STATE OF CALIFORNIA

GRANTS/CONTINGENT AWARD REQUEST

CEC-270 (Revised 03/10) CALIFORNIA ENERGY COMMISSION

To: Grants and Loans Office Date: 5 / 3 / 2012

Project Manager: LINDSEE TANIMOTO Phone Number: (916) 654-4566 ext.

Office: Emerging Fuels and Technology Division: Fuels & Transportation MS- 44

Project Title: Sysco Food Services of Los Angeles LNG Refueling Station in Riverside.

Type of Request: *(check one)*

☒ **New Agreement:** *(include items A-F from below)* Agreement Number: Assigned by the G&L Office

Program: Alternative and Renewable Fuel and Vehicle Technology

Solicitation Name and/or Number: Alternative Fuels Infrastructure: PON-11-602

Legal Name of Recipient: SYSCO FOOD SERVICES OF LOS ANGELES, INC.

Recipient's Full Mailing Address: 20701 East Courier Road, Walnut, CA 91789

Recipient's Project Officer: Scott Bower Phone Number: (909) 595-9595 ext. 2283

Agreement Start Date: 6 / 20 / 2012 Agreement End Date: 6 / 30 / 2015

☐ **Amendment :** *(Check all that apply)* Agreement Number: ARV-11-033

- ☐ Term Extension – New End Date: / /
- ☐ Work Statement Revision *(include Item A from below)*
- ☐ Budget Revision *(include Item B from below)*
- ☐ Change of Scope *(include Items A – F as applicable from below)*
- ☐ Other: (Specify)

RECEIVED MAY 8 2012 CONTRACTS, GRANTS & LOANS

ITEMS TO ATTACH WITH REQUEST:

A. Work Statement
B. Budget
C. Recipient Resolution, if applicable. (Resolution may be requested in Special Conditions if not currently available.)
D. Special Conditions, if applicable.
E. CEQA Compliance Form
F. Other Documents as applicable
- Copy of Score Sheets
- Copy of Pre-Award Correspondence
- Copy of All Other Relevant Documents

California Environmental Quality Act (CEQA)

☐ CEC finds, based on recipient's documentation in compliance with CEQA:

- ☐ Project exempt: Section NOE filed: / /
- ☐ Environmental Document prepared: Type NOD filed: / /
- ☐ Other: .

☐ CEC has made CEQA finding described in CEC-280, attached

Funding Information:

*Source #1: ARFVTP	Amount: $ 600,000.00	Statute: 2011	FY: 11/12	Budget List #: 601-
*Source #2:	Amount: $	Statute:	FY:	Budget List #:
*Source #3:	Amount: $ 0.00	Statute:	FY:	Budget List #:

If federally funded, specify federal agreement number:

* Source Examples include ERPA, PIER-E, PIER-NG, FED, GRDA, ARFVT, OTHER.

Business Meeting Approval: *(refer to Business Meeting Schedule)*

Proposed Business Meeting Date: 6 / 13 / 2012 ☒ Consent ☐ Discussion

Business Meeting Participant: Lindsee Tanimoto Time Needed: (5 minutes)

Agenda Notice Statement: *(state purpose in layperson terms)*

Possible approval of a ☒ Grant / ☐ Contingent Award to…

Sysco Food Services to develop a publicly accessible liquefied natural gas (LNG) to fuel their goods movement fleet in Riverside. It will offer LNG refueling station for other natural gas truck users along the I-215 corridor.

Lindsee Tanimoto 5/3/12

Project Manager	Date	Office Manager	Date	Deputy Director	Date

EXHIBIT A
Scope of Work

TECHNICAL TASK LIST

Task #	CPR	Task Name
1		Administration
2		Engineering and Preconstruction
3	X	Site Work and Civil Improvements
4		Equipment Delivery and Installation
5		System Start-Up and Commissioning
6		Data Collection and Analysis

GLOSSARY

Specific terms and acronyms used throughout this work scope are defined as follows:

Acronym	Definition
ARFVT	Alternative and Renewable Fuel and Vehicle Technology
Energy Commission	California Energy Commission
CPR	Critical Project Review
FTD	Fuels and Transportation Division
GHG	Greenhouse Gas
LNG	Liquefied Natural Gas
PON	Program Opportunity Notice
Recipient	Sysco Food Services of Los Angeles, Inc.

Background:

Assembly Bill 118 (Nùñez, Chapter 750, Statutes of 2007), created the Alternative and Renewable Fuel and Vehicle Technology (ARFVT) Program. The statute, subsequently amended by AB 109 (Nùñez) Chapter 313, Statutes of 2008), authorizes the California Energy Commission (Energy Commission) to develop and deploy alternative and renewable fuels and advanced transportation technologies to help attain the state's climate change policies. The Energy Commission has an annual program budget of approximately $100 million and provides financial support for projects that:

- Develop and improve alternative and renewable low-carbon fuels;
- Optimize alternative and renewable fuels for existing and developing engine technologies;
- Produce alternative and renewable low-carbon fuels in California;
- Decrease, on a full fuel cycle basis, the overall impact and carbon footprint of alternative and renewable fuels and increase sustainability;
- Expand fuel infrastructure, fueling stations, and equipment;
- Improve light-, medium-, and heavy-duty vehicle technologies;
- Retrofit medium- and heavy-duty on-road and non-road vehicle fleets;

- Expand infrastructure connected with existing fleets, public transit, and transportation corridors; and
- Establish workforce training programs, conduct public education and promotion, and create technology centers.

The Energy Commission issued solicitation PON-11-602 to provide funding opportunities under the ARFVT Program for projects which develop infrastructure necessary to store, distribute, and dispense electricity, E-85, propane, diesel substitutes, and natural gas. To be eligible for funding under PON-11-602, the projects must also be consistent with the Energy Commission's ARFVT Investment Plan updated annually. In response to PON-11-602, Sysco Foods of Los Angeles, Inc. (Recipient) submitted application #17, which was proposed for funding in the Energy Commission's Notice of Proposed Awards on April 24, 2012, and is incorporated by reference to this Agreement in its entirety.

Problem Statement:
The primary barrier to natural gas vehicle deployment is the lack of supporting infrastructure. While there are existing natural gas fueling stations in Riverside County, there is limited publicly accessible natural gas fueling infrastructure between the Ports of Long Beach and Los Angeles through the Inland Empire, which creates an enormous barrier for the adoption or expansion of natural gas advanced technologies by the many goods movement fleets that haul cargo along this main corridor every day. With the implementation of the Ports of Long Beach and Los Angeles' Clean Truck Programs, more heavy-duty goods movement operators have adopted LNG vehicle solutions, but many more have rejected LNG due to infrastructure limitations. The Riverside LNG Station will overcome this primary barrier by helping to develop a necessary web of LNG fueling station coverage across the region and state, thereby supporting a region-wide transition opportunity for heavy-duty fleets interested in alternative fuels. Overall, this single station project will have a significant impact on assisting with the region's transition to an alternative fuel marketplace.

These barriers have not been previously addressed given the significant financial investment and operational commitment required to engineer, construct, and operate a natural gas fueling station. There is a lack of knowledge of best practices especially for an operator who has not used natural gas operations in the past and whose core business is not fueling station development or operation. It is imperative that these barriers be addressed at this time as doing so will:

- Assist California to achieve its goals as outlined in the Global Warming Solutions Act of 2006 and the Low Carbon Fuel Standard;
- Provide a clean, reliable, cost-efficient and domestically produced source of fuel for transportation and encourage market development for natural gas vehicles; and
- Strengthen the necessary web of LNG fueling station coverage across the region and state, thereby supporting a region-wide transition opportunity for heavy-duty fleets interested in alternative fuels.

Recipient is an existing natural gas fleet user with an extremely high fuel demand from its current 35 trucks; this initial fleet, is expected to grow to 100 LNG trucks during the project life. As the largest food-service marketing and distribution organization in North America, Recipient's trucks travel to thousands of distribution centers. The Riverside facility's fleet travels approximately 175 miles each day, using prodigious amounts of LNG fuel. This project will assist the California in displacing petroleum use and reducing greenhouse gas (GHG) emissions from Recipient's existing fleet and from the numerous heavy-duty diesel trucks traveling to and from the many warehouses and distribution centers in Riverside County.

Goal of this Agreement

The goal of this project is to successfully implement a
24-hour public access LNG fueling station in the Inland Empire along the well-travelled Interstate 215 highway in order to:

- Enable the replacement of heavy-duty diesel trucks with clean-burning, ultra low-emission natural gas trucks;
- Increase regional refueling infrastructure in Southern California through the installation of a new publicly-accessible station along Interstate 215, a key goods movement corridor;
- Provide nearly 1.5 million gallons of LNG per year;
- Displace over 812,500 gallons of diesel fuel with 100% domestically produced low-carbon LNG annually;
- Reduce more than 2,400 metric tons of GHG emissions and more than 24 tons of NOx emissions per year;
- Promote regional growth in alternative fuel vehicle deployments and the replacement of heavy-duty diesel trucks;
- Complete these goals at a cost-effectiveness as low as $0.39 per gallon of diesel fuel displaced and $130 per metric ton of GHGs reduced.

Objectives of the Agreement:

The objective of this agreement is to build and operate a publicly-accessible LNG fueling station to support the existing and planned expansion of Recipient's Riverside LNG vehicles and other fleets in the region by:

- Engineering and preparing a site for construction
- Constructing the site in accordance to design specifications
- Receiving and installing the equipment necessary to fuel the fleet of vehicles
- Commissioning the station into full operating capacity
- Collecting and analyzing operational data for economic and environmental impacts

TASK 1 ADMINISTRATION

Task 1.1 Attend Kick-off Meeting

The goal of this task is to establish the lines of communication and procedures for implementing this Agreement.

The Recipient shall:

- Attend a "Kick-Off" meeting with the Energy Commission Project Manager, the Grants Officer, and a representative of the Accounting Office. The Recipient shall bring its Project Manager, Agreement Administrator, Accounting Officer, and others designated by the Energy Commission Project Manager to this meeting. The administrative and technical aspects of this Agreement will be discussed at the meeting. Prior to the kick-off meeting, the Energy Commission Project Manager will provide an agenda to all potential meeting participants.

  The administrative portion of the meeting shall include a discussion of the following:
  - The terms and conditions of the Agreement
  - Critical Project Review (Task 1.2)
  - Match fund documentation (Task 1.6)
  - Permit documentation (Task 1.7)
  - Subcontracts needed to carry out project (Task 1.8)

  The technical portion of the meeting shall include a discussion of the following:
  - The Energy Commission Project Manager's expectations for accomplishing tasks described in the Scope of Work
  - An updated Schedule of Products
  - Monthly Progress Reports (Task 1.4)
  - Technical Products (Product Guidelines located in Section 5 of the Terms and Conditions)
  - Final Report (Task 1.5)

  The Energy Commission Project Manager shall designate the date and location of this meeting.

Recipient's Products:

- Updated Schedule of Products.
- Updated List of Match Funds.
- Updated List of Permits.

Energy Commission Project Manager Product:

- Kick-Off Meeting Agenda.

Task 1.2 Critical Project Review (CPR) Meetings
The goal of this task is to determine if the project should continue to receive Energy Commission funding to complete this Agreement and to identify any needed modifications to the tasks, products, schedule or budget.

CPRs provide the opportunity for frank discussions between the Energy Commission and the Recipient. CPR generally takes place at a key point during the Agreement, as determined by the Energy Commission Project Manager. However, the Energy Commission Project Manager may schedule additional CPRs as necessary, and any additional costs will be borne by the Recipient.

Participants include the Energy Commission Project Manager and the Recipient and may include the Energy Commission Grants Officer, the Fuels and Transportation Division (FTD) team lead, other Energy Commission staff and Management as well as other individuals selected by the Energy Commission Project Manager to provide support to the Energy Commission.

The Energy Commission Project Manager shall:

- Determine the location, date, and time of each CPR meeting with the Recipient. These meetings generally take place at the Energy Commission, but they may take place at another location.
- Send the Recipient the agenda and a list of expected participants in advance of each CPR. If applicable, the agenda shall include a discussion on both match funding and permits.
- Conduct and make a record of each CPR meeting. One of the outcomes of this meeting will be a schedule for providing the written determination described below.
- Determine whether to continue the project, and if continuing, whether or not modifications are needed to the tasks, schedule, products, and/or budget for the remainder of the Agreement. Modifications to the Agreement may require a formal amendment (see the Terms and Conditions, Section 8). If the Energy Commission Project Manager concludes that satisfactory progress is not being made, this conclusion will be referred to the Lead Energy Commissioner for Transportation activities for his or her concurrence.
- Provide the Recipient with a written determination in accordance with the schedule. The written response may include a requirement for the Recipient to revise one or more product(s) that were included in the CPR.

The Recipient shall:

- Prepare and submit a CPR Report for each CPR that discusses the progress of the Agreement toward achieving its goals and objectives. This report shall include recommendations and conclusions regarding continued work of the projects. This report shall be submitted along with any other products identified in this scope of work. The Recipient shall submit these documents to the Energy Commission Project Manager and

- Present the required information at each CPR meeting and participate in a discussion about the Agreement.

Energy Commission Project Manager Products:

- Agenda and a list of expected participants.
- Schedule for written determination.
- Written determination.

Recipient's Product:

- CPR Report(s).

Task 1.3 Final Meeting

The goal of this task is to closeout this Agreement.

The Recipient shall:

- Meet with Energy Commission staff to present the findings, conclusions, and recommendations. The final meeting must be completed during the closeout of this Agreement.

  This meeting will be attended by, at a minimum, the Recipient, the Energy Commission Grants Office Officer, and the Energy Commission Project Manager. The technical and administrative aspects of Agreement closeout will be discussed at the meeting, which may be two separate meetings at the discretion of the Energy Commission Project Manager.

  The technical portion of the meeting shall present an assessment of the degree to which project and task goals and objectives were achieved, findings, conclusions, recommended next steps (if any) for the Agreement, and recommendations for improvements. The Energy Commission Project Manager will determine the appropriate meeting participants.

  The administrative portion of the meeting shall be a discussion with the Energy Commission Project Manager and the Grants Officer about the following Agreement closeout items:

  - What to do with any equipment purchased with Energy Commission funds (Options)
  - Energy Commission's request for specific "generated" data (not already provided in Agreement products)
  - "Surviving" Agreement provisions
  - Final invoicing and release of retention
  - Prepare and submit a schedule for completing the closeout activities for this Agreement.

Recipient's Products:

- Written documentation of meeting agreements.
- Schedule for completing closeout activities.

Task 1.4 Monthly Progress Reports

The goal of this task is to periodically verify that satisfactory and continued progress is made towards achieving the research objectives of this Agreement on time and within budget.

The objectives of this task are to summarize activities performed during the reporting period, to identify activities planned for the next reporting period, to identify issues that may affect performance and expenditures, and to form the basis for determining whether invoices are consistent with work performed.

The Recipient shall:

- Prepare and submit a Monthly Progress Report which summarizes all Agreement activities conducted by the Recipient for the reporting period, including an assessment of the ability to complete the Agreement within the current budget and any anticipated cost overruns. Each progress report is due to the Energy Commission Project Manager within 10 days of the end of the reporting period. The recommended specifications for each progress report are contained in Section 6 the Terms and Conditions of this Agreement.
- In the first Monthly Progress Report and first invoice, document and verify match expenditures and provide a synopsis of project progress, if match funds have been expended or if work funded with match share has occurred after the notice of proposed award but before execution of the grant agreement. If no match funds have been expended or if no work funded with match share has occurred before execution, then state this in the report. All pre-execution match expenditures must conform to the requirements in the Terms and Conditions of this Agreement.

Recipient's Product:

- Monthly Progress Reports.

Task 1.5 Final Report

The goal of the Final Report is to assess the project's success in achieving its goals and objectives, advancing science and technology, and providing energy-related and other benefits to California.

The objectives of the Final Report are to clearly and completely describe the project's purpose, approach, activities performed, results, and advancements in science and technology; to present a public assessment of the success of the project as measured by the degree to which goals and objectives were achieved; to make insightful observations based on results obtained; to draw conclusions; and to make

recommendations for further projects and improvements to the FTD project management processes.

The Final Report shall be a public document. If the Recipient has obtained confidential status from the Energy Commission and will be preparing a confidential version of the Final Report as well, the Recipient shall perform the following activities for both the public and confidential versions of the Final Report.

The Recipient shall:

- Prepare and submit an Outline of the Final Report.
- Prepare and submit a Final Report following the approved outline and the latest version of the Final Report guidelines which will be provided by the Energy Commission Project Manager. The Energy Commission Project Manager shall provide written comments on the Draft Final Report within fifteen (15) working days of receipt. The Final Report must be completed at least 60 calendar days before the end of the Agreement Term.
- Submit one bound copy of the Final Report with the final invoice.

Recipient's Products:

- Draft Outline of the Final Report.
- Final Outline of the Final Report.
- Draft Final Report.
- Final Report.

Task 1.6 Identify and Obtain Matching Funds

The goal of this task is to ensure that the match funds planned for this Agreement are obtained for and applied to this Agreement during the term of this Agreement.

The costs to obtain and document match fund commitments are not reimbursable through this Agreement. Although the Energy Commission budget for this task will be zero dollars, the Recipient may utilize match funds for this task. Match funds shall be spent concurrently or in advance of Energy Commission funds for each task during the term of this Agreement. Match funds must be identified in writing and the associated commitments obtained before the Recipient can incur any costs for which the Recipient will request reimbursement.

The Recipient shall:

- Prepare and submit a letter documenting the match funding committed to this Agreement and submit it to the Energy Commission Project Manager at least 2 working days prior to the kick-off meeting. If no match funds were part of the proposal that led to the Energy Commission awarding this Agreement and none have been identified at the time this Agreement starts, then state such in the letter. If match funds were a part of the proposal that led to the Energy Commission awarding this Agreement, then provide in the letter a list of the match funds that identifies the:

- Amount of each cash match fund, its source, including a contact name, address and telephone number and the task(s) to which the match funds will be applied.
- Amount of each in-kind contribution, a description, documented market or book value, and its source, including a contact name, address and telephone number and the task(s) to which the match funds will be applied. If the in-kind contribution is equipment or other tangible or real property, the Recipient shall identify its owner and provide a contact name, address and telephone number, and the address where the property is located.

- Provide a copy of the letter of commitment from an authorized representative of each source of cash match funding or in-kind contributions that these funds or contributions have been secured. For match funds provided by a grant a copy of the executed grant shall be submitted in place of a letter of commitment.
- Discuss match funds and the implications to the Agreement if they are reduced or not obtained as committed, at the kick-off meeting. If applicable, match funds will be included as a line item in the progress reports and will be a topic at CPR meetings.
- Provide the appropriate information to the Energy Commission Project Manager if during the course of the Agreement additional match funds are received.
- Notify the Energy Commission Project Manager within 10 calendar days, if during the course of the Agreement existing match funds are reduced. Reduction in match funds must be approved through a formal amendment to the Agreement and may trigger an additional CPR.

Recipient's Products:

- A letter regarding match funds or stating that no match funds are provided.
- Copy(ies) of each match fund commitment letter(s) (if applicable).
- Letter(s) for new match funds (if applicable).
- Letter that match funds were reduced (if applicable).

Task 1.7 Identify and Obtain Required Permits

The goal of this task is to obtain all permits required for work completed under this Agreement in advance of the date they are needed to keep the Agreement schedule on track.

Permit costs and the expenses associated with obtaining permits are not reimbursable under this Agreement. Although the Energy Commission budget for this task will be zero dollars, the Recipient shall budget match funds for any expected expenditures associated with obtaining permits. Permits must be identified in writing and obtained before the Recipient can make any expenditure for which a permit is required.

The Recipient shall:

- Prepare and submit a letter documenting the permits required to conduct this Agreement and submit it to the Energy Commission Project Manager at least 2 working days prior to the kick-off meeting. If there are no permits required at the start of this Agreement, then state such in the letter. If it is known at the beginning of the Agreement that permits will be required during the course of the Agreement, provide in the letter:
    - A list of the permits that identifies the:
        - Type of permit.
        - Name, address and telephone number of the permitting jurisdictions or lead agencies.
    - The schedule the Recipient will follow in applying for and obtaining these permits.
- Discuss the list of permits and the schedule for obtaining them at the kick-off meeting and develop a timetable for submitting the updated list, schedule and the copies of the permits. The implications to the Agreement if the permits are not obtained in a timely fashion or are denied will also be discussed. If applicable, permits will be included as a line item in the Progress Reports and will be a topic at CPR meetings.
- If during the course of the Agreement additional permits become necessary, provide the appropriate information on each permit and an updated schedule to the Energy Commission Project Manager.
- As permits are obtained, send a copy of each approved permit to the Energy Commission Project Manager.
- If during the course of the Agreement permits are not obtained on time or are denied, notify the Energy Commission Project Manager within 5 working days. Either of these events may trigger an additional CPR.

Recipient's Products:

- Letter documenting the permits or stating that no permits are required.
- A copy of each approved permit (if applicable).
- Updated list of permits as they change during the term of the Agreement (if applicable)
- Updated schedule for acquiring permits as changes occur during the term of the Agreement (if applicable)

Task 1.8 Manage Subcontracts

The goal of this task is to ensure quality products and to procure subcontracts required to carry out the tasks under this Agreement consistent with the terms and conditions of this Agreement and the Recipient's own procurement policies and procedures. It will also provide the Energy Commission an opportunity to review the subcontracts to ensure that the tasks are consistent with this Agreement, that the budgeted expenditures are reasonable and consistent with applicable cost principles.

The Recipient shall:

- Manage and coordinate subcontractor activities.

- Prepare and submit a draft of each subcontract required to conduct the work under this Agreement to the Energy Commission Project Manager for review.
- Prepare and submit a final copy of the executed subcontract.
- If Recipient decides to add new subcontractors, it shall notify the Energy Commission Project Manager.

Recipient's Products:

- Draft subcontracts
- Final subcontracts

TECHNICAL TASKS

TASK 2 Design System – Engineering and Preconstruction

The goal of this task is to perform civil and architectural engineering, including design management services and preconstruction planning.

The Recipient shall:

- Finalize layout of the station.
- Finalize station engineering and design.
- Provide design management services.
- Provide preconstruction planning services.
- Submit the final station design to the Energy Commission Project Manager.

Recipient's Product:

- Final station design

TASK 3 Site Work and civil improvements

The goal of this task is to perform construction activities at the site in accordance with the design specifications, in preparation for the arrival of the equipment to the site.

The Recipient shall:

- Complete the site construction and improvements, including:
  - Complete site electrical and mechanical work.
  - Complete all civil improvements (such as foundation and containment system, stair access to containment, and trenching).
  - Extend natural gas line from the main to the equipment.
  - Install underground and above-ground piping and conduits to transport natural gas from the collection system on site to the plant and to provide necessary utilities and communication lines to the equipment locations.

- Prepare and submit the Final Construction Report listing site work and civil improvements that were undertaken and confirming that site is ready for equipment installation.

[CPR Will be held at the end of this Task. See Task 1.2 for details]

Recipient's Product:

- Final Site Construction Report

TASK 4 Equipment Delivery and Installation

The goal of this task is to take delivery of all necessary equipment and supplies at the site. Major equipment components, such as the liquefier will be fabricated on skids and then shipped for onsite assembly. Also, this task is to install the equipment, controls, and support infrastructure in accordance with the system design specifications.

The Recipient shall:

- Order and procure all equipment and materials.
- Track and inventory all equipment and supplies arriving at the site.
- Provide quality assurance checks on key components of the system.
- Coordinate placement and logistics for off-loading equipment and component skids.
- Prepare and submit list of equipment received.
  Install equipment on their respective foundations.
- Perform final checks of design prior to start-up.
- Prepare and submit a final Installation Report that summarizes the work performed describes any changes from the original design, identifies any issues that arose during final checks of the design, and verifies completion of installation.

Recipient's Products:

- List of equipment
- Final Installation Report

TASK 5 System Start-up and Commissioning into Service

The goal of this task is to start up the LNG fueling system and commission the system into operation. Also, the Recipient will create public awareness about the development of this important infrastructure project using ARFVT funding.

The Recipient shall:

- Develop and submit start-up test plan.
- Perform necessary checks of the system prior to start-up and address any findings from prestart check list and take corrective actions.
- Perform start-up and commission system into service per test plan.
- Troubleshoot any issues identified.
- Prepare and submit a written notification of system start-up and commissioning, including photographs.

- Invite key stakeholders, government officials, and media to the commencement ceremony.
- Issue a press release for circulation in all key media outlets.
- Organize and hold a large media event and ribbon cutting ceremony.

Recipient's Products:

- Start-up test plan
- Written notification of start-up and commissioning
- Press Release

TASK 6 Data Collection And Analysis

The goal of this task is to collect operational data from the station, to analyze that data for economic and environmental impacts, and to include the data and analysis in the Final Report.

The Recipient shall:

- Develop data collection test plan.
- Troubleshoot any issues identified.
- Collect 6 months of throughput, usage, and operations data from the project including, but not limited to:
  - Number of vehicles fueled per day per station
  - Number of days per year vehicles for fueled per station
  - Maximum capacity of the new fueling system
  - Gallons of gasoline and/or diesel fuel displaced by using natural gas (with associated mileage information)
  - Expected air emissions reduction, for example:
    - Non-methane hydrocarbons
    - Oxides of nitrogen
    - Non-methane hydrocarbons plus oxides of nitrogen
    - Particulate Matter
    - Formaldehyde
  - Duty cycle of the current fleet and the expected duty cycle of future vehicle acquisitions
  - Specific jobs and economic development resulting from this project
- Identify any current and planned use of renewable energy at the facility.
- Identify the source of the alternative fuel.
- Describe any energy efficiency measures used in the facility that may exceed Title 24 standards in Part 6 of the California Code Regulations.
- Provide data on potential job creation, economic development, and increased state revenue as a result of expected future expansion.
- Provide a quantified estimate of the project's carbon intensity values for life-cycle GHG emissions.
- Compare any project performance and expectations provided in the proposal to Energy Commission with actual project performance and accomplishments.

Recipient's Products:

None. Data collection information and analysis shall be included in the Final Report.

CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA) COMPLIANCE

Award Number: ARV-11-033 Date: 6 / 1 / 2012

Note: The Energy Commission Project Managers Manual includes detailed instructions on how to complete this section, with examples of grants that are "Projects" and are not "Projects". When the Project Manager is completing this section, if questions arise as to the appropriate answers to the questions below, please consult with the Energy Commission attorney assigned to review grants or loans for your division.

1. Is grant/loan considered a "Project" under CEQA? ☒ Yes *(skip to question #2)* ☐ No *(continue with question #1)*

   Please complete the following: *[Public Resources Code (PRC) 21065 and 14 California Code of Regulations (CCR) 15378]:*

   Explain why the grant/loan is ***not*** considered a "Project"? The grant/loan will not cause a direct physical change in the environment or a reasonably foreseeable indirect physical change in the environment because grant/loan involves:

2. If grant/loan is considered a "Project" under CEQA: *(choose either **IS** or **IS NOT**)*

   ☐ Grant/loan **IS** exempt:

   ☐ Statutory Exemption: *(List PRC and/or CCR section numbers)* _____

   ☐ Categorical Exemption: *(List CCR section number)* _____

   ☐ Common Sense Exemption. *(14 CCR 15061(b)(3))*

   Explain reason why the grant/loan is exempt under the above section:

   See attached CEQA documentation.

Please attach draft Notice of Exemption (NOE). Consult with the Energy Commission attorney assigned to your division for instructions on how to complete the NOE.

☒ Grant/loan **IS NOT** exempt. The Project Manager needs to consult with the Energy Commission attorney assigned to your division and the Siting Office regarding a possible initial study.

RESOLUTION NO: [XX-XXXX-XX]

STATE OF CALIFORNIA

STATE ENERGY RESOURCES
CONSERVATION AND DEVELOPMENT COMMISSION

RESOLUTION REGARDING: GRANT AWARD
TO
SYSCO FOOD SERVICES OF LOS ANGELES, INC.
UNDER PON-11-602

RESOLVED, that the State Energy Resources Conservation and Development Commission (Energy Commission) approves **Grant # ARV-11-033** with Sysco Food Services of Los Angeles, Inc. (Recipient), for **$600,000.00**, to construct a liquefied natural gas fueling station for fleet and public use.

WHEREAS, the Energy Commission, as a responsible agency under the California Environmental Quality Act (CEQA) and based on its independent review of the environmental documents prepared for this project, makes the following findings:

1. The March Joint Powers Authority, as the Lead Agency, prepared and certified a Subsequent Environmental Impact Report (SEIR) under CEQA on August 4, 2010 for the Sysco industrial facility project proposed at the Meridian Business Center.
2. The March Joint Powers Authority, as the Lead Agency, subsequently prepared and adopted an Addendum to the SEIR under CEQA on November 16, 2011 for the liquefied natural gas (LNG) fueling tanks.
3. The mitigation measures incorporated in the SEIR and Addendum will mitigate most environmental impacts of the project to less than significant levels.
4. The mitigation measures adopted are within the jurisdiction of the Lead Agency.
5. Nonetheless, there will be significant, unmitigated impacts:
    a. Direct and cumulative air quality impacts associated with the construction and operation of the Sysco industrial facility, including the LNG fueling station at the facility.
    b. Cumulative impacts from greenhouse gas emissions because the proposed development of the Sysco industrial facility will exceed the thresholds published by the California Air Resources Board.
    c. Cumulative traffic impacts to traffic in the Interstate 215/Van Buren Boulevard and surrounding areas, which will require funding an interchange improvement project to improve the level of service.
6. There are no feasible mitigation measures within the jurisdiction of the Energy Commission or the Lead Agency to mitigate these impacts to less than significant levels. The interchange improvement project is feasible, but temporarily un-funded, resulting in a temporary, but significant impact.

7. The project has specific economic, legal, social, technological, and environmental benefits, including: promoting alternative vehicle deployment by serving LNG fueling demand, generating taxes through sale of LNG fuel, creating 24 jobs related to construction and operation of the LNG infrastructure, displacing diesel fuel, and reducing greenhouse gas emissions.
8. The benefits of the project outweigh the significant, direct, indirect, or cumulative impacts which may result from the construction or operation of the project.

FURTHER BE IT RESOLVED, that this document authorizes the Executive Director or his/her designee to execute the same on behalf of the Energy Commission.

CERTIFICATION

The undersigned Secretariat to the Commission does hereby certify that the foregoing is a full, true, and correct copy of a RESOLUTION duly and regularly adopted at a meeting of the California Energy Commission held on June 13, 2012:

AYE: [*List Commissioners*]
NAY: [*List Commissioners*]
ABSENT: [*List Commissioners*]
ABSTAIN: [*List Commissioners*]

_____
Harriet Kallemeyn,
Secretariat

Item #XX
June 13, 2012
Energy Commission Business Meeting

California Environmental Quality Act Review of Grant Agreement ARV-11-033 with Sysco Food Services of Los Angeles, Inc.

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Item #XX
June 13, 2012
Energy Commission Business Meeting

California Environmental Quality Act Review of Grant Agreement ARV-11-033 with Sysco Food Services of Los Angeles, Inc.

The Energy Commission staff recommends providing $600,000.00 to Sysco Food Services of Los Angeles, Inc. ("Sysco") to develop, construct, and operate a publicly accessible liquefied natural gas (LNG) fueling station at Sysco's industrial facility in Riverside, CA. This document summarizes and makes recommendations on the environmental review of this project conducted under the California Environmental Quality Act (CEQA).

Summary of Lead Agency Actions

The March Joint Powers Authority (March JPA), a public entity JPA formed between Riverside County and the Cities of Perris, Riverside, and Moreno Valley, has responsibility for land use planning within the area of the former March Air Force Base in Riverside County, CA. The March JPA adopted the March Business Center Specific Plan (also called the Meridian Specific Plan) for a business park located in a portion of former March Air Force Base. The environmental consequences of the March Business Center Specific Plan were disclosed in a Focused Environmental Impact Report certified February, 2003 (hereinafter the "2003 Focused EIR").

On August 4, 2010, the March JPA certified a Subsequent Environmental Impact Report for the Meridian Specific Plan Amendment (SP-5) (SCH #2009071069) (hereinafter "2010 SEIR"). The 2010 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, as well as potential project-level impacts associated with the development of an industrial facility by Sysco. As described in the 2010 SEIR, the industrial development would accommodate Sysco's proposed 515,223 square foot administration and warehouse facility. This facility was proposed to include a delivery truck maintenance, fueling and wash facility which would contain two fuel islands and two 10,000-gallon above-ground diesel storage tanks.

In general, the 2010 SEIR concluded that impacts associated with the Specific Plan Amendment were consistent with the impacts identified in the 2003 Focused EIR 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 areas: transportation and traffic, air quality, and climate change and greenhouse gases. The March JPA certified the 2010 SEIR and

approved the Specific Plan amendment (Resolution JPA 10-20). A Notice of Determination (NOD) was subsequently filed on August 9, 2010.

On November 16, 2011, the March JPA prepared and certified an Addendum to the Meridian Specific Plan Amendment (SP-5) Supplemental Environmental Impact Report (hereinafter "2011 Addendum"). The 2011 Addendum considered Plot Plan Amendment 11-05 for the proposed installation of two 15,000-gallon above-ground liquid natural gas (LNG) storage tanks and one 4,500-gallon liquid hydrogen storage tank at the Sysco industrial facility. The March JPA determined that the proposed installation of the two LNG tanks was consistent with the overall project evaluated in the 2010 SEIR and did not require major revisions to the 2010 SEIR due to new significant impacts or substantial increases in the severity of previously identified significant impacts. Furthermore, the March JPA determined that the anticipated environmental impacts of the proposed project had been analyzed and mitigated in the 2010 SEIR, that no new circumstances would result in more severe significant environmental impacts, and that the mitigation measures identified in the 2010 SEIR would continue to ensure that impacts are reduced to less than significant levels. The March JPA certified the 2011 Addendum and approved the Plot Plan Amendment 11-05 for the installation of two LNG tanks and one hydrogen tank at the Sysco industrial facility (Resolution JPA 11-40). A NOD was filed on November 16, 2011.

Summary of Environmental Impacts

The 2011 Addendum, which specifically considered the installation of the LNG fueling tanks, found that the proposed project does not involve new significant environmental effects or substantially increase the severity of previously identified significant effects in the 2010 SEIR.

The 2010 SEIR identified individual and cumulatively considerable impacts on the air quality of the project region associated with construction and operation of the Sysco industrial facility. The maximum simultaneous emissions associated with construction activities, site-specific development activities, and operation would exceed the South Coast Air Quality Management District's air quality significance thresholds for ROG, NO_X, PM_{10}, and $PM_{2.5}$. The project would also result in a significant localized impact with respect to PM_{10} emissions during construction. Additionally, the proposed project's emissions of diesel particulate matter, when combined with existing background levels that exceed the South Coast Air Quality Management District (SCAQMD) significance thresholds, results in a significant cumulative impact. Although the previously proposed mitigation measures would reduce the intensity of air quality impacts, there are no feasible mitigation measures to reduce the emissions to a less than significant level. Therefore, air quality impacts from development of the Sysco facility were considered significant and unavoidable.

The 2010 SEIR identified significant and unavoidable cumulative impacts from greenhouse gas (GHG) emissions because the proposed development of the Sysco

industrial facility will exceed the thresholds published by the California Air Resources Board. The 2011 Addendum identified that construction and operation of the LNG fuel tanks would contribute to GHG emissions, but that this contribution would be minor and not substantially more than that analyzed in the 2010 SEIR, thus no new mitigation was required.

Finally, the 2010 SEIR identified significant, unavoidable impacts to traffic. Project peak hour traffic would cause a significant direct impact 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. Traffic and transportation impacts will be mitigated by the I-215/Van Buren Boulevard interchange improvement project that is being implemented by the County of Riverside and March JPA. However, these improvements are not fully funded and the traffic impacts will remain significant and unavoidable until the planned improvements are implemented. The 2011 Addendum concluded that the LNG tank project would not generate new or additional traffic impacts beyond those previously identified in the 2010 SEIR and therefore, no additional mitigation was required.

In addition, the 2010 SEIR identifies several impacts that, with mitigation, will be reduced to less than significant levels. The mitigation measures adopted by the March JPA are within its jurisdiction and would reduce the remaining identified impacts to less than significant levels.

Summary of Project Benefits

As demonstrated in the project application, the proposed station will have the following economic, legal, environmental, technological, social, or other benefits:

Economic:

- Promote regional growth in alternative fuel vehicle deployments and the replacement of heavy-duty diesel trucks.
- Help bolster the state economy through the sale of LNG fuel.
- Generate state and local taxes. Sysco projects to sell over 1.38 million gallons of LNG annually; with California excise taxes at $0.06 per LNG gallon, Sysco's station would generate over $83,000 in annual excise taxes. Furthermore, sales tax at 7.25% would generate additional revenues.
- Create twenty-four (24) jobs related to construction and operation of the LNG facility.

Direct Employment Related to Infrastructure[1] (Fuel Stations & Maintenance Facility Modifications)	
Total Project Infrastructure Investment	$ 1,758,886
Conversion factor: 13.829 Jobs / $1MM invested in infrastructure	
Total Jobs Related to Infrastructure Investment	24

- Displace diesel fuel at a cost-effectiveness level of up to $0.39 per gallon of diesel displaced. Reduce GHGs at $130 per metric ton. For calculations of cost-effectiveness, please see below.

Cost-Effectiveness of Energy Commission Funding	
	Sysco Full Build-Out 125 Trucks
Cost-Effectiveness of Petroleum Reductions	
Annual Diesel Displacement (gallons) at full deployment	812,500
Diesel Displacement through 2015	1,527,500
Energy Commission Funding Requested	$600,000
Cost Effectiveness of Petroleum Reductions (Energy Commission Funding/ Gallons of Diesel Reduction)	$0.3928

Cost-Effectiveness of GHG Reductions	
Annual GHG Reductions (Metric Tons of CO2e)	2,440
GHG Reductions through 2015 (Metric Tons of CO2e)	4,587
Energy Commission Funding Requested	$600,000
Cost Effectiveness of GHG (Energy Commission Funding/ metrics tons GHG Reduction)	$130.81

Legal:

- Helps the state meet its climate change goals under the Global Warming Solutions Act of 2006 (Assembly Bill 32, Nunez, Chapter 758, Statutes of 2006) and the Low Carbon Fuel Standard. Station projects such as this one are critical to supporting the displacement of diesel and achieving reductions of GHGs. California must have well-located stations in order to generate large numbers of alternative fuel vehicle deployments, reduce GHGs from the transportation sector, and increase the use of alternative fuels.

[1]Heintz, J., Pollin, R., and Garrett-Peltier, H., "How Infrastructure Investments Support the U.S. Economy: Employment, Productivity and Growth," Political Economy Research Institute report for the Alliance for American Manufacturing, January 2009. Assumed transportation infrastructure investment as a proxy for station construction and maintenance.

Environmental:

- While LNG is a fossil-fuel and does produce trace amounts of criteria pollutants (0.08 tons per unit), the alternative fuel provides a huge reduction over the emissions resulting from burning diesel. By 2015, the project will displace 1.2 million gallons of diesel fuel and eliminate over 2,400 metric tons of GHG emissions per year.
- In addition, and based solely upon the LNG goods movement vehicles that will operate in Sysco's fleet, this project will support an annual reduction of 68 tons of NOx and 1.4 tons of particulate matter emissions.

Technological:

- While the technology being utilized at the refueling station is fully demonstrated and commercialized, this expansion of natural gas refueling infrastructure encourages the development of advanced natural gas engine technologies.

Social:

- This project is being developed specifically in response to public agencies' demands for improved air quality and a reduction in the transportation industry's dependence on highly-emitting and carbon-intensive conventional fuels. The project will assist these agencies to achieve air quality and transportation goals.
- LNG stations cost several million dollars apiece, putting them out of reach for many fleets that are interested in natural gas operations. Beyond Sysco's plan for 125 vehicles, this station could accommodate the fuel needs of additional high-volume fuel use vehicles each day that will be served by the public access component of the project. The clean-burning natural gas fuel dispensed at this location will be used in heavy-duty trucks that would otherwise be using diesel. As such, this project will provide local fleets additional fueling options.
- The project will improve local air quality by reducing criteria pollutants and toxic air contaminants which will positively affect local community health.

Recommendation

The Energy Commission is a responsible agency under CEQA. (Cal. Code Regs., tit. 14, § 15096.) As a responsible agency, the Energy Commission must make findings regarding the significant effects of a project and either that those effects will be mitigated to less than significant levels, that the mitigation or alterations are within the jurisdiction of another agency, or that the mitigation or alterations are infeasible due to other considerations. (Cal. Code Regs., tit. 14, § 15091.) If there are significant, unmitigated impacts, the Energy Commission may only approve the project if it finds that the specific benefits of the project outweigh the significant impacts. (Cal. Code Regs., tit. 14, § 15093.)

Energy Commission staff have considered the environmental documents prepared by the March JPA. After reviewing these documents, as well as the grant application submitted by Sysco Food Services of Los Angeles, Inc., the Energy Commission's Chief Counsel's Office and the Emerging Fuels and Technologies Office recommend that the Commission make the following findings under CEQA:

- The March Joint Powers Authority, as the Lead Agency, prepared and certified a Subsequent Environmental Impact Report (SEIR) under CEQA on August 4, 2010 for the Sysco industrial facility project proposed at the Meridian Business Center.
- The March Joint Powers Authority, as the Lead Agency, subsequently prepared and adopted an Addendum to the SEIR under CEQA on November 16, 2011 for the liquefied natural gas (LNG) fueling tanks.
- The mitigation measures incorporated in the SEIR and Addendum will mitigate most environmental impacts of the project to less than significant levels.
- The mitigation measures adopted are within the jurisdiction of the Lead Agency.
- Nonetheless, there will be significant, unmitigated impacts:
    - Direct and cumulative air quality impacts associated with the construction and operation of the Sysco industrial facility, including the LNG fueling station at the facility.
    - Cumulative impacts from greenhouse gas emissions because the proposed development of the Sysco industrial facility will exceed the thresholds published by the California Air Resources Board.
    - Cumulative traffic impacts to traffic in the Interstate 215/Van Buren Boulevard and surrounding areas, which will require funding an interchange improvement project to improve the level of service.
- There are no feasible mitigation measures within the jurisdiction of the Energy Commission or the Lead Agency to mitigate these impacts to less than significant levels. The interchange improvement project is feasible, but temporarily un-funded, resulting in a temporary, but significant impact.
- The project has specific economic, legal, social, technological, and environmental benefits, including: promoting alternative vehicle deployment by serving LNG fueling demand, generating taxes through sale of LNG fuel, creating 24 jobs related to construction and operation of the LNG infrastructure, displacing diesel fuel, and reducing greenhouse gas emissions.
- The benefits of the project outweigh the significant, direct, indirect, or cumulative impacts which may result from the construction or operation of the project.

Notice of Determination

DRAFT

Appendix D

To:

☒ Office of Planning and Research

For U.S. Mail: P.O. Box 3044, Sacramento, CA 95812-3044

Street Address: 1400 Tenth St., Sacramento, CA 95814

☐ County Clerk
County of: _____
Address: _____

From:

Public Agency: California Energy Commission
Address: 1516 Ninth Street
Sacramento, CA 95814
Contact: Amanda Stein, Staff Counsel
Phone: (916) 654-3951

Lead Agency (if different from above):
March Joint Powers Authority
Address: 23555 Meyer Drive
Riverside, CA 92518
Contact: Adam Collier, Planner II
Phone: (951) 656-7000

SUBJECT: Filing of Notice of Determination in compliance with Section 21108 or 21152 of the Public Resources Code.

State Clearinghouse Number (if submitted to State Clearinghouse): _____

Project Title: Grant Award # ARV-11-033 to Sysco Food Services of Los Angeles, Inc.

Project Location (include county): 15750 Meridian Parkway, Riverside, CA 92518 (Riverside County)

Project Description:

Project will fund the development of a publicly accessible liquified natural gas (LNG) station to fuel natural gas powered local goods movement behicles in Riverside County.

This is to advise that the California Energy Commission has approved the above described project on
☐ Lead Agency or ☒ Responsible Agency

June 13, 2012 (Date) and has made the following determinations regarding the above described project:

1. The project [☒ will ☐ will not] have a significant effect on the environment.
2. ☒ An Environmental Impact Report was prepared for this project pursuant to the provisions of CEQA.
   ☐ A Negative Declaration was prepared for this project pursuant to the provisions of CEQA.
3. Mitigation measures [☒ were ☐ were not] made a condition of the approval of the project.
4. A mitigation reporting or monitoring plan [☒ was ☐ was not] adopted for this project.
5. A statement of Overriding Considerations [☒ was ☐ was not] adopted for this project.
6. Findings [☒ were ☐ were not] made pursuant to the provisions of CEQA.

This is to certify that the final EIR with comments and responses and record of project approval, or the negative Declaration, is available to the General Public at: March Joint Powers Authority, 23555 Meyer Drive, Riverside, CA

Signature (Public Agency) _____ Title Staff Counsel

Date _____ Date Received for filing at OPR _____

Authority cited: Sections 21083, Public Resources Code.
Reference Section 21000-21174, Public Resources Code.

Revised 2005

Addendum to the Meridian Specific Plan Amendment (SP-5) Supplemental Environmental Impact Report

Prepared for and Adopted by the
March Joint Powers Authority
November 16, 2011

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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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.

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)

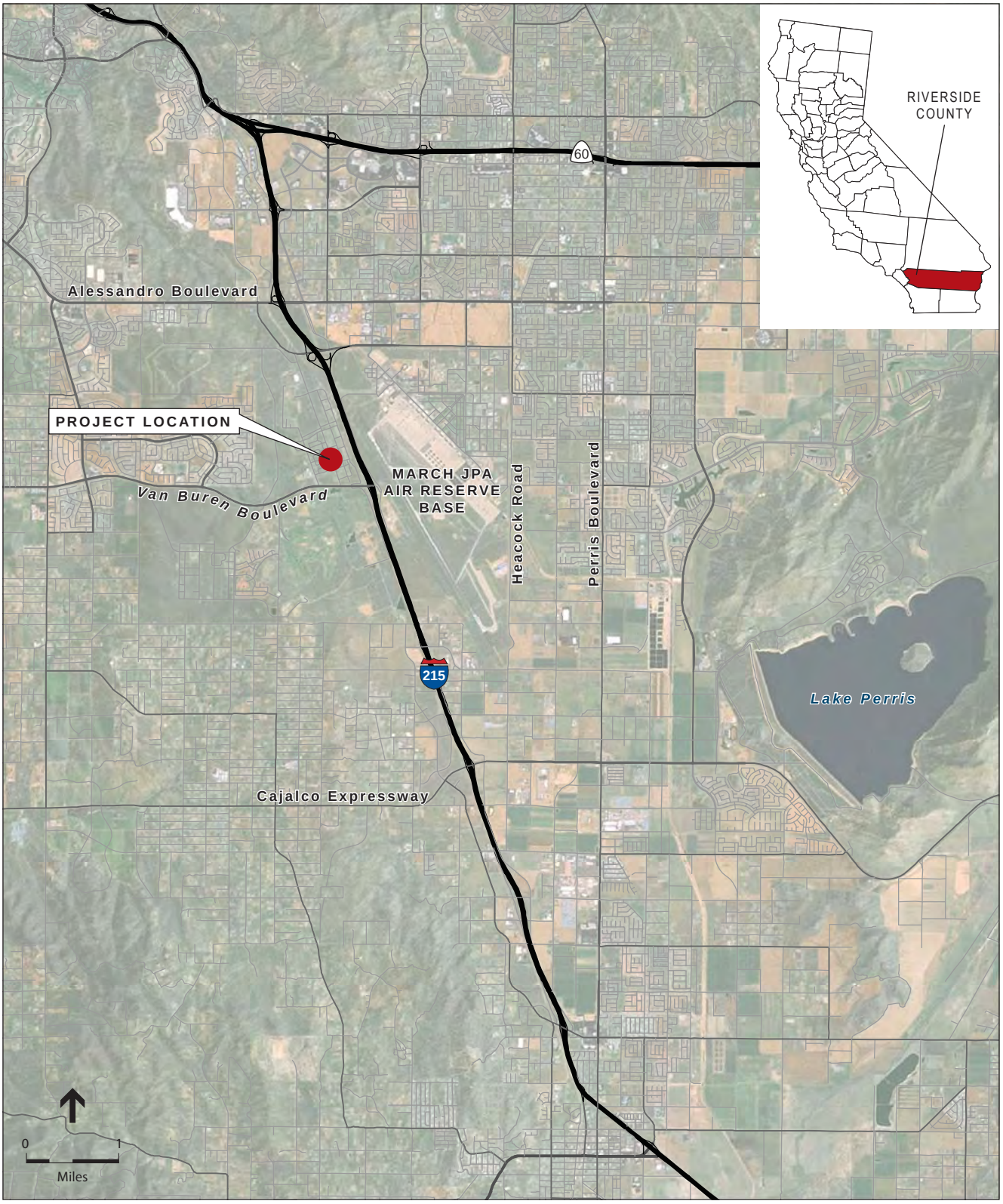
8. Previous Environmental Document: Please describe the previously adopted ND or MND or the previously certified EIR (include the date the document was adopted or certified, the date the project was approved by the Authority, the date the NOD was filed with the County of Riverside, and a summary of potentially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

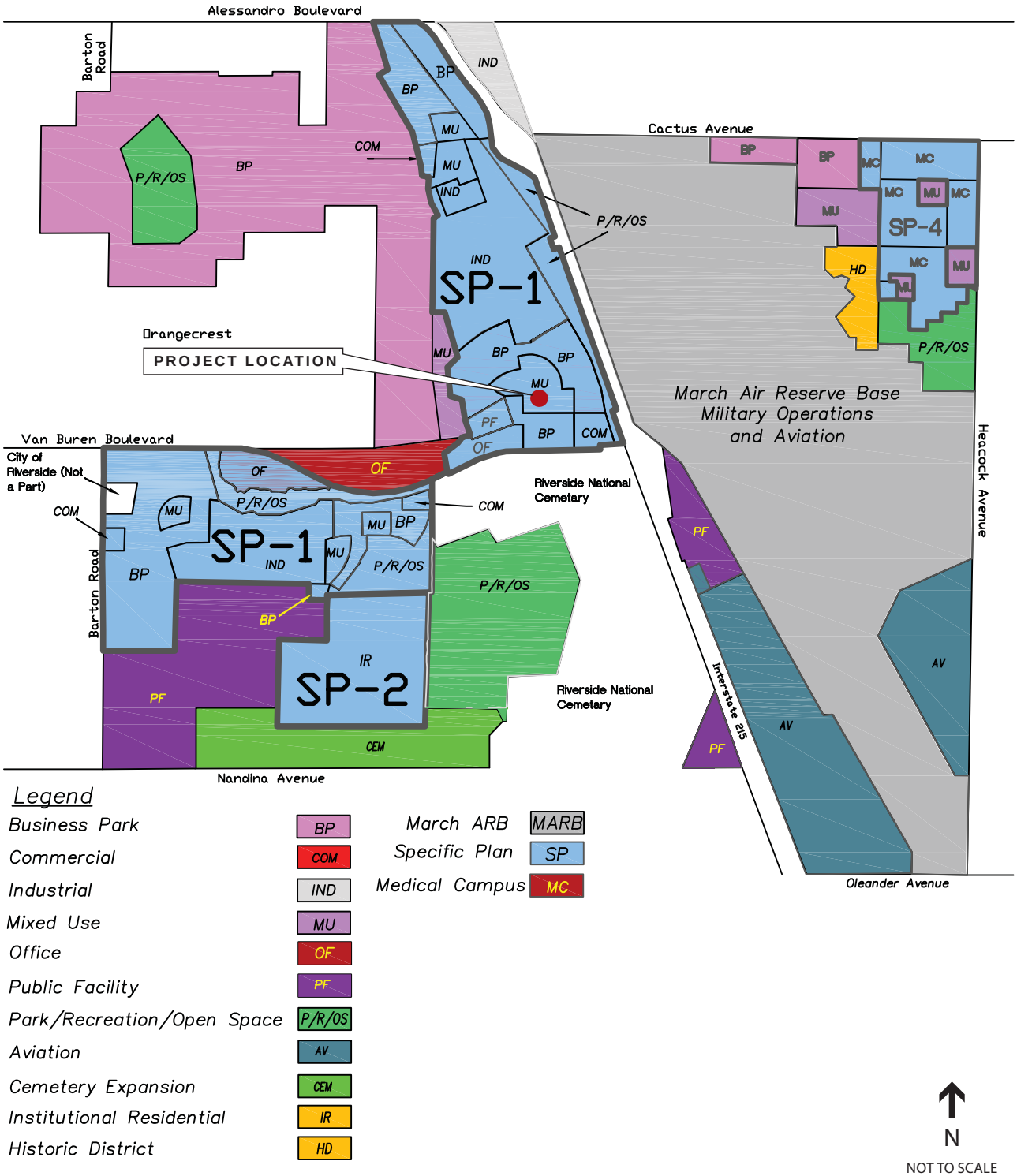
   The FEIR concluded that there would be less than significant impacts after the incorporation of mitigation measures to the following environmental resource areas: biological resources, hazards and hazardous materials, utilities and service systems, hydrology/water quality, land use and planning, and 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

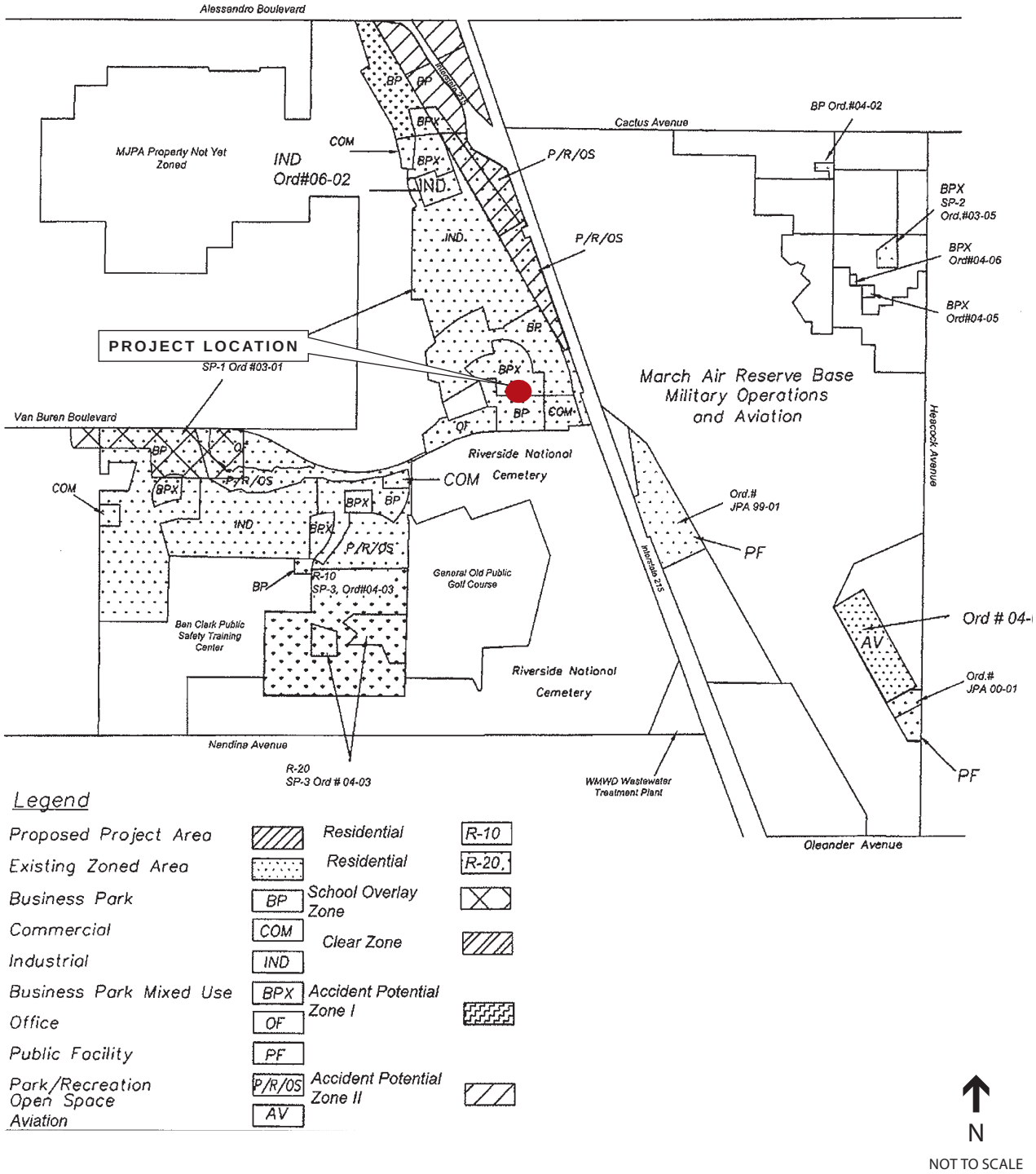
Figure 1
Regional Location Map



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:

  <u>23. Van Buren Boulevard and Barton Street</u>

  - 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:

  <u>29. Van Buren Boulevard and Southbound I-215 Ramps</u>
  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.

  <u>30. Van Buren Boulevard and Northbound I-215 Ramps</u>
  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.

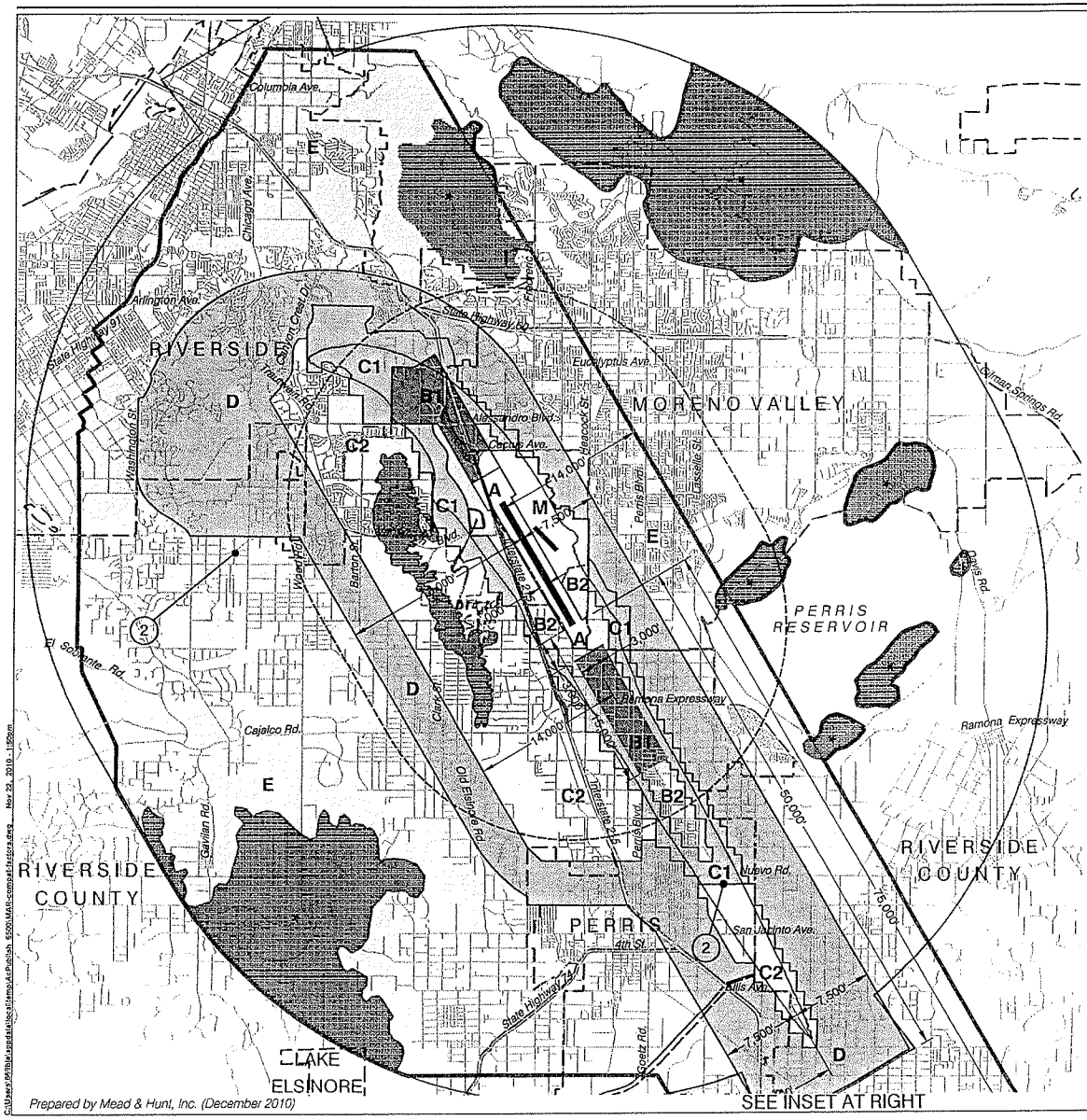
8. The specific coordinates, heights, and top point elevations of the proposed buildings shall not be amended without further review by the Airport Land Use Commission and the Federal Aviation Administration; provided, however, that reduction in building height or elevation shall not require further 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)



LEGEND

Compatibility Zones

- Airport Influence Area Boundary
- Zone A
- Zone B1
- Zone B2
- Zone C1
- Zone C2
- Zone D
- Zone E
- Zone M
- High Terrain Zone
- FAR Part 77 Military Outer Horizontal Surface Limits
- FAR Part 77 Notification Area

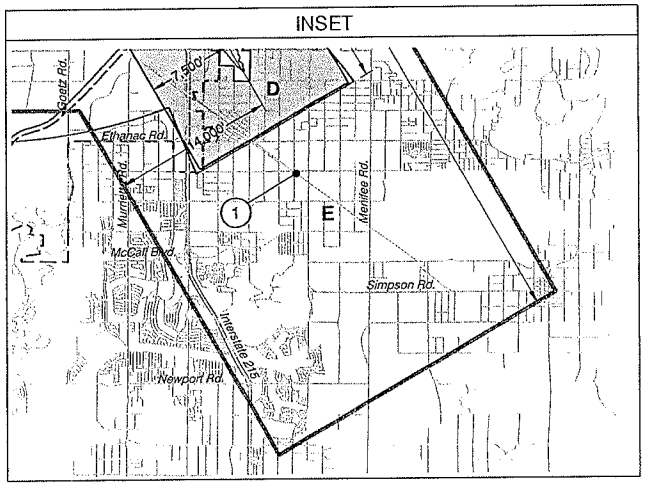
Boundary Lines

- March Air Reserve Base / Inland Port Airport
- March Joint Powers Authority Property Line
- City Limits

(1) Point at which aircraft on Runway 32 ILS approach descend below 3,000 feet above runway end. Airport Elevation is 1,535 feet MSL.

(2) Point at which departing aircraft typically reach 3,000 feet above runway end.

Note:
All dimensions are measured from runway ends and centerlines.



N

0 2 4 MILES

March Air Reserve Base / Inland Port Airport Joint Land Use Study

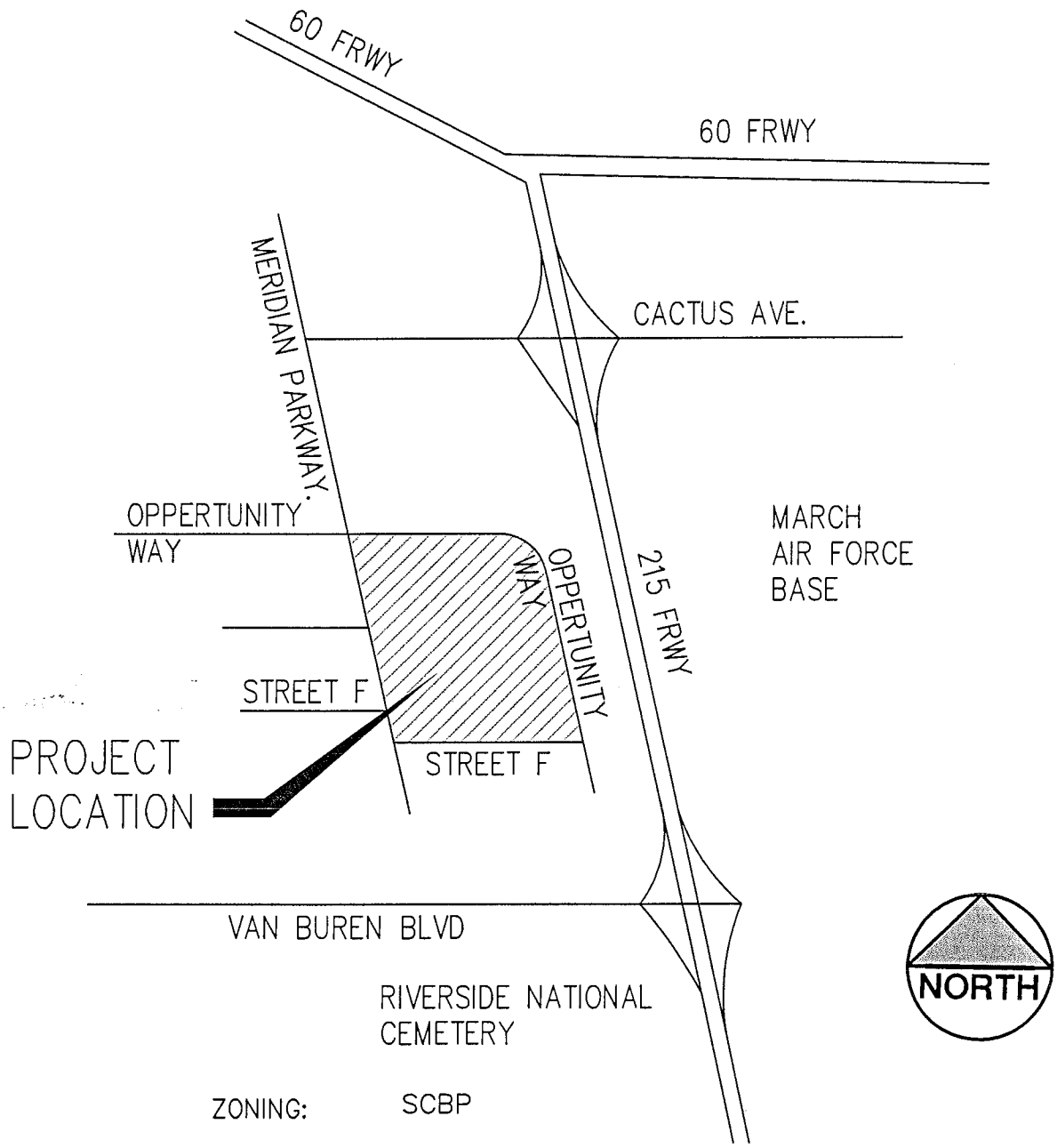
(December 2010)

Exhibit 3-3

Compatibility Map

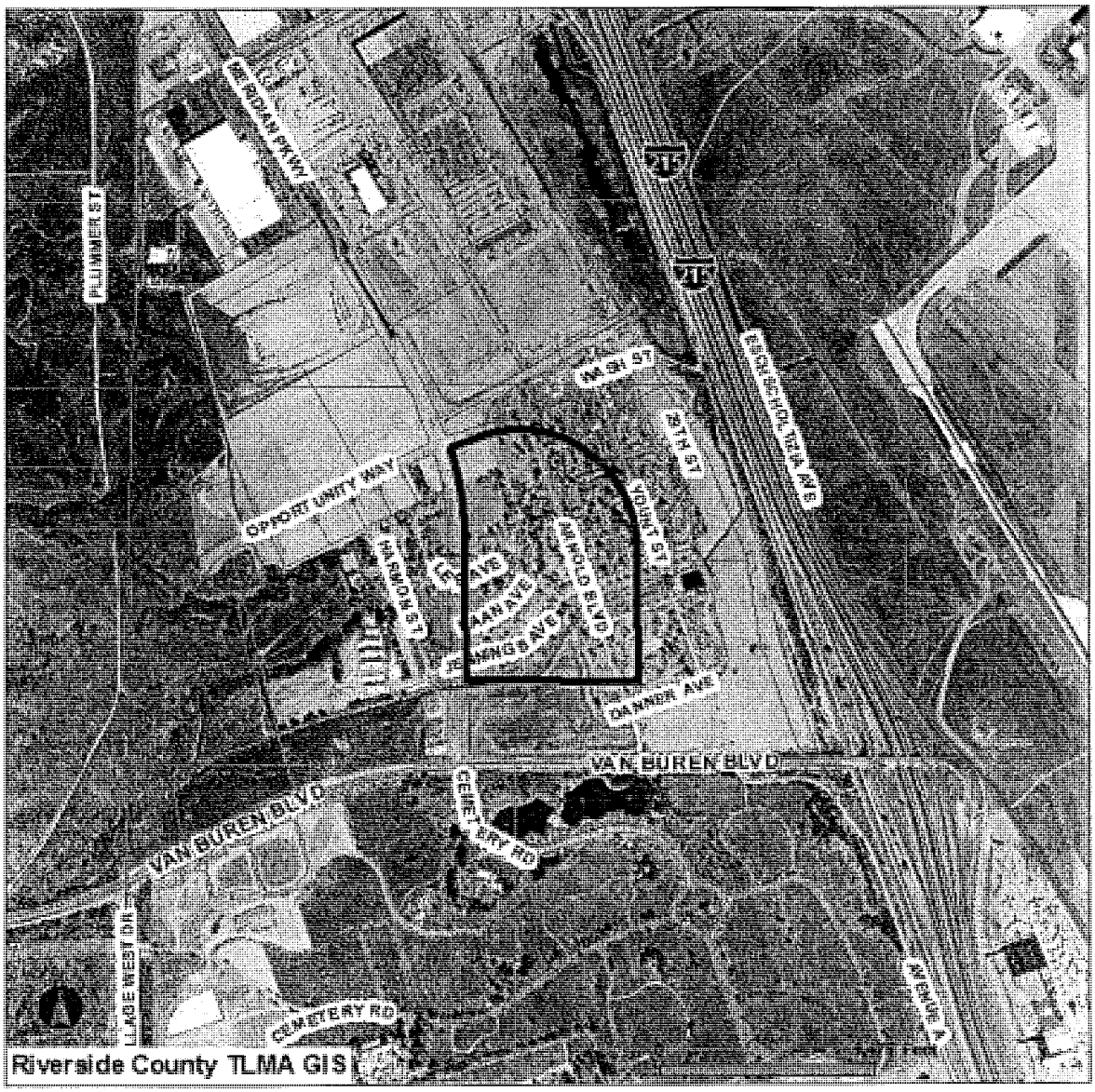
March Air Reserve Base / Inland Port Airport

VICINITY MAP



ZONING: SCBP

RIVERSIDE COUNTY GIS



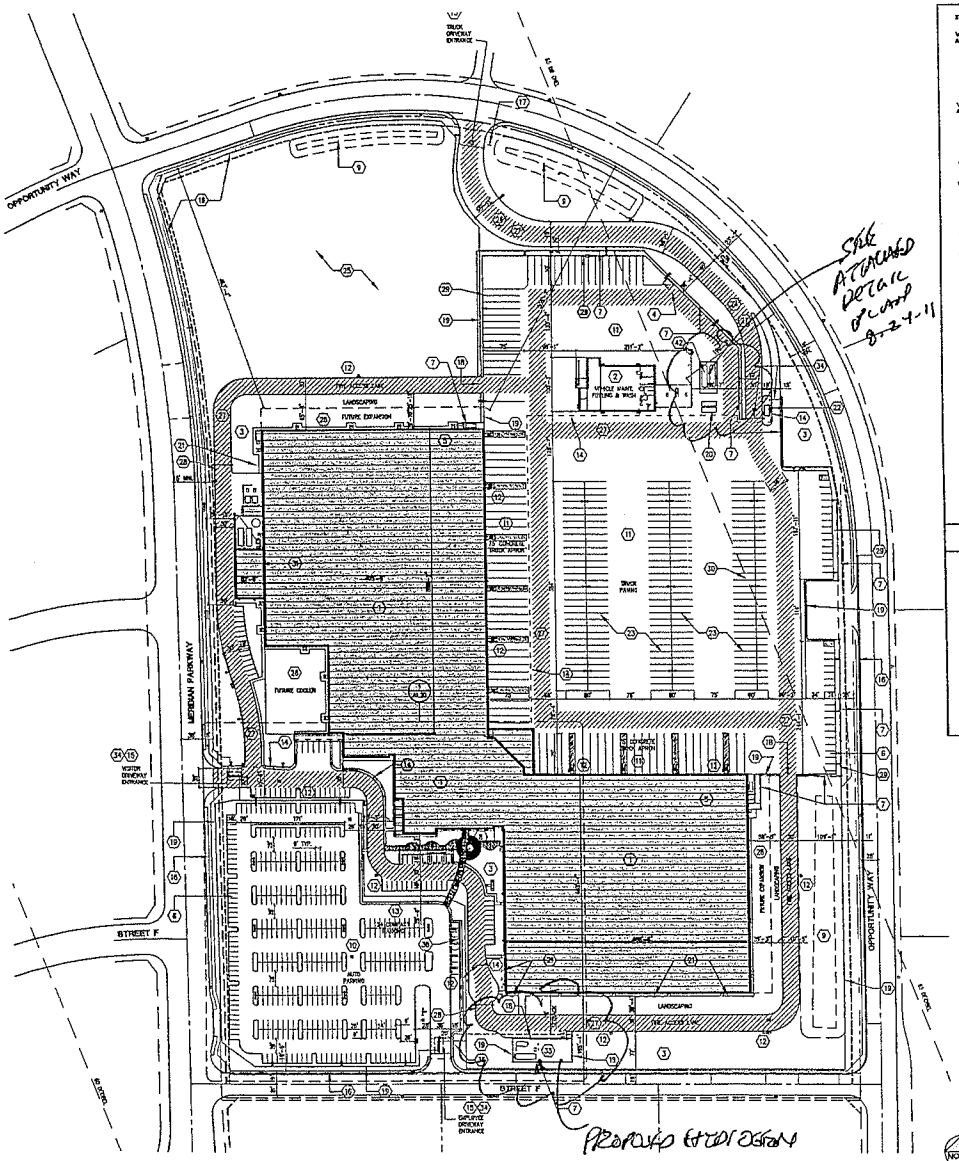
Selected parcel(s):
294-070-025

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

PROJECT DATA

SITE AREA	1,969,200 S.F. 45 ACRES
WAREHOUSE & BUILDING AREA PHASE I	
OFFICE FIRST FLOOR	34,766 S.F.
OFFICE SECOND FLOOR	29,155 S.F.
TOTAL OFFICE	63,921 S.F.
WAREHOUSE	297,249 S.F.
TOTAL OFFICE	461,841 S.F.
VEHICLE MAINTENANCE FACILITY AREA PHASE I	
OFFICE FIRST FLOOR	2,225 S.F.
STORAGE MEZZANINE	8,072 S.F.
MAINTENANCE AREA	8,264 S.F.
TOTAL OFFICE	10,376 S.F.
GRAND TOTAL BUILDING AREA PHASE I	472,213 S.F.
WAREHOUSE EXPANSION AREA PHASE II	
FREEZER WAREHOUSE	13,778 S.F.
COOLER WAREHOUSE	18,242 S.F.
DRY WAREHOUSE	15,674 S.F.
TOTAL OFFICE	47,704 S.F.
TOTAL BUILDING BUILD-OUT	524,717 S.F.
PARKING REQUIRED - PHASE I	
OFFICE 33/1000 X 64,298 S.F.	213 STALLS
WARE (0ST-30K) 1/1000 X 30K	30 STALLS
(30K-250K) .25/1000 X 250K	62 STALLS
(250K-UP) .20/1000 X 197,243K	40 STALLS
VMF N/A	- STALLS
TOTAL STALLS REQ.	393 STALLS
TOTAL ACCESSIBLE REQ. (2%)	8 STALLS
PARKING PROVIDED - PHASE I	
STANDARD	348 STALLS
ACCESSIBLE	12 STALLS
	360 STALLS
PARKING REQUIRED - PHASE II	
WARE EXPANSION .20/K .25/1000 X 49,704K	10 STALLS
TOTAL REQUIRED PHASE I & II	343 STALLS
PARKING PROVIDED - PHASE I	360 STALLS
PARKING PROVIDED - PHASE II	8 STALLS
LANDSCAPE AREA PROVIDED	
PHASE I LANDSCAPE	737,360 S.F. = 38.64 %
PHASE II LANDSCAPE	421,376 S.F. = 21.49 %

UTILITY

MINIMUM SETBACKS		UTILITY PROVIDERS	
FRONT BUILDING	20'	ELECTRICAL	EDISON
FRONT LANDSCAPE	15'	WATER/SEWER	WESTERN MUNICIPAL WATER
SIDE BUILDING	0'		
SIDE LANDSCAPE	5'	TELEPHONE	VERIZON
REAR BUILDING	25'	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 INTERIOR PERIMETERS.
4. PAINTED CONCRETE TRASH AND RECYCLE BIN ENCLOSURE MIN. 6'-0" HIGH. ONE BIN IS DEDICATED FOR TRASH, AND ONE BIN FOR RECYCLE PRODUCTS. TRASH ENCLOSURES ARE WITHIN THE SCREENED TRUCK COURT.
5. TRASH COMPACTOR UNIT
6. TYPICAL STANDARD PARKING STALL MAX 9' X 18' (OR 16' + 2' OVERHANG) - STRIPE PER CITY STANDARDS
7. 12'-0" HIGH MIN. PAINTED CONCRETE SCREEN/THEME WALL WITH STONE VENEER PILASTERS AT 80' O.C. MAX.
8. BICYCLE RACKS. MINIMUM SIX RACKS SHALL BE LOCATED NEAR, BUT NOT WITHIN THE PEDESTRIAN PATH. SEE DETAIL 3 / A1.20.
9. WATER QUALITY BASIN. SEE CIVIL DRAWINGS.
10. AC SITE PAVING.
11. CONCRETE SITE PAVING.
12. FIRE HYDRANT
13. STRIPE MINIMUM OF SIX OF STALL AS COMPACT STALLS
14. ON SITE ACCESSIBLE SIDEWALKS AND CURB RAMPS. SIDEWALK TO BE 6' WIDE IN FRONT OF AUTO STALLS AND MIN. 4' WIDE ELSEWHERE.
15. ACCENT PAVING (COLORED STAMED CONCRETE).
16. 6' 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. 8'-0" HIGH STEEL, PICKET SLIDING GATE. ALL SITE GATES WILL HAVE KNOX BOXES TO ALLOW FOR FIRE DEPARTMENT ACCESS. GATES SHALL PROVIDE 80% OPACITY.
19. 8' HIGH STEEL PICKET FENCE
20. TWO ABOVE GROUND 10,000 GALLON DIESEL TANKS WITH OVERHEAD PIPING TO FUEL ISLANDS. 10' A.F.F. MAX.
21. CONCRETE ARCADE WALL - SEE ELEVATIONS.
22. GUARD BOOTH WITH SCISSOR GATES.
23. TYPICAL TRUCK STALL PAINTED STRIPPING.
24. TRUCK QUEUING LANE.
25. PHASE II YARD EXPANSION AREA.
26. PHASE II BUILDING EXPANSION AREA.
27. DESIGNATED PATH 39' 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 REQUIRED, CONFORM ANY PROPOSED OFFICE CONSTRUCTION AND ALL COST OF THE NOISE CONTOUR WILL BE MITIGATED TO 45 DB CNEL.
31. REFRIGERATION EQUIPMENT ENCLOSURE AND AMMONIA TANK LOCATION
32. LIGHT STANDARD. SEE ELECTRICAL DRAWINGS.
33. HYDROGEN FUELING
34. MOTION GATES
35. ENTRANCE CANOPY. 39' CANOPY VOWNER
36. ZERO CURB AT ADA PARKING STALLS
37. FLAG POLES.
38. STORM DRAIN MAN HOLE. SEE CIVIL DRAWINGS.
39. CARD READERS
40. GREASE INTERCEPTOR MAN HOLE. SEE PLUMBING PLD
41. MONUMENT SIGN.
42. 10,000 GALLON LIQUID NATURAL GAS TANK- 10' A.F.F. MAX.

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REV. NO.	REVISIONS/ISSUE	DATE
	INITIAL PLAN CHECK SUBM.	8/18/2011
1	SECOND PLAN CHECK	09/28/2011

CONSULTANT STAMP

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FULLMER

PROFESSIONAL STAMP

KEY PLAN

PROJECT TITLE

SYSCO RIVERSIDE

16750 MERIDIAN PARKWAY
RIVERSIDE, CA. 92507

SHEET TITLE

SITE PLAN

DATE	SCALE
08/16/2011	AS NOTED
DRAWN BY: MAM	CHECKED BY: BJ
JOB NO. F5004	
CAD FILE: A1_10.dwg	

SHEET NO. A1.10

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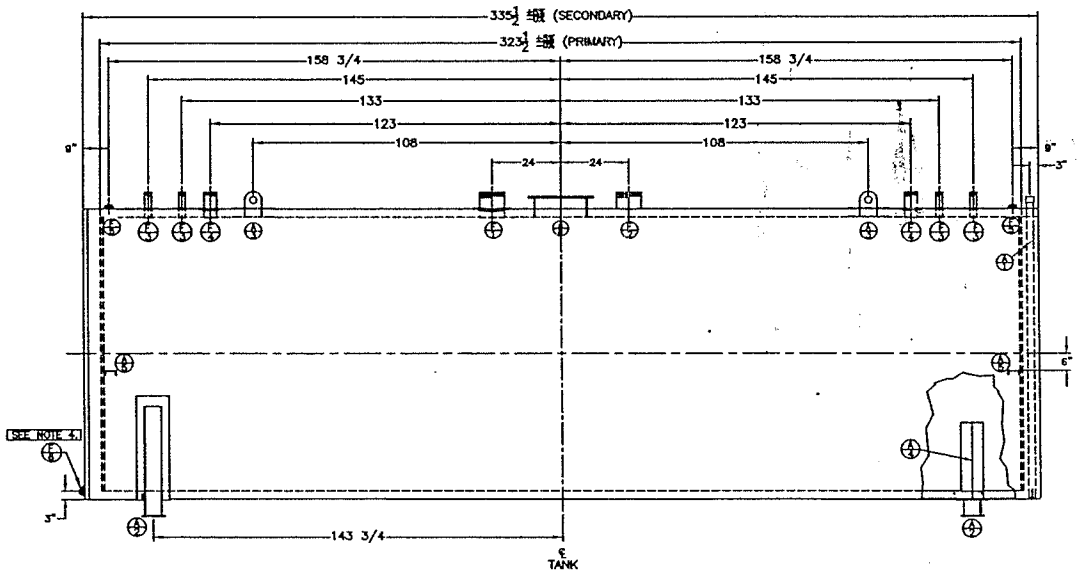
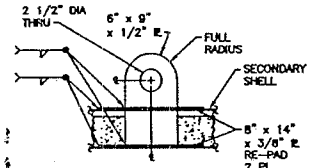
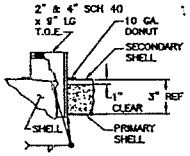
24'-0" UD.
Tank 2 On-Road Diesel
Tank 1 On-Road Diesel



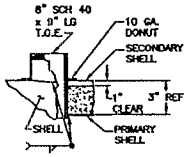
SIDE ELEVATION



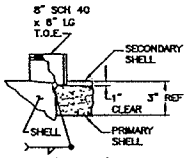
LIFT LUG DETAIL



FITTING DETAIL

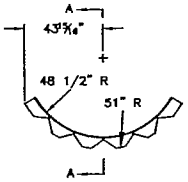


PRIMARY VENT DETAIL



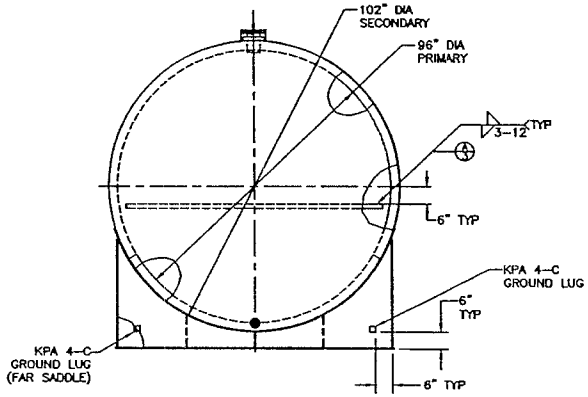
SECONDARY VENT DETAIL

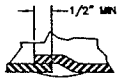
DO NOT PENETRATE INNER TANK



SPACER DETAIL

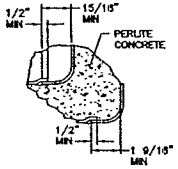
2 REQ.



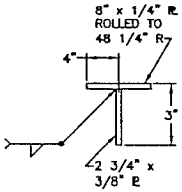


ROUND SEAM DETAIL

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	⅜" X 106" CIRCLES	MIN THICKNESS: 0.24
	2	⅜" SHEETS 60" WIDE x 323" LG	MIN THICKNESS: 0.2309
	3	⅜" SHEETS 72" WIDE x 323" LG	MIN THICKNESS: 0.2309

FITTINGS

MARK	QTY:	DESCRIPTION
	1	6" T.O.E. NIPPLE w/ #244 8oz (PRI) E. VENT ~SEE DETAIL~
	1	6" T.O.E. NIPPLE w/ #244 8oz (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 9" 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

March Joint Powers Authority
Resolution 11-40

Adopted November 16, 2011

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:

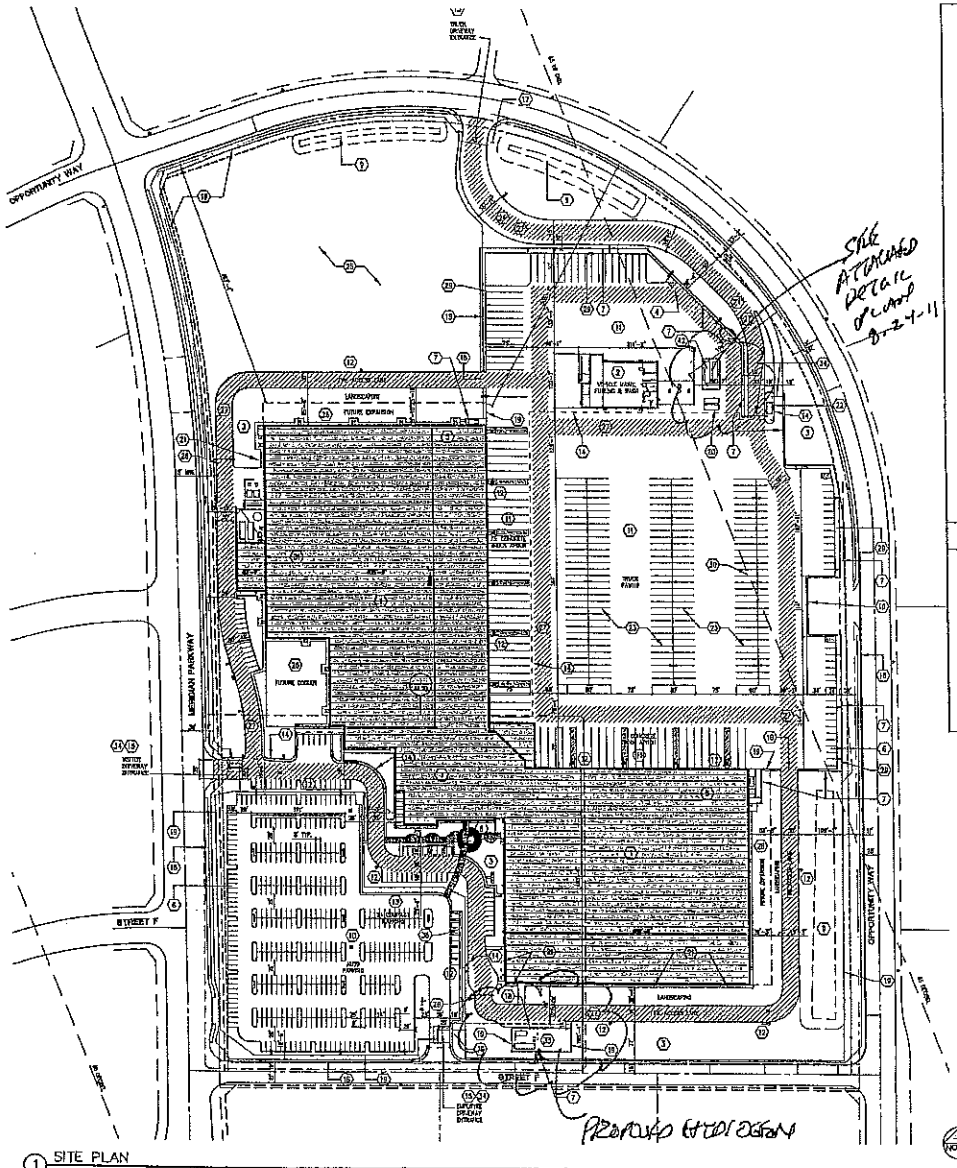
Ayes:	Batey, Melendrez, Buster, Yarbrough, Stewart, Busch, Gardner, Ashley
Noes:	None
Absent:	None
Abstain:	None

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" = 50'-0"

PROJECT DATA

SITE AREA	1,919,280 SF. 49 ACRES
WAREHOUSE & BUILDING AREA PHASE I	
OFFICE FIRST FLOOR	21,748 SF.
OFFICE SECOND FLOOR	21,125 SF.
TOTAL OFFICE	42,873 SF.
WAREHOUSE	277,248 SF.
TOTAL OFFICE	461,841 SF.
VEHICLE MAINTENANCE FACILITY AREA PHASE I	
OFFICE FIRST FLOOR	8,826 SF.
STORAGE MEZZANINE	2,223 SF.
MAINTENANCE AREA	9,264 SF.
TOTAL OFFICE	20,313 SF.
GRAND TOTAL BUILDING AREA PHASE I	475,017 S.F.
WAREHOUSE EXPANSION AREA PHASE II	
FREEZER WAREHOUSE	18,770 SF.
COOLER WAREHOUSE	18,959 SF.
DRY WAREHOUSE	11,274 SF.
TOTAL OFFICE	48,904 SF
TOTAL BUILDING BUILD-OUT	524,797 S.F.
PARKING REQUIRED – PHASE I	
OFFICE 20/1000 X 42,248 SF.	210 STALLS
VAULT CDF-2000 1/1000 X 20K	20 STALLS
CDR-2000 .25/1000 X 20K	20 STALLS
CDRDC-UPS .80/1000 X 197,242K	158 STALLS
VMF N/A	+ STALLS
TOTAL STALLS REQ	383 STALLS
TOTAL ACCESSIBLE REQ. 4250	9 STALLS
PARKING PROVIDED – PHASE I	
STANDARD	918 STALLS
ACCESSIBLE	18 STALLS
	936 STALLS
PARKING REQUIRED – PHASE II	
VAULT EXPANSION 2000 20/1000 X 49,904K	10 STALLS
TOTAL REQUIRED PHASE I & II	393 STALLS
PARKING PROVIDED – PHASE I	936 STALLS
PARKING PROVIDED – PHASE II	6 STALLS
LANDSCAPE AREA PROVIDED	
PHASE I LANDSCAPE	757,346 S.F. = 39.44 %
PHASE II LANDSCAPE	156,153 S.F. = 8.14 %

UTILITY

SETBACK		UTILITY PROVIDERS	
FRONT BUILDING	33'	ELECTRICAL	EDISON
FRONT LANDSCAPE	15'	WATER/SEWER	WESTERN MUNICIPAL WATER
SIDE BUILDING	0'		
SIDE LANDSCAPE	5'	TELEPHONE	VERIZON
REAR BUILDING	40'	GAS	SOUTHERN CALIFORNIA GAS
REAR LANDSCAPE	10'		

KEY NOTES:

1. WAREHOUSE/OFFICE FACILITY
2. VEHICLE MAINTENANCE FACILITY.
3. DEDICATED LANDSCAPING WITH MIN. 6" CONCRETE CURBS AT ALL OUTSIDE PERIMETERS.
4. PAINTED CONCRETE TRASH AND RECYCLE BIN ENCLOSURE MIN. 6'-4" HIGH. ONE BIN IS DEDICATED FOR TRASH, AND ONE BIN FOR RECYCLE MATERIAL. TRASH ENCLOSURES ARE WITHIN THE DESIGNED TRUCK COURT.
5. TRASH COMPACTOR UNIT
6. TYPICAL STANDARD PARKING STALL SIZE 9' X 19' (9' 16' + 3' OVERHANG – SEE CITY STANDARDS
7. 5'-6" (MIN) HIGH PAINTED CONCRETE SCREEN/SIGNE WALL WITH STONE VENEER PILASTERS AT 50' O.C. MAX.
8. BICYCLE RACKS (SHOWN SIX RACKS SHALL BE LOCATED NEAR, BUT NOT WITHIN THE PEDESTRIAN PATH. SEE DETAIL 3 / A1.0
9. WATER QUALITY BASIN SEE CIVIL DRAWINGS
10. AC SITE PAVING.
11. CONCRETE SITE PAVERS.
12. FIRE HYDRANT
13. STRIPE MINIMUM OF 36" OF STALL AS CARPOOL STALLS
14. 5'0" SITE ACCESSIBLE SIDEWALKS AND CURB RAMPS. SIDEWALK TO BE 6' WIDE OF FRONT OF AUTO STALLS AND MIN. 4' WIDE ELSEWHERE
15. ACCENT PAVERS (COLORED SCORED CONCRETE).
16. 6' WIDE SIDEWALK WITH STREET FRONTAGE LANDSCAPING PER MERIDIAN 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. 8'-0" HIGH STEEL PICKET SLIDING GATE. ALL SITE GATES WILL HAVE KNOX PADS TO ALLOW FOR FIRE DEPARTMENT ACCESS. GATES SHALL PROVIDE 30'X 30' SIGHT
19. 6' HIGH STEEL PICKET FENCE
20. 5'0" ABOVE GROUND SIGHT GALLON DIESEL TANK WITH OVERHEAD PIPING TO FUEL ISLANDS. 18" A.F.F. MAX.
21. CONCRETE ARCADE WALL – SEE ELEVATIONS.
22. GUARD BOOTH WITH SCREEN GATES.
23. TYPICAL TRUCK STALL PAINTED STRIPPING.
24. TRUCK WASHING LANE
25. PHASE II YARD EXPANSION AREA.
26. PHASE II BUILDING EXPANSION AREA.
27. CROSSHATCHED PATH 36" WIDE FIRE ACCESS LANE
28. 24' (MIN) SWINGING BARRIER GATES. ALL SITE GATES WILL HAVE KNOX BOXES TO ALLOW FIRE DEPARTMENT ACCESS.
29. CONCRETE WHEEL STOP TO ACT AS TRAILER WHEEL STOP TO PROTECT WALL ON FENCE.
30. AS BUILTS, CONTOUR, AND PERIMETER OF THE CONSTRUCTION AREA EAST OF THE RIDGE CONTOUR WILL BE MITIGATED TO +0 39 CMS.
31. REFRIGERATION COMPRESSOR ENCLOSURE AND AMMONIA TANK LOCATION
32. LIGHT STANDARD SEE ELECTRICAL DRAWINGS.
33. HYDROGEN FUELING
34. SERVICE GATES
35. ENTRANCE CANOPY, BY CANOPY VENDOR
36. ZONE CURB AT ADA PARKING STALLS
37. FLAG POLES.
38. STORM DRAIN MAN HOLE. SEE CIVIL DRAWINGS
39. BARS HEATERS
40. SEWAGE INTERCEPTOR MAN HOLE. SEE PLUMBING PLD
41. MONUMENT SIGN.
42. 10,000 GALLON LIQUID NATURAL GAS TANK- 18' A.F.F. MAX.

ATI ARCHITECTS ENGINEERS

www.atiarc.com

REV.	REVISION/ISSUE	DATE
1	INITIAL PLAN CHECK SUBM.	8/18/2011
2	SECOND PLAN CHECK	09/30/2011

Good things come from Sysco

FULLMER

PROFESSIONAL STAMP

KEY PLAN

PROJECT TITLE

SYSCO RIVERSIDE

16750 MERIDIAN PARKWAY
RIVERSIDE, CA. 92507

SHEET TITLE

SITE PLAN

DATE 08/18/2011	SCALE AS NOTED
DRAWN BY BJH	CHECKED BY BJ
JOB NO. F5004	
CAD FILE 4-A1_10.dwg	
SHEET NO.	A1.10

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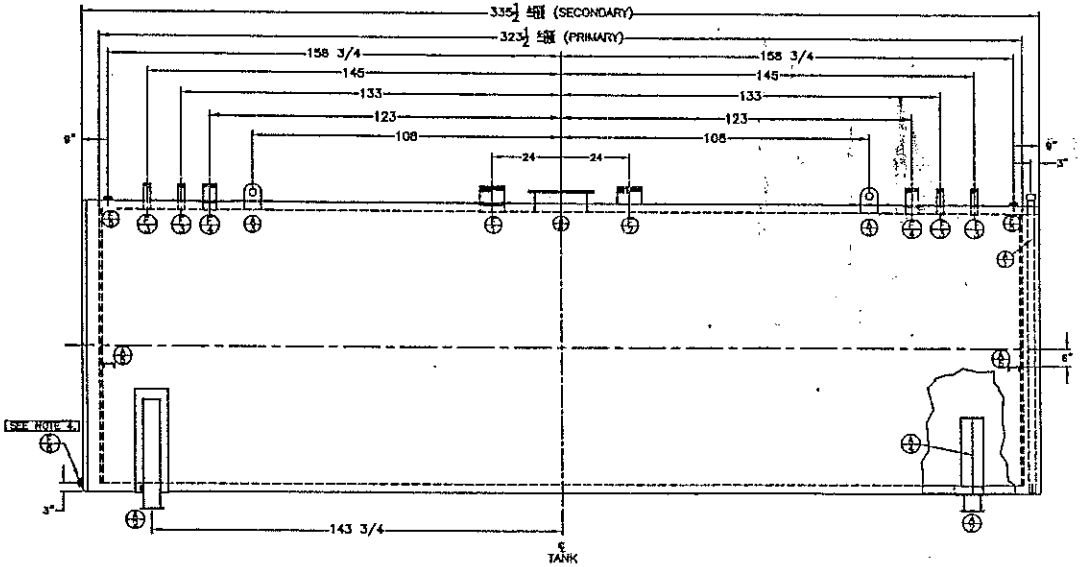
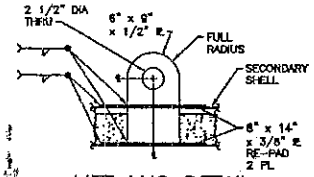
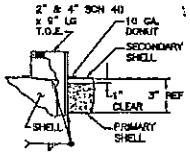
24'-0" UO.



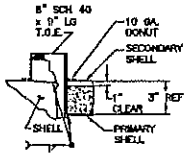
SIDE ELEVATION



LIFT LUG DETAIL



FITTING DETAIL



PRIMARY VENT DETAIL

BILL OF MATERIALS

PRIMARY HEADS & SHELLS

MARK	QTY.	DESCRIPTION	
	2	3/8" X 102" CIRCLES	MIN THICKNESS: 0.24
	3	3/8" SHEETS 60" WIDE x 302 3/8" LG	MIN THICKNESS: 0.24
	2	3/8" SHEETS 72" WIDE x 302 3/8" LG	MIN THICKNESS: 0.24

SECONDARY HEADS & SHELLS

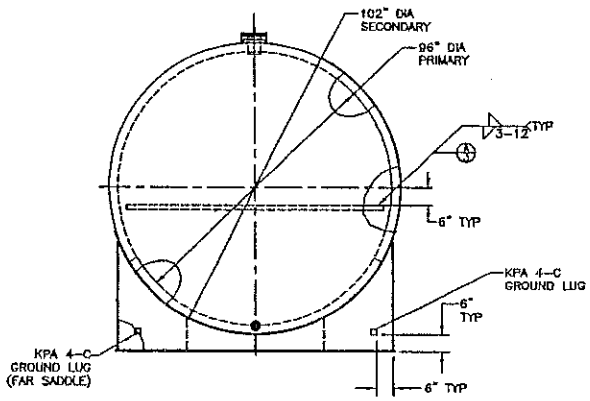
MARK	QTY.	DESCRIPTION	
	2	3/8" X 106" CIRCLES	MIN THICKNESS: 0.24
	2	3/8" SHEETS 60" WIDE x 323" LG	MIN THICKNESS: 0.2300
	3	3/8" SHEETS 72" WIDE x 323" LG	MIN THICKNESS: 0.2300

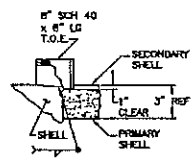
FITTINGS

MARK	QTY.	DESCRIPTION
	1	8" T.O.E. NIPPLE w/ #244 Box (PRI) E. VENT ~SEE DETAIL~
	1	8" T.O.E. NIPPLE w/ #244 Box (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

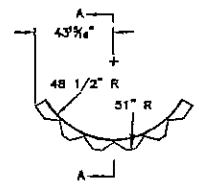
MARK	QTY.	DESCRIPTION
	1	2" SCH 40 PIPE 62" LG w/ 2" FULL COUP (MONITOR WELL)
	2	"FG-102-1" SADDLES w/ KPA 4-C LUGS
	2	6" x 9" x ½" LIFTING LUGS ~SEE DETAIL~
	2	SPACERS ~SEE DETAIL~
	2	C4" x 5.4# x 90" LG PRIMARY HEAD BRACING
	1	18" S.P. BOLTED MANWAY
	122	ESTIMATED BAGS OF PERLITE





SECONDARY VENT DETAIL

DO NOT PENETRATE INNER TANK



SPACER DETAIL

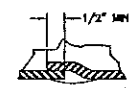
2 REQ.

UL 2085

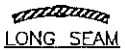
NOTES:

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).

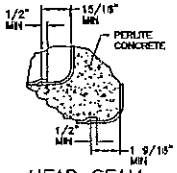
EST WT = 28,000 LB



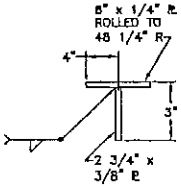
ROUND SEAM DETAIL



LONG SEAM DETAIL



HEAD SEAM DETAIL



SECTION A-A

NTS

APPROVAL DRAWING

NOT FOR FABRICATION

☐ APPROVED AS SUBMITTED

☐ APPROVED AS MARKED

☐ CHANGE AND RE-SUBMIT FOR APPROVAL

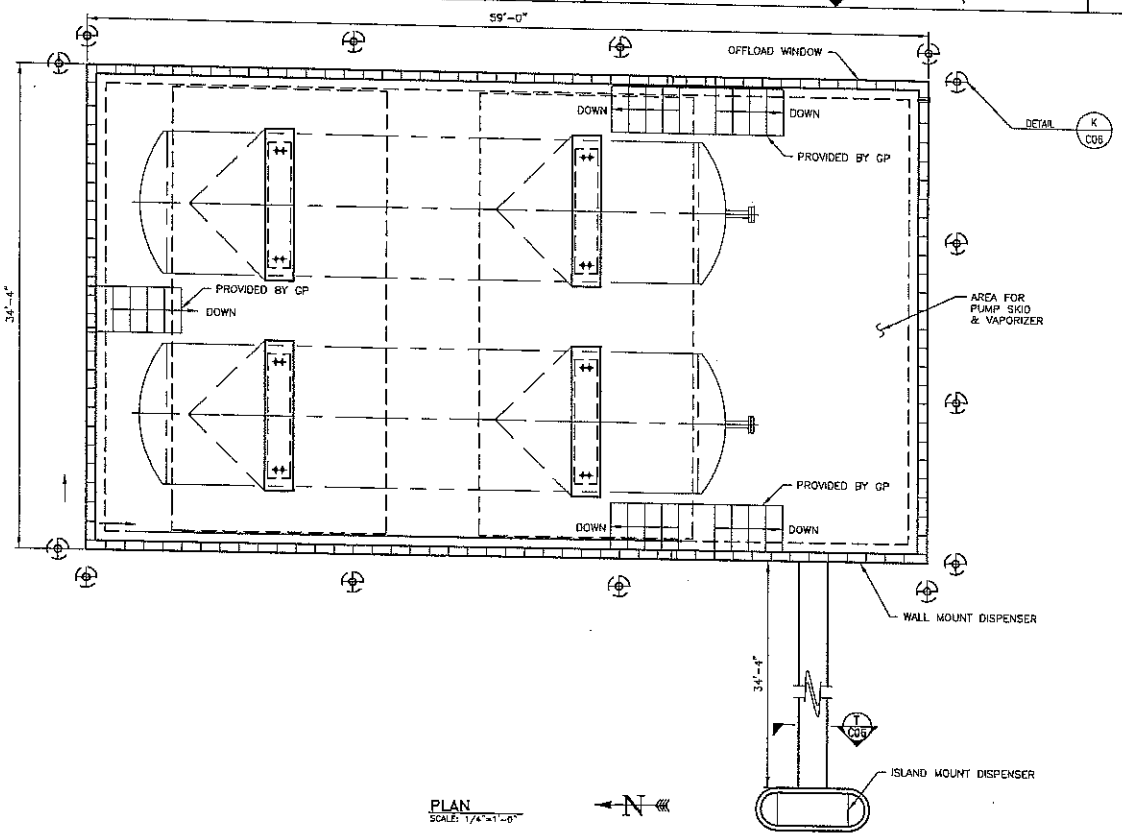
SIGNATURE

DATE

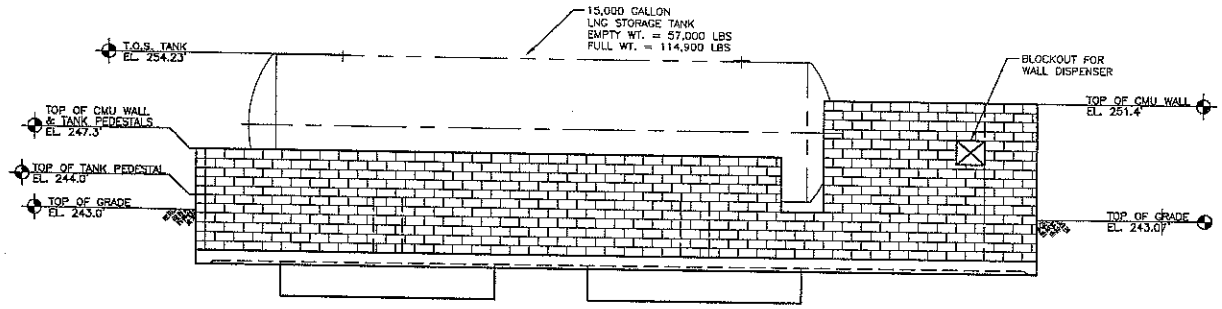
10,000 GALLON HORIZONTAL FIREGUARD

AST: ø96 X 324" LG

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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PROJECT CODE:

DRAWN BY: G. DUNNAM — DATE 6/18/02
CHECKED: — DATE
MECHANICAL: M. MACKEY — DATE
CIVIL: — DATE
ELECTRICAL: — DATE
APPROVED: M. MACKEY — DATE

GENERAL PHYSICS CORPORATION
San Ramon Office
19700 Windward Ave. Suite 105
Escondido, CA 92025
(760) 233-0000
Fax (760) 233-0011

SYSCO FOODS
LNG FUEL STATION
GENERAL LAYOUT & ELEVATIONS

SIZE	DRAWING NO.	REV.
D	C01	–

SCALE: AS SHOWN | DATE: 6/18/02 | SHEET OF

REV. 1
DRAWING NUMBER C01

CAD FILE: 21

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.

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**

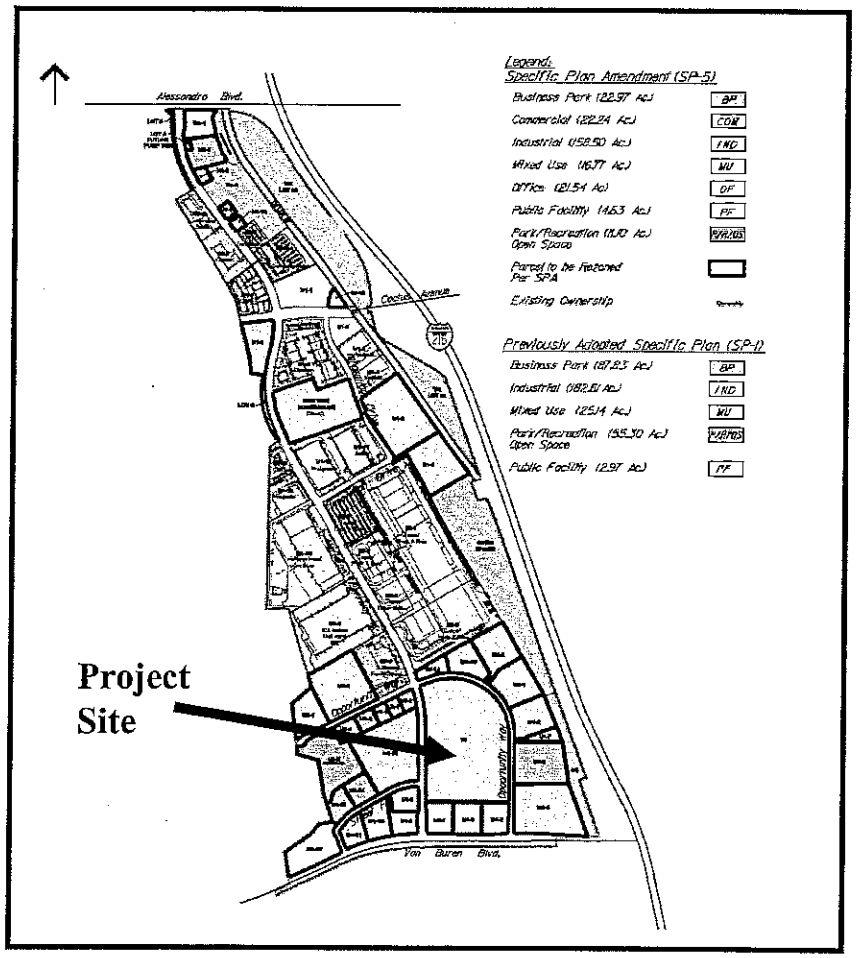
Joint Powers Commission Proposed Motions:

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.

Notice of Determination for the Addendum to the Meridian Specific Plan Amendment (SP-5) Supplemental Environmental Impact Report

Filed by the March Joint Powers Authority
November 16, 2011

FILED
RIVERSIDE COUNTY
NOV 16 2011
LARRY W. WARD, CLERK
By M. Meyer
Deputy

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:

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

COUNTY CLERK
Neg Declaration/Ntc Determination
Filed per P.R.C. 21152
POSTED
NOV 16 2011
Removed: 12.22.11
By:
County of Riverside, State of California

SUBJECT: Filing of Notice of Determination in Compliance with Section 21108 or 21152 of the Public Resources Code.

Project Title: Addendum to the Meridian Specific Plan Amendment (SP-5) Subsequent EIR and Plot Plan Amendment 11-05 – Liquefied Gas Storage for the Sysco Facility		
State Clearinghouse Number (If submitted to SCH): 2009071069	Contact Person: Adam Collier, Planner II	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): Unit 1, Lots 5 & 6, south of Cactus Avenue, at 14600 Innovation Drive		
General Project Location (City and/or County): County of Riverside		

Project Description:

The project includes Plot Plan Amendment 11-05 for the installation of two (2) 15,000 gallon aboveground liquid natural gas tanks and one (1) 4,500 gallon aboveground hydrogen tank for the approved Sysco food distribution center located at 15750 Meridian Parkway within the Meridian Business Center. The subject property comprises an area of 45-acres and is zoned Industrial per the Meridian Specific Plan Amendment (SP-5). The project will be constructed concurrently with the overall site development of the distribution center as approved under Plot Plan 09-01. The project complies with all development standards as set forth in the Meridian Specific Plan Amendment (SP-5).

This Addendum has been prepared because the proposed Project is consistent with the overall project evaluated in the Meridian Specific Plan Amendment SEIR. The proposed project does not require major revisions to the 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 previous 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 adequately reduce impacts to less than significant levels. Those mitigation measures that have been identified in the SEIR and are applicable to the proposed project are identified within this analysis.

This is to advise that the (☒ Lead Agency or ☐ Responsible Agency) approved the above described project on: _____ 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.
	☒	An Addendum to a Certified EIR 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):
	Custodian: Carey Allen, Clerk	Location: 23555 Meyer Drive Riverside, CA 92518

Date: 11/16/11	**Signature:**
Date Received for Filing: _____	**Title:** PLANNER II

STATE OF CALIFORNIA - THE RESOURCES AGENCY
DEPARTMENT OF FISH AND GAME

ENVIRONMENTAL FILING FEE CASH RECEIPT

Receipt #: 201100898

State Clearinghouse # (if applicable): _____

Lead Agency: MARCH JOINT POWERS AUTHORITY *Date:* 11/16/2011

County Agency of Filing: Riverside *Document No:* 201100898

Project Title: ADDENDUM TO MERIDIAN SPECIFIC PLAN SUBSEQUENT EIR AND PP AMEND 11-05

Project Applicant Name: MARCH JOINT POWERS AUTHORITY *Phone Number:* _____

Project Applicant Address: 23555 MEYER DR RIVERSIDE CA 92518

Project Applicant: Local Public Agency

CHECK APPLICABLE FEES:

- ☐ *Environmental Impact Report* _____
- ☐ *Negative Declaration* _____
- ☐ *Application Fee Water Diversion (State Water Resources Control Board Only)* _____
- ☐ *Project Subject to Certified Regulatory Programs* _____
- ☒ *County Administration Fee* $64.00
  - ☒ *Project that is exempt from fees (DFG No Effect Determination (Form Attached))*
  - ☐ *Project that is exempt from fees (Notice of Exemption)*

Total Received $64.00

Signature and title of person receiving payment: _____

Notes:

STATE OF CALIFORNIA - THE RESOURCES AGENCY
DEPARTMENT OF FISH AND GAME

ENVIRONMENTAL FILING FEE CASH RECEIPT

Receipt #: 201000682

State Clearinghouse # (if applicable): 2009071069

Lead Agency: MARCH JOINT POWERS AUTHORITY *Date:* 07/21/2010

County Agency of Filing: Riverside *Document No:* 201000682

Project Title: MERIDIAN SPECIFIC PLAN AMENDMENT PROJECT APPROVALS

Project Applicant Name: MARCH JOINT POWERS AUTHORITY *Phone Number:*

Project Applicant Address: 23555 MEYER DR RIVERSIDE CA 92518

Project Applicant: Local Public Agency

CHECK APPLICABLE FEES:

☒ *Environmental Impact Report*	2792.25
☐ *Negative Declaration*	
☐ *Application Fee Water Diversion (State Water Resources Control Board Only)*	
☐ *Project Subject to Certified Regulatory Programs*	
☒ *County Administration Fee*	$64.00
☐ *Project that is exempt from fees (DFG No Effect Determination (Form Attached))*	
☐ *Project that is exempt from fees (Notice of Exemption)*	
Total Received	2856.25

Signature and title of person receiving payment:

Notes:

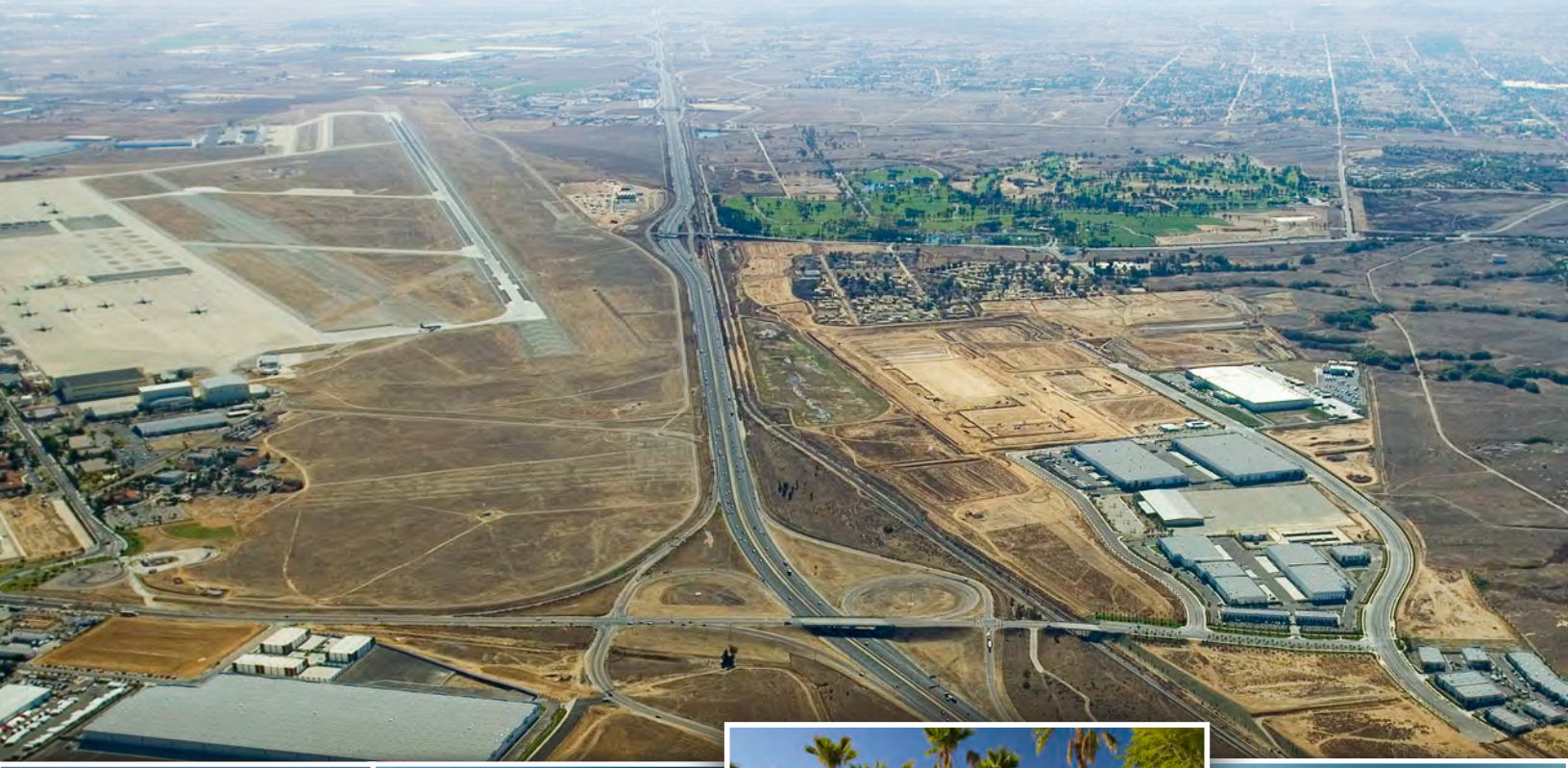
Meridian Specific Plan Amendment (SP-5) Final Subsequent Environmental Impact Report

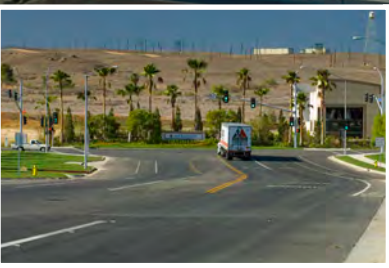
Certified by the March Joint Powers Authority August 4, 2010

VOLUME 1

MERIDIAN SPECIFIC PLAN AMENDMENT (SP-5)

FINAL SUBSEQUENT ENVIRONMENTAL IMPACT REPORT





SCH#2009071069
Lead Agency:
March Joint Powers Authority

July 2010

~~DRAFT~~**FINAL**

SUBSEQUENT ENVIRONMENTAL IMPACT REPORT

for the

Meridian Specific Plan Amendment (SP-5)

Volume I

SCH# 2009071069

Prepared for:

March Joint Powers Authority
23555 Meyer Drive
Riverside, CA 92518

Prepared by:
Kimley-Horn and Associates, Inc.
401 B Street, Suite 600
San Diego, CA 92101

095300028

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I. EXECUTIVE SUMMARY

On April 8, 2010, March Joint Powers Authority (March JPA) (the lead agency) released for public review a Draft Subsequent Environmental Impact Report for the Meridian Specific Plan Amendment (i.e., the proposed Project). Following a 45-day review period, the public review and comment period on the Draft SEIR closed on May 24, 2010. Overall, ten comment letters were received. The Draft SEIR, together with the Revisions to the Draft SEIR and Response to Comments, constitute the Final SEIR for the proposed Project. The Final SEIR is an informational document prepared by the lead agency that must be considered by decision makers before approving or denying the proposed Project. Section 15132 of the Guidelines for California Environmental Quality Act specifies the following:

The final EIR shall consist of:

a) The Draft EIR or a revision of the draft.
b) Comments and recommendations received on the Draft EIR either verbatim or in summary.
c) A list of persons, organizations, and public agencies commenting on the Draft EIR.
d) The responses of the lead agency to significant environmental points raised in the review and consultation process.
e) Any other information added by the lead agency.

Section 15004[1] of the CEQA Guidelines states that before the approval of any project subject to CEQA, the lead agency must consider the final environmental document, which in this case is the Final SEIR. This Final SEIR has been prepared pursuant to the requirements of CEQA. This Final SEIR incorporates comments from public agencies and the general public, and contains appropriate responses by the lead agency to those comments.

Use of the Final SEIR and the CEQA Process

The Final SEIR allows the public an opportunity to review revisions to the Draft SEIR, the response to comments, and other components of the SEIR, including revisions and/or corrections to the Draft Subsequent EIR, prior to approval of the proposed Project. The Final SEIR serves as the environmental document to support approval of the proposed Project, either in whole or in part, if the proposed Project is approved. After completing the Final SEIR, and before approving the Project, the lead agency must make the following three certifications, as required by Section 15090 of the *CEQA Guidelines*:

- The Final EIR has been completed in compliance with CEQA;
- The Final EIR was presented to the decision-making body of the lead agency, and that the decision-making body reviewed and considered the information in the Final EIR prior to approving the project; and
- The Final EIR reflects the lead agency's independent judgment and analysis.

[1] The word "approval" is defined by Section 15352 of the *CEQA Guidelines* to mean "the decision by a public agency which commits the agency to a definite course of action in regard to a project intended to be carried out by any person…" In addition, the *CEQA Guidelines* state that "[w]ith private projects, approval occurs upon the earliest commitment to issue or the issuance by the public agency of a discretionary contract, grant, subsidy, loan, or other form of financial assistance, lease, permit, license, certificate, or other entitlement for use of the project."

As required by Section 15091 of the CEQA Guidelines, no public agency shall approve or carry out a project for which an EIR has been certified that identifies one or more significant environmental effects of the project unless the public agency makes one or more written findings (Findings of Fact) for each of those significant effects, accompanied by a brief explanation of the rationale for each finding supported by substantial evidence in the record.

The possible findings are:

1) Changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect as identified in the final EIR.
2) Such changes or alterations are within the responsibility and jurisdiction of another public agency and not the agency making the finding. Such changes have been adopted by such other agency or can and should be adopted by such other agency.
3) Specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or project alternatives identified in the final EIR.

These certifications and the Findings of Fact are included in a separate Findings document.

Organization of Final SEIR

This Final SEIR contains all of the information, data, and exhibits previously presented in the Draft SEIR. Corrections, clarifications and revisions proposed by the March JPA, as lead agency, in response to comments received on the proposed Project are included in Chapters II through IX in a strike-through/underline format, so that the reader can quickly determine what alterations have been incorporated into this Final SEIR. In addition, the following materials have been added to this Final SEIR:

- Chapter X, *Response to Comments*, contains a matrix of agencies and organizations that submitted written comments on the Draft Subsequent EIR. This matrix identifies the issue areas addressed by those comments. Chapter X also includes a copy of each written comment letter, and a written response to each comment.
- Chapter XI, *Mitigation Monitoring and Reporting Program* (MMRP), provides a reporting plan that identifies each mitigation measure; when the mitigation measure would be required to be implemented; and which agency would be responsible for monitoring implementation of the mitigation measure.
- Appendix N, *2003 Focused EIR MMRP*, has been attached to this Final SEIR to facilitate review of Chapter XI, *Mitigation Monitoring and Reporting Program.*

Focus of Comments

Section 15200 of the CEQA Guidelines establishes the purpose of public review of a draft environmental document:

The purposes of review of EIRs [and Subsequent EIRs] and negative declarations include:

a) Sharing expertise;
b) Disclosing agency analyses;
c) Checking for accuracy;
d) Detecting omissions;
e) Discovering public concerns;

f) Soliciting counter proposals.

Sections 15204(a) and (c) of the CEQA Guidelines further state:

(a) In reviewing draft EIRs, persons and public agencies should focus on the sufficiency of the document in identifying and analyzing the possible impacts on the environment and ways in which the significant effects of the project might be avoided or mitigated. Comments are most helpful when they suggest additional specific alternatives or mitigation measures that would provide better ways to avoid or mitigate the significant environmental effects. At the same time, reviewers should be aware that the adequacy of an EIR is determined in terms of what is reasonably feasible, in light of factors such as the magnitude of the project at issue, the severity of its likely environmental impacts, and the geographic scope of the project. CEQA does not require a lead agency to conduct every test or perform all research, study, and experimentation recommended or demanded by commentors. When responding to comments, lead agencies need only respond to significant environmental issues and do not need to provide all information requested by reviewers, as long as a good faith effort at full disclosure is made in the EIR.

(c) Reviewers should explain the basis for their comments, and should submit data or references offering facts, reasonable assumptions based on facts, or expert opinion supported by facts in support of the comments. Pursuant to Section 15064, an effect shall not be considered significant in the absence of substantial evidence.

Section 15204(f) of the CEQA Guidelines establishes the rule that a responsible or trustee agency may submit proposed mitigation measures, limited to the resources subject to the statutory authority of that agency. These measures must include complete and detailed performance objectives for the measures or refer the lead agency to the appropriate guidelines or reference materials.

Certification of the Final Subsequent EIR

The Final Subsequent EIR will be available for public review at the following location:

March Joint Powers Authority
23555 Meyer Drive
Riverside, CA 92518

Additionally, the written responses to all comments received from public agencies during the 45-day public review and comment period on the Draft Subsequent EIR will be provided to those commenting agencies at least ten days prior to any proposed certification of the Final Subsequent EIR as required by Public Resources Code Section 12092.5 and CEQA Guidelines Section 15088.

Introduction

This section provides a brief summary of the Meridian Specific Plan Amendment ~~Draft~~Final Subsequent Environmental Impact Report (SEIR). This summary outlines the project description, potential impacts and proposed alternatives to the Project. This section also provides a summary table of all potential impacts and mitigation measures.

Project Background

The March Business Center Specific Plan is a business park located in the northwestern portion of Riverside County, California. 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. As noted, the environmental consequences of the March Business Center Specific Plan were disclosed in an FEIR certified February, 2003, hereafter referred to as the 2003 Focused EIR. Following certification of the Focused EIR and permitting, development commenced on the 696.2-acre (612 acres developable) North Campus, which is located on the west side of I-215, to the south of Alessandro Boulevard and to the north of Van Buren Boulevard. Numerous parcels have been developed and occupied since 2003, while others are in various stages of development. No development activities have taken place on the 628-acre South Campus. The proposed Project is necessary to respond to changes in market conditions since certification of the 2003 Focused EIR, and to accommodate a prospective industrial user planning to develop a new facility on what is proposed on Lot 16. The Project description and impact discussion presented herein focuses on a 257.7 acre portion of the North Campus that comprises the proposed Project.

The previously approved Specific Plan, Design Guidelines, Focused EIR, Design Implementation Review Committee, Statutory Development Agreement, Settlement Agreement and other official Joint Powers Authority documents, ordinances and resolutions refer to the March Business Center project. However, the project has been marketed as "Meridian" and has come to be known to the public by that name for several years. Therefore, in the interest of clarity, references to existing approved plans and reports will include the original name of the project (i.e., March Business Center), which is consistent with the titles of these reports and plans. For example, this SEIR refers to the existing Specific Plan as the "March Business Center Specific Plan." All other references to the project in this SEIR will be to "Meridian," as the project is now commonly known. When used herein, "Meridian" and "Meridian SPA" are synonymous with the term "proposed Project."

Project Description

Proposed Project

Changes in Land Use Designation

The proposed Project would involve the following net changes in acreage by land use type:

- Business Park: reduce by 97.5 acres from 120.5 acres to 23.0 acres;
- Commercial: increase by 1.9 acres from 20.3 acres to 22.2 acres;
- Industrial: increase by 115.3 acres from 43.2 acres to 158.5 acres;
- Mixed Use: reduce by 20.2 acres from 37.0 acres to 16.8 acres;
- Office: increase by 3.2 acres from 18.3 acres to 21.5 acres;
- Public Facility: reduce by 7.5 acres from 12.1 acres to 4.6 acres; and
- Park/Recreation/Open Space: increase by 11.1 acres from 0 acres to 11.1 acres.

Changes in Lot Layout, Site Access, and Internal Circulation

The proposed Project includes the following changes:

- Reconfiguration of Unit 2, lots 3, 9 and 10 and Unit 1, lot 19 to reflect revised land uses and/or revised lot dimensions near the planned Metrolink site. The dimensions of these lots were altered through an amendment to the Tentative Map, which was adopted by the March JPA as Resolution #JPA 07-11 on April 18, 2007. This revision was considered a Class 5 exemption as defined in Section 15305 (minor land use change) of the CEQA Guidelines. A Notice of Exemption was filed by the JPA. The proposed Project would revise the land use designation for Unit 2, lots 9 and 10 from Business Park to Commercial;
- Identification of a sewer lift station site located on lot A, which is on the west side of Unit 2, lot 2;
- Identification of the temporary sewer lift facility near Unit 4, lot 3; Clear Zone (CZ) and Accident Potential Zones (APZs) (i.e., March JPA Resolution #JPA 08-01);
- Reconfiguration of lots west of Meridian Parkway and south of Opportunity Way to include a revised detention basin and incorporate the former Arnold Heights School site into the March Business Center Specific Plan North Campus;
- Creation of lot 16 through the consolidation of 14 smaller lots east of Meridian Parkway and south and west of Opportunity Way, and removal of the eastern portion of Street F;
- Development of a new east/west private street along the south side of new lot 16;
- Modify Unit 6, lots 1a and 1b to reflect the planned location of a Riverside County Fire Station;
- Remove cul-de-sacs serving office lots located along the north side of Van Buren Boulevard and relocate access via Street F;
- Construction of three rail spurs to accommodate freight rail service to Unit 1, Lots 5 and 6; and
- Modify the long and shallow lot running along the eastern side of Meridian Parkway to incorporate it into an adjacent Defense Reutilization and Marketing Office (DRMO) parcel.

Lot 16

The Lot 16 development within the proposed Project area 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. Approximately 62,000 square feet would be dedicated to office and administrative uses. The remainder would be allocated to food and food-service product storage, packaging and distribution. No food preparation would occur on-site. Approximately 37 truck loading docks would be provided along the eastern side of the building, and 27 along the northern side of the building. heating, ventilation and air conditioning systems would be constructed on the building roof and fully screened; trash compactors and electrical equipment and the refrigeration system would be located on the western wall of the building behind an 8-foot screening wall.

The Lot 16 development within the proposed Project area would also 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.

The main building is configured in an "L" shape and would be approximately 1,074 feet long along the west face of the building, and 961 feet long along the south face of the building. The dry storage and freezer storage areas would be 405 feet wide, tapering down to 315 feet wide adjacent to the office area. The maintenance building dimensions would be 202 feet by 100 feet. **Figure III-5** depicts the proposed Lot 16 development site plan. Employee access to the facility would be provided via one driveway to/from an east/west private roadway to be constructed along the southern boundary of the lot. Truck traffic would enter/exit the site via a single driveway on Opportunity Way, which would be located east of Meridian Parkway. The employee and visitor parking lot would have approximately 455 parking stalls and be located in the southwestern corner of the site. The parking spaces would be 10 feet by 18 feet (e.g., typical parking space dimensions); up to 10 parking spaces will be designated for handicapped use. Up to 320 truck-trailer parking spaces would be located on site. A detailed description of the use proposed on Lot 16 is provided in Chapter III, *Project Description*, of this SEIR.

Changes in Specific Plan Development Regulations

The proposed Project would implement the following changes to the development regulations of the March Business Center Specific Plan:

- Use of colored pavers or other decorative pavement treatments as landscaping may reduce the vegetative landscaping requirement for Office, Mixed-Use and Commercial land uses by a corresponding amount, up to a maximum of five percent.
- Use of colored pavers or other decorative pavement treatments as landscaping may reduce the site vegetative landscaping requirement for Industrial land uses on lots or developments greater than 20 acres by a corresponding amount, up to a maximum of two percent.
- Increase in Floor Area Ratio (FAR) for Industrial land uses on lots or developments greater than 20 acres from 0.50 to 0.55 in Table III-2 of the Specific Plan.
- Increase in FAR for Mixed Use land uses on lots or developments greater than five acres from 0.35 to 0.40. Increase the FAR for Commercial lots from 0.25 to 0.35. Increase the FAR for Office lots from 0.35 to 0.40.
- Revise Table III-2 of the Specific Plan Building Height so that the Office zone allows developments a maximum building height of 60 feet subject to FAA Part 77 clearance and consistency with the Joint Land Use Study building story limitation and intensity restrictions in persons per acre.
- Revise Table III-1 of the Specific Plan so that Mixed Use allows both Custom & Light manufacturing as Conditional uses.
- Revise Page A-1 of the Specific Plan to modify definition of Manufacturing - Light to include food processing uses that have minor noise or odors emission (such as bakeries), that may minimally affect adjacent lots (see Appendix A of the SPA)
- Revise Specific Plan to incorporate Arnold Heights School site as Business Park, Industrial and Public Facility lots per a revised site plan.
- Incorporate the Defense Reutilization and Marketing Office (DRMO) parcel into the March Business Center Specific Plan, with Industrial zoning.
- Create a land use definition for coffee shop (with drive-through service) in Appendix A of the Specific Plan, and identify it use as a conditional use in the Mixed Use zone in Table III-1 of the Specific Plan.
- Replace aviation-related regulations in Chapter III of the Specific Plan to be consistent with the Joint Land Use Study.

Changes in Impact Analysis Parameters

The SEIR analysis of the proposed Project would incorporate current parameters with respect to traffic generation (including truck traffic generation and fleet mix) and air emissions (including emissions factors and vehicle trip lengths), and demand for utility/public services..

Discretionary Actions and Approvals by the March JPA

The following discretionary actions would be required as part of the Meridian North Campus Specific Plan Amendment:

- March Business Center Specific Plan Amendment
- March JPA General Plan Amendment
- Tentative Subdivision Tract Map
- Revised Statutory Development Agreement
- Certification of Subsequent EIR

Discretionary Actions and Approvals by Other Agencies

- U.S. Army Corps of Engineers- Clean Water Act Section 404 Individual Permit
- California Department of Fish and Game – Department of Fish and Game Code Section 1602 Streambed Alteration Agreement amendment; CESA Consistency Determination for least Bell's vireo
- United States Fish and Wildlife Service – Section 7 Consultation
- Santa Ana Regional Water Quality Control Board – Clean Water Act Section 402 National Pollutant Discharge Elimination System (NPDES) Permit for construction. General Industrial Permit for Lot 16.
- South Coast Air Quality Management District – Authority to Construct; permit to operate
- Riverside County Airport Land Use Commission – Consistency Analysis with March Air Reserve Base Air Installation Compatible Use Zone (AICUZ) and Airport Land Use Plan
- Western Municipal Water District – Water Supply Assessment
- Federal Aviation Administration – Notice of Construction 7460 Form for Lot 16
- Riverside County Fire Department – Emergency Access Road Conformance for Lot 16

Environmental Impacts and Mitigation Measures

A detailed discussion of existing environmental conditions, environmental impacts and mitigation measures is included in Section IV, *Environmental Impacts and Mitigation Measures*, of this ~~Draft~~Final SEIR. Project impacts, mitigation measures and level of significance after mitigation are summarized in **Table I-1**, located at the end of this section. In addition to the mitigation measures identified for the proposed Project described in this SEIR, the mitigation measures from the 2003 Focused EIR remain applicable to the proposed Project, and are also included in Table I-1. In cases where updated information is incorporated into the mitigation, the revisions are shown in strike-through/underline.

Project Alternatives

Section 15126(d) of the CEQA Guidelines requires the discussion of "a range of reasonable alternatives to a project or to the location of a project, which would feasibly attain most of the basic objectives of the project, but would avoid or substantially lessen any of the significant

effects of the proposed Project." Section 15126(d)(5) further states that "the range of alternatives required in an EIR is governed by the 'rule of reason' that requires the EIR to set forth only those alternatives necessary to permit a reasoned choice." Section VIII, *Project Alternatives*, discusses those alternatives that are capable of eliminating significant environmental impacts or reducing them to below a level of significance, even if they would impede the attainment of some project objectives, or would be more costly.

- Alternative A: No Project/Existing Specific Plan Alternative – Under this alternative, the proposed Project would not be approved and the property would be developed in accordance with the approved March Business Center Specific Plan and March JPA General Plan. With respect to the proposed Project area, the land use designations allowed under the Specific Plan would remain as currently approved. The March Business Center Specific Plan covers a much broader area than addressed under the proposed Project; thus, Alternative A only refers to the proposed Project area.

  The approved March Business Center Specific Plan provides the following land uses: Industrial, Mixed Use, Business Park, Park/Recreation/Open Space, Office, Commercial and Public Facilities. This alternative differs from the proposed Project in the following ways: the proposed Project would amend the March Business Center Specific Plan to reduce the Business Park by 97.4 acres, Mixed Use by 20.2 acres, and Public Facility by 7.5 acres. The proposed Project would increase the Commercial use by 2.0 acres, Industrial by 115.4 acres, Office by 3.3 acres and Park/Recreation/Open Space by 11.1 acres.

- Alternative B: Reduced Development Area/Intensity - Under Alternative B, the proposed Project area would include Lot 16 only. The remainder would be developed in accordance with the approved March Business Center Specific Plan.

  Lot 16 would accommodate a prospective industrial user proposing to develop a 515,223 square feet office and warehouse facility within the 45-acre lot. Under this alternative, approximately 45 acres of Business Park and Mixed Use would be replaced with an Industrial land use. This alternative would also require an amendment to the March Business Center Specific Plan.

CEQA requires that the SEIR identify the environmentally superior alternative among all of the alternatives considered, including the proposed Project. If the No Project Alternative is selected as environmentally superior, then the EIR shall also identify an environmentally superior alternative among the other alternatives. Based on the comparative analysis of alternatives, as provided in Section VIII., the No Project Alternative and the Reduced Development Area/Intensity are considered to be environmentally superior to the proposed Project in that their implementation would result in lesser impacts to transportation/traffic, air quality, utilities and service systems, and geology and soils.

TABLE I-1: SUMMARY OF ENVIRONMENTAL IMPACTS, MITIGATION MEASURES, AND LEVEL OF SIGNIFICANCE AFTER MITIGATION

IMPACT	MITIGATION MEASURE	SIGNIFICANCE AFTER MITIGATION
IV.A Land Use and Planning		
Mitigation from 2003 Focused EIR	A-1 Development within the Clear Zone and Accident Potential Zones I and II will abide by building standards and codes including height restrictions, restrictions on use, setbacks, population densities, and insulation and materials, as outlined in the approved ~~1998~~ 2005 Air Installation Compatible Use Zone (AICUZ).	Less than significant.
	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.	
	A-3 In accordance with the requirements of the Specific Plan, a School Buffer overlay district will be established. This district will extend 0.25 miles from the boundary of the ~~Arnold Heights Elementary School and the~~ Tomas Rivera Elementary School. The overlay district will provide landscaping around the boundaries of the school for screening; will prohibit certain uses with the potential noise impacts and/or hazardous materials handling/generation; and will provide for enhanced review of other development proposals to limit the potential for adverse impacts on the school.	

TABLE I-1: SUMMARY OF ENVIRONMENTAL IMPACTS, MITIGATION MEASURES, AND LEVEL OF SIGNIFICANCE AFTER MITIGATION

IMPACT	MITIGATION MEASURE	SIGNIFICANCE AFTER 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. ~~The basin shall drain within a six-hour period to reduce the potential for plant growth~~ 2. Standing water in all detention basins outside of the specified drawdown times shall be addressed through the use of positive drainage techniques (grading, wet wells, french drains are some examples) by the Project sponsor. 3. Regular maintenance activities shall include the removal of vegetation 4. March JPA shall monitor waterfowl activity during the rainy season in all detention basins. If waterfowl issues are identified during monitoring activities, then the March JPA and Project sponsor shall implement waterfowl control measures (netting and vegetation removal are some examples). ~~Detention basins shall be monitored regularly to determine if they attract waterfowl or other birds~~ ~~5. A plan to discourage bird activity shall be implemented if the basins are found to be an attraction to birds.~~	

TABLE I-1: SUMMARY OF ENVIRONMENTAL IMPACTS, MITIGATION MEASURES, AND LEVEL OF SIGNIFICANCE AFTER MITIGATION

IMPACT	MITIGATION MEASURE	SIGNIFICANCE AFTER MITIGATION
Potential impact: future developments within APZs could be incompatible with the AICUZ	***Mitigation IV.A-2-1*** Development located within either APZ I or APZ II shall comply with Resolution #JPA 08-01.	Less than significant.
IV.B Transportation/Traffic Mitigation from 2003 Focused EIR	*B-1* The Project shall contribute on a fair share basis toward the improvements identified in the Cumulative Impacts section.	Less than significant.
	B-2 The Project shall construct the transportation improvements identified in previously referenced Figures IV.B-5 through IV.B-7 (project phasing). To the extent that such improvements provide capacity benefits for local or regional (i.e., non-project) demand, the project is eligible for credits toward its contribution toward local and/or regional transportation impact fees, if any.	
	B-3 March Business Center traffic volumes shall be monitored periodically to assure that the transportation infrastructure provides sufficient capacity to serve Project volumes. Traffic monitoring shall occur at a minimum of five-year intervals.	
	B-4 The Project shall provide a site that can accommodate the future construction of a multi-modal transportation center by RCTC in the North Campus, north of Cactus Avenue and south of Alessandro Boulevard. CEQA analysis of the environmental impacts of the transportation center will be required once a proposal is brought forward by RCTC.	
	B-5 The March Business Center shall require implementation of parking ratios that limit the need for on-street parking. These ratios are identified in the Specific Plan.	
	B-6 The Project shall provide for bicycle facilities to	

TABLE I-1: SUMMARY OF ENVIRONMENTAL IMPACTS, MITIGATION MEASURES, AND LEVEL OF SIGNIFICANCE AFTER MITIGATION

IMPACT	MITIGATION MEASURE	SIGNIFICANCE AFTER MITIGATION
	accommodate non-motorized circulation on the site and connectivity to routes in the Cities of Riverside and Moreno Valley.	
	B-7 March Business Center shall provide truck routes on internal roadways to limit impacts of trucks on adjacent residential communities.	
	B-8 The Project shall construct internal roadways in accordance with the *County Road Improvement Standards and Specifications* with additional landscaping as identified in the Riverside County Integrated Project (RCIP).	
	B-9 The March JPA shall collaborate with adjacent jurisdictions and agencies to facilitate improvements addressing the existing deficiency at the I-215/Van Buren Boulevard interchange.	
	B-10 The March JPA shall implement Transportation Demand Management (TDM) strategies to shift trips outside the standard commuting hours and/or to non-"drive alone" modes of travel. This is accomplished through various employer-initiated measures, such as flexible working hours, encouragement of carpooling, and facilitating access for non-motorized (i.e., bicycling or walking) modes of travel. Section V of the Specific Plan outlines TDM requirements.	
	B-11 The March JPA shall cooperate with the Riverside Transportation Agency (RTA) for the provision of bus service within the Specific Plan Area.	
	B-12 Signage shall be provided at the Van Buren Boulevard intersections with Coyote Bush Road and Orange Terrace to discourage truck traffic on residential streets in the Orangecrest Development. Furthermore, the March JPA, as a	

TABLE I-1: SUMMARY OF ENVIRONMENTAL IMPACTS, MITIGATION MEASURES, AND LEVEL OF SIGNIFICANCE AFTER MITIGATION

IMPACT	MITIGATION MEASURE	SIGNIFICANCE AFTER MITIGATION
	responsible party, shall encourage the City of Riverside and Riverside County to review and consider appropriate legislation to eliminate or curtail truck traffic, exempting local deliveries, on Alessandro Boulevard and Van Buren Boulevard west of the March Business Center Development.	
Impact IV.B-1-1 Project peak hour traffic would cause a significant direct impact at the following intersections: 23. Van Buren Boulevard and Barton Street (LOS F in the a.m. peak-hour with and without Project) 29. Van Buren Boulevard and Southbound I-215 Ramps (LOS F in both peak-hours with and without the Project) 30. 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)	***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. 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	Less than significant Significant and unavoidable (interim; until planned improvements are implemented)

TABLE I-1: SUMMARY OF ENVIRONMENTAL IMPACTS, MITIGATION MEASURES, AND LEVEL OF SIGNIFICANCE AFTER MITIGATION

IMPACT	MITIGATION MEASURE	SIGNIFICANCE AFTER MITIGATION
	proposed Project, then a significant and unavoidable interim impact would occur. **30. Van Buren Boulevard and Northbound I-215 Ramps** The mitigation measures described above would improve the operation of this intersection to LOS D or better during both peak-hours. As is the case with intersection 29, this improvement is not fully funded. If full funding is not in place, this impact would be an interim significant unavoidable impact.	Significant and unavoidable (interim; until planned improvements are implemented)

Impact IV.B-1-2 Project ADT would cause a significant direct impact to the following roadway segments:
• Van Buren Boulevard:
  • West of Wood Road
  • Wood Road to Trautwein Road
  • Barton Street to Coyote Bush Road
  • Meridian Parkway to Northbound I-215 Ramps
	Implementation of Measure IV.B-1-1 above at Van Buren Boulevard/Barton Street would reduce the impacts on the Van Buren Boulevard segment from Barton Street to Coyote Bush Road to less than significant.	Van Buren Boulevard, from Barton Street to Coyote Bush Road: less than significant
		
		Significant and unavoidable impacts would occur at the following locations:
		• Van Buren Boulevard, west of Wood Road (significant interim impact until planned improvements identified in City of Riverside's TIP (2010 edition, page 1-40) are implemented.
		• Van Buren Boulevard, Wood Road to Trautwein Road (significant interim impact until planned improvements identified in City of Riverside's TIP (2010 edition, page 1-40) are implemented.
		• Van Buren Boulevard, from Meridian Parkway to I-215 interchange (significant interim impact until planned interchange improvements are constructed. As discussed above, implementation of mitigation measures at the Van Buren Boulevard/I-215 Northbound Ramps intersection would restore LOS to A during both peak hours. As discussed earlier in this section under "Roadway Segment Level of Service," in cases where the segment *potentially exceeds capacity*, but the intersections along this segment are characterized by acceptable LOS, then the segment operations were considered satisfactory.)

TABLE I-1: SUMMARY OF ENVIRONMENTAL IMPACTS, MITIGATION MEASURES, AND LEVEL OF SIGNIFICANCE AFTER MITIGATION

IMPACT	MITIGATION MEASURE	SIGNIFICANCE AFTER MITIGATION
Impact IV.B-1-3 Project ADT would cause a significant direct impact to the following freeway segments: • Interstate 215: • North of Alessandro Boulevard • Alessandro Blvd to Cactus Avenue • Cactus Ave to Van Buren Boulevard • South of Van Buren Boulevard	No feasible mitigation	Significant and unavoidable
Impact IV.B-1-4 Project peak hour traffic, together with peak hour traffic from cumulative projects, would cause a significant near term cumulative impact at the following intersections: 8. Alessandro Boulevard and Northbound I-215 Ramps (LOS F in both peak-hours) 12. Cactus Avenue and Meridian Parkway (LOS E in both peak-hours) 13. Cactus Avenue and Southbound I-215 Ramps (LOS F in both peak-hours) 14. Cactus Avenue and Northbound I-215 Ramps/Old 215 Frontage Road (LOS F in both peak-hours) 15. Cactus Avenue and Elsworth Street (LOS F in both peak-hours) 21. Van Buren Boulevard and Wood Road (LOS F in the a.m. peak-hour) 22. Van Buren Boulevard and Trautwein Road (LOS F in the a.m. peak-hour, LOS E in the p.m. peak-hour~~, LOS E in the p.m. peak-hour~~) 23. Van Buren Boulevard and Barton Street (LOS E in the a.m. peak-hour, LOS F in the p.m. peak-hour) 24. Van Buren Boulevard and Coyote Bush Road (LOS F in the p.m. peak-	***Mitigation IV.B-1-5*** The Project sponsor shall fully fund construction of the following improvements to mitigate cumulative peak hour intersection impacts: **12. Cactus Avenue and Meridian Parkway** Provide the following improvement: • Add second westbound left turn lane. The above improvement shall be required upon issuance of occupancy permit for any use within Phase 1, 2 or 2A after traffic generated by the proposed Project exceeds 44,966 External ADT. ***24. Van Buren Boulevard and Coyote Bush Road*** Provide the following improvements: • Add second northbound left-turn lane; • Add exclusive northbound right-turn lane with overlap phase These improvements shall be assured to the satisfaction of the March JPA Executive Director prior to issuance of the certificate of occupancy for a total building area exceeding 2.0 million square feet in Phase 3. ***26. Van Buren Boulevard and Village West Drive*** Provide the following improvement:	Less than significant Less than significant Less than significant

TABLE I-1: SUMMARY OF ENVIRONMENTAL IMPACTS, MITIGATION MEASURES, AND LEVEL OF SIGNIFICANCE AFTER MITIGATION

IMPACT	MITIGATION MEASURE	SIGNIFICANCE AFTER MITIGATION
hour) 26. Van Buren Boulevard and Village West Drive (LOS E in the p.m. peak-hour) 36. Nandina Avenue and Barton Street (LOS F in the p.m. peak-hour)	• Add northbound right-turn overlap phase This improvement shall be assured to the satisfaction of the March JPA Executive Director prior to issuance of the certificate of occupancy for a total building area exceeding 2.0 million square feet in Phase 3. ***Mitigation IV.B-1-2*** The individual lot developers shall contribute on a fair share basis[2] toward the following improvements to mitigate cumulative peak hour intersection impacts under Existing Plus Project Plus Cumulative conditions at the time of issuance of the building permit:	
	8. Alessandro Boulevard and Northbound I-215 Ramps Provide the following improvements: • Add second eastbound left-turn lane; • Add exclusive westbound right-turn lane; • Reconfigure northbound leg to two left-turn lanes and one shared left-through-right lane	Significant and unavoidable
	13. Cactus Avenue and Southbound I-215 Ramps Interchange improvements, including widening of the Cactus Avenue bridge over I-215, have been identified in the 2008 RTIP (i.e., RTIP project RIV050533, which is proposed by the City of Moreno Valley). The planned improvements at this intersection would provide sufficient capacity to operate at an acceptable LOS under this traffic scenario. However, as is the case for the I-215/Van Buren Boulevard interchange, a	Significant and unavoidable (interim; until planned improvements are implemented)

[2] Refer to Appendix N of the traffic technical report for the fair share calculations.

TABLE I-1: SUMMARY OF ENVIRONMENTAL IMPACTS, MITIGATION MEASURES, AND LEVEL OF SIGNIFICANCE AFTER MITIGATION

IMPACT	MITIGATION MEASURE	SIGNIFICANCE AFTER MITIGATION
	significant unavoidable interim impact would result if this improvement were delayed beyond the implementation of the proposed Project and the cumulative development proposals.	
	14. Cactus Avenue and Northbound I-215 Ramps As with intersection 13 above, the planned improvements identified in the RTIP would mitigate cumulative traffic impacts. However, in light of projected delays in the implementation of these improvements, a significant unavoidable interim impact would result.	Significant and unavoidable (interim; until planned improvements are implemented)
	15. Cactus Avenue and Elsworth Street Provide the following improvements: • Add third eastbound through and second eastbound left-turn lane; • Reconfigure northbound to leg to provide two left-turn lanes, one through lane, and one right-turn lane with an overlap phase	Significant and unavoidable
	21. Van Buren Boulevard and Wood Road Provide the following improvements: • Add third eastbound through lane (a TUMF[3] improvement) and second eastbound left-turn lane; • Add third westbound through lane (a TUMF improvement); • Add second northbound through lane	Significant and unavoidable
	22. Van Buren Boulevard and Trautwein Road Provide the following improvements:	Significant and unavoidable

[3] Note that the widening of this segment of Van Buren Boulevard is shown in the TUMF 2010 Northwest Zone, and is included in the City of Riverside's TIP. Proposed Project's contribution to these improvements will be funded through the payment of TUMF fees.

TABLE I-1: SUMMARY OF ENVIRONMENTAL IMPACTS, MITIGATION MEASURES, AND LEVEL OF SIGNIFICANCE AFTER MITIGATION

IMPACT	MITIGATION MEASURE	SIGNIFICANCE AFTER MITIGATION
	• Add third eastbound through lane (a TUMF improvement); • Add second southbound through lane; • Add exclusive northbound right-turn lane; • Add second westbound left-turn lane	
	36. Nandina Avenue and Barton Street Provide the following improvement: • Add southbound left-turn lane	Significant and unavoidable
	No feasible mitigation for remaining intersections	Significant and unavoidable
Impact IV.B-1-5 Project ADT, together with ADT from cumulative projects, would cause a significant near term cumulative impact at the following street segments: • Cactus Avenue: o Northbound I-215 Ramps to Elsworth Street o Elsworth Street to Frederick Street • Van Buren Boulevard: o West of Wood Road o Wood Road to Trautwein Road o Trautwein Road to Barton Street o Orange Terrace Parkway to Village West Drive o Village West Drive to Meridian Parkway • Barton Street • Van Buren Boulevard to Krameria Avenue • Krameria Avenue to Nandina Avenue	Implementation of Measure IV.B-1-5 above at the Van Buren Boulevard intersection with Village West Drive would reduce the impacts on the Van Buren Boulevard segments from Orange Terrace Parkway to Village West Drive and from Village West Drive to Meridian Parkway to less than significant.	Van Buren Boulevard, from Orange Terrace Parkway to Village West Drive: less than significant Van Buren Boulevard, from Village West Drive to Meridian Parkway: less than significant Significant and unavoidable impacts would occur at the following locations: • Cactus Avenue: o Northbound I-215 Ramps to Elsworth Street o Elsworth Street to Frederick Street • Van Buren Boulevard: o West of Wood Road o Wood Road to Trautwein Road o Trautwein Road to Barton Street • Barton Street o Van Buren Boulevard to Krameria Avenue o Krameria Avenue to Nandina Avenue
Impact IV.B-1-6 Project ADT, together with ADT from cumulative projects, would	No feasible mitigation	Significant and unavoidable

TABLE I-1: SUMMARY OF ENVIRONMENTAL IMPACTS, MITIGATION MEASURES, AND LEVEL OF SIGNIFICANCE AFTER MITIGATION

IMPACT	MITIGATION MEASURE	SIGNIFICANCE AFTER MITIGATION

cause a significant near term cumulative impact at the following freeway segments:
• Interstate 215:
  • North of Alessandro Boulevard
  • Alessandro Blvd to Cactus Avenue
  • Cactus Ave to Van Buren Boulevard
  • South of Van Buren Boulevard		

Impact IV.B-1-7 Project peak hour traffic, together with peak hour traffic from cumulative projects, would cause a significant long term cumulative impact at the following intersections:	***Mitigation IV.B-1-3*** The individual lot developers shall contribute on a fair share basis[4] toward the following improvements to mitigate cumulative peak hour intersection impacts under Future Year Plus Project conditions at the time of issuance of the building permit:	
1. Alessandro Boulevard and Canyon Crest Drive (LOS F in both peak-hours with and without the Project) 2. Alessandro Boulevard and Trautwein Road (LOS F in the a.m. peak-hour with and without the Project) 3. Alessandro Boulevard and Mission Grove Parkway (LOS E in the a.m. peak-hour and LOS F in the p.m. peak-hour with and without the Project)	**<u>3. Alessandro Boulevard and Mission Grove Parkway</u>** Provide the following improvement: • Add northbound right-turn overlap phase	Significant and unavoidable
6. Alessandro Boulevard and Sycamore Canyon Road/Meridian Parkway (LOS F in both peak-hours with and without the Project)	**<u>6. Alessandro Boulevard and Meridian Parkway</u>** Provide the following improvements: • Add northbound right-turn overlap phase • Add southbound right-turn overlap phase	Significant and unavoidable
7. Alessandro Boulevard and Southbound I-215 Ramps (LOS E in the a.m. peak-hour with the Project) 8. Alessandro Boulevard and Northbound I-215 Ramps (LOS E in the p.m. peak-hour with the Project)	**<u>7. Alessandro Boulevard and Southbound I-215 Ramps</u>** Provide the following improvement: • Split southbound shared left-right turn lane to separate left and right turn lanes	Significant and unavoidable
9. Alessandro Boulevard and Old 215 Frontage Road (LOS F in the p.m.		

