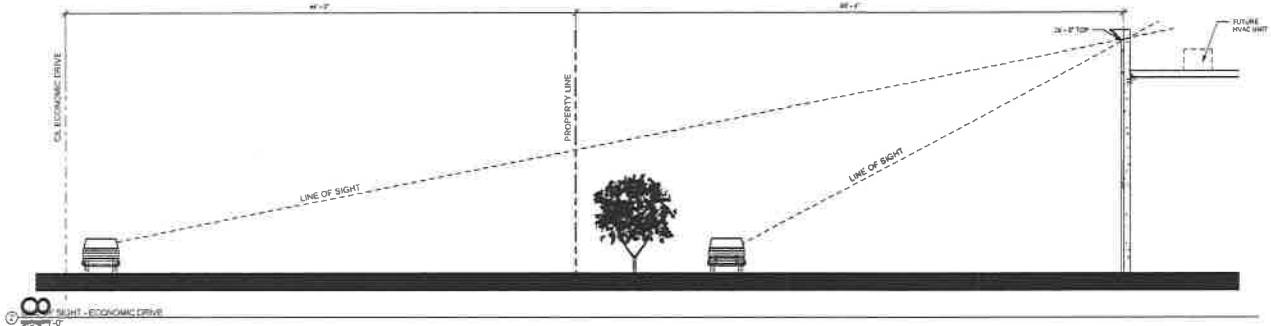
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ENLARGED FLOOR PLANS
A2.1



1 PROPOSED ROOF PLAN
1" = 20'-0"



2 SIGHT - ECONOMIC DRIVE
1" = 10'-0"

KEYNOTES

4F	INTERIOR ROOF DRAIN AND INTERIOR OVERFLOW DRAIN
4A	ROOF ACCESS HATCH.
3G	PARAPET RETURN 2' MIN. OR PER PLAN. SEE "S" DRAWINGS.
2A	4'-0" SKYLIGHT.
11B	BALCONY WITH GLASS RAILING, SEE "A" DWGS

SKYLIGHTS NOTES

PROPOSED BLDG
ROOF AREA = 118,912 S.F.
SKYLIGHTS 2% OF ROOF AREA = 2,380 S.F.
EACH UNIT 32 SF. (4'X8')
UNITS PROVIDED 115 x 32 = 3,818 S.F.

SMOKE HATCHES NOTE TO BIDDING CONTRACTORS
% OF SMOKE HATCHES TO BE DETERMINED BY D.B. FIRE PROTECTION CONSULTANT TO MEET CODE REQUIREMENT TO ALLOW FOR HIGH PILE STORAGE COMBINED TOTAL OF SMOKE HATCH + SKYLIGHTS TO EQUAL 2% OF TOTAL ROOF AREA

MECHANICAL EXHAUST NOTE TO BIDDING CONTRACTORS
QUANTITY & LOCATION OF ROOFTOP EXHAUST FANS (ALL ROOF MOUNTED LOUVERS TO BE DETERMINED BY DESIGN BUILD MECHANICAL ENGINEER TO PROVIDE MINIMUM 1 AIR CHANGE PER HOUR / LOCATIONS TO BE COORDINATED WITH THE ARCHITECT, STRUCTURAL ENGINEER AND FIRE SPRINKLERS.

ROOF PLAN LEGEND

OFFICE AREA. LOCATION OF EQUIPMENT T.B.D.

4'-0" X 8' SKYLIGHTS

ROOF PLAN NOTES

1. ALL ROOFTOP MOUNTED EQUIPMENT IS TO BE SCREENED FROM VIEW.

ROOF PLAN GENERAL NOTES

1. CONTRACTOR TO VERIFY POSITIVE ROOF DRAINAGE. ROOFING CONTRACTOR TO VERIFY PRIOR TO INSTALLING RIGID INSULATION OR ROOFING. SEE "A" DRAWINGS FOR CRICKETS ETC.
2. BUILT UP ROOFING TO BE CLASS 'A' UL LISTED ROOFING ASSEMBLY DESIGNED TO RESIST 90MPH OR AS REQUIRED.
3. SEE STRUCTURAL DRAWINGS FOR ROOF ELEVATIONS, TYP.
4. REFER TO DETAIL 1/A0.1 FOR TYPICAL ROOF SECTION.
5. PROVIDE CRICKETS ON (HIGH SIDE) OF ALL MECHANICAL UNITS AND ROOF EQUIPMENT AT SKYLIGHTS & SMOKE HATCHES. PROVIDE POSITIVE DRAINAGE AROUND UNITS AT 1/8" PER SLOPE MINIMUM.
6. CONTRACTOR TO COORDINATE ALL ROOF PENETRATIONS. SEE ROOF DETAIL SHEET FOR PENETRATIONS
7. ALL SKYLIGHTS AND SMOKEHATCHES TO BE DESIGNED TO MEET WINDLOAD AS DETERMINED BY THE BUILDING CODE AND LOCAL JURISDICTION.
8. ALL MECHANICAL CONDENSATE DRAINS TO BE BELOW ROOF.
9. U.O.T. TO CONTAIN REQUIREMENT FOR ROOF WALK PADS WITH OWNER.
10. ROOFING CAP SHEET TO HAVE MINIMUM AGED SOLAR REFLECTANCE INDEX (SRI) OF 78 OR GREATER THAN 0.63, AND AN INITIAL SRI OF GREATER THAN 27 PER 2016 COUNTY OF LOS ANGELES GREEN BUILDING STANDARDS CODE
11. ROOF ELEVATIONS TO BE VERIFIED WITH FIELD CONDITIONS AT STRUCTURAL DRAWINGS.
12. FLASH ALL PIPE AND DUCT PENETRATIONS THRU ROOF. SEE DETAILS ON A0 SHEETS.
13. ALL CONDENSATE LINES FROM HVAC UNITS MUST BE INSTALLED BELOW ROOF.
14. ALL MECHANICAL EQUIPMENT WEIGHTS ARE OPERATING WEIGHTS.
15. PROVIDE A FULL TIME FOR MOISTURE INSPECTION AND FLAT DISTANCE, BY A QUALIFIED ROOFING INSPECTION FIRM APPROVED BY THE OWNER AND THE ROOF MANUFACTURER. INSPECTION FIRM TO BE ON SITE PRIOR TO THE START OF ANY BUILT UP ROOFING WORK.
16. ALL WORK LINES TO BE P.T.D.F.
17. ROOF EXHAUST FANS SHALL BE CENTERED DIRECTLY ABOVE A SPRINKLER HEAD. VERIFY WITH FIRE PROTECTION PLANS PRIOR TO INSTALLATION.
18. ALL ALUMINUM HANGERS MUST BE "2-HHS" TRIPLE DIP COATED AS MANUF. BY SIMPSON OR APPROVED EQUAL.
19. AUTOMATIC SPRINKLER SYSTEMS REVISED NOTE: THESE 100 SPRINKLER HEADS SHALL BE SUPERVISED BY AN APPROVED CENTRAL PROPRIETARY OR REMOTE STATION SERVICE, OR A LOCAL ALARM WHICH WILL GIVE AN AUDIBLE SIGNAL AT CONSTANTLY ATTENDED LOCATION.

PROJECT
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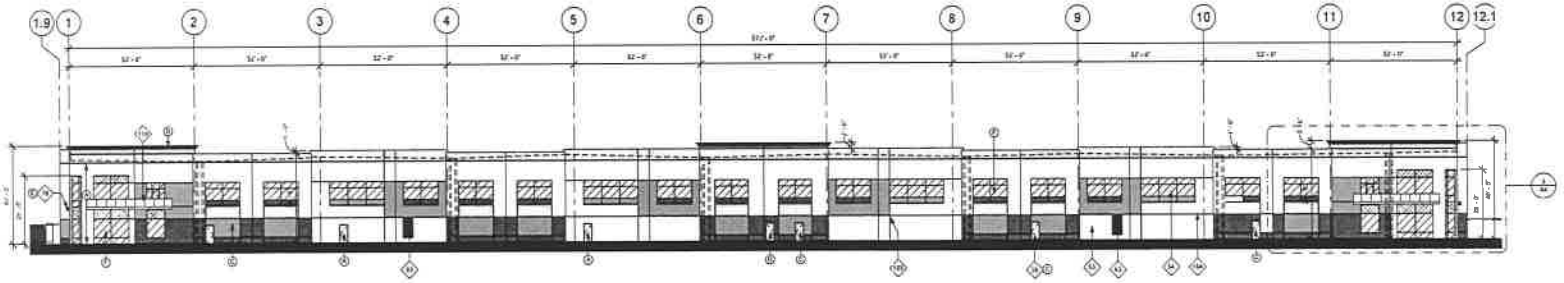
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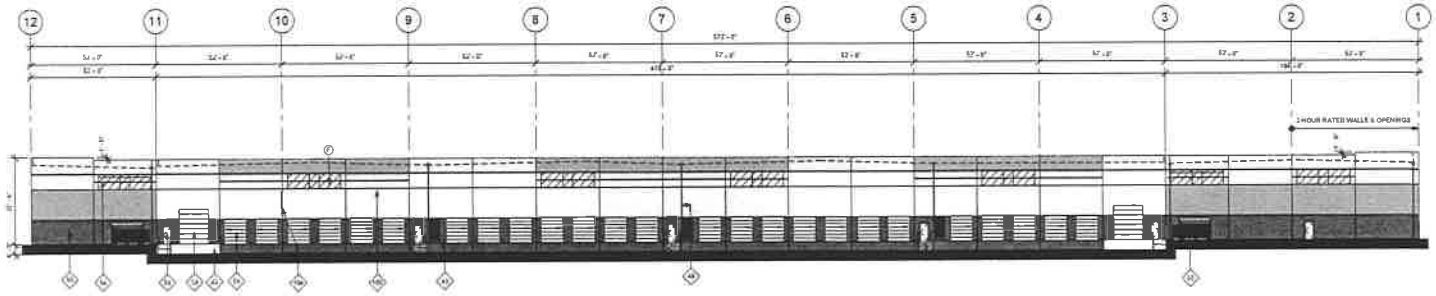
ROOF PLAN

A3

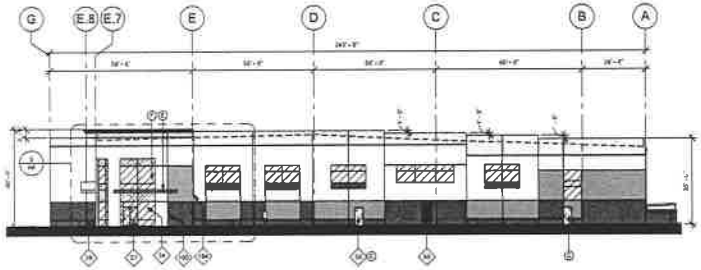
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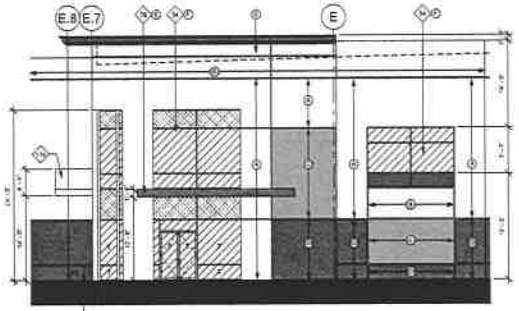
1 PROPOSED SOUTH ELEVATION
1" = 20'-0"



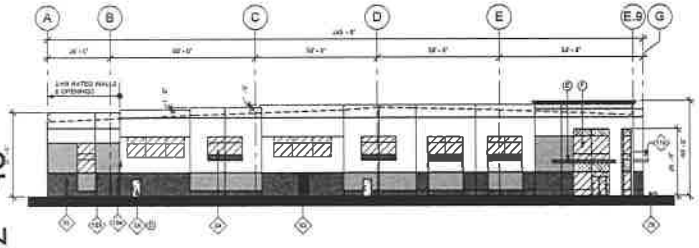
2 PROPOSED NORTH ELEVATION
1" = 20'-0"



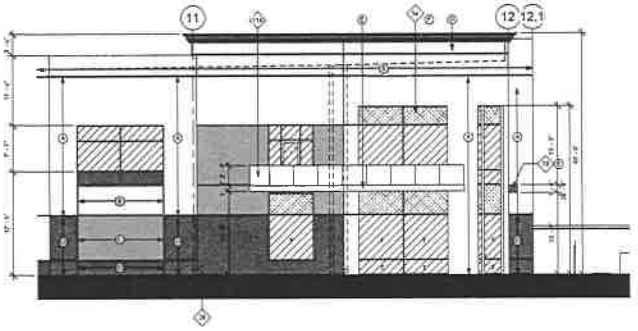
3 PROPOSED EAST ELEVATION
1" = 20'-0"



5 PARTIAL EAST ELEVATION
1/8" = 1'-0"



4 PROPOSED WEST ELEVATION
1" = 20'-0"



6 PARTIAL SOUTH ELEVATION
1/8" = 1'-0"

KEYNOTES

74 SECURE BICYCLE PARKING. REFER TO A1.1 FOR MODEL SPECIFICATION AND ADDITIONAL INFORMATION
77 CONCRETE TRASH ENCLOSURE PER CITY REQUIREMENTS SEE A1.1 FOR DETAILS
85 CONCRETE TRUCK RAMP WITH 42" HIGH CONC. TILT UP GUARD WALLS PAINTED TO MATCH BUILDING. SEE ELEVATIONS
86 INTERIOR ROOF DRAIN AND OVERFLOW SCUPPERS PAINTED TO MATCH BUILDING. REFER TO PLUMBING PLANS FOR MINIMUM SCUPPER OPENINGS ALLOWABLE PER CODE
94 STOREFRONT. SEE ELEVATIONS & EXTERIOR COLOR SCHEDULE. STORE FRONT TO BE DESIGNED TO RESIST WIND LOAD AS REQUIRED BY BUILDING CODES AND LOCAL JURISDICTION. DESIGN OF STOREFRONT FRAMING SYSTEM AND STRUCTURAL CALCULATIONS TO BE DESIGN BUILD BY G.C. AND UNDER DEFERRED SUBMITTAL
95 CONCRETE TILT-UP PANEL TYP. PAINTED. SEE EXTERIOR COLOR SCHEDULE. REFER TO ELEVATIONS AND "S" DRAWINGS FOR ADDITIONAL INFORMATION.
96 EXTERIOR MAN DOOR 3'X7' HOLLOW METAL. PAINTED. SEE EXTERIOR COLOR SCHEDULE & DOOR SCHEDULE FOR ADDITIONAL INFO
97 EXTERIOR STUDIO FRONT DOOR. SEE EXTERIOR COLOR SCHEDULE & DOOR SCHEDULE FOR ADDITIONAL INFO.
98 DOCK-HI LOADING DOOR 9'X9'. WITH VISION GLAZING PRE FINISHED BY MANUFACTURER PER COLOR SCHEDULE.
99 DRIVE THRU LOADING DOOR 12'8"X WITH VISION GLAZING PRE FINISHED BY MANUFACTURER PER COLOR SCHEDULE.
101 AIR INTAKE LOUVER. PAINT TO MATCH BUILDING WALL TYP. SIZE VERTICAL 4'X 8'. PROVIDE BIRD SCREEN FILTER AND BURGLAR BAR'S.
79 DECORATIVE METAL BROW. REFER TO ARCHITECTURAL-STRUCTURAL DETAILS.
104 PANEL JOINT TYP.
105 3" DECORATIVE CONCRETE REVEAL WITH CHAMFERED EDGES, TYP.
118 BALCONY WITH GLASS RAILING SEE "B" IMAGE

GLAZING LEGEND

VISION GLAZING

NON VISION GLAZING

TEMPERED*

NOTE
REFER TO ELEVATIONS FOR TEMPERED GLAZING LOCATIONS.

NON VISION GLAZING NOTES
1. SINGLE PANE GLAZING PAINT FACE OF CONCRETE PANEL BEHIND BLACK. NO COATING REQUIRED.
2. PROVIDE BREATHABLE MULLION SYSTEM @ NON-VISION GLAZING BEHIND. NO HOLES REQUIRED IN CONCRETE.
3. PROVIDE SHADE CLOTH BEHIND GLASS IN AREAS INTENTED TO BE NON-VISION WHEN THERE IS NO BRANCH CONCRETE TENCATE MIRAFI 140N 12 5" 368" FILTER FABRIC

TEMPERED GLAZING NOTES
1. IN OPERABLE DOORS, WINDOWS AND WITHIN 18" OF WALKING SURFACE TO BE TEMPERED.

EXTERIOR COLOR SCHEDULE

- (A) WHITE EXTERIOR PAINT COLOR SW 7014 EIDER WHITE
- (B) LIGHT GRAY EXTERIOR PAINT COLOR SW 7015 REPOSE GRAY
- (C) MEDIUM GRAY EXTERIOR PAINT COLOR SW 7016 MINDFUL GRAY
- (D) DARK GRAY EXTERIOR PAINT COLOR SW 7018 DOVETAIL
- (E) SILVER METALLIC PAINT @ METAL CANOPY OVER ENTRY ONLY
- (F) STOREFRONT MEDIUM PERFORMANCE BLUE REFLECTIVE GLAZING - NOT TO EXCEED AN OUTDOOR REFLECTANCE OF 29% - CLEAR ANODIZED MULLIONS

TYP PAINT NOTES
PAINT MAN DOORS, GUARD WALLS, RAMP WALLS, STAIR WALLS, GUARD RAILS, ROOF DRAINS, AND LOUVERS TO MATCH ADJACENT BUILDING WALL U.N.O.

TRELLIS DOORS TO BE PRE-FINISHED BY MANUFACTURER IN WHITE FINISH AND PAINT TO MATCH ADJACENT BUILDING WALL U.N.O.

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MJPA, RIVERSIDE CA

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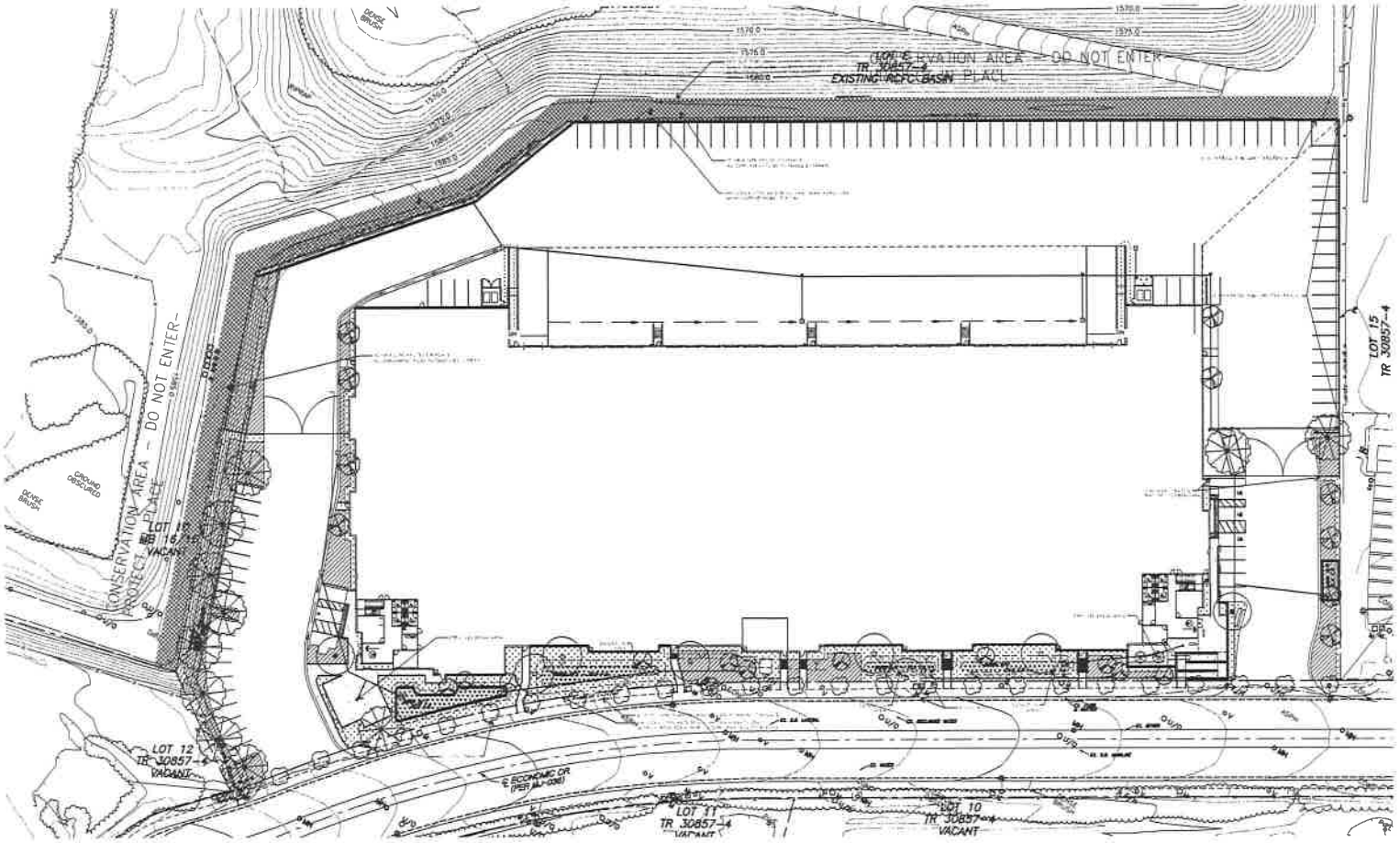
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EXTERIOR ELEVATIONS

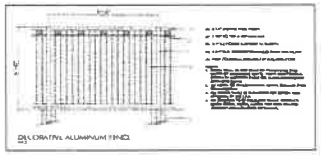
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PLANTING LEGEND

GENERAL NOTES:



N

0 20' 40 80'

Economic Drive @ Meridian

JM Realty

Riverside, California

HUNTER LANDSCAPE
711 FEE ANA STREET PLACENTIA, CA 92870
714.986.2400 FAX 714.986.2408

EXHIBIT A 6

Reduced Colored Building Elevations



SOUTH ELEVATION



NORTH ELEVATION



EAST ELEVATION



WEST ELEVATION

COLORED ELEVATIONS

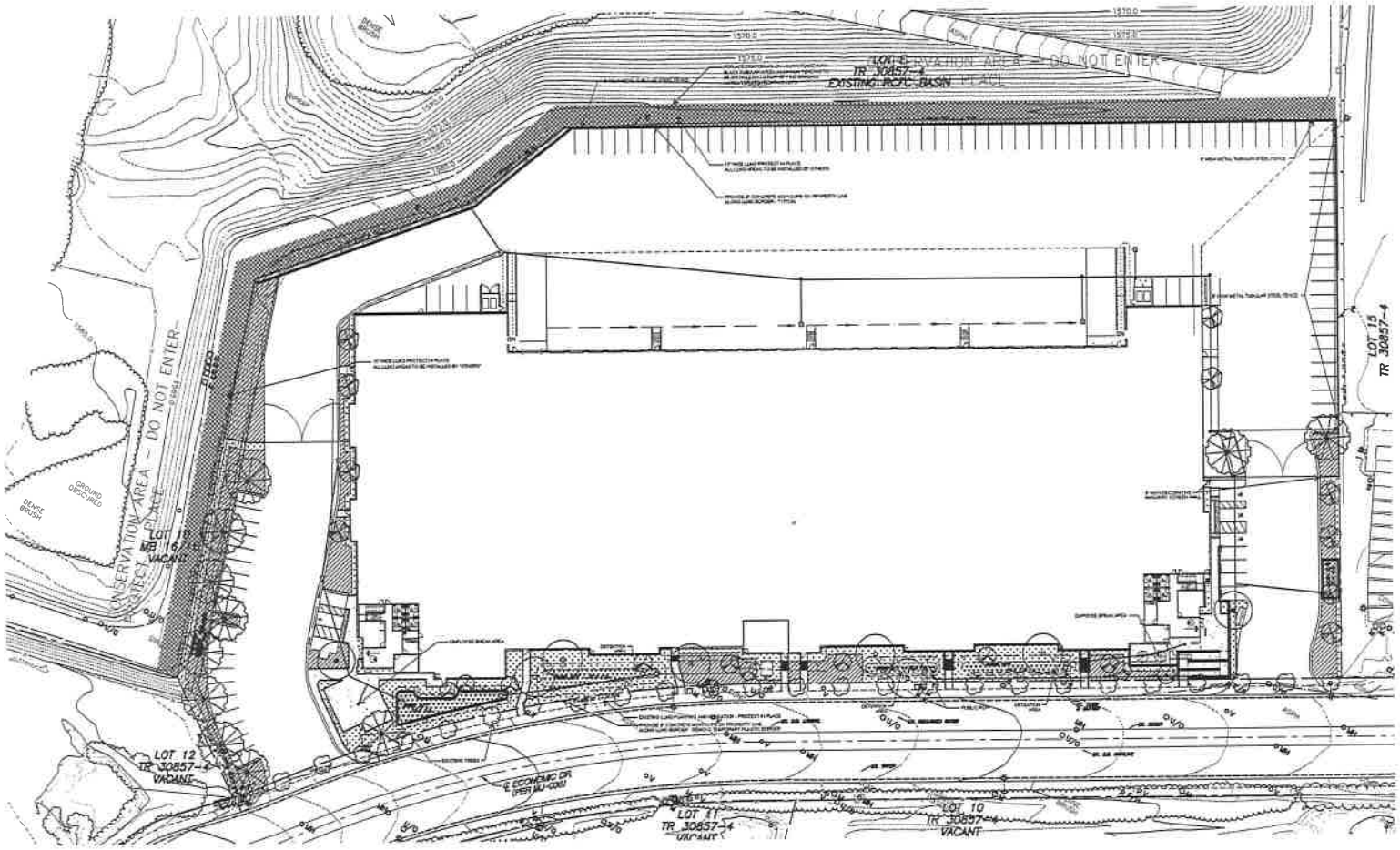
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ARCHITECTURE + DESIGN

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ECONOMIC DRIVE, CA
09.05.2018
HRAD JOB NO: A15-2069

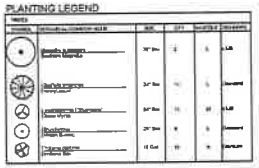
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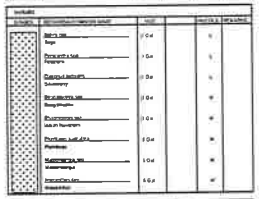
EXHIBIT A 7

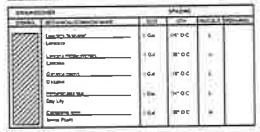
Reduced Landscape Plans



PLANTING LEGEND

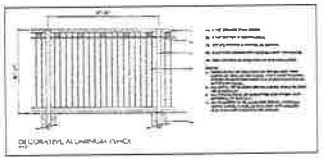






GENERAL NOTES:

1. On-site irrigation system to be supplied from LLMD standard and maintained by property owner.
2. It is the responsibility of the developer (Meridian Park, LLC) to install temporary irrigation, and to maintain healthy and weed free planting until the permanent irrigation and landscaping plan has been approved, tested and installed.
3. The temporary/permanent fencing will be installed at the property line.
4. Property line grades designated from rights-of-way to be shown & approved by French JPA, shall be followed unless any existing Van Buren Boulevard 25 per page No 10 of Meridian S.P.
5. All planting / irrigation plans submitted will be in conformance with Section 9.6 of the South Quadrant Central Design Guidelines.
6. All drainage basins shall be landscaped or native vegetation in a natural manner.
7. If any existing landscape is damaged during construction, it shall be repaired / replaced (in kind) within 30 days of the completion of construction.
8. Irrigation system shall be designed to conform to the South JPA development code.
9. All project drainage easement areas should be landscaped with native vegetation in a natural manner.



DECORATIVE ALUMINUM FENCE



Economic Drive @ Meridian

17-000
15.14.17
04.26.18

JM Realty

Riverside, California

HUNTER LANDSCAPE
711 PEE ANA STREET PLACENTIA, CA 92870
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EXHIBIT A 8

Reduced Preliminary Grading and Drainage Plans

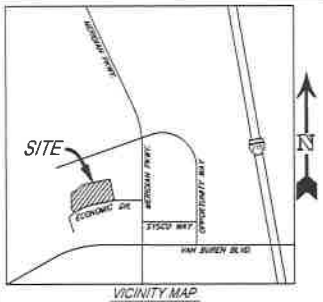
IN THE COUNTY OF RIVERSIDE, STATE OF CALIFORNIA

PRELIMINARY GRADING PLAN

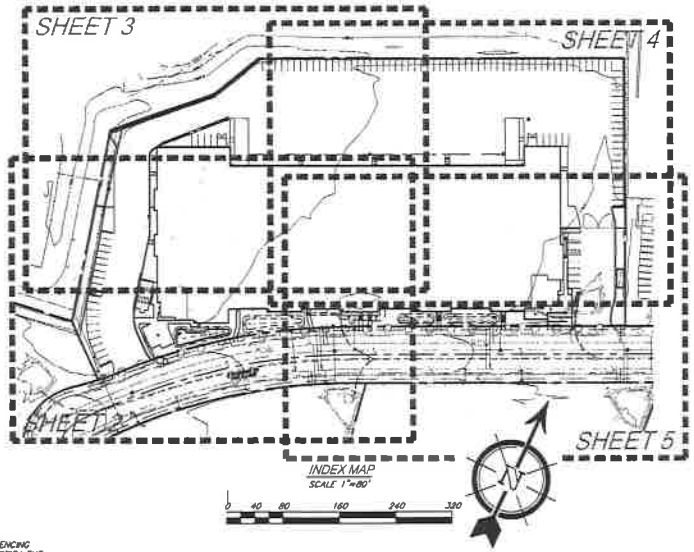
ECONOMIC DISTRIBUTION CENTER

APRIL 2018

SEC 22 T3S, R4W, SBBM



VICINITY MAP
NOT TO SCALE
THOMAS GUIDE PAGE: 747 GRID: A-2



SOURCE OF TOPO
ARROWHEAD MAPPING

OWNER/APPLICANT

4M REALTY GROUP
3535 INLAND EMPIRE BLVD.
ONTARIO, CA 91764
TEL: (909) 373-2914

ENGINEER

SDH & ASSOCIATES, INC.
5225 CANYON CREST DRIVE 71439
RIVERSIDE, CA. 92507
VOICE: (951) 683-3691
FAX: (951) 788-2314

ARCHITECT

HERMAN ARCHITECTURE
16201 SCIENTIFIC WAY
SUITE 71439
IRVINE, CA 92618
TEL: (714) 389-2800

SOILS ENGINEER

NORCAL ENGINEERING
10641 HUMBOLT STREET
LOS ALAMITOS, CA 90720
VOICE: (562) 799-9469
FAX: (562) 799-9459

ASSESSOR'S PARCEL NO.
294-050-071-6
294-050-070-5
294-050-063-9

SHEET INDEX

TITLE SHEET	1
PRECISE GRADING PLAN	2-5
DETAILS	6
DRAINAGE PLAN	7
EROSION CONTROL PLAN	8

NOTIFICATIONS:
AT LEAST 48 HOURS PRIOR TO COMMENCING CONSTRUCTION, CONTRACTOR SHALL NOTIFY THE FOLLOWING:

A. WESTERN MUNICIPAL WATER DISTRICT (951) 789-5000
B. EASTERN MUNICIPAL WATER DISTRICT (951) 928-3777
C. UNDERGROUND SERVICE ALERT USA 1(800) 227-2600
D. ALL OTHER AFFECTED UTILITES AND PERMIT AGENCIES:
1. SO CAL GAS TRANSMISSION DIV. BANNING (USA) (909) 335-7829
2. SO CAL GAS CO. RIVERSIDE (USA) (909) 335-7829
3. SO CAL EDISON (USA) 1(800) 642-2444
4. GENERAL TELEPHONE (USA) 1(800) 483-5000
5. RIVERSIDE CABLE TELEVISION (USA) 1(800) 483-5000
6. MARCH JOINT POWERS AUTHORITY (951) 656-7000
7. MARCH JOINT POWERS AUTHORITY ENGINEER (951) 943-6504

LEGEND
T.C.B. - TOP CATCH BASIN
F.G. - FINISHED GRADE
F.L. - FLOW LINE
H.P. - HIGH POINT
EXIST. - EXISTING
P.E. - PAD ELEVATION
G.B. - GRADE BREAK

TRACT BOUNDARY
CENTERLINE
CURB AND GUTTER
1280 EXISTING CONTOUR LINE
LOT LINE
SLOPE

DECLARATION OF ENGINEER OF RECORD:
I HEREBY DECLARE THAT THE DESIGN OF THE IMPROVEMENTS AS SHOWN ON THESE PLANS COMPLIES WITH PROFESSIONAL ENGINEERING STANDARDS AND PRACTICES AS THE ENGINEER IN CHARGE FOR SUCH DESIGN. I UNDERSTAND AND ACKNOWLEDGE THAT THE PLAN CHECK OF THESE PLANS BY MARCH JOINT POWERS AUTHORITY IS A REVIEW FOR THE LIMITED PURPOSE OF ENSURING THAT THE PLANS COMPLY WITH THE CITY PROCEDURES, ADEQUACY OF THE DESIGN OF THE IMPROVEMENTS. SUCH PLAN CHECK DOES NOT THEREFORE RELIEVE ME OF MY RESPONSIBILITY FOR THE DESIGN OF THESE IMPROVEMENTS. AS ENGINEER OF RECORD, I AGREE TO INDEMNIFY AND HOLD THE MARCH JOINT POWERS AUTHORITY ITS OFFICERS, AGENTS, AND EMPLOYEES HARMLESS FROM ANY AND ALL LIABILITY, CLAIMS, DAMAGES, OR INJURIES TO ANY PERSON OR PROPERTY WHICH MIGHT ARISE FROM THE NEGLIGENT ACTS, ERRORS, OR OMISSIONS OF THE ENGINEER OF RECORD, ANY EMPLOYEES, AGENTS, OR CONSULTANTS.

NAME: _____ DATE: _____ R.C.E. #62325

SOILS ENGINEER CERTIFICATION:
WE HEREBY CERTIFY THAT THESE PLANS HAVE BEEN REVIEWED FROM A GEOTECHNICAL STANDPOINT ONLY, BASED ON THAT REVIEW, IT APPAREAS THAT THE PLANS ARE IN GENERAL CONFORMANCE WITH RECOMMENDATIONS CONTAINED IN TEH GEOTECHNICAL INVESTIGATION REPORT.

SOILS ENGINEER OF RECORD: _____ DATE: _____

ENGINEERING GEOLOGIST OF RECORD: _____ DATE: _____

APPROXIMATE EARTHWORK QUANTITIES:
TOTAL SITE ACREAGE: 6.80 ACRES DISTURBED ACREAGE: 6.80 ACRES
APPROXIMATE EARTHWORK ESTIMATE:
CUT = 11,400 CU. YDS. FILL = 11,400 CU. YDS.

THE ABOVE QUANTITIES DO NOT REFLECT ANY SHRINKAGE, SWELLING, SUBSIDENCE, OVER EXCAVATION OR ANY SPECIAL CONDITIONS THAT MAY BE SPECIFIED IN THE PRELIMINARY SOILS REPORT, AND ARE FOR REFERENCE AND FEE PURPOSES ONLY. SINCE THE ENGINEER CANNOT CONTROL THE EXACT METHOD OR MEANS USED BY THE CONTRACTOR DURING GRADING OPERATIONS, NOR CAN THE ENGINEER GUARANTEE THE EXACT SOIL CONDITION OVER THE ENTIRE SITE, THE ENGINEER ASSUMES NO RESPONSIBILITY FOR THE FINAL EARTHWORK QUANTITIES FOR BIDDING, CONTRACT, AND CONSTRUCTION PURPOSES. IF IT APPEARS THERE WILL BE AN EXCESS OR SHORTAGE OF MATERIAL, THE CONTRACTOR SHALL NOTIFY THE ENGINEER TO DETERMINE IF POSSIBLE GRADE ADJUSTMENTS CAN BE MADE TO ALLEVIATE SAID MATERIAL EXCESS OR SHORTAGE AND A REVISION TO THE GRADING PLAN WILL BE REQUIRED.

GRADING PLAN NOTES
1. ALL GRADING SHALL CONFORM TO THE UNIFORM BUILDING CODE. APPENDIX CHAPTER 33 AS AMENDED BY ORDINANCE 457 F THE RIVERSIDE COUNTY CODE.
2. ALL PROPERTY CORNERS SHALL BE CLEARLY DELINEATED IN THE FIELD PRIOR TO COMMENCEMENT OF ANY CONSTRUCTION/ GRADING.
3. DURING ROUGH GRADING OPERATIONS AND PRIOR TO CONSTRUCTION OF PERMANENT DRAINAGE STRUCTURES, TEMPORARY DRAINAGE CONTROL SHOULD BE PROVIDED TO PREVENT PONDING WATER AND DAMAGE TO ADJACENT PROPERTIES.
4. DUST SHALL BE CONTROLLED BY WATER OR OTHER APPROVED METHODS.
5. NO FILL SHALL BE PLACED ON EXISTING GROUND UNTIL THE GROUND HAS BEEN CLEARED OF WEEDS, DEBRIS, TOPSOIL AND OTHER DELETERIOUS MATERIAL.
6. MAXIMUM CUT AND FILL SLOPE = 2:1
7. STABILITY CALCULATIONS WITH A FACTOR OF SAFETY OF AT LEAST 1.5 SHALL BE SUBMITTED BY A SOILS ENGINEER TO THE BUILDING AND SAFETY DEPARTMENT FOR CUT AND FILL SLOPES OVER 30' IN VERTICAL HEIGHT.
8. PROVIDE 3' WIDE BY 1' HIGH BERM OR EQUIVALENT ALONG THE TOP OF ALL FILL SLOPES OVER 5' HIGH.
9. PROVIDE A BROW DITCH DESIGNED TO HANDLE THE 100 YR. Q STORM FLOWS ALONG THE TOP OF CUT SLOPES.
10. MINIMUM BUILDING PAD AND DRAINAGE SWALE SLOPE SHALL BE=1% IF CUT OR FILL IS LESS THAT 10', 2' DEEP AND BE CONSTRUCTED A MINIMUM OF 2' FROM THE TOP OF CUT OF FILL SLOPES.
11. NO OBSTRUCTION OF FLOOD PLAINS OR NATURAL WATER COURSES SHALL BE PERMITTED.
12. ALL EXISTING DRAINAGE COURSES ON THE SITE MUST CONTINUE TO FUNCTION, ESPECIALLY DURING STORM CONDITIONS. PROTECTIVE MEASURES AND TEMPORARY DRAINAGE PROVISIONS MUST BE USED TO PROTECT ADJOINING PROPERTY DURING GRADING OPERATIONS.
13. FINISH GRADE SHALL BE SLOPED AWAY FROM ALL EXTERIOR WALLS AT NOT LESS THEN ½" PER FOOT FOR A MINIMUM OF 5'.
14. CUT AND FILL SLOPES EQUAL TO OR GREATER THAN 3' IN VERTICAL HEIGHT SHALL BE PLANTED WITH GRASS OR GROUND COVER TO PROTECT THE SLOPE FROM EROSION AND INSTABILITY IN ACCORDANCE WITH ORDINANCE 457 PRIOR TO FINAL GRADING INSPECTION.
15. ALL GRADING SHALL BE DONE IN CONFORMANCE WITH RECOMMENDATIONS OF THE SOILS ENGINEER. TWO SETS OF THE FINAL COMPACTION REPORT SHALL BE SUBMITTED TO THE BUILDING AND SAFETY DEPARTMENT WHICH SHALL INCLUDE FOUNDATION DESIGN RECOMMENDATIONS AND CERTIFICATIONS THAT GRADING HAS BEEN DONE IN CONFORMANCE WITH THE RECOMMENDATIONS OF THE SITE INVESTIGATION REPORT.
16. IF STEEP SLOPING TERRAIN OCCURS UPON WHICH FILL IS TO BE PLACED, IT MUST BE CLEANED, KEYED AND BENCHED INTO FIRM NATURAL SOIL FOR FULL SUPPORT. PREPARATION SHALL BE APPROVED BY A SUITABLY QUALIFIED AND REGISTERED PROFESSIONAL PRIOR TO PLACEMENT OF FILL MATERIAL.
17. ALL GRADING SHALL BE DONE UNDER THE OBSERVATION AS A COMPETENT SOILS ENGINEER WHO WILL CERTIFY THAT ALL FILL HAS BEEN PROPERLY PLACED AND WHO SHALL SUBMIT A FINAL COMPACTION REPORT FOR ALL FILLS OVER 1'.
18. A SUITABLY QUALIFIED AND REGISTERED PROFESSIONAL SHALL SUBMIT TO THE BUILDING AND SAFETY DEPARTMENT WRITTEN CERTIFICATION ON COMPLETION OF ROUGH GRADING IN ACCORDANCE WITH THE APPROVED GRADING PLAN PRIOR TO REQUESTING INSPECTION AND ISSUANCE OF THE BUILDING PERMIT. CERTIFICATION SHALL INCLUDE LINE, GRADE, ELECTION, AND LOCATION OF CUT/FILL SLOPES. CERTIFICATION OF BUILDING PAD ELEVATION SHALL BE SUBMITTED TO THE BUILDING AND SAFETY DEPARTMENT WHERE SPECIFIC ELEVATIONS ARE REQUIRED. THE ELEVATION (WITH RESPECT TO MEAN SEA LEVEL) SHALL BE GIVEN. IF THE ELEVATION WITH RESPECT TO ADJACENT GROUND SURFACE IS REQUIRED. THE COMPLETION OF FINAL GRADING IN ACCORDANCE WITH THE APPROVED PLANS FOR ALL GRADING AS DESIGNED AS ENGINEERED GRADING.
19. CONTRACTOR SHALL NOTIFY UNDERGROUND SERVICE ALERT, TWO DAYS BEFORE YOU DIG AT 1-800-227-2600.
20. ALL ONSITE LIGHTING, UTILITIES, LAYOUT, LANDSCAPING, AND FENCES SHALL BE REVIEWED AND APPROVED BY PLANNING DEPARTMENT UNDER SEPARATE SUBMITTALS UNDER ALIPA.
21. ALL WALLS/ FENCES REQUIRE SEPARATE PERMIT.
22. ALL ONSITE STORM DRAINS SHALL BE PRIVATELY MAINTAINED.
23. VIDEO OF ALL ONSITE STORM DRAINS SHALL BE SUBMITTED TO MARCH JOINT POWERS AUTHORITY ENGINEER FOR REVIEW AND APPROVAL PRIOR TO PAVEMENT CAPPING OR CONCRETING.
24. ALL GRAVITY UTILITY SYSTEMS ARE TO BE CONSTRUCTED FROM THE OUTFALL UP.
25. HAUL ROUTE SHALL BE SUBMITTED TO THE PUBLIC WORKS ENGINEER FOR APPROVAL PRIOR TO THE START OF IMPORT/EXPORT OF DIRT.

NOTICE TO CONTRACTOR:
1. THE EXISTENCE AND LOCATION OF ANY UNDERGROUND UTILITY PIPES OR STRUCTURES SHOWN ON THESE PLANS ARE OBTAINED BY A SEARCH OF THE AVAILABLE RECORDS. TO THE BEST OF OUR KNOWLEDGE. THERE ARE NO EXISTING UTILITIES EXCEPT THOSE SHOWN ON THESE PLANS.
2. THE CONTRACTOR IS REQUIRED TO TAKE DUE PRECAUTIONARY MEASURES TO PROTECT THE UTILITY LINES SHOWN AND ANY OTHER LINES NOT OF RECORD OR NOT SHOWN ON THESE
3. CALL UNDERGROUND SERVICE ALERT (U.S.A.) 1-800-227-2600 AT LEAST 48 HOURS PRIOR TO EXCAVATION.

CONSTRUCTION NOTES
(1)	CONSTRUCT 7" P.C.C. CONCRETE OVER NATIVE IN HEAVY TRUCK AREAS	96,772 S.F.
(2)	CONSTRUCT 5" P.C.C. CONCRETE OVER NATIVE IN PARKING AREAS	22,026
(3)	CONSTRUCT 6" CURB ONLY PER DETAIL ON SHEET 6	809 L.F.
(4)	CONSTRUCT 6" CURB AND GUTTER PER DETAIL ON SHEET 8	634 L.F.
(5)	CONSTRUCT 12" GAP IN CURB FOR DRAINAGE CONVEYANCE	2 E.A.
(6)	CONSTRUCT 3' RIBBON GUTTER	163 L.F.
(7)	CONSTRUCT P.C.C. SIDEWALK (FINISHED SURFACE MATERIALS PER ARCH. PLANS)	13,298 S.F.
(8)	CONSTRUCT COMMERCIAL DRIVEWAY APPROACH	2 EA.
(9)	CONSTRUCT RETAINING WALL PER ARCH./STRUCTURAL PLANS (HEIGHT PER PLAN)	1,444 L.F.
(10)	CONSTRUCT 24" X 24" CATCH BASIN (PRIVATE) WITH TRAFFIC GRATE	7 EA.
(11)	CONSTRUCT 6" P.V.C. STORM DRAIN (PRIVATE)	421 L.F.
(12)	CONSTRUCT 8" P.V.C. STORM DRAIN (PRIVATE)	574 L.F.
(13)	CONSTRUCT 6" PERFORATED P.V.C. STORM DRAIN (PRIVATE)	494 L.F.
(14)	CONSTRUCT COBBLE RIPRAP PAD (1/2 GROUTED)	7 EA.
(15)	CONSTRUCT 12" STEP OUT STRIP	8 EA.
(16)	CONSTRUCT 3' WIDE X 4" THICK X 12" DEEP "V" DITCH OVER 4" X 4" W.W.M.	235 L.F.
(17)	CONSTRUCT 18" N.D.S. CATCH BASIN W/ ATRIUM GRATE (LANDSCAPE AREAS)	2 EA.
(18)	CONSTRUCT 18" H.D.P.E. STORM DRAIN	301 L.F.
(19)	CONSTRUCT 12" H.D.P.E. STORM DRAIN	225 L.F.
(20)	CONSTRUCT MWS-L-8-24-V-UG STORMWATER BIOFILTRATION SYSTEM (SEE DETAIL ON SHEET 8 & APPROVED WQMP)	1 EA.
(21)	CONSTRUCT JUNCTION STRUCTURE NO. 2 PER RCFC STD. JS-227	2 EA.
(22)	REMOVE EXISTING STORM DRAIN PIPE @ INLET	2 EA.
(23)	CONSTRUCT SD CLEANOUT USING BROOKS TRAFFIC VALVE BOX & LID 1-RT	3 EA.
(23)	CONSTRUCT 12" AREA DRAIN	2 EA.

(#) NOTE: ADJUST LOCATION OF SIDEWALK AS NEEDED TO AVOID EXISTING STREET TREES. MAX SIDEWALK GRADE IN R/W=2%, MAX SIDEWALK GRADE ON SITE=5%

BENCHMARK
MB 433 / 4-11, BEING N 37°41'15" W.
BEING AN MWDSE 3" BRASS DISK STAMPED "MP 104 1984", FLUSH ON TOP OF THE ABUTMENT WALL, 1.5' EAST OF THE WEST END AND 3' ABOVE ROAD SURFACE NEAR THE INTERSECTION OF CACTUS AVE. AND THE ATSF BRIDGE. NAVD 1988 ELEV = 1374.17

REVISIONS

MARK	DESCRIPTION	BY	APPR.	DATE

DESIGNED BY: S.S. DRAWN BY: S.S.
CHECKED BY: R.V.Z. PROJECT MANAGER: S.S.

MARCH JOINT POWERS AUTHORITY
APPROVED BY:

MARCH J.P.A. DATE
HABIB MOTLAGH
DIRECTOR OF PUBLIC WORKS

SEAL: REGISTERED PROFESSIONAL ENGINEER ROBERT V. VAN ZANTEN No. 62325 Exp. 9-30-19 CIVIL STATE OF CALIFORNIA

PREPARED BY: SDH & ASSOCIATES INC. 5274 CANYON CREST DRIVE T-439 Riverside, California 92507 TEL: (951) 683-3691 FAX: (951) 788-2314

SCALE 1"=80'
DATE APRIL 2018

PREPARED BY: _____ DATE: _____
ROBERT VAN ZANTEN
R.C.E. NO.: 62325 EXP. 9-30-19

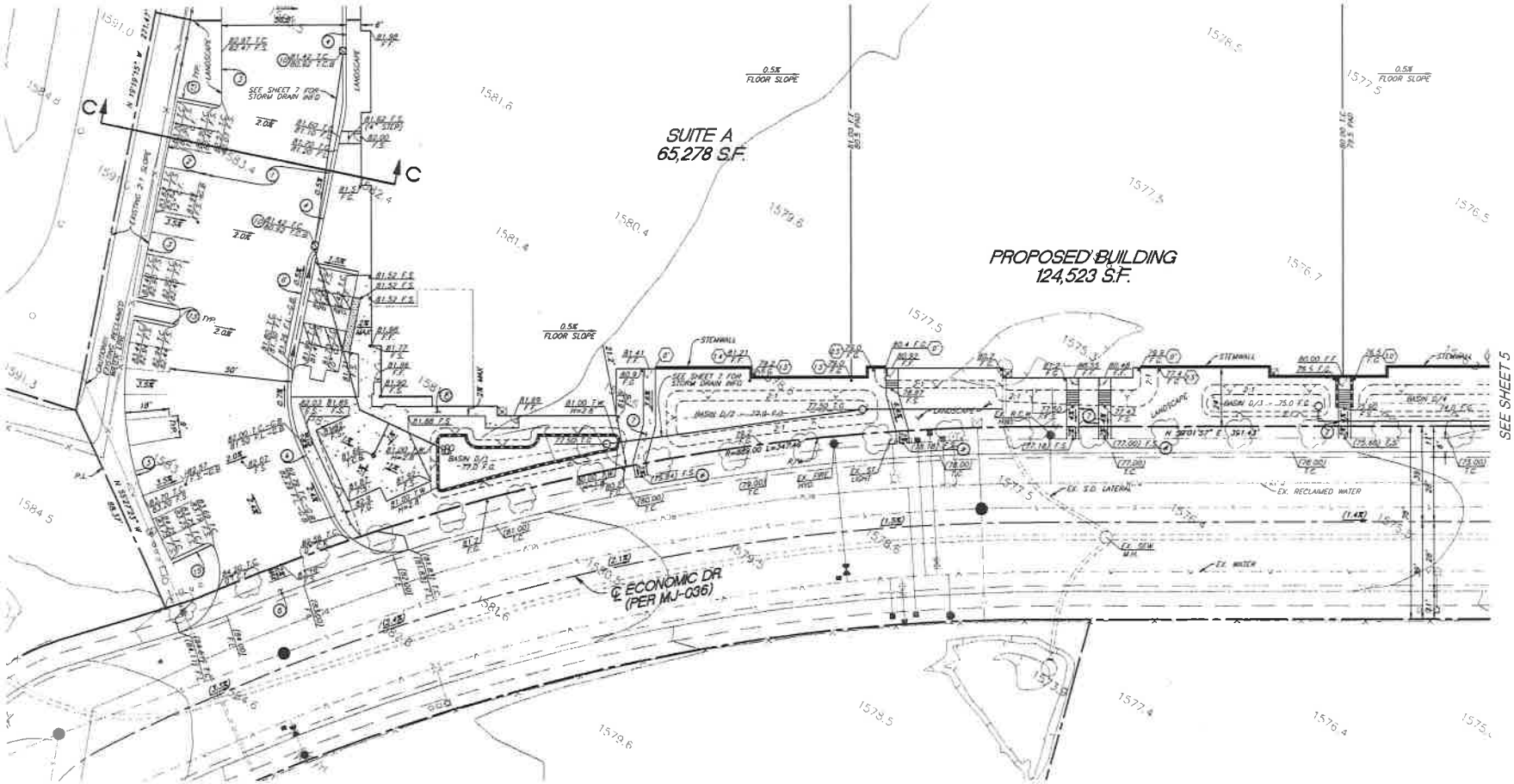
MARCH JOINT POWERS AUTHORITY

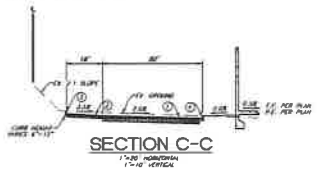
PRECISE GRADING PLAN
ECONOMIC DISTRIBUTION CENTER
LOT 13 & 14 OF TRACT 30857-4

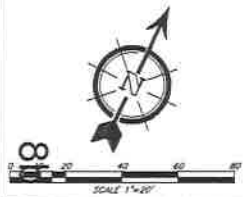
1 OF 8 SHEETS

MJ-XX

8b 789







BENCHMARK

HB 472 / 4-11, BEING N 37°41'15" W.

BEING AN NGVDC 3" BRASS DISK STAMPED "DP 104 1984", FLUSH ON TOP OF THE ABUTMENT WALL, 1.5' EAST OF THE WEST END AND 3' ABOVE ROAD SURFACE, NEAR THE INTERSECTION OF CACTUS AVE. AND THE ATSF BRIDGE NAD 1988 ELEV=1374.17

REVISIONS

MARK	DESCRIPTION	BY	APPD	DATE
DESIGNED BY	E.S.	DRAWN BY	K.J.S.	
CHECKED BY	R.V.Z.	PROJECT MANAGER	S.S.	

MARCH JOINT POWERS AUTHORITY
APPROVED BY:

MARCH J.P.A. DATE
HABIB MOTLAGH
DIRECTOR OF PUBLIC WORKS

SEAL

PREPARED BY

SDH

BOU AND ASSOCIATES INC.
3776 CANYON CREST DRIVE 7 #239
Riverside, CA 92507
TEL: (951) 683-3411 FAX (951) 788-1314

SCALE 1"=20'

DATE MARCH 2018

PREPARED BY: DATE

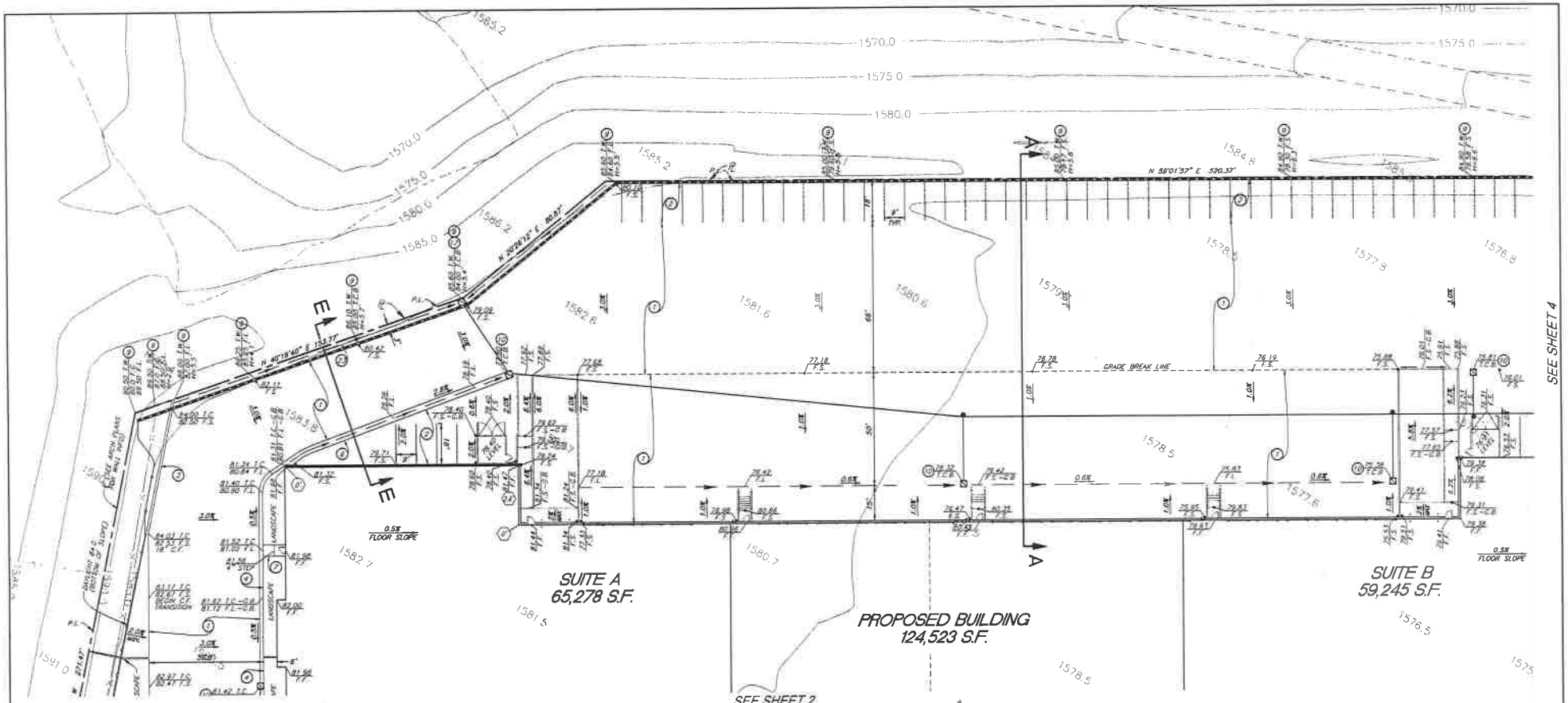
ROBERT VAN ZANTEN
R.C.E. NO.: 52325 EXP. 9-30-19

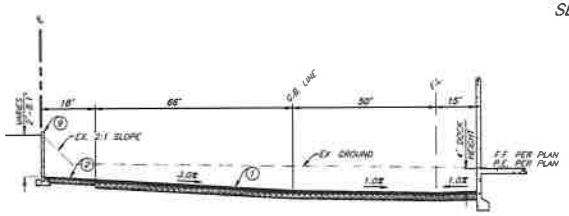
MARCH JOINT POWERS AUTHORITY

PRECISE GRADING PLAN
ECONOMIC DISTRIBUTION CENTER
LOT 13 & 14 OF TRACT 30857-4

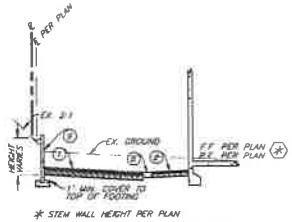
2 OF 8 SHEETS

MJ-XX

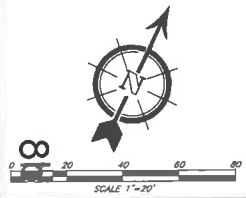




SECTION A-A
1"=20' HORIZONTAL
1"=10' VERTICAL



SECTION E-E
1"=20' HORIZONTAL
1"=10' VERTICAL



BENCHMARK

HIS 433 / K-11, BEING N 37°41'53" W

BEING AN MNOSC 3" BRASS DISK STAMPED "3P 104 1994", FLUSH ON TOP OF THE ABUTMENT WALL, 3.5' EAST OF THE WEST END AND 3' ABOVE ROAD SURFACE NEAR THE INTERSECTION OF CACTUS AVE. AND THE ATSF BRIDGE. NAVD 1988 ELEV.= 1574.17

REVISIONS

MARK	DESCRIPTION	BY	APP'D	DATE
DESIGNED BY: S.S.	DRAWN BY: S.J.S.			
CHECKED BY: R.V.Z.	PROJECT MANAGER: S.S.			