[4] Refer to Appendix N of the traffic technical report for the fair share calculations.

TABLE I-1: SUMMARY OF ENVIRONMENTAL IMPACTS, MITIGATION MEASURES, AND LEVEL OF SIGNIFICANCE AFTER MITIGATION

IMPACT	MITIGATION MEASURE	SIGNIFICANCE AFTER MITIGATION
peak-hour with and without the Project) 12. Cactus Avenue and Meridian Parkway (LOS E in the a.m. peak-hour and LOS F in the p.m. peak-hour with and without the Project) 15. Cactus Avenue and Elsworth Street (LOS E in the p.m. peak-hour with and without the Project) 21. Van Buren Boulevard and Wood Road (LOS E in both peak-hours with the Project, LOS E in the a.m. peak without the Project) 23. Van Buren Boulevard and Barton Street (LOS F in both peak-hours with and without the Project) 26. Van Buren Boulevard and Village West Drive (LOS F in both peak-hours with and without the Project) 27. Van Buren Boulevard and Meridian Parkway (LOS E in the a.m. peak-hour and LOS F in the p.m. peak-hour with and without the Project) 37. Cottonwood Avenue and Day Street (LOS E in p.m. peak-hour with and without the Project)	**8. Alessandro Boulevard and Northbound I-215 Ramps** Provide the following improvement: • Reconfigure northbound approach to provide triple left-turn lanes and a shared through-right lane **9. Alessandro Boulevard and Old 215 Frontage Road** Provide the following improvement: • Add second southbound left-turn lane **15. Cactus Avenue and Elsworth Street** Provide the following improvement: • Add second southbound right-turn lane **37. Cottonwood Avenue and Day Street** Provide the following improvement: • Add second southbound left-turn lane No feasible mitigation at remaining intersections	Significant and unavoidable Significant and unavoidable Significant and unavoidable Significant and unavoidable Significant and unavoidable
Impact IV.B-1-8 Project ADT, together with ADT from cumulative projects, would cause a significant cumulative impact on the following roadway segments • Alessandro Boulevard o Meridian Parkway to Southbound I-215 Ramps o Northbound I-215 Ramps to Old 215 Frontage Road • Cactus Avenue	No feasible mitigation	Significant and unavoidable

TABLE I-1: SUMMARY OF ENVIRONMENTAL IMPACTS, MITIGATION MEASURES, AND LEVEL OF SIGNIFICANCE AFTER MITIGATION

IMPACT	MITIGATION MEASURE	SIGNIFICANCE AFTER MITIGATION
○ Northbound I -215 Ramps to Elsworth Street • Van Buren Boulevard ○ Orange Terrace Parkway to Village West Drive ○ Village West Drive to Meridian Parkway		
Impact IV.B-1-9 Project ADT, together with ADT from cumulative projects, would cause a significant long term cumulative impact at the following freeway segments: • Interstate 215: • North of Alessandro Boulevard • Alessandro Blvd to Cactus Avenue • Cactus Ave to Van Buren Boulevard • South of Van Buren Boulevard	No feasible mitigation	Significant and unavoidable
Additional 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 JPA would calculate trip generation for both passenger cars and trucks using approved trip generation rates. Once approved by the JPA, a running total would be kept for each of the Planning Areas as applications are reviewed. ***Mitigation IV.B-1-6*** The Project sponsor shall dedicate land located along the southern boundary of the North Campus to provide sufficient right-of-way for the planned full build out of Van Buren within 90 days of	

TABLE I-1: SUMMARY OF ENVIRONMENTAL IMPACTS, MITIGATION MEASURES, AND LEVEL OF SIGNIFICANCE AFTER MITIGATION

IMPACT	MITIGATION MEASURE	SIGNIFICANCE AFTER MITIGATION
	Project approval, as approved by the March JPA Civil Engineer. ***Mitigation IV.B-1-7*** The Project sponsor shall dedicate land and provide temporary construction easements in the vicinity of the I-215/Van Buren Boulevard interchange to accommodate a portion of the planned future improvements identified in RTIP project RIV060120 within 90 days of Project approval or as required by Caltrans.	
IV.C Air Quality Mitigation Measures from 2003 Focused EIR:	*C-1* Preferential parking spaces shall be offered to car pools and van pools. *C-2* Employers shall implement a compressed workweek schedule when feasible. *C-3* Employers with 250 employees or more shall develop a trip reduction plan to increase vehicle occupancy. *C-4* Employers shall provide on-site child care facilities when feasible. *C-5* Design elements shall be designed to reduce vehicle queuing when entering and exiting parking structures. *C-6* Projects shall provide for video conferencing facilities to the extent possible. *C-7* Businesses shall minimize the use of fleet vehicles during smog alerts, and encourage the use of alternative fuel	Significant and unavoidable

TABLE I-1: SUMMARY OF ENVIRONMENTAL IMPACTS, MITIGATION MEASURES, AND LEVEL OF SIGNIFICANCE AFTER MITIGATION

IMPACT	MITIGATION MEASURE	SIGNIFICANCE AFTER MITIGATION
	vehicles. *C-8* Buildings shall be designed to reduce energy usage by utilizing solar or low emissions water heaters, double paned glass windows, using light colored roofing materials, using skylights in warehouses, orienting buildings north to the extent practical, and increasing wall and attic installation above Title 24 requirements. *C-9* CEQA Review of stationary source emissions other than natural gas and electricity shall be done on all projects with the possibility of emitting air pollutants. In addition, all projects involving stationary source emissions shall obtain permits to construct and operate from the SCAQMD. *C-10* Trucks hauling dirt, sand, gravel or soil are to be covered or should maintain at least two feet of freeboard in accordance with Section 23114 of the California Vehicle Code. *C-11* Construction access roads to the main roads should be paved to avoid dirt being carried on to the roadway. *C-12* A construction relations officer should be appointed to act as a community liaison to oversee on-site construction activity and all emissions and congestion related matters. *C-13* Restrict idling emission from trucks by using auxiliary power units and	

TABLE I-1: SUMMARY OF ENVIRONMENTAL IMPACTS, MITIGATION MEASURES, AND LEVEL OF SIGNIFICANCE AFTER MITIGATION

IMPACT		MITIGATION MEASURE	SIGNIFICANCE AFTER MITIGATION
		electrification at the industrial warehouse facilities. *C-14* Landscape with appropriate drought-tolerant species to reduce water consumption.	
Impact IV.C-2-1	The maximum simultaneous emissions associated with mass grading, initial site development, and Lot 16 construction activities would exceed the SCAQMD's air quality significance thresholds for construction for ROG, NO_x, PM_{10} and $PM_{2.5}$.	***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.	Significant and Unavoidable
Impact IV.C-2-2	The maximum simultaneous emissions resulting from site-specific development activities after the year 2010 would exceed the SCAQMD's air quality significance thresholds for construction for ROG, NO_x, PM_{10} and $PM_{2.5}$.	***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.	Significant and Unavoidable
Impact IV.C-2-3	The proposed Project would result in a significant localized impact with respect to PM_{10} emissions during construction.	***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.	Significant and Unavoidable

TABLE I-1: SUMMARY OF ENVIRONMENTAL IMPACTS, MITIGATION MEASURES, AND LEVEL OF SIGNIFICANCE AFTER MITIGATION

IMPACT	MITIGATION MEASURE	SIGNIFICANCE AFTER MITIGATION
	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	

TABLE I-1: SUMMARY OF ENVIRONMENTAL IMPACTS, MITIGATION MEASURES, AND LEVEL OF SIGNIFICANCE AFTER MITIGATION

IMPACT		MITIGATION MEASURE	SIGNIFICANCE AFTER MITIGATION
		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.	
Impact IV.C-2-4	The proposed Project's operational emissions would exceed the SCAQMD's significance thresholds for ROG, NO_x, CO, PM_{10} and $PM_{2.5}$.	***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	Significant and Unavoidable

TABLE I-1: SUMMARY OF ENVIRONMENTAL IMPACTS, MITIGATION MEASURES, AND LEVEL OF SIGNIFICANCE AFTER MITIGATION

IMPACT	MITIGATION MEASURE	SIGNIFICANCE AFTER MITIGATION
	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.	
Impact IV.C-2-5 The proposed Project's emissions of diesel particulate matter, when combined with existing background levels that exceed the SCAQMD's significance thresholds, results in a significant cumulative impact.	No feasible mitigation	Significant and unavoidable
Potential impact: odors may occur during the construction or operation of the proposed Project	***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.	Less than significant
IV.D Biological Resources <u>Mitigation Measures from 2003 Focused EIR</u>	D-1 Prior to construction activity, the applicant shall coordinate with USFWS to assure that the requirements and stipulations of the 1999 Biological Opinion and the Biological Opinion Clarification Letter (September 6, 2002) are met.	Less than significant.

TABLE I-1: SUMMARY OF ENVIRONMENTAL IMPACTS, MITIGATION MEASURES, AND LEVEL OF SIGNIFICANCE AFTER MITIGATION

IMPACT	MITIGATION MEASURE	SIGNIFICANCE AFTER MITIGATION
	The 1999 Biological Opinion and the 1999 Biological Opinion Clarification letter are included in Appendices A and B of the Biological Resources Review found in Appendix F of this document. Mitigation for potential impacts to federal or state listed species shall be as per the 1999 Biological Opinion and the 1999 Biological Opinion Clarification Letter issued by USFWS. This mitigation shall include the replacement 35.2 acres of impacted occupied Stephens' kangaroo rat (SKR) habitat at a 1:1 ratio. As of September 2002, the March JPA is responsible for 14.2 acres of mitigation at a 1:1 ratio, as 21 acres of USFWS approved occupied habitat have previously been acquired by the March JPA and serve as mitigation for 21 acres of SKR occupied habitat. Other required mitigation (78.4 acres discussed in the 1999 BO Clarification letter) will be at a fee of $500 per acre.	
	D-2 Per the 1999 BO, avoid 13 acres of USFWS designated least Bell's vireo riparian habitat north and south of Van Buren Boulevard by utilizing 100-foot buffer zones in these areas.	
	D-3 No construction activities shall occur during the nesting/breeding season until a qualified biologist has conducted a field review of the affected areas for occupancy by the least bell's vireo.	
	D-4 Prior to construction activity, the applicant shall coordinate with the L.A. District Corps office to assure conformance with the requirements of Section 404 of the Clean Water Act.	
	D-5 Prior to construction activity, the applicant shall coordinate with the Santa Ana Water Quality Board (Region 8) to assure conformance with the requirements of Section 404/401 of the Clean Water Act and the State of California Porter	

TABLE I-1: SUMMARY OF ENVIRONMENTAL IMPACTS, MITIGATION MEASURES, AND LEVEL OF SIGNIFICANCE AFTER MITIGATION

IMPACT		MITIGATION MEASURE	SIGNIFICANCE AFTER MITIGATION
		Cologne Water Quality Control Act. D-6 Prior to activity within waters of the U.S., the applicant shall coordinate with the California Department of Fish and Game (Eastern Sierra and Inland Desert Region 6) relative to conformance to the Lake and Streambed Alteration permit requirements.	
Impact IV.D-1-1	The Riparian Forest located in the southwestern portion of the Project area is now occupied by LBV and would be impacted by the proposed Project (RBC, 2007). The March JPA is not a permittee pursuant to the Western Riverside MSHCP; and therefore, the Project applicant is pursuing Section 7 consultation with the USFWS through the Section 404 permit for Project-related LBV impacts. The March Business Center Specific Plan is expected to directly impact approximately 3.0 acres of LBV habitat, 1.39 of which will be impacted by the proposed Project. LBV is also listed as threatened and endangered under CESA. The Biological Opinion dated October 14, 2009 is currently being reviewed by CDFG for consistency with CESA. Elevated noise levels can potentially mask the song of the LBV. The song is used to attract mates and defend territories. The San Diego Association of Governments (SANDAG), in a 1990 study (SANDAG 1990), theoretically	***Mitigation IV.D.1-1:*** The following mitigation measures shall be implemented to reduce the impacts to LBV to below a level of significance: • To avoid the direct loss of eggs and chicks, all vegetation shall be cleared outside the LBV breeding season (e.g., March 1 through August 15). • Construction activities associated with the widening of Van Buren Boulevard and all lots adjacent to occupied LBV habitat shall be restricted during the LBV breeding season to avoid indirect impacts to the species from increased noise levels. In the event construction activities must occur during the breeding season, noise attenuation measures (e.g. noise walls or berms) and noise monitoring by qualified biologist will be required. Noise levels shall not exceed 60 dBA Leq in suitable occupied riparian habitat during the breeding season during one-hour internals. If noise levels exceed this threshold as determined by the monitoring biologist, construction activities shall cease or additional noise measures shall be incorporated to reduce construction-related noise levels to 60 dBA	Less than Significant

TABLE I-1: SUMMARY OF ENVIRONMENTAL IMPACTS, MITIGATION MEASURES, AND LEVEL OF SIGNIFICANCE AFTER MITIGATION

IMPACT	MITIGATION MEASURE	SIGNIFICANCE AFTER MITIGATION
estimated that noise levels above 60 dBA Leq in LBV breeding areas may impact the reproductive success of this species during their breeding season. The report conclusions were unclear as to the specific interval of the Leq. The USFWS uses the one-hour 60 dBA Leq noise level as a threshold of significance. Thus, a one-hour Leq interval is also used. Noise impacts to LBV could occur during the nesting/breeding season. The March JPA General Plan and associated Master EIR identified 13 acres of USFWS designated LBV riparian habitat located in the Meridian South Campus and the adjacent previously designated SKR management area. The Master EIR precludes development within 100 feet of these riparian areas. The Project area is not located within 100 feet of the designated LBV riparian habitat; therefore, the Project is consistent with the analysis in the Master EIR with respect to impacts to LBV.	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	

TABLE I-1: SUMMARY OF ENVIRONMENTAL IMPACTS, MITIGATION MEASURES, AND LEVEL OF SIGNIFICANCE AFTER MITIGATION

IMPACT	MITIGATION MEASURE	SIGNIFICANCE AFTER MITIGATION
	shielded. • All drainage from adjacent development within the Meridian development shall be directed away from the riparian areas to avoid the potential urban run-off contamination of LBV habitat. • The Unit 4 Lot E detention basin adjacent to Mitigation Area 2 shall be maintained by the Meridian Landscape, Lighting and Maintenance District (LLMD). The basin shall continuously be monitored, maintained, and kept clear of overgrowth. Maintenance activities shall occur outside of the LBV nesting/breeding season (March 1 – August 15). • A biological monitor shall be present during habitat clearing and construction within waters of the U.S. and riparian areas to ensure the activities are performed in accordance with the biological opinion, terms and conditions of the 404 permit, and final streambed agreement as amended by CDFG. • Temporary chain link fence shall be installed by the Master Developer at the start of mass grading for those lots adjacent to the Conservation Easement areas. The temporary chain link fencing shall be replaced by the individual lot developer with a minimum 8" decorative masonry wall at the onset of fine grading improvements for each lot in accordance with the Meridian Compensatory Mitigation and Monitoring Plan (CMMP). The LLMD will be responsible for mending fences or walls that are adjacent to the	

TABLE I-1: SUMMARY OF ENVIRONMENTAL IMPACTS, MITIGATION MEASURES, AND LEVEL OF SIGNIFICANCE AFTER MITIGATION

IMPACT	MITIGATION MEASURE	SIGNIFICANCE AFTER MITIGATION
	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 Master Developer	

TABLE I-1: SUMMARY OF ENVIRONMENTAL IMPACTS, MITIGATION MEASURES, AND LEVEL OF SIGNIFICANCE AFTER MITIGATION

IMPACT		MITIGATION MEASURE	SIGNIFICANCE AFTER MITIGATION
		shall be responsible for ensuring the successful onsite establishment of 2.3 acres of LBV habitat within "Mitigation Area 1" and approximately 1.9 acres of LBV habitat within "Mitigation Area 2." In addition, the March JPA and the Master Developer will record a conservation easement on approximately 175 acres to ensure the long-term protection of the restored riparian habitats, existing occupied LBV habitat, and adjacent upland buffers. The conservation easement areas shall be managed in perpetuity by an appropriate management entity.	
Impact IV.D.1-2	During the biological evaluation performed in August 2009, habitat for the Western Burrowing Owl was identified in the non-native grasslands and graded areas within the proposed Project area (RBC, 2009). This species is listed by the State as a Species of Special Concern. Since the March JPA is not subject to the MSHCP, performing the presence/absence survey protocol outlined in that document and mitigation for offsetting impacts to the Burrowing Owl or its habitat is not required. However, pre-construction surveys and passive relocation measures shall be implemented to minimize impacts to Burrowing Owls (MEIR, 1999, p. 3-96). With implementation of these measures, the proposed Project would not adversely affect	***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.	Less than Significant

TABLE I-1: SUMMARY OF ENVIRONMENTAL IMPACTS, MITIGATION MEASURES, AND LEVEL OF SIGNIFICANCE AFTER MITIGATION

IMPACT		MITIGATION MEASURE	SIGNIFICANCE AFTER MITIGATION
	Burrowing Owls.		
Impact IV.D-3-1	The March Business Center Specific Plan is expected to impact approximately 0.41 acre of ephemeral to intermittent channels, 0.64 acre of ephemeral concrete drainage channels and v-gutters within Arnold Heights; 0.12 acre of perennial channel or in-channel wetlands and 1.39 acres of riparian vegetation in the proposed detention basin area. The majority of the impacts would occur with the proposed Project.	***Mitigation IV.D-3-1***: The March JPA and the Master Developer 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 Master Developer shall protect approximately 175 acres of waters of the U.S. State Waters, LBV habitat and upland habitat located in the former SKR management 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.	Less than Significant
IV.E Hazards and Hazardous Materials			
Mitigation Measures from 2003 Focused EIR:		E-1 No project facilities located within one-quarter miles of the existing school shall store, handle or use toxic or highly toxic gases as defined in the most currently adopted County fire code at quantities that exceed exempt amount as defined in the most currently adopted fire code. E-2 Facilities that store, handle or use regulated substances as defined in the California Health and Safety Code 25532 (g) in excess of threshold quantities shall prepare risk management plans (RMP) for determination of risks to the community. If in the event the RMP shows that the facility stores, handles or use regulated substances in excess of the thresholds described above, the activity will be prohibited.	Less than significant.

TABLE I-1: SUMMARY OF ENVIRONMENTAL IMPACTS, MITIGATION MEASURES, AND LEVEL OF SIGNIFICANCE AFTER MITIGATION

IMPACT	MITIGATION MEASURE	SIGNIFICANCE AFTER MITIGATION
Mitigation Measure E-2 from the 2003 Focused EIR has been modified to make it feasible and shall be required of future development with 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.	Less than significant.
IV.F Hydrology/Water Quality Mitigation Measures from 2003 Focused EIR:	F-1 Detention basins and improvements to the storm drain system shall be constructed to reduce peak flows to less than those associated with existing conditions in accordance with the approved Drainage Plan. F-2 The storm drain system shall include sediment basins near inlets to the system to intercept sediment in accessible areas where maintenance is practical. F-3 Activities requiring authorization under an NPDES permit shall not be conducted prior to authorization by the Santa Ana Regional Water Quality Control Board. Best management practices identified in the Storm Water Pollution Prevention Plan shall be implemented.	Less than significant.
IV.G Utilities and Service Systems Mitigation Measures from 2003 Focused EIR:	H-1 Provide for the extension of utility infrastructure to serve the development, including over-sizing facilities for future needs. H-2 Construct the storm drain and flood control facilities, in accordance with the ~~approved March Business Center Drainage Plan and Plan for March JPA Planning Area~~ Meridian Business Center Ultimate Drainage Conditions drainage	Less than Significant

TABLE I-1: SUMMARY OF ENVIRONMENTAL IMPACTS, MITIGATION MEASURES, AND LEVEL OF SIGNIFICANCE AFTER MITIGATION

IMPACT	MITIGATION MEASURE	SIGNIFICANCE AFTER MITIGATION
	study (~~Feb.~~ June 2010). H-3 All storm drain and flood control facilities shall be approved and operational prior to the issuance of certificates of occupancy for the associated development. H-4 The project 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: o 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. o The use of mulch and/or compost in the development and maintenance or landscape areas is recommended. o Construction and demolition waste should be reduced and/or diverted from landfill disposal by the use of onsite grinders or by directing the materials to recycling facilities. H-5 The proposed project shall comply with the State Model Ordinance, implemented in 9/1/94 in accordance with AB 1327, Chapter 18, California Solid Waste Reuse and Recycling Access Act of 1991, which requires that all commercial, industrial, and multi-family residential projects provide adequate area(s) for the collections and loading of recyclable materials. Prior to building	

TABLE I-1: SUMMARY OF ENVIRONMENTAL IMPACTS, MITIGATION MEASURES, AND LEVEL OF SIGNIFICANCE AFTER MITIGATION

IMPACT	MITIGATION MEASURE	SIGNIFICANCE AFTER MITIGATION
	permit issuance, the applicant shall submit a Recyclables Collection and Loading Area plot plan to the March JPA for review and approval. H-6 As Phase 1 develops, actual wastewater flows will be monitored relative to the capacity of ~~Pump Station 3586~~ the Van Buren Pump Station so that future improvements will be in place before the capacity of the pump station is reached. H-7 The proposed non-potable water system will meet "Purple" pipe standards for reclaimed water systems. H-8 A fireflow standard of 5,000 gallons per minute shall be used for the water distribution network.	
Impact IV.G.2-1 Projected wastewater flows would exceed the capacity of existing infrastructure.	***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).	Less than Significant

TABLE I-1: SUMMARY OF ENVIRONMENTAL IMPACTS, MITIGATION MEASURES, AND LEVEL OF SIGNIFICANCE AFTER MITIGATION

IMPACT	MITIGATION MEASURE	SIGNIFICANCE AFTER MITIGATION
Potential Impact: Development of the project may exceed the water budget established in the 2009 Water Supply Assessment conducted by WMWD.	***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 Measure 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.	Less than Significant
IV.H Noise Mitigation Measures from 2003 Focused EIR:	J-1 All proposed projects within the School Buffer overlay districts will be required to conduct an acoustical analysis. If the acoustical analysis indicates noise levels from a proposed use will be in excess of the thresholds defined in this section, then the March JPA will prohibit the use within the school overlay district. J-2 All construction equipment used for construction activities shall be fitted with exhaust muffling and	Less than significant.

TABLE I-1: SUMMARY OF ENVIRONMENTAL IMPACTS, MITIGATION MEASURES, AND LEVEL OF SIGNIFICANCE AFTER MITIGATION

IMPACT	MITIGATION MEASURE	SIGNIFICANCE AFTER MITIGATION
	noise control filter devices to reduce noise impacts. J-3 Information and location of noise sensitive receptors shall be reviewed and updated by March JPA staff to ensure that all sensitive receptors that may be affected by the long-term implementation of the proposed Specific Plan are identified. These sensitive receptors shall include the existing schools. J-4 Building setbacks and methods of sound attenuation shall be considered and used where appropriate with specific development proposals in the planning area to limit stationary and vehicular long-term noise impacts upon sensitive noise receptors. J-5 Buildings located within the 65dBA noise contour will include appropriate sound attenuation devices within its construction. J-6 Industrial and noise sensitive receptors (residential, schools, churches, hospitals, libraries, and senior housing) will be separated sufficiently to reduce the noise impact to sensitive receptors to an insignificant level. J-7 Separate residential uses and truck routes so that noise impacts will be contained without unnecessarily lengthening truck trips.	
Impact IV.H-1-1 The proposed Project could generate noise levels in excess of standards established in the City of Riverside Municipal Code, the County of Riverside Municipal Code, or by the USFWS.	***Mitigation IV.H.1-1:*** Prior to obtaining a building permit, a site/building-specific acoustical report shall be prepared by an acoustical engineer or professional acoustician showing that interior noise levels within all habitable rooms do not to	Less than significant.

TABLE I-1: SUMMARY OF ENVIRONMENTAL IMPACTS, MITIGATION MEASURES, AND LEVEL OF SIGNIFICANCE AFTER MITIGATION

IMPACT	MITIGATION MEASURE	SIGNIFICANCE AFTER MITIGATION
	exceed 45 dB Ldn or CNEL for all new noise sensitive receptors (inclusive of transient lodging, educational facilities, and childcare facilities) which are identified as Conditionally Acceptable Uses consistent with **Figure IV.H-3**, State of California Noise Compatibility Chart. Normally Unacceptable Uses identified in Figure IV.H-3, State of California Noise Compatibility Chart shall not be allowed. The recommendations of the noise report shall be mandatory and binding on the proposed development. Noise reduction measures may include specific window treatments, such as dual glazing, and mechanical ventilation when the 45 dBA CNEL limit can only be achieved with a closed window condition. ***Mitigation 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	

TABLE I-1: SUMMARY OF ENVIRONMENTAL IMPACTS, MITIGATION MEASURES, AND LEVEL OF SIGNIFICANCE AFTER MITIGATION

IMPACT	MITIGATION MEASURE	SIGNIFICANCE AFTER MITIGATION
	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.	
Impact IV.H-1-2 Exterior noise-sensitive areas at sensitive receptors such as transient lodging, education facilities, and childcare facilities, when proposed in areas where the exterior noise levels exceed Figure IV.H-3, State of California Noise Compatibility Chart, could result in significant noise impacts.	***Mitigation Measure IV.H-1-3:*** Design each lot in such a manner as to not exceed the sound levels at exterior noise-sensitive areas as identified in Figure IV.H-3: State of California Noise Compatibility Chart.	Less than significant.

TABLE I-1: SUMMARY OF ENVIRONMENTAL IMPACTS, MITIGATION MEASURES, AND LEVEL OF SIGNIFICANCE AFTER MITIGATION

IMPACT	MITIGATION MEASURE	SIGNIFICANCE AFTER MITIGATION
Impact IV.H-1-3 Interior noise-sensitive areas at transient lodging, when proposed in areas where the exterior noise levels exceed 60 dBA Ldn or CNEL, could result in significant noise impacts.		Less than significant.
Impact IV.H-1-4 Interior noise-sensitive areas at educational facilities and childcare facilities, when proposed in areas where the exterior noise levels exceed 65 dBA Ldn or CNEL, could result in significant noise impacts.	***Mitigation Measure IV.H-1-4:*** Prior to obtaining a building permit, submit a site/building-specific acoustical analysis prepared by an acoustical engineer or professional acoustician showing that interior noise levels within all habitable rooms, classrooms, and other interior noise-sensitive areas do not exceed 45 dBA Ldn or CNEL. The recommendations of the noise report shall be mandatory and binding on the proposed development. Noise reduction measures may include specific window treatments, such as dual glazing, and mechanical ventilation when the 45 dBA CNEL limit can only be achieved with a closed window condition.	Less than significant.
Impact IV.H-2-1 The spurs for U1-5 would enter the building. The centerline of the spur for U1-6 would be located approximately 10 feet from the building. Operations on the rail spurs are expected to be less than 5 mph. These operations would be regulated by the owner/operator of the buildings on U1-5 and U1-6. No details on the design of the building or the vibration isolation of the spurs are available; therefore a potential impact could occur without relocation or proper isolation of the foundation and superstructure.	***Mitigation IV.H.2-1:*** U1-5 and U1-6 shall be required to demonstrate through site design that rail spurs and building design are compatible with the California Building Code vibration requirements.	Less than significant.

TABLE I-1: SUMMARY OF ENVIRONMENTAL IMPACTS, MITIGATION MEASURES, AND LEVEL OF SIGNIFICANCE AFTER MITIGATION

IMPACT	MITIGATION MEASURE	SIGNIFICANCE AFTER MITIGATION
IV.I Geology and Soils		
Mitigation Measures from 2003 Focused EIR:	K-1 All grading should be performed in accordance with the grading guidelines outlined in the March JPA Development Code. K-2 All future grading and construction of the Project site shall comply with the geotechnical recommendations contained in the Preliminary Geotechnical Investigation: March Business Park Phases 1-3 prepared by Inland Foundation Engineering, Inc dated July 10, 2002. This report contains specific recommendations for mitigating geotechnical conditions related to soils earthwork, slope stability, and ground and surface waters. All recommendations contained in the report shall be incorporated into all final and engineering and grading plans. K-3 All future development shall use proper erosion control measures during and following construction. K-4 Revegetate graded area with native plants compatible to the area to prevent erosion. K-5 All future development of the Project site shall adhere to the Uniform Building Code and State building requirements in effect at the time specific development is proposed.	Less than significant.
Impact IV.I-3-1 Arnold Heights site contains undocumented artificial fill that is considered unsuitable to support pavement, fill, materials, walls, or other improvements in its current state (2008 Supplemental Geotechnical Investigation, Arnold Heights Elementary School, p. 4).	***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	Less than Significant

TABLE I-1: SUMMARY OF ENVIRONMENTAL IMPACTS, MITIGATION MEASURES, AND LEVEL OF SIGNIFICANCE AFTER MITIGATION

IMPACT	MITIGATION MEASURE	SIGNIFICANCE AFTER MITIGATION
	submitted to the March JPA in a geotechnical report for approval prior to the issuance of any building permits within this area.	
IV.J Cultural Resources		
Mitigation Measures from the 2003 Focused EIR:	L-1 If archaeological or paleontological resources are encountered at the time of grading or Project construction, all Project work in the area of the resource shall cease until the area has been surveyed by a qualified archaeologist or paleontologist in conformance with the Cultural Resource Management Plan.	Less than significant.
Impact IV.J-2-1: Impacts to undetected cultural resources in previously undisturbed project areas.	***Mitigation IV.J-2-1:*** Prior to beginning Project construction, the Project Applicant shall retain an archaeological monitor to monitor all ground-disturbing activities in native soils (as shown in Figure IV.J-1) in an effort to identify any unknown archaeological resources. Any newly discovered cultural resource deposits shall be subject to a cultural resources evaluation. ***Mitigation IV.J-2-2:*** At least 30 days prior to beginning Project construction, the Project Applicant shall contact the Pechanga Tribe to notify the Tribe of grading, excavation and the monitoring program, and to coordinate with the MJPA and the Tribe to develop a Cultural Resources Treatment and Monitoring Agreement. The Agreement shall address the treatment of known cultural resources, the designation, responsibilities, and participation of Native American Tribal monitors during grading, excavation and ground disturbing activities in native soils; Project grading and	Less than Significant

TABLE I-1: SUMMARY OF ENVIRONMENTAL IMPACTS, MITIGATION MEASURES, AND LEVEL OF SIGNIFICANCE AFTER MITIGATION

IMPACT	MITIGATION MEASURE	SIGNIFICANCE AFTER MITIGATION
	development scheduling; terms of compensation; and treatment and final disposition of any cultural resources, sacred sites, and human remains discovered on the site. ***Mitigation IV.J-2-3:*** Prior to beginning Project construction, the Project Archaeologist shall file a pregrading report with the MJPA to document the proposed methodology for grading activity observation. Said methodology shall include the requirement for a qualified archaeological monitor to be present and to have the authority to stop and redirect grading activities. In accordance with the agreement required in ***Mitigation Measure IV.J-2-2***, the archaeological monitor's authority to stop and redirect grading shall be exercised in consultation with the appropriate Tribe to evaluate the significance of any archaeological resources discovered on the property. Tribal monitors shall be allowed to monitor all grading, excavation and ground breaking activities in native soils, and shall also have the authority to stop and redirect grading activities in consultation with the Project archaeologist. ***Mitigation IV.J-2-4:*** The landowner shall relinquish ownership of all Native American cultural resources, including sacred items and burial goods that are found on the Project area to the appropriate Tribe for proper treatment and disposition. ***Mitigation IV.J-2-5:*** All sacred sites, should they be encountered within the Project area, shall be avoided and preserved as the preferred mitigation, if feasible.	

TABLE I-1: SUMMARY OF ENVIRONMENTAL IMPACTS, MITIGATION MEASURES, AND LEVEL OF SIGNIFICANCE AFTER MITIGATION

IMPACT	MITIGATION MEASURE	SIGNIFICANCE AFTER MITIGATION
	Mitigation IV.J-2-6: 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 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.	
Potential Impact: The proposed Project could disturb human remains interred outside formal cemeteries.	***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.	Less than Significant

TABLE I-1: SUMMARY OF ENVIRONMENTAL IMPACTS, MITIGATION MEASURES, AND LEVEL OF SIGNIFICANCE AFTER MITIGATION

IMPACT	MITIGATION MEASURE	SIGNIFICANCE AFTER MITIGATION
IV.K Public Services Mitigation Measures from 2003 Focused EIR:	P-1 The March JPA will contract with the Riverside County Sheriff's Department to provide additional police service to the Specific Plan area. P-2 The developer shall dedicate land within the proposed Project for a future fire station. The March JPA will develop a financing plan to fund the station. P-3 Development within the elementary school buffer zone will abide by land use compatibility conditions as set forth in the March Business Center Specific Plan.	Less than significant.
IV.L Climate Change and Greenhouse Gases Mitigation Measures from 2003 Focused EIR:	B-4 The project shall provide a site that can accommodate the future construction of a multimodal transportation center by RCTC in the North Campus, north of Cactus Avenue and south of Alessandro Boulevard. CEQA analysis of the environmental impacts of the transportation center will be required once a proposal is brought forward by RCTC. B-5 The March Business Center shall require implementation of parking ratios that limit the need for on-street parking. These ratios are identified in the March Business Center Specific Plan. B-6 The project shall provide for bicycle facilities to accommodate non-motorized circulation on the site and connectivity to routes in the Cities of Riverside and Moreno Valley. B-10 The March JPA shall implement Transportation Demand Management (TDM) strategies to shift trips outside the standard commuting hours and/or to non-"drive alone" modes of travel. This	

TABLE I-1: SUMMARY OF ENVIRONMENTAL IMPACTS, MITIGATION MEASURES, AND LEVEL OF SIGNIFICANCE AFTER MITIGATION

IMPACT	MITIGATION MEASURE	SIGNIFICANCE AFTER MITIGATION
	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.	
	B-11 The March JPA shall cooperate with the Riverside Transportation Agency (RTA) for the provision of bus service within the Specific Plan area.	
	C-1 Preferential parking spaces shall be offered to car pools and van pools.	
	C-2 Employers shall implement a compressed workweek schedule when feasible.	
	C-3 Employers with 250 employees or more shall implement a trip reduction plan to increase vehicle occupancy.	
	C-4 Employers shall provide on-site child care facilities when feasible (not appropriate for industrial facilities).	
	C-5 Design elements shall be designed to reduce vehicle queuing when entering and exiting parking structures.	
	C-6 Projects shall provide for video conferencing facilities to the extent possible.	
	C-7 Businesses shall minimize the use of fleet vehicles during smog alerts, and encourage the use of alternative fuel vehicles.	
	C-8 Buildings shall be designed to reduce energy usage by utilizing solar or low emission water	

TABLE I-1: SUMMARY OF ENVIRONMENTAL IMPACTS, MITIGATION MEASURES, AND LEVEL OF SIGNIFICANCE AFTER MITIGATION

IMPACT	MITIGATION MEASURE	SIGNIFICANCE AFTER MITIGATION
	heaters, double paned glass windows, using light colored roofing materials, using skylights in warehouses, orienting buildings to the north to the extent practical, and increasing wall and attic insulation above Title 24 requirements. 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. C-12 A construction relations officer should be appointed to act as a community liaison to oversee on-site construction activity and all emissions and congestion related matters. C-13 Restrict idling emission from trucks by using auxiliary power units and electrification at the industrial warehouse facilities. C-14 Landscape with appropriate drought-tolerant species to reduce water consumption. 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.	

TABLE I-1: SUMMARY OF ENVIRONMENTAL IMPACTS, MITIGATION MEASURES, AND LEVEL OF SIGNIFICANCE AFTER MITIGATION

IMPACT	MITIGATION MEASURE	SIGNIFICANCE AFTER MITIGATION
	• The use of mulch and/or compost in the development and maintenance of landscape areas is recommended. • Construction and demolition waste should be reduced and/or diverted from landfill disposal by the use of onsite grinders or by directing the materials to recycling facilities. H-5 The proposed Project shall comply with the State Model Ordinance, implemented in 9/1/94 in accordance with AB 1327, Chapter 18, California Solid Waste Reuse and Recycling Access Act of 1991, which requires that all commercial, industrial, and multifamily residential projects provide adequate area(s) for the collections and loading of recyclable materials. Prior to building permit issuance, the applicant shall submit a Recyclables Collection and Loading Area plot plan to the March JPA for review and approval. H-7 The proposed non-potable water system will meet "Purple" pipe standards for reclaimed water systems. K-5 All future development within the project site shall adhere to the Uniform Building Code and State building requirements in effect at the time specific development is proposed.	
Impact IV.L-1-1 The proposed Project's emissions of greenhouse gases will exceed the thresholds published by CARB, resulting in a significant cumulative impact.	***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).	Significant and unavoidable

TABLE I-1: SUMMARY OF ENVIRONMENTAL IMPACTS, MITIGATION MEASURES, AND LEVEL OF SIGNIFICANCE AFTER MITIGATION

IMPACT	MITIGATION MEASURE	SIGNIFICANCE AFTER MITIGATION
	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	

TABLE I-1: SUMMARY OF ENVIRONMENTAL IMPACTS, MITIGATION MEASURES, AND LEVEL OF SIGNIFICANCE AFTER MITIGATION

IMPACT	MITIGATION MEASURE	SIGNIFICANCE AFTER MITIGATION
	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, count-down 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	

TABLE I-1: SUMMARY OF ENVIRONMENTAL IMPACTS, MITIGATION MEASURES, AND LEVEL OF SIGNIFICANCE AFTER MITIGATION

IMPACT	MITIGATION MEASURE	SIGNIFICANCE AFTER MITIGATION
	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 Community Facilities District or County Service Area or other nonrevocable funding mechanism.~~ 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	

TABLE I-1: SUMMARY OF ENVIRONMENTAL IMPACTS, MITIGATION MEASURES, AND LEVEL OF SIGNIFICANCE AFTER MITIGATION

IMPACT	MITIGATION MEASURE	SIGNIFICANCE AFTER MITIGATION
	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.	

TABLE I-1: SUMMARY OF ENVIRONMENTAL IMPACTS, MITIGATION MEASURES, AND LEVEL OF SIGNIFICANCE AFTER MITIGATION

IMPACT	MITIGATION MEASURE	SIGNIFICANCE AFTER MITIGATION
	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.	

TABLE I-1: SUMMARY OF ENVIRONMENTAL IMPACTS, MITIGATION MEASURES, AND LEVEL OF SIGNIFICANCE AFTER MITIGATION

IMPACT	MITIGATION MEASURE	SIGNIFICANCE AFTER MITIGATION
	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.	

II. INTRODUCTION

A. Overview, Purpose, Authority, and Lead Agency

Overview

The March Business Center project was the subject of a Specific Plan and a Focused Environmental Impact Report (FEIR) certified by the March Joint Powers Commission in February, 2003 (SCH# 2002071089) (MJPA, 2003). The primary purpose of this Subsequent Environmental Impact Report (SEIR) is to satisfy California Environmental Quality Act (CEQA) requirements by fully disclosing changes in environmental impacts that may result from implementation of the proposed Specific Plan Amendment (proposed Project) and related changes in circumstances affecting the project subsequent to certification of the 2003 Focused EIR. The proposed Project includes revisions to land use and development regulations; implementation of traffic and infrastructure improvements; publication of new data potentially affecting traffic and air quality, and other revisions discussed in detail in Chapter III of this SEIR. The proposed Amendment is sponsored by the LNR Property Corporation (LNR) and affiliates: LNR Riverside, LLC, LNR Riverside II, LLC, LNR CPI Riverside Warehouse, LLC, LNR CPI Meridian BTS 223, LLC, and LNR CPI Meridian BTS 356, LLC.

The previously approved Specific Plan, Design Guidelines, FEIR, Design Implementation Review Committee, Statutory Development Agreement, Settlement Agreement and other official JPA documents, ordinances and resolutions refer to the March Business Center project. However, the project has been promoted as "Meridian" and has come to be known by that name for the past several years. Therefore, in the interest of clarity, references to existing approved plans and reports will include the original name of the project (i.e., March Business Center), which is consistent with the titles of these reports and plans. For example, this SEIR refers to the previously adopted Specific Plan as the "March Business Center Specific Plan." The proposed Specific Plan Amendment, which is the subject of this SEIR, will from here forward be referred to as the "proposed Project".

Purpose and Authority

Per CEQA Guidelines Section 15162, when an EIR has been certified or a negative declaration adopted for a project, no subsequent EIR shall be prepared for that project unless the lead agency determines, on the basis of substantial evidence in the light of the whole record, one or more of the following:

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

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 the previous EIR was certified as complete, shows the following:

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

The 2003 Focused EIR was a project-level review previously prepared and certified for the March Business Center Specific Plan. Accordingly, this SEIR does not analyze the impacts of the proposed Project anew. (See Pub. Res. Code, § 21003(d) [It is the Legislature's intent that "[i]nformation developed in individual environmental impact reports be … used to reduce delay and duplication in preparation of subsequent environmental impact reports."].) Rather, and as required by Public Resources Code section 21166 and State CEQA Guidelines section 15162, this SEIR focuses on the changes proposed to the March Business Center Specific Plan and determines, in light of the whole record, whether those proposed changes result in substantial changes to the Specific Plan, substantial changes in the circumstances under which the Specific Plan is being implemented, or whether there is new information of substantial importance requiring further analysis of environmental issues. Because the only changes proposed to the March Business Center Specific Plan are within the North Campus, this analysis properly focuses on those portions of the Specific Plan. (E.g., *Save Our Neighborhood v. Lishman* (2006) 140 Cal.App.4th 1288, 1296 ["The event of a change in a project is not an occasion to revisit environmental concerns laid to rest in the original analysis. Only changed circumstances, and any additional environmental impacts they cause, are at issue."].)

Accordingly, an SEIR does not "start from scratch" but rather considers new project components and/or changed circumstances in light of the certified FEIR. An SEIR focuses on whether project revisions, changes in circumstances, or new information could create a significant new or substantially more severe environmental impact than was identified and analyzed in the prior FEIR. Preparation of an SEIR does not "re-open" the prior certified FEIR for discretionary review. Rather the analysis is limited to determining whether proposed changes could result in new or more severe impacts than were identified and evaluated in the previous documentation.

Lead Agency Determination

The March JPA as the Lead Agency has determined that the additional analysis required for the proposed Project would require major revisions to the 2003 Focused EIR, such that the preparation of a Subsequent EIR is required for the proposed Project. A Subsequent EIR is subject to the same circulation and review requirements as the previous EIR.

Section 15367 of the State CEQA Guidelines defines the Lead Agency as "… the public agency, which has the principal responsibility for carrying out or approving a project." Criteria considered in identifying the Lead Agency are whether the agency: (1) has the greatest responsibility for supervising or approving the project as a whole; (2) is an agency with the general governmental powers; and (3) will act first on the project in question (State CEQA Guidelines §15051). As previously stated, the Lead Agency for this SEIR is the March JPA. In this capacity, the March

JPA is responsible for review and approval of the environmental documentation through certification of a Final SEIR and implementation of the proposed Project.

In accordance with Section 15091 of the State CEQA Guidelines, the Lead Agency would be required to make findings for each project-related environmental impact that cannot be mitigated below a level of significance. Should the Lead Agency determine that the benefits of the proposed Project outweigh unmitigated, significant environmental effects that would remain after Project implementation; the March JPA would be required to adopt a statement of overriding considerations, stating the reasons supporting this action, regardless of the significant environmental effects that would occur. This SEIR reflects the independent judgment and analysis of the March JPA as required by the State CEQA Guidelines.

Project of Statewide, Regional or Areawide Significance

Section 15206 of the CEQA Guidelines lists the types of projects that are considered to be of Statewide, Regional, or Areawide Significance. One of the criteria is that the Project would exceed 700,000 square feet of commercial or industrial space. This proposed Project would exceed this criterion. Projects deemed "significant" under this criterion must be distributed to applicable state agencies through the State Clearinghouse of the Governor's Office of Planning and Research and should also be distributed to the metropolitan area council of governments in which the project site is located. Additionally, at least one scoping meeting must be held. As discussed below, that scoping meeting was held on August 11, 2009.

Document Terminology

This SEIR uses information from various reports that have been prepared by different entities throughout development of this Project. Therefore, for ease of reference and clarity, the following abbreviated terminology will be used throughout the document:

Proposed Project	The proposed Project is comprised of proposed revisions to the March Business Center Specific Plan. Reports and/or technical studies may reference the proposed Project by a different name; however, the text in this SEIR will use the term "proposed Project" throughout.
Project area	The proposed Project area encompasses only those lots that are highlighted on the Figure III-3 and consist of: 1) lots with proposed changes to the approved land use designation and 2) several vacant lots included in the Specific Plan that would be more marketable with minor modifications to development standards and permitted uses and an updated environmental analysis.
March Business Center	The original name of the 1,290-acre industrial business park now known as Meridian. The March Business Center Specific Plan and March Business Center FEIR were approved by the March Joint Powers Commission in February 2003.
Meridian	The marketing name of the March Business Center project identified by LNR Properties shortly after the certification of the March Business Center FEIR in 2003. The project has come to be known as Meridian to elected officials, members of the

	public, agency staff and consultants in common usage and official communications.
Sponsor	This term refers to the proposed Project sponsor, LNR Property Corporation and its affiliates that own property within the proposed Amendment area: LNR Riverside, LLC, LNR Riverside II, LLC, LNR CPI Riverside Warehouse, LLC, LNR CPI Meridian BTS 223, LLC, and LNR CPI Meridian BTS 356, LLC.
JPA member agencies	This term refers to the following public agencies that comprise the March JPA: City of Moreno Valley, City of Perris, City of Riverside and the County of Riverside.

B. Scope of the SEIR

The scope of this SEIR is based on information identified by the JPA during development of the Notice of Preparation (NOP), written comments received from public agencies and the general public in response to the NOP and a public scoping meeting held on August 11, 2009.

Project-Level Review

As discussed above, the 2003 Focused EIR for the March Business Center Specific Plan provided a project level review of potential environmental impacts associated with implementation of the previously adopted Specific Plan. This SEIR also provides a project-level review of environmental impacts associated with the proposed Project. Therefore, it is anticipated that future development applications that are consistent with the guidelines contained in the proposed Project and with the analysis in this SEIR would not require additional CEQA review. Future development applications found to be consistent with the proposed Project and parameters used to analyze environmental impacts in this SEIR could be approved through a ministerial action by the March Business Center Implementation Committee. This process was established by the March Business Center Specific Plan, discussed in the 2003 Focused EIR, and upheld by the courts in the decision of *Health First v. March Joint Powers Authority* (2009) 174 Cal.App.4th 1135. Where development applications are inconsistent or involve environmental impacts not analyzed in this SEIR, discretionary review by the March JPA would be required.

Related Actions

This SEIR also considers a series of actions related to the proposed Project that are needed to obtain grading permits, building permits, and other related entitlements. These actions are described in this Section and summarized in Table II-2 (Anticipated Agency Approvals). Other agencies that may have discretionary approval over the proposed Project, or components thereof, are also described in that section.

Notice of Preparation (NOP)

As required by Section 15082 of the CEQA Guidelines, the JPA circulated a NOP for public review and comment on July 20, 2009. The 30-day comment period extended through August 20, 2009. Comment letters received are located in **Appendix B** of the SEIR. These letters are noted in each of the respective SEIR sections and the comments are addressed in those sections. Comment letters were received from:

- Office of Planning and Research (July 23, 2009)
- Southern California Association of Governments (July 27, 2009)
- South Coast Air Quality Management District (July 31, 2009)
- City of Riverside (August 13, 2009)
- Department of Toxic Substances Control (August 20, 2009)
- Pechanga Tribe (August 20, 2009)
- County of Riverside (August 24, 2009)
- Department of the Air Force (August 24, 2009)
- Riverside County Flood Control and Water Conservation District (September 4, 2009)
- Riverside County Fire Department (September 11, 2009)
- Caltrans District 8 (September 22, 2009)

Scoping Meeting

As required by Section 15082(1) of the CEQA Guidelines, the JPA conducted a scoping meeting for the purpose of receiving comments from agencies and interested members of the public regarding the proposed Project. The scope of the SEIR reflects comments received at the public scoping meeting held on August 11, 2009 at the March JPA. Comments received at the scoping meeting are contained in **Appendix B**.

Documents Prepared for the Proposed Project

The following technical studies or analyses were prepared specifically for the proposed Project or updated from the 2003 Focused EIR:

- Traffic Impact Analysis Meridian Specific Plan (Appendix D)
- Air Quality Technical Report for the Meridian Specific Plan Amendment (Appendix E)[5]
- Meridian SPA Vegetation Mapping and Burrowing Owl Assessment, Least Bell's Vireo Protocol Survey Results (Appendix F)
- Meridian Sewer System Capacity Update Memorandum (Appendix G)
- Meridian Business Center Ultimate Drainage Conditions (Appendix H)
- Geotechnical Review Update Letter and Geotechnical Review Update Letter Revision 2 (Appendix I)
- Cultural Resources Survey Report (Appendix J)
- Noise Analysis Report (Appendix K)
- Water Supply Assessment (Appendix L)

As discussed above, Appendix B contains the NOP comments and scoping meeting comments. Appendix C contains the Riverside County Airport Land Use Commission's finding that the proposed Project is consistent with the Riverside County Airport Land Use Plan.

Potentially Significant Environmental Issues

Based on the NOP comment letters and the scope of the proposed Project, issue areas that may be significantly affected and the SEIR sections where they are discussed are identified in **Table II-1**. Those issue areas not affected by the proposed Project; and therefore, not addressed in this SEIR, are discussed in Section VII, Impacts Found Not To Be Significant.

[5] Includes analysis of climate change and greenhouse gases

TABLE II-1: POTENTIALLY SIGNIFICANT ENVIRONMENTAL ISSUE AREAS	
ENVIRONMENTAL ISSUE AREA	**EIR DOCUMENT SECTION**
Air Quality	IV.C
Biological Resources	IV.D
Cultural Resources	IV.J
Climate Change and Greenhouse Gases	IV.L
Geology and Soils	IV.I
Hazards and Hazardous Materials	IV.E
Hydrology and Water Quality	IV.F
Land Use/Planning	IV.A
Noise	IV.H
Public Services	IV.K
Transportation and Traffic	IV.B
Utilities and Service Systems	IV.G

Organization of This SEIR

The SEIR is organized as follows:

I. Executive Summary
II. Introduction
III. Project Description
IV. Environmental Impacts and Mitigation Measures
V. Significant Irreversible Environmental Changes
VI. Growth-Inducing Impacts
VII. Impacts Found Not To Be Significant
VIII. Project Alternatives
IX. References

Intended Uses of This SEIR

This SEIR is intended to provide information to public agencies, the general public and decision-makers regarding potential environmental impacts of the proposed Project, changed circumstances, and/or new information that have become available since certification of the FEIR. As described in CEQA, "The purpose of the environmental impact report is to identify the significant effects of a project on the environment, identify alternatives to the project and indicate the manner in which significant effects can be mitigated or avoided." (Public Resources Code Section 21002.1(a)). The SEIR will be used by the March JPA, resource agencies, and various organizations and jurisdictions to assess the impacts of the proposed Project, changed circumstances, and/or new information. These agencies and the respective permits and/or approvals are listed in **Table II-2**.

Review of this SEIR

This SEIR has been distributed to state agencies, other affected agencies, adjacent cities and counties, members of the public, and parties who have submitted a written request for a copy. The

Notice of Completion of the SEIR has also been distributed as required by CEQA Guidelines. During the 45-day public review period, the SEIR and technical appendices are available for public review at the March JPA at the address shown below during regular business hours. Written comments on the SEIR must be received by May 24, 2010, and addressed to:

Dan Fairbanks, AICP
Planning Director
23555 Meyer Dr., Riverside, CA 92518
Phone: (951) 656-7000
Fax: (951) 697-6703
Email: Fairbanks@marchjpa.com

TABLE II-2: ANTICIPATED AGENCY APPROVALS

AGENCY	PERMIT OR APPROVAL
March JPA	SEIR Certification Specific Plan Amendment General Plan Amendment Tentative Tract Map Amendment to Statutory Development Agreement Plot Plan approval (Lot 16) Building permits, grading permits and certificates of occupancy for individual future developments
US Army Corps of Engineers	Clean Water Act Section 404 Individual Permit
California Department of Fish and Game	Department of Fish and Game Code Section 1602 Streambed Alteration Agreement amendment CESA Consistency Determination for least Bell's vireo
Santa Ana Regional Water Quality Control Board	Clean Water Act Section 402 National Pollutant Discharge Elimination System (NPDES) Permit for construction. General Industrial Permit for Lot 16.
South Coast Air Quality Management District	Authority to Construct Permit to Operate Form 400-E-11, Fuel Dispensing and Storage Eqp.
Riverside County Airport Land Use Commission	Consistency with Riverside County Airport Land Use Plan
US Fish and Wildlife Service	Incidental take permit for least Bell's vireo
Riverside County Environmental Health and Hazardous Materials	Risk Management Plan/Process Safety Management program, Business Emergency Plan, and Underground Storage Tank Permit
Western Municipal Water District	Water Supply Assurance certification and Will-Serve letters
Federal Aviation Administration	Notice of Construction 7460 Form (Lot 16)
Riverside County Fire Department	Emergency Access Road Conformance (Lot 16)

III. PROJECT DESCRIPTION

A. Project History

In 1993 the federal government mandated the realignment of March Air Force Base (MAFB) and a substantial reduction in its military use. In April 1996, MAFB was re-designated an Air Reserve Base (ARB). Approximately 4,400 acres of land that had historically supported MAFB were no longer needed to support the ARB. The cities of Moreno Valley, Perris, Riverside, and the County of Riverside formed the March Joint Powers Authority (JPA) to oversee the dispensation and management of the surplus land. A General Plan and Master EIR were prepared for the JPA planning area which includes the March ARB. These documents were adopted/certified in 1999. The March Business Center Specific Plan and Final Environmental Impact Report (FEIR) (SCH #2002071089) which guides land use decisions within a 1,290 acre portion of the planning area were adopted/certified in February 2003. Re-use of land within the March Business Center Specific Plan boundaries, including the acreage within the proposed SPA, has been analyzed in multiple NEPA and CEQA documents. As a result, there are now a number of planning and environmental documents that guide redevelopment within the JPA planning area. 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 (July 1997)
- General Plan of the March Joint Powers Authority (September 1999)
- Master Environmental Impact Report for the General Plan of the March Joint Powers Authority (September 1999)
- March Business Center Specific Plan (February 2003)
- March JPA General Plan Amendment (February 2003)
- March Business Center Focused Environmental Impact Report (February 2003)
- March Business Center Design Guidelines (November 2003)
- Addenda to the certified 2003 Focused EIR, including:
  - Resolution #JPA 05-17: Determination regarding the buildable area within the March Business Center Accident Potential Zone Overlay Zoning Districts, located west of Interstate 215, east of Meridian Parkway, south of Alessandro Boulevard and north of Van Buren Boulevard (April 2006)
  - Tentative Tract Map 30857 Amendment (April 2007)
  - March Business Center Unit 2, Lots 5 and 6, Addendum to the FEIR (April 2007)
  - March Business Center Unit 1, Lot 5 (356,000 square feet of manufacturing and warehousing uses), Addendum to the FEIR (April 2007)
  - Resolution #JPA 08-01: A minor redistribution of buildable area within Accident Potential Zone I for an area located west of Interstate 215, east of Meridian Parkway, south of Alessandro Boulevard and north of Van Buren Boulevard (February 2008)
  - Ordinance #JPA 08-01: An Ordinance of the March Joint Powers Commission of the March Joint Powers Authority Amending the Meridian Specific Plan to Remove the Arnold Heights School Overlay Zone (June 2008)
  - March Business Center Unit 1, Lot 5 (272,418 square foot steel plate processing facility), Addendum to the FEIR (December 2008)
  - March Business Center Unit 1, Lot 2, Addendum to the FEIR (January 2009)

Since adoption of the March Business Center Specific Plan in 2003, the Specific Plan area has become known and marketed as "Meridian". The term "March Business Center Specific Plan" is used herein when referring to the approved 2003 Specific Plan. The proposed SPA, which is the subject of this SEIR, will from here forward be referred to as the proposed Project. The terms "Meridian" and "Meridian SPA" are occasionally used within this document. As discussed in Chapter II, "Meridian" is the marketing name for the March Business Center, which was identified by the Project sponsor shortly after certification of the March Business Center FEIR in 2003. The Project has come to be known as Meridian to elected officials, members of the public, agency staff and consultants in common usage and official communications. When used herein, "Meridian" and "Meridian SPA" are synonymous with the term "proposed Project."

B. Project Background

The March Business Center Specific Plan is a business park located in the northwestern portion of Riverside County, California (see **Figure III-1)**. 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. **Figure III-2** illustrates the local setting of the March Business Center Specific Plan. As noted, the environmental consequences of the March Business Center Specific Plan were disclosed in an FEIR certified February, 2003, hereafter referred to as the 2003 Focused EIR. Following certification of the 2003 Focused EIR and approval of land use entitlements, development commenced on the 696.2-acre (612 acres developable) North Campus, which is located between Alessandro Boulevard to the north and Van Buren Boulevard to the south. Numerous parcels have been developed and occupied since 2003; others are in various stages of development. No development has occurred on the 628-acre of developable area within the South Campus.

The proposed Project affects only the North Campus. No amendments are proposed for the South Campus. Amendments affecting the North Campus are proposed in response to changes in market conditions since certification of the 2003 Focused EIR, and to accommodate a prospective industrial user planning to develop a new facility on what is proposed as Lot 16 (see discussion starting on page III-23 below) within the Project area. The Project Description and impact discussion presented herein focuses on a 257.7 acre portion of the North Campus that comprises the proposed Project.

C. Project Objectives

The primary objectives of the Project remain consistent with those defined in the 2003 Focused EIR and are referenced below:

- Implement the goals, objectives and policies of the March JPA General Plan.
- Provide increased job opportunities for local residents through the development of employment generating uses that provide a range of job types.
- Establish an attractive business park development that would blend the natural and built environment and create a high quality business park.
- Provide for the design, development and operation of a business park consisting of Research and Development; Office, Commercial, Industrial, and Open Space uses.
- Establish a land use and facility plan that considers existing and anticipated economic conditions.
- Establish a business park development that conforms to March JPA goals and values and protects adjacent land uses from incompatible uses.

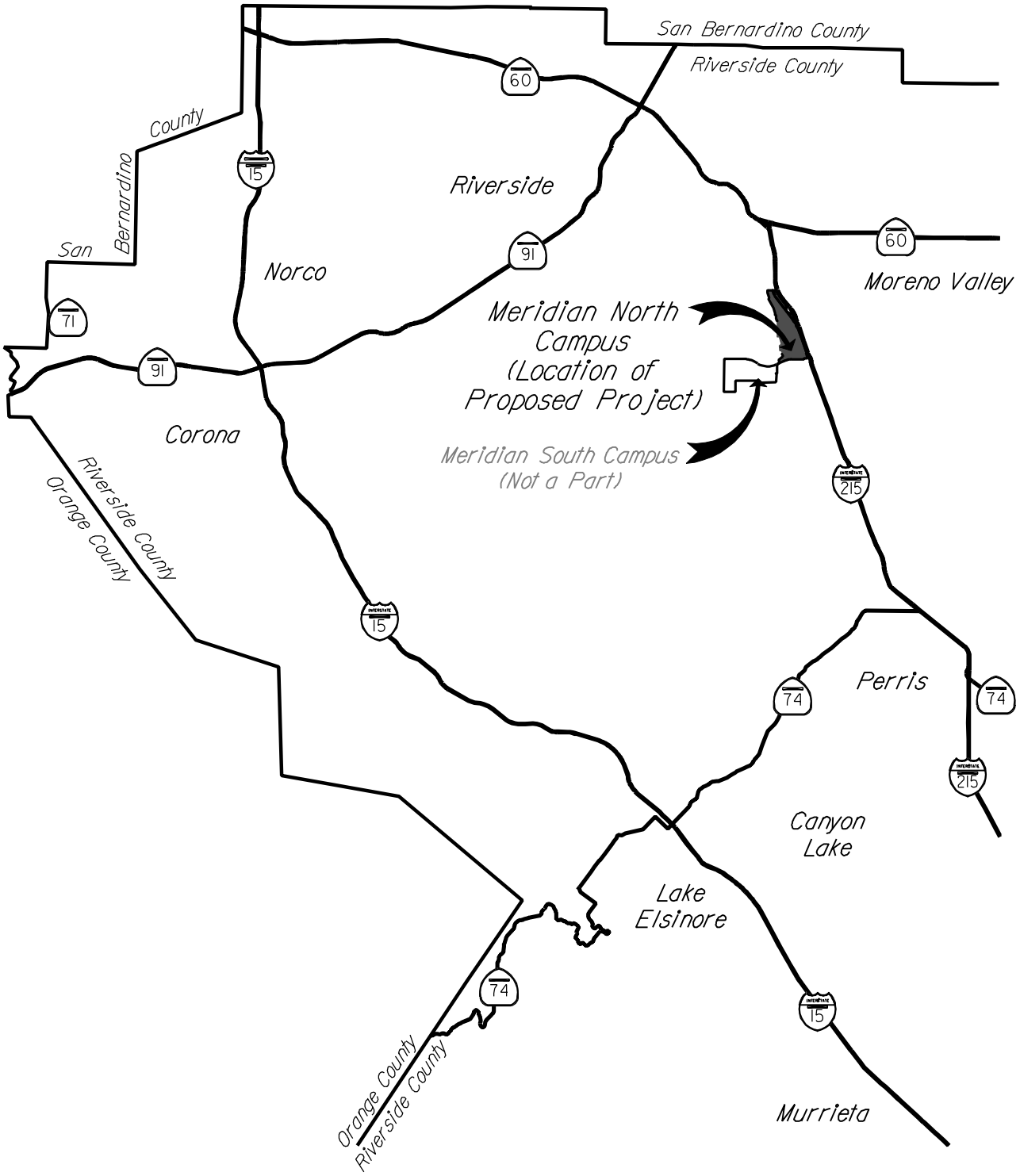

Figure III-1

Regional Location Map

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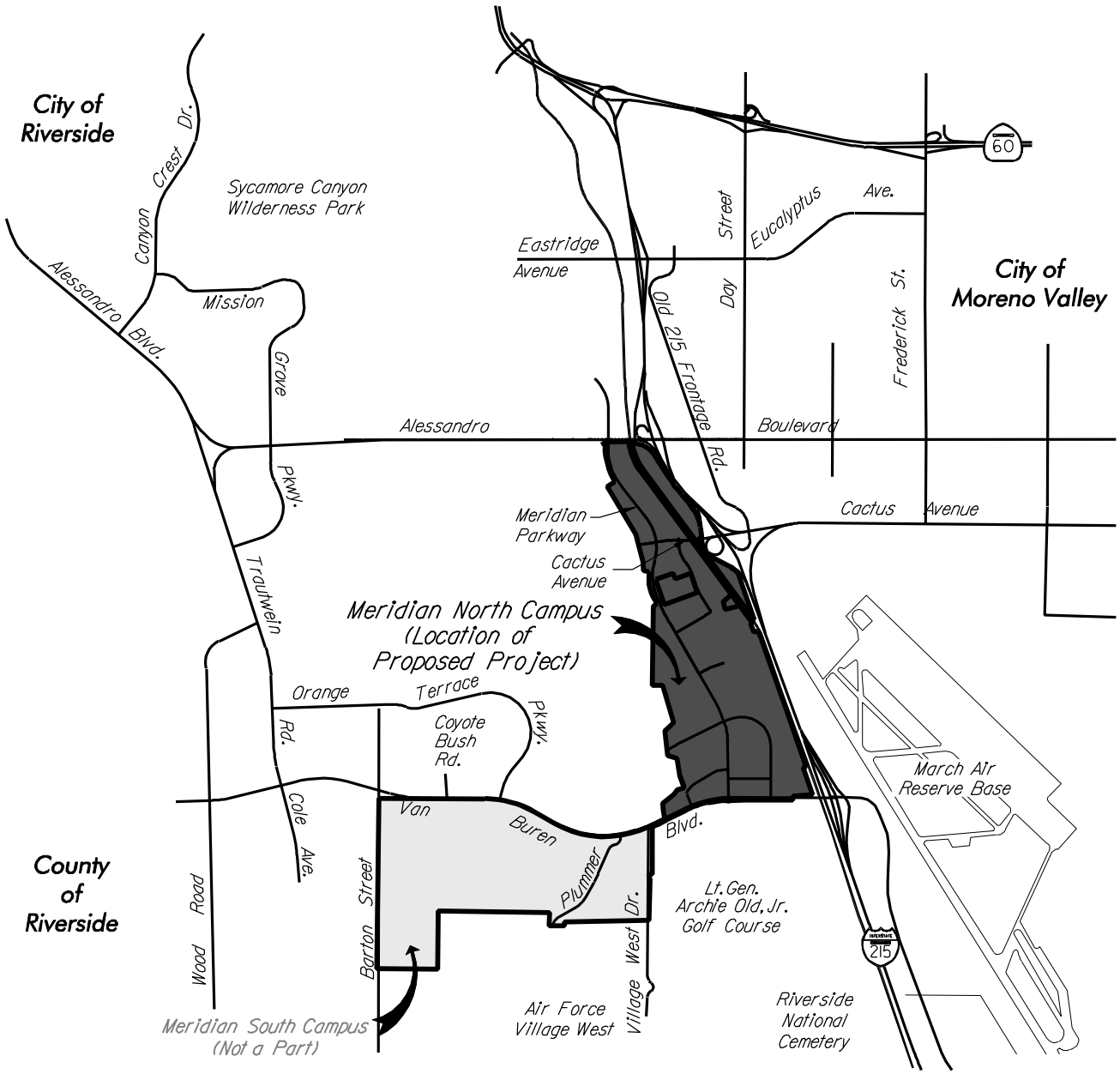

Figure III-2

Local Vicinity Map

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- Develop land uses that are compatible with the March AFB Reuse plan.
- Encourage the use of alternative modes of transportation through the provision of a pedestrian circulation system that is both safe and comfortable.
- Provide a circulation system that facilitates movement and access needs of automobiles, pedestrians and bicyclists.
- Minimize or avoid potential impacts to sensitive biological resources.

D. Proposed Specific Plan Amendment (the Project)

Changes in Land Use Designation

As noted, the proposed Project is an Amendment to the North Campus portion of the 2003 March Business Center Specific Plan. The Project proposes the following net changes in acreage as adopted in the 2003 March Business Center Specific Plan:

- Business Park: reduce by 97.5 acres from 120.5 acres to 23.0 acres;
- Commercial: increase by 1.9 acres from 20.3 acres to 22.2 acres;
- Industrial: increase by 115.3 acres from 43.2 acres to 158.5 acres;
- Mixed Use: reduce by 20.2 acres from 37.0 acres to 16.8 acres;
- Office: increase by 3.2 acres from 18.3 acres to 21.5 acres;
- Public Facility: reduce by 7.5 acres from 12.1 acres to 4.6 acres; and
- Park/Recreation/Open Space: increase by 11.1 acres from 0 acres to 11.1 acres.

Changes in Lot Layout, Site Access, and Internal Circulation

Figure III-3 shows the lot boundaries within the North Campus that would be changed as part of the proposed Project. The proposed revisions are described as follows:

- Reconfiguration of Unit 2, lots 3, 9 and 10 and Unit 1, lot 19 to reflect revised land uses and/or revised lot dimensions near the planned Metrolink site. The dimensions of these lots were altered through an amendment to the Tentative Map, which was adopted by the March JPA as Resolution #JPA 07-11 on April 18, 2007. This revision was considered a Class 5 exemption as defined in Section 15305 (minor land use change) of the CEQA Guidelines. A Notice of Exemption was filed by the JPA. The proposed Project would revise the land use designation for Unit 2, lots 9 and 10 from Business Park to Commercial;
- Identification of a sewer lift station site located on lot A, which is on the west side of Unit 2, lot 2;
- Identification of the temporary sewer lift facility near Unit 4, lot 3;
- Clear Zone (CZ) and Accident Potential Zones (APZs) (i.e., March JPA Resolution #JPA 08-01);
- Reconfiguration of lots west of Meridian Parkway and south of Opportunity Way to include a revised detention basin and incorporate the former Arnold Heights School site into the March Business Center Specific Plan North Campus;
- Creation of lot 16 through the consolidation of 14 smaller lots east of Meridian Parkway and south and west of Opportunity Way, and removal of the eastern portion of Street F;
- Development of a new east/west private street along the south side of new lot 16;
- Modify Unit 6, lots 1a and 1b to reflect the planned location of a Riverside County Fire Station;

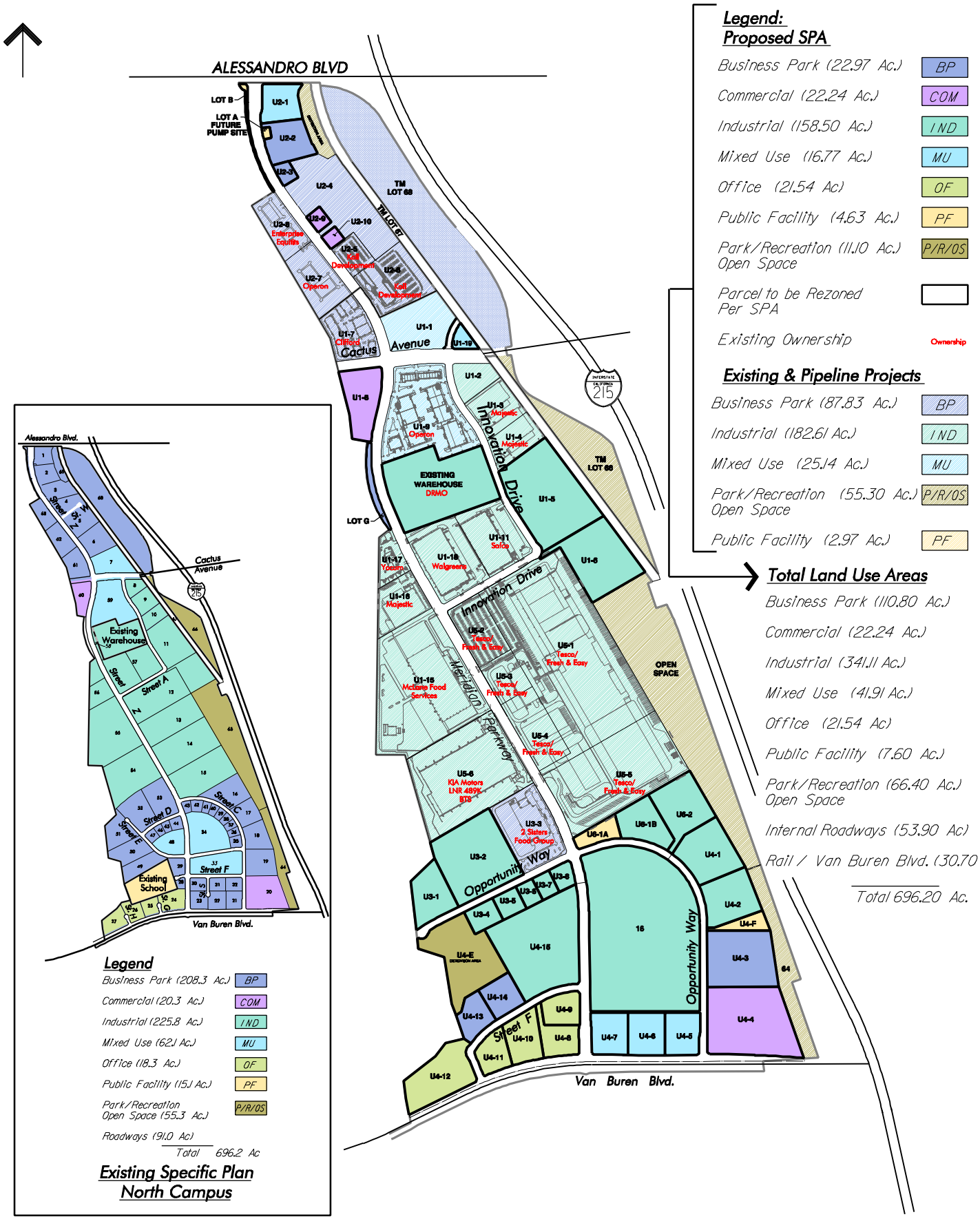

Figure III-3

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- Remove cul-de-sacs serving office lots located along the north side of Van Buren Boulevard and relocate access via Street F;
- Construction of three rail spurs to accommodate freight rail service to Unit 1, Lots 5 and 6; and
- Modify the long and shallow lot running along the eastern side of Meridian Parkway to incorporate it into an adjacent Defense Reutilization and Marketing Office (DRMO) parcel.

Development Within the Specific Plan Amendment Area

The purpose of this section is to identify the types of development expected to occur within the Project based on the proposed land use development districts and allowable uses within each district. Additionally, this section describes the Riverside County Fire Station proposed for development within Unit 6 and the proposed industrial development on Unit 4, lot 16.

The impact analysis contained in Section IV of this SEIR was based on full build out conditions, with conservative land use assumptions, consistent with the land use designations and design guidelines contained within the 2003 March Business Center Specific Plan, proposed Project and applicable regulations discussed throughout this SEIR. Accordingly, this SEIR provides a project-level analysis of all impacts resulting from the buildout of this Specific Plan Amendment. Because all allowed uses are specifically established through the Specific Plan Amendment Land Use Table (see Table III-2 starting on page III-15), this Subsequent EIR incorporates a budget system to manage and monitor development to assure that it is fully within the impacts disclosed in Chapter IV. Individual development applications will be reviewed for consistency with applicable land use and design guidelines. Additionally, anticipated vehicle trips, non-mobile source air emissions (i.e., including Transport Refrigeration Units and other stationary sources), utility/public service (i.e., water, wastewater, natural gas and solid waste) and other components of the proposed individual developments would be compared against full build out conditions developed for the impact analyses contained herein. Developments that fall within the parameters assumed for full build out would be reviewed under the ministerial review process already established through the March Business Center Specific Plan and upheld in *Health First v. March Joint Powers Authority* (2009) 174 Cal.App.4th 1135. Proposed uses expected to generate vehicle trips, air emissions, demand for utilities or public services or other impacts greater than those analyzed within the Project Subsequent EIR would be subject to further environmental review. The parameters for environmental elements referenced above are defined in this section. It is assumed that future development proposals which are determined to be consistent with land use guidelines and applicable design requirements would not create impacts greater than or in addition to those discussed for the other environmental elements (i.e., land use, aesthetics, recreation and so forth) addressed herein.

Resource Operating Budgets

This section identifies the operating budgets for development occurring as a result of the 2003 March Business Center Specific Plan and proposed Project. This section focuses on trip generation, air emissions, and demand for utilities and public services that has been analyzed under a worst case scenario (i.e., water, wastewater, natural gas, and solid waste).

Traffic and Transportation

The 2003 March Business Center Specific Plan identifies three build-out phases with associated trip generation estimates. Phase I would encompass the northern portion of the North Campus

area generally between Alessandro Boulevard south to Unit 5, lot 5. Phase II includes the remainder of the North Campus; Phase III encompasses all of the South Campus. The three phases as defined in the 2003 March Business Center Specific Plan have a combined traffic generation of 74,878 daily external trips. The proposed Project would add 19,678 external trips to the total approved in the 2003 Focused EIR. The total vehicle trips associated with full build out of the March Business Center Specific Plan and Project combined would be 94,556. Full build out conditions were addressed as part of the cumulative impact analysis in this SEIR. To address improvements necessary to mitigate project-related impacts, a Transportation Phasing Plan (TPP) was developed to identify when particular improvements would be made relative to trip volumes associated with development occurring consistent with the 2003 March Business Center Specific Plan and proposed Project. Mitigation measures provided in the 2003 Focused EIR and related to the proposed Project are defined in Section IV.B, *Transportation/Traffic*, of this SEIR.

Approximately 25 percent of the area within the proposed Project is located in Phase I of the TPP; the remaining 75 percent is located within Phase II. However, rather than integrate the improvements needed to accommodate the proposed Project into the existing TPP, a separate development phase, Phase II-A, was developed. Improvements intended to address traffic impacts associated with the proposed Project would be tied to specific levels of development in the proposed Project area.

Traffic associated with the proposed Project would be managed using a system of Planning Areas and Planning Regions. **Figure III-4** depicts the boundaries of the seven Planning Areas, and their location within three larger Planning Regions. Each Planning Area is allocated a traffic generation "budget" based on land uses. The combined Planning Area budget equals the additional traffic generation of the proposed Project (e.g., 19,678 daily external trips) plus the original 2003 Focused EIR traffic budgeted for the 257.7-acre Project area. As shown in Appendix C of the Specific Plan Amendment, the total combined external traffic budget is 45,419 daily passenger trips and 3,890 daily truck trips. As part of a complete development application, the JPA would calculate trip generation for both passenger cars and trucks using approved trip generation rates. Once approved by the JPA, a running total would be kept for each of the Planning Areas as applications are reviewed. Additional environmental review would be necessary if cumulative development in the Project area exceeds this traffic generation budget. The number of trips that can be reallocated cannot exceed 3 percent of the total trips approved for any Planning Area. The reallocation of trips would comply with the traffic generation monitoring table that is contained in Appendix D of this SEIR.

In addition to revisions associated with increased vehicle trips, two 800-foot rail spurs would be constructed for Unit 1, lot 5, and one 780-foot rail spur would be constructed for Unit 1, lot 6. The existing team line would be extended 1,160 feet and relocated within right of way currently under the jurisdiction of the Riverside County Transportation Commission (RCTC.) Based on discussions with BNSF, no new trains or additional locomotives would be required; rather, rail service would be provided by existing trains and locomotives[6].

Air Emissions

Air emissions within the proposed Project are based on both construction and operation of the various uses within the proposed Project area. Construction emissions are based on the types of

[6] October 26, 2009 meeting at BNSF offices in San Bernardino, CA. Attendees included Michele Tucker, Joe Dickerson, and Greg Rousseau of BNSF, John Schaefer of LNR, Dan Fairbanks of the March JPA, and Scott Barker of Kimley-Horn.

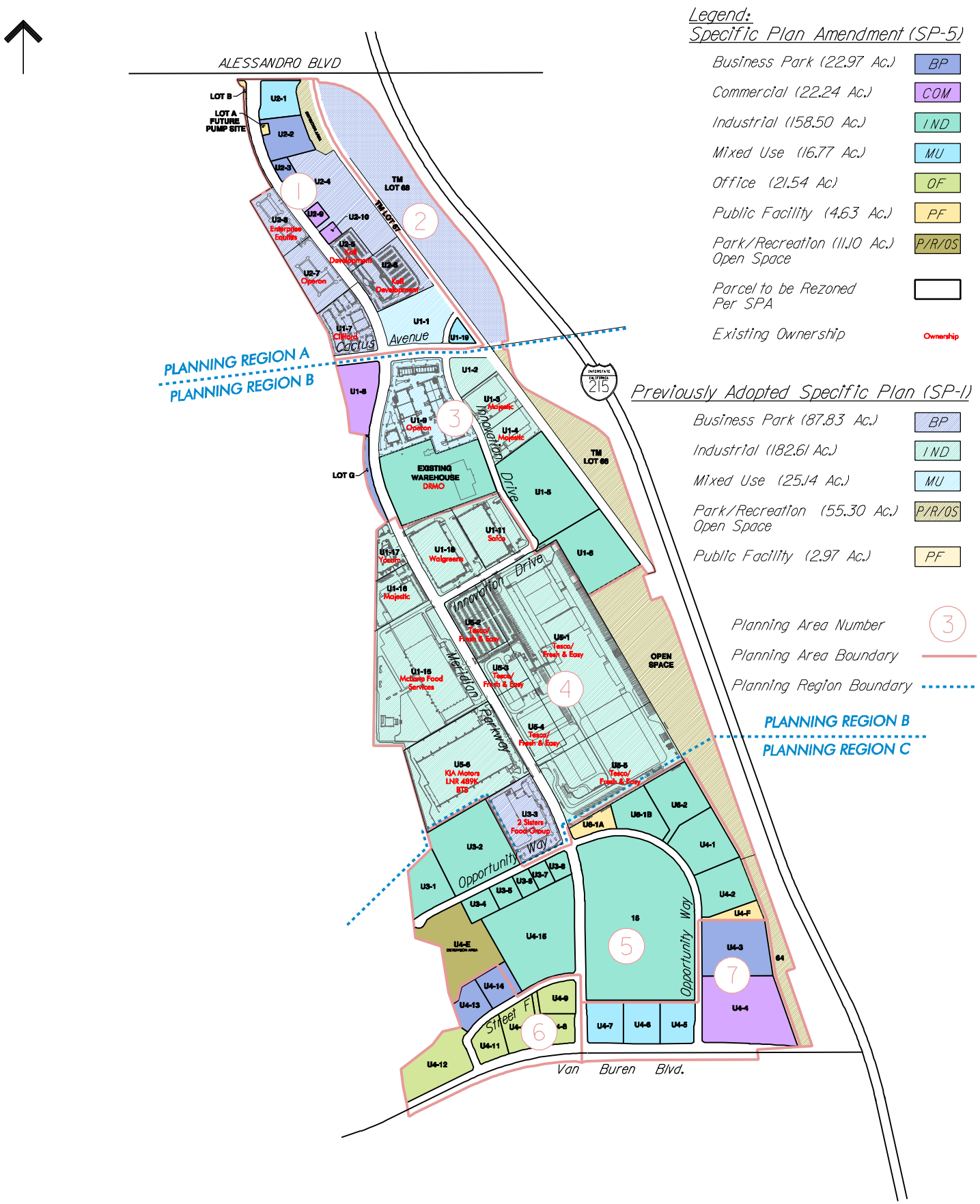

Figure III-4

Planning Areas and Regions

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equipment used and the duration of their use; operational emissions are based on both mobile (e.g., cars and trucks) and other (i.e., rail locomotive, Transport Refrigeration Units, emergency generators, etc.) sources. Collectively, these sources were used to establish the parameters from which an emission budget and related mitigation was developed as part of the SEIR process. Mobile sources are addressed as part of the overall traffic budget and related mobile source emission analysis. As individual development applications are received, they would be reviewed for consistency with the stationary source emission budget. Developments that could cause or contribute to an exceedance of one or more of the analyzed parameters, would be required to provide a supplemental air quality analysis, which the JPA would consider as part of its review process. The parameters used to prepare the emission budget are provided in **Table III-1**.

TABLE III-1: AIR EMISSION BUDGET, STATIONARY AND MOBILE SOURCES

BUDGET PARAMETER	TOTAL	LOT 16	REMAINDER
TRUs	315 35 hp or equivalent[1]	230 35 hp[2]	85 35 hp or equivalent[1]
Rail Service[3]	Up to 12 rail cars	0	Up to 12 rail cars
Emergency Generators	Two 1,750 kW and Two 1,000 kW	One 1,750 kW	One 1,750 kW and Two 1,000 kW
Diesel-Fueled Forklifts[4]	10	0	10
Diesel-Fueled Yard Goats	10	0	10
Diesel Fuel Storage Tanks	One 2,000-gallon diesel fuel storage tank and two 10,000 gallon above ground diesel fuel storage tank	Two 10,000 gallon above ground diesel fuel storage tanks	One 2,000-gallon diesel fuel storage tank
Restaurants	9,000 sf fast-food restaurants with drive through	0	9,000 sf fast-food restaurants with drive through
	8,000 sf of quality restaurant	0	8,000 sf of quality restaurant
	8,000 sf of high-turnover (sit down) restaurant	0	8,000 sf of high-turnover (sit down) restaurant
	8,000 sf of coffee/donut shop with drive-through	0	8,000 sf of coffee/donut shop with drive-through
	8,000 sf of bread/donut/bagel shop with drive-through	0	8,000 sf of bread/donut/bagel shop with drive-through
	127 room hotel with restaurant	0	127 room hotel with restaurant
	90 room hotel with restaurant	0	90 room hotel with restaurant

TABLE III-1: AIR EMISSION BUDGET, STATIONARY AND MOBILE SOURCES			
BUDGET PARAMETER	**TOTAL**	**LOT 16**	**REMAINDER**
	60 room hotel with restaurant	0	60 room hotel with restaurant
Boilers	Three 9,000 MMBTU boilers	0	Three 9,000 MMBTU boilers

1. Assumes 10-year phase-in to 100 percent plug-in use for all TRU-equipped trucks (for both supply and distribution vehicles). The number of TRUs allowed may be reduced or increased if TRUs with different emission characteristics are proposed.
2. Ten-year phase-in to 100% TRU use for owner-controlled TRU-equipped trucks.
3. Up to 12 rail cars may be accommodated without creation of new trains or requiring additional locomotives on existing trains (see Section IV.C. *Air Quality*).
4. Electric-powered forklifts and alternative-fueled yard goats are required for facilities over 50,000 sf. The provision of 10 conventionally powered forklifts is intended to accommodate small uses that typically operate one or two forklifts in tenant space less than 50,000 sf.

Water

Water supply issues are discussed in detail in Section IV.G, *Utilities and Service Systems,* of this SEIR. In October, 2002, Western Municipal Water District (WMWD) provided a Water Supply Assessment (WSA) for the 2003 March Business Center Specific Plan and FEIR. The WSA identified a total demand of 2,197 acre feet per year under full build out conditions based on a consumption rate of 2,000 gallons per day, per acre. In the October 2009, WSA provided by WMWD for the proposed Project stated that the 2002 WSA covered water demand within the study area. The WSA did state that at most, there would be an additional 3.2 developable acres associated with removal of roadways. This acreage was not covered in the 2002 WSA; however, WMWD stated that the additional 7.17 acre feet per year associated with the proposed Project was serviceable. (See ~~Draft~~Final SEIR Appendix L (Water Supply Assessment).)

New development applications submitted for review by the JPA would be required to provide water demand. Developments processed under a ministerial review process shall comply with the potable water budget presented in the Water Supply Assessment, which assumes a uniform water use of 2,000 gallons per day per acre. In the event that a development does not comply with the potable water budget, subsequent environmental review will be required by March JPA. In that event, the subsequent environmental review may necessitate the securement of a separate will serve letter from WMWD and identifying methods that will be used to minimize water use.

Wastewater

Wastewater capacity issues are discussed in detail in Section IV.G, *Utilities and Service Systems,* of this SEIR. The sewer discharge projection for the North Campus from the 2003 March Business Center Sewer Plan was 0.96 million gallons per day (mgd). A revised sewer discharge projection conducted in July 2009, which included the proposed Project, increased the estimated discharge rate to 1.15 mgd. Wastewater generated by users in the proposed Project would be treated by the existing wastewater treatment plant (WWTP) located northwest of Oleander Boulevard/I-215 intersection. The WWTP is currently being expanded by the Western Municipal Water District to increase capacity from 1 to 3 mgd. Western Municipal Water District's expected completion date of the expansion is July 2010. The expansion is anticipated to be completed prior to the construction of new development within the proposed Project, and therefore would have the capacity to treat the projected flows. In the interim, North Campus flows would be monitored

relative to available capacity of Van Buren Pump Station (VBPS) and the current WWTP. Prospective applicants would be required to submit projected wastewater flows for comparison with available capacity within the conveyance system. A detailed monitoring program is described in Section IV.G, *Utilities and Service Systems*, of this SEIR.

Stormwater

The detention basins proposed in Unit 4 would mitigate peak flows by attenuating them to a level less than the existing condition flow rate. These improvements thereby improve the existing flooding conditions downstream of Van Buren Boulevard. By incorporating these detention basins into the project now, rather than later, the impacts which originally would have necessitated an outfall channel are avoided, and thus an outfall channel is not triggered as a result the Unit 4 development. The detention basins are designed to drain within 24 hours in the ultimate condition. This is consistent with condition 5 of the Riverside County Airport Land Use Commission's finding of the proposed Project's consistency with the Riverside County Airport Land Use Plan, which requires a maximum detention period of 48 hours. The ultimate condition allowable discharge at Van Buren Boulevard will remain at the 680 cubic feet per second (cfs) discharge rate per the approved 2003 Drainage Master Plan.

Natural Gas

Natural gas consumption associated with the proposed Project was evaluated both in the Section VI.G, *Utilities and Service Systems*, and Section IV.C, *Air Quality*, in this SEIR. The utilities discussion focuses on the provision of natural gas while the air quality section focuses on total project emissions, a portion of which are attributable to natural gas combustion. Both discussions were used to address potential demand for natural gas associated with the proposed Project. A will serve letter for the proposed Project was received from the Southern California Gas Company stating natural gas would be available to serve uses identified in the description of land use types and area information contained in the request for a will serve letter. This description was identical to that contained herein and within the proposed Specific Plan Amendment document. Thus, it is anticipated that natural gas demand associated with future development applications that are determined to be consistent with uses described for each development district could be met by the utility provider and that no further evaluation regarding the availability of natural gas would be required. However, should applications be submitted for uses (i.e., processing or manufacturing facilities) deemed by the JPA to require an inordinately high demand for natural gas, additional discretionary review, which may include obtaining a project-specific will serve letter, may be required.

As stated, the air quality analysis provided a thorough evaluation of project-related emissions resulting from sources associated with known and anticipated land uses in the Project area. Emissions from natural gas-powered equipment were based on consumption rates by land use type as published in Table A-9-12A in the South Coast Air Quality Management District's CEQA Air Quality Handbook (SCAQMD 1999). Table A9-12-E of the Handbook provides a breakdown, by percent, for residential, commercial, and industrial source categories. Both data tables were used to estimate natural gas combustion emissions which were based in part on consumption requirements for the various types of equipment that may be used within the project area. Equipment used in the analysis are summarized below to develop a context from which to define what may be considered typical or standard for any given land use proposed for development within the study area. These uses are summarized above in Table III.1.

For commercial uses, natural gas demand and emission rates are based on a mix of refrigeration, cooking (natural gas broilers), space heating, space cooling, water heating, and related sources

that could also include gas-fired boilers and commercial laundry dryers such as those that may be used in hotels. For industrial uses, the equipment would include that referenced above and also Compressed Natural Gas (CNG) forklifts, and emission control units such as thermal oxidizers. For the purpose of this discussion, it was assumed three 9,000 million metric British Thermal Unit (MMBTU) per hour natural gas-fired boilers would be permitted to operate within the study area in addition to the range of equipment considered typical for approved land uses. Proposed facilities that would require the use of equipment in excess of that incorporated in the demand calculations for natural gas consumption and combustion emissions or that which would generate process-related emissions would be subject to a discretionary review by the JPA.

Solid Waste

As discussed in Section IV.G, *Utilities and Service Systems*, of this SEIR, solid waste generation is based on the number of employees within the study area rather than on specific land uses. The number of employees is driven by land use type and developed square footage. The solid waste budget was estimated based on the number of employees identified in the economic study performed for the proposed Project (Meridian Land Use and Fiscal/Employment Assessment, Gobar 2010). Based on this information, the solid waste budget would be 22.1 tons per day.

Development applications that are consistent with the solid waste budget could be processed as ministerial reviews. However, applications for uses involving processing or manufacturing activities that generate volumes of waste deemed to be in excess of the solid waste budget would require supplemental environmental analysis.

Development Districts and Land Use Designations

The Project identifies the following seven land use districts: Business Park, Industrial, Office, Mixed Use, Commercial, Public Facility, and Park/Recreation/Open Space. As the Specific Plan is a regulatory document, the land use districts also function as zoning districts. The purpose and intent of the land use development districts are summarized below.[7] A general description of the types of uses that have been constructed within the development districts is also provided to assist in developing a context from which to understand the specific types of development that may be proposed in the future.

Business Park. Allowed uses within the Business Park development district would include administrative, financial, governmental, and community support services; research and development centers; light manufacturing; vocational education and training facilities; business and trade schools; and emergency services. Uses may include ancillary sales. A 14.5-acre Metrolink transportation center would be permitted within this district in Unit 2. These areas are characterized as major employment concentrations and development, except for warehousing (not permitted), is generally within a campus-like setting or cluster development pattern. Approximately 309,000 square feet of office space and the 2 Sisters Food Group (food processing and distribution) facility have been developed within this district and outside of the proposed Project.

Industrial. Uses within the Industrial district would include a wide range of manufacturing and non-manufacturing uses from warehouse and distribution facilities to industrial activities. These include warehousing/distribution and assemblage of non-hazardous products and materials or retailing related to manufacturing (i.e. parts and materials suppliers). Uses may include open storage facilities (not to exceed building area), office/industrial park; light industry;

[7] The land use descriptions were derived directly from the MJPA General Plan and amended to apply to this Specific Plan.

manufacturing; research and development centers; maintenance shops; and emergency services centers. Uses may include ancillary sales. Development to date within March Business Center but outside of the proposed Project includes warehouse buildings accommodating users such as the Walgreens, McLane Foodservices, and Tesco Fresh & Easy distribution facilities.

Office. Uses within the Office district would include business activities associated with professional or administrative services. Activities can consist of corporate offices, cultural and community facilities, financial institutions, legal and medical offices, and other similar uses, which together represent major concentrations of community and employment activities. Uses may include office parks, office buildings, and educational and vocational training facilities generally within a campus-like setting. No development has occurred to date within this district.

Mixed-Use. Uses within the Mixed use district would include a variety of complementary land uses including commercial, business park, office, medical, educational and vocational, research and development services. Light and custom manufacturing uses are also conditionally allowed in this area. To date, approximately 347,000 square feet of general office and light industrial facilities have been constructed within March Business Center but outside of the proposed Project.

Commercial. Uses within the Commercial/Service district include retail and service oriented businesses. Commercial uses include retail stores, restaurants and administrative, financial, service and government offices. Commercial development would be focused at key intersections of major arterial roads or at major off-ramps from Interstate 215. Commercial land uses within the Specific Plan are intended to serve the Specific Plan area only; they will not serve regional demand. To date, no development has occurred within the commercial district. Uses such as a business hotel, sit down and fast-food restaurants, a gas station and various specialty retail facilities are envisioned for this district.

Public Facility. Uses planned within this district include a wide range of public, quasi-public, and private uses such as schools, public cultural and historical facilities, government administrative offices and facilities; public utilities, and major transportation corridors. Land uses determined to be sensitive to, incompatible with aviation operations or inconsistent with the Air Installation Compatible Use Zone (AICUZ) would be excluded. The Project includes 4.6 acres of public facility. A 2.12 acre area in Unit 6 has been allocated to accommodate a Riverside County Fire Station.

Park/Recreation/Open Space. Stormwater detention basins, park land, and open space would be accommodated within this district.

Table III-2 provides a matrix which designates specific land use types that are allowed within each development district as defined in the preceding paragraphs. The uses provided are representative of those that would be allowed within the Project; however, this is not intended to be all inclusive. For each specific land use, a "P" indicates that it is permitted outright; a "C" indicates that a conditional use permit is required. Conditional uses would be subject to further discretionary review by the March Joint Powers Commission. A blank space indicates that the use is not allowed within that particular district.

TABLE III-2
MERIDIAN SPECIFIC PLAN AMENDMENT LAND USE TABLE

USES	BUSINESS PARK[1,6]	INDUSTRIAL[2,5 6,7]	OFFICE	MIXED USE[3]	COMMERCIAL[4,8,9]
INDUSTRIAL					
Hazardous Waste Treatment Facility					
Bio-Medical Waste Treatment Facility		C			
Manufacturing – Custom	P	P		C	
Manufacturing – Light	P	P		~~C~~	
Manufacturing – Medium		P			
Manufacturing – Heavy[7]		C			
Mining & Extractive Industries					
Newspaper Publishing Plants	P	P			
Research & Development	P	P	~~P~~C	P	
Trucking/Transportation Terminals		P			
Wrecking & Dismantling of Motor Vehicles					
WHOLESALE STORAGE/DISTRIBUTION					
Public storage/Mini-warehouse (indoor)	C	C			
Business Enterprise	P	P		~~P~~C	

TABLE III-2
MERIDIAN SPECIFIC PLAN AMENDMENT LAND USE TABLE

USES	BUSINESS PARK[1,6]	INDUSTRIAL[2,5 6,7]	OFFICE	MIXED USE[3]	COMMERCIAL[4,8,9]
Warehouse, Storage & Distribution – Medium		P			
Warehouse, Storage & Distribution – Heavy		P			
OFFICE					
Financial Institutions	P		P	P	P
Government	P		P	P	P
Medical Clinics	P	P	P	P	
Offices, Business & Professional	P		P	P	P
Regional & Corporate Headquarters	P		P	P	P
COMMERCIAL					
Agricultural Equipment Repair Shops		P			
Agricultural/Nursery Supplies & Service	C	C			~~C~~
Alcoholic Beverage Outlets					C
Animal Care/Pet Hotels	P	P			P
Assembly & Entertainment					
Automotive Parts and Accessory Sales					P

TABLE III-2
MERIDIAN SPECIFIC PLAN AMENDMENT LAND USE TABLE

USES	BUSINESS PARK[1,6]	INDUSTRIAL[2,5 6,7]	OFFICE	MIXED USE[3]	COMMERCIAL[4,8,9]
Automotive Fleet Storage		C			
Automotive Service Stations					C
Automotive/Truck Repair-major		P			
Automotive/Truck Repair-minor	C	P			~~C~~
Building & Site Maintenance Services	P	P		P	
Building Contractor's Storage yard	C	P			
Building Material & Equipment Sales (limited to 25,000 square feet)[8]	P			~~P~~	P
Business Supply/Equip Sales/Rentals	C	C			P
Business Support Services[2]	P	P	P	P	
Child Care Facilities	C		C	C	C
Churches & Places of Religious Assembly					
Coffee Shop				P	P
Communication Facilities, Antennas & Satellite Dishes	C	C			
Consumer Goods, Furniture, Appliances,				P	P

TABLE III-2
MERIDIAN SPECIFIC PLAN AMENDMENT LAND USE TABLE

USES	BUSINESS PARK[1,6]	INDUSTRIAL[2,5 6,7]	OFFICE	MIXED USE[3]	COMMERCIAL[4,8,9]
Equipment Sales					
Convenience Sales					C
Energy Generation & Distribution Facilities		C			
Equestrian Show & Exhibition Facilities					
Exhibit Halls & Convention Facilities					
Fairgrounds					
Food and Beverage Sales				P	P
Funeral & Mortuary Services	C				
General Retail Establishments				P	P
Golf Courses, Driving Ranges and Pitch & Putt Courses					
Health Club				C	C
Heavy Equipment Sales and Rentals with outside merchandising	C	C		~~C~~	
Horticulture Nurseries & Greenhouses	C	P			~~C~~
Hospitals, Intermediate Care Facilities &					

TABLE III-2
MERIDIAN SPECIFIC PLAN AMENDMENT LAND USE TABLE

USES	BUSINESS PARK[1,6]	INDUSTRIAL[2,5 6,7]	OFFICE	MIXED USE[3]	COMMERCIAL[4,8,9]
Nursing Facilities					
Hotel/Motel				C	C
Instructional Studios	P	P	P	P	
Interpretive Centers	P	P	P	P	
Laundry Services	P	P		~~C~~	
Maintenance & Repair	P	P		P	
Major Transmission, Relay or Communications Switching Stations	P	P			
Museums			P	P	P
Bar & Grill			C	C	P
Open Air Markets for the Sale of Agriculture-related Products & Flowers	C			C	C
Outdoor Commercial		C			~~C~~
Outpatient Medical Clinics	P		P	P	P
Parking Facilities as a *Primary Use*	C	C			P
Personal Services				P	P

TABLE III-2
MERIDIAN SPECIFIC PLAN AMENDMENT LAND USE TABLE

USES	BUSINESS PARK[1,6]	INDUSTRIAL[2,5 6,7]	OFFICE	MIXED USE[3]	COMMERCIAL[4,8,9]
Petroleum Products Storage					
Pets & Pet Supplies				C	P
Private Clubs, Lodges & Fraternal Organizations					
Radio & Television Studios	P	P		P	
Recreational Facilities				C	C
Recycling Facilities (outdoor storage not to exceed building area)		~~P~~C			
Repair Services	P	P		P	
Restaurant (fast food)[9]					P
Restaurant (sit down)			C	P	P
Sidewalk Cafes				P	P
Social Service Institutions	P		P	P	
Sundries, Pharmaceutical & Convenience Sales					P
Swap Meets & Other Large Outdoor Retail Facilities					

TABLE III-2
MERIDIAN SPECIFIC PLAN AMENDMENT LAND USE TABLE

USES	BUSINESS PARK[1,6]	INDUSTRIAL[2,5 6,7]	OFFICE	MIXED USE[3]	COMMERCIAL[4,8,9]
Theaters					
Trade Schools	C				C
Vehicle, Boat and Trailer Sales	C			~~C~~	~~C~~
Vehicle Storage		C			
Veterinary Clinics & Animal Hospitals	P			P	P
Zoological Parks					

[1] Within the Business Park zone, a use permit is required for uses that provide outdoor storage in excess of 10% of the building area
[2] Within the Industrial zone, a use permit is required for uses that provide outdoor storage in excess of the building area.
[3] The Mixed Use designation shall have a maximum of 25 percent retail uses.
[4] Within the Commercial zoning district, a use permit shall be required for single uses above 25,000 square feet of gross floor area
[5] Ancillary on-site retail sales are allowed in areas comprising up to 5% of an industrial building area and 10% of the business park building area on a per lot basis. On-site retail sales may not be cumulatively applied.
[6] Logistics warehousing uses or activities shall be prohibited in Industrial lots within the Specific Plan Amendment area, west of Meridian Parkway.
[7] Special consideration shall be given to minimizing the aesthetic and visual impact to the I-215 Freeway, Van Buren Boulevard, Alessandro Boulevard, and other sensitive uses.
[8] All activities shall be conducted within a completely enclosed building, unless approved through a Temporary Use Permit consistent with Development Code Section 9.02.150.C
[9] A master plot plan is required for each commercial development prior to development of any portion of the commercial lot and prior to selling any portion of the commercial lot.

Riverside County Fire Station

The Riverside County Fire Department is proposing to develop a new fire station in Unit 6 on lot1a. The fire station would serve the JPA planning area and surrounding development, and the dedication of land satisfies a mitigation requirement within the Mitigation Monitoring and Reporting Program for the 2003 Focused EIR. The exact development date of the fire station is not known; however, it is the JPA's intent to address impacts relative to construction and operation of a public use on the proposed site as part of this SEIR.

General Description. The County Fire Department operates three different types of fire stations: Rural, Urban, and Heavy Urban. Most of the stations planned by the County Fire Department are Urban Stations with a potential to be expanded to Heavy Urban status in response to area growth. Although the Meridian Fire Station would be constructed as an Urban Station, development may dictate expansion to a Heavy Urban facility.

Heavy Urban Stations are typically staffed by a maximum of 16 people and have approximately 10,000 square feet of interior space, which includes living areas, offices, and a lobby. Living space for a Heavy Urban Station typically includes a semi private sleeping area, bathrooms, a dayroom, a dining area, kitchen facilities, and a gym or other area for exercise. Three drive-through apparatus bays are provided to facilitate the movement of vehicles. Heavy Urban Fire Stations generally have one or more Type 1 Engines (a three-person engine company), squads (e.g. Series F-450, F-500 trucks), and in some instances a ladder truck, and/or an ambulance unit assigned. The County Fire Department does have a standard architectural design for their stations; however, the exterior would be designed consistent with the March Business Center Design Guidelines such that it would fit within the aesthetic characteristics of the area.

Operations. The Meridian Fire Station would operate 24-hours a day, seven days a week. Firefighters work 72 to 96 hour shifts (3-4 days) at their duty station. Training and equipment maintenance takes up a good deal of firefighters' time when they are not on call. This training and equipment maintenance would take place both inside and outside of the Fire Station and would likely involve the use and testing of equipment.

A County Fire Department responds to two types of calls: Code 2 and Code 3. Code 2 calls are "public assist" calls for situations such as a child locked in a car or to assist in moving an elderly relative. Code 2 calls are not responded to with lights or sirens. Code 3 calls are emergency calls coming through the "911" system and require medical, fire, or special rescue assistance. Code 3 calls are responded to with lights and sirens per the applicable sections of the California Vehicle Code. Approximately 78% of Code 3 calls are to render medical assistance.

The Fire Department also employs their good neighbor policy with respect to activities conducted outside the station. For example, exterior speakers are typically only operated between 8:00 AM – 5:00 PM; exterior training and maintenance are conducted mainly during daytime hours.

The public may visit the Meridian Fire Station (or any fire station) during normal business hours, which are generally 8:00 AM – 5:00 PM, Mondays – Fridays. An average of 6 to10 daily visitors is anticipated for the Meridian Fire Station.

Temporary Facility. Until such time as the permanent Fire Station is constructed, the Riverside County Fire Department anticipates an initial use of a temporary facility on the future Fire Station site. The temporary facility would encompass modular structures and a steel structure apparatus

bay. The facility would house a specialized resource known as a breathing support unit with a staff of one. The approximate implementation will be 18 to 24 months depending on completion of infrastructure and roadways. Should additional funding be identified, this temporary facility may additionally house an engine with crew.

Lot 16

Proposed Site Plan

The Lot 16 development within the Project area 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. Approximately 62,000 square feet would be dedicated to office and administrative uses. The remainder would be allocated to food and food-service product storage, packaging and distribution. No food preparation would occur on-site. Approximately 37 truck loading docks would be provided along the eastern side of the building, and 27 along the northern side of the building. Heating, ventilation and air conditioning systems would be constructed on the building roof and fully screened; trash compactors and electrical equipment and the refrigeration system would be located on the western wall of the building behind an 8-foot screening wall.

The Lot 16 development within the Project area would also 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.

The main building is configured in an "L" shape and would be approximately 1,074 feet long along the west face of the building, and 961 feet long along the south face of the building. The dry storage and freezer storage areas would be 405 feet wide, tapering down to 315 feet wide adjacent to the office area. The maintenance building dimensions would be 202 by 100 feet. **Figure III-5** depicts the proposed Lot 16 development site plan. Employee access to the facility would be provided via one driveway to/from an east/west private roadway to be constructed along the southern boundary of the lot. Truck traffic would enter/exit the site via a single driveway on Opportunity Way, which would be located east of Meridian Parkway. The employee and visitor parking lot would have approximately 455 parking stalls and be located in the southwestern corner of the site. The parking spaces would be 10 feet by 18 feet (e.g., typical parking space dimensions); up to 10 parking spaces will be designated for handicapped use. Up to 320 truck-trailer parking spaces would be located on site.

Building Elevations. The main office and dry goods storage warehouse would be painted concrete tilt-up construction. The temperature controlled warehouse areas would be steel frame with and insulated metal panel exterior skin. Outdoor screening walls and decorative wrought iron fences will match the Meridian theme wall/fence and the March JPA will perform potential graffiti control. Per the March Business Center Design Guidelines, a theme wall will be constructed and include decorative stone columns at 80 inches on-center; stucco surface and painted to match the standard JPA theme wall. Building components would be constructed consistent with the March Business Center Design Guidelines. Maintenance building elevations and design details would generally match the main building.

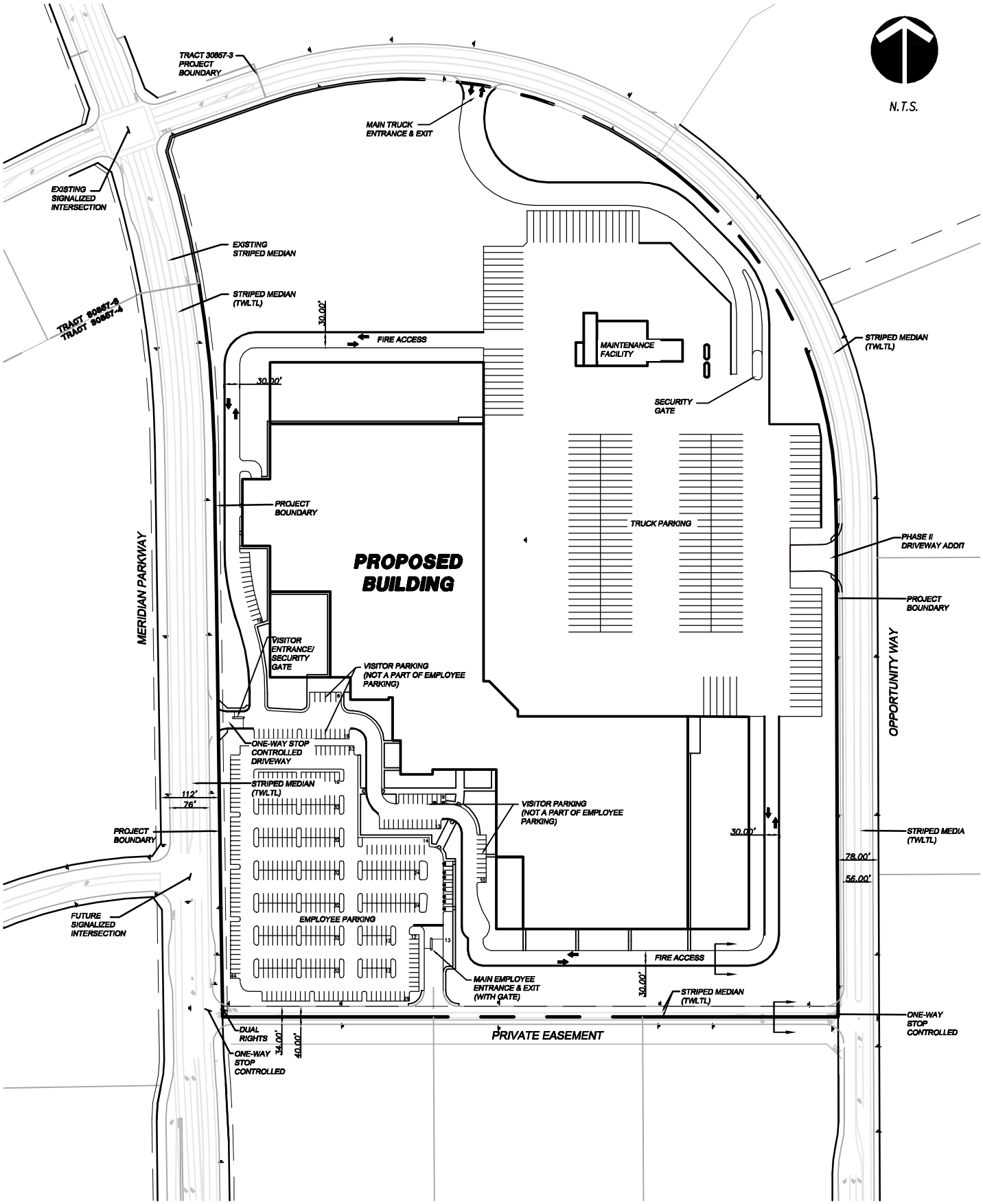

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Figure III-5

Lot 16 Site Layout

Upon full Lot 16 development build out, Lot 16 would include approximately 10 acres of landscaped area. As required by the March Business Center Design Guidelines, 10 percent of the site would be landscaped (landscaping in the form of colored pavers or other decorative pavement treatments would be included, but only up to a maximum of two percent). Of the 45 acre site, only 4.5 acres of landscape would be required to meet the landscape requirements. Landscaping would adhere to the landscaping requirements contained in Section 6.0 of the March Business Center Specific Plan Design Guidelines, including the plant selection listed in Section 6.5.

Lighting Plan. Outdoor lighting for this lot would be provided in accordance with the March Business Center Design Guidelines and shall be limited to LPS or HPS, a maximum of 25' above grade, maximum 750 watt, and a maximum lighting level of 0.5 candle/foot measured at the property line. Additionally, a point-by-point lighting plan is required for Lot 16, and must be submitted at the time of submittal of construction plans pursuant to Section 7.3.4 of the March Business Center Design Guidelines.

Grading Plan. Existing elevations range from 1,562 feet above mean sea level (AMSL) to 1,552 feet AMSL. Proposed on-site elevations are 1,567 feet AMSL at the central portion of the site, 1,562 feet AMSL at the southern portion of the site, and 1,552 feet AMSL at the northeastern corner of the site. The construction emissions associated with mass grading, site development, earthwork and other construction activities include a very conservative calculation based on the amount of grading/earthwork required for the lot 16 facility as calculated in the air quality technical report.

Infrastructure and Off-Site Improvements. The office/warehouse building would be serviced via a water lateral from a proposed water main within Meridian Parkway. Sewage would flow to a sewer lateral connection provided at the southeast side of the building and into a sewer gravity system within Opportunity Way. The maintenance facility would be serviced via a water main and sewer gravity system within Opportunity Way. Both the main building and maintenance facility would include a fire sprinkler system that would be serviced via an onsite looped water system between Opportunity Way and Meridian Parkway.

Based on the WSA (WMWD, 2009) Lot 16 would have a water supply budget of 90,000 gallons per day (assuming a 45-acre site and 2,000 gallons per acre). Wastewater would be approximately 60 percent of water consumption or 54,000 gallons per day. Wastewater would be conveyed within existing infrastructure to the WWTP for treatment. Twelve months of water consumption data taken from an existing facility in Southern California with the same site acreage and building size operated by the prospective industrial user indicated an average water consumption of approximately 34,000 gallons per day, including 17,000 gallons for irrigation (reclaimed water) and 17,000 gallons (potable) for use within the building. Accordingly, the proposed use is consistent with the water supply budget.

The Lot 16 development would include three grass lined swales along the perimeter for post-construction treatment control BMPs. These swales would serve as pollutant filters and are designed to have very shallow slopes that allow the runoff maximum contact with the vegetation. Contact with the vegetation improves water quality as the plants uptake pollutants, remove sediment and increase infiltration. After the runoff moves through the swale, it would be discharged to the storm drain within Opportunity Way, which in turn would discharge to the triangular detention basin situated along the eastern boundary of the Specific Plan area, but outside the Amendment area (i.e., the East Detention Basin).

Interior streets and parking areas would be paved with concrete and asphalt concrete. A six-foot-wide sidewalk with curb and gutter would be provided along the perimeter of the lot; four to six-foot-wide sidewalks would be constructed to provide pedestrian circulation within the site.

Operational Characteristics

- Construction Schedule

  Construction is expected to begin in late 2010. The first phase of the Lot 16 development would consist of site grading, all site improvements, construction of the building foundation, 395,955 square feet of the ultimate 515,223-square foot warehouse building and the maintenance building. This phase is expected to be completed in May 2011. Phase II of the Lot 16 development would entail construction of the remaining 119,268 square feet of the warehousing facility, expansion of the freezer area in the northwestern portion of the site and expansion of the dry warehouse in the southeastern area of the site. The schedule for Phase II is not known and would be based on market demand. To fully disclose potential impacts associated with the proposed Lot 16 development, this SEIR analyzes full build-out conditions which incorporate both Phases I and II.

- Hours of Operation

  Office workers would have typical shifts of 8:00 am to 5:00 pm, while warehouse staff would work day and night shifts beginning at 6:00 am and 6:00 pm, respectively. The Lot 16 development would receive material via truck delivery throughout the day; warehouse workers would load trailers throughout the night. Truck drivers would arrive in their personal vehicles and then depart daily in loaded tractor trailers, typically before 6:00 am, and return to the site usually that same afternoon. The business would be open 24 hours on Sunday through Friday, and on Saturday morning.

- Deliveries

  As noted above, deliveries would occur throughout the day. On a typical day, approximately 100 delivery trucks would enter/exit the site. It is estimated that more than 50 of the trucks would be 53 feet in length with double trailer axles. The remaining deliveries would arrive in smaller delivery trucks typically 45 feet or 23 feet in length. The peak receiving time is between the hours of 11:00 am to 1:00 pm, with an average of seven to eight trucks per hour arriving during this period. Deliveries can occur 24 hours a day and would originate throughout the region. The most direct route for trucks originating north or south of the site would be to exit I-215 at the Van Buren Boulevard interchange, travel west on Van Buren Boulevard and then north on Opportunity Way. As an alternative, trucks could exit I-215 at the Alessandro Boulevard or Cactus Boulevard interchange; travel west to Meridian Parkway, south to Opportunity Way and then east on Opportunity Way to the site entrance. Truck traffic would enter the site via a single gated and monitored driveway. During the initial development phase, trucks would also exit the site using this driveway. Upon completion of the Lot 16 development, truck movements within the site would follow a one-way circulation pattern, exiting the site via a driveway onto Opportunity Way located north of the private access roadway along the southern lot boundary. All operational truck traffic and construction trucks will comply with the approved March JPA Truck Route Ordinance.

- Warehouse/Administration

  On-site activities would consist primarily of the daily truck delivery and distribution of cold and non-perishable food and food-service related products. The products would be received, sorted, temporarily stored within the facility, then packaged and transported to restaurants and food service providers in Southern California. The cold storage area would be located on the west central area of the lot, dry storage near the south central area, with management offices located between the two wings toward the southwest. See Figure III-5.

- Maintenance, Fueling and Washing Facility

  As noted, the Lot 16 development would include delivery truck maintenance, fueling and washing facility located on the northeastern portion of the site. Maintenance would be limited to oil/filter changes, tune ups and other minor activities. No engine overhauls, tire replacements or similar activities would occur on-site.

  The wash area would be located adjacent to the maintenance building and consist of a wash rack, an elevated platform, high pressure hose and related equipment and a wash water collection and conveyance system. All wash water would be conveyed into the sanitary sewer system and treated off-site.

  The fueling area would contain two fuel islands and two 10,000-gallon above-ground diesel storage tanks (see Figure III-5). 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.

  The Lot 16 development would incorporate a variety of 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, 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, and emergency shutdown features. Risk management procedures include emergency training and drills performed consistent with an overall Emergency Response Plan to be prepared and approved by the Riverside County Hazardous Materials Management Division prior to issuance of building permits. The design and operation of these tanks would be in accordance with National Fire Protection Association Code (NFPA) 30-Flammable and Combustible Liquids Code (NFPA 2008), South Coast Air Quality Management District, Santa Ana Regional Water Quality Control Board and other applicable state and local regulations regarding the construction and operation of above ground fueling facilities. This discussed in more detail in Section IV.E, *Hazards and Hazardous Materials*, of this SEIR.

- Cold Storage System

  The cold storage component of the Lot 16 development would use anhydrous ammonia as a refrigerant. Anhydrous ammonia is a regulated toxic substance, as identified in Table 1 of Section 68.130 of Title 40 of the Code of Federal Regulations. This material is also identified as a state regulated substance in Table 3 of California Code of Regulations Title 19, Division 2, Chapter 4.5. The anticipated amount of ammonia to be used in the cooling system is 9,000 pounds (full build out). The prospective user would create and maintain a California Accidental Release Prevention Plan as well as a Business Emergency Plan that addresses the operation of the ammonia system. Following approval and implementation of applicable risk management and process management plans, the ammonia would be trucked to the site and pumped into the system via a receiving port located outside the northern portion of the main building, approximately 50 feet to the east of Meridian Parkway. The system would be designed and installed to include a state-of-the-art automatic leak detection and shutdown system. The Lot 16 development would also include an ammonia dilution tank, which in the event of an emergency would mix the ammonia with water, rendering the ammonia inert. Ammonia would be delivered to the site by truck via I-215, in accordance with the following truck routing pattern described below:

  - I-215 to Cactus Avenue westbound to Meridian Parkway southbound to Opportunity Way eastbound to the site driveway on Opportunity Way

- Employee Estimates

  The facility is expected to have a staff of 283 workers. Staff would be comprised of 45 office workers, 50 truck drivers, and 188 warehouse workers. Employee access would be provided via one driveway to/from an east/west private roadway to be constructed along the southern boundary of the site.

The proposed use of Lot 16 would be consistent with the development districts described above. In the event that Lot 16 is not developed as proposed, then this lot would be subject to the proposed Project development regulations applicable to the Industrial land use designation.

Changes in Specific Plan Development Regulations

The proposed Project consists of the following changes to the development regulations within the 2003 March Business Center Specific Plan:

- Use of colored pavers or other decorative pavement treatments as landscaping may reduce the vegetative landscaping requirement for Office, Mixed-Use and Commercial land uses by a corresponding amount, up to a maximum of five percent.
- Use of colored pavers or other decorative pavement treatments as landscaping may reduce the site vegetative landscaping requirement for Industrial land uses on lots or developments greater than 20 acres by a corresponding amount, up to a maximum of two percent.
- Increase in Floor Area Ratio (FAR) for Industrial land uses on lots or developments greater than 20 acres from 0.50 to 0.55 in Table III-2 of the Specific Plan.

- Increase in FAR for Mixed Use land uses on lots or developments greater than five acres from 0.35 to 0.40. Increase the FAR for Commercial lots from 0.25 to 0.35. Increase the FAR for Office lots from 0.35 to 0.40.
- Revise Table III-2 of the Specific Plan Building Height so that the Office zone allows developments a maximum building height of 60 feet subject to FAA Part 77 clearance and consistency with the Joint Land Use Study building story limitation and intensity restrictions in persons per acre.
- Revise Table III-1 of the Specific Plan so that Mixed Use allows both Custom & Light manufacturing as Conditional uses.
- Revise Page A-1 of the Specific Plan to modify definition of Manufacturing - Light to include food processing uses that have minor noise or odors emission (such as bakeries), that may minimally affect adjacent lots (see Appendix A of the SPA)
- Revise Specific Plan to incorporate Arnold Heights School site as Business Park, Industrial and Public Facility lots per a revised site plan.
- Incorporate the Defense Reutilization and Marketing Office (DRMO) parcel into the March Business Center Specific Plan, with Industrial zoning.
- Create a land use definition for coffee shop (with drive-through service) in Appendix A of the Specific Plan, and identify it use as a conditional use in the Mixed Use zone in Table III-1 of the Specific Plan.
- Replace aviation-related regulations in Chapter III of the Specific Plan to be consistent with the Joint Land Use Study.

Changes in Impact Analysis Parameters

This SEIR incorporates current parameters with respect to traffic generation (including truck traffic generation and fleet mix), air emissions (including emissions factors and vehicle trip lengths), and demand for utility/public services.

E. Project Characteristics

The proposed Project consists of the following components: 1) March Business Center Specific Plan Amendment, 2) an amendment to the March JPA General Plan, and 3) Meridian Unit 4 Tentative Tract Map. These components are described below.

March Business Center Specific Plan Amendment

The 2003 March Business Center Specific Plan was prepared to establish guidelines for the development of Business Park, Industrial, Office, Mixed Use, Commercial and Open Space land uses. The objective has been to guide and regulate development in accordance with the March JPA General Plan. The March Business Center Specific Plan fulfills both planning and regulatory functions. As such, the document contains the regulations, procedures and development standards necessary to both guide and regulate development. The proposed changes in land use associated with the Project are summarized in Section D of this Chapter.

March JPA General Plan Amendment

The March JPA General Plan is to be amended concurrently with the Specific Plan to address changes in the amount of acreage allocated to each land use category. The General Plan was adopted in 1999, and a General Plan Amendment was adopted in 2003 to reflect the March

Business Center Specific Plan. The General Plan area encompasses the March Business Center project, the adjacent 1,178 acre Future Development Area located west of the March Business Center project, the joint military/civilian ARB/March Inland Port located on the east side of I-215, and land located to the south and west of the March Business Center Specific Plan South Campus. The Land Use and Transportation Elements of the March JPA General Plan would be revised to reflect the proposed Project.

The Meridian Tentative Tract Map

The purpose of the Meridian Tentative Tract Map (TTM) is to show the design and improvements of the proposed subdivision. The TTM for the North Campus would reference all recorded final maps for the business park, as well as focus on changes to the previously approved TTM (March 10, 2003), and subsequent TTM Amendments. The focus of this map is related to Unit 4, which is bound by Van Buren Boulevard to the south, and Opportunity Way to the north. The design of the street, drainage, and utility improvements are currently being updated to reflect the changes to Unit 4 design guidelines and other relevant March Business Center Specific Plan modifications. The revised TTM would include:

- Plan view sheets depicting the proposed subdivision, proposed grading and impact/need of public utilities serving the development;
- Cross-sections of proposed roadways;
- Identification and dimensions of proposed public and existing public easements;
- Drainage watershed information to include detention volume requirements and 100-year overflow paths;
- Annotation of proposed street centerlines, lot lines and lot areas;
- Street D has been eliminated and Opportunity Way has been extended west of Meridian Parkway
- A majority of the cul-de-sacs serving the lots have been eliminated. There is one cul-de-sac at the end of the new Opportunity Way that remains. Ultimately, the new Opportunity Way would extend through to Van Buren Boulevard as part of a future effort that will allow for right turn ingress and egress from/to Van Buren Boulevard. The removal of the cul-de-sacs due to lot line adjustments, the removal of Street D, and the reconfiguration of the new Opportunity Way improves the overall circulation of the Unit 4 roadway network as there are fewer industrial streets taking access from Meridian Parkway.
- Street F, a public street between Meridian Parkway and Opportunity Way has been eliminated. In lieu of Street F, a private street has been added to connect Meridian Parkway to Opportunity Way. This private street would be maintained by the abutting property owners and not by the March JPA. The private street is closer to Van Buren Boulevard than the previous Street F, resulting in intersection spacing that is less than the 300 feet as required by the JPA.
- Raised islands that prohibit the right turn of southbound trucks on to westbound Van Buren Boulevard have been added at both Meridian Parkway and Opportunity Way. In addition to these islands, advanced signage and pavement marking indicating the restriction would be added on Meridian Parkway and Opportunity Way.
- The intersection of Opportunity and Meridian Parkway would be shifted approximately 300' to the south. This would decrease the lot size of U4-13 (~5.3 Ac) and slightly modify the lot layout for Lots U3-9, U4-5 through U4-12.
- Tentative Map Lot 16 and 17 will be split into Lots U6-1, U6-2 and U4-1.

Upon approval, it would give the owner the right to divide the property into multiple legal parcels during the final map stage.

F. Discretionary Actions and Approvals by the March JPA

The following discretionary actions would be required as part of the proposed Project:

- March Business Center Specific Plan Amendment
- March JPA General Plan Amendment
- Tentative Subdivision Tract Map
- Revised Statutory Development Agreement
- Certification of Subsequent EIR

G. Discretionary Actions and Approvals by Other Agencies

U.S. Army Corps of Engineers

The U.S. Army Corps of Engineers (ACOE) has jurisdiction over dredge and fill activities affecting the navigable waters of the United States, pursuant to two federal laws: The Rivers and Harbors Act of 1889 and the Clean Water Act of 1977, as amended. Projects that include potential dredge or fill impacts to the "waters of the U.S." (including wetlands) are subject to regulation under the Clean Water Act. Aggregate impacts to waters of the U.S. (defined as direct fill or indirect effects of fill) greater than 1/2-acre require a project-specific (individual) Clean Water Act § 404 permit. All permits issued by the ACOE are subject to consultation and/ or review by the US Fish and Wildlife Service (USFWS) and the Environmental Protection Agency (EPA). Under the "Fish and Wildlife Coordination Act," the ACOE is also required to consult with the USFWS and give "full consideration" to its views on fish and wildlife matters before issuing a § 404 permit.

The March Business Center Specific Plan was issued an Individual 404 Permit (No. 200201578-RRS) to discharge fill material to 2.68 acres of jurisdictional ephemeral/intermittent streams and a wetland/riparian area in May 2003. That permit expired on May 31, 2006; however, development is not complete and another 404 permit is required for those jurisdictional areas covered but not developed under the expired permit. Waters of the U.S. within the proposed Project area were impacted under the May 2003 Section 404 permit; additional Waters of the U.S would be affected under the pending permit that was applied for in December 2007. This issue is discussed in greater detail in Section IV D, of this SEIR.

California Department of Fish and Game

The California Department of Fish and Game (CDFG) has the authority to reach an agreement with an agency or private party proposing to affect intermittent or permanent wetland habitats, pursuant to § 1602 (streambed alteration agreement) of the Fish and Game Code. In accordance with its policy of "*no net loss of wetland habitats*," CDFG requires mitigation for all impacts to any wetlands, regardless of acreage. Where a state-listed threatened or endangered species occurs on a project site, the CDFG is also responsible for the issuance of a Memorandum of Understanding (MOU) to ensure the conservation, enhancement, protection and restoration of state-listed threatened or endangered species and their habitats.

The 1999 U.S. Fish and Wildlife Service Biological Opinion (BO) No. 1-6-99-F-13 for the reuse of the March AFB, also found to be consistent with CEQA by CDFG in January 2000 , addressed the federally endangered and threatened Stephen's kangaroo rat (SKR), least Bell's vireo (LBV), and mountain plover. The BO concluded that development of the March Business Center Specific Plan, which includes the proposed Project, is not likely to jeopardize the continued existence of these species. No critical habitat has been designated for SKR within the Amendment area; and therefore, none would be affected. Since the BO was issued, LBV populations and habitat have increased and are now located within undeveloped portions of the March Business Center Specific Plan area. The pending Section 404 permit and Section 7 consultation would address impacts to LBV. Habitat for LBV is located within the proposed Project area and approximately 1.39 acres would be impacted. Since LBV is a State listed species under California Endangered Species Act (CESA), the project sponsor and the March JPA are also pursuing a CESA consistency determination for project-related impacts to LBV.

The 1601 Streambed Alteration Agreement for impacts to State Waters was issued in January 2003. LNR Riverside, LLC and the March JPA applied for an amendment to that agreement in December 2007. Because there are anticipated impacts to LBV, CDFG has suspended the amendment application until CESA is resolved for LBV. Impacts to State waters and LBV associated with implementation of the proposed Project would be addressed in the pending CESA determination and 1601 amendment.

United States Fish and Wildlife Service

The USFWS is authorized under the Endangered Species Act of 1972 (ESA) to establish lists of endangered and threatened plants and animals and to identify critical habitats for listed species. If a listed species or critical habitat may be present within the impact area of the proposed Project, a biological assessment is required under the act. If it is then determined that the proposed Project would affect a listed endangered or threatened species, a formal consultation with USFWS and an approved habitat conservation program would be required to identify mitigation measures needed to be added as condition to issuance of an "incidental take permit."

As described above, Section 7 consultation is currently underway for impacts to LBV associated with implementation of the March Business Center Specific Plan. A biological assessment for LBV related to impacts from the March Business Center Specific Plan was prepared in March 2008 and a draft Biological Opinion (BO) from the USFWS was prepared in October 2009. Circulation of the draft BO is pending.

California Regional Water Quality Control Board

Section 401 of the Clean Water Act established water quality regulations for dredge and fill activities and Section 402 authorized the National Pollutant Discharge Elimination System (NPDES). The California Regional Water Quality Control Board (RWQCB) Santa Ana Region issues NPDES permits and Section 401 Water Quality Certifications within the March Business Center Specific Plan area. Construction activities, storm drain systems and point-source discharges require authorization under the appropriate NPDES permits. The proposed Project would require NPDES permit authorization and 401 water quality certification for construction activities and development of the storm drain system. Point source discharges from individual facilities within the Project area would require NPDES permits and 401 water quality certifications.

A 401 water quality certification was issued in March 2003 by the Santa Ana RWQCB for water quality impacts associated with the March Business Center Specific Plan. The Santa Ana RWQCB stated in September 2008 that this certification remains valid for the entire Specific Plan area unless impacts to Waters of the U.S. have substantially changed. Impacts to Waters of the U.S. have not changed since the certification was issued in 2003; therefore, the Project area is covered under the existing certification.

Riverside County Department of Environmental Health

The prospective user of Lot 16 would be required to prepare a Risk Management Plan/Process Safety Management program (RMP/PSM) for the use of ammonia as a refrigerant and submit it to the Department of Environmental Health's Hazardous Materials Management Division (HMMD). This document must be updated and resubmitted to the HMMD when significant changes occur that affect the use or storage of regulated substances.

IV. ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES

As explained previously in Section II.A, Overview, Purpose, Authority and Lead Agency, a project-level Focused Environmental Impact Report was previously prepared and certified for the March Business Center Specific Plan. Accordingly, this Subsequent Project EIR does not analyze the impacts of the proposed Specific Plan Amendment anew. (See Pub. Res. Code, § 21003(d) [It is the Legislature's intent that "[i]nformation developed in individual environmental impact reports be … used to reduce delay and duplication in preparation of subsequent environmental impact reports."].) Instead, and as required by Public Resources Code section 21166 and State CEQA Guidelines section 15162, this EIR focuses on the changes proposed to the March Business Center Specific Plan and determines, in light of the whole record, whether those proposed changes result in substantial changes to the Specific Plan, substantial changes in the circumstances under which the Specific Plan is being implemented, or whether there is new information of substantial importance requiring further analysis of environmental issues. Because the only changes proposed to the March Business Center Specific Plan are within the North Campus, this analysis properly focuses on those portions of the Specific Plan. (E.g., *Save Our Neighborhood v. Lishman* (2006) 140 Cal.App.4th 1288, 1296 ["The event of a change in a project is not an occasion to revisit environmental concerns laid to rest in the original analysis. Only changed circumstances, and any additional environmental impacts they cause, are at issue."].)

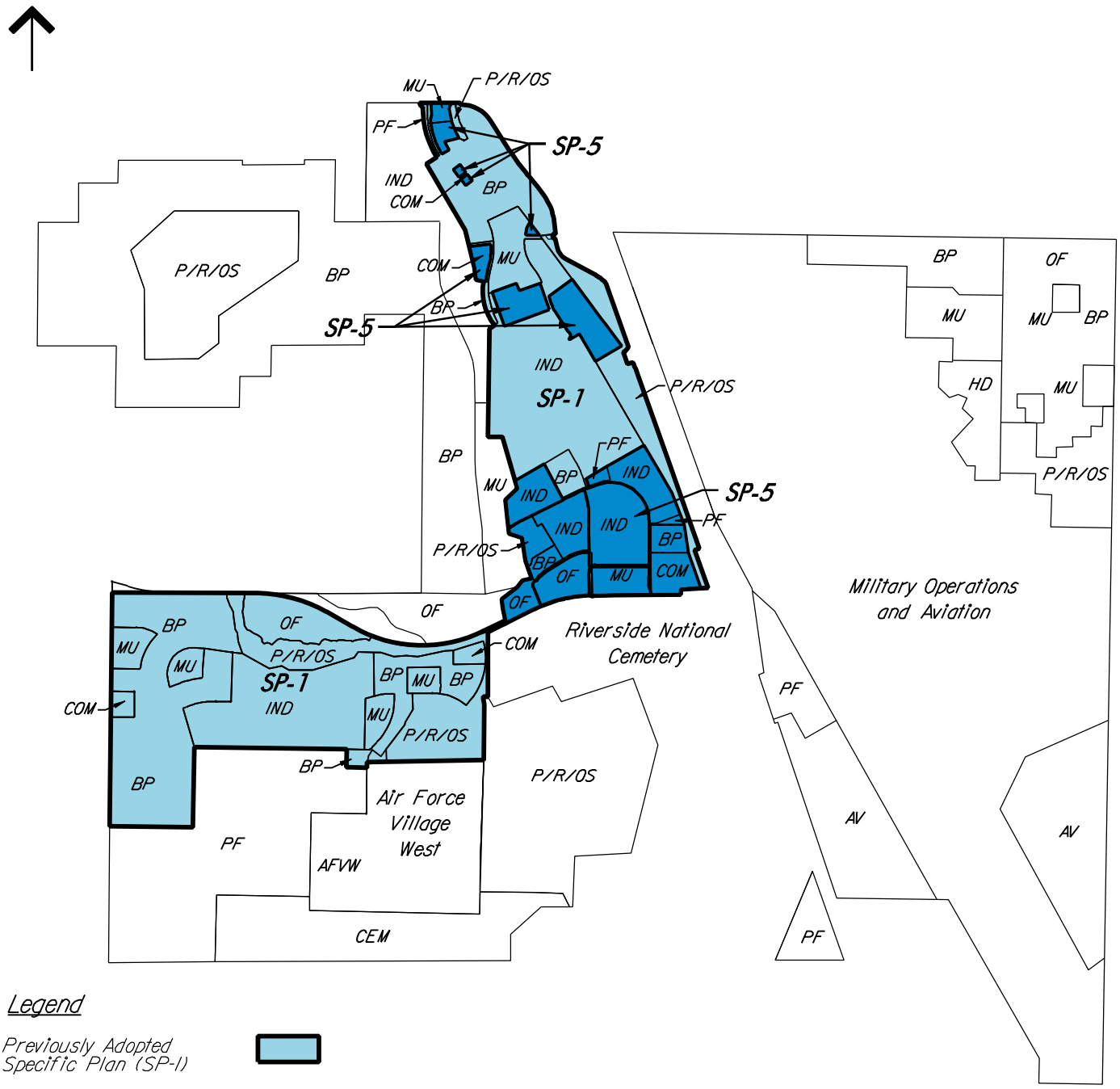
A. Land Use and Planning

Environmental Setting

As discussed in Section III of this SEIR, the March Business Center Specific Plan is located in the northern portion of the West March Planning Subarea, west of I-215 and south of Alessandro Boulevard. The Amendment proposes a number of land use revisions within a 257.7 acre portion of the North Campus. As noted, applicable sections of the March JPA General Plan would be amended to reflect these changes (see **Figure IV.A-1**). The most significant change would convert land designated Mixed Use and Business Park to Industrial. Changes in land use designation are discussed in the Project Description section of Chapter III. The proposed Project would also include an expanded stormwater detention basin. The basin was sited on land formerly designated as Business Park. The site has been redesignated as Public Facility to reflect the purpose of the basin as on-site infrastructure. These changes would alter the acreage allocated to each land use designation in the approved March Business Center Specific Plan.

On-site Land Uses

Approximately half of the lots in the North Campus have been developed with Industrial, Office, and other uses. Of the developed lots (i.e., Unit 1, lots 7, 9, 11, 15, 18; Unit 5, lots 1 through 6, and Unit 3, lot 3), twelve are occupied and open for business. For the most part, the remainder of the North Campus has been mass graded but is otherwise undeveloped. There are approximately 18.1 acres in the southwest portion of the proposed Project area that has not been graded. This area includes waters of the US and state waters under the jurisdiction of the CDFG and ACOE, and is described in detail in Section IV.D, *Biological Resources*, of this document. The DRMO warehouse was in operation prior to approval of the March Business Center Specific Plan and



Legend

Previously Adopted Specific Plan (SP-1)	
Proposed Project (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

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Figure IV. A-1
Proposed General Plan Land Uses

will not change land use designation as a result of the Project. Arnold Heights Elementary School, another pre-existing development in the proposed Project area, was closed and demolished in December 2007. The Arnold Heights Elementary School was previously designated as Public Facility in the 2003 March Business Center Specific Plan, and is proposed to be designated as a mix of Office, Business Park and Industrial in the proposed Project. The Arnold Heights military family housing project, which was closed prior to approval of the 2003 Focused EIR, has also been demolished.

Off-site Land Uses

Land uses surrounding the proposed Project area are currently undeveloped lands designated in the March JPA General Plan for Business Park and Park/Recreation/Open Space uses. This area is referred to as the Future Development Area, and is not located within the boundaries of the Meridian Specific Plan. Orangecrest is a residential development to the west of the Future Development Area within the City of Riverside.

The Lt. General Archie Old Golf Course and Riverside National Cemetery are adjacent to the southern and eastern Project site boundaries. The golf course is an 18-hole public course. It is located on 314 acres and owned by the March JPA. The cemetery is operated by the United States Veterans Administration and is located on 740 acres. The cemetery performs over 7,000 internments per year, and is expected to provide internment space through 2030. An additional 181 acres was added to the cemetery in 2003. The eastern boundary of the North Campus includes the I-215 freeway and the existing MARB/March Inland Port Airport. Tomas Rivera Elementary School is located approximately two miles to the west of the proposed Project area on the north side of Van Buren Boulevard.

Regulatory Setting

Regional

Southern California Association of Governments

The Southern California Association of Governments (SCAG) is the designated Metropolitan Planning Organization (MPO) for six Southern California counties, including Los Angeles, Orange, San Bernardino, Riverside, Ventura, and Imperial. As the designated MPO, SCAG has a federal mandate to research and create plans for transportation, growth management, hazardous waste management, and air quality. SCAG's major responsibilities include, but are not limited to: maintenance of the Regional Transportation Plan (RTP) and Regional Transportation Improvement Program (RTIP); development of demographic projections and the integrated land use, housing, employment, and transportation programs, measures, and strategies portions of the South Coast Air Quality Management Plan (AQMP); review of environmental impact reports for projects having regional significance for consistency with regional plans; and preparation of the Regional Housing Needs Assessment (RHNA), in accordance with California law.

SCAG Regional Comprehensive Plan

SCAG's Regional Comprehensive Plan (RCP) is an advisory plan that establishes a strategy for defining and solving the region's inter-related housing, traffic, water, air quality, and other regional challenges. SCAG's RCP combines the planning and policy work performed by SCAG into one all-encompassing document that encourages efficient patterns of regional and subregional growth, through implementation of its guiding principles. These principles include:

- Improve mobility for all residents. Improve the efficiency of the transportation system by strategically adding new travel choices to enhance system connectivity in concert with land use decisions and environmental objectives.

- Promote sustainability for future generations. Promote a region where quality of life and economic prosperity for future generations are supported by the sustainable use of natural resources.

In 2008, SCAG updated the 1996 RCP, which addresses land use and housing; solid and hazardous waste; energy, air quality, open space and habitat; economy and education; water, transportation, security and emergency preparedness; and finance.

SCAG RTP Policies and Growth Visioning Principles

SCAG's RTP is a long-term transportation plan that looks ahead 20 plus years and provides a vision for the future of the region's transportation system and steps to achieve that vision. The fundamental goal of the Growth Visioning effort is to make the SCAG region a better place to live, work and play for all residents. SCAG's Growth Vision includes "Regional Growth Principles" which are proposed to provide a framework for local and regional decision making with respect to land use planning. These policies are applicable to projects contained within mapped Opportunity Areas. The northern half of the North Campus is located in an Opportunity Area; and therefore, a regional goals consistency analysis of the proposed Project is required. The consistency analysis is provided in **Table IV.A-1** in this section.

Senate Bill 375

Senate Bill (SB) 375 was signed in September 2008 (Chapter 728, Statutes of 2008), and coordinates regional transportation planning efforts, regional GHG reduction targets, and land use and housing allocation to contain urban sprawl and reduce GHG emissions across the state. SB 375 requires Metropolitan Planning Organizations (MPOs) to adopt a sustainable communities strategy (SCS) or alternative planning strategy (APS) that will prescribe land use allocation. The California Air Resources Board (CARB), in consultation with MPOs, will provide each affected region with reduction targets for GHGs emitted by passenger cars and light duty trucks in the region for the years 2020 and 2035. These reduction targets will be updated every eight years but can be updated every four years if advancements in emissions technologies improve the ability to achieve the targets. CARB is also responsible for reviewing each MPO's SCS or APS for consistency with its assigned targets. If MPOs do not meet the GHG reduction targets, transportation projects may not be eligible for funding programmed after January 1, 2012.

This law also extends the minimum time period for the regional housing needs allocation cycle from five years to eight years for local governments located within an MPO that meets certain requirements. City or county land use policies (including general plans) are not required to be consistent with the regional transportation plan (and associated SCS or APS), although their housing elements must meet Regional Housing Needs Assessment targets (which will in part be influenced by the regional transportation plan). Ultimately, SB 375 is intended to prevent urban sprawl and encourage the co-location of housing and jobs to reduce commute times, limit traffic congestion, reduce transportation-related greenhouse gas emissions, and promote orderly growth.

The proposed Project is located within the SCAG region and is part of Western Riverside Council of Governments (WRCOG). Although it has not yet done so, WRCOG has authority to develop its own SCS and APS. For the SCAG region, the next RTP is scheduled to be completed in 2012

and the Housing Element Update is scheduled for 2014. Therefore, implementation of an SCS or APS within western Riverside County would not be expected to occur for at least three years (Draft Subsequent EIR for Fresh & Easy Riverside Distribution Center 2009, p. 3.1-6).

Local

March JPA General Plan

The March JPA General Plan (1999, as amended) is composed of six elements: Land Use, Transportation, Noise/Air Quality, Housing, Resource Management (Open Space and Conservation) and Safety/Risk Management. Goals, objectives and implementing policies and programs have been established for each of the elements, which also established the mitigation measures for the General Plan Master EIR. The March JPA General Plan designates the March Business Center Specific Plan area "Specific Plan" with the following underlying land uses: Industrial, Mixed Use, Business Park, Park/Recreation/Open Space, Office, Commercial, and Public Facilities. The proposed Project would reallocate acreages among these underlying land use designations but would retain the Specific Plan designation in the General Plan.

March Business Center Specific Plan

The March Business Center Specific Plan was adopted in February 2003 by the March JPA and covers approximately 1,290 acres divided between a North and South Campus. The March Business Center Specific Plan establishes the Specific Plan development standards, zoning districts, landscape requirements, building setbacks and the development review process for future development proposals. The proposed Amendment to the March Business Center Specific Plan is the subject of this SEIR.

The March JPA Development Code

The March JPA Development Code (adopted by the March Joint Powers Commission in 1997) provides supplemental information regarding processing development applications and identifies development standards in addition to those in the March Business Center Specific Plan. Detailed information including subdivision map processing, variance processing, Planning Manager authority, and lot line adjustment procedures is also provided. Additionally, detailed development criteria not contained in Specific Plans is provided, such as required parking space widths, landscape irrigation requirements and accessory structure regulations.

March Air Force Air Installation Compatibility Use Zone Study

The Department of Defense (DOD) has developed the Air Installation Compatible Use Zone (AICUZ) program to minimize development that is incompatible with aviation operations in areas on and adjacent to military airfields. Proximity of the active March Air Reserve Base Runway 14/32 to the March Business Center Specific Plan has necessitated the implementation of land use restrictions to facilitate consistency with the AICUZ. Land use restrictions are based on noise, hazard areas and height limitations within an airfield influenced area. The Specific Plan area contains two aviation safety overlay zones within its boundaries. Based upon the AICUZ Study completed in 2005, the standards for the two zones that influence the March Business Center Specific Plan area are the Clear Zone (CZ) and the Accident Potential Zones (APZ). Both are located within the eastern portion of the March Business Center Specific Plan area. The standards for military operations are as follows:

Clear Zone (CZ): The clear zone (CZ) is a 3,000 foot by 3,000 foot area closest to the end of each runway and along the approach and departure flight path. These areas must remain clear and free of any unbreakable (or "infrangible") obstacles.

Accident Potential Zones (APZ I & II): The accident potential zones (APZs) are areas beyond the CZ. The APZs have a higher potential for aviation accidents than other areas surrounding the airport. APZ I extends from the outer edge of the respective CZ for an additional 5,000 feet. APZ II extends from APZ I for an additional 7,000 feet in length. APZ I and II permit limited development and use of properties. The majority of APZ I and II are within adjacent jurisdictions. Unit 1, lot 6 is located entirely within APZ I, while the eastern portion of Unit 1, lot 5 is located within APZ I.

Riverside County Airport Land Use Plan

The Riverside County Airport Land Use Plan (ALUP) establishes rules and regulations for compatible land uses in the vicinity of proposed and existing airports. The Riverside County ALUP was adopted by the Riverside County Airport Land Use Commission (ALUC) in April 1984. The ALUP established land use restrictions within Airport Influenced Areas, which are zones emanating from March Air Reserve Base Runway 14/32. **Figure IV.A-2** presents the location of the Airport Influenced areas in the context of the proposed Project. As shown, the eastern portion of the North Campus is located in Airport Influenced Area I. The remainder of the proposed Project is located within Airport Influenced Area II.

The 1984 Riverside County ALUP identifies that Airport Influenced Area I shall be kept clear of all high risk land uses. Appendix B of the ALUP defines high risk land uses as those having high concentrations of people, critical facilities, and/or flammable or explosive materials. Examples of high risk land uses include places of assembly, high patronage services (such as theaters or banks), large retail outlets, residential uses with lot sizes less than 2.5 acres, critical facilities (such as telephone exchanges or hospitals), and flammables. The ALUP indicates that Airport Influenced Area II shall have a minimum residential lot size of 2.5 acres, with agricultural, commercial and industrial uses permissible in this Area.

The proposed Project area is also subject to the California Airport Land Use Planning Handbook (Caltrans, 2002). The Handbook provides land use compatibility planning guidance to counties and cities having jurisdiction over airport area land uses and airport proprietors. In 1994, state legislation was passed requiring ALUCs to be "guided" by the California Airport Land Use Planning Handbook; however, this document does not constitute formal state policy or regulation.

Draft March ARB/Inland Port Airport Joint Land Use Study

In 2004, the Riverside County Airport Land Use Commission developed a detailed airport land use compatibility plan for airports within their jurisdiction (RCALUC, 2004). Although intended to cover all airports within Riverside County, at the time this ~~draft~~Final SEIR was prepared, the compatibility plan was adopted for 12 of the 15 airports within Riverside County. The March Air Reserve Base/Inland Port Airport[8] (MARB/IPA) is one of the three airports that have not yet adopted the updated land use compatibility plan. Accordingly, the MARB/IPA remains subject to the 1984 ALUP summarized above.

[8] The Inland Port Airport is the civilian aviation entity that shares use of the MARB runway and related facilities with the US Air Force Reserves

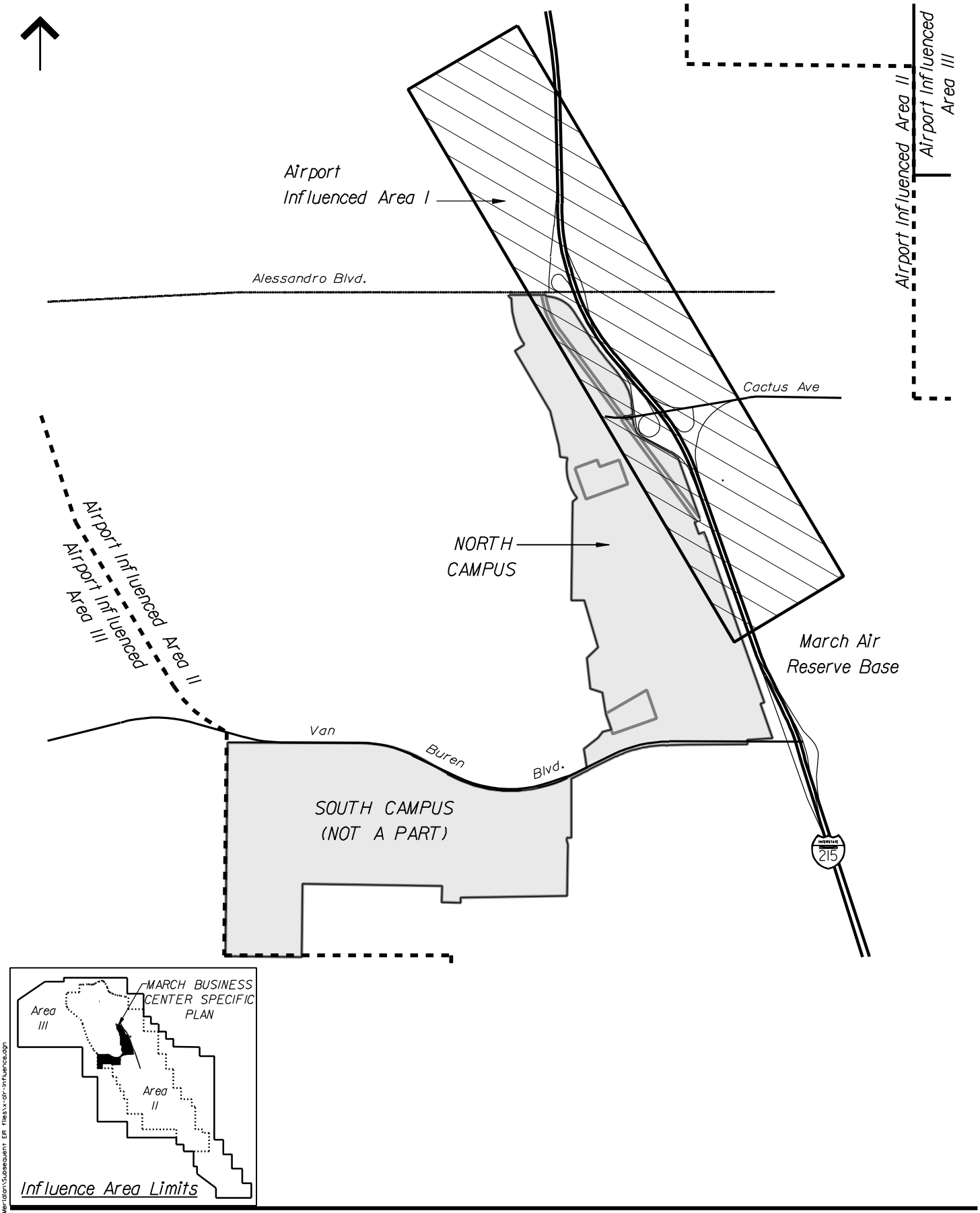

Figure IV.A-2

Airport Influence Areas

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In 2007, a draft Joint Land Use Study (JLUS) was published for the MARB/IPA. Although not yet formally adopted by the March JPA, applicable policies in the draft JLUS have been incorporated into the proposed Project. The draft JLUS provides detailed compatibility criteria for land uses based on the location of the use relative to the runway. The draft JLUS defines seven land use compatibility zones, four of which (i.e., compatibility zones A, B1, B2, and C) overlap the Meridian North Campus area. The most critical compatibility zone provisions require the incorporation of maximum and average intensity requirements. These are identified as persons per acre and have been incorporated into the proposed Project as design features. **Figure IV.A-3** depicts draft JLUS land use compatibility zones in the vicinity of the proposed Project. The characteristics of the four compatibility zones within the proposed Project area are summarized below:

- **Zone A** contains lands within the CZ at each end of the runway, but not on the base property. Zone A at the north end of the runway encompasses a detention basin located within the North Campus. Zone A at the south end of the runway includes privately owned land. The Air Force has acquired restrictive use easements preventing the development of this property.

  Zone B1 encompasses areas of high noise and high risk within the inner portion of the runway approach and departure corridors. The zone is defined by the boundaries of APZ I and APZ II, adjusted on the north to take into account the turning departure flight tracks from March ARB. The majority of the zone also is exposed to projected noise levels in excess of 65 (dB) decibels calculated using Community Noise Equivalent Level (CNEL) criteria.

- **Zone B2** is similar to Zone B1 in terms of noise impact, but is subject to less risk. The projected 65 decibel noise contour forms the basis for the zone boundary. The actual boundary follows roads, parcel lines or other geographic features that lie generally just beyond the contour line. Lands within the APZs are excluded from Zone B2. Most of the zone lies adjacent to the runway. To the north, portions extend along the sides of Zone B1. To the south, a small area borders the sides of Zones A and B1 and a larger area extends 2 miles beyond the south end of Zone B1.

- **Zone C1** encompasses most of the projected 60 dB noise contour plus immediately adjoining areas. The zone boundary follows geographic features. Risks are moderate in that aircraft fly at low altitudes over or near the zone. To the south, an area beginning just beyond Nuevo Road—approximately 5 miles from the runway end—is excluded from the zone. Even though exposed to projected noise above 60 dB CNEL, the risks at this distance from the runway are reduced by the altitude at which aircraft fly over the area. On instrument approaches to Runway 14, aircraft are typically at about 2,000 feet above the runway on descent and departing aircraft are generally 3,000 feet or higher above the runway elevation. Single-event noise levels are nevertheless potentially disruptive in this zone.

March JPA Resolution #JPA 08-01: Building Areas within APZ's

On February 20, 2008, the March Joint Powers Commission adopted Resolution #JPA 08-01. This resolution requires strict compliance with the 2005 AICUZ and implements limitations regarding lot coverage, building height, compatible land use, and building location for all March Business Center Specific Plan properties located within the Accident Potential Zones.