MARCH JOINT POWERS AUTHORITY
APPROVED BY:

MARCH J.P.A.
HABIB MOTLAGH
DIRECTOR OF PUBLIC WORKS

DATE

SEAL:

PREPARED BY:

SDH ENGINEERS

SCALE 1"=20'

DATE MARCH 2018

PREPARED BY: DATE:

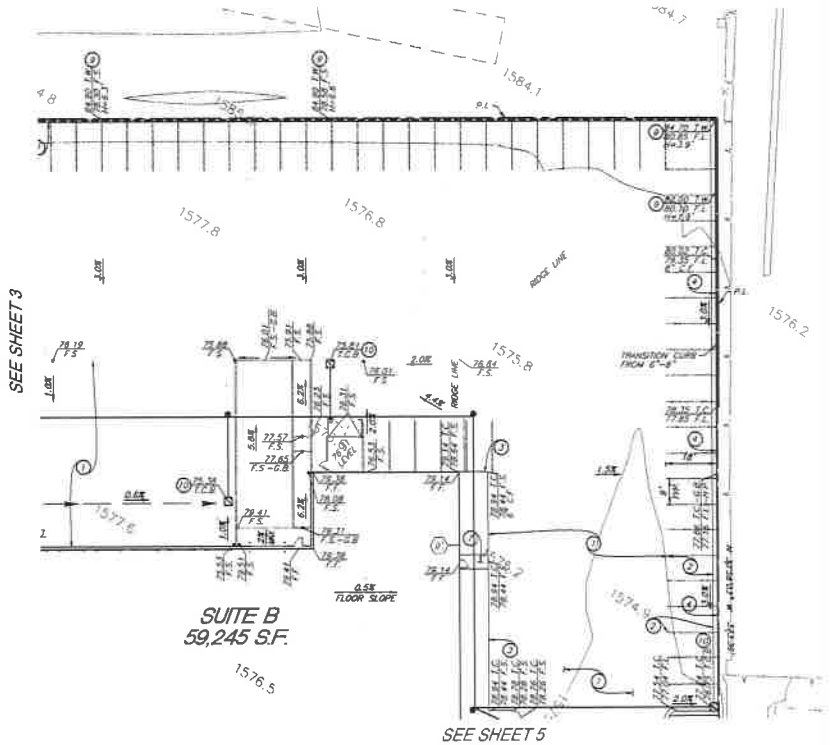
ROBERT VAN ZANTEN
R.C.E. NO. 52326 EXP. 9-30-19

MARCH JOINT POWERS AUTHORITY

PRECISE GRADING PLAN
ECONOMIC DISTRIBUTION CENTER
LOT 13 & 14 OF TRACT 30857-4

3 OF 8 SHEETS

MJ-XX



SCALE 1"=20'

BENCHMARK

MB 433 / 4-11, BEING N 37°41'55" W

BEING AN ORDISC 3" BRASS DISK STAMPED "MP 104 1984" FLUSH ON TOP OF THE ABUTMENT WALL, 3.5' EAST OF THE WEST END AND 3' ABOVE ROAD SURFACE NEAR THE INTERSECTION OF CACTUS AVE. AND THE ATSF BRIDGE. RHO 1988 ELEV=1574.17

REVISIONS

MARK	DESCRIPTION	BY	APPR.	DATE

DESIGNED BY: S.S. DRAWN BY: T.J.S. BY APPR. DATE

CHECKED BY: R.V.Z. PROJECT MANAGER: S.S.

MARCH JOINT POWERS AUTHORITY
APPROVED BY:

MARCH J.P.A. DATE
HABIB MOTLAGH
DIRECTOR OF PUBLIC WORKS

SEAL: REGISTERED PROFESSIONAL ENGINEER ROBERT C. VAN ZANTEN No. 62325 Exp. 9-30-19 CIVIL STATE OF CALIFORNIA

PREPARED BY: SDH SDH AND ASSOCIATES INC. 3275 CHERRY CREEK DRIVE, STE 434 Riverside, California 92507 TEL. (951) 653-3651 FAX (951) FAX 653

SCALE 1"=20'

DATE MARCH 2019

PREPARED BY: DATE:

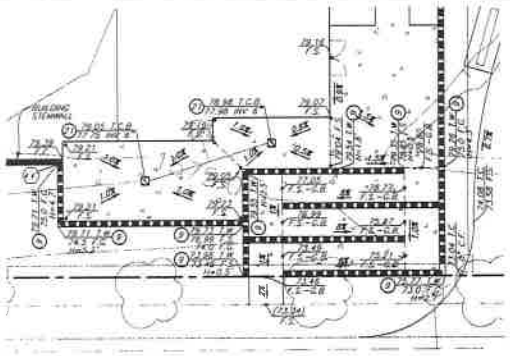
ROBERT VAN ZANTEN
R.C.E. NO. 62325 EXP. 9-30-19

MARCH JOINT POWERS AUTHORITY

PRECISE GRADING PLAN
ECONOMIC DISTRIBUTION CENTER
LOT 13 & 14 OF TRACT 30857-4

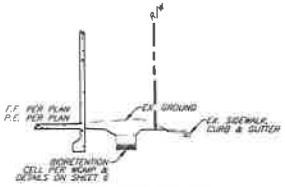
4 OF 8 SHEETS

MJ-XX



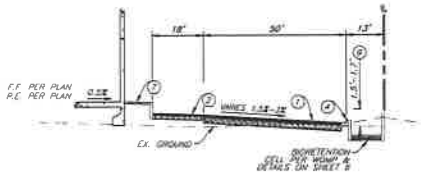
HANDICAP RAMP DETAIL

SCALE: 1"=10'



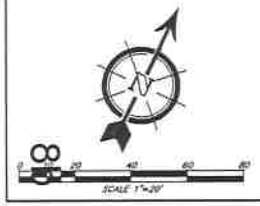
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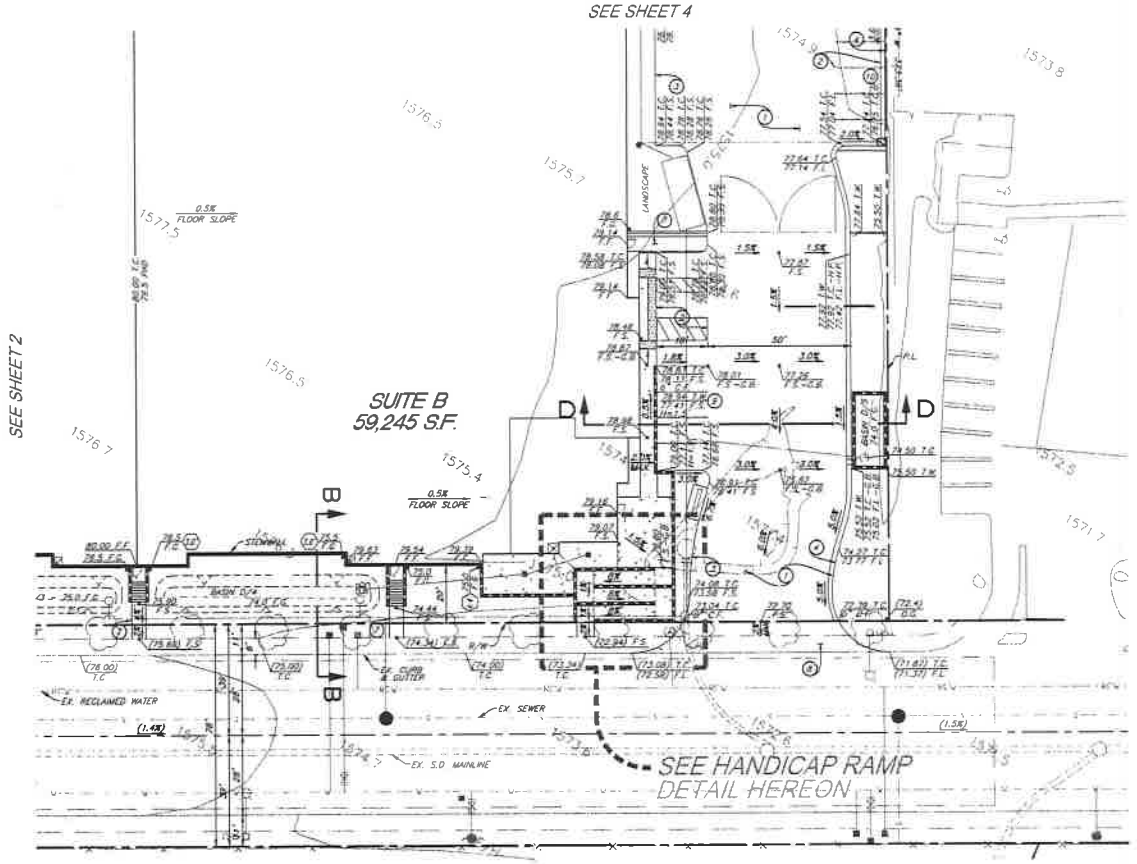
1"=20' HORIZONTAL
1"=10' VERTICAL



SECTION D-D

1"=20' HORIZONTAL
1"=10' VERTICAL





BENCHMARK

HB 422 / 4-11, BEING N 37°41'15" W.

BEING AN ARROW "J" BRASS DISK STAMPED "HP 104 1984", FLUSH ON TOP OF THE ABUTMENT WALL, 1.5' EAST OF THE WEST END AND 3' ABOVE ROAD SURFACE NEAR THE INTERSECTION OF CACTUS AVE. AND THE ATSF BRIDGE. HAVING AN ELEVATION OF 1574.17

REVISIONS

MARK	DESCRIPTION	BY	APPR.	DATE

DESIGNED BY: S.S. DRAWN BY: S.J.S.
CHECKED BY: R.V.D. PROJECT MANAGER: S.S.

MARCH JOINT POWERS AUTHORITY
APPROVED BY:

MARCH J.P.A.
HABIB MOTLAGH
DIRECTOR OF PUBLIC WORKS
DATE

SEAL

PREPARED BY:

SDH and Associates Inc.
San Clemente Street Drive Suite
Riverside, California 92507
Tel. (951) 653-3671 Fax (951) Free p914

SCALE 1"=20'
DATE MARCH 2019

PREPARED BY: DATE:
ROBERT VAN ZANTEN
R.C.E. NO. 52325 EXP. 9-30-19

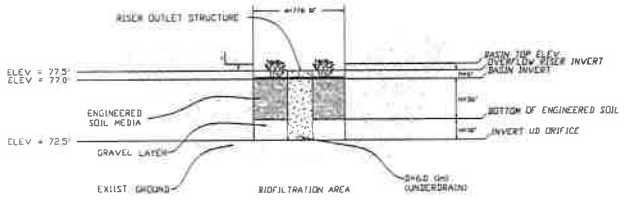
MARCH JOINT POWERS AUTHORITY

PRECISE GRADING PLAN
ECONOMIC DISTRIBUTION CENTER
LOT 13 & 14 OF TRACT 30857-4

5 OF 8 SHEETS

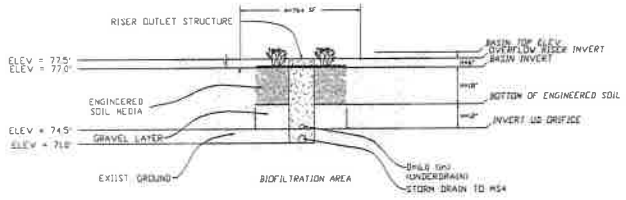
MJ-XX

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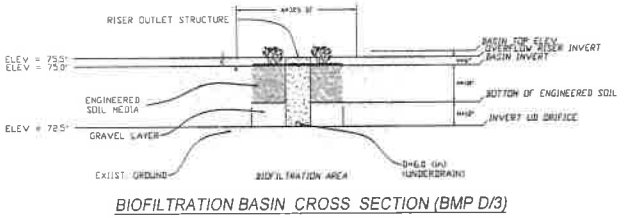
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NOT TO SCALE



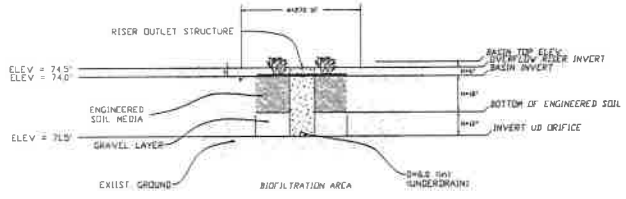
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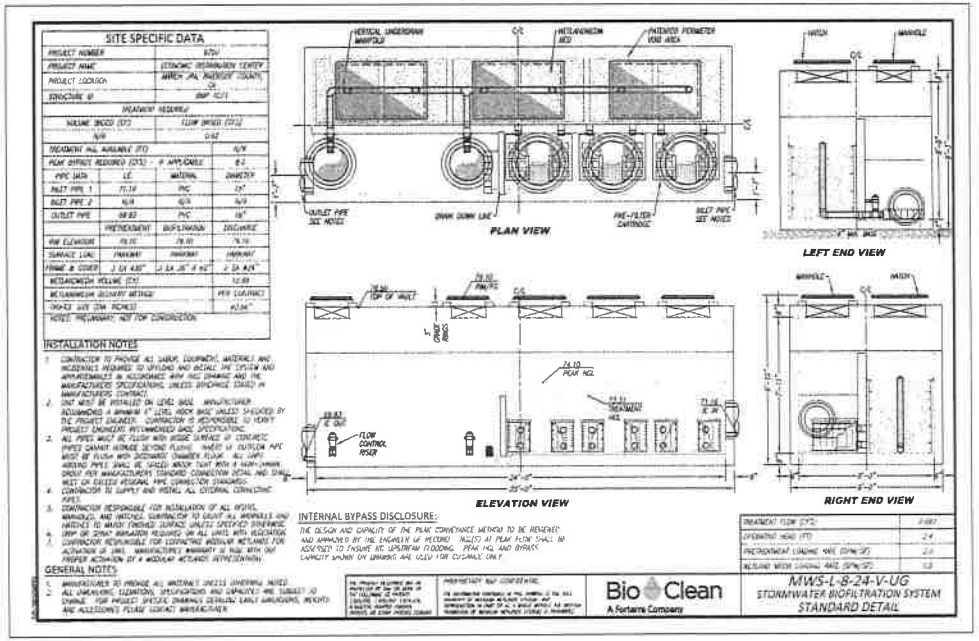
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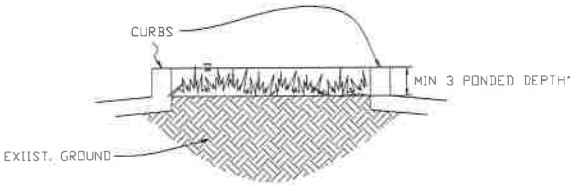
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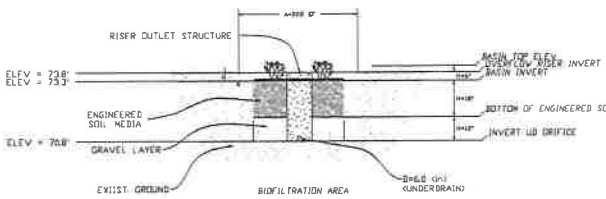
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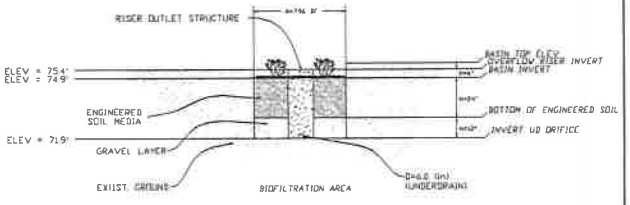
LANDSCAPED ISLAND DETAIL (TYPICAL)

NOT TO SCALE



BIOFILTRATION BASIN CROSS SECTION (BMP D/5)

NOT TO SCALE



BIOFILTRATION BASIN CROSS SECTION (BMP D/6)

NOT TO SCALE

BENCHMARK

REVISIONS

MARCH JOINT POWERS AUTHORITY
APPROVED BY:

MARCH J.P.A.
HABIB MOTLAGH
DIRECTOR OF PUBLIC WORKS
DATE

SEAL

PREPARED BY:
SOH & ASSOCIATES INC.
DATE:
ROBERT VAN ZANTEN
R.C.E. NO: 62315
EXP: 9-30-19

SCALE: 1"=80'
DATE: MARCH 2018

MARCH JOINT POWERS AUTHORITY

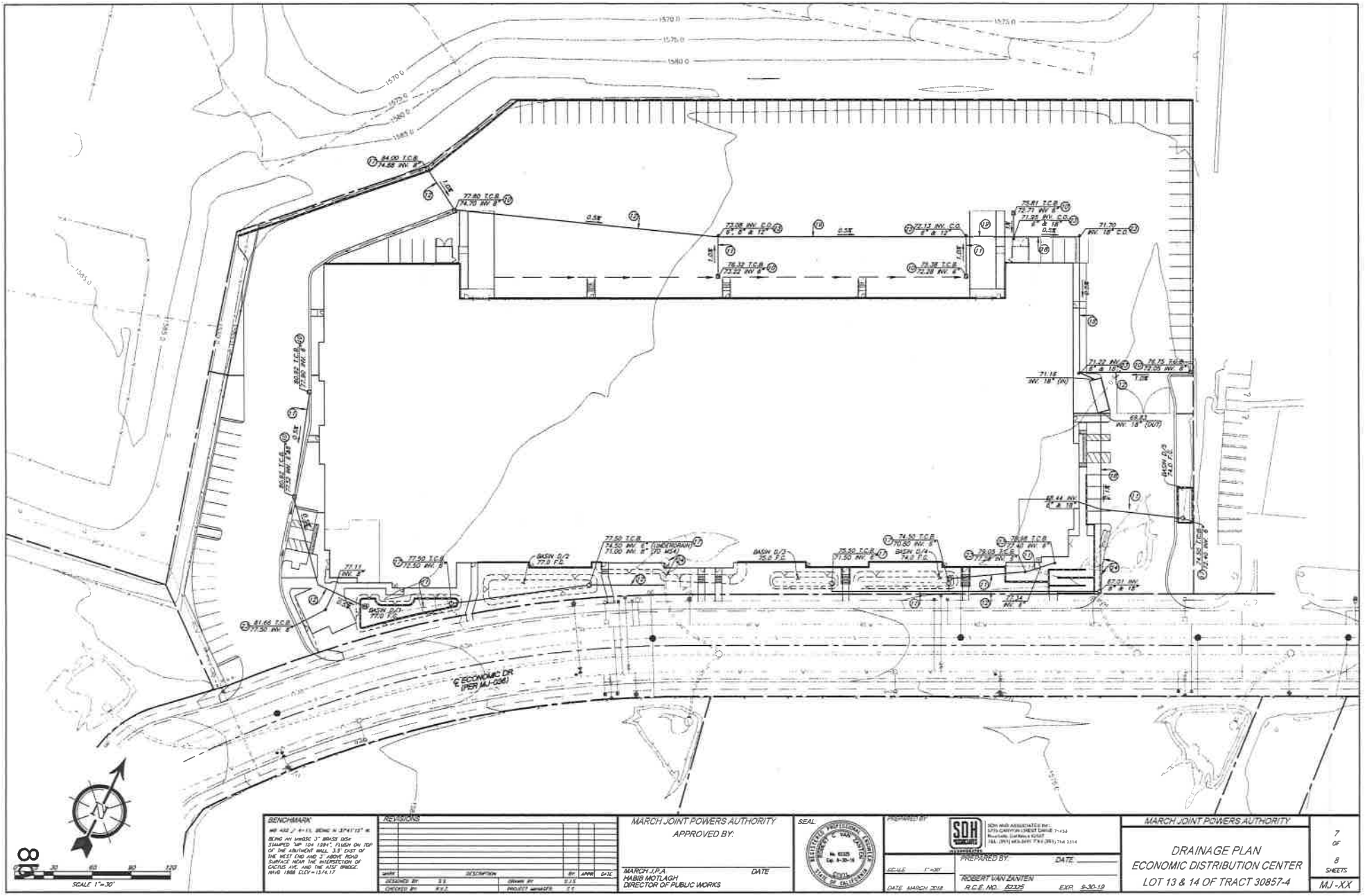
SECTIONS AND DETAILS
ECONOMIC DISTRIBUTION CENTER
LOT 13 & 14 OF TRACT 30857-4

6 OF 8 SHEETS

MJ-XX

98

794


BENCHMARK
REVISIONS
MARCH JOINT POWERS AUTHORITY
APPROVED BY:
MARCH J.P.A.
HABIB MOTLAGH
DIRECTOR OF PUBLIC WORKS
DATE
SEAL
PREPARED BY:
SDH
PREPARED BY:
ROBERT VAN ZANTEN
R.C.E. NO. 62325
EXP. 9-30-19
DATE
SCALE 1"=30'
DATE MARCH 2018
MARCH JOINT POWERS AUTHORITY
DRAINAGE PLAN
ECONOMIC DISTRIBUTION CENTER
LOT 13 & 14 OF TRACT 30857-4
7
OF
8
SHEETS
MJ-XX
SCALE 1"=30'

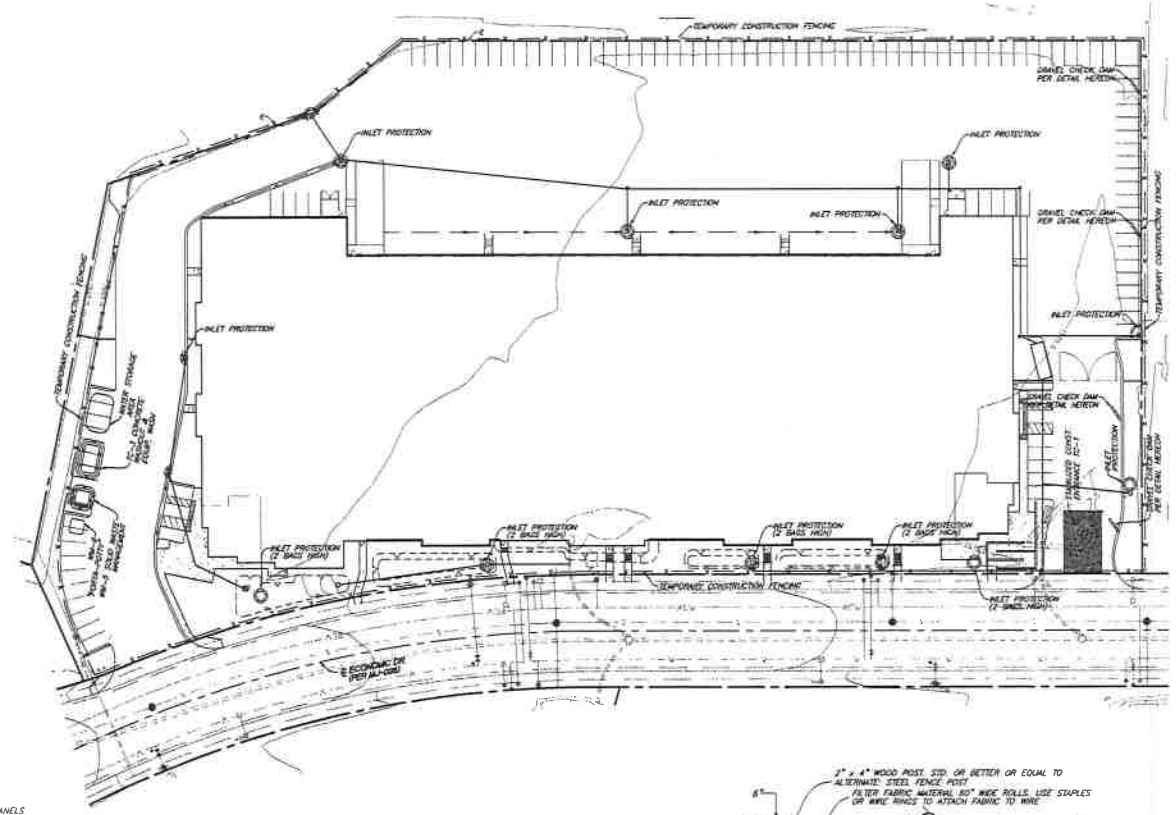
EROSION CONTROL PLAN

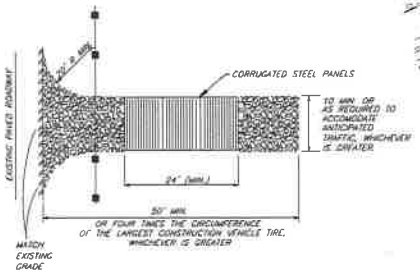
GENERAL NOTES

1. ALL GRADING SHALL CONFORM TO RIVERSIDE MUNICIPAL CODE TITLE 17 AND TO THE CURRENT CITY-ADOPTED EDITION OF THE CALIFORNIA BUILDING CODE.
2. ALL PROVISIONS OF THE UPDATED PRELIMINARY SOILS REPORT PREPARED BY NORCAL ENGINEERING DATED 8-3-2012 SHALL BE COMPLIED WITH DURING GRADING OPERATIONS. BUSINESS TAX CERTIFICATE NO. BL00004913 EXP. 12-31-2017
3. THIS PLAN IS FOR GRADING PURPOSES ONLY AND IS NOT TO BE USED FOR THE PURPOSE OF CONSTRUCTING ON-SITE OR OFF-SITE IMPROVEMENTS. ISSUANCE OF A PERMIT BASED ON THIS PLAN DOES NOT CONSTITUTE APPROVAL OF DRIVEWAY LOCATIONS OR SIZES. PARKING LOT STRUCTURAL SECTIONS OR LAYOUT, ADA-RELATED REQUIREMENTS, BUILDING LOCATIONS OR FOUNDATIONS, WALLS, CURBING, OFF-SITE DRAINAGE FACILITIES OR OTHER ITEMS NOT RELATED DIRECTLY TO THE BASIC GRADING OPERATION. ON-SITE IMPROVEMENTS SHALL BE CONSTRUCTED FROM APPROVED BUILDING PERMIT PLANS. OFF-SITE IMPROVEMENTS SHALL BE CONSTRUCTED FROM PLANS APPROVED FOR THIS PURPOSE BY THE PUBLIC WORKS DEPARTMENT.
4. CERTIFICATION FROM THE REGISTERED CIVIL ENGINEER STATING THAT THE GRADING HAS BEEN COMPLETED PER THE APPROVED PLAN, AND A COMPACTION REPORT FROM THE SOIL ENGINEER FOR FILL AREAS ARE REQUIRED PRIOR TO BUILDING PERMITS BEING ISSUED.
5. CONTRACTOR IS RESPONSIBLE FOR EROSION, DUST AND TEMPORARY DRAINAGE CONTROL DURING GRADING OPERATIONS.
   A. ALL MANUFACTURED SLOPES IN EXCESS OF 3 FEET IN VERTICAL HEIGHT ARE TO BE PROTECTED FROM EROSION DURING ROUGH GRADING OPERATIONS AND, THEREAFTER, UNTIL INSTALLATION OF FINAL GROUNDCOVER. (SEE LANDSCAPE PLANS FOR FINAL GROUNDCOVER.)
   B. ALL SLOPE PROTECTION SHALLS TO BE CONSTRUCTED AT THE SAME TIME AS BANKS ARE GRADED.
   C. THE DEVELOPER AND HIS CONTRACTOR ARE RESPONSIBLE FOR IMPLEMENTATION AND MAINTENANCE OF THE EROSION CONTROL MEASURES SHOWN ON THIS PLAN AND TO PROVIDE ANY ADDITIONAL EROSION CONTROL MEASURES (E.G. HYDROSEEDING, MULCHING, OF STRAW, SAND BAGGING, DIVERSION DITCHES, RETENTION BASINS, ETC.) DICTATED BY FIELD CONDITIONS TO PREVENT EROSION AND/OR THE INTRODUCTION OF DIRT, MUD OR DEBRIS TO EXISTING PUBLIC STREETS AND/OR ONTO ADJACENT PROPERTIES DURING ANY PHASE OF CONSTRUCTION OPERATIONS. SPECIAL ATTENTION SHALL BE GIVEN TO ADDITIONAL EROSION CONTROL MEASURES NOTED ABOVE DURING THE PERIOD OCTOBER 1 TO MAY 31.
   D. AFTER A RAINSTORM, ALL SILT AND DEBRIS SHALL BE REMOVED FROM CHECK BERMS AND CHECK DAMS. SILT AND DEBRIS SHALL BE REMOVED FROM CITY OF RIVERSIDE STREETS. THIS REQUIREMENT SHALL REMAIN IN EFFECT UNTIL CITY ACCEPTANCE OF THIS PROJECT.
6. ANY ON-SITE RETAINING WALLS SHOWN ON THIS PLAN THAT ARE UNDER 3 FEET IN HEIGHT AND SUPPORT A SURCHARGE OR THAT ARE OVER 3 FEET IN HEIGHT REQUIRE SEPARATE REVIEW, APPROVAL AND A BUILDING PERMIT FROM THE BUILDING AND SAFETY DIVISION, COMMUNITY DEVELOPMENT DEPARTMENT. ANY NECESSARY RETAINING WALLS ON THE PERIMETER OF THIS SITE SHALL BE IN PLACE AND APPROVED BY THE BUILDING INSPECTOR PRIOR TO ISSUANCE OF THE GRADING PERMIT. APPROVED DESIGNED GRADING WITH 1 1/2:1 MAXIMUM SLOPES TO WITHIN 2 FEET OF THE ADJACENT PROPERTY LINE MAY BE ACCEPTABLE TO ALLOW FOR ISSUANCE OF A GRADING PERMIT PRIOR TO COMPLETION OF ANY NECESSARY PERIMETER RETAINING WALLS.
7. ANY IMPROVEMENTS CONSTRUCTED IN THE PUBLIC RIGHT-OF-WAY WILL REQUIRE A SEPARATE CONSTRUCTION PERMIT AND INSPECTION FROM THE PUBLIC WORKS DEPARTMENT.
8. ANY WALLS, FENCES, STRUCTURES AND/OR APPURTENANCES ADJACENT TO THIS PROJECT ARE TO BE PROTECTED IN PLACE. IF GRADING OPERATIONS DAMAGE OR ADVERSELY AFFECT SAID ITEMS IN ANY WAY, THE CONTRACTOR AND/OR DEVELOPER IS RESPONSIBLE FOR WORKING OUT AN ACCEPTABLE SOLUTION TO THE SATISFACTION OF THE AFFECTED PROPERTY OWNER(S).
9. THE CONTRACTOR/DEVELOPER IS RESPONSIBLE FOR ENSURING THAT RETAINING WALLS DO NOT INTERFERE WITH PROVISION OF UTILITIES.
10. IT IS THE GRADING CONTRACTOR'S RESPONSIBILITY TO ENSURE THAT ADEQUATE COMPACTION HAS ATTAINED ON THE ENTIRE GRADING SITE, INCLUDING FILL AREAS OUTSIDE THE BUILDING PADS AND ON ALL FILL SLOPES.
11. IT IS THE SOIL ENGINEER'S RESPONSIBILITY TO OBSERVE AND PERFORM COMPACTION TESTS DURING THE GRADING TO EVALUATE THE PREPARATION OF THE NATURAL GROUND SURFACE TO RECEIVE THE FILL AND THE COMPACTION ATTAINED IN THE FILL (INCLUDING FILL AREAS OUTSIDE THE BUILDING PADS AND ON ALL FILL SLOPES.
12. EARTHWORK QUANTITIES ARE SHOWN FOR GRADING PERMIT PURPOSES ONLY, AND THE CITY OF RIVERSIDE IS NOT RESPONSIBLE FOR THEIR ACCURACY.
13. FOR GRADING OF AREAS OF 1 ACRE OR MORE, A STORM WATER POLLUTION PREVENTION PLAN (SWPPP) SHALL BE KEPT ON-SITE AND MADE AVAILABLE UPON REQUEST OF A REPRESENTATIVE OF THE REGIONAL WATER QUALITY CONTROL BOARD (RWQCB) -- SANTA ANA REGION AND/OR THE CITY OF RIVERSIDE.
14. GRADING OPERATIONS SHALL BE LIMITED TO BETWEEN THE HOURS OF 7 AM AND 7 PM ON WEEKDAYS AND BETWEEN 8 AM AND 5 PM ON SATURDAY. NO GRADING WILL BE PERMITTED ON SUNDAY OR FEDERAL HOLIDAYS. (RIVERSIDE MUNICIPAL CODE 7.35.010, ORDINANCE NO. 6273)