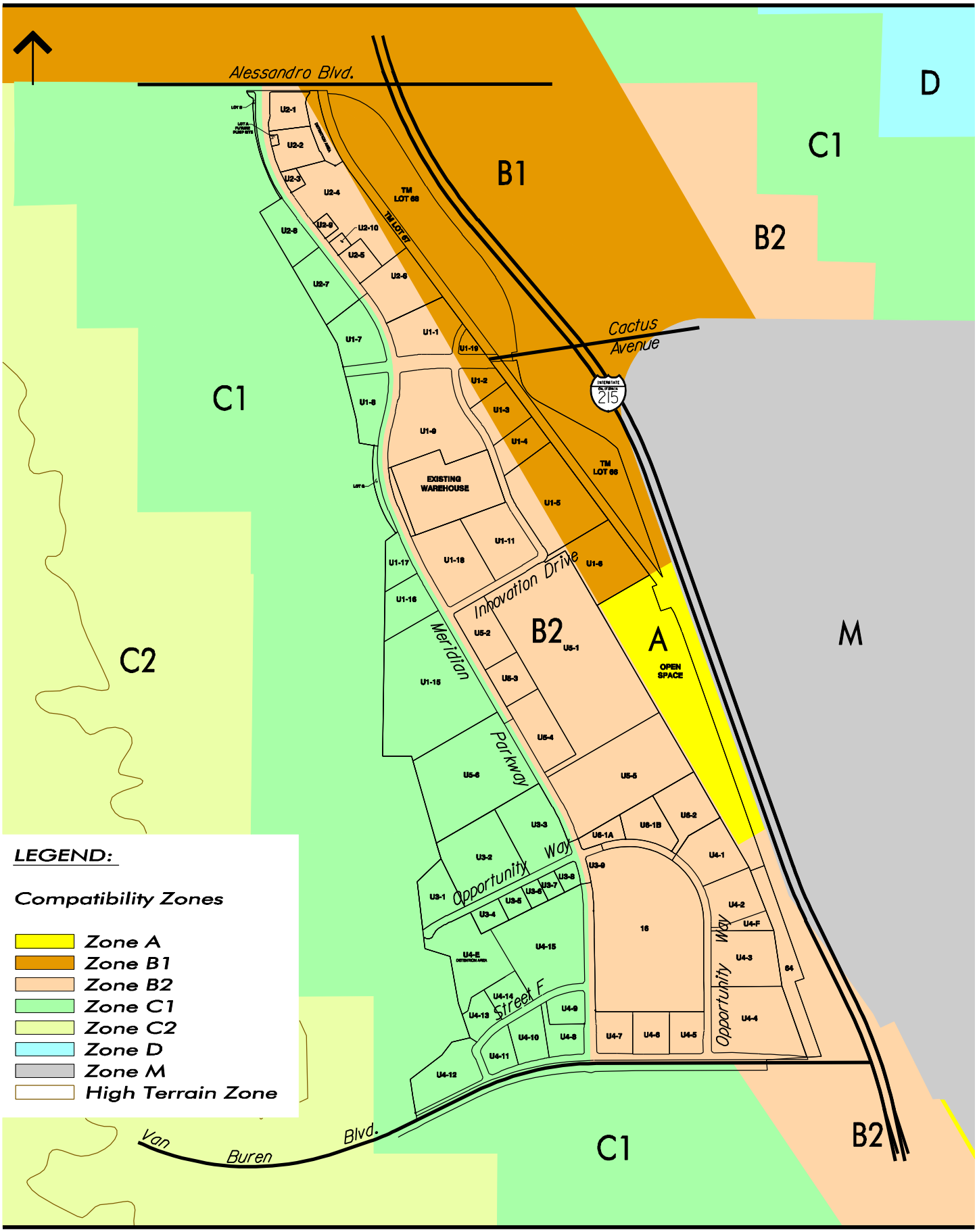

Figure IV.A-3

Land Use Compatibility Zones : North Campus

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These limitations are described in detail below:

- Section 2. Lot Coverage. Lot Coverage for the project area within the Accident Potential Zones shall be limited to 19.99% on a gross basis. Requirements for open space on TM lots 66 and 68 shall be enforced through the recordation of a restrictive covenant consistent with the building area calculations identified in exhibit B, assuring the provision of non-developed open space in perpetuity. The Planning Manager shall have latitude to allow minor changes in the distribution of the buildable area, as long as the total building area does not exceed 924,541 square feet, as outlined in this resolution.

- Section 3. One-Story Restriction. Development within the Accident Potential Zones shall be limited to a one-story height.

- Section 4. Compatible Land Use. Development within the APZs shall be consistent with the list of Compatible Uses, as identified in the most recent AICUZ.

- Section 5. Building Location. Future development shall comply with the objective of locating buildings near the edge of the APZ, as depicted on Exhibit B of Resolution # JPA 08-01.

March AFB Master Reuse Plan

Under the Base Realignment and Closure (BRAC) process, the March AFB Master Reuse Plan was prepared in 1994, with final revision completed in October 1996. The purpose and function of the Master Reuse Plan Land Use component is specific to DOD regulations for reuse assessment. It defines the reuse land use pattern to facilitate base redevelopment. The Master Reuse Plan set up the framework for creation of the March JPA General Plan. Goals, policies, and objectives contained in the Master Reuse Plan Land Use Plan are grouped under the following categories: Community Interest, Economic Development, Environment, Historic Preservation, Jobs, Joint Use/Aviation, National Defense, Parks/Open Space, Planning, Redevelopment, Service Provision, and Transportation. Policies applicable to the proposed Project are listed below:

5.a. Replace lost jobs with new and expanded employment opportunities
9.b. Plan for the economic use, reuse, and joint use of those areas of the March AFB outside the cantonment[9] area
10.a. Eliminate blight and generate new development within the confines of and adjacent to March AFB.

March JPA Redevelopment Plan

The March JPA Redevelopment Plan was prepared by the March JPA Redevelopment Agency in 1996. The March JPA Redevelopment Plan creates an administrative mechanism for the March JPA Redevelopment Agency to facilitate successful redevelopment of the March JPA Planning area and to promote and participate in the economic development of the March JPA Planning area and larger sub-region of western Riverside County. The Redevelopment Plan establishes a process and framework for project implementation and contains the same goals and policies outlined in the March AFB Reuse Plan referenced above.

[9] Area retained by the Department of Defense for the Air Force Reserves.

Western Riverside County Multiple Species Habitat Conservation Plan

The Western Riverside County MSHCP provides for the comprehensive conservation of species and their associated habitats within approximately 1,966 square miles in Western Riverside County. The MSHCP is a multi-jurisdictional habitat plan that establishes the conditions under which the participating entities (i.e., signatories to the Implementing Agreement (IA)) will receive from USFWS and CDFG certain long-term Take Authorization for any taking of Covered Species incidental to lawful uses in a defined geographic area. The participating entities, in collaboration with USWFS and CDFG, designed the MSHCP to create a streamlined yet uniform conservation program that, if implemented, constitutes compliance per se with the provisions of FESA, CESA, and the CNCCPA. By effectively implementing the MSHCP's multi-step program, an entity is deemed to have adequately provided for the conservation and protection of the Covered Species and no additional mitigation measures are required. By meeting the stipulations set forth in the MSHCP, a project also meets the federal and state endangered species requirements, as well as CEQA criteria for less than significant impacts to the covered species and their habitats. Absent revisions to the MSHCP or other special procedures, only signatories to the IA have Take Authorization status under the MSHCP. March JPA elected not to participate in the MSHCP and not to become a signatory to the IA. Thus, projects under the JPA's jurisdiction will require compliance with specific mitigation requirements. Mitigation requirements for biological resource impacts associated with the proposed Action are provided in Section IV D, Biological Resources, of this SEIR.

Stephens' Kangaroo Rat (SKR) Habitat Conservation Plan (HCP)

In May 1996, a long-term Stephens' Kangaroo Rat Habitat Conservation Plan (SKRHCP) was established by the Riverside County Habitat Conservation Agency, a joint powers authority comprised of the cities of Corona, Hemet, Lake Elsinore, Moreno Valley, Murrieta, Perris, Riverside and Temecula, and the County of Riverside. The SKRHCP provides for development within the HCP planning area including construction of public facilities identified in General Plans, Transportation Improvement Plans, Capital Improvement Plans, and other adopted documents by establishing seven core preserve areas within western Riverside County. Mitigation for incidental take occurring under the SKRHCP is provided through the completion and expansion of these SKR reserves.

The SKRHCP consists of 533,954 acres in western Riverside County. The management area for the SKRHCP is west of the San Jacinto Mountains, extending south from the San Bernardino County line to the border with San Diego County. The Cleveland National Forest flanks much of the western boundary of the area, while the San Bernardino National Forest defines the eastern boundary of the HCP area. Within the SKRHCP area, loss of habitat and individuals has been offset by protecting 15,000 acres of SKR occupied habitat in a reserve system that consists of seven reserves, all of which are managed for long-term survival of the SKR. Areas outside of these core reserves are considered HCP fee areas. The SKRHCP has protected 13,600 acres of occupied habitat, with a planned expansion to 15,000 acres through the use of federal lands owned by the Bureau of Land Management. Any proposed expansion of the SKRHCP would be the subject of a separate and project-specific environmental review process.

The proposed Project site is not within the SKR Core Reserve. The Stephen's Kangaroo Rat (SKR) Habitat Conservation Plan (HCP) designated the Sycamore Canyon Park and the March AFB SKR Management Area as a Core Reserve in 1996. The March AFB SKR Management Area consisted of 1,000 acres located in the northern and central portions of West March with an additional 178 acres in the weapons storage area (WSA) (located west of the proposed project area). The 178 acres in the WSA was added to the management area as partial mitigation for

development in designated open-space areas. This 1,178 acre area is managed by the Center for Natural Lands Management in accordance with the 1991 Cooperative Agreement for the SKR Management Area. The BO prepared in 1999 in response to the proposed disposal and reuse of MAFB established criteria for a trade of land within the SKR Management Area for suitable habitat elsewhere to accommodate the future development of the SKR Management Area.

Thresholds for Determining Significance

According to CEQA Guidelines Appendix G, a project would have a significant impact on land use and planning if the project would:

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.

Mitigation from 2003 Focused EIR

The mitigation measures identified in the 2003 Focused EIR to reduce potential land use impacts are:

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

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.

A-3 In accordance with the requirements of the Specific Plan, a School Buffer overlay district will be established. This district will extend 0.25 miles from the boundary of the Arnold Heights Elementary School and the Tomas Rivera Elementary School. The overlay district will provide landscaping around the boundaries of the school for screening; will prohibit certain uses with the potential noise impacts and/or hazardous materials handling/generation; and will provide for enhanced review of other development proposals to limit the potential for adverse impacts on the school.

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

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

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

Environmental Impacts

Threshold IV.A-1: Would the proposed project physically divide an established community?

Analysis from the 2003 Focused EIR: It was determined through the Certified Focused EIR for the 2003 March Business Center that the campus would not physically divide an established community. It is located within an existing Specific Plan area, on the site of a former Air Reserve Base (Focused EIR, 2003 p. III-1). The nearest established community is the Orangecrest residential development located 1,850 to the west (Focused EIR, 2003 p. IV-3).

Proposed Changes to the North Campus of the Specific Plan: The proposed Project would be developed within the Meridian Specific Plan area, which was evaluated in the context of the above significance threshold in the 2003 Focused EIR. The Project would not expand the boundaries of the Specific Plan area or introduce land use designations not previously identified in the March JPA General Plan or the existing March Business Center Specific Plan. Lot 16 would be contained within the limits of the proposed Project area, and would not divide, or be located adjacent to, any residential community or community facilities.

Since the FEIR was certified in 2003, the following development has occurred within and adjacent to the North Campus of the previously-adopted March Business Center Specific Plan:

To the west:

- New single-family residences have been constructed within the northeastern portion of the Orangecrest development, to the north of Grove Community Drive.
- A recreational area, including baseball diamonds, has been constructed at the southeastern corner of Grove Community Drive and Deercreek Drive.
- The Grove Community Church has been built on the north side of Grove Community Drive, opposite the recreational area described above.

To the north:

- New commercial and warehousing uses have been constructed along the north side of Alessandro Boulevard, on both the east and west sides of Sycamore Canyon Boulevard.

To the east:

- Review of aerial photography did not identify any new development or land use changes to the east of the North Campus.

To the south:

- A use accommodating modular buildings, vehicle parking and surrounded by earthen berms has been constructed along the north side of Nandina Avenue, east of Barton Street.

Within the North Campus:

- Much of the North Campus has been developed with numerous buildings constructed to the north and south of Cactus Avenue. Meridian Parkway has been built from Alessandro Boulevard to Opportunity Way. Innovation Drive has also been constructed.

The former Arnold Heights Elementary School and Arnold Heights military family housing development have both been demolished.

Land use changes that have occurred since the 2003 Focused EIR have not created any new communities, community facilities or other focal points that could be physically divided by the proposed Project. The additional residential development within Orangecrest 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 proposed Project.

Development within the North Campus has been consistent with the previously-adopted March Business Center Specific Plan. Land uses constructed within the North Campus consist of primarily of warehouses and offices; no residential land uses or community gathering places have been constructed. Other development in the vicinity of the North Campus would not be divided by the proposed Project.

The Arnold Heights military family housing had been abandoned prior to the certification of the FEIR in 2003, and the demolition of the units was cleared through CEQA by the March JPA in 2005 (SCH 2005081074). The Arnold Heights Elementary School was closed in 2007 and CEQA review was completed by the March JPA in 2008 (SCH 1997071095).

Given these factors, the proposed Project would not result in impacts different or in addition to those identified or evaluated in the 2003 Focused EIR.

Project Consistency with the 2003 Focused EIR: Impacts from the proposed Project are consistent with those addressed in the 2003 Focused EIR.

Applicable Mitigation Measures from the 2003 Focused EIR: The proposed Project would be required to comply with Mitigation Measures A-1 through A-4 from the 2003 Focused EIR as referenced above.

Additional Mitigation Measures: None required.

Significance After Mitigation: Less than significant.

Threshold IV.A-2: Would the proposed project conflict with an 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?

Analysis from the 2003 Focused EIR: Land use consistency analysis was previously performed in 2003 Focused EIR with respect to plans, policies, and regulations then in effect. The analysis summarized below has been updated to assess the proposed Project's consistency with current land use plans, policies and regulations now in effect and summarized above.

Proposed Changes to the North Campus of the Specific Plan: The proposed Project would be developed within the March Business Center Specific Plan area, which was evaluated in the context of the land use consistency in the 2003 Focused EIR. The Project would not create or introduce land use designations not previously identified in the March JPA General Plan or the existing March Business Center Specific Plan. However, total acreages within each land use designation would change. This is applicable to the proposed development of Lot 16, as well as the remainder of the proposed Project. All future development associated with the proposed Project would be required to comply with the March Business Center Design Guidelines as

referenced in the Standard Conditions of Approval (Item 4) for the proposed Specific Plan Amendment. Given these factors, it is not expected that the proposed Project would result in impacts different or in addition to those identified or evaluated in the 2003 Focused EIR. Consistency with applicable land use plans, policies and regulations is described in detail below.

SCAG RTP Policies and Growth Visioning Principles

As discussed in Section II of this SEIR, the proposed Project is of Statewide, Regional or Areawide Significance, as defined in Section 15206 of the CEQA Guidelines. SCAG's Intergovernmental Review (IGR) section performs consistency review of regionally significant local plans and projects to assess consistency with applicable SCAG regional policies. These policies include goals contained in the Regional Transportation Plan, and Growth Visioning Principles for projects contained within mapped Opportunity Areas. As discussed above, the northern half of the North Campus is within an Opportunity Area; therefore, these principles are applicable. **Table IV.A-1** summarizes the Amendment's consistency with regional goals and principles. As shown in this table, the proposed Project is consistent with applicable policies of the RTP and applicable Growth Visioning principles.

Senate Bill 375

Although no SCS or APS has yet been developed or adopted pursuant to SB 375, the proposed Project would comply with the goals and purposes of this legislation. The approval of the Project would not contribute to urban sprawl; rather, the Project would facilitate development in an existing Specific Plan that is zoned for the uses proposed (Meridian Specific Plan Amendment, p. I-1). Accordingly, development is not being introduced into new areas, and no sprawl would occur as a result of the proposed Project. Moreover, the proposed Project will address the jobs versus housing imbalance; thus, helping to reduce overall commuter trips by employees and related vehicle miles traveled. Also, as discussed above in Table IV.A-1, the Specific Plan Amendment includes a number of trip reducing measures (Meridian Specific Plan Amendment, p. V-21) that would help reduce mobile GHG emissions. This issue is discussed in greater detail in Section IV.L, *Climate Change and Greenhouse Gases*, of this Subsequent ~~Draft~~Final EIR. Accordingly, the proposed Project is consistent with SB 375.

March JPA General Plan

As proposed, the March JPA General Plan would be amended concurrently with the March Business Center Specific Plan to incorporate changes in land use type and location. The current General Plan provides the following land uses: Industrial, Mixed Use, Park/Recreation/Open Space, Office, Commercial, and Public Facilities. No existing land use designations would be deleted, and no new land use designations would be introduced, although acreages within each the pre-existing land use designations will change as a result of the proposed Project. (Meridian Specific Plan Amendment, p. III-1). With amendment of the General Plan, which is proposed as part of the Project, no significant land use compatibility impacts would occur (Figure III-3). A General Plan consistency analysis is provided as **Table IV.A-2** below.

March Business Center Specific Plan

The proposed Project is an amendment to the existing March Business Center Specific Plan. All areas outside the proposed amendment area – including the entire south campus of the March Business Center Specific Plan - would remain as defined in the 2003 March Business Center Specific Plan and 2003 Focused EIR. As discussed above, the proposed Project would not introduce or remove any land use designations previously identified in the March JPA General Plan or the 2003 March Business Center Specific Plan. The proposed Project would amend the

TABLE IV.A-1: SCAG REGIONAL GOALS CONSISTENCY ANALYSIS		
REGIONAL TRANSPORTATION PLAN GOALS		
GOAL		**CONSISTENCY**
RTP G1	Maximize mobility and accessibility for all people and goods in the region.	***Consistent:*** By improving the existing jobs/housing imbalance in Western Riverside County, the proposed Project would reduce the concentration of work trips in the peak hour/peak direction of travel and the distance and duration of commuting in this sub-region. Shorter trips would provide a regional benefit for both traffic congestion and vehicle emissions. (Meridian Specific Plan Amendment, p V-21) In addition, the Specific Plan accommodates non-Single Occupancy Vehicle (SOV) modes of travel, including bicycle, pedestrian and transit (Meridian Specific Plan Amendment, pp. V-22 to V-24)
RTP G2	Ensure travel safety and reliability for all people and goods in the region.	***Consistent:*** Roads would incorporate appropriate relevant design features focused on safety (Meridian Specific Plan Amendment, p V-2)
RTP G3	Preserve and ensure a sustainable regional transportation system.	***Consistent:*** Phasing of the proposed Project and incorporation of mitigation measures where necessary would ensure a sustainable regional transportation system (Meridian Specific Plan Amendment, p V-2).
RTP G4	Maximize the productivity of our transportation system.	***Consistent:*** The proposed Project is designed to maximize productivity by requiring appropriate traffic mitigation (Meridian Specific Plan Amendment, p V-2).
RTP G5	Protect the environment, improve air quality and promote energy efficiency.	***Consistent:*** Appropriate design standards and mitigation measures, such as greenhouse gas emission reduction measures, have been incorporated into the proposed Project to improve air quality and promote energy efficiency (Meridian Specific Plan Amendment, p V-21 to V-22).
RTP G6	Encourage land use and growth patterns that complement our transportation investments and improves the cost-effectiveness of expenditures.	***Consistent:*** By improving the existing jobs/housing imbalance in Western Riverside County, the proposed Project may reduce the concentration of work trips in the peak hour/peak direction of travel and reduce the distance and duration of commuting in this sub-region (Meridian Specific Plan Amendment, p V-21).
RTP G7	Maximize the security of our transportation system through improved system monitoring, rapid recovery planning, and coordination with other security agencies.	***Consistent:*** March JPA General Plan Safety/Risk Management Element Goal 8 ("Plan for emergency response and recovery from natural and urban disasters") includes policies and a Disaster Preparedness and Recovery Plan that are consistent with RTP goal G7 (March JPA General Plan, pp 6-15 to 6-23).

TABLE IV.A-1: SCAG REGIONAL GOALS CONSISTENCY ANALYSIS		
REGIONAL TRANSPORTATION PLAN GOALS		
GOAL		**CONSISTENCY**
GROWTH VISIONING PRINCIPLES		
GV P1.1	Encourage transportation investments and land use decisions that are mutually supportive.	**Consistent:** The proposed Project would accommodate a transportation network serving a variety of transportation modes, including passenger cars, trucks, heavy rail transit, rail freight service, and non-motorized modes (Meridian Specific Plan Amendment, pp. V-22 to V-24).
GV P1.2	Locate new housing near existing jobs and new jobs near existing housing.	**Consistent:** The proposed Project would increase the number of jobs located within the primarily residential context of western Riverside County, improving the jobs/housing balance in this sub-region (Meridian Specific Plan Amendment, p V-21).
GV P1.3	Encourage transit-oriented development.	**Consistent:** Transit oriented development strategies are in effect at Meridian within the land use intensity constraints of the Joint Land Use Study. These are implemented through the planned 15-acre multimodal Metrolink passenger rail transit facility with integrated RTA bus service. To facilitate access to the transit facility, the business park incorporates sidewalks on all streets, an extensive system of bus pull-outs at bus stops and a mix of uses including retail, restaurants and office development within walkable distances to the transit site. Though residential development is typically a component of transit oriented development, it is not included in Meridian due to noise impacts on sensitive receptors from the nearby airport.
GV P1.4	Promote a variety of travel choices.	**Consistent:** (see response to GV P1.1, above)
GV P2.1	Promote infill development and redevelopment to revitalize existing communities.	**Consistent:** (see response to GV P1.2, above)
GV P2.2	Promote developments that provide a mix of uses.	**Consistent:** The proposed Project would include Industrial, Business Park, Office, Commercial, Mixed Use, Public Facility, and Park/Recreation and Open Space land use designations. Each designation would accommodate a variety of permitted or conditionally permitted uses (Meridian Specific Plan Amendment, pp. III-10 to III-12).

TABLE IV.A-1: SCAG REGIONAL GOALS CONSISTENCY ANALYSIS		
REGIONAL TRANSPORTATION PLAN GOALS		
GOAL		**CONSISTENCY**
GV P2.3	Promote "people scaled," pedestrian-friendly (walkable) communities.	**Consistent:** The proposed transportation network would include a network of Class II and Class III bicycle facilities (Meridian Specific Plan Amendment, Figure V-7). In addition, proposed street cross-sections would provide six-foot-wide sidewalks plus adjacent landscaped areas. Proposed roadways with four or more lanes would provide landscaping between the roadway and the sidewalk to promote safety and pedestrian scale (Meridian Specific Plan Amendment, Figures V-5A through V-5H).
GV P2.4	Support the preservation of stable, single-family neighborhoods.	**Not Applicable:** The proposed Project would not provide any residential uses, and does not abut any existing residences (Focused EIR, 2003 p. IV-3, and Meridian Specific Plan Amendment, pp. III-10 to III-12).
GV P3.1	Provide, in each community, a variety of housing types in each community to meet the housing needs of all income levels.	**Not Applicable:** (see response to GV P2.4 above).
GV P3.2	Support educational opportunities that promote balanced growth.	**Not Applicable:** The proposed Project would not include any educational facilities (Meridian Specific Plan Amendment, pp. III-10 to III-12).
GV P3.3	Ensure environmental justice regardless of race, ethnicity or income class.	**Consistent:** The proposed Project would continue development within the existing boundaries of the Meridian Specific Plan area. There are no existing or proposed residential communities within (Meridian Specific Plan Amendment, pp. III-10 to III-12) or abutting the Specific Plan area (Focused EIR, 2003 p. IV-3). Accordingly, the Project is not expected to result in disproportionate environmental impacts to low-income or minority groups.
GV P3.4	Support local and state fiscal policies that encourage balanced growth.	**Consistent:** The proposed Project facilitates improved jobs/housing balance in western Riverside County (Meridian Specific Plan Amendment, p V-21).
GV P3.5	Encourage civic engagement.	**Not Applicable:** The proposed Project would function as an industrial business park and is not planned to include land uses that may promote civic engagement (Meridian Specific Plan Amendment, pp. III-10 to III-12).

TABLE IV.A-1: SCAG REGIONAL GOALS CONSISTENCY ANALYSIS		
REGIONAL TRANSPORTATION PLAN GOALS		
GOAL		**CONSISTENCY**
GV P4.1	Preserve rural, agricultural, recreational and environmentally sensitive areas.	**Consistent:** The proposed Project would create two mitigation areas to compensate for impacts to waters of the US and state waters. In addition, there are two areas totaling approximately 187 acres in the future development area and the Meridian South Campus that would be preserved in conservation easements as part of the mitigation for the pending Section 404 permit, Section 7 consultation and 1602 Streambed Alteration Agreement amendment (US Fish and Wildlife Service, 2009).
GV P4.2	Focus development in urban centers and existing cities.	**Consistent:** The proposed Project is located within an existing industrial business park, and is part of the redevelopment of portions of the former March Air Reserve Base (Focused EIR, 2003 p. III-1).
GV P4.3	Develop strategies to accommodate growth that uses resources efficiently, eliminate pollution and significantly reduce waste.	**Consistent:** As discussed above, the proposed Project would be located in a sub-region that is characterized primarily by residential uses; accordingly, it would improve the balance of jobs and housing in western Riverside County. An improved balance is expected to reduce Vehicle Miles Traveled (VMT) for some commuting trips (Meridian Specific Plan Amendment, p V-21).
GV P4.4	Utilize "green" development techniques.	**Consistent:** As discussed in Section IV.C below, the proposed Project would implement numerous measures intended to decrease greenhouse gas emissions (Meridian Specific Plan Amendment, pp. V-21 to V-22). In addition, the proposed Project would use reclaimed water (Meridian Specific Plan Amendment, p VI-2).

TABLE IV.A-2: MARCH JPA GENERAL PLAN GOALS AND CONSISTENCY ANALYSIS		
GOAL		**CONSISTENCY**
LAND USE		
1	Land Use Plan provides for a balanced mix of land uses that contribute to the regional setting, can capitalize on the assets of the Planning Area, while insuring compatibility throughout the Planning Area and with regional plans.	**Consistent:** Development of the Project would occur in a logical pattern of growth, compatible with adjacent land uses and regional plans. The Project would provide a large employment center in a portion of the County that is largely residential. This would improve the balance of population and employment in the Project vicinity, providing an opportunity for residents to work locally, rather than commute to surrounding areas throughout the region.
2	Locate land uses to minimize land use conflict or creating competing land uses, and achieve maximum land use compatibility while improving or maintaining the desired integrity of the Planning Area and subregion.	**Consistent:** The land use summary in Table III-1 provides a mixture of compatible land uses that may be developed in this Specific Plan Amendment area. Incompatible or competing land uses would not be allowed in this Specific Plan Amendment area.
3	Manage growth and development to avoid adverse environmental and fiscal effects.	**Consistent:** Development of the Project would be phased to the assurance of required infrastructure and services. This Specific Plan Amendment identifies a number of financing strategies, including tax increment financing, to pay for needed public facilities.
4	Develop an identity and foster quality development within the Planning Area.	**Consistent:** The March Business Center Design Guidelines establishes architectural, signage, parking, and landscaping standards that would achieve the goals of both Project identity and quality development.
5	Maximize and enhance the tax base and generation of jobs through new, reuse and joint use opportunities.	**Consistent:** The proposed land uses would continue to stimulate the creation of a major employment center. As such, it would provide a substantial enhancement to the tax base.
6	Support the continued Military Mission of March Air Reserve Base, and preservation of the airfield from incompatible land use encroachment.	**Consistent:** The Project is designed to incorporate appropriate uses within the development-limited areas as defined in the Air Installation Compatible Use Zone (AICUZ) Study done in 2005, and is consistent with the Joint Land Use Study.
7	Maximize the development potential as a regional Intermodal Transportation facility to support both passenger and freight-related air services	**Not Applicable:** The proposed Project is a business/industrial park, not a regional Intermodal Transportation facility.

TABLE IV.A-2: MARCH JPA GENERAL PLAN GOALS AND CONSISTENCY ANALYSIS		
GOAL		**CONSISTENCY**
8	Preserve the natural beauty, minimize degradation of the March JPA Planning Area, and provide enhancement of environmental resources and scenic vistas.	**Consistent:** The previously adopted Specific Plan and this Specific Plan Amendment provide mitigation on-site and within the adjacent vacant land for impacts to jurisdictional waters of the U.S./State waters and LBV habitat. The mitigation includes the creation of 6.1 acres of wetlands and related habitat. All newly created and existing adjacent habitat and wetlands will be overlaid with a conservation easement for management and monitoring in perpetuity, with a buffer area extending past the limits of the habitat.
9	Preserve the integrity of the historic and cultural resources of the Planning Area and provide for their enhancement.	**Consistent:** The Project area does not impact significant historic or cultural resources.
10	Avoid undue burdening of infrastructure, public facilities, and services by requiring new development to contribute to the improvement and development of the March JPA Planning Area.	**Consistent:** This Specific Plan Amendment identifies a number of financing strategies, including tax increment financing, to pay for needed public facilities.
11	Plan for the location of convenient and adequate public services to serve the existing and future development of March JPA Planning Area.	**Consistent:** All public facility connections are located adjacent to the site, and adequate capacity has been deemed available by the responsive agencies. Service facility letters were obtained from these agencies and their comments/recommendations have been incorporated into the Project accordingly.
12	Ensure, plan, and provide adequate infrastructure for all facility reuse and new development, including but not limited to, integrated infrastructure planning, financing and implementation.	**Consistent:** Development of the Project would be phased to the assurance of required infrastructure and services. This Specific Plan Amendment identifies a number of financing strategies, including tax increment financing, to pay for needed public facilities.
13	Secure adequate water supply system capable of meeting normal and emergency demands for existing and future land uses.	**Consistent:** As described in Section VI, the water supply system will have sufficient capacity to accommodate projected normal and emergency needs.
14	Establish, extend, maintain and finance a safe and efficient wastewater collection, treatment and disposal system, which maximizes treatment and water recharges, minimizes water use, and prevents groundwater contamination.	**Consistent:** As described in Section VI, this Project would provide the necessary conveyance and treatment facilities to achieve this goal.

TABLE IV.A-2: MARCH JPA GENERAL PLAN GOALS AND CONSISTENCY ANALYSIS		
GOAL		**CONSISTENCY**
15	In compliance with state law, ensure solid waste collection, siting and construction of transfer and/or disposal facilities, operation of waste reduction and recycling programs, and household hazardous waste disposal programs and education are consistent with the County Solid Waste Management Plan.	**Consistent:** This Project would comply with the requirements of the County of Riverside's Source Reduction and Recycling Element (SRRE).
16	Adequate supplies of natural gas and electricity from utility purveyors and the availability of communications services shall be provided within the March JPA Planning Area.	**Consistent:** All public facility connections are located adjacent to the site, and adequate capacity has been deemed available by the responsive agencies. Service facility letters were obtained from these agencies and their comments/recommendations have been incorporated into the Project accordingly.
17	Adequate flood control facilities shall be provided prior to, and concurrent with, development in order to protect the lives and property within the March JPA Planning Area.	**Consistent:** As discussed in Section VI, this Project would provide drainage facilities to achieve this goal.
TRANSPORTATION		
1	Establish and provide for a comprehensive transportation system that captures the assets and opportunities of the planning area, existing transportation facilities, and planned transportation facilities for the future growth and development of the planning area and sub-region.	**Consistent:** Where feasible, existing transportation facilities, such as the Burlington Northern Santa Fe (BNSF) rail line, are incorporated into this Specific Plan Amendment transportation network. Unit 1, lots 5 and 6 would have connections to the BNSF main line.
2	Build and maintain a transportation system which capitalizes on the multi-faceted elements of transportation planning and systems, designed to meet the needs of the planning area, while minimizing negative effects on air quality, the environment and adjacent land uses and jurisdictions.	**Consistent:** This Project would accommodate local transit service, bicycle lanes, and pedestrian facilities. A Transportation Demand Management (TDM) plan will be implemented by each employer to limit peak hour traffic impacts.
3	Develop a transportation system that is safe, convenient, efficient and provides adequate capacity to meet local and regional demands.	**Consistent:** This Project would provide an internal street network and provide transportation capacity improvements to existing facilities off-site based on future demand. Transportation improvements would be constructed in phases based on planned development and projected background traffic growth.

TABLE IV.A-2: MARCH JPA GENERAL PLAN GOALS AND CONSISTENCY ANALYSIS		
GOAL		**CONSISTENCY**
4	Provide a balanced transportation system that ensures the safe and efficient movement of people and goods throughout the planning area, while minimizing the use of land for transportation facilities.	**Consistent:** Project internal streets are sized to accommodate projected future traffic in an efficient manner.
5	Plan and encourage land use patterns and designs, which enhance opportunities for non-vehicular circulation and improve trip reduction strategies.	**Consistent:** Site plans for individual buildings shall be reviewed to ensure that pedestrian, bicycle and transit access is facilitated. A bicycle and pedestrian circulation network is provided.
6	Establish vehicular access control policies in order to maintain and insure the effectiveness and capacity of arterial roadways.	**Consistent:** Project internal roadways would be designed in accordance with the "County Road Improvement Standards and Specifications," published by the County of Riverside, and take into account additional landscaping requirements established in the Riverside County Integrated Plan County standards limit intersection intervals on arterial roadways.
7	Facilitate and develop transportation demand management and transportation systems management programs, and use of alternate transportation modes.	**Consistent:** Transportation Demand Management (TDM) strategies would be implemented to shift trips outside the standard commuting hours and/or to non-"drive alone" modes of travel. This is accomplished through various employer-initiated measures, such as flexible working hours, encouragement of carpooling, and facilitating access for non-motorized (i.e., bicycling or walking) modes of travel.
8	Adequate, affordable, equitably distributed and energy efficient public and mass transit services which promote the mobility to, from, and within the planning area shall be provided.	**Consistent:** The Project would be designed to accommodate both local transit service and inter-city passenger rail service. The local transit system of bus stops and bus shelters would be approved by the Riverside Transit Agency (RTA).
9	Develop measures which will reduce the number of vehicle-miles traveled during peak travel periods.	**Consistent:** This Specific Plan Amendment improves the jobs/housing balance in western Riverside County by providing a large employment center in an area that is largely residential. This would provide an opportunity for residents to work locally, rather than commute to Los Angeles or Orange Counties. Jobs/housing balance would help reduce vehicle miles of travel.
10	Regulate the travel of trucks on March JPA Planning Area streets.	**Consistent:** The Project is designed to accommodate truck traffic. In addition, trucks would be required to travel on designated routes as they traverse this Specific Plan Amendment's internal streets.

TABLE IV.A-2: MARCH JPA GENERAL PLAN GOALS AND CONSISTENCY ANALYSIS		
GOAL		**CONSISTENCY**
11	Adequate off-street parking for all land uses shall be provided which requires adequate on-site parking to prevent spill over on the adjacent street system.	**Consistent:** This Specific Plan Amendment provides parking ratios that would limit the potential for parking spillover.
12	Plan for and seek to establish and area-wide system of bicycling trails, with linkages within the planning area and with adjacent jurisdictions, and in compliance with sub-regional plans.	**Consistent:** The Project would include bicycle and pedestrian linkages as defined in Section V of this Specific Plan Amendment. The network would consist of Multi-Use Bicycle paths and Bike Lanes.
13	Promote, preserve and protect the joint use of the aviation field by the Air Force Reserves and civilian aviation.	**Not Applicable:** The proposed Project is not an aviation field.
14	Goods movement through the San Jacinto Rail Branchline shall be capitalized.	**Consistent:** The Project includes the existing BNSF railway line is incorporated into the Project design. Freight service to and from existing trains would be provided to Unit 1, lots 5 and 6.
15	In accordance with state and federal law, promote and provide mobility for the disabled.	**Consistent:** Development plans and public improvement plans shall take into account the accessibility requirements of the Americans with Disability Act (ADA).
NOISE		
1	Ensure that land uses are protected from excessive and unwanted noise.	**Consistent:** Project development shall be consistent with the land use limitations established in the AICUZ study and the Joint Land Use Study.
2	Minimize incompatible noise level exposures throughout the Planning Area, and where possible, mitigate the effect of noise incompatibilities to provide a safe and healthy environment.	(see above)
3	Work toward the reduction of noise impacts from vehicular traffic, and aviation and rail operations.	**Consistent:** The Project shall implement the noise related mitigation established in SEIR.
AIR QUALITY		
1	Promote alternative modes of travel.	**Consistent:** This Project would accommodate local transit service, bicycle lanes, and pedestrian facilities. A Transportation Demand Management (TDM) plan would be implemented to limit peak hour traffic impacts.

TABLE IV.A-2: MARCH JPA GENERAL PLAN GOALS AND CONSISTENCY ANALYSIS		
GOAL		**CONSISTENCY**
2	Reduce emissions associated with vehicle miles traveled by enhancing the jobs/housing balance of the subregion of western Riverside County.	**Consistent:** This Specific Plan Amendment improves the jobs/housing balance in western Riverside County by providing a large employment center in an area that is largely residential. This would provide an opportunity for residents to work locally, rather than commute to Los Angeles or Orange Counties. Jobs/housing balance would help reduce vehicle miles of travel, resulting in reduced emissions.
3	Reduce air pollution through proper land use, transportation and energy use planning.	**Consistent:** This Project would provide access using a variety of transportation modes, including highways, local bus service, bicycles, and pedestrians. The Project's Transportation Demand Management (TDM) strategy would accommodate the shift of some trips from "drive-alone" to transit or non-motorized modes of travel.
4	Pursue reduced emissions for stationary and mobile sources through the use and implementation of new and advancing technologies.	**Consistent:** Where feasible and appropriate, development of this Specific Plan Amendment shall accommodate the use of advancing technologies, such as alternate fueled vehicles and other innovations that would provide air quality benefits.
5	Maximize the effectiveness of air quality control programs through coordination with other governmental entities.	**Consistent:** Development in this Project would comply with the policies outlined in Air Quality Goal 5 of the March JPA General Plan.
6	Reduce emissions associated with vehicle/engine use.	**Consistent:** This Project improves the jobs/housing balance in western Riverside County by providing a large employment center in an area that is largely residential. This would provide an opportunity for residents to work locally, rather than commute to Los Angeles or Orange Counties. Jobs/housing balance would help reduce vehicle miles of travel.
7	Reduce emissions associated with energy consumption.	**Consistent:** Development in this Project would comply with the policies outlined in Air Quality Goal 7.
8	Reduce air pollution emissions and impacts through siting and building design.	**Consistent:** Development in this Project would comply with the policies outlined in Air Quality Goal 8.
9	Reduce fugitive dust and particulate matter emissions.	**Consistent:** Development in this Project would comply with the policies outlined in Air Quality Goal 9.
HOUSING		
	The General Plan does not provide housing within the March JPA Planning Area because housing is incompatible with airfield uses and an objective of the proposed Project is to reestablish jobs lost resulting from March AFB realignment in the housing rich environment of Western Riverside County. This proposed Project maintains consistency with the General Plan's absence of a residential land use designation within the Planning Area.	

TABLE IV.A-2: MARCH JPA GENERAL PLAN GOALS AND CONSISTENCY ANALYSIS		
	GOAL	**CONSISTENCY**
	RESOURCE MANAGEMENT	
1	Conserve and protect surface water, groundwater, and imported water resources.	**Consistent:** The Project would be constructed to minimize impacts to the existing drainage channels. The landscape plan includes drought tolerant plant materials. Irrigation would be moisture sensitive to limit irrigation during times of heavy rains.
2	Control flooding to reduce major losses of life and property.	**Consistent:** This Project would provide a number of drainage facilities, including culverts, open channels, and retention basins, to control flooding.
3	Conserve and protect significant land forms, important watershed areas, mineral resources and soil conditions.	**Consistent:** The SEIR has been prepared to assess and, if appropriate, mitigate Project impacts on geology, soils, and hydrology.
4	Conserve energy resources through use of available energy technology and conservation practices.	**Consistent:** As appropriate, this Specific Plan Amendment shall comply with applicable regulations relating to energy conservation.
5	Conserve and protect significant stands of mature trees, native vegetation, and habitat within the planning area.	**Consistent:** The Project would protect and preserve areas of riparian habitat. This preservation area would include associated drainage channels and wetlands.
6	Provide an effective and efficient waste management system for solid and hazardous wastes that is financially and environmentally responsible.	**Consistent:** This Specific Plan Amendment shall comply with appropriate and applicable regulations and standards with respect to the management of solid and hazardous wastes.
7	Promote cultural awareness through preservation of the planning area's historic, archaeological and paleontological resources.	**Consistent:** The Project area does not impact significant historic, archaeological or paleontological resources.
8	Develop and maintain recreational facilities as economically feasible, and that meet the needs of the community for recreational activities, relaxation and social interaction.	**Not Applicable:** Recreational facilities are not a part of a business/industrial park development.
9	Create a network of open space areas and linkages throughout the Planning Area that serves to preserve natural resources, protect health and safety, contributes to the character of the community, provide active and passive recreational use, as well as visual and physical relief from urban development.	**Consistent:** The Project would facilitate the acquisition of an off-site 142-acre conservation easement within the Future Development Area, near Van Buren Boulevard.

TABLE IV.A-2: MARCH JPA GENERAL PLAN GOALS AND CONSISTENCY ANALYSIS		
GOAL		**CONSISTENCY**
10	Establish standards for scenic corridors, trails and vistas that contribute to the quality of the planning area.	**Consistent:** This Project would provide landscaped lots adjacent to major arterial roadways and would provide additional landscaping within easements along internal streets adjacent to large industrial lots. A Class I multi-use pedestrian/bicycle trail would be provided along Van Buren Boulevard between the western North Campus boundary and I-215.
SAFETY/RISK MANAGEMENT		
1	Minimize injury and loss of life, property damage, and other impacts caused by seismic shaking, fault rupture, ground failure, and landslides.	**Consistent:** A geological reconnaissance has been conducted for the property. That study revealed that there are no active or inactive faults crossing the property and that the property is suitable for development.
2	Minimize grading and otherwise changing the natural topography, while protecting the public safety and property from geologic hazards.	**Consistent:** Grading within this Specific Plan Amendment area is designed to minimize impacts to the existing topography. The Project would incorporate grading development standards and recommendations, which would minimize any potential geotechnical and site development constraints that occur on-site.
3	Minimize injury, loss of life, property damage, and economic and social disruption caused by flood hazards.	**Consistent:** This Project would provide a number of drainage facilities, including culverts, open channels, and detention basins, to control flooding.
4	Reduce threats to public safety and protect property from wildland and urban fire hazards.	**Consistent:** As appropriate, this Specific Plan Amendment shall comply with applicable regulations and guidelines relating to brush management and fire protection services.
5	Reduce the potential for hazardous material exposure or contamination in the Planning Area.	**Consistent:** To the extent that it is appropriate, this Specific Plan Amendment shall comply with regulations and guidelines relating to hazardous material exposure/contamination.
6	Ensure to the fullest extent practical that, in the event of a major disaster, critical structures and facilities remain safe and functional.	**Consistent:** To the extent that it is appropriate, this Specific Plan Amendment shall comply with regulations and guidelines relating to the functionality of critical structures in the event of a major disaster.
7	Reduce the possible risk of upset, injury and loss of life property damage, and other impacts associated with an aviation facility.	**Consistent:** The Project shall be consistent with the 2005 AICUZ Study and the Joint Land Use Study.
8	Plan for emergency response and recovery from natural and urban disasters.	**Consistent:** The Project shall comply with appropriate and applicable regulations and guidelines relating to emergency response and recovery from natural and urban disasters.

March Business Center Specific Plan to accommodate the proposed reallocation of land uses; thus, no significant land use compatibility impacts would result (Figure III-3).

March JPA Development Code

The proposed Project would not require revisions to the existing Development Code. Therefore, there would be no Project related inconsistencies or impacts.

March Air Force Base 2005 Air Installation Compatibility Use Zone Study

The purpose of providing the AICUZ program is to promote compatible land development in areas subject to aircraft noise and accident potential. As discussed, the proposed Project area is affected by two airport influence zones: APZ I and APZ II; however, only a portion of Unit 1 Lots 5, 6, and 19 are included in these areas. The following land uses are allowed within the APZ:

- APZ I allows a variety of industrial/manufacturing, communication/utilities, wholesale trade, open space, recreation and agricultural uses. However, uses that concentrate people in small areas are not recommended.
- APZ II allows all the land uses that APZ I allows and low-density single family residential. Personal and business services and commercial/retail trade uses of low intensity or scale of operation are also allowed.

The proposed Project would allow development of a business park with commercial and industrial development, mixed uses, recreational uses and open space in APZs as well as 65 dB CNEL noise contours as is currently allowed in the 2005 AICUZ. Development within APZs I and II would be required to abide by building standards and codes, including height restrictions, restrictions on use, setbacks, population densities, insulation and materials, as outlined in the approved 2005 AICUZ and March JPA Resolution #JPA 08-01. Development within the 65 dB CNEL noise contour would comply with land use compatibility criteria, and applicable noise level reduction measures, as described in Table 3-1 of the AICUZ. The proposed development on Lot 16 is not within an APZ. Based on the forecast CNEL contour lines from the 2005 AICUZ, approximately half of the lot are within the 65 dB CNEL contour; the remainder are in the 60 dB CNEL contour. According to Table 3-1 of the AICUZ, all manufacturing and trade uses are compatible within the 65 dB CNEL contour. Specific uses that may be developed within the SPA inside the 65 dB CNEL noise contour include Warehouse, Storage & Distribution, which is consistent with the wholesale trade category as described in Table 3-1 of the 2005 AICUZ, and Offices, Business & Professional, which is consistent with the professional services category as described in Table 3-1 of the 2005 AICUZ. These uses are listed in Table 3-1 as compatible without condition or limitation. There are no proposed uses that would conflict with existing noise contours.

As discussed in Chapter 5 of the AICUZ, modification of local building codes to ensure appropriate noise level reduction within MARB noise contours is among the recommendations made to facilitate compatibility with the AICUZ. As indicated in Table 3-1 of the AICUZ, all manufacturing uses are compatible within the 65-69 dB contour without noise level reduction.

Riverside County Airport Land Use Plan

The proposed Project would comply with the established March Business Center Specific Plan and policies and requirements of the Riverside County ALUP. As discussed above, the eastern portion of the North Campus is located in Airport Influenced Area I, an imaginary approach surface extending northeasterly from the centerline of the airport runway (see Figure IV.A-2).

The remainder of the proposed Project is located within Airport Influenced Area II. This area is defined as having safety concerns related to aircraft maneuvering. The following ALUP policies are applicable to the proposed Project:

Policy 1: Area I shall be kept free of all high risk land uses. High risk land uses are defined as having a high concentration of people; having a critical facility (such as a telephone exchange); or having explosive or flammable materials.

The proposed Project would not locate any high risk land uses, as defined by the 1984 ALUP, within Airport Influenced Area I. The Riverside County Airport Land Use Commission found the proposed Project consistent with the ALUP on November 12, 2009 (Airport Land Use Commission Hearing Report of Action, November 12, 2009).

Policy II: Area II shall have a minimum residential lot size of 2.5 acres. Agricultural, industrial and commercial uses are acceptable in this area.

No residential lots are included as part of the proposed Project. The employment uses allowed within the Specific Plan Amendment are consistent with this policy.

Draft March ARB/Inland Port Airport Joint Land Use Study

The prospective industrial user on Lot 16 proposes construction and operation of two 10,000-gallon above-ground diesel fuel tanks. The tanks would be within compatibility zone B2 of the draft JLUS, but outside Airport Influenced Area I of the ALUP. The fuel storage tank capacity and configuration is consistent with the prospective industrial user's business policies and practices, and is necessary to carry out its operation while maintaining sufficient fuel reserves. Lot 16 is located within draft JLUS land use compatibility zone B2. As described in Exhibit 3-4 of the draft JLUS, above-ground bulk storage of hazardous materials is discouraged[10] in this zone; however, storage of up to 6,000 gallons of non-aviation flammable materials is allowed.

On July 30, 2009, the prospective user requested that the Riverside County ALUC review the proposed development on this parcel for consistency with the ALUP. ALUC staff reviewed the proposal in the context of the 1984 ALUP, which was and remains the guiding document, as discussed above. Staff also reviewed the proposed development with respect to the Draft JLUS. The Riverside County Airport Land Use Commission found the proposed development consistent with the ALUP at a meeting held on September 10, 2009. However, the consistency determination contained the condition that the Specific Plan Amendment state that the proposed fuel tanks would be permitted only on this lot, and discouraged on other lots in accordance with Exhibit 3-4 of the JLUS. This condition was addressed and the Specific Plan Amendment, which was provided to the ALUC for review. The ALUC determined the proposed use to be consistent with the JLUS at their meeting on November 12, 2009 (**Appendix C**).

March JPA Resolution #JPA 08-01: Building Areas within APZ's

Resolution #JPA 08-01 redistributed 26,081 square feet of approved building area within the March Business Center Specific Plan from one portion of APZ I to another portion of APZ I approximately 3,000 feet to the south. This is only a reallocation of existing buildable area; no new buildable area is proposed. As identified in the AICUZ, land uses such as industrial/manufacturing and open space are permissible within the APZs. Uses that concentrate people in small areas, such as meeting places and auditoriums, are not allowed. To ensure only

[10] According to the Joint Land Use Study "Discouraged uses should generally not be permitted unless no feasible alternative is available."

compatible land uses are constructed within the March Business Center, Resolution #JPA 08-01 requires development within the APZ overlay zoning districts to be restricted to a single story height and to comply with the list of restricted land uses identified in Table 3-1 of the AICUZ. The proposed Project is consistent with this resolution, as it does not propose any multi-story buildings within the APZs nor does it propose any of the restricted uses shown in Table 3-1 of the AICUZ.

March AFB Master Reuse Plan

The March AFB Master Reuse Plan establishes a Land Use Plan that sets forth the framework for redevelopment and reuse of the March AFB realignment. The March JPA General Plan and the March Business Center Specific Plan are local land use implementation tools for the master reuse plan. The proposed Project would be consistent with applicable Master Reuse Plan Land Use policies (specifically policies 5.a., 9.b., and 10.a.). Accordingly, no land use consistency impacts would occur as a result of the proposed Project.

March JPA Redevelopment Plan

The March JPA Redevelopment Plan establishes a process and framework for implementing the March JPA plan, which includes the area within the March JPA jurisdiction. The proposed Project would be consistent with Redevelopment Plan goals and policies which are identical to those established in the Reuse Plan referenced above. Implementation of the proposed Project would be consistent with applicable policies in the March JPA Redevelopment Plan.

Project Consistency with the 2003 Focused EIR: Impacts from the proposed Project are consistent with those addressed in the 2003 Focused EIR.

Applicable Mitigation Measures from the 2003 Focused EIR: The proposed Project would be required to comply with Mitigation Measures A-1 through A-4 from the 2003 Focused EIR as referenced above.

Additional Mitigation Measures: To avoid potential impacts with respect to this threshold, the following mitigation measure is recommended:

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

Resolution #JPA 08-01 is contained in Appendix C of this SEIR.

In addition to the above mentioned mitigation measure, 2003 Focused EIR mitigation measures A-1 A-3, A-4 shall also be incorporated; however, they include outdated information. With respect to mitigation measure A-1, the 1998 AICUZ has been replaced by the 2005 AICUZ. The School Overlay Zone surrounding Arnold Heights School was removed by the JPA in 2008 by Ordinance #JPA 08-01; however, Mitigation Measure A-3 in the 2003 Focused EIR was not amended to reflect this change. For mitigation measure A-4, the detention basin drawdown time has been revised in accordance with condition 5 of the ALUC consistency finding for the proposed Project, which identifies that detention basins must be drained within a 48-hour period. This information is consistent with FAA guidance summarized in letter from the US Department of Agriculture's Wildlife Services group, which also describes a 48-hour detention period (USDA, 2010). Accordingly, the mitigation measures listed below supersede those from the 2003 Focused EIR. Text changes are indicated in strike-through/underline format:

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

A-3 In accordance with the requirements of the Specific Plan, a School Buffer overlay district will be established. This district will extend 0.25 miles from the boundary of the ~~Arnold Heights Elementary School and the~~ Tomas Rivera Elementary School. The overlay district will provide landscaping around the boundaries of the school for screening; will prohibit certain uses with the potential noise impacts and/or hazardous materials handling/generation; and will provide for enhanced review of other development proposals to limit the potential for adverse impacts on the school.

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

1. All detention basins shall draw down within 24 hours with the exception of the East Basin and the U4-E Basin. The East Basin shall have a draw down period of 39 to 42 hours during the interim development of Unit 4. The U4-E Basin shall have a draw down period of 27 to 30 hours during the interim development of Unit 4. The East Basin will be designed in the ultimate condition to include a draw down period of 28 to 30 hours. The U4-E Basin will be designed in the ultimate condition to include a draw down period of 27 to 30 hours. ~~The basin shall drain within a six-hour period to reduce the potential for plant growth~~
2. Standing water in all detention basins outside of the specified drawdown times shall be addressed through the use of positive drainage techniques (grading, wet wells, french drains are some examples) by the Project sponsor.
3. Regular maintenance activities shall include the removal of vegetation
4. March JPA shall monitor waterfowl activity during the rainy season in all detention basins. If waterfowl issues are identified during monitoring activities, then the March JPA and Project sponsor shall implement waterfowl control measures (netting and vegetation removal are some examples). ~~Detention basins shall be monitored regularly to determine if they attract waterfowl or other birds~~
5. ~~A plan to discourage bird activity shall be implemented if the basins are found to be an attraction to birds.~~

Significance After Mitigation: Less than significant.

Threshold IV.A-3: Would the project conflict with any applicable habitat conservation plan or natural community conservation plan?

Analysis from the 2003 Focused EIR: The March JPA General Plan Area, which includes the Specific Plan area, is not included within any of the 16 area plans that comprise the Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP, Section 3.3). Because the proposed Project is not contained within the MSHCP, no conflict with the MSHCP would occur.

Proposed Changes to the North Campus of the Specific Plan: The proposed Project would be developed within the Meridian Specific Plan area, which was evaluated with respect to land use impacts in the 2003 Focused EIR. The Project would not expand the boundaries of the Specific Plan area or introduce land use designations not previously identified in the March JPA General Plan or the existing March Business Center Specific Plan. Thus, the proposed Project would not result in impacts that are different or in addition to those identified or evaluated in the 2003 Focused EIR.

As discussed above under Regulatory Setting, the proposed Project is not located within any of the Core Reserve areas identified in the SKR HCP. The closest Core Reserve area is Sycamore Canyon Core Reserve located northwest of the proposed Project area. The proposed Project area, along with a majority of western Riverside County, is within the original HCP fee area for the SKR. As discussed in Section IV. D, *Biological Resources*, the SKRHCP provides for development within the HCP planning area including construction of public facilities identified in General Plans, Transportation Improvement Plans, Capital Improvement Plans, and other adopted documents by establishing seven core preserve areas within western Riverside County. Mitigation for incidental take occurring under the SKRHCP is provided through the completion and expansion of these SKR reserves. The March Business Center Specific Plan has purchased mitigation credits, which fulfilled the fee obligation with respect to the SKR HCP. As discussed in Section IV.D, *Biological Resources*, the 1999 BO allows for the incidental take of 105 acres of SKR habitat with the development of West March, which includes the proposed Project area. Of the 105 total occupied acres, March JPA was held accountable for mitigating 32.2 acres. Therefore, mitigation was necessary to implement the proposed Project. As discussed, the mitigation acreage was defined based on SKR surveys in the future development area. CDFG and USFWS required the loss to SKR be offset by a payment of fees ($500 per acre) in accordance with the requirements of the Long-term SKR Habitat Conservation Plan. The March JPA, Project sponsor, and the USFWS agreed to these terms. The SKR mitigation was completed in November 2006 (County of Riverside, 2005 and Southwestern Riverside County Multi-Species Reserve, 2006).

The proposed Project is not within the Western Riverside MSHCP nor is it adjacent to reserve area subject to the MSHCP. The proposed Project also does not include improvements that are subject to MSHCP requirements. Project runoff from impervious surfaces is and will continue to be collected in storm drains and detention basins that are tributaries to the Perris Valley Storm Drain System. All drainage systems within the proposed Project area are required to implement BMPs for drainage, water quality, erosion control and urban pollution removal prior to discharge downstream. Although the proposed Project does not discharge to an MSHCP Conservation Area, incorporation of the Best Management Practices (BMPs) described in Section IV.D, *Biological Resources* would minimize impacts to downstream areas; therefore, the proposed Project would not conflict with the MSHCP. The proposed Project does not directly or indirectly affect any other resources in the MSHCP.

Given the above considerations, the proposed Project is consistent with the SKR HCP.

Project Consistency with the 2003 Focused EIR: Impacts from the proposed Project are consistent with those addressed in the 2003 Focused EIR.

Applicable Mitigation Measures from the 2003 Focused EIR: The proposed Project would be required to comply with Mitigation Measures A-1 through A-4 from the 2003 Focused EIR as referenced above.

Additional Mitigation Measures: None required.

Significance After Mitigation: Less than significant.

Cumulative Impacts

Analysis from the 2003 Focused EIR: The March Business Center Specific Plan would increase the Industrial, Business Park, Commercial, Mixed Use and Office square footage in the

general area within and surrounding Meridian. Development of these types of land uses may alleviate the jobs/housing imbalance that exists in western Riverside County. By creating places of employment, the proposed Project may provide opportunity for some residents in the area to find employment near their homes; thus, reducing their commute. This would improve traffic congestion and reduce air emissions.

Proposed Changes to the North Campus of the Specific Plan: The Project would be located within the boundaries of the March Business Center Specific Plan. It would not introduce new land use designations that were not previously identified in the March JPA General Plan or the 2003 Focused EIR, though it would redistribute certain acreage among those pre-existing land use designations. Also, no existing General Plan or Specific Plan land use designations would be removed by the proposed Project; thus, no cumulative impacts are anticipated.

The proposed Project would not result in the introduction of incompatible uses in the area. The proposed replacement of Mixed Use and Business Park land uses with Industrial uses is in response to market conditions and is consistent with existing and planned development within surrounding areas of the previously-adopted March Business Center Specific Plan. To facilitate necessary public services, the proposed Project would accommodate a fire station near the northeastern corner of Meridian Parkway and Opportunity Way.

Table IV.C-9 in Section IV.C, *Air Quality* provides a list of cumulative development proposals within the vicinity of the proposed Project. Proposed future cumulative projects will undergo an evaluation for consistency with local land use policies. Planned future development identified in Chapter VI has been anticipated in the General Plans prepared by the local jurisdictions surrounding the proposed Project or through the General Plan Amendment process. Therefore, the proposed Project, when viewed in context with the cumulative development proposals, is not expected to result in adverse cumulative land use impacts. In addition, future development would comply with applicable development standards to prevent land use conflicts. The jurisdiction would also be responsible for determining the appropriate public and infrastructure improvements required with the implementation of each project. Development consistent with the proposed Project is not expected to result in cumulative land use impacts.

Consistency with the 2003 Focused EIR: Impacts from the proposed Project are consistent with those addressed in the 2003 Focused EIR.

Applicable Mitigation Measures from the 2003 Focused EIR: The proposed Project would be required to comply with Mitigation Measures A-1 through A-4 from the 2003 Focused EIR and as modified above.

Additional Mitigation Measures: None required.

Significance After Mitigation: Less than significant.

B. Transportation/Traffic

Environmental Setting

The proposed Project is located within the partially developed North Campus area of the March Business Center Specific Plan. Local and regional access to and from the Project area is provided via I-215, Alessandro Boulevard, Cactus Avenue, and Van Buren Boulevard. Following certification of the 2003 Focused EIR (MJPA, 2003), several roadways were constructed within the North Campus to accommodate ongoing development. At the time the NOP was released for this SEIR, Meridian Parkway had been constructed as a continuous north/south roadway from Opportunity Way to Alessandro Boulevard; however, the Meridian Parkway/Alessandro Boulevard intersection was not yet open to traffic. Cactus Avenue has been extended westward into the North Campus, forming a "T" intersection with Meridian Parkway. Innovation Drive, referred to as Street "A" in the approved Specific Plan, has also been constructed.

Traffic Analysis Methods

The Traffic Impact Analysis, Meridian Specific Plan Amendment (KHA, April 2010) analyzed peak hour intersection capacity, 24-hour Average Daily Traffic (ADT) volumes along street segments and freeway segments. Level of Service (LOS) is a method used to rate the performance of streets, intersections, and other highway facilities. Developed by the Transportation Research Board, and documented in various editions of the Highway Capacity Manual (HCM) (TRB, 2000) since 1950, LOS rates performance on a scale of A to F, with LOS A reflecting free flowing conditions and LOS F representing heavily congested conditions. **Figure IV.B-1** represents each of the LOS ratings for intersections (both with and without traffic signals) and roadway segments based on the 2000 edition of the HCM. Level of Service D is considered the minimum daily and peak hour performance standard.

Intersection Level of Service

Peak hour intersection capacity is a key indicator of overall transportation network performance. This is because intersections accommodate a number of conflicting traffic flows (e.g., left turns versus opposing through movements) which traverse the intersection. If conflicting flows are not managed efficiently, then intersections may create "bottlenecks" which limit mobility throughout the network. On most major thoroughfares, intersection traffic control (i.e., stop signs and traffic occur as motorists wait for vehicles making a conflicting movement before passing through the intersection. These delays become especially pronounced during peak commuting hours, when the greatest demand is placed on the transportation system.

LOS for signalized intersections and four-way stop-controlled intersections is defined in terms of delay, which is a measure of driver discomfort, frustration, fuel consumption, and loss of travel time. Specifically, LOS criteria are stated in terms of the average delay per vehicle. This delay includes initial deceleration delay, queue move-up time, and final acceleration time in addition to the stop delay.

The LOS for unsignalized one-way or two-way stop-controlled intersections (i.e., those with stop signs on two or all four "legs" of the intersection) is determined for the most congested movement at the intersection. For example, at an unsignalized intersection with stop signs on two legs, the most congested movement may be a left turn from one of the stop sign controlled legs. Motorists making this maneuver may have to wait for gaps in through traffic in both directions before making the turn. The criteria for the various levels of service designations for both

Levels of Service (LOS)

LOS	Roadway Segments		Signalized Intersection		Unsignalized Intersection	
A		Free-flow conditions. Vehicles unaffected by other vehicles. Movement within the traffic stream is good Minor disruptions to flow are absorbed without change to speed		Very low delay, less than 10.0 sec. per vehicle. Most vehicles arrive during the green phase. Most vehicles do not need to stop.		Delays less than 10.0 sec. per vehicle. Little or no delay to minor street traffic.
B		Free-flow conditions. Other vehicles become more noticeable. Less freedom to maneuver. Minor disruptions to flow are absorbed, although local deterioration in LOS is more obvious.		Delay in range of 10.1 to 20.0 sec. per vehicle. More vehicles stop than LOS A.		Delay in range of 10.1 to 15.0 sec. per vehicle. Short traffic delays to minor street traffic.
C		Traffic density on roadways becomes noticeable. Traffic becomes affected by other vehicles. Travel speeds may become reduced. Queuing occurs with serious traffic disruption.		Delay in range of 20.1 to 35.0 sec. per vehicle. Number of vehicles are stopping with some backup and light congestion.		Delay in range of 15.1 to 25.0 sec. per vehicle. Average traffic delays to minor street traffic.
D		Movement becomes restricted due to traffic congestion. Speeds decline slightly with increasing flows. Minor disruptions can be absorbed without extensive queues forming and the service deteriorating.		Delay in range of 35.1 to 55.0 sec. per vehicle. Congestion more noticeable. Many vehicles stop. Longer delays occur.		Delay in range of 25.1 to 35.0 sec. per vehicle. Long traffic delays to minor street traffic.
E		Operations at or near capacity. Minimum spacing for maintaining uniform flow. Speeds are highly variable and unpredictable.		Delay in range of 55.1 to 80.0 sec. per vehicle. Extensive queuing. Poor progression.		Delay in range of 35.1 to 50.0 sec. per vehicle. Very long delays to minor street traffic.
F		Forced or breakdown in vehicular flow. Vehicle speeds are less than 30 mph. Complete congestion.		Delay in excess of 80.0 sec. per vehicle. Delay unacceptable to most drivers. Arrival rates exceed the capacity of the intersection.		Delay in excess of 50.0 sec. per vehicle. Extreme delays with queuing. Congestion affects other intersections. Warrants improvement to intersection.

FIGURE IV.B-1

Intersection and Roadway Segment Level of Service

signalized and unsignalized intersections are provided in **Table IV.B-1**. The values in the table below reflect the most current version of the Highway Capacity Manual (i.e., 2000).

- Queuing Analysis

Intersection capacity analysis, using the procedures described above, was supplemented by analysis of peak hour queues at selected locations in the vicinity of the proposed Project (see page 2-5 of the traffic technical report). These locations were identified in the traffic study scoping process based on their proximity to the proposed Project and the distribution of Project traffic to these locations. The intent of the queuing evaluation was to determine whether projected queues would exceed available turn bay storage. In many cases, the proposed intersection mitigation measures, which include additional turn lanes, would reduce queues, as well and reduce intersection delay.

At signalized intersections, traffic waiting for a green light can often back-up and potentially fill the space provided to store the vehicles in turn lanes. If these back-ups, or "queues," spill outside of turn pockets into through lanes or extend into the upstream intersection, adjacent lanes may be blocked and congestion can occur. Additionally, traffic backed-up from a traffic signal at the end of an exit ramp could potentially back-up onto the freeway, resulting in loss of freeway mainline capacity. The potential for queuing was assessed for all lanes at intersections on Alessandro Boulevard, Cactus Avenue, and Van Buren Boulevard close to and including the northbound and southbound ramps to and from I-215.

For the intersection queuing analysis, the 50th percentile queues were calculated using the Synchro 6.0 traffic signal analysis software. The 50th percentile queues are those that would occur on a typical signal cycle. In other words, the queue would be longer half of the time and shorter half of the time. For those situations where the 50th percentile queue was shown to be longer than the available lane storage length, a manual queue length estimation method was also used to confirm the findings. This method, which is independent of signal timing characteristics, calculates queues based on one foot of storage required per vehicle per lane. In circumstances where queues exceed storage, based on both the 50th percentile and manual methods, the intersection was evaluated to identify improvements to accommodate the queues.

TABLE IV.B-1: LOS CRITERIA FOR INTERSECTIONS

LOS	SIGNALIZED CONTROL DELAY (SEC/VEH) (A)	UNSIGNALIZED AVERAGE CONTROL DELAY (SEC/VEH) (B)	DESCRIPTION
A	≤10.0	≤10.0	Operations with very low delay and most vehicles do not stop.
B	>10.0 and ≤20.0	>10.0 and ≤15.0	Operations with good progression but with some restricted movement.
C	>20.0 and ≤35.0	>15.0 and ≤25.0	Operations where a significant number of vehicles are stopping with some backup and light congestion.
D	>35.0 and ≤55.0	>25.0 and ≤35.0	Operations where congestion is noticeable, longer delays occur, and many vehicles stop. The proportion of vehicles not stopping declines

TABLE IV.B-1: LOS CRITERIA FOR INTERSECTIONS			
	SIGNALIZED	UNSIGNALIZED	
LOS	CONTROL DELAY (SEC/VEH) (A)	AVERAGE CONTROL DELAY (SEC/VEH) (B)	DESCRIPTION
E	>55.0 and ≤80.0	>35.0 and ≤50.0	Operations where there is significant delay, extensive queuing, and poor progression.
F	>80.0	>50.0	Operations that are unacceptable to most drivers, when the arrival rates exceed the capacity of the intersection.

Notes:
(a) 2000 Highway Capacity Manual, Chapter 16, Page 2, Exhibit 16-2
(b) 2000 Highway Capacity Manual, Chapter 17, Page 2, Exhibit 17-2

Roadway Segment Level of Service

As discussed above, roadway operating conditions in an urban setting are heavily influenced by the operation of intersections along the roadway. The evaluation of roadways was undertaken by first evaluating the roadway's volume compared to its capacity, then assessing intersection operations along the roadway segment. The County of Riverside, the City of Moreno Valley, and the City of Riverside have developed capacity values for each roadway classification which are used as a reference and shown in **Tables IV.B-2** through **IV.B-4**, respectively. It should be noted that the City of Perris, a JPA member agency, was not consulted because the City's roadways are outside the study area of the proposed Project, as described below. The segment traffic volumes under LOS E as shown in this table are considered at capacity because at LOS E the volume to capacity (v/c) ratio is equal to 1.0. When the v/c ratio reaches or exceeds 1.0, the roadway segment *potentially exceeds capacity*. When the v/c ratio is between 0.80 and 1.0, the roadway segment is *approaching capacity*. When the v/c ratio is below 0.80, the roadway segment is *acceptable*. These criteria are considered an approximation of traffic operating conditions and are supplemented with information on peak-hour conditions. For each segment that was identified as *potentially exceeds capacity,* a supplemental assessment of the segment was made based on peak-hour conditions. Those roadway segments identified as *potentially exceeds capacity,* and with an intersection along the segment operating at LOS E or F, were considered to be deficient roadway segments. In cases where the segment *potentially exceeds capacity*, but the intersections along this segment are characterized by acceptable LOS, then the segment operations were considered satisfactory.

TABLE IV.B-2: COUNTY OF RIVERSIDE ROADWAY SEGMENT CAPACITY AND LOS				
ROAD		LOS		
CLASS	LANES	C	D	E
Collector	2	10,400	11,700	13,000
Secondary	4	20,700	23,300	25,900
Major	4	27,300	30,700	34,100

TABLE IV.B-2: COUNTY OF RIVERSIDE ROADWAY SEGMENT CAPACITY AND LOS

ROAD		LOS		
CLASS	LANES	C	D	E
Arterial	2	14,400	16,200	18,000
Arterial	4	28,700	32,300	35,900
Mountain Arterial	2	12,900	14,500	16,100
Mountain Arterial	3	16,700	18,800	20,900
Mountain Arterial	4	29,800	33,500	37,200
Urban Arterial	4	28,700	32,300	35,900
Urban Arterial	6	43,100	48,500	53,900
Urban Arterial	8	57,400	64,600	71,800
Expressway	4	32,700	36,800	40,900
Expressway	6	49,000	55,200	61,300
Expressway	8	65,400	73,500	81,700
Freeway	4	61,200	68,900	76,500
Freeway	6	94,000	105,800	117,500
Freeway	8	128,400	144,500	160,500
Freeway	10	160,500	180,500	200,600
Ramp	1	16,000	18,000	20,000

Notes:
The volumes and the average daily LOS listed above are only intended as a general planning guideline.
Maximum two-way ADT values are based on the 1999 Modified Highway Capacity Manual (TRB, 2000) Level of Service Tables as defined in the Riverside County Congestion Management Program.
LOS E service volumes represent the estimated maximum daily capacity.
Source: County of Riverside General Plan(2003), Figure C-3.

TABLE IV.B-3: CITY OF MORENO VALLEY ROADWAY SEGMENT CAPACITY AND LOS

ROAD		LOS		
CLASS	LANES	C	D	E
Divided Arterial	6	45,000	50,600	56,300

TABLE IV.B-3: CITY OF MORENO VALLEY ROADWAY SEGMENT CAPACITY AND LOS

ROAD		LOS		
CLASS	LANES	C	D	E
Divided Arterial	4	30,000	33,800	37,500
Undivided Arterial	4	20,000	22,500	25,000
Industrial Collector	2	10,000	11,300	12,500
Undivided Residential	2	--	--	2,000

Notes:
The volumes and the average daily LOS listed above are only intended as a general planning guideline.
LOS E service volumes represent the estimated maximum daily capacity.
Source: City of Moreno Valley's Transportation Division's Traffic Impact Analysis Preparation Guidelines, August 2007.

TABLE IV.B-4: CITY OF RIVERSIDE ROADWAY SEGMENT CAPACITY AND LOS

ROAD		LOS		
CLASS	LANES	C	D	E
Local	2	2,500-2,799	2,800-3,099	3,100+
Collector (66' or 80')	2	9,900-11,199	11,200-12,499	12,500+
Arterial (a)	2	14,400-16,199	16,200-17,999	18,000+
Arterial (88')	4	16,800-19,399	19,400-21,199	22,000+
Arterial (100')	4	26,200-29,599	29,600-32,999	33,000+
Arterial (120')	6	38,700-44,099	44,100-49,499	49,500+
Arterial (144')	8	50,600-57,799	57,800-64,999	65,000+

Notes:
The volumes and the average daily LOS listed above are only intended as a general planning guideline.
LOS E service volumes represent the estimated maximum daily capacity.
Source: City of Riverside Transportation Division's Traffic Impact Analysis Preparation Guide, May 2009.

Freeway Mainline Segment Level of Service

To determine the impacts on freeway mainline segments serving the proposed Project area, the County of Riverside roadway classifications shown in Table IV.B-2 were used. These classifications are capacities published in Riverside County's Traffic Impact Analysis Preparation Guide, which was used to define the proposed Project's study area and evaluate its impacts on facilities within County jurisdiction. As with roadway segments, the segment traffic volumes

under LOS E as shown in this table are considered at capacity because at LOS E the volume to capacity (v/c) ratio is equal to 1.0.

Project Study Area

The proposed Project study area for the traffic analysis was defined using procedures included in the Riverside County Transportation Department's Traffic Impact Analysis Preparation Guide (RCTLMA, 2008). Those guidelines state, if a proposed Project adds 50 or more peak-hour trips to intersections of "Collector" or higher classified streets, then the intersection is to be included in the Project study area. The Cities of Riverside and Moreno Valley use the same threshold of 50 peak-hour trips to define the Project study area. The 50 peak hour trip screening value is commonly used by other agencies in Southern California, including the Cities of Los Angeles and San Diego. Street segments between the intersections to be evaluated are also analyzed. Intersections included in the study area, together with the type of traffic control (i.e., traffic signal or stop sign), are listed in **Table IV.B-5**. **Figure IV-B-2** depicts the location of these intersections.

Existing Traffic Conditions

Peak hour[11] turning movement counts were conducted at 29 of the 37 existing intersections listed above during June and July, 2009. Four locations on Van Buren Boulevard near existing schools (i.e., the Van Buren Boulevard intersections with Wood Road, Trautwein Road, Barton Street, and Coyote Bush Road) were recounted in the a.m. peak hour on September 29th, 2009 to determine traffic conditions with school in session. The traffic at the locations near Martin Luther King High School was about 8% higher with school in session, as compared to the June/July counts. Traffic at the Barton Street and Coyote Bush Road intersections was slightly lower than the summer counts. Given these changes in traffic volumes, it was determined that this increase is localized near the high school and no further adjustments were necessary. September 2009 traffic data was used at the four intersections in the vicinity of the school. Because of temporary lane closures associated with utility construction activities along Van Buren Boulevard during the time of the summer 2009 counts, it was determined that any data collected during this time would not be representative of typical traffic conditions[12]. Accordingly, data collected in April 2008, was used at two intersections (i.e., intersections 25 and 26 as defined above). As discussed above, traffic volumes at adjacent intersections (i.e., Van Buren Boulevard/Coyote Bush Road and Van Buren Boulevard/Barton Street) were lower in September 2009 than in June/July 2009. Given this consideration, and the fact that the 2008 counts were higher at these adjacent intersections than the June/July 2009 counts, it was concluded that newer counts would not be necessary, and that the 2008 counts are conservative.

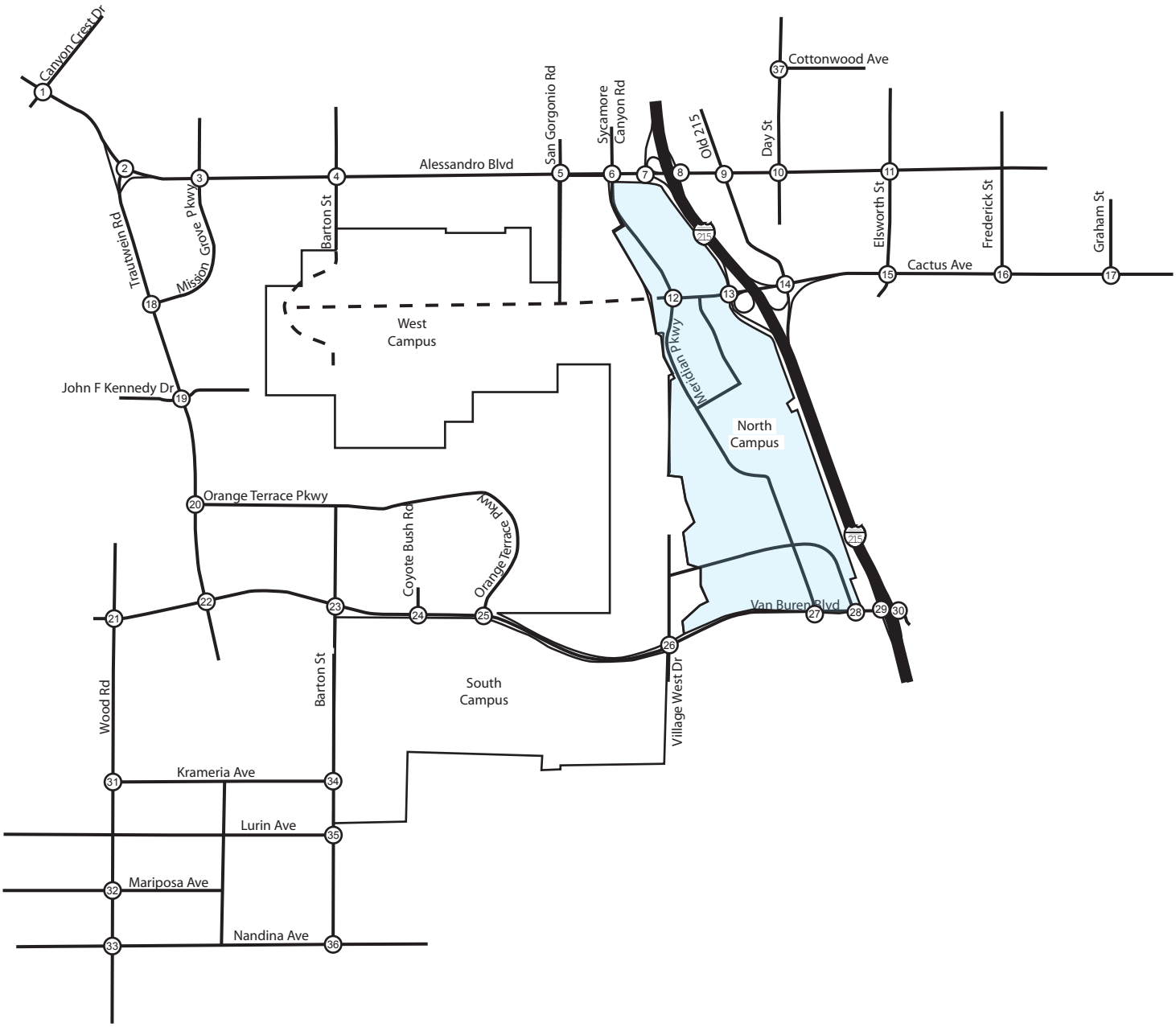
Table IV.B-6 summarizes the findings of intersection capacity analysis under existing traffic conditions. As shown in this table, all proposed Project study area intersections are characterized by acceptable LOS conditions during both peak hours under existing conditions with the exception of the Van Buren Boulevard/Barton Street intersection, the Van Buren Boulevard/Wood Road intersection, and the I-215/Van Buren Boulevard northbound and southbound on and off ramps.

[11] The AM peak was based on the highest consecutive 60 minute period between 7 and 9 AM. The PM peak was based on the highest consecutive 60 minute period between 4 and 6 PM.

[12] Although construction activities were observed along Alessandro Boulevard west of I-215 in the same general timeframe as the lane closures on Van Buren Boulevard, construction was completed and all lanes were open to traffic at the time the counts were conducted along Alessandro Boulevard.

TABLE IV.B-5: STUDY INTERSECTIONS		
	INTERSECTION	**TRAFFIC CONTROL (A)**
1	Alessandro Blvd & Canyon Crest Dr	Signal
2	Alessandro Blvd & Trautwein Rd	Signal
3	Alessandro Blvd & Mission Grove Pkwy	Signal
4	Alessandro Blvd & Barton St	Signal
5	Alessandro Blvd & San Gorgonio Rd	Signal
6	Alessandro Blvd & Sycamore Canyon Rd	Signal
7	Alessandro Blvd & SB I-215 Ramps	Signal
8	Alessandro Blvd & NB I-215 Ramps	Signal
9	Alessandro Blvd & Old 215 Frontage Rd	Signal
10	Alessandro Blvd & Day St	Signal
11	Alessandro Blvd & Elsworth St	Signal
12	Cactus Ave & Meridian Pkwy	Signal
13	Cactus Ave & SB I-215 Ramps (b)	Signal
14	Cactus Ave & NB I-215 Ramps/Old 215 Frontage Rd	Signal
15	Cactus Ave & Elsworth St	Signal
16	Cactus Ave & Frederick St	Signal
17	Cactus Ave & Graham St	Signal
18	Mission Grove Pkwy & Trautwein Rd	Signal
19	John F Kennedy Dr & Trautwein Rd	Signal
20	Orange Terrace Pkwy & Trautwein Rd	Signal
21	Van Buren Blvd & Wood Rd	Signal
22	Van Buren Blvd & Trautwein Rd	Signal
23	Van Buren Blvd & Barton St	Signal
24	Van Buren Blvd & Coyote Bush Rd	Signal
25	Van Buren Blvd & Orange Terrace Pkwy	Signal
26	Van Buren Blvd & Village West Dr	Signal
27	Van Buren Blvd & Meridian Pkwy/Cemetery Dwy	Signal
28	Van Buren Blvd & Opportunity Way ©	Future Signal
29	Van Buren Blvd & SB I-215 Ramps	TWSC
30	Van Buren Blvd & NB I-215 Ramps	Signal
31	Krameria Ave & Wood Rd	Signal
32	Mariposa Ave & Wood Rd	AWSC
33	Nandina Ave & Wood Rd	TWSC
34	Krameria Ave & Barton St	TWSC
35	Lurin Ave & Barton St	TWSC
36	Nandina Ave & Barton St	AWSC
37	Cottonwood Ave & Day St	Signal

Notes:
(a) Signal = Traffic signal, AWSC = All-Way Stop-Control, TWSC = Two-Way Stop-Control.
(b) Planned improvements at the Cactus Avenue & I-215 SB, identified as a Phase I improvement in the previously adopted March Business Center Specific Plan, have received all necessary permits from Caltrans and will be starting construction in Spring, 2010. This improvement has not been assumed for existing conditions analysis, but is assumed for existing plus project conditions.
(c) Future intersections do not currently exist but will be constructed as part of the Project.



Legend:

(X) Intersection ID

– – Future Roadway

NOT TO SCALE

FIGURE IV.B-2

Study Intersections

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TABLE IV.B-6: EXISTING CONDITIONS
PEAK-HOUR INTERSECTION LEVEL OF SERVICE SUMMARY

INTERSECTION		TRAFFIC CONTROL	PEAK HOUR	EXISTING	
				DELAY (A)	LOS (B)
1	Alessandro Blvd & Canyon Crest Dr	Signal	AM	14.3	B
			PM	24.8	C
2	Alessandro Blvd & Trautwein Rd	Signal	AM	15.3	B
			PM	17.9	B
3	Alessandro Blvd & Mission Grove Pkwy	Signal	AM	17.7	B
			PM	22.1	C
4	Alessandro Blvd & Barton St	Signal	AM	11.0	B
			PM	23.2	C
5	Alessandro Blvd & San Gorgonio Rd	Signal	AM	14.1	B
			PM	13.6	B
6	Alessandro Blvd & Meridian Pkwy	Signal	AM	15.6	B
			PM	12.5	B
7	Alessandro Blvd & SB-215 Off	Signal	AM	10.5	B
			PM	9.5	A
8	Alessandro Blvd & NB-215 On	Signal	AM	21.6	C
			PM	16.6	B
9	Alessandro Blvd & Old 215	Signal	AM	20.6	C
			PM	14.3	B
10	Alessandro Blvd & Day St	Signal	AM	20.5	C
			PM	10.2	B
11	Alessandro Blvd & Elsworth St	Signal	AM	19.1	B
			PM	20.5	C
12	Cactus Ave & Meridian Pkwy	Signal	AM	8.2	A
			PM	8.0	A
13	Cactus Ave & SB-215 Off	Signal	AM	17.5	B
			PM	50.3	D
14	Cactus Ave & Old 215	Signal	AM	52.5	D
			PM	27.5	C
15	Cactus Ave & Elsworth St	Signal	AM	21.9	C
			PM	34.2	C
16	Cactus Ave & Frederick St	Signal	AM	11.6	B
			PM	10.0	B
17	Cactus Ave & Graham St	Signal	AM	17.5	B
			PM	17.8	B

TABLE IV.B-6: EXISTING CONDITIONS
PEAK-HOUR INTERSECTION LEVEL OF SERVICE SUMMARY

INTERSECTION		TRAFFIC CONTROL	PEAK HOUR	EXISTING DELAY (A)	EXISTING LOS (B)
18	Mission Grove Pkwy & Trautwein Rd	Signal	AM	15.8	B
			PM	19.1	B
19	John F Kennedy Dr & Trautwein Rd	Signal	AM	16.0	B
			PM	15.2	B
20	Orange Terrace Pkwy & Trautwein Rd	Signal	AM	17.7	B
			PM	20.6	C
21	Van Buren Blvd & Wood Rd	Signal	AM	56.6	**E**
			PM	26.1	C
22	Van Buren Blvd & Trautwein Rd	Signal	AM	53.1	D
			PM	38.2	D
23	Van Buren Blvd & Barton St	Signal	AM	83.1	**F**
			PM	45.9	D
24	Van Buren Blvd & Coyote Bush Rd	Signal	AM	13.6	B
			PM	9.0	A
25	Van Buren Blvd & Orange Terrace Pkwy	Signal	AM	20.8	C
			PM	20.4	C
26	Van Buren Blvd & Village West Dr	Signal	AM	18.0	B
			PM	16.3	B
27	Van Buren Blvd & Meridian Pkwy	Signal	AM	7.1	A
			PM	7.6	A
28	Van Buren Blvd & Opportunity Way	Signal	AM	Intersection does not exist under Existing Conditions scenario.	
			PM		
29	Van Buren Blvd & SB-215 Off	Two-Way Stop	AM	ECL	**F**
			PM	157.2	**F**
30	Van Buren Blvd & NB-215 On	Signal	AM	88.8	**F**
			PM	46.9	D
31	Krameria Ave & Wood Rd	Signal	AM	13.8	B
			PM	10.0	B
32	Mariposa Ave & Wood Rd	All-Way Stop	AM	9.6	A
			PM	12.8	B
33	Nandina Ave & Wood Rd	Two-Way Stop	AM	10.6	B
			PM	12.5	B
34	Krameria Ave & Barton St	One-Way Stop	AM	12.1	B
			PM	13.3	B

TABLE IV.B-6: EXISTING CONDITIONS
PEAK-HOUR INTERSECTION LEVEL OF SERVICE SUMMARY

INTERSECTION		TRAFFIC CONTROL	PEAK HOUR	EXISTING	
				DELAY (A)	LOS (B)
35	Lurin Ave & Barton St	One-Way Stop	AM	10.2	B
			PM	11.1	B
36	Nandina Ave & Barton St	All-Way Stop	AM	7.5	A
			PM	9.4	A
37	Cottonwood Ave & Day St	Signal	AM	12.8	B
			PM	15.2	B

Notes:

Bold values indicate intersections operating at LOS E or F.

ECL = Exceeds Calculable Limit. Reported when delay exceeds 180 seconds.
(a) Delay refers to the average control delay for the entire intersection, measured in seconds per vehicle. At a two-way stop-controlled intersection, delay refers to the worst movement.

(b) LOS calculations are based on the methodology outlined in the *2000 Highway Capacity Manual* and performed using Synchro 6.0

A queuing analysis was conducted at selected intersections and the following locations were found to have queues exceeding storage capacity:

13. Cactus Avenue and Southbound I-215 Ramps
    - Westbound left-turn (p.m. peak-hour)
14. Cactus Avenue and Northbound I-215 Ramps/Old 215 Frontage Road
    - Northbound through (a.m. peak-hour)
29. Van Buren Boulevard and Southbound I-215 Off Ramp
    - Southbound right turn (both peak hours)
30. Van Buren Boulevard and Northbound I-215 Ramps
    - Eastbound through (both peak-hours)
    - Northbound left-turn (a.m. peak-hour)

Table IV.B-7 presents existing roadway segment data. As shown in the table, all roadway segments function at acceptable levels or are approaching capacity, except the following:

- Van Buren Boulevard:
    - West of Wood Road
    - Wood Road to Trautwein Road

TABLE IV.B-7: EXISTING CONDITIONS
ROADWAY SEGMENT LEVEL OF SERVICE SUMMARY

ROADWAY SEGMENT	ROADWAY CLASSIFICATION (a)	LOS E CAPACITY	ADT (b)	V/C RATIO (c)	CAPACITY THRESHOLD
Alessandro Blvd					
Canyon Crest Dr to Trautwein Rd	6-Lane Urban Arterial	53,900	48,945	0.908	Approaching Capacity
Trautwein Rd to Mission Grove Pkwy	6-Lane Urban Arterial	53,900	44,000	0.816	Approaching Capacity
Mission Grove Pkwy to Barton St	6-Lane Urban Arterial	53,900	48,100	0.892	Approaching Capacity
Barton St to Meridian Pkwy	6-Lane Urban Arterial	53,900	45,000	0.835	Approaching Capacity
Meridian Pkwy to I-215 SB Ramps	6-Lane Urban Arterial	53,900	42,554	0.789	Acceptable
I-215 NB Ramps to Old 215 Frontage Rd	6-Lane Urban Arterial	53,900	27,022	0.501	Acceptable
Old 215 Frontage Rd to Day St	4-Lane Divided Arterial	37,500	26,256	0.700	Acceptable
Day St to Elsworth St	4-Lane Divided Arterial	37,500	25,489	0.680	Acceptable
Cactus Ave					
Meridian Pkwy to I-215 SB Ramps	4-Lane Major	34,100	4,327	0.127	Acceptable
I-215 NB Ramps to Elsworth St	4-Lane Divided Arterial	37,500	35,666	0.951	Approaching Capacity
Elsworth St to Frederick St	4-Lane Divided Arterial	37,500	32,338	0.862	Approaching Capacity
Frederick St to Graham St	4-Lane Divided Arterial	37,500	34,290	0.914	Approaching Capacity
Trautwein Rd					
Alessandro Blvd to Mission Grove Pkwy	4-Lane Urban Arterial	35,900	25,934	0.722	Acceptable
Mission Grove Pkwy to John F Kennedy Dr	4-Lane Urban Arterial	35,900	33,242	0.926	Approaching Capacity
John F Kennedy Dr to Orange Terrace Pkwy	4-Lane Urban Arterial	35,900	21,798	0.607	Acceptable
Orange Terrace Pkwy to Van Buren Blvd	4-Lane Urban Arterial	35,900	20,324	0.566	Acceptable
Van Buren Blvd					
West of Wood Rd	4-Lane Urban Arterial	35,900	36,197	1.008	**Potentially Exceeds Capacity**
Wood Rd to Trautwein Rd	4-Lane Urban Arterial	35,900	35,890	1.000	**Potentially Exceeds Capacity**
Trautwein Rd to Barton St	4-Lane Urban Arterial	35,900	31,333	0.873	Approaching Capacity
Barton St to Coyote Bush Rd	4-Lane Urban Arterial	35,900	35,000	0.975	Approaching Capacity
Coyote Bush Rd to Orange Terrace Pkwy	4-Lane Urban Arterial	35,900	35,000	0.975	Approaching Capacity
Orange Terrace Pkwy to Village West Dr	4-Lane Urban Arterial	35,900	35,000	0.975	Approaching Capacity

TABLE IV.B-7: EXISTING CONDITIONS ROADWAY SEGMENT LEVEL OF SERVICE SUMMARY					
ROADWAY SEGMENT	**ROADWAY CLASSIFICATION (a)**	**LOS E CAPACITY**	**ADT (b)**	**V/C RATIO (c)**	**CAPACITY THRESHOLD**
Village West Dr to Meridian Pkwy	4-Lane Urban Arterial	35,900	33,204	0.925	Approaching Capacity
Meridian Pkwy to I-215 NB Ramps	4-Lane Urban Arterial	35,900	33,204	0.925	Approaching Capacity
Wood Rd					
Van Buren Blvd to Krameria Ave	4-Lane Arterial	35,900	6,822	0.190	Acceptable
Krameria Ave to Nandina Ave	4-Lane Arterial	35,900	11,092	0.309	Acceptable
Barton St					
Orange Terrace Pkwy to Van Buren Blvd	2-Lane Collector	13,000	5,000	0.385	Acceptable
Van Buren Blvd to Krameria Ave	2-Lane Collector	13,000	6,652	0.512	Acceptable
Krameria Ave to Nandina Ave	2-Lane Collector	13,000	6,652	0.512	Acceptable
Day St					
Cottonwood Ave to Alessandro Blvd	2-Lane Collector	13,000	5,655	0.435	Acceptable
Alessandro Blvd to Cactus Ave	2-Lane Collector	13,000	185	0.014	Acceptable
Orange Terrace Pkwy					
North of Van Buren Blvd	4-Lane Arterial	35,900	6,472	0.180	Acceptable
Mission Grove Pkwy					
Trautwein Rd to Alessandro Blvd	4-Lane Major	34,100	8,802	0.258	Acceptable
Sycamore Canyon Blvd					
North of Alessandro Blvd	4-Lane Major	34,100	4,610	0.135	Acceptable

Notes:
Bold values indicate roadway segments operating at Potentially Exceeds Capacity.
(a) Existing roads street classification is based on County of Riverside, City of Riverside, and City of Moreno Valley roadway classifications.
(b) Average Daily Traffic (ADT) volumes for the roadway segments were provided by National Data & Surveying Services and measured in June 2008.
(c) The v/c Ratio is calculated by dividing the ADT volume by each respective roadway segment's capacity.

Table IV.B-8 displays the freeway mainline analysis under existing conditions. As shown in the table, each of the four segments is characterized by LOS F conditions under existing traffic conditions.

TABLE IV.B-8: EXISTING CONDITIONS FREEWAY MAINLINE LEVEL OF SERVICE SUMMARY					
MAINLINE SEGMENT	**ROADWAY CLASSIFICATION (a)**	**LOS E CAPACITY**	**ADT (b)**	**V/C RATIO (c)**	**LOS**
Interstate 215					
North of Alessandro Blvd	6-Lane Freeway	117,500	124,000	1.055	**F**
Alessandro Blvd to Cactus Ave	6-Lane Freeway	117,500	126,000	1.072	**F**

TABLE IV.B-8: EXISTING CONDITIONS FREEWAY MAINLINE LEVEL OF SERVICE SUMMARY					
MAINLINE SEGMENT	**ROADWAY CLASSIFICATION (a)**	**LOS E CAPACITY**	**ADT (b)**	**V/C RATIO (c)**	**LOS**
Cactus Ave to Van Buren Blvd	6-Lane Freeway	117,500	120,000	1.021	**F**
South of Van Buren Blvd	6-Lane Freeway	117,500	124,000	1.055	**F**

Notes:

Bold values indicate roadway segments operating at LOS E or F.

(a) Existing roads street classification is based on field observations.

(b) Average Daily Traffic (ADT) volumes for the roadway segments were provided by Caltrans and measured in 2008.

(c) The v/c Ratio is calculated by dividing the ADT volume by each respective roadway segment's capacity.

Regulatory Setting

Regional

Southern California Association of Governments

Southern California Association of Government's (SCAG's) RTP focuses on improving the balance between land use and current, as well as future transportation systems. SCAG develops, maintains, and updates the RTP on a four-year cycle. Two non-motorized transportation policies that are applicable to the proposed project are:

Policy 2: Increase accommodation and planning for bicyclists and pedestrians. The needs of non-motorized travel (including pedestrian, bicyclists and persons with disabilities) need to be fully considered for all transportation planning projects.

Policy 3: Increase bicycle and pedestrian use in the SCAG Region as an alternative to utilitarian vehicle trips. Create and maintain an atmosphere conducive to non-motorized transportation, including well-maintained bicycle and pedestrian facilities, easy access to transit facilities, and increasing safety and security. While pedestrian sidewalks are fairly well established in most areas, it is estimated that there are only 3,218 miles of dedicated bicycle facilities in the region, with an additional 3,170 miles planned.

As discussed in Chapter V of the Meridian Specific Plan Amendment, the proposed Project would accommodate a network of pedestrian and bicycle routes within the North Campus.

Western Riverside Council of Governments (WRCOG)

- Good Neighbor Guidelines

The Regional Air Quality Task Force of the WRCOG has developed Good Neighbor Guidelines for Siting New and/or Modified Warehouse/Distribution Facilities to provide local governments with specific strategies that can be considered and implemented to minimize potential diesel emissions from new warehouse and distribution centers, as well as to educate existing warehouse

and distribution centers about strategies that can be implemented to minimize potential diesel emission impacts from their operations.

Measures that are applicable to traffic and transportation include:

- Prohibiting diesel trucks from unnecessarily traversing through residential neighborhoods;
- Eliminating trucks from using residential areas and repairing vehicles on the streets

Consistent with WRCOG's guidelines with respect to the routing of truck traffic, the proposed Project is subject to the truck routing pattern described in Figure V-6 of the Meridian Specific Plan Amendment, and is also subject to the signage and turn movement prohibitions described in March JPA Ordinance #JPA 09-01. These measures prohibit truck traffic on residential streets.

- Transportation Uniform Mitigation Fee (TUMF) Program

Implemented in 2003, the Transportation Uniform Mitigation Fee (TUMF) is a development impact fee program administered by WRCOG. The TUMF Program is intended to provide significant additional funds from new development to make improvements to the Regional System of Highways and Arterials (RSHA). The funds are intended to complement funds generated by Measure A and the Reauthorized Measure A, local transportation fee programs, and other potential funding sources. By establishing a fee on new development within western Riverside County, local agencies such as the JPA can establish a mechanism by which developers will effectively contribute their "fair share" toward sustaining the regional transportation system. Under the TUMF, western Riverside County is divided into five zones. The proposed Project's study area is located within the Northwest TUMF zone, which is located to the west of I-215.

Local

Riverside County General Plan Circulation Element

The Riverside County General Plan Circulation Element provides information about the transportation needs of the County, and state objectives and policies to meet those needs. The Circulation Element also includes acceptable LOS for the County of Riverside. Currently, Riverside County deems LOS C or higher the acceptable LOS for intersections and roadway segments, but would accept LOS D in Community Development areas. The project is not in an established community development area. The following policies from the Circulation Element pertain to the proposed Project:

Policy C 2.1: Maintain the following countywide target Levels of Service:

- LOS C along all County maintained roads and conventional state highways. As an exception, LOS D may be allowed in community development areas, only at intersections of any combination of Secondary highways, major highways, urban expressways, conventional state highways or freeway ramp intersections.
- LOS E may be allowed in designated community centers to the extent that it would support transit-oriented development and walkable communities.

Policy C 2.2: Apply LOS standards to new development via a program establishing traffic study guidelines to evaluate traffic impacts and identify appropriate mitigation measures for new development.

Policy C 2.3: Traffic studies prepared for development entitlements (tracts, plot plans, public use permits, conditional use permits, etc.) shall identify project related traffic impacts and determine the "significance" of such impacts in compliance with CEQA.

Policy C 2.4: The direct project related traffic impacts of new development proposals shall be mitigated via conditions of approval requiring the construction of any improvements identified as necessary to meet LOS standards.

Policy C 2.5: The cumulative and indirect traffic impacts of development may be mitigated through the payment of various impact mitigation fees such as County Development Impact Fees, Road and Bridge Benefit District Fees, and Transportation Uniform Mitigation Fees to the extent that these programs provide funding for the improvement of facilities impacted by development.

Policy C 3.6: Require private developers to be primarily responsible for the improvement of streets and highways service access to developing commercial, industrial, and residential areas. These may include road construction or widening, installation of turning lanes and traffic signals, and the improvement of any drainage facility or other auxiliary facility necessary for the safe and efficient movement of traffic or the protection of road facilities.

City of Riverside General Plan Circulation and Community Mobility Element

The City of Riverside defines LOS D as the minimum LOS for most roadways within its jurisdiction, but would accept LOS E at peak hours or on a case-by-case basis. Below are objectives and policies from the City of Riverside General Plan that are applicable to the proposed Project:

Objective CCM-2: Build and maintain a transportation system that combines a mix of transportation modes and transportation system management techniques, and that is designed to meet the needs of Riverside's residents and businesses, while minimizing the transportation system's impacts on air quality, the environment and adjacent development.

Policy CCM-2.3: Maintain LOS D or better on Arterial Streets wherever possible. At key locations, such as City Arterials that are used by regional freeway bypass traffic and at heavily traveled freeway interchanges, allow LOS E at peak hours as the acceptable standard on a case-by-case basis.

Policy CCM-2.4: Minimize the occurrence of streets operating at LOS F by building out the planned street network and by integrating land use and transportation in accordance with the General Plan principles.

Objective CCM-5: Cooperate in the implementation of regional and inter-jurisdictional transportation plans and improvements to the regional transportation system.

Policy CCM-5.7 Work with Riverside County and as a member of the March Joint Powers Authority to ensure adequate circulation within the JPA jurisdictional area and around Riverside National Cemetery.

Objective CCM-12: Facilitate goods movement as a means of economic expansion, while protecting residents and visitors from the negative effects typically associated with truck operations and rail service.

Policy CCM-12.1: Discourage the use of public streets for heavy freight loading and unloading.

Policy CCM-12.2: Ensure that new development projects provide adequate truck loading and unloading facilities.

City of Moreno Valley General Plan Circulation Element

The City of Moreno Valley defines LOS C as its minimum LOS for most roadways within its jurisdiction, but would accept LOS D in the vicinity of State Route 60 (SR 60) and high employment centers. Below are objectives and policies from the City of Moreno Valley General Plan that are applicable to the proposed Project:

Goal CE 5.2: Maintain safe and adequate pedestrian, bicycle, and public transportation systems to provide alternatives to single occupant vehicular travel and to support planned land uses.

Objective 5.3: Maintain LOS C on roadway links, wherever possible, and LOS D in the vicinity of SR 60 and high employment centers.

Policy 5.3.5: Ensure that new development pays a fair share of costs to provide local and regional transportation improvements and to mitigate cumulative traffic impacts. For this purpose, require new developments to participate in Transportation Uniform Mitigation Fee Program (TUMF), the Development Impact Fee Program (DIF) and any other applicable transportation fee programs and benefit assessment districts.

Policy 5.3.6: Where new developments would increase traffic flows beyond the LOS C (or LOS D, where applicable), require appropriate and feasible mitigation measures as a condition of approval. Such measures may include extra right-of-way and improvements to accommodate left-turn and right-turn lanes at intersections, or other improvements.

Policy 5.3.7: Provide consideration to projects that have overriding regional or local benefits that would be desirable even though the LOS standards cannot be met. These projects would be required to analyze traffic impacts and mitigate such impacts to the extent that it is deemed feasible.

Objective 5.4: Maximize efficiency of the regional circulation system through close coordination with state and regional agencies and implementation of

regional transportation policies.

Policy 5.4.8: Reserve rights-of-way to accomplish future improvements as specified in the Caltrans District 8 Route Concept Fact Sheet for SR-60. Specifically, SR-60 shall be built to six general purpose lanes and two High Occupancy Vehicle (HOV) lanes through Moreno Valley. Additional auxiliary lanes may be required between interchanges. The need for auxiliary lanes will be determined from future studies.

Objective 5.6: Support development of a ground access system to March Inland Port in accordance with its development plan as a major cargo airport.

Policy 5.6.1: Ensure that City arterials that provide access to and from March Inland Port are properly designed to accommodate projected traffic volumes, including truck traffic.

Policy 5.6.2: Ensure that traffic routes to March Inland Port are planned to minimize impacts to City residential communities.

March JPA General Plan

As adopted in 2003, the March JPA General Plan consists of six elements, including the Transportation Element. The Transportation Element is "one of the most critical elements because it presents the plan for the overall transportation system in the planning area and its association to the sub-region." The Transportation Element identifies six major issues of importance that consist of circulation/roadways; establishment of civilian aviation; establishment of an employment center; alternative transportation modes; and development of a multimodal transportation center that would connect all modes of transportation, including commuter rail, express bus, local bus, and an area shuttle system. The Transportation Element also addresses truck routes, bikeways, and pedestrian access. In general, the goals and policies of the Transportation Element are provided at a regional level, and consist of regional (macro-level) goals that look at regional traffic and transit improvements. Policies that may be relevant to the proposed Project include:

Policy 2.1: March JPA shall balance the need for free traffic flow with economic realities and environmental and aesthetic consideration, such that transportation facilities are capable of normal patterns and volume, with tolerance of peak and high level usage with minimal disruption, delays or impacts.

Policy 2.2: Traffic volumes and facility usage shall be monitored periodically by March JPA to assure that development, use patterns and volumes, and planned and improved facilities are adequate. Methods of monitoring should be consistent with the general plan's associated environmental document (Master EIR), which requires re-certification no less than every five year period.

Policy 3.5: Driveway entrances onto surrounding arterial highways, major and minor arterials streets should be restricted when practical, and through traffic on interior streets should be minimized.

Policy 3.6: Establish a coordinated signalized arterial street system that will provide an acceptable level of service during peak hours under build-out conditions.

Policy 4.3: Arterial roads should carry both local and through traffic and be planned and improved to maintain a Level of Service "D" or better with limiting circumstances of Level of Service "E" to occur.

Policy 4.4: Through traffic planning, measures should be implemented to alleviate direct impacts to adjoining jurisdictions which decrease roadway function Level of Service below the jurisdiction's adopted acceptable Level of Service, as appropriate.

Policy 4.5: Require the dedication and improvement of arterial roadways prior to the issuance of certificates of occupancy.

Policy 7.2: Require major employers to prepare Transportation Management Plans with provisions for carpooling and vanpooling, flexible work hours or other techniques.

Policy 11.1: Provide for adequate parking facilities for all uses.

Policy 11.4: Require new development to provide adequate off-street parking based on expected parking needs.

Policy 15.1: Require that all development comply with the requirements of the state and federal law for the disabled. Requirements may include ramps at street corners, access to public buildings, traffic signal timing and the like.

March Business Center Specific Plan

Adopted in 2003, the Specific Plan provides the traffic circulation plan for the Specific Plan area, and includes street sizing and landscaping standards, as well as provisions for traffic monitoring. The Specific Plan also includes a requirement that each employer to submit a Traffic Demand Management (TDM) plan to March JPA that addresses concerns such as designation of a TDM coordinator; provision of space for rideshare information; preferential parking for carpools; identification of bus routes and bicycle facilities in the vicinity; the provision of flexible working hours and/or a telecommuting program (to the extent feasible); bicycle storage facilities; and showers and locker rooms (optional). Although the Specific Plan does not include a section that specifically identified goals and objectives, it does include an analysis of its consistency with goals of the March JPA General Plan. In particular, in reference to transportation, the Specific Plan states the following in its consistency analysis:

- Site plans for individual buildings shall be reviewed to ensure that pedestrian, bicycle and transit access is facilitated. A bicycle and pedestrian circulation network is provided.
- Transportation Demand Management (TDM) strategies will be implemented to shift trips outside the standard commuting hours and/or to non-"drive alone" modes of travel. This is accomplished through various employer-initiated measures, such as flexible working hours, encouragement of carpooling, and facilitating access for non-motorized (i.e., bicycling or walking) modes of travel.

- The March Business Center would improve jobs/housing balance in western Riverside County by providing a large employment center in an area that is largely residential. This will provide an opportunity for residents to work locally, rather than commute to Los Angeles or Orange Counties. Jobs/housing balance will help reduce vehicle miles of travel.
- The Specific Plan provides parking ratios that will limit the potential for parking spillover.

Thresholds for Determining Significance

According to CEQA Appendix G, a project would have a significant impact on Transportation/Traffic if the project would:

a) Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in an increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections);

b) Exceed, either individually or cumulatively, a LOS standard 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) Result in inadequate parking capacity; or

g) Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks).

Mitigation From 2003 Focused EIR

The following mitigation measures were identified in the 2003 Focused EIR:

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

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

B-3 March Business Center traffic volumes shall be monitored periodically to assure that the transportation infrastructure provides sufficient capacity to serve Project volumes. Traffic monitoring shall occur at a minimum of five-year intervals.

B-4 The Project shall provide a site that can accommodate the future construction of a multi-modal transportation center by RCTC in the North Campus, north of Cactus Avenue and

south of Alessandro Boulevard. CEQA analysis of the environmental impacts of the transportation center will be required once a proposal is brought forward by RCTC.

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

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

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

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

B-9 The March JPA shall collaborate with adjacent jurisdictions and agencies to facilitate improvements addressing the existing deficiency at the I-215/Van Buren Boulevard interchange.

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

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

B-12 Signage shall be provided at the Van Buren Boulevard intersections with Coyote Bush Road and Orange Terrace to discourage truck traffic on residential streets in the Orangecrest Development. Furthermore, the March JPA, as a responsible party, shall encourage the City of Riverside and Riverside County to review and consider appropriate legislation to eliminate or curtail truck traffic, exempting local deliveries, on Alessandro Boulevard and Van Buren Boulevard west of the March Business Center Development.

The figures from the 2003 Focus EIR referenced in Mitigation Measure B-2 above are reproduced in Section V of the proposed Meridian Specific Plan Amendment.

Environmental Impacts

Performance Standards and Traffic Impact Significance Criteria

To determine whether the proposed Project has either direct or cumulative traffic impacts, the following significance determinations were applied. At intersections, the Measurement of Effectiveness (MOE) are LOS and increases in average intersection delay. On roadways segments, the MOEs are based on LOS and volume-to-capacity (v/c) ratio. At freeways, the MOEs are based on LOS and density. These criteria are based on guidance provided in the County of Riverside Traffic Impact Study Guidelines (2008), the City of Moreno Valley Traffic Impact Analysis Preparation Guide (2007), the City of Riverside Traffic Impact Analysis Preparation Guide (2009), and Caltrans' Guide for the Preparation of Traffic Impact Studies

(2002). The three local jurisdictions have similar guidelines. The significance criteria for various types of facilities are described below:

1. Intersections
    a. For intersections within the JPA, City of Riverside and City of Moreno Valley, a direct project impact would occur when the addition of proposed Project traffic to existing traffic causes an intersection to drop from acceptable conditions (LOS A thru D) to unacceptable conditions (LOS E or F). In accordance with the Riverside County General Plan, the following locations within the unincorporated area of Riverside County (intersections 31 through 36) were evaluated with a minimum performance standard of LOS C; a drop to LOS D, E or F from LOS C or better conditions indicates a significant traffic impact at these locations.
    b. A direct project impact would also occur when the addition of Project traffic to existing traffic results in more than two (2) seconds of average delay to an intersection that is already operating at unacceptable conditions (LOS E or F).
    c. A cumulative traffic impact would occur at intersections operating at unacceptable conditions (LOS E or F) for the Existing Plus Project Plus Cumulative or Future Year Plus Project conditions.

These criteria are applicable to intersections in the City of Moreno Valley, Caltrans and Riverside County[13]. For intersections located within City of Riverside, there is a slight variation on the significance criteria. A significant impact occurs at a study intersection when the addition of Project generated trips would cause peak hour delay to increase as follows:

- LOS A/B = By 10.0 seconds
- LOS C = 8.0 seconds
- LOS D = 5.0 seconds
- LOS E = 2.0 seconds
- LOS F = 1.0 seconds

2. Roadway Segments (applied to all jurisdictions)
    a. A direct project impact would occur when the addition of Project traffic to existing traffic causes the roadway to drop from *acceptable* or *approaching capacity* conditions to *potentially exceeds capacity* conditions, and when an intersection along that segment operates at an unacceptable LOS.
    b. A direct project impact would also occur when the addition of Project traffic to existing traffic results in a v/c ratio increase of more than 0.02 at a roadway segment operating at *potentially exceeds capacity* conditions, and when an intersection along that segment operates at an unacceptable LOS.
    c. A cumulative traffic impact would occur at roadways operating at *potentially exceeds capacity* conditions for the Existing Plus Project Plus Cumulative or Future Year Plus Project conditions, and when an intersection along that segment operates at an unacceptable LOS.

3. Freeways

None of the three traffic study guidelines reviewed (i.e., City of Riverside, County of Riverside, or City of Moreno Valley) provide specific performance standards or significance criteria for freeway segments. Because freeway segment analysis in the traffic technical study evaluated on

[13] Caltrans suggests a target LOS at the transition between LOS C and LOS D. LOS D is used to be consistent with the performance standards of neighboring jurisdictions and the Traffic Operational Analysis for the I-215/Van Buren Boulevard Interchange (KHA, Februrary 2008)

an ADT basis, similar to roadway segments, the following significance criteria was incorporated into the freeway segment analysis:

a. A direct project impact would occur when the addition of proposed Project traffic to existing traffic causes the freeway segment to drop from LOS D or better conditions to LOS E or F.
b. A direct project impact would also occur when the addition of proposed Project traffic to existing traffic results in a v/c ratio increase of more than 0.02 at a freeway segment operating at LOS E or LOS F.
c. A cumulative traffic impact would occur at roadways operating at LOS E or F conditions for the Existing Plus Project Plus Cumulative or Future Year Plus Project conditions.

Future Traffic Volumes

Project Trip Generation

The approved March Business Center Specific Plan has an external trip allocation for the build-out of the North Campus and South Campus. This traffic generation is 74,878 ADT. The impacts of the proposed Project are determined based on the external traffic generation in excess of the external traffic generation established in the approved March Business Center Specific Plan. Trip generation rates published by the Institute of Transportation Engineers (ITE), Trip Generation Manual 8th Edition (ITE, 2008), were applied to the lots within the North Campus included in the proposed Project. The North Campus would include a mixture of retail uses that would capture a portion of the total trips (e.g., lunch, errands, etc.) associated with the proposed Project. To account for trips occurring within the proposed Project area, an "internal capture" rate of 13% was used, based on internal capture computations made using the ITE Trip Generation Handbook (ITE, 2004) techniques. After applying the internal capture rate, the total number of external trips generated by the March Business Center Specific Plan with addition of the proposed Project is estimated to be 94,556 daily trips. This would result in a net daily increase (i.e., the proposed Project traffic generation) of 19,678 daily trips. The peak-hour trip generation results in 1,388 net Project related trips in the morning peak (618 in, 770 out) and 1,127 new trips in the afternoon peak (437 in, 690 out). As discussed above, the morning peak reflects the continuous 60-minute period having the highest traffic volumes between 7:00 am and 9:00 am (am peak) and between 4:00 pm and 6:00 pm (pm peak). The remaining trips are distributed throughout the remainder of the 24-hour period.

Truck trip rates published by the Institute of Transportation Engineers (ITE), Trip Generation Handbook 2nd Edition (ITE, 2004), and the City of Fontana, Truck Trip Generation Study (CF, 2003), were used to calculate proposed Project-related truck traffic. The total truck traffic generated in the North Campus by the SPA (Project traffic) is 3,547 daily truck trips. The approved March Business Center Specific Plan had a truck trip generation of 3,465 daily truck trips in the North Campus, resulting in a daily truck trips total of 7,012 daily truck trips. The truck trips were classified by the number of axles and a passenger car equivalent (PCE) factor was applied to each classification to give the corresponding number of passenger cars that would be generated by the truck traffic. Trucks with two and three axles were assigned a PCE of 2.0 and trucks with four or more axles were assigned a PCE of 3.0. It was assumed that commercial, mixed use, office, and business park land uses did not have a separate truck trip generation due to the low number of trucks that would use these land uses. To factor in trucks coming to and from these uses (i.e. delivery trucks), a 2% heavy vehicle factor was used in analyses. Further, no internal capture was taken for truck trips. The resulting number of PCE trips associated with trucks generated by the proposed Project is 9,079 daily trips with 555 in the morning peak (249 in, 306 out) and 270 in the afternoon peak (126 in, 144 out). **Table IV.B-9** summarizes the trip generation calculations for the Project.

TABLE IV.B-9: MERIDIAN SPA TRIP GENERATION SUMMARY NORTH CAMPUS - TOTAL TRIPS (TRUCKS AND PASSENGER CARS)

LAND USE	AVERAGE DAILY TRAFFIC	AM PEAK HOUR			PM PEAK HOUR		
		IN	OUT	TOTAL	IN	OUT	TOTAL
Approved Specific Plan North Campus[1]							
Total External Trips	44,966	3,882	1,016	4,898	1,276	3,865	5,141
External Passenger Car Trips	41,501	3,794	903	4,697	1,187	3,790	4,977
External Truck Trips	3,465	88	113	201	89	75	164
External Truck Trips as PCEs	8,881	224	287	511	226	193	420
Approved and Occupied North Campus Lots[2]							
Total External Trips	14,471	881	277	1,158	218	1,046	1,264
External Passenger Car Trips	11,537	819	200	1,019	166	989	1,155
External Truck Trips	2,934	62	76	139	52	58	110
External Truck Trips as PCEs	7,596	161	196	357	134	149	284
Remaining Approved and Unoccupied North Campus Lots[3]							
Total External Trips	30,495	3,001	739	3,740	1,058	2,819	3,877
External Passenger Car Trips	29,964	2,975	703	3,678	1,021	2,801	3,822
External Truck Trips	531	26	37	62	37	17	54
External Truck Trips as PCEs	1,284	64	90	154	92	44	136
Proposed North Campus with SPA[4]							
Total External Trips	64,644	4,500	1,786	6,286	1,713	4,555	6,268
External Passenger Car Trips	57,632	4,314	1,553	5,866	1,575	4,423	5,998
External Truck Trips	7,012	186	233	419	138	131	269
External Truck Trips as PCEs	17,972	474	593	1,066	352	338	690
Proposed SPA Increase[5]							
Total External Trips	19,678	618	770	1,388	437	690	1,127
External Passenger Car Trips	16,131	520	650	1,169	388	634	1,021
External Truck Trips	3,547	98	121	218	49	56	105
External Truck Trips as PCEs	9,079	249	306	555	126	144	270

Note:

[1] Taken from the March Business Center *Traffic Circulation and Phasing Study* (2003), Table II-2.

[2] Provided by March Joint Powers Authority.

[3] The difference between the approved Specific Plan threshold and the Approved and Occupied lots trip generation values.

[4] Based on the SPA proposed land uses for the North Campus, including lots unchanged by the SPA.

[5] The increase in trips from the proposed SPA land uses above the approved Specific Plan threshold.

The prospective industrial user of Lot 16 indicated that traffic generation information used for this element of the proposed Project may overestimate the amount of traffic his business will generate. The traffic study assumed a warehouse use, using the Trip Generation Manual 8th Edition (ITE, 2008) rate for this use, and assumed a Floor Area Ratio (FAR) of 0.45. The more conservative analysis in this traffic analysis using ITE guidance for Lot 16 is 3,154 daily trips, including 266 a.m. peak hour trips and 284 p.m. peak hour trips.

- Traffic Generation Budget

As discussed in Chapter III, traffic associated with the proposed Project would be managed using a system of Planning Areas and Planning Regions (see Figure III-4**).** Each Planning Area is allocated a traffic generation "budget" based on land uses. The combined Planning Area budget equals the additional traffic generation of the proposed Project (e.g., 19,678 daily external trips) plus the original 2003 Focused EIR traffic budgeted for the 257.7-acre Project area. As shown in Appendix C of the Specific Plan Amendment, the total combined external traffic budget is 45,419 daily trips and 3,890 daily truck trips. As part of a complete development application, the JPA would calculate trip generation for both passenger cars and trucks using approved trip generation rates. Once approved by the JPA, a running total would be kept for each of the Planning Areas as applications are reviewed. Additional environmental review would be necessary if cumulative development in the Project area exceeds this traffic generation budget. The number of trips that can be reallocated cannot exceed 3 percent of the total trips approved for any Planning Area. The reallocation of trips would comply with the traffic generation monitoring table that is contained in Appendix D of this SEIR.

Trip Distribution and Assignment

The distribution of Project traffic was developed based on a series of forecasts using the Moreno Valley Traffic Model. The following list summarizes the general trip distribution assumed to and from the proposed Project area:

- 31 percent to/from the north
- 25 percent to/from the south
- 33 percent to/from the west
- 11 percent to/from the east

The trips assigned to the roadway network are the incremental difference between external traffic generation associated with the proposed Project and the external trip generation of the approved March Business Center Specific Plan. Truck trips were assigned to the network based on the truck routing patterns contained in the approved March Business Center Specific Plan. The distribution of Project-related truck trips on this pattern is presented in **Figure IV.B-3.** Because the March Business Center Specific Plan area is served by three I-215 freeway interchanges (i.e., Alessandro Boulevard, Cactus Avenue and Van Buren Boulevard) it is anticipated that trucks would adhere to these routes. However, to provide a conservative analysis, two percent of truck traffic was assigned to and from the west via Alessandro Boulevard and Van Buren Boulevard.

Cumulative Projects

The March JPA and neighboring jurisdictions provided cumulative information for projects in the vicinity of the proposed Project. Twenty three projects were identified and included in the cumulative traffic analysis. **Figure IV.B-4** presents the location of these projects. The 23 cumulative projects are estimated to generate a total of 173,554 daily trips including 17,811 (13,531 in, 4,280 out) a.m. peak-hour trips and 19,095 (5,662 in, 13,434 out) p.m. peak-hour

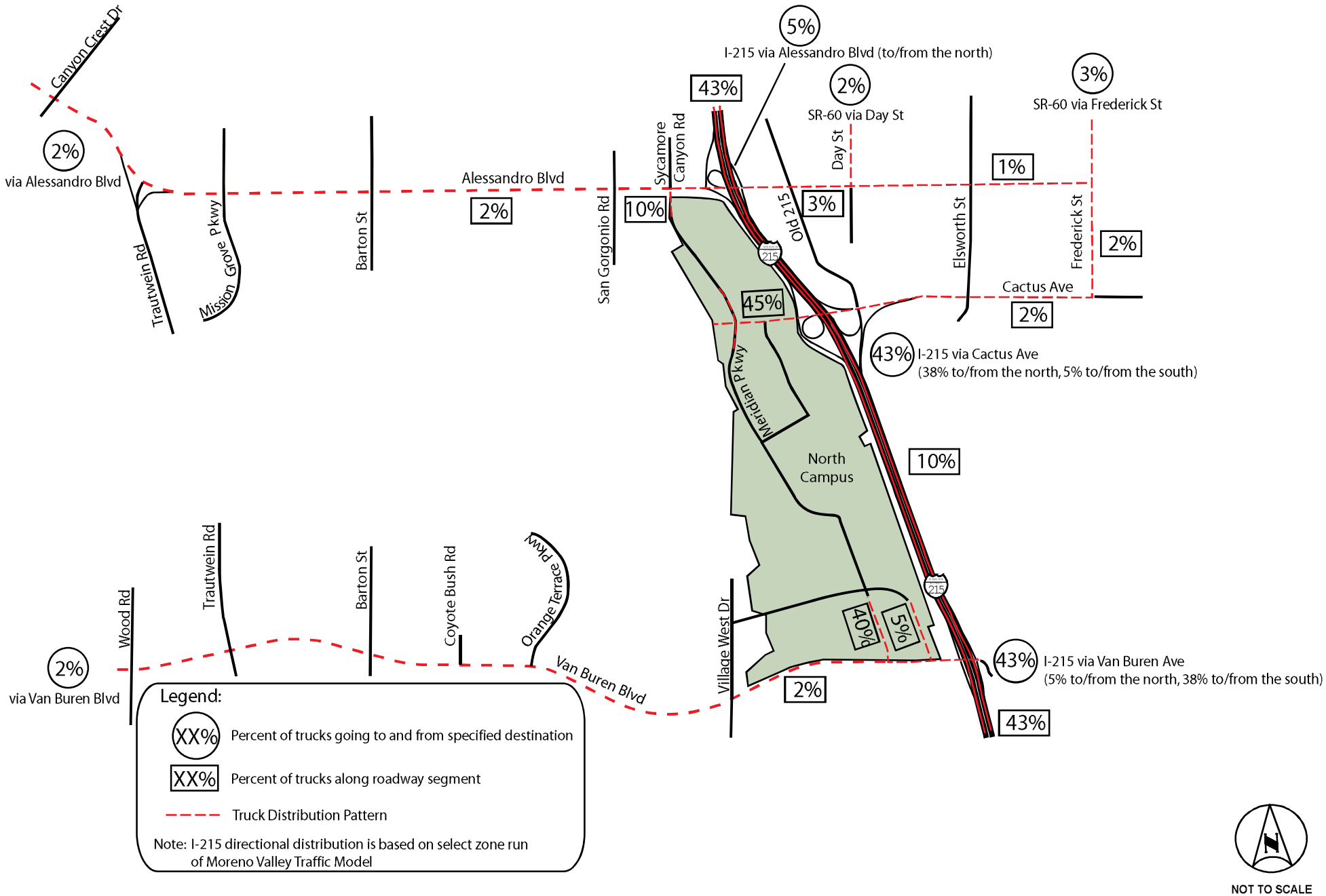

FIGURE IV.B-3

North Campus Truck Routes and Distribution

K:\Meridian\Subsequent EIR files\Cumulative Project Location Map-4 traffic.dwg 12-16-09-11:28 AM

Kimley-Horn and Associates, Inc.

Figure IV.B-4

Location of Cumulative Projects

trips. Traffic generated by each of the cumulative projects was distributed through the study area based on the location of each project, the traffic impact analyses prepared for the projects and/or in consultation with the City of Riverside.

In addition to cumulative projects outside of the Meridian project boundaries, there are approved March Business Center Specific Plan lots that are not fully occupied. Because existing conditions include only the Meridian project traffic for parcels that have been built and occupied, trips from unoccupied parcels were assigned to the traffic network based on the same distribution as the proposed Project distribution. In addition, the cumulative project list includes traffic from the Meridian South Campus.

Future Year Traffic Volumes

Long-term future traffic volumes on roadway segments and intersections were obtained from the Moreno Valley Traffic Model and modified to reflect proposed Project land uses. The model included full build-out of the approved Project, the March Business Center South Campus and the adjacent Future Development Area as cumulative projects. The traffic model reflects full buildout of all land uses in accordance with the City of Moreno Valley General Plan, and other areas encompassed by the model, including portions of the City of Moreno Valley, the City of Riverside, the City of Perris and unincorporated portions of Riverside County. Additionally, the model incorporated an additional 48,000 trips from the March Business Center Specific Plan North Campus in anticipation of the proposed Project. Since the proposed Project actually only generates 19,678 additional trips, the model volumes were reduced accordingly, to reflect the change in additional traffic generated by the proposed Project.

Threshold IV.B-1: Would the proposed project cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in an increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections) and/or exceed, either individually or cumulatively, a LOS standard established by the county congestion management agency for designated roads or highways?

Analysis from the 2003 Focused EIR: The 2003 Focused FEIR concluded that the March Business Center Specific Plan would have significant cumulative impacts with respect to this impact threshold. Proposed mitigation measures were found to reduce impacts to a less than significant level.

Proposed Changes to the North Campus of the Specific Plan: The proposed Project would result in a net traffic generation increase of 19,678 daily trips, as compared to the approved March Business Center Specific Plan. This increase in traffic generation is attributable both to changes in the allocation of land uses within the study area and updated trip generation information for both passenger cars and trucks. The transportation and traffic implications of the proposed Project are described in the paragraphs below.

Existing Plus Project Traffic Analysis (Direct Project Impacts)

Table IV.B-10 displays the LOS analysis results for the study intersections under the Existing Plus Project conditions, including an identification of significant direct Project impacts. It should be noted that the improvements at the Cactus Avenue/I-215 southbound on/off ramps associated with Phase I of the previously adopted March Business Center Specific Plan have received an encroachment permit from Caltrans and construction is scheduled to begin in the Spring of 2010. These improvements were assumed to be in place under Existing Plus Project conditions. In

TABLE IV.B-10: EXISTING PLUS PROJECT CONDITIONS PEAK-HOUR INTERSECTION LEVEL OF SERVICE SUMMARY

INTERSECTION		PEAK HOUR	EXISTING DELAY (a)	EXISTING LOS (b)	EXISTING PLUS PROJECT DELAY (a)	EXISTING PLUS PROJECT LOS (b)	Δ(c)	SIGNIFICANT?
1	Alessandro Blvd & Canyon Crest Dr	AM	14.3	B	14.4	B	0.1	NO
		PM	24.8	C	25.5	C	0.7	NO
2	Alessandro Blvd & Trautwein Rd	AM	15.3	B	15.5	B	0.2	NO
		PM	17.9	B	18.2	B	0.3	NO
3	Alessandro Blvd & Mission Grove Pkwy	AM	17.7	B	17.8	B	0.1	NO
		PM	22.1	C	22.3	C	0.2	NO
4	Alessandro Blvd & Barton St	AM	11.0	B	11.0	B	0.0	NO
		PM	23.2	C	23.5	C	0.3	NO
5	Alessandro Blvd & San Gorgonio Rd	AM	14.1	B	14.3	B	0.2	NO
		PM	13.6	B	14.2	B	0.6	NO
6	Alessandro Blvd & Meridian Pkwy	AM	15.6	B	18.5	B	2.9	NO
		PM	12.5	B	18.5	B	6.0	NO
7	Alessandro Blvd & SB-215 Off	AM	10.5	B	10.6	B	0.1	NO
		PM	9.5	A	9.5	A	0.0	NO
8	Alessandro Blvd & NB-215 On	AM	21.6	C	24.1	C	2.5	NO
		PM	16.6	B	18.0	B	1.4	NO
9	Alessandro Blvd & Old 215	AM	20.6	C	20.9	C	0.3	NO
		PM	14.3	B	14.4	B	0.1	NO
10	Alessandro Blvd & Day St	AM	20.5	C	21.5	C	1.0	NO
		PM	10.2	B	22.5	C	12.3	NO
11	Alessandro Blvd & Elsworth St	AM	19.1	B	19.8	B	0.7	NO
		PM	20.5	C	20.9	C	0.4	NO
12	Cactus Ave & Meridian Pkwy	AM	8.2	A	13.8	B	5.6	NO
		PM	8.0	A	12.0	B	4.0	NO
13	Cactus Ave & SB-215 Off (d)	AM	17.5	B	14.1	B	-3.4	NO
		PM	50.3	D	20.4	C	-29.9	NO
14	Cactus Ave & Old 215	AM	52.5	D	54.1	D	1.6	NO
		PM	27.5	C	28.9	C	1.4	NO
15	Cactus Ave & Elsworth St	AM	21.9	C	22.2	C	0.3	NO
		PM	34.2	C	34.9	D	0.7	NO
16	Cactus Ave & Frederick St	AM	11.6	B	12.0	B	0.4	NO
		PM	10.0	B	10.2	B	0.2	NO
17	Cactus Ave & Graham St	AM	17.5	B	17.6	B	0.1	NO
		PM	17.8	B	17.7	B	-0.1	NO
18	Mission Grove Pkwy & Trautwein Rd	AM	15.8	B	15.9	B	0.1	NO
		PM	19.1	B	20.4	C	1.3	NO

TABLE IV.B-10: EXISTING PLUS PROJECT CONDITIONS PEAK-HOUR INTERSECTION LEVEL OF SERVICE SUMMARY

INTERSECTION		PEAK HOUR	EXISTING DELAY (a)	EXISTING LOS (b)	EXISTING PLUS PROJECT DELAY (a)	EXISTING PLUS PROJECT LOS (b)	Δ(c)	SIGNIFICANT?
19	John F Kennedy Dr & Trautwein Rd	AM	16.0	B	16.2	B	0.2	NO
		PM	15.2	B	15.2	B	0.0	NO
20	Orange Terrace Pkwy & Trautwein Rd	AM	17.7	B	17.7	B	0.0	NO
		PM	20.6	C	20.7	C	0.1	NO
21	Van Buren Blvd & Wood Rd	AM	56.6	**E**	58.1	**E**	1.5	NO
		PM	26.1	C	26.9	C	0.8	NO
22	Van Buren Blvd & Trautwein Rd	AM	53.1	D	53.8	D	0.7	NO
		PM	38.2	D	39.7	D	1.5	NO
23	Van Buren Blvd & Barton St	AM	83.1	**F**	93.3	**F**	10.2	**YES**
		PM	45.9	D	49.3	D	3.4	NO
24	Van Buren Blvd & Coyote Bush Rd	AM	13.6	B	14.0	B	0.4	NO
		PM	9.0	A	9.6	A	0.6	NO
25	Van Buren Blvd & Orange Terrace Pkwy	AM	20.8	C	22.7	C	1.9	NO
		PM	20.4	C	21.5	C	1.1	NO
26	Van Buren Blvd & Village West Dr	AM	18.0	B	20.5	C	2.5	NO
		PM	16.3	B	18.8	B	2.5	NO
27	Van Buren Blvd & Meridian Pkwy	AM	7.1	A	12.4	B	5.3	NO
		PM	7.6	A	11.2	B	3.6	NO
28	Van Buren Blvd & Opportunity Way	AM	Intersection does not exist under this scenario.		9.0	A	-	NO
		PM			9.1	A	-	NO
29	Van Buren Blvd & SB-215 Off	AM	ECL	**F**	ECL	**F**	-	**YES**
		PM	157.2	**F**	ECL	**F**	-	**YES**
30	Van Buren Blvd & NB-215 On	AM	88.8	**F**	128.5	**F**	39.7	**YES**
		PM	46.9	D	53.7	D	6.8	NO
31	Krameria Ave & Wood Rd	AM	13.8	B	14.1	B	0.3	NO
		PM	10.0	B	10.0	B	0.0	NO
32	Mariposa Ave & Wood Rd	AM	9.6	A	10.0	B	0.4	NO
		PM	12.8	B	13.7	B	0.9	NO
33	Nandina Ave & Wood Rd	AM	10.6	B	11.3	B	0.7	NO
		PM	12.5	B	13.1	B	0.6	NO
34	Krameria Ave & Barton St	AM	12.1	B	12.6	B	0.5	NO
		PM	13.3	B	13.8	B	0.5	NO
35	Lurin Ave & Barton St	AM	10.2	B	10.4	B	0.2	NO
		PM	11.1	B	11.4	B	0.3	NO

TABLE IV.B-10: EXISTING PLUS PROJECT CONDITIONS PEAK-HOUR INTERSECTION LEVEL OF SERVICE SUMMARY

INTERSECTION		PEAK HOUR	EXISTING		EXISTING PLUS PROJECT			
			DELAY (a)	LOS (b)	DELAY (a)	LOS (b)	Δ(c)	SIGNIFICANT?
36	Nandina Ave & Barton St	AM	7.5	A	7.6	A	0.1	NO
		PM	9.4	A	9.6	A	0.2	NO
37	Cottonwood Ave & Day St	AM	12.8	B	12.8	B	0.0	NO
		PM	15.2	B	15.4	B	0.2	NO

Notes:
Bold values indicate intersections operating at LOS E or F. **Bold and shaded** values indicate project significant impact.
ECL = Exceeds Calculable Limit. Reported when delay exceeds 180 seconds.
(a) Delay refers to the average control delay for the entire intersection, measured in seconds per vehicle. At a two-way stop-controlled intersection, delay refers to the worst movement.
(b) LOS calculations are based on the methodology outlined in the *2000 Highway Capacity Manual* and performed using Synchro 6.0
(c) Change in delay due to addition of project traffic
(d) Intersection may see improvement compared to Existing conditions due to improvements currently being made to the intersection as a requirement of the 2003 March Business Center Specific Plan

addition, improvements at Alessandro Boulevard/Meridian Parkway, Van Buren Boulevard/Meridian Parkway, and Van Buren Boulevard./Opportunity Way, as required by the existing phasing plan for the previously adopted March Business Center Specific Plan, were assumed in this conditions. Figure 3-1 of the traffic technical report shows detailed lane configuration information. As shown in this table, the proposed Project would have the following significant direct impacts:

Impact IV.B-1-1 **Project peak hour traffic would cause a significant direct impact at the following intersections:**

23. Van Buren Boulevard and Barton Street (LOS F in the a.m. peak-hour with and without Project)
29. Van Buren Boulevard and Southbound I-215 Ramps (LOS F in both peak-hours with and without the Project)
30. 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)

Queuing was found to exceed available storage at three intersections:

14. Cactus Avenue and Northbound I-215 Ramps/Old 215 Frontage Road
    - Northbound through (a.m. peak-hour)
29. Van Buren Boulevard and Southbound I-215 Off Ramp
    - Southbound right-turn (both peak hours)
30. Van Buren Boulevard and Northbound I-215 Ramps
    - Eastbound through (both peak-hours)
    - Northbound left-turn (a.m. peak-hour)

It should be noted that these locations were found to have queues exceeding storage lengths under existing conditions. Improvements to the Van Buren Boulevard interchange with I-215 will address the queuing deficiencies at these interchanges (Traffic Operational Analysis, I-215/Van

Buren Boulevard Interchange, Table E-5, February 2008). There is no feasible mitigation to address the queuing deficiency at Cactus Avenue and Northbound I-215 Ramps/Old 215 Frontage Road without substantial interchange improvements. The impact at this location is due to existing traffic, and not solely attributable to the proposed Project. Given this consideration, it is not feasible for the proposed Project to fund improvements to provide additional storage. A project has been initiated by the City of Moreno Valley and Caltrans to evaluate and improve the I-215/Cactus Avenue interchange. The intersection operates at an acceptable LOS under this scenario and does not justify the need for interchange improvements until later, as shown later in this Section.

Table IV.B-11 displays the roadway segment analysis under the Existing Plus Project conditions. As shown in the table, all roadway segments in the study area would function at acceptable or approaching capacity, with the exception of the following segments listed below.

Impact IV.B-1-2 **Project ADT would cause a significant direct impact to the following roadway segments:**

- **Van Buren Boulevard:**
  - **West of Wood Road**
  - **Wood Road to Trautwein Road**
  - **Barton Street to Coyote Bush Road**
  - **Meridian Parkway to Northbound I-215 Ramps**

Table IV.B-12 displays the freeway mainline analysis under the Existing Plus Project conditions. As shown in the table, the proposed Project would have the following direct impacts:

Impact IV.B-1-3 **Project ADT would cause a significant direct impact to the following freeway segments:**

Interstate 215:

- **North of Alessandro Boulevard**
- **Alessandro Boulevard to Cactus Avenue**
- **Cactus Avenue to Van Buren Boulevard**
- **South of Van Buren Boulevard**

Existing Plus Project Plus Cumulative Traffic Analysis (Cumulative Project Impacts)

Table IV.B-13 displays the LOS analysis results for the Project study intersections under the Existing Plus Project Plus Cumulative conditions, including an identification of significant cumulative traffic impacts. Planned improvements to be implemented by preceding phases of the previously adopted March Business Center Specific Plan and other cumulative development proposals are presented in Figure 3-1 of the traffic technical report. As shown in this table, the proposed Project would have the following significant cumulative impacts:

Impact IV.B-1-4 **Project peak hour traffic, together with peak hour traffic from cumulative projects, would cause a significant cumulative impact at the following intersections:**

8. **Alessandro Boulevard and Northbound I-215 Ramps (LOS F in both peak-hours)**
12. **Cactus Avenue and Meridian Parkway (LOS E in both peak-hours)**

TABLE IV.B-11: EXISTING PLUS PROJECT CONDITIONS
ROADWAY SEGMENT LEVEL OF SERVICE SUMMARY

ROADWAY SEGMENT	ROADWAY CLASSIFICATION	LOS E CAPACITY	EXISTING			EXISTING PLUS PROJECT			SIGNIFICANT?
			ADT	V/C RATIO (a)	CAPACITY THRESHOLD	ADT	V/C RATIO (a)	CAPACITY THRESHOLD	
Alessandro Blvd									
Canyon Crest Dr to Trautwein Rd	6-Lane Urban Arterial	53,900	48,945	0.908	Approaching Capacity	49,377	0.916	Approaching Capacity	NO
Trautwein Rd to Mission Grove Pkwy	6-Lane Urban Arterial	53,900	44,000	0.816	Approaching Capacity	44,036	0.817	Approaching Capacity	NO
Mission Grove Pkwy to Barton St	6-Lane Urban Arterial	53,900	48,100	0.892	Approaching Capacity	48,586	0.901	Approaching Capacity	NO
Barton St to Meridian Pkwy	6-Lane Urban Arterial	53,900	45,000	0.835	Approaching Capacity	46,115	0.856	Approaching Capacity	NO
Meridian Pkwy to I-215 SB Ramps	6-Lane Urban Arterial	53,900	42,554	0.789	Acceptable	44,622	0.828	Approaching Capacity	NO
I-215 NB Ramps to Old 215 Frontage Rd	6-Lane Urban Arterial	53,900	27,022	0.501	Acceptable	27,561	0.511	Acceptable	NO
Old 215 Frontage Rd to Day St	4-Lane Divided Arterial	37,500	26,256	0.700	Acceptable	26,885	0.717	Acceptable	NO
Day St to Elsworth St	4-Lane Divided Arterial	37,500	25,489	0.680	Acceptable	25,939	0.692	Acceptable	NO
Cactus Ave									
Meridian Pkwy to I-215 SB Ramps	4-Lane Major	34,100	4,327	0.127	Acceptable	8,337	0.244	Acceptable	NO
I-215 NB Ramps to Elsworth St	4-Lane Divided Arterial	37,500	35,666	0.951	Approaching Capacity	36,565	0.975	Approaching Capacity	NO
Elsworth St to Frederick St	4-Lane Divided Arterial	37,500	32,338	0.862	Approaching Capacity	33,219	0.886	Approaching Capacity	NO
Frederick St to Graham St	4-Lane Divided Arterial	37,500	34,290	0.914	Approaching Capacity	35,009	0.934	Approaching Capacity	NO
Trautwein Rd									
Alessandro Blvd to Mission Grove Pkwy	4-Lane Urban Arterial	35,900	25,934	0.722	Acceptable	26,330	0.733	Acceptable	NO

TABLE IV.B-11: EXISTING PLUS PROJECT CONDITIONS
ROADWAY SEGMENT LEVEL OF SERVICE SUMMARY

ROADWAY SEGMENT	ROADWAY CLASSIFICATION	LOS E CAPACITY	EXISTING			EXISTING PLUS PROJECT			SIGNIFICANT?
			ADT	V/C RATIO (a)	CAPACITY THRESHOLD	ADT	V/C RATIO (a)	CAPACITY THRESHOLD	
Mission Grove Pkwy to John F Kennedy Dr	4-Lane Urban Arterial	35,900	33,242	0.926	Approaching Capacity	33,620	0.936	Approaching Capacity	NO
John F Kennedy Dr to Orange Terrace Pkwy	4-Lane Urban Arterial	35,900	21,798	0.607	Acceptable	22,445	0.625	Acceptable	NO
Orange Terrace Pkwy to Van Buren Blvd	4-Lane Urban Arterial	35,900	20,324	0.566	Acceptable	20,971	0.584	Acceptable	NO
Van Buren Blvd									
West of Wood Rd	4-Lane Urban Arterial	35,900	36,197	1.008	**Potentially Exceeds Capacity**	37,276	1.038	**Potentially Exceeds Capacity**	**YES**
Wood Rd to Trautwein Rd	4-Lane Urban Arterial	35,900	35,890	1.000	**Potentially Exceeds Capacity**	36,969	1.030	**Potentially Exceeds Capacity**	**YES**
Trautwein Rd to Barton St	4-Lane Urban Arterial	35,900	31,333	0.873	Approaching Capacity	32,592	0.908	Approaching Capacity	NO
Barton St to Coyote Bush Rd	4-Lane Urban Arterial	35,900	35,000	0.975	Approaching Capacity	36,115	1.006	**Potentially Exceeds Capacity**	**YES**
Coyote Bush Rd to Orange Terrace Pkwy	4-Lane Urban Arterial	35,900	35,000	0.975	Approaching Capacity	36,115	1.006	**Potentially Exceeds Capacity**	NO **(b)**
Orange Terrace Pkwy to Village West Dr	4-Lane Urban Arterial	35,900	35,000	0.975	Approaching Capacity	36,672	1.022	**Potentially Exceeds Capacity**	NO **(b)**
Village West Dr to Meridian Pkwy	4-Lane Urban Arterial	35,900	33,204	0.925	Approaching Capacity	35,812	0.998	Approaching Capacity	NO
Meridian Pkwy to I-215 NB Ramps	4-Lane Urban Arterial	35,900	33,204	0.925	Approaching Capacity	36,819	1.026	**Potentially Exceeds Capacity**	**YES**

TABLE IV.B-11: EXISTING PLUS PROJECT CONDITIONS
ROADWAY SEGMENT LEVEL OF SERVICE SUMMARY

ROADWAY SEGMENT	ROADWAY CLASSIFICATION	LOS E CAPACITY	EXISTING			EXISTING PLUS PROJECT			SIGNIFICANT?
			ADT	V/C RATIO (a)	CAPACITY THRESHOLD	ADT	V/C RATIO (a)	CAPACITY THRESHOLD	
Wood Rd									
Van Buren Blvd to Krameria Ave	4-Lane Arterial	35,900	6,822	0.190	Acceptable	11,847	0.330	Acceptable	NO
Krameria Ave to Nandina Ave	4-Lane Arterial	35,900	11,092	0.309	Acceptable	7,433	0.207	Acceptable	NO
Barton St									
Orange Terrace Pkwy to Van Buren Blvd	2-Lane Collector	13,000	5,000	0.385	Acceptable	5,000	0.385	Acceptable	NO
Van Buren Blvd to Krameria Ave	2-Lane Collector	13,000	6,652	0.512	Acceptable	6,976	0.537	Acceptable	NO
Krameria Ave to Nandina Ave	2-Lane Collector	13,000	6,652	0.512	Acceptable	6,976	0.537	Acceptable	NO
Day St									
Cottonwood Ave to Alessandro Blvd	2-Lane Collector	13,000	5,655	0.435	Acceptable	6,141	0.472	Acceptable	NO
Alessandro Blvd to Cactus Ave	2-Lane Collector	13,000	185	0.014	Acceptable	1,153	0.089	Acceptable	NO
Orange Terrace Pkwy									
North of Van Buren Blvd	4-Lane Arterial	35,900	6,472	0.180	Acceptable	6,760	0.188	Acceptable	NO
Mission Grove Pkwy									
Trautwein Rd to Alessandro Blvd	4-Lane Major	34,100	8,802	0.258	Acceptable	9,125	0.268	Acceptable	NO
Sycamore Canyon Blvd									
North of Alessandro Blvd	4-Lane Major	34,100	4,610	0.135	Acceptable	4,970	0.146	Acceptable	NO

TABLE IV.B-11: EXISTING PLUS PROJECT CONDITIONS
ROADWAY SEGMENT LEVEL OF SERVICE SUMMARY

ROADWAY SEGMENT	ROADWAY CLASSIFICATION	LOS E CAPACITY	EXISTING			EXISTING PLUS PROJECT			SIGNIFICANT?
			ADT	V/C RATIO (a)	CAPACITY THRESHOLD	ADT	V/C RATIO (a)	CAPACITY THRESHOLD	
Meridian Pkwy									
South of Alessandro Blvd	4-Lane Major	34,100	0	0.000	Acceptable	5,909	0.173	Acceptable	NO
North of Van Buren Blvd	4-Lane Major	34,100	0	0.000	Acceptable	8,310	0.244	Acceptable	NO
Opportunity Way									
North of Van Buren Blvd	2-Lane Collector	13,000	0	0.000	Acceptable	1,744	0.134	Acceptable	NO

Notes:

Bold values indicate roadway segments operating at Potentially Exceeds Capacity. **Bold and shaded** values indicate a significant impact

(a) The v/c Ratio is calculated by dividing the ADT volume by each respective roadway segment's capacity.

(b) Although this roadway segment functions at Potentially Exceeds Capacity, the intersections on both ends of the segment operate at an acceptable LOS. Therefore, the roadway would operate better than estimated by this analysis and is not considered to have a significant impact.

TABLE IV.B-12: EXISTING PLUS PROJECT CONDITIONS
FREEWAY MAINLINE LEVEL OF SERVICE SUMMARY

ROADWAY SEGMENT	ROADWAY CLASSIFICATION	LOS E CAPACITY	EXISTING			EXISTING PLUS PROJECT		
			ADT	V/C RATIO (a)	LOS	ADT	V/C RATIO (a)	LOS
Interstate 215								
North of Alessandro Blvd	6-Lane Freeway	117,500	124,000	1.055	**F**	132,018	1.124	**F**
Alessandro Blvd to Cactus Ave	6-Lane Freeway	117,500	126,000	1.072	**F**	131,678	1.121	**F**
Cactus Ave to Van Buren Blvd	6-Lane Freeway	117,500	120,000	1.021	**F**	122,521	1.043	**F**
South of Van Buren Blvd	6-Lane Freeway	117,500	124,000	1.055	**F**	131,483	1.119	**F**

Notes:

Bold values indicate roadway segments operating at LOS E or F. **Bold and shaded** values indicate a significant impact

(a) The v/c Ratio is calculated by dividing the ADT volume by each respective roadway segment's capacity.

TABLE IV.B-13: EXISTING PLUS PROJECT PLUS CUMULATIVE PEAK-HOUR INTERSECTION LEVEL OF SERVICE SUMMARY

INTERSECTION		PEAK HOUR	EXISTING		EXISTING PLUS PROJECT AND CUMULATIVE			
			DELAY (a)	LOS (b)	DELAY (a)	LOS (b)	Δ (c)	SIGNIFICANT?
1	Alessandro Blvd & Canyon Crest Dr	AM	14.3	B	24.3	C	10.0	NO
		PM	24.8	C	47.2	D	22.4	NO
2	Alessandro Blvd & Trautwein Rd	AM	15.3	B	20.9	C	5.6	NO
		PM	17.9	B	22.7	C	4.8	NO
3	Alessandro Blvd & Mission Grove Pkwy	AM	17.7	B	22.2	C	4.5	NO
		PM	22.1	C	28.0	C	5.9	NO
4	Alessandro Blvd & Barton St	AM	11.0	B	11.5	B	0.5	NO
		PM	23.2	C	31.2	C	8.0	NO
5	Alessandro Blvd & San Gorgonio Rd	AM	14.1	B	16.7	B	2.6	NO
		PM	13.6	B	32.5	C	18.9	NO
6	Alessandro Blvd & Meridian Pkwy	AM	15.6	B	33.0	C	17.4	NO
		PM	12.5	B	49.6	D	37.1	NO
7	Alessandro Blvd & SB-215 Off	AM	10.5	B	20.4	C	9.9	NO
		PM	9.5	A	12.7	B	3.2	NO
8	Alessandro Blvd & NB-215 On	AM	21.6	C	80.6	**F**	59.0	**YES**
		PM	16.6	B	111.1	**F**	94.5	**YES**
9	Alessandro Blvd & Old 215	AM	20.6	C	23.0	C	2.4	NO
		PM	14.3	B	18.8	B	4.5	NO
10	Alessandro Blvd & Day St	AM	20.5	C	24.5	C	4.0	NO
		PM	10.2	B	25.9	C	15.7	NO
11	Alessandro Blvd & Elsworth St	AM	19.1	B	19.6	B	0.5	NO
		PM	20.5	C	35.3	D	14.8	NO
12	Cactus Ave & Meridian Pkwy	AM	8.2	A	55.4	**E**	47.2	**YES**
		PM	8.0	A	72.3	**E**	64.3	**YES**
13	Cactus Ave & SB-215 Off (d)	AM	17.5	B	132.6	**F**	115.1	**YES**
		PM	50.3	D	134.4	**F**	84.1	**YES**
14	Cactus Ave & Old 215 (d)	AM	52.5	D	ECL	**F**	-	**YES**
		PM	27.5	C	ECL	**F**	-	**YES**
15	Cactus Ave & Elsworth St	AM	21.9	C	123.7	**F**	101.8	**YES**
		PM	34.2	C	161.5	**F**	127.3	**YES**
16	Cactus Ave & Frederick St	AM	11.6	B	19.6	C	8.0	NO
		PM	10.0	B	27.5	C	17.5	NO
17	Cactus Ave & Graham St	AM	17.5	B	34.6	C	17.1	NO
		PM	17.8	B	53.1	D	35.3	NO

TABLE IV.B-13: EXISTING PLUS PROJECT PLUS CUMULATIVE PEAK-HOUR INTERSECTION LEVEL OF SERVICE SUMMARY

INTERSECTION		PEAK HOUR	EXISTING		EXISTING PLUS PROJECT AND CUMULATIVE			
			DELAY (a)	LOS (b)	DELAY (a)	LOS (b)	Δ (c)	SIGNIFICANT?
18	Mission Grove Pkwy & Trautwein Rd	AM	15.8	B	19.3	B	3.5	NO
		PM	19.1	B	25.6	C	6.5	NO
19	John F Kennedy Dr & Trautwein Rd	AM	16.0	B	19.6	C	3.6	NO
		PM	15.2	B	21.5	C	6.3	NO
20	Orange Terrace Pkwy & Trautwein Rd	AM	17.7	B	20.7	C	3.0	NO
		PM	20.6	C	35.9	D	15.3	NO
21	Van Buren Blvd & Wood Rd	AM	56.6	**E**	144.7	**F**	88.1	**YES**
		PM	26.1	C	44.6	D	18.5	NO
22	Van Buren Blvd & Trautwein Rd	AM	53.1	D	ECL	**F**	-	**YES**
		PM	38.2	D	74.4	**E**	36.2	**YES**
23	Van Buren Blvd & Barton St (d)	AM	83.1	**F**	64.9	**E**	-18.2	NO
		PM	45.9	D	91.7	**F**	45.8	**YES**
24	Van Buren Blvd & Coyote Bush Rd	AM	13.6	B	34.6	C	21.0	NO
		PM	9.0	A	94.2	**F**	85.2	**YES**
25	Van Buren Blvd & Orange Terrace Pkwy	AM	20.8	C	39.7	D	18.9	NO
		PM	20.4	C	33.6	C	13.2	NO
26	Van Buren Blvd & Village West Dr	AM	18.0	B	52.1	D	34.1	NO
		PM	16.3	B	56.0	**E**	39.7	**YES**
27	Van Buren Blvd & Meridian Pkwy	AM	7.1	A	41.2	D	34.1	NO
		PM	7.6	A	43.2	D	35.6	NO
28	Van Buren Blvd & Opportunity Way	AM	Intersection does not exist under this scenario.		14.2	B	-	NO
		PM			12.0	B	-	NO
29	Van Buren Blvd & SB-215 Off (d)	AM	ECL	**F**	14.2	B	-	NO
		PM	157.2	**F**	27.1	D	-130.1	NO
30	Van Buren Blvd & NB-215 On (d)	AM	88.8	**F**	9.3	B	-79.5	NO
		PM	46.9	D	6.0	A	-40.9	NO
31	Krameria Ave & Wood Rd	AM	13.8	B	17.8	B	4.0	NO
		PM	10.0	B	12.2	B	2.2	NO
32	Mariposa Ave & Wood Rd	AM	9.6	A	12.1	B	2.5	NO
		PM	12.8	B	20.1	C	7.3	NO
33	Nandina Ave & Wood Rd	AM	10.6	B	18.9	C	8.3	NO
		PM	12.5	B	23.6	C	11.1	NO

TABLE IV.B-13: EXISTING PLUS PROJECT PLUS CUMULATIVE PEAK-HOUR INTERSECTION LEVEL OF SERVICE SUMMARY

INTERSECTION		PEAK HOUR	EXISTING		EXISTING PLUS PROJECT AND CUMULATIVE			
			DELAY (a)	LOS (b)	DELAY (a)	LOS (b)	Δ (c)	SIGNIFICANT?
34	Krameria Ave & Barton St (d)	AM	12.1	B	8.5	A	-3.6	NO
		PM	13.3	B	9.8	B	-3.5	NO
35	Lurin Ave & Barton St (d)	AM	10.2	B	3.3	A	-6.9	NO
		PM	11.1	B	11.1	B	0.0	NO
36	Nandina Ave & Barton St	AM	7.5	A	12.2	B	4.7	NO
		PM	9.4	A	130.5	**F**	121.1	**YES**
37	Cottonwood Ave & Day St	AM	12.8	B	15.3	B	2.5	NO
		PM	15.2	B	21.3	C	6.1	NO

Notes:

Bold values indicate intersections operating at LOS E or F. **Bold and shaded** values indicate significant cumulative impact.

ECL = Exceeds Calculable Limit. Reported when delay exceeds 180 seconds.

(a) Delay refers to the average control delay for the entire intersection, measured in seconds per vehicle. At a two-way stop-controlled intersection, delay refers to the worst movement.

(b) LOS calculations are based on the methodology outlined in the *2000 Highway Capacity Manual* and performed using Synchro 6.0

(c) Change in delay due to addition of project traffic

(d) Intersection may see improvement compared to Existing conditions due to improvements made to the intersection with the addition of cumulative projects or mitigations identified in the Existing plus Project scenario

13. Cactus Avenue and Southbound I-215 Ramps (LOS F in both peak-hours)
14. Cactus Avenue and Northbound I-215 Ramps/Old 215 Frontage Road (LOS F in both peak-hours)
15. Cactus Avenue and Elsworth Street (LOS F in both peak-hours)
21. Van Buren Boulevard and Wood Road (LOS F in the a.m. peak-hour)
22. Van Buren Boulevard and Trautwein Road (LOS F in the a.m. peak-hour, LOS E in the p.m. peak-hour)
23. Van Buren Boulevard and Barton Street (LOS E in the a.m. peak-hour, LOS F in the p.m. peak-hour)
24. Van Buren Boulevard and Coyote Bush Road (LOS F in the p.m. peak-hour)
26. Van Buren Boulevard and Village West Drive (LOS E in the p.m. peak-hour)
36. Nandina Avenue and Barton Street (LOS F in the p.m. peak-hour)

Queuing was found to exceed available storage at five intersections:

8. Alessandro Boulevard and Northbound I-215 On-Ramp
   - Eastbound left-turn (both peak hours)

- Northbound left-turn (a.m. peak-hour)
- Northbound through (a.m. peak-hour)
- Northbound right-turn (a.m. peak-hour)

12. Cactus Avenue and Meridian Parkway
    - Westbound left-turn (both peak hours)
    - Northbound right-turn (p.m. peak-hour)
    - Southbound left-turn (p.m. peak-hour)
13. Cactus Avenue and Southbound I-215 Ramps
    - Westbound left-turn (both peak hours)
    - Southbound right-turn (a.m. peak-hour)
14. Cactus Avenue and Northbound I-215 Ramps/Old 215 Frontage Road
    - Westbound through (both peak hours)
    - Northbound left-turn (a.m. peak-hour)
    - Northbound through (both peak hours)

Table IV.B-14 displays the roadway segments analysis under the Existing plus Project plus Cumulative conditions. As shown in the table, Project ADT would result in v/c increases in excess of the significance threshold along multiple segments. If either of the intersections delimiting the street segment has LOS E or LOS F conditions during one or both peak hours, the segment is shown below, indicating a significant cumulative impact.

Impact IV.B-1-5 **Project ADT, together with ADT from cumulative projects, would cause a significant cumulative impact at the following street segments:**

- **Cactus Avenue:**
  - **Northbound I-215 Ramps to Elsworth Street**
  - **Elsworth Street to Frederick Street**
- **Van Buren Boulevard:**
  - **West of Wood Road**
  - **Wood Road to Trautwein Road**
  - **Trautwein Road to Barton Street**
  - **Orange Terrace Parkway to Village West Drive**
  - **Village West Drive to Meridian Parkway**
- **Barton Street**
  - **Van Buren Boulevard to Krameria Avenue**
  - **Krameria Avenue to Nandina Avenue**

Table IV.B-15 displays the freeway mainline analysis under the Existing Plus Project Plus Cumulative conditions. As shown in the table, the proposed Project would have the following significant impacts:

Impact IV.B-1-6 **Project ADT, together with ADT from cumulative projects, would cause a significant cumulative impact at the following freeway segments:**

Interstate 215:

- **North of Alessandro Boulevard**
- **Alessandro Boulevard to Cactus Avenue**
- **Cactus Avenue to Van Buren Boulevard**
- **South of Van Buren Boulevard**

TABLE IV.B-14: EXISTING PLUS PROJECT PLUS CUMULATIVE ROADWAY SEGMENT LEVEL OF SERVICE SUMMARY

ROADWAY SEGMENT	ROADWAY CLASSIFICATION	LOS E CAPACITY	EXISTING			EXISTING PLUS PROJECT PLUS CUMULATIVE			CUMULATIVE SIGNIFICANT?
			ADT	V/C RATIO (a)	CAPACITY THRESHOLD	ADT	V/C RATIO (a)	CAPACITY THRESHOLD	
Alessandro Blvd									
Canyon Crest Dr to Trautwein Rd	6-Lane Urban Arterial	53,900	48,945	0.908	Approaching Capacity	57,848	1.073	**Potentially Exceeds Capacity**	NO **(b)**
Trautwein Rd to Mission Grove Pkwy	6-Lane Urban Arterial	53,900	44,000	0.816	Approaching Capacity	48,955	0.908	Approaching Capacity	NO
Mission Grove Pkwy to Barton St	6-Lane Urban Arterial	53,900	48,100	0.892	Approaching Capacity	53,969	1.001	**Potentially Exceeds Capacity**	NO **(b)**
Barton St to Meridian Pkwy	6-Lane Urban Arterial	53,900	45,000	0.835	Approaching Capacity	61,466	1.140	**Potentially Exceeds Capacity**	NO **(b)**
Meridian Pkwy to I-215 SB Ramps	6-Lane Urban Arterial	53,900	42,554	0.789	Acceptable	61,153	1.135	**Potentially Exceeds Capacity**	NO **(b)**
I-215 NB Ramps to Old 215 Frontage Rd	6-Lane Urban Arterial	53,900	27,022	0.501	Acceptable	35,060	0.650	Acceptable	NO
Old 215 Frontage Rd to Day St	4-Lane Divided Arterial	37,500	26,256	0.700	Acceptable	32,605	0.869	Approaching Capacity	NO
Day St to Elsworth St	4-Lane Divided Arterial	37,500	25,489	0.680	Acceptable	30,793	0.821	Approaching Capacity	NO
Cactus Ave									
Meridian Pkwy to I-215 SB Ramps	4-Lane Major	34,100	4,327	0.127	Acceptable	23,499	0.698	Acceptable	NO
I-215 NB Ramps to Elsworth St	4-Lane Divided Arterial	37,500	35,666	0.951	Approaching Capacity	61,718	1.646	**Potentially Exceeds Capacity**	**YES**

TABLE IV.B-14: EXISTING PLUS PROJECT PLUS CUMULATIVE ROADWAY SEGMENT LEVEL OF SERVICE SUMMARY

ROADWAY SEGMENT	ROADWAY CLASSIFICATION	LOS E CAPACITY	EXISTING			EXISTING PLUS PROJECT PLUS CUMULATIVE			CUMULATIVE SIGNIFICANT?
			ADT	V/C RATIO (a)	CAPACITY THRESHOLD	ADT	V/C RATIO (a)	CAPACITY THRESHOLD	
Elsworth St to Frederick St	4-Lane Divided Arterial	37,500	32,338	0.862	Approaching Capacity	55,510	1.480	**Potentially Exceeds Capacity**	**YES**
Frederick St to Graham St	4-Lane Divided Arterial	37,500	34,290	0.914	Approaching Capacity	53,364	1.423	**Potentially Exceeds Capacity**	NO **(b)**
Trautwein Rd									
Alessandro Blvd to Mission Grove Pkwy	4-Lane Urban Arterial	35,900	25,934	0.722	Acceptable	32,508	0.906	Approaching Capacity	NO
Mission Grove Pkwy to John F Kennedy Dr	4-Lane Urban Arterial	35,900	33,242	0.926	Approaching Capacity	41,784	1.164	**Potentially Exceeds Capacity**	NO **(b)**
John F Kennedy Dr to Orange Terrace Pkwy	4-Lane Urban Arterial	35,900	21,798	0.607	Acceptable	31,906	0.889	Approaching Capacity	NO
Orange Terrace Pkwy to Van Buren Blvd	4-Lane Urban Arterial	35,900	20,324	0.566	Acceptable	33,475	0.932	Approaching Capacity	NO
Van Buren Blvd									
West of Wood Rd	4-Lane Urban Arterial	35,900	36,197	1.008	**Potentially Exceeds Capacity**	47,363	1.319	**Potentially Exceeds Capacity**	**YES**
Wood Rd to Trautwein Rd	4-Lane Urban Arterial	35,900	35,890	1.000	**Potentially Exceeds Capacity**	47,484	1.322	**Potentially Exceeds Capacity**	**YES**
Trautwein Rd to Barton St	4-Lane Urban Arterial	35,900	31,333	0.873	Approaching Capacity	56,155	1.564	**Potentially Exceeds Capacity**	**YES**

TABLE IV.B-14: EXISTING PLUS PROJECT PLUS CUMULATIVE ROADWAY SEGMENT LEVEL OF SERVICE SUMMARY

ROADWAY SEGMENT	ROADWAY CLASSIFICATION	LOS E CAPACITY	EXISTING			EXISTING PLUS PROJECT PLUS CUMULATIVE			CUMULATIVE SIGNIFICANT?
			ADT	V/C RATIO (a)	CAPACITY THRESHOLD	ADT	V/C RATIO (a)	CAPACITY THRESHOLD	
Barton St to Coyote Bush Rd	4-Lane Urban Arterial	35,900	35,000	0.975	Approaching Capacity				NO
	6-Lane Urban Arterial	53,900				53,490	0.992	Approaching Capacity	
Coyote Bush Rd to Orange Terrace Pkwy	4-Lane Urban Arterial	35,900	35,000	0.975	Approaching Capacity				NO
	6-Lane Urban Arterial	53,900				51,372	0.953	Approaching Capacity	
Orange Terrace Pkwy to Village West Dr	4-Lane Urban Arterial	35,900	35,000	0.975	Approaching Capacity				**YES**
	6-Lane Urban Arterial	53,900				55,154	1.023	**Potentially Exceeds Capacity**	
Village West Dr to Meridian Pkwy	4-Lane Urban Arterial	35,900	33,204	0.925	Approaching Capacity				**YES**
	6-Lane Urban Arterial	53,900				59,176	1.098	**Potentially Exceeds Capacity**	
Meridian Pkwy to I-215 NB Ramps	4-Lane Urban Arterial	35,900	33,204	0.925	Approaching Capacity				NO
	8-Lane Urban Arterial	71,800				59,863	0.834	Approaching Capacity	
Wood Rd									
Van Buren Blvd to Krameria Ave	4-Lane Arterial	35,900	6,822	0.190	Acceptable	12,542	0.349	Acceptable	NO
Krameria Ave to Nandina Ave	4-Lane Arterial	35,900	11,092	0.309	Acceptable	8,680	0.242	Acceptable	NO

TABLE IV.B-14: EXISTING PLUS PROJECT PLUS CUMULATIVE ROADWAY SEGMENT LEVEL OF SERVICE SUMMARY

ROADWAY SEGMENT	ROADWAY CLASSIFICATION	LOS E CAPACITY	EXISTING			EXISTING PLUS PROJECT PLUS CUMULATIVE			CUMULATIVE SIGNIFICANT?
			ADT	V/C RATIO (a)	CAPACITY THRESHOLD	ADT	V/C RATIO (a)	CAPACITY THRESHOLD	
Barton St									
Orange Terrace Pkwy to Van Buren Blvd	2-Lane Collector	13,000	5,000	0.385	Acceptable	6,058	0.466	Acceptable	NO
Van Buren Blvd to Krameria Ave	2-Lane Collector	13,000	6,652	0.512	Acceptable	15,949	1.227	**Potentially Exceeds Capacity**	**YES**
Krameria Ave to Nandina Ave	2-Lane Collector	13,000	6,652	0.512	Acceptable	17,708	1.362	**Potentially Exceeds Capacity**	**YES**
Day St									
Cottonwood Ave to Alessandro Blvd	2-Lane Collector	13,000	5,655	0.435	Acceptable	10,640	0.818	Approaching Capacity	NO
Alessandro Blvd to Cactus Ave	2-Lane Collector	13,000	185	0.014	Acceptable	5,936	0.457	Acceptable	NO
Orange Terrace Pkwy									
North of Van Buren Blvd	4-Lane Arterial	35,900	6,472	0.180	Acceptable	11,201	0.312	Acceptable	NO
Mission Grove Pkwy									
Trautwein Rd to Alessandro Blvd	4-Lane Major	34,100	8,802	0.258	Acceptable	10,957	0.321	Acceptable	NO
Sycamore Canyon Blvd									
North of Alessandro Blvd	4-Lane Major	34,100	4,610	0.135	Acceptable	10,022	0.294	Acceptable	NO
Meridian Pkwy									
South of Alessandro Blvd	4-Lane Major	34,100	0	0.000	Acceptable	18,556	0.544	Acceptable	NO

TABLE IV.B-14: EXISTING PLUS PROJECT PLUS CUMULATIVE ROADWAY SEGMENT LEVEL OF SERVICE SUMMARY

ROADWAY SEGMENT	ROADWAY CLASSIFICATION	LOS E CAPACITY	EXISTING			EXISTING PLUS PROJECT PLUS CUMULATIVE			CUMULATIVE SIGNIFICANT?
			ADT	V/C RATIO (a)	CAPACITY THRESHOLD	ADT	V/C RATIO (a)	CAPACITY THRESHOLD	
North of Van Buren Blvd	4-Lane Major	34,100	0	0.000	Acceptable	20,605	0.604	Acceptable	NO
Opportunity Way									
North of Van Buren Blvd	2-Lane Collector	13,000	0	0.000	Acceptable	4,110	0.316	Acceptable	NO

Notes:
Bold values indicate roadway segments operating at Potentially Exceeds Capacity. **Bold and shaded** values indicate a significant cumulative impact
(a) The v/c Ratio is calculated by dividing the ADT volume by each respective roadway segment's capacity.
(b) Although this roadway segment functions at Potentially Exceeds Capacity, the intersections on both ends of the segment operate at an acceptable LOS. Therefore, the roadway would operate better than estimated by this analysis and is not considered to have a significant impact.

TABLE IV.B-15: EXISTING PLUS PROJECT PLUS CUMULATIVE FREEWAY MAINLINE LEVEL OF SERVICE SUMMARY

ROADWAY SEGMENT	ROADWAY CLASSIFICATION	LOS E CAPACITY	EXISTING PLUS PROJECT			EXISTING PLUS PROJECT PLUS CUMULATIVE		
			ADT	V/C RATIO (a)	LOS	ADT	V/C RATIO (a)	LOS
Interstate 215								
North of Alessandro Blvd	6-Lane Freeway	117,500	132,018	1.124	**F**	177,869	1.514	**F**
Alessandro Blvd to Cactus Ave	6-Lane Freeway	117,500	131,678	1.121	**F**	176,582	1.503	**F**
Cactus Ave to Van Buren Blvd	6-Lane Freeway	117,500	122,521	1.043	**F**	157,006	1.336	**F**
South of Van Buren Blvd	6-Lane Freeway	117,500	131,483	1.119	**F**	170,014	1.447	**F**

Notes:

Bold values indicate roadway segments operating at LOS E or F. **Bold and shaded** values indicate a project significant impact

(a) The v/c Ratio is calculated by dividing the ADT volume by each respective roadway segment's capacity.

Future Year Plus Project Traffic Analysis (Cumulative Project Impacts)

Table IV.B-16 displays the LOS analysis results for the study intersections under the Future Year baseline and Future Year Plus Project conditions. As shown in this table, the proposed Project would have the following significant cumulative impacts:

Impact IV.B-1-7 **Project peak hour traffic, together with peak hour traffic from cumulative projects, would cause a significant cumulative impact at the following intersections:**

1. **Alessandro Boulevard and Canyon Crest Drive (LOS F in both peak-hours with and without the Project)**
2. **Alessandro Boulevard and Trautwein Road (LOS F in the a.m. peak-hour with and without the Project)**
3. **Alessandro Boulevard and Mission Grove Parkway (LOS E in the a.m. peak-hour and LOS F in the p.m. peak-hour with and without the Project)**
6. **Alessandro Boulevard and Sycamore Canyon Road/Meridian Parkway (LOS F in both peak-hours with and without the Project)**
7. **Alessandro Boulevard and Southbound I-215 Ramps (LOS E in the a.m. peak-hour with the Project)**
8. **Alessandro Boulevard and Northbound I-215 Ramps (LOS E in the p.m. peak-hour with the Project)**
9. **Alessandro Boulevard and Old 215 Frontage Road (LOS F in the p.m. peak-hour with and without the Project)**
12. **Cactus Avenue and Meridian Parkway (LOS E in the a.m. peak-hour and LOS F in the p.m. peak-hour with and without the Project)**
15. **Cactus Avenue and Elsworth Street (LOS E in the p.m. peak-hour with and without the Project)**
21. **Van Buren Boulevard and Wood Road (LOS E in both peak-hours with the Project, LOS E in the a.m. peak without the Project)**
23. **Van Buren Boulevard and Barton Street (LOS F in both peak-hours with and without the Project)**
26. **Van Buren Boulevard and Village West Drive (LOS F in both peak-hours with and without the Project)**
27. **Van Buren Boulevard and Meridian Parkway (LOS E in the a.m. peak-hour and LOS F in the p.m. peak-hour with and without the Project)**
37. **Cottonwood Avenue and Day Street (LOS E in p.m. peak-hour with and without the Project)**

TABLE IV.B-16: FUTURE YEAR CONDITIONS
PEAK-HOUR INTERSECTION LEVEL OF SERVICE SUMMARY

INTERSECTION		PEAK HOUR	FUTURE YEAR BASELINE		FUTURE YEAR WITH PROJECT			
			DELAY (a)	LOS (b)	DELAY (a)	LOS (b)	Δ (c)	SIGNIFICANT?
1	Alessandro Blvd & Canyon Crest Dr	AM	ECL	**F**	ECL	**F**	-	**YES**
		PM	ECL	**F**	ECL	**F**	-	**YES**
2	Alessandro Blvd & Trautwein Rd	AM	89.5	**F**	90.9	**F**	1.4	**YES**
		PM	19.3	B	19.9	B	0.6	NO
3	Alessandro Blvd & Mission Grove Pkwy	AM	66.3	**E**	69.3	**E**	3.0	**YES**
		PM	111.5	**F**	113.4	**F**	1.9	**YES**
4	Alessandro Blvd & Barton St	AM	17.0	B	17.9	B	0.9	NO
		PM	53.2	D	54.3	D	1.1	NO
5	Alessandro Blvd & San Gorgonio Rd	AM	24.6	C	26.4	C	1.8	NO
		PM	47.7	D	52.0	D	4.3	NO
6	Alessandro Blvd & Meridian Pkwy	AM	ECL	**F**	ECL	**F**	-	**YES**
		PM	ECL	**F**	ECL	**F**	-	**YES**
7	Alessandro Blvd & SB-215 Off	AM	43.7	D	64.0	**E**	20.3	**YES**
		PM	18.3	B	28.3	C	10.0	NO
8	Alessandro Blvd & NB-215 On	AM	42.8	D	54.3	D	11.5	NO
		PM	52.5	D	68.5	**E**	16.0	**YES**
9	Alessandro Blvd & Old 215	AM	34.0	C	37.1	D	3.1	NO
		PM	118.6	**F**	121.4	**F**	2.8	**YES**
10	Alessandro Blvd & Day St	AM	29.5	C	36.3	D	6.8	NO
		PM	41.7	D	47.0	D	5.3	NO
11	Alessandro Blvd & Elsworth St	AM	29.2	C	30.2	C	1.0	NO
		PM	44.9	D	49.5	D	4.6	NO
12	Cactus Ave & Meridian Pkwy	AM	55.6	**E**	56.4	**E**	0.8	**YES**
		PM	102.8	**F**	102.8	**F**	0.0	**YES**
13	Cactus Ave & SB-215 Off (d)	AM	14.6	B	16.6	B	2.0	NO
		PM	13.3	B	21.3	C	8.0	NO
14	Cactus Ave & Old 215	AM	34.2	C	38.7	D	4.5	NO
		PM	48.2	D	50.4	D	2.2	NO
15	Cactus Ave & Elsworth St	AM	28.7	C	30.5	C	1.8	NO
		PM	69.7	**E**	79.4	**E**	9.7	**YES**
16	Cactus Ave & Frederick St	AM	14.2	B	15.3	B	1.1	NO
		PM	14.6	B	14.6	B	0.0	NO
17	Cactus Ave & Graham St	AM	31.1	C	32.4	C	1.3	NO
		PM	54.2	D	54.4	D	0.2	NO

TABLE IV.B-16: FUTURE YEAR CONDITIONS
PEAK-HOUR INTERSECTION LEVEL OF SERVICE SUMMARY

INTERSECTION		PEAK HOUR	FUTURE YEAR BASELINE		FUTURE YEAR WITH PROJECT			
			DELAY (a)	LOS (b)	DELAY (a)	LOS (b)	Δ (c)	SIGNIFICANT?
18	Mission Grove Pkwy & Trautwein Rd	AM	38.1	D	43.1	D	5.0	NO
		PM	32.8	C	37.6	D	4.8	NO
19	John F Kennedy Dr & Trautwein Rd	AM	23.1	C	24.2	C	1.1	NO
		PM	24.8	C	27.2	C	2.4	NO
20	Orange Terrace Pkwy & Trautwein Rd	AM	48.5	D	54.5	D	6.0	NO
		PM	38.7	D	39.4	D	0.7	NO
21	Van Buren Blvd & Wood Rd	AM	52.2	D	59.5	**E**	7.3	**YES**
		PM	63.4	**E**	68.7	**E**	5.3	**YES**
22	Van Buren Blvd & Trautwein Rd	AM	48.3	D	53.2	D	4.9	NO
		PM	44.7	D	53.4	D	8.7	NO
23	Van Buren Blvd & Barton St	AM	136.0	**F**	ECL	**F**	-	**YES**
		PM	142.8	**F**	ECL	**F**	-	**YES**
24	Van Buren Blvd & Coyote Bush Rd	AM	47.8	D	53.8	D	6.0	NO
		PM	40.6	D	42.2	D	1.6	NO
25	Van Buren Blvd & Orange Terrace Pkwy	AM	16.1	B	23.5	C	7.4	NO
		PM	21.2	C	29.1	C	7.9	NO
26	Van Buren Blvd & Village West Dr	AM	166.9	**F**	159.6	**F**	-7.3	**YES**
		PM	137.3	**F**	138.8	**F**	1.5	**YES**
27	Van Buren Blvd & Meridian Pkwy	AM	69.2	**E**	76.6	**E**	7.4	**YES**
		PM	93.2	**F**	93.1	**F**	-0.1	**YES**
28	Van Buren Blvd & Opportunity Way	AM	11.3	B	47.3	D	36.0	NO
		PM	16.1	B	19.2	C	3.1	NO
29	Van Buren Blvd & SB-215 Off	AM	22.4	C	23.7	C	1.3	NO
		PM	12.8	B	50.3	D	37.5	NO
30	Van Buren Blvd & NB-215 On	AM	40.4	D	45.4	D	5.0	NO
		PM	12.4	B	13.9	B	1.5	NO
31	Krameria Ave & Wood Rd	AM	24.8	C	24.4	C	-0.4	NO
		PM	22.1	C	22.1	C	0.0	NO
32	Mariposa Ave & Wood Rd	AM	20.9	C	21.4	C	0.5	NO
		PM	26.6	C	28.0	C	1.4	NO
33	Nandina Ave & Wood Rd	AM	23.0	C	23.9	C	0.9	NO
		PM	19.8	B	20.0	C	0.2	NO

TABLE IV.B-16: FUTURE YEAR CONDITIONS
PEAK-HOUR INTERSECTION LEVEL OF SERVICE SUMMARY

INTERSECTION		PEAK HOUR	FUTURE YEAR BASELINE DELAY (a)	FUTURE YEAR BASELINE LOS (b)	FUTURE YEAR WITH PROJECT DELAY (a)	FUTURE YEAR WITH PROJECT LOS (b)	Δ (c)	SIGNIFICANT?
34	Krameria Ave & Barton St	AM	14.6	B	15.0	B	0.4	NO
		PM	14.3	B	14.5	B	0.2	NO
35	Lurin Ave & Barton St	AM	2.9	A	4.7	A	1.8	NO
		PM	6.0	A	5.4	A	-0.6	NO
36	Nandina Ave & Barton St	AM	19.4	B	19.3	B	-0.1	NO
		PM	35.5	C	34.0	C	-1.5	NO
37	Cottonwood Ave & Day St	AM	30.0	C	29.4	C	-0.6	NO
		PM	59.0	**E**	62.4	**E**	3.4	**YES**

Notes:
Bold values indicate intersections operating at LOS E or F. **Bold and shaded** values indicate significant cumulative impact.

ECL = Exceeds Calculable Limit. Reported when delay exceeds 180 seconds.
(a) Delay refers to the average control delay for the entire intersection, measured in seconds per vehicle. At a two-way stop-controlled intersection, delay refers to the worst movement.

(b) LOS calculations are based on the methodology outlined in the *2000 Highway Capacity Manual* and performed using Synchro 6.0

(c) Change in delay due to addition of project traffic

Queuing was found to exceed available storage at six intersections:

6. Alessandro Boulevard and Meridian Parkway
   - Eastbound left-turn (both peak hours)
   - Eastbound through (p.m. peak-hour)
   - Westbound through (both peak hours)
   - Westbound right-turn (a.m. peak-hour)
   - Northbound left-turn (p.m. peak-hour)
   - Northbound right-turn (p.m. peak-hour)
7. Alessandro Boulevard and Southbound I-215 Ramps
   - Westbound through (a.m. peak-hour)
   - Southbound left-turn (a.m. peak-hour)
   - Southbound through (a.m. peak-hour)
   - Southbound right-turn (a.m. peak-hour)
8. Alessandro Boulevard and Northbound I-215 Ramps
   - Northbound left-turn (a.m. peak-hour)
   - Northbound through (a.m. peak-hour)
12. Cactus Avenue and Meridian Parkway
   - Westbound left-turn (a.m. peak-hour)
   - Northbound right-turn (p.m. peak-hour)
   - Southbound left-turn (p.m. peak-hour)

13. Cactus Avenue and Southbound I-215 Ramps
    - Westbound left-turn (p.m. peak-hour)
14. Cactus Avenue and Northbound I-215 Ramps
    - Southbound right-turn (p.m. peak-hour)

Table IV.B-17 displays the roadway segments analysis under Future Year Plus Project conditions. As shown in the table, Project ADT would result in v/c increases in excess of the significance threshold along multiple segments. If either of the intersections delimiting the street segment has LOS E or LOS F conditions during one or both peak hours, the segment is shown below, indicating a significant cumulative impact.

Impact IV.B-1-8 **Project ADT, together with ADT from cumulative projects, would cause a significant cumulative impact on the following roadway segments**

- **Alessandro Boulevard**
  - **Meridian Parkway to Southbound I-215 Ramps**
  - **Northbound I-215 Ramps to Old 215 Frontage Road**
- **Cactus Avenue**
  - **Northbound I -215 Ramps to Elsworth Street**
- **Van Buren Boulevard**
  - **Orange Terrace Parkway to Village West Drive**
  - **Village West Drive to Meridian Parkway**

Table IV.B-18 displays the freeway mainline analysis under the Future Year Plus Project conditions. As shown in the table, the proposed Project would have the following significant impacts:

Impact IV.B-1-9 **Project ADT, together with ADT from cumulative projects, would cause a significant cumulative impact at the following freeway segments:**

Interstate 215:

- **North of Alessandro Boulevard**
- **Alessandro Boulevard to Cactus Avenue**
- **Cactus Avenue to Van Buren Boulevard**
- **South of Van Buren Boulevard**

Project Consistency with the 2003 Focused EIR: Impacts from the proposed Project are generally consistent with those addressed in the 2003 Focused EIR. The intensity of impacts differs at some locations based on changes in development and traffic patterns since 2003.

Applicable Mitigation Measures from the 2003 Focused EIR: The proposed Project would be required to comply with Mitigation Measures B-1 through B-12, from the 2003 Focused EIR as referenced above.

TABLE IV.B-17: FUTURE YEAR CONDITIONS
ROADWAY SEGMENT LEVEL OF SERVICE SUMMARY

ROADWAY SEGMENT	ROADWAY CLASSIFICATION	LOS E CAPACITY	FUTURE YEAR BASELINE			FUTURE YEAR PLUS PROJECT			SIGNIFICANT?
			ADT	V/C RATIO (a)	CAPACITY THRESHOLD	ADT	V/C RATIO (a)	CAPACITY THRESHOLD	
Alessandro Blvd									
Canyon Crest Dr to Trautwein Rd	6-Lane Urban Arterial	53,900	47,200	0.876	Approaching Capacity	47,632	0.884	Approaching Capacity	NO
Trautwein Rd to Mission Grove Pkwy	6-Lane Urban Arterial	53,900	30,900	0.573	Acceptable	30,936	0.574	Acceptable	NO
Mission Grove Pkwy to Barton St	6-Lane Urban Arterial	53,900	49,800	0.924	Approaching Capacity	50,286	0.933	Approaching Capacity	NO
Barton St to Meridian Pkwy	6-Lane Urban Arterial	53,900	52,700	0.978	Approaching Capacity	53,815	0.998	Approaching Capacity	NO
Meridian Pkwy to I-215 SB Ramps	6-Lane Urban Arterial	53,900	61,000	1.132	**Potentially Exceeds Capacity**	63,068	1.17	**Potentially Exceeds Capacity**	**YES**
I-215 NB Ramps to Old 215 Frontage Rd	6-Lane Urban Arterial	53,900	63,600	1.180	**Potentially Exceeds Capacity**	64,139	1.19	**Potentially Exceeds Capacity**	**YES**
Old 215 Frontage Rd to Day St	6-Lane Divided Arterial	56,300	55,550	0.987	Approaching Capacity	56,179	0.998	Approaching Capacity	NO
Day St to Elsworth St	6-Lane Divided Arterial	56,300	47,500	0.844	Approaching Capacity	47,950	0.852	Approaching Capacity	NO
Cactus Ave									
Meridian Pkwy to I-215 SB Ramps	6-Lane Urban Arterial	53,900	29,000	0.538	Acceptable	33,010	0.612	Acceptable	NO
I-215 NB Ramps to Elsworth St	6-Lane Divided Arterial	56,300	55,900	0.993	Approaching Capacity	56,799	1.009	**Potentially Exceeds Capacity**	**YES**
Elsworth St to Frederick St	6-Lane Divided Arterial	56,300	31,300	0.556	Acceptable	32,181	0.572	Acceptable	NO
Frederick St to Graham St	6-Lane Divided Arterial	56,300	35,900	0.638	Acceptable	36,619	0.65	Acceptable	NO

TABLE IV.B-17: FUTURE YEAR CONDITIONS
ROADWAY SEGMENT LEVEL OF SERVICE SUMMARY

ROADWAY SEGMENT	ROADWAY CLASSIFICATION	LOS E CAPACITY	FUTURE YEAR BASELINE			FUTURE YEAR PLUS PROJECT			SIGNIFICANT?
			ADT	V/C RATIO (a)	CAPACITY THRESHOLD	ADT	V/C RATIO (a)	CAPACITY THRESHOLD	
Trautwein Rd									
Alessandro Blvd to Mission Grove Pkwy	4-Lane Urban Arterial	35,900	16,800	0.468	Acceptable	17,196	0.479	Acceptable	NO
Mission Grove Pkwy to John F Kennedy Dr	4-Lane Urban Arterial	35,900	24,900	0.694	Acceptable	25,278	0.704	Acceptable	NO
John F Kennedy Dr to Orange Terrace Pkwy	4-Lane Urban Arterial	35,900	12,300	0.343	Acceptable	12,947	0.361	Acceptable	NO
Orange Terrace Pkwy to Van Buren Blvd	4-Lane Urban Arterial	35,900	12,300	0.343	Acceptable	12,947	0.361	Acceptable	NO
Van Buren Blvd									
West of Wood Rd	6-Lane Urban Arterial	53,900	34,400	0.638	Acceptable	35,479	0.658	Acceptable	NO
Wood Rd to Trautwein Rd	6-Lane Urban Arterial	53,900	30,700	0.570	Acceptable	31,779	0.59	Acceptable	NO
Trautwein Rd to Barton St	6-Lane Urban Arterial	53,900	43,100	0.800	Acceptable	44,359	0.823	Approaching Capacity	NO
Barton St to Coyote Bush Rd	6-Lane Urban Arterial	53,900	29,100	0.540	Acceptable	30,215	0.561	Acceptable	NO
Coyote Bush Rd to Orange Terrace Pkwy	6-Lane Urban Arterial	53,900	38,000	0.705	Acceptable	39,115	0.726	Acceptable	NO
Orange Terrace Pkwy to Village West Dr	6-Lane Urban Arterial	53,900	57,700	1.071	**Potentially Exceeds Capacity**	59,372	1.102	**Potentially Exceeds Capacity**	**YES**
Village West Dr to Meridian Pkwy	6-Lane Urban Arterial	53,900	59,000	1.095	**Potentially Exceeds Capacity**	61,608	1.143	**Potentially Exceeds Capacity**	**YES**
Meridian Pkwy to I-215 NB Ramps	8-Lane Urban Arterial	71,800	65,500	0.912	Approaching Capacity	69,115	0.963	Approaching Capacity	NO

TABLE IV.B-17: FUTURE YEAR CONDITIONS
ROADWAY SEGMENT LEVEL OF SERVICE SUMMARY

ROADWAY SEGMENT	ROADWAY CLASSIFICATION	LOS E CAPACITY	FUTURE YEAR BASELINE			FUTURE YEAR PLUS PROJECT			SIGNIFICANT?
			ADT	V/C RATIO (a)	CAPACITY THRESHOLD	ADT	V/C RATIO (a)	CAPACITY THRESHOLD	
Wood Rd									
Van Buren Blvd to Krameria Ave	4-Lane Arterial	35,900	20,000	0.557	Acceptable	20,755	0.578	Acceptable	NO
Krameria Ave to Nandina Ave	4-Lane Arterial	35,900	18,300	0.510	Acceptable	18,911	0.527	Acceptable	NO
Barton St									
Orange Terrace Pkwy to Van Buren Blvd	4-Lane Arterial	35,900	11,600	0.323	Acceptable	11,600	0.323	Acceptable	NO
Van Buren Blvd to Krameria Ave	4-Lane Arterial	35,900	13,200	0.368	Acceptable	13,524	0.377	Acceptable	NO
Krameria Ave to Nandina Ave	4-Lane Arterial	35,900	11,700	0.326	Acceptable	12,024	0.335	Acceptable	NO
Day St									
Cottonwood Ave to Alessandro Blvd	4-Lane Arterial	35,900	32,000	0.891	Approaching Capacity	32,486	0.905	Approaching Capacity	NO
Alessandro Blvd to Cactus Ave	4-Lane Arterial	35,900	26,400	0.735	Acceptable	27,368	0.762	Acceptable	NO
Orange Terrace Pkwy									
North of Van Buren Blvd	4-Lane Arterial	35,900	28,300	0.788	Acceptable	28,588	0.796	Acceptable	NO
Mission Grove Pkwy									
Trautwein Rd to Alessandro Blvd	4-Lane Major	34,100	33,200	0.974	Approaching Capacity	33,523	0.983	Approaching Capacity	NO
Sycamore Canyon Blvd									
North of Alessandro Blvd	4-Lane Major	34,100	5,000	0.147	Acceptable	5,360	0.157	Acceptable	NO
Meridian Pkwy									
South of Alessandro Blvd	4-Lane Major	34,100	12,900	0.378	Acceptable	18,809	0.552	Acceptable	NO
North of Van Buren Blvd	4-Lane Major	34,100	17,200	0.504	Acceptable	25,510	0.748	Acceptable	NO

TABLE IV.B-17: FUTURE YEAR CONDITIONS
ROADWAY SEGMENT LEVEL OF SERVICE SUMMARY

ROADWAY SEGMENT	ROADWAY CLASSIFICATION	LOS E CAPACITY	FUTURE YEAR BASELINE			FUTURE YEAR PLUS PROJECT			SIGNIFICANT?
			ADT	V/C RATIO (a)	CAPACITY THRESHOLD	ADT	V/C RATIO (a)	CAPACITY THRESHOLD	
Opportunity Way									
North of Van Buren Blvd	2-Lane Collector	13,000	2,400	0.185	Acceptable	4,144	0.319	Acceptable	NO

Notes:

Bold values indicate roadway segments operating at Potentially Exceeds Capacity. **Bold and shaded** values indicate a significant cumulative impact

(a) The v/c Ratio is calculated by dividing the ADT volume by each respective roadway segment's capacity.

TABLE IV.B-18: FUTURE YEAR CONDITIONS
FREEWAY MAINLINE LEVEL OF SERVICE SUMMARY

ROADWAY SEGMENT	ROADWAY CLASSIFICATION	LOS E CAPACITY	FUTURE YEAR BASELINE			FUTURE YEAR WITH PROJECT		
			ADT	V/C RATIO (a)	LOS	ADT	V/C RATIO (a)	LOS
Interstate 215								
North of Alessandro Blvd	8-Lane Freeway	160,500	177,200	1.104	**F**	185,218	1.154	**F**
Alessandro Blvd to Cactus Ave	8-Lane Freeway	160,500	173,400	1.080	**F**	179,078	1.116	**F**
Cactus Ave to Van Buren Blvd	8-Lane Freeway	160,500	174,400	1.087	**F**	176,921	1.102	**F**
South of Van Buren Blvd	8-Lane Freeway	160,500	172,200	1.073	**F**	179,683	1.120	**F**

Notes:

Bold values indicate roadway segments operating at LOS E or F. **Bold and shaded** values indicate a project significant impact

(a) The v/c Ratio is calculated by dividing the ADT volume by each respective roadway segment's capacity.

Additional Mitigation Measures: The following additional measures are recommended to mitigate the proposed Project's traffic-related impacts. The numbers provided with each measure identify the intersection as defined in Table IV.B-6:

Direct Project Impacts

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.

Cumulative Project Impacts (Existing Plus Project Plus Cumulative)

Mitigation IV.B-1-2 **The individual lot developers shall contribute on a fair share basis[14] toward the following improvements to mitigate cumulative peak hour intersection impacts under Existing Plus Project Plus Cumulative conditions at the time of issuance of the building permit:**

8. Alessandro Boulevard and Northbound I-215 Ramps

Provide the following improvements:

- Add second eastbound left-turn lane;
- Add exclusive westbound right-turn lane;
- Reconfigure northbound leg to two left-turn lanes and one shared left-through-right lane

13. Cactus Avenue and Southbound I-215 Ramps

Interchange improvements, including widening of the Cactus Avenue bridge over I-215, have been identified in the 2008 RTIP (i.e., RTIP project RIV050533, which is proposed by the City of Moreno Valley). Figure 7-6 contained in the traffic technical report depicts the planned improvements at this location and at the northbound on- and off-ramps (i.e., intersection #14, below). The RTIP identifies that the primary

[14] Refer to Appendix N of the traffic technical report for the fair share calculations. As discussed below under Significance After Mitigation, there is no legal mechanism to collect the fair share contributions to guarantee implementation of the improvements. Accordingly, the fair share contribution itself does not mitigate Project impacts.

source of funding is from the TUMF, and shows project completion in the year 2012. However, discussions with City staff indicate that the schedule for completion of the project is being extended primarily because of reduced TUMF collections. Because of the recent economic downturn, development activities in western Riverside County have slowed down, resulting in reduced collection of TUMF fees. Should economic conditions improve, TUMF collections would also improve, facilitating the funding of the interchange improvements. The proposed Project's fair share contribution for this improvement would be in the form of TUMF fee payments. The planned improvements at this intersection would provide sufficient capacity to operate at an acceptable LOS under this traffic scenario. However, as is the case for the I-215/Van Buren Boulevard interchange, a significant unavoidable interim impact would result if this improvement were delayed beyond the implementation of the proposed Project and the cumulative development proposals.

14. Cactus Avenue and Northbound I-215 Ramps

As with intersection 13 above, the planned improvements identified in the RTIP would mitigate cumulative traffic impacts. The Project's fair share contribution for this improvement would be in the form of TUMF fee payments. However, in light of projected delays in the implementation of these improvements, a significant unavoidable interim impact would result.

15. Cactus Avenue and Elsworth Street

Provide the following improvements:

- Add third eastbound through and second eastbound left-turn lane;
- Reconfigure northbound to leg to provide two left-turn lanes, one through lane, and one right-turn lane with an overlap phase

21. Van Buren Boulevard and Wood Road

Provide the following improvements:

- Add third eastbound through lane (a TUMF[15] improvement) and second eastbound left-turn lane;
- Add third westbound through lane (a TUMF improvement);
- Add second northbound through lane

22. Van Buren Boulevard and Trautwein Road

Provide the following improvements:

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

[15] Note that the widening of this segment of Van Buren Boulevard is shown in the TUMF 2010 Northwest Zone, and is included in the City of Riverside's TIP. Proposed Project's contribution to these improvements will be funded through the payment of TUMF fees.

Although these improvements would restore LOS to D in the afternoon peak hour, LOS F conditions would remain in the morning peak, after mitigation. Further improvements to the Van Buren Boulevard/Trautwein Road intersection are not feasible. On the south side of Van Buren Boulevard, further widening would require reconstructing fences and acquiring right of way (ROW) from several existing single-family residential properties. In addition, further widening on the north side of Van Buren Boulevard would necessitate ROW acquisition from retail properties.

36. Nandina Avenue and Barton Street

Provide the following improvement:

- Add southbound left-turn lane

When fully implemented, the mitigation measures described above would improve the operation of the significantly impacted intersections from a LOS F to a LOS D or better, with two exceptions. There are no additional feasible mitigation measures for the intersection of *Van Buren Boulevard and Trautwein Road.* This intersection constrained by existing developments and widening beyond the proposed improvements would not be feasible. As a result, the intersection is expected to operate at LOS F conditions in the a.m. peak hour.

There are no additional feasible mitigation measures at the *Van Buren Boulevard/Barton Street* intersection. The north leg of this intersection was built with one lane in each direction with fronting single family homes. Widening of this road is needed to mitigate this impact but is not feasible based on existing land use.

As discussed above, multiple roadway segments were identified as having cumulative project impacts. While these roadways have volumes at or approaching their theoretical capacity, the intersections along these segments are all expected to operate at acceptable levels of service, particularly after the completion of improvements. However, given the infeasibility of mitigation at the Van Buren Boulevard intersections with Trautwein Road and Barton Street, significant and unavoidable segment impacts would remain along portions of Van Buren Boulevard.

Cumulative Project Impacts (Future Year Plus Project)

Mitigation IV.B-1-3 **The individual lot developers shall contribute on a fair share basis[16] toward the following improvements to mitigate cumulative peak hour intersection impacts under Future Year Plus Project conditions at the time of issuance of the building permit:**

[16] Refer to Appendix N of the traffic technical report for the fair share calculations. As discussed below under Significance After Mitigation, there is no legal mechanism to collect the fair share contributions to guarantee implementation of the improvements. Accordingly, the fair share contribution itself does not mitigate Project impacts.

3. Alessandro Boulevard and Mission Grove Parkway
Provide the following improvement:

- Add northbound right-turn overlap phase

Although these improvements would slightly reduce intersection delay, this intersection would continue operating at LOS E or worse during both peak-hours, after mitigation. Further improvements to the intersection of Alessandro Boulevard/Mission Grove Parkway are not feasible. On the north side of the Alessandro Boulevard, ROW would be required from a park and from a condominium complex. The north leg of the intersection would require ROW from the condominium complex. The south side of the intersection fronts a newly constructed shopping center. Widening of the roadway would remove landscaping.

6. Alessandro Boulevard and Meridian Parkway
Provide the following improvements:

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

Although these improvements would slightly reduce intersection delay, this location would continue to operate at LOS F conditions, with mitigation incorporated. Further improvements are not feasible. The intersection of Alessandro Boulevard/Meridian Parkway has been recently reconstructed. The north leg of the intersection (Sycamore Canyon Boulevard) has been built to its ultimate configuration and commercial uses have been built on both sides of the roadway. Alessandro Boulevard was recently widened to six lanes, its ultimate classification. The south leg of the intersection was recently built by the Project sponsor to its ultimate configuration.

7. Alessandro Boulevard and Southbound I-215 Ramps
Provide the following improvement:

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

8. Alessandro Boulevard and Northbound I-215 Ramps
Provide the following improvement:

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

9. Alessandro Boulevard and Old 215 Frontage Road
Provide the following improvement:

- Add second southbound left-turn lane

Although these improvements would improve the delay during the failing p.m. peak-hour, the intersection would continue to operate at LOS F after mitigation. No further improvements are feasible at the intersection of Alessandro Boulevard/Old 215 Frontage Road. At Buildout, the intersection is assumed to have through lanes consistent with the Moreno Valley General Plan, dual left turn lanes for each approach, and right turn lanes for each approach.

15. Cactus Avenue and Elsworth Street

Provide the following improvement:

- Add second southbound right-turn lane

37. Cottonwood Avenue and Day Street

Provide the following improvement:

- Add second southbound left-turn lane

While the proposed Project mitigation measures above would reduce intersection delay, LOS would *not* be restored to D or better during both the a.m. and p.m. peak hour at three of the locations listed above. No feasible mitigation measures have been identified for the following seven intersections:

- Alessandro Boulevard/Canyon Crest Drive - Further improvements to the intersection of Alessandro Boulevard/Canyon Crest Drive are not feasible. On the north side of Alessandro Boulevard, widening would require ROW and relocation of fences for several homes. On the south side of Alessandro Boulevard, widening would require relocated fences and rebuilding steep downward slope with retaining walls. ROW would also be needed.
- Alessandro Boulevard/Trautwein Road - The intersection of Alessandro Boulevard/Trautwein Road has been reconstructed recently. It already has northbound triple left-turn lanes and northbound and eastbound free right turn lanes. A fourth eastbound lane is needed, but is not feasible, due to a conflict with the merge from the northbound free right turn lane. Further improvements are not feasible.
- Cactus Avenue/Meridian Parkway - Improvements are required to accommodate the development of the Future Development Area, but are *not* necessary to accommodate proposed Project traffic. Provision of a third northbound through lane and a second northbound right turn lane would restore LOS to D or better; however, these improvements are not recommended as mitigation for the proposed Project because the need would be triggered by the Future Development Area.
- Van Buren Boulevard/Wood Road – Partially mitigated by improvements identified in the Existing plus Project plus Cumulative condition; see discussion above.

- Van Buren Boulevard/Trautwein Road – Partially mitigated by improvements identified in the Existing plus Project plus Cumulative condition; see discussion above.
- Van Buren Boulevard/Village West Drive – Partially mitigated by improvements identified in the Existing plus Project plus Cumulative condition; see discussion above.
- Van Buren Boulevard/Meridian Parkway - Additional improvements are not feasible for the intersection of Van Buren Boulevard/Meridian Parkway. Van Buren Boulevard would have four westbound though lanes. A second southbound right turn lane would improve LOS, but is not recommended because it would conflict with channelization of the intersection to discourage trucks from turning right onto Van Buren Boulevard.

As discussed above multiple roadway segments were identified as having cumulative project impacts. However, because congested LOS E or F conditions would persist as described above, significant segment impacts would remain at the following locations:

- Alessandro Boulevard
  - Meridian Parkway to Southbound I-215 Ramps
  - Northbound I-215 Ramps to Old 215 Frontage Road
- Cactus Avenue
  - Northbound I-215 Ramps to Elsworth Street
- Van Buren Boulevard
  - Orange Terrace Parkway to Village West Drive
  - Village West Drive to Meridian Parkway

Additional 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 JPA would calculate trip generation for both passenger cars and trucks using approved trip generation rates. Once approved by the JPA, a running total would be kept for each of the Planning Areas as applications are reviewed.**

Mitigation IV.B-1-5 **The Project sponsor shall fully fund construction of the following improvements to mitigate cumulative peak hour intersection impacts:**

12. Cactus Avenue and Meridian Parkway

Provide the following improvement:

- Add second westbound left turn lane.

The above improvement shall be required upon issuance of occupancy permit for any use within Phase 1, 2 or 2A after traffic generated by the proposed Project exceeds 44,966 External ADT.

24. Van Buren Boulevard and Coyote Bush Road
Provide the following improvements:

- Add second northbound left-turn lane;
- Add exclusive northbound right-turn lane with overlap phase

These improvements shall be assured to the satisfaction of the March JPA Executive Director prior to issuance of the certificate of occupancy for a total building area exceeding 2.0 million square feet in Phase 3.

26. Van Buren Boulevard and Village West Drive
Provide the following improvement:

- Add northbound right-turn overlap phase

This improvement shall be assured to the satisfaction of the March JPA Executive Director prior to issuance of the certificate of occupancy for a total building area exceeding 2.0 million square feet in Phase 3. Additional improvements are not feasible for the intersection of Van Buren Boulevard/Village West Drive for the Future Year Plus Project conditions. The northbound approach would have dual left turn and dual right turn lanes. A third right-turn lane would theoretically improve the LOS, but would not function well with planned truck traffic using this movement. Similarly, the westbound dual left turn lane could be built as a triple left turn. Again, this movement would not function well with the planned truck traffic. The north side of the roadway cannot be further widened without impacting riparian habitat.

Mitigation IV.B-1-6 **The Project sponsor shall dedicate land located along the southern boundary of the North Campus to provide sufficient right-of-way for the planned full build out of Van Buren within 90 days of Project approval, as approved by the March JPA Civil Engineer.**

Mitigation IV.B-1-7 **The Project sponsor shall dedicate land and provide temporary construction easements in the vicinity of the I-215/Van Buren Boulevard interchange to accommodate a portion of the planned future improvements identified in RTIP project RIV060120 within 90 days of Project approval or as required by Caltrans.**

Transportation Phasing Plan

A Transportation Phasing Plan (TPP) is a mechanism that schedules the implementation of needed transportation improvements with the planned sequence of development activities. This is done to provide the improvements when they are needed. This TPP was developed based on requirements established for both the previously-adopted March Business Center Specific Plan and for the proposed Project. The resulting TPP provides a comprehensive scheduling of transportation improvements that would be implemented in concert with development activities.

The previously-adopted March Business Center Specific Plan divided the North Campus and South Campus into a total of three development phases. Each phase was associated with a list of transportation improvements required to be constructed or assured to the satisfaction of the March JPA prior to the full occupancy of each phase. These transportation improvements were determined through a traffic impact study (MJPA, 2003) prepared for the previously-adopted Specific Plan, and subsequent Tentative Map conditions. Phase I encompasses the northern portion of the North Campus, while Phase II includes the southern region of the North Campus. Phase III includes the entirety of the South Campus. Phases I and II have been partially developed, and the combined traffic generation of developed and occupied lots within the North Campus is below the external traffic generation threshold[17] established for Phases I and II in the 2003 Focused EIR.

The Transportation Phasing Plan (TPP) for the proposed Project expands upon the TPP developed for the previously-adopted Specific Plan. Essentially, a new fourth phase, referred to as Phase II-A, has been established. The external traffic generation threshold of Phase II-A is defined as the additional traffic that would be added to external roadways in addition to the thresholds established and entitled previously for Phases I and II in the 2003 Focused EIR. This amount is 19,678 daily external trips.

The external traffic generation thresholds for each phase are presented below:

- Phase I: 24,600 external ADT (approved Specific Plan)
- Phase II: 20,366 external ADT (approved Specific Plan)
- Phase II-A: 19,678 external ADT (proposed Project)
- Phase III: 29,910 external ADT (approved Specific Plan)

Mitigation measures defined in the Traffic Impact Analysis, Meridian Specific Plan Amendment (KHA, 2010) are identified in the revised TPP as those required by the "2010 Traffic Study." All other mitigation measures in this table were copied verbatim from the Conditions of Approval for Tentative Map 30857 (March Business Center) (MJPA, 2003).

As discussed in the traffic technical report, the proposed Project would contribute to congestion at the Van Buren Boulevard intersections with Barton Street, I-215 Southbound Ramps, and I-215 Northbound Ramps. This would result in a significant direct impact at an early stage of development. It is not feasible to subdivide development associated with the proposed Project into smaller sub-phases; thus, the proposed Project consists of a single development phase, as discussed above. The improvements required by phase are summarized in **Table IV.B-19** below.

The mitigation measures described in this table would be tied to the external traffic generation for Phase II-A. Improvements to mitigate direct impacts would be constructed or assured to the satisfaction of the March JPA. Fair share contributions would be collected by the March JPA from each lot prior to the issuance of a building permit.

[17] That is, the number of external trips added to the surrounding street network that triggers the transportation improvements defined in the TPP.

TABLE IV.B-19: PROPOSED TRANSPORTATION PHASING PLAN	
TIMING OF IMPROVEMENTS	**IMPROVEMENTS**
PHASE I: ***North Campus, from Alessandro Boulevard to southern boundaries of Unit 5, lots 1 and 6*** ***Daily External Traffic Generation Threshold = 24,600 as determined by the 2003 Specific Plan***	
Completed	Construct internal streets in Phase I
	Alessandro Boulevard/Sycamore Canyon Boulevard/Meridian Parkway shall be improved to provide for one north bound through lane and two southbound left turn lanes.
	Existing traffic signals striping shall be removed or replaced or relocated to comply with the above requirements.
Completed	Widen Cactus Avenue Bridge at railroad crossing to provide for one additional lane in either direction.
The following improvements shall be required upon issuance of occupancy permit for any use within Phase 1 after traffic generated by this project exceeds 12,000 ADT [improvements under construction Spring 2010]:	Additional improvements along southbound I-215/Cactus Avenue ramp to provide for additional eastbound and westbound through lanes and provide for free right turn lanes on southbound ramp.
PHASE II: ***North Campus, from southern boundaries of Unit 5, lots 1 and 6 to Van Buren Blvd*** ***Daily External Traffic Generation Threshold = 40,044 (20,366 from 2003 SP + 19,678(i.e., Phase II-A) from 2010 Traffic Study) As determined by the 2003 Specific Plan with additional requirements determined from the 2010 Traffic Study***	
Prior to issuance of a certificate of occupancy for any development within Unit 4	Meridian Parkway from southerly Phase 1 boundary to Van Buren Boulevard shall be improved per standards in compliance with Phase 1 above
Prior to the recordation of the Phase III Final Map, the following improvement shall be constructed or assured to the satisfaction of the March JPA Executive Director:	Construct internal streets in Phase II
Completed	Install traffic signal at Meridian Parkway and Opportunity Way.
Prior to issuance of a certificate of occupancy for any development within Unit 4	Modify traffic signal at Meridian Parkway at Van Buren Boulevard and construct turn lanes as required in 2010 Traffic Study.
Prior to the issuance of first occupancy permit for any lot fronting Van Buren Blvd between I-215 and Meridian Pkwy or upon issuance of occupancy permit for any use within Phase 1, 2 or 2A after traffic generated by this project exceeds 44,966 External ADT	Install traffic signal at Opportunity Way and Van Buren Blvd and construct turn lanes as required in 2010 Traffic Study.
Prior to the recordation of the Phase III Final Map, the following improvement shall be constructed or assured to the satisfaction of the March JPA Executive Director:	Van Buren Blvd interchange at I-215 shall be upgraded with improvements identified in RTIP Project RIV060120
Prior to the issuance of first occupancy permit for any lot fronting Van Buren Blvd between I-215 and Meridian Pkwy or upon issuance of occupancy permit for any use within Phase 1,	Widen Van Buren Blvd to seven thru-lanes (4 westbound / 3 eastbound) between I-215 and Meridian Parkway. Widening shall include supplemental lanes at the intersections with Meridian Parkway, Opportunity Way, and I-215 Southbound Ramps as

TABLE IV.B-19: PROPOSED TRANSPORTATION PHASING PLAN	
TIMING OF IMPROVEMENTS	**IMPROVEMENTS**
2 or 2A after traffic generated by this project exceeds 44,966 External ADT	shown in the exhibit submitted to the JPA dated 03/31/2010.
Prior to the issuance of first occupancy permit for any lot fronting Van Buren Blvd between Meridian Pkwy and the western North Campus boundary or upon issuance of occupancy permit for any use within Phase 1, 2 or 2A with cumulative planned traffic generation in excess of 44,966 External ADT.	Widen Van Buren Blvd to seven thru-lanes (4 westbound / 3 eastbound) between Meridian Parkway and western North Campus boundary
The following improvements shall be required upon issuance of occupancy permit for any use within Phase 1, 2 or 2A after planned traffic generated by this project exceeds 44,966 External ADT.	At Meridian Pkwy and Cactus Ave intersection, modify traffic signal and provide a second westbound left turn lane.
	At the Van Buren Blvd/Barton Street intersection, change the northbound shared left/through/right turn lane to exclusive northbound left and shared through/right turn lane
Prior to the issuance of a certificate of occupancy for any lot within the proposed Project, the developer of that lot shall provide to the March JPA that lot's fair share contribution toward the mitigation of cumulative traffic impacts	Improvements to mitigate significant cumulative impacts, as identified in Chapter 7 (Existing + Amendment + Cumulative) and Chapter 8 (Future Year + Amendment), and summarized in Table 10-5 of 2010 Traffic Study.
PHASE III: ***Entire South Campus Daily External Traffic Generation Threshold = 29,910 As determined by the 2003 Specific Plan[18]***	
Prior to issuance of the certificate of occupancy for a total building area exceeding 2.0 million square feet in Phase 3, the following improvements shall be constructed or assured to the satisfaction of the March JPA Executive Director:	Construct internal streets in Phase III
	Half-width improvements on Barton Street (project frontage)
	Widen Van Buren Blvd. from Barton Street to Village West Drive.
Completed	Alessandro Blvd/Sycamore Canyon Blvd intersection shall be improved to provide for one additional northbound right turn lane, one additional northbound left turn lane, and one additional westbound left turn lane within dedicated right-of-way.
Prior to issuance of the certificate of occupancy for a total building area exceeding 2.0 million square feet in Phase 3, the following improvements shall be constructed or assured to the satisfaction of the March JPA Executive Director:	Install traffic signal at intersection of Van Buren Blvd. and Village West Drive to provide dual westbound left turn lanes and additional lanes as noted in 2010 Traffic Study. (Note: these improvements may be provided at an earlier time if needed to serve an increment of development in Phase III that is less than 2.0 million square feet)
Prior to issuance of the certificate of occupancy for a total building area exceeding 2.0 million square feet in Phase 3, the following improvements shall be constructed or assured to the satisfaction of the March JPA Executive Director:	Modify existing traffic signal at the intersection of Van Buren Blvd. and Orange Terrace Parkway to accommodate the new intersection along the south and to provide for dual westbound left turn lanes.

[18] With additions as noted in the 2010 Traffic Study.

TABLE IV.B-19: PROPOSED TRANSPORTATION PHASING PLAN	
TIMING OF IMPROVEMENTS	**IMPROVEMENTS**
Prior to issuance of the certificate of occupancy for a total building area exceeding 2.0 million square feet in Phase 3, the following improvements shall be constructed or assured to the satisfaction of the March JPA Executive Director:	Modify existing traffic signal at the intersection of Van Buren Blvd. and Coyote Bush Rd. to accommodate new intersection along south side, provide dual westbound left turn lanes, and additional turn lanes as identified in the 2010 Traffic Study.
Prior to issuance of the certificate of occupancy for a total building area exceeding 2.0 million square feet in Phase 3, the following improvements shall be constructed or assured to the satisfaction of the March JPA Executive Director:	Modify existing traffic signal at the intersection of Van Buren Blvd. and Barton Street to provide for dual westbound left turn lanes.
Prior to issuance of the certificate of occupancy for a total building area exceeding 2.0 million square feet in Phase 3, the following improvements shall be constructed or assured to the satisfaction of the March JPA Executive Director:	Install traffic signals at intersections of Krameria Avenue at Barton Street and Village West Drive.
Prior to the issuance of the certificate of occupancy for the first 4.0 million sq/ft of building area within Phase 3:	Install traffic signals at the intersections of Krameria Avenue and "M" Street, and the intersection of "Y" Street with Barton Street.
These improvements shall be required during various stages of building and occupancy permits for any development within Phase 3 as supported by traffic reports and required by MJPA:	Provide for fair share contribution[19] or implement improvements as determined by MJPA at the following locations to address cumulative traffic impacts from the 2003 Specific Plan Traffic Study: Capacity improvements at the intersection of Alessandro Blvd. with Trautwein Road. Capacity improvements at the intersection of Alessandro Blvd. and 1-2I5 north bound.
	Capacity improvements at the intersection of Cactus Avenue at 1-215 northbound. Capacity improvements at the intersection of Van Buren Blvd. with Trautwein Road.

Significance After Mitigation:

Project direct impacts: Significant and unavoidable impacts would occur on the following facilities:

Intersections:

- Van Buren Boulevard and I-215 Northbound Ramps (significant interim impact until planned interchange improvements are constructed; as shown in Table 6-5 of the traffic technical report, LOS would be restored to A during both peak hours at this location)

[19] The Project sponsor shall be responsible for the collection of these fair share contributions.

- Van Buren Boulevard and I-215 Southbound Ramps (significant interim impact until planned interchange improvements are constructed; as shown in Table 6-5 of the traffic technical report, LOS would be restored to A during both peak hours at this location)

Roadway Segments

- Van Buren Boulevard, west of Wood Road (significant interim impact until planned improvements identified in City of Riverside's TIP (2010 edition, page 1-40) is implemented. Following completion of these improvements, LOS would be restored to D or better during both peak hours at the Van Buren Boulevard/Wood Road intersection)
- Van Buren Boulevard, Wood Road to Trautwein Road (significant interim impact until planned improvements identified in City of Riverside's TIP (2010 edition, page 1-40) is implemented. Following completion of these improvements, LOS would be restored to D or better during both peak hours at the Van Buren Boulevard/Wood Road intersection)
- Van Buren Boulevard, from Meridian Parkway to I-215 interchange (significant interim impact until planned interchange improvements are constructed. As discussed above, implementation of mitigation measures at the Van Buren Boulevard/I-215 Northbound Ramps intersection would restore LOS to A during both peak hours. As discussed earlier in this section under "Roadway Segment Level of Service," in cases where the segment *potentially exceeds capacity*, but the intersections along this segment are characterized by acceptable LOS, then the segment operations were considered satisfactory.)

Freeway Segments:

- I-215 from north of Alessandro Boulevard to south of Van Buren Boulevard

Cumulative Project Impacts (Existing Plus Project Plus Cumulative): significant and unavoidable impacts would occur on the following facilities:

Intersections:

- Alessandro Boulevard and Northbound I-215 Ramps (although improvements identified in traffic technical report would restore LOS to D or better, there is no established funding mechanism in place to fully fund these improvements; project pro-rata share would be collected prior to certificate of occupancy)
- Cactus Avenue and Southbound I-215 Ramps (significant interim impact until planned interchange improvements are constructed)
- Cactus Avenue and Northbound I-215 Ramps/Old 215 Frontage Road (significant interim impact until planned interchange improvements are constructed)
- Cactus Avenue and Elsworth Street (although improvements identified in traffic technical report would restore LOS to D or better, there is no established funding mechanism in place to fully fund these improvements; project pro-rata share would be collected prior to certificate of occupancy)
- Van Buren Boulevard and Wood Road (although improvements identified in traffic technical report would restore LOS to D or better, there is no established funding mechanism in place to fully fund these improvements; project pro-rata share would be collected prior to certificate of occupancy)

- Van Buren Boulevard and Trautwein Road (improvements identified in traffic technical report would *not* restore LOS to D or better at this location; project pro-rata share would be collected prior to certificate of occupancy)
- Van Buren Boulevard and Barton Street (No feasible mitigation measures have been identified at this location)
- Nandina Avenue and Barton Street (although improvements identified in traffic technical report would restore LOS to D or better, there is no established funding mechanism in place to fully fund these improvements; project pro-rata share would be collected prior to certificate of occupancy)

Roadway Segments:

- Cactus Avenue:
  - Northbound I-215 Ramps to Elsworth Street
  - Elsworth Street to Frederick Street

- Van Buren Boulevard:
  - West of Wood Road
  - Wood Road to Trautwein Road
  - Trautwein Road to Barton Street
- Barton Street
  - Van Buren Boulevard to Krameria Avenue
  - Krameria Avenue to Nandina Avenue

Freeway Segments:
- I-215 from north of Alessandro Boulevard to south of Van Buren Boulevard

Cumulative Project Impacts (Future Year Plus Project): significant and unavoidable impacts would occur to the following facilities:

Intersections:
- Alessandro Boulevard and Canyon Crest Drive
- Alessandro Boulevard and Trautwein Road
- Alessandro Boulevard and Mission Grove Parkway
- Alessandro Boulevard and Sycamore Canyon Road/Meridian Parkway
- Alessandro Boulevard and Southbound I-215 Ramps
- Alessandro Boulevard and Northbound I-215 Ramps
- Alessandro Boulevard and Old 215 Frontage Road
- Cactus Avenue/Meridian Parkway
- Cactus Avenue/Elsworth Street
- Van Buren Boulevard and Wood Road
- Van Buren Boulevard and Barton Street
- Van Buren Boulevard and Village West
- Van Buren Boulevard and Meridian Parkway
- Cottonwood Avenue/Day Street

Roadway Segments:
- Alessandro Boulevard
  - Meridian Parkway to Southbound I-215 Ramps
  - Northbound I-215 Ramps to Old 215 Frontage Road

- Cactus Avenue
  - Old 215 Frontage Road to Elsworth Street
- Van Buren Boulevard
  - Orange Terrace Parkway to Village West Drive
  - Village West Drive to Meridian Parkway

Freeway Segments:

- I-215 from north of Alessandro Boulevard to south of Van Buren Boulevard

Threshold IV.B-2: Would the proposed project change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?

Proposed Changes to the North Campus of the Specific Plan: The proposed Project would be developed within the March Business Center Specific Plan area, which was analyzed in the context of the above criteria in the 2003 Focused EIR. The Project would not introduce land use designations substantively different from those evaluated in the 2003 Focused EIR. As discussed in Section IV.A, *Land Use and Planning*, the proposed Project would enforce existing land use regulations to maintain consistency with the AICUZ and JLUS. The proposed Project was found consistent with the ALUP by the ALUC on November 12, 2009.

Project Consistency with the 2003 Focused EIR: Impacts from the proposed Project are consistent with those addressed in the 2003 Focused EIR.

Applicable Mitigation Measures from the 2003 Focused EIR: The proposed Project would be required to comply with Mitigation Measures B-1 through B-12 in the 2003 Focused EIR as defined above.

Additional Mitigation Measures: None required.

Significance After Mitigation: Less than significant.

Threshold IV.B-3: Would the proposed project substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

Proposed Changes to the North Campus of the Specific Plan: As discussed above, the proposed Project would be developed within the March Business Center Specific Plan area, which was analyzed in the context of the above criteria in the 2003 Focused EIR. The proposed Project would not contain any substantial hazards due to design features. The proposed Project site is located within an area having a circulation pattern specifically designed to accommodate the heavy truck traffic typical of warehouse and distribution facilities. Specifically, collector level roadways within the proposed Project area would be designated as Industrial Collectors, in accordance with Riverside County standard specifications. Industrial Collector roadways provide 16-foot shoulder lanes where Class II bike lanes are proposed (as compared to 14-foot lanes adjacent to bike lanes for other street classifications). The March Business Center Specific Plan does not include agricultural uses, residential uses, or other uses that could create traffic hazards created by the coexistence of incompatible uses. Therefore, impacts of the proposed Project associated with traffic hazards created by design features or incompatible uses would be less than significant.

Project Consistency with the 2003 Focused EIR: Impacts from the proposed Project are consistent with those addressed in the 2003 Focused EIR.

Applicable Mitigation Measures from the 2003 Focused EIR: The proposed Project would be required to comply with Mitigation Measures B-1 through B-12, from the 2003 Focused EIR as referenced above.

Additional Mitigation Measures: None required.

Significance After Mitigation: Less than significant.

Threshold IV.B-4: Would the proposed project result in inadequate emergency access?

Proposed Changes to the North Campus of the Specific Plan: The proposed Project would include an internal circulation system that would allow for an efficient travel route for all modes of travel.[20] As discussed in Chapter III, *Project Description*, Creation of lot 16 through the consolidation of 14 smaller lots east of Meridian Parkway and south and west of Opportunity Way, and removal of the eastern portion of Street F. A new private roadway would be constructed along the south side of Lot 16. As described in Chapter 9 of the traffic technical report, the revised transportation network will have sufficient capacity to accommodate existing and projected future traffic volumes, including traffic generated by the proposed Project. In the event of an emergency, this circulation system would easily accommodate fire trucks and other emergency vehicles. Emergency vehicle access would be facilitated by the extension of Meridian Parkway, from the southerly Phase I boundary to Van Buren Boulevard, as described in Table IV.B-19 above. The proposed Project would not include narrow streets or long cul-de-sacs that would make it difficult for emergency vehicles to access all areas of the proposed Project site. Therefore, the proposed Project would result in less than significant impacts related to emergency access.

Project Consistency with the 2003 Focused EIR: Impacts from the proposed Project are consistent with those addressed in the 2003 Focused EIR.

Applicable Mitigation Measures from the 2003 Focused EIR: The proposed Project would be required to comply with Mitigation Measures B-1 through B-12, from the 2003 Focused EIR as referenced above.

Additional Mitigation Measures: None required.

Significance After Mitigation: Less than significant.

Threshold IV.B-5: Would the proposed project result in inadequate parking capacity?

Proposed Changes to the North Campus of the Specific Plan: Table III-3 of the March Business Center Specific Plan provides parking ratios for various land uses that are permitted or conditionally permitted within the area. The ratios were developed consistent with March JPA General Plan Transportation Element 2.7, which indicates that on-street parking should be de-emphasized to increase vehicle capacity and accommodate bicycle access. The proposed Project does not propose to alter existing parking ratios. Because all future developments will be required to be consistent with the adopted parking ratios, the proposed Project is expected to

[20] The proposed Project is subject to the truck routing pattern described in Figure V-6 of the Meridian Specific Plan Amendment, and is also subject to the signage and turn movement prohibitions described in March JPA Ordinance #JPA 09-01.

result in a less than significant impact with respect to this threshold. As discussed in Chapter III, Project Description, the proposed development of Lot 16 would provide 455 parking spaces, consistent with the parking ratios listed in Table III-3 of the Specific Plan Amendment.

Project Consistency with the 2003 Focused EIR: Impacts from the proposed Project are consistent with those addressed in the 2003 Focused EIR.

Applicable Mitigation Measures from the 2003 Focused EIR: The proposed Project would be required to comply with Mitigation Measures B-1 through B-12, from the 2003 Focused EIR as referenced above.

Additional Mitigation Measures: None required.

Significance After Mitigation: Less than significant.

Threshold IV.B-6: Would the proposed project conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?

Proposed Changes to the North Campus of the Specific Plan: The March Business Center Specific Plan area includes bus turn-outs for future bus route implementation and would ultimately accommodate a MetroLink station. Bike racks are required for all development and the March Business Center Specific Plan incorporates an extensive Class II bike lane system. The planned bus turn-outs would accommodate transit access to and from the proposed Project, and would provide an opportunity for workers to use public transit instead of passenger cars to accommodate work trips. By locating the bus stops outside of the mixed-flow travel lanes along the roadway, bus operations can be accommodated without blocking passenger car and truck traffic in the adjacent lanes. The proposed development of Lot 16 would accommodate a minimum of six bicycle racks adjacent to pedestrian walkways, to accommodate bicycle access to and from the facility. In addition, a bus turn-out is planned to be located adjacent to Lot 16, on the east side of Meridian Parkway, to the south of Street F. Impacts would be less than significant impact with respect to this threshold.

Project Consistency with the 2003 Focused EIR: Impacts from the proposed Project are consistent with those addressed in the 2003 Focused EIR.

Applicable Mitigation Measures from the 2003 Focused EIR: The proposed Project would be required to comply with Mitigation Measures B-1 through B-12 from the 2003 Focused EIR as defined above.

Additional Mitigation Measures: None required.

Significance After Mitigation: Less than significant.

Threshold IV.B-7: Would the proposed project have traffic infrastructure that has non-standard design features (e.g., narrow width, roadside ditches, sharp curves, poor sight distance, inadequate pavement structure) or receives use which may be incompatible with substantial increase in traffic (e.g. rural roads with use to farm equipment, livestock, horseback riding or roads with heavy pedestrian or recreational use) that would become potential safety problems with the addition of cumulative traffic.?

Proposed Changes to the North Campus of the Specific Plan: As discussed above under threshold IV.B-5, the proposed Project would not contain hazards resulting from design features. The March Business Center Specific Plan area includes a circulation pattern specifically designed to accommodate heavy truck traffic typical of warehouse and distribution facilities. The Specific Plan area does not include agricultural uses, residential uses, or other uses that could create traffic hazards created by the coexistence of incompatible uses. Therefore, impacts of the proposed project associated with traffic hazards created by nonstandard design features or incompatible uses with a regard to potential safety problems would be less than significant. The proposed Project would construct enhanced concrete intersections at Van Buren Boulevard/Meridian Parkway and Van Buren Boulevard/Opportunity Way which would provide a stronger pavement structure to accommodate proposed Project truck traffic traversing these two intersections.

Project Consistency with the 2003 Focused EIR: Impacts from the proposed Project are consistent with those addressed in the 2003 Focused EIR.

Applicable Mitigation Measures from the 2003 Focused EIR: The proposed Project would be required to comply with Mitigation Measures B-1 through B-12 from the 2003 Focused EIR as referenced above.

Additional Mitigation Measures: None required.

Significance After Mitigation: Less than significant.

Cumulative Impacts

The proposed Project's cumulative traffic impacts are specifically addressed under Threshold IV.B-1, above.

C. Air Quality

Environmental Setting

The evaluation of air quality impacts contained herein is based on the Air Quality Technical Report (March, 2010) prepared by Scientific Resources Associated. The report is provided as **Appendix E** to this document.

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. The SCAQMD 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.

Regional Climate

Annual average temperatures in the Riverside County area range from an average minimum temperature of 50.5ºF to an average maximum temperature of 79.0ºF. December is the coldest month, with average minimum temperatures of 41.3°F. August is the hottest month in the area, with average maximum temperatures reaching 94.4°F. The climate of the March ARB area is characterized as arid. The nearest meteorological monitoring station to the proposed Project area is the Riverside-Rubidoux station The station is located on Riverside-Rubidoux Boulevard, approximately 8.5 miles to the north and west of the Project area. The Perris Valley Station is approximately 9.5 miles south/southeast of the proposed Project area. In the next paragraph, the Perris Valley monitoring station is identified, so it should be mentioned here in terms of it's distance.

Existing Air Pollution Sources

Air quality in the vicinity of the proposed Project area is affected by emissions from motor vehicle traffic on adjacent roadways and air pollution transported from other areas. Generally, wind blows polluted air east into the proposed Project area from the urbanized areas of Los Angeles and Orange Counties. While the Perris Valley monitoring station is in a relatively rural setting, it recorded the third highest number of days exceeding the state one-hour Ozone Standard within the SCAQMD. Between the years 2006 and 2008, the Perris station had an average of 69 days in excess of the Ozone Standard. By contrast, the Riverside station had an average of 43 days in excess of the Ozone Standard over the same period.

Sensitive Receptors

Some land uses are considered more sensitive to air pollution than others due to the types of population groups or activities involved. The Air Quality and Land Use Handbook: A Community Health Perspective (CARB, 2005, p. 2) includes in its list of sensitive receptors residences, schools, playgrounds, childcare centers, convalescent homes, retirement homes, rehabilitation centers, and athletic facilities. Sensitive population groups include children, the elderly, and the acutely and chronically ill; especially those with cardio-respiratory diseases. Residential areas are also considered to be sensitive to air pollution because residents tend to be home for extended periods of time which can result in sustained exposure to any pollutant present. Sensitive receptors in the vicinity of the proposed Project area include residential development south and west of the proposed Project location. The Orangecrest residential

development is located approximately 1,850 feet to the west of the nearest proposed Project boundary. The residential community Air Force Village West is located 3,100 to the south of the proposed Project. Tomas Rivera Elementary School is located 5,750 feet to the south and west of the proposed Project.

Existing Air Quality and Attainment Status

Ambient air quality standards and concentrations of pollutants measured at the Riverside-Rubidoux monitoring station are presented in **Table IV.C-1**. SCAB's attainment status with respect to federal and state standards for these pollutants is described below:

TABLE IV.C-1: BACKGROUND AIR QUALITY DATA (2006-2008)
PPM (UNLESS OTHERWISE INDICATED)

POLLUTANT	AVERAGING TIME	2006	2007	2008	NAAQS	CAAQS
Ozone (O_3)[a]	8 hour	0.117	0.111	0.116	0.075	0.070
No. of Days in Violation of NAAQS		**57**	**46**	**64**		
No. of Days in Violation of CAAQS		**75**	**69**	**89**		
	1 hour	**0.151**	**0.131**	**0.146**	-	0.09
No. of Days in Violation		**45**	**51**	**34**		
PM_{10}[2,3]	Annual arithmetic mean	**52.7**	**57.1**	**44.9**	-	20 ìg/m^3
	24 hour	**106**	**540**	**82**	150 ìg/m^3	50 ìg/m^3
No. of Days in Violation of NAAQS		**0**	**1**	**0**		
No. of Days in Violation of CAAQS		**69**	**65**	**46**		
$PM_{2.5}$[3]	Annual arithmetic mean	**19.0**	**19.0**	**16.4**	15 ìg/m^3	12 ìg/m^3
	24 Hour	**68.4**	**75.6**	**53.3**	35 ìg/m^3	-
No. of Days in Violation		32	33	14		
NO_2	Annual	0.020	0.020	0.019	0.030	-
	1 hour	0.076	0.072	0.092	0.18	0.25
No. of Days in Violation		0	0	0		
CO	8 hour	2.29	2.93	1.86	9	9.0
No. of Days in Violation		0	0	0		
	1 hour	2.7	3.8	2.7	35	20
No. of Days in Violation		0	0	0		
SO_2	Annual	0.001	0.002	0.001	0.03	-
	24 hour	0.003	0.004	0.003	0.14	0.04
No. of Days in Violation		0	0	0		
	3 hour	0.004	0.007	0.003	0.05[1]	-
No. of Days in Violation		0	0	0		
	1 hour	0.012	0.016	0.011	-	0.25
No. of Days in Violation		0	0	0		

Note: **Bold** values indicate an excess of applicable standard. NAAQS: National Ambient Air Quality Standards. CAAQS: California Ambient Air Quality Standards
1Secondary NAAQS
2California averages reported for PM_{10}
3High 24-hour values reported during southern California fire event in 2007 Source: www.arb.ca.gov (all pollutants except 1-hour CO and 1-hour and 3-hour SO_2) www.epa.gov/air/data/monvals.html (1-hour CO and 1-hour and 3-hour SO_2)

Ozone (O_3). The SCAB is in non-attainment for both the federal and state ozone standards. Ozone is a secondary pollutant produced through a series of photochemical reactions involving reactive organic gases (ROG) and volatile organic compounds (VOC's) such as nitrogen oxides (NO_x). Ozone creation requires ROG and NO_x to be present for approximately three hours in a

stable atmosphere with strong sunlight. Ozone is a regional air pollutant because it is not emitted directly by sources, but is formed downwind of sources generating ROC and NO_x emissions.

The federal and state Clean Air Acts require that management plans be developed for areas designated as non-attainment to establish strategies to achieve compliance. Because California's regulations are more stringent than the federal standard, two ozone plans are applicable to the Project area.

Ozone effects include eye and respiratory irritation, reduction of resistance to lung infection and possible aggravation of pulmonary conditions in persons with lung disease. Ozone is also damaging to vegetation and untreated rubber.

Carbon Monoxide (CO). The SCAB is in serious non-attainment (maintenance) for federal carbon monoxide standards. Carbon monoxide is a non-reactive pollutant that is a product of incomplete fossil fuel combustion. Ambient carbon monoxide concentrations fluctuate with the distribution of traffic. Higher traffic volumes can result in higher CO concentrations adjacent to roadways and intersections. Carbon monoxide concentrations are also influenced by meteorological factors such as wind speed and atmospheric mixing. Under inversion conditions[21], carbon monoxide concentrations may be distributed more uniformly over an area out to some distance from vehicular sources. CO affects red blood cells in the body by binding to hemoglobin and reducing the amount of oxygen that can be carried to the body's organs and tissues. CO can cause health effects similar to those associated with cardiovascular disease and can also affect mental alertness and vision.

Nitrogen Oxides (NO_x). The SCAB is in attainment for the federal and state NO_x standards. There are two oxides of nitrogen which are important in air pollution: nitric oxide (NO) and nitrogen dioxide (NO_2). Nitric oxide and NO_2 are both emitted from motor vehicle engines, power plants, refineries, industrial boilers, aircraft and locomotives. NO_2 is primarily formed when NO reacts with atmospheric oxygen. NO_2 gives the air the "whiskey brown" color associated with smog. Since NO_x emissions contribute to ozone generation, NO_x emissions are regulated through the O_3 Attainment Plans. NO_2 is a respiratory irritant and may affect those with existing respiratory illness such as asthma. NO_2 can also increase the risk of respiratory illness.

Particulate Matter (PM_{10}). The SCAB is in serious non-attainment for the federal PM_{10} standard and nonattainment for the state PM_{10} standard and state and federal $PM_{2.5}$ standard. PM_{10} is particulate matter that is smaller than 10 microns in diameter. Particulate matter less than 10 microns in diameter can be inhaled deep into the lungs and cause adverse health effects. PM_{10} in the atmosphere results from many kinds of dust and fume producing industrial and agricultural operations, fuel combustion and atmospheric photochemical reactions. Some sources of particulate matter such as demolition and construction activities are more local in nature while others such as vehicular traffic have a more regional effect. In 1997, the U.S. EPA proposed a new standard for $PM_{2.5}$, which is particulate matter with an aerodynamic diameter of 2.5 microns or less. These finer particulates are considered to have the potential to lodge deeper in the lungs.

Particulate matter contributes to pollution in two ways: fugitive dust and exhaust emissions. Fugitive dust is produced from activities that disturb soil such as grading, digging, or just driving on an unpaved road. Particulate matter from exhaust gasses is produced from incomplete combustion resulting in soot formation. Both forms of particulate matter are accounted for in calculations performed in the air quality technical report prepared for this SEIR. PM_{10} can

[21] Inversion conditions refer to the phenomenon of having warm air on top of cooler air. This warm air acts like a lid and traps pollutants near the surface causing poor air quality.

increase susceptibility to respiratory infections and can aggravate existing respiratory diseases such as asthma and chronic bronchitis.

Sulfur dioxide (SO_2). SO_2 is a colorless, reactive gas that is produced from the burning of sulfur-containing fuels such as coal and oil, and by other industrial processes. Generally, the highest concentrations of SO_2 are found near large industrial sources. SO_2 is a respiratory irritant that can cause narrowing of the airways leading to wheezing and shortness of breath. Long-term exposure to SO_2 can cause respiratory illness and aggravate existing cardiovascular disease.

Toxic Air Contaminants (TAC). Toxic air contaminants (TAC) are pollutants known or suspected to cause cancer or other serious health effects such as birth defects. TAC may also have significant adverse environmental and ecological effects. Examples of TAC include benzene, diesel particulate, hydrogen sulfide, methylchloride, toluene, and metals such as cadmium, mercury, chromium, and lead.

Health effects from TAC vary depending on the specific toxic pollutant but may include cancer, immune system damage, as well as neurological, reproductive, developmental, and respiratory problems. According to the EPA, approximately 50% of the TAC's affecting people come from vehicle emissions. EPA and CARB are both concerned over diesel particulate matter (DPM) emissions. The EPA has published its final rule to control emissions of hazardous air pollutants from mobile sources in the March 29, 2001 Federal Register. The CARB approved a comprehensive diesel risk reduction plan in September 2000.

From 2004 through 2006, SCAQMD conducted a program to further understand the current air toxics setting in SCAB. The program examined the potential risk of over 33 known TACs including diesel particulates. The results indicate that SCAB cancer risk is approximately 1,194-in-one million when diesel emissions are considered (mobile sources account for 94 percent of the risk). The results also indicate that higher risk levels occur more within industrialized areas of the SCAB (specifically the south-central portion of Los Angeles County; at freeway interchanges; areas near airports; and industrial areas in Orange, Riverside, and San Bernardino Counties). In addition, risk levels tend to be higher during the fall and winter months, when the meteorological conditions are more stagnant.

The most recent monitored annual average values at the Riverside-Rubidoux station for the three highest risk contaminants were: 9.15 micrograms per cubic meter of DPM (measured as a combination of elemental and organic carbon in $PM_{2.5}$), 0.45 micrograms per cubic meter of benzene and 0.04 micrograms per cubic meter of 1,3 butadiene.

The Riverside-Rubidoux station showed high levels of hexavalent chromium in ambient measurements. In 2008, a source of hexavalent chromium near the station (the TXI Riverside cement plant) was discovered and required to reduce its emissions immediately. Atmospheric modeling conducted by SCAQMD for the Multiple Air Toxics Exposure Study (MATES-III) in the South Coast Air Basin (SCAQMD 2008) resulted in the determination of a TAC risk exposure of 1,150 cancer cases per million persons. The estimated cancer risk at the Riverside-Rubidoux station is approximately 845 in one million. As discussed below under Threshold IV.C-4, the modeling and monitoring results from the MATES-III study are both substantially higher than the SCAQMD's cancer risk significance threshold of 10 cases per million persons.

Regulatory Setting

Federal

Federal Clean Air Act

The Federal Clean Air Act (CAA) of 1970 is the comprehensive law that regulates air emissions from area, stationary, and mobile sources. The law authorized the U.S. Environmental Protection Agency (EPA) to establish National Ambient Air Quality Standards (NAAQS) to protect public health and the environment. The goal of the CAA was to set and achieve NAAQS in every state by 1975. The setting of maximum pollutant standards was coupled with directing states to develop State Implementation Plans (SIPs) applicable to appropriate industrial emission sources.

The Act was amended in 1977 primarily to set new goal dates for achieving attainment of NAAQS since many areas of the country had failed to meet the deadlines. The 1990 amendments to the CAA in large part were intended to meet unaddressed or insufficiently addressed problems such as acid rain, ground level ozone, stratospheric ozone depletion, and air toxics.

NAAQS have been established for carbon monoxide (CO), ozone (O_3), sulfur dioxide (SO_2), nitrogen dioxide (NO_2), particulate matter (PM_{10}), and lead (Pb). These contaminants are referred to as criteria pollutants. **Table IV.C-2** summarizes state and federal air quality standards.

State

California Air Resources Board

In 1967, California's legislature passed the Mulford-Carrel Act, which established the California Air Resources Board (CARB). The CARB sets state air quality standards for criteria pollutants, referred to as the California Ambient Air Quality Standards (CAAQS). The state standards for these pollutants are more stringent than the corresponding federal standards (see Table IV.C-2).

TABLE IV.C-2: AMBIENT AIR QUALITY STANDARDS FOR CRITERIA POLLUTANTS

POLLUTANT	AVERAGING TIME	CALIFORNIA STANDARD	FEDERAL PRIMARY STANDARD	POLLUTANT HEALTH AND ATMOSPHERIC EFFECTS	MAJOR POLLUTANT SOURCES
Ozone (O_3)	1 hour	0.09 ppm	---	High concentrations can directly affect lungs, causing irritation. Long-term exposure may cause damage to lung tissue.	Motor vehicles.
	8 hours	0.07 ppm	0.075 ppm		
Carbon Monoxide	1 hour	20 ppm	35 ppm	Classified as a	Internal combustion

TABLE IV.C-2: AMBIENT AIR QUALITY STANDARDS FOR CRITERIA POLLUTANTS					
POLLUTANT	**AVERAGING TIME**	**CALIFORNIA STANDARD**	**FEDERAL PRIMARY STANDARD**	**POLLUTANT HEALTH AND ATMOSPHERIC EFFECTS**	**MAJOR POLLUTANT SOURCES**
(CO)	8 hours	9 ppm	9 ppm	chemical asphyxiant, CO interferes with the transfer of fresh oxygen to the blood and deprives sensitive tissues of oxygen.	engines, primarily gasoline-powered motor vehicles.
Nitrogen Dioxide (NO_2)	Annual Average	0.03 ppm	0.053 ppm	Irritating to eyes and respiratory tract. Colors atmosphere reddish-brown.	Motor vehicles, petroleum-refining operations, industrial sources, aircraft, ships, and railroads.
	1 hour	0.18 ppm	---		
Sulfur Dioxide (SO_2)	1 hour	0.25 ppm	---	Colorless, reactive gas that is a respiratory irritant causing narrowing of the airways leading to wheezing and shortness of breath.	Large industrial plants that burn sulfur containing fuels such as coal and oil.
	24 hours	0.04 ppm	0.14 ppm		
Suspended Particulate Matter (PM_{10} $PM_{2.5}$)	Annual Geometric Mean	30 ug/m^3 (PM_{10})	65 ug/m^3 ($PM_{2.5}$)	May irritate eyes and respiratory tract, decreases in lung capacity, cancer and increased mortality. Produces haze and limits visibility.	Dust and fume-producing industrial and agricultural operations, combustion, atmospheric photochemical reactions, and natural activities (e.g. wind-raised dust and ocean sprays).
	Annual Arithmetic Mean	20 ug/m^3 (PM_{10}) 12 ug/m^3 ($PM_{2.5}$)	15 ug/m^3 ($PM_{2.5}$)		
	24 hours	50 ug/m^3 (PM_{10})	150 ug/m^3 (PM_{10}) 35 ug/m^3 ($PM_{2.5}$)		
Sulfates	24 hours	25 ug/m3	---	Exacerbates existing heart and lung conditions, particularly in the elderly and children.	Burning of sulfur containing fuels such as coal and oil.
Lead	Monthly	1.5 ug/m^3	---	Disturbs	Present source: lead

TABLE IV.C-2: AMBIENT AIR QUALITY STANDARDS FOR CRITERIA POLLUTANTS					
POLLUTANT	**AVERAGING TIME**	**CALIFORNIA STANDARD**	**FEDERAL PRIMARY STANDARD**	**POLLUTANT HEALTH AND ATMOSPHERIC EFFECTS**	**MAJOR POLLUTANT SOURCES**
	Quarterly	---	1.5 ug/m^3	gastrointestinal system, and causes anemia, kidney disease, and neuromuscular and neurologic dysfunction (in severe cases).	smelters, battery manufacturing & recycling facilities. Past source: combustion of leaded gasoline.
	Rolling 3-month Average	---	0.15 μg/m^3		
Hydrogen Sulfide (H_2S)	1 hour	0.03 ppm	---	Exposure to low concentrations of hydrogen sulfide may cause irritation to the eyes, nose, or throat. Long term exposure or exposure to high concentrations may cause loss of consciousness and possibly death.	Gas and oil drilling operations, farming with manure storage or livestock confinement facilities, or landfills generate hydrogen sulfide.
Vinyl Chloride	24 hours	0.01 ppm	---	Exposure to high levels of vinyl chloride in the air has resulted in central nervous system effects, such as dizziness, drowsiness, and headaches. Long term exposure can result in liver damage.	Used in the manufacturing of polyvinyl chloride (PVC) and other plastic products.
Ppm= parts per million; ug/m3= micrograms per cubic meter; mg/m3=milligrams per cubic meter Source: California Air Resources Board, www.arb.ca.gov. Source: Air Quality Technical Report, Meridian Specific Plan Amendment, March 2010.					

The California Clean Air Act (CCAA) of 1988 required areas not attaining the state ambient air quality standards to achieve and maintain the standards by the earliest practicable date. The

CCAA required air districts to develop plans for attaining the state ozone, carbon monoxide, sulfur dioxide, and nitrogen dioxide standards. Other emission sources associated with construction and operation of the proposed Project that are directly regulated by CARB are summarized below:

- Transport Refrigeration Units

CARB has adopted and implemented an Air Toxics Control Measure (ATCM) for Transport Refrigeration Units (TRUs). TRUs are refrigeration systems powered by diesel internal combustion engines and are designed to refrigerate or heat perishable products that are transported in various containers, including semi-trailers, truck vans, shipping containers, and rail cars. Although TRU engines are relatively small, ranging from 9 to 36 horsepower, significant numbers of these engines can operate at distribution centers, truck stops, and other facilities, resulting in the potential for health risks to those that live and work nearby. The TRU ATCM applies to owners and operators of diesel-fueled TRUs and TRU generator sets that operate in California, whether they are registered in or outside the state. This includes all carriers that transport perishable goods using diesel-powered refrigeration systems on trucks, trailers, shipping containers, and railcars. Facilities with 20 or more loading dock doors with refrigerated areas used for storing, loading and unloading perishable goods and that are under facility control are also affected.

Applicable facilities are required to submit a one-time report to CARB that provides information about the size and type of facility, and the TRU activity that occurs at the facility. This information is used to evaluate the overall effectiveness of the regulation in reducing DPM concentrations near facilities where numerous TRUs operate. TRU engines must meet in-use performance standards. Compliance with the in-use performance standards is achieved by using an engine that is certified to meet the emission standard, installation of the required level of verified diesel emission control strategy, or using an alternative technology. Owners of TRUs based in California are required to apply for a CARB identification number, and submit an Initial Operator Report to CARB that provides information about the TRUs they operate.

- Off-Road Equipment (In-Use) Control Measure

On July 26, 2007, CARB adopted a regulation to reduce diesel particulate matter and NO_x emissions from in-use (i.e., existing) off-road heavy-duty diesel vehicles in California. Such vehicles are used in construction, mining, and industrial operations. As of February 2010, regulations were in effect requiring the reporting and labeling of off-road vehicles, a five-minute idling limit, prohibition of new purchases of vehicles with Tier 0 engines[22], written idling policies for medium and large fleets[23], and record retention for dealers and sellers of off-road equipment.

- New Off-Road Compression-Ignition (Diesel) Engines and Equipment

As discussed on the CARB Internet site, this category consists of new compression-ignition engines (i.e., diesel engines) that are found in a wide variety of off-road applications such as farming, construction, and industrial. Some familiar examples include tractors, excavators, dozers, scrapers, portable generators, transport refrigeration units (TRUs), irrigation pumps, welders, compressors, scrubbers, and sweepers.

[22] Tier 0 engines were built before emissions standards were in effect
[23] Large fleets have a combined horsepower of over 5,000; medium fleets range from 2,501 to 5,000 horsepower.

The initial emission standards for new off-road diesel engines applied to engines under 19 kW and were adopted as part of the California requirements for 1995 and later small off-road engines. Subsequently, in 1992, the Board approved standards exclusively for off-road diesel engines above 130 kW. Implementation of these standards, referred to as Tier 1 standards, began in 1996, and primarily targeted oxides of nitrogen (NOx) emission reductions. Because the State of California does not have authority to set emission standards for new farm and construction engines under 130 kW according to the federal Clean Air Act, it must rely on the United States Environmental Protection Agency (U.S. EPA) to regulate those engines. In 2000, preempt engines and equipment represented about 71 percent of the total number of off-road diesel engines and equipment in California.

Subsequent phases of more stringent emission standards were adopted in 2000, when ARB harmonized its off-road diesel program with U.S. EPA. These standards selectively apply to the full range of diesel off-road engine power categories. Tier 2 standards were originally intended to be equivalent in stringency to the 1991 on-road heavy-duty diesel engine standards, and are based on the emission control technologies used by those engines. They are scheduled to be completely phased-in by 2006. Tier 3 standards further reduce emissions of hydrocarbon (HC) and NOx and are scheduled to be completely phased-in by 2008. Both Tier 2 and Tier 3 standards include durability requirements to ensure compliance with the standards throughout the useful life of the engine.

On December 9, 2004, CARB adopted a fourth phase of emission standards (Tier 4) that are nearly identical to those finalized by the U.S. EPA on May 11, 2004, in its Clean Air Nonroad Diesel Rule. As such, engine manufacturers are now required to meet after treatment-based exhaust standards for particulate matter and NOx starting in 2011 that are over 90 percent lower than current levels, putting off-road engines on a virtual emissions par with on-road heavy-duty diesel engines.

- Heavy-Duty Vehicle Idling Emission Reduction Program

As a follow up to the in-use idling ATCM adopted on July 22, 2004, CARB approved a regulatory measure on October 20, 2005 to further reduce emissions of toxics and criteria pollutants by limiting idling of new and in-use sleeper berth equipped diesel trucks. The regulation consists of new engine and in-use truck requirements and emission performance requirements for technologies used as alternatives to idling the truck's main engine.

The new engine requirements require 2008 and newer model year heavy-duty diesel engines to be equipped with a non-programmable engine shutdown system that automatically shuts down the engine after five minutes of idling or optionally meet a stringent oxides of nitrogen idling emission standard. The in-use truck requirements require operators of both in-state and out-of-state registered sleeper berth equipped trucks to manually shut down their engine when idling more than five minutes at any location within California beginning in 2008.

Emission producing alternative technologies such as diesel-fueled auxiliary power systems (APS) and fuel-fired heaters are also required to meet emission performance requirements that ensure emissions are not exceeding the emissions of a truck engine operating at idle. Specifically, the regulation requires diesel APSs installed on trucks with 2007 and newer engines to control particulate matter (PM) emissions by either routing the APS exhaust through the PM trap of the truck engine or by retrofitting the diesel APS with a verified level 3 PM control device that reduces PM emissions by at least 85 percent. Fuel fired heaters installed on trucks with 2007 and newer engines are also required to meet the Ultra Low Emission Vehicle requirements specified

in the Low Emission Vehicle regulations. These requirements were effective beginning in 2008. For trucks equipped with 2006 and older engines, any California or federally certified diesel-fueled APS or fuel-fired heater may be used.

Toxic Air Contaminants

Regulation of TACs under California State law, and regulation of hazardous air pollutants (HAPs) under federal regulations, is achieved through federal and state controls on individual sources. The 1977 CAA Amendments required US EPA to identify National Emission Standards for HAPs to protect public health and welfare. These substances include certain Volatile Organic Compounds (VOCs), pesticides, herbicides, and radionuclides that present a tangible hazard, based on scientific studies of exposure to humans and other mammals. There is uncertainty as to the precise degree of hazard.

The 1990 CAA Amendments provide a technology-based and performance-based approach to reducing air toxics from major sources of air pollution. This was followed by a risk-based approach to address any residual risks. Under the 1990 CAA Amendments, designated HAPs are regulated under a two-phase strategy. Under the technology-based approach, US EPA develops standards for controlling routine emissions of HAP emissions from each major type of facility within an industry group (or source category). These standards require facilities to install controls, known as Maximum Achievable Control Technology (MACT), based on emissions levels that are already being achieved by better-controlled and lower-emitting sources in an industry. MACT includes measures, methods and techniques, such as material substitutions, work practices, and operational improvements, aimed at reducing HAP emissions. US EPA has issued MACT standards covering over 100 categories of major industrial sources, such as chemical plants, oil refineries, and steel mills, as well as categories of smaller sources, such as dry cleaners, commercial sterilizers, and chromium electroplating facilities.

California law has developed its own list of TACs separate from but inclusive of many of the federal HAPs. California law defines TACs as air pollutants having carcinogenic or noncarcinogenic health effects. The State Air Toxics Program was established in 1983 under AB 1807. A total of 243 substances have been designated TACs under California law; they include the 189 (federal) HAPs adopted in accordance with AB 2728, including benzene and DPM. The Air Toxics "Hot Spots" Information and Assessment Act of 1987 (AB 2588) seeks to identify and evaluate risk from air toxics sources; AB 2588 does not regulate air toxics emissions. TAC emissions from individual facilities are quantified and prioritized. "High-priority" facilities are required to perform a health risk assessment and, if specific thresholds are exceeded, are required to communicate the results to the public in the form of notices and public meetings. Depending on the risk levels, emitting facilities are required to implement varying levels of risk reduction measures. SCAQMD implements AB 2588, and is responsible for prioritizing facilities that emit air toxics, reviewing health risk assessments, and implementing risk reduction procedure.

An ATCM for stationary diesel engines was adopted by CARB in February 2004, and became effective December 8, 2004. Among other provisions, ATCM established emission standards and fuel use requirements for new and in-use stationary engines used in prime and emergency back-up applications (non-agricultural) and for new stationary engines used in agricultural applications.

State Implementation Plan

The 1977 CAA Amendments require areas with unhealthy levels of O_3, CO, NO_2, SO_2, and inhalable particulate matter to develop plans, known as SIPs, describing how NAAQS will be

achieved. The 1990 amendments to the federal CAA set new deadlines for attainment based on the severity of the pollution problem, and launched a comprehensive planning process for attaining the NAAQS. As discussed below under the Regional Regulatory Setting section, the SCAQMD is responsible for preparing an overall plan that includes air quality improvements to be implemented in the State Implementation Plan (SIP).

Regional

Southern California Association of Governments

SCAG is the regional planning agency for Los Angeles, Orange, Ventura, and Riverside Counties. As the designated Metropolitan Planning Organization (MPO), SCAG is mandated by the federal government to research and draw up plans for transportation, growth management, and air quality. With regard to air quality, SCAG is engaged in development of demographic projections plus the integrated land use, housing, employment, transportation programs, measures, and strategies portions of the Air Quality Management Plan (AQMP), as well as serving as co-lead agency for air quality planning for the central coast and southeast desert air basin districts. SCAG also has responsibility under the federal CAA for determining conformity of projects, plans and programs to the air plan.

The transportation committee of SCAG is engaged in problems, programs and other matters which pertain to the regional issues of mobility, air quality, transportation control measures and communications, and make recommendations on such matters to the Regional Council. Major programs that are under the purview of the transportation committee are the RTP, RTIP, aviation, highway, transportation finance and transportation conformity.

The RTIP identifies specific funding sources and amounts for each transportation project. Projects include highway improvements, transit, rail and bus facilities, high occupancy vehicle lanes, signal synchronization, intersection improvements, and freeway ramps. The RTIP must include all transportation projects that require federal funding, as well as all regionally significant transportation projects for which federal approval is required, regardless of funding source. The RTIP projects are consistent with the 2008 RTP, which was adopted by SCAG on May 8, 2008. The RTIP is developed to implement the programs and projects in the RTP.

Western Riverside Council of Governments (WRCOG)

The Regional Air Quality Task Force of the WRCOG develops air quality measures that can be considered and potentially adopted by local governing bodies to address adverse air quality issues in the inland region through their planning activities. The Task Force has developed Good Neighbor Guidelines for Siting New and/or Modified Warehouse/Distribution Facilities to provide local governments with specific strategies that can be considered and implemented to minimize potential diesel emission impacts from new warehouse and distribution centers, as well as to educate existing warehouse and distribution centers about strategies that can be implemented to minimize potential diesel emission impacts from their operations.

These guidelines recommend:

- Establishing a buffer zone of at least 1,000 feet between warehouse/distribution centers and sensitive receptors;
- Prohibiting diesel trucks from unnecessarily traversing through residential neighborhoods;

- Eliminating trucks from using residential areas and repairing vehicles on the streets;
- Reducing diesel idling within the warehouse distribution center by requiring electric hookups and driver education;
- Establishing a diesel minimization plan for on-road and off-road mobile sources which encourages the use of new model trucks with clean air technologies and encouraging the use of clean fuel fueling station;
- Establishing a driver education program with regard to the health effects of diesel particulate and vehicle idling; and
- Establishing a public outreach program to address issues from neighbors.

The following addresses proposed Project consistency with Good Neighbor Guidelines described above:

- Buffer zone: the nearest sensitive receptor to the proposed Project is 1,850 feet to the west.
- Diesel truck prohibition: all trucks would be required to adhere to the truck routing pattern depicted on Figure V-6 of the Specific Plan Amendment. This routing pattern confines truck trips to arterial roadways, including Alessandro Boulevard (I-215 to Meridian Parkway), Cactus Avenue (I-215 to Meridian Parkway), Van Buren Boulevard (I-215 to Meridian Parkway), and within the North Campus. The routing pattern does not allow trucks to traverse residential streets nor is truck repair on streets authorized.
- Vehicle idling reduction: this item is addressed through implementation of Mitigation Measure C-13 from the 2003 Focused EIR, which requires the use of auxiliary power units and electrification (i.e., plug-ins) at the industrial warehouse facilities.
- Diesel minimization: the proposed Project would support compliance with this guideline through the use of Tier 2 construction equipment, as identified in Mitigation Measure IV.C-1-10 described below.

South Coast Air Quality Management District

- CEQA Compliance

SCAQMD is the air pollution control agency for all of Orange County and the urban portions of Los Angeles, Riverside and San Bernardino Counties, including the proposed Project site. SCAQMD has two basic roles under CEQA. First, if acting as a lead agency, the district can be responsible for preparing environmental analysis in the EIR. Secondly, and most commonly, SCAQMD will review and comment on air quality analysis prepared by other public agencies.

SCAQMD has published the CEQA Air Quality Handbook, which is still the current guidance document for preparing air quality analyses, but is in the process of being revised. The handbook is intended to assist the lead agency with conducting an air quality analysis for CEQA documents. The handbook provides baseline information, recommendations for significance thresholds for both local and regional impacts, direction on how to calculate emissions from the construction and the operational phases of the project, direction on how to assess the toxic impact, and suggestions on to how to best mitigate adverse air quality impacts of the proposed Project.

In the CEQA Air Quality Handbook, the SCAQMD established quantitative thresholds against which project-related emissions could be evaluated to determine if there is a potential for a significant impact. These thresholds are listed in **Table IV.C-3**.

TABLE IV.C-3: AIR QUALITY SIGNIFICANCE THRESHOLDS		
POLLUTANT	**CONSTRUCTION**	**OPERATION**
Criteria Pollutants Mass Daily Thresholds		
NO_x	100 lbs/day	55 lbs/day
ROG	75 lbs/day	55 lbs/day
PM_{10}	150 lbs/day	150 lbs/day
$PM_{2.5}$	55 lbs/day	55 lbs/day
SO_x	150 lbs/day	150 lbs/day
CO	550 lbs/day	550 lbs/day
Lead	3 lbs/day	3 lbs/day
TAC, AHM, and Odor Thresholds		
Toxic Air Contaminants (TACs)	Maximum Incremental Cancer Risk ≥ 10 in 1 million Hazard Index ≥ 1.0 (project increment) Hazard Index ≥ 3.0 (facility-wide)	
Odor	Proposed project creates an odor nuisance pursuant to SCAQMD Rule 402	
Ambient Air Quality for Criteria Pollutants		
NO_2 1-hour NO_2 annual	0.18 ppm (state) 0.030 ppm (state)	
PM_{10} 24-hour PM_{10} annual geometric mean	10.4 $\mu g/m^3$ (construction) and 2.5 $\mu g/m^3$ (operations) 1.0 $\mu g/m^3$	
$PM_{2.5}$ 24-hour $PM_{2.5}$ annual geometric mean	10.4 $\mu g/m^3$ (construction) and 2.5 $\mu g/m^3$ (operations) 1.0 $\mu g/m^3$	
Sulfate 24-hour average	1 $\mu g/m^3$	
CO 1-hour average CO 8-hour average	20 ppm (state) 9.0 ppm (state/federal)	
$\mu g/m^3$ = microgram per cubic meter; pphm = parts per hundred million; mg/m^3 = milligram per cubic meter; ppm = parts per million; TAC = toxic air contaminant; AHM = Acutely Hazardous Material **Source: Air Quality Technical Report, Meridian Specific Plan Amendment, March 2010.**		

- Air Quality Management Plan

Every three years, SCAQMD prepares an overall plan (AQMP) for the air quality improvements to be submitted for inclusion in the SIP. Each iteration of the AQMP is an update of the previous plan. The Final 2007 AQMP was adopted by the AQMD 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 $PM_{2.5}$ standard by 2015 through implementation of short-term and mid-term control measures, and achieving the eight-hour ozone standard by 2024 based on implementation of additional long-term measures. SCAB has met the PM_{10} standards at all stations except for Western Riverside where the annual PM_{10} standard was not met as of 2006. Additional efforts, through localized programs, are under way to ensure compliance with this standard. These efforts are also outlined in the Final 2007 AQMP.

The 2007 AQMP is the SCAB's portion of the SIP. The AQMP accommodates population growth and transportation projections based on the forecasts made by the Southern California Association of Governments (SCAG). Projects that are consistent with employment and population forecasts made by the SCAB are consistent with the emissions budgets contained within the AQMP. Also, projects that are consistent with the SIP rules (i.e., the federally-

approved rules and regulations adopted by the SCAQMD) are consistent with the SIP. Thus projects would be required to conform with measures adopted in the AQMP, including undergoing New Source Review for sources subject to permitting with the SCAQMD.

- SCAQMD Rules

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. The following SCAQMD rules would be applicable to the proposed Project:

- Rule 402: Nuisance odors
- Rule 1110.2: Emissions from gaseous and liquid fueled engines. This Rule applies to stationary and portable engines over 50 rated brake horsepower hour.
- Rule 1113: Super Compliant Coatings
- Rule 1171: Solvent cleaning operations. This Rule applies to businesses that use solvents as a part of their cleaning operations.
- Rule 1186 and 1186.1 Clean Street Sweepers
- Rule 1401: New source review of toxic air contaminants. This Rule would apply to diesel generators which emit DPM.
- Rule 1472: Requirements for facilities with multiple stationary emergency standby diesel fueled internal combustion engines.
- Rule 2202: Provide employers with a menu of options to reduce mobile source emissions generated from employee commutes
- Rule 2449: Clean Off Road Fleets
- Federal and state Clean Air Act requirement
- Regulation IV: Prohibitions. This regulation contains a number of generalized rules restricting nuisance emissions and fugitive dust that are generally applicable to all businesses regardless of the presence of permitted sources.

Local

March JPA General Plan

March JPA has developed the March JPA General Plan to guide development within its jurisdiction. The March JPA General Plan contains a Noise/Air Quality Element that addresses local issues and programs to improve air quality. The air quality section includes land use, transportation, and site development alternatives which reduce vehicle emissions and fugitive dust to achieve improved local air quality.

The Noise/Air Quality Element of the March JPA General Plan was reviewed to identify policies that are applicable to the proposed Project. Of the 43 policies contained in the Noise/Air Quality Element, the following policies apply to the proposed Project:

- Policy 5.5: Review development projects to determine the potential air quality impacts and provide appropriate mitigation, where necessary.

- Policy 6.3: Encourage diversion of peak hour truck traffic, whenever feasible, to off-peak periods to reduce roadway congestion and associate emissions.
- Policy 6.5: Encourage truck operating within the March JPA Planning Area to maintain safety equipment and operate at safe speeds so as to reduce the potential for accidents which create congestion and related emissions.
- Policy 7.1: Support the use of energy-efficient equipment and design in the March JPA Planning Area for facilities and infrastructure.
- Policy 7.2: Encourage incorporation of energy conservation features in development.
- Policy 7.3: Support passive solar design in new construction.
- Policy 7.4: Support recycling programs which reduce emissions associated with manufacturing and waste disposal.
- Policy 7.5: Support drought resistant vegetation in landscaping areas to reduce energy needed to pump water.
- Policy 8.1: Support the use of low polluting construction materials and coatings.
- Policy 8.2: Encourage the separation of sensitive receptors, such as schools and hospitals, from sources of toxic emissions.
- Policy 8.3: Encourage the separation of sensitive receptors from potential carbon monoxide hot spots.
- Policy 9.1: Require all feasible fugitive dust reduction techniques to be utilized during construction activities.
- Policy 9.2: Support the use of efficient street cleaning equipment and practices.

March Business Center Specific Plan

The 2003 Focused EIR mitigation measures for the March Business Center Specific Plan require all facilities to implement a Transportation Demand Management (TDM) Plan. The TDM elements included in the March Business Center Specific Plan include:

1. The March JPA shall coordinate with the RCTC as the project Transportation Management Agency (TMA). The purpose of the TMA will be to:
   - Provide information on employee matching for carpools and van pools.
   - Identify park and ride lot locations.
   - Provide information on and encourage transit use.

2. Each employer shall submit a TDM plan to the JPA. The TDM plan shall address the following:
   - Designate a TDM coordinator.
   - Provide a space (e.g., kiosk, bulletin board, etc.) for rideshare information.
   - Provide preferential parking for carpools.
   - Identify bus routes and bicycle facilities in the vicinity.
   - Provide flexible working hours and/or a telecommuting program (to the extent feasible).
   - Provide bicycle storage facilities.
   - Provide showers and locker rooms (optional).

Thresholds for Determining Significance

According to CEQA Appendix G, a project would have a significant impact on Air Quality if the project would:

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 in 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; or

e) Create objectionable odors affecting a substantial number of people.

Mitigation From 2003 Focused EIR

The following mitigation measures were identified in the 2003 Focused EIR:

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

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

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

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

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

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

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

C-8 Buildings shall be designed to reduce energy usage by utilizing solar or low emissions water heaters, double paned glass windows, using light colored roofing materials, using skylights in warehouses, orienting buildings north to the extent practical, and increasing wall and attic installation above Title 24 requirements.

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

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

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

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

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

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

Environmental Impacts

Threshold IV.C-1: Would the proposed Project conflict with or obstruct implementation of the applicable air quality plan?

Analysis from the 2003 Focused EIR: The 2003 Focused EIR found that the March Business Center Specific Plan was in conformance with the SCAQMD AQMP. The 2003 Focused EIR referenced SCAG's 1999 State of the Commute Report indicating that that Riverside County residences have the longest average home to work commute distance of the six counties comprising the SCAG.

Proposed Changes to the North Campus of the Specific Plan: The proposed Project would be developed within the March Business Center Specific Plan area, which was analyzed in the context of the above criteria in the 2003 Focused EIR. The proposed Project would not introduce land use designations substantively different from those evaluated in the 2003 Focused EIR or the March JPA General Plan although it would reallocate acreages among those land use designations. The most current State of the Commute Report (2006) indicates that Riverside County's average commute distance increased from 21.6 miles in 1998 to 25.1 miles in 2005. This distance remains the highest among the six counties within the SCAG area (SCAG, 2006, p. 6-4). As discussed in Section IV.A, *Land Use and Planning*, the proposed Project would facilitate the development of an employment center within the primarily residential context of western Riverside County. The development of employment-generating land uses within this sub-region was previously described and analyzed in the 2003 Focused EIR.

While the proposed Project would result in an increase in traffic generation above the previously-adopted March Business Center Specific Plan, 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.

The AQMP includes an emissions inventory which accounts for projected growth in population and employment within the SCAB. As described above, the proposed Project would increase jobs within the SCAB; however, the provision of additional employment within western Riverside County would help address the existing imbalance between housing and employment in this sub-region. The creation of jobs in proximity to residences could reduce congestion, commute time and daily VMT. This would reduce overall emissions and support implementation of the AQMP (SCAQMD, 2007, Appendix IV-C, p. 7).

Project Consistency with the 2003 Focused EIR: Impacts from the proposed Project are consistent with those addressed in the 2003 Focused EIR.

Applicable Mitigation Measures from the 2003 Focused EIR: The proposed Project would be required to comply with Mitigation Measures C-1 through C-14 from the 2003 Focused EIR as referenced above.

Additional Mitigation Measures: None required.

Significance After Mitigation: Less than significant.

Threshold IV.C-2: Would the proposed Project violate any air quality standard or contribute substantially to an existing or projected air quality violation?

Analysis from the 2003 Focused EIR: The 2003 Focused EIR concluded that the March Business Center Specific Plan would have significant impacts with respect to this impact threshold. As identified in Section IV of the 2003 Focused EIR, the previously adopted March Business Center Specific Plan identified significant mobile source impacts resulting from emissions of CO, PM_{10}, NO_x, 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.

Proposed Changes to the North Campus of the Specific Plan: Although the proposed Project 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. This increase in traffic generation is attributable both to changes in the allocation of land uses within the Project area, and updated trip generation information for both passenger cars and trucks. In addition, updated air quality analysis parameters and factors, including emission generation factors and average vehicle trip length, have been introduced since the 2003 Focused EIR and are used in the air quality technical report to ensure the most accurate analysis possible. As discussed in Chapter III, *Project Description*, the proposed Project would incorporate revisions to the development regulations contained in the previously approved March Business Center Specific Plan. These revisions include the following:

- Increase in Floor Area Ratio (FAR) for Industrial land uses on lots or developments greater than 20 acres from 0.50 to 0.55 in Table III-2 of the Specific Plan.
- Increase in FAR for Mixed Use land uses on lots or developments greater than five acres from 0.35 to 0.40.
- Increase the FAR for Commercial lots from 0.25 to 0.35.
- Increase the FAR for Office lots from 0.35 to 0.40.

The FAR changes described above were considering in calculating building square feet and traffic generation for both passenger cars and trucks. The resulting traffic generation was incorporated into the emissions calculations performed in the air quality technical report. Finally, there is updated information and detailed assumptions about the proposed operations of the Project that would result in emissions of criteria pollutants, which includes the following:

- **Proposed freight rail service to Unit 1, lots 5 and 6:** Although there are no specific development proposals for Unit 1, lots 5 or 6, a rail operational scenario to provide rail service to these parcels was developed in consultation with Burlington Northern Santa Fe (BNSF) staff. Based on the capacity of existing trains serving the proposed Project area, and the freight demand of existing users, BNSF concluded that service to these parcels is

not expected to create the need for a new train under existing conditions[24]. Given this consideration, and the fact that train engines remain running throughout the course of the day, emissions from rail service would be limited to the additional time it would take to drop off and pick up train cars at Unit 1, lots 5 and 6. This additional time, estimated by BNSF to be 30 minutes per day, includes train acceleration/deceleration and idling while cars are dropped off or picked up at the site. Use of trains would be expected to result in a reduction in truck traffic generation for these two lots, because a portion of the required drop off and/or pick up of materials would be accommodated by rail, rather than truck. However, to provide a conservative analysis, no reduction in truck traffic was assumed for this analysis.

- **Proposed use of TRUs at Lot 16:** Based on information provided by the prospective industrial user, truck traffic accessing Lot 16 is evenly split between trucks owned and operated by the user (i.e., "distribution trucks") and trucks operated by vendors. The user assumes that 80% of distribution trucks would be equipped with 35 hp TRUs[25], which would operate on average five hours per day. The remaining 20% would be equipped for plug in at the loading dock; thus, allowing refrigeration without the use of TRUs. Approximately 65% of the vendor trucks would be equipped with 35 hp TRUs, which would operate two hours per day on average. Although the user has no control over the vendor trucks, it estimates that 100 percent of their distribution trucks would have plug-in capability within ten years of opening of the building.
- **Diesel backup generator on Lot 16:** The prospective user proposes to provide one 1,750 kilo Watt (kW) backup generator, with a 2,500 gallon double walled belly tank, on Lot 16. It would back-up the entire facility. The unit would be tested once a week for 30 minutes per manufacturer's specifications and run on diesel fue[l]
- **Diesel fuel storage tanks on Lot 16:** As discussed in Chapter III, *Project Description*, Lot 16 would accommodate two 10,000-gallon above-ground diesel fuel storage tanks.
- **Other future facilities and uses:** Beyond the specific analysis identified for Lot 16, the following additional equipment and industrial machinery was assumed in the air quality analysis. These devices were identified in light of past development proposals within the March Business Center Specific Plan area, including the Fresh & Easy Riverside Distribution Center, located in Unit 5. Additional uses assumed in the analysis consist of the following:
    - TRU-equipped trucks: up to 48 TRU-equipped distribution trucks in Unit 3 and up to 37 TRU-equipped distribution trucks in Unit 1. As with Lot 16, the health risk assessment assumed that 100 percent of the TRU-equipped distribution trucks would be capable of electrical plug-in after a 10-year phase-in period.
    - Emergency generators: up to two 1,000 kW diesel-powered back up generators.
    - Forklifts: up to 10 diesel-powered forklifts[26], all other fork lifts will be CNG or electric
    - Yard goats: up to 10 diesel-powered yard goats.
    - Boilers: up to three 9,000 million metric British Thermal Unit (MMBTU) natural gas powered boilers.
    - Fuel storage tank: one 2,000-gallon underground diesel fuel storage tank.
    - Fuel Station with 12 vehicle fueling stations

[24] October 26, 2009 meeting at BNSF offices in San Bernardino, CA. Attendees included Michele Tucker, Joe Dickerson, and Greg Rousseau of BNSF, John Schaefer of LNR, Dan Fairbanks of the March JPA, and Scott Barker of Kimley-Horn.

[25] As discussed in the air quality technical report, the prospective industrial user has committed to using cryogenic TRUs on a portion of their distribution trucks. This technology is expected to reduce emissions of diesel particulate. However, in the interests of a conservative analysis, the air quality report assumed that all distribution trucks would be conventional diesel powered TRUs.

[26] Note that CNG or electric powered forklifts may be substituted for diesel powered forklifs. CNG or electric powered models would have lower emissions of diesel particulate matter than diesel powered models.

- Restaurants: emissions from charbroilers and from vehicle idling at drive-through windows, as applicable, were considered in the air quality technical report for the following uses:
    - Three fast-food restaurants with drive through lanes accommodating a combined building area of 9,000 square feet
    - One quality restaurant accommodating a total building area of 8,000 square feet
    - One high-turnover (sit-down) restaurant accommodating a total building area of 8,000 square feet
    - Three hotel restaurants serving a combined total of 277 rooms

Emissions from natural gas-powered equipment, both for Lot 16 and future uses within the Project area, were based on consumption rates by land use type as published in Table A-9-12A in the South Coast Air Quality Management District's CEQA Air Quality Handbook (SCAQMD 1999). Table A9-12-E of the Handbook provides a breakdown, by percent, for residential, commercial, and industrial source categories. For commercial uses, natural gas demand and emission rates are based on a mix of refrigeration, cooking (natural gas broilers), space heating, space cooling, water heating, and related sources that could also include gas-fired boilers and commercial laundry dryers such as those that may be used in hotels. For industrial uses, the equipment would include that referenced above and also Compressed Natural Gas (CNG) forklifts, and emission control units such as thermal oxidizers.

Emissions from the above devices, uses and activities collectively form an "emissions budget" for planned and assumed development within the proposed Project area, as described previously in Table III-1. The proposed Project's passenger car and truck traffic generation (see Section IV.B, *Transportation and Traffic*) provide a second budget, with respect to mobile source emissions. Should future uses propose emissions sources that would exceed these budgets, then additional environmental review would be required.

The air quality implications of the proposed Project are described in the paragraphs below.

Construction Impacts

Emissions from the construction phase of the Project were estimated based on information from the Project sponsor for construction equipment requirements and schedule. **Table IV.C-4** presents this information. It was assumed that construction of the Project would commence in 2010 and be completed in 2017. The initial phase of construction would involve mass grading of the entire site and initial development activities including construction of internal roadways and fine grading, trenching, and paving. Concurrent with the mass grading activities in the first year of development would be the construction of the industrial facility on Lot 16. Subsequent construction activities would involve site-specific development (i.e., fine grading, trenching, and paving), building construction, architectural coatings application, and parking lot paving. For each year between 2010 and 2017, it is assumed that three separate lots would be under construction at the same time with a maximum building square footage as identified in Table IV.C-4. Construction emissions were estimated using the URBEMIS Model, Version 9.2.4, based on standard default construction assumptions developed in consultation with the March JPA and the sponsor.

TABLE IV.C-4: ASSUMED DEVELOPMENT SEQUENCING								
LAND USE/CONSTRUCTION ACTIVITY[1]	PROPOSED PROJECT DEVELOPMENT ASSUMPTIONS, BY YEAR							
	2010	2011	2012	2013	2014	2015	2016	2017
Office		60000	80000	90000	100000	120000	120000	120000
Industrial	520000	300000	325000	375000	400000	400000	400000	400000
Retail		45000	55000	55000	55000	75000	55000	55000
Total Square Footage	**520000**	**405000**	**460000**	**520000**	**555000**	**595000**	**575000**	**575000**
Acreage	45	21.4	24.6	27.7	29.5	32.2	30.8	30.8
Cumulative Sq/Ft Total	520000	925000	1385000	1905000	2460000	3055000	3630000	4205000
Rough Grading (acres)	200	0	0	0	0	0	0	0
Fine Grading	45	21.4	24.6	27.7	29.5	32.2	30.8	30.8
Acres of Paving (site and roadways)	15.75	7.5	8.6	9.7	10.3	11.3	10.8	10.8
Architectural Coating	Three buildings	Three buildings	Three buildings	Three buildings	Three buildings	Three buildings	Three buildings	Three buildings

[1]Assumed development level per year is to be monitored based on the Total Square Footage row above. Development may be within any of the three general land use categories, provided the combined total does not exceed the Total Square Footage for each year.

Table IV.C-5 summarizes emissions associated with mass grading, while **Table IV.C-6** presents site-specific construction emissions information for all lots comprising the proposed Project (except for Lot 16, which is included in Table IV.C-5). As shown in these tables, the proposed Project would result in the following significant air quality impacts:

TABLE IV.C-5: SUMMARY OF CONSTRUCTION EMISSIONS FOR MASS GRADING, INITIAL SITE DEVELOPMENT, AND LOT 16 BUILDING CONSTRUCTION						
EMISSION SOURCE	ROG	NOX	CO	SOX	PM_{10}	$PM_{2.5}$
Total Construction Emissions, lbs/day						
Mass Grading						
Fugitive Dust - Grading	-	-	-	-	1,217.00	254.16
Grading Offroad Diesel	13.02	109.71	54.36	-	5.49	5.05
Grading Worker Trips	0.10	0.19	3.14	0.00	0.03	0.02
TOTAL	**13.12**	**109.90**	**57.50**	**0.00**	**1,222.52**	**259.23**
Significance Criteria	75	100	550	150	150	55
Significant?	*No*	*Yes*	*No*	*No*	*Yes*	*Yes*
Fine Grading						
Fugitive Dust - Grading	-	-	-	-	225.00	46.99
Grading Offroad Diesel	6.00	47.85	25.23	-	2.62	2.41
Grading Worker Trips	0.06	0.11	1.83	0.00	0.02	0.01
TOTAL	**6.06**	**47.96**	**27.06**	**0.00**	**227.64**	**49.41**
Significance Criteria	75	100	550	150	150	55
Significant?	*No*	*No*	*No*	*No*	*Yes*	*No*

TABLE IV.C-5: SUMMARY OF CONSTRUCTION EMISSIONS FOR MASS GRADING, INITIAL SITE DEVELOPMENT, AND LOT 16 BUILDING CONSTRUCTION

EMISSION SOURCE	ROG	NOX	CO	SOX	PM_{10}	$PM_{2.5}$
Total Construction Emissions, lbs/day						
Trenching/Utilities Installation						
Trenching Offroad Diesel	2.06	17.69	8.22	-	0.88	0.81
Trenching Worker Trips	0.03	0.06	1.05	0.00	0.01	0.01
TOTAL	**2.09**	**17.75**	**9.27**	**0.00**	**0.89**	**0.82**
Significance Criteria	75	100	550	150	150	55
Significant?	*No*	*No*	*No*	*No*	*No*	*No*
Paving						
Asphalt Offgassing	0.22	-	-	-	-	-
Asphalt Offroad Diesel	3.76	22.52	12.28	0.00	1.97	1.81
Asphalt Onroad Diesel	0.07	0.95	0.37	0.00	0.04	0.04
Asphalt Worker Trips	0.04	0.08	1.31	0.00	0.01	0.01
TOTAL	**4.09**	**23.55**	**13.96**	**0.00**	**2.02**	**1.86**
Significance Criteria	75	100	550	150	150	55
Significant?	*No*	*No*	*No*	*No*	*Yes*	*No*
Maximum Simultaneous Activity						
Mass Grading	13.12	109.90	57.50	0.00	1,222.52	259.23
Fine Grading	6.06	47.96	27.06	0.00	227.64	49.41
Trenching/Utilities Installation[27]	2.09	17.75	9.27	0.00	0.89	0.82
Paving	4.09	23.55	13.96	0.00	2.02	1.86
TOTAL	**25.36**	**199.16**	**107.79**	**0.00**	**1453.07**	**311.32**
Significance Criteria	75	100	550	150	150	55
Significant?	*No*	*Yes*	*No*	*No*	*Yes*	*Yes*
Building Construction						
Building Construction Heavy Equipment Exhaust	3.79	17.78	11.73	-	1.25	1.15
Building Construction Vendor Trips	0.69	8.07	5.68	0.01	0.38	0.32
Building Construction Worker Trips	1.44	2.70	45.79	0.06	0.40	0.22
Architectural Coatings Emissions	168.78	-	-	-	-	-
Architectural Coatings Worker Trips	0.06	0.12	2.06	0.00	0.02	0.01
Asphalt Offgassing	0.31	-	-	-	-	-
Asphalt Offroad Diesel	3.76	22.52	12.28	0.00	1.97	1.81
Asphalt Onroad Diesel	0.10	1.33	0.51	0.00	0.06	0.05
Asphalt Worker Trips	0.05	0.09	1.57	0.00	0.01	0.01
TOTAL	**178.98**	**52.61**	**79.62**	**0.07**	**4.09**	**3.57**
Significance Criteria	75	100	550	150	150	55
Significant?	*Yes*	*No*	*No*	*No*	*No*	*No*
Maximum Simultaneous Activity						
Mass Grading and Fine Grading	25.36	199.16	107.79	0.00	1453.07	311.32

[27] Includes construction activities necessary to install all utilities, including storm drains and sewer lines.

TABLE IV.C-5: SUMMARY OF CONSTRUCTION EMISSIONS FOR MASS GRADING, INITIAL SITE DEVELOPMENT, AND LOT 16 BUILDING CONSTRUCTION						
EMISSION SOURCE	**ROG**	**NOX**	**CO**	**SOX**	**PM_{10}**	**$PM_{2.5}$**
Total Construction Emissions, lbs/day						
Building Construction	178.98	52.61	79.62	0.07	4.09	3.57
TOTAL	**204.34**	**251.77**	**187.41**	**0.07**	**1457.16**	**314.89**
Significance Criteria	75	100	550	150	150	55
Significant?	*Yes*	*Yes*	*No*	*No*	*Yes*	*Yes*

Impact IV.C-2-1 **The maximum simultaneous emissions associated with mass grading, initial site development, and Lot 16 construction activities would exceed the SCAQMD's air quality significance thresholds for construction for ROG, NO_x, PM_{10} and $PM_{2.5}$.**

Impact IV.C-2-2 **The maximum simultaneous emissions resulting from site-specific development activities after the year 2010 would exceed the SCAQMD's air quality significance thresholds for construction for ROG, NO_x, PM_{10} and $PM_{2.5}$.**

To evaluate potential localized impact, a modeling analysis was conducted in accordance with the recommended approach in the Localized Significance Threshold Methodology (SCAQMD 2003), which includes representing the construction site as a series of volume sources located where on-site construction would occur. A total of 180 volume sources were used to represent the construction site for modeling purposes, and the maximum daily emissions were allocated to the volume sources. These emissions sources were located within the boundaries of the proposed Project. The maximum daily construction emissions are 329.31 lbs/day for CO, 500.77 lbs/day for PM_{10}, 112.44 lbs/day for $PM_{2.5}$, and 348.75 lbs/day for NO_x. Based on the LST Methodology, construction emissions were modeled with the USEPA-approved AERMOD model using SCAQMD-processed Riverside meteorological data, using urban dispersion coefficients.

The maximum 1-hour and 8-hour CO impacts were predicted to be 80.13 $\mu g/m^3$ (0.070 ppm) and 27.66 $\mu g/m^3$ (0.024 ppm) respectively, during construction. The 1-hour and 8-hour CO background concentrations for the Riverside monitoring station (the nearest monitoring station that measures CO to the site) are 3.8 ppm and 2.93 ppm, respectively. When CO impacts due to construction were added to CO background levels, the resulting concentrations of 3.87 ppm and 2.95 ppm would not exceed the CO standards of 20 ppm and 9 ppm, respectively. CO emissions during construction would therefore not result in a significant localized impact.

The maximum 1-hour NO_x impact was predicted to be 89.31 $\mu g/m^3$. Based on the LST Methodology, the NO_2 conversion rate can be accounted for by a NO_x-to-NO_2 ratio which is dependent on distance. The location of the maximum NO_x concentration was calculated at a hypothetical receptor located 50 meters from the site boundary. According to the LST Methodology, the NO_x-to-NO_2 ratio for 50 meters distance would be 0.059 to account for conversion of NO_x to NO_2. The resultant maximum 1-hour NO_2 concentration associated with construction activities was predicted to be 5.27 $\mu g/m^3$ or 0.0028 ppm. When added to the maximum 1-hour NO_2 background level at the Riverside monitoring station as measured in the

TABLE IV.C-6: SUMMARY OF THE SITE-SPECIFIC CONSTRUCTION EMISSIONS BY YEAR										
			EMISSIONS BY YEAR (LBS/DAY)							
POLLUTANT	ACTIVITY	SIGNIFICANCE THRESHOLD (LBS/DAY)	2011	2012	2013	2014	2015	2016	2017
ROG	Site Development	75	9.97	10.45	9.89	9.35	8.76	8.25	7.81
	Building Construction	75	**151.62**	**160.45**	**176.28**	**188.83**	**206.3**	**223.81**	**223.34**
	Maximum Simultaneous Emissions	75	**484.77**	**512.7**	**558.51**	**594.54**	**645.18**	**696.18**	**693.45**
NO_x	Site Development	100	72.25	75.94	71.29	66.65	61.2	56.07	51.21
	Building Construction	100	45.71	40.63	38.74	36.61	34.48	32.64	30.32
	Maximum Simultaneous Emissions	100	**353.88**	**349.71**	**330.09**	**309.78**	**287.04**	**266.13**	**244.59**
CO	Site Development	550	43.58	47.29	46.28	45.3	44.44	43.7	42.92
	Building Construction	550	66.11	62.6	63.08	62.55	62.61	63.51	60.25
	Maximum Simultaneous Emissions	550	329.07	329.67	328.08	323.55	321.15	321.63	309.51
SO_x	Site Development	150	0	0	0	0	0	0	0
	Building Construction	150	0.06	0.06	63.08	0.07	0.07	0.09	0.09
	Maximum Simultaneous Emissions	150	0.18	0.18	0.18	0.21	0.21	0.27	0.27
PM_{10}	Site Development	150	103.14	123.01	135.27	145.48	**161.59**	**169.65**	**169.36**
	Building Construction	150	3.69	3.26	3.07	2.91	2.77	2.64	2.47
	Maximum Simultaneous Emissions	150	**320.49**	**378.81**	**415.02**	**445.17**	**493.08**	**516.87**	**515.49**
$PM_{2.5}$	Site Development	55	24.78	28.94	31.26	33.11	36.29	37.73	37.46
	Building Construction	55	3.25	2.81	2.63	2.47	2.33	2.2	2.03
	Maximum Simultaneous Emissions	55	**84.09**	**95.25**	**101.67**	**106.74**	**115.86**	**119.79**	**118.47**

past 3-year period from 2004 through 2006 of 0.092, the resulting concentration of 0.0923 ppm did not exceed the current 1-hour NO_2 standard of 0.18 ppm. Localized NO_2 impacts would therefore be less than significant.

The maximum 24-hour PM_{10} impact was predicted to be 25.94 $\mu g/m^3$. This impact exceeds the SCAQMD's change in concentration threshold of 10.4 $\mu g/m^3$. This impact would exceed the SCAQMD's allowable concentration for PM_{10} impacts, and confirms, as concluded above, that emissions of PM_{10} would result in a significant but temporary impact to the ambient air quality. The maximum 24-hour $PM_{2.5}$ impact was predicted to be 5.82 $\mu g/m^3$. This impact is below the SCAQMD's recommended change in concentration threshold for $PM_{2.5}$ of 10.4 $\mu g/m^3$ as set forth in the SCAQMD's Final Methodology to Calculate Particulate Matter (PM) 2.5 and PM 2.5 Significance Thresholds (SCAQMD 2006), indicating that localized $PM_{2.5}$ impacts during construction would be less than significant.

Impact IV.C-2-3 The proposed Project would result in a significant localized impact with respect to PM_{10} emissions during construction.

Operations Impacts

To determine whether the proposed Project would result in emissions that violate air quality standards or contribute substantially to an existing or proposed air quality violation, emissions associated with Project-generated traffic were compared with the significance criteria established by the SCAQMD. Operational emissions associated with the proposed Project include mobile sources (i.e., passenger car trips, truck trips, locomotive idling) and stationary sources (including boilers, generators, fuel dispensing facilities, charbroilers, natural gas consumption, TRU's, forklifts, and yard goats). One-way trip lengths for employee trips (light-duty autos and trucks) were assumed to be 15 miles. This assumption, which is consistent with the distance used in the 2003 Focused EIR, is conservative because it is higher than the URBEMIS default value of 12.7 miles for projects within the SCAQMD. A one-way trip length of 40 miles for truck traffic was used based on guidance provided by the SCAQMD for the Pacific Gateway Cargo Center at Ontario International Airport EIR (Los Angeles World Airports, 2007).

As discussed in Chapter III, *Project Description*, the proposed fire station would accommodate on-site training activities. These activities would include hose drills and related training exercises; no simulations involving the burning of materials would be conducted. With respect to Lot 16, the facility is expected to have a staff of 283 workers. Staff would be comprised of 45 office workers, 50 truck drivers, and 188 warehouse workers. Employee access would be provided via one driveway to/from an east/west private roadway to be constructed along the southern boundary of the site.

In addition, the proposed Project's operational emissions would be associated with area sources and related to energy use and landscaping. As discussed in Section IV.B, *Transportation and Traffic*, the proposed Project would generate 19,678 more daily vehicle trips than the previously approved March Business Center. This increase in traffic includes 3,547 additional daily truck trips. The traffic generation increase is attributable to both land use changes and revisions to traffic generation factors since the FEIR was certified in 2003. Access to the regional transportation network has not been changed and the truck routing pattern contained in Chapter V of the proposed Project Specific Plan Amendment is consistent with the pattern contained in the 2003 Focused EIR. Accordingly, the expected distribution of traffic would be consistent with the previously adopted March Business Center Specific Plan. See **Table IV.C-7** below for the maximum daily operational emissions.

TABLE IV.C-7: MAXIMUM DAILY OPERATIONAL EMISSIONS						
EMISSION SOURCE	**ROG**	**NO_X**	**CO**	**SO_X**	**PM_{10}**	**$PM_{2.5}$**
			lbs/day			
Energy Use	0.80	10.97	9.21	0.00	0.02	0.02
Landscaping	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	0.00	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	1680.53	304.75
TOTAL	**614.04**	**5163.27**	**3621.33**	**14.80**	**1726.93**	**346.79**
Significance Criteria	55	55	550	150	150	55
Significant?	*Yes*	*Yes*	*Yes*	*No*	*Yes*	*Yes*
[1]. Emissions are associated with maintenance activities.						

As shown in this table, the proposed Project would have the following significant air quality impact:

Impact IV.C-2-4 **The proposed Project's operational emissions would exceed the SCAQMD's significance thresholds for ROG, NO_x, CO, PM_{10} and $PM_{2.5}$.**

Off-site emissions are not compared with the LSTs because, in accordance with the SCAQMD's guidance within the LST Methodology, the LSTs are not appropriate for projects where the majority of emissions are on-road emissions that would mainly occur offsite. Only on-site emissions were considered in the LST analysis for operational analysis. The analysis was conducted in the same manner as the LST analysis for construction emissions, as described in above in the context of Impact IV.C-2-3.

The maximum 1-hour and 8-hour CO impacts were predicted to be 122.44 $\mu g/m^3$ (0.11 ppm) and 42.27 $\mu g/m^3$ (0.037 ppm) respectively, during operations. The 1-hour and 8-hour CO background concentrations for the Riverside monitoring station (the nearest monitoring station that measures CO to the site) are 3.8 ppm and 2.93 ppm, respectively. When CO impacts due to operations were added to CO background levels, the resulting concentrations of 3.91 ppm and 2.97 ppm would not exceed the CO thresholds of 20 ppm and 9 ppm, respectively. CO emissions during operations would therefore not result in a significant localized impact.

The maximum 1-hour NOx impact was predicted to be 221.918 $\mu g/m^3$. Based on the LST Methodology, the NO_2 conversion rate can be accounted for by a NO_x-to-NO_2 ratio which is dependent on distance. The location of the maximum NO_x was calculated at a receptor located 50 meters from the site boundary. The location of the maximum NO_x concentration was calculated at a hypothetical receptor located 50 meters from the site boundary. According to the LST Methodology, the NO_x-to-NO_2 ratio for 50 meters distance would be 0.059 to account for

conversion of NO_x to NO_2. The resultant maximum 1-hour NO_2 concentration associated with operations was predicted to be 13.09 µg/m^3 or 0.007 ppm. When added to the maximum 1-hour NO_2 background level at the Riverside monitoring station as measured in the past 3-year period from 2004 through 2006 of 0.092, the resulting concentration of 0.099 ppm did not exceed the current 1-hour NO_2 standard of 0.18 ppm. Localized NO_2 impacts would therefore be less than significant.

Because PM_{10} operational emissions are less than one tenth of the construction emissions, on-site impacts are expected to be approximately one tenth of construction impacts, and would be below the SCAQMD's significant change in concentration threshold of 10.4 µg/m^3. $PM_{2.5}$ operational emissions will also be below construction emissions and would be below the SCAQMD's recommended change in concentration threshold for $PM_{2.5}$ of 10.4 µg/m^3 as set forth in the SCAQMD's Final Methodology to Calculate Particulate Matter (PM) 2.5 and PM 2.5 Significance Thresholds (SCAQMD 2006). Operational impacts for PM_{10} and $PM_{2.5}$ would therefore be less than the LSTs and would be less than significant.

Project Consistency with the 2003 Focused EIR: Impacts from the proposed Project are generally consistent with those addressed in the 2003 Focused EIR.

Applicable Mitigation Measures from the 2003 Focused EIR: The proposed Project would be required to comply with Mitigation Measures C-1 through C-14 from the 2003 Focused EIR as referenced above.

Additional Mitigation Measures: The following additional mitigation measures are recommended to minimize the proposed Project's construction-related and operational impacts:

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.**

Implementation of the above mitigation measures would reduce the intensity of construction and operational air quality impacts. Mitigation measures IV.C-2-1 through IV.C-2-10 are procedures that would minimize the emissions of criteria pollutants during construction; and therefore, would result in a quantifiable emissions reduction, as compared to the unmitigated condition. Measures IV.C-2-11 and IV.C-2-12 would be expected to facilitate avoidance of emissions of NO_x and fugitive dust. **Table IV.C-8** presents a comparison of emissions for unmitigated and mitigated construction. For site-specific construction activities, the mitigation measures described above would reduce emissions of ROG and $PM_{2.5}$ for the Year 2015 construction scenario (i.e., the year involving development of the highest amount of building square feet) to below the significance thresholds; however, emissions of NO_x, and PM_{10} would continue to exceed the significance threshold. For the mass grading, initial site development activities and construction of Lot 16, mitigation would lower ROG emissions to below the significance threshold, but NO_x, PM_{10} and $PM_{2.5}$ would continue to exceed the significance threshold. Thus, proposed Project construction impacts would be significant and unavoidable with mitigation incorporated.

TABLE IV.C-8: EMISSION REDUCTIONS DUE TO MITIGATION MEASURES

POLLUTANT	SIGNIFICANCE THRESHOLD (LBS/DAY)	EMISSIONS	WITH MITIGATION	CHANGE	
Year 2015 Maximum Annual Construction Emissions (Maximum Simultaneous Construction Activity)					
ROG	75	**645.18**	70.29	(574.89)	-89.11%
NO_x	100	**287.04**	**287.04**	0.00	0.00%
CO	550	321.15	321.15	0.00	0.00%
SO_X	150	0.21	0.21	0.00	0.00%
PM_{10}	150	**493.08**	**180.06**	(313.02)	-63.48%
$PM_{2.5}$	55	**115.86**	50.49	(65.37)	-56.42%
Year 2010 Mass Grading, Initial Site Development, Lot 16 Construction (Maximum Simultaneous Construction Activity)					
ROG	75	**204.34**	42.31	(162.03)	-79.29%
NO_x	100	**251.77**	**251.77**	0.00	0.00%
CO	550	187.41	187.41	0.00	0.00%
SO_X	150	0.07	0.07	0.00	0.00%
PM_{10}	150	**1457.16**	**504.86**	(952.30)	-65.35%
$PM_{2.5}$	55	**314.89**	**116.01**	(198.88)	-63.16%

With respect to operational emissions, although trip generation is inherent to development projects, several trip reduction measures such as using a mix of retail uses to capture trips that would otherwise leave the area, providing bus shelters, and employing transportation demand management strategies, have been incorporated into the proposed Project. No further mitigation

measures to reduce proposed operational emissions through trip reduction are feasible. Measure IV.C-2-15 (in-lieu payment for bus shelters) could facilitate a shift in travel mode for single-occupancy vehicles to transit; thus, reducing the mobile-source emissions of the proposed Project. As discussed above, the shelters would be constructed by the March JPA, subject to the review and approval of RTA, and would be provided when transit service is established. Measures IV.C-2-16 and IV.C-2-17 are management measures to ensure that emissions resulting from the implementation of the proposed Project are consistent with those disclosed in this SEIR. The Project would result in emissions of ROG, NOx, CO, PM_{10} and $PM_{2.5}$ in excess of the SCAQMD significance thresholds, and would not be reduced with mitigation. It should be noted that, given the size of the proposed Project and its traffic generation (i.e., 19,678 additional daily external trips, as compared to the March Business Center Specific Plan), there are no feasible mitigation measures to reduce the emissions to a less-than-significant level. Accordingly, the proposed Project's operational impacts with respect to this significance threshold are significant and unavoidable.

Significance After Mitigation: Significant and unavoidable.

Threshold IV.C-3: Would the proposed project result in a cumulatively considerable net increase of any criteria pollutant for which the project region is in nonattainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?

Analysis from the 2003 Focused EIR The 2003 Focused EIR concluded that the March Business Center Specific Plan would have significant and unavoidable impacts with respect to this impact threshold.

Proposed Changes to the North Campus of the Specific Plan: As discussed under Threshold IV.C-2 above, while the proposed Project is generally consistent with the March Business Center Specific Plan from a land use designation perspective, the following updated information has been incorporated into the air quality technical report:

- Increases in FAR, as described below:
    1. Increase in Floor Area Ratio (FAR) for Industrial land uses on lots or developments greater than 20 acres from 0.50 to 0.55 in Table III-2 of the Specific Plan.
    2. Increase in FAR for Mixed Use land uses on lots or developments greater than five acres from 0.35 to 0.40.
    3. Increase the FAR for Commercial lots from 0.25 to 0.35.
    4. Increase the FAR for Office lots from 0.35 to 0.40.
    The changes in FAR were considered in estimating building square footage and calculating traffic generation.
- Net increase in project traffic generation, including both passenger cars and trucks
- Use of current air quality analysis factors and parameters
- Evaluation of on-site emissions sources, consistent with the emissions budget described in Chapter III, *Project Description.*

Table IV.C-9 presents a list of cumulative development proposals within the vicinity of the proposed Project. This list was assembled in consultation with the March JPA, the City of Riverside, the County of Riverside and the City of Moreno Valley, and was also used for the purposes of cumulative traffic impact analysis (see Section IV.B, *Traffic and Transportation*). The findings of this evaluation with respect to the above threshold are described below.

TABLE IV.C-9: LIST OF CUMULATIVE DEVELOPMENT PROPOSALS		
PROJECT NAME	**LAND USE**	**AMOUNT**
Kaliber Development PP 22925	Office Park Warehousing Light Industrial Retail Fast Food	258,100 sf 409,300 sf 42,200 sf 4,000 sf 6,000 sf
Gless Ranch Marketplace	Shopping Center	355,800 sf
Cactus Avenue and Commerce Center Drive Commercial Center	Hotel Fast Food Shopping Center	110 rooms 8,000 sf 21,200 sf
Orangecrest Town Center	Shopping Center	87,000 sf
Cactus K-4	Warehousing	695,000 sf
Alessandro Business Park	Warehousing	662,000 sf
Cottonwood Creek	Shopping Center	75,300 sf
OMP Centerpoint Business Park	Warehousing	519,700 sf
PA05-0042	Warehousing	615,000 sf
March Lifecare Village	Hospital Medical Office Research and Development Assisted Living Shopping Center	50 beds 190,000 sf 200,000 sf 660 beds 210,000 sf
Sycamore Canyon Business Park	Warehousing	316,200 sf
P06-0591	Office Warehousing Manufacturing	37,400 sf 782,200 sf 168,300 sf
Gateway Business Park PA05-0105	Business Park Industrial Park	119,400 sf 134,400 sf
Centerpointe Business Park PA04-0063	Industrial Park	2,312,100 sf
Ben Clark Training Facility	Students Employees	5,045 students 354 employees
Cottonwood Creek Business Park	Business Park	65,100 sf
Jacobs Development	Office Park	128,000 sf
Moreno Valley Professional Village	Office Park	130,000 sf
PA07-0039	Industrial Park	409,600 sf
PA07-0035	Industrial Park	201,100 sf
PA07-0151	Industrial Park	1,572,400 sf
Meridian North Campus (remaining approved but not built parcels)	General Light Industrial General Office Building Warehousing Large Industrial Park Light Rail Station	113,000 sf 332,000 sf 150,000 sf 210,000 sf 1,200 parking
Meridian North Campus (remaining to meet Specific Plan Threshold	Approved Specific Plan	
Meridian North Campus	Approved Specific Plan	

Construction Impacts

As discussed under the preceding impact threshold, the proposed Project would result in a significant and unavoidable impact with respect to construction emissions, after the incorporation of mitigation measures. The SCAB is not in attainment of state or federal standards for PM_{10} or $PM_{2.5}$. Because Project construction activities would result in emissions of PM_{10} and $PM_{2.5}$ in excess of the significance thresholds, the proposed Project would have a cumulatively considerable net increase in emissions of these criteria pollutants. In addition, proposed Project construction activities would result in a significant direct NO_x emission impact. This impact, when taken in combination with NO_x construction emissions from the cumulative development

proposals would result in a significant cumulative impact. Accordingly, the proposed Project would result in a significant cumulative impact.

Operations (Mobile Source) Impacts

Although specific emission information on the cumulative projects listed above was not available for all projects, emissions from vehicles were calculated based on the estimated trip generation contained in Table 7-1 of the Traffic Impact Analysis, Meridian Specific Plan Amendment (Kimley-Horn, 2010). **Table IV.C-10** presents a summary of emissions associated with vehicles from the cumulative projects plus operational emissions from the proposed Project. As shown in this table, emissions from the proposed Project, when added with the cumulative vehicle emissions from cumulative projects listed in Table IV.C-8, are above the SCAQMD's significance thresholds for all criteria pollutants except SO_x[28]. Emissions would therefore be cumulatively significant.

TABLE IV.C-10: CUMULATIVE MOBILE SOURCE[29] EMISSIONS

EMISSION SOURCE	ROG	NOX	CO	SOX	PM_{10}	$PM_{2.5}$
			lbs/day			
Proposed Project Emissions	614.04	4,826.74	3,621.33	14.80	1,726.93	346.79
Emissions from Cumulative Trips	2,064.88	7,182.27	19,639.37	30.80	3,609.82	631.58
TOTAL	**2,678.92**	**12,009.01**	**23,260.70**	**45.60**	**5,336.75**	**978.37**
Significance Criteria	55	55	550	150	150	55
Significant?	*Yes*	*Yes*	*Yes*	*No*	*Yes*	*Yes*

As with construction emissions, the Project's operational emissions would result in significant and unavoidable impacts. In addition to PM_{10} and $PM_{2.5}$, the SCAB is not in attainment of state or federal standards for O_3 or CO. In addition to a cumulatively considerable impact with respect to CO emissions, the proposed Project would have a significant cumulative impact with respect to O_3 precursor emissions (i.e., ROG and NO_x). Because proposed Project operations would exceed the SCAQMD thresholds for each of these criteria pollutants, a significant cumulative impact would result.

Project Consistency with the 2003 Focused EIR: Impacts from the proposed Project are consistent with those addressed in the 2003 Focused EIR.

Applicable Mitigation Measures from the 2003 Focused EIR: The proposed Project would be required to comply with Mitigation Measures C-1 through C-14 from the 2003 Focused EIR as referenced above.

[28] Refer to Section 7.0 of the air quality technical report for details.

[29] Although operational emissions may be generated from both stationary and mobile sources, mobile sources are emphasized in this table because mobile sources are the greatest sources of emissions for the proposed Project. Review of the data contained in Table IV.C-7 indicates that mobiles sources account for 53% of SOx emissions, and between 70% and 98% of the emissions of the other criteria pollutants.

Additional Mitigation Measures: No additional mitigation measures, beyond those identified in Threshold IV.C-2, have been identified to reduce the proposed Project's significant cumulative air quality impacts.

Significance After Mitigation: Significant and unavoidable.

Threshold IV.C-4: Would the proposed project expose sensitive receptors to substantial pollutant concentrations?

Analysis from the 2003 Focused EIR The 2003 Focused EIR concluded that the proposed Project impacts with respect to CO "hot spots" and health risks associated with DPM would be less than significant.

Proposed Changes to the North Campus of the Specific Plan: As discussed under Thresholds IV.C-2 and IV.C-3 above, while the proposed Project is generally consistent with the March Business Center Specific Plan from a land use designation perspective, the following updated information has been incorporated into the air quality technical report:

- Increases in FAR, as described below:
    1. Increase in Floor Area Ratio (FAR) for Industrial land uses on lots or developments greater than 20 acres from 0.50 to 0.55 in Table III-2 of the Specific Plan.
    2. Increase in FAR for Mixed Use land uses on lots or developments greater than five acres from 0.35 to 0.40.
    3. Increase the FAR for Commercial lots from 0.25 to 0.35.
    4. Increase the FAR for Office lots from 0.35 to 0.40.
    The changes in FAR were considered in estimating building square footage and calculating traffic generation.
- Net increase in project traffic generation, including both passenger cars and trucks
- Use of current air quality analysis factors and parameters
- Evaluation of on-site emissions sources, consistent with the emissions budget described in Chapter III, *Project Description.*

Health Risk Assessment

As part of the air quality evaluation, 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. The HRA was prepared in accordance with the California Office of Environmental Health Hazard Assessment's (OEHHA) Air Toxics Hot Spots 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, 2003), the SCAQMD's Risk Assessment Procedures for Rules 1401 and 212, Version 7.0 (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 the HRA. The HARP program is based on the latest CARB and OEHHA guidance, utilizing the updated health values developed by OEHHA (OEHHA, 2005).

In addition to sources of diesel particulate matter emissions (i.e., from truck traffic, idling, rail emissions, and TRUs), the gas station proposed to be located in Unit 4, Lot 4 would be a source

of TAC emissions from its operations. Gasoline contains benzene, toluene, ethylbenzene, and xylenes, all of which have been identified as TACs by the state of California. TAC emissions from the gas station operations were estimated using the CAPCOA Gasoline Service Station Industry-Wide Risk Assessment Guidelines (CAPCOA 1997), assuming the gasoline would meet reformulated fuel standards and 2% ethanol content.

This health risk assessment methodology is not appropriate for evaluating construction emissions, because health risks associated with exposure to emissions from construction equipment (i.e., diesel particulate) are chronic in nature. The OEHHA has not identified short-term health effects from diesel particulate matter. Because construction is temporary and would be transient throughout the site (i.e., move from location to location), and because construction would last less than 10 years, health risks associated with temporary construction activities are not addressed in this analysis.

The emitted substances that should be addressed in an HRA are listed by the CARB in their Emission Inventory Criteria and Guidelines Regulations (Title 17, California Code of Regulations, Sections 93300-93300.5), and the Emission Inventory Criteria and Guidelines Report. The list of substances also identifies those that are considered human carcinogens or potential human carcinogens, as well as substances that could have a non-cancer health effect. Diesel truck emissions have been identified as the main source of TACs emitted from the proposed Project. The HRA focused on emissions of diesel particulate from trucks, as diesel particulate is the risk driver within the SCAB.

Both individual and population carcinogenic risks were estimated in the HRA. The approach to calculating individual excess cancer risk for the inhalation pathway involved multiplying the predicted concentration for each carcinogenic toxic air contaminant at each receptor by the breathing rate for that receptor and the cancer potency factor for that contaminant. The total excess cancer risk for an individual receptor is the sum of the excess cancer risk for each contaminant at that receptor.

According to the Multiple Air Toxics Exposure Study (MATES-III) in the SCAB (SCAQMD, 2008), atmospheric modeling estimated that the average excess cancer risk level from exposure to air toxics for the SCAB as a whole is approximately 1,150 in one million. The closest fixed-site location to the proposed Project area was the Rubidoux station in Riverside where the average excess cancer risk level from exposure to air toxics was 845 in one million. Both of these existing background levels are approximately 100 times greater than the significance risk threshold criteria.