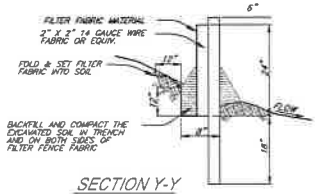


GRAVEL BAG DETAIL
NOT TO SCALE

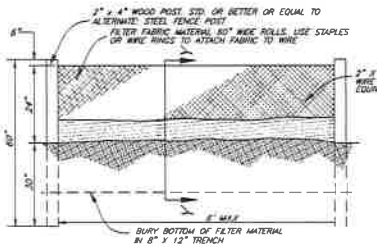




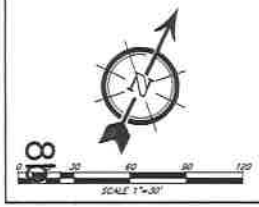
CONSTRUCTION ENTRANCE DETAIL
NOT TO SCALE



SECTION Y-Y
NOT TO SCALE



SILT FENCE DETAIL
NOT TO SCALE



BENCHMARK	REVISIONS	MARCH JOINT POWERS AUTHORITY	SEAL:	PREPARED BY:	MARCH JOINT POWERS AUTHORITY	
HB 433 / 4-11, BEING N 37°41'15" W, BEING AN NYGIC 3" BRASS DISK STAMPED "MP 104 1994", FLUSH ON TOP OF THE ABUTMENT WALL, 1.5' EAST OF THE WEST END AND 3' ABOVE ROAD SURFACE NEAR THE INTERSECTION OF CACTUS AVE. AND THE ATSF BRIDGE. NAVD 1988 ELEV.=1374.17	DESCRIPTION / BY / APPR'D / DATE	APPROVED BY:		SDH	EROSION CONTROL PLAN ECONOMIC DISTRIBUTION CENTER LOT 13 & 14 OF TRACT 30857-4	8 OF 8 SHEETS
DESIGNED BY: S.S. DRAWN BY: S.J.S.		MARCH J.P.A. DATE		SCALE: 1"=30'	PREPARED BY: DATE:	MJ-XX
CHECKED BY: R.V.Z. PROJECT MANAGER: S.S.		HABIB MOTLAGH DIRECTOR OF PUBLIC WORKS		DATE: MARCH 2018	ROBERT VAN ZANTEN R.C.E. NO.: 62325 EXP. 9-30-18	

EXHIBIT A 9

Traffic Consistency Memo dated April 17, 2018

SDH & ASSOCIATES INCORPORATED

CIVIL ENGINEERING
&
LAND PLANNING

April 17, 2018

Lauren Sotelo
March JPA
14205 Meridian Parkway, Ste. 140
Riverside, California 92518

Subject: Meridian Planning Region C, Unit 4, Lots 13/14 Traffic Consistency Assessment

Lauren:

This revised letter is sent to provide the results of our assessment regarding the consistency of the above-referenced project with the traffic monitoring plan established for this development area and address review comments received from March JPA. In accordance with the Meridian Specific Plan Amendment, traffic volumes are required to be monitored periodically to ensure that developments do not result in traffic volumes exceeding the "budgeted" amounts projected in the original traffic studies and allocated in the Specific Plan Amendment.

The proposed project intends to develop Unit 4, Lots 13/14 (U4-13/14) of Planning Area 6, located within Planning Region C of the North Campus of the Meridian Specific Plan Area. The land use designation and zoning for subject property is Business Park. The 6.36 acre property is proposed to be developed with a 124,523 square foot building designed to accommodate up to two future light manufacturing uses.

As a means of monitoring traffic volumes within the each Planning Area, Planning Region and the entire Project Area, the Specific Plan Amendment included a Traffic Monitoring Spreadsheet. The spreadsheet provides a running total of the projects and trip generation figures for comparison to the traffic volume allowances. The spreadsheet reflecting current developments and approved projects is attached for reference. As reflected in the spreadsheet, Planning Region C, Area 6 was allocated 7,539 external average daily trips (ADT) and 294 truck trips. With the exception of the proposed project site, Planning Area 6 is either entitled or developed and has remaining allowances of 748 external ADT and 264 truck trips.

The proposed project would develop a 124,523 square foot building with a light manufacturing land use, which includes 6,662 square feet of office space. For the purposes of trip generation, the Institute of Transportation Engineers (ITE) Manual, considers this office space as part of the light manufacturing land use.

@5225 Canyon Crest Drive | Suite 71-439 | Riverside, CA | 92507
℗951.683.3691 ℗ 951.788.2314 ⓦ sdhinc.net

A trip generation analysis was prepared to determine the daily trips and truck trips anticipated from the development. The ITE Trip Generation Manual, 8th Edition and the 2003 Fontana Truck Trip Generation Study were used. In accordance with the Specific Plan Amendment, a 13 percent "capture" volume was applied to the calculated passenger car trips. This reduction is noted in the attached Trip Generation Summary and reflected in the external ADT volume in the attached Traffic Monitoring Spreadsheet (W/U4-13/14).

	External ADT	Truck Trips
Existing Remaining Planning Area Allowance	748	264
124,523 SF Light Manufacturing with Office Space	581	109
Remaining Planning Area Allowance After Project	167	155

In summary, the proposed development is consistent with the traffic monitoring plan and trip generation allowances designated for this Planning Area in the Meridian Specific Plan Amendment. In fact, buildout of Planning Area 6 as proposed, will result in remaining allowances of 167 external ADT and 155 truck trips within this Planning Area.

Respectfully submitted,

Robert Van Zanten, PE
Office Engineer
SDH & Associates, Inc.
5225 Canyon Crest Drive, Ste. 71-439
Riverside, CA 92507

Attachments:

Planning Areas and Regions Exhibit
General Plan Land Uses Exhibit
Project Zoning: North Campus
Meridian SPA Traffic Monitoring Spreadsheet (Existing)
Meridian SPA Traffic Monitoring Spreadsheet (W/U4-13 & 14)
Trip Generation Summary

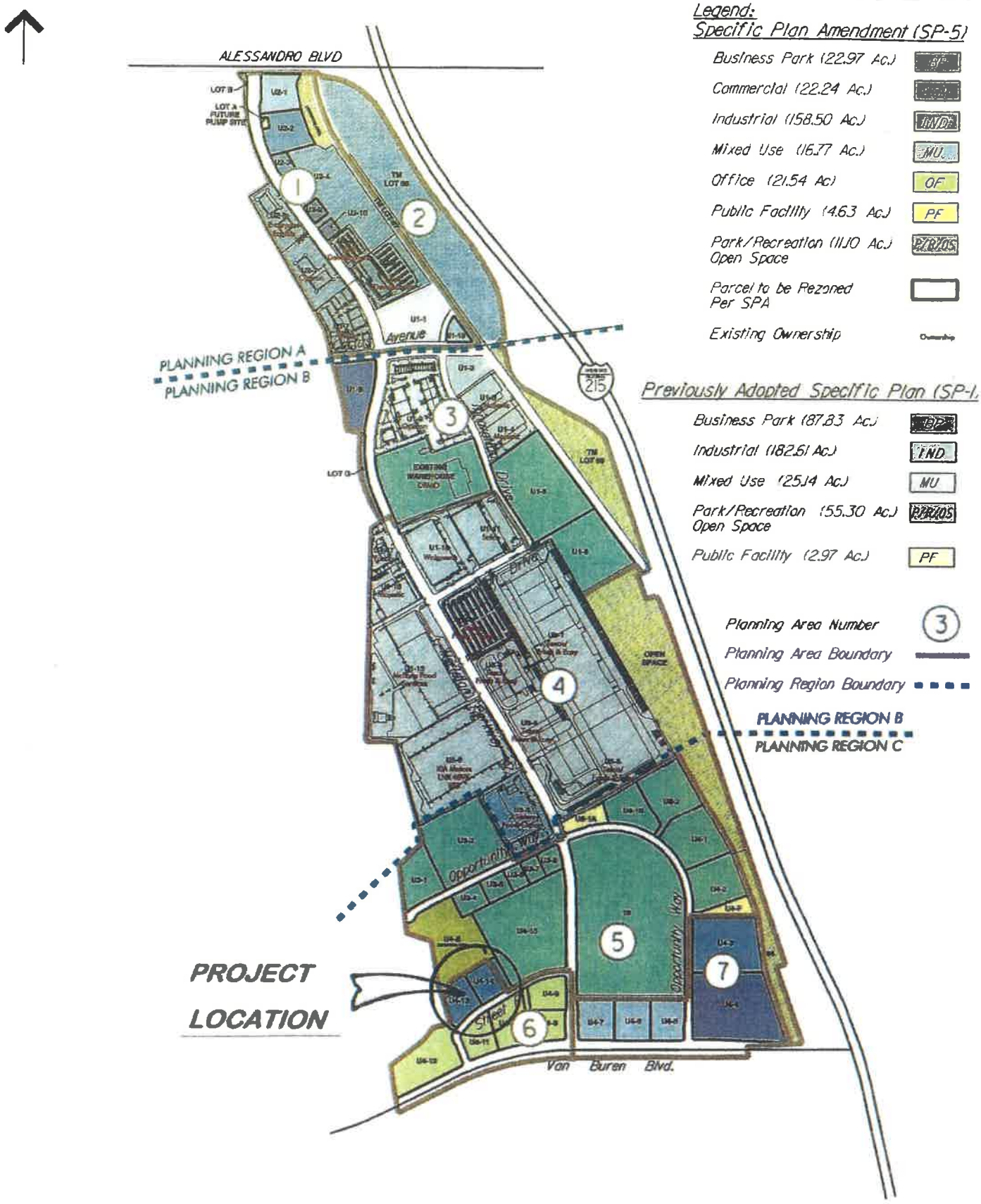


Figure V-4

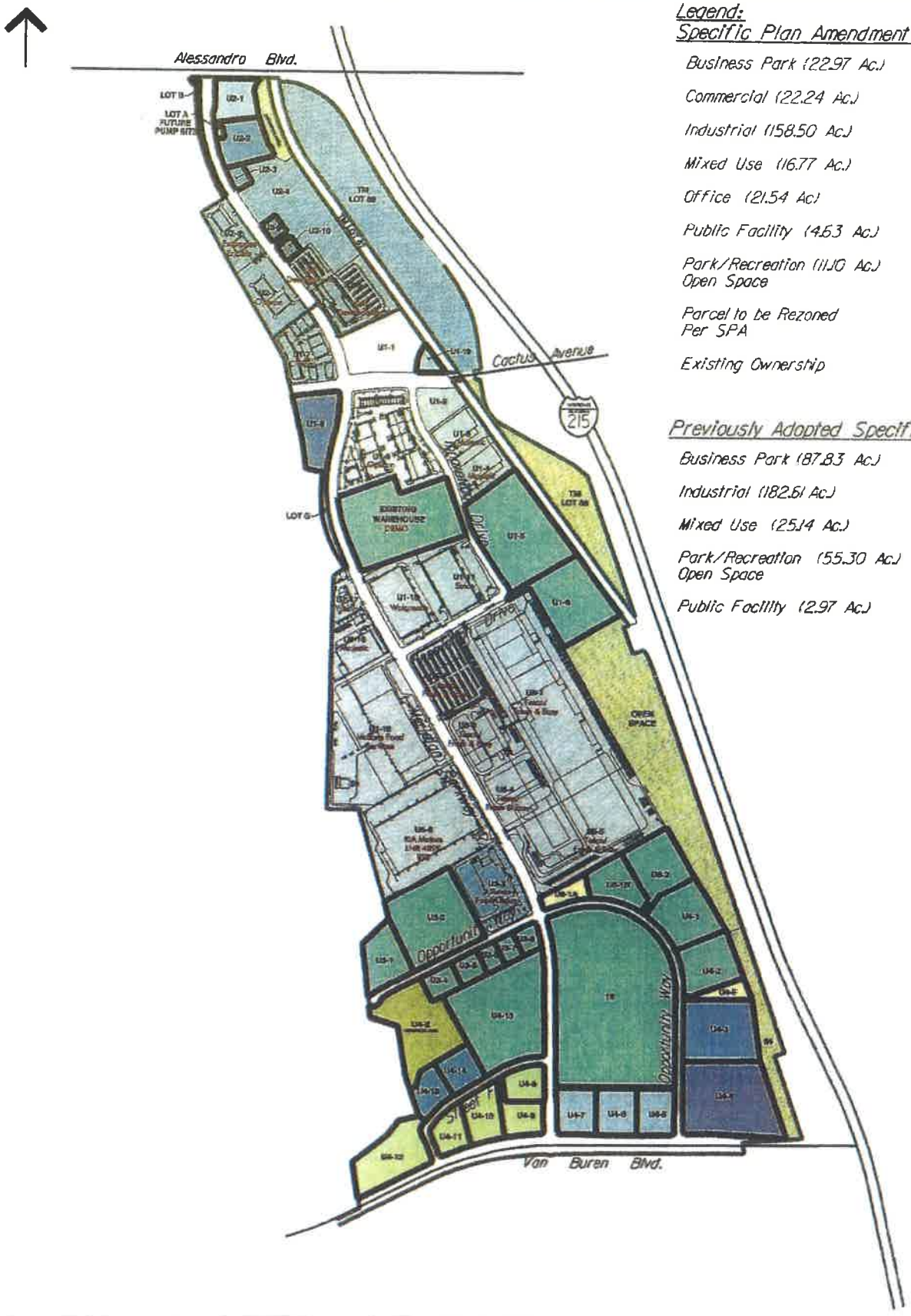
Planning Areas and Regions



Legend

Previously Adopted Specific Plan (SP-1)	
Specific Plan Amendment (SP-5)	
Business Park	BP
Commercial	COM
Industrial	IND
Mixed Use	MU
Office	OF
Public Facility	PF
Park/Recreation Open Space	P/R/OS
AFVW Expansion	AFVW
Cemetery	CEM
Aviation MIP	AV
Historic District	HD

Figure II-4
Proposed General Plan Land Uses



Legend:

Specific Plan Amendment (SP-5)

- Business Park (22.97 Ac.)
- Commercial (22.24 Ac.)
- Industrial (158.50 Ac.)
- Mixed Use (16.77 Ac.)
- Office (21.54 Ac.)
- Public Facility (4.63 Ac.)
- Park/Recreation (11.10 Ac.) Open Space
- Parcel to be Rezoned Per SPA
- Existing Ownership

Previously Adopted Specific Plan (SP-1)

- Business Park (87.83 Ac.)
- Industrial (182.61 Ac.)
- Mixed Use (25.14 Ac.)
- Park/Recreation (55.30 Ac.) Open Space
- Public Facility (2.97 Ac.)

Figure II-5

Meridian SPA Traffic Monitoring Spreadsheet (Existing)

Planning Area	Lot	Land Use Designation	User	External ADT	Truck Trips	Notes
			Planning Region A			
	U1-19	MU				
	U2-1	MU		317	127*	*converted truck trips to PCE's
	U2-2	BP				
	U2-3	BP				50,576 sf general light industrial,
	U2-9	COM		1,529	0	92,657 sf business park & 14,280 sf
1	U2-10	COM				general office building
			Calculated Trip Generation:	**1,846**	-	
			Planning Area Allowance:	**7,333**	-	
			Remaining Trips:	**5,487**	-	
			Planning Region B			
	U1-5	IND	Newcastle	1,914	432	
	U1-6	IND	Newcastle	-	-	Combined with U1-5
	U1-8	COM				
3	DRMO	IND		704	404	Classified as Truck Terminal
			Calculated Trip Generation:	**2,618**	**836**	
			Planning Area Allowance:	**8,303**	**1,836**	
			Remaining Trips:	**5,685**	**1,000**	
			Planning Region C			
	U3-1	IND	Newcastle	288	65	90,000 sf warehouse
	U3-2	IND		837	189	262,260 sf warehouse
	U3-4	IND		-	-	Combined with U4-15
	U3-5	IND		-	-	Combined with U4-15
	U3-6	IND		-	-	Combined with U4-15
	U3-7	IND		-	-	Combined with U4-15
	U3-8	IND		-	-	Combined with U4-15
	U4-15	IND		1,551	350	486,000 sf warehouse
	U6-1A	PF				
	U6-1B	IND		-	-	Combined with U4-2
	U6-2	IND		-	-	Combined with U4-2
	U4-1	IND		-	-	Combined with U4-2
	U4-2	IND		1,627	367	510,000 sf warehouse
5	Lot 16	IND	Sysco	1,644	371	515,223 sf warehouse
			Calculated Trip Generation:	**5,947**	**1,342**	
			Planning Area Allowance:	**6,080**	**1,760**	
			Remaining Trips:	**133**	**418**	

Meridian SPA Traffic Monitoring Spreadsheet

Planning Area	Lot	Land Use Designation	User	External ADT	Truck Trips	Notes
	U4-8	MU	MS Van Buren II	5,862	30	U4-8 thru U4-11 Combined:
	U4-9	OF		-	-	32,628 SF Office, 2,745 SF retail,
	U4-10	MU		-	-	6,309 SF restaurant &
	U4-11	MU		-	-	120,359 SF business park
	U4-12	OF	MS Prime Six	929	0	74,992 SF Office
	U4-13	BP				
6	U4-14	BP				
			Calculated Trip Generation:	**6,791**	**30**	
			Planning Area Allowance:	**7,539**	**294**	
			Remaining Trips:	**748**	**264**	
	U4-3	BP		542		192,468 sf business park
				1,043	401*	*converted truck trips to PCE
	U4-4	COM		9,468	0	Retail Site- Variety of uses
	U4-5	MU	MS Van Buren I	3,886		167,960 sf warehouse & 8,000 sf retail
	U4-6					
7	U4-7			1,053	422*	*converted truck trips to PCE
			Calculated Trip Generation:	**15,992**	-	
			Planning Area Allowance:	**16,164**	-	
			Remaining Trips:	**172**	-	
			GRAND TOTAL, ALL PLANNING AREAS			
			Calculated Trip Generation:	**33,194**	**3,158**	*Truck trips from U2-1, U4-3 and U4-
			Planning Area Allowance:	**45,419**	**3,890**	5/6/7 are included in Grand Total for
			Remaining Trips:	**12,225**	**732**	Truck Trips; not as PCE's

Meridian SPA Traffic Monitoring Spreadsheet (with U4-13/14)

Planning Area	Lot	Land Use Designation	User	External ADT	Truck Trips	Notes
			Planning Region A			
	U1-19	MU				
	U2-1	MU		317	127*	*converted truck trips to PCE's
	U2-2	BP				
	U2-3	BP				50,576 sf general light industrial,
	U2-9	COM		1,529	0	92,657 sf business park & 14,280 sf
1	U2-10	COM				general office building
			Calculated Trip Generation:	**1,846**	-	
			Planning Area Allowance:	**7,333**	-	
			Remaining Trips:	**5,487**	-	
			Planning Region B			
	U1-5	IND	Newcastle	1,914	432	
	U1-6	IND	Newcastle	-	-	Combined with U1-5
	U1-8	COM				
3	DRMO	IND		704	404	Classified as Truck Terminal
			Calculated Trip Generation:	**2,618**	**836**	
			Planning Area Allowance:	**8,303**	**1,836**	
			Remaining Trips:	**5,685**	**1,000**	
			Planning Region C			
	U3-1	IND	Newcastle	288	65	90,000 sf warehouse
	U3-2	IND		837	189	262,260 sf warehouse
	U3-4	IND		-	-	Combined with U4-15
	U3-5	IND		-	-	Combined with U4-15
	U3-6	IND		-	-	Combined with U4-15
	U3-7	IND		-	-	Combined with U4-15
	U3-8	IND		-	-	Combined with U4-15
	U4-15	IND		1,551	350	486,000 sf warehouse
	U6-1A	PF				
	U6-1B	IND		-	-	Combined with U4-2
	U6-2	IND		-	-	Combined with U4-2
	U4-1	IND		-	-	Combined with U4-2
	U4-2	IND		1,627	367	510,000 sf warehouse
5	Lot 16	IND	Sysco	1,644	371	515,223 sf warehouse
			Calculated Trip Generation:	**5,947**	**1,342**	
			Planning Area Allowance:	**6,080**	**1,760**	
			Remaining Trips:	**133**	**418**	

Meridian SPA Traffic Monitoring Spreadsheet

Planning Area	Lot	Land Use Designation	User	External ADT	Truck Trips	Notes
	U4-8	MU	MS Van Buren II	5,862	30	U4-8 thru U4-11 Combined:
	U4-9	OF		-	-	32,628 SF Office, 2,745 SF retail,
	U4-10	MU		-	-	6,309 SF restaurant &
	U4-11	MU		-	-	120,359 SF business park
	U4-12	OF	MS Prime Six	929	0	74,922 SF Office
	U4-13	BP	Bombay Partners	581	109	
6	U4-14	BP				Combined with U4-13
			Calculated Trip Generation:	**7,372**	**139**	
			Planning Area Allowance:	**7,539**	**294**	
			Remaining Trips:	**167**	**155**	
	U4-3	BP		542		192,468 sf business park
				1,043	401*	*converted truck trips to PCE
	U4-4	COM		9,468	0	Retail Site- Variety of uses
	U4-5	MU	MS Van Buren I	3,886		167,960 sf warehouse & 8,000 sf retail
	U4-6					
7	U4-7			1,053	422*	*converted truck trips to PCE
			Calculated Trip Generation:	**15,992**	-	
			Planning Area Allowance:	**16,164**	-	
			Remaining Trips:	**172**	-	
			GRAND TOTAL, ALL PLANNING AREAS			
			Calculated Trip Generation:	**33,775**	**3,267**	*Truck trips from U2-1, U4-3 and U4-5/6/7 are included in Grand Total for Truck Trips, not as PCE's
			Planning Area Allowance:	**45,419**	**3,890**	
			Remaining Trips:	**11,644**	**623**	

Meridian Planning Regency
Unit 4, Lots 13/14
Traffic Consistency Assessment
Driveway Queuing Analysis

Prepared for:

SDH & Associates, Inc.
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951 683-3691

Prepared by

Craig S Neustaedter
California Registered Traffic Engineer
License #: 1433/Expiration December 31, 2018



June 2018

INTRODUCTION

The firm of TEP is pleased to provide this driveway queuing analysis for the development of a 124,523 square foot building designated to accommodate up to two future light manufacturing uses located at Unit 4, Lots 13/14 (U4-13/14) of Planning Area 6, located within Planning Region C of the North Campus of the Meridian Specific Plan Area in the County of Riverside. TEP has been asked to conduct a driveway queuing analysis of the project accesses to determine if the project will provide adequate vehicle stacking area to accommodate the projected vehicle trips.

This report summarizes our methodology, analysis, and findings. Although this is a technical report, every effort has been made to write the report clearly and concisely.

PROJECT DESCRIPTION

The proposed project consists of a 124,523 square foot building designated to accommodate up to two future light manufacturing and the project site is located north of Economic Drive and west of Meridian Parkway in the County of Riverside. Figure 1 provides the project location map and Figure 2 provides the project site plan.

PROJECT TRIP GENERATION

Project trips generated were obtained from the Meridian Planning Region C, Unit 4, Lots 13/14 Traffic Consistency Assessment, by SDH & Associates, dated April 17, 2018. Morning and evening peak hour inbound and outbound factors were utilized to calculate the trip generation breakdown utilized in the analysis. These factors have been obtained from the Institute of Transportation Engineers, Trip Generation Manual. Table 1 shows the calculated trip generation for the proposed project.

PROJECT TRIP DISTRIBUTION

Project trip distribution has been determined based on the physical constraints of the project location and engineering judgment. All vehicle trips will come and go from the east. The project driveways have been assumed to be evenly utilized. Table 1 shows the calculated trip distribution for the proposed project.

PROJECT SIGNIFICANT IMPACTS

The back of queue calculations are based on the Transportation Research Board Highway Capacity Manual, 2000, Chapter 16 "Determination of Back of Queue" equations. These back of queue calculations assume that each truck has an average processing time of 360 seconds (six minutes). Processing time is referring to the amount of time that it takes from when the truck arrives until it is inside the site. This is based on a very conservative gate processing procedures with high security.

The Highway Capacity Manual procedures calculate the 50th percentile or average vehicle queue. The average vehicle queue is what is anticipated to be experienced in the field. Then the average vehicle queue is factored to the 95th percentile vehicle queue. The 95th percentile vehicle queue is much more conservative than the 50th percentile queue and typically requires around double the storage capacity. Roadway queue areas are typically designed to the 95th percentile vehicle queue.

The projected 95th percentile vehicle queue length for the Project West Access is 90 feet inbound and 90 feet outbound. The projected 95th percentile vehicle queue length for the Project East Access is 90 feet inbound and 90 feet outbound. All accesses should provide 160 feet as a minimum to accommodate two large trucks on-site. Vehicle queue calculations are included in Appendix A.

The internal vehicle queue storage length for the Project West Access inbound/outbound and Project East Access inbound/outbound exceed the projected 95th percentile vehicle queue length. All queued vehicles will be on-site within the supplied vehicle queuing areas. No vehicles are projected to queue onto Economic Drive at the Project West Access or Project East Access.

CONCLUSIONS

1. The proposed project consists of the development of a 124,523 square foot building designated to accommodate up to two future light manufacturing uses located at Unit 4, Lots 13/14 (U4-13/14) of Planning Area 6, located within Planning Region C of the North Campus of the Meridian Specific Plan Area in the County of Riverside.

2. The Project West Access is projected to provide adequate vehicle queue area for inbound and outbound vehicles.

3. The Project East Access is projected to provide adequate vehicle queue area for inbound and outbound vehicles.

It has been a pleasure to service your needs on this project. Should you have any questions or if we can be of further assistance, please do not hesitate to call at 1-949-552-4357.