The Point of Maximum Impact (PMI) is located in the Riverside National Cemetery, south of the Project along Van Buren Boulevard. The PMI is situated opposite the future intersection of Opportunity Way and Van Buren Boulevard, to the north and west of cemetery offices. The maximally exposed individual resident (MEIR) is located in the residential area to the west of the site, south of Alessandro Boulevard within the northwestern corner of the Orangecrest residential development. The locations of the PMI and MEIR were identified through a review of maps and aerial photographs.

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. The results of the risk assessment are summarized in **Table IV.C-11** below.

Excess cancer risks at the PMI, calculated based on a worker exposure scenario where workers are exposed for 8 hours per day, 5 days per week, for 40 years would be above the 10 in a million threshold. However, the location of the PMI is at the Riverside National Cemetery, south of Van Buren Boulevard. No worker receptor is expected to remain at the same location for eight hours per day at that location; therefore, it was assumed that, as a conservative estimate of maximum exposure at the PMI, that a worker (such as a groundskeeper) could be present at the PMI for one hour per day, 5 days per week, for 40 years. Risks under this exposure scenario are less than 10 in a million. 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 the SCAQMD, the background excess cancer risk levels are already above the significant risk thresholds. Although the 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.

Impact IV.C-2-5 **The proposed Project's emissions of diesel particulate matter, when combined with existing background levels that exceed the SCAQMD's significance thresholds, results in a significant cumulative impact.**

CO "Hot Spots" 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 "hot spot" evaluation was performed. The purpose of the CO "hot spots" analysis is to determine whether the proposed Project would contribute to a violation of the CO standard at intersections for which a significant traffic impact would occur. For the purpose of this evaluation, only those intersections that would operate at LOS E or F after traffic mitigation has been implemented were evaluated to assess whether a CO "hot spot" could occur. These intersections were chosen because the congested conditions would have the greatest potential to create a CO "hot spot." Evaluation of CO "hot spots" was based on Future Year (i.e., 2030) conditions with the addition of Project traffic.

TABLE IV.C-11: SUMMARY OF RISK ASSESSMENT RESULTS

RECEPTOR	PROJECT DIESEL SOURCES		PROJECT GAS STATION		TOTAL RISKS		SIGNIFICANT CANCER RISK	SIGNIFICANT HAZARD INDEX
	INCREMENTAL CANCER RISK	CHRONIC NON-CANCER HAZARD INDEX	INCREMENTAL CANCER RISK	CHRONIC NON-CANCER HAZARD INDEX	INCREMENTAL CANCER RISK	CHRONIC NON-CANCER HAZARD INDEX		
PMI[1]	20.3 in a million	0.0645	0.0107 in a million	0.000122	20.3 in a million	0.0646	10 in a million	1
PMI Gas Station[2]	1.90 in a million	0.00605	0.0688 in a million	0.000574	1.97 in a million	0.00662	10 in a million	1
MEIR	7.95 in a million	0.00499	0.00456 in a million	0.000006	7.95 in a million	0.00457	10 in a million	1
Retirement Community	3.78 in a million	0.00237	0.00365 in a million	0.000004	3.78 in a million	0.00237	10 in a million	1
Residential west of site	7.95 in a million	0.00499	0.00456 in a million	0.000006	7.95 in a million	0.00457	10 in a million	1
South Campus[1]	7.91 in a million	0.0251	0.0035 in a million	0.000029	7.91 in a million	0.0251	10 in a million	1
Cemetery Worker[2]	2.54 in a million	0.00807	0.0013 in a million	0.000015	2.54 in a million	0.00807	10 in a million	1
Cemetery Offices[1]	8.95 in a million	0.0285	0.0660 in a million	0.000075	9.02 in a million	0.0286	10 in a million	1

[1]Based on worker exposure scenario
[2]Based on worker exposure scenario, with 1 hour per day possible exposure

The following intersections were evaluated for CO "hot spots":

- Meridian Parkway and Opportunity Way
- Alessandro Boulevard and Canyon Crest Drive
- Alessandro Boulevard and Meridian Parkway
- Alessandro Boulevard and I-215 NB Ramp
- Alessandro Boulevard and Old 215
- Van Buren and Village West Drive

The I-215/Van Buren Boulevard interchange is characterized by congested LOS during both peak hours under existing conditions. However, implementation of planned improvements at this interchange are expected to improve projected future LOS to D or better during both peak periods under Year 2030 conditions. In the event that the improvements are delayed beyond the horizon of this analysis, then a potential for a significant interim impact could occur at this location. Given, however, that the SCAQMD's attainment demonstration for redesignation as a federal CO maintenance area demonstrated that traffic congestion at the four most congested intersections within the SCAB (including downtown Los Angeles and Lynwood, where background CO concentrations were the highest in the SCAB) would not cause CO "hot spots" and would not result in an exceedance of the CO standard when added to background levels, it is unlikely that traffic congestion at the intersection of I-215 and Van Buren Boulevard would cause an exceedance of the CO standard. Furthermore, there are no sensitive receptors located in the vicinity of this intersection that would be exposed to elevated CO concentrations.

CO "hot spots" were evaluated in accordance with the Transportation Project-Level Carbon Monoxide Protocol (University of California Davis, 1998) **Table IV.C-12** shows projected CO concentrations at the above referenced intersections. As shown, no exceedances of the CO standards were predicted resulting from Project-related traffic.

TABLE IV.C-12: CO "HOT SPOTS" MODELING RESULTS

INTERSECTION	MAXIMUM 1-HOUR CO CONCENTRATION PLUS BACKGROUND, PPM		1-HOUR CO CAAQS, PPM	MAXIMUM 8-HOUR CO CONCENTRATION PLUS BACKGROUND, PPM	8-HOUR CO CAAQS, PPM
	am	pm			
Meridian Parkway and Opportunity Way	4.8	4.8	20.0	3.63	9.0
Alessandro Blvd. and Canyon Crest Drive	5.5	5.6	20.0	4.19	9.0
Alessandro Blvd. and Meridian Parkway	5.8	5.9	20.0	4.40	9.0
Alessandro Blvd. and I-215 NB Ramp	5.4	5.5	20.0	4.12	9.0
Alessandro Blvd. and Old 215	5.2	5.5	20.0	4.12	9.0
Van Buren and Village West Drive	5.7	5.8	20.0	4.33	9.0

Criteria pollutants (i.e., O_3, PM, CO, NO_x, SO_x, and Lead) are regulated through a separate process than TACs, and these pollutants are not considered in health risk assessments. The potential health effects are addressed through the NAAQS and CAAQS. Because the proposed Project would result in a significant impact from emissions of ROG, PM, CO, and NO_x, the

proposed Project's emissions of these pollutants would also result in a significant impact with respect to this threshold.

Project Consistency with the 2003 Focused EIR: Impacts from the proposed Project are consistent with those addressed in the 2003 Focused EIR.

Applicable Mitigation Measures from the 2003 Focused EIR: The proposed Project would be required to comply with Mitigation Measures C-1 through C-14, as applicable, from the 2003 Focused EIR as referenced above.

Additional Mitigation Measures: None required.

Significance After Mitigation: Project-level impacts would be less than significant; however, because the existing background excess cancer risks exceed the significant risk threshold, the Project would cause a significant cumulative impact.

Threshold IV.C-4: Would the proposed project create objectionable odors affecting a substantial number of people?

Analysis from the 2003 Focused EIR The 2003 Focused EIR did not specifically evaluate this significance threshold.

Proposed Changes to the North Campus of the Specific Plan: As discussed in previous impact thresholds, the proposed Project would be developed within the Meridian Specific Plan area, which was analyzed in the context of the above criteria in the 2003 Focused EIR. The Project would not introduce land use designations substantively different from those evaluated in the 2003 Focused EIR. The proposed Project would 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. While there are no specific measurable significance thresholds for odors, the SCAQMD has the authority to investigate and impose fines as the result of odor complaints.

The proposed changes addressed in the air quality technical report (i.e., increased traffic generation, use of current air quality analysis parameters, freight rail service, and use of backup generators, TRUs, and other equipment, uses and activities identified in the emissions budget listed in Table III-1 in Chapter III, *Project Description*) are not expected to result in a substantial change with respect to this threshold. Objectionable odors associated with truck exhaust, if any, would be focused along the truck routing pattern, which is located along major arterial roadways, and not adjacent to a substantial number of people. Rail service and use of devices within the emissions budget would take place within the boundaries of the Project area, and similarly not adjacent to substantial population concentrations.

The prospective industrial user of Lot 16 would receive, store and distribute pre-packaged food and food service materials. No food preparation would occur on-site; thus, no odors are anticipated.

Proposed improvements to the sewer system would be designed to minimize odors in accordance with the WMWD design standards. The system would be designed to minimize turbulence within the pipes. Turbulent flow (for example, churning and splashing) causes odors to be released from the flow. If smooth flows can be maintained, the potential odors due to turbulence would be minimized. Smooth flows would be achieved by designing the manholes (junction

points in the system where turbulence is most likely to occur) with channelization to direct the flow and minimize the turbulence.

The proposed detention basins have a drawdown time of 24 hours or less in the ultimate condition. This short duration of drawdown would minimize the potential for odors to be caused due to stagnant water within the basin. The basins are also designed to have a positive outfall, which means that flow would discharge from the basin until it is empty. There is no permanent storage of water proposed within the basins.

Project Consistency with the 2003 Focused EIR: Although this threshold was not previously evaluated in the 2003 Focused EIR, the proposed Project would be expected to result in similar impacts with respect to this threshold.

Applicable Mitigation Measures from the 2003 Focused EIR: The proposed Project would be required to comply with Mitigation Measures C-1 through C-14 from the 2003 Focused EIR as referenced above.

Additional Mitigation Measures: To avoid potential odor impacts, the following mitigation measure is recommended:

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**.

Significance After Mitigation: Less than significant.

Cumulative Impacts

The proposed Project's cumulative air quality impacts are specifically addressed under Threshold IV.C-3, above.

D. Biological Resources

Environmental Setting

Mass grading of the Meridian North Campus began in 2003 and is mostly complete. Thus, for the most part, the study area is void of vegetation. According to the Vegetation Mapping and Burrowing Owl Assessment (RBC, 2009), an area located in the southwest portion of the proposed Project area (approximately 18 acres) contains natural vegetation. Habitat within this area is classified as non-native grassland, riparian forest, southern willow scrub, disturbed, ornamental/disturbed, ephemeral drainage, and non-jurisdictional drainage swale. Vegetation community boundaries are indicated by distinct lines in **Figure IV.D-1**; however, the actual boundaries are typically less defined than the figure suggests. Additionally, small clusters of other vegetation communities are included within the indicated community boundaries. The following describes the vegetation communities within the proposed Project area.

Natural Communities

Non - Native Grasslands

Non-native Grassland generally occurs on fine-textured loam or clay soils that are moist or even waterlogged during the winter rainy season and very dry during the summer and fall. Non-native grassland is characterized by a dense to sparse cover of annual grasses, often with native and non-native annual forbs (Holland, 1986). This habitat is a disturbance-related community most often found in old fields or openings in native scrub habitats. This association has replaced Native Grassland and Coastal and Riversidean Sage Scrub at many localities throughout Southern California due to disturbance and non-native plant introduction. Non-native Grassland is considered sensitive where it occurs in large contiguous areas because it provides vital foraging habitat for raptors and often supports other sensitive wildlife species.

The Non-native Grassland community within the Project area is composed of what were likely Native Grassland and Riversidean Sage Scrub communities that have been highly disturbed by human activity. There are approximately ten acres of Non-native Grassland within the Project area (Figure IV.D-1). The dominant annual grass species within the Project area include Red Brome (*Bromus rubens*), Ripgut Brome (*Bromus diandrus*), and Hare Barley (*Hordeum murinum* ssp. *leporinum*). Broad-leaved forbs include Rancher's Fiddleneck (*Amsinckia menziesii* var. *intermedia*), Red-stem Filaree (*Erodium cicutarium*), Short-pod Mustard (*Hirschfeldia incana*), Common Tarweed (*Deinandra paniculata*). Scattered elements of Riversidean Sage Scrub such as Goldenbush (*Ericameria palmeri* var. *pachylepis*) and Flat-top Buckwheat (*Eriogonum fasciculatum* var. *foliolosum*) are also present within the Non-native Grassland.

Riparian Forest

Riparian Forest is an open or closed canopy forest that is generally greater than six meters (20 ft) high and typically occupies relatively broad drainages and floodplains supporting perennially wet streams. Within the Project area, this community is dominated by mature individuals of winter deciduous trees, including several species of willows (*Salix gooddingii, S. lasiolepis, S. lasiolepis*) and Fremont's cottonwood (*Populus fremontii var. fremontii*) with an understory of shrubby willows, Mulefat (*Baccharis salicifolia*), and Stinging Nettle (*Urtica dioica ssp. holosericea*).

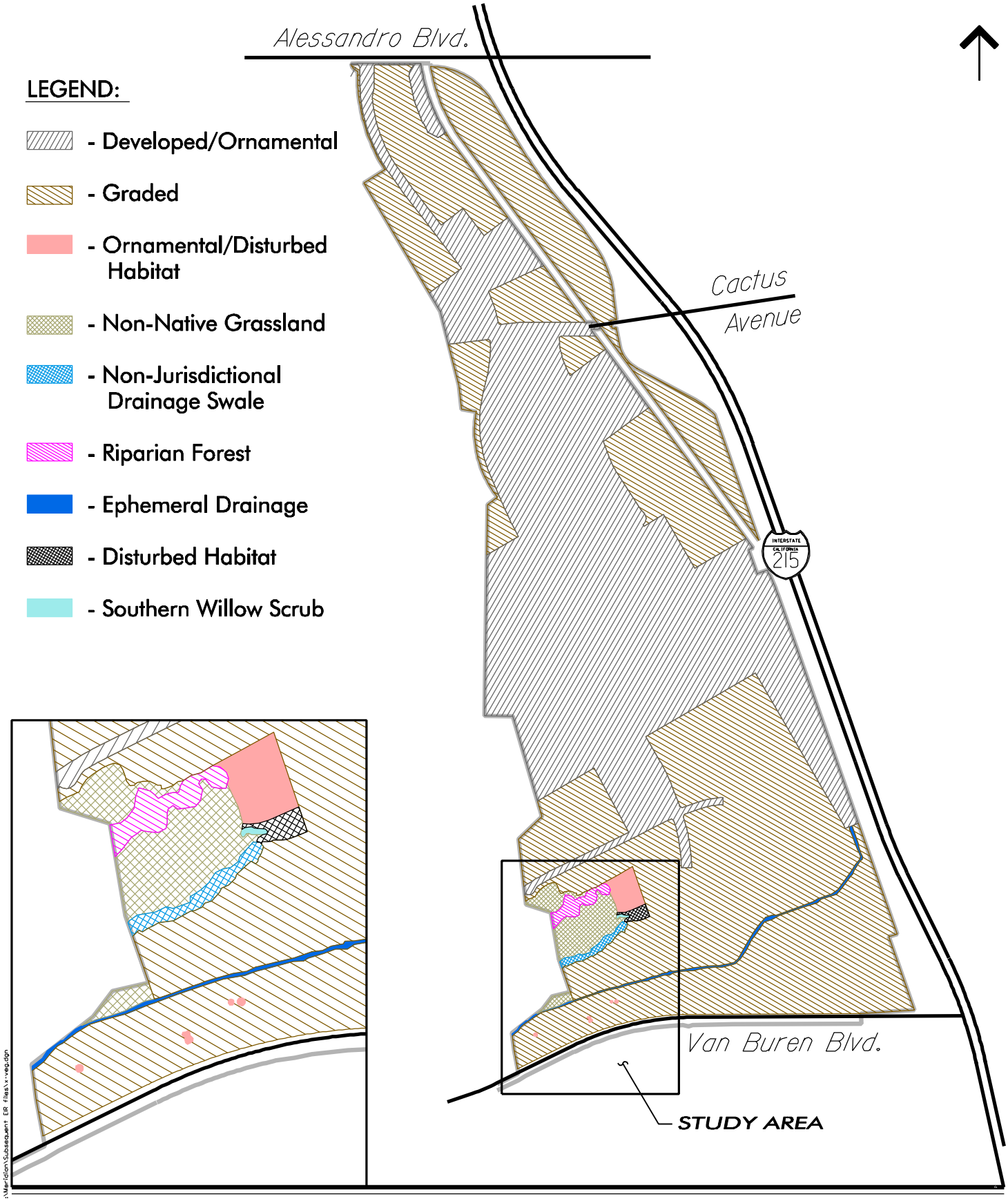

Figure IV.D-1

Vegetation Communities

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The Riparian Forest is considered a sensitive wetland vegetation community and is located along a jurisdictional drainage channel as classified by the ACOE. The federally-listed endangered Least Bell's Vireo occurs within the Riparian Forest (RBC, 2007). There are approximately two acres of Riparian Forest within the Project area **(**Figure IV.D-1).

Disturbed

Disturbed habitat describes land on which the native vegetation has been significantly altered by agriculture, construction, or other land-clearing activities, and the species composition and site conditions are not characteristic of the disturbed phase of a plant association (e.g. disturbed Riversidean Sage Scrub). Disturbed habitat is typically found in vacant lots, roadsides, construction staging areas, or abandoned fields, and is dominated by non-native annual species and perennial broadleaf species. The Disturbed habitat within the Project area is either devoid of vegetation, or support scattered weed species such as Short-pod Mustard, London Rocket (*Sisymbrium irio*), Prickly Lettuce (*Lactuca serriola*), Horehound (*Marrubium vulgare*), and Australian Saltbush (*Atriplex semibaccata*). There is approximately one acre of Disturbed Habitat within the Project area.

Ornamental/Disturbed

Ornamental/Disturbed vegetation typically consists of non-native landscape and/or garden plantings that have been planted in association with buildings, roads, or other development. Southern California supports hundreds of different types of ornamental trees and numerous other shrubs and herbs that decorate urban areas. Ornamental plantings such as Eucalyptus (*Eucalyptus* spp.), Peruvian Pepper Trees (*Schinus molle*), Fan Palm (*Washingtonia filifera*), and Tree-of-heaven (*Ailanthus altissimus*) were present within the Project area around previously developed areas. There are approximately eight acres of Ornamental/Disturbed habitat within the proposed Project area.

Southern Willow Scrub

The Southern Willow Scrub within the Project area occurs as a small patch (approximately 0.1 acre) of willows that may have become established because of runoff from the adjacent previously developed areas. This scrub is not associated with a jurisdictional drainage channel.

Ephemeral Drainage

This ephemeral channel contains minimal vegetation and has a bedrock bottom. The channel appears to originate in the residential area north of Van Buren Boulevard, west of the proposed Project area. The off-site portion of the channel to the west is deeply incised and varies in width from approximately two to ten feet. Within the Project area the channel is approximately one to two feet wide and generally lacks vegetation except for scattered Mulefat and weedy, non-native vegetation. This channel was identified as jurisdictional in the Section 404 Individual Permit Authorization Request (KHA, 2002).

Non-Jurisdictional Drainage Swale

This area lacks a defined channel and contains minimal non-hydric vegetation; therefore it is not considered jurisdictional by the ACOE or CDFG (KHA, 2002).

The remaining communities found onsite are combinations of the aforementioned habitat types.

Protected Species

Per the 1999 U.S. Fish and Wildlife Service (USFWS) Biological Opinion (BO) No. 1-6-99-F-13, the reuse/development of MAFB is not likely to affect the federally threatened coastal California gnatcatcher (*Polioptila californica californica*), endangered Quino checkerspot butterfly (*Euphydryas editha quino*), endangered Southwestern Willow Flycatcher (*Empidonax traillii extimus*) and endangered Riverside fairy shrimp (*Steptocephalus woottoni*). Previous surveys and habitat assessment results for the butterfly and gnatcatcher were negative. The mountain plover and fairy shrimp are found on the Cantonment area retained by the ARB (east of I-215 and outside the March Business Center Specific Plan area). Any future impacts to these species would need to be addressed through the Section 7 consultation process. Per the review of the California Natural Diversity Database (CNDDB, 2009) and the Meridian SPA Vegetation Mapping and Burrowing Owl Assessment, August 2009 (Appendix F of this document), these species do not have suitable habitat within the proposed Project area; and therefore, do not warrant the Section 7 consultation with the USFWS.

A review of the CNDDB and USFWS Species List for Riverside County found that 13 federally threatened and/or endangered species and 7 state threatened and/or endangered species have the potential to occur on or within the vicinity of the proposed Project area (**Table IV.D-1** and **Table IV.D-2**). However, the biological evaluation identified suitable habitat in the proposed Project area for only three of these species (RBC, 2009). These three species are described in more detail following Table IV.D-1 and 2.

The three species that could potentially be supported by habitat within the proposed Project area are the LBV (*Vireo bellii pusillus*), Stephen's Kangaroo Rat (SKR) (*Dipodomys stephensi*), and the Western Burrowing Owl (*Athene cunicularia hypugea*).

These species are discussed in more detail below:

Least Bell's Vireo (*Vireo bellii pusillus*)
Endangered (Federal and State); Critical Habitat Designated; Draft Recovery Plan Habitat for this federally endangered species consists of riparian scrub including willow, brushy thickets and shrubby edges of woods. This species typically requires brush clumps or thickets at least 12 to 15 feet in diameter. The LBV is a summer resident of cottonwood-willow forest (most commonly used), oak woodland, shrubby thickets and dry washes with willow thickets at the edges.

In the spring/summer of 2007, LBV surveys were conducted in the March Business Center Specific Plan area and adjacent vacant land to the west pursuant to the USFWS "LBV Survey Guidelines" prepared in 1992 and updated in 2001 (RBC, 2007). LBV were identified within the study area. A total of eight (8) LBV territories were documented within the approximately 79 acres of suitable riparian habitat surveyed (all but 1.39 acres of suitable habitat were outside of the proposed Project area). LBV were present at five (5) drainages that cross the March Business Center Specific Plan and convey water west to east. The riparian habitat is best classified as Riparian Forest in many areas with Riparian Woodland, Southern Willow Scrub, Mulefat Scrub, intermixed with patches of Stinging Nettle also providing suitable habitat for the LBV.

TABLE IV.D-1: FEDERALLY THREATENED AND ENDANGERED SPECIES		
COMMON NAME	**SCIENTIFIC NAME**	**STATUS**
Arroyo southwestern toad	*Bufo microscaphus californicus*	Federal Endangered Species; Critical Habitat Designated; Recovery Plan
Coastal California gnatcatcher	*Polilptila californica californica*	Threatened (Federal); Critical Habitat Designated
California red-legged frog	*Rana aurora draytonii*	Threatened (Federal); Critical Habitat Designated; Draft Recovery Plan
Coachella Valley fringe-toed lizard	*Uma inornata*	Threatened (Federal); Endangered (State); Critical Habitat Designated; Recovery Plan
Coachella Valley milk-vetch	*Astragalus lentiginosus* var.*coachellae*	Endangered (Federal); lawsuit filed against USFWS November 2001 for lack of Critical Habitat Designation
Desert tortoise	*Gopherus agassizii*	Threatened (Federal & State); Critical Habitat Designated; Recovery Plan
Least bell's vireo	*Vireo bellii pusillus*	Endangered (Federal and State); Critical Habitat Designated; Draft Recovery Plan
Munz's onion	*Allium munzii*	Endangered (Federal); Threatened (State)
Nevin's barberry	*Berberis nevinii*	Endangered (Federal & State)
San Bernardino kangaroo rat	*Dipodomys merriami parvus*	Endangered (Federal); Critical Habitat Designated
San Diego ambrosia	*Ambrosia pumila*	Endangered (Federal)
San Diego button-celery	*Eryngium aristulatum* var. *parishii*	Endangered (Federal & State)
San Jacinto Valley crownscale	*Atriplex coronata* var. *notatior*	Endangered (Federal)

TABLE IV.D-2: CALIFORNIA (ONLY) THREATENED AND ENDANGERED SPECIES		
COMMON NAME	**SCIENTIFIC NAME**	**STATUS**
Western yellow-billed cuckoo	*Coccyzus americanus occidentalis*	Endangered (State)
Peregrine falcon	*Falco peregrinus anatum*	Endangered (State) Delisted (Federal)
Parish's meadowfoam	*Limnanthes gracilis* var. *parishii*	Endangered (State)
Gilded northern flicker	*Colaptes auratus chrysoides*	Endangered (State)
Gila Woodpecker	*Melanerpes uropygialis*	Endangered (State)
Elf Owl	*Micrathene whitneyi*	Endangered (State)
Burrowing owl	*Athene cunicularia hypugea*	State (Species of Special Concern)

Stephens' kangaroo rat (*Dipodomys stephensi*)
Endangered (Federal); Threatened (State); Habitat Conservation Plan

The SKR habitat conservation plan (SKRHCP) consists of 533,954 acres in western Riverside County. The management area for the SKRHCP is west of the San Jacinto Mountains, extending south from the San Bernardino County line to the border with San Diego County. The Cleveland National Forest flanks much of the western boundary of the area, while the San Bernardino National Forest defines the eastern boundary of the HCP area. Within the SKRHCP area, loss of habitat and individuals has been offset by protecting 15,000 acres of SKR occupied habitat in a

reserve system that consists of seven reserves, all of which are managed for long-term survival of the SKR. The SKRHCP has protected 13,600 acres of occupied habitat.

The SKR is known to occur in West March (which includes the proposed Project area); thus, 1,000 acres located in the northern and central portions of West March have been set aside for habitat management. An additional 178 acres in the weapons storage area (WSA) (located west of the proposed Project area) were added to the management area as partial mitigation for development in designated open-space areas. This 1,178 acre area is managed by the Center for Natural Lands Management in accordance with the 1991 Cooperative Agreement for the SKR Management Area.

As determined in the 1999 BO, development plans for West March would impact 105 acres of SKR habitat. The 1999 BO allows for incidental take on 105 acres of SKR habitat. Of the 105 total occupied acres, March JPA was required to mitigate 32.2 acres. These numbers (105 acres and 32.2 acres) were based on SKR surveys in the future development area. Thus, additional mitigation was necessary to implement the March Business Center Specific Plan.

Since the 1999 BO was issued, a discrepancy was identified involving the size of the SKR Management Area and the Open Space area where a portion of the March Business Center Specific Plan was constructed. In the 1999 BO, graphics depicted the Management Area as 1,300 acres, and the acreage agreed upon by March JPA and USFWS for the SKR Management Area was 1,178 acres. This issue has been resolved per an agreement between USFWS and the March JPA. Per this agreement letter known as the 1999 Biological Opinion Clarification letter, both parties reached an agreement on a final boundary line as depicted on a map provided on April 10, 2002, to the USFWS. The boundary depicted on this map would be surveyed on the ground to ensure that the SKR Management Area includes no less than 1,178 acres of land. The change of the boundary added 78.4 acres of potentially occupied SKR habitat to the March Business Center Specific Plan area. CDFG required a payment of $500 per acre to offset this loss and to facilitate compliance with the California Endangered Species Act and the requirements of the Long-term SKR Habitat Conservation Plan. The USFWS believes this solution would also satisfy requirements under the Federal Endangered Species Act for additional take of SKR outside of the management area that was not addressed in the 1999 BO. The March JPA, Project sponsor, and the USFWS agreed to these terms. The SKR mitigation was completed in November 2006 (County of Riverside, 2005 and Southwestern Riverside County Multi-Species Reserve, 2006).

Burrowing Owl (Athene cunicularia hypugea)
Species of Special Concern (State)

Burrowing owl habitat is found in non-native grasslands and within graded areas. Burrows are the essential component of burrowing owl habitat. Both natural and artificial burrows provide protection, shelter, and nests for this species (Henny and Blus 1981). Burrowing Owls typically use burrows made by rodents, such as ground squirrels or badgers, but also may use man-made structures, such as cement culverts, debris piles, or openings beneath cement or asphalt pavement.

Ground squirrel burrows were observed during the reconnaissance survey and were assessed for the potential of Burrowing Owl habitation (RBC, 2009). No Burrowing Owls were observed and none of the burrows examined contained Burrowing Owl sign (such as scat or prey remains) or evidence of enlargement of the burrow opening sufficient to support Burrowing Owls. It should be noted that although there was no evidence of occupation of the survey area by the Burrowing Owl, there is potentially suitable habitat within and adjacent to the survey area. Presence/absence surveys are not required by CDFG; however, pre-construction surveys are required per the MEIR

to minimize impacts to burrowing owls. The protocol used by CDFG and as defined in the Burrowing Owl Survey Protocol and Mitigation Guidelines requires pre-construction surveys be conducted no more than 30 days prior to ground disturbance activities (The California Burrowing Owl Consortium, 1993). If occupied burrows are present, passive relocation measures (i.e., installing one-way doors in burrow entrances) would be implemented following the nesting season and prior to construction. Once the owls have vacated the burrows, the burrows would be filled to prevent reoccupation.

Water Resources

Waters of the U.S. and State waters under the jurisdiction of the ACOE and CDFG were detailed in the Section 404 Individual Permit Authorization Request; March Business Center (KHA, 2002).

The March JPA received a Section 404 Individual Permit (No. 200201578-RRS) to discharge fill material to 2.68 acres of jurisdictional ephemeral/intermittent streams and a wetland/riparian area in May 2003. That permit expired on May 31, 2006. However, because the March Business Center Specific Plan is not complete, another Individual Permit is required for those jurisdictional areas not impacted under the expired permit. Currently, a permit application is being processed to allow disturbances to the remaining jurisdictional areas (1.68 acres) previously permitted under No. 200201578-RRS, the majority of which would be by the proposed Project. In addition an amendment to the 1602 Streambed Alteration Agreement for impacts to State waters is currently being processed for the entire March Business Center Specific Plan.

Regulatory Setting

Federal and State

Federal Endangered Species Act (FESA)

The primary federal law protecting threatened and endangered species is the Federal Endangered Species Act (FESA): 16 United States Code (USC), Section 1531, et seq. See also 50 CFR Part 402. This act and subsequent amendments provide for the conservation of endangered and threatened species and the ecosystems upon which they depend. Under Section 7 of this act, federal agencies, such as the ACOE, are required to consult with the U.S. Fish and Wildlife Service (USFWS) and the National Marine Fisheries Service (NMFS) to ensure that they are not undertaking, funding, permitting or authorizing actions likely to jeopardize the continued existence of listed species or destroy or adversely modify designated critical habitat. Critical habitat is defined as geographic locations critical to the existence of a threatened or endangered species. The outcome of consultation under Section 7 is a Biological Opinion (BO) or an incidental take permit. Section 3 of FESA defines take as "harass, harm, pursue, hunt, shoot, wound, kill, trap, capture or collect or any attempt at such conduct."

Section 404 of the Clean Water Act (CWA)

Congress passed the Federal Water Pollution Control Act, commonly known as the CWA, in 1972, to protect and restore the chemical, physical, and biological integrity of the Nation's waters" (33 U.S.C. Section 1251(a)). The CWA also prohibits the discharge of any pollutants into navigable waters, except as allowed by permits issued under certain sections of the CWA (33 U.S.C. Sections 1311, 1342, and 1344). Section 404 authorizes the ACOE to issue permits for,

and regulate the discharge of, dredged or fill materials into wetlands or other "waters of the United States." Under the CWA and its implementing regulations, "waters of the US" are broadly defined to consist of rivers, creeks, streams, and lakes extending to their headwaters, including adjacent wetlands (33 CFR Section 328.3(a)(3)). To classify wetlands for the purposes of the CWA, a three-parameter approach is used that includes the presence of hydrophytic (water-loving) vegetation, wetland hydrology, and hydric soils (soils subject to saturation/inundation). All three parameters must be present, under normal circumstances, for an area to be designated as a jurisdictional wetland under the CWA.

Section 404 of the CWA establishes a regulatory program that provides that no discharge of dredged or fill material can be permitted if a practicable alternative exists that is less damaging to the aquatic environment or if the nation's waters would be significantly degraded. The Section 404 permit program is run by the ACOE with oversight by the Environmental Protection Agency (EPA).

Section 401 of the Clean Water Act

Section 401 of the CWA enables states to certify or deny federal permits or licenses that might result in a discharge to state waters, including wetlands (33 U.S.C. Section 1341). Before receiving a Section 404 permit, applicants must obtain a Section 401 permit (water quality certification) from the state water quality agency indicating that the proposed activity complies with all applicable state water quality standards, limitations, and restrictions. In California, RWQCBs issue water quality certifications within their jurisdictions. The State Water Resources Control Board oversees any appeals to the decisions of RWQCBs.

Migratory Bird Treaty Act (MBTA)

The MBTA of 1918 (16 U.S.C. Sections 703-711) implements an international treaty for the conservation and management of bird species that may migrate through more than one country. In the US, the MBTA makes it unlawful to take, possess, buy, sell, purchase, or barter any migratory bird listed in 50 CFFR Part 10, including feathers or other parts, nests, eggs, or products, except as allowed by implementing regulation (50 CFR Part 21). These laws are enforced by the USFWS. Also prohibited under the MBTA is disturbance that causes nest abandonment and/or loss of reproductive effort (e.g., killing or abandonment of eggs or young). Such action may be considered a "take" and is potentially punishable by fines and/or imprisonment. In 1972, the MBTA was amended to include protection for migratory birds of prey (raptors).

California Endangered Species Act (CESA)

California has enacted a similar law to the FESA at the state level, the California Endangered Species Act (CESA), California Fish and Game Code; Section 2050, et seq. CESA emphasizes early consultation to avoid potential impacts to rare, endangered, and threatened species and to develop appropriate planning to offset Project caused losses of listed species populations and their essential habitats. The CDFG is the agency responsible for implementing CESA. Section 2081 of the Fish and Game Code prohibits "take" of any species determined to be an endangered species or a threatened species. Take is defined in Section 86 of the Fish and Game Code as "hunt, pursue, catch, capture, or kill, or attempt to hunt, pursue, catch, capture, or kill." CESA allows for take incidental to otherwise lawful development projects; for these actions an incidental take permit is issued by CDFG. For projects requiring a BO under Section 7 of the

FESA, CDFG may also authorize impacts to CESA species by issuing a Consistency Determination under Section 2080.1 of the Fish and Game Code.

California Fish and Game Code Section 1600, et seq.

Similarly to CESA, Section 1600 of the California Fish and Game Code enables the State to regulate impacts to water resources protected by Section 404 of the CWA. Although similar, there are some differences in the jurisdiction of CDFG and the ACOE regarding the same resources. CDFG jurisdictional limits are usually defined by the tops of the stream or lake banks, or the outer edge of riparian vegetation, whichever is wider. Accordingly, applicants are required to obtain separate authorizations from both the ACOE and the CDFG. Section 1602 of the California Fish and Game Code requires any person or state or local governmental agency to provide advance written notification to CDFG prior to initiating any activity that would: (1) divert or obstruct the natural flow of, or substantially change or remove material from the bed, channel, or bank of any river, stream, or lake; or, (2) result in the disposal or deposition of debris, waste, or other material into any river, stream, or lake (Fish and Game Code Section 1602). The state definition of "lake, rivers, and streams" includes all rivers or streams that flow at least periodically or permanently through a bed or channel with banks that support fish or other aquatic life, and watercourses with surface or subsurface flows that support or have supported riparian vegetation (14 CCR Section 1.72).

Non-Listed Species Management and Conservation Concerns

Species that are not proposed for listing as threatened or endangered, but whose numbers are still recognized as being in decline, sometimes qualify for a Species of Special Concern listing by CDFG. This designation does not provide legal protection, but signifies that these species are recognized as declining by CDFG.

The California Native Plant Society (CNPS) has developed an inventory of California's special status plant species that summarizes the distribution, rarity, and endangerment of California's vascular plants. The inventory is divided into four lists based on the rarity of the species. The CNPS also provides an inventory of plant communities that are considered natural communities of special concern by state and federal resource agencies, academic institutions, and various conservation groups. These natural communities of special concern support concentrations of special-status plant or wildlife species, are of relatively limited distribution, or are of particular value to wildlife. These areas are not given legal protection unless they are designated as critical habitat for federally listed threatened or endangered species. The determination of the level of significance of impacts on plant species and natural communities is based on the number and size of remaining occurrences, as well as recognized threats.

California Natural Community Conservation Planning Act (CNCCPA)

CNCCPA, Fish and Game Code Sections 2800-2840, authorizes the preparation of Natural Community Conservation Plans (NCCPs) to protect natural communities and species while allowing a reasonable amount of economic development. Riverside County adopted a Multiple Species Habitat Conservation Plan (MSHCP) on June 17, 2003 for Western Riverside County, which serves as an HCP pursuant to the CNCCPA and pursuant to Section 10 (a)(1)(B) of FESA. The MSHCP outlines procedures and minimization measures related to take of habitats and species considered for conservation. Participating jurisdictions are authorized to "take" specified plant and wildlife species within the MSHCP boundaries. The Western Riverside County Regional Conservation Authority (RCA) is responsible for the long-term management of the

MSHCP Conservation area. March JPA elected not to participate in the MSHCP or become a signatory to the IA; therefore, March JPA would be required to pursue the traditional endangered species permitting process if special status species are discovered in the study area.

Local

Western Riverside County Multiple Species Habitat Conservation Plan

The Western Riverside County MSHCP provides for the comprehensive conservation of species and their associated habitats within approximately 1,966 square miles in Western Riverside County. The MSHCP is a multi-jurisdictional habitat plan that establishes the conditions under which the participating entities (i.e., signatories to the Implementing Agreement (IA)) will receive from USFWS and CDFG certain long-term Take Authorization for any taking of Covered Species incidental to lawful uses in a defined geographic area. The participating entities, in collaboration with USFWS and CDFG, designed the MSHCP to create a streamlined yet uniform conservation program that, if implemented, constitutes compliance per se with the provisions of FESA, CESA, and the CNCCPA. By effectively implementing the MSHCP's multi-step program, an entity is deemed to have adequately provided for the conservation and protection of the Covered Species and no additional mitigation measures are required. By meeting the stipulations set forth in the MSHCP, a project also meets the federal and state endangered species requirements, as well as CEQA criteria for less than significant impacts to the covered species and their habitats. Absent revisions to the MSHCP or other special procedures, only signatories to the IA have Take Authorization status under the MSHCP. As noted, March JPA elected not to participate in the MSHCP or become a signatory to the IA. Thus, March JPA is not a permittee under the Plan and would be required to pursue the traditional endangered species permitting process if special status species are discovered at the Project site.

Stephens' Kangaroo Rat (SKR) Habitat Conservation Plan

A BO was prepared in 1991 for anticipated take of the SKR related to proposed construction projects on the March Air Force Base (March JPA General Plan Profile Report, 1999). The 1991 BO established 1,000 acres of SKR Management Area where take of individuals or loss of habitat was strictly limited, and a 1,200-acre SKR open space area with less stringent limitations on take or loss.

In May 1996, a long-term SKRHCP was established by the Riverside County Habitat Conservation Agency, a joint powers authority comprised of the cities of Corona, Hemet, Lake Elsinore, Moreno Valley, Murrieta, Perris, Riverside and Temecula, and the County of Riverside. The SKRHCP provides for development within the HCP planning area including construction of public facilities identified in General Plans, Transportation Improvement Plans, Capital Improvement Plans, and other adopted documents by establishing seven core preserve areas within western Riverside County. Mitigation for incidental take occurring under the SKRHCP is provided through the completion and expansion of these SKR reserves.

Another BO was prepared in 1999 in response to the proposed disposal and reuse of MAFB. The 1999 BO added 178 acres to the 1,000-acre SKR Management Area and required transfer of this land, with deed restrictions, from the Air Force to the March JPA. It also established criteria for a trade of land within the SKR Management Area for suitable habitat elsewhere in order to accommodate the future development of the SKR Management Area.

With respect to land within the SKR open space area, the 1999 BO indicated that 163 acres are occupied by this species. The 178 acre addition to the 1,000 acre SKR Management Area included 58 acres of the occupied SKR habitat. The remaining 105 acres of occupied habitat would require mitigation by the property owners at the time development is proposed. The owners identified in the 1999 BO include March JPA (32.2 acres), Riverside County (50.2 acres), Air Force Village West (4.0 acres), Riverside National Cemetery (8.6 acres) and the "Antenna Farm" (an area located to the west of Air Force Village West) (9.9 acres).

March JPA General Plan

The March JPA General Plan was updated and adopted in September 1999. Section 5, the Resource Management Element (RME), outlines conservation programs that address resource utilization, preservation techniques, and the regulation of activities that affect or preclude the utilization of resources within the March JPA Planning Area. The March JPA General Plan is responsible for the conservation of natural resources. These resources include land and water resources, plant and animal life, cultural resources, and open space. Each of these resources has specific goals relating to their preservation. Some of these goals include: the conservation and protection of significant stands of mature trees, native vegetation, and habitat within the March JPA Planning Area (Section 5, Goal 5); the creation of a network of open space area and linkages that serve to preserve natural resources (Section 5, Goal 9); conserve and protect surface water, groundwater, and imported water resources (Section 5, Goal 1); and promote cultural awareness through preservation of the historic, archaeological and paleontological resources within the planning area (Section 5, Goal 7).

March Business Center Specific Plan

The 2003 Focused EIR addressed biological resources that are or may be present in the Specific Plan area. All impacts and associated mitigation measures are identified in the 2003 Focused EIR. The Specific Plan identified 13 acres of USFWS designated LBV riparian habitat located in the South Campus and the adjacent previously designated SKR management area and precludes development within 100 feet of these riparian areas. The Project area is not located within 100 feet of the designated LBV riparian habitat.

Thresholds for Determining Significance

According to CEQA Guidelines Appendix G, a project would have a significant impact on Biological Resources if the project would:

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; or

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.

Mitigation from 2003 Focused EIR

The mitigation measures identified in the 2003 Focused EIR that would be imposed on the proposed Project to reduce potential biological impacts are:

D-1 Prior to construction activity, the applicant shall coordinate with USFWS to assure that the requirements and stipulations of the 1999 Biological Opinion and the Biological Opinion Clarification Letter (September 6, 2002) are met. The 1999 Biological Opinion and the 1999 Biological Opinion Clarification letter are included in Appendices A and B of the Biological Resources Review found in Appendix F of this document. Mitigation for potential impacts to federal or state listed species shall be as per the 1999 Biological Opinion and the 1999 Biological Opinion Clarification Letter issued by USFWS. This mitigation shall include the replacement 35.2 acres of impacted occupied Stephens' kangaroo rat (SKR) habitat at a 1:1 ratio. As of September 2002, the March JPA is responsible for 14.2 acres of mitigation at a 1:1 ratio, as 21 acres of USFWS approved occupied habitat have previously been acquired by the March JPA and serve as mitigation for 21 acres of SKR occupied habitat. Other required mitigation (78.4 acres discussed in the 1999 BO Clarification letter) will be at a fee of $500 per acre.

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

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

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

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

D-6 Prior to activity within waters of the U.S., the applicant shall coordinate with the California Department of Fish and Game (Eastern Sierra and Inland Desert Region 6) relative to conformance to the Lake and Streambed Alteration permit requirements.

Environmental Impacts

Threshold IV.D-1: Would the project have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special

status species in local or regional plans, policies, or regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?

Analysis from the 2003 Focused EIR: As determined in the 1999 BO, development plans for West March would impact SKR. The 1999 BO allows for the incidental take of 105 acres of SKR habitat with the development of West March, which includes the proposed Project area. Of the 105 total occupied acres, March JPA was held accountable for mitigating 32.2 acres. Therefore, mitigation was necessary to implement the proposed Project. As discussed, the mitigation acreage was defined based on SKR surveys in the future development area. CDFG and USFWS required the loss to SKR be offset by a payment of fees ($500 per acre) in accordance with the requirements of the Long-term SKR Habitat Conservation Plan.

The Proposed Changes to the North Campus of the Specific Plan: The proposed Project would be located within the March Business Center Specific Plan area, which was previously evaluated in the context of the above significance threshold in the 2003 Focused EIR. Although the Project footprint does not change with respect to biological impacts, the biological resources within the Project area have changed.

Impact IV.D-1-1 **The Riparian Forest located in the southwestern portion of the Project area is now occupied by LBV and would be impacted by the proposed Project (RBC, 2007). The March JPA is not a permittee pursuant to the Western Riverside MSHCP; and therefore, the Project sponsor is pursuing Section 7 consultation with the USFWS through the Section 404 permit for Project-related LBV impacts. The March Business Center Specific Plan is expected to directly impact approximately 3.0 acres of LBV habitat, 1.39 of which will be impacted by the proposed Project.**

LBV is also listed as threatened and endangered under CESA. The Biological Opinion dated October 14, 2009 is currently being reviewed by CDFG for consistency with CESA.

Elevated noise levels can potentially mask the song of the LBV. The song is used to attract mates and defend territories. The San Diego Association of Governments (SANDAG), in a 1990 study (SANDAG 1990), theoretically estimated that noise levels above 60 dBA Leq in LBV breeding areas may impact the reproductive success of this species during their breeding season. The report conclusions were unclear as to the specific interval of the Leq. The USFWS uses the one-hour 60 dBA Leq noise level as a threshold of significance. Thus, a one-hour Leq interval is also used. Noise impacts to LBV could occur during the nesting/breeding season.

The March JPA General Plan and associated Master EIR identified 13 acres of USFWS designated LBV riparian habitat located in the Meridian South Campus and the adjacent previously designated SKR management area. The Master EIR precludes development within 100 feet of these riparian areas. The Project area is not located within 100 feet of the designated LBV riparian habitat; therefore, the Project is consistent with the analysis in the Master EIR with respect to impacts to LBV.

Impact IV.D.1-2 **During the biological evaluation performed in August 2009, habitat for the Western Burrowing Owl was identified in the non-native grasslands and graded areas within the proposed Project area (RBC, 2009).**

This species is listed by the State as a Species of Special Concern. Since the March JPA is not subject to the MSHCP, performing the presence/absence survey protocol outlined in that document and mitigation for offsetting impacts to the Burrowing Owl or its habitat is not required. However, pre-construction surveys and passive relocation measures shall be implemented to minimize impacts to Burrowing Owls (MEIR, 1999, p. 3-96). With implementation of these measures, the proposed Project would not adversely affect Burrowing Owls.

Project Consistency with the 2003 Focused EIR: The mitigation credits for SKR were purchased on January 24, 2005 from the County of Riverside and November 20, 2006 from the Southwestern Riverside County Multi-Species Reserve (County of Riverside, 2005 and Southwestern Riverside County Multi-Species Reserve, 2006).

Impacts from the proposed Project with respect to SKR are consistent with those addressed in the 2003 Focused EIR. Additional impacts to LBV since the 2003 Focused EIR will be mitigated with the implementation of Mitigation Measures IV.D.1-1 and IV.D.1-2 described below to a level less than significant.

Applicable Mitigation Measures from the 2003 Focused EIR: The proposed Project would be required to comply with Mitigation Measures D-1 through D-3 from the 2003 Focused EIR.

Additional Mitigation Measures: The proposed mitigation to offset impacts to LBV from the March Business Center Specific Plan includes conserving restoration areas and avoiding riparian drainages and upland buffers through the recordation of two conservation easements (USFWS, 2009). The conservation easements will include creation and restoration of 4.2 acres of LBV habitat. In addition, the proposed Project has incorporated numerous conservation measures to avoid and/or minimize potential impacts to LBV and its habitat. Vegetation clearing outside of the LBV nesting season will avoid disturbance to nesting adult LBVs and the destruction of active nests including eggs and nestlings. Long-term maintenance of the Unit 4 Lot E detention basin (previously referred to as Lot 49) including vegetation removal will also occur outside of the LBV nesting season.

Taking into consideration all of the conservation measures and proposed mitigation, the USFWS concluded in the Biological Opinion dated October 14, 2009 that the Specific Plan is not likely to jeopardize the continued existence of the LBV.

The following additional mitigation is required to mitigate impacts to LBV occupied riparian habitat and to avoid potential impacts to burrowing owls:

Mitigation IV.D.1-1 **The following mitigation measures shall be implemented to reduce the impacts to LBV to below a level of significance:**

- **To avoid the direct loss of eggs and chicks, all vegetation shall be cleared outside the LBV breeding season (e.g., March 1 through August 15).**
- **Construction activities associated with the widening of Van Buren Boulevard and all lots adjacent to occupied LBV habitat shall be restricted during the LBV breeding season to avoid indirect impacts to the species from increased noise levels. In the event construction activities must occur during the breeding season, noise attenuation measures (e.g. noise walls or berms) and noise monitoring by qualified biologist will be required. Noise levels shall not exceed 60 dBA Leq in suitable occupied riparian habitat during the breeding season during one-hour internals. If noise levels exceed this threshold as determined by the monitoring biologist, construction activities shall cease or additional noise measures shall be incorporated to reduce construction-related noise levels to 60 dBA Leq or less.**
- **Temporary construction fencing shall be used to delineate constructing limits and will be maintained until construction is complete.**
- **All motorized construction equipment shall be kept within a staging area outside of the riparian habitat. The staging area shall not drain into the riparian habitat. Best management practices shall be implemented in order to direct the storm water runoff away from adjacent riparian areas. BMPs may include but are not limited to covering construction materials, perimeter gravel bags, and/or fiber rolls.**
- **Construction activities adjacent to the Conservation Area will be conducted during day light hours to avoid the use of night lighting that could increase predation rates and/or disrupt nesting LBVs.**
- **For the development of the Meridian lots adjacent to the Conservation Area, construction crews and field workers shall be provided training by the qualified biologist to avoid unnecessary impacts to LBV and its habitat in the area.**
- **Following construction, lighting of all developed areas adjacent to the Conservation Easement Areas shall be directed away from the Conservation Easement Areas to avoid increased predation and/or disruption of nesting LBV. Adjacent development lighting shall have cut-off fixtures (i.e., the bulb/source is not visible above the "horizontal") and will be shielded.**
- **All drainage from adjacent development within the Meridian development shall be directed away from the riparian areas to avoid the potential urban run-off contamination of LBV habitat.**
- **The Unit 4 Lot E detention basin adjacent to Mitigation Area 2 shall be maintained by the Meridian Landscape, Lighting and Maintenance District (LLMD). The basin shall continuously be monitored, maintained, and kept clear of overgrowth.**

Maintenance activities shall occur outside of the LBV nesting/breeding season (March 1 – August 15).

- **A biological monitor shall be present during habitat clearing and construction within waters of the U.S. and riparian areas to ensure the activities are performed in accordance with the biological opinion, terms and conditions of the 404 permit, and final streambed agreement as amended by CDFG.**
- **Temporary chain link fence shall be installed by the Project sponsor at the start of mass grading for those lots adjacent to the Conservation Easement areas. The temporary chain link fencing shall be replaced by the individual lot developer with a minimum 8" decorative masonry wall at the onset of fine grading improvements for each lot in accordance with the Meridian Compensatory Mitigation and Monitoring Plan (CMMP). The LLMD will be responsible for mending fences or walls that are adjacent to the Conservation Easement Areas.**
- **All lots within the Meridian development adjacent to the Conservation Easement Areas shall be landscaped with native and non-invasive plant materials to protect biological resources, such as habitat supporting LBV.**
- **Fuel modification will be evaluated by the County of Riverside Fire Department on an annual basis along the south and east boundaries of the existing residences adjacent to Conservation Easement Area 1. Fuel modification may be required within Conservation Area 1, not to exceed 30.5 m (100 ft) from the nearest structure unless otherwise determined by the County of Riverside Fire Department. If fuel modification must occur, it would be accomplished using hand tools and mowers to selectively thin hazardous vegetation or combustible material. Disking of vegetation is prohibited. Riparian areas will be avoided and fuel modification would occur no closer than 15.2 (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.**

Significance After Mitigation: Less than significant.

Threshold IV.D-2: Would the project have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?

Analysis from the 2003 Focused EIR: The 1999 BO identified 13 acres of riparian habitat suitable for LBV in West March (USFWS, 1999). This riparian habitat is located in the South Campus and within the Future Development Area outside of the proposed Project area. The March Business Center Specific Plan prohibits development within 100 feet of the 13 acres designated in the 1999 BO. Although there are no impacts anticipated to these 13 acres by the proposed Project, the LBV now occupies riparian habitat outside of the 13 acres; and therefore, is the subject of the pending Section 7 consultation and the BO dated October 14, 2009.

The Proposed Changes to the North Campus of the Specific Plan: Similar to the evaluation above, which addresses impacts form habitat modifications for the listed LBV, the Riparian Forest located in the southwestern portion of the Project area is now occupied by LBV and would be impacted by the proposed Project (RBC, 2007). As described above, the pending Section 7 consultation and BO addresses impacts to LBV and defines associated mitigation.

Additionally, approximately ten acres of Non-native Grasslands, three acres of Ornamental/Disturbed, one acre of disturbed habitat, one acre of ephemeral drainage, one acre of non-jurisdictional drainage swale, and 0.1 acres of Southern Willow Scrub would be impacted by the proposed Project. Most of these vegetation communities with the exception of the Non-native Grasslands and ephemeral drainage have little floristic value and have been degraded by past use of the area by the Air Force. The loss of these vegetation communities is not significant because they are unable to support sensitive species and the disturbed condition of the site. Non-native grasslands may provide habitat for the western burrowing owl and if the species is present, individuals could be impacted during construction of projects related to the proposed Project.

Project Consistency with the 2003 Focused EIR: The proposed Project is consistent with the impacts addressed in the 2003 Focused EIR.

Applicable Mitigation Measures from the 2003 Focused EIR: The proposed Project would be required to comply with Mitigation Measures D-1 through D-3 from the 2003 Focused EIR.

Additional Mitigation Measures: Implementation of Mitigation IV.D.1-1 identified above would mitigate impacts to LBV occupied riparian habitat by creating approximately 2.3 acres of LBV habitat and restoring approximately 1.9 acres of LBV habitat. 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.

Implementation of Mitigation IV.D.1-2 would mitigate impacts to the Western Burrowing Owl from the proposed Project through passive relocation of Burrowing Owls identified during the preconstruction surveys.

Significance After Mitigation: Less than significant.

Threshold IV.D-3: Would the project have a substantial or adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?

Analysis from the 2003 Focused EIR: The proposed Project was evaluated for impacts to waters of the U.S. and State waters in the 2003 Focused EIR and was based on the Section 404 Individual Permit Authorization Request; March Business Center (KHA 2002). The impacts required a Section 404 Individual Permit Authorization from the ACOE, 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 at twice the width of the present channel, and planting riparian vegetation at a 2:1 ratio in a proposed detention basin (Unit 4 Lot E).

Proposed Changes to the North Campus of the Specific Plan: The proposed Project would be located within the March Business Center Specific Plan area, which was previously evaluated in the context of the above significance threshold in the 2003 Focused EIR. The Project footprint does not change with respect to impacts to areas regulated by Section 404 of the Clean Water Act; however, the original Section 404 permit issued for the March Business Center Specific Plan (Individual Permit No. 200201578-RRS) expired in May 2006 (ACOE, 2003). The March JPA also received a Streambed Alteration Agreement (SAA 6-2002-291) in January 2003, which is in the process of being amended. The development permitted under the original Section 404 permit and SAA are not complete and new and/or amended permits are required for the remaining jurisdictional areas that were not impacted under the original permits.

Impact IV.D-3-1 **The March Business Center Specific Plan is expected to impact approximately 0.41 acre of ephemeral to intermittent channels, 0.64 acre of ephemeral concrete drainage channels and v-gutters within Arnold Heights; 0.12 acre of perennial channel or in-channel wetlands and 1.39 acres of riparian vegetation in the proposed detention basin area. The majority of the impacts would occur with the proposed Project.**

Project Consistency with the 2003 Focused EIR: Impacts from the proposed Project are consistent with those addressed in the 2003 Focused EIR.

Applicable Mitigation Measures from the 2003 Focused EIR: The proposed Project would be required to comply with Mitigation Measures D-4 through D-6 from the 2003 Focused EIR.

Additional Mitigation Measures: Through the Section 404, CDFG 1602 SAA and Section 7 Consultation process, the March JPA and applicant have agreed to provide on-site compensation

for impacts to waters of the U.S. and State waters with the creation of the following two mitigation areas described below and shown on **Figure IV.D-2**:

- Mitigation Area 1 is proposed as a result of impacts to the existing channel north of Van Buren Boulevard (located off-site to the west in the Future Development Area; impacted with the widening of Van Buren Boulevard, which is part of the March Business Center Specific Plan). The existing channel would be realigned to the north of the existing channel and would be revegetated with species similar to those in the existing channel. Mitigation Area 1 would provide 1.9 acres of wetland waters of the U.S. and State waters.

- Mitigation Area 2 would be located west of the proposed Project area within the Future Development Area. The location of this proposed channel is its historic route, which was subsequently filled in and rerouted to the south in a concrete lined channel. The current location provides minimal habitat; therefore, the function and value of the existing segment is presumed to be low. This segment of proposed channel would be reestablished in its historic location and connect the upstream riparian channel that is fed by the residential subdivision to the west (including Mitigation Area 1) with a truncated channel which supports riparian habitat immediately adjacent to the proposed Project area. The proposed channel would be vegetated with species similar to the existing corridor. Mitigation Area 2 would restore 1.4 acres of wetland waters of the U.S. and State waters.

The proposed Project would implement Mitigation Measures IV.D.-3-1 and IV.D-3-2 identified below to mitigate impacts to waters of the U.S and State waters to a level less than significant.

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.**

Significance After Mitigation: Less than significant

Threshold IV.D-4: Would the project interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?

Proposed Changes to the North Campus of the Specific Plan: The proposed Project would be developed within the March Business Center Specific Plan area, which was evaluated in the context of the above criteria in the 2003 Focused EIR. Due to the mass grading activities that occurred in the North Campus consistent with the 2003 Focused EIR, the majority of study area is void of vegetation (RBC 2009). There is an area located in the southwest portion of the proposed Project area (approximately 18 acres) that contains natural vegetation and it abuts the Future Development Area. This area is not part of an established wildlife corridor or a wildlife nursery

LEGEND:

- MERIDIAN SPECIFIC PLAN BOUNDARY LINE
- CONSERVATION EASEMENT BOUNDARY
- MITIGATION AREA 1
- MITIGATION AREA 2

Figure IV.D-2

Mitigations Areas and Conservation Easements

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site other than the occupation of the LBV or the potential for western burrowing owls addressed above.

Project Consistency with the 2003 Focused EIR: Impacts from the proposed Project are consistent with those addressed in the 2003 Focused EIR.

Applicable Mitigation Measures from the 2003 Focused EIR: The proposed Project would be required to comply with Mitigation Measures D-1 through D-3 from the 2003 Focused EIR.

Additional Mitigation Measures: None required.

Significance After Mitigation: Less than significant

Threshold IV.D-5: Would the project conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?

Analysis from the 2003 Focused EIR: The March Business Center Specific Plan did not identify impacts or inconsistencies with respect to local policies or tree protection ordinances.

Proposed Changes to the North Campus of the Specific Plan: The March JPA does not have tree ordinances or related policies and the proposed Project is not subject to the Riverside County Oak Tree Management Guidelines. Additionally, there are no oak trees within the study area that would be affected by the proposed Project. Given these factors, the proposed Project would not result in impacts different than those identified or evaluated in the 2003 Focused EIR.

Project Consistency with the 2003 Focused EIR: Impacts from the proposed Project are consistent with those addressed in the 2003 Focused EIR.

Applicable Mitigation Measures from the 2003 Focused EIR: None required.

Additional Mitigation Measures: None required.

Significance After Mitigation: No impact.

Threshold IV.D-6: Would the project conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?

Analysis from the 2003 Focused EIR: The March JPA General Plan Area, which includes the Specific Plan area, is not included within any of the 16 area plans that comprise the Western Riverside MSHCP (MSHCP, Section 3.3). Because the proposed Project is not contained within the MSHCP, nor is the JPA a permittee under than Plan, no conflict with this habitat conservation plan would occur.

Proposed Changes to the North Campus of the Specific Plan: The proposed Project would be developed within the March Business Center Specific Plan area, which was evaluated with respect to biological impacts in the 2003 Focused EIR. The Project would not expand the boundaries of the Specific Plan area. Given these factors, the proposed Project would not result in impacts different or in addition to those identified or evaluated in the 2003 Focused EIR.

The proposed Project is not within the Western Riverside MSHCP nor is it adjacent to reserve areas subject to the MSHCP. The proposed Project also does not include any improvements that are subject to MSHCP requirements. Project runoff from impervious surfaces is and will continue to be collected in storm drains and detention basins that are tributaries to the Perris Valley Storm Drain System. All drainage systems within the proposed Project area are required to implement BMPs for drainage, water quality, erosion control and urban pollution removal prior to discharge downstream. Although the proposed Project does not discharge to an MSHCP Conservation Area, incorporation of the above BMPs would avoid impacts to downstream areas should accidental discharge occur. Thus, the proposed Project would not conflict with the MSHCP or directly or indirectly affect any other resources in the MSHCP.

Project Consistency with the 2003 Focused EIR: Impacts from the proposed Project are consistent with those addressed in the 2003 Focused EIR.

Applicable Mitigation Measures from the 2003 Focused EIR: None required.

Additional Mitigation Measures: None required.

Significance After Mitigation: No impact.

Cumulative Impacts

Analysis from the 2003 Focused EIR: Cumulative impacts to biological resources resulting from the proposed Project and related projects could occur as the result of urbanization and removal of existing vegetation. The development of disturbed or already developed areas would not likely adversely impact sensitive plant or animal species. Development in undisturbed areas that contain habitat may adversely affect sensitive biological resources.

Biological surveys for sensitive species would be required for future development outside of the proposed Project area, if suitable habitat exists. Impacts to sensitive species would need to be evaluated and mitigation measures developed where necessary. If threatened and endangered species would be impacted then the Project proponent would need to pursue Section 10 or Section 7 consultation and coordination with the USFWS, CDFG, ACOE, RWQCB and other agencies that maintain jurisdiction over the affected resource. In addition, projects that impact wetlands or other waters of the U.S or State may be required to obtain a Section 404 permit, Section 401 permit and a Section 1600 Streambed Alteration Agreement. The regulations that require these permits are in place to minimize impacts to a sensitive species from an individual project as well as multiple projects; therefore, impacts to biological resources on a cumulative basis would be minimized.

Proposed Changes to the North Campus of the Specific Plan: The March JPA Planning Area is not part of the Western Riverside MSHCP; and therefore, the Project proponents are not subject to that Plan and are pursuing Section 7 consultation with the USFWS through the Section 404 permit for Project-related impacts to LBV. In addition, a 1602 SAA amendment and a CESA consistency determination for impacts to LBV are pending. The permits would require both on-site preservation and mitigation in the form of creating and restoring waters of the U.S, State waters and LBV habitat.

Consistency with the 2003 Focused EIR: Cumulative impacts from the proposed Project are consistent with those addressed in the 2003 Focused EIR.

Applicable Mitigation Measures from the 2003 Focused EIR: The proposed Project would be required to comply with Mitigation Measures D-1 through D-6 from the 2003 Focused EIR.

Additional Mitigation Measures: None required.

Significance After Mitigation: Less than significant.

E. Hazards and Hazardous Materials

Environmental Setting

Existing Conditions

Proposed Project Area and Adjacent Properties

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. An environmental database search was performed by Environmental Data Resources, Inc. (EDR), in December 2008, to update the information gathered during preparation of the 2003 Focused EIR. No LUST cases were identified within the Project area during this search; however, there are 14 LUST cases within approximately 1 mile of the proposed Project area. Seven cases are now closed.

As part of the Base Realignment and Closure (BRAC) process, a Finding of Suitability for Transfer (FOST) was prepared for the parcels transferred to the March JPA (FOST, February 2001). The FOST requires federal agencies to execute a contract stating that the parcel of land being transferred will be remediated before the transfer can take place. Remediation includes the removal of all materials that could cause harm to the environment or human health. The March Business Center Specific Plan encompasses three sites identified in the FOST. Site 6a and 6b are located south of Van Buren Boulevard and outside the proposed Project area.

The proposed Project area does contain one site previously identified in the Base's Installation Restoration Program (IRP) investigations. The location is referred to as Site 43 in the FOST and was just east of the existing DRMO facility. 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 Site 43; therefore, no further action related to this location is required.

Aviation Hazards

The proposed Project is located adjacent to an existing military and civilian airport with an active runway. The Air Force has defined a set of APZs for use in the AICUZ, as described in Section IV.A. *Land Use and Planning* of this document. These zones extend a total of 15,000 feet beyond the runway end at a width of 3,000 feet. Based on the March ARB 2005 AICUZ, there are 23.4 acres of developable lots (portions of Unit 1 Lot 5, Unit 1 Lot 6, Unit 1 Lot 19 and Unit 2 Lot 1) within the northeast portion of the Project area located in APZ I and II. 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 (MJPA, 2008).

Regulatory Setting

The Emergency Planning and Community Right-to-know Act, would apply to the proposed

Project if certain regulated substances are stored or used by businesses within the Project area, and if the quantities exceed specified thresholds. Additionally, if the amount of certain regulated substances exceeds the threshold, the federal program for Chemical Accident Prevention, adopted pursuant to Section 112(r) of the federal Clean Air Act Amendments of 1990, and the CalARP program may apply. For these latter regulations, a RMP must be prepared to prevent an accidental release of the regulated substance. The facility would also be subject to the California Occupational Safety and Health Administration (Cal-OSHA) Process Safety Management (PSM) program for chemicals designated as "highly hazardous," which is based upon the federal Occupational Safety and Health Administration (OSHA) program. In many instances, facilities subject to both the RMP and PSM requirements prepare a combined document (PSM/RMP) that addresses the requirements of these closely associated programs.

Federal and State

Process Safety Management

In 1992, OSHA adopted a regulation known as Process Safety Management of Highly Hazardous Chemicals. This regulation addresses employee safety through the prevention of catastrophic accidents. One of the key components of the required PSM process referenced above is the performance of process hazard analyses which assesses potential accident scenarios and adopts safeguards to prevent accidents. Cal-OSHA adopted and enforces equivalent PSM regulations. In many instances, facilities subject to both the RMP and PSM requirements prepare a combined document (PSM/RMP) that addresses the requirements of these closely associated programs.

Risk Management Plan

The 1990 Clean Air Act Amendments require that facilities utilizing regulated substances in amounts over specific threshold quantities prepare an RMP. California's stricter version of the federal program is called the CalARP program and also requires the preparation of an RMP for those facilities that use regulated substances in quantities over the State thresholds. The RMP must include three main components: (1) hazard assessment; (2) release prevention planning; and (3) emergency response planning. The RMP requires facilities to identify and assess their chemical hazards and carry out certain activities designed to reduce the likelihood and severity of accidental chemical releases. The RMP would need to be submitted and approved by the Riverside County Hazardous Materials Management Division (HMMD). This RMP must be updated and resubmitted to the HMMD when significant changes occur that affect the use or storage of regulated substances.

Local

2005 Air Installation Compatible Use Zone (AICUZ) Study

The DOD established the AICUZ program to minimize development that is incompatible with aviation operations in areas on and adjacent to military airfields. The purpose of the AICUZ program is to protect the health, safety and welfare of surrounding developments from noise and hazards associated with military operations. In 2005, an AICUZ Study was prepared for the March ARB because of changes to use of the airfield by military aircraft. This study identified three zones: a Clear Zone, in which no development is allowed, APZ I, in which minimal development is allowed, and APZ II, in which most development except public assembly areas is allowed. As previously mentioned, 23.4 acres of the proposed Project are within APZs I and II.

Draft March ARB/Inland Port Airport Joint Land Use Study (JLUS)

In 2007, a draft JLUS was published for the MARB/IPA. Although not yet formally adopted by the March JPA, applicable policies in the draft JLUS have been incorporated into the Meridian Specific Plan Amendment. The draft JLUS provides detailed compatibility criteria for land uses based on the location relative to the runway. The draft JLUS defines seven land use compatibility zones, four of which (i.e., compatibility zones A, B1, B2, and C) overlap the Meridian North Campus area (see Chapter IV.A for a detailed description of each compatibility zone).

With respect to hazards and the presence or use of hazardous materials, the prospective industrial user on Lot 16 within the Project area proposes construction and operation of two 10,000-gallon above-ground diesel fuel tanks. Lot 16 and the tanks would be within compatibility zone B2 of the draft JLUS. The fuel storage tank capacity and configuration is consistent with the prospective industrial user's business policies and practices, and is necessary to carry out its operation while maintaining sufficient fuel reserves. As described in Section IV.A *Land Use and Planning*, above-ground bulk storage of hazardous materials is discouraged in this zone; however, storage of up to 6,000 gallons of non-aviation flammable materials is allowed. If the 6,000 gallon storage limit for hazardous materials is to be exceeded, review and approval by the Airport Land Use Commission (ALUC) is required. As referenced in Section IV.A, *Land Use and Planning*, the ALUC determined the proposed storage of two 10,000 gallon above ground diesel tanks to be consistent with the JLUS at their November 12, 2009, meeting.

March JPA Resolution #08-01

March JPA Resolution #08-01 serves as an amendment to the previously approved Resolution #JPA 05-17 which identified the buildable area within the March Business Center Specific Plan that is located in APZ I and II. This resolution applies to four lots within the Project area: Unit 1 Lots 19, 5, and 6 and also Unit 2, Lot 1. All building within the portion of these lots within the APZs will be limited to one-story and the maximum building area within the APZ will be 120 ft^2 for Unit 1, Lot 19; 351,545 ft^2 for Unit 1, Lot 5; 223,400 ft^2 for Unit 1, Lot 6; and no development on Unit 2, Lot 1 (within the approximate .016 acre area in APZ II). These areas meet the FAR as described in the Specific Plan Amendment for uses within APZs.

Wildland Fire Hazards

The County of Riverside Ordinance No. 695 requires the abatement of hazardous vegetation within a one hundred foot wide strip at the boundary of an unimproved parcel adjacent to a roadway and/or within a one hundred foot wide strip of land around structure(s) located on an adjacent improved parcel (some or all of this clearance may be required on the unimproved parcel depending upon the location of the structure on the improved parcel). The County Fire Chief or his or her designee may require more than a one hundred foot width or less than a one hundred foot width for the protection of public health, safety or welfare or the environment.

March JPA General Plan

The Master EIR identified a number of hazardous materials that are associated with the planned uses for the March JPA Planning Area. Similar to Table IV.E-1 in this document, Table 3.5-1 from the Master EIR describes the land use designations, the operations and activities that may occur in those land use designations, and the potential hazardous materials associated with each land use.

The Master EIR also identified contamination sources within the March JPA Planning Area and the IRP sites to be remediated by the Air Force prior to transferring the properties. The Master EIR identified 43 sources of contamination within the March JPA Planning Area including a groundwater contamination plume and regulated building materials used during construction, such as lead-based paint (LBP) and asbestos-containing materials (ACM). As discussed above, FOSTs were prepared for all parcels transferred to the March JPA and no further remediation is required for sites within the Project area.

March Business Center Specific Plan

The 2003 Focused EIR requires that all facilities that handle more than a specified amount of hazardous materials submit a RMP to the HMMD. The March JPA General Plan sets reportable quantities of hazardous materials at 50 gallons or more of a liquid, 500 pounds or more of a solid, and/or 200 cubic feet or more of a gas at standard pressure. These thresholds are consistent with California law. As the local enforcing agency, otherwise known as the Certified Unified Program Agency (CUPA), the HMMD conducts yearly follow-up inspections after the initial submission of a RMP. According to the March JPA General Plan, RMPs should contain a description of the physical and chemical properties of the material, and the symptoms that result from contact with the material. The plan should also include a site map that shows where each hazardous material is stored and handled, where the emergency response equipment is located, and evacuation plans and procedures.

2008 March Area Regional Emergency Resource Guide

The March Area Regional Emergency Resource Guide provides a list of resources and brief descriptions of emergency information networks in the area. The Guide contains information on area hospitals, animal disaster resources, law enforcement, fire protection, airports/air services, emergency services for the March Inland Port, and mass transportation information. The Guide also provides contacts for nearby health care clinics, utilities providers, pharmacies, and ambulance resources. Finally, the Guide details the Emergency Alert Systems, Western County Disaster Net, and the Early Warning Notification System. The purpose of the Guide is to list those items used in the first few hours of an emergency and provide uniform easy references to first responder agencies in Riverside County. The facilities within the Specific Plan can use this guide to contact agencies or resources in an emergency.

Threshold for Determining Significance

According to CEQA Guidelines Appendix G, a project would have a significant impact on Hazards and Hazardous Materials if the project would:

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; or

h) Expose people or structures to a significant risk of loss, injury or death involving wild land fires, including where wild lands are adjacent to urbanized areas or where residences are intermixed with wild lands.

Mitigation from 2003 Focused EIR

The mitigation measures identified in the 2003 Focused EIR to reduce potential hazards or hazardous material impacts are:

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

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

Environmental Impacts

Threshold IV.E-1: Would the proposed project create a significant hazard to the public or the environment through the routine transport, use or disposal of hazardous materials?

Analysis from the 2003 Focused EIR: The proposed Project was evaluated for hazardous material impacts in the 2003 Focused EIR. The facilities allowed in the Specific Plan area that use, generate or store hazardous materials are required to comply with the applicable federal, state and local regulations. Adherence to these requirements will preclude any impacts considered to be significant.

Proposed Changes to the North Campus of the Specific Plan: The types of uses and facilities allowed in the proposed Project area may generate, store, use, distribute or dispose of hazardous materials such as industrial waste, oils, solvents, paints, diesel fuel, hydraulic fluid and corrosives. **Table IV.E-1**, below, summarizes typical hazardous material types by Specific Plan Land Use category. (See also 2003 Focused EIR Table IV.E-1.) The proposed Project would not create a significant impact through the transport, use or disposal of hazardous materials since facilities are required to comply with all applicable federal, state and regional regulations which are intended to avoid impacts to the public or environment. If during the individual development review process, the JPA determines that a prospective user may generate inordinate quantities or unusual hazardous waste material, the proposed development may be subject to further review prior to approval.

TABLE IV.E-1: HAZARDOUS MATERIAL USAGE WITHIN THE MERIDIAN NORTH CAMPUS SPECIFIC PLAN AMENDMENT AREA

LAND USE DESIGNATION	OPERATIONS/ ACTIVITIES	HAZARDOUS MATERIALS
Industrial	Including manufacturing, warehousing and associated uses.	Aerosols, catalyst, corrosives, fuels, heavy metals, heating oils, ammonia, ignitable, pesticides, petroleum, oil, lubricants, reactives and solvents.
Business Park	Including administrative, financial and commercial services.	Aerosols, cleaners, corrosives, fuels, heating oils, household chemicals, paints, pesticides, petroleum, oil, lubricants, thinners and solvents.
Office	Commercial office building accommodating professional and/or administrative services.	Heavy metals, household chemicals, pesticides, pharmaceuticals and radiological sources.
Commercial	Retail and service oriented land uses.	Aerosols, cleaners, corrosives, fuels, heating oils, household chemicals, ignitable, paints, pesticides, petroleum, oil, lubricants, thinners and solvents.
Mixed Use	Complementary uses, including commercial retail, office, research and development, industrial and others.	Aerosols, cleaners, corrosives, fuels, heating oils, household chemicals, ignitable, paints, pesticides, petroleum, oil, lubricants, thinners and solvents.
Park/Open Space	Passive walkways and picnic areas.	Aerosols, cleaners, fuels, heating oils, household chemicals, paints, pesticides, petroleum, oil, lubricants, thinners and solvents.
Transportation Center	A multi-modal transportation center to be located south of Alessandro Avenue	Fuels, ignitable, paints, petroleum, oil, lubricants, thinners and solvents.

The proposed industrial user on Lot 16 intends to use anhydrous ammonia in the refrigeration system. Anhydrous ammonia is a clear, colorless gas and has a very characteristic odor. According to the Material Safety Data Sheet for anhydrous ammonia, it is an irritant and corrosive to skin, eye, respiratory tract and mucous membranes. It may cause severe burns, eye and lung injuries as well as aggravate existing skin and respiratory diseases. The permissible exposure limit is 50 ppm (OSHA) while the immediately dangerous to life or health exposure level is 300 ppm (US National Institute for Occupational Safety and Health). Anhydrous ammonia does not have a flash point; and therefore, it poses a lower fire hazard than flammable materials such as gasoline. However, anhydrous ammonia is flammable and can form explosive mixtures with air.

Anhydrous ammonia is a regulated substance at a threshold quantity of 500 pounds under the CalARP program and at 10,000 pounds under USEPA (40 CFR 68.130) and OSHA (29 CFR 1910.119) programs. Approximately 9,000 pounds of anhydrous ammonia would be used as a refrigerant in the cold storage component of this facility at full build out. Although the proposed quantity of ammonia would be below the federal accidental release prevention threshold of 10,000 pounds, it would exceed the threshold of 500 pounds established by the California Accidental Release Prevention (CalARP) (see California Code of Regulations Title 19 Division 2 Chapter Tables 1 and 3). The ammonia will be pumped through equipment within the refrigeration equipment room rather than stored in a tank. The system will be designed and installed to include a state-of-the-art automatic leak detection and shutdown system. This system includes an ammonia dilution tank, which in the event of an emergency would mix the ammonia with water, rendering the ammonia inert. This procedure is standard in the industry and complies with applicable federal and California regulations.

Accordingly, the prospective user would be required to prepare and maintain an RMP/PSM that addresses operation of the ammonia system per the requirements referenced above. The RMP must include three main components: (1) hazard assessment; (2) release prevention planning; and (3) emergency response planning. The RMP requires facilities to identify and assess their chemical hazards and carry out certain activities designed to reduce the likelihood and severity of accidental chemical releases. Following approval and implementation of an RMP/PSM, ammonia will be trucked to the site and pumped into the system via a receiving port located outside the northern portion of the main building, approximately 50 feet to the east of Meridian Parkway. Ammonia would be delivered via I-215, in accordance with the truck routing patterns shown in Figure V-6 of the proposed SPA. Specifically, trucks would exit I-215 at the Cactus Avenue interchange and then travel west to Meridian Parkway. The transport of ammonia is highly regulated and a delivery of this quantity would only occur one time at start up. Ammonia system recharge may be required periodically and in small quantities during routine inspection and maintenance of the system. Ammonia would not be removed from the system; thus, no disposal would be required. Use of ammonia on-site would occur consistent with the RMP/PSM and applicable regulations regarding design of the refrigeration system, transport and transfer of ammonia into the refrigeration system and long-term system maintenance. Thus, the risk to the public or the environment from transport or use of ammonia would be less than significant.

The truck route will avoid residential areas and other sensitive land uses to the extent possible and preclude the need for specific mitigation measures. This would minimize the potential for adverse affects on public safety with respect to hazardous materials.

In addition, the prospective industrial user on Lot 16 is proposing to construct two above ground 10,000-gallon diesel fuel tanks. The fueling area would contain two fuel islands and two 10,000-gallon above-ground diesel storage tanks (see Figure III-5). The proposed Project would handle

and store up to 20,000 gallons of diesel fuel which is classified as a Class II combustible liquid by the National Fire Protection Association (NFPA). The proposed facility 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 American Petroleum Institute standards for diesel fuel, NFPA Section 30, and the California Fire Code. Storage tanks would be installed with enclosed vapor recovery systems, spill detection alarms, and emergency shutdown features and containment barriers. Risk management procedures include emergency training and drills 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), South Coast Air Quality Management District, Santa Ana Regional Water Quality Control Board and other applicable state and local regulations regarding the construction and operation of above ground fueling facilities.

The two above ground 10,000-gallon diesel fuel tanks are not consistent with the Basic Compatibility Criteria for compatibility zone B2, as described in Exhibit 3-4 of the JLUS. Above-ground bulk storage of hazardous materials is discouraged[30] in this zone; however, storage of up to 6,000 gallons of non-aviation flammable materials is allowed. This discrepancy with the JLUS is discussed in Section IV.A. *Land Use and Planning* of this SEIR. As noted, the Riverside County Airport Land Use Commission determined that the proposed Project is consistent with the ALUP on November 12, 2009 (Airport Land Use Commission Hearing Report of Actions, November 12, 2009). Per Section 2770.4.1, fuels are excluded from CalARP regulations; therefore, an RMP would not need to be prepared for this use.

With the future adoption of the draft JLUS, the proposed Project will be consistent with applicable policies. Storage and use of diesel fuel would be less than significant.

In addition, as part of the environmental analysis, the land use plan was evaluated for the development of 12 vehicle fueling position gas station and convenience store on Unit 4 Lot 4. The gas station design and associated underground fuel storage tanks (UST) will be required to comply with local, State, and Federal requirements and will be installed by State Certified Installation Contractors. The USTs will likely be double-wall fiberglass or similar material that is resistant to corrosion and somewhat flexible. As a safety feature, the storage tank system would include a sensor that monitors both the primary and secondary containment. If either the primary or secondary tank walls are compromised, the system would shut off the entire product delivery system automatically. Underground piping would likely consist of double-wall flexible (HDPE) or similar piping for corrosion resistance and plasticity. Piping connectors would be designed to prevent rupture from movement that might occur during a seismic event. Utilization of visual and audible alarms would prevent overfill of the storage tanks. Emergency shutoff switches would be installed next to the fueling dispensers, as dictated by the California Fire Code.

The gas station, USTs and fuel delivery systems would be constructed and operated in accordance with all applicable regulations, building codes, engineering standards, and the California Fire Code; thus, no significant impacts are anticipated. Fuel would be delivered in accordance with the truck routing patterns shown in Figure V-6 of the proposed SPA and described above. No significant adverse impacts are expected from the transport of hazardous materials.

[30] According to the Joint Land Use Study "Discouraged uses should generally not be permitted unless no feasible alternative is available."

The hazards and hazardous material section of the 2003 Focused EIR contains mitigation (Mitigation Measure E-2) that states, "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 an RMP for determination of risks to the community. If in the event the RMP shows that the facility stores, handles or uses regulated substances in excess of the thresholds described above, the activity will be prohibited."

As part of the proposed Project, Mitigation Measure E-2 referenced above will need to be modified by eliminating the last sentence to reflect March JPA's original intent which is to allow the use of regulated substances that trigger the need for the RMP when it is determined that the regulated substance is not within one-quarter mile of a school and when it is subject to compliance with all regulatory requirements which would reduce potential impacts to less than significant. The original mitigation measure in the Draft 2003 Focused EIR required preparation of an RMP for substances that exceed the threshold specified by Health & Safety Code Section 25532(l). The Final 2003 Focused EIR added the provision that if the threshold is exceeded, then use of the substance is prohibited. This categorical prohibition is contrary to the purpose of the RMP process. In referencing the statute, March JPA intended to follow the procedural requirements of Health & Safety Code Section 25531, et seq. Under the Health & Safety Code, where a new stationary source is required to prepare an RMP, compliance with Government Code Section 65850.2 is required. A blanket prohibition of the use of threshold-exceeding regulated substances, before preparation of an RMP and recommendations of the administering agency, conflicts with the enforcement process set forth in the Government Code Section 65850.2(d) and supports a finding of practical and legal infeasibility. Modifying Mitigation Measure E-2 (see Mitigation Measure IV.E.1-1) to eliminate this prohibition would not cause any significant impacts because compliance with the 2003 Focused EIR RMP requirement and all applicable federal, state and regional regulations would reduce any potential impacts to less than significant.

Project Consistency with the 2003 Focused EIR: Impacts from the proposed Project are generally consistent with those addressed in the 2003 Focused EIR. Impacts in addition to those previously addressed are identified herein and where necessary, mitigation is provided.

Applicable Mitigation Measures from the 2003 Focused EIR: Mitigation measure E-1 from the 2003 Focused EIR prohibits facilities located within one-quarter mile of an existing school from storing, handling or using toxic or highly toxic gases as defined in the most currently adopted County fire code at quantities that exceed an exempt amount defined the same code. This mitigation measures is no longer applicable since the Arnold Heights Elementary School has been demolished and the School Overlay Zone surrounding Arnold Heights Elementary was removed by a Specific Plan Amendment. No other schools occur within one-quarter mile of the proposed Project area. Tomas Rivera Elementary described in the 2003 Focused EIR is within one-quarter mile of the South Campus; therefore, mitigation measures E-1 would not apply to the proposed Project.

The proposed Project would be required to comply with Mitigation Measure E-2 from the 2003 Focused EIR as modified below.

Additional Mitigation Measures:

Mitigation measure E-2 from the 2003 Focused EIR has been modified slightly for this SEIR to make it feasible and shall be required of future development with the proposed Project area:

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.

Significance After Mitigation: Less than significant.

Threshold IV.E-2: Would the proposed project create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?

Analysis from the 2003 Focused EIR: The proposed Project was evaluated for hazardous material impacts in the 2003 Focused EIR. The facilities allowed in the Specific Plan area that use, generate or store hazardous materials are required to comply with the applicable federal, state and local regulations. Adherence to these requirements will preclude any impacts considered to be significant.

Proposed Changes to the North Campus of the Specific Plan: As discussed above, the proposed Project would allow uses that handle, use, store, and generate hazardous materials, which could create the potential for accidental release of hazardous materials. The management and planning for such accidents is subject to federal, state, and local regulations regarding use, handling, storage, transport, and disposal. The regulations include established measures for the development of an RMP/PSM. As referenced, the plan must include three main components: (1) hazard assessment; (2) release prevention planning; and (3) emergency response planning (see California Code of Regulations Title 19 Division 2 Chapter Tables 1 and 3). Release prevention planning is specific to the type of hazardous material evaluated in the RMP/PSM. With respect to ammonia, spill prevention measures would consist of ammonia detectors and automatic shut-off valves.

Compliance with the RMP/PSM and regulations addressed herein would reduce the impacts of hazards to on-site users and adjacent areas during the routine use, disposal, and transport of hazardous materials. Impacts associated with hazardous materials use would be less than significant.

The transport of hazardous materials to Lot 16 within the Project area and other industrial users would create a potential for spills and accidents along delivery routes. The transport of hazardous materials is regulated by the U. S. Department of Transportation (Title 49 of the Code of Federal Regulations, the California Highway Patrol (Title 13 of the California Code of Regulations), and the California State Fire Marshal (Title 19 of the California Code of Regulations). In addition, in order to operate in California, all hazardous waste transporters must be registered with the California Department of Toxic Substances Control. The regulations require registration of hazardous waste transporters, manifesting procedures for hazardous waste transport, operational procedures for transport, and requirements for the condition of vehicles and containers used to transport hazardous waste. Compliance with existing regulations on the transport of hazardous materials and adherence to the truck routing pattern included in Figure V-6 of the Specific Plan would prevent significant adverse impacts associated with accidents and spills. Compliance with transport regulations identified herein and associated RMPs would result in less than significant impacts related to the transport of hazardous materials.

Project Consistency with the 2003 Focused EIR: Although the Project would not result in any new significant impacts with respect to this threshold, the prospective industrial user for Lot 16

would use regulated substances. Approximately 9,000 pounds of anhydrous ammonia would be used as a refrigerant in the cold storage component of this facility (full build out). Compliance with all applicable federal, state and regional regulations would preclude any impacts considered to be significant as a result of using anhydrous ammonia.

In addition, the prospective industrial user is proposing to construct two above ground 10,000-gallon diesel fuel tanks. As discussed in Threshold IV.E-1, above-ground bulk storage of hazardous materials is discouraged in the B2 zone of the JLUS. However, the Riverside County Airport Land Use Commission found the proposed Project to be consistent with the ALUP on November 12, 2009 (Airport Land Use Commission Hearing Report of Actions, November 12, 2009). Also, per Section 2770.4.1, fuels are excluded from CalARP regulations; therefore, an RMP would not need to be prepared for this use. The proposed Project is not expected to result in any new significant impacts.

The proposed Project also allows for a gas station and associated USTs on Unit 4 Lot 4. As discussed in Threshold IV.E.-1, the USTs would be designed consistent with all applicable health regulations, building codes, engineering standards, and the California Fire Code; therefore, no significant impacts are anticipated.

Applicable Mitigation Measures from the 2003 Focused EIR: The proposed Project would be required to comply with Mitigation Measure E-2 from the 2003 Focused EIR and Measure IV.E.1-1 above.

Additional Mitigation Measures: None required.

Significance After Mitigation: Less than significant.

Threshold IV.E-3: Would the proposed project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one quarter-mile of an existing or proposed school?

Analysis from the 2003 Focused EIR: The proposed Project was evaluated for hazardous material impacts to Arnold Heights Elementary School in the 2003 Focused EIR. Tomas Rivera Elementary is not within one-quarter mile of the proposed Project (it is within one-quarter mile of the South Campus); therefore, this criterion is not applicable. The 2003 Focused EIR established a buffer zone around the schools to limit the potential for incompatible uses within the surrounding Specific Plan. The buffer zone and associated use limitations are no longer applicable since the Arnold Heights Elementary school has been demolished and Tomas Rivera Elementary is not within one-quarter mile of the proposed Project

Proposed Changes to the North Campus of the Specific Plan: Schools are considered sensitive receptors that may be adversely impacted by hazardous or toxic emissions. The nearest schools to the Project site including church schools and preschools are Tomas Rivera Elementary School (1.56 miles southwest), Chapman University (1.11 miles northeast) and the Amelia Earhart Middle School (1.71 miles southwest). Arnold Heights Elementary School which was located less than one-quarter mile from the Project area was closed in December 2007, the Meridian Specific Plan school overlay zone for this school was subsequently removed, and the school has been demolished. Thus, there are no schools within one quarter-mile of the proposed Project. There are also no schools planned within one-quarter mile of the proposed Project. No impacts would occur.

Project Consistency with the 2003 Focused EIR: The Arnold Heights Elementary School has been demolished since the certification of the 2003 Focused EIR; therefore, impacts with respect to Arnold Heights School are no longer applicable.

Applicable Mitigation Measures from the 2003 Focused EIR: None required.

Additional Mitigation Measures: None required.

Significance After Mitigation: No impact.

Threshold IV.E-4: Would the proposed project be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, could create a significant hazard to the public or the environment?

Analysis from the 2003 Focused EIR: The proposed Project was evaluated for hazards associated with the site being listed on a hazardous material database(s). FOSTs were issued for the area encompassing the proposed Project and therefore, impacts from IRP sites are considered less than significant.

Proposed Changes to the North Campus of the Specific Plan: No sites identified on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 are within the proposed Project area. Extensive monitoring and active remediation have been ongoing at March ARB; thus, potential contamination has been identified and defined in locations adjacent to the proposed Project area. For these reasons, further risk of contamination to the Project area from the March ARB is low. There was only one IRP site (Site 43) previously identified within the Project area and this site has been remediated and closed. Thus, potential impacts related to known hazards on adjacent properties would not be significant.

Project Consistency with the 2003 Focused EIR: Impacts from the proposed Project are consistent with those addressed in the 2003 Focused EIR.

Applicable Mitigation Measures from the 2003 Focused EIR: None required.

Additional Mitigation Measures: None required.

Significance: Less than significant.

Threshold IV.E-5: Would the proposed project be located within an airport land use plan or within two miles of a public airport or public use airport and result in a safety hazard for people residing or working in the project area?

Analysis from the 2003 Focused EIR: The proposed Project was evaluated with respect to air hazards in the 2003 Focused EIR. The Specific Plan proposed a business park with commercial and industrial uses in the APZs as defined in the 1998 AICUZ. The Specific Plan established land use regulations consistent with AICUZ and the ALUP policies and requirements. The 2003 Focused EIR incorporated mitigation measures which require individual developments to comply with ALUP policies and requirements. Development plans must also be submitted to the FAA for review in accordance with Federal Aviation Regulations Section 77.13.2.i This review determines whether or not the facility is considered a presumed hazard to air navigation. With implementation of the mitigation measures in the 2003 Focused EIR, the proposed Project would not result in significant aviation hazards.

Proposed Changes to the North Campus of the Specific Plan: The proposed Project is located in the proximity to March ARB Runway 14/32; and therefore, is subject to the 2005 AICUZ, the Riverside County ALUP and the draft 2007 JLUS. There are 23.4 acres of developable lots within the northeast portion of the Specific Plan area that are located within APZ I and II, as shown in the March ARB 2005 AICUZ. The area within the Clear Zone would remain clear and free of any infrangible (i.e., breakable) obstacles as required. Development is allowed within APZ I and II; however, it is limited to single story structures. Further limitations with respect to building area and intensity (i.e., persons per acre) are also applicable and defined in March JPA Resolution #JPA 08-01. The buildings and uses proposed within APZ I and II have been carefully evaluated and determined to be in full compliance with the use limitations presented in the March ARB 2005 AICUZ and will also comply with mitigation measure IV.A-1 previously identified. Therefore, potential impacts would be less than significant.

The prospective industrial user on Lot 16 within the proposed Project area proposes construction and operation of two 10,000-gallon above-ground diesel fuel tanks, within compatibility zone B2 of the draft JLUS, but outside Airport Influenced Area I of the ALUP. The above-ground bulk storage of hazardous materials is discouraged in this zone; however, storage of up to 6,000 gallons of non-aviation flammable materials is allowed. The above-ground storage tanks will be designed and constructed according to NFPA design standards. Although diesel fuel is a combustible liquid, it has a higher flash point than gasoline and requires a higher temperature to ignite. Further, the above-ground tanks would be located more than 400 feet away from the warehouse structure and 700 feet away from the office portion of the development and there is a planned fire station directly across the street from the proposed use. All of these factors combine to minimize the hazards associated with the above-ground tanks and were considered in the Riverside County ALUC's determination that the above ground diesel fuel tanks are consistent with the ALUP (Airport Land Use Commission Hearing Report of Actions, November 12, 2009).

The prospective industrial user on Lot 16 within the proposed Project area is required to adhere to the Title 14 of the Code of Federal Regulations, Part 77, concerning hazards to air navigation. In a letter dated November 19, 2008, the FAA determined that the Lot 16 site plan does not exceed obstruction standards and would not be a hazard to air navigation. No impact would occur.

Project Consistency with the 2003 Focused EIR: Impacts from the proposed Project are consistent with those addressed in the 2003 Focused EIR.

Applicable Mitigation Measures from the 2003 Focused EIR: The proposed Project would be required to comply with Mitigation Measures A-1 through A-4 from the 2003 Focused EIR as referenced in Section IV.A. *Land Use and Planning*.

Additional Mitigation Measures: None required.

Significance After Mitigation: Less than significant.

Threshold IV.E-6: Would the proposed project be located within the vicinity of a private airstrip?

Analysis from the 2003 Focused EIR: The 2003 Focused EIR did not address this issue since the Specific Plan is not within the vicinity of a private airstrip.

Proposed Changes to the North Campus of the Specific Plan: The proposed Project is not located within the vicinity of a private airstrip; therefore, no impact would occur.

Project Consistency with the 2003 Focused EIR: The proposed Project is consistent with the 2003 Focused EIR with respect to its location being outside the vicinity of a private airstrip.

Applicable Mitigation Measures from the 2003 Focused EIR: None required.

Additional Mitigation Measures: None required.

Significance: No impact.

Threshold IV.E-7: Would the proposed project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

Analysis from the 2003 Focused EIR: The March JPA is located within the planning area for the adopted County of Riverside Disaster Preparedness and Recovery Plan. This plan outlines the implementation programs needed to prevent risks to occupants and minimize injury from an unavoidable disaster or emergency. Any potential impacts created by any development within the Specific Plan would be mitigated to a less than significant level with the implementation of the Disaster Preparedness and Recovery Plan programs within the approved March JPA General Plan.

Proposed Changes to the North Campus of the Specific Plan: In 2008, the March JPA adopted the March Area Emergency Resource Guide. The Guide provides a list of resources and contact information for emergency resources in the area including area hospitals, animal disaster resources, law enforcement, fire protection, airports/air services, emergency services for the March Inland Port, mass transportation information, nearby health care clinics, utilities providers, pharmacies, and ambulance resources. The Project is consistent with the March Area Emergency Resource Guide because the Project's construction or operations would not result in a physical interference with emergency routes. Given these factors, it is not expected that the proposed Project would result in impacts that are different or in addition to those identified or evaluated in the 2003 Focused EIR.

Project Consistency with the 2003 Focused EIR: Impacts from the proposed Project are consistent with those addressed in the 2003 Focused EIR.

Applicable Mitigation Measures from the 2003 Focused EIR: None required.

Additional Mitigation Measures: None required.

Significance: Less than significant.

Threshold IV.E-8: Would the proposed project expose people or structures to a significant risk of loss, injury or death involving wild land fires, including where wild lands are adjacent to urbanized areas or where residences are intermixed with wild lands?

Analysis from the 2003 Focused EIR: According to the West Riverside County Natural Hazards Disclosure Map, the Project site is not located within a fire hazard zone. Therefore, no impact would occur.

Proposed Changes to the North Campus of the Specific Plan: The proposed Project is located in a mostly graded portion of a business park. However, it is adjacent to an undeveloped area (the Future Development Area) to the west. Approximately 175 acres of this undeveloped area will be placed into a conservation easement as part of the pending Section 7 consultation. The portion placed into conservation will be maintained as open space in perpetuity for biological purposes. However, County of Riverside Ordinance No. 695 requires hazardous vegetation abatement within 100 feet of an unimproved parcel adjacent to a roadway or 100 feet of a structure on an improved parcel adjacent to an unimproved parcel. Since the ordinance applies to the conservation easement area, vegetation along the western boundary of the Future Development Area will be removed on an annual basis at the discretion of the County of Riverside Fire Department. If fuel modification within the proposed Project adjacent to the conservation easement is required, then it would need to occur within the boundaries of the Project and not within the conservation easement.

In addition, per the County of Riverside Fire Prevention Standard #06-05 (2007 California Fire Code, Chapter 5, Section 503), all development require fire access roads. At the discretion of the County, developers are required to maintain a 20 foot minimum fire access road. Lot 16 within the proposed Project area includes a 30 foot fire access road along the front and sides of the building. Adherence to the County ordinance and standards would reduce the exposure to wild land fires to less than significant.

The Project does not increase the risk of wild land fires when compared to the development analyzed under the existing Specific Plan. Meridian's proximity to the undeveloped area (the Future Development Area) to the west remains unchanged with the proposed Project.

Project Consistency with the 2003 Focused EIR: Impacts from the proposed Project are consistent with those addressed in the 2003 Focused EIR.

Applicable Mitigation Measures from the 2003 Focused EIR: None required.

Additional Mitigation Measures: None required.

Significance: Less than significant.

Cumulative Impacts

Analysis from the 2003 Focused EIR: The US Air Force has implemented a comprehensive environmental assessment and remediation program for the March Business Center Specific Plan. The measures defined in the program are required prior to transfer of ownership from the US Air Force to the March JPA. Implementation of the mitigation measures proposed as part of the Project will minimize cumulative impacts relative to hazards and hazardous materials. Future projects in the vicinity would also be subject to federal, state and local regulations regarding hazards and hazardous materials. As such, cumulatively significant impacts associated with hazards and hazardous materials would not be anticipated.

Proposed Changes to the North Campus of the Specific Plan: The proposed Project and related projects that include commercial and industrial developments could store, use, generate or dispose of hazardous materials. Compliance with applicable federal, state and regional regulations regarding hazardous materials would minimize potential contamination or hazardous materials related incidents; thus, new development in the Project area is not expected to present

significant risks to public health and safety. Further, mitigation measures specific to each proposed Project would be developed as part of the environmental review and permitting process.

All development would comply with emergency planning requirements. Roadways that function as evacuation routes may be temporarily blocked during construction activities; therefore, projects would need to adhere to the Standard Specifications for Public Works Construction (Greenbook) to ensure access to individual lots is maintained at all times, detour routes are established and temporary traffic controls are in operation.

Consistency with the 2003 Focused EIR: Cumulative impacts from the proposed Project are consistent with those addressed in the 2003 Focused EIR.

Applicable Mitigation Measures from the 2003 Focused EIR: The proposed Project would be required to comply with Mitigation Measures A-1 through A-4 from the 2003 Focused EIR as referenced in Section IV.A. *Land Use and Planning*.

Additional Mitigation Measures: Implementation of Mitigation IV.E.1-1 identified above would mitigate cumulative impacts from hazardous materials.

Significance After Mitigation: Less than significant.

F. Hydrology/Water Quality

Environmental Setting

A review of the previous drainage analyses which included the proposed Project area, was performed by Kimley-Horn and Associates, Inc. and titled, The Meridian Business Center Ultimate Drainage Conditions Study (KHA, 2010). The document was prepared to confirm that the hydrology findings in the 2003 Focused EIR remain valid. The March Business Center Drainage Master Plan (KHA, 2003) was prepared for the March Business Center Specific Plan and was analyzed in the 2003 Focused EIR. The 2003 Master Plan has been used as the primary development implementation document for hydrology.

The March Business Center Drainage Master Plan (KHA, 2003) (Master Plan) presented a phased plan for constructing the various elements of the ultimate drainage system for the March Business Center Specific Plan. The Master Plan was based on the development phasing identified in Figure I-3 of the March Business Center Specific Plan. As units have developed within the March Business Center Specific Plan area, drainage infrastructure designed to capture and convey runoff has necessitated the construction of infrastructure identified within that Specific Plan Phase and specified in the Master Plan. To date, development within the North Campus has warranted construction of an interim East Detention Basin. This basin was constructed with Unit 1 and will remain in the interim state until such time that Unit 4 is developed. Unit 4 is located within Phase 2 and lies generally south of Opportunity Way to Van Buren Boulevard. Unit 4 development will expand the capacity of the interim East Basin and South Detention Channel Basin which lies north of Van Buren Boulevard immediately downstream of the East Detention Basin. The ultimate East Detention Basin will be constructed once Phase 3 (South Campus) is constructed and the culvert beneath Van Buren Boulevard is in place.

In addition to the East Detention Basin and the South Channel Detention Basin described above, one permanent detention basin, the Unit 4 Lot E Detention Basin (replaces the previously analyzed Lot 49 basin), is proposed within the Project area and would be located within a 11.1 acre area south of Opportunity Way and west of Meridian Parkway. This detention basin has been sized to detain the difference in peak runoff flows between existing and developed conditions within the proposed Project. This detention basin will include a forebay to intercept sediment entering the basin from the upstream watershed. The basin will also include a maintenance ramp to facilitate removal of this sediment. The Unit 4 Lot E Detention Basin was sized and approved as part of the 2003 Master Plan and was addressed in the 2003 Focused EIR. The permanent detention basin is planned to be constructed at the time the mitigation channels described in Section IV.D, *Biological Resources,* are constructed.

Prior to construction of the Unit 4 Lot E Detention Basin, an interim detention basin will be constructed south of Opportunity Way and west of Meridian Parkway, east of the permanent basin location. The interim basin would capture runoff from the existing upstream watershed until the permanent Unit 4 Lot E basin is constructed. Currently, a portion of the existing flows within the proposed Project area are contained within a concrete lined channel that traverses the southern portion of the site. The interim detention basin would accept the flows currently captured by the existing channel once the channel is removed. Both the interim and permanent Unit 4 Lot E detention basins would discharge to the storm drain within Opportunity Way, which discharges to the East Detention Basin east of the proposed Project.

The Meridian Business Center Ultimate Drainage Conditions Study (KHA, 2010) prepared for this SEIR is provided as **Appendix H** to this document. Riverside County Flood Control District and Water Conservation (RCFCDWCD) has reviewed this study and provided comments on June 3, 2010. The March JPA is working with the RCFCDWCD to resolve these comments~~concurs with its findings~~. 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 March Air Force Base Reuse Drainage Master Plan (RBF, 2006) discusses the overall drainage for the March Air Force Base area. This study evaluated the hydrological conditions downstream of the South Detention Channel and the Van Buren Boulevard culvert crossing outside of the March Business Center Specific Plan. In the ultimate condition (build out of Phase 3 or the South Campus), the discharge from the East Detention Basin, enters a drainage channel downstream of Van Buren Boulevard. The channel is referred to in the 2006 Master Plan as Line B. Line B discharges to a regional detention basin at the I-215/Harley-Knox interchange. These facilities will be needed when the March Business Center South Campus develops. The proposed Project includes the construction of a storm drain system and detention basins to detain flows to a level consistent with the allowable discharge of 680 cfs as shown in the approved 2003 Master Plan at the location of the proposed culvert beneath Van Buren Boulevard. Thus, Line B and the regional detention basin at the I-215/Harley Knox interchange are not needed for the proposed Project.

All proposed detention facilities, drainage collection and conveyance systems would operate in accordance with requirements set in the March Business Center Master Drainage Plan (KHA, 2003) and the Meridian Business Center Ultimate Drainage Conditions Study (KHA, 2010). Where these documents differ, the most current Meridian Business Center Ultimate Drainage Conditions Study will prevail because it is more specific with respect to the proposed Project's hydrological conditions within the partially developed North Campus. For example, the 2003 Master Plan identified Line B as a component of the Phase 2 development; however, as discussed above, the Meridian Business Center Ultimate Drainage Conditions Study determined that improvement was unnecessary for the proposed Project. Line B would be required once Phase 3 (South Campus) is constructed. Discussion of drainage under Van Buren Boulevard, beyond the existing conditions, is not included within this SEIR. Because it is part of the scope of improvements associated with the Van Buren Interchange Project, it will be addressed in a separate environmental document.

Further, the detention basins located in the proposed Project area were designed consistent with the March 16, 2010, letter from the United States Department of Agriculture (USDA) identifying drawdown requirements. The USDA is responsible for reducing wildlife hazards on and in the vicinity of airports and air bases. The USDA letter references the FAA AC No. 150/5200-33B on wildlife hazard controls. Section 2-3b New Storm Water Management Facilities of that policy states that the FAA strongly recommends that off-airport storm water management systems be designed and operated so as not to create above-ground standing water. Storm water detention ponds should be designed, engineered, constructed and maintained for a maximum 48-hour detention period after the design storm and remain completely dry between storms.

The hydraulic characteristics of each basin associated with the proposed Project are different with respect to drawdown time as each have been designed to accommodate stormwater throughout the various drainage areas within the March Business Center Specific Plan. All basins have been conservatively designed to drain within 12 hours at project build out; however, drawdown times fluctuate during interim conditions. The East Basin has the longest drawdown period (24-30

hours) during the interim development of Unit 4. While within the FAA standard, this is a temporary condition. Drawdown time will be reduced to 12 hours when the box culvert beneath and channel south of Van Buren and associated stormwater infrastructure have been constructed.

Under the proposed Project, the total amount of developed/impervious area would not change from the approved March Business Center Specific Plan; thus, the existing drainage studies are applicable. The following analysis of impacts related to hydrology and water quality incorporates by reference the analysis contained in the 2003 Focused EIR and summarizes findings presented in the March Business Center Drainage Master Plan (KHA, 2003). The storm drain system for the North Campus is shown in **Figure IV.F-1**.

Surface Water

The proposed Project area is located in the San Jacinto River and Santa Ana River watersheds. The northern portion of the proposed Project area flows into the Santa Ana River Basin. The remainder of the proposed Project area flows to the south and is part of the San Jacinto River Basin.

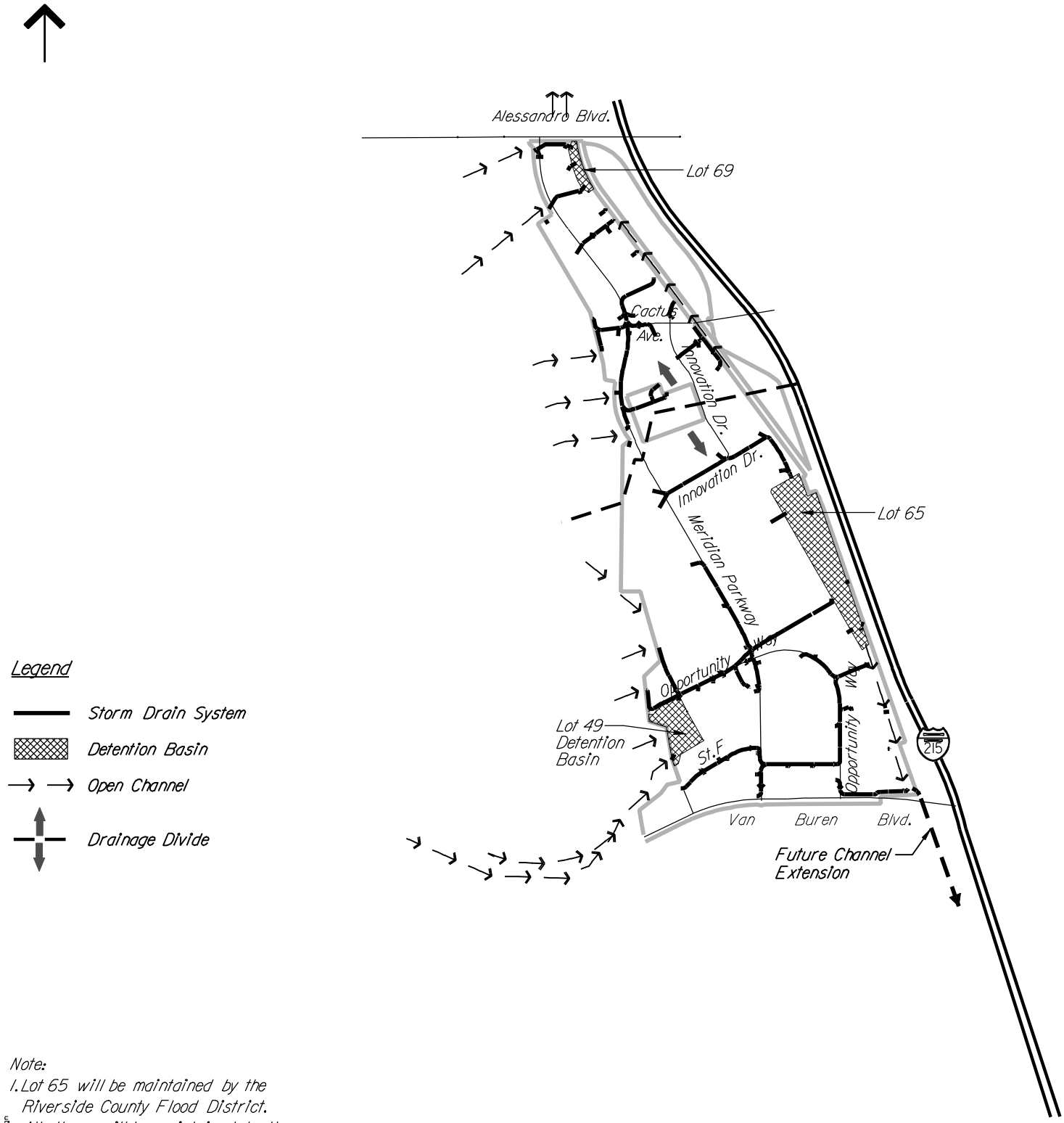
Existing surface drainage in the proposed Project area includes an ephemeral channel and concrete lined channels. Existing surface runoff from impervious surfaces is collected in storm drains and detention basins that are tributaries to the Perris Valley Storm Drain System. Drainage areas within the proposed Project area that are considered jurisdictional under Section 404 of the Clean Water Act, are discussed in Section IV.D *Biological Resources* of this document.

The proposed Project area is designated on the Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map (FIRM) as Zone D per the updated Flood Insurance Study (FIS) effective August 28, 2008. Zone D areas are defined as having possible but undetermined flood hazards. No flood hazard analysis has been conducted for these areas and flood insurance rates are commensurate with the uncertainty of the flood risk. Drainage characteristics within the Specific Plan have been analyzed in various drainage studies. Flood control facilities have been designed to convey the 100 year flow within the proposed channels, basins and storm drains as part of the development. Although portions of the proposed Project area are included within the drainage plan for the Perris Valley Area, the March Business Center Drainage Master Plan (KHA, 2003) would supersede the Perris Valley Area Drainage Plan (ADP) since it is more site-specific.

Ground Water

Coarse-grained alluvial deposits form the main aquifer in the Perris Valley, which includes the proposed Project area. The alluvial deposits are highly permeable and can yield large volumes of water. Natural recharges include infiltration and precipitation. Recharge also occurs through unlined channels. The potential for ground water contamination is further discussed in Section IV.E, *Hazards and Hazardous Materials*.

Based on a Geotechnical Review of the proposed Project area conducted by Zeiser Kling Consultants, Inc., existing groundwater levels onsite vary considerably (Zeiser Kling, 2009). Geotechnical studies performed within the study area over the last several years found that groundwater depth varied from approximately 13 feet below grade in the south central portion of the proposed Project area to 56 feet below grade in the north portion. Based in part on precipitation data, groundwater encountered in tonalite bedrock at 13 feet below grade in the westernmost portion of Unit 4 is associated with landscape irrigation from the residential



Note:
1. Lot 65 will be maintained by the Riverside County Flood District. All others will be maintained by the Landscape and Lighting District or owners of individual lots.

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Figure IV.F-1

Storm Drain System

development located approximately 2,000 feet to the west (Zeiser Kling, 2007). This is considered nuisance water and does not represent actual groundwater elevations in the area. The water is comprised of localized pools that have resulted from nearby grading and landscaping. The potential to encounter nuisance water is primarily concentrated along the western most lots of the North Campus. Groundwater is addressed in more detail in Section IV.I, *Geology and Soils* of this SEIR.

Regulatory Setting

Federal

Clean Water Act (CWA)

The objective of the federal CWA is to reduce or eliminate water pollution in the nation's rivers, streams, lakes, and coastal waters. The CWA prescribes the basic federal laws for regulating discharges of pollutants into waters of the U.S.; these laws include setting water quality standards for contaminants in surface waters, establishing wastewater and effluent discharge limits from various industry categories, and imposing requirements for controlling nonpoint-source pollution. At the federal level, the CWA is administered by EPA. At the state and regional levels, the act is administered and enforced by the State Water Resources Control Board (SWRCB) and the RWQCBs.

- Section 404

  The purpose of Section 404 of the CWA is to maintain the integrity of U.S. waters through the control of discharge of fill material. Section 404 states that no dredge or fill material may be discharged into aquatic ecosystems unless no adverse effects will result, and that there should be no discharge of dredge or fill material into wetlands if an alternative exists that would have fewer environmental impacts. Adverse effects include those that would jeopardize endangered or threatened species or critical habitat under the ESA of 1973. Section 404 guidelines also recognize that the loss of wetlands is the most significant environmental impact, and that the loss is irreversible.

- Section 303(d)

  Under Section 303(d) of the CWA, states, territories, and authorized tribes are required to develop a list of water bodies that do not meet established water quality standards, even after the minimum required levels of pollution control technology have been installed at point sources. The law requires that these jurisdictions establish priority rankings for water bodies on the lists and develop action plans for allowable discharge into the watershed, called total maximum daily loads (TMDL), to improve water quality.

  Two water bodies in the Santa Jacinto watershed, Canyon Lake and Lake Elsinore, are listed as impaired water bodies under Section 303(d). Canyon Lake is impaired by nutrients and pathogens and Lake Elsinore is impaired by nutrients, organic enrichment/low dissolved oxygen, sedimentation/siltation, unknown toxins, and exceed TMDL. Both Canyon Lake and Lake Elsinore are receiving waters for urban runoff generated at the Project site.

- Section 402

  Since 1972, the CWA has regulated the discharge of pollutants to waters of the United States

from all point sources. Section 402(d) of the CWA establishes a framework for regulating Nonpoint Source (NPS) stormwater discharges under the NPDES permit program. Established in 1990, Phase I of the NPDES stormwater program regulates stormwater discharges from major industrial facilities, large and medium-sized municipal separate storm sewer systems (those serving more than 100,000 persons), and construction sites that disturb five or more acres of land. In the 1999 Phase II NPDES stormwater program, discharges of stormwater associated with construction activities that result in the disturbance of one acre of land or more must also apply for coverage under the statewide NPDES General Construction Permit.

To comply with the NPDES General Construction Permit (Water Quality Order 99-08-DWQ) requirements, developers are required to submit a Notice of Intent (NOI) to the SWRCB Division of Water Quality. The NOI includes general information on the types of construction activities that will occur at construction sites. Developers are required to submit a site-specific plan called the Storm Water Pollution Prevention Plan (SWPPP) to minimize the discharge of pollutants during construction. The SWPPP must include a description of the Best Management Practices (BMPs) that will be employed to reduce stormwater pollutants to the maximum extent practicable for water quality protection. The SWPPP includes steps for implementation of BMPs aimed at sediment control, erosion control, and construction materials control (i.e., paint, solvents, concrete, petroleum products) to prevent stormwater pollutants from leaving construction sites, as well as a detailed description of (and schedule for) all monitoring. Construction activities that would be part of the Project include, but are not limited to: clearing, grading, demolition, excavation, construction of new structures, and reconstruction of existing facilities involving removal and replacement that results in soil disturbance.

State

Porter-Cologne Water Quality Control Act

The Porter-Cologne Water Quality Control Act is the primary statute covering the quality of waters in California. The act sets out specific water quality provisions and discharge requirements regulating the discharge of waste within any region that could affect the quality of state waters. Under the act, the SWRCB has ultimate authority over state water rights and water quality policy. The nine RWQCBs are responsible for the oversight of water quality on a day-to-day basis at the local/regional level, including the preparation and periodic updating of Basin Plans that identify existing and potential beneficial uses for specific water bodies. Under this act, it gives the State the authority to issue 401 water quality certifications for projects that discharge dredged or fill material into waters of the U.S. The proposed Project is under the jurisdiction of the Santa Ana RWQCB.

Water Quality Control Plans

Each RWQCB is required to develop, adopt, and implement a Basin Plan, also known as a Water Quality Control Plan, for its respective region. The Basin Plan is the master policy document that contains descriptions of the legal, technical, and programmatic bases of water quality regulation in each region. Basin Plans identify beneficial uses of surface waters and groundwater within the corresponding region; specify water quality standards, known as water quality objectives, for both surface water and groundwater; and, develop the actions necessary to maintain the standards to control non-point and point sources of pollutants to the state's waters. All discretionary projects requiring permits from the RWQCB (i.e., waste and pollutant discharge permits) must implement

Basin Plan requirements (i.e., water quality standards), taking into consideration the beneficial uses to be protected. The proposed Project is within the Santa Ana Basin Plan.

Construction General Permit (2009-0009-DWQ)

The California State Water Board adopted a new Construction General Permit (2009-0009-DWQ) on September 2, 2009. This permit will be effective on July 1, 2010 and replaces the current General Construction Storm Water Permit (Water Quality Order 99-08-DWQ) described above. The new permit changes the process for obtaining the Notice of Intent (NOI) to discharge storm water during construction, the documentation required to obtain the NOI and the content and implementation of the Storm Water Pollution Prevention Plan (SWPPP). Projects will now be assessed based on their Risk Level. The three risk levels are defined by the project's combined "Sediment Risk" and the "Receiving Water Risk", with Risk Level 1 being the lowest risk category and Risk Level 3 being the highest. An increase in "Risk Level" means an increase in the associated requirements for the project. A project's "Sediment Risk Factor" is based on the amount of rainfall, soil characteristics and topography (factors from the Revised Universal Soil Loss Equation (RUSLE). A project's "Receiving Water Risk Factor" is based on watershed characteristics and whether the project discharges to a 303(d) water body impaired by sediment or if the receiving water provides certain beneficial uses. There may be multiple NOIs submitted throughout the life of this Project therefore, the quantity and nature of construction activities included in each NOI would determine the risk category for each construction effort associated with the proposed Project. NOIs submitted prior to July 1, 2010, will be classified as a Risk 1 category under the new permit. All risk categories are required to submit a Permit Registration Document (PRD). The PRD includes the NOI, Risk Assessment, site map, SWPPP, fee and signed certification statement.

Risk Level 1 projects are subject to minimum BMPs and visual monitoring requirements, Risk Level 2 projects are subject to Numeric Action Levels (NAL) and some additional monitoring requirements, and Risk Level 3 projects are subject to Numeric Effluent Limits (NEL) and more rigorous monitoring requirements such as receiving water monitoring and in some cases the preparation of a bioassessment. More specifically, effluent monitoring is based on the risk level, but includes a minimum of three samples per day per qualifying rain event. For Risk level 2 projects, this includes sampling for pH and turbidity. For Risk level 3 projects, this includes sampling for pH, turbidity and suspended sediment concentration (SSC), and the preparation of a bioassessment for sites 30 acres and larger. If the construction effort identified in the NOI exceeds NAL limits, then the project is required to implement additional BMPs. If the NELs are exceeded then the project is in violation of the permit.

In addition, Risk Level 2 and 3 dischargers are required to develop and implement a Rain Event Action Plan (REAP) designed to protect all exposed portions of the construction area within 48 hours prior to any likely precipitation event, which is defined as a forecast of 50 percent or greater chance of precipitation in the project area. A REAP is a written document prepared specifically for each rain event.

The infrastructure improvements within the proposed Project will be covered under the current NOI (issued under existing permit No. 99-08-DWQ). Coverage will continue under this permit until July 1, 2010. Therefore, the applicant will prepare a new SWPPP and NOI prior to July 1, 2010. After July 1, 2010, the existing NOI will be terminated and coverage will be obtained under Order No. 2009-0009-DWQ as a Risk Level 1 Discharger until September 2, 2011. At that time, a Risk Assessment will be performed for any remaining infrastructure improvements to be completed and the development of individual lots. At this time, the project area does not

discharge to any 303 (d) listed water bodies impaired for sediment, and therefore would be categorized either as either a Risk Level 1 or Risk Level 2 project, dependent on the construction schedule for the remaining improvements.

Local

Regional Water Quality Control Board

The Santa Ana RWQCB is responsible for the protection of beneficial uses and the quality of water resources within the northwestern portion of Riverside County. The RWQCB administers the NPDES stormwater permitting program and regulates stormwater in this area, which includes the proposed Project area. The March JPA is not a permittee under the Riverside County's MS4 (municipal storm sewer permit); and therefore, is not subject to the County's stormwater regulations. The March JPA has adopted the New Development & Redevelopment Guidelines for Projects Under the March Joint Powers Authority dated January 9, 2008 for areas within their jurisdiction including the proposed Project. The proposed Project would obtain the NOI for discharge during construction activities from the SWRCB and the developer would be responsible for administration and compliance. The Santa Ana RWQCB would be responsible for inspection and enforcement actions regarding the NOI and SWPPP. The RWQCB also issues 401 certifications for projects that require a Section 404 permit from the Corps.

Perris Valley Area Drainage Plan

In general, an ADP addresses the current and future drainage needs of a given community. The boundary of the plan usually follows regional watershed limits and may include channels, storm drains, levees, basins, dams, wetlands or any other conveyance capable of economically relieving flooding problems within the plan area. ADPs provide a guide for the orderly development of a region, and provide an estimate of costs to resolve flooding issues. In addition, an ADP acts as a financing mechanism to offset taxpayer costs for proposed drainage facilities. The fees are imposed on new development within the ADP boundary. The Subdivision Map Act requires that agencies imposing fees have a general drainage plan for the fee area, a special fund for the fees, and an equitable distribution of the fees prior to implementation (RCFCWCD). The March Business Center Drainage Master Plan is a specific drainage analysis that has been prepared and was approved by the RCFCWCD and supersedes the ADP for this Project area, as identified later in this section.

March JPA General Plan

The March JPA General Plan, adopted in September 1999, serves as the blueprint for planning decisions within the March JPA Planning Area. Water resources within the March JPA Planning Area, including surface water, groundwater, water quality, and flood plains, are discussed in detail within the Resource Management Element of the March JPA General Plan. The March JPA General Plan is responsible for the conservation of natural resources as well as the creation of goals and policies that focus on their protection. Specific goals in the Resource Management Element relating to the preservation of water resources in the March JPA Planning Area include: the conservation and protection surface water, groundwater, and imported water resources; and, the control of flooding to reduce major losses of life and property. Specific policies outlined in the Resource Management Element regarding the protection of water resources within JPA jurisdiction include: the retention of local drainage courses, channels and creeks in their natural conditions; the protection of groundwater and surface water from depletion and pollution; water conservation techniques; and, a requirement that all development within an identified flood area

must comply with Floodplain Management Regulations and criteria for the Federal Flood Insurance Program.

March Business Center Specific Plan

The 2003 Focused EIR addressed the hydrology and water resources that are, or may be present, in the Specific Plan area. Moreover, Chapter VI of the March Business Center Specific Plan (i.e., Infrastructure and Grading) discussed several important drainage features of the Specific Plan area. The first is the East Regional Detention Basin, which is located directly east of, and adjacent to the Project site. As stated in the Specific Plan, this drainage area is designed to intercept stormwater runoff, and reduce peak hour flows at or below existing levels. In addition, all drainage systems within the Specific Plan area are required to implement BMPs for drainage, water quality, basins, erosion control and urban pollution removal prior to discharge of runoff into natural watersheds or wetlands. Further, the Specific Plan also states that all storm drain facilities within the Specific Plan area shall be designed to the standards of the RCFCWCD. All detention basins will be maintained by the RCFCWCD or an assessment district. Additionally, and as discussed below, both the 2003 Focused EIR and the March Business Center Drainage Plan provide further details and analysis regarding the hydrology-related impacts associated with the implementation of the Specific Plan.

March Air Force Base Reuse Drainage Master Plan

The March Air Force Base Reuse Drainage Master Plan (RBF, 2006) discusses the overall drainage for the March Air Force Base area. The March Business Center Specific Plan is included within the area studied by the 2006 Reuse Master Plan. The March Business Center Drainage Master Plan (KHA, 2003) was prepared specifically for the March Business Center Specific Plan. The 2003 Master Plan was approved by the RCFCWCD and has been used as the governing document for drainage (allowable discharge from the project) within the March Business Center.

March Business Center Drainage Master Plan

As discussed in the 2003 Focused EIR, to address project-related drainage issues in detail within the Specific Plan area, March JPA developed the March Business Center Drainage Master Plan (KHA, 2003). This Master Plan proposed the construction of detention basins throughout the Specific Plan area. The East Detention Basin located directly east of the project site was designed to reduce peak flows associated with development of the Specific Plan. The North Detention Basin is located in the North Campus, along an existing channel located west of the BNSF railroad outside of the proposed Project. The Unit 4 Lot E Detention Basin within the Project site is located along the western property line of the North Campus. The South Detention Basin is located along the southern border of the South Campus. The Southwest Detention Basin is located along the western border of the South Campus along Barton Street. Currently, the North Detention Basin and East Detention Basins within the North Campus are functional and reduce peak flows from the developed portions of the North Campus below pre-construction levels. However, because runoff from the March Business Center Specific Plan area is not yet at its peak, the absence of the South and Southwest Detention Basins is not detrimental to the overall reduction of peak flows. The South and Southwest Detention Basins would be constructed in conjunction with planned future development of Meridian's South Campus, and would not accept flows from the North Campus.

National Pollution Discharge Elimination System (NPDES) New Development and Redevelopment Guidelines for Projects Under the March Joint Powers Authority

The March JPA adopted the New Development & Redevelopment Guidelines for Projects Under the March Joint Powers Authority (January 9, 2008) for areas within their jurisdiction including the proposed Project. This document implements the regional NPDES requirements, the California Regional Water Quality Control Board, Santa Ana Region (Order No. R8-2002-0011). Per the March JPA's guidelines, a redevelopment or new development project requesting a discretionary approval from the March JPA may be required to prepare a Water Quality Management Plan (WQMP). The Preliminary WQMP would be submitted to the March JPA and include site design BMPs to reduce urban runoff, source control BMPs, and treatment control BMPs. Once the Preliminary WQMP is approved and the project moves forward through engineering and design, the Final WQMP is submitted and approved. The funding sources for the operation and maintenance of any structural BMP identified in the WQMP will be the responsibility of the applicant and transferred to any future owners. Disclosure of the WQMP maintenance responsibilities occurs through recordation of a Covenant and Agreement, identified in Exhibit F of the National Pollution Discharge Elimination System (NPDES) New Development and Redevelopment Guidelines for Projects Under the March Joint Powers Authority (January 9, 2008).

General Industrial Permit (Order No. 97-03-DWG)

The General Industrial Permit under the State Water Resources Control Board requires facilities that discharge storm water associated with industrial activities either directly to surface waters or indirectly through municipal separate storm sewers to apply for coverage under this permit. This General Permit requires facility operators to eliminate unauthorized non-storm water discharges; develop and implement a storm pollution prevention plan; and perform monitoring of storm water discharges and authorized non-storm water discharges. Facilities needing to obtain coverage under this permit can be publicly or privately owned and general descriptions of these types of facilities include:

- Facilities subject to storm water effluent limitations guidelines, new source performance standards, or toxic pollutant effluent standards (40 CFR Subchapter N);
- Manufacturing facilities;
- Mining/oil and gas facilities;
- Hazardous waste treatment, storage, or disposal facilities;
- Landfills, land application sites, and open dumps that receive industrial waste;
- Recycling facilities such as metal scrap yards, battery reclaimers, salvage yards, automobile yards;
- Steam electric generating facilities;
- Transportation facilities that conduct any type of vehicle maintenance such as fueling, cleaning, repairing, etc.;
- Sewage treatment plants;
- Construction activity (covered by a separate general permit); and
- Certain facilities (often referred to as "light industry") where industrial materials, equipment, or activities are exposed to storm water.

For the most part, these facilities are identified in the Federal regulations by a Standard Industrial Classification (SIC).

Thresholds for Determining Significance

According to CEQA Guidelines Appendix G, a project would have a significant impact on Hydrology and Water Quality if the project would:

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; or

j) Expose people or structures to inundation by seiche, tsunami, or mudflow.

Mitigation From 2003 Focused EIR

The following mitigation measures were identified in the FEIR:

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

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

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

Environmental Impacts

Threshold IV.F-1: Would the proposed project violate any water quality standards or waste discharge requirements?

Analysis from the 2003 Focused EIR: The proposed Project would be required to implement erosion control measures and BMPs per standard engineering practices and March JPA requirements (i.e., Development Code Section 9.08.080). Implementation of construction and post-construction BMPs would minimize the transport of sediment and other contaminants into the stormwater runoff. Thus, runoff from the Project is not expected to violate water quality standards. Impacts relating to sedimentation during construction would be temporary and less than significant.

Proposed Changes to the North Campus of the Specific Plan: Non-point source surface water from impervious surfaces may contain contaminants or increase sediment loads in the storm drain system. Construction of the Unit 4 Lot E detention basin and utilization of the existing East Detention Basin in the North Campus would capture and retain contaminants contained in the runoff; thus, reducing contaminants discharged from the proposed Project area.

The proposed backbone storm drain system is designed using a bulking factor to account for sediment volume being transported through the system. During construction, desilting basins will be installed on each graded pad to intercept sediment prior to entering the storm drain. As each lot develops, the desilting basins will be removed. Minimal sediment runoff from the developed lots is anticipated since the development will consist of pavement and landscaped areas. The storm drain systems will also be designed at the maximum slope feasible to facilitate a cleansing velocity within the pipe, which minimizes sediment accumulation within the system. Sediment runoff would be captured by the Project's detention basins.

Construction activities for all lots, infrastructure and the storm drain system would require a NPDES permit. Prior to the issuance of an NPDES permit, the approved SWPPP would need to be updated for the proposed Project area. The SWPPP would incorporate BMPs similar to those provided in the 2003 Focused EIR, and include measures such as sedimentation basins, silt fence, and hay bales. The BMPs will minimize storm water runoff (MJPA, 2003). Individual facilities, including the prospective industrial user on Lot 16 that develop within the proposed Project area require NPDES permits. Thus, future development would be responsible for obtaining and complying with NPDES permit requirements. In addition, each facility within the proposed Project area is required as part of the entitlement process to prepare a WQMP in accordance with the NPDES New Development and Redevelopment Guidelines for Projects Under the March Joint Powers Authority (January 9, 2008) referenced above. Implementation of the WQMP is enforceable under Santa Ana Regional Water Quality Control Board Order No. R8-2002-0011. Implementation of recommended design, source control and/or treatment BMPs, as identified in the WQMP, will avoid violations of water quality standards.

A preliminary WQMP has been prepared for Lot 16 and identified potential pollutants likely to be found in the storm water runoff Likely pollutants from Lot 16 include petroleum hydrocarbons and solvents, trash and debris, oil and grease, metals, bacteria and viruses that may be present in pavement run-off, and pesticides and fertilizers associated with the parking areas and landscaping. The prospective industrial user on Lot 16 proposes three grass lined swales along the perimeter of the lot for the facility's post-construction treatment control BMPs. These swales are designed to have very shallow slopes that allow the runoff maximum contact with the vegetation; and therefore, act as filters for the aforementioned pollutants. Contact with the

vegetation improves water quality through plant uptake of pollutants, sediment removal and infiltration. After the runoff moves through the swale, it will be discharged to the storm drain within Opportunity Way, which discharges to the East Detention Basin. In addition, Lot 16 is subject to the General Industrial Permit due to its proposed maintenance activities, such as fueling, cleaning, repairing, etc. Lot 16 would be required to prepare an Operational SWPPP in accordance with the General Industrial Permit (Order No. 97-03-DWG)

Drainage from adjacent development west of the proposed Project area created eroded gullies in the hillsides, which transported sediment into the existing storm drain system. Because sediment deposition in the storm drains would reduce the capacity of these facilities and be difficult to remove, Unit 4 Lot E includes a forebay to intercept sediment. Implementation of this design feature, together with BMPs to be identified in WQMPs and the grass-lined swales described above, will avoid violations of the water quality standards.

Project Consistency with the 2003 Focused EIR: Impacts from the proposed Project are consistent with those addressed in the 2003 Focused EIR.

Applicable Mitigation Measures from the 2003 Focused EIR: The proposed Project would be required to comply with Mitigation Measures F-1 through F-3 from the 2003 Focused EIR as referenced above.

To clarify Mitigation Measure F-2 above, sediment basins will be provided during construction activities for each lot prior to discharge into the storm drain system. These sediment basins will be replaced by post-construction BMPs as described in the Final WQMP for each lot. Upstream drainage will be captured in the Unit 4 Lot E Detention Basin, which includes a forebay to intercept sediment; therefore, sediment basins are not necessary for each developed lot.

Additional Mitigation Measures: None required.

Significance After Mitigation: Less than significant.

Threshold IV.F-2: Would the proposed project substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (i.e., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?

Analysis from the 2003 Focused EIR: The proposed Project includes the construction of impermeable surfaces, which reduces the amount of surface water infiltration and recharge. Groundwater recharge would continue in open space, detention basins and natural streambeds. The proposed Project does not include the construction of impermeable surfaces substantively different from those evaluated in the 2003 Focused EIR; therefore, the proposed Project would not result in impacts different or in addition to those previously identified or evaluated.

Proposed Changes to the North Campus of the Specific Plan: Groundwater elevations vary throughout the proposed Project as discussed in Section IV.I *Geology and Soils* of this SEIR. Groundwater was encountered at depths ranging from approximately 13 to 17 feet within the tonalite bedrock in the detention basin area proposed in the northwestern and south central portions of Unit 4. Based in part on precipitation data and groundwater characteristics in other locations in general study area, it was concluded that groundwater encountered in tonalite bedrock in the westernmost portion of Unit 4 is associated with landscape irrigation from the residential development located approximately 2,000 feet to the west (Zeiser Kling, 2007). This

is considered nuisance water and does not represent actual groundwater elevations in the area. As referenced above, it is comprised of localized pools at shallow depths. The pools have resulted from nearby grading and landscaping. The potential to encounter nuisance groundwater is primarily concentrated along the western most lots of the North Campus. These lots may require cuts or excavation during fine grading activities to below the surrounding grade. The specific depth of cut or fill within these lots once under development will vary. Because the bedrock layer varies in depths in a rolling fashion, nuisance groundwater can be found at varying depths. The Unit 4 Lot E detention basin is located within this area and at the projected maximum depth of excavation. Thus, nuisance groundwater is expected to be encountered during grading. However, actual groundwater levels within the proposed Project area are deep enough that they are not expected to be affected by development within the proposed Project area (Zeiser Kling, 2009, Groundwater section).

The proposed Project would increase the amount of industrial land use and reduces the amount of business park, and mixed-use land uses. In addition, the proposed Project increases the FAR for mixed-use, commercial, office and industrial (lots greater than 20 acres) and reduces the amount of internal roadways. However, these changes would not affect the hydrologic calculations used in the 2003 Focused EIR. Per the RCFCWCD Hydrology Manual (April 1978) the land use for business park, mixed-use, commercial, office and industrial land uses are under the same category. Internal roadways are included in their associated land use category. The impervious percentage for business park/mixed-use/industrial/commercial from the Hydrology Manual ranges from 80 percent to 100 percent and a recommended average impervious value of 90 percent should be used (Refer to Plate E-6.3 in the Hydrology Manual). The impervious value of 90 percent was used in the 2003 Focused EIR and remains valid for the proposed Project. The impervious value of 0.90 was reviewed and approved by RCFCWCD. An increase in FAR would not result in 100 percent lot coverage because of landscaping and setback requirements; therefore, an impervious value of 90 percent is still applicable for the proposed Project. Therefore, there is no significant change in impervious surfaces from those analyzed in the 2003 Focused EIR.

Dewatering is anticipated to be minimal because work within the project area will be comprised mainly of fill (including Lot 16) to bring the site up to the necessary elevation to allow for drainage. Any dewatering that may occur during construction would outfall to the detention basins and recharge the groundwater within the proposed Project area; thus, minimizing any impact to groundwater elevations. If dewatering occurred it would be nuisance water and not actual groundwater. Groundwater in the Project area could be encountered during the construction of the South Channel Detention Basin and/or the Unit 4 Lot E Detention Basin. However, the tonalite bedrock in this area in general is not permeable and should not be considered an aquifer system. Any water encountered during the construction of these facilities would be considered nuisance groundwater as actual groundwater in the Project area is deeper than anticipated excavation depths .(Zeiser Kling, 2009, Groundwater section) Nuisance water encountered during the construction of these facilities would be captured in the detention basins and storm drain system for the proposed Project. Any lots requiring cuts or excavation that would encounter nuisance groundwater would incorporate sub drains designed to discharge water into the storm drain system.

Project Consistency with the 2003 Focused EIR: Impacts from the proposed Project are consistent with those addressed in the 2003 Focused EIR.

Applicable Mitigation Measures from the 2003 Focused EIR: None required.

Additional Mitigation Measures: None required.

Significance After Mitigation: Less than significant.

Threshold IV.F-3: Would the proposed project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?

Analysis from the 2003 Focused EIR: Development in the Specific Plan area altered the existing drainage patterns from sheet flow to improved storm drains and detention basins. The Specific Plan includes the construction of detention basins, one of which is located within the proposed Project area. A second detention basin, the East Detention Basin is located outside of the proposed Project but within the Specific Plan. This basin would accept drainage from the proposed Project once it is routed either through the detention basin south of Opportunity Way and west of Meridian Parkway and/or through treatment control BMPs for individual lots. The detention basins were designed to reduce peak flows below existing levels and improve water quality through increased sedimentation and pollutant removal. Potential impacts to drainage alteration and water quality are expected to be less than significant.

Moreover, there are no streams or rivers within the proposed Project area, such that no impact to these resources will result.

Proposed Changes to the North Campus of the Specific Plan: The proposed Project would connect into the existing drainage infrastructure within the North Campus. In addition, the proposed Project includes construction of one permanent detention basin (Unit 4 Lot E) south of Opportunity Way and west of Meridian Parkway. This detention basin is sized to detain the difference in peak runoff flows between existing and developed conditions.

An interim basin would be constructed south of Opportunity Way and west of Meridian Parkway, east of the permanent basin location. The interim basin would capture runoff from the proposed Project area until such time the permanent basin is constructed. Currently, a portion of the existing flows within the project area are contained within a concrete lined channel that traverses the southern portion of the site. The interim basin would accept the flows currently captured by the existing channel once the channel is removed. This channel was identified as jurisdictional in the Section 404 Individual Permit Authorization Request (KHA, 2002). Currently, a 404 permit application through the Corps is being processed to allow disturbance to this channel.

Both the interim and permanent detention basins would discharge to the storm drain within Opportunity Way which discharges to the East Detention Basin outside of the proposed Project. The East Detention Basin is currently in operation and was constructed with the other development in the North Campus. Similar to the function of grass lined swales described above, the detention basins also improve water quality through plant uptake of pollutants, sediment removal and infiltration.

Development on each lot would be required to comply with the NPDES General Permit for Storm Water Discharges Associated with Construction Activity (Order No. 99-08-DWQ, NPDES No. CAS000002) and implement BMPs to the maximum extent practicable. In addition, each lot would be required to implement permanent post-construction BMPs to minimize potential impacts to water quality, and disclosure of the permanent WQMP maintenance responsibility will be provided through a recorded document. The prospective industrial user proposes the creation of three grass-lined swales along the perimeter of Lot 16 as described above and would also be

required to obtain a Construction Stormwater Permit and prepare a SWPPP specifying BMPs that would reduce construction stormwater flows.

Construction of the detention basins will also be required to implement necessary BMPs to minimize or avoid water quality impacts due to soil erosion or storm water runoff.

Project Consistency with the 2003 Focused EIR: Impacts from the proposed Project are consistent with those addressed in the 2003 Focused EIR.

Applicable Mitigation Measures from the 2003 Focused EIR: The proposed Project would be required to comply with Mitigation Measures F-1 through F-3 from the 2003 Focused EIR as referenced above.

Additional Mitigation Measures: None required.

Significance After Mitigation: Less than significant.

Threshold IV.F-4: Would the proposed project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?

Analysis from the 2003 Focused EIR: As discussed in Threshold IV.F-3, development in the March Business Center Specific Plan area altered the existing drainage patterns from sheet flow to improved storm drains and detention basins. 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 March Business Center Specific Plan includes the construction of detention basins, one of which is located within the proposed Project area. The detention basins were designed to reduce peak flows below existing levels; thus, reducing the potential for flooding on- or off-site.

Proposed Changes to the North Campus of the Specific Plan: Implementation of the proposed Project would not result in additional detention requirements beyond that analyzed in the March Business Center Drainage Master Plan (KHA, 2003) and the 2003 Focused EIR. In addition, the proposed Project increases the FAR for mixed-use, commercial, office and industrial (lots greater than 20 acres) and reduces the amount of internal roadways. As referenced in the RCFCWCD Hydrology Manual (1978), actual impervious cover used to calculate runoff from business park, mixed-use, and industrial uses are all the same. Internal roadways are included in their associated land use category. A 90 percent impervious coverage per lot was assumed for hydrology calculations. The Master Plan proposed construction of detention basins within the North Campus, including one in the proposed Project area, to reduce peak runoff. The proposed locations for detention basins and the storm drain system are shown on Figure IV.F-1. The addition of these detention basins would reduce peak flows to below existing levels and minimize the potential for flooding on- or off-site.

As noted, the proposed Project area is within areas identified as Zone D on FEMA FIRMs. With the improvements to the storm drain system, it is unlikely that the proposed Project would result in or be affected by flooding. Flows from the off-site, upstream drainages tributary to the March Business Center Specific Plan will be intercepted and conveyed through a combination of channels, pipes and detention basins and discharge downstream consistent with existing drainage patterns. Consistent with RCFCWCD standards, detention basins capture increases in peak flow

as result of development and reduce downstream flow to levels below existing conditions. Thus, the risk of offsite flows flooding the March Business Center Specific Plan are not expected to be significant. The proposed Project would not result in impacts different or in addition to those identified or evaluated in the 2003 Focused EIR.

There are no streams or rivers in the proposed Project area, and accordingly no impacts associated with streams or rivers will occur.

Project Consistency with the 2003 Focused EIR: Impacts from the proposed Project are consistent with those addressed in the 2003 Focused EIR.

Applicable Mitigation Measures from the 2003 Focused EIR: The proposed Project would be required to comply with Mitigation Measures F-1 through F-3 from the 2003 Focused EIR as referenced above.

Additional Mitigation Measures: None required.

Significance After Mitigation: Less than significant.

Threshold IV.F-5: Would the proposed project create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources or polluted runoff?

Analysis from the 2003 Focused EIR: As discussed under Threshold IV.F-3, the March Business Center Specific Plan includes the construction of detention basins, one of which is located within the Project area. The East Detention Basin and the South Channel Detention Basin also within the March Business Center Specific Plan will be utilized by the proposed Project. These basins are designed to accommodate the projected runoff from the Project area.

Proposed Changes to the North Campus of the Specific Plan: The proposed Project is consistent with land use assumptions used in the March Business Center Drainage Master Plan (KHA, 2003); therefore, the proposed Project would not have a significant impact on the size of master drainage plan facilities or provide additional sources of polluted runoff. In addition, the channel south of Van Buren Boulevard., originally anticipated to be constructed as part of Phase 2 in the 2003 Master Plan, will not be necessary until Phase 3 (South Campus) develops. This is because this proposed Project will update the drainage infrastructure and Phase 2 requires construction of infrastructure adequate to mitigate the developed runoff from Phase 2 and the undeveloped runoff from Phase 3 to pre-existing conditions. Therefore, the construction of the channel south of Van Buren Boulevard will be implemented once the development within Phase 3 occurs.

Although the FAR would increase for the development of the proposed industrial facility on Lot 16, hydrologic calculations would not be affected as a 90 percent lot coverage was assumed. As noted, the RCFCWCD Hydrology Manual (1978) recommends that an impervious value of 90 percent be used for industrial and commercial development. This value was used in the calculations referenced in the 2003 Focused EIR for the March Business Center Specific Plan. As referenced, landscaping and setback requirements would ensure that the increase in FAR would not result in 100 percent impervious coverage on Lot 16. While the type of use proposed for Lot 16 and the parcels comprising Lot 16 would change with implementation of the proposed Project, the runoff calculations are the same.

Project Consistency with the 2003 Focused EIR: Impacts from the proposed Project are consistent with those addressed in the 2003 Focused EIR.

Applicable Mitigation Measures from the 2003 Focused EIR: The proposed Project would be required to comply with Mitigation Measures F-1 through F-3 from the 2003 Focused EIR as referenced above.

Additional Mitigation Measures: None required.

Significance After Mitigation: Less than significant.

Threshold IV.F-6: Would the proposed project otherwise substantially degrade water quality?

Analysis from the 2003 Focused EIR: As discussed under Threshold IV.F-3, the March Business Center Specific Plan includes the construction of one permanent detention basin within the Project area and utilization of the East Detention Basin and the South Channel Detention Basin in the North Campus to reduce contaminants discharged from the Project area. In addition, individual lots would be responsible for obtaining and complying with NPDES permits and preparing a WQMP to incorporate construction and post-construction BMPs.

Proposed Changes to the North Campus of the Specific Plan: The proposed Project would be developed within the Meridian Specific Plan area which was evaluated in the context of the above significance threshold in the 2003 Focused FEIR. The proposed Project includes the construction of one permanent detention basin (Unit 4 Lot E) within the Project area and use of the East Detention Basin and the South Channel Detention Basin within the March Business Center Specific Plan. In addition, each lot will be required to comply with the NPDES General Permit for Storm Water Discharges Associated with Construction Activity (Order No. 99-08-DWQ, NPDES No. CAS000002) and the General Permit (2009-0009-DWQ) effective July 1, 2010 and implement BMPs to the maximum extent practicable. Each lot will also be required to implement permanent post-construction BMPs to minimize potential impacts to water quality. The Project would not introduce land uses substantively different from those evaluated in the 2003 Focused EIR; therefore, the proposed Project would not result in impacts to water quality that are different or in addition to those previously identified or evaluated.

As referenced above, a preliminary WQMP has been prepared for Lot 16 and identified potential pollutants likely to be found in the storm water runoff. To treat runoff associated with development on Lot 16, the prospective industrial user on Lot 16 proposes three grass lined swales along the perimeter of the lot for the facility's post-construction treatment control BMPs. These swales are designed to have very shallow slopes that allow the runoff maximum contact with the vegetation; and therefore, act as filters for the aforementioned pollutants. Contact with the vegetation improves water quality through plant uptake of pollutants, sediment removal and infiltration. After the runoff moves through the swale, it will be discharged to the storm drain within Opportunity Way, which discharges to the East Detention Basin.

As discussed under Threshold IV.F-1, Lot 16 is subject to the General Industrial Permit due to its proposed maintenance activities, such as fueling, cleaning, repairing, etc. Lot 16 would be required to prepare an Operational SWPPP in accordance with the General Industrial Permit (Order No. 97-03-DWG). The SWPPP would describe permanent post-construction BMPs to minimize impacts to water quality as a result of these activities; therefore, the proposed Project is would not result in the degradation of water quality.

Project Consistency with the 2003 Focused EIR: Impacts from the proposed Project are consistent with those addressed in the 2003 Focused EIR.

Applicable Mitigation Measures from the 2003 Focused EIR: The proposed Project would be required to comply with Mitigation Measures F-1 through F-3 from the 2003 Focused EIR as referenced above.

Additional Mitigation Measures: None required.

Significance After Mitigation: Less than significant.

Threshold IV.F-7: Would the proposed project place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?

Analysis from the 2003 Focused EIR: The 2003 Focused EIR did not address this issue because the March Business Center Specific Plan does not include residential land use.

Proposed Changes to the North Campus of the Specific Plan: The proposed Project does not include housing; therefore, no impact would occur.

Project Consistency with the 2003 Focused EIR: The proposed Project is consistent with the 2003 Focused EIR since the Specific Plan does not include residential.

Applicable Mitigation Measures from the 2003 Focused EIR: None required.

Additional Mitigation Measures: None required.

Significance: No impact.

Threshold IV.F-8: Would the proposed project place structures within a 100-year flood hazard area that would impede or redirect flood flows?

Analysis from the 2003 Focused EIR: The March Business Center Specific Plan proposes construction of detention basins to reduce peak runoff from the proposed development. At the time of the 2003 Focused EIR, the March Business Center Specific Plan was not included in Federal Emergency Management Agency (FEMA) floodplain mapping because it was located in a former military facility. However, areas identified in the MEIR as potential flood zones are not within the March Business Center Specific Plan area. Drainage improvements have been designed to convey the 100 year storm event; thus, reducing the potential for flooding.

Proposed Changes to the North Campus of the Specific Plan: The proposed Project would be located within the March Business Center Specific Plan area which was evaluated with respect to flood hazards in the 2003 Focused EIR. The proposed Project is located within Zone D of the FIRM map for this area. Zone D areas are defined as having possible but undetermined flood hazards because no flood hazard analyses have been performed within this zone. There have been several drainage studies as referenced in the setting of this section; conducted for the Specific Plan area and all flood control facilities have been designed to accommodate the 100 year flood event in accordance with RCFCWCD's design standards.

Project Consistency with the 2003 Focused EIR: Impacts from the proposed Project are consistent with those addressed in the 2003 Focused EIR.

Applicable Mitigation Measures from the 2003 Focused EIR: The proposed Project would be required to comply with Mitigation Measures F-1 from the 2003 Focused EIR as referenced above.

Additional Mitigation Measures: None required.

Significance After Mitigation: Less than significant.

Threshold IV.F-9: Would the proposed project expose people or structures to a significant risk of loss, injury, or death involving flooding, including flooding as a result of the failure of a levee or dam?

Analysis from the 2003 Focused EIR: The 2003 Focused EIR did not address this issue since the March Business Center Specific Plan is not adjacent or downstream from a nearby levee or dam.

Proposed Changes to the North Campus of the Specific Plan: The proposed Project is not located downstream of a levee or dam. Lake Elsinore (15 miles south and west), Lake Perris (5 miles south and east) and Diamond Valley Reserve Lake (18.5 miles south and east) are located too far away and downstream from the proposed Project to expose people or structures to flooding. Pigeon Pass Dam is located over 4 miles north of the site and does not retain water throughout the year. It is a 30-foot high, 2,900-foot long clayey sand embankment structure that forms a 912-acre-foot flood control reservoir that empties within hours after a rainfall event through an ungated outlet. Thus, there is no significant risk of loss, injury or death involving flooding as a result of the failure of a levee or dam.

Project Consistency with the 2003 Focused EIR: The proposed Project is consistent with the 2003 Focused EIR since the Specific Plan is not located adjacent or downstream from a nearby levee or dam.

Applicable Mitigation Measures from the 2003 Focused EIR: None required.

Additional Mitigation Measures: None required.

Significance: No impact.

Threshold IV.F-10: Would the proposed project expose people or structures to inundation by seiche, tsunami, or mudflow?

Analysis from the 2003 Focused EIR: The 2003 Focused EIR did not address this issue since the March Business Center Specific Plan is not adjacent or downstream from a significant body of water, unvegetated land, near the Pacific Ocean or below steep slopes that could be the source of a mudslide.

Proposed Changes to the North Campus of the Specific Plan: The proposed Project is located approximately 75 miles from the Pacific Ocean and as referenced above, is not downstream of any significant body of water. There is no risk of exposure to inundation by seiche or tsunami.

Although areas to the west of the proposed Project are slightly higher in elevation, these areas are developed and vegetated so the potential for a mudflow is unlikely.

Project Consistency with the 2003 Focused EIR: The proposed Project is consistent with the 2003 Focused EIR since the Specific Plan is not located adjacent or downstream from a significant body of water or unvegetated land.

Applicable Mitigation Measures from the 2003 Focused EIR: None required.

Additional Mitigation Measures: None required.

Significance: No impact.

Cumulative Impacts

Analysis from the 2003 Focused EIR: The proposed Project and related projects will increase the amount of impermeable surfaces in the area. This would decrease the area available for water percolation and groundwater recharge; however, there is no substantial evidence in the 2003 Drainage Master Plan or other documents referenced in this Section indicating that the proposed Project would contribute toward a significant cumulative impact.

RCFCWCD requires that new developments be designed to accommodate the 100-year storm event, which means, that storm drain infrastructure must be designed to avoid flood hazards created by 100-year or less intense storm events. Since new developments within the Project area are required to implement this measure, no cumulative adverse impacts with respect to flooding are anticipated.

Stormwater discharges from the proposed Project are regulated by the State Water Resource Control Board General Permit for Storm Water Runoff from Construction Activities (Order No. 99-08-DWQ). Developers are required to incorporate treatment control BMPs that target the Total Maximum Daily Load (TMDL) pollutants identified for receiving waters. The treatment control BMPs proposed for the proposed Project include one permanent detention basin (Unit 4 Lot E), the East Detention Basin, which has been constructed along the eastern boundary of the North Campus outside of the proposed Project area and the South Channel Detention Basin, which is connected to the East Detention Basin on the southern end. Individual lot developments are required to incorporate BMPs to reduce runoff volumes, rates and duration; to prevent erosion, sedimentation and reduce pollutants. Given these measures, cumulative impacts on downstream water quality are expected to be less than significant.

Proposed Changes to the North Campus of the Specific Plan: The proposed Project would be located within the boundaries of the March Business Center Specific Plan. This proposed Project is relatively isolated and unlikely to intercept upstream flows. Currently, the proposed Project area only receives off-site flows from the Orangecrest development, the undeveloped area to the immediate west and the South Campus. Future developments upstream of the proposed Project will be required to mitigate storm water discharge in accordance with RCFCWCD design standards, which requires that each development detain peak discharge such that flows intercepted by downstream systems are the same or less than existing conditions. Because the proposed Project does not propose an increase in impervious area or changes to proposed drainage improvement that differ in magnitude from what was evaluated in the 2003 Focused EIR, no new cumulative impacts to hydrology and water quality are expected.

Project Consistency with the 2003 Focused EIR: Cumulative impacts from the proposed Project are consistent with those addressed in the 2003 Focused EIR.

Applicable Mitigation Measures from the 2003 Focused EIR: The proposed Project would be required to comply with Mitigation Measures F-1 through F-3 from the 2003 Focused EIR.

Additional Mitigation Measures: None required.

Significance After Mitigation: Less than significant.

G. Utilities and Service Systems

Environmental Setting

Under an agreement with the U.S. Air Force and the March JPA, ownership of all water, sewer and reclaimed water facilities within the March JPA were transferred to Western Municipal Water District (WMWD) in September, 2002. Stormwater utilities are owned by both the Riverside County Flood Control and Water Conservation District and March JPA. A complete evaluation of potential impacts to on-site utilities associated with implementation of the March Business Center Specific Plan was provided in the 2003 Focused EIR (MJPA, 2003). The proposed Project area was evaluated for changes to utility and service systems that may have occurred since 2003 Focused EIR completion. Numerous minor changes with respect to pipe design and sizing have occurred within the water and sewer systems. Thus, an evaluation of potential impacts to these systems associated with implementation of the proposed Project was performed (Meridian Sewer System Capacity-Update Memo, July, 2009).

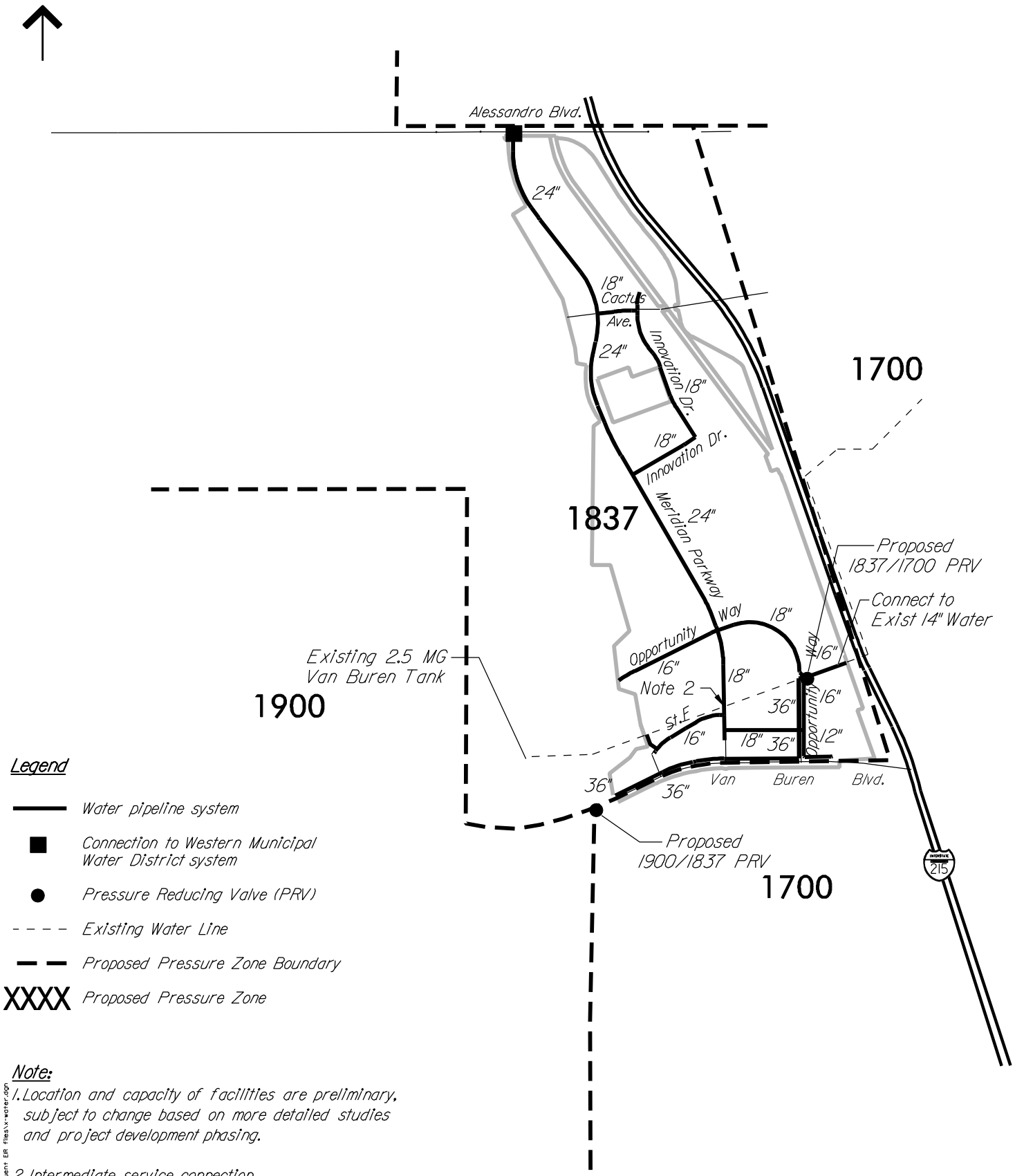
The scope of the proposed Project does not include revisions that are expected to change demand for electricity and telecommunications services beyond what was analyzed in the 2003 Focused EIR because the overall uses and the acreage of the proposed Project are the same. The primary difference is the 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. However, updated information with respect to providers and existing infrastructure is provided in the following sub-sections.

Water Resources

Potable Water

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. **Figure IV.G-1** illustrates planned water supply facilities for the North Campus. These facilities are consistent with the 2003 Focused EIR and have been approved. No changes are proposed as a result of the proposed Project.

All potable water facilities, including water mains, zone transitions, pressure pumps and reducers, and storage facilities, will be operated and maintained by WMWD. The proposed Project area is served by one pressure zone (1837), through 2 separate feeds, one from the north and one from the south. WMWD currently serves users north of the proposed Project area through a 24-inch diameter pipeline. This feed would continue south along Meridian Parkway and serve the proposed Project area. In addition, a second feed would be provided to serve the proposed Project area from the south. WMWD currently serves customers located at the Ben Clark Training Center, south of the proposed Project area, from its 1900 pressure zone through an 18-inch diameter pipeline located in Van Buren Boulevard. A portion of this area is also served by a 14-inch diameter pipeline adjacent to Plummer Road and Village West Drive, which is reduced from the 1900 pressure zone to a 1698 pressure zone through a pressure reducing valve (PRV) located near Village West Drive, south of Van Buren Boulevard. This 14-inch diameter pipeline traverses the proposed Project area and serves portions of the March ARB. This service is one of two connections for the existing March ARB system and must be capable of carrying at least 2,788 gallons per minute (gpm) to meet maximum daily demand (Fresh & Easy, Draft SEIR, 2009). An additional main off the 14-inch diameter pipeline (north of Van Buren Boulevard on



Legend

- Water pipeline system
- Connection to Western Municipal Water District system
- Pressure Reducing Valve (PRV)
- Existing Water Line
- Proposed Pressure Zone Boundary
- XXXX Proposed Pressure Zone

Note:

1. Location and capacity of facilities are preliminary, subject to change based on more detailed studies and project development phasing.

2. Intermediate service connection

Figure IV. G-1

Potable Water System

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the east side of the proposed Project area) travels south and serves the Riverside National Cemetery and Wastewater Treatment Plant (WWTP). To provide a second feed to the proposed Project area, the existing PRV located near Village West Drive would be adjusted to reduce the pressure from 1900 to 1837. The proposed Project would connect to the existing 14-inch diameter pipeline as it traverses the site and re-route the water throughout the proposed pipeline infrastructure within the proposed Project area. March ARB will continue to be served through the addition of a new 1837/1698 PRV located near Opportunity Way and adjacent to Unit 4 Lot 2 in the proposed Project area. A second 1837/1698 PRV would ultimately be located just east of the intersection of Opportunity Way and Van Buren Boulevard on Unit 4, Lot 4 in the proposed Project area that would continue to provide 1698 pressure zone service to the WWTP and the Riverside National Cemetery.

In accordance with Senate Bill 610, WMWD prepared a Water Supply Assessment (WSA) (October 16, 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 the proposed Project. 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 proposed Project.

Non-Potable Water

WMWD intends to operate a non-potable, reclaimed water system within the proposed Project. This system is independent of the potable system. Infrastructure has been installed north of Opportunity Way to serve the North Campus. It is currently in use; however, rather than using reclaimed water, it currently conveys potable water. Reclaimed non-potable water would be provided to the system following the expansion of the wastewater treatment plant (WWTP) which is described below. The reclaimed water system developed for the North Campus is shown in **Figure IV.G-2**.

Wastewater

Much of the information in the following paragraphs is excerpted from the 2003 Focused EIR and the Meridian Sewer System Capacity-Update Memorandum (KHA, 2009). The Meridian Sewer System Capacity-Update Memorandum analyzed the overall sewer capacity for the area comprising the March Business Center Specific Plan and incorporated revised land uses associated with the proposed Project.

Existing facilities within the proposed Project area are served by a gravity and pump station system. Wastewater currently flows south to the Van Buren Pump Station (VBPS) where sewage is then pumped to an existing 15-inch gravity sewer which conveys flows to the WWTP west of I-215 at Nandina Road, approximately two miles southeast of the proposed Project area. The 15-inch gravity sewer has a maximum capacity of 1.9 million gallons per day (mgd); the VBPS has a design capacity of 1.07 mgd and includes two pumps, however only one operates at a time. Peak discharge from the proposed Project is dictated by the capacity of the VBPS (1.07 mgd) rather than the 15-inch sewer line.

The VBPS has been designed to include a 15-inch gravity sewer overflow line that connects the wet well to the 15-inch gravity sewer. If the VBPS experiences a loss of power or a pump failure,

Legend

Proposed reclaimed water system

Existing reclaimed water system

Note:

Location and capacity of facilities are preliminary, subject to change based on more detailed studies and project development phasing.

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Figure IV.G-2

Reclaimed Water System

the wet well would contain the sewer flows until the sewage ponds to the invert elevation. Once the sewage reaches this level it would flow by gravity into the 15-inch sewer. The overflow can convey 100 percent of the ultimate peak flow. The VBPS includes an emergency standby diesel generator which is a redundant system since the wet well overflow would contain and convey flows if electrical power to the pump were interrupted.

The WWTP currently treats 1 million gpd of wastewater to secondary treatment levels and provides that water to Riverside National Cemetery and the General Archie Old Golf Course for irrigation. The facility is currently undergoing an expansion by the Western Municipal Water District to increase capacity to 3 million gpd and add tertiary treatment. The expected completion date of this expansion is July, 2010.

Wastewater from the northern portion of the proposed Project area is currently pumped into the gravity system through the Unit 2 Lift Station (U2LS) located south of Alessandro Avenue. The U2LS has been designed to accommodate sewer flows generated by development within the surrounding 47.7 acres which comprises a portion of the proposed Project. Its current capacity is 0.68 mgd and it can be expanded to pump up to 1.2 mgd. This increase in capacity would be achieved by replacing the existing pumps with two 7.5 hp pumps. The U2LS was designed with expansion capacity so it could accommodate a portion of the flows from the Orangecrest residential development to the west.

WMWD is exploring the possibility of scalping up to 990,000 gpd of wastewater from the City of Riverside's trunk sewer located due north in Alessandro Boulevard into the U2LS for treatment at the WWTP (and thus production of tertiary treated recycled water). Certain lift station infrastructure, such as the wet well capacity and emergency generator, have been sized to accommodate this arrangement; however, other infrastructure (pumps, etc.) must be upsized at WMWD's expense should this proceed. WMWD and the City of Riverside have held informal, preliminary discussions regarding this arrangement, but no draft agreement had been completed at the time of this SEIR. Negotiations are expected to begin in late 2010 or early 2011 following the completion of the WWTP.

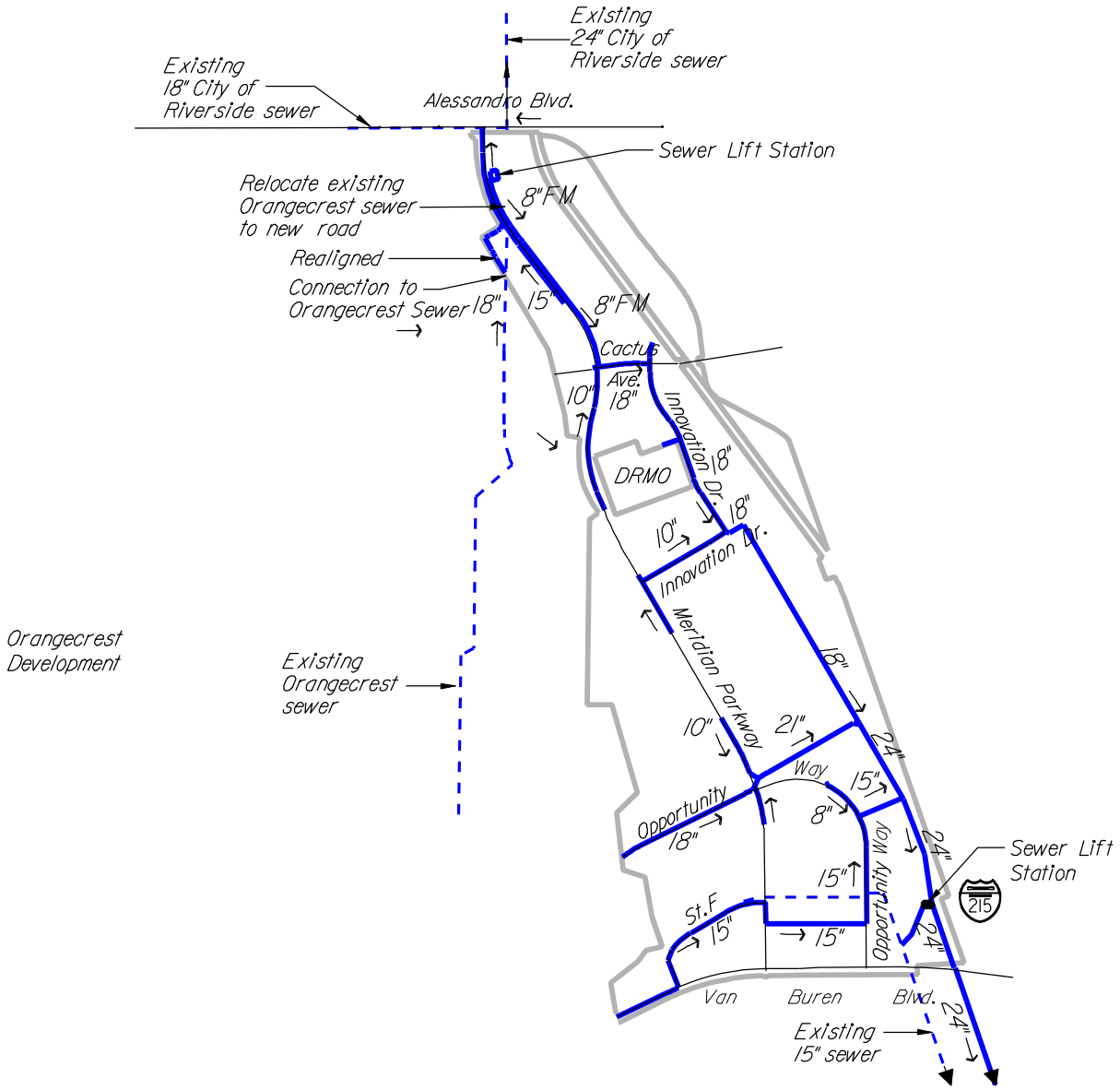
The objective of this future agreement is to augment reclaimed water production so that WMWD can provide reclaimed water for all of the irrigation needs it serves instead of using potable water for portions of irrigation needs. This will also enable the proposed Project to use reclaimed water for irrigation purposes. The sewer system for the North Campus is shown in **Figure IV.G-3**.

Power

Southern California Edison (SCE) provides electrical power to the North Campus. SCE currently has a 12 kV system in Meridian Parkway from Alessandro Boulevard to Opportunity Way. This system has been utilized for the individual buildings within the North Campus and would continue to be the source for future development within the proposed Project area. The proposed Project received a will serve letter dated December 10, 2009 from SCE, which stated that the electrical loads for the Project are within the parameters of SCE's projected load growth in the area and therefore, SCE can adequately serve the proposed Project.

Natural Gas

Southern California Gas Company (SCG) supplies natural gas service to the North Campus. SCG has a 4 inch low pressure system in Meridian Parkway from Alessandro Boulevard to Opportunity Way. This system has been utilized for the individual buildings within the North



Legend

Sewer system

XX" Proposed buildout size

Existing sewer

Note:

1. Location and capacity of facilities are preliminary and subject to change based on additional studies and project development phasing.

2. Sizes assume no Orangecrest flow into system and Manning's n=0.013.

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Figure IV. G-3

Sewer System

Campus. There are plans to install a Gas Regulation Station on the south side of Van Buren near Meridian Parkway to continue to serve the North Campus including the proposed Project area.

Storm Drainage

Storm drainage within the proposed Project is discussed in the Section IV.F, *Hydrology/Water Quality* section of the SEIR.

Telecommunications

Telephone service within the North Campus is provided by Verizon telecommunications. Verizon currently has a system in Meridian Parkway from Alessandro to Opportunity Way. This system is utilized for the individual buildings in the North Campus and would continue to be the source for future buildings in the proposed Project area. A will serve letter dated December 18, 2009, was received from Verizon which stated they were able to provide service to the proposed Project.

Solid Waste

The 2003 Focused EIR identified the El Sobrante, Badlands, and Lambs Canyon landfills as potential disposal sites for Project generated solid waste. Currently, Inland Waste Management, Inc. serves the March Business Center Specific Plan area and disposes of waste at the El Sobrante landfill. The El Sobrante landfill is located east of Interstate 15 and Temescal Canyon Road to the south of the City of Corona and Cajalco Road at 10910 Dawson Canyon Road. The landfill is owned and operated by USA Waste of California, a subsidiary of Waste Management Inc. and has an overall disposal capacity of 184.93 million cubic yards (El Sobrante Landfill Solid Waste Facility Permit Revision Final Supplemental EIR, Certified in April 2009). The El Sobrante landfill has permitted capacity until 2030. The Lambs Canyon Landfill has approximately 9 million tons capacity remaining with a permitted capacity until 2021 (Personal Communication, Fhad Mina, Riverside County Waste Management Department, March 30, 2010). The Badlands Landfill has approximately 3.38 million tons capacity remaining with a permitted capacity until 2016 (Personal Communication, Andy Cortez, Riverside County Waste Management Department, March 30, 2010). The expected rate of solid waste generation identified in the 2003 Focused EIR is not expected to be a significant impact since county long-term landfill capacity is available through Project build-out (i.e., 2017) without the need for additional waste disposal facilities (March Business Center Specific Plan FEIR, 2003).

Regulatory Setting

Federal and State

Solid Waste

The state currently has legislation in place to address solid waste. AB 939 emphasizes conservation of natural resources through reduction, recycling, and reuse of solid waste and requires that all cities and counties divert 25 percent of their solid waste stream from landfills by 1995 and 50 percent by 2000. It also requires that all cities conduct a Solid Waste Generation Study and prepare a Source Reduction and Recycling Element (SRRE). In accordance with AB 939, local agencies must submit an annual report to the California Integrated Waste Management Board (CIWMB) summarizing its progress in diverting solid waste disposal. While the March

JPA is not directly responsible for solid waste collection or disposal, and is therefore not subject to AB 939, it does comply with the intent of this legislation as described below:

- Construction activities: as discussed below in mitigation measure H-4 from the 2003 Focused EIR, 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.
- Operations: March JPA member agencies providing solid waste collection and disposal services to the March JPA are themselves subject to AB 939. Accordingly, solid waste generated by uses within the proposed Project would be incorporated into the reports filed with the CIWMB.

SB 1374, passed in 2002, requires that as part of the annual report submitted to CIWMB, cities include a summary of the progress made in diverting construction and demolition waste materials from landfills. SB 1374 also requires the CIWMB to adopt a model ordinance suitable for adoption by a local agency to require 50 to 75 percent diversion of construction and demolition waste materials to landfills. Local agencies are required to adopt construction and demolition diversion ordinances in accordance with SB 1374.

Lastly, the California Solid Waste Reuse and Recycling Access Act of 1991 (as amended) requires each development project to provide an adequate storage area for collection and removal of recyclable materials.

Water Quality

Regulations applicable to water quality are provided in Section 3.6, *Hydrology and Water Quality*, of this SEIR.

SB 610

SB 610 requires the preparation of a WSA for certain projects that meet any of the following criteria:

- A residential Development of more than 500 units.
- A business/shopping center with more than 1,000 employees or 500,000 square feet of floor space
- A commercial office building with more than 1,000 employees or 250,000 square feet of floor space
- A hotel/motel with more than 500 rooms
- An industrial/manufacturing/processing plant or industrial park with more than 1,000 employees, encompassing more than 650,000 square feet of floor space, or occupying more than 40 acres of land
- A mixed-use development project or other project with water demands equal to 500 equivalent dwelling units (EDUs)
- A project that would demand an amount of water equivalent to, or greater than, the amount of water required by a 500 dwelling unit project
- For a supplier with 5,000 or fewer connections, a project that will increase the number of connections or total demand by more than 10%

In the event SB 610 applies, the local/lead agency is required, at the time it determines a project exists under Water Code section 10912 and is subject to review under CEQA, to identify the public water system that will provide water service to the project and request the water provider to prepare a WSA for the project.

The Project is proposing a change in square footage from the 2003 Focused EIR of more than 650,000 square feet; therefore, a WSA is required per SB 610. A WSA was prepared for the proposed Project and is discussed above.

AB 210

Known as the Green Building Standards Bill, AB 210 specifies that a city or county's ability to establish more restrictive building standards, including green building standards, based on local conditions such as climatic, geological, or topographical conditions, is not limited by the State Building Standards Law.

Local

March JPA General Plan

The March JPA General Plan (1999, as amended) is composed of six elements, including the Resource Management Element. The Resource Management Element addresses water resources; soils; biologic resources; the historic district; cultural resources; riparian and habitat resources; scenic corridors/vistas; open space lands; and recreation facilities. In general, the goals and policies of the Resource Element are provided at a regional level, and consist of regional (macro-level) goals. The following policies from the Resource Management Element of the General Plan may be relevant to the proposed Project:

Energy Resources Conservation

Policy 4.1 Implement energy performance requirements established under the California Administrative Code Title 24 Energy Conservation and Insulation Regulations.

Policy 4.3 Encourage the use and development of alternative and innovative energy resources and energy conservation techniques, where practical.

Waste Management

Policy 6.2 Establish programs to minimize the volume and impact of solid waste generated by existing and future development.

Policy 6.3 Establish a program for the recycling and recovery of materials from demolition and reconstruction projects to lessen the impact to the landfills.

March Business Center Specific Plan

The March Business Center Specific Plan was adopted in February 2003 by the March JPA and identifies existing and planned infrastructure for the Specific Plan area. Preliminary plans are included for sewer and storm drain infrastructure. Gas and electrical services, solid waste, and grading are addressed in the narrative only. Although the Specific Plan does not include a section that specifically identified goals and objectives, it does include an analysis of the consistency

with goals of the March JPA General Plan. In particular, the Specific Plan states the following in the General Plan consistency analysis:

- As appropriate, the March Business Center shall comply with applicable regulations relating to energy conservation.
- The March Business Center shall comply with appropriate and applicable regulations and standards with respect to the management of solid and hazardous wastes.
- The March Business Center Specific Plan will provide a number of drainage facilities, including culverts, open channels, and retention basins, to control flooding.

March Business Center Drainage Master Plan

The March Business Center Drainage Master Plan (November, 2003) addresses project-related drainage issues in detail within the March Business Center Specific Plan area. The March Business Center Drainage Master Plan proposed construction of four local detention basins throughout the March Business Center Specific Plan, including the East Detention Basin which is directly east of the project site, to reduce peak stormwater flows associated with development. The North Detention Basin is located in the North Campus, along an existing channel located west of the BNSF railroad outside of the proposed Project. The Lot 49 Detention Basin (identified as Unit 4 Lot E within the Project) is located along the western property line of the North Campus. The South Detention Basin is located along the southern border of the South Campus. The Northwest Detention Basin is located along the western border of the South Campus along Barton Street. Currently, the North Detention Basin and East Detention Basins within the North Campus have been constructed and reduce downstream peak flows from developed portions of the North Campus to below baseline conditions. Because runoff from the March Business Center Specific Plan area is not yet at its peak, the South and Northwest Detention Basins are not needed to accommodate peak flows during storm events. These facilities would be constructed in conjunction with future development within the South Campus and would not accept flows from the North Campus.

March Air Force Base Reuse Drainage Master Plan

The March Air Force Base Reuse Drainage Master Plan (RBF, 2006) discusses the overall drainage for the March Air Force Base area. The March Business Center Specific Plan is included within the study area for this plan. However, as discussed above, a separate detailed drainage master plan, March Business Center Drainage Master Plan (2003) was prepared by KHA and approved by the RCFCWCD. That document supercedes the March Air Force Reuse Drainage Master Plan within the March Business Center Specific Plan area; however, the document has been used as the basis for drainage design with respect to how the March Business Center Specific Plan will affect drainage conditions across the MARB.

March Business Center Sewer Master Plan

The March Business Center Sewer Master Plan (KHA, 2002) addresses project-related sewer plans in detail for the March Business Center Specific Plan. The Sewer Master Plan includes a plan for a gravity flow sewer system owned and maintained by WMWD that would serve the entire March Business Center Specific Plan area. The WMWD intends to maximize the production of reclaimed water from the expanded WWTP. As discussed above, a portion of the flows generated by the Orangecrest residential development (up to 0.52 mgd) would be diverted to the WWTP to augment reclaimed water production. To accommodate this diversion, some of the sewer facilities have been upsized consistent with the March Business Center Sewer Master

Plan. For example, Pump Station #3856 discussed in the 2003 Focused EIR has been replaced with the VBPS. Other improvements include approximately 9,400 feet of 10-inch through 18-inch PVC pipe was installed to connect the VBPS to the WWTP in Unit One, and approximately 3,900 feet of 10-inch and 15-inch pipeline was installed in Unit Two. The extra sewer capacity within the March Business Center may also be used by the development of the Alessandro Commerce Center, located west of the Project on Alessandro Boulevard, within Riverside County

Thresholds for Determining Significance

According to CEQA Guidelines Appendix G, a project would have a significant impact on Utilities and Service Systems if the project would:

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; and

g) Comply with federal, state, and local statutes and regulations related to solid waste.

Mitigation from 2003 Focused EIR

The following mitigation measures were identified in the 2003 Focused EIR:

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

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

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

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

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

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

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

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

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

The fireflow standard referenced as H-8 above is discussed as a design criteria in Chapter IV.K, *Public Services;* and thus, is not mentioned below.

Environmental Impacts

Threshold IV.G-1: Would the proposed project exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?

Analysis from the 2003 Focused EIR: The 2003 Focused EIR identified a need for upgrades to the existing wastewater collection and treatment system with development of the March Business Center Specific Plan. One of the upgrades identified was development of tertiary treatment at the WWTP. Wastewater from a portion of the North Campus was to be conveyed by gravity into Pump Station #3586 which was located approximately 1,000 feet southeast of the DRMO and then pumped through the existing system to the WWTP. Wastewater flows were to be monitored relative to the capacity of Pump Station #3586 so that future improvements would be constructed before the capacity of the pump station was reached. The Master Sewer Study was amended in

June 2006 to replace Pump Station #3586 with the VBPS which has a larger capacity and is located further south (approximately 800 feet north of Van Buren Boulevard).

Proposed Changes to the North Campus of the Specific Plan: Sewer discharge projections for the March Business Center Specific Plan North Campus were included in the March Business Center Sewer Plan (KHA, 2002). Flows were estimated to be 0.96 million gallons per day (mgd). A revised sewer discharge projection was performed in July 2009, to include the proposed Project. Flow estimates were increased for the entire March Business Center Specific Plan, which included existing uses, to 1.15 mgd. As discussed, the current capacity of the WWTP is 1 mgd.

The WWTP is currently being expanded by the Western Municipal Water District to increase capacity from 1 to 3 mgd. The expected completion date of the expansion is July 2010, which is in advance of development anticipated for the proposed Project. The facility is designed to meet Regional Water Quality Control Board discharge requirements and WWTP capacity would be available to treat projected flows. Thus, there would be no impact with respect to applicable Regional Water Quality Control Board requirements.

Project Consistency with the 2003 Focused EIR: The current plans for improved wastewater treatment facilities and capacities were updated from what is included in the 2003 Focused EIR. Updated information is discussed above.

Applicable Mitigation Measures from the 2003 Focused EIR: Mitigation Measure H-6 from the 2003 Focused EIR is revised as follows to reflect the replacement of Pump Station 3586 with the VBPS:

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

Additional Mitigation Measures: No additional mitigation is needed.

Significance After Mitigation: Less than significant.

Threshold IV.G-2: Would the proposed project require or result in the construction of new wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?

Analysis from the 2003 Focused EIR: The 2003 Focused EIR identified a need for upgrades to the existing wastewater collection and treatment system with development of the March Business Center Specific Plan. Wastewater from portions of the North Campus was to be conveyed by gravity into Pump Station #3586 then pumped through the existing system to the WWTP. Wastewater flows were to be monitored relative to the capacity of Pump Station #3586 (which has since been replaced by the VBPS) so that future improvements would be in place before the capacity of the pump station was reached.

Proposed Changes to the North Campus of the Specific Plan:

Wastewater

As discussed, the capacity of the VBPS is 1.07 mgd; the capacity of the downstream existing 15-inch sewer line traversing through Riverside National Cemetery is 1.9 mgd. The revised total peak flow for all Units in the North Campus, including the proposed Project area and the proposed development on Lot 16, is 1.15 mgd. This includes all wastewater, including the proposed truck wash on Lot 16 (Meridian Sewer System Capacity-Update Memorandum, 2009). Additional sewage flow from the nearby County (Alessandro Commerce Center) project could increase the total sewer volume in the area, as could scalping of water from the City of Riverside sewer system (to be treated in the WMWD plant).The peak discharge to the existing downstream system from the North Campus is currently dictated by the VBPS which has a capacity of 1.07 mgd.

As the proposed Project develops, projected flows from the North Campus would approach the capacity of the VBPS (Mitigation Measure G-1). To avoid exceeding the VBPS capacity, a monitoring program, would be implemented, as described below. The monitoring program would consist of inserting a flow meter, operated and maintained by WMWD, into the manhole directly upstream of the VBPS. The flow meter would be installed with telemetry connecting it to WMWD's (Supervisory Control and Data Acquisition) SCADA system, or equivalent, subject to the approval of WMWD. The SCADA system would give WMWD the ability to continuously monitor sewer flows from the North Campus. Prior to individual lot development approval by the March JPA, the developer would contact WMWD to obtain the current flow reading and submit a sewer analysis to the March JPA. The VBPS was constructed as a temporary facility. When it nears capacity, it will be removed and the existing 15-inch PVC sewer main within Riverside National Cemetery would be replaced with a 24-inch gravity trunk sewer. Construction of the 24-inch gravity trunk sewer will be finished by the time the VBPS reaches 80% capacity (0.86 mgd). Installation of the 24-inch gravity trunk sewer would eliminate the need for the pump station at this location.

As referenced, the Meridian Sewer System Capacity Update Memo (KHA July, 2009) projected a sewer discharge for the proposed Project of 1.07 mgd; the current sewer discharge rate is 0.14 mgd or 13% of the capacity of the VBPS. The current user on Unit 5-Lots 2-5 is proposing a facility expansion that could add up to 236,000 gpd of sewer discharge to the VBPS. Flow monitoring should within 180 days after approval of the proposed Project to accurately calculate flow volume at the VBPS. Based on monitoring results, construction of the 24-inch sewer line can be adjusted accordingly.

The U2LS has been designed to accommodate the surrounding 47.7 acres of sewer flows which yields a projected design flow of 0.20 mgd. To meet cleansing velocities, the U2LS has been designed to pump 0.68 mgd. U2LS has also been designed to accommodate larger pumps giving it the capability to pump up to 1.2 mgd. WMWD is exploring the possibility of scalping (diverting) up to 990,000 gpd of wastewater from the City of Riverside trunk sewer located in Alessandro Boulevard into the U2LS for treatment at the WWTP and recycling facility to produce tertiary treated recycled water. The wet well and emergency generator have been sized to accommodate this flow; however other infrastructure (i.e., pumps) must be upsized. WMWD and the City of Riverside have held informal, preliminary discussions regarding this arrangement, but at present there is no draft agreement (WMWD, 2010). The objective of this diversion is to create a greater supply of reclaimed water for irrigation purposes within the March JPA. As

discussed, the non-potable water system was installed as a reclaimed purple pipe system. In conformance with State law, signs would be installed along all existing water lines that would be switched from potable to non-potable notifying the public that water from these lines is not for human consumption.

Impact IV.G.2-1: Projected wastewater flows would exceed the capacity of existing infrastructure.

Natural Gas

The proposed Project received a will serve letter from the Southern California Gas Company (March 9, 2010) based on the proposed land uses and associated square footage presented in the Chapter III, Project Description of this SEIR. A will serve letter is not a contractual commitment to serve specific users but rather an informational service based upon the scope of a proposed project and conditions of gas supply at the time of the letter is issued. With respect to the proposed Project, as individual site applications are submitted, developers would be required to demonstrate to the March JPA that they have entered into a contractual commitment with the Southern California Gas Company to serve the development. At the time this ~~Draft~~Final SEIR was prepared, the Southern California Gas Company indicated gas could be provided to the proposed Project via an existing 4-inch low pressure natural gas system in Meridian Parkway that currently serves the constructed portions of the North Campus.

While not anticipated at this time, the need to expand existing gas supply would be evaluated relative to conditions or non-utility laws and regulations which could affect actual construction of a main or service line extension. These can only be determined around the time contractual arrangements are considered.. However, based on receipt of the above referenced will serve letter for the proposed Project, no significant impacts to natural gas service are expected.

Project Consistency with the 2003 Focused EIR: Both the proposed wastewater facility and natural gas supply infrastructure have been modified since the 2003 Focused EIR; thus, the discussion is no longer consistent with the 2003 Focused EIR analysis

Applicable Mitigation Measures from the 2003 Focused EIR: The proposed Project would be required to comply with Mitigation Measure H-1 and H-7 from the 2003 Focused EIR.

Additional Mitigation Measures: The proposed Project would also implement Mitigation Measures IV.G-2-1 and IV.G-2-2 identified below.

The proposed Project would also implement Mitigation Measures IV.G-2-1 and IV.G-2-2 identified below.

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.**

Significance After Mitigation: Less than significant.

Threshold IV.G-3: Would the proposed project require or result in the construction of new stormwater drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?

Analysis from the 2003 Focused EIR: Improvements to the storm drainage system were discussed in the Hydrology/Water Quality Section of the 2003 Focused EIR.

Proposed Changes to the North Campus of the Specific Plan: Modifications to the storm drainage system are proposed within the Project area. Improvements include constructing an outlet structure at the south end of the existing East Detention Basin, upsizing the existing southern 24 inch outlet with a 6 inch restrictor plate to a 36 inch pipe, and constructing a South Channel Detention Basin to the south of the existing East Detention Basin. These improvements are detailed in Section IV.F *Hydrology/Water Quality*.

Project Consistency with the 2003 Focused EIR: The proposed Project would modify the prior lot 49 to create detention develop a temporary detention basin. Section IV.F *Hydrology/Water Quality* of this SEIR provides a detailed evaluation of storm drain infrastructure and Project related impacts.

Applicable Mitigation Measures from the 2003 Focused EIR: In addition to mitigation measures provided in Section IV.F *Hydrology/Water Quality*, of this SEIR, mitigation measure H-3 is still applicable and mitigation measure H-2 will be revised as follows:

H-2 Construct the storm drain and flood control facilities, in accordance with the ~~approved March Business Center Drainage Plan and Plan for March JPA Planning Area~~ Meridian Business Center Ultimate Drainage Conditions drainage study (Feb. 2010).

Additional Mitigation Measures: As described in Section IV.F *Hydrology/Water Quality*, no additional mitigation measures are required.

Significance after Mitigation: As described in Section IV.F *Hydrology/Water Quality*, impacts are less than significant.

Threshold IV.G-4: Would the proposed project have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?

Analysis from the 2003 Focused EIR: A WSA was prepared by WMWD for the 2003 Focused EIR. WMWD provided assurance that there is sufficient capacity to supply the proposed Project with potable water for the duration of the timeframe specified in SB 610.

Proposed Changes to the North Campus of the Specific Plan: A Water Master Plan was prepared in 2003 for the Specific Plan. Water infrastructure was designed and sized for the proposed Project at the request of WMWD per their standards. In accordance with Senate Bill 610, WMWD updated the WSA (October, 2009) to address potable water supply associated with the proposed Project.

The WSA found that projected water demand associated with the proposed Project would increase by approximately 6,400 gallons per day from the previous WSA, or about 7.17 acre-feet per year. This was based in part on the conversion of certain roadways into developable area within the Project. According to WSA findings, "the total projected water supplies available to Western during normal, single-dry, and multiple-dry years through the year 2030 are sufficient to meet the projected water demand associated with the proposed Project in addition to Western's existing and planned future uses in accordance with the standards set forth by SB 610". (WSA, March Business Center North Campus Specific Plan Amendment, 2009). Thus, WMWD will be able to provide an additional 6,700 gpd to serve an additional 3.2 acres of developable land and redistribution of land use designations that would result from the proposed Project.

At buildout, Lot 16, which is 45 acres or 17% of the proposed Project area, is projected to require 90,000 gpd, which is 18% of the total project water demand for the proposed Project area. New development applications submitted for review by the JPA would be required to provide water demand projections. Developments processed under a ministerial review process shall comply with the potable water budget of 495,520 gpd (Water Supply Assessment, 2009). In the event that a development does not comply with the potable water budget, subsequent environmental review may be required by March JPA. This may include providing a separate will serve letter from WMWD and identifying methods that will be used to minimize water use.

Project Consistency with the 2003 Focused EIR: Impacts from the proposed Project are consistent with those addressed in the 2003 Focused EIR.

Applicable Mitigation Measures from the 2003 Focused EIR: None required.

Additional Mitigation Measures: The project shall comply with Mitigation Measure IV.G-4-1 below:

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.**

Significance After Mitigation: Less than significant.

Threshold IV.G-5: Would the proposed project result in a determination by the wastewater treatment provider that serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?

Analysis from the 2003 Focused EIR: Analysis from the 2003 Focused EIR confirmed that WMWD will expand the WWTP capacity to 3 mgd. This is more than adequate capacity to serve the 1.15 mgd anticipated to be generated by the March Business Center Specific Plan and proposed Project.

Proposed Changes to the North Campus of the Specific Plan: As discussed, wastewater flows from the U2LS, south within the 15-inch sewer line, into the VBPS, then south to the WWTP. The capacity of the U2LS is 0.68 mgd and is limited by current pump capacity. As noted, the facility has been sized to accommodate larger pumps. Installation and use of larger pumps may occur at the discretion of WMWD to meet the recycled water demand as referenced above. The use of larger pumps would increase the capacity to 1.2 mgd. The current capacity of the VBPS is 1.07 mgd. The capacity of the 15-inch sewer line through Riverside National Cemetery is 1.9 mgd. The revised total peak flow for all Units in the North Campus, including the proposed Project area and the proposed development on Lot 16 is 1.15 mgd (Meridian Sewer System Capacity-Update Memorandum, 2009). The peak discharge to the existing downstream system from the North Campus is currently dictated by the VBPS which has a capacity of 1.07 mgd. As discussed, monitoring wastewater flow (Mitigation Measures IV.G-1 and IV.G-2) would indicate when expansion of the VBPS capacity and installation of the 24-inch wastewater line would be necessary to avoid exceeding capacity of the system. The WWTP capacity is currently being expanded from 1 to 3 mgd. The expansion is expected to be complete by July, 2010. With implementation of the recommended mitigation and completion of the WWTP expansion, impacts to the provision of wastewater services would be less than significant.

Project Consistency with the 2003 Focused EIR: The WMWD is in the process of upgrading sewer treatment capacity at I-215 and Van Buren WWTP to 3 mgd (the 2003 Focused EIR indicated WMWD was pursuing a 2 mgd expansion). The WWTP would have adequate capacity to serve the proposed Project.

Applicable Mitigation Measures from the 2003 Focused EIR: None required.

Additional Mitigation Measures: None required.

Significance After Mitigation: Less than significant.

Threshold IV.G-6: Would the proposed project be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?

Analysis from the 2003 Focused EIR: The 2003 Focused EIR found that increased development intensity associated with the March Business Center Specific Plan would increase solid waste generation. Generation estimates were based on a generation factor of 10.9 lbs of waste per employee per day (California Integrated Waste Management Board's jurisdictional profile for City of Moreno Valley). Using this factor, it was estimated that 165,626 pounds or 83 tons of solid waste per day would be generated at buildout of the March Business Center Specific Plan

area. This projection was 80.8 tons per day greater than generated when March ARB was an active military base.

In 2003, the Riverside County Waste Management Department had recently submitted the 2000 Annual Report for the Riverside Countywide Integrated Waste Management Plan prepared for the California Integrated Waste Management Board. This annual report projected adequate landfill capacity for Riverside County through the year 2024. This projection did not take into account proposed expansions at the Badlands and Lambs Canyon landfills. The annual report also stated that the El Sobrante landfill has permitted capacity until 2030. The proposed Project would be serviced by Inland Waste Management Inc. Inland Waste Management, Inc. disposes at the El Sobrante landfill.

The El Sobrante landfill is located east of Interstate 15 and Temescal Canyon Road, to the south of the City of Corona and Cajalco Road at 10910 Dawson Canyon Road. The landfill is owned and operated by USA Waste of California, a subsidiary of Waste Management Inc. The El Sobrante Landfill has an overall disposal capacity of 109 million tons. A total of 40 million tons is reserved for in-County sources. The landfill is permitted to receive up to 10,000 tons of municipal solid waste for disposal daily.

The expected rate of solid waste generation is not expected to be a significant impact since county long-term landfill capacity is available through project buildout in 2025 without the need for additional waste disposal facilities.

Proposed Changes to the North Campus of the Specific Plan: The Department of Resources Recycling and Recovery (CalRecycle) is a new department within the California Natural Resources Agency and administers programs formerly managed by the State's Integrated Waste Management Board and Division of Recycling. According to CalRecycle, the estimated solid waste generation rate for industrial establishments is 8.9 lbs of waste per employee per day and 10.5 lbs of waste per employee per day for commercial; these do not include generation of construction debris (http://www.calrecycle.ca.gov/wastechar/wastegenrates/Industrial.htm). This is less than the amount used in calculations for the 2003 Focused EIR. Consistent with the methodology used to estimate solid waste generation in the 2003 Focused EIR, the number of jobs associated with the proposed Project was projected. These calculations were based on an analysis of jobs created per acre provided in the Meridian Specific Plan Economic Feasibility Analysis (Al Gobar and Associates, December 2009). The study estimated that within 20 years, the proposed Project would create approximately 21.6 jobs per net acre of development. If all 257.7 acres of the proposed Project are developed, this equates to approximately 4,560 jobs which is 810 more jobs than analyzed in the 2003 Focused EIR for the March Business Center Specific Plan. Based on a generation factor of 9.7 lbs of waste per employee per day (average of industrial and commercial), the proposed Project, when fully built out, would generate 22.1 tons per day, approximately 3.9 tons of solid waste per day more than what was analyzed in the 2003 Focused EIR (18.2 tons).

Presently, the Badlands Sanitary landfill, used by the existing facility's waste services provider (Inland Waste Management, Inc.), has a disposal capacity of 4,000 tons per day and has a total disposal capacity of 30,386,332 cubic yards. The landfill is not forecasted to reach capacity until 2016. The March Business Center Specific Plan area is also served by the Lamb Canyon and El Sobrante landfills. The El Sobrante landfill's overall disposal capacity is 108 million tons, and it is permitted to receive up to 10,000 tons of municipal solid waste per day. It will reach capacity in 2030. The Lamb Canyon landfill is permitted to receive up to 34,292,000 cubic yards of solid waste and is not anticipated to reach capacity until 2023. Therefore, sufficient capacity exists to

meet solid waste disposal requirements associated with the proposed Project. No adverse impacts to solid waste are expected to occur as a result of the proposed Project.

Project Consistency with the 2003 Focused EIR: Impacts from the proposed Project are consistent with those addressed in the 2003 Focused EIR.

Applicable Mitigation Measures from the 2003 Focused EIR: The proposed Project would be required to comply with Mitigation Measures H-4 and H-5 from the 2003 Focused EIR.

Additional Mitigation Measures: None required.

Significance After Mitigation: Less than significant.

Threshold IV.G-7: Would the proposed project comply with federal, state, and local statutes, and regulations related to solid waste?

Analysis from the 2003 Focused EIR: The 2003 Focused EIR found that the proposed Project would comply with all federal, state, and local statutes and regulations related to solid waste.

Proposed Changes to the North Campus of the Specific Plan: The proposed Project would comply with federal, state, and local statutes and regulations related to solid waste. Although the March JPA is not directly subject to AB 939, users would nonetheless be required to comply with guidelines established for cities and counties that direct diversion of 50 percent by 2000 pursuant to AB 939. Proposed users will also be required to divert at least 50% of construction waste materials from landfills per CIWMB requirements. Furthermore, March JPA complies with the intent of state mandates for solid waste reduction by participating in local and regional programs to encourage reduction of solid waste. Compliance with Riverside County ordinances regarding solid waste management would ensure project consistency with the Riverside County SRRE. Thus impacts would be less than significant.

Project Consistency with the 2003 Focused EIR: Impacts from the proposed Project are consistent with those addressed in the 2003 Focused EIR.

Applicable Mitigation Measures from the 2003 Focused EIR: The proposed Project would be required to comply with Mitigation Measures H-4 and H-5 from the 2003 Focused EIR.

Additional Mitigation Measures: None required.

Significance After Mitigation: Less than significant.

Threshold IV.G-8: Would implementation of the proposed project result in cumulatively considerable adverse impacts related to utilities?

Analysis from the 2003 Focused EIR: The 2003 Focused EIR did not analyze cumulative impacts beyond those included in the Master EIR. The Master EIR found that cumulative impacts associated with water, wastewater, power, natural gas, storm drains, telecommunications and solid waste would not be significant. Impacts from the Specific Plan were consistent with the March JPA General Plan; therefore, cumulative impacts to these services were found not to be significant.

Proposed Changes to the North Campus of the Specific Plan: Development within the proposed Project area along with other projects would increase demand for water, wastewater conveyance and treatment infrastructure, electricity and natural gas. Further, the amount of solid waste generated by the proposed Project would increase over what was analyzed in the 2003 Focused EIR. Extending existing connections for all utilities within the North Campus would occur with implementation of the proposed Project.

The development of public utility infrastructure is part of an extensive planning process involving utility providers and jurisdictions with discretionary review authority. The coordination process associated with the preparation of development and infrastructure plans is intended to ensure that adequate resources are available to serve individual projects. Each individual project is subject to review for utility capacity to avoid unanticipated interruptions in service or inadequate supplies. Coordination with the utility companies would allow for the extension of utility lines to serve the proposed Project and other developments. The proposed Project and other planned projects are subject to connection and service fees to assist in facility expansion and service improvements triggered by an increase in demand.

The October 2009 WSA prepared by WMWD included all information that WMWD currently has for existing as well as proposed uses for their service area. Future site plans will also be evaluated by the March JPA for their consistency with the October 2009 WSA prepared for the proposed Project. If the proposed use exceeds the usage assumptions outlined in the 2009 WSA, then the user may be required to prepare a new WSA. Thus, no significant cumulative utility impacts are anticipated. The Project area currently has sufficient capacity to serve those users identified in the 2003 March Business Center Drainage Master Plan. However, as new users are identified and proposed in the areas surrounding the proposed Project, they will be required to disclose their proposed discharges and if those are greater than what there is currently capacity for, upgrades may be necessary at the expense of those developments.

Project Consistency with the 2003 Focused EIR: Impacts from the proposed Project are consistent with those addressed in the 2003 Focused EIR.

Applicable Mitigation Measures from the 2003 Focused EIR: None required.

Additional Mitigation Measures: None required.

Significance After Mitigation: Less than significant.

Cumulative Impacts

The proposed Project's cumulative traffic impacts are specifically addressed under Threshold IV.G-8, above.

H. Noise

Environmental Setting

Noise is generally defined as loud, unpleasant, unexpected, or undesired sound that is typically associated with human activity and that interferes with or disrupts normal activities. The human environment is generally characterized by a certain consistent noise level that varies by area. This is called ambient, or background noise. Although exposure to high noise levels has been demonstrated to cause hearing loss, the principal human response to environmental noise is annoyance. The response of individuals to similar noise events is diverse and influenced by the type of noise, perceived importance of the noise and its appropriateness in the setting; time of day and type of activity during which the noise occurs, and sensitivity of the individual.

Sound is a physical phenomenon consisting of minute vibrations that travel through a medium, such as air, and are sensed by the human ear. Sound is generally characterized by several variables, including frequency and intensity. Frequency describes the sound's pitch and is measured in cycles per second, or hertz (Hz). Intensity describes the sound's loudness and is measured in decibels (dB). A sound level of 0 dB is approximately the threshold of human hearing and is barely audible under extremely quiet listening conditions. Normal speech has a sound level of approximately 60 dB. Sound levels above about 120 dB begin to be felt inside the human ear as discomfort and eventually as pain at still higher levels. The minimum change in the sound level of individual events that an average human ear can detect is about 3 dB. Decibels are measured using a logarithmic scale; thus, the average person perceives a change in sound level of about 10 dB as a doubling (or halving) of the sound's loudness. This relation holds true for sounds of any loudness. Sound levels associated with typical noise sources and environments are provided in **Table IV.H-1**.

Because of the logarithmic nature of the decibel unit, sound levels cannot be added or subtracted directly and are somewhat cumbersome to handle mathematically. A simple rule is useful, however, in dealing with sound levels. If a sound's intensity is doubled, the sound level increases by 3 dB, regardless of the initial sound level. Thus, for example, 60 dB + 60 dB = 63 dB, and 80 dB + 80 dB = 83 dB.

The normal human ear can detect sounds that range in frequency from about 20 Hz to 20,000 Hz. However, all sounds in this wide range of frequencies are not heard equally well by the human ear, which is most sensitive to frequencies in the range of 1,000 Hz to 4,000 Hz. This frequency dependence can be taken into account by applying a correction to each frequency range to approximate the human ear's sensitivity within each range. This is called A-weighting and is commonly used in measurements of community environmental noise. The A-weighted sound pressure level (abbreviated as dBA) is the sound level with the "A-weighting" frequency correction. In practice, the level of a noise source is conveniently measured using a sound level meter that includes a filter corresponding to the dBA curve.

Because community noise fluctuates over time, a single measure called the Equivalent Sound Level (Leq) is often used to describe the time-varying character of community noise. The Leq is the energy-averaged A-weighted sound level during a measured time interval, and is equal to the level of a continuous steady sound containing the same total acoustical energy over the averaging time period as the actual time-varying sound. The Leq is used by the County and City of Riverside to evaluate property line noise levels. Additionally, it is often desirable to know the

TABLE IV.H-1: SOUND LEVELS OF TYPICAL NOISE SOURCES AND NOISE ENVIRONMENTS			
NOISE SOURCE (AT GIVEN DISTANCE)	**NOISE ENVIRONMENT**	**A-WEIGHTED SOUND LEVEL**	**HUMAN JUDGMENT OF NOISE LOUDNESS (RELATIVE TO REFERENCE LOUDNESS OF 70 DECIBELS*)**
Military Jet Takeoff with Afterburner (50 ft)	Carrier Flight Deck	140 Decibels	128 times as loud
Civil Defense Siren (100 ft)		130	64 times as loud
Commercial Jet Take-off (200 ft)		120	32 times as loud **Threshold of Pain**
Pile Driver (50 ft)	Rock Music Concert Inside Subway Station (New York)	110	16 times as loud
Ambulance Siren (100 ft) Newspaper Press (5 ft) Gas Lawn Mower (3 ft)		100	8 times as loud **Very Loud**
Food Blender (3 ft) Propeller Plane Flyover (1,000 ft) Diesel Truck (150 ft)	Boiler Room Printing Press Plant	90	4 times as loud
Garbage Disposal (3 ft)	Higher Limit of Urban Ambient Sound	80	2 times as loud
Passenger Car, 65 mph (25 ft) Living Room Stereo (15 ft) Vacuum Cleaner (10 ft)		70	Reference Loudness **Moderately Loud**
Normal Conversation (5 ft) Air Conditioning Unit (100 ft)	Data Processing Center Department Store	60	1/2 as loud
Light Traffic (100 ft)	Large Business Office Quiet Urban Daytime	50	1/4 as loud
Bird Calls (distant)	Quiet Urban Nighttime	40	1/8 as loud **Quiet**
Soft Whisper (5 ft)	Library and Bedroom at Night Quiet Rural Nighttime	30	1/16 as loud
	Broadcast and Recording Studio	20	1/32 as loud Just Audible
		10	1/64 as loud
		0	1/128 as loud Threshold of Hearing
Source: Compiled by Kimley-Horn and Associates, Inc.			

acoustic range of the noise source being measured. This is accomplished through the Lmax and Lmin indicators, which represent the root-mean-square maximum and minimum noise levels obtained during the measurement interval. The Lmin value obtained for a particular monitoring location is often called the "acoustic floor" for that location.

To describe the time-varying character of environmental noise, the statistical noise descriptors L10, L50, and L90 are commonly used. They are the noise levels equaled or exceeded during 10, 50, and 90 percent of a stated time, respectively. Sound levels associated with L10 typically describe transient or short-term events, whereas levels associated with L90 describe the steady-state (or most prevalent) noise conditions.

Another sound measure known as the Community Noise Equivalent Level (CNEL) is an adjusted average A-weighted sound level for a 24-hour day. It is calculated by adding a 5-dB adjustment to sound levels during evening hours (7:00 p.m. to 10:00 p.m.) and a 10-dB adjustment to sound levels during nighttime hours (10:00 p.m. to 7:00 a.m.). These adjustments compensate for the increased sensitivity to noise during the typically quieter evening and nighttime hours. The CNEL is used by the State of California, the March JPA, the County, and the City to evaluate land-use compatibility with respect to transportation noise.

Proposed Project Area

The proposed Project area is located west of I-215 and March ARB, which is approved for both military and civilian aviation operations. Noise concerns for the proposed Project area are mainly associated with traffic noise and air base operations. Impacts associated with the proposed Project are addressed in the Meridian Specific Plan Amendment (SPA) Noise Analysis Report (KHA, 2010).

Noise Sensitive Receptors

Some land uses are considered sensitive to noise. Noise-sensitive receptors are associated with indoor and/or outdoor activities subject to stress and/or significant interference from noise, such as residential dwellings, transient lodging, dormitories, hospitals, educational facilities, public assembly facilities, amphitheatres, playgrounds, congregate care facilities, childcare facilities and libraries. Habitat for threatened and endangered wildlife species is also considered noise-sensitive. Industrial and commercial land uses are generally not considered sensitive to noise.

Noise-sensitive receptors adjacent to the proposed Project area include riparian habitat. Noise-sensitive receptors adjacent to project access roadways include single- and multi-family residential, schools, parks, libraries, hospitals, and churches. The closest residences are approximately 1,850 feet to the west of the proposed Project.

The primary sources of noise within the proposed Project area are vehicular traffic including automobiles, trucks, buses and motorcycles and aviation activity associated with operations of March ARB. Other sources of noise include rail activity and stationary noise sources associated with industrial and commercial activity.

Vehicular Noise from Interstate 215 and Major Roadways

Vehicular traffic is the predominant noise source within the proposed Project area. Major roadways include Alessandro Boulevard, Cactus Avenue, Trautwein Road, Van Buren Boulevard, Wood Road, Barton Street, Day Street, Orange Terrace Parkway, Mission Grove Parkway,

Sycamore Canyon Boulevard, Meridian Parkway, Opportunity Way, and Nandina Avenue. The level of vehicular traffic noise varies with traffic volume, speed, vehicle mix (i.e., cars, trucks, heavy trucks), and the distance from the centerline of the roadway.

An ambient noise level survey was conducted on May 27, 2009, to estimate the existing noise environment within the proposed Project area and to calibrate the traffic noise model. Measurement locations were selected to represent the various noise-sensitive land uses in the study area, and included single family residential, multi-family residential and educational land uses. Nine attended 15-minute noise measurements were conducted near exterior noise-sensitive areas. The measurements were taken during the daytime period (7:00 a.m. – 7:00 p.m.). The results are shown in **Table IV.H-2**. As shown, existing average (Leq) noise levels in the study area range from approximately 64 A-weighted decibels (dBA) to 74 dBA.

TABLE IV.H-2: AMBIENT ROADWAY NOISE MEASUREMENTS

LOCATION	ROADWAY	DISTANCE FROM CENTERLINE	TIME	LEQ	LMIN	LMAX	L10	L50	L90
ML1	Van Buren Blvd	45 feet	1135 - 1150	69.7	48.2	84.3	72.8	66.2	59.1
ML2	Wood Rd	40 feet	1230 - 1245	67.3	42.5	78.4	71.8	61.9	51.0
ML3	Alessandro Blvd	55 feet	1305 - 1320	73.8	49.5	88.2	77.5	70.6	59.9
ML4	Alessandro Blvd	55 feet	1340 - 1355	68.8	41.9	80.5	72.5	66.7	50.1
ML5	Trautwein Rd	50 feet	1420 - 1435	70.6	46.9	80.7	75.4	65.0	54.5
ML6	Van Buren Blvd	50 feet	1505 - 1520	71.1	49.4	82.0	75.6	67.3	55.7
ML7	Orange Terrace Pkwy	45 feet	1540 - 1555	63.9	43.4	84.0	67.9	56.9	48.7
ML8	Mission Grove Pkwy	50 feet	1610 - 1625	67.3	48.9	81.6	70.6	64.4	56.7
ML9	Nandina Ave	30 feet	1700 - 1715	66.5	38.8	80.4	72.0	53.6	43.1

Aviation Activity from Military Operations and Civilian Use

March ARB is in proximity to the North Campus (which includes the proposed Project) to the east, separated by I-215. As discussed, in Section IV.A *Land Use and Planning,* the proposed Project area is within the Riverside County ALUP. Portions of the proposed Project area are located within the 2010 65 CNEL[31] contour of the March ARB, as shown on **Figure IV.H-1**.

[31] Community Noise Equivalent Level. This is an adjusted average A-weighted sound level for a 24-hour day. It is calculated by adding a 5-dB adjustment to sound levels during evening hours (7:00 pm to 10:00 pm) and a 10-dB adjustment to sound levels during nighttime hours (10:00 pm to 7:00 am).

March Inland Port (MIP), located at the March ARB joint use airport, is a public use airport sharing existing military airport facilities. No other public airports are located within two miles of the proposed Project area. No private airstrips are within the vicinity of the proposed Project area.

Rail Activity

A Burlington Northern Santa Fe (BNSF) railway line currently provides freight and passenger service along the eastern boundary of the North Campus in proximity to Unit 1. The largest rail shipper, a lumber company, has varying demand for rail service. Although there are no specific development proposals for Unit 1, lots 5 or 6, the analysis contained herein assumed the addition of rail sidings and spurs to serve these lots. An operating scenario was developed in consultation with BNSF staff. Based on the capacity of existing trains serving the area, and the freight demand of existing users, BNSF concluded that service to these parcels is not expected to create the need for a new train on the main line under existing conditions[32].

Stationary Noise Activity

Stationary noise sources in the vicinity of the proposed Project are located on existing Meridian lots, including Tesco/Fresh & Easy, 2 Sisters Food Group, KIA Motors, McLane Food Services, Majestic, Yosum, Walgreens, Safco, Operon, Clifford, Koll Development, and Enterprise Equities.
Noise sources associated with operations on these lots generally include rooftop mechanical systems, compressors, cooling towers, truck docks, forklifts, trash compactors, and emergency generators.

Vibration

Vibration is defined as any oscillatory motion induced in a structure or mechanical device as a direct result of some type of input excitation. Input excitation, generally in the form of an applied force or displacement, is the mechanism required to start some type of vibratory response. Sources of earthborne vibrations include natural phenomena (earthquakes, volcanic eruptions, sea waves, landslides, etc.) or manmade (explosions, machinery, railroads, traffic, construction equipment, etc.).

Vibration amplitudes are usually expressed as either peak particle velocity (PPV) or the root mean square (RMS) velocity. The PPV is defined as the maximum instantaneous peak of the vibration signal in inches per second. The Federal Transit Administration (FTA) uses the abbreviation "VdB" for vibration decibels to reduce the potential for confusion with sound decibels. The RMS of a signal is the average of the squared amplitude of the signal in VdB, ref 1 micro-inch per second. Although PPV is appropriate for evaluating the potential of building damage, it is not suitable for evaluating human response. Since it takes some time for the human body to respond to vibration signals, RMS amplitude is more appropriate to evaluate human response to vibration. For sources such as trucks or motor vehicles, peak vibration levels are typically 6 to 14 VdB higher than RMS levels.

[32] October 26, 2009 meeting at BNSF offices in San Bernardino, CA. Attendees included Michele Tucker, Joe Dickerson, and Greg Rousseau of BNSF, John Schaefer of LNR, Dan Fairbanks of the March JPA, and Scott Barker of Kimley-Horn.

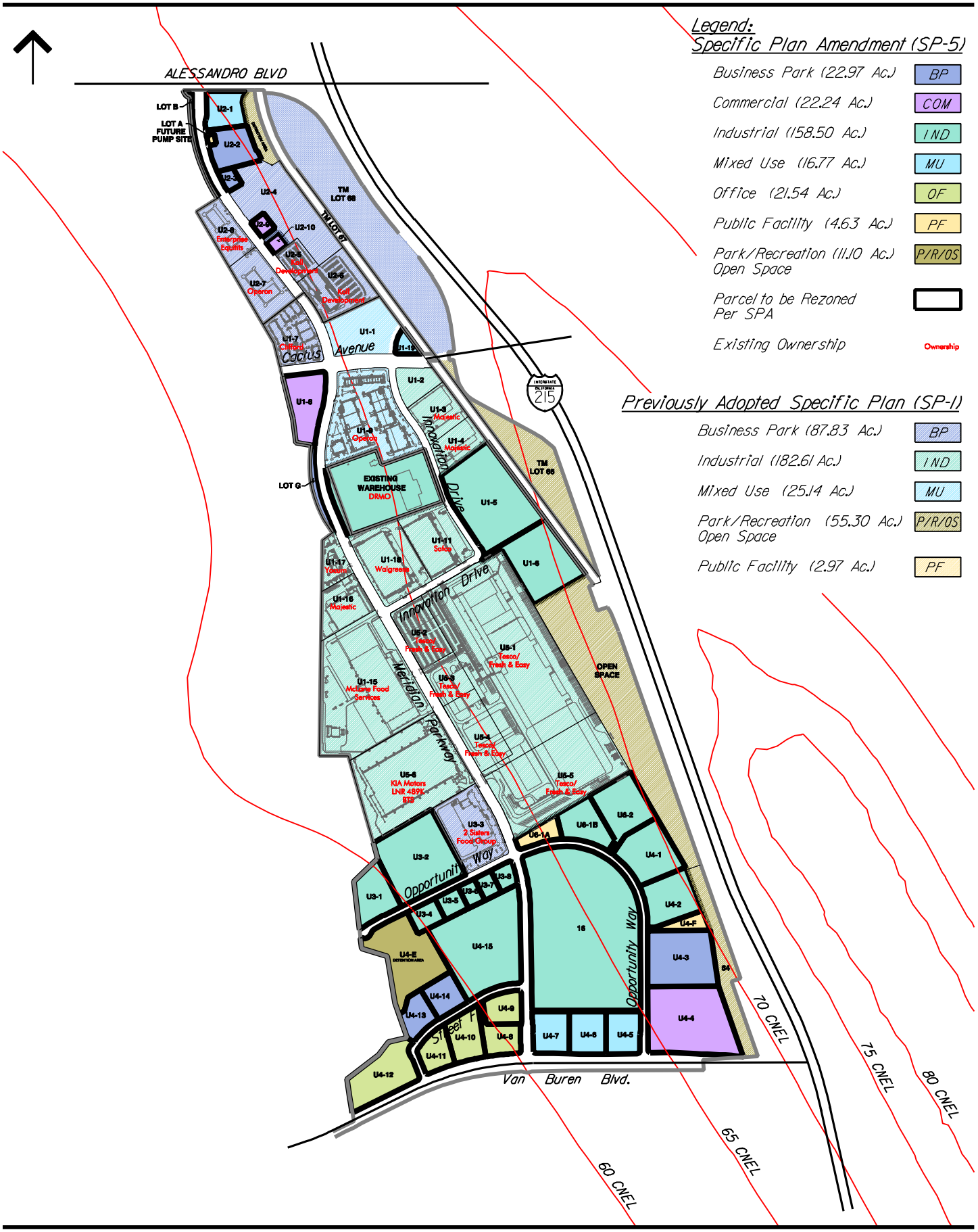


Figure IV.H-1

March ARB Noise Contours

Figure IV.H-2 illustrates common vibration sources and the human and structural responses to ground-borne vibration. As shown in the figure, the threshold of perception for human response is approximately 65 VdB; however, human response to vibration is not usually significant unless the vibration exceeds 70 VdB. Vibration tolerance limits for sensitive instruments such as Magnetic Resonance Imaging (MRI) machines or electron microscopes could be much lower than the human vibration perception threshold. **Table IV.H-3** presents the vibration impact criteria for various land use categories. The criteria are based in part on the frequency of events and related to groundborne vibration that can cause human annoyance or interference with the use of vibration-sensitive equipment. The criteria for acceptable ground-borne vibration are expressed in terms of RMS velocity levels in VdB and are based on the maximum levels for a single event (Lmax).

Sensitive receptors in the proposed Project area include single- and multi-family residences, hotels, schools, and park. These fall under Category 2, places where people normally sleep and Category 3, institutional land uses with primarily daytime use. Receptors on U1-5 and U1-6 would be industrial use, and would fall under Category 3.

TABLE IV.H-3: FTA GROUNDBORNE VIBRATION CRITERIA FOR GENERAL ASSESSMENT

LAND USE CATEGORY	FREQUENT EVENTS	OCCASIONAL EVENTS	INFREQUENT EVENTS
Category 1	65 VdB	65 VdB	65 VdB
Category 2	72 VdB	75 VdB	80 VdB
Category 3	75 VdB	78 VdB	83 VdB

VdB re 1 micro-inch/second
Source: FTA 2006

Regulatory Setting

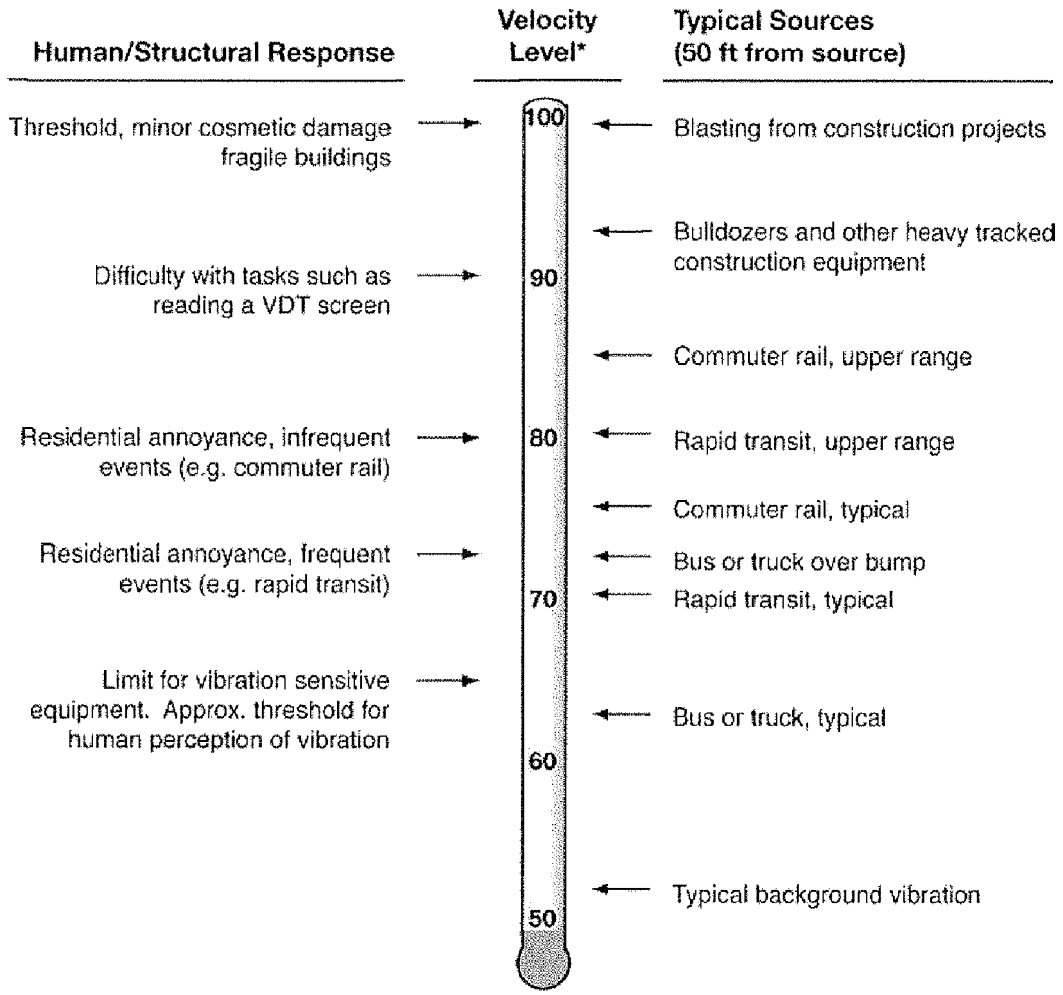
Federal and State

United States Fish and Wildlife Service

Riparian area is a potential habitat for the federally threatened and endangered least Bell's vireo (LBV). Elevated noise levels can potentially mask the song of the LBV, which is used to attract mates and to defend territories. The San Diego Association of Governments (SANDAG), in a 1990 study (SANDAG 1990), theoretically estimated that noise levels above 60 dBA Leq in LBV breeding areas may impact the reproductive success of this species during their breeding season. The USFWS uses a one-hour 60 dBA Leq noise level as a threshold of significance. Therefore, operational noise is limited to an hourly noise level of 60 dBA Leq in suitable occupied riparian areas during the LBV breeding season of March 15 through September 1.

California Code of Regulations

The pertinent regulations are contained in the State of California Code of Regulations (CCR), Title 24, Section 1208, "Sound Transmission Control," which establishes the acceptable interior environmental noise level (45 dBA CNEL) for multi-family dwellings, hotels, and motels. Title 24 applies to applicable facilities (hotels, motels, lodging) on the proposed Project site.



** RMS Vibration Velocity Level in VdB relative to 10^{-6} inches/second*

Source: FTA 2006

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Figure IV-H-2

Typical Levels of Groundbourne Vibration

Local

March JPA General Plan

The Noise / Air Quality Element of the March JPA General Plan and the Noise / Air Quality Profile Report present a guide for land use compatibility of noise sensitive land uses in areas that are subject to noise levels of 55 to 80 dB CNEL (March JPA, 1998). Residential uses are normally unacceptable in areas exceeding 70 dB CNEL and conditionally acceptable between 55 and 70 dB CNEL for low density single family, duplex, mobile homes, and between 60 and 70 dB CNEL for multi-family units. Schools, libraries, hospitals, and nursing homes are treated as noise sensitive land uses requiring acoustical studies within areas exceeding 60 dB CNEL. Commercial / professional office buildings and industrial land uses are normally unacceptable in areas exceeding 75 dB CNEL and are conditionally acceptable within 67 to 78 dB CNEL (for commercial and professional offices) and 70 to 80 dB CNEL (for industrial land uses). Transient lodging including motel and hotel land uses are normally unacceptable in areas exceeding 70 dB CNEL and are conditionally acceptable within 60 to 70 dB CNEL. Golf courses are normally unacceptable in areas exceeding 70 dB CNEL. Development of land uses within the normally unacceptable or clearly unacceptable noise exposure category would require mitigation under CEQA (**Figure IV.H-3**).

The following construction noise mitigation measures were identified in the March JPA General Plan MEIR:

1. All construction projects shall be reviewed on a project-by-project basis by the March JPA staff to determine possible impacts upon identified sensitive noise receptors and to determine the need for project specific acoustical analysis. If a specific construction activity is determined to have significant noise impacts, an acoustical analysis shall be prepared containing appropriate mitigation.
2. All construction activities shall be limited to between 7:00 a.m. and 8:00 p.m., if occupied residences are located within 300 feet. If no residences are located within 300 feet, no restrictions or construction hours are required.
3. All construction equipment used for construction activities shall be fitted with exhaust muffling and noise control filter devices to reduce noise impacts.
4. All future developments occurring as a result of implementation of the proposed General Plan shall conform to the goals and policies of the proposed plan.

March JPA Development Code

Section 9.09.060: Automobile Dealerships, Automobile Rental and the Display of Vehicles, Vessels and Other Personal Property, Section C.10 states:

a. Outdoor loudspeakers shall produce no more than 45 dBA at a boundary abutting a residential or a maximum of 65 dBA abutting non-residential districts.
b. All noise generating equipment exposed to the exterior shall be muffled with sound absorbing materials to minimize noise impacts on adjacent properties, and shall not be operated before 8:00 A.M. or after 6:00 P.M.
c. Rooftop storage areas shall be screened with noise absorbing materials to minimize noise impacts on adjacent properties.

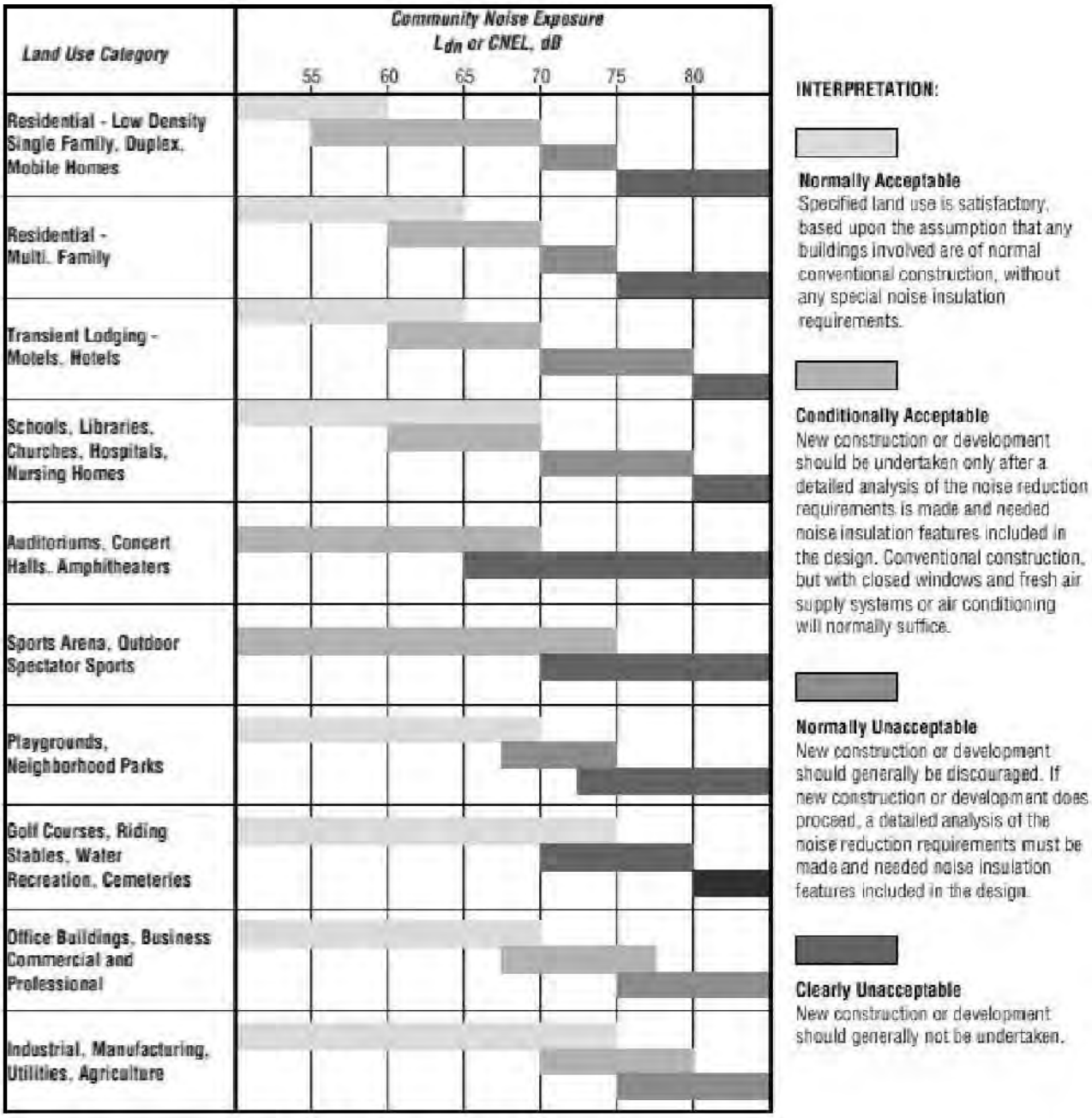

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Figure IV-H-3
State Of California
Land Use Compatibility Chart

Section 9.09.080: Drive-In, Drive-Through, Fast Food, and Take-Out Restaurants, Section C.6 states:

> Any drive-up or drive-through speaker system shall not be detectable above daytime ambient noise levels beyond the property boundaries. The system shall be designed to compensate for ambient noise levels in the immediate area, and shall not be located within 100 feet of any residential district or any property used for residential uses.

Section 9.09.110: Recycling Facilities, Section E states:

- Noise levels shall not exceed 55 dBA as measured at the property line of residentially zoned property, or otherwise shall not exceed 70 dBA;
- If the facility is located within 500 feet of property zoned, planned or occupied for residential use, it shall not be in operation between 7:00 p.m. and 7:00 a.m.

Section 9.10.140: Noise and Sound states:

> Unless otherwise specified in Chapter 9.08, General Development Standards, or Chapter 9.09, Specific Use Development Standards, all commercial and industrial uses shall be operated so that noise created by any loudspeaker, bells, gongs, buzzers, or other noise attention or attracting devices shall not exceed 55 dBA at any one time beyond the boundaries of the property.

2005 Air Installation Compatible Use Zone (AICUZ) Study

The AICUZ program requires an extensive analysis of the effects of aircraft noise, accident potential and compatible land use and development on present and future neighbors of the March ARB. The 2005 AICUZ contains a delineation of current and forecasted noise exposure zones around the March ARB, and reflects the allowed use of portions of the March ARB for both military and civilian uses. The Specific Plan was designed to conform to the noise contour levels of the AICUZ. The proposed Project site is located (**Figure IV.H-1**) in both the AICUZ's existing (2005) and forecasted (2010) scenarios. This noise exposure level is identified within the AICUZ as compatible without restriction for manufacturing land uses associated with the proposed Project.

As compared to the March AFB when it was an active base prior to realignment, noise generated by the use and operation of the aviation field has now been reduced. See Public Resources Code Section 21083.8.1 and 1992 AICUZ Study.

City of Riverside Municipal Code

The City of Riverside Municipal Code, Title 7 – Noise Control, Section 7.25.010 establishes exterior noise standards for various land use categories, as shown in **Table IV.H-4**.

With respect to construction noise, Section 7.35.010(B)(5) of the City of Riverside Municipal Code, Title 7 – Noise Control states:

> Operating or causing the operation of any tools or equipment used in construction, drilling, repair, alteration, grading or demolition work between the hours of 7:00 p.m. and 7:00 a.m. on week days and between 5 p.m. and 8 a.m. on Saturdays or at any time on

TABLE IV.H-4: CITY OF RIVERSIDE MUNICIPAL CODE TABLE 7.25.010A:EXTERIOR NOISE STANDARDS		
LAND USE CATEGORY	**TIME PERIOD**	**NOISE LEVEL**
Residential	Night (10 p.m. to 7 a.m.) Day (7 a.m. to 10 p.m.)	45 dBA 55 dBA
Office / commercial	Any time	65 dBA
Industrial	Any time	70 dBA
Community support	Any time	60 dBA
Public recreation facility	Any time	65 dBA
Nonurban	Any time	70 dBA

Sunday or federal holidays such that the sound there from creates a noise disturbance across a residential or commercial property line or at any time exceeds the maximum permitted noise level for the underlying land use category, except for emergency work or by variance.

City of Riverside General Plan

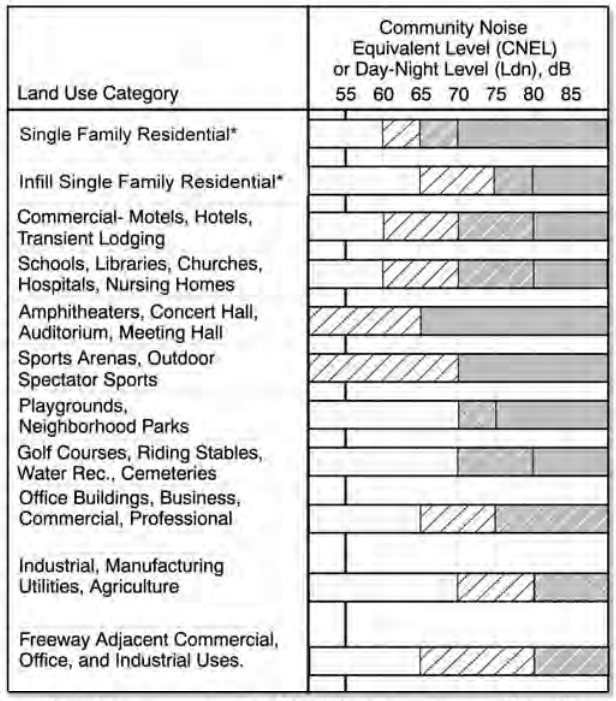
The City of Riverside General Plan Noise Element contains noise / land use compatibility criteria, as shown in **Figure IV.H-4** below.

County of Riverside Municipal Code

The County of Riverside Ordinance No. 847: Regulating Noise establishes exterior noise standards for various land use categories, as shown (in abbreviated form) in **Table IV.H-5.**

TABLE IV.H-5 COUNTY OF RIVERSIDE ORDINANCE NO. 847 SOUND LEVEL STANDARDS		
GENERAL PLAN LAND USE DESIGNATION NAME	**7 AM – 10 PM**	**10 PM – 7 AM**
Residential	55	45
Commercial, Community Center	65	55
Light Industrial	75	55
Heavy Industrial	75	75
Business Park, Public Facility	65	45
Rural, Agriculture, Residential	45	45
Mineral Resources	75	45

Figure IV.H-4. City of Riverside Noise / Land Use Compatibility Criteria



Nature of the noise environment where the CNEL or Ldn level is:

Below 55 dB
Relatively quiet suburban or urban areas, no arterial streets within 1 block, no freeways within 1/4 mile.

55-65 dB
Most somewhat noisy urban areas, near but not directly adjacent to high volumes of traffic.

65-75 dB
Very noisy urban areas near arterials, freeways or airports.

75+ dB
Extremely noisy urban areas adjacent to freeways or under airport traffic patterns. Hearing damage with constant exposure outdoors.

Normally Acceptable
Specific land use is satifactory, based on the assumption that any building is of normal conventional construction, without any special noise insulation requirements.

Conditionally Acceptable
New construction or development should be undertaken only after a detailed analysis of noise reduction requirements is made and needed noise insulation features included in design. Conventional construction, but with closed windows and fresh air supply systems or air conditioning, will normally suffice.

Normally Unacceptable
New construction or development should generally be discouraged. If new construction or development does proceed, a detailed analysis of noise reduction requirements must be made and needed noise insulation features included in design.

Conditionally Unacceptable
New construction or development should generally not be undertaken, unless it can be demonstrated that noise reduction requirements can be employed to reduce noise impacts to an acceptable level. If new construction or development does proceed, a detailed analysis of noise reduction requirements must be made and needed noise insulation features included in the design.

The Community Noise Equivalent Level (CNEL) and Day-Night Noise Level (Ldn) are measures of the 24-hour noise environment. They represent the constant A-weighted noise level that would be measured if all the sound energy received over the day were averaged. In order to account for the greater sensitivity of people to noise at night, the CNEL weighting includes a 5-decibel penalty on noise between 7:00 p.m. and 10:00 p.m. and a 10-decibel penalty on noise between 10:00 p.m. and 7:00 a.m. of the next day. The Ldn includes only the 10-decibel weighting for late-night noise events. For practical purposes, the two measures are equivalent for typical urban noise environments.

* For properties located within airport influence areas, acceptable noise limits for single family residential uses are established by the Riverside County Airport Land Use Compatibility Plan.

SOURCE: STATE DEPARTMENT OF HEALTH, AS MODIFIED BY THE CITY OF RIVERSIDE

County of Riverside General Plan

The County of Riverside General Plan Noise Element contains noise / land use compatibility criteria, as shown in **Figure IV-H-5** below.

City of Moreno Valley General Plan

The City of Moreno Valley General Plan does not contain land-use compatibility guidelines with respect to noise. Therefore, March JPA standards were assumed to be appropriate for evaluation of transportation noise impacts.

Sensitive receptors located in the City of Moreno Valley are not close enough to be impacted by operational noise associated with the proposed Project; therefore, consistency with the noise ordinance of this jurisdiction was not evaluated.

City of Perris

Sensitive receptors located in the City of Perris are not close enough to be impacted by the proposed Project; therefore, consistency with noise standards in this jurisdiction was not evaluated.

The closest noise sensitive receptors, the residences of the Orangecrest development, are approximately 1,850 feet to the west of the proposed Project and within the City of Riverside; therefore, the City's noise standards are also evaluated in this document. Sensitive receptors south of Alessandro Boulevard are single-family residences approximately 2,800 feet to the west of the proposed Project and within the County of Riverside.

Threshold for Determining Significance

According to CEQA Guidelines Appendix G, a project would have a significant noise impact if the project would 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;

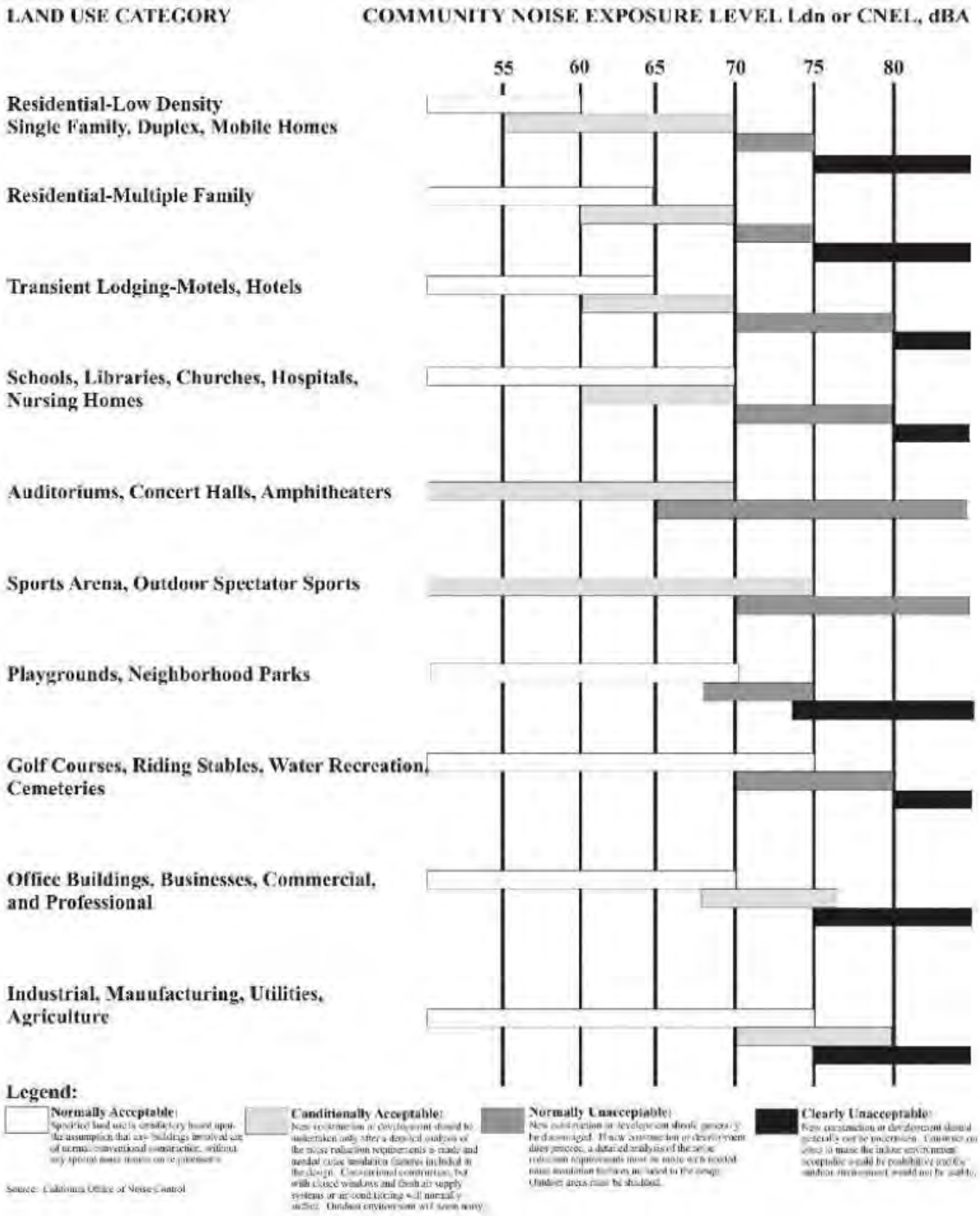
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project;

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; or

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.

Figure IV.H-5. County of Riverside Noise / Land Use Compatibility Criteria



Mitigation from 2003 Focused EIR

The mitigation measures identified in the 2003 Focused EIR to reduce potential noise impacts are:

Short-term

J-1 All proposed projects within the School Buffer overlay districts will be required to conduct an acoustical analysis. If the acoustical analysis indicates noise levels from a proposed use will be in excess of the thresholds defined in this section, then the March JPA will prohibit the use within the school overlay district.

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

Long-term

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

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

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

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

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

Environmental Impacts

Threshold IV.H-1: Would the proposed Project expose persons to or generate noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?

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

The 2003 Focused EIR also identified long-term impacts from activities, which include commercial and industrial activities and associated traffic. Existing noise within the March JPA Planning Area is associated with aviation uses, train activity and traffic on Interstate 215 and other major roadways.

While the federal government specifically preempts local control of noise emissions from aircraft, railroads and interstate roadways, there are established standards and recommended noise criteria to assure noise compatibility through land use and building tools. The March Business Center Specific Plan does not include land uses that would be considered incompatible to the ALUP or AICUZ. Additionally, with the application of California Public Code Section 21083.8.1, the noise contour footprints for March ARB/MIP for the year 2010 are significantly less than what was permitted and emitted by March AFB prior to its realignment in 1996. Much of the existing development subject to noise contours of 60 dBA or greater has both avigation easements and implemented noise attenuation measures.

The 2003 Focused EIR incorporated the noise analysis in the MEIR by reference. The General Plan MEIR assumed a development scenario for the entire March JPA Planning Area that totaled 220,000 trips per day. Of this, 131,400 trips per day were evaluated in the MEIR for the area now occupied by the Specific Plan. The approved March Business Center Specific Plan evaluated in the 2003 Focused EIR generated approximately 88,100 total daily trips, including 74,878 external trips, which was substantially less than what was assumed and evaluated for the same area in the MEIR. The traffic noise generated from the trips assumed in the MEIR was not significant; therefore, the impacts resulting from traffic noise generated by the March Business Center Specific Plan were not significant.

The 1999 Biological Opinion (BO) identified 13 acres of riparian habitat suitable for the least Bell's vireo (LBV) in West March (USFWS, 1999). This riparian habitat is located in the South Campus and within the former SKR management area outside of the proposed Project area. The March Business Center Specific Plan prohibits development within 100 feet of the 13 acres designated in the 1999 BO. Although there are no impacts anticipated to these 13 acres by the proposed Project, the LBV now occupies riparian habitat outside of the 13 acres; and therefore, is the subject of the pending Section 7 consultation and the BO dated October 14, 2009. Section IV.D, *Biological Resources* describes impacts and mitigation for LBV in detail.

Proposed Changes to the North Campus of the Specific Plan:

Stationary Sources

Stationary noise sources include existing and proposed commercial and industrial sites, and similar uses. Sound levels at property lines are dependent on many factors, including the noise levels of the equipment used on site, the proximity of the equipment to the property line, and intervening structures. The March JPA Development Code, specifically Sections 9.09.060, 9.09.080, 9.09.110, and 9.10.140, regulate a variety of noise sources, including those related to operation of commercial and industrial facilities.

With the exception of the existing DRMO warehouse and the sewer lift station, the proposed Project site is currently undeveloped. Permitted land uses include Business Park, Commercial, Industrial, Mixed-Use, Office, Public Facility, and Park/Recreation/Open Space. The March Business Center Specific Plan outlines the proposed land use categories. The Joint Land Use Plan (JLUS) describes uses allowed in these categories.. Noise associated with project-related operations on these lots generally include rooftop mechanical systems, compressors, cooling towers, truck docks, forklifts, trash compactors, emergency generators, etc. Refer to Table **IV.H-7** for typical noise levels associated with these operations.

TABLE IV.H-7: TYPICAL OPERATIONAL NOISE LEVELS	
OPERATION	**NOISE LEVEL**
Rooftop Mechanical	60-80 dBA at 3 feet
Cooling Tower	70-90 dBA at 50 feet
Compressor	65-85 dBA at 3 feet
Truck Dock	70-75 dBA at 25 feet
Forklift	65-75 dBA at 25 feet
Trash Compactor	60-80 dBA at 50 feet
Emergency Generator	75-85 dBA at 25 feet

Noise levels associated with any lot in the proposed Project area are dependent on many variables, including the number and location of noise sources on the site. Acoustical shielding by intervening structures such as buildings, ground-level walls, and rooftop parapet walls, and variations in the frequency and methods of equipment use can also influence offsite noise levels.

A conservative scenario was developed and analyzed in which uses on each lot were assumed to produce noise levels at property lines consistent with City of Riverside property line noise level limits for that land use type. Refer to **Figure IV.H-1** for land uses in the proposed Project. For this analysis, potential uses were assumed to generate noise levels shown in **Table IV.H-8**.

TABLE IV.H-8: PROJECT LOT NOISE LEVELS		
LOTS	**LAND USE**	**HOURLY NOISE LEVEL AT SOURCE LOT LINE**
U4-3, U4-13, U4-14	Business Park	65 dBA Leq
U1-8, U2-3, U2-9, U2-10, U4-4	Commercial	65 dBA Leq
DRMO Existing Warehouse, 16, U1-5, U1-6, U3-1, U3-2, U3-4, U3-5, U3-6, U3-7, U3-8, U4-1, U4-2, U4-15U6-1B, U6-2	Industrial	70 dBA Leq
U2-1, U4-3, U4-13, U4-14	Mixed Use	70 dBA Leq
U4-8, U4-9, U4-10, U4-11, U4-12	Office	65 dBA Leq
U6-1A	Public Facility	70 dBA Leq

The Datakustik Cadna/A Noise Prediction Model (Cadna/A) was used to estimate noise levels from operations on all proposed Project lots. Cadna/A is a Windows-based software program that predicts and assesses noise levels near industrial noise sources and is based on ISO 9613-2 standards. The model uses industry-accepted propagation algorithms and accepts sound power levels (in dB re 1 picoWatt) or sound pressure levels at reference distances as input. The calculations account for classical sound wave divergence, plus attenuation factors resulting from air absorption, basic ground effects, and barrier/structure shielding. Air absorption was under

"standard day" conditions of 59° F and 70% relative humidity. The model output is in terms of octave band and overall A-weighted sound pressure levels.

The proposed Project site layout was imported into the model using the project CAD files (KHA 2010). The sound attenuating effects of intervening topography was not included in the model; therefore, the assessment is considered to be worst-case. Operations on each Project lot were treated as area sources covering approximately ¼ to ⅓ of the rear area of the lot, away from the access road. The noise levels of the on-site area sources were calibrated in the model to reflect the noise generation levels specified above by the City of Riverside for the proposed land uses shown in **Table IV.H-8.** Refer to **Figure IV.H-1** for land uses in the Project. The acoustic height of the noise source was assumed to be 3 feet above local ground level. A +5-dBA correction was used for the second row of lots to account for acoustical shielding afforded by buildings on the first row of lots.

Noise contours in 5-dBA decibel increments are presented in **Figure IV.H-6**. The operation of all lots in the proposed Project is estimated to produce hourly noise levels of approximately 42-45 dBA Leq at the eastern boundary of the Orangecrest development. These levels comply with the City of Riverside daytime and nighttime residential standards of 50 dBA Leq and 45 dBA Leq, respectively. The proposed Project is estimated to produce approximately 35 dBA Leq at the eastern boundary of the residential area south of Alessandro Boulevard. This level complies with the County of Riverside daytime and nighttime residential standards of 50 dBA Leq and 45 dBA Leq, respectively. Note that City and County of Riverside limits are expressed for each period of the day, including discrete daytime and nighttime limits.

The operation of all lots in the proposed Project is estimated to produce hourly noise levels of 60 dBA Leq or less at all areas of suitable least Bell's vireo habitat. These levels comply with the USFWS limit of 60 dBA Leq.

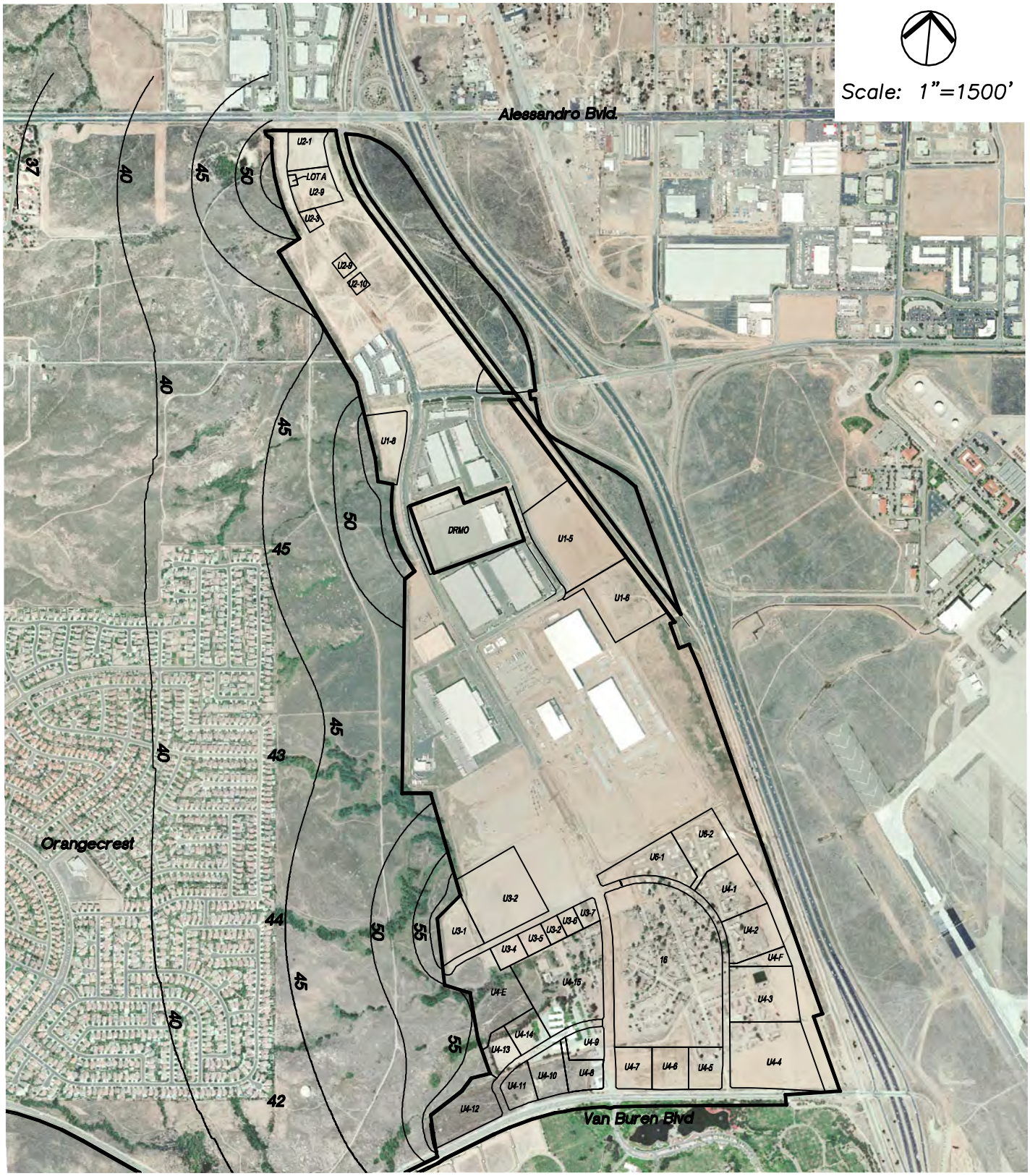
Failure to incorporate noise control measures into the design of each lot may result in noise levels exceeding those identified in **Table IV-H.8**, which may result in a significant noise impact at residences or noise-sensitive habitat. Refer to Section 4.3.2 of the Meridian SPA Noise Analysis Report for suggested noise control measures.

Impact IV.H-1-1 **The proposed Project could generate noise levels in excess of standards established in the City of Riverside Municipal Code, the County of Riverside Municipal Code, or by the USFWS.**

Applicants for all lots would be required to implement **Mitigation IV.H-1-1** and **Mitigation IV.H-1-2** as defined below.

Pump Station

A sewer lift facility is located on lot A (Tract No. 30857-2), near lot U2-2 (Unit 2 Lift Station). This station would be approximately 500 feet south of Alessandro Boulevard, adjacent to Meridian Parkway on the east. The primary noise source would be the emergency generator, which is within the proposed Project area, approximately 205 feet east of suitable riparian habitat for the threatened and endangered LBV. The habitat is unoccupied as of the latest survey (RBC, 2007); however, it may become occupied prior to construction of the pump station. If the habitat is occupied, the noise level limit at the subdivision boundary is 60 dBA Leq during the nesting/breeding season of March 15 through September 1 (San Diego Association of



Note: All sound levels are expressed as a 1-hour dBA Leq.

Figure IV. H-6

Operational Noise Contours

K:\Meridian\Subsequent EIR files\x-Operational Noise Contours.dwg 4-06-10-4:05 PM

Governments, 1990). A detailed discussion of the criteria and related background information is provided in the following section.

The pump station building walls are concrete masonry unit (CMU). The west side has a 3'x7' 16-gauge hollow core metal door. The south side has an 8'x8'metal roll-up door. The north and east sides have 8'x8' intake louvers. The approximately 112'x85' pump station site, with the exception of two 16' wide swing gates in the west side, is surrounded by an 8' high concrete block wall. The specified standby generator is an Olympian model G150GI with silencer system and without cover. The silencer is a Gill AF-120 AFRC exhaust sound attenuator. The north air intake is through an Airolite model T9106 6" deep fixed acoustical louver, and is ducted directly to the generator. The roof mounted exhaust fan is a Greenheck model GB 200-20 fan.

The unenclosed generator produces 100.8 dBA at 1 meter (Caterpillar 2008), which corresponds to approximately 65 dBA at 205 feet, based on point source characteristics. The louvered intake, the silenced exhaust, the CMU building enclosure, and the site boundary wall would provide a minimum noise reduction of 6 dBA. Therefore, noise from the pump station is expected to be less than 60 dBA Leq at the habitat to the west. Therefore, no significant impact at the habitat is expected. Additionally, the pump station would produce approximately 34 dBA at the northeast corner of the Orangecrest development, approximately 3,900 feet away and 37 dBA at the eastern boundary of the residential development south of Alessandro Boulevard, along Camino del Oro, approximately 2,800 feet away. These levels are less than the City and County of Riverside nighttime noise limits of 45 dBA Leq. Therefore, no significant impact to residences would occur with the proposed pump station.

The Van Buren Pump Station on lot U4-F (Olympian model G150GI with silencer system and without cover as described above) would be over 400 feet (i.e., more than twice the distance as the U2-2 generator) from any noise-sensitive habitat and therefore, would not be expected to result in a significant impact to suitable LBV habitat. The pump station would be over 3,500 feet from any residential use and would therefore not be expected to result in a significant impact to residences.

Vehicular Traffic

An analysis was conducted of buildout (approved March Business Center Specific Plan) traffic conditions, with and without the proposed Project. The peak hour traffic volumes along roadways within the proposed Project area were obtained from the Traffic Impact Analysis (KHA, 2010). The vehicular noise analysis of the proposed Project accounts for the additional noise generated by the additional truck and passenger trips associated with the proposed Project.

As shown in **Table IV.H-9,** noise levels may currently be significant along Alessandro Boulevard, Cactus Avenue, Trautwein Road, Van Buren Boulevard, Wood Road, Barton Street, Orange Terrace Parkway Mission Grove Parkway. Noise levels at noise-sensitive receptors along these roadways would remain significant after buildout of the area, and would also remain significant with implementation of the proposed Project.

Buildout of the area (without implementation of the proposed Project) may cause sound levels at some noise-sensitive receptors along Barton Street, and Sycamore Canyon Boulevard to increase to a level considered significant. These increases in the sound level are attributable to the cumulative buildout (non-project) increase in traffic and are not a result of the proposed Project.

TABLE IV.H-9: NOISE LEVEL COMPARISON (dBA CNEL)						
ROADWAY SEGMENT	**EXISTING**	**BUILDOUT (WITHOUT PROJECT)**	**EXISTING VS. BUILDOUT (WITHOUT PROJECT)**	**BUILDOUT + PROJECT**	**EXISTING VS. BUILDOUT + PROJECT**	**BUILDOUT VS. BUILDOUT + PROJECT**
Alessandro Blvd						
Canyon Crest Dr to Trautwein Rd	76	80	+4	80	+4	+0
Trautwein Rd to Mission Grove Pkwy	74	78	+4	78	+4	+0
Mission Grove Pkwy to Barton St	74	79	+5	79	+5	+0
Barton St to Meridian Pkwy	75	79	+4	79	+4	+0
Meridian Pkwy to I-215 SB Ramps	74	79	+5	80	+6	+1
I-215 NB Ramps to Old 215 Frontage Rd	73	78	+5	78	+5	+0
Old 215 Frontage Rd to Day St	73	78	+5	79	+6	+1
Day St to Elsworth St	72	78	+6	78	+6	+0
Cactus Ave						
Meridian Pkwy to I-215 SB Ramps	64	76	+12	76	+12	+0
I-215 NB Ramps to Elsworth St	74	79	+5	79	+5	+0
Elsworth St to Frederick St	73	78	+5	78	+5	+0
Frederick St to Graham St	74	78	+4	79	+5	+1
Trautwein Rd						
Alessandro Blvd to Mission Grove Pkwy	74	75	+1	76	+2	+1
Mission Grove Pkwy to John F Kennedy Dr	75	76	+1	77	+2	+1

TABLE IV.H-9: NOISE LEVEL COMPARISON (dBA CNEL)						
ROADWAY SEGMENT	**EXISTING**	**BUILDOUT (WITHOUT PROJECT)**	**EXISTING VS. BUILDOUT (WITHOUT PROJECT)**	**BUILDOUT + PROJECT**	**EXISTING VS. BUILDOUT + PROJECT**	**BUILDOUT VS. BUILDOUT + PROJECT**
John F Kennedy Dr to Orange Terrace Pkwy	74	75	+1	76	+2	+1
Orange Terrace Pkwy to Van Buren Blvd	73	74	+1	75	+2	+1
Van Buren Blvd						
West of Wood Rd	76	79	+3	79	+3	+0
Wood Rd to Trautwein Rd	75	78	+3	78	+3	+0
Trautwein Rd to Barton St	76	78	+2	79	+3	+1
Barton St to Coyote Bush Rd	75	78	+3	78	+3	+0
Coyote Bush Rd to Orange Terrace Pkwy	75	76	+1	77	+2	+1
Orange Terrace Pkwy to Village West Dr	76	78	+2	78	+2	+0
Village West Dr to Meridian Pkwy	76	79	+3	79	+3	+0
Meridian Pkwy to I-215 NB Ramps	76	79	+3	79	+3	+0
Wood Rd						
Van Buren Blvd to Krameria Ave	70	73	+3	73	+3	+0
Krameria Ave to Nandina Ave	67	71	+4	71	+4	+0
Barton St						
Orange Terrace Pkwy to Van Buren Blvd	66	71	+5	71	+5	+0
Van Buren Blvd to Krameria Ave	65	72	+7	72	+7	+0

TABLE IV.H-9: NOISE LEVEL COMPARISON (dBA CNEL)						
ROADWAY SEGMENT	**EXISTING**	**BUILDOUT (WITHOUT PROJECT)**	**EXISTING VS. BUILDOUT (WITHOUT PROJECT)**	**BUILDOUT + PROJECT**	**EXISTING VS. BUILDOUT + PROJECT**	**BUILDOUT VS. BUILDOUT + PROJECT**
Krameria Ave to Nandina Ave	64	71	+7	71	+7	+0
Day St						
Cottonwood Ave to Alessandro Blvd	58	67	+9	67	+9	+0
Alessandro Blvd to Cactus Ave	44	68	+24	68	+24	+0
Orange Terrace Pkwy						
North of Van Buren Blvd	66	72	+6	72	+6	+0
Mission Grove Pkwy						
Trautwein Rd to Alessandro Blvd	67	73	+6	73	+6	+0
Sycamore Canyon Blvd						
North of Alessandro Blvd	64	71	+7	71	+7	+0
Meridian Pkwy						
South of Alessandro Blvd	47	74	+27	75	+28	+1
North of Van Buren Blvd	-	72	-	73	-	+1
Opportunity Way						
North of Van Buren Blvd	-	68	-	69	-	+1

Implementation of the project may cause sound levels at some noise-sensitive receptors along Alessandro Boulevard, Cactus Avenue, Trautwein Road, and Van Buren Boulevard to increase by up to 1 dBA CNEL over buildout sound levels. The 1-dBA increase associated with implementation of the proposed Project does not result in an increase from a level considered not significant to a level considered significant. Additionally, sound level increases of less than 3 dBA are not detectable by the typical human ear. Therefore, no new noise impacts would occur as a result of the Project. Traffic noise levels associated with implementation of the proposed Project

are not significant at noise-sensitive receptors within the City of Riverside, the County of Riverside, and the City of Moreno Valley.

Meridian Parkway and Opportunity Way are located within the proposed Project boundary. Lot U1-4 is proposed as a hotel use, and would be adjacent to Opportunity Way. Traffic noise levels may result in a significant impact at noise-sensitive receptors within the proposed Project.

Impact IV.H-1-2 **Exterior noise-sensitive areas at sensitive receptors such as transient lodging, educational facilities, and childcare facilities, when proposed in areas where the exterior noise levels exceed Figure IV.H-3, State of California Noise Compatibility Chart, could result in significant noise impacts.**

Applicants for a transient lodging, educational facility, or childcare facility use would be required to implement **Mitigation IV.H-1-3** as defined below.

Impact IV.H-1-3 **Interior noise-sensitive areas at transient lodging, when proposed in areas where the exterior noise levels exceed 60 dBA Ldn or CNEL, could result in significant noise impacts.**

Applicants for a transient lodging use would be required to implement **Mitigation IV.H-1-4** as defined below.

Impact IV.H-1-4 **Interior noise-sensitive areas at educational facilities and childcare facilities, when proposed in areas where the exterior noise levels exceed 65 dBA Ldn or CNEL, could result in significant noise impacts.**

Applicants for a educational facility or childcare facility would be required to implement **Mitigation IV.H-1-4** as defined below.

Rail Activity

Railroad siding realignments and spurs would be added adjacent to lot U1-5 and U1-6 to serve these lots. No mainline operations would be added as a result of the proposed Project. At most, twelve cars would be added to existing train operations and the train would stop near the spurs to allow these cars to enter the spur. According to BNSF, it would take a total of 80 minutes each day to drop off and pick up the cars (approximately 30 minutes to drop off cars and 50 minutes to re-attach them to the train). Noise associated with siding and spur operations would be limited to the project lots and is expected to be substantially less than the mainline operations. No significant noise impacts would occur.

Riverside County Fire Station

A new fire station is proposed for Unit 6 on lot 1a. The fire station would operate 24-hours a day, seven days a week. Typical indoor and outdoor noise sources associated with fire stations include the public address system, sirens, alarms, engines, generators, pumps and hose equipment. Outdoor speakers are typicallyonly operated between 8:00 AM – 5:00 PM. Outdoor training and maintenance are conducted mainly during daytime hours.

The March JPA Development Code does not identify noise standards for governmental agencies such as fire stations. However, Section 9.10.140: Noise and Sound states:

> Unless otherwise specified in Chapter 9.08, General Development Standards, or Chapter 9.09, Specific Use Development Standards, all commercial and industrial uses shall be operated so that noise created by any loudspeaker, bells, gongs, buzzers, or other noise attention or attracting devices shall not exceed 55 dBA at any one time beyond the boundaries of the property.

Noise levels associated with a fire station are dependent on many variables, including the, type, number and location of noise sources on the site. Acoustical shielding by intervening structures such as buildings, ground-level walls, and rooftop parapet walls and variations in the frequency and methods of equipment use can also influence offsite noise levels.

Acoustical calculations were performed to estimate operational noise from the proposed fire station. The property line of the proposed fire station is approximately 3,500 feet from the closest noise sensitive land use at Orangecrest. Loudspeakers, bells and other noise attracting devises were assumed to be calibrated to 55 dBA at the property line. All other noise sources were assumed to not exceed to 70 dBA at the property line, consistent with the City of Riverside property line noise level limits for a public land use. Assuming point source acoustical characteristics, the resultant sound level would be less than 35 dBA at the Orangecrest development which is below the City of Riverside's 45 dBA nighttime residential sound level limits. No impact would be expected, regardless of the time of day.

Based on the above referenced analysis, noise generated from transportation sources such as vehicles, trains, and aircraft would not increase significantly as a result of the proposed Project and as such there would be no mitigation required.

Project Consistency with the Focused EIR:

The 2003 Focused EIR identified construction noise impacts, operational noise impacts, no significant traffic noise impacts, and did not analyze LBV.

Potential noise increases that occur as a result of the proposed Project will 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. No impact would occur. Therefore, the proposed Project is consistent with the Focused EIR. Due to changes in conditions associated with the LBV habitat, noise impacts at LBV habitat was analyzed for the proposed Project. No significant impact to LBV habitat is expected.

Applicable Mitigation Measures from the Focused EIR: The proposed Project would be required to comply with Mitigation Measures J-2 through J-7 from the 2003 Focused EIR. Since the Arnold Heights Elementary School has been demolished, Mitigation Measure J-1 is no longer applicable to the proposed Project.[33]

Additional Mitigation Measures: The following additional measures are recommended to mitigate the proposed Project's noise-related impacts:

[33] Tomas Rivera School is included in the school overlay buffer zone for the March Business Center Specific Plan because it is located within one-quarter mile of the South Campus. Tomas Rivera Elementary School is not within one-quarter mile of the proposed Project; therefore Mitigation Measure J-1 does not apply.

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.**

Additionally, implementation of **Mitigation IV.D-1-1** is required to mitigate the Project's indirect noise impacts to LBV habitat.

Significance After Mitigation: Less than significant.

Threshold IV.H-2: Would the proposed Project expose persons to or generate excessive groundborne vibration or groundborne noise levels?

Analysis from the Focused EIR: The 2003 Focused EIR did not address this issue since the March Business Center Specific Plan does not allow uses that would be associated with ground borne vibration.

Proposed Changes to the North Campus of the Specific Plan: The proposed Project does not involve heavy manufacturing drilling or other subterranean activities that would generate excessive ground borne vibration or ground borne noise levels. In addition, construction activities for the proposed Project are not anticipated to involve pile driving or blasting; therefore, no impact would occur. If pile driving or blasting is necessary to construct or operate a proposed use, then subsequent CEQA review would be required.

Potential vibration impacts from freight rail operations depend on factors such the distance from the centerline of the track to the receiving building, building design and use, operational and vehicles parameters, and soil and subsurface conditions. Vibration from operations on the new or realigned sidings or spurs would be limited to Unit 1, lots 5 and 6 or the Project. Refer to the Noise Analysis Report (KHA, 2010) in Appendix K for the conceptual U1-5 and U1-6 building locations, and the conceptual alignments for the new and realigned sidings and spurs.

Vibration levels from rail operations on the proposed realigned BNSF sidings at the potential buildings on Lots U1-5 and U1-6 were predicted based on the FTA Transit Noise and Vibration Impact Assessment Guidance Manual (2006). The FTA generalized surface vibration curve for locomotive powered passenger or freight rail vehicles was used to predict vibration levels for rail operations. It was assumed that the centerline of the nearest siding track would be located 15 feet from the building on U1-5 and 35 feet from the building on U1-6. The assumed freight train speed on the sidings was 10 mph, based on the operational constraints of the turnouts. Adjustments were not made for the local soil condition.

The predicted vibration levels at the buildings on lots U1-5 and U1-6 from operations on the new and realigned sidings would be approximately 80 VdB and 71 VdB, respectively. The vibration criteria for infrequent events at a warehouse or other type of industrial land use is 83 VdB (FTA 2006) Therefore, no significant vibration impact would occur.

Impact IV.H-2-1 **The spurs for U1-5 would enter the building. The centerline of the spur for U1-6 would be located approximately 10 feet from the building. Operations on the rail spurs are expected to be less than 5 mph. These operations would be regulated by the owner/operator of the buildings on U1-5 and U1-6. No details on the design of the building or the vibration isolation of the spurs are available; therefore a potential impact could occur without relocation or proper isolation of the foundation and superstructure.**

Applicants for lots U1-5 and U1-6 would be required to implement **Mitigation IV.H-2-1**.

Project Consistency with the Focused EIR: The proposed Project is consistent with the 2003 Focused EIR since the March Business Center Specific Plan does not allow heavy industrial uses that would be associated with ground borne vibration.

Applicable Mitigation Measures from the Focused EIR: None required.

Additional Mitigation Measures: The following additional measure is recommended to mitigate the proposed Project-related vibration-related impacts:

Mitigation IV.H-2-1 Demonstrate through site design that rail spurs and building design are compatible with California Building Code vibration requirements.

Significance After Mitigation: Less than significant.

Threshold IV.H-3: Would the proposed Project create a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?

Analysis from the Focused EIR: The 2003 Focused EIR incorporated the noise analysis in the MEIR by reference. The MEIR assumed a development scenario for the entire March JPA Planning Area that totaled 220,000 trips per day. Of this, 131,400 trips per day were evaluated in the MEIR for the area now occupied by the March Business Center Specific Plan. The approved March Business Center Specific Plan evaluated in the 2003 Focused EIR generated approximately 88,100 total daily trips, including 74,900 external trips. The number of trips was less than what was assumed and evaluated for the same area in the MEIR. The traffic noise generated from the trips assumed in the MEIR was not significant; therefore, the impacts resulting from traffic noise generated by the March Business Center Specific Plan were not significant.

Proposed Changes to the North Campus of the Specific Plan: As described in **Threshold IV.H-1**, stationary sources associated with the proposed Project could generate a substantial permanent increase in ambient noise levels. Applicants for all lots would be required to implement **Mitigation IV.H-1-1** and **Mitigation IV.H-1-2**.

As discussed in **Threshold IV.H-1**, pump station noise associated with the proposed Project would not substantially increase noise levels at noise sensitive receptors. Therefore, no significant noise impacts would occur.

As described in **Threshold IV.H-1**, vehicular traffic associated with the proposed Project would generate 1 dBA or less of additional noise at noise-sensitive receptors along Project roadways within the City of Riverside, County of Riverside, or City of Moreno Valley. Therefore, no significant noise impacts at those receptors would occur. Significant noise impacts could occur at noise-sensitive receptors within the proposed Project; applicants for a transient lodging, educational facility, or childcare facility use would be required to implement Mitigation IV.H-1-3 and Mitigation IV.H-1-4.

In addition, as discussed in **Threshold IV.H-1**, noise associated with rail siding and spur operations would be limited to the individual project lots and would be expected to be substantially less than the mainline operations. Therefore, no significant noise impacts would occur.

Impacts from noise associated with the fire station were also discussed in **Threshold IV.H-1**. Noise levels from the operation of the fire station are expected to be less than 35 dBA Leq at the closest sensitive receptor (Orangecrest development). No noise impact would be expected, regardless of the time of day.

Project Consistency with the Focused EIR: The 2003 Focused EIR found that traffic noise would not be significant at offsite noise sensitive receptors. The proposed Project would not result in a significant noise impact at offsite noise-sensitive receptors. Therefore, the proposed Project is consistent with the 2003 Focused EIR.

The 2003 Focused EIR did not analyze stationary sources, pump stations, vehicular traffic noise at onsite receptors, rail activity, or fire station operations.

Applicable Mitigation Measures from the Focused EIR: The proposed Project would be required to comply with Mitigation Measures J-2 through J-7 from the 2003 Focused EIR. Since the Arnold Heights Elementary School has been demolished, Mitigation Measure J-1 is no longer applicable to the proposed Project.

Additional Mitigation Measures: The following additional measures are recommended to mitigate the proposed Project's noise-related impacts: **Mitigation IV.H-1-1**, **Mitigation IV.H-1-1**, **Mitigation IV.H-1-1**, **Mitigation IV.H-1-1**, as detailed in **Threshold IV.H-1**.

Significance After Mitigation: Less than significant.

Threshold IV.H-4: Would the proposed Project create a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?

Analysis from the Focused EIR: As described in **Threshold IV.H-1**, the 2003 Focused EIR concluded that development in the March Business Center Specific Plan would lead to short-term noise impacts associated with demolition, excavation, earth moving, and construction activities. However, these impacts are accepted as the unavoidable consequences of Project development and do not represent a significant impact if: 1) construction activities are limited to daytime hours; 2) construction equipment is equipped with noise control filters, as appropriate; and 3) construction activity is monitored to ensure that noise reduction specifications and guidelines are met.

Proposed Changes to the North Campus of the Specific Plan: Construction-related activities would temporarily increase ambient noise levels in the proposed Project vicinity. Construction-related noise levels at and near the Project site would fluctuate depending on the particular type, number, and duration of use of various pieces of construction equipment. The effect of construction noise depends on the level of construction activity on a given day and the related noise generated by that activity, the distance between construction activities and the nearest noise-sensitive uses and the attenuating effects of intervening topography and structures. The analysis below used conservative assumptions to calculate worst-case construction noise levels. Ultimately, the construction noise levels are likely to be less than the levels below based on the distance from the construction and other factors mentioned above.

Table IV.H-10 shows typical noise levels generated by multiple sources of construction equipment associated with specific phases of construction. As shown in the table, the noisiest

TABLE IV.H-10: TYPICAL CONSTRUCTION ACTIVITY NOISE LEVELS		
PHASE	**NOISE LEVEL AT50 FEET**	**NOISE LEVEL AT1,850 FEET**
Ground Clearing	84 dBA Leq	53 dBA Leq
Excavation	89 dBA Leq	58 dBA Leq
Foundations	78 dBA Leq	47 dBA Leq
Erection	85 dBA Leq	54 dBA Leq
Exterior Finishing	89 dBA Leq	58 dBA Leq
Note: Estimates correspond to a distance of 50 feet from the noisiest piece of equipment associated with a given phase and 200 feet from the other equipment associated with that phase. Estimates include all pieces of equipment associated with each construction phase. Source: Bolt, Beranek, and Newman 1971		

phase of construction could generate noise levels of approximately 89 dBA Leq at 50 feet from excavation and exterior finishing.

Noise from proposed Project construction activities could be audible at adjacent commercial uses and at the nearest residential land uses. Noise-sensitive uses nearest construction activity would include adjacent LBV habitat and the single-family residential dwellings within the Orangecrest community. The nearest residence in this community is located approximately 1,850 feet west of the proposed Project site. At this distance, typical construction noise levels would be attenuated to 58 dBA or below. These residences would occasionally experience the noise levels indicated in Table IV.H-8, depending on the proximity of equipment at a given time. As referenced in Table IV.H-8, the highest noise levels would be experienced during excavation and site preparation and during exterior finishing work around the buildings. Construction noise would be intermittent and last for several days or a few weeks depending on the size of the lot and building under construction. For example, if construction on a specific lot lasts a year, the first two months may involve more continuous noise during the five-day work week since initial site preparation tends to involve more equipment. Noise during the remaining duration would be intermittent and generated by construction of the building and other outdoor on-site improvements. It is unlikely that interior improvements would be audible at off-site properties.

There are no quantitative noise level standards relative to construction noise applicable to the March JPA or the City of Riverside's jurisdictions. However, the MEIR provides for mitigation of noise impacts by limiting construction activities to between 7:00 AM and 8:00 PM. In addition, the City of Riverside limits construction activity to between 7:00 a.m. and 7:00 p.m. on weekdays or between 8:00 a.m. and 5:00 p.m. on Saturdays and forbids construction on all Sundays and federal holidays. Since the City of Riverside's limitation on construction activity is more restrictive, the proposed Project shall abide by their standard with respect to construction activities. This is incorporated into the Specific Plan and would be a condition of approval of the proposed Project. Noise from construction activity is not expected to result in a significant noise impact.

Noise-Sensitive Least Bell's Vireo Habitat

As discussed in Section IV.D. *Biological Resources* of this document, the Riparian Forest located in the southwestern portion of the Project area is occupied by LBV and would be impacted by the proposed Project (RBC, 2007). The proposed Project has incorporated numerous conservation measures as a result of the Biological Opinion dated October 14, 2009 to avoid and/or minimize potential impacts to LBV and its habitat. Vegetation clearing outside of the LBV nesting season will avoid disturbance to nesting adult LBVs and the destruction of active nests including eggs and nestlings. Construction activities adjacent to riparian habitat will be conducted outside the nesting season or measures implemented (e.g. sound walls) to avoid disruption of nesting LBVs. Long-term maintenance of the Unit 4 Lot E detention basin including vegetation removal will also occur outside of the LBV nesting season. These requirements are incorporated in Mitigation Measure IV.D.1-1 in the Biological Resources section of this SEIR. With incorporation of this mitigation, no significant noise-related impacts to LBV will occur with the implementation of the proposed Project.

Project Consistency with the Focused EIR: The proposed Project is consistent with the 2003 Focused EIR.

Applicable Mitigation Measures from the Focused EIR: The proposed Project would be required to comply with Mitigation Measure J-2 from the 2003 Focused EIR. Since the Arnold Heights Elementary School has been demolished, Mitigation Measure J-1 is no longer applicable to the proposed Project.

Additional Mitigation Measures: None required.

Significance After Mitigation: Less than significant.

Threshold IV.H-5: For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?

Analysis from the Focused EIR: The proposed Project was evaluated with respect to aviation noise in the 2003 Focused EIR. The March Business Center Specific Plan proposed a business park with commercial and industrial uses in the APZs as defined in the 1998 AICUZ. The Specific Plan established land use regulations consistent with AICUZ and the ALUP policies and requirements. The 2003 Focused EIR incorporated mitigation measures which require individual developments to comply with ALUP policies and requirements. With implementation of the mitigation measures in the 2003 Focused EIR, the proposed Project would not have a significant impact with respect to aviation noise.

Proposed Changes to the North Campus of the Specific Plan: There are no noise contour projections available from March ARB beyond 2010. Therefore, it was assumed that the 2010 noise contours would remain constant. The only sensitive land uses permitted within the proposed Project area are hotels. Hotel/lodging uses could be exposed to March ARB noise levels exceeding 60 dBA CNEL. As required in Mitigation IV.H.1-1, an interior noise analysis would be required for any hotels proposed in the area to estimate interior noise levels relative to the 45 dBA CNEL criteria.

While the federal government specifically preempts local control of noise emissions from aircraft, railroads and interstate roadways, there are established standards and recommended noise criteria

to facilitate noise compatibility through land use and building design. All land use designations and use types associated with the proposed Project are compatible the ALUP (RCALU, 1984) and AICUZ. Additionally, with the application of California Public Resources Code Section 21083.8.1, the noise contour footprints for March ARB for the year 2010 are significantly less than what was permitted and emitted by March AFB prior to its realignment in 1996.

Project Consistency with the Focused EIR: Impacts from the proposed Project are consistent with those addressed in the 2003 Focused EIR.

Applicable Mitigation Measures from the Focused EIR: The proposed Project would be required to comply with Mitigation Measures J-2 through J-7 from the 2003 Focused EIR. Since the Arnold Heights Elementary School has been demolished, Mitigation Measure J-1 is no longer applicable to the proposed Project.

Additional Mitigation Measures: None required.

Significance After Mitigation: Less than significant.

Threshold IV.H-6: For a project located within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?

Analysis from the Focused EIR: The 2003 Focused EIR did not address this issue since the March Business Center Specific Plan is not within the vicinity of a private airstrip.

Proposed Changes to the North Campus of the Specific Plan: The proposed Project is not located within the vicinity of a private airstrip; therefore, no impact would occur.

Project Consistency with the Focused EIR: The proposed Project is consistent with the 2003 Focused EIR with respect to its location being outside the vicinity of a private airstrip.

Applicable Mitigation Measures from the Focused EIR: None required.

Additional Mitigation Measures: None required.

Significance After Mitigation: No impact.

Cumulative Impacts

Analysis from the Focused EIR: The 2003 Focused EIR identified that potential cumulative impacts for the March JPA Planning Area would include aviation noise. Aviation noise is not projected to have a cumulative impact, as the noise contours are reduced from the baseline condition. Cumulative impacts are considered to be less than significant.

Proposed Changes to the North Campus of the Specific Plan: The proposed Project would result in short-term noise during construction of each individual lot development. Construction noise would be short-term, incremental and occur in different locations and often at different times. Project level and cumulative construction noise can be reduced though with implementation of controls such as limiting the time of day construction can occur and the use of noise control devices on construction equipment, both of which are imposed on the proposed Project through the above-described requirements and mitigation measures. There will not be a cumulatively significant construction noise impact because the proposed Project is located far

enough away from other developments such that construction noise would not substantially add to construction noise of other projects.

Increased traffic on roadways within the vicinity of the proposed Project would result in a cumulative noise level increase that may impact sensitive land uses. However, local jurisdictions are responsible for ensuring that new development meets established noise standards and implements noise control measures to reduce cumulative noise impacts to less than significant levels. The noise level increase attributable to the proposed Project would be 1 dBA or less and would not result in an exceedance of local thresholds. More specifically, there are locations in the project vicinity that currently exceed local thresholds or that would exceed these thresholds at buildout without the proposed Project. Therefore, the proposed Project would not result in a cumulatively significant impact.

Project Consistency with the Focused EIR: Cumulative impacts from the proposed Project are consistent with those addressed in the 2003 Focused EIR.

Applicable Mitigation Measures from the Focused EIR: The proposed Project would be required to comply with Mitigation Measures J-2 through J-7 from the 2003 Focused EIR. Since the Arnold Heights Elementary School has been demolished, Mitigation Measure J-1 is no longer applicable to the proposed Project.

Additional Mitigation Measures: None required.

Significance After Mitigation: Less than significant.

I. Geology and Soils

Environmental Setting

A review of the previous geotechnical analyses which included the proposed Project area was performed by Zeiser Kling Consultants, Inc. (Zeiser Kling) in November 2009, to confirm that the geotechnical findings in the 2003 Focused EIR remain valid. A memorandum of findings is provided as **Appendix I** to this document. The memorandum includes the geotechnical findings for the 15.1-acre former Arnold Heights Elementary school site which is located on the southwestern portion of the proposed SPA area, north of Van Buren Boulevard. The school occupied the site at the time the 2003 Focused EIR was prepared; therefore, no geotechnical investigation for this area was prepared. A geotechnical investigation was performed at the Arnold Heights Elementary School site subsequent to demolition of the school which occurred in 2007. This investigation was unrelated to the proposed Project. The work was performed by Zeiser Kling and documented in a June 2008, technical memorandum also included in Appendix I. The evaluation contained in the November, 2009, memorandum concludes that potential impacts to geology and soil resources have not significantly changed since the 2003 Focused EIR, and that mitigation measures provided in the 2003 Focused EIR remain appropriate for the proposed Project area.

Much of the information in this section was summarized from the following analyses prepared for areas within the Specific Plan, which include or are adjacent to the proposed Project:

- Preliminary Geotechnical Investigation Update, March Business Park – Unit 1, Moreno Valley Area, and Riverside County dated September 3, 2003, prepared by Inland Foundation Engineering, Inc.
- Geotechnical Investigation Tract No. 30857, Portions of Lot Nos. 12, 13, and 14, Meridian Business Park, Riverside California dated December 23, 2005, prepared by C.H.J. Inc.
- Geotechnical Investigation, Proposed Warehouse, Unit 1 Lot No. 5, Meridian Business Center, Riverside County, California dated April 12, 2007, prepared by C.H.J. Incorporated.
- Geotechnical Investigation and 40-Scale Grading Plan Review, Unit 4, Meridian, Tract No. 30857-4, County of Riverside, California dated November 30, 2007, prepared by Zeiser Kling Consultants, Inc.
- Supplemental Geotechnical Investigation, Arnold Heights Elementary School, Unit 4, Meridian, Tract 30857-4, County of Riverside, California, dated June 16, 2008, prepared by Zeiser Kling Consultants, Inc. (copy included in Appendix I)
- Site Specific Geotechnical Investigation, Proposed Building Pad and Associated Parking Lots, Unit 1, Lot 5, Meridian Business Center 14600 Innovation Drive, Riverside County, California dated November 19, 2008, prepared by Zeiser Kling Consultants, Inc.
- Revised Geotechnical Review of EIR Level Specific Plan Amendments and Response to Review Comments, Meridian Project, Riverside County, California, dated November 10, 2009, prepared by Zeiser Kling Consultants, Inc. (copy included in Appendix I)

Geology

The proposed Project area is located within the northern portion of the Perris Plain, within the Santa Ana Basin, which covers an area of 2,000 square miles and is part of the Peninsula Ranges Province. Other major geological features in the area are the Pacific Coastal Plain to the west, the

Traverse Ranges including the San Bernardino and San Gabriel Mountains and the Mojave Desert to the north and the San Jacinto Mountains and Mojave Desert to the east.

The proposed Project area overlies part of the eroded Cretaceous and older crystalline baseline rock (Perris Erosional Surface) and the alluvial filled valley (Perris Plain). The entire West March Planning Sub-area, which includes the proposed Project area, is primarily on the Perris Erosional Surface.

Soils

The primary soils in the proposed Project area are the Cieneba-Rockland-Fallbrook association. These well-drained soils are derived from granite and are typically one to three feet thick, with a surface layer of sandy loam to fine sandy loam. This association has slopes ranging from 2 to 50 percent, and occurs on undulating to steep terrain, such as granitic rock uplands and low mountains.

Seismic Hazards

The proposed Project area is located between two major fault zones: the Elsinore-Whittier (13 miles to the southwest) and the San Jacinto (seven miles to the northeast). The area between the faults is known as the Perris Block or Perris Plain. These northwest trending faults are considered active faults by the California Division of Mines and Geology (Safety/Risk Management Profile Report, p. 6-2).

There are no Alquist-Priolo Earthquake Fault Zones or active faults within the proposed Project area (Zeiser Kling 2007). The Casa Loma Fault (six miles to the east-northeast) is the closest "fork" of the San Jacinto Fault Zone. The fault has a maximum credible earthquake magnitude of 7.5. Earthquakes along other major faults in the area, such as the Elsinore-Whittier Fault Zone, could also cause major damage to buildings and infrastructure. The general area is underlain by a thin mantle of top soil, artificial fill material and minor channels of recent alluvium. The majority of the proposed Project area is underlain by dense to very dense older alluvium and/or shallow bedrock. Therefore, based on the geologic setting, known groundwater elevation (as discussed below), laboratory testing, geotechnical evaluation of the in-place densities and composition of older alluvial soils, bedrock and compacted fill placed subsequent to site grading as well as the results and findings from the investigations, the potential for liquefaction and seismically induced dynamic soil settlement is low. The relatively dense and cohesive nature of the underlying alluvium and the presence of a shallow (less than 50 feet below the surface) regional water table results in low susceptibility of seismically induced hazards (2009 Geotechnical Review of EIR Level Specific Plan Amendments, p. 3).

Groundwater

Geotechnical analyses and groundwater monitoring data from sites in proximity to the proposed Project area were reviewed for information regarding groundwater levels. The results are summarized as follows:

- Groundwater was encountered within exploratory borings (Plate 1, Geotechnical Map in the Geotechnical Investigation and 40-Scale Grading Plan Review, Unit 4, Meridian, Tract No. 30857-4, County of Riverside, California drilled as part of the field investigation performed for Meridian Unit 4, which is located within the southern portion of the proposed Project area. Groundwater was encountered at depths of approximately

30 feet within the older alluvium in the easternmost portion of Unit 4 within borings ZB-1 and ZB-2. Groundwater was also encountered at depths ranging from approximately 13 to 17 feet, respectively, within the tonalite bedrock in the detention basin area proposed in the northwestern and south central portions of Unit 4. Based in part on precipitation data, it was concluded that groundwater encountered in tonalite bedrock in the westernmost portion of Unit 4 is associated with landscape irrigation from the residential development located approximately 2,000 feet to the west (Zeiser Kling, 2007). This is considered nuisance water and does not represent actual groundwater elevations in the area, but is instead is comprised of localized pools at shallow depths that have resulted from nearby grading and landscaping. Specifically, the potential to encounter nuisance groundwater is primarily concentrated along the western most lots of the North Campus. This results from the general nature of the grading scheme in which those lots are in a cut or excavation state relative to the existing ground. The specific depth of cut or fill within these lots once under development will vary significantly from each other as would the potential to encounter nuisance groundwater. The bedrock layer varies in depths in a rolling fashion; therefore, nuisance groundwater travels at varying depths. The Unit 4 Lot E detention basin is located within the toe-of-slope in the grading area and at the expected depth of cuts. Thus, nuisance groundwater is expected to be encountered during grading.

- Groundwater was encountered at a depth of 34 feet in one boring located within Meridian Unit 1 Lot 5, which is a part of the proposed Project area (C.H.J, 2007). This report indicates that the groundwater encountered was a perched condition and most likely does not represent the actual static groundwater elevation.
- Inland Foundation Engineering, Inc. (2003) evaluated the northern and central portions of the North Campus area and references two state wells located approximately one mile to the west and one mile to the north of the site. The report states that the well to the west of the site (state well 3S4W16D) was recorded as dry (total depth of well of 85 feet) on December 01, 1997. Groundwater in the well north of the site (state well 3S4W10B) was recorded at 73.11 feet on November 27, 2001. Groundwater was encountered in two of the 27 borings within the North Campus drilled in 2003 as part of the field investigation. Groundwater was encountered at 43.5 and 56 feet below the surface in the borings.
- Groundwater was encountered at a depth of approximately 12 feet within one of the two borings conducted within the site of the former Arnold Heights Elementary School, as described in Zeiser Kling's June 16, 2008 technical memorandum. As noted, given the depth of the groundwater and its proximity to the residential development to the west, this groundwater is nuisance runoff from the landscape irrigation rather than perched or actual groundwater.
- No groundwater was encountered at a maximum depth of approximately 21 feet during the field investigation for Unit 1, Lot 5 in November of 2008 (Zeiser Kling, 2008). The previous investigation for Lot 5 performed by C.H.J. Inc. in 2007 drilled to a maximum depth of 85 feet. No groundwater was encountered.
- The State Water Resources Control Board data base website for environmentally sensitive regulated facilities in California (http://geotracker.swrcb.ca.gov/) was utilized to obtain the following recent groundwater data from monitoring wells and soil borings in proximity to the proposed Project area.
    - An ARCO station located just north of the proposed Project area at 2624 Alessandro Boulevard, approximately 0.65 miles north of the center of the North

Campus site was found to have groundwater levels ranging from 19.96 feet to 26.81 feet below the surface on May 12, 2009.

- The former Shell/Texaco Station located at 22470 Cactus Avenue, approximately 0.91 miles east of the center of the proposed Project area, was found to have groundwater levels ranging from 38.55 feet to 40.70 feet below the surface on March 25, 2008.
- The Circle K store located at 24051 John F. Kennedy Drive, approximately 2.21 miles east of the center of the proposed Project area was observed to have a static groundwater level of 16.9 feet below the ground surface on March 30, 2009.
- The USA gasoline facility located at 8902 Trautwein Road, approximately 2.75 miles west of the center of the proposed Project area was found to have groundwater levels ranging from 16.6 feet to 27.17 feet below the ground surface on March 5, 2009.

Groundwater monitoring for the ARCO and USA sites discussed above has been on-going since March 2009 for USA facility and May 2009 for the ARCO facility with no indication of substantial groundwater level fluctuation (Geotechnical Review of EIR Level Specific Plan Amendments, p. 2)

Regulatory Setting

Alquist-Priolo Earthquake Fault Zoning Act

The Alquist-Priolo Earthquake Fault Zoning Act of 1972 (Sections 2621 through 2630 of the California Public Resources Code) is a state law that addresses hazards from earthquake fault zones. The purpose of this law is to mitigate the hazard of surface fault rupture through the prohibition of buildings for human occupancy along active fault lines. The state has identified Earthquake Fault Zones (known prior to 1994 as Special Studies Zones) along known active faults in California. As discussed above, the proposed Project area is not located within an Alquist-Priolo Earthquake Fault Zone.

Seismic Hazards Mapping Act

Whereas the Alquist-Priolo Earthquake Fault Zoning Act addressed the hazard of surface fault rupture only, the Seismic Hazards Mapping Act of 1990 (Sections 2690 through 2699 of the California Public Resources Code) was developed to protect the public from the effects of other subsurface seismic hazards, including strong ground shaking, liquefaction, landslides, or other ground failure. The Seismic Hazards Mapping Act requires the State Geologist to prepare Seismic Hazard Zone Maps, also referred to as Zones of Required Investigation (ZORI), which are prone to liquefaction and earthquake–induced landslides. Before a development permit can be issued for a site within a Seismic Hazard Zone Map, a site-specific geotechnical investigation must be conducted to identify and evaluate seismic hazards and formulate mitigation measures prior to permitting most developments designed for human occupancy Review of the California Geological Survey's Seismic Hazards Zonation Program web site indicates that the Project is not located within a Seismic Hazard Zone Map area.

California Building Code

The CBC is included in Title 24, Part 2 of the California Code of Regulations (CCR). Title 24 is

administered by the California Building Standards Commission, which, by law, is responsible for coordinating all building standards. Under state law, all building standards must conform to Title 24 or they are not enforceable. The purpose of the CBC is to establish minimum standards to safeguard the public health, safety, and general welfare by regulating and controlling the design, construction, quality of materials, use and occupancy, location, and maintenance of all building and structures within its jurisdiction. The 2007 CBC is based on the 2006 International Building Code (IBC) published by the International Code Conference. In addition, the CBC contains necessary California amendments based on the American Society of Civil Engineers (ASCE) Minimum Design Standards 7-05. ASCE 7-05 provides requirements for general structural design and includes means for determining earthquake loads as well as other loads (flood, snow, wind, etc.) for inclusion into building codes. The provisions of the CBC apply to the construction, alteration, movement, replacement, and demolition of every building or structure or any appurtenances connected or attached to such buildings or structures throughout California. The earthquake design requirements take into account the occupancy category of a given structure, site class, soil classifications, and various seismic coefficients, which are used to determine a Seismic Design Category (SDC) for a project. The SDC is a classification system that combines the occupancy categories with the level of expected ground motion at the site, and ranges from SDC A (very small seismic vulnerability) to SDC E/F (very high seismic vulnerability and near a major fault). Design specifications are then determined according to the SDC.

It should be noted that prior to adoption of the 2003 Focused EIR, the CBC was based upon the Uniform Building Code (UBC), rather than the IBC. Subsequently, mitigation measures from the 2003 Focused EIR regarding impacts to geologic resources require compliance with the UBC, as the UBC contained the most up-to-date regulations regarding building standards at the time the 2003 Focused EIR was certified. However, since the CBC is no longer based upon the UBC, mitigation measures referencing code compliance will require compliance with the CBC. This clarification would maintain consistency with Mitigation Measure K-5 from the 2003 Focused EIR, which addresses compliance with the most current building codes and standards available.

California Building Energy Efficiency Standards

On April 23, 2008, the California Energy Commission (CEC) adopted the 2008 Building Energy Efficiency Standards for Residential and Nonresidential Buildings. These standards constitute the California Code of Regulations, Title 24, Part 1 and will be in effect starting on January 1, 2010. The requirement for when the 2008 standards must be followed depends on when applications for individual building permits are submitted. If the application for the building permit is submitted on or after January 1, 2010, then the 2008 standards must be met. For building permits applications submitted prior to that date, the existing 2005 standards remain in effect. The new standards were adopted in part in response to Assembly Bill 32, the Global Warming Solutions Act of 2006, which mandates that California must reduce its greenhouse gas emissions to 1990 levels by 2020. Among the changes introduced in the 2008 standards are:

- Introduction of Solar Reflectance Index (SRI) for cool roof compliance
- Addition of requirements for occupant sensors in new indoor areas including small offices, multipurpose rooms less than 1,000 square feet, classrooms, and conference rooms
- Demand response controls to reduce indoor lighting when signaled

March JPA General Plan

Approved in 1999, the March JPA General Plan provides a framework for planning decisions within the March JPA Planning Area, including the Project area. The Safety/Risk Management Element provides an overview of the regional seismic setting, including the Elsinore-Whittier and San Jacinto fault zones, a discussion of the potential for severe ground shaking, a description of regional fault locations and activity, and several related goals and policies (General Plan of the March Joint Powers Authority, Section 6). Goals related to geologic resources include the minimization of injury and loss of life, property damage, and other impacts caused by seismic shaking, fault rupture, ground failure, and landslides (General Plan of the March Joint Powers Authority, Section 6, Goal 1, p. 6-9). The March JPA General Plan also states that the geological and geotechnical investigations are required in areas of potential seismic or geologic hazards as part of the environmental and development review process (General Plan of the March Joint Powers Authority, Section 6, Policy 1.1, p. 6-9). Furthermore, the March JPA General Plan requires that all grading plans comply with UBC and CBC (which is based on the IBC, as discussed below), and that all preliminary investigations of development sites must be completed by a state-registered geotechnical engineer and/or certified geologist (General Plan of the March Joint Powers Authority, Section 6, Policy 1.2, p. 6-9).

March Business Center Specific Plan

To comply with safety and risk management goals established in the March JPA General Plan, geological reconnaissance was conducted for the Specific Plan area. The investigation indicated that there are no active or inactive faults that cross the Specific Plan area, and that the Specific Plan area is suitable for development (March Business Center Specific Plan, p. VIII-9). The Specific Plan imposed a number of grading standards and related requirements to address geologic features such as slopes, gradients, and cut-and-fill issues (March Business Center Specific Plan, p. VI-7 and VI-8). Additionally, the 2003 Focused EIR fully analyzed seismic hazards and other geologic resources and addressed the Specific Plan's consistency with Regional Comprehensive Plan policies and other guiding documents (2003 Focused EIR, sections IV.A *Land Use and Planning* and IV.K *Geology and Soils*).

March JPA Development Code

The Seismic Hazards section of the March JPA Development Code (Section 9.08.160) requires that a geologic investigation be conducted in accordance with state and March JPA guidelines for any structure used or intended to support or shelter any use or occupancy that is expected to have a human occupancy rate of greater than 2,000 person-hours per year. This requirement may be waived if one of the following exemptions is met:

- The proposal is limited to addition to or alteration of a structure that does not exceed 50 percent of the value of a structure prior to the proposed addition or alteration; or
- There is a determination that there is no undue hazard of significant rupture. Waivers for proposals within the San Jacinto Fault Zone must be submitted to and approved by the State Geologist, while waivers for proposals within the Casa Loma Fault Zone must be approved by the Building Official. The proposed Project area does not fall within either of these Fault Zones.

The geologic investigation must be prepared by a geologist registered in California and shall be reviewed for acceptance by a state-registered geologist who is an employee or under contract to the March JPA. The investigation shall address the following: purpose and scope of investigation;

geologic setting; site description and conditions; methods for investigation; subsurface investigation; geophysical investigations; other methods per special condition or permit; conclusions regarding location and existence of hazardous faults, types of faults and anticipated offsets, probability for future displacement and degree of confidence in study results; recommendations; references; and, illustrations.

Threshold for Determining Significance

According to CEQA Guidelines Appendix G, a project would have a significant impact on geology and soils if the project would:

a) Expose people or structures to potential and 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;
   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; or
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?

Mitigation from 2003 Focused EIR

The mitigation measures identified in the 2003 Focused EIR to reduce potential geologic impacts are:

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

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

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

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

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

To date, the above mitigation measures have been implemented on specific projects as they have been approved and constructed within the Meridian Specific Plan.

Environmental Impacts

Threshold IV.I-1i: Would the project expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault?

Analysis from the 2003 Focused EIR: There are no earthquake faults crossing or projecting toward the proposed Project area, and the Project area is not located within any Alquist-Priolo Earthquake Fault Zoning Map (2002 Preliminary Geotechnical Investigation, Appendix F, p. 3). Thus, no ground rupture hazards are expected to affect the proposed Project (2003 Focused EIR, 2003 pp. IV-98 to IV-99).

The study area would be exposed to ground shaking hazards associated with earthquake events in the region. The Casa Loma Fault (six miles to the east-northeast) is the closest "fork" of the San Jacinto Fault Zone. The fault has a maximum credible earthquake magnitude of 7.5. Earthquakes along other major faults in the area, such as the Elsinore-Whittier Fault Zone, could damage existing buildings and infrastructure (General Plan Safety/Risk Management Profile Report, p. 6-2).

Proposed Changes to the North Campus of the Specific Plan: The proposed Project would be developed within the Meridian Specific Plan area which was evaluated in the context of the above significance threshold in the 2003 Focused EIR. The former Arnold Heights Elementary School site is located within the boundaries of the Specific Plan area and as referenced in the November, 2009, memorandum, has the same general geologic conditions as the remainder of the area covered in the March Business Center Specific Plan. The proposed Project would not introduce land use designations substantively different from those evaluated in the 2003 Focused EIR. The primary difference is that there is more area devoted to industrial uses and less devoted to business park uses. There is also a detention basin proposed in the southwestern portion of the Project area (Unit 4 Lot E) that was previously designated business park in the 2003 Focused EIR. Given these factors, the proposed Project would not result in impacts that are different or in addition to those identified or evaluated in the 2003 Focused EIR.

Project Consistency with the 2003 Focused EIR: Impacts from the proposed Project are consistent with those addressed in the 2003 Focused EIR.

Applicable Mitigation Measures from the 2003 Focused EIR: The proposed Project would be required to comply with Mitigation Measures K-1 through K-5 from the 2003 Focused EIR as referenced above.

Additional Mitigation Measures: None required.

Significance After Mitigation: Less than significant.

Threshold IV.I-1ii: Would the project expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving strong seismic ground shaking?

Analysis from the 2003 Focused EIR: As discussed in the 2003 Focused EIR, there are no active faults in the proposed Project area. The Casa Loma Fault (six miles to the east-northeast) is the closest "fork" of the San Jacinto Fault Zone. The fault has a maximum credible earthquake magnitude of 7.5. Earthquakes along other major faults in the area, such as the Elsinore-Whittier Fault Zone, could also cause major damage to buildings and services. The proposed project is located within Seismic Hazard Zone III of the Uniform Building Code (UBC, 1994). The potential for liquefaction and seismically induced dynamic settlements of soils is low within the Specific Plan area (2003 Focused EIR).

Proposed Changes to the North Campus of the Specific Plan: The proposed Project area was evaluated in the context of the above criteria in the 2003 Focused EIR. The proposed Project would not introduce land use designations substantively different from those evaluated in the 2003 Focused EIR. The proposed building and on-site improvements constructed as part of the proposed Project would be subject to ground shaking hazards. To minimize damage from seismic events, the proposed structures would be designed and constructed in accordance with applicable standards in the CBC, including pertinent seismic design criteria. Thus, the proposed structures are expected to withstand ground shaking and related hazards at acceptable levels (CBC, 2007, which is based on the 2006 IBC). Potential impacts associated with strong seismic ground shaking are expected to be less than significant.

The former Arnold Heights Elementary School site was evaluated separately in a June 16, 2008, geotechnical memorandum prepared by Zeiser Kling Consultants, Inc. The memorandum was updated in November, 2009. As referenced in the November 2009, Zeiser Kling memorandum, the former Arnold Heights Elementary School site has the same geologic characteristics as the overall Project area with respect to the above criteria. Given these factors, the proposed Project would not result in impacts that are different or in addition to those identified or evaluated in the 2003 Focused EIR.

Project Consistency with the 2003 Focused EIR: Impacts from the proposed Project are consistent with those addressed in the 2003 Focused EIR.

Applicable Mitigation Measures from the 2003 Focused EIR: The proposed Project would be required to comply with Mitigation Measures K-1 through K-5 from the 2003 Focused EIR as referenced above.

Additional Mitigation Measures: None required.

Significance After Mitigation: Less than significant.

Threshold IV.I-1iii: Would the project expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving seismic-related ground failure, including liquefaction?

Analysis from the 2003 Focused EIR: The proposed Project area has not been evaluated for liquefaction potential by the State of California; however, as referenced above, the relatively dense and cohesive nature of the underlying alluvium and the presence of a shallow (less than 50 feet below the surface) regional water table characterizes conditions having low susceptibility to

seismically induced hazards such as liquefaction (Geotechnical Review of EIR Level Specific Plan Amendments, p. 3, July 2009). The presence of groundwater at shallow depths does not cause liquefaction, rather the soil characteristics are the determining factor of liquefaction potential. In this case, the soil is mostly very dense, older alluvium and/or shallow bedrock. Neither is conducive to liquefaction (Zeiser Kling 2009). Thus, potential impacts related to liquefaction are anticipated to be less than significant.

Proposed Changes to the North Campus of the Specific Plan: The proposed Project area was evaluated in the context of the above significance threshold in the 2003 Focused EIR. The former Arnold Heights Elementary School site was evaluated separately in a June 16, 2008, geotechnical memorandum prepared by Zeiser Kling Consultants, Inc. and revised in November, 2009. The proposed Project would not introduce land use designations substantively different from those evaluated in the 2003 Focused EIR. As referenced in the June 2008, Zeiser Kling memorandum, the former Arnold Heights Elementary School site has the same geologic characteristics as the overall Project area with respect to the above criteria. The soil characteristics of the ancient alluvium within the former school site do not possess properties which are liquefiable and the absence or presence of groundwater does not change these properties (Zeiser Kling 2009). Thus, the proposed Project would not result in impacts that are different or in addition to those identified or evaluated in the 2003 Focused EIR.

Project Consistency with the 2003 Focused EIR: Impacts from the proposed Project are consistent with those addressed in the 2003 Focused EIR.

Applicable Mitigation Measures from the 2003 Focused EIR: The proposed Project would be required to comply with Mitigation Measures K-1 through K-5 from the 2003 Focused EIR as referenced above.

Additional Mitigation Measures: None required.

Significance After Mitigation: Less than significant.

Threshold IV.I-1iv: Would the project expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving landslides?

Analysis from the 2003 Focused EIR: The Project area is located on generally gentle sloping terrain, and large land/mudslides do not appear probable (2002 Preliminary Geotechnical Investigation, Appendix F, p. 9)

Proposed Changes to the North Campus of the Specific Plan: The proposed Project would be developed within the Meridian Specific Plan area, which was evaluated in the context of the above criteria in the 2003 Focused EIR. As discussed in the 2003 Focused EIR, the site is generally flat. There are no steep slopes on or around the site that would be subject to landslide. The former Arnold Heights Elementary School site was evaluated separately in a June 16, 2008, geotechnical memorandum prepared by Zeiser Kling Consultants, Inc. and revised in November, 2009. The proposed Project would not introduce land use designations substantively different from those evaluated in the 2003 Focused EIR. As referenced in the November, 2009, Zeiser Kling memorandum, the former Arnold Heights Elementary School site has the same geologic characteristics as the overall Project area with respect to the above criteria. Thus, the proposed Project would not result in impacts different or in addition to those identified or evaluated in the 2003 Focused EIR.

Project Consistency with the 2003 Focused EIR: Impacts from the proposed Project are consistent with those addressed in the 2003 Focused EIR.

Applicable Mitigation Measures from the 2003 Focused EIR: The proposed Project would be required to comply with Mitigation Measures K-1 through K-5 from the 2003 Focused EIR as referenced above.

Additional Mitigation Measures: None required.

Significance After Mitigation: Less than significant.

Threshold IV.I-2: Would the project result in substantial soil erosion or the loss of topsoil?

Analysis from the 2003 Focused EIR: Surficial soils have a moderate-to-high susceptibility to erosion, while bedrock materials appear only slightly susceptible to erosion (2002 Preliminary Geotechnical Investigation, Appendix F, p. 10). Excavation and grading activities could exacerbate these conditions. The Project would be required to implement erosion control measures per standard engineering practices, March JPA requirements (i.e., Development Code Section 9.08.080), and consistent with South Coast Air Quality Management District Rule 403. Implementation of BMPs would minimize soil entrainment in the air (i.e., fugitive dust) during periods of high wind and in stormwater runoff. Thus, the proposed Project is not expected to cause significant adverse impacts with respect to soil erosion or loss of topsoil. Impacts relating to erosion would be temporary and less than significant.

Proposed Changes to the North Campus of the Specific Plan: The proposed Project would be located within the March Business Center Specific Plan area previously evaluated with respect to soil erosion and loss of topsoil in the 2003 Focused EIR. As noted, the former Arnold Heights Elementary School site has generally the same geologic characteristics as the remainder of the proposed Project area, but was evaluated separately in the June 16, 2008, technical memorandum (Zeiser Kling, 2008 and November, 2009 update). Development under the proposed Project would take place in the same areas as analyzed in the 2003 Focused EIR and the technical memorandum.