Table 1

Project Trip Generation and Distribution

Trip Generation

Land Use	Morning				Evening			
	Inbound		Outbound		Inbound		Outbound	
	Car	Truck	Car	Truck	Car	Truck	Car	Truck
Light Manufacturing with Office	38	9	6	1	7	2	33	7

Trip Distribution

Project West Access								
Land Use	Morning				Evening			
	Inbound		Outbound		Inbound		Outbound	
	Car	Truck	Car	Truck	Car	Truck	Car	Truck
Light Manufacturing with Office Unit A	50%	50%	50%	50%	50%	50%	50%	50%
Light Manufacturing with Office Unit B	50%	50%	50%	50%	50%	50%	50%	50%
Project East Access								
Land Use	Morning				Evening			
	Inbound		Outbound		Inbound		Outbound	
	Car	Truck	Car	Truck	Car	Truck	Car	Truck
Light Manufacturing with Office Unit A	50%	50%	50%	50%	50%	50%	50%	50%
Light Manufacturing with Office Unit B	50%	50%	50%	50%	50%	50%	50%	50%

Anticipated Vehicles During The Peak Hours

Project West Access								
Land Use	Morning				Evening			
	Inbound		Outbound		Inbound		Outbound	
	Car	Truck	Car	Truck	Car	Truck	Car	Truck
Light Manufacturing with Office Unit A	19	5	3	1	4	1	17	4
Light Manufacturing with Office Unit B	19	5	3	1	4	1	17	4
Project East Access								
Land Use	Morning				Evening			
	Inbound		Outbound		Inbound		Outbound	
	Car	Truck	Car	Truck	Car	Truck	Car	Truck
Light Manufacturing with Office Unit A	19	5	3	1	4	1	17	4
Light Manufacturing with Office Unit B	19	5	3	1	4	1	17	4

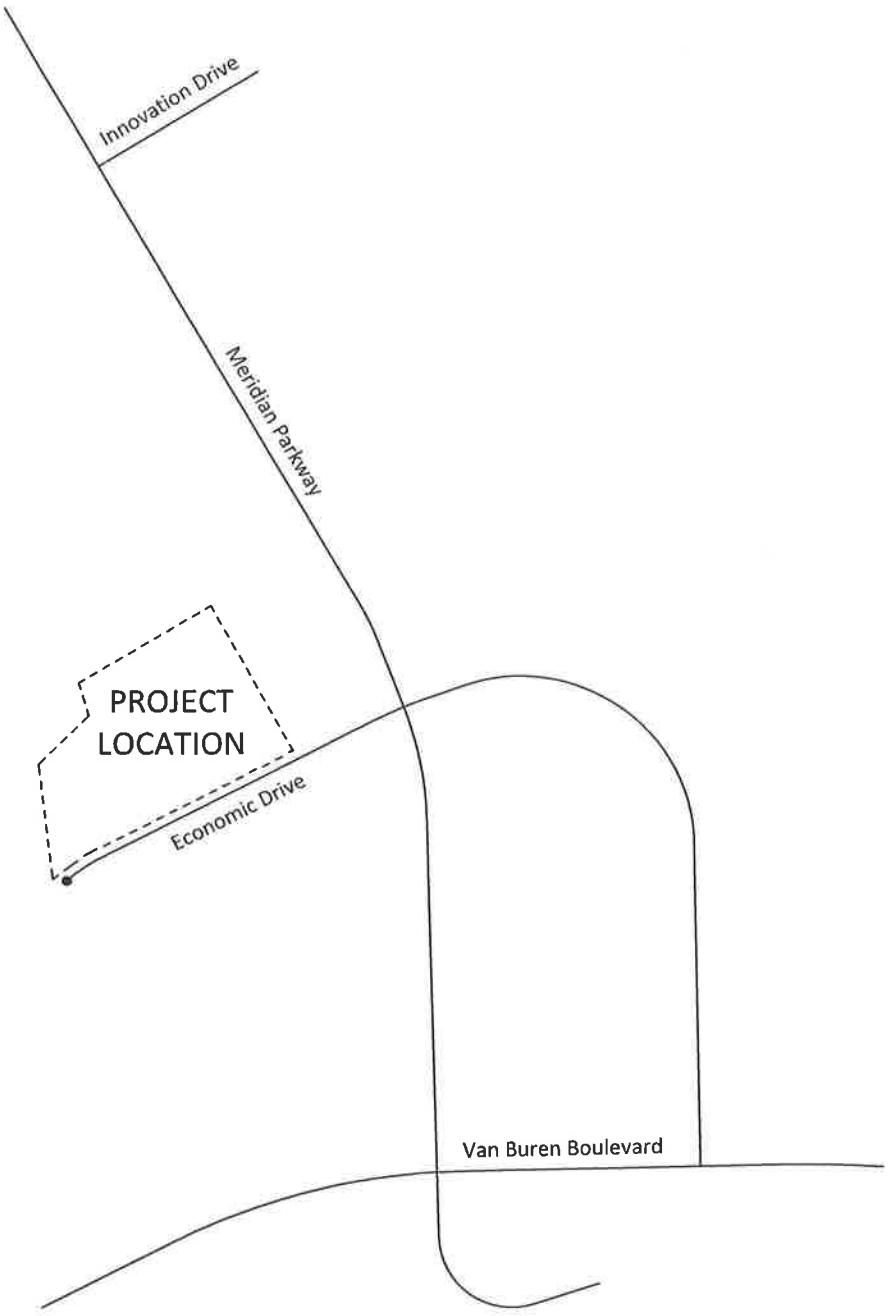
Table 2

Highway Capacity Manual Average Back of Queue Analysis

Description	Queue Analysis			
	Project West Access		Project East Access	
	Inbound	Outbound	Inbound	Outbound
Lanes	1	1	1	1
Lane Capacity	10	10	10	10
Capacity Adjustment	1	1	1	1
Adjusted Capacity	10	10	10	10
Total Capacity	10	10	10	10
Traffic Volume - Without PHF	5	4	5	4
Traffic Volume - With PHF	5	4	5	4
Peak Hour - Per Lane	0.1	0.0	0.1	0.0
Peak Hour - Total	0.1	0.0	0.1	0.0

Description		Total Queue Analysis - Trucks			
		Project West Access		Project East Access	
		Inbound	Outbound	Inbound	Outbound
50%	Peak Hour - Per Lane	0.1	0.0	0.1	0.0
	Peak Hour - Total	0.1	0.0	0.1	0.0
70%	Peak Hour - Per Lane	1.1	1.1	1.1	1.1
	Peak Hour - Total	1.1	1.1	1.1	1.1
85%	Peak Hour - Per Lane	1.1	1.1	1.1	1.1
	Peak Hour - Total	1.1	1.1	1.1	1.1
90%	Peak Hour - Per Lane	1.1	1.1	1.1	1.1
	Peak Hour - Total	1.1	1.1	1.1	1.1
95%	Peak Hour - Per Lane	1.1	1.1	1.1	1.1
	Peak Hour - Total	1.1	1.1	1.1	1.1
98%	Peak Hour - Per Lane	1.1	1.1	1.1	1.1
	Peak Hour - Total	1.1	1.1	1.1	1.1

Description		Total Queue Analysis (Feet)			
		Project West Access		Project East Access	
		Inbound	Outbound	Inbound	Outbound
50%	Peak Hour - Per Lane	160	160	160	160
	Peak Hour - Total	160	160	160	160
70%	Peak Hour - Per Lane	160	160	160	160
	Peak Hour - Total	160	160	160	160
85%	Peak Hour - Per Lane	160	160	160	160
	Peak Hour - Total	160	160	160	160
90%	Peak Hour - Per Lane	160	160	160	160
	Peak Hour - Total	160	160	160	160
95%	Peak Hour - Per Lane	160	160	160	160
	Peak Hour - Total	160	160	160	160
98%	Peak Hour - Per Lane	160	160	160	160
	Peak Hour - Total	160	160	160	160

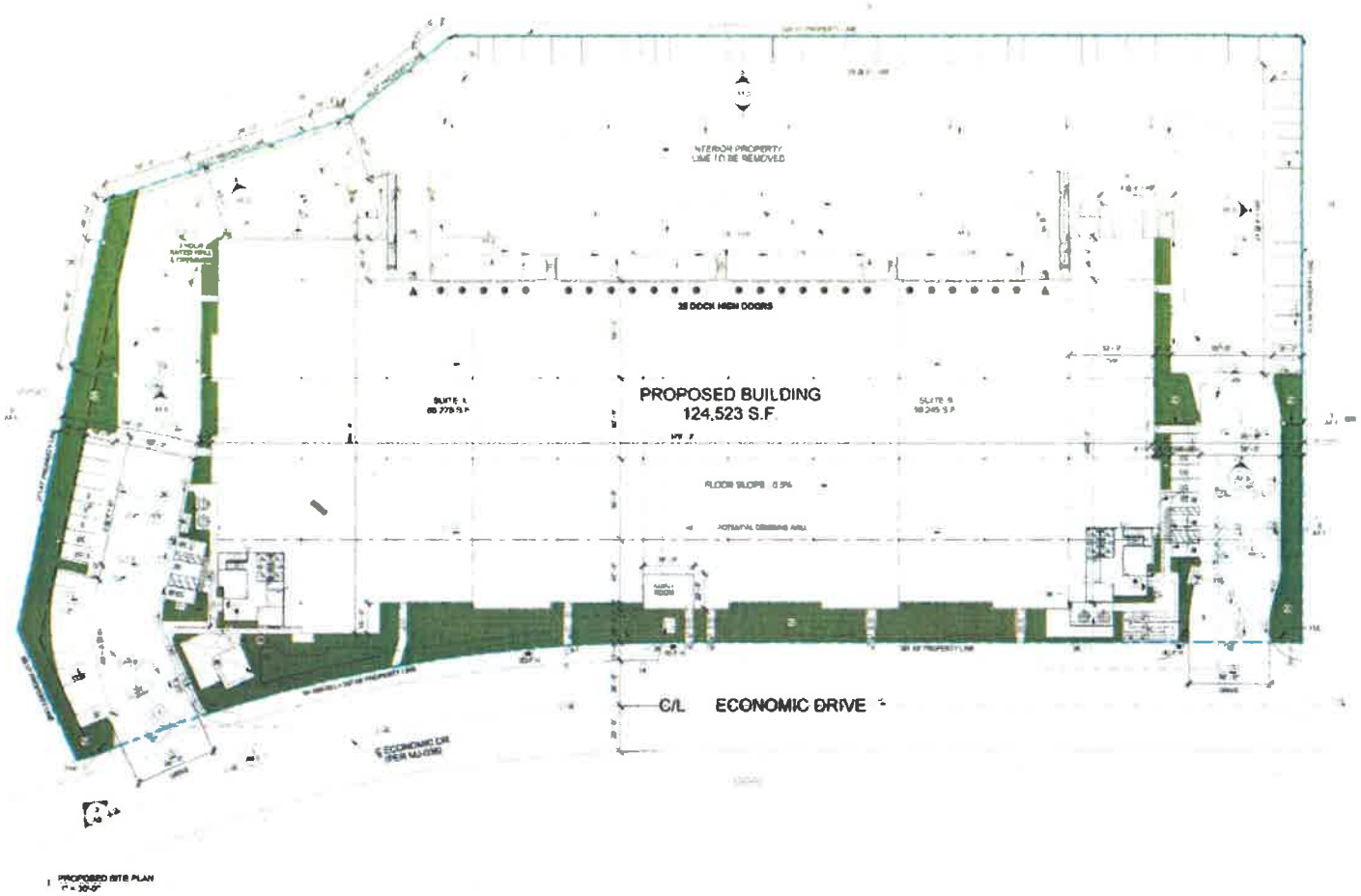


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Not to Scale

FIGURE 1
PROJECT LOCATION MAP

TEP



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Not to Scale

FIGURE 2
PROJECT SITE PLAN

TEP

APPENDIX A

Highway Capacity Manual
Determination of Back of Queue

Highway Capacity Manual 2000 - Project West Access - Inbound

Determination of Back of Queue - Peak Hour

G16-1	vl=v+(Qb/T)		Equation	Results	5
	Input	Item	Description		
	5	vl	lane group flow rate including initial queue present		
	5	v	arrival flow rate (vehicles per hour)		
	0	Qb	lane group initial queue at start of analysis period (vehicles)		
	1	T	length of analysis period (hours)		
G16-2	vL=(vl/NLG)		Equation	Results	5
G16-3	sL=(s/NLG)		Equation	Results	10
G-16-4	cL=(c/NLG)		Equation	Results	9.99
G-16-5	QbL=(Qb/NLG)		Equation	Results	0
	Input	Item	Description		
	5	vL	lane group flow rate per lane (vehicles per hour)		
	10	s	lane group saturation flow rate (vehicles per hour)		
	10	sL	lane group saturation flow rate per lane (vehicles per hour)		
	9.99	c	lane group capacity (vehicles per hour)		
	9.99	cL	lane group capacity per lane (vehicles per hour)		
	0	nuQb	lane group initial queue at start of analysis period per lane (vehicles)		
	1	NLG	number of lanes in lane group		
			Determination of Back of Queue		
G16-6	Q=Q1+Q2		Equation	Results	0.057607699
	Input	Item	Description		
	0.057607699	Q	maximum distance in vehicles over which queue extends from stop line on average signal cycle (vehicles)		
	0.052135417	Q1	first-term queued vehicles (vehicles)		
	0.005472283	Q2	second-term queued vehicles (vehicles)		
G16-7	Q1=PF2(((vLC/3600)(1-(g/C))/(1-(min(1.0,XL)(g/C)))		Equation	Results	0.052135417
	Input	Item	Description		
	0.052135417	Q1	first-term queued vehicles (vehicles)		
	187.6875	PF2	adjustment factor for effects of progression		
	5	vL	lane group flow rate per lane (vehicles per hour)		
	100	C	cycle length (seconds)		
	99.9	g	effective green time (seconds)		
	0.500500501	XL	ratio of flow rate to capacity (vL/cL ratio)		
G16-8	PF2=(1-Rp(g/C))(1-(vL/sL))/(1-(g/C))((1-(Rp)(vL/sL))		Equation	Results	187.6875
	Input	Item	Description		
	187.6875	PF2	adjustment factor for effects of progression		
	5	vL	lane group flow rate per lane (vehicles per hour)		
	10	sL	lane group saturation flow rate per lane (vehicles per hour)		
	99.9	g	effective green time (seconds)		
	100	C	cycle length (seconds)		
	0.5	Rp	platoon ratio (P/(C/g)) (Highway Capacity Manual Chapter 16 Page 5)		
G16-9	Q2=0.25cL T((XL-1)+(sqrt((XL-1)^2)+(((8kBXL)/cL T)+((16kBQbL)/((cL T)^2)))))		Equation	Results	0.005472283
	Input	Item	Description		
	0.005472283	Q2	second-term of queued vehicles, estimate for average overflow queue (vehicles)		
	9.99	cL	lane group capacity per lane (vehicles per hour)		
	1	T	length of analysis period (hours)		
	0.500500501	XL	vL/cL ratio		
	0.00546681	kB	second-term adjustment factor related to early arrivals		
	0	QbL	initial queue at start of analysis period (vehicles)		
	130	cL	cycle length (seconds)		
G-16-10 - P	kB=0.12I(((sL g)/3660)^0.7)		Equation - pretimed signal	Results	0.004536378
G-16-10 - A	kB=0.12101(((sL g)/3660)^0.6)		Equation - actuated signal	Results	0.00546681
	Input	Item	Description		
	0.00546681	kB	second-term adjustment factor related to early arrivals (used actuated signal equation)		
	10	sL	lane group saturation flow rate per lane (vehicles per hour)		
	9	g	effective green time (seconds)		
	0.5	I	upstream filtering factor for platoon arrivals (Highway Capacity Manual Chapter 15 Page 8)		
16-1	Rp=P/(g/C)		Equation	Results	0.500
	Input	Item	Description		
	0.5	RP	platoon ratio		
	0.4995	P	proportion of all vehicles in movement arriving during green phase (not to exceed 1)		
	99.9	g	effective green time (seconds)		
	100	C	cycle length (seconds)		

Highway Capacity Manual 2000 - Project West Access - Outbound

Determination of Back of Queue - Peak Hour

G16-1	vl=v+(Qb/T)		Equation	Results	4
	Input	Item	Description		
	4	vl	lane group flow rate including initial queue present		
	4	v	arrival flow rate (vehicles per hour)		
	0	Qb	lane group initial queue at start of analysis period (vehicles)		
	1	T	length of analysis period (hours)		
G16-2	vL=(vl/NLG)		Equation	Results	4
G16-3	sL=(s/NLG)		Equation	Results	10
G16-4	cL=(c/NLG)		Equation	Results	9.99
G16-5	QbL=(Qb/NLG)		Equation	Results	0
	Input	Item	Description		
	4	vL	lane group flow rate per lane (vehicles per hour)		
	10	s	lane group saturation flow rate (vehicles per hour)		
	10	sL	lane group saturation flow rate per lane (vehicles per hour)		
	9.99	c	lane group capacity (vehicles per hour)		
	9.99	cL	lane group capacity per lane (vehicles per hour)		
	0	ruck	lane group initial queue at start of analysis period per lane (vehicles)		
	1	NLG	number of lanes in lane group		

Determination of Back of Queue

G16-6	Q=Q1+Q2		Equation	Results	0.048866715
	Input	Item	Description		
	0.048866715	Q	maximum distance in vehicles over which queue extends from stop line on average signal cycle (vehicles)		
	0.044488889	Q1	first-term queued vehicles (vehicles)		
	0.004377826	Q2	second-term queued vehicles (vehicles)		
G16-7	Q1=PF2((vLC/3600)(1-(g/C))/(1-(min(1.0,XL)(g/C))))		Equation	Results	0.044488889
	Input	Item	Description		
	0.044488889	Q1	first-term queued vehicles (vehicles)		
	240.24	PF2	adjustment factor for effects of progression		
	4	vL	lane group flow rate per lane (vehicles per hour)		
	100	C	cycle length (seconds)		
	99.9	g	effective green time (seconds)		
	0.4004004	XL	ratio of flow rate to capacity (vL/cL ratio)		
G16-8	PF2=(1-Rp(g/C))(1-(vL/sL))/(1-(g/C))((1-(Rp)(vL/sL))		Equation	Results	240.24
	Input	Item	Description		
	240.24	PF2	adjustment factor for effects of progression		
	4	vL	lane group flow rate per lane (vehicles per hour)		
	10	sL	lane group saturation flow rate per lane (vehicles per hour)		
	99.9	g	effective green time (seconds)		
	100	C	cycle length (seconds)		
	0.5	Rp	platoon ratio (P/(C/g)) (Highway Capacity Manual Chapter 16 Page 5)		
G16-9	Q2=0.25cLT((XL-1)+(sqrt((XL-1)^2)+(((8kBXL)/cLT)+((16kBQbL)/((cLT)^2)))))		Equation	Results	0.004377826
	Input	Item	Description		
	0.004377826	Q2	second-term of queued vehicles, estimate for average overflow queue (vehicles)		
	9.99	cL	lane group capacity per lane (vehicles per hour)		
	1	T	length of analysis period (hours)		
	0.4004004	XL	vL/cL ratio		
	0.00546681	kB	second-term adjustment factor related to early arrivals		
	0	QbL	initial queue at start of analysis period (vehicles)		
	100	cL	cycle length (seconds)		
G-16-10 - P	kB=0.12[(((sL/g)/3660)^0.7)		Equation - pretimed signal	Results	0.004536378
G-16-10 - A	kB=0.1210[(((sL/g)/3660)^0.6)		Equation - actuated signal	Results	0.00546681
	Input	Item	Description		
	0.00546681	kB	second-term adjustment factor related to early arrivals (used actuated signal equation)		
	10	sL	lane group saturation flow rate per lane (vehicles per hour)		
	9.9	g	effective green time (seconds)		
	0.5	I	upstream filtering factor for platoon arrivals (Highway Capacity Manual Chapter 15 Page 8)		
16-1	Rp=P/(g/C)		Equation	Results	0.500
	Input	Item	Description		
	0.5	Rp	platoon ratio		
	0.4995	P	proportion of all vehicles in movement arriving during green phase (not to exceed 1)		
	99.9	g	effective green time (seconds)		
	100	C	cycle length (seconds)		

Highway Capacity Manual 2000 - Project East Access - Inbound

Determination of Back of Queue - Peak Hour

G16-1	vl=v+(Qb/T)		Equation	Results	5
	Input	Item	Description		
	5	vl	lane group flow rate including initial queue present		
	5	v	arrival flow rate (vehicles per hour)		
	0	Qb	lane group initial queue at start of analysis period (vehicles)		
	1	T	length of analysis period (hours)		
G16-2	vL=(vl/NLG)		Equation	Results	5
G16-3	sL=(s/NLG)		Equation	Results	10
G16-4	cL=(c/NLG)		Equation	Results	9.99
G16-5	QbL=(Qb/NLG)		Equation	Results	0
	Input	Item	Description		
	5	vL	lane group flow rate per lane (vehicles per hour)		
	10	s	lane group saturation flow rate (vehicles per hour)		
	10	sL	lane group saturation flow rate per lane (vehicles per hour)		
	9.99	c	lane group capacity (vehicles per hour)		
	9.99	cL	lane group capacity per lane (vehicles per hour)		
	0	Qback	lane group initial queue at start of analysis period per lane (vehicles)		
	1	NLG	number of lanes in lane group		

Determination of Back of Queue

G16-6	Q=Q1+Q2		Equation	Results	0.057607699
	Input	Item	Description		
	0.057607699	Q	maximum distance in vehicles over which queue extends from stop line on average signal cycle (vehicles)		
	0.052135417	Q1	first-term queued vehicles (vehicles)		
	0.005472283	Q2	second-term queued vehicles (vehicles)		
G16-7	Q1=PF2((vLC/3600)(1-(g/C))/(1-(min(1.0,XL)(g/C))))		Equation	Results	0.052135417
	Input	Item	Description		
	0.052135417	Q1	first-term queued vehicles (vehicles)		
	187.6875	PF2	adjustment factor for effects of progression		
	5	vL	lane group flow rate per lane (vehicles per hour)		
	100	C	cycle length (seconds)		
	99.9	g	effective green time (seconds)		
	0.500500501	XL	ratio of flow rate to capacity (vL/cL ratio)		
G16-8	PF2=(1-Rp(g/C))(1-(vL/sL))/(1-(g/C))((1-(Rp)(vL/cL))		Equation	Results	187.6875
	Input	Item	Description		
	187.6875	PF2	adjustment factor for effects of progression		
	5	vL	lane group flow rate per lane (vehicles per hour)		
	10	sL	lane group saturation flow rate per lane (vehicles per hour)		
	99.9	g	effective green time (seconds)		
	100	C	cycle length (seconds)		
	0.5	Rp	platoon ratio (P/(C/g)) (Highway Capacity Manual Chapter 16 Page 5)		
G16-9	Q2=0.25cL T((XL-1)+(sqrt((XL-1)^2)+(((8kBXL)/cL T)+((16kBQbL)/((cL T)^2)))))		Equation	Results	0.005472283
	Input	Item	Description		
	0.005472283	Q2	second-term of queued vehicles, estimate for average overflow queue (vehicles)		
	9.99	cL	lane group capacity per lane (vehicles per hour)		
	1	T	length of analysis period (hours)		
	0.500500501	XL	vL/cL ratio		
	0.00546681	kB	second-term adjustment factor related to early arrivals		
	0	QbL	initial queue at start of analysis period (vehicles)		
	130	cL	cycle length (seconds)		
G-16-10 - P	kB=0.12I(((sL g)/3600)^0.7)		Equation - pretimed signal	Results	0.004536378
G-16-10 - A	kB=0.12I0(((sL g)/3600)^0.6)		Equation - actuated signal	Results	0.00546681
	Input	Item	Description		
	0.00546681	kB	second-term adjustment factor related to early arrivals (used actuated signal equation)		
	10	sL	lane group saturation flow rate per lane (vehicles per hour)		
	9	g	effective green time (seconds)		
	0.5	I	upstream filtering factor for platoon arrivals (Highway Capacity Manual Chapter 15 Page 8)		
16-1	Rp=P/(g/C)		Equation	Results	0.500
	Input	Item	Description		
	0.5	RP	platoon ratio		
	0.4995	P	proportion of all vehicles in movement arriving during green phase (not to exceed 1)		
	99.9	g	effective green time (seconds)		
	100	C	cycle length (seconds)		

Highway Capacity Manual 2000 - Project East Access - Outbound

Determination of Back of Queue - Peak Hour

G16-1	vl=v+(Qb/T)		Equation	Results	4
	Input	Item	Description		
	4	vl	lane group flow rate including initial queue present		
	4	v	arrival flow rate (vehicles per hour)		
	0	Qb	lane group initial queue at start of analysis period (vehicles)		
	1	T	length of analysis period (hours)		
G16-2	vl=(vl/NLG)		Equation	Results	4
G16-3	sL=(s/NLG)		Equation	Results	10
G-16-4	cL=(c/NLG)		Equation	Results	9.99
G-16-5	QbL=(Qb/NLG)		Equation	Results	0
	Input	Item	Description		
	4	vl	lane group flow rate per lane (vehicles per hour)		
	10	s	lane group saturation flow rate (vehicles per hour)		
	10	sl	lane group saturation flow rate per lane (vehicles per hour)		
	9.99	c	lane group capacity (vehicles per hour)		
	9.99	cL	lane group capacity per lane (vehicles per hour)		
	0	Qb/L	lane group initial queue at start of analysis period per lane (vehicles)		
	1	NLG	number of lanes in lane group		

Determination of Back of Queue

G16-6	Q=Q1+Q2		Equation	Results	0.048866715
	Input	Item	Description		
	0.048866715	Q	maximum distance in vehicles over which queue extends from stop line on average signal cycle (vehicles)		
	0.044488889	Q1	first-term queued vehicles (vehicles)		
	0.004377826	Q2	second-term queued vehicles (vehicles)		
G16-7	Q1=PF2((vL.C/3600)(1-(g/C))/(1-(min(1.0,XL)(g/C))))		Equation	Results	0.044488889
	Input	Item	Description		
	0.044488889	Q1	first-term queued vehicles (vehicles)		
	240.24	PF2	adjustment factor for effects of progression		
	4	vL	lane group flow rate per lane (vehicles per hour)		
	100	C	cycle length (seconds)		
	99.9	g	effective green time (seconds)		
	0.4004004	XL	ratio of flow rate to capacity (vL/cL ratio)		
G16-8	PF2=(1-Rp(g/C))(1-(vL/sL))/(1-(g/C))((1-(Rp)(vL/sL)))		Equation	Results	240.24
	Input	Item	Description		
	240.24	PF2	adjustment factor for effects of progression		
	4	vL	lane group flow rate per lane (vehicles per hour)		
	10	sL	lane group saturation flow rate per lane (vehicles per hour)		
	99.9	g	effective green time (seconds)		
	100	C	cycle length (seconds)		
	0.5	Rp	platoon ratio (*P/(C/g)*) (Highway Capacity Manual Chapter 16 Page 5)		
G16-9	Q2=0.25cL.T((XL-1)+(sqrt((XL-1)^2)+(((8kBXL)/cL.T)+((16kBQbL)/((cL.T)^2)))))		Equation	Results	0.004377826
	Input	Item	Description		
	0.004377826	Q2	second-term of queued vehicles, estimate for average overflow queue (vehicles)		
	9.99	cL	lane group capacity per lane (vehicles per hour)		
	1	T	length of analysis period (hours)		
	0.4004004	XL	vL/cL ratio		
	0.00546681	kB	second-term adjustment factor related to early arrivals		
	0	QbL	initial queue at start of analysis period (vehicles)		
	130	cL	cycle length (seconds)		
G-16-10 - P	kB=0.12I(((sL.g)/3660)^0.7)		Equation - pretimed signal	Results	0.004536378
G-16-10 - A	kB=0.12101(((sL.g)/3660)^0.6)		Equation - actuated signal	Results	0.00546681
	Input	Item	Description		
	0.00546681	kB	second-term adjustment factor related to early arrivals (used actuated signal equation)		
	10	sL	lane group saturation flow rate per lane (vehicles per hour)		
	9	g	effective green time (seconds)		
	0.5	I	upstream filtering factor for platoon arrivals (Highway Capacity Manual Chapter 15 Page 8)		
16-1	Rp=P/(g/C)		Equation	Results	0.500
	Input	Item	Description		
	0.3	RP	platoon ratio		
	0.4995	P	proportion of all vehicles in movement arriving during green phase (not to exceed 1)		
	99.9	g	effective green time (seconds)		
	100	C	cycle length (seconds)		

EXHIBIT A 10

FAA- Determination of No Hazard to Air Navigation Letter dated March 12, 2018

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

Aeronautical Study No.
2018-AWP-5552-OE

Issued Date: 03/12/2018

Joe McKay
Bombay Partners, LP
3535 Inland Empire Boulevard, Ste. 37
Ontario, CA 91764

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

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

Structure:	Building Economic Way Business Center
Location:	Riverside, CA
Latitude:	33-53-22.68N NAD 83
Longitude:	117-16-56.52W
Heights:	1580 feet site elevation (SE)
	40 feet above ground level (AGL)
	1620 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does not exceed obstruction standards and would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

It is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be e-filed any time the project is abandoned or:

_____ At least 10 days prior to start of construction (7460-2, Part 1)
__X__ Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

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

This determination expires on 09/12/2019 unless:

(a) the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
(b) extended, revised, or terminated by the issuing office.
(c) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within 6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

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

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

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

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

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

If we can be of further assistance, please contact our office at (310) 725-6558, or ladonna.james@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2018-AWP-5552-OE.