The proposed Project involves the development of land uses consistent with the permitted uses and development regulations described in the Specific Plan Amendment. In addition, a transportation network and utilities infrastructure, including drainage facilities, would be provided to serve the proposed land uses. Once operational, the proposed Project would consist of buildings, parking lots, internal and external streets and other impervious surfaces that would prevent wind or water erosion of underlying soils. Stormwater runoff from each lot of the proposed Project would be conveyed to a storm drain system which in turn would carry the stormwater to regional detention facilities where it would be temporarily stored prior to being discharged to off-site drainage facilities. Although the majority of the storm drain facilities would consist of pipes, two open channels are proposed within the North Campus area. Both the on-site channels and detention basins would be vegetated. Prior to the establishment of this vegetation, interim erosion control measures, such as silt fences, fiber rolls, check dams and hydroseeding, would be implemented to avoid potential erosion as required by both the current and the new General Construction permits. Per these permits, vegetative cover must be 70% established before erosion control measures can be removed following completion of construction. Following the establishment and stabilization of vegetation on the banks of the basins and channels, no substantial topsoil erosion would occur.

As discussed in Section IV.G, *Hydrology and Water Quality*, the California State Water Resources Board adopted a new Construction General Permit in September 2009, which will become effective in July 2010. The new permit changes the process for obtaining a Notice of Intent (NOI) to discharge storm water during construction, the documentation required to obtain the NOI and the content and implementation of Storm Water Pollution Prevention Plans (SWPPP). Project development activities statewide occurring after June 30, 2010, would be subject to the new Construction General Permit and related requirements including Best Management Practices (BMPs) to minimize soil erosion (i.e., silt fence, hay bales, and strategic placement of erosion control materials (ECM) such as mulch). Thus, implementation of mitigation measures in the 2003 Focused EIR and compliance with permits and/or regulations referenced above would minimize soil erosion or loss of topsoil.

Consistency with the 2003 Focused EIR: Impacts from the proposed Project are consistent with those addressed in the 2003 Focused EIR.

Applicable Mitigation Measures from the 2003 Focused EIR: The proposed Project would be required to comply with Mitigation Measures K-1 through K-5 from the 2003 Focused EIR and referenced above.

Additional Mitigation Measures: Although not a mitigation measure, compliance with regulations referenced above would minimize soil erosion and loss of topsoil. No mitigation measures in addition to those in the 2003 Focused EIR would be required.

Significance After Mitigation: Less than significant.

Threshold IV.I-3: Is the project located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?

Analysis from the 2003 Focused EIR: Although no known cases of severe soil instability or collapse potential have been documented in the proposed Project area, there is some potential for this to occur. (2002 Preliminary Geotechnical Investigation Appendix F, p. 10). However, the proposed Project area is relatively flat and located outside of any active fault zones. Additionally, soils and sediments within the proposed Project area are considered stable with low potential for expansion or liquefaction (Zeiser Kling, 2009). Implementation of the recommendations in the Preliminary Geotechnical Investigation (i.e., Mitigation Measure K-2) and adherence to the requirements of the March JPA Development Code (Mitigation Measure K-1) would minimize potential shrinkage/subsidence impacts.

Proposed Changes to the North Campus of the Specific Plan: The proposed Project would be developed within the March Business Center Specific Plan area, which was evaluated in the context of the above criteria in the 2003 Focused EIR. The former Arnold Heights Elementary School site is located within the Specific Plan area and has the same general geologic characteristics as the remainder of the Project. As noted, the school site was evaluated in a June 16, 2008, geotechnical memorandum prepared by Zeiser Kling and revised in November, 2009.

The proposed Project would not introduce land use designations that differ from those evaluated in the 2003 Focused EIR. Rather, the proposed Project would change the distribution and acreage by land use types. However, as discussed in the June 16, 2008, Zeiser Kling memorandum, undocumented fill material was found on the former Arnold Heights Elementary School site to an approximate depth of 5 feet below the existing ground surface. Due to the limited exploration,

the lateral extent of these artificial fill soils could not be evaluated. It was concluded that the fill material is not suitable for construction in its current state because it is considered compressible. This conclusion was made by the geotechnical engineer based on a review of on-site conditions, which indicated that the undocumented fill material had not been compacted (personal communication with Steve Guerre, Zeiser Kling, March 26, 2010). In addition to implementing mitigation in the 2003 Focused EIR, additional mitigation is provided below. Implementation of the proposed mitigation would reduce potential impacts caused by soil instability or collapse to less than significant.

Impact IV.I-3-1 **Arnold Heights site contains undocumented artificial fill that is considered unsuitable to support pavement, fill, materials, walls, or other improvements in its current state (2008 Supplemental Geotechnical Investigation, Arnold Heights Elementary School, p. 4).**

Consistency with the 2003 Focused EIR: Impacts associated with the proposed Project are generally consistent with those addressed in the 2003 Focused EIR.

Applicable Mitigation Measures from the 2003 Focused EIR: The proposed Project would be required to comply with Mitigation Measures K-1 through K-5 from the 2003 Focused EIR as referenced above.

Additional Mitigation Measures: The following additional mitigation is required to avoid potential impacts associated with the undocumented artificial fill on the former Arnold Heights Elementary School site:

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.**

Significance After Mitigation: Less than significant.

Threshold IV.I-4: Is the project located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?

Analysis from the 2003 Focused EIR: As discussed on page 10 of the 2002 Preliminary Geotechnical Investigation, some expansive soils were identified during testing. Implementation of the recommendations in the Preliminary Geotechnical Investigation (i.e., Mitigation Measure K-2 above) and adherence to the requirements of the March JPA Development Code (Mitigation Measure K-1) would avoid potential impacts with respect to expansive soils. Thus, no impacts related to soil expansion hazards are expected.

Proposed Changes to the North Campus of the Specific Plan: The proposed Project would be developed within the Meridian Specific Plan area, which was evaluated in the context of the above criteria in the 2003 Focused EIR. Although the former Arnold Heights Elementary School site was evaluated separately in a June 16, 2008 geotechnical memorandum prepared by Zeiser Kling, it is located within the Specific Plan area, and has the same general characteristics as the

remainder of the Project. There are no expansive soils within the former Arnold Heights Elementary School site (Zeiser Kling 2008). Given these considerations, it is concluded that the proposed Project would not result in any changes with respect to expansive soils.

Consistency with the 2003 Focused EIR: Impacts from the proposed Project are consistent with those addressed in the 2003 Focused EIR.

Applicable Mitigation Measures from the 2003 Focused EIR: The proposed Project would be required to comply with Mitigation Measures K-1 through K-5 from the 2003 Focused EIR.

Additional Mitigation Measures: None required.

Significance After Mitigation: Less than significant.

Impact IV.I-5: Does the site have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?

Analysis from the 2003 Focused EIR: The proposed Project area is served by a public sewer system. All future development would be connected to the public sewer system; thus, limitations imposed by on-site soils for septic tank systems would not affect the proposed Project (Meridian – Unit 4 Phase 1 Sewer Plans Tract No. 30857-4, June 2009).

Proposed Changes to the North Campus of the Specific Plan: The Project would not provide septic systems; therefore, there is no change with respect to this threshold from what was discussed in the 2003 Focused EIR.

Consistency with the 2003 Focused EIR: Impacts from the proposed Project are consistent with those addressed in the 2003 Focused EIR.

Applicable Mitigation Measures from the 2003 Focused EIR: The proposed Project would be required to comply with Mitigation Measures K-1 through K-5 from the 2003 Focused EIR where applicable. No specific mitigation related to the use of septic tanks is required.

Additional Mitigation Measures: None required.

Significance After Mitigation: No impact.

Cumulative Impacts

Analysis from the 2003 Focused EIR: The proposed Project and related projects would be susceptible to geologic and soil impacts discussed herein as geologic/soil characteristics throughout the general area are similar. However, geologic hazards can be minimized by imposing land use controls to prevent development in particularly sensitive areas and implementation of site specific building and engineering methods that incorporate the mitigation recommendations referenced herein. Thus, cumulative impacts related to geology and soils are anticipated to be less than significant.

Proposed Changes to the North Campus of the Specific Plan: The proposed Project would be located within the boundaries of the March Business Center Specific Plan. Because the Project does not propose construction in areas characterized by seismic or erosion hazards that differs in magnitude from what was evaluated in the 2003 Focused EIR, no new cumulative impacts to geology and soils are expected.

J. Cultural Resources

Environmental Setting

Cultural Resources include historic, prehistoric, paleontological and archaeological resources such as structures, districts, artifacts or any other physical evidence of human activity considered to be important to culture, subculture or community for scientific, traditional, religious or other reasons. Cultural resources are defined as those resources that contribute to the knowledge of the past and the inhabitants of that period.

A Cultural Resources Survey, Test, and Evaluation Report for the Meridian Specific Plan Amendment Riverside County, California was prepared by Tierra Environmental Consultants, Inc. in December 2009. This report included excavation and testing of KHMR-1, the results of which are explained below.

Historic Resources

Camp Haan (CA-Riv-5454), a WWII Antiaircraft Replacement Training Center and prisoner-of-war camp located in the north portion of the North Campus, was first recorded in 1987. A portion of the proposed Project area is located on this site. Three additional areas within the West March Planning Sub-area have subsequently been recorded as part of this camp. None have been determined to be significant, primarily because they had been impacted by demolition activities. Camp Haan was an approximately 8,000-acre installation that opened in November 1940 and hosted Army Services Depot, Southwest Branch, U.S. Disciplinary Services Barracks and an Italian prisoner-of-war camp. The camp closed in 1946, and many of the wooden buildings and 2,459 tent floors were removed.

In 1994, a bell-shaped area 800 meters by 400 meters that included approximately 60-70 concrete slab foundations, was recorded (Mooney and Associates, 1994). No artifacts or subsurface deposits were identified at the time. The current survey of the site found conditions at the site had changed. The concrete slabs recorded in 1994 have been removed and the site graded. This historic resource is not eligible for listing in either the National Register of Historic Places or the California Register of Historical Resources.

Arnold Heights (CA-RIV-14227) was built in 1952-56 on 175 acres of land within the former MAFB and located in the southern portion of the North Campus. This area includes a portion of the proposed Project area. The housing development consisted of over 500 buildings including 529 residences, an elementary school, chapel, playgrounds, and parks. Arnold Heights was one of several post-World War II military housing developments constructed under the Wherry Housing Act of 1949 to accommodate married military personnel. The housing units included three basic types of duplexes and two types of single-family dwellings. In 1996, the active duty personnel and their families were moved out of Arnold Heights. The housing complex was used for urban warfare training by the military and local police for a number of years afterwards. Demolition of the structures began in 2007 and at present all of the buildings have been demolished and removed.

Potential Historic Resources

KHMR-1, is a previously unidentified cultural resource consisting of a large scatter of historic artifacts dating from approximately the early part of the 20th century. The survey located artifacts

consisting of ceramic dish fragments, amethyst, aqua, mild, amber and clear glass shards, and burned wood. The artifacts are located in an area of burned soil that has been spread by bulldozing of the site in the past.

KHMR-1 had not been evaluated for its potential for listing on the California Register so a significance evaluation of the resource was conducted to determine if the site is eligible for the California Register. The evaluation of the resource consisted of 90 percent recovery of the surface artifacts and the excavation of a one meter by one meter unit. Because the site had been bulldozed in the past it appeared likely that the internal structure of the site was destroyed. The one meter by one meter unit was excavated to determine if there was any remaining intact subsurface deposit in the densest part of the site. The unit found conditions similar to six shovel test pits (STPs) dug throughout the site, with the upper 20-25 cm containing artifacts with modern trash present throughout. The soil was disturbed to a depth of 30 cm in some places, meaning that there is no integrity left horizontally or vertically within the site matrix. Based on the surface expression of the burned soil and taking into account the disturbed nature of the soil, it is safe to assume that the original deposit of burned soil and artifacts was probably smaller than the 300 ft by 75 ft spread of artifacts or even the smaller 80 ft by 30 ft area of ash and soil.

A brief description of the various artifacts recovered during the evaluation and their potential meaning for interpreting the site follows in the paragraphs below.

Hardware items made up a portion of the assemblage from the site. Four 12-volt battery cores, wire cut nails and machine screws (n=10-20), a Champion X spark plug (usually associated with Ford Model T), metal straps and pull handles; indoor ceramic insulators (n=14), light sockets (n=2), light bulb bases (n=4), and glass telephone line insulators (n=3) were recovered. One of the ceramic insulators was manufactured by the G.P. Co which was only in operation between 1923 and 1927. Other miscellaneous items include a single .38 caliber bullet casing, a .30 caliber rifle shell, and a single 1" diameter, U.S. Army coat button dated between 1890 and 1937.

The greatest number of artifacts were related to domestic activities and are dominated by ceramic dishes and glass bottle or jars and fragments of glass and ceramics. Over 136 fragments of glass bottles or drinking glasses were recovered on site. Glass items include liquor bottles (minimum of 5), soda (n=1), condiments and spices (at least 10), wine bottles (n=3), cleaning supplies, and medicine bottles, drinking glasses (n=3), a salt shaker, a cut glass dish (3 shards), a Waterman's ink bottle (since 1980), canning jars, and a cut glass vase (4 shards). Complete Ceramics are dominated by stonewares including dishes from the Quartermaster's Corps (QMC) in Buffalo, New York (1918) including a minimum of six dinner plates and an additional 56 pieces of table ware that are likely QMC but do not have makers marks. Over 110 fragments of ceramic table wares were recovered. These ceramics include fragments of glazed crockery (n=4), transfer wares (n=1), hand painted dishes (n=1), stoneware with raised designs (n=6), some fine porcelain and four pieces of milk glass jars used for cosmetics. In addition to plates, there were fragments of pitchers or jars (n=5), cups (n=2), decorated maijolica (n=1) and possible tureen (n=1). Six complete bottles were recovered. All of the complete bottles are condiment or medicine bottles. The bottles small size aided in their remaining intact. The complete bottle included a 2 oz., A. Schilling (1885-1947), A. Hinds handcream (1890-1930), Carpenter-Morton Colorite dye (1885-1930), Long Beach Glass Co. (1920-1933).

The number of cans present at this site was less than what is usually prevalent at sites from this time period. Tin cans are reliable indicator for food consumption patterns and would have given greater insight into the daily lives of the people who lived at March Air Field. The limited number of artifacts and their disturbed context only allow for the most general interpretation of the

artifact assemblage. The utilitarian nature of most of the products along with the presence of the QMC dishware and U.S. Army strongly suggest that the deposit is related to formative years (1918-1923) of March Air Field. The dates from the maker's marks on the ceramics and bottles confirm this assumption. After review and evaluation of KHMR-1, it was determined that this site is not eligible for listing on the California Register of Historic Resources (CRHR) as a place of historical significance (Tierra 2009).

Archaeological Resources

The last archaeological survey encompassing the proposed Project area included an intensive examination that covered 2,500 acres of undeveloped land (including portions of the March Business Center Specific Plan area). This survey, as with prior surveys, found that sites (1) cannot be temporally placed within a regional chronology because they lack associated artifacts, and (2) lack midden (an indication of the presence of subsurface deposits) that would indicate long-term use or occupation. Therefore, they are not eligible for inclusion in the National Register of Historic Places (NRHP).

Traditional Resources

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.

As outlined in Senate Bill 18, Local and Tribal Intergovernmental Consultation, a Native American contact program is in process. To date, this has involved sending letters to the Native American Heritage Commission (NAHC) and Native American tribes potentially interested in, or knowledgeable about, cultural resources in the proposed Project area. A letter was sent on June 25, 2009 to the NAHC requesting a check of their Sacred Lands Files for any records of cultural resources in the proposed Project area. The NAHC responded that no cultural resources were known to exist within the proposed Project area. The NAHC provided a list of twelve Native American individuals or groups to contact who are interested in the area and may have local knowledge. Letters were sent to those on the list on July 6, 2009. Responses were received from the Pala Band of Mission Indians, The Pechanga Band of Mission Indians, and the Soboba Band of Luiseno Indians. Native American concerns were limited to requesting the presence of a Native American monitor during surveying and construction; and ensuring treatment of archaeological resources and human remains in accordance with the appropriate Federal legislation. The March JPA will ensure that additional notices are provided as may be required by Senate Bill 18.

Paleontological Resources

The treatment of paleontological resources is governed by Public Law 74-292 (the National Natural Landmark Program, implemented by Title 36 CFR 62). Only significant paleontological remains are subject to consideration and protection by a federal agency. Among criteria used for National Natural Landmark designation are illustrative character, present condition, diversity, rarity and value for science education.

Quaternary-age fossils have been found in alluvial deposits near the proposed Project area. However, very few finds are of significant scientific quality. North of the March Business Center Specific Plan in San Timoteo Canyon, vertebrate fossils have been found and used to date local rock formations. Other fossils, both marine and nonmarine, are found throughout the Peninsular Ranges Province in sedimentary rock units. These units are not present within the proposed Project area; thus, no significant paleontological resources are believed to occur.

Regulatory Setting

Federal and State

National Historic Preservation Act

The National Register of Historic Places (NRHP), the official list of cultural resources worthy of protection within the US, was established in 1966 by the National Historic Preservation Act (NHPA). The NHPA authorized funding for state programs with participation by local governments, created the Advisory Council on Historic Preservation, and established a review process for protecting cultural resources. The NHPA is part of a national program to coordinate and support public and private efforts to identify, evaluate, and protect historic and archaeological resources. To be eligible for listing in the NRHP, a resource must be significant in American history, architecture, archaeology, engineering, or culture. Districts, sites, buildings, structures, and objects of potential significance must meet one or more of the following four established criteria:

- Are associated with events that have made a significant contribution to the broad patterns of our history;
- Have yielded, or may be likely to yield, information important in prehistory or history. Unless the property possesses exceptional significance, it must be at least 45 years old to be eligible for NRHP listing.
- Are associated with the lives of persons significant in our past; or
- Embody the distinctive characteristics of a type, period, or method of construction or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction.

In 1980, the Certified Local Government program, administered through the California State Office of Historic Preservation was created as an amendment to the NHPA. The Certified Local Government program allows for direct local government participation in an integrated comprehensive statewide historic preservation planning process. Cities and counties with certified local government status may compete for preservation funds allocated by Congress and awarded to each state.

California Register of Historic Resources

In 1992, California established its own Register of Historic Resources (CRHR), which identified historical resources and protect certain historical properties from adverse impacts. Specifically, the CRHR includes resources that are formally determined eligible for, or listed in, the NRHP, State Historic Landmarks numbered 770 or higher, Points of Historical Interest recommended for listing by the State Historical Resources Commission (SHRC), resources nominated for listing and determined eligible in accordance with criteria and procedures adopted by the SHRC, and resources and districts designated as city or county landmarks when the designation criteria are consistent with CRHR criteria.

California Points of Historical Interest Program

To recognize local historic properties not meeting the requirements of the CRHR, the California Points of Historical Interest Program was established in 1965. The criteria for the California Points of Historical Interest Program are the same as those that govern the Landmark program, but are directed to local (city or county) areas. California points of historical interest do not have direct regulatory protection, but are eligible for official landmark plaques and highway directional signs.

Senate Bill 18

Senate Bill 18 was signed in to law in September, 2004 to protect traditional tribal cultural places. This bill requires cities and counties to contact, and consult with California Native American Tribes before adopting or amending a General Plan or Specific Plan or when designating land as open-space for the purpose of protecting Native American cultural places. As discussed below, Native American consultation is ongoing.

State Office of Historic Preservation (OHP)

The OHP implements preservation laws regarding historic resources, and is responsible for the California Historical Resources Information System, which uses the National Criteria for listing resources significant at the national, state, and local level.

California Environmental Quality Act

CEQA, which is codified in PRC Section 21000, is the principal statute governing environmental (including cultural resources) review of development projects in the state. CEQA requires lead agencies to determine if a proposed project would have a significant effect on historical or archaeological resources. As defined in Section 21083.2 of CEQA, a "unique" archaeological resource is an archaeological artifact, object, or site, about which it can be clearly demonstrated that without merely adding to the current body of knowledge, there is a high probability that it meets any of the following criteria:

- Contains information needed to answer important scientific research questions and there is a demonstrable public interest in that information;
- Has a special and particular quality such as being the oldest of its type or the best available example of its type;
- Is directly associated with a scientifically recognized important prehistoric or historic event or person.

The CEQA Guidelines recognize that certain historical resources may also have significance. According to CEQA, a historical resource includes: (1) a resource listed on the CRHR or eligible to be listed on CRHR; (2) a resource included in a local register of historical resources, as defined in PRC Section 5020.1(k) or identified as significant in a historical resource survey meeting the requirements of PRC Section 5024.1(g); and (3) any object, building, structure, site, area, place, record, or manuscript, which a lead agency determines to be historically significant or significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California by the lead agency, provided the lead agency's determination is supported by substantial evidence in light of the whole record. (State CEQA Guidelines, § 15064.5.)

If a lead agency determines that an archaeological site is a historical resource, the provisions of PRC Section 21084.1 of CEQA and Section 15064.5 of the CEQA Guidelines apply. If an archaeological site does not meet the criteria for a historical resource contained in the CEQA Guidelines, then the site is to be treated in accordance with the provisions of CEQA Section 21083, as a unique archaeological resource. The CEQA Guidelines note that if an archaeological resource is neither a unique archaeological nor historical resource, the effects of the project on those resources shall not be considered a significant effect on the environment (CEQA Guidelines Section 15064.5(c)(4)).

Native American Heritage Commission

The NAHC was established to regulate Native American concerns toward the excavation of Native American cultural resources. The limits of its jurisdiction are established in PRC Section 50907.9 and Section 7050 of the Health and Safety Code. Among other things, the NAHC is authorized to resolve disputes relating to the treatment and disposition of Native American human remains and items associated with burials. Upon notification of the discovery of human remains by a county coroner, the Native American Heritage Commission notifies the Native American group or individual most likely descended from the deceased.

Local

March JPA General Plan

The March JPA General Plan, adopted in September 1999, serves as the blueprint for planning decisions within the March JPA Planning Area. The Resource Management Element of the March JPA General Plan contains goals and policies for the preservation of cultural and natural resources, which include: the promotion of cultural awareness through preservation of the March JPA Planning Area's historic, archaeological, and paleontological resources; implementation of the approved Cultural Resource Management Plan (CRMP) prepared by the USAF; the preservation of the Historic District through reuse of the area; the encouragement of the reuse of significant historic sites or structures identified in the March JPA General Plan Profile Reports to maintain their historic significance and integrity; the maintenance of the March JPA Planning Area's historic military past by preserving and enhancing its historic features with development and reuse, and corresponding development and landscape patterns; the requirement of developments located on or near archaeological or paleontological resources to provide a cultural resources study that assesses potential impacts of the proposed development; and, the preservation of identified cultural resources to the extent possible, prior to development, through dedication, removal, transfer, reuse, or other means.

Cultural Resources Management Plan (CRMP)

A CRMP was prepared in 1996 to provide a "long range plan for the preservation of historically important properties within the boundaries of the March Air Force Base." Intended to guide MARB employees in their treatment of historic properties, the CRMP focuses on the March Field Historic District, located east of I-215. Aside from the March Field Historic District, the CRMP also provides guidance for the treatment of other cultural resources, such as archaeological sites, and provides strategies for the unexpected discovery of cultural resources during construction activities.

Threshold for Determining Significance

According to CEQA Guidelines Appendix G, a project would have a significant impact on Cultural Resources if the project would:

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; or

d) Disturb any human remains, including those interred outside of formal cemeteries.

Mitigation From 2003 Focused EIR

The following mitigation measure was identified in the 2003 Focused EIR:

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

Environmental Impacts

Threshold IV.J-1: Would the proposed project cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5?

Analysis from the 2003 Focused EIR: The 2003 Focused EIR did not identify any cultural resources within the West March Planning Sub-area, which includes the Specific Plan area, that are determined by the California Office of Historic Preservation to be of significance. Therefore, impacts to cultural resources resulting from the development of the Specific Plan would not be significant.

Proposed Changes to the North Campus of the Specific Plan: A Cultural Resource Survey, Test, and Evaluation conducted by Tierra in December, 2009, found one previously unidentified cultural resource (KHMR-1), a historic refuse scatter, within the Project area. Two previously identified cultural resources that have been documented extensively within the Project area are Camp Haan (CA-RIV-5454) and Arnold Heights military housing complex (CA-RIV-14227). Based on previous historic studies as well as the Cultural Resource Survey, Test, and Evaluation (Tierra, December 2009), neither Camp Haan nor Arnold Heights meets the criteria established by the state Office of Historic Preservation for listing on the California Register of Historic Places.

As discussed above in the Environmental Setting, KHMR-1 has been tested and evaluated for potential to reveal more information about the history of California. Based on the results of the Cultural Resource Survey, Test, and Evaluation conducted by Tierra in December, 2009, the site

is not eligible for listing on the California Register. This finding was based on the limited number of artifacts present, their disturbed context and previous disturbance to the site. No further treatment is recommended for this resource and the site is considered fully mitigated; therefore, potential impacts to KHMR-1 would be less than significant. Potential impacts to KHMR-1 with respect to archaeological resources are discussed below.

Project Consistency with the 2003 Focused EIR: The proposed Project is consistent with the 2003 Focused EIR.

Applicable Mitigation Measures from the 2003 Focused EIR: The proposed Project would be required to comply with Mitigation Measure L-1 from the 2003 Focused EIR.

Additional Mitigation Measures: None required.

Significance After Mitigation: Less than significant.

Threshold IV.J-2: Would the proposed project cause a substantial adverse change in the significance of a unique archaeological resource pursuant to Section 15064.5?

Analysis from the 2003 Focused EIR: The 2003 Focused EIR did not identify the presence of any unique archaeological resource within the study area nor did it anticipate any impacts to unique archaeological resources as part of the Project.

Proposed Changes to the North Campus of the Specific Plan: A Cultural Resource Survey, Test, and Evaluation conducted by Tierra in December, 2009, discovered one previously unidentified cultural resource site, KHMR-1. The evaluation of the resource consisted of 90 percent recovery of the surface artifacts and the excavation of a one meter by one meter unit. Bulldozing activities had destroyed the internal structure of the site. The collection of the surface artifacts and excavation of the unit resulted in the recovery of a wide range of artifacts. Almost all of the artifacts dated to the early part of the 20th century. A large number of artifacts were related specifically to the U.S. Army the early 1920s indicating that the site is related to the initial development of March Air Field. A brief description of the various artifacts recovered during the evaluation and their potential for interpreting the meaning is discussed above in the Environmental Setting section.

As noted, the excavation indicated that site deposits were shallow and entirely disturbed by the previous bulldozing. This, in addition to the finding that the site is a secondary deposit, eliminates the possibility the site retains any integrity or possibility for inclusion on the California Register. Based on the evaluation of KHMR-1 conducted by Tierra, no further work is recommended for KHMR-1 and the site is considered fully mitigated. Some of the more intact artifacts might be suitable for display at the March Air Force Base Museum and it is recommended that the March JPA create an accession agreement for curation of the artifacts at the museum. This is not considered a mitigation measure but rather is recommended as an educational opportunity and demonstration of community stewardship.

In addition to the above recommendations, the possibility exists that undetected cultural resources may be present in the previously undisturbed Project area. As these would be difficult to identify using current techniques, any possible detection must await grading monitoring. Thus, it is recommended that a professional archaeologist and Native American monitor all initial ground disturbing activity in native soils in the proposed Project area, as identified in **Figure IV.J-1**. A Monitoring Discovery and Historic Properties Treatment Plan should be prepared prior to

NORTH
Not to Scale

Source: Tierra Environmental Services

Figure IV.J-1
Native Soil Construction Monitoring

commencement of construction activity in the Project area. These recommendations are imposed via the mitigation measures IV.J-2-1 through IV.J-2-6 below.

In response to the NOP for this SEIR, the Pechanga Band of Luiseño Indians, a federally recognized Indian tribe and sovereign government, has requested to be involved in the consultation process of all environmental documents relating to the Meridian Specific Plan Amendment. In response to this request, and in accordance with SB 18, the March JPA and the Pechanga Band of Luiseño Indians met on September 23, 2009, to address the protection and preservation of any Native American sacred places through agreed upon mitigation for the proposed Project, which is specified and imposed below.

Impact IV.J-2-1 **Impacts to undetected cultural resources in previously undisturbed project areas.**

Project Consistency with the 2003 Focused EIR: Since the 2003 Focused EIR, a new potential cultural resource has been discovered within the Project and defined as KHMR-1. As noted, evaluation of this resource by Tierra has determined that it is not significant or eligible for listing on the California Register. The Project remains consistent with the 2003 Focused EIR.

Applicable Mitigation Measures from the 2003 Focused EIR: The proposed Project would be required to comply with Mitigation Measure L-1 from the 2003 Focused EIR.

Additional Mitigation Measures: The proposed Project shall implement Mitigation Measures IV.J-2-1 through IV.J-2-6 described below.

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

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

Mitigation IV.J-2-3 **Prior to beginning Project construction, the Project Archaeologist shall file a pregrading report with the MJPA to document the proposed methodology for grading activity observation. Said methodology shall include the requirement for a qualified archaeological monitor to be present and to have the authority to stop and redirect grading activities. In accordance with the**

agreement required in *Mitigation Measure IV.J-2-2*, the archaeological monitor's authority to stop and redirect grading shall be exercised in consultation with the appropriate Tribe to evaluate the significance of any archaeological resources discovered on the property. Tribal monitors shall be allowed to monitor all grading, excavation and ground breaking activities in native soils, and shall also have the authority to stop and redirect grading activities in consultation with the Project archaeologist.

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

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

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

Significance After Mitigation: Less than significant.

Threshold IV.J-3: Would the proposed project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

Analysis from the 2003 Focused EIR: The 2003 Focused EIR did not identify the presence of any unique paleontological resources nor were impacts to unique paleontological resources anticipated as part of the proposed Project.

Proposed Changes to the North Campus of the Specific Plan: Quaternary-age fossils have been found in alluvial deposits near the Specific Plan area. However, very few finds are of significant scientific quality. North of the Specific Plan Area, in San Timoteo Canyon, vertebrate fossils have been found and used to date local rock formations. Other fossils, both marine and nonmarine, are found throughout the Peninsular Ranges Province in sedimentary rock units. These units are not present within the Specific Plan area. Therefore, no significant paleontological resources are believed to be within the Specific Plan area.

Project Consistency with the 2003 Focused EIR: Impacts from the proposed Project are consistent with those addressed in the 2003 Focused EIR.

Applicable Mitigation Measures from the 2003 Focused EIR: The proposed Project would be required to comply with Mitigation Measure L-1 from the 2003 Focused EIR.

Additional Mitigation Measures: None required.

Significance After Mitigation: Less than significant.

Threshold IV.J-4: Would the proposed project disturb human remains, including those interred outside formal cemeteries?

Analysis from the 2003 Focused EIR: The 2003 Focused EIR did not identify the potential for human remains to exist within the Project area nor were impacts to human remains anticipated as part of the proposed Project.

Proposed Changes to the North Campus of the Specific Plan: The majority of the proposed Project site has been graded and no human remains have been found during these grading activities. Thus the discovery of human remains during excavation is unlikely. However, accidental discovery of human remains cannot be completely ruled out. If human remains are discovered during construction activities, the Project sponsor would be required to comply with California State Health and Safety Code Section 7050.5, which requires that no further disturbance be allowed to occur until the county coroner has made the necessary findings as to the origin and disposition of the remains pursuant to PRC Section 5097.98. Adherence to California all applicable state laws will reduce potential impacts from the proposed Project to less than significant.

Project Consistency with the 2003 Focused EIR: Impacts from the proposed Project are consistent with impacts addressed in the 2003 Focused EIR.

Applicable Mitigation Measures from the 2003 Focused EIR: The proposed Project would be required to comply with Mitigation Measure L-1 from the 2003 Focused EIR.

Additional Mitigation Measures: The proposed Project shall implement Mitigation Measure IV.J-4-1 described below.

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.**

Significance After Mitigation: Less than significant.

Threshold IV.J-5: Would implementation of the proposed project result in cumulatively considerable adverse impacts concerning cultural resources?

Analysis from the 2003 Focused EIR: The 2003 Focused EIR did not identify any historical, archaeological, or paleontological resources of significance within the proposed Project area, such that no cumulatively considerable impacts to cultural resources were found.

Proposed Changes to the North Campus of the Specific Plan: The cultural records review for the proposed Project revealed that at least 27 archaeological investigations were conducted within a one-mile radius of the Project area. There are 140 cultural resources recorded within this search radius. These include prehistoric bedrock milling sites with little or no associated artifacts and historic-age resources such as Craftsman bungalows and other residences; concrete slab foundations and a historic trash dump.

Ground disturbance would occur during development of the proposed Project and related projects. Cultural resources have the potential to be discovered during ground disturbance activities; therefore, in areas with potential for this to occur, local jurisdictions typically impose a mitigation requiring a qualified archaeologist to be present during grading and excavation. The extent or significance of discovered resources during these activities cannot be determined until significance testing is performed. However, since cultural resources are site specific and there is no evidence of any culturally significant sites within the proposed Project area, no cumulative significant impacts are anticipated to occur from new development that is in compliance with the applicable State and local regulations.

Project Consistency with the 2003 Focused EIR: Impacts from the proposed Project are consistent with those addressed in the 2003 Focused EIR.

Applicable Mitigation Measures from the 2003 Focused EIR: The proposed Project would be required to comply with Mitigation Measure L-1 from the 2003 Focused EIR.

Additional Mitigation Measures: The proposed Project shall implement Mitigation Measures IV.J-2-1 through IV.J-2-6 and IV.J-4-1 described above.

Significance After Mitigation: Less than significant.

Cumulative Impacts

The proposed Project's cumulative impacts are specifically addressed in Threshold IV.J-5, above.

K. Public Services

Environmental Setting

Police and fire protection in the proposed Project area are provided by the Riverside County Sheriff's Department (police protection and law enforcement) and Riverside County Fire Department (fire protection and emergency services). The Project area is within the Moreno Valley Unified School District.

Police Protection and Law Enforcement

In addition to providing services to the proposed Project area, the Riverside County Sheriff's Department also provides law enforcement services for the City of Moreno Valley, City of Perris and adjacent unincorporated areas of Riverside County. The 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 located approximately 1.5 miles east of the proposed Project area. The March JPA receives a base level of service from the County Sheriff which covers both emergency and non-emergency response. In addition, the March JPA contracted with the Riverside County Sheriff's Department in 2007 to provide supplemental Sheriff patrols to the entire March JPA Planning area through 2012. Operations and maintenance for base level sheriff services are financed through the Law Enforcement ½ cent sales tax and property taxes. The contracts for supplemental law enforcement patrols are paid by March JPA at the rate of $78.76 per hour and $0.71 per mile, subject to a 7.5% annual increase. Sheriff's Department capital facilities are financed through the March JPA Public Facilities development impact fees. Potential tenants within the proposed Project area would contribute impact fees for law enforcement services in accordance with March JPA regulations. Overall, response time within the Moreno Valley March Area during 2008 and 2009 was approximately 16 minutes for non-life threatening calls and six minutes or less for life threatening calls (Riverside County Sheriff's Department RSO Dispatch – Average Response Time Recap, Calendar Years 2008 & 2009, Moreno Valley March Area).

Fire Department Services

Fire protection and emergency services within the Project area are provided by the Riverside County Fire department. As with police protection, the Riverside County Fire Department provides these services for the City of Moreno Valley, City of Perris and adjacent unincorporated areas of Riverside County. Fire stations serving the proposed Project area are as follows:

- Station 65 located at Kennedy Park in the City of Moreno Valley (15111 Indian Avenue). Response time would be less than 20 minutes (Personal Communication, Jason Neumann, Riverside County Fire Department, March 24, 2010). Station 65 has a type "1" pumper and is staffed by three firefighters, augmented by volunteer personnel. This station contains a breathing support unit, a rescue squad and 25 volunteer firefighters (Personal Communication, Cheri Patterson, Riverside County Fire Department Senior Public Information Specialist, March 12, 2010).

- Station 1, in the City of Perris (210 West San Jacinto Avenue), has a response time of 25 minutes (Personal Communication, Jason Neumann, Riverside County Fire Department, March 24, 2010). Station 1 has a type "1" pumper, two type "3" engines and is staffed by two firefighters, augmented by volunteer personnel. This station also has a reserve engine

and 25 volunteer firefighters (Personal Communication, Cheri Patterson, Riverside County Fire Department Senior Public Information Specialist, March 12, 2010).

- Station 6 located in City of Moreno Valley (22250 Eucalyptus Avenue), has a response time of approximately five minutes (Personal Communication, Jason Neumann, Riverside County Fire Department, March 24, 2010). This station has one engine and one 100' truck and is staffed by seven firefighters, augmented by 15 volunteer personnel (Personal Communication, Cheri Patterson, Riverside County Fire Department Senior Public Information Specialist, March 12, 2010).

- Station 8, located in Woodcrest within the County of Riverside (16533 Trisha Way), has a response time of 15 minutes (Personal Communication, Jason Neumann, Riverside County Fire Department, March 24, 2010). Station 8 has a type "1" pumper and is staffed by two firefighters, augmented by volunteer personnel. This station also has a rescue squad, and 12 volunteer firefighters (Personal Communication, Cheri Patterson, Riverside County Fire Department Senior Public Information Specialist, March 12, 2010).

Station 6 currently is the first to respond to calls in the general study area. A new fire station is proposed on a two-acre site within the proposed Project area, Unit 6 Lot 1A. While the site has been identified, there is no specific development proposal to construct the fire station at this time. Capital expenses for fire facilities are financed through development impact fees. Potential tenants within the Project area would contribute impact fees for fire protection in accordance with March JPA regulations. Upon construction of this fire station, approximate response time from this station would be less than four minutes to all lots within the proposed Project area (Personal Communication, Jason Neuman, Riverside County Fire Department, March 5, 2010). The MOU with the Fire Department is provided in the Appendix L.

Schools

The nearest schools to the Project site are Tomas Rivera Elementary School (1.5 miles southwest), Chapman University (1.1 miles northeast) and the Amelia Earhart Middle School (1.7 miles southwest). As required per Assembly Bill 2926, commercial and Industrial development within the March JPA pays a $0.47 per square foot school development impact fee to the Moreno Valley Unified School District to cover direct and/or indirect impacts to school services.

Parks

There are no parks planned or within the proposed Project area. The closest existing parks are located within the Cities of Perris and Moreno Valley.

Other Public Facilities

Other public facilities within the proposed Project area include hospitals and libraries. The nearest public library is Orange Terrace Library located approximately 1.3 miles away within the City of Riverside at 20010-B Orange Terrace Parkway. The next closest facility is Woodcrest Library, located approximately 5 miles west of the proposed Project site. Woodcrest Library is part of the Riverside County Library System.

The Riverside County Regional Medical Center (RCRMC) is located approximately 4 miles east of the proposed Project site on Cactus Avenue, and the Riverside Community Hospital is located

approximately 7 miles to the northwest of the proposed Project site. RCRMC, located at 26520 Cactus Avenue in Moreno Valley, is a 520,000 square foot tertiary care and level II adult and pediatric trauma center. On-site, the hospital is licensed for 362 beds (an additional 77 licensed beds are housed in a separate psychiatric facility). The hospital includes 12 operating rooms; a helipad; comprehensive radiology services; adult, pediatric, and neonatal intensive care units; a birthing center; and complete pulmonary services including hyperbaric oxygen treatments (www.rcrmc.org/about/index.html, accessed March 4, 2010).

The Riverside Community Hospital is located at 4445 Magnolia Avenue in Riverside, and is a full service, acute care community hospital that is identified as a level II trauma (equipped to handle all but the most traumatic of injuries) and emergency center. The hospital maintains over 400 physicians on staff and over 1,400 employees and includes services such as the Heartcare Institute (cardiology), the Cancer Center, Transplant Services Department, Family Birthplace, orthopedic services, surgical services (10 operating rooms), intensive care units (40 suites to address both surgical intensive care and medical intensive care), palliative care services, pharmacy, and Physical Medicine Center (physical and occupational therapy and speech pathology) (www.rchc.org/CustomPage.asp?guidCustomContentID=BF5FC5F0-2A7D-4D00-9B4D-52454DB2C092, accessed March 4, 2010).

Regulatory Setting

State

Senate Bill 50

Also known as the Leroy F. Greene School Facilities Act of 1998 (School Facilities Program), SB 50 was originally established to streamline the state's school construction funding process. The program provides grants to school districts to match local contributions for new construction and modernization projects from revenues obtained through the sale of State General Obligation Bonds when approved by voters in statewide elections. It provides funding for higher education facilities, kindergarten through twelfth grade facilities, and modernization of older schools, additional funding for districts in hardship situations, and funding for class size reduction. The School Facilities Program also establishes the mandated CEQA mitigation measure for impacts related to school capacity and prohibits the denial of a land use application on the basis of school capacity. The CEQA mandated mitigation measure is the collection of fees to be used by schools affected by proposed development. Additional fees can only be levied if the applicable school district meets certain criteria, such as approval of a five-year school facilities plan.

Assembly Bill 2926

AB 2926 was adopted in September 1986 and granted California school districts the authority to levy developer fees on residential, commercial, and industrial development to help finance school construction. A development is not issued a building permit until the local school district certifies the appropriate fees have been paid. School districts may increase the level of fees every two years, based on the change in the Class B construction cost index, as determined by the State Allocation Board. Currently, the fees for new commercial/industrial development are $0.47 per square foot.

Assembly Bill 1929

AB 1929 was adopted in June 1995 and allows cities and counties to enter an agreement to adopt goals and policies in their general plans for the regional management of common or shared resources, long-term wildlife habitat protection, open space preservation, and access to parklands.

Local

Riverside County Fire Department Fire Prevention Standard #06-01

Fire Prevention Standard #06-01 refers to sprinkler system design density in speculative use buildings. This standard was developed to assist in determining the minimum requirements for fire sprinkler system design densities for buildings where the specific tenant and use of the building have not been defined at time a permit is issued. This standard applies whenever the Riverside County Fire Department determines the need to establish minimum sprinkler system design densities for speculative use buildings. The actual design of fire sprinkler systems shall be based upon the NFPA 13th edition adopted by the current California Building and Fire Code. When fire sprinkler systems are required in buildings of undetermined use, they shall be designed with a sprinkler density of not less than that required for Ordinary Hazard Group 2 use with a minimum design area of 3,000 ft^2.

Wildland Fire Hazards

The County of Riverside Ordinance No. 695 requires the abatement of hazardous vegetation within a one hundred foot wide strip at the boundary of an unimproved parcel adjacent to a roadway and/or within a one hundred foot wide strip of land around structure(s) located on an adjacent improved parcel (some or all of this clearance may be required on the unimproved parcel depending upon the location of the structure on the improved parcel). The County Fire Chief or his or her designee may require more than a one hundred foot width or less than a one hundred foot width for the protection of public health, safety or welfare or the environment. The ordinance is intended to minimize wildfire risk.

Settlement and General Release Agreement for Development of March Business Center within the March Joint Powers Authority (Settlement Agreement)

The Settlement Agreement was adopted in response to a legal action against the March JPA's approval of the 2003 Focused EIR for March Business Center Specific Plan. As part of the Settlement Agreement, the March JPA was required to provide a park for active recreation within the March Business Center. The park is to consist of 48-acres initially with potential expansion to 60-acres in the South Campus near Barton Street or within the 1,178-acre future development area located west of the SPA. The park is not a part of the proposed Project.

Thresholds for Determining Significance

According to CEQA Guidelines Appendix G, a project would have a significant impact on Public Services if it would:

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 for any of the public services:

i. Fire protection;
ii. Police protection;
iii. Schools;
iv. Parks; and
v. Other public facilities.

Mitigation From 2003 Focused EIR

The mitigation measures identified in the 2003 Focused EIR to reduce potential public services impacts are:

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

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

P-3 Development within the elementary school buffer zone will abide by land use compatibility conditions as set forth in the March Business Center Specific Plan.

Environmental Impacts

Threshold IV.K-1: Would the proposed project result in substantial adverse physical impacts associated with the provision of new or physically altered fire protection facilities, need for new or physically altered fire protection facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives?

Analysis from the 2003 Focused EIR: The 2003 Focused EIR found impacts to fire protection services associated with the Specific Plan to be less than significant with the dedication of land within the Project area for a fire station. There are no additional impacts to fire protection services associated with the proposed Project.

Proposed Changes to the North Campus of the Specific Plan: The demand for fire protection is directly related to the presence of fire hazards and potential for emergency situations. Hazards are influenced by several factors such as dry brush areas, industrial uses, hazardous material users, fire safety of structures, fire hydrant capacity, weather (high temperatures, high winds, etc.), the presence of combustible materials, high voltage power lines, high pressure gas lines, and substandard electrical systems and equipment. The impacts of new development on fire protection would increase demand for emergency and fire protection services due to the increase in the number of structures that need to be served.

Fire protection needs would be greater on slopes with dry brush and limited access; within industrial areas; and other identified fire hazard areas. According to the Riverside County Fire Master Plan, the proposed Project area falls under Category 1 – Heavy Urban. The Fire Master Plan has set a fire suppression goal of 8 minutes for the first responder to arrive at the scene in a Heavy Urban environment. The personnel and equipment needed to meet this goal is generally estimated to be one-engine or truck company within 1.5 miles of the site. The provision of fire

service to new development within heavily populated and developed areas is evaluated on a case by case basis; however, a general guideline is one-engine or truck company per every 3.5 million square feet of commercial or industrial space. Based on this criteria, within the study area, this goal could be met with the addition of an engine or truck at Station #6 or other station in the area or construction of a new fire station. Buildout of the March JPA Planning Area is projected at 21.5 million square feet of commercial and industrial uses (March Business Center General Plan Amendment, 2003). Of the 21.5 million square feet, approximately 4.09 million square feet can be attributed to the portion of the March Business Center Specific Plan comprising the proposed Project area. The proposed Project would add approximately 900,000 square feet in addition to what was analyzed in the 2003 Focused EIR. Currently, Riverside County Fire Department Station #6 is located 1.5 miles north of the Project area and provides fire service to existing development (approximately 3,500,000 square feet) within the March Business Center Specific Plan. Demand for the new fire station evaluated herein was identified in the 2003 Focused EIR and is part of the overall scope of fire service improvements identified for the March Business Center Specific Plan. The exact development date for the new station is unknown; however, the Riverside County Fire Department will require it to be constructed by build-out of the proposed Project area (2017). The proposed Project would not increase demand for fire service beyond what was evaluated in the 2003 Focused EIR. Operation of the proposed station would meet the fire service criteria defined in the 2003 Focused EIR and with the addition of new development associated with the proposed Project.

Until the permanent fire station is constructed, the Riverside County Fire Department anticipates constructing a temporary facility on the proposed fire station site. The temporary facility would include modular structures and a steel structure apparatus bay. The facility would house a specialized resource known as a breathing support unit with a staff of one. The approximate implementation will be 18 to 24 months from project approval depending on completion of infrastructure and roadways. Should additional funding be identified, the temporary facility may house an engine with crew.

The prospective developer of Lot 16 is proposing to use anhydrous ammonia in the refrigeration system. Anhydrous ammonia is a clear, colorless gas that has a very characteristic odor. According to the Material Safety Data Sheet for anhydrous ammonia, it is an irritant and corrosive to skin, eye, respiratory tract and mucous membranes. It may cause severe burns, eye and lung injuries as well as aggravate existing skin and respiratory diseases. Anhydrous ammonia is flammable and can be explosive when mixed with the air in uncontrolled conditions. In addition, the prospective industrial user on Lot 16 is proposing to construct two above ground 10,000-gallon diesel fuel tanks. Diesel fuel is classified as a Class II combustible liquid by the National Fire Protection Association (NFPA). Although diesel fuel is a combustible liquid, it has a higher flash point than gasoline and requires a higher temperature to ignite.

As discussed in Section IV.E, *Hazards and Hazardous Materials*, anhydrous ammonia would be pumped through the refrigeration system rather than stored in a tank. The system will be designed and installed to include a state-of-the-art automatic leak detection and shutdown system. This system includes an ammonia dilution tank, which in the event of an emergency would mix the ammonia with water, rendering the ammonia inert. This procedure is standard in the industry and complies with applicable federal and California regulations. The proposed fueling facility would be constructed in accordance with the appropriate industry standards, including American Petroleum Institute standards for diesel fuel, NFPA Section 30, and the California Fire Code. This would include an enclosed vapor recovery system, spill detection alarms, emergency shutdown features and containment barriers. Fuel spills would be managed consistent with the RMP/PSM.

If an accidental release of anhydrous ammonia or diesel fuel were to occur, the fire department would be notified and upon arrival would determine if a hazardous materials team is needed onsite. Response time for the hazardous materials team may be up to 30 minutes as there are only two hazardous materials teams in Riverside County. This is a standard procedure implemented by Riverside County Fire Department to assess and mitigate hazardous materials releases (personal communication between KHA and Jason Neuman, Riverside County Fire Department, 3-5-10).

A fireflow standard of 5,000 gallons per minute is used for planning purposes. All water mains and fire hydrants providing required fire flows shall be constructed in accordance with the appropriate sections of Riverside County Ordinance No. 460 and/or No.787, and is subject to review and approval by the Riverside County Fire Department. Until a specific user is defined for each lot, the required parcel specific fireflow requirements cannot be determined by the fire department. For uses with a larger floor area, such as warehouses, this fireflow standard may need to be greater and will be determined by the Riverside County Fire Department during final design for each lot. Each proposed user will be required to perform a fireflow analysis for the parcel to confirm the fire flow rates (velocities and pressures) meet the thresholds in accordance with the Riverside County Fire Department requirements. If the required fire flow is higher than the 5,000 gpm planning guideline, as determined by the fire department, the user may need to incorporate additional measures such as fire pumps and/or additional connections to the water main to meet the fire flow requirements. These additional measures will be determined during the final design fire flow analysis for the parcel.

Fire hydrants and sprinkler systems will be required throughout the Project area and are required by California Fire Code and Uniform Building Code. Further, the Riverside County Fire Department requires fire hydrants at maximum 330 foot intervals. The intervals can be higher pending fire department approval. This applies to the street network as well as individual lots. Fire hydrants along the street network would be placed on alternating sides of the street rights of way.

Because the proposed Project would comply with applicable fire codes and is consistent with the land use types and activities envisioned in the previously adopted March Business Center Specific Plan, operation of this facility is not expected to increase fire risk beyond that identified in the 2003 Focused EIR.

Project Consistency with the 2003 Focused EIR: Impacts from the proposed Project are consistent with those addressed in the 2003 Focused EIR.

Applicable Mitigation Measures from the 2003 Focused EIR: The proposed Project would be required to comply with Mitigation Measure P-2 from the 2003 Focused EIR.

Additional Mitigation Measures: None required.

Significance: Less than significant with mitigation.

Threshold IV.K-2: Would the proposed project result in substantial adverse physical impacts associated with the provision of new or physically altered police protection facilities, need for new or physically altered police protection facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives?

Analysis from the 2003 Focused EIR: The 2003 Focused EIR found impacts on police protection services associated with the Specific Plan to be less than significant with implementation of the proposed mitigation measure providing patrol services in addition to the County-wide level of emergency response. This mitigation measure was satisfied with the 2007 agreement for law enforcement services between the JPA and the County of Riverside. This agreement is effective through June 2012. There are no additional impacts to police protection services associated with the proposed Project.

Proposed Changes to the North Campus of the Specific Plan: The proposed changes to the Specific Plan include mostly minor modifications to the land uses and the conversion of 110 acres of previously designated Business Park to Industrial. The Business Park use was intended for a mix of office and assembly/manufacturing facilities with an emphasis on assembly/manufacturing, while the Industrial use is intended for a mix of assembly/manufacturing and warehousing facilities, with an emphasis on warehousing.

The March JPA receives the same emergency response level of service as the rest of the County, but contracts for additional patrol services. As additional facilities are constructed, the demand for police protection services may also increase. Adjustments in police department staffing and equipment would be necessary as new development occurs in the proposed Project area. However, the shift from an emphasis on manufacturing to an emphasis on warehousing facilities is not likely to impact police protection services any more than was addressed in the 2003 Focused EIR (Personal Communication, Lt. Dan Florez, Riverside County Sheriff's Department, March 2, 2010).

As described above, response times are expected to remain 16 minutes or less for non-emergencies and 6 minutes or less for emergencies with development of the proposed Project (Personal Communication, Lt. Dan Florez, Riverside County Sheriff's Department, March 2, 2010).

Actual service planning would have to consider other factors in projecting the need for police protection services. They include the presence of criminal elements, density of development, traffic problems, individual safety precautions, business cooperation, response time, number of calls for service, and the attraction of structures, property, and criminal elements. As more intense development occurs in the March JPA Planning Area, police services would need to be expanded according to demand.

Although the plans for Lot 16 are not yet finalized, the user is proposing to fence and gate the truck lot. There will be a guard booth at the entrance to the truck lot that will control access to the facility 24 hours/day. Access to the employee parking facility will be controlled via gate arms. It is likely that video surveillance will also be used throughout the site. With these security measures in place, it is not anticipated that Lot 16 will increase demand on police services beyond that identified in the 2003 Focused EIR.

Project Consistency with the 2003 Focused EIR: Impacts from the proposed Project are consistent with those addressed in the 2003 Focused EIR.

Applicable Mitigation Measures from the 2003 Focused EIR: The proposed Project would be required to comply with Mitigation Measure P-1 from the 2003 Focused EIR.

Additional Mitigation Measures: None required.

Significance: Less than significant with mitigation.

Threshold IV.K-3: Would the proposed project result in substantial adverse physical impacts associated with the provision of new or physically altered schools, need for new or physically altered schools, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives.

Analysis from the 2003 Focused EIR: The 2003 Focused EIR did not identify impacts to schools with the implementation of the Specific Plan. However, to minimize potential impacts to the Arnold Heights Elementary School and Tomas Rivera School, mitigation measures A-3 and P-3 prohibited facilities located within one-quarter mile of an existing school from storing, handling or using toxic or highly toxic gases, as defined in the most currently adopted County fire code, in quantities that exceed an exempt amount defined the same code. Because Arnold Heights has now been demolished, and the buffer zone has formally been removed through a previous Specific Plan Amendment, the requirement is no longer relevant to that school. Tomas Rivera School is located over one-quarter mile west of the proposed Project area.

Proposed Changes to the North Campus of the Specific Plan: School services would not be impacted as there is no increase in population expected to occur with implementation of the proposed Project. The school district would collect school fees as set forth within AB 2926 and AB 1929. Furthermore, SB 50 stipulates that the school district can collect a fixed rate fee for new development. The fee for commercial and industrial development pursuant to SB 50 is based upon the square footage of new construction. Legislation permits school districts to collect $0.47 per square foot of non-residential development to account for non-residential growth inducing impacts to schools. This is the current fee and is subject to change. Fees within the Project area are collected by MVUSD and used to provide school facilities. Under Government Code section 65996, the payment of mitigation fees by the Project provides full mitigation for any impacts to schools.

Project Consistency with the 2003 Focused EIR: Impacts from the proposed Project are consistent with those addressed in the 2003 Focused EIR.

Applicable Mitigation Measures from the 2003 Focused EIR: Mitigation measures A-3 and P-3 from the 2003 Focused EIR are no longer applicable because Arnold Heights Elementary has been demolished and Tomas Rivera Elementary is located more than one-quarter mile west of the Project area.

Additional Mitigation Measures: None Required.

Significance: No impact.

Threshold IV.K-4: Would the proposed project result in substantial adverse physical impacts associated with the provision of new or physically altered parks, need for new or physically altered parks, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives?

Analysis from the 2003 Focused EIR: The 2003 Focused EIR did not analyze potential impacts to parks because implementation of the Specific Plan would not require any parks nor would it impact existing park or recreation services.

Proposed Changes to the North Campus of the Specific Plan: Demand for park services is related to residential development. As discussed in previous sections, the proposed Project is located in an area of western Riverside County where housing there is an existing housing/jobs imbalance. There are no existing parks within the Project area that will be impacted by the proposed Project. Further, the proposed Project does not include a residential component and as described in Chapter 14 of the March JPA Development Code, Commercial and industrial uses are exempted from Park and Recreation Fees and Dedications.

Project Consistency with the 2003 Focused EIR: Impacts to parks were not addressed in the 2003 Focused EIR.

Applicable Mitigation Measures from the 2003 Focused EIR: None required.

Additional Mitigation Measures: None required.

Significance: No impact.

Threshold IV.K-5: Would the proposed project result in substantial adverse physical impacts associated with the provision of new or physically altered public facilities (other than those mentioned above), need for new or physically altered public facilities (other than those mentioned above), the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives?

Analysis from the 2003 Focused EIR: The 2003 Focused EIR did not analyze any other impacts to public facilities.

Proposed Changes to the North Campus of the Specific Plan: As discussed in the Moreno Valley Municipal Code, Section 3.42 Commercial and Industrial Development Impact Fees, there are no library impact fees associated with commercial and industrial development. Demand for library services is typically associated with projects having a residential component. Because the proposed Project does not include residences, demand for library services is not expected to be affected by implementation; thus, no impacts to libraries are anticipated.

The proposed Project includes mostly minor modifications to land use. The most significant change is the conversion of approximately 110 acres of Business Park to Industrial. The Business Park use was intended for a mix of office and assembly/manufacturing facilities with an emphasis on assembly/manufacturing, while the Industrial use is intended for a mix of assembly/manufacturing and warehousing facilities, with an emphasis on warehousing.

This shift from an emphasis on assembly/manufacturing to an emphasis on warehousing is not expected to increase demand for other public services. All prospective users within the proposed Project area will be required to comply with the same health and safety standards as the development previously described in the 2003 Focused EIR. No high risk users were identified in the 2003 Focused EIR and no high risk users are proposed as part of the proposed Project. The Lot 16 user is a food and food-service product warehouse, packaging, and distribution center. No food processing or preparation would occur on-site. The proposed facility on Lot 16 would comply with fire code requirements, includes on-site security measures and incorporates other safety precautions and procedures (see Section IV.E, *Hazards and Hazardous Materials*). Therefore, it is not considered a higher risk use than those uses evaluated in the 2003 Focused

EIR. Accordingly, the proposed Project is not expected to impact public facilities such as hospitals.

Project Consistency with the 2003 Focused EIR: No other public facilities were analyzed in the 2003 Focused EIR.

Applicable Mitigation Measures from the 2003 Focused EIR: None required.

Additional Mitigation Measures: None required.

Significance: No impact.

Cumulative Impacts

Analysis from the 2003 Focused EIR: The 2003 Focused EIR stated similar cumulative impacts as the above analysis. New development under the Specific Plan would increase the demand for fire protection and police services in the area but cumulative impacts to schools were less than significant, given the implementation of SB 50. Cumulative impacts were expected to be satisfactorily mitigated by the Project mitigation measures and implementing program.

Proposed Changes to the North Campus of the Specific Plan: The proposed Project would not include residential uses or otherwise contribute to an increase in population within the Project area that could affect demand for parks and/or schools. It is unlikely that it would cumulatively contribute to an increased demand for fire and police services because the uses are similar to those addressed in the 2003 Focused EIR. These services are funded through the collection of development impact fees and sales and property taxes. An example is the ½ cent sales tax for local law enforcement required by Article 13 of the State Constitution, which would be unaffected as the retail components of the Project area are virtually unchanged from the 2003 Focused EIR. The collection of the County Fire Protection property tax and the capital impact fees for fire and public facilities would also be unaffected. Other local jurisdictions have financing plans or mechanisms in place to fund new facilities and to expand the service area as development progresses in the area. On December 2, 2009, the March JPA executed an MOU regarding the proposed fire station between the County of Riverside and LNR. Among other things, this MOU details the location, fee, alternate site, and development impact fees associated with the proposed fire station. Cumulative impacts to police and fire services would not be significant because compliance with local funding programs and requirements will address cumulative impacts.

Project Consistency with the 2003 Focused EIR: Cumulative impacts from the proposed Project are consistent with those addressed in the 2003 Focused EIR.

Applicable Mitigation Measures from the 2003 Focused EIR: None required.

Additional Mitigation Measures: None required.

Significance: Less than significant.

L. Climate Change and Greenhouse Gases

At the time the Focused EIR was certified in 2003, there was no legislation or regulatory guidance with respect to CEQA analysis of greenhouse gases (GHG) and climate change. The passage of AB 32 on September 27, 2006 and the adoption of the California Air Resources Board's (CARB) implementing Climate Change Scoping Plan (CARB's Scoping Plan) in December 2008, and the adoption of State CEQA Guidelines specific to GHG analysis all occurred subsequent to certification of the 2003 Focused EIR. Accordingly, this ~~Draft~~Final SEIR addresses cumulative impacts that may result from the proposed Project's GHG emissions. This analysis is based on the emission reduction goals set forth in AB 32, CARB's Scoping Plan, and current scientific evidence.

GHGs have the potential to affect the environment because such emissions are believed to cumulatively contribute to global climate change. The appropriate context for addressing this issue in an EIR is as a discussion of cumulative impacts. Although GHG emissions from one single project would not by itself cause global climate change, it is thought that GHG emissions from multiple projects, past, present and future, throughout the world may collectively result in a cumulative impact with respect to global climate change. Accordingly, the direct impacts of the proposed Project on climate change as a result of GHG emissions are less than significant. This analysis, then, focuses on whether the Project's GHG emissions will have a "cumulatively considerable" impact on global climate change, consistent with the requirements of State CEQA Guidelines Section 15064.4(b)(3). It is thought that global climate change could contribute to rising sea levels, which can inundate low-lying areas; impact rainfall and snowfall which could change water supply; affect habitat which could affect biological resources; and result in other potential effects.

Environmental Setting

The evaluation of air quality impacts contained herein is based on the Air Quality Technical Report (March, 2010) prepared by Scientific Resources Associated. The report is provided as **Appendix E** to this document. As discussed in Section IV.C, *Air Quality*, the 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. The SCAQMD 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.

Introduction to Global Climate Change Issues

Global Climate Change (GCC) refers to changes in average climatic conditions on Earth as a whole, including temperature, wind patterns, precipitation and storms. Global temperatures are moderated by naturally occurring atmospheric gases, including water vapor, carbon dioxide (CO_2), methane (CH_4) and nitrous oxide (N_2O), which are known as greenhouse gases (GHGs). These gases allow solar radiation (sunlight) into the Earth's atmosphere, but can reduce the amount of radiative heat that can escape. This has been attributed to a warming of the Earth's atmosphere. Gases that reduce radiative heat loss are often referred to as "greenhouse gases". GHGs are emitted by both natural processes and human activities. The accumulation of GHGs in the atmosphere regulates the Earth's temperature. Without these natural GHGs, the Earth's temperature would be about 61º Fahrenheit cooler (California Environmental Protection Agency 2006). It is believed that emissions from human activities, such as electricity production and vehicle use, have elevated the concentration of these gases in the atmosphere.

Although the existence of GCC is generally accepted by some, the extent to which GHGs contribute to it remains a source of debate. Regardless, the State of California has been at the forefront of legislation focused on GCC. Specifically, California's Legislature has determined that GCC is occurring and that at least a portion of that occurrence is due to human activities leading to the result of GHGs. GCC refers to any significant change in measures of climate, such as average temperature, precipitation, or wind patterns over a period of time. GCC may result from natural factors, natural processes, and/or human activities. Historical records indicate that global climate changes have occurred in the past due to natural phenomena (such as during previous ice ages). Some data indicate that current global conditions differ from past climate changes in rate and magnitude.

The United Nations Intergovernmental Panel on Climate Change constructed several emission trajectories of GHGs needed to stabilize global temperatures and climate change impacts. The Panel concluded that a stabilization of GHGs at 400 to 450 ppm CO_2 equivalent concentration is required to keep global mean warming below 3.6º Fahrenheit (2º Celsius). This is presumed necessary to avoid dangerous climate change (Association of Environmental Professionals, 2007).

State law defines greenhouse gases as any of the following compounds: carbon dioxide (CO_2), methane (CH_4), nitrous oxide (N_2O), hydrofluorocarbons (HFCs), perfluorocarbons (PFCs) and sulfur hexafluoride (SF_6) (California Health and Safety Code Section 38505(g).) CO_2, followed by CH_4 and N_2O, are the most common GHGs that result from human activity. The characteristics of state defined GHGs are described below:

Carbon dioxide – CO_2 results from fossil fuel combustion in stationary and mobile sources. It contributes to the greenhouse effect, but not to stratospheric ozone depletion. In 2004, CO_2 accounted for approximately 84 percent of total GHG emissions in the state (CEC, 2006). In the SCAB, approximately 48 percent of CO_2 emissions come from transportation, residential and utility sources, which contribute approximately 13 percent each; 20 percent come from industry; and the remainder comes from a variety of other sources (SCAQMD, 2005)

Methane – CH_4 can also be divided into anthropogenic (i.e., resulting from human activities and/or processes) and natural sources. Anthropogenic sources include rice agriculture, livestock, landfills, and waste treatment, some biomass burning, and fossil fuel combustion. Natural sources are wetlands, oceans, forests, fire, termites and geological sources. Anthropogenic sources currently account for more than 60 percent of the total global emissions. In the SCAB, more than 50 percent of human-induced CH_4 emissions come from natural gas pipelines, while landfills contribute 24 percent. CH_4 emissions from landfills are reduced by SCAQMD Rule 1150.1 - Control of Gaseous Emissions from Active Landfills. CH_4 emissions from petroleum sources are reduced by a number of rules in SCAQMD Regulation XI that control fugitive emissions from petroleum production, refining, and distribution.

Other regulated GHGs include Nitrous Oxide (N_20), Sulfur Hexafluoride (SF_6), Hydrofluorocarbons (HFC), and Perfluorocarbons (PFC) - These gases all possess heat-trapping characteristics that are greater than CO_2. Emission sources of nitrous oxide gases include, but are not limited to, waste combustion, waste water treatment, fossil fuel combustion, and fertilizer production. Because the volume of emissions is small, the net effect of nitrous oxide emissions relative to CO_2 or CH_4 is relatively small. SF_6, HFC, and PFC emissions occur at even lower rates. Carbon dioxide is the most common of the GHGs and is used as a measure for all of the other GHG. For example, one ton of nitrous oxide contributes 310 times more to global warming than one ton of carbon dioxide. Because of this, even small quantities of the other

GHGs listed in the following table can have significant effects on GCC. **Table IV.L-1** summarizes global warming potential and atmospheric lifetime of GHGs.

TABLE IV.L-1: GLOBAL WARMING POTENTIALS (GWP) AND ATMOSPHERIC LIFETIMES OF GHG

GREENHOUSE GAS	FORMULA	100-YEAR GWP	ATMOSPHERIC LIFETIME (YEARS)
Carbon Dioxide	CO_2	1	Variable
Methane	CH_4	21	12 ± 3
Nitrous Oxide	N_2O	310	114
CFC-11	CCl_3F	3,800	45
CFC-12	CCl_2F_2	8,100	100
CFC-113	CCl_2FCClF_2	4,800	85
HCFC-22	$CHClF_2$	1,500	12
HCFC-141b	CH_3CCl_2F	1,800	9.3
HCFC-142b	CH_3CClF_2	1,800	17.9
Methyl Chloroform	CH_3CCl_3	1,400	5
Carbon Tetrachloride	CCl_4	1,400	26
HFC-124	$CHClFCF_3$	470	5.8
HFC-134a	CH_2FCF_3	1,300	14
HFC-143a	CH_3CF_3	3,800	52
HFC-152a	CH_3CHF_2	140	1.4
HFC-23	CHF_3	11,700	270
Sulfur Hexafluoride	SF_6	23,900	3,200
PFC-14	CF_4	6,500	50,000
PFC-116	C_2F_6	9,200	10,000

Source: Intergovernmental Panel on Climate Change Fourth Assessment Report (2007)

Sources and Global Warming Potential of GHG

The State of California GHG Inventory performed by the CARB compiled statewide human sources of GHG emissions. It includes estimates for CO_2, CH_4, N_2O, SF_6, HFCs, and PFCs. The current inventory covers the years 1990 to 2004, and is summarized in **Table IV.L-2**. When accounting for GHGs, all types of GHG emissions are expressed in terms of CO_2 equivalents (CO_2E) and are typically quantified in metric tons (MT) or millions of metric tons (MMT). Data sources used to calculate this GHG inventory include California and federal agencies, international organizations, and industry associations. The calculation methodologies are consistent with guidance from the Intergovernmental Panel on Climate Change (IPCC). The 1990 emissions level is the sum total of sources from all sectors and categories in the inventory. The inventory is divided into seven broad sectors and categories in the inventory. These sectors include: Agriculture; Commercial; Electricity Generation; Forestry; Industrial; Residential; and Transportation.

TABLE IV.L-2: STATE OF CALIFORNIA GHG EMISSIONS BY SECTOR[1]				
SECTOR	TOTAL 1990 EMISSIONS (MMT CO_2E[2])	PERCENT OF TOTAL 1990 EMISSIONS	TOTAL 2004 EMISSIONS (MMTCO_2E)	PERCENT OF TOTAL 2004 EMISSIONS
Agriculture	23.4	5%	27.9	6%
Commercial	14.4	3%	12.8	3%
Electricity Generation	110.6	26%	119.8	25%
Forestry	0.2	<1%	0.2	<1%
Industrial	103.0	24%	96.2	20%
Residential	29.7	7%	29.1	6%
Transportation	150.7	35%	182.4	38%
Forestry Sinks (Absorption)	(6.7)		(4.7)	
Total	432	100%	468	100%

[1]Source: Staff Report – California 1990 Greenhouse Gas Emissions Level and 2020 Emissions Limit, California Air Resources Board, November 16, 2007.
[2]MMT CO_2E refers to million metric tons of CO_2 equivalent emissions.

Regional Setting

Climate models indicate that temperatures in California may rise by 4.7°F to 10.5°F by the end of the century if GHG emissions continue to proceed at a medium or high rate (CEC, 2006). Lower emission rates would reduce the projected warming 3.0°F to 5.6°F. Almost all climate scenarios include a continuing trend of warming through the end of the century given the amounts of GHGs already released, and the difficulties associated with reducing emissions to a level that would stabilize the climate. Total GHG emissions in California have been approximated by CARB, which found that 468 MMT of CO_2E GHG emissions were produced in California in 2004, as shown in Table IV.L-1, above. CARB also found transportation to be the source of 38 percent of the state's GHG emissions; followed by electricity generation at 25 percent and industrial sources at 20 percent.

Regional Water Resources

Depending on the climate model, precipitation is predicted to increase or decrease slightly. However, the form in which precipitation occurs could change substantially. Warmer winters could lead to less snow and more rain. As a result, the Sierra snowpack could be reduced and would melt earlier. This change could lead to increased flood risks as more water flows into reservoirs and rivers during the winter rainy period. Furthermore, late spring and summer flows to reservoirs could be reduced due to reduced snow packs, thereby reducing the chance of unrestricted water supplies for cities, agriculture, and rivers. Increased temperatures would also lead to a rise in the sea level, from both thermal expansion and melting land-based glaciers. During the past century, sea levels along the California coast have risen by approximately seven inches. Climate forecasts indicate the sea level could rise by seven to 23 inches over the next 100 years depending on the climate model (Meehl, G.A.; et al, 2007). Substantial melting of either the Greenland or Antarctic ice sheets could lead to an even greater increase in sea levels; however, the IPCC models do not indicate that this could occur within the next 100 years, which is the boundary of most climate models. Longer forecast periods are inherently less reliable as they require more assumptions, and tend to compound the effects of assumptions that may be

incorrect. Increases in sea level could lead to increased coastal flooding, salt water intrusion into aquifers, and disrupt wetlands and estuaries.

Regional Wildfires

Increased temperatures could lead to drier summers; vegetation would also be more likely to dry out, resulting in increasingly larger areas of flammable forests and wild lands. In addition, warmer temperatures could lead to the expansion of pests that kill and weaken trees, leading to increases in the amount of highly flammable dead trees, also increasing the risk of large forest fires.

Regional Weather Extremes

If GCC were to occur, weather could become more variable and have larger extremes. In California, the increase in temperatures could lead to more days with higher temperatures. An increase in the number of days with extreme heat has implications for public health as Californians would face greater risk of death or disability from dehydration, heat stroke/exhaustion, heart attack, stroke, and respiratory distress caused by extreme heat. In addition, increased temperatures have implications for agricultural crops, particularly long-term crops such as grapes and fruit trees that are planted in particular locations to take advantage of micro-climates.

Regulatory Setting

Federal

The federal CAA requires the U.S. EPA define national ambient air quality standards (national standards) to protect public health and welfare in the U.S. The CAA does not specifically regulate GHG emissions; however, on April 2, 2007 the U.S. Supreme Court in *Massachusetts v. U.S. Environmental Protection Agency*, determined that GHGs are pollutants that can be regulated under the CAA. Currently, there are no federal regulations that establish ambient air quality emissions standards for GHGs.

On April 17, 2009, EPA issued its proposed endangerment finding for GHG emissions. EPA is proposing to find that GHG's in the atmosphere endanger the public health and welfare of current and future generations. Concentrations of greenhouse gases are at unprecedented levels compared to the recent and distant past. EPA has stated that these high atmospheric levels are the unambiguous result of human emissions, and are very likely the cause of the observed increase in average temperatures and other climatic changes. The effects of climate change observed to date and projected to occur in the future, including but not limited to the increased likelihood of more frequent and intense heat waves, more wildfires, degraded air quality, more heavy downpours and flooding, increased drought, greater sea level rise, more intense storms, harm to water resources, harm to agriculture, and harm to wildlife and ecosystems, are effects on public health and welfare within the meaning of the CAA.

The U.S. EPA annually publishes the Inventory of U.S. Greenhouse Gas Emissions and Sinks for estimating sources of GHGs that is generally consistent with the IPCC methodology developed in its Guidelines for National Greenhouse Gas Inventories.

State

Various statewide and local initiatives to reduce California's contribution to GHG emissions have raised awareness that, even though the various contributors to and consequences of global climate change are not yet fully understood, global climate change is occurring. Every nation emits GHGs; therefore, global cooperation will be required to reduce the rate of GHG emissions. There are currently no state regulations in California that establish ambient air quality standards for GHGs. However, the state of California has passed legislation directing CARB to develop actions to reduce GHG emissions.

Assembly Bill 1493 (Pavley)

California Assembly Bill 1493 (Pavley) enacted on July 22, 2002, required the CARB to develop and adopt regulations that reduce greenhouse gases emitted by passenger vehicles and light duty trucks. Regulations adopted by CARB would apply to 2009 and later model year vehicles. CARB estimated that the regulation would reduce climate change emissions from light duty passenger vehicle fleet by an estimated 18% in 2020 and by 27% in 2030 (AEP 2007). In 2005, the CARB requested a waiver from EPA to enforce the regulation, as required under the Clean Air Act. Despite the fact that no waiver had ever been denied over a 40-year-period, the then Administrator of the EPA sent Governor Schwarzenegger a letter in December, 2007, indicating he had denied the waiver. On March 6, 2008 the waiver denial was formally issued in the Federal Register. California and several other states immediately filed suit against the federal government to reverse that decision. On January 21, 2009, ARB requested that EPA reconsider denial of the waiver. EPA scheduled a re-hearing on March 5, 2009 and is considering the case.

Executive Order S-3-05

Governor Schwarzenegger established Executive Order S-3-05 in 2005. This Executive Order set forth a series of target dates by which statewide emissions of GHGs would be progressively reduced, as follows:

- By 2010, reduce GHG emissions to 2000 levels;
- By 2020, reduce GHG emissions to 1990 levels; and
- By 2050, reduce GHG emissions to 80 percent below 1990 levels.

The executive order directed the secretary of the California Environmental Protection Agency (Cal/EPA) to coordinate a multi-agency effort to reduce GHG emissions to the target levels. The secretary will also submit biannual reports to the governor and California Legislature describing the progress made toward the emissions targets, the impacts of global climate change on California's resources, and mitigation and adaptation plans to combat these impacts. To comply with the executive order, the secretary of Cal/EPA created the CAT, made up of members from various state agencies and commissions. The team released its first report in March 2006. The report proposed to achieve the targets by building on the voluntary actions of California businesses, local governments, and communities and through state incentive and regulatory programs.

Assembly Bill 32 (California Global Warming Solutions Act of 2006)

California passed the California Global Warming Solutions Act of 2006 (AB 32; California Health and Safety Code Division 25.5, Sections 38500 - 38599). AB 32 establishes regulatory, reporting, and market mechanisms to achieve quantifiable reductions in GHG emissions and

establishes a cap on statewide GHG emissions. AB 32 requires that statewide GHG emissions be reduced to 1990 levels by 2020. This reduction will be accomplished by enforcing a statewide cap on GHG emissions that will be phased in starting in 2012. To effectively implement the cap, AB 32 directs CARB to develop and implement regulations to reduce statewide GHG emissions from stationary sources. AB 32 specifies that regulations adopted in response to AB 1493 should be used to address GHG emissions from vehicles. However, AB 32 also includes language stating that if the AB 1493 regulations cannot be implemented, then CARB should develop new regulations to control vehicle GHG emissions under the authorization of AB 32.

AB 32 requires CARB to adopt a quantified cap on GHG emissions representing 1990 emissions levels and disclose how it arrived at the cap; institute a schedule to meet the emissions cap; and develop tracking, reporting, and enforcement mechanisms to ensure that the state reduces GHG emissions enough to meet the cap. AB 32 also includes guidance on instituting emissions reductions in an economically efficient manner, along with conditions to ensure that businesses and consumers are not unfairly affected by the reductions. Using these criteria to reduce statewide GHG emissions to 1990 levels by 2020 would represent an approximate 25 to 30 percent reduction in current emissions levels. However, CARB has discretionary authority to seek greater reductions in more significant and growing GHG sectors, such as transportation, as compared to other sectors that are not anticipated to significantly increase emissions.

Executive Order S-1-07

Executive Order S-1-07, which was signed by Governor Schwarzenegger in 2007, proclaims that the transportation sector is the main source of GHG emissions in California, generating more than 40 percent of statewide emissions. It establishes a goal to reduce the carbon intensity of transportation fuels sold in California by at least ten percent by 2020. This order also directs CARB to determine whether this Low Carbon Fuel Standard (LCFS) could be adopted as a discrete early-action measure as part of the effort to meet the mandates in AB 32. On April 23, 2009 CARB approved the proposed regulation to implement the LCFS. The LCFS will reduce GHG emissions from the transportation sector in California by about 16 MMT in 2020. The LCFS is designed to reduce California's dependence on petroleum, create a lasting market for clean transportation technology, and stimulate the production and use of alternative, low-carbon fuels in California. The LCFS is designed to provide a durable framework that uses market mechanisms to spur the steady introduction of lower carbon fuels. The framework establishes performance standards that fuel producers and importers must meet each year beginning in 2011. One standard is established for gasoline and the alternative fuels that can replace it. A second similar standard is set for diesel fuel and its replacements.

The standards are "back-loaded"; that is, there are more reductions required in the last five years, than the first five years. This schedule allows for the development of advanced fuels that are lower in carbon than today's fuels and the market penetration of plug-in hybrid electric vehicles, battery electric vehicles, fuel cell vehicles, and flexible fuel vehicles. It is anticipated that compliance with the LCFS will be based on a combination of strategies involving lower carbon fuels and more efficient, advanced-technology vehicles.

Senate Bill 97

SB 97, signed August 2007 (Chapter 185, Statutes of 2007; PRC Sections 21083.05 and 21097), acknowledges that climate change is a prominent environmental issue that requires analysis under CEQA. This bill directs the Governor's Office of Planning and Research (OPR),which is part of the state Resources Agency, to prepare, develop, and transmit to CARB guidelines for the

feasible mitigation of GHG emissions (or the effects of GHG emissions), as required by CEQA, by July 1, 2009. The Resources Agency is required to certify and adopt those guidelines by January 1, 2010. As discussed below, the guidelines proposed by the Resources Agency have now been codified and became effective on March 18th of this year. SB 97 also removes, both retroactively and prospectively, the legitimacy of litigation alleging inadequate CEQA analysis of effects of GHG emissions in the environmental review of projects funded by the Highway Safety, Traffic Reduction, Air Quality and Port Security Bond Act of 2006 or the Disaster Preparedness and Flood Protection Bond Act of 2006 (Proposition 1B or 1E). This provision will be repealed by operation of law on January 1, 2010; at that time, any such projects that remain unapproved will no longer be protected against litigation claims of failure to adequately address climate change issues. In the future, this bill will only protect a handful of public agencies from CEQA challenges on certain types of projects, and only for a few years time.

As set forth more fully below, in June 2008, OPR published a technical advisory recommending that CEQA lead agencies make a good-faith effort to estimate the quantity of GHG emissions that would be generated by a proposed Project. Specifically, based on available information, CEQA lead agencies should estimate the emissions associated with project-related vehicular traffic, energy consumption, water usage, and construction activities to determine whether project-level or cumulative impacts could occur, and should mitigate the impacts where feasible (Governor's Office of Planning and Research, 2008*)*. OPR requested CARB technical staff to recommend a method for setting CEQA thresholds of significance, as described in Section 15064.7 of the CEQA Guidelines that will encourage consistency and uniformity in the CEQA analysis of GHG emissions throughout the state.

Senate Bill 375

SB 375, signed in September 2008 (Chapter 728, Statutes of 2008), aligns regional transportation planning efforts, regional GHG reduction targets, and land use and housing allocation. SB 375 requires Metropolitan Planning Organizations (MPOs) to adopt a Sustainable Communities Strategy (SCS) or Alternative Planning Strategy (APS) that will prescribe land use allocation in that MPOs regional transportation plan. CARB, in consultation with MPOs, will provide each affected region with reduction targets for GHGs emitted by passenger cars and light trucks in the region for the years 2020 and 2035. These reduction targets will be updated every eight years but can be updated every four years if advancements in emissions technologies affect the reduction strategies to achieve the targets. CARB is also charged with reviewing each MPO's SCS or APS for consistency with its assigned targets. If MPOs do not meet the GHG reduction targets, transportation projects may not be eligible for funding programmed after January 1, 2012.

This law also extends the minimum time period for the regional housing needs allocation cycle from five years to eight years for local governments located within an MPO that meets certain requirements. City or county land use policies (including general plans) are not required to be consistent with the regional transportation plan (and associated SCS or APS). However, new provisions of CEQA would incentivize (through streamlining and other provisions) qualified projects that are consistent with an approved SCS or APS, categorized as "transit priority projects." The proposed Project is located within the Southern California Association of Governments (SCAG) region and is part of Western Riverside Council of Governments (WRCOG). WRCOG has authority to develop its own SCS and APS. However, lack of state funding may undermine local efforts. For the SCAG region, the next RTP is scheduled to be completed in 2012 and the Housing Element Update is scheduled for 2014. Therefore, implementation of an SCS or APS would not be expected to occur for at least three years.

California Climate Action Registry General Reporting Protocol

The California Climate Action Registry (CCAR) was established in 2001 by SB 1771 and SB 527 (Chapter 1018, Statutes of 2000, and Chapter 769, Statutes of 2001, respectively) as a nonprofit voluntary registry for GHG emissions. The purpose of the CCAR is to help companies and organizations with operations in the state to establish GHG emissions baselines against which any future GHG emissions reduction requirements may be applied. CCAR has developed a general protocol and additional industry-specific protocols that provide guidance on how to inventory GHG emissions for participation in the registry.

This protocol provides the principles, approach, methodology, and procedures required for participation in CCAR. It is designed to support the complete, transparent, and accurate reporting of an organization's GHG emissions inventory in a fashion that minimizes the reporting burden and maximizes the benefits associated with understanding the connection between fossil fuel consumption, electricity use, and GHG emissions in a quantifiable manner. The most updated version of this protocol was prepared in April 2008. All cabinet-level state agencies and departments have joined the CCAR. Membership in the CCAR means that all members of the Governor's Cabinet will be reporting their GHG emissions on a yearly basis.

California Code of Regulations Title 24

Although not originally intended to reduce greenhouse gas emissions, California Code of Regulations Title 24 Part 6: California's Energy Efficiency Standards for Residential and Nonresidential Buildings were first established in 1978 in response to a legislative mandate to reduce California's energy consumption. The standards are updated periodically to allow consideration and possible incorporation of new energy efficiency technologies and methods. The GHG emission inventory was based on Title 24 standards as of October 2005; however, Title 24 has been updated as of 2008 and standards were phased in January 1, 2010. Energy efficient buildings require less electricity, natural gas, and other fuels. Electricity production from fossil fuels and on-site fuel combustion (typically for water heating) results in greenhouse gas emissions. Therefore, increased energy efficiency results in decreased greenhouse gas emissions.

CAPCOA January 2008 CEQA and Climate Change White Paper

In January 2008, the California Air Pollution Control Officers Association (CAPCOA) issued a "white paper" on evaluating GHG emissions under CEQA. The CAPCOA white paper strategies are not guidelines and have not been adopted by any regulatory agency; rather, the paper is offered as a resource to assist lead agencies in considering climate change in environmental documents. As described in the "white paper":

> "The California Air Pollution Control Officers Association (CAPCOA) has prepared this white paper consideration of evaluating and addressing greenhouse gas emissions under the California Environmental Quality Act (CEQA) to provide a common platform of information and tools to support local governments.
>
> This paper is intended as a resource, not a guidance document. It is not intended, and should not be interpreted, to dictate the manner in which an air district or lead agency chooses to address greenhouse gas emissions in the context of its review of projects under CEQA.

> This paper has been prepared at a time when California law has been recently amended by the Global Warming Solutions Act of 2006 (AB 32), and the full programmatic implications of this new law are not yet fully understood. There is also pending litigation in various state and federal courts pertaining to the issue of greenhouse gas emissions. Further, there is active federal legislation on the subject of climate change, and international agreements are being negotiated. Many legal and policy questions remain unsettled, including the requirements of CEQA in the context of greenhouse gas emissions. This paper is provided as a resource for local policy and decision makers to enable them to make the best decisions they can in the face of incomplete information during a period of change.
>
> Finally, this white paper reviews requirements and discusses policy options, but it is not intended to provide legal advice and should not be construed as such. Questions of legal interpretation, particularly in the context of CEQA and other laws, or requests for advice should be directed to the agency's legal counsel."

The CAPCOA white paper addresses what constitutes new emissions, how baseline emissions could be established, what could be considered cumulatively considerable under CEQA, what a business as usual (BAU) scenario might mean, and whether an analysis should include life-cycle emissions.

The CAPCOA white paper contains a Climate Change Significance Criteria Flow Chart that proposes a tiered approach to determining significance under CEQA. The flow chart would consider a proposed plan's impact to be less than significant if a General Plan for the project area exists that is in compliance with AB 32 (showing that GHG emissions for 2020 would be less than 1990 emissions for the plan area). The flow chart would consider a proposed Project's impact to be significant unless one of the following can be demonstrated:

- The project is exempt under SB 97;
- The project is on the "Green List";
- A General Plan for the project area exists that is in compliance with AB 32; and/or
- GHG emissions are analyzed and mitigated to less-than-significant.

The CAPCOA white paper considers GHG impacts to be exclusively cumulative impacts.

CARB Climate Change proposed Scoping Plan

On December 11, 2008, CARB adopted its Scoping Plan, which functions as a roadmap of CARB's plans to achieve GHG reductions in California required by AB 32 through subsequently enacted regulations. The CARB has estimated that the 1990 GHG emissions level was 427 MMT net CO_2e (CARB 2007b). The CARB estimates that a reduction of 173 MMT net CO_2e emissions below BAU would be required by 2020 to meet the 1990 levels (CARB, 2007b). This amounts to a 15 percent reduction from today's levels, and a 30 percent reduction from projected BAU levels in 2020 (CARB, 2008a).

CARB's Scoping Plan calculates 2020 BAU emissions as those expected to occur in the absence of any GHG reduction measures. The 2020 BAU emissions estimate was derived by projecting emissions from a past baseline year using growth factors specific to each of the different economic sectors, i.e. transportation, electrical power, commercial and residential, industrial etc.

CARB used three-year average emissions, by sector, for 2002-2004 to forecast emissions to 2020. At the time CARB's Scoping Plan process was initiated, 2004 was the most recent year for which actual data was available. The measures described in CARB's Scoping Plan are intended to reduce the projected 2020 BAU to 1990 levels, as required by AB 32. CARB's Scoping Plan also breaks down the amount of GHG emissions reductions CARB recommends for each emissions sector of the state's GHG inventory. CARB's Scoping Plan calls for the largest reductions in GHG emissions to be achieved by implementing the following measures and standards:

- Improved emissions standards for light-duty vehicles (estimated reductions of 31.7 MMT CO_2E);
- The LCFS (15.0 MMT CO_2E);
- Energy efficiency measures in buildings and appliances, and the widespread development of combined heat and power systems (26.3 MMT CO_2E); and
- A renewable portfolio standard for electricity production (21.3 MMT CO_2E). CARB has identified a GHG reduction target of 5 MMT (of the 174 MMT total) for local land use changes (Table 2 of CARB's Scoping Plan), by Implementation of Reduction Strategy T-3 regarding Regional Transportation-Related GHG Targets. Additional land use reductions may be achieved as SB 375 is implemented. CARB's Scoping Plan states that successful implementation of the plan relies on local governments' land use, planning, and urban growth decisions because local governments have primary authority to plan, zone, approve, and permit land development to accommodate population growth and the changing needs of their jurisdictions. CARB further acknowledges that decisions on how land is used will have large effects on the GHG emissions that will result from the transportation, housing, industry, forestry, water, agriculture, electricity, and natural gas emission sectors. CARB's Scoping Plan does not include any direct discussion about GHG emissions generated by construction activity. The measures approved by the Board will be developed over the next two years and be in place by 2012. CARB's Scoping Plan expands the list of nine Discrete Early Action Measures to a list of 39 Recommended Actions contained in Appendices C and E of CARB's Scoping Plan.

The proposed Project's conformity with the Recommended Actions is evaluated in Threshold IV.L-2 below.

OPR June 2008 Technical Advisory on CEQA and Climate Change

SB 97 directs the Governor's OPR to develop guidelines for the mitigation of GHG emissions or the effects of GHG emissions under CEQA. OPR is required to prepare and transmit these guidelines by July 1, 2009 for certification and adoption by January 1, 2010. In the interim, a June 2008 Technical Advisory provides informal guidance for public agencies as they address the issue of climate change in their CEQA documents. The June 2008 Technical Advisory offers recommendations for identifying GHG emissions, determining significance under CEQA, and mitigating impacts.

The June 2008 OPR Advisory states that lead agencies under CEQA should develop their own approach to performing a climate change analysis for projects that generate GHG emissions. The June 2008 OPR Advisory also states that the lead agency should assess whether project emissions are individually or cumulatively significant, and implement strategies to avoid, reduce, or otherwise mitigate the impacts of those emissions when impacts are potentially significant. However, CARB's subsequently released thresholds acknowledge that the GHG analysis be on a cumulative basis as GHG is a global phenomena.

Regional agencies can attempt to reduce GHG emissions through their planning processes. For example, regional transportation planning agencies can adopt plans and programs that address congestion relief and reduce Vehicle Miles Traveled (VMT).

In April 2009, the OPR published its proposed revisions to CEQA to address GHG emissions. The amendments to CEQA indicate the following:

- Climate action plans and other greenhouse gas reduction plans can be used to determine whether a project has significant impacts, based upon its compliance with the plan.
- Local governments are encouraged to quantify the greenhouse gas emissions of proposed projects, noting that they have the freedom to select the models and methodologies that best meet their needs and circumstances. The section also recommends consideration of several qualitative factors that may be used in the determination of significance, such as the extent to which the given project complies with state, regional, or local GHG reduction plans and policies. OPR does not set or dictate specific thresholds of significance. Consistent with existing CEQA Guidelines, OPR encourages local governments to develop and publish their own thresholds of significance for GHG impacts assessment.
- When creating their own thresholds of significance, local governments may consider the thresholds of significance adopted or recommended by other public agencies, or recommended by experts.
- New amendments include guidelines for determining methods to mitigate the effects of greenhouse gas emissions in Appendix G of the CEQA Guidelines.
- OPR is clear to state that "to qualify as mitigation, specific measures from an existing plan must be identified and incorporated into the project; general compliance with a plan, by itself, is not mitigation."
- OPR's emphasizes the advantages of analyzing GHG impacts on an institutional, programmatic level. OPR therefore approves tiering of environmental analyses and highlights some benefits of such an approach.

EIRs must specifically consider a project's energy use and energy efficiency potential.

OPR January 8, 2009 CEQA Guideline Amendments for GHG Emissions

In January 2009, OPR released preliminary proposed amendments to the CEQA Guidelines regarding GHG emissions. No significance threshold is included in the guidelines and the guidelines afford the customary deference provided to lead agencies in their analysis and methodologies. The introductory preface to the amendments recommends that CARB set state-wide thresholds of significance. CARB recently released thresholds, as referenced below. OPR emphasized the necessity of having a consistent threshold available to analyze projects, and the analyses should be performed based on the best available information. For example, if a lead agency determines that GHGs may be generated by a proposed Project, the agency is responsible for quantifying estimated GHG emissions by type and source. The new State CEQA Guidelines provide the following recommendations for determining the significance of GHG emissions under section 15064.4:

a. The determination of the significance of greenhouse gas emissions calls for a careful judgment by the lead agency consistent with the provisions in section 15064. A lead agency should make a good-faith effort, based on available information, to describe, calculate or estimate the amount of greenhouse gas emissions resulting from a project. A

lead agency shall have discretion to determine, in the context of a particular project, whether to:

1. Use a model or methodology to quantify greenhouse gas emissions resulting from a project, and which model or methodology to use. The lead agency has discretion to select the model it considers most appropriate provided it supports its decision with substantial evidence. The lead agency should explain the limitations of the particular model or methodology selected for use; or

2. Rely on a qualitative analysis or performance based standards.

b. A lead agency may consider the following when assessing the significance of impacts from greenhouse gas emissions on the environment:

1. The extent to which the project may increase or reduce greenhouse gas emissions as compared to the existing environmental setting;

2. Whether the project emissions exceed a threshold of significance that the lead agency determines applies to the project; and

3. The extent to which the project complies with regulations or requirements adopted to implement a statewide, regional, or local plan for the reduction or mitigation of greenhouse gas emissions. Such regulations or requirements must be adopted by the relevant public agency through a public review process and must include specific requirements that reduce or mitigate the project's incremental contribution of greenhouse gas emissions. If there is substantial evidence that the possible effects of a particular project are still cumulatively considerable notwithstanding compliance with the adopted regulations or requirements, an EIR must be prepared for the project.

The new State CEQA Guidelines reiterate that the analysis of GHG impacts is cumulative. Section 15130 (f) provides that an EIR shall analyze GHG emissions resulting from a proposed Project when the incremental contribution of those emissions may be cumulatively considerable. On April 13, 2009, OPR submitted its proposed amendments to the state CEQA Guidelines for GHG emissions to the Secretary for Natural Resources, as required by Senate Bill 97 (Chapter 185, 2007). On February 16, 2010 the Office of Administrative Law filed with the Secretary of State the amendments to the California Environmental Quality Act (CEQA) Guidelines providing guidance regarding the analysis of GHG in CEQA documents. The amendments, which were approved by the Natural Resources Agency in December 2009 pursuant to Senate Bill 97, became effective on March 18, 2010.

Addressing Climate Change at the Project Level California Attorney General's Office (2010)

This memo from the Attorney General's office outlines various measures that may reduce the global warming related impacts at the individual project level. As appropriate, these measures can be included as design features of a project, required as changes to the project, or imposed as mitigation. However, the measures described in this document are examples and not an all-inclusive list and may not be appropriate for every project. It is important to note that all mitigation measures and GHG reducing measures discussed in this memo from the Attorney General are suggestions and not required by any State mandate or code.

Regional

South Coast Air Quality Management District (SCAQMD) Draft Screening Procedures

As an interim method for determining significance under CEQA until statewide significance thresholds are established, SCAQMD developed a draft tiered flowchart in August 2008 for determining significance thresholds for GHGs and CEQA for industrial projects where SCAQMD is acting as the lead agency. In October 2008, an update to the SCAQMD tiered flowchart modified its original flowchart slightly, in conformance with CARB's October 2008 Preliminary Draft Staff Proposal, by adding separate Significance Screening Levels for industrial projects (10,000 MT/year CO_2E) versus commercial/residential projects (3,000 MT/year CO_2E). Sources to be considered relative to the screening thresholds consist of both stationary and mobile (transportation) sources. In December 2008, SCAQMD adopted these thresholds for industrial facilities, but only with respect to projects where SCAQMD is the lead agency. Additionally, SCAQMD is not recommending Tier 4[34] of these Screening Levels.

The SCAQMD flowchart uses a tiered approach in which a proposed Project is deemed to have a less than significant impact related to GHG emissions when any of the following conditions are met:

- GHG emissions are within GHG budgets in an approved regional plan;
- Incremental increases in GHG emissions due to the project are below the defined Significance Screening Levels, or Mitigated to Less than the Significance Screening Level;
  - Performance standards are met by incorporating project design features and/or implementing emission controls; and
- Carbon offsets are made to achieve target significance screening level.

It should be noted that the SCAQMD has not yet formally adopted the above guidance nor any other numerical thresholds for determining when GHG emissions may have a potentially significant impact on global climate change. Because the above guidance is undergoing revision through an iterative process and may change entirely prior to adoption, if any, it is provided here primary for the sake of completeness and providing public disclosure. Nonetheless, this Section also considers this draft guidance, below, as it relates to the proposed Project's potential impacts on global climate change.

Mitigation from the 2003 Focused EIR

At the time the 2003 Focused EIR was prepared, there were no formally adopted statutes or criteria that attempted to control or restrict GHG emissions in the U.S. or California. Furthermore, there was no action by any air quality management district in California to attempt to restrict or regulate GHG emissions. Although the relationship between anthropogenic GHG emissions and global climate change has been well publicized since at least the mid-1990s, without regulatory guidance, analyzing the significance of a particular project on global climate change was speculative. Consequently, there was no mechanism or precedent for attempting to analyze GHG emissions in CEQA-related documentation before the 2003 approval of the Specific Plan. Since then, California adopted AB 32 and pursuant to that legislation, CARB's Scoping Plan sets forth

[34] Tier 4 includes the following options: **Option #1:** uniform percent emission reduction target objective from Business as Usual; **Option #2**: Early Implementation of Applicable AB32 Scoping Plan Measures; and **Option #3**: Achieve sector-based standard (e.g., pounds per person, pounds per square foot, etc.).

recommended actions and a future blue-print to address state-wide GHG emissions impacts on global climate change.

The 2003 Focused EIR did not address project-related emissions of GHGs. However, the following measures related to transportation, air quality, and utilities may also serve to address GHG emissions:

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

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

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

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

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

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

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

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

C-4 Employers shall provide on-site child care facilities when feasible (not appropriate for industrial facilities).

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

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

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

C-8 Buildings shall be designed to reduce energy usage by utilizing solar or low emission water heaters, double paned glass windows, using light colored roofing materials, using skylights in warehouses, orienting buildings to the north to the extent practical, and increasing wall and attic insulation above Title 24 requirements.

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.

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

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

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

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

- Green waste generated by the project should be kept separate from other waste types in order that it can be recycled through the practice of grass recycling (where lawn clippings from a mulching type mower are left on the lawn) or onsite composting or directed to local wood grinding and/or composting operations.

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

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

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

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

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

Thresholds for Determining Significance

Currently, while CARB and OPR have issued proposed standards and guidelines and SCAQMD is considering draft guidance, the only adopted numeric standard for determining the cumulative significance of a project's GHG emissions on global climate change is that of CARB as to industrial projects. As described below, that standard is 7,000 metric-tons of CO_2 equivalents per

year. Even CARB's standard, however, specifically allows for local agencies to fashion their own area-specific thresholds if substantial evidence supports it. This chapter calculated project specific emissions, but those emissions are not significant at a project-specific level because no single project will affect climate change. Accordingly, this analysis focuses on the Project's cumulative impact on global climate change as described in the new State CEQA Guidelines (OPR Proposed CEQA Guidelines Amendments, 2010, http://opr.ca.gov/ceqa/pdfs/PA_CEQA_Guidelines.pdf).

CARB's AB 32 Scoping Plan: With the passage of AB 32, California adopted a goal of reducing state-wide emissions to 1990 levels by 2020 and directed CARB to develop a Scoping Plan to meet that goal utilizing cost-effective reductions. This threshold is consistent with OPR's preliminary guidelines that, in the absence of an applicable threshold of significance, would include the following in Appendix G of the CEQA Guidelines: "Would the project...conflict with any applicable plan, policy or regulation of an agency adopted for the purposes of reducing the emissions of greenhouse gases."

CARB: As part of its guideline amendment process, OPR requested that CARB draft statewide standards to provide guidance to local agencies in adopting thresholds of significance. CARB's Thresholds of Significance for industrial projects (7,000 MT/year CO_2E) may be used by local agencies as their own.

SCAQMD: SCAQMD has draft Significance Screening Levels for industrial projects (10,000 MT/year CO_2E) for which it is the lead agency. SCAQMD has also released, but not yet adopted, draft thresholds for commercial and residential projects for which it is a responsible agency. SCAQMD is not the lead agency for the proposed Project; and therefore, these draft thresholds are not applicable to the proposed Project. The threshold represents the present intent of SCAQMD to provide interim guidance until CARB formally adopts its Draft Statewide Interim Thresholds of Significance. Therefore, it is considered in this analysis.

OPR: Pursuant to SB 97, OPR has implemented amendments to the CEQA Guidelines, which became effective on March 18, 2010, regarding GHG analysis. These amendments include the following additions to Appendix G of the CEQA Guidelines: Would the proposed Project:

a) Generate GHG emissions, either directly or indirectly, that may have a cumulatively significant impact on the environment? and

b) Conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of GHGs?

Environmental Impacts

Threshold IV.L-1: Would the proposed project generate GHG emissions, either directly or indirectly, that may have a cumulatively significant impact on the environment?

Analysis from the 2003 Focused EIR: As discussed above, cumulative impacts with respect to GHG emissions were not evaluated in the 2003 Focused EIR because there was no regulatory guidance regarding climate change impacts.

Proposed Changes to the North Campus of the Specific Plan: The proposed Project would be developed within the March Business Center Specific Plan area, and would not introduce land use designations substantively different from those evaluated in the 2003 Focused EIR. However, as

discussed above, because of the absence of regulatory guidance with respect to climate change, analysis of GHG was not conducted in the 2003 Focused EIR. An evaluation of potential Project impacts with respect to the above threshold is summarized in the paragraphs below.

Construction Emissions

GHG emissions associated with proposed Project construction were estimated using the URBEMIS Model, Version 9.2.4, which estimates emissions of CO_2. While the URBEMIS Model does not provide estimates of N_2O or CH_4, emissions of these GHG would be much lower than emissions of CO_2 and are not anticipated to contribute substantially to emissions overall (less than 1% of total emissions). Based on emission factors from the URBEMIS Model for heavy construction equipment and on-road vehicles, total CO_2 associated with construction is summarized in **Table IV.L-3**. Based on a review of the CARB's organic speciation profiles for asphalt and architectural coatings, it should be noted that architectural coatings and paving materials do not contain appreciable amounts of methane, and they contain no CO_2 or N_2O. The analysis of construction emissions therefore focuses on fuel combustion sources involved in construction.

TABLE IV.L-3: GREENHOUSE GAS EMISSIONS – CONSTRUCTION

CONSTRUCTION YEAR	CO_2 EMISSIONS, METRIC TONS	CH_4 EMISSIONS, METRIC TONS	N_2O EMISSIONS, METRIC TONS	CO_2E EMISSIONS, METRIC TONS
2010	1,627	0.093	0.042	1,643
2011	1,245	0.071	0.032	1,257
2012	1,272	0.073	0.033	1,285
2013	1,380	0.079	0.035	1,393
2014	1,457	0.083	0.037	1,471
2015	1,538	0.088	0.039	1,553
2016	1,707	0.098	0.044	1,724
2017	1,700	0.097	0.044	1,717
Total	**11,926**	**0.682**	**0.306**	**12,043**

Source: URBEMIS Model, Version 9.2.4, Air Quality Technical Report for the Meridian Specific Plan Amendment (2010)
Note: It is not anticipated that any other GHG, besides CO_2, CH_4, and N_20, will be emitted in any appreciable amount during construction, as identified in the Air Quality Technical Report.

The total emissions are estimated to be 12,043 metric tons of CO_2 total for the duration of construction. Refer to Table IV.C-4 in the Air Quality section which describes the assumed construction scenario.

Operations – Business as Usual (BAU)[35]

BAU energy use was calculated as a function of kWh per square foot based on average performance for southern California residences and commercial buildings compliant with 2006 Title 24 standards. Electrical consumption for proposed retail, commercial, and industrial space were calculated based on estimated annual rates of 13.55 kilowatt-hours (kWh) per square foot

[35] Projection of GHGs into the future based on current technologies and regulations in the absence of other reductions.

(SCAQMD 1993). Emissions associated with natural gas consumption were calculated based on the SCAQMD estimated natural gas usage per square foot (SCAQMD 1993), with an estimate of 4,012 therms per residence per month, and 2.9 therms per square foot of retail space per month. Emissions were calculated based on emission factors in the California Climate Action Registry General Reporting Protocol, Version 3.0 (CCAR, 2008).

Water use and energy use are often closely linked. The provision of potable water to commercial users consumes large amounts of energy associated with five stages: source and conveyance, treatment, distribution, end use, and wastewater treatment. This inventory estimated that delivered water for the project will have an embodied energy of 3,519 kWh/acre foot or 0.0108 kWh/gallon (Wilkinson and Wolfe, 2005). Water usage was estimated based on an estimated water usage of 35 gallons per year per square foot (Dziegielewski, 2000). BAU water usage, without implementation of water management strategies, is estimated at 156,275,000 gallons per year. This water consumption estimate is similar to the 2000 gallons per acre per day assumption used for the WSA conducted by WMWD (Appendix W).

Operational GHG emissions under the BAU scenario are summarized in **Table IV.L-4** and are intended to incorporate a range of uses likely to operate within the proposed Project. These uses are consistent with those included in the calculation of project-related air emissions addressed in Section IV.C, *Air Quality*, in this SEIR.

TABLE IV.L-4: GHG EMISSIONS FROM THE PROJECT (METRIC TONS) BUSINESS AS USUAL SCENARIO

EMISSION SOURCE	ANNUAL EMISSIONS (METRIC TONS/YEAR)		
	CO_2	CH_4	N_2O
Operational Emissions			
Electricity Use Emissions	14,865	0.113	0.063
Natural Gas Use Emissions	3,597	0.40	0.0068
Water Usage	673	0.005	0.003
Emergency Generators	68	0.0	0.06
Boilers	1,199	0.023	0.022
Drive-Through Vehicle Idling Emissions	303	0.02	0.01
Transportation Refrigeration Units	6,912	0.79	5.41
Yard Equipment Emissions	4,139	0.35	3.63
Vehicle Emissions	90,356	3.16	45.85
Total	**122,112**	**4.86**	**55.05**
Global Warming Potential Factor	**1**	**21**	**310**
CO_2 Equivalent Emissions	122,112	102	17,066
TOTAL CO_2 Equivalent Emissions	**139,280**		

Source: Air Quality Technical Report for the Meridian Specific Plan Amendment (2010)

As shown, the primary source of operational GHG emissions associated with the proposed Project would be vehicular emissions. Both the state of California and the federal government have adopted GHG emission reduction measures designed to reduce the amount of GHGs emitted from vehicles. In 2007, Congress adopted legislation to require Corporate Average Fuel Economy (CAFE) standards to reach 35 miles per gallon (mpg) by the year 2020; the default used in emission modeling for vehicles traveling at 45 miles per hour is 27 miles per gallon (ARB 2007a). If the CAFE standards are met, it would lead to approximately 23 percent greater fuel

efficiency over what is assumed in current emission models. These measures would contribute to reductions in emissions of GHG from vehicle travel below the levels presented in Table IV.L-4.

Impact IV.L-1.1 The proposed Project's emissions of greenhouse gases will exceed the thresholds published by CARB, resulting in a significant cumulative impact.

Operations – With Proposed GHG Reducing Project Design Features

Currently, the only identified occupant with a development plan is the prospective industrial user on Lot 16. This user would occupy a 515,000 square foot building in Unit 4. The applicant has agreed to implement a Savings by Design program that incorporates energy efficiency measures into the building design. It is anticipated that the Savings by Design program would exceed Title 24 standards by 25 percent. These reductions are considered in the emission calculations that follow. Future development of the proposed Project area will comply with the GHG reducing measures described in **Table IV.L-5** below.

Table IV.L-5 provides a summary of the measures recommended in the CAPCOA White Paper summarized herein, along with an explanation of whether these mitigation measures are applicable and/or feasible for the proposed Project. As shown in Table IV.L-5, a wide range of Project Design Features (PDFs) are incorporated in the proposed Project ranging from building energy efficiency to land use planning intended to reduce VMT. However, not all of the measures in the table are quantifiable nor were the GHG emission reductions credited by the percentages listed in the table. Rather, the analysis involved reviewing the electricity, natural gas, water use, and VMT generation rates associated with the proposed Project and quantifying how the CAPCOA measures would reduce GHG emissions.

TABLE IV.L-5: CAPCOA APPENDIX B MITIGATION MEASURES					
APPLICABLE?	**JUSTIFICATION FOR NON-APPLICABLE MEASURES**	**CAPCOA GHG REDUCTION MEASURE**	**CAPCOA APPENDIX B**	**CAPCOA MIN % REDUCT**	**CAPCOA MAX % REDUCT**
Yes		Nonresidential projects 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).	**MM T-1**	**1%**	**5%**
Yes		Nonresidential projects 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).	**MM T-2**	**1%**	**5%**
No	The Project does not include apartment complexes or condominiums, but bicycle lane facilities are provided in conformance with MM T-2.	Long-term bicycle parking is provided at apartment complexes or condominiums without garages (e.g., one long-term bicycle parking space for each unit without a garage. Long-term facilities shall consist of one of the following: a bicycle locker, a locked room with standard racks and access limited to bicyclists only, or a standard rack in a location that is staffed and/or monitored by video surveillance 24 hours/day.	**MM T-3**	**1%**	**5%**
Yes		Entire Project is located within one-half mile of an existing/planned Class I or Class II bike lane and Project design includes a comparable network that connects the project to the existing offsite facility. Project design includes 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.	**MM T-4**	**1%**	**5%**
Yes		The Project provides 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 includes 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	**MM T-5**	**1%**	**10%**

TABLE IV.L-5: CAPCOA APPENDIX B MITIGATION MEASURES					
APPLICABLE?	**JUSTIFICATION FOR NON-APPLICABLE MEASURES**	**CAPCOA GHG REDUCTION MEASURE**	**CAPCOA APPENDIX B**	**CAPCOA MIN % REDUCT**	**CAPCOA MAX % REDUCT**
		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.			
No	The Project is designed as discussed under Mitigation Measure T-5, but does not include residential uses that would require access between residential and non-residential areas.	Site design and building placement minimizes barriers to pedestrian access and interconnectivity. Physical barriers such as walls, berms, landscaping, and slopes between residential and nonresidential uses that impede bicycle or pedestrian circulation are eliminated.	**MM T-6**	**1%**	**10%**
Yes	Note: Project has been designed with bus turn-outs and future bus shelters. RTA has not yet designated a route within the development, but headways of one hour or less are expected.	Bus or streetcar services provides headways of one hour or less for stops within one-quarter mile; Project provides safe and convenient bicycle/pedestrian access to transit stop(s) and provides essential transit stop improvements (i.e., shelters, route information, benches, and lighting).	**MM T-7**	**1%**	**2%**
Yes		Project design includes 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 feature one or more of the following pedestrian safety/traffic calming design	**MM T-8**	**1%**	**10%**

TABLE IV.L-5: CAPCOA APPENDIX B MITIGATION MEASURES					
APPLICABLE?	**JUSTIFICATION FOR NON-APPLICABLE MEASURES**	**CAPCOA GHG REDUCTION MEASURE**	**CAPCOA APPENDIX B**	**CAPCOA MIN % REDUCT**	**CAPCOA MAX % REDUCT**
		techniques: marked crosswalks, count-down 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 on-street parking, planter strips with street trees, and chicanes/chokers (variations in road width to discourage high-speed travel).			
No	Paid parking will not be implemented as it is expected to adversely affect the marketability of the proposed Project. The Project's design as a commercial and industrial center requires convenient vehicle access. Thus, paid parking requirements would be a disincentive to prospective tenants and customers.	Project provides employee and/or customer paid parking system. Project must have a permanent and enforceable method of maintaining user fees for all parking facilities. The facility may not provide customer or employee validations. Daily charge for parking must be equal to or greater than the cost of a transit day/monthly pass plus 20%.	**MM T-9**	**1%**	**30%**
No	The Project must provide adequate parking to accommodate customers and employees.	Provide minimum amount of parking required. Once land uses are determined, the trip reduction factor associated with this measure can be determined by utilizing the ITE parking generation publication. The reduction in trips can be computed as shown below by the ratio of the difference of minimum parking required by code and ITE peak parking demand to ITE peak parking demand for the land uses multiplied by 50%. Percent Trip Reduction = 50 * [(min parking required by code – ITE peak parking demand)/(ITE peak parking demand)]	**MM T-10**	**1%**	**30%**
No	The Project must require adequate parking to accommodate customers and	Provide parking reduction less than code. This measure can be readily implemented through a shared parking strategy, wherein parking is utilized jointly among different land uses, buildings, and facilities in an area that experience peak parking needs at different times of day and day of the week.	**MM T-11**	**1%**	**30%**

TABLE IV.L-5: CAPCOA APPENDIX B MITIGATION MEASURES					
APPLICABLE?	**JUSTIFICATION FOR NON-APPLICABLE MEASURES**	**CAPCOA GHG REDUCTION MEASURE**	**CAPCOA APPENDIX B**	**CAPCOA MIN % REDUCT**	**CAPCOA MAX % REDUCT**
	employees. Because specific tenants or users have not yet been selected, shared parking may create a conflict between uses. However, consistent with Specific Plan Section III (G)(f) developers may pursue a Use Permit system to reduce parking requirements.				
Yes		Provide a parking lot design that includes clearly marked and shaded pedestrian pathways between transit facilities and building entrances.	**MM T-12**	**1%**	**4%**
No	The nature of an employment center is that convenient and adequate on-site parking will be accommodated.	Parking facilities are not adjacent to street frontage.	**MM T-13**	**1%**	**4%**
Yes		Provide parking lot areas with 50% tree cover within 10 years of construction, in particular low emitting, low maintenance, native drought resistant trees. Reduces urban heat island effect and requirement for air conditioning, effective when combined with other measures (e.g., electrical maintenance equipment and reflective paving material). Due to water conservation efforts this project will require auto parking lot areas with 40% tree coverage (approximately 1 tree for every 14 stalls) for office uses and 30% tree coverage (approximately 1 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 since they typically have low water demand. Shade requirements will exclude truck courts and drive isles.	**MM T-14**	**Unknown**	**Unknown**

TABLE IV.L-5: CAPCOA APPENDIX B MITIGATION MEASURES					
APPLICABLE?	**JUSTIFICATION FOR NON-APPLICABLE MEASURES**	**CAPCOA GHG REDUCTION MEASURE**	**CAPCOA APPENDIX B**	**CAPCOA MIN % REDUCT**	**CAPCOA MAX % REDUCT**
No	The Project does not include amphitheaters, theaters, or stadiums.	Provide spaces for the operation of valet bicycle parking at community event "centers" such as amphitheaters, theaters, and stadiums.	**MM T-15**	**Unknown**	**Unknown**
No	The Project is not residential in nature and does not include garages.	Provide storage space in one-car garages for bicycles and bicycle trailers.	**MM T-16**	**Unknown**	**Unknown**
Yes		Provide preferential parking space locations for EVs/CNG vehicles. One preferential parking space will be provided for EVs/CNG vehicles for single user parking lots and shared retail parking per hundred required spaces not to exceed 4 preferential parking spaces per development.	**MM T-17**	**Unknown**	**Unknown**
No	The Project does not include paid parking.	Provide a reduced/no parking fee for EVs/CNG vehicles.	**MM T-18**	**Unknown**	**Unknown**
Yes		Include permanent TMA membership and funding requirement. Funding to be provided by Community Facilities District or County Service Area or other nonrevocable funding mechanism. TDMs have been shown to reduce employee vehicle trips up to 28% with the largest reductions achieved through parking pricing and transit passes. The impact depends on the travel alternatives. TMA membership will be implemented per Chapter V.B.6 of the Specific Plan Amendment.	**MM T-19**	**1%**	**28%**
No	As discussed in Appendix B of the CAPCOA White Paper, ULEV's have higher operating costs relative to gasoline powered vehicles and only five fueling stations are located in California. Thus it would be infeasible	Use of and/or provide ULEV that are 50% cleaner than average new model cars (e.g., natural gas, ethanol, electric).	**MM T-20**	**Unknown**	**Unknown**

TABLE IV.L-5: CAPCOA APPENDIX B MITIGATION MEASURES					
APPLICABLE?	**JUSTIFICATION FOR NON-APPLICABLE MEASURES**	**CAPCOA GHG REDUCTION MEASURE**	**CAPCOA APPENDIX B**	**CAPCOA MIN % REDUCT**	**CAPCOA MAX % REDUCT**
	to implement this measure. Additionally, this mitigation measure could adversely affect the Project sponsor's ability to market the proposed Project.				
No	As discussed above under Mitigation Measure MM-T-20, the implementation of flex fuel vehicles would not be required but this wouldn't preclude their use if a prospective tenant wanted to use them.	Use of and/or provide vehicles that utilize gasoline/ethanol blends (e.g., E85).	**MM T-21**	**Unknown**	**Unknown**
Yes		Project provides high density office or mixed-use proximate to transit. Project must provide safe and convenient pedestrian and bicycle access to all transit stops within one-quarter mile.	**MM D-1**	**0.05%**	**2%**
Yes		Project is oriented towards existing transit, bicycle, or pedestrian corridor. Setback distance between Project and existing or planned adjacent uses is minimized or nonexistent. Setback distance between different buildings on Project site is minimized. Setbacks between project buildings and planned or existing sidewalks are minimized. Buildings are oriented towards existing or planned street frontage. Primary entrances to buildings are located along planned or existing public street frontage. Project provides bicycle access to any planned bicycle corridor(s). Project provides pedestrian access to any planned pedestrian corridor(s).	**MM D-2**	**0.4%**	**1%**
Yes		Project provides on-site shops and services for employees.	**MM D-3**	**0.5%**	**5%**

TABLE IV.L-5: CAPCOA APPENDIX B MITIGATION MEASURES					
APPLICABLE?	**JUSTIFICATION FOR NON-APPLICABLE MEASURES**	**CAPCOA GHG REDUCTION MEASURE**	**CAPCOA APPENDIX B**	**CAPCOA MIN % REDUCT**	**CAPCOA MAX % REDUCT**
		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.			
No	The Project is not a residential project.	Project provides high-density residential development. Transit facilities must be within one-quarter mile of project border. Project provides safe and convenient bicycle/pedestrian access to all transit stop(s) within one-quarter mile of Project border.	**MM D-4**	**1%**	**40%**
No	This measure is applicable to a residential development and does not apply to the Project. However, the Project does include bicycle lanes and parking.	Multiple and direct street routing (grid style). This measure only applies to Projects with an internal CF >/= 0.80, and average of one-quarter mile or less between external connections along perimeter of project. [CF= # of intersections / (# of cul-de-sacs + intersections)]. Cul-de-sacs with bicycle/pedestrian through access may be considered "complete intersections" when calculating the Project's internal connectivity factor. External connections are bike/pedestrian pathways and access points, or streets with safe and convenient bicycle and pedestrian access that connect the Project to adjacent streets, sidewalks, and uses. If Project site is adjacent to undeveloped land; streets, pathways, access points, and right-of-ways that provide for future access to adjacent uses may count for up to 50% of the external connections. Block perimeter (the sum of the measurement of the length of all block sides) is limited to no more than 1,350 feet. Streets internal to the Project should connect to streets external to the Project whenever possible.	**MM D-5**	**1%**	**1%**
No	The JPA is working with WRCOG on a regional NEV plan to designate Meridian Parkway as a NEV route. While infrastructure for NEV's to operate within the proposed Project may be incorporated in a	Make physical development consistent with requirements for neighborhood electric vehicles. Current studies show that for most trips, NEVs do not replace gas-fueled vehicles as the primary vehicle.	**MM D-6**	**0.5%**	**1.5%**

TABLE IV.L-5: CAPCOA APPENDIX B MITIGATION MEASURES					
APPLICABLE?	**JUSTIFICATION FOR NON-APPLICABLE MEASURES**	**CAPCOA GHG REDUCTION MEASURE**	**CAPCOA APPENDIX B**	**CAPCOA MIN % REDUCT**	**CAPCOA MAX % REDUCT**
	regional plan, it is currently not part of the proposed Project nor is a requirement for prospective users to implement or endorse an NEV program.				
No	The Project is not a residential development.	Residential development Projects of five or more dwelling units provide a deed restricted low-income housing component on-site (or as defined in the code). Developers who pay into In-Lieu Fee Programs are not considered eligible to receive credit for this measure. The award of emission reduction credit shall be based only on the proportion of affordable housing developed on-site because in-lieu programs simply induce a net increase in development. Percentage reduction shall be calculated according to the following formula: % reduction = % units deed restricted below market rate housing * 0.04	**MM D-7**	**0.4%**	**6%**
No	The Project is not a residential development.	Provide residential buildings with a "utility" room or space for recharging batteries, whether for use in a car, electric lawnmower, other electric landscaping equipment, or even batteries for small items such as flashlights.	**MM D-8**	**Unknown**	**Unknown**
Yes		Development of projects predominantly characterized by properties on which various uses, such as office, commercial, institutional, and residential, are combined in a single building or on a single site in an integrated development project with functional interrelationships and a coherent physical design. The mixed use areas designated in the proposed Project may be conducive for integration of multiple complementary businesses within the same building or complex. These areas are concentrated along Van Buren Boulevard. Prospective developers could be encouraged to design projects in a way that accommodated multiple users.	**MM D-9**		
Yes		Have at least three of the following on site and/or offsite within one-quarter mile: Residential Development, Retail Development, Park, Open Space, or Office.	**MM D-10**	**3%**	**3%**
No	The Project is not a residential	All residential units are within one-quarter mile of parks, schools or other civic uses.	**MM D-11**		

TABLE IV.L-5: CAPCOA APPENDIX B MITIGATION MEASURES					
APPLICABLE?	**JUSTIFICATION FOR NON-APPLICABLE MEASURES**	**CAPCOA GHG REDUCTION MEASURE**	**CAPCOA APPENDIX B**	**CAPCOA MIN % REDUCT**	**CAPCOA MAX % REDUCT**
	development.				
Yes		Project site is on a vacant infill site, redevelopment area, or brownfield or greyfield lot that is highly accessible to regional destinations, where the destinations rating of the development site (measured as the weighted average travel time to all other regional destinations) is improved by 100% when compared to an alternate greenfield site.	**MM D-12**		
No	The Project is not a residential development.	Provide a complimentary electric lawnmower to each residential buyer.	**MM D-13**	**1%**	**1%**
Yes		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. The March JPA will provide educational materials annually to tenants regarding recycling and reducing waste.	**MM D-14**	**Unknown**	**Unknown**
No	LEED certification is encouraged and information is and will be provided by the March JPA to each developer identifying the benefits of LEED certification. However, LEED certification cannot be uniformly implemented or enforced because of the varied uses expected to develop within the proposed Project.	LEED Certification: LEED promotes a whole building approach to sustainability by recognizing performance in five key areas of human and environmental health: sustainable site development, water savings, energy efficiency, materials selection, and indoor environmental quality.	**MM D-15**	**Unknown**	**Unknown**
No	No retrofitting of existing structures is proposed as part of	Retro-commissioning; The process ensures that all building systems perform interactively according to the contract documents, the design intent and the owner's operational needs to optimize energy	**MM D-16**	**8% (energy use)**	**10% (energy use)**

TABLE IV.L-5: CAPCOA APPENDIX B MITIGATION MEASURES					
APPLICABLE?	**JUSTIFICATION FOR NON-APPLICABLE MEASURES**	**CAPCOA GHG REDUCTION MEASURE**	**CAPCOA APPENDIX B**	**CAPCOA MIN % REDUCT**	**CAPCOA MAX % REDUCT**
	the proposed Project. However, the Project complies with the intent of this measure because it will implement many energy efficient measures to better energy performance.	performance.			
Yes		Project shall use drought resistant native trees, trees with low emissions and high carbon sequestration potential. Evergreen trees on the north and west sides afford the best protection from the setting summer sun and cold winter winds. Additional considerations include the use of deciduous trees on the south side of the house that will admit summer sun; evergreen plantings on the north side will slow cold winter winds; constructing a natural planted channel to funnel summer cooling breezes into the house. Neighborhood CCR's not requiring that front and side yards of single family homes be planted with turf grass. Vegetable gardens, bunch grass, and low-water landscaping shall also be permitted, or even encouraged. This Project does not have a residential component and a vast majority of the buildings will be large office or industrial buildings that already require the use of drought tolerant landscaping with state-of-the-art automatic irrigation systems.	**MM D-17**	**Unknown**	**Unknown**
No	The proposed Project is comprised of commercial and industrial uses. A farmers market is not a complementary use within the study area. Also, a farmer's market could facilitate a	Project shall dedicate space in a centralized, accessible location for a weekly farmers' market.	**MM D-18**	**Unknown**	**Unknown**

TABLE IV.L-5: CAPCOA APPENDIX B MITIGATION MEASURES					
APPLICABLE?	**JUSTIFICATION FOR NON-APPLICABLE MEASURES**	**CAPCOA GHG REDUCTION MEASURE**	**CAPCOA APPENDIX B**	**CAPCOA MIN % REDUCT**	**CAPCOA MAX % REDUCT**
	large gathering of people, which is inconsistent with the JLUS and AICUZ.				
No	The Project is not a residential development; thus, space has not been dedicated for such uses.	Project shall dedicate space for community gardens.	**MM D-19**	**Unknown**	**Unknown**
No	The Project uses pumps in the lift stations; however the specifications of the pumps used in these stations and for other facilities are dictated by WMWD. The primary consideration in selecting pump equipment is capacity and reliability. It is presumed that energy efficiency is also a consideration in the selection of appropriate pumps for the water/sewer facilities.	Project shall use high-efficiency pumps.	**MM E-1**	**Unknown**	**Unknown**
No	The Project is not a residential development and will not include any fireplaces or wood burning stoves.	Project does not feature fireplaces or wood burning stoves.	**MM E-2**	**Unknown**	**Unknown**

TABLE IV.L-5: CAPCOA APPENDIX B MITIGATION MEASURES					
APPLICABLE?	**JUSTIFICATION FOR NON-APPLICABLE MEASURES**	**CAPCOA GHG REDUCTION MEASURE**	**CAPCOA APPENDIX B**	**CAPCOA MIN % REDUCT**	**CAPCOA MAX % REDUCT**
No	The Project is not a residential development.	Project features only natural gas or electric stoves in residences.	**MM E-3**	**Unknown**	**Unknown**
Yes		Project installs Energy Star labeled roof materials.	**MM E-4**	**0.5%**	**1%**
No	Developers have the option to incorporate roof-top solar systems into their facilities. Buildings over 200,000 square feet will be designed to accommodate a lightweight solar voltaic system. The proposed Project is not designed for, nor would it be practicable to incorporate biomass fuel production facilities. Wind turbines are impractical because of their height and the proximity of the proposed Project to the March ARB. There are no hydro or geothermal facilities in the area.	Project provides onsite renewable energy system(s). Nonpolluting and renewable energy potential includes solar, wind, geothermal, low-impact hydro, biomass and bio-gas strategies. When applying these strategies, projects may take advantage of net metering with the local utility.	**MM E-5**	**1%**	**3%**
No	Title 24 requirements were updated in January, 2010, and call for greater efficiency than required in the	Project exceeds title 24 requirements by 20%.	**MM E-6**	**1%**	**1%**

TABLE IV.L-5: CAPCOA APPENDIX B MITIGATION MEASURES					
APPLICABLE?	**JUSTIFICATION FOR NON-APPLICABLE MEASURES**	**CAPCOA GHG REDUCTION MEASURE**	**CAPCOA APPENDIX B**	**CAPCOA MIN % REDUCT**	**CAPCOA MAX % REDUCT**
	previous standards. Future developments will adhere to the more stringent 2010 Title 24 standards, which were adopted subsequent to the CAPCOA White Paper.				
No	Building orientation is constrained based on an existing site configuration that must accommodate a north/south arterial system. The arterial system and lot configuration, requirements would not support orienting 75 percent or more buildings north/south.	Project orients 75% or more of homes and/or buildings to face either north or south (within 30° of N/S). Building design includes roof overhangs that are sufficient to block the high summer sun, but not the lower winter sun, from penetrating south facing windows. Trees, other landscaping features and other buildings are sited in such a way as to maximize shade in the summer and maximize solar access to walls and windows in the winter.	**MM E-7**	**0.5%**	**0.5%**
Yes		Provide shade (within 5 years) and/or use light-colored/high albedo materials (reflectance of at least 0.3) and/or open grid pavement for at least 30% of the site's nonroof impervious surfaces, including parking lots, walkways, plazas, etc.; OR place a minimum of 50% of parking spaces underground or covered by structured parking; OR use an open-grid pavement system (less than 50% impervious) for a minimum of mitigation measure reduces heat islands (thermal gradient differences between developed and undeveloped areas to minimize impact on microclimate and human and wildlife habitats. This measure requires the use of patented or copyright protected methodologies created by the ASTM. The SRI is a measure of the constructed surface's ability to reflect solar heat, as shown by a small rise in temperature. It is defined so that a standard black (reflectance 0.05, emittance 0.90) is "0" and a standard white (reflectance 0.80, emittance 0.90) is 100. To calculate	**MM E-8**	**1%**	**1%**

TABLE IV.L-5: CAPCOA APPENDIX B MITIGATION MEASURES					
APPLICABLE?	**JUSTIFICATION FOR NON-APPLICABLE MEASURES**	**CAPCOA GHG REDUCTION MEASURE**	**CAPCOA APPENDIX B**	**CAPCOA MIN % REDUCT**	**CAPCOA MAX % REDUCT**
		SRI for a given material, obtain the reflectance value and emittance value for the material. SRI is calculated according to ASTM E 1980-01. Reflectance is measured according to ASTM E 903, ASTM E 1918, or ASTM C 1549. Emittance is measured according to ASTM E 408 or ASTM C 1371. Default values for some materials will be available in the LEED-NC v2.2 Reference Guide. Based on water conservation efforts, a form of this reduction measure is already being implemented by MM T-14 and MM E-12. These two measures shall govern.			
No	Given the lack of specificity in the language and the potential to conflict with Title 24 requirements, it is not considered for incorporation into the proposed Project..	Project optimizes building's thermal distribution by separating ventilation and thermal conditioning systems.	**MM E-9**	**1%**	**10%**
No	This measure is encouraged, but not required. Vegetated roofs cost $8 to $15 per square foot. At that cost, a vegetated roof could increase total project costs from 7% to 18%. Maintenance of a vegetated roof would add additional operating costs. Additionally, a vegetated roof would increase water	Install a vegetated roof that covers at least 50% of roof area. The reduction assumes that a vegetated roof is installed on a least 50% of the roof area or that a combination high albedo and vegetated roof surface is installed that meets the following standard: (Area of SRI Roof/0.75) + (Area of vegetated roof/0.5) >= Total Roof Area. Water consumption reduction measures shall be considered in the design of the green roof.	**MM E-10**	**1%**	**1%**

TABLE IV.L-5: CAPCOA APPENDIX B MITIGATION MEASURES					
APPLICABLE?	**JUSTIFICATION FOR NON-APPLICABLE MEASURES**	**CAPCOA GHG REDUCTION MEASURE**	**CAPCOA APPENDIX B**	**CAPCOA MIN % REDUCT**	**CAPCOA MAX % REDUCT**
	consumption. A goal of the proposed Project is to minimize water consumption.				
Yes		Project installs EV charging facilities. Per CAPCOA MM-T-17, one preferential parking space will be provided for EVs/CNG vehicles for single user parking lots and shared retail parking per hundred required spaces not to exceed 4 preferential parking spaces per development. 1 charging facility will be provided for every 2 EV stalls.	**MM E-11**	**Unknown**	**Unknown**
Yes		Project provides light-colored paving (e.g., increased albedo pavement). Light-colored paving will be used to enhance paved areas and concrete, which is also light-colored, will be used for truck courts.	**MM E-12**	**Unknown**	**Unknown**
Yes		Project provides cool roofs. Highly reflective, highly emissive roofing materials that stay 50-60°F cooler than a normal roof under a hot summer sun. CA's Cool Savings Program provided rebates to building owners for installing roofing materials with high solar reflectance and thermal emittance. The highest rebate went to roofs on air conditioned buildings, while buildings with rooftop ducts and other nonresidential buildings were eligible for slightly less. The program aimed to reduce peak summer electricity demand and was administered by the CEC. The proposed Project is located in proximity to the March Air Reserve Base. Thus, the project is required to have low reflection roof components. Mitigation measure C-8 requires light color roofs and will be enforced. Specialized cool roof products will not be required.	**MM E-13**	**Unknown**	**Unknown**
Yes		Project provides solar water heaters. Project has an existing mitigation measure C-8 that requires the use of solar or low emissions water heaters that will continue to be enforced. This measure does not pertain to hot water heaters used for manufacturing purposed since the fabrication process requires a high	**MM E-14**	**20% (cooling energy needs)**	**70% (cooling energy needs)**

TABLE IV.L-5: CAPCOA APPENDIX B MITIGATION MEASURES					
APPLICABLE?	**JUSTIFICATION FOR NON-APPLICABLE MEASURES**	**CAPCOA GHG REDUCTION MEASURE**	**CAPCOA APPENDIX B**	**CAPCOA MIN % REDUCT**	**CAPCOA MAX % REDUCT**
		assurance for hot water.			
Yes		Project provides electrical outlets at building exterior areas.	**MM E-15**	**Unknown**	**Unknown**
Yes		Project uses energy efficient appliances (e.g., Energy Star).	**MM E-16**	**Unknown**	**Unknown**
No	The proposed Project supports compliance with this mitigation; however, not all materials that are necessary may be available in recycled forms.	Project uses materials which are resource efficient, recycled, with long life cycles and manufactured in an environmentally friendly way.	**MM E-17**	**Unknown**	**Unknown**
No	Because of the size of the proposed project, it is infeasible to install walkway overhangs throughout. However, design guidelines in the Specific Plan encourage the incorporation of shading mechanisms for windows, porches, and patios into the development of individual lots.	Install energy-reducing shading mechanisms for windows, porch, patio and walkway overhangs.	**MM E-18**	**Unknown**	**Unknown**
No	This measure is vague and seems most applicable to residential projects. Individual projects will incorporate mechanical heating/cooling systems consistent with applicable	Install energy-reducing ceiling/whole-house fans.	**MM E-19**	**Unknown**	**Unknown**

TABLE IV.L-5: CAPCOA APPENDIX B MITIGATION MEASURES					
APPLICABLE?	**JUSTIFICATION FOR NON-APPLICABLE MEASURES**	**CAPCOA GHG REDUCTION MEASURE**	**CAPCOA APPENDIX B**	**CAPCOA MIN % REDUCT**	**CAPCOA MAX % REDUCT**
	building code requirements.				
Yes		Install energy-reducing programmable thermostats that automatically adjust temperature settings.	**MM E-20**	**Unknown**	**Unknown**
No	Individual projects will incorporate mechanical heating/cooling systems consistent with applicable building code requirements. Because of the high temperatures in this region, passive heating and cooling systems that take ambient air and circulate it through the building are not feasible.	Install energy-reducing passive heating and cooling systems (e.g., insulation and ventilation).	**MM E-21**	**Unknown**	**Unknown**
Yes		Install energy-reducing day lighting systems (e.g., skylights, light shelves and interior transom windows). Skylights will be installed for industrial and business park uses in warehousing storage areas over 30,000 square feet. Certain exclusions apply to uses such as cold storage facilities.	**MM E-22**	**Unknown**	**Unknown**
Yes		Require the installation of low water-use appliances. The proposed Project will utilize low flow and waterless fixtures for restroom facilities.	**MM E-23**	**Unknown**	**Unknown**
Yes		Provide a spur at nonresidential projects to use nearby rail for goods movement. The proposed Project includes a rail component which is discussed in Section III, Project Description and evaluated where applicable in this SEIR.	**MM E-24**	**Unknown**	**Unknown**

TABLE IV.L-5: CAPCOA APPENDIX B MITIGATION MEASURES

APPLICABLE?	JUSTIFICATION FOR NON-APPLICABLE MEASURES	CAPCOA GHG REDUCTION MEASURE	CAPCOA APPENDIX B	CAPCOA MIN % REDUCT	CAPCOA MAX % REDUCT
Yes		Provide local governments, businesses, and residents with guidance/protocols/information on how to reduce GHG emissions (e.g., energy saving, food miles). The March JPA will provide educational pamphlets on how to reduce GHG emissions to tenants on an annual basis.	**MM S-1**	**Unknown**	**Unknown**
Yes		Use ARB-certified diesel construction equipment. Increases CO_2 emissions when trapped CO and carbon particles are oxidized (Catalyst Products 2007, ETC 2007). A minimum of 50 percent of all construction vehicles engaged in mass grading activities shall be Tier 2 classification or better	MM C-1	Unknown	Unknown
No	Use of biodiesel for all construction equipment is not feasible for the proposed Project because it would require transport of biodiesel to the construction site or additional travel to utilize biodiesel since it is not locally available. Use of other alternative fuels for construction equipment will be determined by the contractor based on the composition of the construction vehicle fleet.	Use alternative fuel types for construction equipment. At the tailpipe biodiesel emits 10% more CO_2 than petroleum diesel. Overall lifecycle emissions of CO_2 from 100% biodiesel are 78% lower than those of petroleum diesel (NREL 1998, EPA 2007b).	MM C-2	Unknown	Unknown
No	Use of locally made building materials is	Use locally made building materials for construction of the Project and associated infrastructure.	MM C-3	Unknown	Unknown

TABLE IV.L-5: CAPCOA APPENDIX B MITIGATION MEASURES					
APPLICABLE?	**JUSTIFICATION FOR NON-APPLICABLE MEASURES**	**CAPCOA GHG REDUCTION MEASURE**	**CAPCOA APPENDIX B**	**CAPCOA MIN % REDUCT**	**CAPCOA MAX % REDUCT**
	highly recommended but not all materials required are available locally. These include steel and lumber.				
Yes		Recycle/Reuse demolished construction material. Use locally made building materials for construction of the Project and associated infrastructure. The proposed Project has recycled concrete and asphalt material and used it in new street sections. Additionally, the project has created its' own mulch to use in parkways.	**MM C-4**	**Unknown**	**Unknown**
		Other GHG Reduction Measures			
Yes		Wall Insulation – Increase exterior wall insulation	**NA**	**0.14%**	**2.35%**
Yes		Roof Insulation – Increase roof insulation	**NA**	**0.11%**	**2.96%**

GHG emissions were calculated for the proposed Project with implementation of the mitigation measures listed in **Table IV.L-5**. The emission estimates are presented in **Table IV.L-6**, along with a comparison with BAU emissions. With implementation of the PDF's listed in Table IV.L-5, GHG emissions would be reduced to the extent feasible. However, the GHG emissions would remain above both the CARB threshold (i.e., 7,000 metric ton of CO_2E) and the draft SCAQMD threshold (i.e., 10,000 metric ton of CO_2E). Accordingly, the proposed Project would result in significant and unavoidable cumulative GHG emission impacts.

TABLE IV.L-6: GHG EMISSIONS FROM THE PROJECT (METRIC TONS) WITH GHG REDUCTION MEASURES

EMISSION SOURCE	ANNUAL EMISSIONS (METRIC TONS/YEAR)		
	CO_2	CH_4	N_2O
Operational Emissions			
Electricity Use Emissions	14,606	0.111	0.062
Natural Gas Use Emissions	3,513	0.39	0.0066
Water Usage	673	0.005	0.003
Emergency Generators	68	0.0	0.06
Boilers	1,199	0.023	0.022
Drive-Through Vehicle Idling Emissions	303	0.02	0.01
TRUs	6,912	0.79	5.41
Yard Equipment Emissions	4,139	0.35	3.63
Vehicle Emissions	60,846	2.13	30.88
Total	**92,259**	**3.82**	**40.08**
Global Warming Potential Factor	**1**	**21**	**310**
CO_2 Equivalent Emissions	**92,259**	80	12,425
TOTAL CO_2 Equivalent Emissions	**104,764**		
TOTAL Business as Usual CO2 Equivalent Emissions	**139,280**		
% Reduction	**24.7882%**		

Source: Air Quality Technical Report for the Meridian Specific Plan Amendment (2010).

In addition to the GHG reduction measures described above, the California Attorney General's Office has drafted the following reduction measures (**Table IV.L-7**) for incorporation into future projects. While these measures do not quantify GHG emission reductions, their adoption will reduce GHG emissions. As described below, where applicable, these measures will be incorporated into proposed Project design and construction.

TABLE IV.L-7: CALIFORNIA'S ATTORNEY GENERAL'S OFFICE GREENHOUSE GAS REDUCTION MEASURES BY CATEGORY

ATTORNEY GENERAL'S GHG REDUCTION MEASURE	APPLICABLE?	HOW MEASURE WILL BE INCORPORATED
Energy Efficiency		
Incorporate green building practices and design elements.	Yes	Green building will be encouraged but not required.
Meet recognized green building and energy efficiency benchmarks.	Yes	Where possible green building and energy efficiency benchmarks will be met.
Install energy efficient lighting (e.g., light emitting diodes (LEDs)), heating and cooling systems, appliances, equipment, and control systems.	Yes	Energy efficient lighting and equipment will be installed when feasible.
Use passive solar design, e.g., orient buildings and incorporate landscaping to maximize passive solar heating during cool seasons, minimize solar heat gain during hot seasons, and enhance natural ventilation. Design buildings to take advantage of sunlight.	Yes	When possible buildings will be designed to take advantage of sunlight.
Install light colored "cool" roofs and cool pavements.	Yes	Concrete rather than asphalt will be used where possible; where asphalt is located it will be shaded; light colored roofs will be incorporated.
Install efficient lighting, (including LEDs) for traffic, street and other outdoor lighting.	Yes	Efficient lighting including LEDs will be utilized when possible and approved by Edison.
Reduce unnecessary outdoor lighting.	Yes	Lighting will be designed to maximize safety and meet local code requirements.
Use automatic covers, efficient pumps and motors, and solar heating for pools and spas.	No	No pools or spas are proposed as part of the project.
Provide education on energy efficiency to residents, customers and/or tenants.	Yes	Customers and tenants will be made aware of energy efficiency measures.
Renewable Energy and Energy Store		
Meet "reach" goals for building energy efficiency and renewable energy use.	No	Project will be built out before these standards go in to effect in 2020.
Install solar, wind, and geothermal power systems and solar hot water heaters.	No	Developers have the option to incorporate roof-top solar systems into their facilities. Buildings over 200,000 square feet will be designed to accommodate a lightweight solar voltaic system. The proposed Project is not designed for, nor would it be practicable to incorporate biomass fuel production facilities. Wind turbines are impractical because of their height and the proximity of the proposed Project to the March

TABLE IV.L-7: CALIFORNIA'S ATTORNEY GENERAL'S OFFICE GREENHOUSE GAS REDUCTION MEASURES BY CATEGORY

ATTORNEY GENERAL'S GHG REDUCTION MEASURE	APPLICABLE?	HOW MEASURE WILL BE INCORPORATED
		ARB. There are no hydro or geothermal facilities in the area.
Install solar panels on unused roof and ground space and over carports and parking areas.	No	This is cost prohibitive in some cases but will be incorporated when feasible.
Where solar systems cannot feasibly be incorporated into the project at the outset, build "solar ready" structures.	Yes	Buildings over 200,000 square feet will be designed for lightweight solar voltaic cells.
Incorporate wind and solar energy systems into agricultural projects where appropriate.	No	The proposed Project does not incorporate agriculture uses.
Include energy storage where appropriate to optimize renewable energy generation systems and avoid peak energy use.	Yes	This will be implemented where feasible.
Use on-site generated biogas, including methane, in appropriate applications.	No	There is no biogas generated on-site.
Use combined heat and power (CHP) in appropriate applications.	No	This conflicts with CAPCOA measure MM E-9
Water Conservation and Efficiency		
Incorporate water-reducing features into building and landscape design.	Yes	Landscaping will be drought tolerant.
Create water-efficient landscapes	Yes	Landscaping will be drought tolerant.
Install water-efficient irrigation systems and devices, such as soil moisture-based irrigation controls and use water-efficient irrigation methods.	Yes	Reclaimed water will be used for irrigation.
Make effective use of graywater. (Graywater is untreated household waste water from bathtubs, showers, bathroom wash basins, and water from clothes washing machines. Graywater to be used for landscape irrigation.)	Yes	The proposed Project would utilize reclaimed water for irrigation of landscape. Untreated graywater will not be used.
Implement low-impact development practices that maintain the existing hydrology of the site to manage storm water and protect the environment.	Yes	Existing hydrology is being maintained where feasible.
Devise a comprehensive water conservation strategy appropriate for the project and location.	Yes	A water conservation strategy will be developed. Examples include the use of no/low flow toilets and reclaimed water for irrigation.
Design buildings to be water-efficient. Install water-efficient fixtures and appliances.	Yes	When applicable, water efficient fixtures will be used.
Offset water demand from new projects so that there is no net increase in water use.	No	The proposed Project is an amendment to an existing project with a new water demand of approximately 6,400 gallons per day per the 2009 WSA conducted by WMWD. A large portion of this new water demand is actually offset by the Project's use of reclaimed water for landscaping.

TABLE IV.L-7: CALIFORNIA'S ATTORNEY GENERAL'S OFFICE GREENHOUSE GAS REDUCTION MEASURES BY CATEGORY

ATTORNEY GENERAL'S GHG REDUCTION MEASURE	APPLICABLE?	HOW MEASURE WILL BE INCORPORATED
Provide education about water conservation and available programs and incentives.	Yes	The March JPA will provide educational pamphlets to tenants within the proposed Project area annually.
Reuse and recycle construction and demolition waste (including, but not limited to, soil, vegetation, concrete, lumber, metal, and cardboard).	Yes	Mitigation requiring reuse and recycling of construction waste have been incorporated.
Integrate reuse and recycling into residential industrial, institutional and commercial projects.	Yes	Reuse and recycling have previously been incorporated into the Project via mitigation measures from the 2003 Focused EIR. They will continue to be required for the commercial and industrial components of the proposed Project.
Provide easy and convenient recycling opportunities for residents, the public, and tenant businesses.	Yes	The Project would provide easy and accessible recycling for all tenants.
Provide education and publicity about reducing waste and available recycling services.	Yes	Education and publicity regarding recycling will be provided.
Land Use Measures		
Ensure consistency with "smart growth" principles – mixed-use, infill, and higher density projects that provide alternatives to individual vehicle travel and promote the efficient delivery of services and goods.	Yes	The proposed Project is an infill mixed-use project. Thus, it is consistent with this measure.
Meet recognized "smart growth" benchmarks.	Yes	When possible, the Project will meet smart growth benchmarks.
Educate the public about the many benefits of well-designed, higher density development.	No	High density uses are not compatible with the adjacent airport land use plans (AICUZ and JLUS).
Incorporate public transit into the project's design.	Yes	Public transit has been incorporated throughout the proposed Project.
Preserve and create open space and parks. Preserve existing trees and plant replacement trees at a set ratio.	No	There are no existing trees to preserve. The proposed Project area has been mass graded for development. While not part of the proposed Project, a portion of the South Campus has been set aside for development of a park as part of the overall March Business Center Specific Plan.
Develop "brownfields" and other underused or defunct properties near existing public transportation and jobs.	Yes	The proposed Project would redevelop portions of the former March Air Force Base. It complies with this mitigation.

TABLE IV.L-7: CALIFORNIA'S ATTORNEY GENERAL'S OFFICE GREENHOUSE GAS REDUCTION MEASURES BY CATEGORY

ATTORNEY GENERAL'S GHG REDUCTION MEASURE	APPLICABLE?	HOW MEASURE WILL BE INCORPORATED
Include pedestrian and bicycle facilities within projects and ensure that existing non-motorized routes are maintained and enhanced.	Yes	Sidewalks and bicycle lanes are provided throughout the proposed Project area.
Meet an identified transportation-related benchmark.	Yes	The proposed Project sets and meets many transportation-related benchmarks with respect to level of service and operational efficiency.
Adopt a comprehensive parking policy that discourages private vehicle use and encourages the use of alternative transportation.	No	Parking requirements were developed to meet the demands of prospective users. However, the Project will provide in-lieu payments for bus stations, bicycle lanes, and bicycle parking in order to encourage non-vehicular commutes to work.
Build or fund a major transit stop within or near the development.	Yes	A transit transfer station is located in the northern portion of the proposed Project.
Provide public transit incentives such as free or low-cost monthly transit passes to employees, or free ride areas to residents and customers.	No	Individual businesses may elect to provide subsidized transit passes once the Metrolink station and transit service routes have been established.
Promote "least polluting" ways to connect people and goods to their destinations.	No	Least polluting transportation opportunities will be integrated into the proposed Project by providing alternative transportation options. Bus routes have not yet been established; however, each employer with more than 250 full-time employees shall submit a TDM plan to the March JPA. Further, a Metrolink station has been incorporated into the March Business Center Specific Plan to provide passenger rail service to the proposed Project.
Incorporate bicycle lanes, routes and facilities into street systems, new subdivisions, and large developments.	Yes	Bicycle lanes have been incorporated into the development
Require amenities for non-motorized transportation, such as secure and convenient bicycle parking.	Yes	Bicycle parking has been provided.
Ensure that the project enhances, and does not disrupt or create barriers to, non-motorized transportation.	Yes	The proposed Project does not disrupt or create barriers to non-motorized transportation.

TABLE IV.L-7: CALIFORNIA'S ATTORNEY GENERAL'S OFFICE GREENHOUSE GAS REDUCTION MEASURES BY CATEGORY

ATTORNEY GENERAL'S GHG REDUCTION MEASURE	APPLICABLE?	HOW MEASURE WILL BE INCORPORATED
Connect parks and open space through shared pedestrian/bike paths and trails to encourage walking and bicycling. Create bicycle lanes and walking paths directed to the location of schools, parks and other destination points.	No	The proposed Project is not connected to off-site open space. However, the Project will provide in-lieu payments for bus shelters. Also, bicycle lanes and bicycle parking are required for every development to encourage non-vehicular commutes to work.
Work with the school districts to improve pedestrian and bike access to schools and to restore or expand school bus service using lower-emitting vehicles.	No	Project does not include uses that would need access to schools
Institute teleconferencing, telecommute and/or flexible work hour programs to reduce unnecessary employee transportation.	Yes	When feasible individual users may implement teleconferencing, telecommuting and/or flex hours.
Provide information on alternative transportation options for customers, residents, tenants and employees to reduce transportation-related emissions.	Yes	Employees will be provided with alternative transportation options
Educate consumers, residents, tenants and the public about options for reducing motor vehicle-related greenhouse gas emissions. Include information on trip reduction; trip linking; vehicle performance and efficiency (e.g., keeping tires inflated); and low or zero-emission vehicles.	No	The March JPA will provide education pamphlets to tenants within the proposed Project area on an annual basis.
Purchase, or create incentives for purchasing, low or zero-emission vehicles.	No	Although the Project Sponsor will not purchase or create incentives for purchasing low or zero-emission vehicles, this does not preclude each individual user from purchasing or using low or zero-emission vehicles.
Create a ride sharing program. Promote existing ride sharing programs, e.g., by designating a certain percentage of parking spaces for ride sharing vehicles, designating adequate passenger loading and unloading for ride sharing vehicles, and providing a web site or message board for coordinating rides.	Yes	Preferential parking for ride sharing vehicles would be provided and promotion of alternative transportation will occur through the Transportation Demand Management program.
Create or accommodate car sharing programs, e.g., provide parking spaces for car share vehicles at convenient locations accessible by public transportation.	Yes	Parking spaces for car sharepooling vehicles would be provided.
Provide a vanpool for employees.	No	Vanpools are encouraged but not required of employers.
Create local "light vehicle" networks, such as neighborhood electric vehicle systems.	No	This is a regional issue that March JPA is working on with WRCOG.

TABLE IV.L-7: CALIFORNIA'S ATTORNEY GENERAL'S OFFICE GREENHOUSE GAS REDUCTION MEASURES BY CATEGORY		
ATTORNEY GENERAL'S GHG REDUCTION MEASURE	**APPLICABLE?**	**HOW MEASURE WILL BE INCORPORATED**
Enforce and follow idling time limits for commercial vehicles, including delivery and construction vehicles.	Yes	Idling time limits may be enforced if found to be an issue.
Provide the necessary facilities and infrastructure to encourage the use of low or zero-emission vehicles.	Yes	Electric vehicle parking will be installed at one space per hundred parking spaces.
Require the best management practices in agriculture and animal operations to reduce emissions, conserve energy and water, and utilize alternative energy sources, including biogas, wind and solar.	No	The proposed Project does not contain agricultural elements; thus, this measure is not applicable.
Preserve forested areas, agricultural lands, wildlife	No	No forested, agricultural lands or wildlife exist on the project area.

Energy Conservation

Appendix F: *Energy Conservation*, of the CEQA guidelines, addresses the conservation of energy as part of the overall decision making process when evaluating environmental impacts as part of a project application review process. CEQA requires that EIRs include a discussion of the potential energy impacts associated with proposed projects, with particular emphasis on avoiding or reducing inefficient, wasteful and unnecessary consumption of energy. Section D identifies discussion points specifically addressing mitigation measures that could be incorporated to increase energy efficiency. These are summarized as follows:

1. Potential measures to reduce wasteful, inefficient and unnecessary consumption of energy during construction, operation and maintenance and/or removal. The discussion should explain why certain measures were incorporated and why others were dismissed.
2. The potential of siting, orientation, and design to minimize energy consumption including transportation energy.
3. The potential for reducing peak energy demand.
4. Alternate fuels (particularly renewable ones) or energy systems. And
5. Energy conservation which could result from recycling.

The intent of the discussion provided in this section and throughout the document where applicable, focuses on reducing overall GHG and other emissions associated with construction and operation of the proposed Project. Achieving this goal is predicated on identifying and implementing methods to improve energy efficiency and reduce energy consumption. Energy conservation measures identified in Table IV.L-5 and Table IV.L-7 and accompanying discussions regarding their feasibility and/or applicability to the proposed Project, and implementation of Mitigation Measures IV.L-1.1 through L-1.19 below, demonstrate compliance with the intent of Appendix F. As discussed, the proposed Project would incorporate a wide range of design and operational features designed to increase energy efficiency by reducing energy consumption and the generation of waste material.

Project Consistency with the 2003 Focused EIR: Although this threshold was not previously evaluated in the 2003 Focused EIR, the proposed Project would be expected to result in similar impacts with respect to this threshold.

Applicable Mitigation Measures from the 2003 Focused EIR: 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, as included in the 2003 Focused EIR, have either already been implemented, or are required for the proposed Project.

Additional Mitigation Measures: The mitigation measures that can be identified at this time. These measures have been incorporated into Mitigation Measures IV.L-1.1 through IV.L-1.~~19~~26 and are described below.

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, count-down 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 Community Facilities District or County Service Area or other nonrevocable funding mechanism.~~ by the individual lot developers.**

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Significance After Mitigation: Even after incorporation of the aforementioned mitigation measures and a reduction of GHG emissions by 24.7882 %, the proposed Project is still above the GHG emission thresholds of CARB and SCAQMD, therefore, it will result in a significant and unavoidable cumulative impact.

Threshold IV.L-2: Would the proposed project conflict with any applicable plan, policy or regulations of an agency adopted for the purpose of reducing the emissions of GHGs?

Analysis from the 2003 Focused EIR: Consistency with applicable plans, policies, and regulations was not addressed in the 2003 Focused EIR, because these plans were not adopted.

Proposed Changes to the North Campus of the Specific Plan: Table IV.L.8 outlines the consistency of the proposed Project with applicable state and regional plans, policies, and regulations regarding GHG reduction measures.