Signature Control No: 356855360-359474650 (DNE)
LaDonna James
Technician

Attachment(s)
Map(s)

Verified Map for ASN 2018-AWP-5552-OE

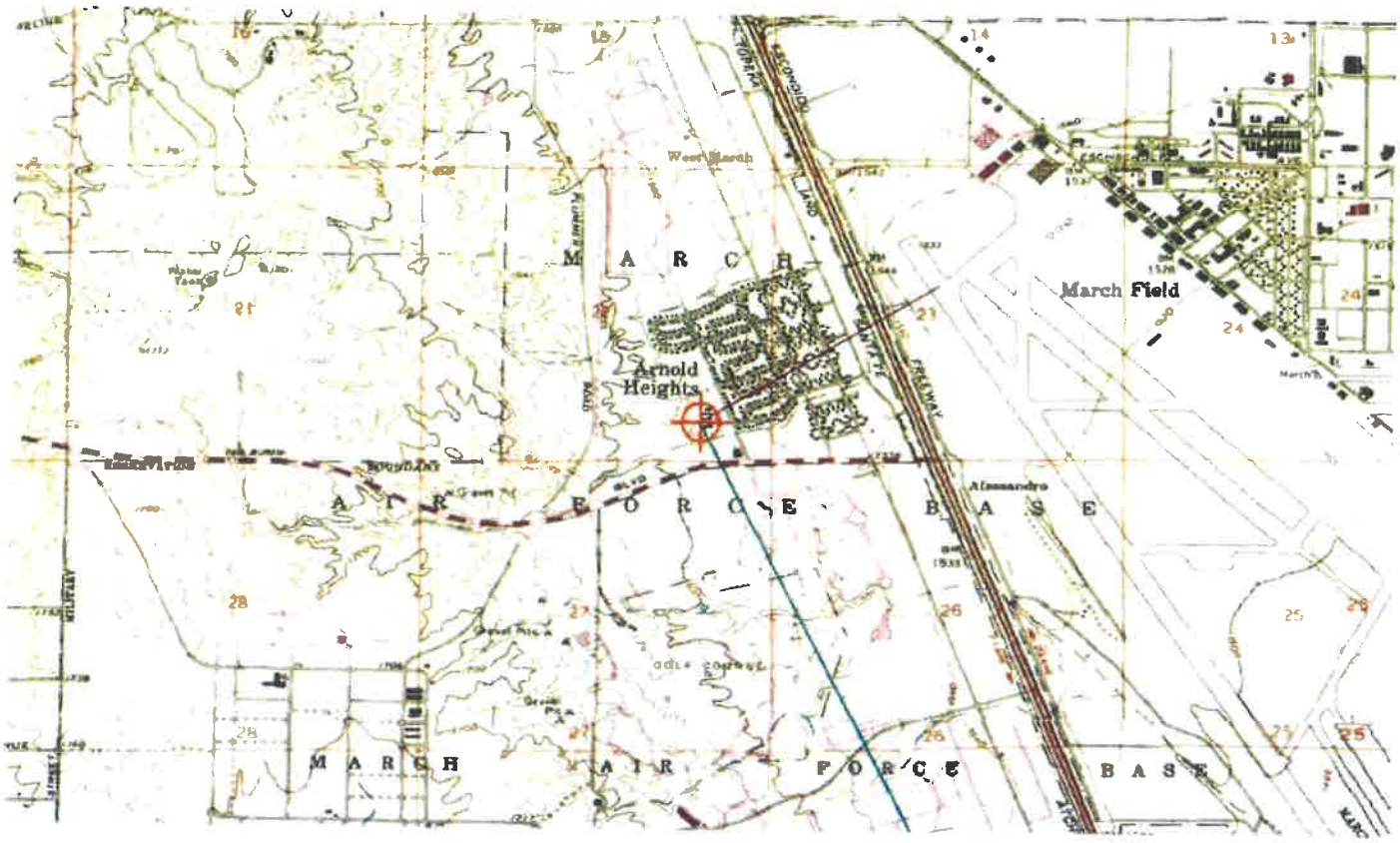


EXHIBIT A 11

WMWD Will Serve Letter dated January 18, 2018

John V. Rossi
General Manager

Robert Stockton
Division 1

Thomas P. Evans
Division 2

Brenda Dennstedt
Division 3

Donald D. Galleano
Division 4

S.R. "Al" Lopez
Division 5

WESTERN MUNICIPAL WATER DISTRICT

Securing Your Water Supply

January 18, 2018

JM Realty Group
3535 Inland Empire Blvd.
Ontario, CA 91764

WATER, SEWER, AND RECYCLED WATER AVAILABILITY REQUEST, ECONOMIC DISTRIBUTION CENTER - APN 294-650-001, GRID #39043, ID-MW, T3S, R4W, SEC. 22

A potential customer at the above location, has inquired with Western Municipal Water District ("Western") about obtaining water, sewer, and recycled water service to construct a warehouse development ("Proposed Project") and has requested that Western provide a letter setting forth the terms and conditions of water, sewer, and recycled water service.

The location of the Proposed Project (see attached map) is within Western's Service Area and Western would be the public water, sewer, and recycled water service provider for the Proposed Project, contingent upon the satisfaction of certain conditions including, but not necessarily limited to, the following:

(a) the applicant must have obtained all necessary permits and approvals for the construction and operation of the Proposed Project from the appropriate regulatory authorities;

(b) the applicant must agree to comply with the requirements of Western's Rules And Regulations Governing Water Service And Water Users and Regulations for Wastewater Discharge and Sanitary Sewer System Use, as the same may be revised from time to time ("Rules And Regulations"), including without limitation:

(i) providing and/or paying for connection facilities, as well as certain additional facilities that will be necessary to accommodate applicant's proposed water and recycled water usage while maintaining resiliency within Western's distribution system, including the upsizing of pipelines and installation of pressure reduction and pump stations;

(ii) providing and/or paying for connection facilities, as well as certain additional facilities that will be necessary to accommodate applicant's proposed wastewater discharge, including the upsizing of pipelines and installation of sewer lift stations;

(iii) the payment of all applicable costs and fees, including system impact fees (subject to the application of appropriate credits for additional facilities provided by applicant); and

(iv) agree that all water use is subject to curtailment during times of drought or other water and recycled water availability limitations in accordance with the Rules and Regulations.

(c) Western is the water/sewer/recycled water service agency. Facilities sufficient to serve the project will need to be planned and/or installed, or other arrangements made in collaboration with Western.

Depending on the size, occupancy, or water/recycled water requirements of the project, additional studies including but not limited to: 1) a Water Supply Assessment as stipulated in California Water Code §10910 et. seq., and/or 2) distribution system hydraulic analysis (modeling) may be required of the applicant prior to approving service. Upon receipt of a request by the lead planning agency to prepare a WSA based on the developed project demands, Western will initiate the process. A deposit from the project proponent will be required to cover expenses therewith.

Prior to Western issuing a Conditions of Approval to governing planning agency, developer may be required to pay a planning deposit for cost incurred by Western's staff in benefiting proposed development. The planning deposit is currently $5,000. Depending on the complexity of the proposed development, surplus in account will be returned to the developer or rolled over to the next phase, such as plan check deposit upon developer's approval, while account exhausted prior to the next phase will be supplemented by the developer. Developer shall prepare preliminary layout of proposed potable water, sewer, and/or recycled water facilities and proposed points of connection.

Western's retail water facilities are intended for normal domestic use only and will be sufficient in quality and quantity for this purpose. Western cannot issue a guarantee of water availability for fire protection.

Western's sanitary sewer facilities are intended primarily for normal sanitary sewer use only and will be sufficient in capacity for this purpose. All discharge shall comply with

Article 3 of Western's Regulations for Wastewater Discharge and Sanitary Sewer System Use.

Use of recycled water shall comply with California Code of Regulations Title 22 and Western's Rules and Regulations Governing the Supply and Use of Recycled Water. Western reserves the right to refuse recycled water service for uses deemed unsuitable. Western cannot issue a guarantee of recycled water availability or delivery pressure.

All requirements are subject to change without notice and in no case shall the terms of water, sewer and recycled water availability remain in effect greater than one (1) year from the issuance date of this letter.

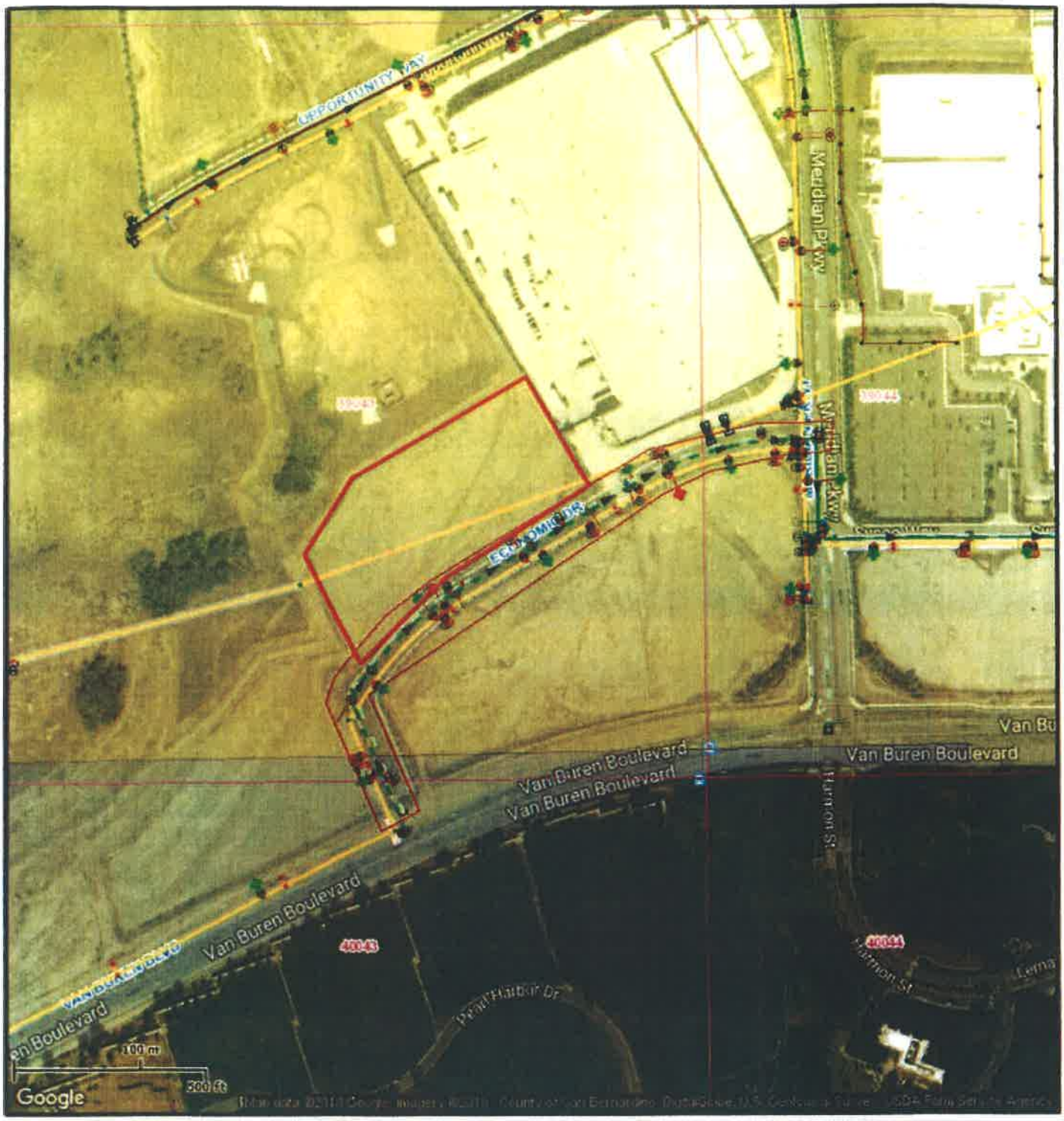
Should you have any questions regarding this matter, please contact Development Services at (951) 571-7100.

Thomas W. Thornton

THOMAS W. THORNTON, P.E.
Principal Engineer

TWT:tp
Attachment(s): Map

Water, Sewer, Recycled Water Availability - APN 294-650-001



1" = 376 ft		01/18/2018		WESTERN MUNICIPAL WATER DISTRICT

This map represents a visual display of related geographic information. Data provided hereon is not a guarantee of actual field conditions. To be sure of complete accuracy, please contact Western staff for the most up-to-date information.

EXHIBIT A 12

Willdan Building and Safety Conditions of Approval dated January 18, 2018

Building and Safety Conditions of Approval

Date:	**January 18, 2018**
Applicant:	**Bombay Partners, LP**
Address of Applicant:	**3535 Inland Empire Boulevard, Suite 37, Ontario, CA 91764**
Site Location:	**Unit 4, lot 13 & 14, Tract 30857-4, North Campus Meridian & Economic Way.**
Project:	**Economic Distribution Center**

Provide four (4) sets of construction plans and documentation for plan review. Below you will find a list of the plans and documents Building & Safety will need for plan review. The initial plan review will take approximately two weeks on most projects. Prior to submitting plans to Building & Safety, submit plans to the County of Riverside Fire Department for approvals. Provide one stamped approved copy of the plans from the Fire Department with the first submittal to Building and Safety.

Please provide the following sets of plans and documents. All conditions of approval from each department and agency shall be placed on the building plans.

Building and Safety submittal's required at first plan review.

(4) Architectural Plans
(4) Structural Plans
(2) Structural Calculations
(4) Plot/Site Plans
(4) Electrical Plans
(4) Electrical Load Calculations
(4) Plumbing Plans/Isometrics, Water, Sewer and Gas
(4) Mechanical Plans
(4) Mechanical Duct Layout Plans
(4) Disabled Access Improvement Plan for the Site.
(2) Roof Truss Plans
(2) Title 24 Energy Calculations
(4) Copy of Approved Precise Grading Plans
(1) Copy of Approved Fire Department Plans for the project.
(2) Commissioning documents showing compliance with Section 5.410.2 of the 2016 California Green Code.
(2) Copies of the Soils Reports

Building & Safety General Information

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

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

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

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

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

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

Building & Safety, (Willdan Engineering) will inspect all foundation work, structural work on the building to include plumbing, electrical, mechanical, title 24, green building code items. Building & Safety will also inspect the electrical conduit in the common areas for exterior light standards as well as disabled accessibility from the right of way to the building and the disabled parking stalls. Sewer installation outside the building and water supply line installation up to the property line at right of way, contact 909-963-8045. Please note that Western Municipal Water District will also need to inspect both on and off site water, contact (951) 571 7204. Signage will be inspected by Building & Safety as well as trash enclosures and other ornamental structures on the site.

Engineering, (Tri-Lake Engineering) will inspect the construction in the right of way as well as the on-site grading and precise grading. Storm drain construction will be inspected by Tri-Lake Engineering. Storm Water retention will be inspected by CG Resource Management, contact (909) 455-8520.

Building & Safety Conditions

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

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

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

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

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

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

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

All unused construction materials shall be recycled using March JPA's Waste Franchise Hauler. Prior to the certificate of occupancy, the building inspector will request copies of all recycling receipts.

A Certificate of Occupancy will be granted to the Developer/Owner when the building is 100 percent complete and all agencies have signed for permanent

occupancy. If the Developer/Owner has a tenant that will be performing a tenant improvement, Building & Safety will issue a permit for the tenant improvement if all other agencies agree to allow the permit to be issued and the plans are approved. No temporary certificate of occupancy will be granted prior to the building and site being 100 percent complete.

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

EXHIBIT A 13

Trilake Consultants Conditions of Approval dated August 02, 2018

CONDITIONS OF APPROVAL

MJ-096
August 2, 2018
Economic Distribution Center, DP 18-01

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

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

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

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

14205 MERIDIAN PARKWAY, SUITE 140 ★ RIVERSIDE, CALIFORNIA 92518 ★ (951)656-7000 ★ FAX(951)653-5558
E-MAIL: info@marchjpa.com ★ WEBSITE: www.marchjpa.com

concentration of water to upstream and downstream properties shall be permitted.

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

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

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

e. The "first flush" basins shall be private and located onsite and properly landscaped and screened as determined by Planning Department. The parkway on and offsite landscaping may be utilized for this purpose. These facilities shall be connected to existing drainage facilities with permits from the appropriate agency.

f. Connection to drainage facilities maintained by RCFC will require their approval. Any onsite drainage facilities not maintained by RCFC and the JPA's maintenance district shall be privately maintained.

2. Additional streetlights may be required per Southern California Edison and JPA standards adjacent to the site.

3. The proposed development is in the service area of Western Municipal Water District for water and sewer services. Additional lateral connection, if required, shall comply with WMWD and Fire Department requirements. Onsite sewer and water plans shall be submitted to JPA for review and approval.

4. This project shall join existing landscape, lighting, and drainage maintenance districts established by MJPA. Owner(s) shall be responsible to pay towards maintenance of facilities as determined by the Districts.

5. On and offsite improvements including grading and paving plans along with hydrology shall be submitted to MJPA Public Works Engineer's for review and approval.

6. Driveway approaches shall be installed per Riverside County standards for commercial driveways in compliance with ADA requirements and standards.

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

8. The improvements on Economic Drive along this project is in and acceptable condition. The main truck driveway shall be improved with concrete intersection per JPA standards.

   The applicant shall pay its share for the future signal at Economic Drive and Meridian Parkway estimated at $20,353.

Habib Motlagh
Public Works Engineer

EXHIBIT A 14

Riverside County Fire Department Planning Conditions of Approval dated January 18, 2018

CAL FIRE – RIVERSIDE UNIT
RIVERSIDE COUNTY FIRE DEPARTMENT

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

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

Banning
Beaumont
Canyon lake
Coachella
Desert Hot Springs
Eastvale
Indian Wells
Indio
Jurupa Valley
Lake Elsinore
La Quinta
Menifee
Moreno Valley
Norco
Palm Desert
Perris
Rancho Mirage
Rubidoux CSD
San Jacinto
Temecula
Wildomar

January 18, 2018

Economic Distribution Center
Attn: Lauren Sotelo, Associate Planner – March JPA

Case Number: PP 18-01 and V 18-01- APNs: 294-650-001 and 294-650-002

Ms. Sotelo,

The Riverside County Fire Department has reviewed the Design Plan and Parcel Merger listed above and the plans are acceptable. Final conditions will be addressed when final site and building plans are reviewed:

1. Fire Department emergency vehicle apparatus access road locations and design shall be in accordance with the California Fire Code, Riverside County Ordinance 460, Riverside County Ordinance 787, and Riverside County Fire Department Standards. Plans must be submitted to the Fire Department for review and approval prior to building permit issuance.

2. Fire Department water system(s) for fire protection shall be in accordance with the California Fire Code, Riverside County Ordinance 787 and Riverside County Fire Department Standards. Plans must be submitted to the Fire Department for review and approval prior to building permit issuance.

Should there be need for further information and/or clarification, please contact the undersigned. Thank you, in advance, for your continuing cooperation.

Thank you,

Traci Williams
Fire Safety Specialist
Traci.Williams@fire.ca.gov

EXHIBIT A 15

Preliminary Water Quality Management Plan Approval letter dated May 13, 2018

March Joint Powers Authority

PLANNING
MEMORANDUM

TO: Lauren Sotelo, Associate Planner
FROM: Cynthia Gabaldon P.E., CPSWQ, CPESC, QSD/P
DATE: May 13, 2018

RE: Conditions of Approval for PP18-01 (Preliminary WQMP)
Economic Distribution Center
Riverside, California

As part of the current Riverside County Municipal Waste Discharge Permit, the March Joint Powers Authority is reviewing all submitted Water Quality Management Plans (WQMP).

Two preliminary WQMP submittals for the commercial project submitted as PP18-01, Economic Distribution Center, Riverside California. The project's preliminary WQMP submittal revision dated December 29, 2017 (revised and signed April 14, 2018) **was determined to be in substantial compliance, for a preliminary WQMP, in concept, with the requirements of the 2012 Riverside County WQMP Manual.**

The following conditions apply:

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

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

EXHIBIT A 16

VRPA Transportation Consultants letter dated July 19, 2018

July 19, 2018

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

Re: Review of revised application materials for Economic Business Center – Plot Plan 18-01

Dear Ms. Sotelo,

VRPA Technologies, Inc. (VRPA) has reviewed the revised application materials for a 124,523 sq. ft. facility designed to accommodate up to two tenant spaces and will house a mix of permitted light manufacturing uses such as assembly/fabrication, labor-intensive manufacturing, assembly of semi-finished components and storage of related materials. Unit 4, Lots 13 and 14, are located within the southern portion of the North Campus of the Meridian Specific Plan Area, north of Van Buren Boulevard, south of Opportunity Way, and west of Meridian Parkway. We have no additional comments.

Should you have any questions, feel free to contact me via one of the following 4630 W. Jennifer, Suite 105, Fresno, CA 93722 | Phone: (559) 271-1200 | Fax: (559) 271-1269 | Cell phone: (559) 259-9257 | Email: gvivian@vrpatechnologies.com.

Sincerely,

Georgiena M. Vivian

Georgiena M. Vivian, President
VRPA Technologies, Inc.

EXHIBIT A 17

Variance Description

BOMBAY PARTNERS LP

3535 Inland Empire Blvd., Suite 37 | Ontario, CA 91764

VARIANCE DESCRIPTION

The proposed Economic Business Center project (PP 18-01) requires approval of a variance. The project proposes to construct a 124,523 square foot speculative building with a building height of 40 feet at top of parapet. As per the Meridian North Campus Specific Plan (SP-5), building's proposed within the Business Park zone allow for a maximum building height of 35 feet. However, increased building height is permitted where all building setbacks meet or exceed the proposed building height. The rear and side yard setbacks meet the 40 feet setback requirement, however the front yard setback does not. The street front of the property meanders a bit, creating a front yard setback of anywhere between 30 feet to 65 feet. Thus, a variance is requested in order for the proposed building to encroach into the front yard setback of 40 feet.

BOMBAY PARTNERS, LP

Joseph L. McKay
Managing Partner

EXHIBIT B

Conditions of Approval

EXHIBIT B

Conditions of Approval

Economic Business Park Project

Plot Plan (PP 18-01) and Variance (V 18-01)

PLANNING DEPARTMENT General Conditions:

1. The site shall be developed in accordance with the approved Plot Plan (PP 18-01) and Variance (V 18-01) on file with the Planning Department, the Meridian Specific Plan (SP-5), and the applicable portions of the March JPA Development Code, the General Plan, and the conditions contained herein. Prior to any use of the site or business activity being commenced thereon, all Conditions of Approval and Environmental Mitigation Measures shall be completed to the satisfaction of the Planning Manager or designee. Building elevations shall comply with the color scheme and materials approved with the Plot Plan. (MJPA 9.14.020)

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

3. This approval shall expire three years after the date of approval unless substantial construction contemplated by this approval has occurred within the three-year period, which is thereafter pursued to completion, or the March Joint Powers Authority has extended approval, otherwise the approval shall become null and void. (MJPA 9.02.230)

4. This development is located within Specific Plan SP-5. Requirements of the Meridian Specific Plan including the permitted uses, development standards, the March Business Center Design Guidelines, and the Conditions of Approval shall prevail unless modified herein. (MJPA 9.13)

5. ~~Development within the Clear Zone and Accident Potential Zones I and II will abide by building standards and codes including height restrictions, restrictions on use, setbacks, population densities, and insulation and materials, as outlined in the approved 2005 Air Installation Compatible Use Zone. (AICUZ).~~ Project site is not located in the Clear Zone or Accident Potential Zones I and II.

6. As established in the Specific Plan, the project will comply with the policies and requirements of the Riverside County Airport Land Use Plan. Development plans will be submitted to the

FAA for review in accordance with FAR 77.13.2.i. Additional ALUC review will be required for objects taller than 50 feet in the Height Caution Zone shown on Figure IV.A-4 [in the Focused EIR]. Other land use controls (relating to safety (both in the air and on the ground) and noise) have been developed in consultation with the ALUC, and have been incorporated into the Specific Plan. (MMRP)

7. The development shall comply with the requirements of the Americans with Disabilities Act. All disabled parking spaces shall measure 14' wide to include a 9' stall and 5'loading area, by 20' length. One in every 8 disabled spaces, but in no case less than one, shall be van accessible with a minimum 9' wide space and 8' wide loading area. All signage, striping, ramps and slopes shall meet ADA requirements. Overhang of parking shall not encroach upon handicapped access routes. (MJPA 9.11.040)

8. Each accessible parking space shall be 14 feet wide, striped to provide a 9-foot wide parking area and a 5-foot wide loading area (access aisle) and shall be a minimum 18 feet in length. If 2 accessible spaces are located adjacent to each other, they may share the 5-foot wide loading area, resulting in a width of 23 feet for the 2 spaces. One in every 8 handicapped spaces, but not less than one, shall be van accessible; served by a loading area not less than 8 feet wide. If two van accessible parking spaces are located adjacent to each other, they may share a common 8-foot wide loading area. (MJPA 9.11.040)

9. When less than 5 parking spaces are provided, at least one shall be 14 feet wide, striped to provide a 9 foot parking area and a 5 foot loading area. Said space shall not be required to be reserved or identified exclusively for use by persons with disabilities. (MJPA 9.11.040)

10. Accessible parking spaces serving a particular building shall be located on the shortest accessible route of travel from adjacent parking to an accessible entrance. In parking facilities that do not serve a particular building, accessible parking shall be located on the shortest accessible route of travel to an accessible pedestrian entrance of the parking facility. In buildings with multiple accessible entrances with adjacent parking, accessible parking spaces shall be dispersed and located closest to the accessible entrances. (MJPA 9.11.040)

11. In each parking area, a bumper or curb shall be provided and located to prevent encroachment of cars over the required width of walkways. The space shall be so located that persons with disabilities are not compelled to wheel or walk behind cars other than their own. Pedestrian ways that are accessible to people with disabilities shall be provided from each such parking space to the related facilities, including curb cuts or ramps as needed. Ramps shall not encroach into any parking space, with the exception that ramps located at the front of accessible parking spaces may encroach into the length of such spaces when such encroachment does not limit the capability of a person with a disability to leave or enter their vehicle, thus providing equivalent facilitation. Where the Building Official determines that compliance with any regulation of this paragraph would create an unreasonable hardship, a waiver may be granted when equivalent facilitation is provided. (MJPA 9.11.040)

12. The slope of an accessible parking stall shall be the minimum possible and shall not exceed 1/4 inch per foot (2.083% gradient) in any direction. (MJPA 9.11.040)

13. Notwithstanding the off-street parking requirements of Subsection 9.11.040-A, the number of parking spaces that are not accessible may be reduced to the extent necessary for modification of an existing facility to comply with the requirements described in this Subsection. (MJPA 9.11.040)

14. Where provided, one passenger drop-off and loading zone shall provide an access aisle at least 5 feet wide and 20 feet long adjacent and parallel to the vehicle pull up space. Such zones shall be located on a surface with a slope not exceeding 1 vertical in 50 horizontal and shall be located on an accessible route of travel to the entrance of the facility. If there are curbs between the access aisle and the vehicle pull-up space, then a curb ramp shall be provided. Valet parking facilities shall provide a passenger loading zone as described herein. (MJPA 9.11.040)

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

16. Any signs indicated on the submitted plans are not included with this approval. All signs proposed for this development shall comply with the requirements of the March Business Center Design Guidelines and the March JPA Development Code. If requirements differ, the proposed signage shall meet the stricter of the provisions. In a multiple tenant facility, all signage shall meet the approved Sign Program for the development. (MJPA 9.12.020)

17. All new and existing utilities located on the site shall be under grounded. (MJPA 9.13.130)

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

19. All development adjacent to the 175 acre Least Bell's Vireo conservation easement shall comply with the Biological mitigation measures pertaining to the Least Bell's Vireo habitat identified in the Meridian Subsequent EIR (SCH#2009071069). (MMRP)

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

21. The project applicant shall incorporate the following measures to help reduce the project's potential solid waste impacts and to help in the County's effort to comply with State law in diverting solid waste from landfill disposal. Green waste generated by the project should be kept separate from other waste types in order that it can be recycled through the practice of grass recycling (where lawn clippings from a mulching type mower are left on the lawn) or

onsite composting or directed to local wood grinding and/or composting operations. All projects shall provide adequate area(s) for the collections and loading of recyclable materials. Prior to building permit issuance, the applicant shall submit a Recyclables Collection and Loading Area plot plan to the March JPA for review and approval. (MMRP)

22. Prior to individual lot development approval, the developer will coordinate with March JPA and shall contact WMWD to obtain the current flow reading and submit a sewer analysis demonstrating that the individual lot development projected sewer flows do not exceed the VBPS capacity (1.07 mgd). (MMRP) On January 18, 2018, WMWD provided a Water and Sewer Availability Request letter stipulating the conditions in order for WMWD to provide public water and sewer service.

23. Prior to individual lot development approval by the March JPA, the developer will coordinate with March JPA and WMWD to obtain the water demand for the proposed development to assure that the development is consistent with the water budget and Water Supply Assessment for the Project. (MMRP) On January 18, 2018, WMWD provided a Water and Sewer Availability Request letter stipulating the conditions for WMWD to provide public water and sewer service.

24. Uses located in proximity of noise sensitive uses shall comply with the noise mitigation measures identified in the Meridian Subsequent EIR (SCH#2009071069). (MMRP)

25. All uses shall comply with the noise emission criteria identified in the March JPA Development Code. (MMRP)

26. Applicant shall include Mitigation Measures Compliance Checklist for the Project on Construction Plans for Planning Department Staff review and sign-off.

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

27. Prior to building permit issuance, the Project Applicant must submit all required documentation as per Section 9.14.170 of March JPA's Development Code to the March JPA Engineering department for review and approval. Upon the approval of the Merger of Lots a "Notice of Parcel Merger" must be recorded with the Riverside County Recorder's office and a copy of the recorded document is to be provided as proof to the March Joint Powers Authority.

28. Prior to building permit issuance, the project Applicant must contribute its fair-share towards the future traffic signal at Meridian Parkway and Economic Drive. A traffic signal warrant analysis was prepared and the estimated fair-share fee is $13,469, which will be deposited as an in-lieu fee until the time the traffic signal is warranted.

29. Prior to obtaining a building permit, a site/building-specific acoustical report shall be prepared by an acoustical engineer or professional acoustician showing that interior noise levels within all habitable rooms do not to exceed 45 dB Ldn or CNEL for all new noise sensitive receptors

(inclusive of transient lodging, educational facilities, and childcare facilities) which are identified as Conditionally Acceptable Uses consistent with Figure IV.H-3, State of California Noise Compatibility Chart. Normally Unacceptable Uses identified in Figure IV.H-3, State of California Noise Compatibility Chart shall not be allowed. The recommendations of the noise report shall be mandatory and binding on the proposed development. Noise reduction measures may include specific window treatments, such as dual glazing, and mechanical ventilation when the 45 dBA CNEL limit can only be achieved with a closed window condition. (MMRP)

30. ~~Office areas and noise sensitive uses within the 65 dB CNEL noise contour or greater shall provide noise attenuation to provide an interior noise level of 45 dB CNEL, as certified by an acoustical engineer or architect. (MMRP)~~ This condition is not applicable as the Project site is located between the 60-65 dB CNEL noise contour.

31. Facilities that store, handle or use regulated substances as defined in the California Health and Safety Code 25532 shall comply with the Hazards and Hazardous Materials Mitigation Measures identified in the Meridian Subsequent EIR (SCH#2009071069). (MMRP)

32. Prior to issuance of precise grading permits, all site plans, grading plans, landscape and irrigation plans, and street improvement plans shall be coordinated for consistency with this approval. Prior to issuance of building permits, final landscaping and irrigation plans shall be approved as a component of the construction plan review. (MJPA 9.02.030)

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

34. Individual lot developers shall contribute on a fair share basis toward the cumulative off-site impacts identified in Meridian Specific Plan Chapter IV. B-1-3. (MMRP)

35. Prior to issuance of building permits, the developer shall provide to the Planning Director written certification by the affected school district that either: (1) the development has complied with the fee levied by the governing board of the District, pursuant to Government Code Section 65996; or (2) the fee or other requirement does not apply to the development.

36. Prior to issuance of building permits, screening details for roof top equipment shall be submitted for Planning Division review and approval as a component of the construction plan review. All equipment shall be completely screened so as not to be visible from public view, and the screening shall be an integral part of the building. (MJPA Design Guidelines)

37. Prior to issuance of building permits, the Planning Division shall review and approve a computer generated, point-by-point exterior lighting analysis plan as a component of the construction plan review. The lighting plan shall be generated on the site plan and shall be integrated with the final landscape plan. The plan shall indicate the manufacturer's specifications for fully shielded light fixtures and shall include fixture catalog cuts, light cut-off shielding details, wattage, illumination type (high or low pressure sodium only), location, and height. The lighting shall not exceed a 750 watt maximum, shall not be mounted more than 25' above finished grade, and site lighting of outdoor areas shall be limited to high pressure or

low pressure sodium lighting. The lighting shall be designed in such a manner so that it does not exceed 0.5 candle/foot2 illumination beyond the property line. (MJPA 9.08.100) The incorporation of LED lighting is permitted as long as the lighting does not exceed 2,700 Kelvin.

38. 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.

39. 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:

40. Prior to the issuance of a Certificate of Occupancy, the project Applicant shall prepare and submit a Sign Permit application to the MJPA Planning Department for review and approval.

41. Prior to the issuance of a Certificate of Occupancy, the tenant shall submit to March JPA and shall receive approval of a Traffic Demand Management Plan which shall include the following elements: 1) identification of alternative modes of transportation and incentives available to employees; 2) the location of a minimum of 30" x 42" wall area for the posting of alternative transportation mode information including financial incentives by responsible agencies, transit schedules and carpooling information; 3) feasibility of flexible work hours including compressed work week; 4) availability of on-site or off-site child care facilities; 5) feasibility of video conference facilities; and 6) feasibility of minimizing the use of fleet vehicles during smog alerts. (MMRP) This measure is not warranted until a tenant is specified and tenant improvement plans have been submitted for review by March JPA.

42. 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.).

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

44. 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)

45. 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)

46. Prior to Certificate of Occupancy, each development incorporating truck dock doors shall install one 6-square foot sign for every two roll-up doors identifying the maximum 5-minute diesel idling time. All signs shall be installed on the building level in a manner to clearly convey the maximum diesel idling time. (CARB)

Airport Compatibility Provisions (Timing Varies)

47. The project site is located in Airport Compatibility Zone C1 – the Primary Approach/Departure Zone. The Density/Intensity standards for this zone are:

    a. ≤3.0 stories permitted in this zone
    b. The site is limited to an average 100 people per acre
    c. The site is also limited to 250 people per acre in a single-acre,
    d. The site is limited to a maximum 50/5 lot coverage within APZ's (not applicable for this site).

As per the March Air Reserve Base/ Inland Port Airport Land Use Compatibility Plan, the following uses are prohibited:

    e. Children Schools,
    f. Daycare Centers,
    g. Libraries,
    h. Hospitals,
    i. Congregate Care Facilities,
    j. Places of Assembly,
    k. Noise Sensitive outdoor non-residential uses,
    l. And other Hazards to Flight.

Other Development Conditions include:

    m. Critical community infrastructure facilities discouraged,
    n. Aboveground bulk storage of hazardous materials discouraged,
    o. Sound attenuation as necessary to meet interior noise level criteria,
    p. Airspace review required for objects > 70 ft. tall,
    q. Electromagnetic Radiation Notification
    r. Deed notice and Disclosure (See ALUC Standard Condition #114 (e).

48. Since the project site is located in Airport Compatibility Zone C1 (Primary Approach/Departure Zone) the following Permitted Uses for the Business Park zoning district

are prohibited in order to conform to the requirements identified in the March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan:

a. Business Park:
    i. Instructional Studios
    ii. Interpretive Centers

Landscape Provisions (Timing Varies)

49. All landscape located adjacent to parking areas shall be protected by a raised 6" extruded curb. (MJPA Design Guidelines)

50. The Project is to provide a 6" concrete mow curb on property line along LLMD border and remove the temporary plastic border as detailed on the preliminary landscape drawings prepared by Hunter Landscape.

51. LLMD maintenance manager shall review the proposed landscape and handicap accessible paths proposed from the public right-of-way through the LLMD area and onto the Project site as detailed on the landscape plans.

52. Prior to the issuance of the Certificate of Occupancy, the applicant shall provide a letter from the landscape architect identifying that all landscape has been installed consistent with the approved landscape plan and that the landscape complies with the provisions of the March JPA Landscape Irrigation Efficiency Ordinance (JPA ORD.#16-03).

53. The landscape irrigation schedule which identifies appropriate watering times, duration and quantities, for 1) initial landscaping and 2) established landscape, shall be continually available at the site in perpetuity, in a convenient location near the irrigation controlling unit. (JPA ORD. #16-03).

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

55. 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).

56. 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)

57. 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.

58. All LLMD pressure main line and laterals crossing beneath paved areas shall be encased in schedule 40 PVC sleeves twice the diameter of the pipe. Sleeves shall be placed as a depth of 24" beneath finished surface, measured from the top of sleeve. Control wires shall be separate sleeves with a minimum diameter of two inches. Wire sleeves shall be sized so that wire bundles may be pulled without binding. On each side of paved areas, a 10" round valve box with wire connections shall be installed. Pin tie connectors shall be used in wire connection box and must be branded on the valve box lid with "SW" for future identification.

59. 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.

60. 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.

61. 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.

62. 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)

63. Prior to a certificate of occupancy, consistent with the requirements of the NPDES Guidelines, the applicant/owner will record a NPDES Maintenance Covenant and Agreement verifying that the property owner or association will have maintenance responsibility for the on-site storm water treatment in perpetuity.

64. 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.

65. 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.

66. 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.

67. Prior to the issuance of building permits, the developer or developer's successor-in-interest applicant shall submit and receive approval of a Storm Water Management Plan addressing long term development storm water mitigation measures.

68. 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).

69. The structural BMPs selected for this project have been approved in concept. The owner shall submit a final WQMP including plans and details providing the elevations, slopes, and other details for the proposed structural BMPs including the grass lined bio-swales. The Engineering Department shall review and approve the final WQMP text, plans and details.

Clean Air Provisions (Timing Varies)

70. 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)

71. 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)

72. 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)

73. 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.

74. 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)

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

76. Project shall include permanent TMA membership per the Specific Plan Amendment. (MMRP)

77. 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)

78. Project shall install Energy Star labeled roof materials. (MMRP)

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

80. 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)

81. 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)

82. All construction activities shall be limited to between 7:00 am and 8:00 pm as feasible. (MEIR)

MJPA BUILDING AND SAFETY DEPARTMENT

83. Provide four (4) sets of construction plans and documentation for plan review for each proposed building. Below you will find a list of the plans and documents Building & Safety will need for plan review on each building. The initial plan review will take approximately two weeks on most projects. Prior to submitting plans to Building & Safety, submit plans to the County of Riverside Fire Department for approvals. Provide one stamped approved copy of the plans from the Fire Department with the first submittal to Building and Safety.

84. Please provide the following sets of plans and documents. All conditions of approval from each department and agency shall be placed on the building plans.

Building and Safety submittal's required at first plan review:

(4) Architectural Plans
(4) Structural Plans
(2) Structural Calculations
(4) Plot/Site Plans
(4) Electrical Plans
(4) Electrical Load Calculations

(4) Plumbing Plans/Isometrics, Water, Sewer and Gas
(4) Mechanical Plans
(4) Mechanical Duct Layout Plans
(4) Disabled Access Improvement Plan for the Site.
(2) Roof Truss Plans
(2) Title 24 Energy Calculations
(4) Copy of Approved Precise Grading Plans
(1) Copy of Approved Fire Department Plans for the project.
(2) Commissioning documents showing compliance with Section 5.410.2 of the 2016 California Green Code.
(2) Copies of the Soils Reports

Building & Safety General Information:

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

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

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

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

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

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

91. Building & Safety, (Willdan Engineering) will inspect all foundation work, structural work on the building to include plumbing, electrical, mechanical, title 24, green building code items. Building & Safety will also inspect the electrical conduit in the common areas for exterior light standards as well as disabled accessibility from the right of way to the building and the disabled

parking stalls. Sewer installation outside the building and water supply line installation up to the property line at right of way, contact 909-963-8045. Please note that Western Municipal Water District will also need to inspect both on and off site water, contact (951) 571 7204. Signage will be inspected by Building & Safety as well as trash enclosures and other ornamental structures on the site.

92. Engineering, (Tri-Lake Engineering) will inspect the construction in the right of way as well as the on-site grading and precise grading. Storm drain construction will be inspected by Tri-Lake Engineering. Storm Water retention will be inspected by CG Recourse Management, contact (909) 455-8520.

Building & Safety Conditions:

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

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

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

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

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

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

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

use. The special inspectors shall make all necessary and required inspections before the City provides periodic inspections.

100. A Certificate of Occupancy will be granted to the Developer/Owner when the building is 100 percent complete and all agencies have signed for permanent occupancy. If the Developer/Owner has a tenant that will be performing a tenant improvement, Building & Safety will issue a permit for the tenant improvement if all other agencies agree to allow the permit to be issued and the plans are approved. No temporary certificate of occupancy will be granted prior to the building and site being 100 percent complete.

101. All unused construction materials shall be recycled using March JPA's Franchise Hauler. Prior to the certificate of occupancy, the building inspector will request copies of all recycling receipts.

102. Prior to certificate occupancy, the Developer/Owner shall obtain a meter release from Building & Safety for testing the fire sprinkler system as well as the electrical systems in the building. If the building has multiple electrical meters, only the house meter will be released until such time the entire project is complete and has approval for occupancy by all departments and divisions. Suite electrical meters will be released when the Developer/Owner applies for electrical meter release and a certificate of occupancy is issued for that suite. If the Developer/Owner applies for an electrical meter for an empty suite after the project is complete, a certificate of occupancy will be granted for the shell-only use with no tenant.

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

MJPA PUBLIC WORKS DEPARTMENT

In a letter dated August 02, 2018, MJPA Public Works Department provided the following conditions. With respect to the Conditions of Approval for the Economic Business Center Project, PP #18-01, 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 Map 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.

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

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

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

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

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

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

e. The "first flush" basins shall be private and located onsite and properly landscaped and screened as determined by Planning Department. The parkway on and offsite landscaping may be utilized for this purpose. These facilities shall be connected to existing drainage facilities with permits and appropriate agency.

f. Connection to drainage facilities maintained by RCFC will require their approval. Any onsite drainage facilities not maintained by RCFC and the JPA's maintenance district shall be privately maintained.

105. Additional streetlights or relocation of streetlights may be required per Riverside County, Southern California Edison, and JPA standards.

106. 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.

107. This project shall join existing landscape, lighting, and drainage maintenance districts established by MJPA. Owner(s) shall be responsible to pay towards maintenance of facilities as determined by the Districts.

108. On and offsite improvements including grading and paving plans along with hydrology shall be submitted to MJPA Public Works Engineer's for review and approval.

109. Driveway approaches shall be installed per Riverside County standards for commercial driveways in compliance with ADA requirements and standards.

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

111. The improvements on Economic Drive along this project is in acceptable condition. The main truck driveway shall be improved with concrete intersection per JPA standards.

112. The applicant shall pay its fair share for the future signal at Economic Drive and Meridian Parkway estimated at $20,353.

MARCH AIR RESERVE BASE

113. Prior to construction plan approval, design of all Project site detention basins and basin calculations shall be submitted to March Air Reserve Base Civil Engineer for review and approval.

114. Prior to building permit issuance, a glare/glint study must be submitted to the March Air Reserve Base to examine the potential impacts of flight operations if the Applicant wishes to pursue any roof or ground mounted solar photovoltaic system.

115. The parcel is not located within the Accident Potential Zones or Clear Zones. However, due to the proximity to the west of Runway 14/32, there are concerns with heights of facilities. There are restrictions on land uses and heights of natural objects and man-made objects in the vicinity of air installations that may obstruct the airspace, attract birds, cause electromagnetic or thermal interference, or produce dust, steam, smoke, or light emissions to provide for safety of flight and the public welfare.

116. The project is partially located within the Perris North sub-basin, the same groundwater sub-basin as MARB. The rising groundwater table at MARB is an ongoing concern and solutions are being sought by both MARB and the State of California. MARB has concerns with the rising groundwater and the ability to properly drain the water detention basins within 48 hours. The materials provided for review did not include any drainage plan or preliminary

water quality management plan. MARB requests to review any specific designs of basins and drainage systems prior to any approval by March Joint Powers Authority (MJPA) to ensure that storm water does not negatively impact base operations or water quality.

117. A properly designed stormwater management system and landscaping must address Bird/Wildlife Aircraft Strike Hazard (BASH) concerns including proper detention/infiltration of stormwater runoff. The base requests review of any details of the stormwater conveyance system and the landscaping plan when they become available. Given the proximity to the airfield, trees which will bear mast or grow to an adequate size for roosting should not be planted. Additional information on reducing BASH hazards can be found in AFPAM 91-212, Bird/Wildlife Aircraft Strike Hazard (BASH) Management Techniques, dated February 1, 2004. We request that March Joint Powers Authority evaluate the stormwater detention basin design to mitigate or eliminate any hazards, and jointly approve the design with MARB.

118. The site is located within an area that is exposed to elevated levels of noise from the base's flying operations; reference the 2018 AICUZ for MARB for the noise contours for this area. In addition, this site is situated in an area where aircraft flying departures from Runway 14 will be very close to this proposed facility at relatively low altitudes. Further, these departing aircraft will be at a high power setting generating significant noise contours. As such, the employees of this proposed development would be subject to noise occurrences that may generate complaints to the base and the community leadership. These complaints would be of significant concern to the base in that it could affect current or future base operations. Employees and regularly received public may require protection using noise abatement (noise level reduction) provided in the construction design. Additionally, hearing protection for employees may be required by Occupational Safety and Health Administration (OSHA) or other agencies as it relates to safety and health in a high noise work environment.

119. The property and proposed structures are in the vicinity of the flight path of aircraft approaching and departing MARB airspace. To help eliminate any potential adverse effects on aircraft operations at MARB, construction materials should be non-reflective to provide for safety of flight and the public welfare. This includes elements such as outside ductwork, windows and roofs, elements which can be made non-reflective by means such as painting or covering. In addition, project improvements shall not create:

* Distracting lights which could be mistaken for airport lights
* Sources of dust, steam, or smoke which may impair pilot visibility
* Sources of electronic interference with aircraft communications or navigation

120. FAA/TERPS - I see that the project has undergone FAA review for navigation hazards. The applicant will still need to go through TERPS review which can be applied for online on the FAA website. Please place a condition on the project to require that all FAA & TERPS requirements shall be complied with.

121. If the developer has plans to include the use of any photovoltaic or solar panel system, the effects of glare should also be analyzed, and be reviewed by MARB staff prior to issuance of any permits.

122. The following are some mitigating measures and it is our desire that all such steps be researched and implemented.

* BMPs must be reviewed by the Base and must not introduce hazards related to bird strikes
* Any reflective materials on the rooftop are prohibited
* No hazardous materials should be stored at this site
* Noise level hazards must be mitigated

123. March ARB released the 2018 Air Installation Compatible Use Zone Study on February 21, 2018. It outlines some things that should be considered in any environmental and land use analysis. A copy can be downloaded at http://www.march.afrc.af.mil/Portals/135/documents/MARCH_AICUZ_2018.pdf?ver=2018-02-21-161029-473

RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION

124. Prior to the issuance of building permits, the landowner shall convey an avigation easement to the MARB/MIP Airport.

125. 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.

126. The following uses shall be prohibited:

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

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

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

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

e) The following notice shall be provided to all potential purchasers and tenants of the buildings. While it is not required, the applicant and its successors-in-internet are encouraged to provide a copy of said "Notice of Airport in Vicinity" to employees who would regularly be working therein:

NOTICE OF AIRPORT IN VICINITY

This property is presently located in the vicinity of an airport, within what is known as an airport influence area. For that reason, the property may be subject to some of the annoyances or inconveniences associated with proximity to airport operations (for example: noise, vibration, or odors). Individual sensitivities to those annoyances can vary from person to person. You may wish to consider what airport annoyances, if any, are associated with the property before you complete your purchase and determine whether they are acceptable to you. Business and Professional Code Section 11010 (b) (13) (A)

f) Any retention basin shall be designed so as to provide a maximum 48-hour detention period for the design storm (may be less, but not more), and to remain totally dry between rainfalls. Vegetation in and around the retention basin that would provide food or cover for bird species that would be incompatible with airport operations shall not be utilized in project landscaping.

g) Noise attenuation measures shall be incorporated into the design of office areas of structures, as necessary to ensure interior office noise levels from aircraft operations are at or below 45 CNEL.

RIVERSIDE COUNTY FIRE DEPARTMENT, OFFICE OF THE FIRE MARSHALL

On January 18, 2018, the Riverside County Fire Department, Office of the Fire Marshall provided a letter detailing that the department has conditionally approved this project and requires the following fire protection measures be provided in accordance with Riverside County Ordinances and/or recognized fire protection standards:

127. Fire Department emergency vehicle apparatus access road locations and design shall be in accordance with the California Fire Code, Riverside County Ordinance 460, Riverside County Ordinance 787, and Riverside County Fire Department Standards. Plans must be submitted to the Fire Department for review and approval prior to building permit issuance.

128. Fire Department water system(s) for fire protection shall be in accordance with the California Fire Code, Riverside County Ordinance 787 and Riverside County Fire Department Standards. Plans must be submitted to the Fire Department for review and approval prior to building permit issuance.

WESTERN MUNICIPAL WATER DISTRICT

In a letter dated January 18, 2018 Western Municipal Water District provided the following conditions:

a) The location of the Proposed Project (see attached map) is within Western's Service Area and Western would be the public water and sewer service provider for the Proposed Project, contingent upon the satisfaction of certain conditions including, but not necessarily limited to, the following:

b) The applicant must have obtained all necessary permits and approvals for the construction and operation of the Proposed Project from the appropriate regulatory authorities;

c) The applicant must agree to comply with the requirement of Western's Rules and Regulations Governing Water Service and Water Users and Regulations for Wastewater Discharge and Sanitary Sewer System Use, as the same may be revised from time to time ("Rules And Regulations"), including without limitation:

(i) Providing and/or paying for connection facilities, as well as certain additional facilities that will be necessary to accommodate applicant's proposed water usage while maintaining resiliency within Western's distribution system, including the upsizing of pipelines and installation of pressure reduction and pump stations;

(ii) Providing and/or paying for connection facilities, as well as certain additional facilities that will be necessary to accommodate applicant's proposed wastewater discharge, including the upsizing of pipelines and installation of sewer lift stations;

(iii) the payment of all applicable costs and fees, including system impact fees (subject to the application of appropriate credits for additional facilities provided by the applicant); and

(iv) agree that all water use is subject to curtailment during times of drought or other water availability limitations in accordance with the Rules and Regulations.

d) Depending on the size, occupancy, or water/recycled water requirements of the project, additional studies including but not limited to: 1) a Water Supply Assessment as stipulated in California Water Code Section 10910 et. seq., and/or 2) distribution system hydraulic analysis (modeling) may be required of the applicant prior to approving service. Upon receipt of a request by the lead planning agency to prepare a WSA based on the developed project demands, Western will initiate the process. A deposit from the project proponent will be required to cover expenses therewith.

e) Western's retail water facilities are intended for normal domestic use only and will be sufficient in quality and quantity for this purpose. Western cannot issue a guarantee of water availability for fire protection.

f) Western's sanitary sewer facilities are intended primarily for normal sanitary sewer use only and will be sufficient in quality and quantity for this purpose. Article 3 of Western's Regulations for Wastewater Discharge and Sanitary Sewer System Use. Use of recycled water shall comply with California Code of Regulations Title 22 and Western's Rules and Regulations Governing the Supply and Use of Recycled Water. Western reserves the right to refuse recycled water service for uses deemed unsuitable. Western cannot issue a guarantee of recycled water availability or delivery of pressure.

g) All requirements are subject to change without notice and in no case shall the terms of water, sewer and recycled water availability remain in effect greater than one (1) year from the issuance date of this letter.

UNITED STATES POSTAL SERVICE

129. Prior to the issuance of certificate of occupancy, the developer shall contact the U.S. Postal Service to determine the appropriate type and location of mailboxes.

STANDARD MARCH JPA OPERATION MITIGATION MEASURES

To be placed on the cover sheet of all construction plan submittals

1. Future uses shall comply with all applicable permitting requirements for new or modified emission sources subject to SCAQMD rules and regulations.

2. All internal combustion engine-driven equipment will be properly maintained and tuned according to manufactures specifications.

3. Hazardous materials certified handler and disposal service shall conduct the disposal and servicing of any hazardous materials.

4. All landscaped areas shall be maintained in a healthy and thriving condition, free from weeds, trash and debris by the developer or the developer's successor-in-interest. The developer, or the developer's successor-in-interest, shall be responsible for maintaining any undeveloped portion of the site in a manner that provides for the control of weeds, erosion and dust.

5. Green waste generated by the Development shall be kept separate from other waste types in order that it can be recycled for onsite composting or directed to local wood grinding and/or composting facility.

6. Any graffiti located onsite shall be removed within 72 hours. The site shall be maintained in a graffiti-free state at all times.

NOTICE OF DETERMINATION

TO:	☐ Clerk of the Board of Supervisors or ☒ County Clerk County of: Riverside Address: 2724 Gateway Drive Riverside, Ca 92507	FROM:	Public Agency/Lead Agency: March Joint Powers Authority Address: 14205 Meridian Parkway, Suite 140, Riverside, CA 92518 Contact: Lauren Sotelo Phone: (951) 656-7000

TO:	☒ Office of Planning and Research P. O. Box 3044 Sacramento, CA 95812-3044	Lead Agency (if different from above) Address:
	☐ 1400 Tenth Street (overnight or hand delivery) Sacramento, CA 95814	Contact: Phone:

SUBJECT: Filing of Notice of Determination in Compliance with Section 21108 or 21152 of the Public Resources Code.

State Clearinghouse Number (If submitted to SCH): Meridian Specific Plan Amendment (SP-5) Subsequent Environmental Impact Report (SCH # 2009071069)		
Project Title: Economic Business Center		
Project Applicant: Bombay Partners LP		
Specific Project Location – Identify street address and cross street or attach a map showing project site (preferably a USGS 15' or 7 ½' topographical map identified by quadrangle name):		

14205 MERIDIAN PARKWAY, SUITE 140 ★ RIVERSIDE, CALIFORNIA 92518 ★ (951)656-7000 ★ FAX(951)653-5558
E-MAIL: info@marchjpa.com ★ WEBSITE: www.marchjpa.com



General Project Location (City and/or County): Riverside County

Project Description: The Project is to be located on Unit 4, Lots 13 and 14, which comprises of 6.37 acres in the Meridian North Campus Business Park. Plot Plan 18-01 proposes the construction of a single speculative warehouse building comprised of 124,523 square feet in the Business Park zoning district. The applicant is proposing a light manufacturing use, which is permitted in the Business Park zone. The site will be constructed in one phase with all ancillary landscape and parking to accommodate the Project.

Vehicular access (ingress and egress) would be provided at two driveway locations on Economic Way. Driveway spacing along an Industrial Collector Roadway, such as Economic Way, would adhere to the County of Riverside driveway standards at 200 feet. Trucks leaving the Project site are limited to left turning movements only as the Economic Way/Van Buren Boulevard intersection includes a right-in, right-out traffic diverter island designed for passenger cars only. A truck route sign will be posted at each point of egress to assure trucks are traveling in the right direction along Economic Way.

Identify the person or entity undertaking the project, including any private applicant, any other person undertaking an activity that receives financial assistance from the Public Agency as part of the project, and any person receiving a lease, permit, license, certificate, or other entitlement of use from the Public Agency as part of the project.

Bombay Partners LP, 3535 Inland Empire Blvd., Ontario, California 91764

This is to advise that the (☒ Lead Agency or ☐ Responsible Agency) has approved the above described project on September 12, 2018 and has made the following determinations regarding the above described project:

1. ☐	The Meridian Specific Plan Amendment (SP-5) will have a significant effect on the environment and this project will have no additional significant effects than those of the Specific Plan Amendment.
☒	The project will NOT have a significant effect on the environment beyond that already identified in the previously certified EIR.

14205 MERIDIAN PARKWAY, SUITE 140 ★ RIVERSIDE, CALIFORNIA 92518 ★ (951)656-7000 ★ FAX (951)653-5558

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2.	☒	An Addendum to a previously certified Environmental Impact Report (SCH#2009071069) was prepared and certified for this project pursuant to the provisions of CEQA and reflects the independent judgment of the Lead Agency.
	☐	A Negative Declaration was prepared for this project pursuant to the provisions of CEQA and reflects the independent judgment of the Lead Agency.
	☐	A Mitigated Negative Declaration was prepared for this project pursuant to the provisions of CEQA and reflects the independent judgment of the Lead Agency.
3.	☒	Mitigation measures were made a condition of the approval of the project.
	☐	Mitigation measures were NOT made a condition of the approval of the project.
4.	☒	A Mitigation Monitoring or Reporting Plan was adopted for this project. Specifically, this Project relies upon and is subject to the Mitigation Monitoring and Reporting Program adopted in connection with the previously-certified Meridian Specific Plan Amendment (SP-5) Final Subsequent Environmental Impact Report (SCH#2009071069).
	☐	A Mitigation Monitoring or Reporting Plan was NOT adopted for this project.
5.	☒	A Statement of Overriding Considerations was previously adopted for the Meridian Specific Plan Amendment and applies to this project.
	☐	A Statement of Overriding Considerations was NOT adopted for this project
6.	☒	Findings were made pursuant to the provisions of CEQA.
	☐	Findings were NOT made pursuant to the provisions of CEQA.
		This certifies that Final EIR with comments and responses and record of project approval, or the Negative Declaration, is available to the general public at the following location(s):

	Custodian:	Location:
	Lauren Sotelo/Associate Planner March Joint Powers Authority	March Joint Powers Authority 14205 Meridian Parkway, Suite 140 Riverside, CA 92518

Date: _____	_____ **Signature:**
Date Received for Filing: _____	_____

14205 MERIDIAN PARKWAY, SUITE 140 ★ RIVERSIDE, CALIFORNIA 92518 ★ (951)656-7000 ★ FAX (951)653-5558
E-MAIL: info@marchjpa.com ★ WEBSITE: www.marchjpa.com

	Title:

Authority cited: Sections 21083, Public Recourse Code.
Reference Section 21000-21174, Public Resources Code.

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MARCH JOINT POWERS COMMISSION
OF THE
MARCH JOINT POWERS AUTHORITY

MJPA – Public Hearing
Agenda Item No. 8b

Meeting Date: September 12, 2018

Action: **APPROVE THE FOLLOWING ACTIONS AS THEY PERTAIN TO THE ECONOMIC BUSINESS CENTER PROJECT, A PROPOSED DEVELOPMENT AT THE SOUTHERLY PORTION OF THE MERIDIAN NORTH CAMPUS PLANNING AREA: 1) ADOPT RESOLUTION #JPA 18-20, AN ADDENDUM TO THE MERIDIAN SPECIFIC PLAN AMENDMENT (SP-5) FINAL SUBSEQUENT ENVIRONMENTAL IMPACT REPORT (SCH#2009071069); 2) ADOPT RESOLUTION # JPA 18-21 APPROVING PLOT PLAN PP 18-01 FOR A 124,523 SQUARE FOOT SPECULATIVE WAREHOUSE BUILDING ON 6.37-ACRES IN THE BUSINESS PARK ZONING DISTRICT OF THE MERIDIAN NORTH CAMPUS SPECIFIC PLAN (SP-5), SUBJECT TO CONDITIONS OF APPROVAL; APPROVE VARIANCE (V 18-01) TO ALLOW FOR THE BUILDING TO ENCROACH INTO THE FRONT YARD SETBACK; AND 3) DIRECT STAFF TO FILE A NOTICE OF DETERMINATION PURSUANT TO MARCH JOINT POWERS AUTHORITY'S LOCAL CEQA GUIDELINES**

Motions:

1. Adopt Resolution #JPA 18-20 for an Addendum to the Meridian Specific Plan Amendment (SP-5) Final Subsequent Environmental Impact Report (SCH#2009071069);

2. Adopt Resolution #JPA 18-21 to approve Plot Plan (PP 18-01) for a 124,523 speculative warehouse building on 6.37-acres in the Business Park Zoning District of the Meridian North Campus Specific Plan (SP-5), subject to Conditions of Approval; Approve Variance (V 18-01) to allow for the building to encroach into the front yard setback; and

3. Direct Staff to file a Notice of Determination (NOD) in accordance with the March Joint Powers Authority's Local CEQA Guidelines.

Applicant: Bombay Partners LP

Background:

On January 3, 2018 the Applicant submitted the following application(s):

Plot Plan (PP 18-01): The proposed project is a single speculative warehouse on 6.37-acres in the Meridian North Campus Specific Plan (SP-5) Planning Area. Specifically, the project is proposed on Unit 4, Lot 13 & 14 within the Business Park zoning designation.

Variance (V 18-01): The applicant has requested a Variance to allow for the proposed 124,523 square foot speculative building to encroach into the front yard setback of 40-feet which is required of developments exceeding the maximum allowed building height of 35-feet. Table III-II "Lot and Yard Dimensions by Land Use Category" allows for Business Park developments to increase the building height up to 80-feet where all building setbacks meet or exceed the proposed building height.

Development Overview:

The Applicant is proposing the development of a 124,523 square foot, speculative warehouse building on 6.37-acres in the southerly portion of the Meridian North Campus Specific Plan (SP-5). Specifically, the project is proposed to be located on Unit 4, Lots 13 & 14. The building design may accommodate up to two tenants with the office spaces located along south building elevation. The building design also offers a balcony at each tenant space. Along the north building elevation, twenty-five (25) dock high doors and two (2) at-grade doors are proposed in order to facilitate a potential light manufacturing use. The project site will be constructed in a single phase with all ancillary landscape and parking to accommodate the Project. No outdoor storage is anticipated or proposed.

Surrounding Area/Land Use:

Location	GP Designation/Zoning	Existing Land Use
North	Meridian North Campus (SP-5)/ Parks/Recreation/Open Space zoning	U4, Lot E, Detention Basin
West	Not a Part	Recorded Least Bell's Vireo Conservation Easement
South	Meridian North Campus (SP-5)/ Office zoning	Vacant, rough graded land
East	Meridian North Campus (SP-5)/ Industrial zoning	Existing UPS facility

Compliance with Development Standards:

Proposed Development		
Development Standard	**Minimum/Maximum Required**	**Proposed Development**
Building Area	N/A	124,523 square feet
Gross Site Area	30,000 square feet (minimum)	277,301 square feet
Number of Buildings (range in size)	N/A	1 at 124,523 square feet
Floor Area Ratio (Maximum)	45%	45%
Setbacks	**Business Park**: Front Yard- 20 ft. Interior Side Yard: 0 ft. Street Side Yard- 20 ft. Rear Yard-25 ft.	**Project:** Front Yard- 30-65 ft. Interior Side Yard: 91 ft. Street Side Yard- Not Applicable Rear Yard- 43-110 ft.
Landscape Required (Minimum)	10% or 27,730 sq. ft.	11.7% or 32,407 sq. ft.
Building Height (Maximum)	35 feet/ 2 stories	40 feet
Parking	99 stalls	113 stalls (of which 6 are designed as ADA parking stalls)

Analysis of Development Proposal:

Conformance with the March Joint Powers Authority General Plan:

The General Plan, adopted in 1999, was designed to implement the 1997 March Air Force Base Master Reuse Plan, which included the disposal and redevelopment of approximately 4,400 acres of the former March Air Reserve Base. The General Plan identifies land use, circulation, environmental, economic, and social goals and policies as they relate to land use and development. The March JPA General Plan was amended on February 19, 2003 to be consistent with the March Business Center Specific Plan. The General Plan Land Use Map designates the project property as appropriate for Business Park uses, as identified by Resolution #JPA 03-02. The policies identified in Resolution #JPA 18-21 find the project consistent with the objectives of developing Business Park Land Uses within the March Business Center (Meridian) Development.

Conformance with the Meridian Specific Plan (SP-5):

The March Business Center Specific Plan was amended on July 21, 2010 ("Meridian Specific Plan Amendment") to revise the framework of development within a 257.7-acre portion of the original Specific Plan's North Campus. The Specific Plan Amendment (SP-5, aka "Meridian") maintained the original Specific Plan land use designations that included Business Park, Industrial, Commercial, Office, Mixed Use, and Park/Recreation and Open Space, but made minor modifications to increase the land area available for Mixed Use and Commercial

development. Under the Meridian Specific Plan Amendment, the subject 6.37-acre site retained a portion of the Business Park zoning that existed in the prior March Business Center Specific Plan, however the Amendment expanded the uses of the 6.37-acre site to include the Business Park zoning district.

A Subsequent Environmental Impact Report (SEIR) was completed to analyze the changes under the Specific Plan Amendment, and incorporated a land use and traffic budget system that would assure compatibility between proposed projects and the future buildout scenario analyzed within the SEIR. As such, individual development applications are reviewed for consistency against the analyzed traffic counts (truck and passenger vehicles) and air quality emissions within the SEIR. Any changes to the analyzed emissions or traffic expectations within the Specific Plan Amendment would trigger further CEQA analysis.

Traffic associated with the Specific Plan Amendment is managed by using a system of Planning Areas and Planning Regions. Each Planning Area is allocated a traffic generation "budget" based on land uses. As determined and analyzed under the SEIR, the Meridian Specific Plan Amendment (SP-5) accounted for a total combined external traffic budget of 45,419 daily passenger trips and 3,890 daily truck trips within the Specific Plan Amendment Area as illustrated on Appendix C of the Specific Plan. The Project site is located within Planning Area 6 and Planning Region C, and accounted for 8,328 total average daily trips (ADT), 7,539 external ADT and 294 truck ADT within the Specific Plan Amendment Area. The project proposes a speculative warehouse development with a custom manufacturing, light manufacturing or research and development use on 6.37-acres in the Meridian Specific Plan Amendment (SP-5). A traffic assessment was completed by SDH, Inc. dated April 17, 2018 to review the Project's consistency with what trips were analyzed for Unit 4, Lots 13 &14 in the Meridian (SP-5) FSEIR. The resulting trip generation is summarized below:

	External ADT	**Truck Trips**
Existing Remaining Planning Area Allowance	748	264
124,523 SF Light Manufacturing with Office Space	581	109
Remaining Planning Area Allowance After Project	167	155

The proposed development is consistent with the traffic monitoring plan and trip generation allowance designated for Planning Area in the Meridian Specific Plan (SP-5) FSEIR. At buildout of Planning Area 6 as proposed will result in remaining allowances of 167 external ADT and 155 truck trips in this Planning Area.

Additionally, the project is conditioned to pay its fair-share fee of $13,469 towards the future traffic signal to be located at Meridian Parkway and Economic Way. Condition of Approval #28 of the attached Exhibit B will require that the fair-share fee be paid prior to building permit issuance.

The project conforms to the required development standards from the March Business Center (Meridian) development, inclusive of site landscaping, FAR and parking requirements. The

development of the site into a speculative warehouse development with a potential light manufacturing use is consistent with the permitted uses allowed for these zoning districts.

Conformance with the March Business Center Design Guidelines:
The March Business Center Design Guidelines establishes the design requirements for all Projects within the March Business Center (Meridian) development. The Guidelines institute a criteria for site planning, architecture, landscaping, lighting and project signage. The following summarizes the consistency with the aforementioned criteria:

Site Planning: The proposed project meets all minimum development standards with the exception of the front yard setback variance pursued through Variance (V 18-01). Specifically, the floor area ratio and landscape requirements are compliant with the Meridian North Campus Specific Plan (SP-5). Employee parking, carpool, bicycle and ADA parking spaces provided on the proposed site plan (Sheet A1) meet the minimum parking standards required of office and warehouse uses. Federal Aviation Administration (FAA) Part 77 calculations were submitted to the FAA pursuant to 49 U.S.C. Section 44718 and Title 14 of the Code of Federal Regulations (Part 77), and on March 12, 2018 the FAA issued a Determination of No Hazard to Air Navigation acknowledging that the proposed structure "Does not exceed obstruction standards and would not be a hazard to air navigation." Any modifications as it relates to an increase in the building structure height must be submitted to the FAA under a 7460-2, Part 2 review process.

A Preliminary Water Quality Management Plan (WQMP) has been submitted and approved for the site. A Final Water Quality Management Plan will be signed and notarized upon the completion of site construction and prior to Certificate of Occupancy. A conceptual drainage study has been completed for the site and has been reviewed by March JPA's Engineering Department, NPDES consultant – CGRME and also Riverside County Flood Control and Water Conservation District.

Architecture/Color Palette:
Staff has reviewed the proposed building architecture, color palette and glazing, and has concluded that the proposed T project complies with the requirements of the March Business Center Design Guidelines. The proposed speculative buildings will be constructed with concrete tilt-up walls consisting of an earth tone exterior color palette with prominent field and base colors. Accent colors will be integrated to add further interest to the design of each building. All roof mounted equipment will be screened by the height of the parapet. Variation in parapet height combined with the contrasting field, base, and accent colors emphasize the building's architectural elements. All proposed glazing is provided to enhance building frontage and is not to exceed a reflectance rate of 25%. Additional architectural details include a metal canopy suspended over each building entrance.

Site Landscaping:
All proposed landscaping materials are required to be consistent with Appendix "E" (Allowable Plant Materials for Meridian Lots Fronting Conservation Easements) of the Compensatory Mitigation and Monitoring Plan. A stricter landscape palette is required for this site as the adjacent conservation easement is susceptible to invasive plant species. The plant species listed within the aforementioned Appendix "E" are drought tolerant and also non-invasive. The proposed landscaping for this site is consistent with the allowed plants listed in Appendix E. Additionally, the Meridian North Campus Specific Plan (SP-5) requires a

minimum of 10% of the site to be landscaped or 27,730 sf. The project site has exceeded the minimum landscape requirement by providing 11.7% of landscaping or 32,407 sf. Thus, the Project is consistent with the minimum landscape requirements of the Meridian North Campus (SP-5).

Site Signage:
All signage is required to be consistent with the March Business Center Design Guidelines, including building signage and freestanding signage. To date, Project signage has not been submitted but is required to be approved by March JPA planning staff prior to construction of any on-site signage. A future sign program/sign permit application is required (COA # 40) prior to the issuance of a sign permit or the placement of any signage at the site.

Exterior Lighting:
Given the proximity to the airport, the March Business Center Design Guidelines provide specific requirements for all on-site lighting to be fully shielded fixtures (no light emitted above horizon) that meet the following standards:

- High pressure or low-pressure sodium lighting;
- Maximum of 750 watts;
- Maximum fixture height of 25' above finished grade; and
- Maximum lighting of 0.5 candle/foot^2 at the property line.

LED lighting is also permitted however, the LED lighting must be at or within 100 Kelvin of 2,700 Kelvin. This information is noted in the site plan notes and identified on Page A1.0 of Project plans. Accordingly, all exterior lighting must comply with the exterior lighting requirements of the March Business Center Design Guidelines during the time of construction plan submittal.

Additionally, since the Project site is adjacent to a recorded conservation easement, in place for the protection of Least Bell's Vireo, an endangered bird species, lighting requirements must also conform to the Compensatory Mitigation and Monitoring Plan and the biological MMRP requirements listed on page IV-163 of the Meridian Specific Plan Final Subsequent Environmental Impact Report. The developer has also provided a written statement detailing compliance with the measures identified in the Meridian Specific Plan Final Subsequent Environmental Impact Report.

Conformance with the MARB/Inland Port Airport Land Use Compatibility Plan/ Joint Land Use Study:
The Project site is located in the Riverside County Airport Land Use Commission (ALUC) Exception area as per the West March Disposition and Development Agreement (DDA). However, as of December 27, 2016, the DDA was not extended and therefore the ALUC Exception area no longer applies to these lots. As a result, guidance was provided by the Riverside County Airport Land Use Commission and March Air Reserve Base to determine the concentration of persons per single-acre on the Project site using criteria found in the 2014 March Air Reserve Base/ Inland Port Airport Land Use Compatibility Plan. The following is a summary completed by March JPA Planning staff:

The Compatibility between the airport and its surrounding environment is evaluated in terms of four aeronautical factors: noise, overflight, safety, and airspace protection. These factors are compiled and used to designate compatibility zones in the Joint Land Use Study (JLUS), which was adopted as a portion of the Meridian North Campus Specific Plan Amendment (SP-5). The proposed development is located in compatibility zone C1. Compatibility zone C1 is considered the Primary Approach/Departure Zone with an average 100 people/acre and 250 people/in the most concentrated single-acre.

1) Average Land Use Intensity: The allowed average land use intensity is 100 persons/acre. The Riverside County Airport Land Use Commission uses the following criteria to determine average intensity: for manufacturing use - one person per 200 square feet, and for office use – one person per 200 square feet. The proposed Project is designed as a speculative warehouse building measuring 124,523 square feet, of which 6,662 square feet is office area. Accordingly, occupancy for this building on an average basis is (117,861/200 + 6,662/200) = 622 people or (622 people/6.37 acres) = 97.6 or 98 people/acre. A second method for determining total average occupancy is based on the number of parking spaces. In this case, the number of passenger vehicle parking spaces (113) is multiplied by 1.5 passengers per vehicle to yield the total building occupancy (113 X 1.5)=169.5 or 170 persons. Accordingly, based on the alternate average building occupancy method, building occupancy is 170 people or (169.5 persons /6.37 acres) = 26.6 or 27 persons per acre. Through use of either calculation, the average intensity in persons per acre is in full compliance with the Joint Land Use Study.

2) Single-Acre Land Use Intensity: Airport Compatibility Zone C-1 limits maximum single-acre occupancy to 250 persons an acre. Based on the submitted site plan, the maximum single acre for the building would consist of the 1,775 square foot first floor office area, the 1,284 square foot second story mezzanine office area and the 39,424 square feet first floor manufacturing area. This would result in a single-acre occupancy of 212 people, which would be consistent with the Zone C1 single-acre criterion of 250 people.

Through use of either the average-acre intensity calculation or the single-acre intensity calculation (vehicle occupancy method), the intensity of persons per acre is in full compliance with the 2014 March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan.

Variance (V 18-01):

The Applicant is also requesting the approval of Variance (V 18-01), which is a request for a reduction of a ten-feet (10') variance to the front yard setback, reducing the setback from the required 40-feet to 30-feet. The proposed variance is necessary to allow the 10-foot encroachment of the proposed 124,523 square foot speculative building. The building is proposed in the Business Park zone where the front yard setback minimum requirement is 20 feet, however the building height of 40-feet exceeds the maximum requirement of 35 feet in Business Park zones. Footnote 2 of Table III-2 "Lot and Yard Dimensions by Land Use Category" allows for a Project to increase the building height up to 80-feet as long as all building setbacks meet or exceed the proposed building height. The project site meets the 40-foot building setback requirement at the rear and interior side yards, however the front yard setback varies from 30 to 65-feet. Thus, the applicant needs a variance to the front yard setback depending upon location.

The March JPA Commission has the authority to grant a variance following public notice and a public hearing pursuant to March JPA Development Code Section 9.02.100 B and Section 9.02.200. The purpose of granting a variance is to provide for equity in use of property, and to prevent unnecessary hardships that might result from a strict or literal interpretation and enforcement of certain regulations prescribed by the March JPA Development Code. In order to grant the variance, the required findings, as outlined in Section 9.02.100 D of the March JPA Development Code must be met. Listed below are the required findings (in *italics*) and how the applicant meets each of the required criteria necessary for the Commission to grant the variance:

1. *The strict or literal interpretation and enforcement of the specified regulation would result in practical difficulty or unnecessary hardship not otherwise shared by others within the surrounding area or vicinity.* Due to the inherent curvature of Economic Way to the south, the building size and placement of the proposed 124,523 square foot building encroaches into the front yard setback by 10 feet depending upon its location. In order for the project to meet the 40-foot front yard setback requirement, a reduction in building square footage would be required. The reduction in square footage would place an unnecessary hardship not otherwise shared by others within the Meridian Specific Plan (SP-5) Planning area due to the alignment of Economic Way relative to the rectangular building placement, thus limiting the front yard setback to 30 feet in the most constricted area to 65 feet in the most expansive area; and

2. *There are exceptional or extraordinary circumstances or conditions applicable to the property involved or to the intended use of the property which do not apply generally to other properties in the vicinity and under the same zoning classification.* Due to the inherent curvature of Economic Way, building size in relation to building setbacks is limited which does not generally apply to other properties in the vicinity under the same zoning classification, which is an exceptional or extraordinary circumstance applicable only to the Project site; and

3. *The strict or literal interpretation and enforcement of the specified regulation would deprive the applicant of privileges enjoyed by the owners of other properties in the vicinity and under the same zoning classification.* Development options in terms of building square footage are limited due to the curvature of Economic Way. Surrounding property owners and other properties with the same zoning classification are not equally impacted by this site-specific reason, thus the specified regulation would deprive the applicant privileges to develop the Project to its full and equal potential; and

4. *The granting of the Variance will not constitute a grant of special privilege inconsistent with the limitations on other properties in the vicinity and under the same zoning classification.* Due to the proposed Project site being constrained by the inherent curvature of Economic Way, which is limiting to the development options in terms of square footage, granting of the variance will not constitute special privilege inconsistent with other properties within the same zoning classification; and

5. *The granting of the Variance will not be detrimental to the public health, safety, or welfare, or materially injurious to properties or improvements in the vicinity.* The proposed Project meets all other Development Regulation requirements as a part of the Meridian Specific Plan Amendment (SP-5), granting of the variance will not be detrimental to the public health, safety, or welfare, or materially injurious to properties or improvements in the vicinity as the request is to allow for the Project to encroach into the front yard setback of 10-feet depending upon the location. To ensure the safety of the general public and employees,

sufficient access and circulation has been designed. Additionally, the Riverside County Fire Department has reviewed the proposed site plan to ensure the minimum access and circulation requirements have been met; and

6. *The granting of the Variance is consistent with the objectives and policies of the March JPA General Plan and the intent of the March JPA Development Code.* The requested Variance is compatible with existing and anticipated future development to other projects within the Meridian Specific Plan Amendment (SP-5) area and is consistent with the objectives and policies of the March JPA General Plan and the intent of the March JPA Development Code. Furthermore, the requested Variance is intended to improve the configuration of the proposed building without loss of additional square footage.

CEQA Analysis:

Master Environmental Impact Report (EIR)

The potential environmental effects of the re-development of the excessed land from the former March Air Force Base (4,400-acres) described in the March JPA General Plan, were evaluated in the March JPA Master EIR, which was certified on March 15, 1999. The Master EIR identified significant unavoidable impacts to biology (Stephen's kangaroo rat habitat) solid waste (effects on regional landfill capacity) and significant unavoidable cumulative impacts to air quality (air pollutant emissions within a non-attainment area); thus the Master EIR was adopted with a Statement of Overriding Considerations. The Master EIR (MEIR pg. 3-68) also notes that, "regional and cumulative impacts without the Project and its associated transportation improvements would result in significant impacts to the transportation of the subregion", and specifically identified that development consistent with the General Plan would create a regional employment center that would reduce vehicle miles traveled within the region by 350,000 per day and would reduce daily traffic volume in and out of the County by approximately 32,000 trips per day (MEIR pg. 3-69). All other issue areas addressed in the Master EIR were assessed as either less than significant or less than significant as mitigated.

Subsequent EIR for Meridian Business Park Specific Plan Amendment

The Subsequent EIR for the 257.7-acre portion (inclusive of this site) of the March Business Center Specific Plan North Campus, was certified by the March Joint Powers Commission on July 21, 2010. The SEIR analyzed the reconfiguration of Unit 2, lots 3, 9 and 10 and Unit 1, lot 19 to reflect revised land uses and/or revised lot dimensions near the Metrolink site; revise the land use designation for Unit 2, lots 9 and 10 from Business Park to Commercial; identify a temporary sewer lift facility near Unit 4, lot 3; incorporate Clear Zone (CZ) and Accident Potential Zones (APZs) (i.e., March JPA Resolution #JPA 08-01); reconfigure lots west of Meridian Parkway and south of Opportunity Way to include a revised detention basin and incorporate the former Arnold Heights School site into the March Business Center Specific Plan North Campus; create Lot 16 through the consolidation of 14 smaller lots east of Meridian Parkway and south and west of Opportunity Way, and removal of the eastern portion of Street F; develop a new east/west private street along the south side of new lot 16; modify Unit 6, lots 1a and 1b to reflect the planned location of a Riverside County Fire Station; remove cul-de-sacs serving office lots located along the north side of Van Buren Boulevard and relocate access via Street F; construct three rail spurs to accommodate freight rail service to Unit 1, Lots 5 and 6; and modify the long and shallow lot running along the eastern side of Meridian Parkway to incorporate it into an adjacent Defense Reutilization and Marketing Office (DRMO) parcel.

The Subsequent EIR found that no significant or cumulative impacts would occur to Aesthetic, Agricultural and Forest, Mineral, Population and Housing and Recreational Resources. Accordingly, these resources were scoped out of the EIR and not addressed in detail. Environmental Impacts that were mitigated to a level of less than significance included Land Use, Transportation/Traffic (Threshold IV.B-2 through B-6), Air Quality (Thresholds IV.C-1 and C-4), Biological Resources, Cultural Resources, Hazards and Hazardous Materials, Geology and Soils, Hydrology and Water Quality, Utilities and Service Systems, Noise and Vibration, Public Services, Global Warming/Climate Change. Environmental Impacts that required a Statement of Overriding Considerations included Air Quality (Threshold IV.C-2), and Transportation/Traffic (Threshold IV.B-1).

Addendum to the Certified SEIR

In accordance with section 15183(a) of the CEQA Guidelines, "CEQA mandates that Projects which are consistent with the development density established by existing zoning, community plan, or general plan policies for which an EIR was certified shall not require additional environmental review, except as might be necessary to examine whether there are Project-specific effects which are peculiar to the Project or its site. This streamlines the review of such Projects and reduces the need to prepare repetitive environmental documents".

In accordance with the CEQA guidelines, the attached SEIR Addendum for the proposed Project tiers off the previous environmental analysis from the Master EIR and Subsequent EIR, and finds that the proposed Project would not result in any new significant environmental impacts or substantially increase the severity of significant unavoidable impacts evaluated in the Meridian SP-5 SEIR. The Supplemental Environmental Checklist presented in this document provides an analysis of the proposed Project in comparison to what was analyzed in the SEIR. The anticipated environmental impacts of the proposed Project are consistent with the analysis contained in the previous analysis. In addition, the proposed Project would not result in additional impacts and would not require additional mitigation measures.

California Environmental Quality Act (CEQA) Compliance:

CEQA and the State Guidelines for Implementing CEQA ("State CEQA Guidelines"; California Code of Regulations Section 15000 et seq.) require that state and local agencies:

(1) Inform governmental decision-makers and the public about the potential, significant environmental effects of proposed activities.

(2) Identify the ways that environmental damage can be avoided or significantly reduced.

(3) Prevent significant, avoidable damage to the environment by requiring changes in Projects through the use of alternatives or mitigation measures when the governmental agency finds the changes to be feasible.

(4) Disclose to the public the reasons why a governmental agency approved the Project in the manner the agency chose if significant environmental effects are involved.

Conclusion:

1) Staff concludes that the Addendum to the Certified Subsequent EIR for the Meridian Specific Plan Amendment (SP-5) provides a detailed analysis under CEQA, and appropriately identifies that the proposed Project would not result in any new significant environmental impacts or substantially increase the severity of significant

and unavoidable impacts evaluated in the Meridian SP-5 SEIR and recommends the adoption of Resolution #18-20;

2) Staff concludes that the proposed project consisting of Plot Plan (PP 18-01) meet all the requirements of the Meridian North Campus Specific Plan Amendment (SP-5) and the March Business Center Design Guidelines. At this time, staff recommends the adoption of Resolution #18-21 approving the proposed project;

3) Staff concludes that the proposed Variance (V 18-01) to allow the building to encroach into the front yard setback of 10-feet, meets the Variance findings identified in Section 9.02.100 B and Section 9.02.200 of the March JPA Development Code;

4) Staff recommends that a Notice of Determination be filed with the Riverside County Clerk's Office in accordance with the March Joint Powers Authority's Local CEQA Guidelines.

Attachments:

1) Resolution #JPA 18-20 approving the Addendum to the Meridian Specific Plan Amendment (SP-5) Final Subsequent Environmental Impact Report (SCH#2009071069);
   Exhibit A: Initial Study
   Exhibit B: Addendum
   Exhibit C: Initial Study Technical Studies available at the office of March JPA (available in separate electronic copy).

2) Resolution #JPA 18-21 approving Plot Plan (PP 18-01), subject to Conditions of Approval; and approving Variance (V 18-01).
   Exhibit A: Project Entitlements
   1) General Plan Land Use map
   2) Meridian (SP-5) zoning map
   3) Applicant's narrative
   4) Reduced Colored Site Plan
   5) Reduced Architectural Drawings
   6) Reduced Colored Building Elevations
   7) Reduced Landscape Plans
   8) Reduced Preliminary Grading and Drainage Plans
   9) Traffic Consistency Memo dated April 17, 2018
   10) FAA – Determination of No Hazard to Air Navigation letters dated March 12, 2018
   11) WMWD Will Serve Letter dated January 18, 2018
   12) Willdan Building and Safety Conditions of Approval dated January 18, 2018
   13) Trilake Consultants Conditions of Approval dated August 02, 2018
   14) Riverside County Fire Department Planning Conditions dated January 18, 2018
   15) Preliminary Water Quality Management Plan approval letter dated May 13, 2018
   16) VRPA Transportation Consultants letter dated July 19, 2018
   17) Variance Description
   Exhibit B: Conditions of Approval

3) Notice of Determination

4) Meridian Subsequent EIR (SCH#2009071069) available at the office of March JPA (also available as an electronic copy).

RESOLUTION # JPA 18-20

A RESOLUTION OF THE MARCH JOINT POWERS COMMISSION OF THE MARCH JOINT POWERS AUTHORITY MAKING FINDINGS AND ADOPTING AN ADDENDUM TO THE CERTIFIED SUBSEQUENT ENVIRONMENTAL IMPACT REPORT FOR THE MERIDIAN SPECIFIC PLAN AMENDMENT (SCH # 2009071069) PURSUANT TO THE CALIFORNIA ENVIRONMENTAL QUALITY ACT FOR THE DEVELOPMENT OF A SINGLE WAREHOUSE BUILDING ON UNIT 4, LOTS 13 AND 14 WITHIN PLANNING AREA 6 OF THE MERIDIAN SPECIFIC PLAN AMENDMENT AREA (SP-5)

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

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

WHEREAS, pursuant to the California Environmental Quality Act (Pub. Resources Code, § 21000 *et seq.*) ("CEQA") and the State CEQA Guidelines (Cal. Code of Regs., tit. 14, § 15000 *et seq.*), in 2003 the March JPA adopted the March Business Center Specific Plan and certified the March Business Center Specific Plan Final Environmental Impact Report ("FEIR") (SCH # 2002071089), to guide land use decisions within 1,290 acres of the March Air Reserve Base planning area; and

WHEREAS, in 2010 the March JPA certified the Subsequent Environmental Impact Report ("SEIR") for the Meridian Specific Plan Amendment (SP-5) (SCH # 2009071069), which implemented revisions to a 257.7 acre portion of the larger March Business Center Specific Plan's North Campus area, including revisions to land use and development regulations and land use designations; and

WHEREAS, Bombay Partners LP ("Applicant") proposes the development of 6.37 acres within Planning Area 6 of the Meridian Specific Plan Amendment (SP-5), including the development of 2 lots totaling approximately 124,523 square feet for a manufacturing use ("Project"); and

WHEREAS, Plot Plan (PP 18-01) and Variance (V 18-01) constitute the "Project" for purposes of the CEQA; and

WHEREAS, pursuant to CEQA, when taking subsequent discretionary actions in furtherance of a project for which an Environmental Impact Report ("EIR") has been certified or a Mitigated Negative Declaration ("MND") has been adopted, the lead agency is required to review any changed circumstances to determine whether any of the circumstances under Public Resources Code section 21166 and State CEQA Guidelines section 15162 require additional environmental review; and

WHEREAS, by way of preparation of an addendum, March JPA staff evaluated the Proposed Project in light of the standards for subsequent environmental review outlined in Public Resources Code section 21166 and State CEQA Guidelines section 15162 by preparing an Initial Study and accompanying technical reports ("Addendum"), attached hereto as Exhibit "A" and incorporated herein; and

WHEREAS, the Initial Study indicated that all potential environmental impacts of the Project were fully analyzed and mitigated to the extent possible in the certified SEIR; and

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

WHEREAS, none of the circumstances specified in Public Resources Code section 21166 or State CEQA Guidelines section 15162 have occurred and thus the preparation of a subsequent or supplemental EIR or negative declaration in conjunction with the approval of the Project is not required by CEQA; and

WHEREAS, the Addendum, attached hereto as Exhibit "A" and incorporated herein, to the certified SEIR was prepared pursuant to CEQA, the State CEQA Guidelines, and the March JPA's Local CEQA Guidelines; and

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

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

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

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

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

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

The Commission further finds that the preparation of a subsequent or supplemental EIR pursuant to State CEQA Guidelines section 15162 is not required for the proposed Project because the Project (including Plot Plan (PP 18-01)):

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

(b) does not constitute a substantial change with respect to the circumstances under which the Project is undertaken that will require major revisions of the SEIR due to the involvement of new significant environmental effects or a substantial increase in the severity of the previously identified significant effects; and

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

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

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

SECTION 6. Notice of Determination. The Commission directs March JPA staff to prepare, execute, and file a Notice of Determination with the Riverside County Clerk within five (5) working days of the passage and adoption of this Resolution.

SECTION 7. Custodian of Records. The documents and materials that constitute the record of proceedings on which these findings are based are located at the Office of the Planning Director, March JPA, 14205 Meridian Parkway, Suite 140, Riverside, CA 92518.

SECTION 8. Execution of Resolution. The Chair of the Commission of March JPA shall sign this Resolution and the Clerk of March JPA shall attest and certify to the passage and adoption thereof.

SECTION 9. Effective Date. This Resolution shall be effective upon its adoption.

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

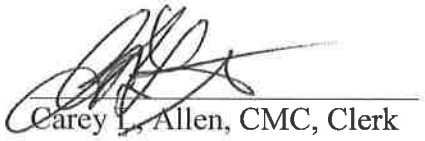
Michael M. Vargas, Vice Chairman
March Joint Powers Authority Commission

ATTEST:

I, Carey L. Allen, CMC, Clerk of the March Joint Powers Commission, do hereby certify that the foregoing Resolution #JPA 18-20 was adopted by the March Joint Powers Commission of the March Joint Powers Authority at a regular meeting thereof held on the 12th day of September, 2018, by the following vote of the Commission:

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

Dated: September 12, 2018



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