TABLE IV.L-8: PLANS, POLICIES, AND REGULATIONS ADOPTED FOR THE PURPOSE OF REDUCING GHG EMISSIONS

GOAL		CONSISTENCY
State Plans, Policies, and Regulations		
Assembly Bill 1493	Required CARB to develop and adopt regulations that reduce GHG emitted by passenger vehicles and light duty trucks.	**Consistent:** The project would comply with regulations adopted by CARB to reduce GHG emitted by passenger vehicles.
Executive Order S-3-05	Set forth a series of target dates by which statewide GHG emissions would be progressively reduced.	**Consistent**: The proposed Project is complying with applicable regulations and policies to reduce GHG emissions. See Tables IV.L-5 and 6 above.
Assembly Bill 32	Established Regulatory, reporting, and market mechanisms to achieve quantifiable reductions in GHG emissions and established a cap on statewide GHG emissions.	**Consistent**: Potential reductions in GHG emissions associated with implementation of CAPCOA measures are referenced in Tables IV.L-5 and 6 above.
Executive Order S-1-07	Proclaims that the transportation sector is the main source of GHG emissions in California and established a goal to reduce the carbon intensity of transportation fuels sold in California by at least ten percent by 2020.	**Not Applicable:** It is documented that vehicles are the largest source of GHG emissions associated with the proposed Project. However, requirements to reduce the carbon intensity of fuels sold in California are not applicable to the proposed Project. However, the Project would pay in-lieu fees for bus stops, provide bicycle lanes, and provide bicycle parking to reduce vehicular traffic.

TABLE IV.L-8: PLANS, POLICIES, AND REGULATIONS ADOPTED FOR THE PURPOSE OF REDUCING GHG EMISSIONS

	GOAL	CONSISTENCY
Senate Bill 97	This bill directs the Governor's Office of Planning and Research to prepare, develop, and transmit to CARB guidelines for the feasible mitigation of GHG emissions.	**Not Applicable.** However, the proposed Project has incorporated applicable CAPCOA measures (Table IV.L-5) and agreed to implement applicable Attorney General's Office measures (Table IV.L-7) to reduce project-related GHG emissions.
Senate Bill 375	This bill aligns regional transportation planning efforts and GHG reduction targets by requiring MPOs to adopt SCS or APS that will prescribe land use allocation in that MPOs regional transportation plan. CARB will then provide each affected region with reduction targets for GHGs emitted by passenger cars and light trucks.	**Consistent.** While no targets have been set pursuant to SB 375 and the Sustainable Community Strategy for the region will likely not be adopted prior to 2012, the proposed Project is consistent with SB 375's intent of reducing vehicles miles traveled, constraining urban sprawl, and reducing GHG emissions.
California Climate Action Registry (CCAR) General Reporting Protocol	The purpose of the CCAR is to help companies and organizations with operations in the state to establish GHG emissions baselines against which any future GHG emissions reduction requirements may be applied.	**Consistent**: Baseline emissions have been established for the proposed Project and are referenced in Table IV.L.4.
California Code of Regulations Title 24	CCR Title 24 was established in 1978, and most recently amended in 2008 and phased-in in January 2010, in response to a legislative mandate to reduce California's energy consumption.	**Consistent:** The proposed Project incorporates numerous measures to reduce energy consumption. See Table IV.L-5.
CAPCOA White Paper	The CAPCOA white paper describes how to evaluate GHG emissions under CEQA. The strategies depicted in the White Paper are not guidelines and have not been adopted by any regulatory agency; rather, they are offered as a resource to assist lead agencies in considering climate change in environmental documents.	**Consistent**: As described above the Project has taken each GHG reduction measure described in the CAPCOA White Paper and analyzed its potential for applicability to the project. Implementation of the CAPCOA measures are incorporated in Table IV.L-5.

TABLE IV.L-8: PLANS, POLICIES, AND REGULATIONS ADOPTED FOR THE PURPOSE OF REDUCING GHG EMISSIONS		
GOAL		**CONSISTENCY**
CARB Climate Change Proposed Scoping Plan	This scoping plan functions as a roadmap of CARB's plans to achieve GHG reductions in California required by AB 32 through subsequently enacted regulations.	**Consistent**: Numerous GHG reduction measures have been incorporated throughout the Project and are described in detail throughout this chapter.
OPR June 2008 Technical Advisory on CEQA and Climate Change	This document provides informal guidance for public agencies as they address the issue of climate change in their CEQA documents.	**Consistent:** Table IV.L-5 as well as mitigation measures discussed in this chapter provide guidance for reducing GHG emissions and addressing climate change.
OPR January 8, 2009 Preliminary Draft CEQA Guideline Amendments for GHG Emissions	The amendments recommend that CARB set state-wide thresholds of significance	**Consistent:** CARB recently released draft thresholds which are incorporated into the analysis herein.
CARB Preliminary Draft Staff Proposal, October 2008	This document was the first step toward developing recommended statewide interim thresholds of significance for GHGs that may be adopted by local agencies for their own use.	**Not Applicable**: The analysis contained herein has incorporated the most recent statewide thresholds of significance. This document is no longer applicable to the proposed Project.
Regional Plans, Policies, and Regulations		
SCAQMD Draft Screening Procedures	This document was developed to provide an interim method for determining significance under CEQA until statewide significance thresholds are established.	**Not Applicable:** The AQMD has not adopted any thresholds at this time, as noted above. Accordingly, this EIR utilizes the CARB threshold for industrial projects.

Of the plans, policies and regulations summarized above and evaluated in Table IV.L-8, AB 32, SB 375 and the associated CARB Scoping Plan are most applicable to the climate change element of the proposed Project. Thus, a more detailed discussion of project consistency with the CARB Scoping Plan is provided below. **Table IV.L-9** presents the 39 Recommended Actions (qualitative measures) identified to date by CARB's Scoping Plan. Of the 39 measures identified, those considered to have potential applications to the proposed Project would primarily be those actions related to transportation, electricity and natural gas use, green building design and industrial uses. Consistency of the proposed Project with these measures is evaluated by each source-type measure below.

Transportation

CARB's Scoping Plan identifies nine transportation-related recommended actions. Action T-1 concerns improvements to light-duty vehicle technology for the purposes of reducing GHG emissions. This action focuses on legislating improved controls for vehicle manufacturers and would not generally be considered applicable to the proposed Project. However, it is reasonably anticipated that businesses operating within the Project area may use vehicles that have reduced GHG emission technology. Use of these vehicles would be consistent with and not conflict with this recommended action.

Action T-2 concerns implementation of a Low Carbon Fuel Strategy (LCFS). To reduce the carbon intensity of transportation fuels, CARB is developing a LCFS, which would reduce the carbon intensity of California's transportation fuels by at least ten percent by 2020 as called for by

TABLE IV.L-9: RECOMMENDED ACTIONS FROM CLIMATE CHANGE PROPOSED SCOPING PLAN

ID #	SECTOR	STRATEGY NAME
T-1	Transportation	Pavley I and II – Light-Duty Vehicle GHG Standards
T-2	Transportation	LCFS (Discrete Early Action)
T-3	Transportation	Regional Transportation-Related GHG Targets
T-4	Transportation	Vehicle Efficiency Measures
T-5	Transportation	Ship Electrification at Ports (Discrete Early Action)
T-6	Transportation	Goods-movement Efficiency Measures
T-7	Transportation	Heavy Duty Vehicle GHG Emission Reduction Measure – Aerodynamic Efficiency (Discrete Early Action)
T-8	Transportation	Medium and Heavy-Duty Vehicle Hybridization
T-9	Transportation	High Speed Rail
E-1	Electricity and Natural Gas	Increased Utility Energy efficiency programs More stringent Building and Appliance Standards
E-2	Electricity and Natural Gas	Increase Combined Heat and Power Use by 30,000GWh
E-3	Electricity and Natural Gas	Renewables Portfolio Standard
E-4	Electricity and Natural Gas	Million Solar Roofs
CR-1	Electricity and Natural Gas	Energy Efficiency
CR-2	Electricity and Natural Gas	Solar Water Heating
GB-1	Green Buildings	Green Buildings
W-1	Water	Water Use Efficiency
W-2	Water	Water Recycling
W-3	Water	Water System Energy Efficiency
W-4	Water	Reuse Urban Runoff
W-5	Water	Increase Renewable Energy Production
W-6	Water	Public Goods Charge (Water)
I-1	Industry	Energy Efficiency and Co-benefits Audits for Large Industrial Sources
I-2	Industry	Oil and Gas Extraction GHG Emission Reduction
I-3	Industry	GHG Leak Reduction from Oil and Gas Transmission
I-4	Industry	Refinery Flare Recovery Process Improvements
I-5	Industry	Removal of CH_4 Exemption from Existing Refinery Regulations
RW-1	Recycling and Waste Management	Landfill CH_4 Control (Discrete Early Action)

TABLE IV.L-9: RECOMMENDED ACTIONS FROM CLIMATE CHANGE PROPOSED SCOPING PLAN		
ID #	**SECTOR**	**STRATEGY NAME**
RW-2	Recycling and Waste Management	Additional Reductions in Landfill CH_4 – Capture Improvements
RW-3	Recycling and Waste Management	High Recycling/Zero Waste
F-1	Forestry	Sustainable Forest Target
H-1	High GWP Gases	Motor Vehicle Air Conditioning Systems (Discrete Early Action)
H-2	High GWP Gases	SF_6 Limits in Non-Utility and Non-Semiconductor Applications (Discrete Early Action)
H-3	High GWP Gases	Reduction in Perfluorocarbons in Semiconductor Manufacturing (Discrete Early Action)
H-4	High GWP Gases	Limit High GWP Use in Consumer Products (Discrete Early Action, Adopted June 2008)
H-5	High GWP Gases	High GWP Reductions from Mobile Sources
H-6	High GWP Gases	High GWP Reductions from Stationary Sources
H-7	High GWP Gases	Mitigation Fee on High GWP Gases
A-1	Agriculture	CH_4 Capture at Large Dairies
Source: CARB, 2008.		

Governor Schwarzenegger in Executive Order S-01-07. LCFS will incorporate compliance mechanisms that provide flexibility to fuel providers in how they meet the requirements. While implementation of such a standard is not within the purview of a development Project, warehousing and manufacturing uses within the Project area would consume fuel for transportation purposes. Future projects within the Project area would participate in the use of low carbon fuels as they are made available through purchase of fuels for vendor vehicles, supplier vehicles, and dedicated vehicle fleets, as applicable. Therefore, the proposed Project would be consistent with the intent of Action T-2.

Action T-3 addresses regional transportation targets for reducing GHG emissions. SB 375 requires CARB to develop, in consultation with MPOs, passenger vehicle GHG emissions reduction targets for 2020 and 2035 by September 30, 2010. It sets forth a collaborative process to establish these targets, including the appointment by CARB of a Regional Targets Advisory Committee to recommend factors to be considered and methodologies for setting GHG emissions reduction targets. SB 375 also provides incentives – relief from certain CEQA requirements for development projects that are consistent with regional plans that achieve the targets. While no targets have been set pursuant to SB 375 and the Sustainable Community Strategy for the region will likely not be adopted prior to 2012, the proposed Project is consistent with SB 375's intent of reducing vehicles miles traveled, constraining urban sprawl, and reducing GHG emissions. Specifically, the proposed Project is consistent with March JPA's General Plan and March Business Center Specific Plan, which reflect smart growth land use plans that reduce VMT by providing a source of jobs for local area residents. As noted in the Master EIR, the General Plan buildout will provide new employment opportunities with an estimated 38,588 jobs generated in the March JPA Planning Area. The establishment of an employment center within Western Riverside County would improve the jobs housing balance and would reduce commuter trips. This would contribute to a reduction in VMT. The transportation study for the Master EIR estimated that regional VMT would be reduced by 350,000 miles per day, based on commute

decrease from 50 miles to 15 miles. As discussed above, the March Business Center Specific Plan incorporates several transportation demand management measures intended to reduce the concentration of traffic in peak commuting hours. The proposed Project would not conflict with Action T-3. Accordingly, the proposed Project will help reduce overall commuter VMTs and the related GHG emission associated with those trips. Finally, the proposed Project does not propose placing new development in undeveloped areas. To the contrary, the proposed Project will further SB 375's goal of preventing sprawl by amending an existing, partially-built specific plan to provide for future development needs. Accordingly, the proposed Project would build out an existing Business Park rather than introduce development into new areas.

Action T-4 addresses vehicle efficiency measures. The California Integrated Waste Management Board (CIWMB) with various partners continues to conduct a public awareness campaign to promote sustainable tire practices. CARB is pursuing a regulation to ensure that tires are properly inflated when vehicles are serviced. In addition, CEC in consultation with CIWMB is developing an efficient tire program focusing first on data gathering and outreach, then on potential adoption of minimum fuel-efficient tire standards, and lastly on the development of consumer information requirements for replacing tires. CARB is also pursuing ways to reduce engine load via lower friction oil and reducing the need for air conditioner use. CARB is actively engaged in the regulatory development process for the tire inflation component of this measure. While implementation of such a standard is not within the purview of an individual development Project, the proposed Project would decrease VMTs and vehicles serving the proposed Project would be subject to future CARB regulations to implement this action. Accordingly, the proposed Project would not conflict with the recommended measure. As noted above, the March JPA General Plan and March Business Center Specific Plan would have a net benefit to VMT by creating a local job center within a primarily residential area of western Riverside County; thus, "capturing" some commute trips that would otherwise travel to other locations within the region.

Action T-5 addresses electrification of ships at ports and is not applicable to the proposed Project. Therefore, the proposed Project would not conflict with this measure.

While Action T-6 also primarily addresses port operations, one aspect of Action T-6 identifies electrical powering of TRUs when at dock as a measure of reducing GHG emissions. As discussed in Section IV.C, *Air Quality*, Lot 16 would provide electrical hook-ups and equip its truck fleet to use them within nine to ten years after beginning operation. Although other uses within the proposed Project area have not yet been defined, 2003 Focused EIR mitigation measure C-13 require the restriction of idling emission from trucks by using auxiliary power units and electrification at the industrial warehouse facilities. Consequently, the proposed Project would be considered consistent with Recommended Action T-6.

Action T-7 requires existing trucks/trailers to be retrofitted with the best available technology and/or CARB-approved technology to reduce GHG emissions. These technologies may involve devices to reduce aerodynamic drag and rolling resistance on vehicles. As discussed in Appendix E of the Scoping Plan, this requirement would be implemented through a regulation to be adopted by CARB. Because the proposed Project would comply with regulations implementing Recommended Action T-7, it does not conflict with AB 32 and CARB's Scoping Plan.

Action T-8 focuses on hybridization of medium- and heavy-duty vehicles. The implementation approach to Action T-8 is to adopt a regulation and/or incentive program that reduces GHG emissions by encouraging hybrid technology as applied to vocational applications that have significant urban, stop-and-go driving, idling, and power take-off operations in their duty cycle. Such applications include delivery trucks and vans. Distribution trucks and supplier truck trips

generated by the proposed Project are generally long distance highway travel trips and not targeted by this measure. Hybrid vehicles are not feasible for warehouse or manufacturing uses, which rely on diesel-powered trucks to transport heavy loads of supplies and goods in a mechanically and economically efficient manner. Therefore this Action is not considered applicable to the proposed Project.

Action T-9 concerns implementation of a high speed rail (HSR) system. A HSR system is part of the statewide strategy to provide more mobility choice and reduce GHG emissions. This measure supports implementation of plans to construct and operate a HSR system between northern and southern California. As planned, the HSR is a 700-mile-long rail system capable of speeds in excess of 200 miles per hour on dedicated, fully-grade separated tracks with state-of-the-art safety, signaling and automated rail control systems. The system would serve the major metropolitan centers of California in 2030 and is projected to displace between 86 and 117 million riders from other travel modes in 2030. As indicated on a route map published on the California High-Speed Rail Authority's web page (CHSR, 2009), the HSR route would use the BNSF railroad line that traverses the eastern portion of the proposed Project. No proposed station within or adjacent to the boundaries of the proposed Project is identified in the route map. Because the proposed Project does not plan to block, re-route or otherwise alter the existing BNSF rail right-of-way, the proposed Project would not be in conflict with Action T-9.

Electricity and Natural Gas

Action E-1, together with Action GB-1 (Green Building), aims to reduce electricity demand by increased efficiency of Utility Energy Programs and adoption of more stringent building and appliance standards. Elements of this action include encouraging construction of zero net energy (ZNE) buildings and implementation of passive solar design. In addition to employing on-site electricity generation, a ZNE building must either replace natural gas with renewable energy for space and water heating, or compensate for natural gas use by generating surplus electricity for sale on the state's electricity grid. While these building measures lend themselves to residential and some commercial applications, they are generally not applicable to industrial land uses that have substantial power demands. Therefore this Action is not considered applicable to the proposed Project.

Action E-2 encourages an increase in the use of combined heat and power (CHP) use, or cogeneration, facilities. California has supported CHP for many years, but market and other barriers continue to keep CHP from reaching its full market potential. Increasing the deployment of efficient CHP will require a multi-pronged approach that includes addressing significant barriers and instituting incentives or mandates where appropriate. Table III-2 of the March Business Center Specific Plan identifies that energy generation and distribution facilities are conditionally permitted within the Commercial land use designation. Although a CHP capability is not specifically addressed in the land use definition contained in Appendix A of the Specific Plan, such a use could be considered by the March JPA. Accordingly, the proposed Project is not in conflict with this Action.

Action E-3 concerns Renewable Portfolio Standards for utilities and does not apply to development projects. Therefore, the proposed Project would not conflict with the recommended measure.

Action E-4 strives to promote solar generated electricity. Although Lot 16 would not provide a photo voltaic solar array on its roof, and no specific development proposals are being considered for the remainder of the Project area, solar systems have been implemented previously on other

facilities in the North Campus, outside the Project area. Further, developers in the Project area will have the capability to negotiate with the March JPA and Southern California Edison with respect to implementing roof-mounted systems, as appropriate and feasible. Consequently, the proposed Project would not obstruct the goals of Action E-4.

Industrial Use

All but one of the Recommended Actions from **Table IV.L-9** above, related to industrial use, are specific to oil and gas extraction, refining and transmission and are not applicable to the proposed Project. The proposed Project does not include uses involving the extraction, refining or transmission of oil or gas. The remaining Action I-1 targets large emitters of GHGs (in excess of 0.5 MMT/year of CO_2E or 500,000 MT CO_2E) for auditing.

It is important to note the proposed Project would exceed the GHG emission thresholds of significance developed by CARB and SCAQMD referenced above. This is described above under Impact IV.L-1. However, GHG emissions associated with the proposed Project do not trip the threshold for large emitters, as defined for Action I-1; thus, the proposed Project would be consistent with and not obstruct the recommended actions summarized herein.

Project Consistency with the 2003 Focused EIR: Although this threshold was not previously evaluated in the 2003 Focused EIR, the proposed Project would be expected to result in similar impacts with respect to this threshold.

Applicable Mitigation Measures from the 2003 Focused EIR: The proposed Project would be required to comply with 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 Focused EIR.

Additional Mitigation Measures: None required.

Significance After Mitigation: Less than significant.

Cumulative Impacts

The proposed Project's cumulative climate change impacts are specifically addressed under Threshold IV.L-1, above.

V. IRREVERSIBLE ENVIRONMENTAL CHANGES AND UNAVOIDABLE SIGNIFICANT ENVIRONMENTAL IMPACTS

A. Irreversible Environmental Changes

Implementation of the proposed Project would result in the consumption of non-renewable energy resources. This consumption is considered an irreversible effect; although the effects are not significant. The irreversible environmental changes would include:

- Development of an urban use, with associated structures and public services, within a partially developed business park. This development pattern would constrain future land use options for this area.

- Grading of approximately 18.1 acres of vacant, undeveloped land. Once graded, the existing vegetation and natural topography may not be brought back to the Project area in their original condition. The impacted riparian vegetation within this area would be mitigated through the Section 7 consultation process as described in Section IV.D, *Biological Resources* of this document; therefore the removal would be considered less than significant with mitigation incorporated.

- Construction activities would consume non-renewable resources such as sand, gravel and steel, and renewable resources such as lumber. This commitment of natural resources, and building materials would be proportionate with that of other similar development projects of similar land use and size. This resource use is not expected to represent significant amounts of available resources in the region.

- Long-term commitments for the proposed Project would consist of energy resources in the form of natural gas and electricity. As discussed in Section IV.G, *Utilities and Service Systems* of this SEIR, the potential impacts of future energy consumption by the Project are not considered significant.

- The proposed Project would change drainage patterns and stormwater runoff would be detained on-site, with overflows conveyed into the storm drain system east of the I-215.

- Water, sewer and storm drain line construction would improve the utility systems serving the Proposed Project. These improvements would be irreversible. Roadway improvements would also improve traffic flows in the area and cannot be easily reversed unless the improvements are removed and existing roadway configurations are reconstructed.

- Approximately 19,678 new vehicle trips would be generated by the proposed Project. The proposed roadways with the Project area are expected to handle the additional vehicle trips at acceptable levels of service, with the proposed roadway improvements and mitigation measures.

- Pollutant emissions from construction activities would occur. New vehicle trips on the surrounding roads would also cause an incremental increase in air pollutants associated with

vehicle exhaust throughout the region. Both construction and vehicle emissions would exceed SCAQMD thresholds of significance, even after mitigation.

- Although the proposed Project meets the goals of AB 32, emissions would have a cumulatively significant contribution to the overall greenhouse gases in the atmosphere.

- Construction noise impacts would be temporary and short-term and would be minimized by mitigation measures. The proposed Project would contribute to ambient noise levels from vehicles traveling to and from the proposed Project. Long-term noise impacts would be generated from activities within the Project area, which include commercial and industrial activities. Stationary noise would also be generated by operation activities within the proposed Project. While exterior noise levels can be reduced by perimeter walls and time restrictions, the impacts would continue for the life of the noise source.

B. Unavoidable Significant Environmental Impacts

Analysis of environmental impacts caused by the proposed Project has been completed, and is summarized in Section IV. Based on the analyses in Section IV of this SEIR, the proposed Project would have the potential for adverse impacts not analyzed in the FEIR to the following resources: air quality, biological resources, cultural resources, noise, and traffic. All of these resource areas have identified additional mitigation measures. With implementation of the mitigation measures for biological resources, cultural resources and noise, impacts shall be reduced to a level below significance. The analysis for hazards and hazardous materials did not result in the identification of new potentially adverse impacts not analyzed in the FEIR; however mitigation measure E-1 has been modified to allow facilities that store, handle or use regulated substances as defined in the California Health and Safety Code 25532 (g) in excess of threshold quantities with the proposed Project area, following the preparation of risk management plans (RMP) for determination of risks to the community.

Traffic and air quality impacts from vehicle trips and emissions and cumulative impacts on global climate change and greenhouse gases associated with the proposed Project would remain significant and unavoidable, even after mitigation. As discussed in Section IV.C of this document, pollutant emissions at both a project level and cumulative level would exceed SCAQMD thresholds and would contribute to existing violations of federal and State air quality standards. Project traffic would contribute to significant direct and cumulative impacts on roadway segments, freeway segments and intersections. In certain cases (i.e., Van Buren Boulevard/Wood Road, I-215/Van Buren Boulevard and I-215/Cactus Avenue) there are planned improvements included in transportation improvement programs that would restore LOS to acceptable levels, but these improvements are expected to be delayed due to funding limitations (primarily TUMF developer impact fee payments). In these cases, a significant unavoidable interim impact is identified; however, the impacts are not considered irreversible because planned improvements would achieve the minimum traffic performance standard and thus mitigate the proposed Project's impacts. Significant and unavoidable impacts would also occur at other locations because no feasible mitigation measures were identified, or because mitigation measures would not fully mitigate the proposed Project's traffic impacts. In these cases, the unavoidable impacts would also be irreversible.

VI. GROWTH-INDUCING IMPACTS

This section considers how implementation of the proposed Project could directly or indirectly induce economic or population growth in the region. CEQA Section 15126.2 (d) refers to growth inducement as ways in which a proposed Project could directly or indirectly stimulate economic or population growth in the Project vicinity and surrounding region. The proposed Project would reallocate land uses within the North Campus area in response to the Project sponsor's assessment of current and projected market conditions. The proposed Project would not expand its current boundaries from those analyzed in the approved 2003 March Business Center Specific Plan. The creation of additional jobs would be comparable to those discussed in the approved Specific Plan. The anticipated growth in jobs is consistent with the objectives of the proposed Project; specifically the second bullet listed in Chapter II, which states: "Provide increased job opportunities for local residents through the development of employment- generating uses that provide a range of job types." The growth inducement implications of the proposed Project are discussed below.

MAFB Base Closure: Implications and Policies

As discussed in Chapter III of this SEIR, the Meridian Specific Plan area is located on land that was formerly a part of the MAFB. In 1993 the federal government called for the realignment of MAFB and a substantial reduction in its military use. Prior to realignment, the MAFB employed over 9,000 military personnel and civilian employees. The existence of the base in its pre-alignment condition contributed an estimated $500 million annually to the regional economy (MJPA, 1996). As discussed in the March Air Force Base Master Reuse Plan, the realignment was expected to result in a substantial impact on the local economy, "measured in direct loss of military and civilian jobs, loss of contract spending by the base and loss of indirect economic activity" (MJPA, 1996). The Master Reuse Plan contains the following land use policies that were intended to minimize or reverse the anticipated economic dislocation resulting from MAFB realignment:

5.a. Replace lost jobs with new and expanded employment opportunities.
9.b. Plan for the economic use, reuse, and joint use of those areas of the March AFB outside the cantonment[36] area.
10.a. Eliminate blight and generate new development within the confines of and adjacent to March AFB.

As discussed on page 1-5 of the March JPA General Plan Land Use Element, "The Base Reuse Master Plan serves as the basis or premises of the March JPA General Plan. In summary, the General Plan is an implementation tool of the Base Master Reuse Plan, which realizes the requirements of California state law to facilitate base reuse and development." (MJPA, 1999). Land Use Goal 5 of the March JPA General Plan says: "Maximize and enhance the tax base and generation of jobs through new, reuse and joint use opportunities." As discussed on pages VIII-1 and VIII-2 of the March Business Center Specific Plan, the Specific Plan is consistent with Land Use Goal 5, and other related goals of the March JPA General Plan. Accordingly, job growth associated with the proposed Project is consistent with Master Reuse Plan and General Plan policies that are intended to offset the economic consequences associated with the MAFB closure.

[36] Area retained by the Department of Defense for the Air Force Reserves.

Western Riverside County Jobs/Housing Balance

As discussed on pages 3-16 and 3-17 of the MEIR for the General Plan of the March Joint Powers Authority (MJPA, 1999), the proposed Project is located within a housing rich area that has an estimated 0.82 jobs per household. According to the MEIR, SCAG considers balanced jobs to housing ratio to be 1.20 jobs per household. Although research performed during preparation of this SEIR did not locate updated jobs/housing balance information from SCAG, jobs per worker data were obtained from WRCOG (WRCOG, 2009). As of 2002, Riverside County had approximately 0.75 jobs per worker, which is the lowest ratio among Los Angeles, San Diego and Orange Counties. Each of the three other counties had 0.95 or more jobs per worker. As discussed in Section IV.C, *Air Quality*, Riverside County's average commute distance increased from 21.6 miles in 1998 to 25.1 miles in 2005. This distance remains the highest among the six counties within the SCAG area (SCAG, 2006 State of the Commute, p. 6-4). In addition, 35% of workers who reside in Riverside County travel to other counties for employment. This percentage is also the highest among the six counties within the SCAG area (SCAG, 2006 State of the Commute, p. 6-8).

As discussed on page 3-57 of the MEIR, "the establishment of an employment center within the housing rich environment of western Riverside County will make is possible for more residents of the sub-region to work within the sub-region, as opposed to Los Angeles and Orange Counties." Given this consideration, additional jobs created by the proposed Project is expected to improve the jobs/housing imbalance within western Riverside County.

Conclusion

While the proposed Project would create jobs sooner than estimated in the 2003 March Business Center Specific Plan, the acceleration of growth is not anticipated to significantly induce growth or remove obstacles to growth for the following reasons (Gobar, 2010):

1. Job creation is consistent with March JPA policies directed at redressing the adverse affects of MAFB closure.
2. The proposed Project would facilitate the creation of new jobs in a sub-region that has an existing jobs/housing imbalance. As was the case with the approved March Business Center Specific Plan, the proposed Project would help improve the existing jobs/housing imbalance in western Riverside County. It is unlikely that Project-related job creation would directly or indirectly stimulate residential or other development as other economic factors such as regional population growth, housing inventory and demand for commercial/retail products and services must also be considered. Regardless, it is reasonable to conclude that development of an employment center in the housing rich western Riverside County sub-region would facilitate the "capture" of some existing and future workers who would otherwise travel outside the sub-region to work.

VII. IMPACTS FOUND NOT TO BE SIGNIFICANT

The Initial Study prepared for the proposed Project found that no significant Project or cumulative environmental impacts would occur to the resources discussed herein. Thus, they are not addressed in detail within the SEIR. The discussion below is provided as modified from the SEIR to apply to the proposed Project:

Aesthetics

The proposed Project would generally replace smaller lot business park development with larger lot distribution warehouses or other industrial land uses. The overall appearance of development in the proposed Project area would be the same as described in the 2003 Focused EIR (Focused EIR, p. IV-91).

The proposed Project area does not include scenic highways, and none are located in the immediate vicinity. The nearest eligible state scenic highway is a portion of I-215 located approximately four miles to the south of the proposed Project area. The City of Riverside now identifies Alessandro Boulevard and Van Buren Boulevard as scenic boulevards. Van Buren Boulevard is also recognized by the County and JPA as a scenic boulevard. Proposed land uses within the Project area would be consistent with other uses along Alessandro and Van Buren Boulevard; and therefore, would not significantly affect these resources (Focused EIR, p. IV-91). No on-site rock outcroppings or historic buildings located within the Project area are within a state scenic highway.

Impacts to daytime and night time views are not expected to occur because the Project area is below the scenic vista identified in Exhibit 5-4 of the March JPA General Plan. Thus, the impacts to the scenic vista would be less than significant.

In accordance with the requirements of the existing March Business Center Design Guidelines, all Project lighting is required to be low or high pressure sodium lighting with full cut-off fixtures directing light into the Project site. No light would be emitted above the height of light fixture "the horizontal" and all lighting would be mounted at a maximum of 24 feet above final grade. There would be no significant impact to day or nighttime views as a result of the Project's compliance with the requirements of the approved Design Guidelines. It was found in the 2003 Focused EIR that potential impacts as a result of new light or glare would be less than significant (Focused EIR, p. IV-92). Moreover, the existing March Business Center Design Guidelines impose comprehensive and detailed requirements for all aesthetic features including lighting, colors, textures, landscaping, and site layouts. Accordingly, and consistent with the findings of the 2003 Focused EIR, compliance with the March Business Center Design Guidelines will prevent significant aesthetic impacts. Compliance with the March Business Center Design Guidelines is required under the existing mitigation measure from the 2003 Focused EIR:

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.

More specifically, the March Business Center Design Guidelines require landscaping design standards that would lessen impacts that development may have on visual character or quality of the site (Focused EIR, p. I.V-92). As described in Section III, *Project Description*, the proposed Project includes a clarification of the landscaping requirements of the March Business Center Specific Plan as follows:

- Use of colored pavers or other decorative pavement treatments shall constitute landscaping for Industrial land uses on lots or developments greater than 20 acres by a corresponding amount, up to a maximum of two percent. Additionally, colored pavers or other decorative pavement treatments may be counted as landscaping and may reduce the vegetative landscaping requirement for Office, Mixed-Use and Commercial land uses by a corresponding amount, up to a maximum of five percent. Other than these exceptions, the landscaping requirements per March Business Center Design Guidelines shall remain the same.

This clarification does not reduce the use of upscale design and aesthetic treatments, but rather allows highly decorative materials to be used in place of landscaping as a water conservation measure. This clarification would not result in a significant impact to aesthetic resources.

Agriculture and Forest Resources

As identified within the 2003 Focused EIR, the proposed Project does not contain agricultural resources or land under Williamson Act contract (Focused EIR, p. IV-105). However, in 2010, Appendix G of the CEQA Guidelines was amended to include Forest Resources in addition to Agricultural Resources. The 2003 Focused EIR did not address Forest Resources.

The primary soils in the West March Planning Sub-area, which encompasses the March Business Center Specific Plan and proposed Project area, are the Cieneba-Rockland-Fallbrook association. These well-drained soils are derived from granite and are typically one to three feet thick, with a surface layer of sandy loam. Large areas in the West March Planning Sub-area contain characteristics that make them eligible as Farmlands of Statewide Importance, and other soils exist 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, the United States Department of Agriculture Natural Resources Conservation Service has determined that no prime, unique, statewide or locally important farmland is present within the Planning Area, which includes the Project and previously approved Specific Plan area (Focused EIR, p. IV-105).

The March Business Center Specific Plan and proposed Project is not located within an Agricultural Preserve as defined by the County of Riverside or under a Williamson Act contract. The nearest land used for agricultural purpose is located on the southwest corner of Van Buren Boulevard and Barton Street. This property, containing a citrus grove, is adjacent to the South

Campus of the 2003 Specific Plan site, which is approximately one mile west of the proposed Project area.

The proposed Project area does not contain farmland recognized as prime, unique, statewide or locally important; therefore agricultural land will not be adversely impacted by the proposed Project. The proposed Project would not cause a loss in agricultural lands, non-renewable resources or construction materials, and therefore, would not adversely impact agricultural resources (Focused EIR, p. IV-105).

The proposed Project area does 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.

Mineral Resources

As identified within the 2003 Focused EIR, no significant mineral deposits have been identified within the 2003 Specific Plan and the proposed Project area. The California Department of Conservation, Division of Mines and Geology identified Mineral Resource Zones within Riverside County, but none of these exist within the proposed Project area (Focused EIR, p. IV-107).

As the Project area is not known to contain significant mineral resources, the impacts of the proposed Project would not be significant or adverse (Focused EIR, p. IV-107).

Population and Housing

The proposed Project does not include new housing nor would housing be removed. Because the proposed Project would not remove or otherwise displace any housing, no impacts to population and housing would occur. As discussed in the 2003 Focused EIR, the Project would help address the existing jobs/housing imbalance in western Riverside County (Focused EIR, p. IV-110).

With the majority of land being developed within Riverside County planned for residential land uses, the land designations of the March JPA General Plan, upon full build-out, would contribute upwards of 10 percent of the employment opportunities of the sub-region. The March JPA Planning Area, based upon the General Plan Land Use, would contribute greatly to the employment opportunities currently deficient within the sub-region. The current jobs/housing ratio imbalance would be lessened, and the goals and policies of the sub-region would be furthered. The General Plan forecasted approximately 38,588 jobs would be created at full build-out. Of those jobs, the 2003 Specific Plan stated approximately 15,195 jobs would be generated by the March Business Center Specific Plan (Focused EIR, p. IV-110).

The establishment of an employment center, such as proposed with the proposed Project, is not a negative impact with proper infrastructure and planning. The creation of jobs within an area that has an imbalanced jobs/housing ratio has contributing factors for improving the regional environment (i.e., reduced vehicle miles traveled). Implementation of the Specific Plan as amended to be the proposed Project would result in positive impacts upon existing and projected housing conditions within the region, by bringing job opportunities to an area that is largely

residential (Focused EIR, p. IV-110). Section VII *Growth-Inducing Impacts* discusses the job/housing imbalance in more detail.

Recreation

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. Although park land is not included within the proposed Project, multi-use trails and bikeways are incorporated into the transportation network of the Specific Plan (Focused EIR, p. IV-77) and the proposed Project would provide 11.1 acres of open space. Section IV.K, Public Services also provides a brief discussion on parks.

VIII. PROJECT ALTERNATIVES

As part of the CEQA review process, alternatives to implementation of the proposed Project must be identified and evaluated. Section 15126(d) of the CEQA Guidelines requires the discussion of "a range of reasonable alternatives to a project or to the location of a project, which would feasibly attain most of the basic objectives of the project, but would avoid or substantially lessen any of the significant effects." Section 15126(d)(5) further states that "the range of alternatives required in an EIR is governed by the 'rule of reason' that requires the EIR to set forth only those alternatives necessary to permit a reasoned choice." Thus, the following discussion focuses on those alternatives that are potentially capable of reducing significant environmental impacts while still meeting most of the project objectives even if those alternatives would be more costly.

Criteria for Selecting Alternatives

The alternatives selected for comparison should be those that would attain most of the basic project objectives and avoid or substantially lessen one or more significant effects of the proposed project (CEQA Guidelines Section 15126.6). The alternatives addressed in this ~~Draft~~Final SEIR were selected in consideration of one or more of the following factors:

- The extent to which the alternative might feasibly accomplish most of the basic objectives of the proposed project;
- The extent to which the alternative might avoid or substantially lessen any of the identified significant environmental effects of the proposed project;
- The feasibility of the alternative, taking into account site suitability, economic viability, availability of infrastructure, specific plan consistency, and consistency with other applicable plans and regulatory limitations;
- The appropriateness of the alternative in contributing to a "reasonable range" of alternatives necessary to ensure a meaningful comparison with the proposed Project; and
- The requirement of the CEQA Guidelines to consider a "no project" alternative; and to identify an "environmentally superior" alternative in addition to the no project alternative (Section 15126.6(e)).

Alternatives are ultimately compared to the project goals. As discussed in Chapter III of this SEIR, the objectives for the proposed Project consist of the following:

- Implement the goals, objectives and policies of the March JPA General Plan.
  - Provide increased job opportunities for local residents through the development of employment- generating uses that provide a range of job types.
- Establish an attractive business park development that would blend the natural and built environment and create a high quality business park.
- Provide for the design, development and operation of a business park consisting of Research and Development; Office, Commercial, Industrial, and Open Space uses.
- Establish a land use and facility plan that considers existing and anticipated economic conditions.
- Establish a business park development that conforms to March JPA goals and values and protects adjacent land uses from incompatible uses.
- Develop land uses that are compatible with the March AFB Reuse plan.
- Encourage the use of alternative modes of transportation through the provision of a pedestrian circulation system that is both safe and comfortable.

- Provide a circulation system that facilitates movement and access needs of automobiles, pedestrians and bicyclists.
- Minimize or avoid potential impacts to sensitive biological resources.

Alternatives Considered But Rejected

An EIR must briefly describe the rationale for selection and rejection of alternatives. The lead agency may make an initial determination as to which alternatives are potentially feasible; and therefore, merit in-depth consideration, and which are clearly infeasible and need not be considered further. Alternatives that are remote or speculative, or the effects of which cannot be reasonably predicted, need not be considered (CEQA Guidelines Section 15126.6(f), (f)(3)). This section identifies alternatives considered by the JPA, but rejected as infeasible and provides a brief explanation of the reasons for their exclusion. As noted above, alternatives may be eliminated from detailed consideration in the EIR if they fail to meet most of the project objectives, are infeasible, or do not avoid any significant environmental effects.

The following alternatives were considered but rejected from further analysis:

1. Relocation of the proposed Project to an off-site location.
2. Relocation of Lot 16 to a different location within the March Business Center Specific Plan area.
3. Relocation of Lot 16 to a different location outside the March Business Center Specific Plan area.

The reasons for rejecting each alternative are described in the paragraphs below:

Relocation of the proposed Project to an Off-site Location. The proposed Project is an amendment to an existing Specific Plan that has been partially developed. Existing development includes grading, paving, building construction, roadway construction, utilities installation, and other improvements. The proposed Project, which would include changes in the allocation of land use designations, reconfiguration of existing lots, and revision of development regulations, is specifically tailored to the existing Specific Plan area. It is improbable that another existing specific plan or planned development within the vicinity of the proposed Project could be acquired by the Project sponsor and modified to provide the necessary land uses, development regulations and other elements identified in the project description (see Chapter III of this SEIR). State CEQA Guidelines, § 15126.6(f)(1), allows for the proponent's ability to reasonably acquire, control or otherwise have access to an alternative site to be a factor when addressing the feasibility of an alternative. In the event that an existing planned development could not be located, acquired, and altered, then it would be necessary to acquire and develop raw land, or redevelop existing land uses. Given the Project sponsor's history and background in developing the March Business Center Specific Plan over the last eight years, and the substantial costs and uncertainties associated with acquiring and developing an off-site location, the off-site alternative would not be feasible.

Depending on the environmental context and presence of sensitive environmental resources on or adjacent to prospective off-site locations, development off-site would not be expected to reduce or eliminate significant environmental effects such as air quality and traffic, in the region. Development of the proposed Project elsewhere would, however, likely reduce potentially significant impacts in the immediate area of the Specific Plan by displacing those impacts to another location. More specifically, development of the proposed Project at an off-site location would not alter the traffic generation characteristics of the proposed uses. Traffic impacts

associated with the off-site location may be greater, less, or similar to the proposed Project, depending on the capacity of the local transportation network. Mobile source emissions from trucks and passenger cars generated by the proposed Project would be similar at an off-site location to those generated by the proposed Project. Moreover, in the event that the proposed Project could be re-located to an off-site location, then the 257.7-acre SPA area could be developed in accordance with the approved March Business Center Specific Plan. Traffic, air quality and other impacts associated with the approved Specific Plan were disclosed in the 2003 Focused EIR (i.e., Alternative A). The environmental effects of off-site development would be in addition to those impacts associated with the approved Specific Plan; therefore, the development of an off-site alternative is not expected to result in lesser impact than the proposed Project. Accordingly, it is concluded that that this alternative is both infeasible and unlikely to alleviate the environmental effects of the proposed Project. (See State CEQA Guidelines, § 15126.6(f)(2) ("Only [off-site] locations that would avoid or substantially lessen any of the significant effects of the project need to be considered for inclusion in the EIR.").)

Moreover, and as required by the mitigation plan imposed through the 2003 Focused EIR, the current Specific Plan area is already developed with much of the necessary infrastructure and roadways necessary to serve the remainder of the North Campus's buildout. Additionally, the proposed Project area has already been rough graded. Accordingly, moving the remainder of the Specific Plan to a different location – particularly if the new site has not previously been disturbed – may actually increase overall impacts, as infrastructure, roadways, and grading would have to be built from scratch. For all of the above reasons, relocating the proposed Project to another location is clearly infeasible, and thus will not be carried forward for further discussion in the analysis of alternatives.

Relocation of Lot 16 to a Different Location Within the March Business Center Specific Plan area. This alternative was rejected because it is infeasible and also unlikely to reduce or eliminate the significant environmental impacts of the proposed Project. The prospective industrial user requires a 45-acre site to accommodate the proposed fueling area, maintenance and truck washing facility, truck movements, separate truck access and minimum building size requirements. There are no existing undeveloped parcels within the Meridian area that can be combined to accommodate this requirement. The combination of Unit 3, lots 4-8 and Unit 4, lots 13-15 and lot E would provide a total of 41.7 acres, 11.1 of which (i.e., Unit 4, lot E) has been identified as a stormwater detention area. Even if the Lot 16 development could be accommodated within this area, and the detention area were to be relocated to another lot, the environmental implications of this alternative are not substantively different from the proposed Project. Relocation of the Lot 16 development would have the same traffic generation characteristics as the proposed use, and would result in similar stationary and mobile source emissions. Also, as discussed above, relocation of proposed Lot 16 land use to another location would not preclude the future development by some other user of the 45-acre area currently proposed to accommodate this use. This land could be developed in accordance with the approved March Business Center Specific Plan, resulting in the impacts previously disclosed in the 2003 Focused EIR. Given these considerations, this alternative would preclude locating the user within the proposed Project area and also would not reduce or eliminate the significant environmental impacts associated with the proposed Project. Accordingly, and for all these reasons, relocating the proposed Lot 16 user to another location within the March Business Center Specific Plan is clearly infeasible, and thus will not be carried forward for further discussion in the analysis of alternatives.

Relocation of Lot 16 to an Off-site Location. Although the prospective industrial user identified Lot 16 as the result of a site selection and due diligence process, it is possible that

another suitable site may be located within western Riverside County, or surrounding areas. As discussed above, wherever the proposed use is developed, it would accommodate the same activities and operations as described in Chapter III. Further, moving the proposed user to an off-site location would not preclude development of Lot 16 by another user with similar uses as allowed in the approved Specific Plan. Traffic generation and stationary and mobile source emissions would likely be the same as the proposed Project. Accordingly, moving the user of Lot 16 to an off-site location is unlikely to reduce significant impacts to traffic and air quality. Accordingly, and for all these reasons, the relocation of the proposed Lot 16 user to another site is clearly infeasible because this alternative is not likely to alleviate the environmental effects of the proposed Project. Thus, this alternative will not be carried forward for further discussion in the analysis of alternatives.

Alternatives Selected for Consideration

The alternatives considered in this section are: (1) Alternative A: No Project/Existing March Business Center Specific Plan, and (2) Alternative B: Reduced Development Area/Intensity. Consistent with the analysis contained in Section IV of this EIR, issue areas potentially affected by the proposed Project are: land use and planning, traffic, biological resources, air quality, hazardous waste, hydrology/water quality, noise, cultural resources and geology and soils, and utility systems. Traffic and air quality impacts from vehicle trips and emissions and cumulative impacts on global climate change and greenhouse gases associated with the proposed Project would remain significant and unavoidable, even with mitigation. It is anticipated that many of the impacts discussed in the 2003 Focused EIR would occur with or without the proposed Project. The discussion of each alternative includes a general description of the alternative and a discussion of potential impacts in relation to those associated with the proposed Project. The impact analysis discussion also assesses the degree to which the alternatives achieve Project objectives. **Table VIII-1** *Summary Comparison of Project Alternatives to Proposed Project*, provides a qualitative comparison of the two alternatives and the proposed Project.

TABLE VIII-1: SUMMARY COMPARISON OF PROJECT ALTERNATIVES TO PROPOSED PROJECT

IMPACT CATEGORY	ALTERNATIVE A (NO PROJECT/EXISTING SPECIFIC PLAN)	ALTERNATIVE B (REDUCED DEVELOPMENT AREA INTENSITY)
Land Use and Planning	Similar	Similar
Transportation/Traffic	Less(~20,000 fewer trucks and car trips)	Less(~16,500 fewer trucks and car trips)
Air Quality	Less (~20,000 fewer trucks and car trips)	Less (~16,500 fewer trucks and car trips)
Biological Resources	Similar	Similar
Hazards and Hazardous Materials	Similar	Similar
Hydrology/Water Quality	Similar	Similar
Utilities and Service Systems	Less	Less
Noise	Similar	Similar
Geology and Soils	Less	Less
Cultural Resources	Similar	Similar
Public Services	Similar	Similar

Less = impact of project alternative is less than impact of proposed Project.
Similar = impact of project alternative is similar to impact of proposed Project.
Greater = impact of project alternative is greater than impact of proposed Project.

A. Alternative A – No Project/Existing Specific Plan Alternative

Project Description

Under this alternative, the proposed Project would not be carried forward and the property would be developed in accordance with the approved March Business Center Specific Plan and March JPA General Plan. With respect to the Project area, the land use designations allowed under the Specific Plan would remain as currently approved. The March Business Center Specific Plan covers a much broader area than addressed under the proposed Project; thus, Alternative A only refers to the proposed Project area (i.e. 257.7 acres). **Figure VIII.A-1** depicts the land uses for Alternative A within the context of the existing Specific Plan.

The Specific Plan provides a blend of the following land uses: Industrial, Mixed Use, Business Park, Park/Recreation/Open Space, Office, Commercial and Public Facilities. While the proposed Project would amend the March Business Center Specific Plan by reducing the acreages of certain land use designations (i.e., reduce Business Park by 96.9 acres, Mixed Use by 20.2 acres, and Public Facility by 10.5 acres) and increasing other (i.e., increase Commercial by 2.0 acres, Industrial by 115.5 acres, Office by 3.2 acres and Park/Recreation/Open Space by 11.1 acres), none of these proposed changes would be implemented under Alternative A. Also, whereas the proposed Project would redevelop a portion of the former Arnold Heights Elementary School area, this 15.1-acre area would remain undeveloped under Alternative A. Accounting for the 11.1-acre detention basin that is part of the proposed Project, Alternative A would provide 4.0 fewer acres of impervious surface than the proposed Project.

The environmental consequences of this alternative were addressed at a project-level in the 2003 Focused EIR. A brief summary of the conclusions of this analysis and a comparison of the impacts against those of the proposed Project is provided as follows:

Environmental Analysis

Land Use

Land uses would remain as approved in the 2003 Focused EIR and March Business Center Specific Plan. No new land uses that would conflict with applicable regional plans evaluated in Section IV.A, *Land Use and Planning* of this document are proposed. However, the approved allocation of land uses (i.e., higher acreages for Business Park and Mixed Use land uses, and correspondingly lower acreages of Industrial, Commercial, and Office land uses) limits the applicant's ability to respond to existing and anticipated economic conditions. One of the basic objectives of the proposed Project is to establish a land use and facility plan that considers existing and anticipated economic conditions; this objective would not be achieved by implementation of this Alternative A.

Transportation/Traffic

The approved March Business Center Specific Plan concluded that development of the proposed Project would result in a substantial number of vehicle trips that would significantly impact existing and planned roadways in the area. Mitigation measures were identified in the 2003 Focused EIR to reduce these impacts to a less-than-significant level.

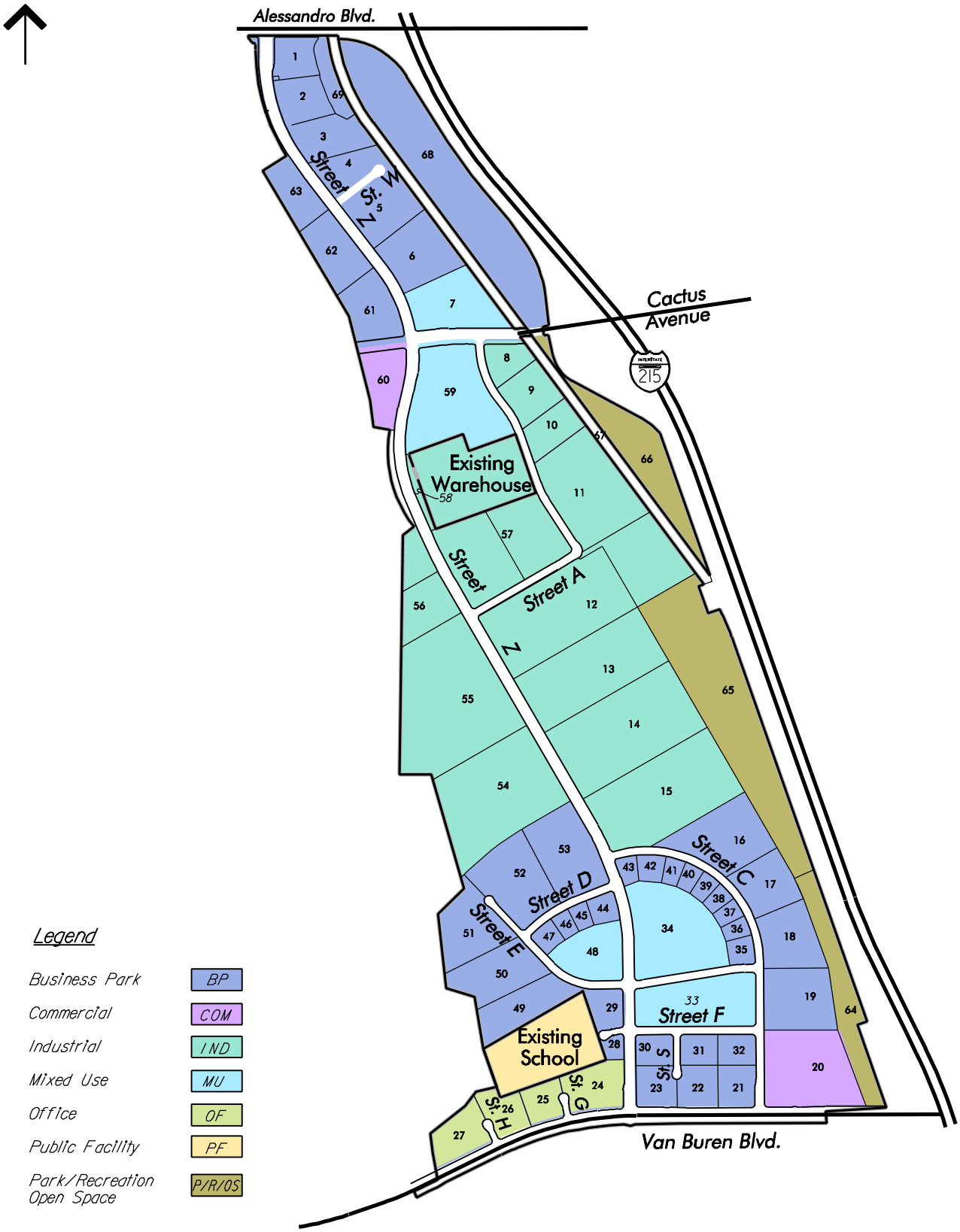


Figure VIII.A-1
Alternative A
No Project/Existing Specific Plan Alternative

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This alternative would provide similar land uses within the 257.7 acre area comprising the proposed Project. The proposed Project would generate 19,678 total daily trips in addition to those analyzed in the 2003 Focused EIR. This increase is attributed to both proposed land use changes and use of updated trip generation rates. The proposed Project would result in significant and unavoidable transportation and traffic impacts. Accordingly, Alternative A would have less traffic impacts than the proposed Project.

Air Quality

As referenced in the 2003 Focused EIR, Alternative A would result in significant and unavoidable project-level and cumulative impacts with respect to air quality. However, as discussed in Section IV.L, *Climate Change and Greenhouse Gases*, an analysis of GHG was not conducted in the 2003 Focused EIR because there was no regulatory guidance or requirements to do so at that time.

As discussed in Section IV.C, *Air Quality,* the proposed Project would have significant and unavoidable cumulative and direct air quality impacts including construction impacts. The proposed Project would also have a significant and unavoidable cumulative impact related to GHG emissions. These significant impacts exceed those analyzed in the 2003 Focused EIR. Additionally, and as noted above, the proposed Project would generate approximately 20,000 vehicle trips above those analyzed in the 2003 Focused EIR. The emissions from vehicles trips contribute to air quality pollution and, accordingly, Alternative A is likely to have impacts less than those of the proposed Project with respect to air quality.

Biological Resources

Development under the March Business Center Specific Plan for the proposed Project area would result in significant impacts to federally endangered species and wetlands. Biological conditions have changed since the 2003 Focused EIR was approved. Specifically, LBV populations and habitat have increased in the undeveloped portions of the March Business Center Specific Plan area and adjacent areas. In addition, the Section 404 permit through the ACOE for the Meridian development expired in May 2006; therefore, the applicant is pursuing a Section 404 permit through ACOE, a 1602 Streambed Alteration Agreement amendment through CDFG and Section 7 consultation through the USFWS to address the impacts to State Waters, Waters of the U.S and LBV. These pending permits and consultation would address impacts to LBV and waters of the U.S and State waters from the Specific Plan. Future development proposed under Alternative A would have biological impacts similar to those anticipated for the proposed Project. Mitigation and conservation measures similar to those being discussed in pending permits and the Biological Opinion would be applicable should Alternative A be implemented.

Hazards and Hazardous Materials

The 2003 Focused EIR states that future development within the March Business Center Specific Plan is expected to result in potentially hazardous materials to be generated, stored, distributed and/or disposed of within the Specific Plan area. This would result in a potentially significant impact. The 2003 Focused EIR identified mitigation measures to reduce this impact to a less than significant level. Because land uses associated with the proposed Project are similar to those in the approved March Business Center Specific Plan, hazardous material impacts associated with the proposed Project would be essentially the same as would occur under Alternative A.

Hydrology/Water Quality

As discussed in Section IV.F, *Hydrology/Water Quality*, implementation of the proposed Project would increase the amount of impervious surface within the proposed Project area. Increased impervious surface would reduce areas of ground percolation and recharge of groundwater and increase non-point surface water volumes that could contain fuels, oils and other residual contaminants. However, potential impacts to ground water resources can be mitigated to less than significant through the implementation of mitigation measures. In addition, the channel south of Van Buren Boulevard would not be necessary for build out of the North Campus with the proposed Project. The reason for this is the existing basins and the proposed Unit 4 Lot E detention basin in the North Campus would reduce the peak discharge in the Unit 4 area to a level that is less than the existing conditions; and therefore, would not require the channel south of Van Buren Boulevard. Like the proposed Project, Alternative A would increase impervious surfaces, resulting in increased stormwater run-off. Because the former Arnold Heights Elementary School site would be developed as part of the proposed Project, Alternative A would have 4.0 acres less impervious surface than the proposed Project. However, as discussed in Chapter IV of the 2003 Focused EIR, Alternative A, like the proposed Project, would result in significant hydrology/water quality impacts that would be reduced to a less than significant level with the incorporation of mitigation measures. Accordingly, Alternative A's impacts are similar to those of the proposed Project.

Utilities and Service Systems

Alternative A would accommodate the development of the same land use types (i.e., Business Park, Commercial, Industrial, Mixed Use, Office, Public Facility, and Park/Recreation/Open Space) as are incorporated into the proposed Project. Because the acreage allocation among these uses would be different under Alternative A, ultimate demand for utilities may differ from the proposed Project depending on the nature of the uses that are ultimately developed. In addition, the changes in FAR associated with the proposed Project could increase wastewater generation and water demand as compared to Alternative A; therefore, Alternative A would have less impact with respect to utilities and service systems than the proposed Project. However, as discussed in Section IV.G, Utilities and Service Systems, the proposed Project would not result in any new significant impacts with respect to utilities and service systems.

Noise

Implementation of the March Business Center Specific Plan would increase the traffic noise levels by 1-7 dBA CNEL over existing levels, with exceptions along segments of Cactus Avenue, Day Street, and Meridian Parkway. However, in most cases, existing noise levels at 50 feet currently exceed 65 dBA CNEL. The proposed Project would have a 1 dBA or less noise level increase when compared with Alternative A; thus, impacts would be similar to the proposed Project.

Geology and Soils

The 2003 Focused EIR determined development under the March Business Center Specific Plan would not have a significant effect on the environment as long as the Project incorporated mitigation measures outlined in the 2003 Focused EIR. Geologic impacts from the proposed Project would be essentially the same as would occur under Alternative A. However, because Alternative A would not involve development within the former Arnold Heights Elementary

School area, this alternative would avoid potential impacts with respect to undocumented fill material within this area (see Section IV I, *Geology/Soils*).

Cultural Resources

The 2003 Focused EIR determined the Project would not significantly impact archaeological resources with implementation of mitigation measure L-1. Although the proposed Project has identified additional mitigation measures with respect to cultural resources, this mitigation was developed in consultation with Pechanga Tribal representatives to avoid potential impacts in previously-undisturbed areas within the proposed Project area. Because the proposed Project would not result in any ground disturbance outside the boundaries of the approved Specific Plan, it is not expected to result in any new or additional impacts to cultural resources. Accordingly, potential impacts to cultural resources from the proposed Project would be the same as those identified in the 2003 Focused EIR.

Public Services

Public services evaluated in the SEIR are police, fire, schools and parks. In general, development under the March Business Center Specific Plan would result in similar impacts to public services as would occur with the proposed Project. The fire station proposed with this Project was a mitigation measure adopted in the 2003 Focused EIR for Alternative A. Consistent with this mitigation measure, the proposed Project evaluates a fire station in Unit 6. Public services are currently serving the developed areas of the Specific Plan. The proposed Project would generate the same demand on public services as evaluated and approved in the March Business Center Specific Plan.

Consistency with Project Objectives

The consistency of Alternative A with the Project objectives described in Section III is described below:

- *Implement the goals, objectives and policies of the March JPA General Plan:* As described in Section VIII of the March Business Center Specific Plan, Alternative A is consistent with the goals, objectives and policies of the existing March JPA General Plan. **Consistent.**
- *Provide increased job opportunities for local residents through the development of employment- generating uses that provide a range of job types.* Alternative A was analyzed in the context of this objective as the proposed project in the 2003 Focused EIR and was found to be consistent within this objective. **Consistent.**
- *Establish an attractive business park development that would blend the natural and built environment and create a high quality business park.* Alternative A is consistent with this objective, which was one of the Project objectives identified in the 2003 Focused EIR. **Consistent.**
- *Provide for the design, development and operation of a business park consisting of Research and Development; Office, Commercial, Industrial, and Open Space uses.* As with the objectives discussed above, this Project objective was also included in the 2003 Focused EIR; accordingly, Alternative A is consistent. **Consistent.**
- *Establish a land use and facility plan that considers existing and anticipated economic conditions.* Although this project objective was included in the 2003 Focused EIR, changes in market conditions since the certification of the 2003 Focused EIR have

changed, necessitating the land use, development regulation, and other changes proposed by the Project. In light of economic changes that have occurred in intervening years, Alternative A is considered inconsistent with this Project objective. **Not consistent.**

- *Establish a business park development that conforms to March JPA goals and values and protects adjacent land uses from incompatible uses.* This Project objective, like the others in this subsection, was one of the original objectives of Alternative A (i.e., the March Business Center). **Consistent.**
- *Develop land uses that are compatible with the March AFB Reuse plan.* This Project objective was also incorporated into the 2003 Focused EIR with respect to Alternative A. **Consistent.**
- *Encourage the use of alternative modes of transportation through the provision of a pedestrian circulation system that is both safe and comfortable.* This Project objective was also included in the 2003 Focused EIR. **Consistent.**
- *Provide a circulation system that facilitates movement and access needs of automobiles, pedestrians and bicyclists.* The Project objective was contained in the FEIR. **Consistent.**
- *Minimize or avoid potential impacts to sensitive biological resources.* As with each of the Project objectives described above, this objective was included in the FEIR, and is applicable to Alternative A (i.e., the 2003 March Business Center project). **Consistent.**

Conclusion

While both the proposed Project and Alternative A would result in significant impacts to transportation and traffic, the proposed Project would have significant unavoidable impacts. Significant traffic impacts under Alternative A were mitigated to a less than significant level. Both the proposed Project and Alternative A would result in significant unavoidable air quality impacts, although the proposed Project's impacts are more severe. Alternative A would have fewer impacts to geology and soil resources as the Arnold Heights Elementary School site would not be developed. However, geology/soils impacts for the proposed Project and Alternative A could be mitigated to below a level of significance. Additionally, Alternative A would have fewer impacts to traffic and air quality, in that Alternative A would generate nearly 20,000 fewer vehicle trips than the proposed Project. Alternative A would also have less impact to utilities and service systems because changes in the FAR associated with the proposed Project could increase wastewater generation and water demand.

This alternative would meet most of the basic objectives of the proposed Project with the exception of "establishing a land use and facility plan that considers existing and anticipated economic conditions." The amount of industrial land that would be provided under Alternative A would be insufficient to address current and anticipated future market conditions as substantiated by the Meridian Land Use and Fiscal/Employment Assessment (Gobar, 2010). Section 15126.6(f)(1) of the CEQA Guidelines provides guidance on determining the feasibility of an alternative to the proposed Project. Among the factors to be considered is economic viability. According to the Meridian Land Use and Fiscal/Employment Assessment (Gobar, 2010), the market could accommodate more than twice the industrial acreage proposed with the Project over the next ten years (Gobar, p. VIII-29). Thus, alternatives that would result in fewer industrial acres relative to the proposed Project would not be as consistent with the project objectives.

Further, the proposed Project would result in an estimated 4,560 jobs as compared to 3,750 jobs generated under Alternative A (Gobar, p. VIII-30). The proposed Project is also anticipated to generate a greater number of jobs sooner than expected under Alternative A because of the emphasis placed on industrial development (Gobar, p. VIII-20). While Alternative A would result

in fewer environmental impacts relative to the proposed Project, it would not substantially meet project objectives; and therefore, is not considered feasible.

B. Alternative B – Reduced Development Area/Intensity

Project Description

Under Alternative B, the only change from the approved March Business Center Specific Plan would be the development of the 45-acre Lot 16 area. The remaining 212.7 acres of the proposed Project area would be developed in accordance with the approved March Business Center Specific Plan. **Figure VIII.B-1** depicts the land use for Alternative B within the context of the approved Specific Plan.

As described in Section III of this document, Lot 16 would be created by assembling 14 smaller lots east of Meridian Parkway and south and west of Opportunity Way, and the removal of the eastern portion of Street F. Lot 16 would accommodate a prospective industrial user proposing to develop a 515,223 square feet office and warehouse facility on a 45-acre lot. Under this alternative, approximately 45 acres of land designated Business Park and Mixed Use would be replaced with an Industrial land use. The remaining 212.7 acres of the proposed Project area would be developed in accordance with the approved March Business Center Specific Plan. As shown in Appendix B of the Traffic Circulation and Phasing Study for the March Business Center (KHA, 2003), trip generation rates for Mixed Use and Business Park land uses are higher than those for warehousing and other industrial uses. However, even though trip generation rates for warehousing uses have increased since preparation of this report, it is anticipated that development of Lot 16 under this alternative would result in fewer trips than the approved Specific Plan.

Thus, Alternative B is similar in most respects to Alternative A. Like Alternative A, Alternative B would not develop a portion of the former Arnold Heights Elementary School site. This would result in a net reduction in impervious area of 4.0 acres as compared to the proposed Project and avoid potential impacts associated with the undocumented fill located on the site.

As discussed above, the proposed change in land use designation for Lot 16 is expected to result in reduced traffic generation for Alternative B, as compared to Alternative A, with commensurate reductions in mobile source emissions. The development of Lot 16 is anticipated to result in similar utility service demands as compared to Alternative A. Table IX-1 provides an impact comparison of Alternative B to the proposed Project.

Environmental Analysis

Land Use

Alternative B would have the same land use designation for the 45-acre site as the proposed Project. The remainder of the proposed Project area would be consistent with the existing March Business Center Specific Plan land use designations. Alternative B would be consistent with applicable land use plans and policies, including the March JPA General Plan (as amended), the Meridian Specific Plan (as amended), the March JPA Development Code and other local and regional planning documents. Alternative B would not fully implement project objectives as anticipated economic conditions could not be accommodated within the land use designations currently approved on the March Business Center Specific Plan.

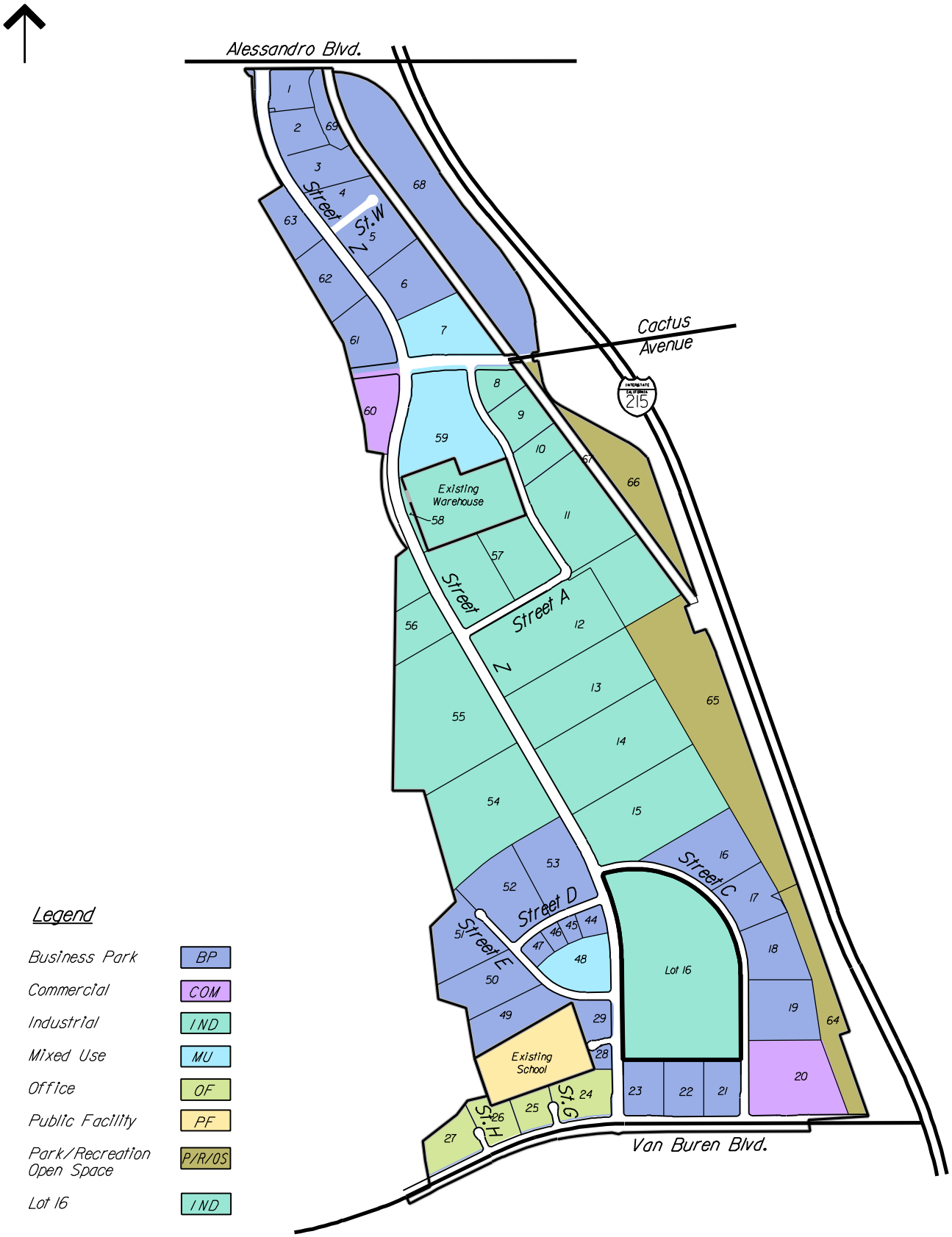

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Figure VIII.B-1
Alternative B
Reduced Development Area/Intensity

Transportation/Traffic

The proposed Project would result in significant and unavoidable impacts with respect to transportation and traffic. While traffic impacts associated with the approved March Business Center Specific Plan would be reduced to a less than significant level with the incorporation of mitigation, Alternative B is expected to generate approximately 16,500 fewer trips than the proposed Project. Accordingly, it is expected that traffic and transportation impacts created by Alternative B could be fully mitigated. Thus, traffic and transportation impacts under Alternative B would be less than the proposed Project.

Air Quality

As discussed above, Alternative B would result in fewer vehicle trips and less mobile source emissions than the proposed Project. As discussed in Chapter IV.C, *Air Quality*, on-road PM_{10} emissions associated with the proposed Project is more than 10 times the significance threshold. Given the magnitude of the threshold exceedance, it is unlikely that the reduced emissions associated with development of Lot 16 would reduce overall PM_{10} emissions associated with Alternative B to below the significance threshold. Accordingly, Alternative B is expected to result in significant and unavoidable project-level and cumulative air quality impacts. Additionally, development and construction activities under Alternative B would be substantively the same as that considered in the proposed Project. However, and as explained above, Alternative B is expected to generate approximately 16,500 fewer trips than the proposed Project. This reduction in vehicle trips would result in a corresponding decrease in air quality emissions. Accordingly, Alternative B is expected have fewer impacts to air quality as compared to the proposed Project.

Biological Resources

Alternative B would not involve ground-disturbing activities outside the boundaries of the Meridian Specific Plan. Although Alternative B would involve a different allocation of acreage within the land use designations defined in the March Business Center Specific Plan, there would be no increase in the development footprint. Given these considerations, Alternative B would have biological resource impacts similar to those described for the proposed Project.

Hazards and Hazardous Materials

Alternative B would not introduce land uses that are substantively different from the approved March Business Center Specific Plan. Land uses generating, storing, and/or disposing of hazardous materials under this Alternative would be accommodated in the same manner as described in the 2003 Focused EIR. Accordingly, Alternative B would have similar impacts as the proposed Project with respect to hazards and hazardous materials.

Hydrology/Water Quality

Implementation of Alternative B would result in hydrology and water quality impacts similar to the proposed Project. Because overall development densities between alternatives would be similar, the amount of impervious surface is also expected to be similar. As with the proposed Project, drainage facilities and improvements to the storm drainage system would be required under this alternative to serve potential development. In addition, the channel south of Van Buren Boulevard would not be necessary for build out of the North Campus with the proposed Project. The reason for this is the existing basins and the proposed Unit 4 Lot E detention basin

in the North Campus under either scenario would reduce the peak discharge in the Unit 4 area to a level that is less than the existing conditions and therefore would not require the channel south of Van Buren Boulevard.

Utilities and Service Systems

Implementation of Alternative B would require extension and upgrade of water, sewer, stormwater and related utilities similar to those associated with the proposed Project. Because Alternative B would not introduce land uses that are substantively different from the proposed Project and would not create any new or additional impervious surfaces, utility extension and upgrade requirements are expected to be similar to the proposed Project. However, changes in the FAR associated with the proposed Project could increase wastewater generation and water demand as compared to Alternative B. Therefore, Alternative B would have less impact with respect to utilities and service systems than the proposed Project.

Noise

Alternative B would result in less traffic generation as described above; however, noise levels would be similar to those projected for the proposed Project. The noise level increase attributed to the proposed Project as compared to baseline conditions is negligible (less than 1 dBA). While Alternative B would generate less traffic and less noise energy than the proposed Project, the resulting difference in audible noise levels would be imperceptible[37]. Similar to the proposed Project, the implementation of Alternative B would result in less than significant noise impacts. Noise attributed to aviation and rail sources would be similar to the proposed Project.

Geology and Soils

Construction within the Specific Plan area under Alternative B would be similar to that described for the proposed Project and Alternative A. Like Alternative A, Alternative B would not involve construction activities within the former Arnold Heights Elementary School area. Accordingly, potential impacts with respect to undocumented fill material would be avoided. Alternative B would have less impact with respect to Geology and Soils than the proposed Project.

Cultural Resources

The Cultural Resources Report prepared for the proposed Project (Tierra, 2009), did not identify cultural resources within the area that would be developed under Alternative B. Therefore, no impacts to cultural resources would occur with the implementation of this alternative. However, the Cultural Resources Report did identify mitigation measures (see mitigation measures IV.J-2-1 through IV.J-2-7) which are provided in Section IV of this SEIR. The mitigation was provided as a precautionary step to avoid impacting undiscovered resources during construction. Thus, potential cultural resource impacts and mitigation associated with Alternative B would be similar to the proposed Project.

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[37] For noise levels to change noticeably (+/- 3 dB), the energy must halve/double with all other factors remaining reasonably similar. In other words, for noise level changes to be audible, traffic volumes will need to decrease by 50% or double, or the distance between the source and receiver must do the same. While Alternative B is expected to result in less traffic generation than the proposed Project, it would not reduce traffic generation by more than 47,000 ADT (or 50% of the proposed Project's external traffic generation).

Public Services

Alternative B would not introduce land uses substantively different from the proposed Project. Implementation of this alternative would require improvements similar to those associated with the proposed Project. Thus, impacts to public services under this Alternative are expected to have similar impacts to those discussed for the proposed Project.

Consistency with Project Objectives

The consistency of Alternative B with the Project objectives described in Section III is described below:

- *Implement the goals, objectives and policies of the March JPA General Plan:* As discussed above, it is assumed that a General Plan Amendment would be processed to accommodate the lot reconfiguration and land use and transportation network changes necessary to implement Alternative B. All General Plan goals, objectives and policies, as amended, would applicable to this alternative. Accordingly, this alternative would be consistent with the March JPA General Plan. **Consistent.**
- *Provide increased job opportunities for local residents through the development of employment- generating uses that provide a range of job types.* Alternative B would fulfill this Project objective by developing a food storage and distribution business that would employ 283 workers. **Consistent.**
- *Establish an attractive business park development that would blend the natural and built environment and create a high quality business park.* Alternative B would be subject to all aesthetic requirements contained in March Business Center Design Guidelines, the Meridian Specific Plan (amended to accommodate the alternative) and the March JPA General Plan. **Consistent.**
- *Provide for the design, development and operation of a business park consisting of Research and Development; Office, Commercial, Industrial, and Open Space uses.* Under Alternative B, a 45-acre portion of the Meridian Specific Plan area would be developed consistent with the development regulations for the Industrial land use designation, as defined in the Meridian Specific Plan. **Consistent.**
- *Establish a land use and facility plan that considers existing and anticipated economic conditions.* Although the development proposed under Alternative B is responsive to existing market conditions, other portions of the March Business Center would not be approved for development in a way that is responsive to projected future market demands as proposed by the applicant. **Not consistent.**
- *Establish a business park development that conforms to March JPA goals and values and protects adjacent land uses from incompatible uses.* Alternative B would be consistent with the Meridian Specific Plan and March JPA General Plan; and therefore, would conform to the goals and values of the March JPA. Because this alternative would be within the Specific Plan area, no land use incompatibility would result. **Consistent.**
- *Develop land uses that are compatible with the March AFB Reuse plan.* Alternative B would be compatible with the Reuse Plan. **Consistent.**
- *Encourage the use of alternative modes of transportation through the provision of a pedestrian circulation system that is both safe and comfortable.* Alternative B would be developed within the March Business Center Specific Plan area which would accommodate a planned MetroLink station and provide for bicycle and pedestrian access.

Alternative B would not obstruct accommodation of alternative modes of travel. **Consistent.**

- *Provide a circulation system that facilitates movement and access needs of automobiles, pedestrians and bicyclists.* As discussed above, this alternative would be developed in the Specific Plan area. The Specific Plan transportation network accommodates passenger cars, trucks, public transit and non-motorized modes of travel. Alternative B would not obstruct implementation of this network. **Consistent.**
- *Minimize or avoid potential impacts to sensitive biological resources.* Alternative B is not expected to result in any potential impacts to sensitive biological resources. **Consistent.**

Conclusion

Relative to the proposed Project, Alternative B is expected to have fewer direct geology and soil impacts, fewer utilities and service systems impacts and fewer significant and unavoidable transportation and traffic impacts because it will generate approximately 16,500 fewer trips. However, Alternative B is expected to result in significant and unavoidable project-level and cumulative air quality impacts. For the remaining environmental elements, impacts would be similar to those described for the Alternative A and the proposed Project. However, Alternative B would not fully meet all Project objectives as summarized above. Although development of Lot 16 is responsive to current market conditions, Alternative B would not provide sufficient Industrial square footage based on the applicant's assessment of projected future market conditions.

Section 15126.6(f)(1) of the CEQA Guidelines provides guidance on determining the feasibility of an alternative to the proposed Project. Among the factors to be considered is economic viability. The Meridian Land Use and Fiscal/Employment Assessment (Gobar, 2010) analyzed the need for additional industrial acreage within the Specific Plan area. Alternative B would only increase the amount of industrial acreage by 45 acres, which is less than the proposed Project and the projected demand. Thus, Alternative B would not fully support current and anticipated market demand for industrial building absorption and job creation. Therefore, while Alternative B would result in less environmental impact relative to the proposed Project, it would not substantially meet project objectives.

Environmentally Superior Alternative

Alternative A is the environmentally superior alternative because it would result in fewer traffic trips than both Alternative B and the proposed Project. Further, traffic impacts generated by Alternative A could be mitigated to below a level of significance. Impacts to geology and soils from Alternative A would be less than the proposed Project since the Arnold Heights Elementary School area would not be developed; therefore, potential impacts with respect to undocumented fill material in the school area would be avoided. All other impacts associated with Alternative A would be similar to both Alternative B and the proposed Project. Although Alternative A is environmentally superior to the proposed Project, it would not substantially meet the project objectives as described above; and therefore, is considered infeasible.

IX. References

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Anthony Madrigal, Cahuilla Band of Cahuilla Indians	August 3, 2009

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Representatives with Riverside County Fire Department (Stations 1, 6, 8 and 65)	August 10, 2009
Representative with Riverside County Sheriff's Department	August 24, 2009
Katherine Saubel, Los Coyotes Band of Cahuilla Indians	August 3, 2009
Michele Tucker, Joe Dickerson, and Greg Rousseau of BNSF	October 26, 2009
Steven Guerre, Zeiser Kling Consultants	March 26, 2010

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X. RESPONSE TO COMMENTS

As stated in *CEQA Guidelines*, Sections 15132 and 15362, the Final SEIR (or Final EIR) must contain information summarizing the comments received on the Draft SEIR, either verbatim or in summary; a list of persons commenting; and the response of the lead agency to the comments received. This chapter provides copies of each letter received on the Draft SEIR and March JPA's responses to these comments. Ten comment letters were received on the Draft SEIR. Those who commented on the Draft SEIR are identified in **Table X-1**.

TABLE X-1: LIST OF COMMENTS RECEIVED

ID NO.	DATE OF LETTER	COMMENTER	AGENCIES/ ORGANIZATION/ INTERESTED PARTIES	ENVIRONMENTAL ISSUE AREA(S)
Draft SEIR Comments				
A	April 19, 2010	Scott Richardson, Planning and Program Manager	Riverside Transit Agency	Transit service
B	May 17, 2010	Jason Neuman, Fire Captain	Riverside County Fire Department	None
C	May 18, 2010	Anna Hoover, Cultural Analyst	Pechanga Cultural Resources	Cultural
D	May 20, 2010	Daniel Kopulsky, Office Chief	Caltrans District 8	Traffic, drainage and grading
E	May 24, 2010	Clement Jimenez, Senior Engineer	City of Moreno Valley, Public Works Department	Traffic, hazardous materials
F1	May 25, 2010	unsigned	Riverside County Transportation and Land Management Agency	Traffic
F2	June 17, 2010	Farah Khorashadi, Engineering Division Manager	Riverside County Transportation and Land Management Agency	Traffic
G	June 3, 2010	Edwin Quinonez, Senior Civil Engineer	Riverside County Flood Control and Water Conservation District	Biological Resources
H	June 15, 2010	Ken Gutierrez, Planning Director	City of Riverside, Community Development Department	Land use, traffic, and aesthetics
I	May 26, 2010	Scott Morgan, Acting Director	State Clearinghouse	None

The responses to comments to the letters referenced in Table X-1 are presented below. These responses do not significantly alter the proposed Project, change the Draft SEIR's significance

conclusions, or result in a conclusion that significantly more severe environmental impacts would result from the proposed Project. Instead, the information presented in the responses to comments "merely clarifies or amplifies or makes insignificant modifications" in the Draft SEIR, as is permitted by CEQA Guidelines Section 15088.5(b).

Regarding recirculation of the Draft Subsequent EIR, CEQA Guidelines Section 15088.5, requires the lead agency recirculate an EIR only when significant new information is added to the EIR after public notice is given of the availability of the Draft EIR for public review. New information added to an EIR is not significant unless the EIR has changed in a way that deprives the public of a meaningful opportunity to comment upon a substantial adverse, environmental effect of the project or a feasible way to mitigate or avoid such an effect that the project's proponent's have declined to implement (CEQA Guidelines, Section 15088.5). In summary, significant new information consists of: (1) disclosure of a new significant impact; (2) disclosure of a substantial increase in the severity of an environmental impact requiring new mitigation; (3) disclosure of a feasible project alternative or mitigation measure considerably different from the others previously analyzed that would clearly lessen the significant environmental impacts of the project but the project proponent declines to adopt it; and/or (4) the Draft EIR was so fundamentally and basically inadequate and conclusory in nature that meaningful public review and comment were precluded (CEQA Guidelines, Section 15088.5). Recirculation is not required where, as stated above, the new information added to the EIR merely clarifies or amplifies or makes insignificant modifications in an adequate EIR (CEQA Guidelines, Section 15088.5).

The analysis provided in the Final SEIR provides further details related to the analysis already provided in the Draft SEIR. Accordingly, this information merely "clarifies" or "amplifies" the analysis provided in the Draft SEIR, and recirculation is not required. Accordingly, the clarifications to the Draft SEIR provided through these responses to comments do not result in any changes to the Draft SEIR "*that deprives the public of a meaningful opportunity to comment upon a substantial adverse environmental effect of the project or a feasible way to mitigate or avoid such an effect (including a feasible project alternative) that the project's proponents have declined to implement*" (CEQA Guidelines, Section 15088.5(a)). Thus, there is substantial evidence supporting March JPA's determination that recirculation of the Draft SEIR is not required under CEQA (CEQA Guidelines, Section 15088.5).

Comment Letter A

Riverside Transit Agency
1825 Third Street
P.O. Box 59968
Riverside, CA 92517-1968
Phone: (951) 565-5000
Fax: (951) 565-5001

April 19, 2010

March Joint Powers Authority
Attn: Dan Fairbanks
23555 Meyer Drive
Riverside, CA 92532

Dear Mr. Fairbanks,

As requested, we have reviewed the Notice of Availability of Draft EIR for the Meridian Specific Plan Amendment. As such, here are our findings/suggestions:

> Given the scope of the project and the planned inclusions in it, we recommend that public transportation should be retained as described in the document and possibly expanded to reflect the changes in the plan. This would include identifying potential bus stops, possible inclusion of bus stop amenities (e.g. shelters, benches) and assuring the streets are constructed to accommodate buses should bus service be added. Please also note that public transit can serve as a mitigation measure to decrease vehicle traffic. **1**

Please do not hesitate to contact me with any questions.

Sincerely,

Scott Richardson
Planning and Program Manager
Riverside Transit Agency

Phone: 951-565-5250
Fax: 951-565-5251

RECEIVED
APR 21 2010
By

Letter A

Riverside Transit Agency
April 19, 2010

A-1 Mitigation Measure IV.C-1-15 (page IV-137 of Section IV.C, *Air Quality*) provides for the payment of in lieu fees by the Project sponsor to the March JPA for the construction of three bus shelters. The future bus shelters will be constructed by March JPA. Based on conversations between RTA officials and Dan Fairbanks of March JPA, it is preferred that bus shelters not be constructed until bus service is operating, as in the experience of RTA, individuals on occasion will wait for buses at the bus shelters even though bus service has not yet been established. Additional information with respect to the bus shelters is provided on page V-21 of the Meridian Specific Plan Amendment, which states "Bus stops shall provide shelters, route information, benches, and lighting." As described on Table IV.B-19 (pages IV-101 through IV-103 of Section IV.B, *Transportation/ Traffic*), development within the boundaries of the proposed Project, and the remainder of the previously-adopted March Business Center Specific Plan, is tied to the construction of the internal street network, including connections to existing arterial roadways. The proposed Project would therefore be accessible to transit vehicles. With respect to the accommodation of bus service within the North Campus, please refer to page IV-108 of Section IV.B, *Transportation and Traffic*. As discussed in this section, the design of the internal street system is designed to accommodate transit service. No further analysis is required.

RIVERSIDE COUNTY FIRE DEPARTMENT

IN COOPERATION WITH
THE CALIFORNIA DEPARTMENT OF FORESTRY AND FIRE PROTECTION

John R. Hawkins ~ Fire Chief
210 West San Jacinto Avenue ~ Perris, CA 92570
(951) 940-6900 ~ www.rvcfire.org

PROUDLY SERVING THE UNINCORPORATED AREAS OF RIVERSIDE COUNTY AND THE CITIES OF:

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DISTRICT 2

JEFF STONE
DISTRICT 3

JOHN BENOIT
DISTRICT 4

MARION ASHLEY
DISTRICT 5

May 17, 2010

March Joint Powers Authority
Dan Fairbanks, Planning Director
23555 Meyer Dr.
Riverside, CA 92518

RE: March Meridian Specific Plan Amendment, (SP 09-01) Subsequent EIR (SCH # 2009071069) SP-5

Dear Mr. Fairbanks,

Thank you for providing the Riverside County Fire Department the opportunity to review the Subsequent Environmental Impact Report for the Meridian Specific.

With respect to the referenced project, the Riverside County Fire Department has no further comments. All of the impacts have been adequately addressed. **1**

The California Fire Code outlines fire protection standards for the safety, health, and welfare of the public. These standards will be enforced by the Fire Chief.

If I can be of further assistance, please feel free to contact me at (951) 940-6349 or e-mail at jason.neumann@fire.ca.gov

Sincerely,

Jason Neuman

Fire Captain

Strategic Planning Bureau

Letter B

Riverside County Fire Department
May 17, 2010

B-1 Thank you for your comment. The Riverside County Fire Department states that all of the impacts with respect to the provision of fire service have been addressed. No further response is required.

PECHANGA CULTURAL RESOURCES
Temecula Band of Luiseño Mission Indians

Post Office. Box 2183 • Temecula, CA 92593
Telephone (951) 308-9295 • Fax (951) 506-9491

Chairperson:
Germaine Arenas

Vice Chairperson:
Mary Bear Magee

Committee Members:
Evie Gerber
Darlene Miranda
Bridgett Barcello Maxwell
Aurelia Marruffo
Richard B. Scearce, III

Director:
Gary DuBois

Coordinator:
Paul Macarro

Cultural Analyst:
Anna Hoover

Monitor Supervisor:
Jim McPherson

May 18, 2010

VIA FAX and USPS

Mr. Daniel Fairbanks
Planning Director
March Joint Powers Authority
23555 Meyer Drive
Riverside, CA 92518

Re: Pechanga Tribe Comments on the Draft Subsequent Environmental Impact Report (DSEIR) for the Meridian Specific Plan Amendment (SPA)

Dear Mr. Fairbanks:

The Pechanga Band of Luiseño Indians, a federally recognized Indian tribe and sovereign government, (hereinafter, "the Tribe") has received the above referenced DSEIR, and submits this comment letter on the above listed Project.

The Tribe officially requests involvement in this Project pursuant to Public Resources Code §21092.2, including notification and involvement in the entire CEQA environmental review process for the duration of the above referenced Project. The Tribe further requests to be directly notified of all public hearings and scheduled approvals concerning this Project and requests that these comments be made part of the record of approval for this Project.

The Tribe submits these comments concerning the Project's potential impacts to cultural resources in conjunction with the environmental review of the Project. The Tribe reserves the right to fully participate in the environmental review process, as well as to provide further comment on the Project's impacts to cultural resources and potential mitigation for such impacts. Further, the Tribe reserves the right to participate in the regulatory process and provide comment on issues pertaining to the regulatory process and Project approval. 1

THE MARCH JOINT POWERS AUTHORITY (MJPA) MUST INCLUDE INVOLVEMENT OF AND CONSULTATION WITH THE PECHANGA TRIBE IN ITS ENVIRONMENTAL REVIEW PROCESS

It has been the intent of the Federal Government[1] and the State of California[2] that Indian

[1] See Executive Memorandum of April 29, 1994 on Government-to-Government Relations with Native American Tribal Governments and Executive Order of November 6, 2000 on Consultation and Coordination with Indian Tribal Governments.

tribes be consulted with regard to issues which impact cultural and spiritual resources, as well as other governmental concerns. The responsibility to consult with Indian tribes stems from the unique government-to-government relationship between the United States and Indian tribes. This arises when tribal interests are affected by the actions of governmental agencies and departments. In this case, it is undisputed that the project lies within the Pechanga Tribe's traditional territory. Therefore, in order to comply with CEQA and other applicable Federal and California law, it is imperative that the MJPA consult with the Tribe in order to guarantee an adequate basis of knowledge for an appropriate evaluation of the Project effects, as well as generating adequate mitigation measures. 1

PECHANGA CULTURAL AFFILIATION TO PROJECT AREA

The Pechanga Tribe asserts that the Project area is part of Luiseño, and therefore the Tribe's, aboriginal territory as evidenced by the existence of Luiseño place names, *tóota yixélval* (rock art, pictographs, petroglyphs), and an extensive Luiseño artifact record in the vicinity of the Project. The Tribe further asserts that this culturally sensitive area is affiliated with the Pechanga Band of Luiseño Indians because of the Tribe's cultural ties to this area.

The Pechanga Tribe's knowledge of our ancestral boundaries is based on reliable information passed down to us from our elders; published academic works in the areas of anthropology, history and ethno-history; and through recorded ethnographic and linguistic accounts.

Many anthropologists and historians who have presented boundaries of the Luiseño traditional territory have included the March Air Reserve Base (MARB) and the March Joint Powers Authority (MJPA) areas in their descriptions (Drucker 1937; Heiser and Whipple 1957; Kroeber 1925; Smith and Freers 1994), and such territory descriptions correspond with what was communicated to the Pechanga people by our elders. While historic accounts and anthropological and linguistic theories are important in determining traditional Luiseño territory, the Pechanga Tribe asserts that the most critical sources of information used to define our traditional territories are our songs, creation accounts, and oral traditions. 2

Luiseño history originates with the creation of all things at *'éxva Teméeku*, known today as the City of Temecula, and dispersing out to all corners of creation (what is today known as Luiseño territory). It was at Temecula that the Luiseño deity *Wuyóot* lived and taught the people, and here that he became sick, finally expiring at Lake Elsinore. Many of our songs relate the tale of the people taking the dying *Wuyóot* to the many hot springs at Elsinore, where he died (DuBois 1908). He was cremated at *'éxva Teméeku*. It is the Luiseño creation account that connects Elsinore to Temecula, and thus to the Temecula people who were evicted and moved to the Pechanga Reservation, and now known as the Pechanga Band of Luiseño Mission Indians (the Pechanga Tribe). From Elsinore, the people spread out, establishing villages and marking

[2] See California Public Resource Code §5097.9 et seq.; California Government Code §§65351,65352,65352.3 and 65352.4

their territories. The first people also became the mountains, plants, animals and heavenly bodies.

Many traditions and stories are passed from generation to generation by songs. One of the Luiseño songs recounts the travels of the people to Elsinore after a great flood (DuBois 1908). From here, they again spread out to the north, south, east and west. Three songs, called *Monívol*, are songs of the places and landmarks that were destinations of the Luiseño ancestors, several of which are located near the Project area. They describe the exact route of the Temecula (Pechanga) people and the landmarks made by each to claim title to places in their migrations (DuBois 1908:110). Further, the story of *Táakwish* and *Tukupar* includes place names for events from the Idyllwild area to the Glen Ivy/Corona area (Kroeber 1906).

In addition, Pechanga elders state that the Temecula/Pechanga people had usage/gathering rights to an area extending from Rawson Canyon on the east, over to Lake Mathews on the northwest, down Temescal Canyon to Temecula, eastward to Aguanga, and then along the crest of the Cahuilla range back to Rawson Canyon. The Native American Heritage Commission (NAHC) Most Likely Descendent (MLD) files substantiate this habitation and migration record from oral tradition. These examples illustrate a direct correlation between the oral tradition and the physical place; proving the importance of songs and stories as a valid source of information outside of the published anthropological data.

2

Tóota yixélval (rock art) is also an important element in the determination of Luiseño territorial boundaries. *Tóota yixélval* can consist of petroglyphs (incised) elements, or pictographs (painted) elements. The science of archaeology tells us that places can be described through these elements. Riverside and Northern San Diego Counties are home to red, black and white pigmented pictograph panels. Archaeologists have adopted the name for these pictograph-versions, as defined by Ken Hedges of the Museum of Man, as the San Luis Rey style. The San Luis Rey style incorporates elements which include chevrons, zig-zags, dot patterns, sunbursts, handprints, net/chain, anthropomorphic (human-like) and zoomorphic (animal-like) designs. Tribal historians and photographs inform us that some design elements are reminiscent of Luiseño ground paintings. A few of these design elements, particularly the flower motifs, the net/chain and zig-zags, were sometimes depicted in Luiseño basket designs and can be observed in remaining baskets and textiles today.

An additional type of *tóota yixélval*, identified by archaeologists also as rock art or petroglyphs, is known as cupules. Throughout Luiseño territory, there are certain types of large boulders, taking the shape of mushrooms or waves, which contain numerous small pecked and ground indentations, or cupules. Cupules, either located on vertical "wave-shaped" or horizontal "ridge-back" boulders, can be found within Sycamore and Mockingbird Canyons to the north and west of the Project, near Oleander Road in Riverside and the *Qaxállku* village complex near Cajalco Road. Moreover, according to historian Constance DuBois:

> When the people scattered from Ekvo Temeko, Temecula, they were very powerful. When they got to a place, they would sing a song to make water come there, and would call that place theirs; or they would scoop out a hollow in a rock with their hands to have that for their mark as a claim upon the land. The different parties of people had their own marks. For instance, Albañas's ancestors had theirs, and Lucario's people had theirs, and their own songs of Munival to tell how they traveled from Temecula, of the spots where they stopped and about the different places they claimed (1908:158).

Thus, our songs and stories, our indigenous place names, as well as academic works, demonstrate that the Luiseño people who occupied the areas of the March Joint Powers Authority region and its sphere of influence are ancestors of the present-day Luiseño/Pechanga people, and as such, Pechanga is culturally affiliated to this geographic area. Further, the Pechanga Tribe was designated as the affiliated Tribe by LSA Associates for the MJPA and the MARB (Schroth 1999). 2

The Tribe would welcome to opportunity to meet with the MJPA to further explain and provide documentation concerning our specific cultural affiliation to lands within your jurisdiction.

PROJECT IMPACTS TO CULTURAL RESOURCES

The Tribe appreciates having met with the MJPA to discuss this Project, the Tribe's concerns and suggested mitigation. In addition, the Tribe is in receipt of the Draft Subsequent Environmental Impact Report and the archaeological study[3] completed for this Project. The Tribe understands that the proposed Project will be constructed primarily on a previously disturbed area. However, there exists within the property boundaries lands that have not been impacted by development. Because of the sensitive nature of the area, the Tribe believes there is a potential for subsurface resources. The Tribe agrees with the recommendations as provided in the archaeological study for both archaeological and professional tribal monitoring to occur during earthmoving activities within areas of native and undisturbed soils. The Tribe is concerned with Figure IV.J-1 in the DSEIR as it limits monitoring to a small portion of the Project. The Tribe recommends that monitoring be conducted in all areas of native soils, including portions that have only been surficially disturbed but have remaining, intact soils below ground. 1 3

The Tribe would like to comment on a portion of the Cultural Setting (p6) within the archaeological study. Outlined briefly is Kroeber's interpretation of what has come to be known as the "Shoshonean Wedge Theory." The report states "Kroeber was convinced that these Shoshonean groups migrated to their current locations from the Great Basin area, thereby 4

[3] Cultural Resources Survey, Test, and Evaluation Report for the Meridian Specific Plan Amendment, Riverside County, California, Patrick McGinnis, Tierra Environmental, December 2009

splitting peoples of the Yuman languages." The Tribe would like to point out that this theory is outdated and cannot be supported by current linguistic research.

It is believed the Proto-Uto-Aztecan (PUA) homeland was somewhere in northern Mexico, western Arizona and eastern southern California[4]. PUA has generally been further divided into four subgroups: Hopic, Tubatulabalic, Takic and Numic. As the report correctly stated, Luiseño, Gabrielino and Cahuilla are all language groups under the Takic umbrella.

Current linguistic and DNA evidence shows the break up of the Proto-Uto-Aztecan groups into these subgroups to be between 5,000 and 3,500 years before present (B.P.). Takic languages are estimated to be at least 2,500 years old. This suggests the Takic speakers moved into their present homelands 1,000 years before the Numic speakers were in the Great Basin. Archaeologists use the "Shoshonean Wedge" theory to describe the southern descending movement of the Takic speakers (incorrectly identifying them as Shoshoneans) into southern California; however, linguistic evidence does not support this hypothesis. **4**

Furthermore, evidence based upon linguistic and DNA data indicate the Takic speakers were forced to move out of the southern San Joaquin Valley area by a wave of Yokustan (Penutians) prior to 3,500 years B.P. Forced to move south, these Takic speakers began replacing, and intermarried with, non-Takic speakers within the Los Angeles basin, and by extension those peoples farther south, prior to 3,500 years B.P. (Sutton 2009).[5] This new evidence contradicts the old theory of a "Shoshonean Wedge" and places the Takic speakers in California 1,000 years before the Numic speakers spread across the Great Basin.

The Tribe thanks the MJPA for the inclusion of the mitigation measures and conditions of approval to address the potential impacts to cultural resources, and for the inclusion of the Tribe in those measures. This region is culturally significant to the Tribe and appreciates the opportunity to monitor earthmoving activities in the area. **3**

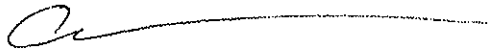
PROJECT MITIGATION MEASURES

With the exception of the needed revisions to Figure IV.J-1, the Tribe is in agreement with the proposed mitigation measures for cultural resources presented in the April 2010 Draft Subsequent Environmental Impact Report for this Project and requests they be incorporated into the final SEIR and added as conditions of approval for the Project. **5**

[4] Campbell, Lyle, 1997, *American Indian Languages: The Historical Linguistics of Native America.* Oxford University Press, New York.
Hill, Jane, 2001, Proto-Uto-Aztecan: A Community of Cultivators in Central Mexico? *American Anthropologist* 103(4):913-934.
[5] Sutton, Mark, 2009, *A Reevaluation of Early Northern Uto-Aztecan Prehistory in California.* Presented at the 2009 annual Society of California Archaeology conference in Modesto, CA.

The Pechanga Tribe looks forward to working together with the March Joint Powers Authority in protecting the invaluable Pechanga cultural resources found in the Project area. Please contact me at 951-308-9295 X8104 once you have had a chance to review these comments in the event that there are any outstanding issues concerning the mitigation language. Thank you. **5**

Sincerely,



Anna Hoover
Cultural Analyst

Cc Pechanga Office of the General Counsel
Brenda Tomaras, Tomaras & Ogas, LLP

Letter C

Pechanga Cultural Resources
May 18, 2010

C-1 Thank you for your comments. March JPA has added Pechanga Cultural Resources to the PRC 21092.2 notification list maintained by the agency, and Pechanga will continue to receive CEQA notices. As requested, all comments will be included in the record. In accordance with SB 18, the March JPA and the Pechanga Band of Luiseño Indians met on September 23, 2009, to address the protection and preservation of any Native American sacred places through agreed upon mitigation for the proposed Project.

C-2 Thank you for your comments. They will be included in the record. In addition, the March JPA would welcome the opportunity to meet with the Pechanga Tribe to further discuss the Tribe's cultural affiliation to the lands within the boundaries of the March JPA.

C-3 The Final SEIR will expand the monitoring area to include all of Meridian Unit 4 (see Figure IV.J-1). Unit 4 has been surficially disturbed by clear and grub activities. The remainder of the Project was mass graded in 2003 following the certification of the March Business Center Focused EIR and therefore archaeological monitoring is not necessary.

C-4 Thank you for your comments. They will be included in the record.

C-5 Comment noted. Figure IV.J-1 has been revised to expand the monitoring area to include Unit 4.

Comment Letter D

DEPARTMENT OF TRANSPORTATION
DISTRICT 8
PLANNING
464 WEST 4th STREET, 6th Floor MS 725
SAN BERNARDINO, CA 92401-1400
PHONE (909) 383-4557
FAX (909) 383-5936
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By M

May 20, 2010

Mr. Dan Fairbanks
March Joint Powers Authority
23555 Meyer Drive
Riverside, CA 92518

Dear Mr. Fairbanks

March Joint Powers Authority Draft Subsequent Environmental Impact Report for the Meridian Specific Plan Amendment, SCH No. 2009071069, RIV-215-PM 34.172/36.419

We have completed our review of the Draft Subsequent Environmental Impact Report (DSEIR) for the Meridian Specific Plan Amendment. The above noted project is located west of Interstate 215 (I-215), bounded by Alessandro Boulevard to the north and by Van Buren Boulevard to the south. The project proposes to amend the existing Meridian Specific Plan to include changes to Land Use Designation, Lot Layout, Site Access, Internal Circulation, and Specific Plan Development Regulations. These changes, attributed to land use designations within the study area, will result in a net traffic generation of 19,678 daily trips, as compared to the approved March Business Center Specific Plan.

State facilities which serve access to the March Business Center include interchanges located at Alessandro Avenue, Cactus Avenue, and Van Buren Boulevard. Based on existing conditions on the I-215 and interchanges at Alessandro Boulevard, Cactus Avenue, and Van Buren Boulevard, an increase in the Projects land use designation for industrial development may have a direct impact to State facilities. Currently there are improvement projects planned the interchanges located at I-215/Van Buren Boulevard and I-215/Cactus Avenue. However, there are no planned improvements for the I-215/Alessandro Boulevard interchange. 1

The Projects proposed mitigation includes contribution towards the Transportation Uniform Impact Fee program (TUMF) to offset traffic related impacts associated with the Project. However, as development occurs in the future, based on the degree of impact to State facilities, project specific mitigation may require interim improvements such as restriping and/or ramp widening and signal synchronization.

As the owner and operator of the State Highway System (SHS), it is our responsibility to coordinate and consult with local jurisdictions when proposed development may impact our facilities. As the responsible agency under the California Environmental Quality Act (CEQA), it is also our responsibility to make recommendations to offset associated impacts with the

proposed project. Although the project is under the jurisdiction of the March Joint Powers Authority (JPA) due to the Project's direct impact to State facilities it is also subject to the policies and regulations that govern the SHS. 1

As project specific development occurs please consider the following:

Grading and Drainage

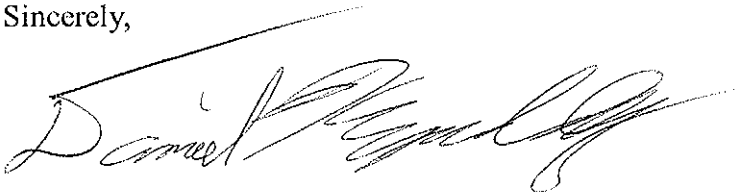
- To ensure that proposed site grading and drainage design does not result in an adverse impact to State R/W, we ask that a requirement to review plans and provide written construction clearance be included among project conditions of approval. 2
- Existing capacity of affected State drainage systems cannot be exceeded. Should 100-year project runoff volumes be determined to exceed the maximum capacity of the existing State drainage facilities, construction of on-site detention basins, new drainage systems or other impact mitigation will be required. 3
- All existing and proposed drainage facilities should be identified. 4
- Identify capacity of existing drainage structures within State R/W where connections between private and Caltrans systems are proposed. 5
- Identify grading impacts to State R/W. These include construction of slopes or retaining walls along R/W. Provide appropriate mitigation measures. 6

Traffic Operations

- Prepare/revise a traffic study in accordance with Guidelines for Preparation of Traffic Analysis to identify project impacts and suitable mitigation measures. Information regarding the traffic study preparation criteria is available in the "Guide for the preparation of Traffic Impact Studies", on the Caltrans website at: http://www.dot.ca.gov/hq/traffops/developserv/operationalsystems/reports/tisguide.pdf 7
- It is recommended that the Traffic Study includes a Synchro Analysis for the I-215 interchanges at Alessandro Boulevard, Cactus Avenue, and Van Buren Boulevard. 8
- It is recommended that the Synchro Analysis includes all intersections from the project site to the I-215 interchange study areas. A PHF of 0.92 is recommended to be used in the Synchro Analysis. 9
- A Merge/Diverge Analysis for the I-215 interchanges study areas. 10
- Queuing Analysis for the I-215 ramp termini intersection at the above noted ramps. 11
- LOS for existing conditions with and without improvements at the I-215 interchanges study areas. 12

Thank you for providing us this opportunity to review the Meridian Specific Plan Amendment DSEIR and for your consideration of these and future comments. These recommendations are preliminary and summarize our review of materials provided for our evaluation. If this proposal is revised in any way, please forward appropriate information to this Office so that updated recommendations for impact mitigation may be provided. If you have questions concerning these comments, or would like to meet to discuss our concerns, please contact me at (909) 383-4557 for assistance.

Sincerely,



DANIEL KOPULSKY
Office Chief
Community Planning, IGR/CEQA Review

Letter D

Caltrans
May 20, 2010

D-1 The comment summarizes information included in Chapter III, *Project Description* of the Draft SEIR. To clarify, the traffic generation increase of 19,678 daily trips is attributable both to changes in the allocation of land uses within the study area and updated trip generation information for both passenger cars and trucks (see page IV-62 of Section IV.B, *Transportation/Traffic*). In addition, as discussed on page II-4 of Chapter II, *Introduction*, the SEIR is project-level environmental review. Accordingly, it is anticipated that future development applications that are consistent with the guidelines contained in the proposed Project and with the analysis in the SEIR would not require additional CEQA review. The transportation mitigation measures contained in Section IV.B, *Transportation/Traffic*, will be implemented to mitigate Project impacts. In the event that the traffic generation budget established in Chapter III, *Project Description* is exceeded, then additional CEQA review would be required, potentially resulting in additional mitigation measures.

D-2 The March JPA concurs with this recommendation with respect to development plans located immediately adjacent to the state right-of-way. However, it should be noted, as shown in Figure III-3 in Chapter III, *Project Description* of the Draft SEIR, that none of the lots included in the Specific Plan Amendment area abut Caltrans right-of-way. Rather they are separated by the RCTC/BNSF rail right-of-way. Accordingly, Caltrans review and clearance of plans will be limited to projects located on the major arterials of Van Buren Boulevard, Cactus Avenue, and Alessandro Boulevard that are within 1,000 feet of the existing interchanges, as well as street improvement plans for Van Buren Boulevard, as identified in the conditions of approval for the Amended Tentative Map.

D-3 As discussed on page 2-2 of the Meridian Business Center Ultimate Drainage Conditions Study (KHA, 2010), the proposed Project's drainage facilities have been designed to detain stormwater runoff on site such that projected future drainage flows, including from a 100-year flood event, from the development would be detained to be consistent with existing flows. No additional analysis is necessary. The detention basins proposed consist of the East Basin and Lot 49 Basin and were designed to detain flow to a predevelopment level. Accordingly, the impact to state facilities would be identical to the existing condition; accordingly, no impact would occur.

D-4 All existing and proposed drainage facilities are presented in Amendment 3 to Tentative Map 30857 Meridian Business Center Ultimate Drainage Conditions Study (KHA, 2010), which is contained in Appendix H of this Final SEIR. Figures 1-3 and Exhibits B and H in the Meridian Business Center Ultimate Drainage Conditions Study identifies the existing and proposed drainage facilities.

D-5 As discussed in response D-2 above, the March JPA concurs with this recommendation with respect to private culverts that discharge directly into drainage structures within the state right-of-way. As discussed above, it should be noted, as shown in Figure III-3 in Chapter III, *Project Description* of the Draft SEIR, none of the lots included in the Specific Plan Amendment area abut Caltrans right-of-way. Accordingly, it is not necessary to identify the capacities of existing drainage structures within the state right-

of-way since none of the proposed project culverts directly connect to any Caltrans culverts, and because the proposed Project would detain stormwater flow to a predevelopment level. As discussed above, the impact to state facilities would be identical to the existing condition; accordingly, no impact would occur.

D-6 As discussed in response D-2 above, the March JPA concurs with this recommendation with respect to grading plans for lots located immediately adjacent to the state right-of-way. As discussed above and as shown in Figure III-3 in Chapter III, *Project Description* of the Draft SEIR, none of the lots included in the Specific Plan Amendment area abut Caltrans right-of-way. Accordingly, it is not necessary to identify grading impacts to the state right-of-way.

D-7 As discussed in Section IV.B, *Transportation/Traffic,* the adopted traffic study guidelines for the City of Riverside, the City of Moreno Valley, and County of Riverside, as well as the Draft March JPA Traffic Impact Study Guidelines, were adhered to in preparation of the traffic technical report. This approach is appropriate because the proposed Project's study area encompasses facilities located within each of these jurisdictions. Many of the requirements set forth in these guidelines are consistent with Caltrans' guidelines. Therefore, the traffic technical report generally followed the Caltrans' guidelines but the following clarifications are provided:

1) Internal capture: Caltrans' maximum captured trip reduction allowed without justification is 5%. The internal capture rate applied in the traffic technical report was 15% for approved land uses (as documented in the original Specific Plan) and 13% for proposed land uses. Please refer to page 5-1 and Table 5-2 on page 5-3 of the traffic technical report for additional discussion. The FEIR for the previously-adopted March Business Center Specific Plan, approved in 2003, applied a 15% internal capture rate. To be consistent with this approved document, the 15% was retained in the analysis for these original land uses. The traffic technical report for the proposed Project applied a 13% internal capture rate to proposed land uses (the study area also includes the South Campus area for purposes of internal trip assignment), which was based on internal capture computations made using procedures and factors described on pages 85 through 103 of Chapter 7 of the ITE Trip Generation Handbook (ITE, 2004) techniques. Due to the nature of the project and its mix of land uses, including retail, office, and industrial, an internal capture greater than 5% is justified. Accordingly, the SEIR's use of captured trip reduction percentages are justified, and the SEIR's analysis is fully consistent with the Caltrans Manual. Please refer to the Meridian SPA TIS and Appendix F for additional information and justification. No additional analysis is required.

2) Traffic analysis methodology for freeway segments: The County of Riverside General Plan EIR on page 4.16-73 states that there are no feasible mitigation measures for significant freeway segment impacts (Riverside County, 2003). For this reason, it was not considered necessary to provide a detailed analysis of impacts and mitigation measures for freeway segments. However, operation of the freeway mainline was analyzed using volume to capacity ratios, which is one of the performance measures described in HCM Chapter 23. As discussed in Section IV.B, *Transportation/Traffic,* the volume-to-capacity calculations for I-215 indicate LOS F conditions under existing and projected future year conditions (see pages IV-47-48, IV-71, IV-81 and IV-91). All other methods

applied to calculate LOS would provide similar results. Therefore, the analysis is considered to be consistent with Caltrans' Guidelines and no additional analysis is considered to be required.

D-8 As shown in Table IV.B-5 in Section IV.B, *Transportation/Traffic*, all three of the I-215 interchanges identified in the comment are included in the study area analyzed in the traffic technical report. As discussed in Chapter 2 of the traffic technical report, the Synchro software was used throughout the study area for intersection capacity analysis. The intersection capacity analyses for all intersections for both peak hours and under all traffic conditions are summarized in tables contained in Chapters 4, 6, 7, 8 and 9 of the traffic technical report. Synchro worksheets documenting this analysis are contained in Appendices D, J, L, M, and N of the traffic technical report.

D-9 As shown in Figure IV.B-2 in Section IV.B, *Transportation/Traffic,* all of the intersections between the proposed Project and I-215 have been included in the study area of the traffic technical report and, as discussed in the above response, all locations were analyzed using Synchro software. A peak hour factor of 0.95 was applied in the traffic technical report to all freeway ramps for analysis of future scenarios. While this is higher than the existing PHF in some instances, it reflects anticipated heavy traffic volumes at the on- and off-ramps. Higher PHFs generally result in lower overall intersection delays than lower PHFs. The PHF used at the I-215 freeway interchanges is lower than the maximum PHF allowed (1.00) by the County of Riverside and City of Riverside TIS Guidelines. Caltrans' guidelines do not indicate a preferred PHF.

D-10 As discussed in response D-7 above, the County of Riverside General Plan EIR states that there are no feasible mitigation measures for significant freeway segment impacts (Riverside County, 2003). As discussed in Section IV.B, *Transportation/Traffic,* the volume-to-capacity calculations for I-215 indicate LOS F conditions under existing and projected future year conditions, and significant direct and cumulative traffic impacts on freeway segments. Therefore, a detailed merge/diverge analysis is not necessary because its results would not be expected to result in any new significant impacts not already disclosed with respect to I-215 in the Draft SEIR.

D-11 As discussed on page IV-36 in Section IV.B, *Transportation/Traffic,* a queuing analysis was performed for all lanes at the I-215 interchanges with Alessandro Boulevard, Cactus Avenue, and Van Buren Boulevard. The following locations were found to have queues exceeding storage capacity:

13. Cactus Avenue and Southbound I-215 Ramps
    - Westbound left-turn (p.m. peak-hour)
14. Cactus Avenue and Northbound I-215 Ramps/Old 215 Frontage Road
    - Northbound through (a.m. peak-hour)
29. Van Buren Boulevard and Southbound I-215 Off Ramp
    - Southbound right turn (both peak hours)
30. Van Buren Boulevard and Northbound I-215 Ramps
    - Eastbound through (both peak-hours)
    - Northbound left-turn (a.m. peak-hour)

No further analysis is required.

D-12 The comment requests existing LOS information with and without planned improvements at the I-215 interchanges in the proposed Project study area (i.e., Alessandro Boulevard, Cactus Avenue and Van Buren Boulevard). It should be noted that in accordance with Section 7.14 (d) of the March JPA's *Local Guidelines for Implementing the California Environmental Quality Act* (2010), the environmental setting used to provide the baseline to determine the significance of Amendment impacts is existing traffic conditions as of the circulation of the Notice of Preparation (NOP). The NOP was circulated in July 2009. Accordingly, given that the improvements have not yet been implemented, it is not consistent with the JPA's Guidelines to assume construction of these improvements under existing conditions.

Comment Letter E

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WHERE DREAMS SOAR

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MORENO VALLEY, CA 92552-0805

May 24, 2010

March Joint Powers Authority
Dan Fairbanks, Planning Director
23555 Meyer Drive
Riverside, CA 92532

RE: Draft Subsequent Environmental Impact Report for Meridian Specific Plan Amendment

Dear Mr. Fairbanks:

This letter is in response to a transmittal dated April 7, 2010 from Mr. Scott Barker of Kimley-Horn and Associates, Inc. regarding a Draft Subsequent Environmental Impact Report for the March Business Center Specific Plan, better known as the Meridian Business Center Specific Plan. The Land Development Division of the City of Moreno Valley reviewed the subject Draft Subsequent EIR. Our review included review of the mitigation measures presented in the executive summary as well as review of the drainage section including the drainage study in the corresponding appendix.

Mitigation Measure IV.L-1.5 speaks about Riverside Transit Authority (RTA) bus service being provided within a quarter of a mile of the Meridian project's proposed Metrolink rail station. Has thought been given to expanding that to say, a one-mile radius, in order to capture nearby employment centers such as Moreno Valley City Hall and the Centerpointe Business Park within the City of Moreno Valley? Other comments pertaining to the mitigation measure table in the executive summary are provided as an attachment to this letter and are limited to formatting/clarity type comments. 1

Please clarify if flows into each detention basin upstream of the east detention basin and the south detention channel basin will be treated for water quality. If so, will treated flows from the upstream basin be discharged into either the east detention basin or the south detention channel basin and comingled with untreated flows. If treated basin flows are allowed to bypass untreated flows within the east detention basin and the south detention channel basin, indicate where these will discharge. Refer to Page IV-188 last paragraph where it is described that flows from both the interim and ultimate Unit 4 Lot E basins would discharge treated flows to the east detention basin. It is not clear 2

if these treated flows will be comingled with untreated east detention basin flows. 2

Please clarify the disposition of onsite Lot 16 runoff. Will this runoff be diverted to the interim Unit 4, Lot E detention basin of the east detention basin? 3

Please call me at (951) 413-3121 if you have further questions regarding the above matter.

Sincerely,

Clement Jimenez, P.E.
Senior Engineer

Attachment to Letter to Scott Barker, AICP
Draft Subsequent Environmental Impact Report
Meridian Business Park Specific Plan Amendment

The following comments are with respect to the mitigation measures provided in the executive summary.

1. Page I-7. Transportation/Traffic Mitigation Measure #22. Delete "LOS E in the p.m. peak-hour" as this text is repeated. **4**
2. Page I-7. Should MM IV.B-1-5 be labeled IV.B-1-4 to match the MM listed under the "Impact Heading"? **5**
3. Page I-8. Should MM IV.B-1-2 be labeled IVB-1-4 to match the MM listed under the "Impact Heading"? **6**
4. Page I-10. Mitigation Measure Column. Change MM IV.B-1-5 to IVB.-1-4. **7**
5. Page I-11. Mitigation Measure Column. Should MM IV.B-1-3 be labeled IV.B-1-7 to match the MM listed under the "Impact Heading"? **8**
6. Page I-8, I-9. Should "significance" after mitigation for MM IV.B-1-4 Items 8, 15, 21, 22, 36 be "less than significant" rather than "significant and unavoidable"? **9**
7. Page I-11. Should "significance" after mitigation for MM IV.B-1-7 Items 3, 6, 7, 8, 9, 15, and 37 be "less than significant" rather than "significant and unavoidable"? **10**
8. Page I-13, I-14. Check mitigation measure numbering for MM IV.B-1-4, IV.B-1-6, IV.B-1-7. **11**
9. Page I-33. Move Impact IV.H-1-2 heading to align with Mitigation Measure heading on Page I-32. **12**
10. Page I-30. Number potential impact IV.G-4-1. **13**
11. Page I-38. Number potential impact IV.J-4-1. **14**
12. Page I-42. Beginning with MM IV.L-1.2 through IV.L-1.19, there are no "Impacts" listed under the "Impact" column. **15**
13. Page III-23. Insert the word "feet" after 1,074. **16**
14. Page III-30. Second bullet from last. There is no U3-9 Lot shown in Figure III-3. **17**
15. Page IV-199. What about pathogens that are present in parking lots. These were not mentioned as project pollutants. **18**

Letter E

City of Moreno Valley
May 24, 2010

E-1 Thank you for your comment. As a clarification, the intent of Mitigation Measure IV.L-1-5 is to facilitate connections between local and regional bus service and the planned MetroLink station located within the boundaries of the North Campus, but outside the Specific Plan Amendment area. In this case, a smaller radius is preferable to a larger radius because the distance of the connection would be expected to reduce the attractiveness of a trip using both modes due to the additional travel time involved. The provision of transit service outside the boundaries of the March JPA General Plan is beyond the purview of the March JPA, and is the responsibility of the RTA and the City of Moreno Valley.

E-2 As discussed on page IV-199 of Section IV.F, *Hydrology/Water Quality*, each lot within the proposed Project area is required as part of the entitlement process to prepare a Water Quality Management Plan (WQMP) in accordance with the NPDES New Development and Redevelopment Guidelines for Projects Under the March Joint Powers Authority (January 9, 2008) referenced above. Implementation of the WQMP is enforceable under Santa Ana Regional Water Quality Control Board Order No. R8-2002-0011. Implementation of design, source control and/or treatment BMPs, as identified in the WQMP, will avoid violations of water quality standards. There would be no comingling of treated and un-treated flows because runoff from each lot would be treated to meet state standards prior to entering the storm drain system and detention basins.

E-3 As discussed on page III-25 of Chapter III, *Project Description*, runoff from Lot 16 would be conveyed to the East Detention Basin, not the interim detention basin.

E-4 Comment noted. This revision has been incorporated into the FEIR.

E-5 The comment suggests that the mitigation measure sequencing should be revised to match the potential impact sequencing in Table I-1. However, because multiple mitigation measures may be assigned to mitigate a single potential impact, the sequencing of the mitigation measures does not match the sequencing of the potential impacts. Accordingly, it is not necessary to make this change.

E-6 Please see response E-5, above.

E-7 Please see response E-5, above.

E-8 Please see response E-5, above.

E-9 As discussed in Mitigation Measures IV.B-1-2 and IV.B-1-3, in the absence of a legal mechanism to collect and allocate all necessary fees to construct improvements to mitigate cumulative impacts, the impact is considered significant and unavoidable. It should be noted, however, that the March JPA will collect fair share contributions toward these cumulative improvements from individual lot developers in the Specific Plan Amendment area. These fees will be transmitted to the respective agency for use in the future construction of necessary improvements.

E-10 Please see response E-9, above.

E-11 Thank you for your comment. These mitigation measures are correctly sequenced; Mitigation Measure IV.B-1-5 is included earlier in Table I-1.

E-12 This mitigation measure is in the correct location relative to pertinent impacts.

E-13 The potential impact is provided to provide an example of potential impacts that would be avoided through the implementation of the applicable mitigation measure. The Draft SEIR does not identify this potential impact as a consequence of the proposed Project.

E-14 Please see response E-13, above.

E-15 Each of these mitigation measures refer to Impact IV.L-1-1.

E-16 Comment noted. We have incorporated this change.

E-17 Comment noted. The discussion in this section of the Draft SEIR lists alterations in the Tentative Tract Map since its initial approval in 2003. This includes changes that would occur as a result of the proposed Project and revisions that have occurred previously as a result of earlier TTM amendments or substantial conformance reviews. U3-9 was located on the southeastern quadrant of the Meridian Parkway intersection with Opportunity Way, but would be absorbed into Lot 16 as part of the proposed Project.

E-18 The comment inquires about pathogens that are present in parking lots. Although the type of pathogen is not specified, it is inferred that this comment refers to bacteria and viruses that may be present in pavement run-off, as discussed on page 19 of National Pollutant Discharge Elimination System (NPDES), New Development and Redevelopment Guidelines for Projects Under the March Joint Powers Authority (MJPA, 2008). We have incorporated pathogens into the list of pollutants referenced in this comment.

5/25/2010 5:31:18 PM

COMMENTS ON DRAFT SUBSEQUENT ENVIRONMENTAL IMPACT REPORT (DEIR) FOR THE MERIDIAN SPECIFIC PLAN AMENDMENT (SPA)

The Riverside County Transportation Department would like to ensure that the freeway and arterial network serving the March Joint Powers Authority (MJPA) area is and will remain to be adequate to provide satisfactory levels of service as developments come on-line in the MJPA area. We are concerned that the mitigation measures identified address the regional transportation implications of the major employment center that the MJPA area is destined to become. Our concerns arise because of the following:

1. The mitigation measures identified in the DEIR as the specific responsibility of the project proponent are confined to intersections within the MJPA area.

2. At numerous locations within and outside the MJPA area, improvements are identified to partially mitigate cumulative impacts through the payment of fair share contributions.

3. It is stated that no feasible improvements can be identified to mitigate cumulative impacts at numerous intersections.

4. The proposed SPA has a direct impact at the interchange of I-215 at Van Buren Boulevard. While multi-agency efforts are underway to make improvements at this interchange, the improvements are not fully funded. Yet, the DEIR does not suggest any mitigation, in the form of improvements or making a financial contribution.

5. The proposed SPA has a cumulative impact at the interchange of I-215 at Cactus Avenue.. While multi-agency efforts are underway to make improvements at this interchange, the improvements are not fully funded. Yet, the DEIR does not suggest any mitigation, in the form of improvements or making a financial contribution.

1

We also would like to bring the following matters to your attention:

Page 7-19 of the Traffic Study: The last sentence states that: “According to the Riverside County General Plan, there is no mitigation required for freeway mainline impacts.” Please cite the specific reference to this statement.

2

Table 7-3, Page 7-23 of the Traffic Study: It is unclear what the column headings mean, so we are not able to identify impacts, if any. **3**

Table 7-5, Page 7-25 of the Traffic Study: The freeway mainline analysis should be performed using methods identified in the Highway Capacity Manual (HCM). **4**

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Letter F1

Riverside County Transportation and Land Management Agency
May 25, 2010

F1-1 With respect to mitigation measures for intersections located outside of the Specific Plan area, as discussed in Impact IV.B-1-1 on page IV-66 in Section IV.B, *Transportation/Traffic*, the proposed Project's direct traffic impacts would be limited to three intersections that are located partially within March JPA's jurisdiction (i.e., the Van Buren Boulevard intersections with Barton Street, I-215 southbound on- and off-ramps and I-215 northbound on- and off-ramps). As discussed in Mitigation Measure IV.B-1-1 and IV.B-1-7, the Project proponent would implement feasible mitigation measures to address direct traffic impacts. Significant traffic impacts at intersections outside the JPA's jurisdiction are attributable to the proposed Project taken in combination with cumulative development proposals, as illustrated on Figure IV.B-4. As discussed in Section IV.B, Transportation/Traffic, the proposed Project's impacts at these locations outside the March JPA's jurisdiction were analyzed and disclosed, and feasible mitigation measures were identified where the proposed Project would have a significant cumulative traffic impact.

The March JPA would collect fair share contributions from the proposed Project's individual lot developers to cover each lot's proportion of the costs of improvements necessary to mitigate cumulative traffic impacts (see Mitigation Measures IV.B-1-2 and IV.B-1-3). However, significant and unavoidable impacts at these locations would occur until such time as a legal mechanism is established to collect all the costs of needed improvements and to guarantee implementation of these improvements. It should be noted that the Project sponsor has agreed to fully fund all improvements at three locations to which the proposed Project would have significant cumulative (but not direct) traffic impacts (see Mitigation Measure IV.B-1-5 on pages IV-98 to IV-99 of the Draft SEIR).

There are several locations that require infeasible improvements in order to achieve an acceptable level of service due to right-of-way constraints, environmental concerns, and traffic operational considerations (please see discussion on pages IV-97 and IV-98 of Section IV.B, *Transportation/Traffic).* The determination of infeasibility for each location is documented in the traffic technical report. All feasible improvements at study locations have been identified in the traffic technical report, as well as the Project's responsibility to mitigate its impacts at these locations.

As shown on Table IV.B-6 on page IV.44 of Section IV.B, *Transportation/Traffic,* the I-215/Van Buren Boulevard interchange is currently operating at unacceptable levels of service without the Project. Once the interchange project is constructed, the interchange is projected to operate at acceptable levels of service in the future with the Project, as shown in Tables IV.B-13 and IV.B-16. The interchange project is included in the Western Riverside Council of Governments' (WRCOG) Transportation Uniform Mitigation Fee (TUMF) program, and therefore each individual project within the amended Specific Plan area will pay a fair share proportional fee for the interchange through the TUMF program. Due to a funding shortfall, as discussed in Mitigation Measure IV.B-1-1, the impacts at this interchange are interim significant and unavoidable until funding can be programmed for the improvements. It should be noted, as described in Mitigation Measure IV.B-1-6, the that beyond payment of TUMF fees, the Project

sponsor will dedicate land and provide temporary construction easements to facilitate construction of the improvements.

The interchange improvement project at Cactus Avenue is also included in the TUMF program and, like the Van Buren Boulevard interchange, it has a funding shortfall due to insufficient TUMF reserves. Project-specific mitigation at the I-215/Cactus Avenue interchange would be funded through the payment of TUMF fees. As discussed in Mitigation Measure IV.B-1-2, impacts at this location are interim significant and unavoidable until funding can be programmed for the improvements.

F1-2 This comment on the traffic technical study is clarified and amplified on page IV-93 in Section IV.B, *Transportation/Traffic* in the Draft SEIR, which states:

> 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.*

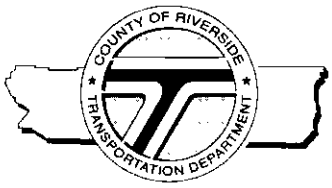
F1-3 This comment on the traffic technical study requests clarification with respect to table headings contained in Table 7-3 (i.e., Existing Plus Amendment Plus Cumulative Queuing Summary). The footnotes below Table 7-3 and text on pages 2-5 and 2-6 explain the queuing analysis methodology and identify the meanings of the column headings.

F1-4 This comment on the traffic technical study requests the use of Highway Capacity Manual (HCM) procedures in evaluating traffic impacts on freeway segments. As discussed on page IV-39 in Section IV.B, *Transportation/Traffic* in the Draft SEIR, freeway segment analysis was based County of Riverside roadway segment capacities published in the General Plan (Figure C-3). The LOS along the I-215 freeway mainline is disclosed to be LOS F under existing and projected future conditions. Analysis of the segments using HCM procedures in anticipated to have the same conclusions, and is therefore not necessary. See also Response to Comment D-7.

COUNTY OF RIVERSIDE

TRANSPORTATION AND LAND MANAGEMENT AGENCY

Transportation Department



Juan C. Perez, P.E., T.E.
Director of Transportation

June 17, 2010

Mr. Dan Fairbanks
March Joint Powers Authority
23555 Meyer Drive
Riverside, CA 92532

Subject: Comments on Draft Subsequent Environmental Impact Report (DEIR) for the Meridian Specific Plan Amendment (SPA)

Dear Mr. Fairbanks:

Thank you for giving the Riverside County Transportation Department (RCTD) the opportunity to review the Draft Subsequent Environmental Impact Report (DEIR) for the proposed Meridian Specific Plan Amendment (SPA). As we have indicated to you on many occasions previously, RCTD would like to ensure that the freeway and arterial network serving the March Joint Powers Authority (MJPA) area is and will remain to be adequate to provide satisfactory levels of service as developments come on-line in the MJPA area.

To that end, we are pleased to note that the proposed mitigation measures include improvements at the I-215 interchanges at Alessandro Boulevard, Van Buren Boulevard, and Cactus Avenue. The early implementation of these interchange improvements, along with the arterial network to complement them, will go a long way to mitigate the traffic impacts of the SPA and addressing the regional transportation implications of the major employment center that the MJPA area is destined to become. 1

Since the proposed SPA has a direct impact at the interchange of I-215 at Van Buren Boulevard, the improvements at this interchange need to be given the highest priority. While multi-agency efforts are underway to make improvements at this interchange, the improvements are not fully funded. 2

Since the proposed SPA has a cumulative impact at the interchange of I-215 at Cactus Avenue, the improvements at this interchange should be assigned high priority. With the recent approval of the Medical Center on the west side of I-215, these improvements become more urgent. While multi-agency efforts are underway to make improvements at this interchange, the improvements are not fully funded. 3

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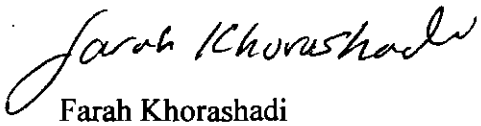
At the I-215 interchange at Alessandro Boulevard, the SPA has a cumulative impact. Improvements in the form of turn lane additions are proposed as mitigation measures. The individual lot developers would be required to contribute towards funding these improvements on a fair share basis at the time of issuance of building permits. We request that the Conditions of Approval (COA) include stipulations that individual lot owners will contribute fair share for this improvement as well as for all other improvements where fair share contribution is required from individual lot developers. The COA should also state that the fair share payment requirement may exceed the amounts to be paid under TUMF. **4**

The full funding plan for these improvements needs to be developed, with target construction schedules established, before development is allowed to be built and contribute traffic to the point that it creates unacceptable levels of service. **5**

The DEIR states that even with the proposed turn lane additions at the I-215 interchange at Alessandro Boulevard, cumulative impacts will remain significant and unavoidable. Has there been sufficient investigation to ascertain that no further improvements are feasible? **6**

Thank you again for the opportunity to review the DEIR. Please contact me at 951-955-2091 or via e-mail at fkhorash@rctlma.org. We look forward to continuing to work with the MJPA and other funding partners to identify a funding plan for these needed infrastructure improvements that will help make this major job center successful.

Sincerely,



Farah Khorashadi
Engineering Division Manager

FK:rg

cc: Juan C. Perez, Director of Transportation
Patricia Romo, Deputy Director of Transportation

Letter F2

Riverside County Transportation and Land Management Agency
June 17, 2010

F2-1 As discussed on pages IV-92 through IV-99 of Section IV.B, *Transportation/Traffic* of the Draft SEIR, the proposed Project would implement mitigation measures to address its significant direct and cumulative traffic impacts. It should be noted that cumulative traffic impacts are attributable to the proposed Project taken in combination with 23 other development proposals, both inside and outside the boundaries of the previously-adopted March Business Center Specific Plan (see Figure IV.B-4).

F2-2 As shown on Table IV.B-6 on page IV-44 of Section IV.B, *Transportation/Traffic,* the I-215/Van Buren Boulevard interchange is currently operating at unacceptable levels of service without the proposed Project. Once the interchange project is constructed, the interchange is projected to operate at acceptable levels of service in the future with the proposed Project, as shown in Tables IV.B-13 and IV.B-16. The interchange project is included in the Western Riverside Council of Governments' (WRCOG) Transportation Uniform Mitigation Fee (TUMF) program; and therefore, each individual project within the amended Specific Plan area will pay a fair share proportional fee for the interchange through the TUMF program. Due to a funding shortfall, as discussed in Mitigation Measure IV.B-1-1, the impacts at this interchange are interim significant and unavoidable until funding can be programmed for the improvements. As described in Mitigation Measure IV.B-1-6, in addition to the payment of TUMF fees, the Project sponsor will dedicate land and provide temporary construction easements to facilitate construction of the improvements.

F2-3 As discussed in the comment, the proposed Project's impact at I-215/Cactus Avenue is cumulative (i.e., it is not solely caused by the proposed Project; rather, it results from Project traffic taken in combination with 23 other development proposals in the area surrounding the proposed Project). The interchange improvement project at Cactus Avenue is also included in the TUMF program and, like the Van Buren Boulevard interchange, it has a funding shortfall because of insufficient TUMF reserves. As discussed in Mitigation Measure IV.B-1-2, impacts at this location are interim significant and unavoidable until funding can be programmed for the improvements. However, as is the case with the I-215/Van Buren Boulevard interchange project, individual developers within the proposed Project would contribute toward the TUMF as development proceeds.

F2-4 The comment discusses the proposed Project's significant cumulative traffic impact at I-215/Alessandro Boulevard, and requests incorporation of fair share contribution language into the Conditions of Approval for individual lot developers. Mitigation Measures IV.B-1-2 and IV.B-1-3 in the MMRP contained in Chapter XI of this Final SEIR describe the requirement for the fair share collections and a reference to the method that would be used to calculate fair share fees (i.e., Appendix F of the traffic technical report). In addition, Chapter VIII of the Meridian Specific Plan Amendment provides the fair share collection by land use designation and acreage for all future development within the boundaries of the proposed Project. Given that these mitigation measures will be monitored in accordance with the MMRP, and through consistency with the Specific Plan Amendment document, it is concluded that supplementary discussion in the form of

expanded Conditions of Approval are not required. It should also be noted that all fair share contributions to be collected pursuant to Mitigation Measures IV.B-1-2 and IV.B-1-3 are in excess of the TUMF fees.

F2-5 Table IV.B-19 (on pages IV.101 through IV-103 of Section IV.B, *Transportation/Traffic*) is a Transportation Phasing Plan that ties development of the proposed Project to the assurance of certain local and regional transportation infrastructure necessary to accommodate both the proposed Project and other development phases of the previously-adopted March Business Center Specific Plan. The Transportation Phasing Plan includes assurance of the I-215/Van Buren Boulevard interchange improvements (Phase II) and fair share contributions toward improvements at I-215/Alessandro Boulevard. Project-specific mitigation at the I-215/Cactus Avenue interchange would be funded through the payment of TUMF fees. Through the proposed Project's Transportation Phasing Plan, the payment of fair share fees as identified in the Draft SEIR, and the payment of TUMF fees, the proposed Project would mitigate significant direct and cumulative impacts and facilitate the completion of these interchange projects. Because these three interchange projects are necessitated both by the proposed Project and traffic from local and regional development, it is not accurate to attribute congestion solely to the proposed Project. The front-loading of improvements as suggested by this comment would provide a regional benefit to other developers, but the costs would be borne solely by the proposed Project. As is shown in the SCAG RTIP listings for I-215/Van Buren Boulevard (project RIV060120) and I-215/Cactus Avenue (RIV050533), the combined improvement costs at these locations is over $160 million. Note that there is not RTIP project for I-215/Alessandro Boulevard. It is not feasible for a single development project to fully fund $160 million in improvement costs.

F2-6 Thank you for your comment. As shown on Tables 7-6 on page 7-31 and on Table 8-5 on page 8-22 of the traffic technical report, the transportation improvements identified to address significant cumulative traffic impacts would provide sufficient capacity to mitigate cumulative traffic impacts. The improvements identified in the traffic technical report are considered feasible. Although the proposed Project would contribute toward the implementation of these improvements on a fair share basis, the impacts would be significant and unavoidable until such time as a legal mechanism is established to collect all the costs of needed improvements and guarantee the improvements are implemented.

In addition to the written comments received from Riverside County Transportation and Land Management Agency (TLMA), a meeting was held at County offices on Tuesday, June 1, 2010. The meeting was attended by the following representatives:

Riverside County
- Herman Basmaciyan
- Farah Khorashadi
- Juan Perez

March JPA
- Dan Fairbanks
- Lori Stone

LNR Property Corp.
- John Schaefer

VRPA Technologies

- Georgiena Vivian (by phone)
- Erica Thompson

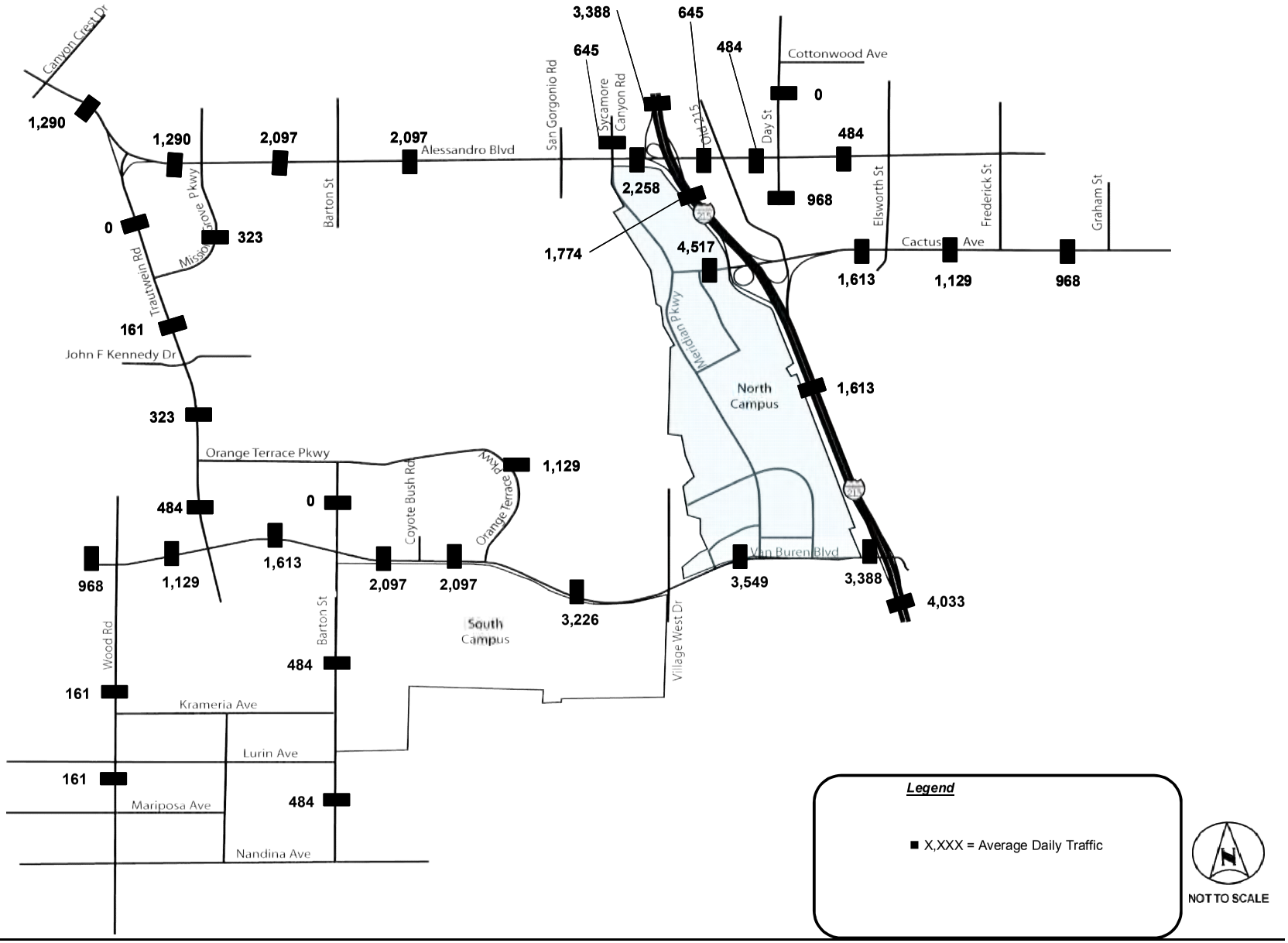
Kimley-Horn

- Dave Sorenson

The following oral comments were provided on the traffic technical study:

1. **Review of figures depicting the distribution and assignment of daily traffic volumes to street and freeway segments suggest that there is an error in the computation.** This comment is correct with respect to the traffic assignment exhibit (i.e., Figure 5-8). Figure 5-8 referenced an incorrect column from the traffic technical studies traffic generation, distribution and assignment spreadsheet. The corrected Figure 5-8 is presented on the following page. Review of the roadway and freeway segment capacity analysis tables confirmed that the correct traffic data was evaluated in the traffic report, and no revisions to LOS or impact significance are necessary.

2. **Why was the I-215/Cajalco/Ramona Expressway interchange not evaluated in the traffic technical report?** As shown in Appendix A of the traffic technical report, the study area was defined based on the assignment of Project traffic, in accordance with County requirements. The Project distributes just under 2% of its traffic to this location. However, a distribution of 4.26% or greater would result in the assignment of 50 peak hour trips to this intersection. As discussed on page 3 of the Traffic Impact Analysis Preparation Guide (RCTLMA, 2008), the area to be studied includes intersections at which the proposed Project will add 50 or more peak hour trips.. Thus, this location was not included in the study area for the proposed Project.



Kimley-Horn and Associates, Inc.

FIGURE 5-8

Amendment Trip Assignment - Roadway Segments (Passenger Cars)

K:\Meridian\095300028\TrafficStudy\2009 SPA Traffic Study\Excel\[300028RS01.xlsm]ADT Fig (L)\Amendment Trip Assignment - Roadway Segments (Passenger Cars)

Comment Letter G

WARREN D. WILLIAMS
General Manager-Chief Engineer

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131363

RIVERSIDE COUNTY FLOOD CONTROL
AND WATER CONSERVATION DISTRICT

June 3, 2010

RECEIVED
JUN 04 2010
By

Mr. Dan Fairbanks
March Joint Powers Authority
23555 Meyer Drive
Riverside CA 92518

Dear Mr. Fairbanks:

Re: Tract 30857-Meridian Business Center
Ultimate Drainage Study
March (Meridian) Business Center
Specific Plan Report and TTM 30857
Amendment No. 2
EIR-Screen Check No. 1
Account No. 224-4-6-0831

The following plans, prepared by Kimley-Horn and Associates, have been submitted to the District for review:

1. Ultimate Drainage Conditions Study, dated February 2010 and received by the District on February 18, 2010.

2. Draft Subsequent Environmental Impact Report, dated April 2010 and received by the District on April 23, 2010.

3. Tentative Tract Map 30857, dated April 7, 2009 and received by the District on April 14, 2010.

4. Meridian Specific Plan Amendment No. 2-website link, received by the District on April 14, 2010.

The District has completed the review of the submitted items and offers the following comments. Note that the Unit 4 development is being plan checked separately and that some comments listed here may overlap with the Unit 4 development review comments.

GENERAL

The project descriptions found within the Specific Plan (Amendment No. 2), the EIR and the Ultimate Drainage Report appear to be inconsistent. The documents, when revised, should be consistent with the following summary:

This is a proposal to develop 962 acres into an industrial business park that would include industrial use, commercial use, and park use within a former part of the March Air Force Base. The project site is located westerly of the I-215 freeway and south of Alessandro Boulevard. Land use authority for the specific plan area resides with the March JPA.

1

The project is divided into three areas as shown in Exhibit F of the Drainage Study:

1. The north watershed collects offsite flows from the west and is mitigated within a regional basin located south of Alessandro Boulevard. This basin was built in **Phase 1.**

2. The east watershed is located south of the northern watershed and north of Van Buren Boulevard. This area also receives offsite flows from the west and is mitigated within a regional basin, called the East Basin, located approximately 2,000' north of Van Buren Boulevard and west of the BNSF rail road. This basin was built during **Phase 1**. The following are facilities planned for future **Phase 2**:

   a. Expanding the East Basin and creating a new basin, called South Channel Basin. This new basin is located south of the East Basin and north of Van Buren Boulevard.

   b. Lot 49 Basin is being proposed, however, prior to obtaining environmental permits, an "Interim, Interim Basin" is being proposed in lieu of the Lot 49 Basin.

   c. These three basins (East, South Channel, Lot 49) are connected in series and will need to function during multi-storm events. Additionally, these basins have a minimal draw-down time of 30 hours to drain as specified by the Air Reserve Base to discourage birds within the basins. 1

3. The south watershed area, which is located south of Van Buren Boulevard, is located on a ridge and as such does not receive offsite storm runoff. Approximately 200 acres flow westerly and a portion southerly to Mead Valley. These watershed limits and drainage patterns should be maintained during development. **Phase 3** includes the development of the south watershed area which is planned to drain to Van Buren Boulevard and the 215. The following drainage facilities are proposed:

   a. Oleander Regional Basin, located at Oleander and Route 215.

   b. The South Channel Basin will be modified into a channel and will be extended southerly across Van Buren Boulevard to Oleander Basin.

   c. A larger culvert will be provided at Van Buren Boulevard, connecting the channels.

   d. The outlet works of the East Basin will be modified to drain into the channel.

ULTIMATE DRAINAGE CONDITIONS STUDY:

1. Exhibits shown are difficult to follow and appear to be missing information.

2. Existing condition hydrology should include culvert hydraulic analysis and split flow analysis in support of the existing flows shown in Table 2.1. Only the 100 yr-1 hour and 3 hour existing 2

condition runs have been received. Please provide the remaining frequency and duration existing runs in regards to mitigation of increased runoff.

3. Provide calculations in support of back water effects on the outlet of each basin. Using a zero flow outlet for backwater effects is acceptable in the design of that basin but artificially reduces the outflow hydrograph used to design the downstream basin. A more conservative modeling of the outflow hydrograph is recommended, possibly by using the stage discharge curve without the backwater effects.

4. Short duration draw-down criteria is recommended to be implemented according to the criteria from March Air Reserve Base. Provide backup calculations showing draw-down times. 2

5. Multi-day storm event modeling is recommended for the Lot 49 basin and East basin in series. See attached criteria. Check backwater effects of the down-stream channel.

6. If the Phase 2 basins cannot adequately operate in series or meet the draw-down time criteria, then the drainage improvements planned in Phase 3 should be constructed instead.

ENVIRONMENTAL IMPACT REPORT (Notice of Availability of Draft):

1. The District is signatory to the Western Riverside County Municipal Species Habitat Conservation Plan (MSHCP). **If it is anticipated that there will be a request that the District own, operate and maintain the above reference facilities or in the event of an encroachment permit is needed from the District, the applicant will need to demonstrate that all construction related activities within the District right-of-way or easement are consistent with the MSHCP.** To accomplish this, the CEQA document should include a MSHCP consistency report with all of its supporting documents and provide adequate mitigation in accordance with all applicable MSHCP requirements. The MSHCP consistency report should address, at a minimum, sections 3.2, 3.2.1, 6.1.2, 6.1.3, 6.1.4, 6.3.2, 7.5.3 and Appendix C of the MSHCP 3

2. The Santa Ana Regional Water Quality Control Board has issued a Municipal Separate Storm Sewer System (MS4) National Pollutant Discharge Elimination System (NPDES) Permit (R8-2002-0011) to the Cities and unincorporated County area within the **Santa Ana Watershed**. This permit required the Permittees to develop a Water Quality Management Plan (WQMP) for new development and significant redevelopment projects. The WQMP requires most new development and significant redevelopment projects to implement site, source and treatment control best management practices (BMPs) to minimize the discharge of pollutants in stormwater and to prevent non-stormwater discharges to the MS4. A copy of the WQMP is available at http://www.swrcb.ca.gov/rwqcb8/html/rc_permittee_submittals.html. 4

Comment Letter G

3. In paragraph 5, delete sentence "Riverside County Flood Control District and Water Conservation (RCFCDWCD) has reviewed this study and concurs with its findings." **5**

March (Meridian) Business Center Specific Plan Report and TTM 30857:

1. Comments from the District's letter dated December 23, 2002 regarding the March Business Center Specific Plan are still in effect. (attached) **6**

Questions regarding this matter may be directed to Everett Duckworth at 951.955.9412.

Very truly yours,

Edwin Quinonez

EDWIN QUINONEZ
Senior Civil Engineer

Attachment

c: Kimley-Horn and Associates
Attn: Sam McWhorter
Tri Lake Consultants
Attn: Habib Motlagh

ED:blj

Comment Letter G

DAVID P. ZAPPE
General Manager-Chief Engineer

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80078.1

RIVERSIDE COUNTY FLOOD CONTROL AND WATER CONSERVATION DISTRICT

December 23, 2002

Mr. Dan Fairbanks, AICP
March Joint Powers Authority
Post Office Box 7480
Moreno Valley, CA 92552

Dear Mr. Fairbanks:

Re: March Business Center
Specific Plan Report and Tract 30857
Account No. 137-0-3-7604

The District does not normally recommend conditions for land divisions or other land use cases within the Joint Powers Authority (JPA) boundary. The District also does not plan check JPA land use cases, or provide State Division of Real Estate letters or other flood hazard reports for such cases. District comments/recommendations for such cases are normally limited to items of specific interest to the District including District Area Drainage Plan (ADP) facilities, other regional flood control and drainage facilities which could be considered a logical component or extension of a master plan system, and District Area Drainage Plan fees.

The District has not reviewed the proposed project in detail and the following comments do not in any way constitute or imply District approval or endorsement of the proposed project with respect to flood hazard, public health and safety or any other such issue.

This is a proposal to develop 962 acres into an industrial business park that would include industrial use, commercial use, and park use within a former part of the March Air Force Base. The project site is located westerly of the I-215 freeway and south of Alessandro Boulevard. Land use authority for the specific plan area resides with the March JPA.

The specific plan is divided into two elements. The southern portion, which is located south of Van Buren Boulevard, is located on a ridge, and as such does not receive offsite storm runoff. Onsite runoff would be conveyed to detention basins at four different locations before it would be released. Two basins drain to the west, one to Lake Mathews and the last to Perris Valley. It should be noted that it is proposed to divert about 40 acres of runoff from the Lake Mathews watershed to the Perris Valley watershed. This diversion is unacceptable and shall be corrected.

The northern part of the plan receives offsite runoff from the west. Several watersheds concentrate approximately 1710 acres of offsite storm runoff along the western boundary of the site. The tributary areas of these watersheds range from about 5 acres to 740 acres. The 740-acre watershed would impact proposed Lots 26, 27 and the school site. This runoff would be collected into a regional detention facility and conveyed with onsite runoff to another basin that would discharge flows to Perris Valley. The developer proposes to collect the offsite flows from the other watersheds with inlets and convey them and onsite runoff with a storm drain system to the regional basin mentioned above that discharges flows to Perris Valley, and to another basin that would drain towards Sycamore Creek located northerly of Alessandro Boulevard.

Most of the site is located within the bounds of the Perris Valley Area Drainage Plan (ADP) for which drainage fees have been established. Although the current fee for this ADP is $8,875 per acre, the fee due will be based on the fee in effect at the time of payment. Also, the southern portion of the proposed development is located within the Lake Mathews ADP. The current fee for the Lake Mathews ADP is $1,823 per acre. The parts of the site that drain to other watersheds are not located within drainage fee areas.

This project involves Lines B-1, B-2 and B-3 from the adopted Perris Valley ADP. The development proposes substantial modifications to the adopted Perris Valley ADP facilities. The modifications will require an amendment to the ADP document and the associated fee. In order to obtain the appropriate ADP fee credit, construction of the modified ADP facilities shall not begin until the ADP amendment is adopted by the JPA and the County Board of Supervisors.

The District will accept operation and maintenance responsibilities of ADP facilities or modified ADP facilities and would consider operation and maintenance responsibilities of appropriate regional facilities. Facilities that would be maintained by the District must be constructed to District standards. District plan check and inspection will be required for District acceptance. Plan check, inspection and administrative fees will also be required.

Following are the District's recommendations:

1. The development is located within the limits of the Perris Valley and Lake Mathews Area Drainage Plans for which drainage fees have been adopted. According to the Rules and Regulations for Administration of Area Drainage Plans adopted by the Board of Supervisors, drainage fees shall be paid to the District at the time of the issuance of grading permits for the approved parcels or at the time of issuance of building permits if no grading permits are issued for the parcels and may be paid, at the option of the land owner, in pro rata amounts. The amount of the drainage fee required to be paid shall be the amount that is in effect for the particular Area Drainage Plan at the time of issuance of the grading permits or issuance of the building permits if grading permits are not issued.

2. A copy of the drainage improvement plans, appropriate grading plans, street improvement plans and any other necessary documentation along with supporting hydrologic and hydraulic calculations should be submitted to the District for review and approval. All submittals shall be date stamped by the engineer and include a completed Flood Control Deposit Based Fee Worksheet and the appropriate plan check fee deposit.

3. A drainage easement shall be obtained from the affected property owners for the release of concentrated or diverted storm flows onto the adjacent property. A copy of the recorded drainage easement should be submitted to the District for review and approval.

4. Onsite drainage facilities located outside of road right of way should be contained within drainage easements shown on the final map. A note should be added to the final map stating, "Drainage easements shall be kept free of buildings and obstructions".

5. Offsite drainage facilities should be located within dedicated drainage easements obtained from the affected property owner(s). Document(s) should be recorded and a copy submitted to the District prior to starting construction of the drainage facilities. If the developer cannot obtain such rights, the map should be redesigned to eliminate the need for the easement.

6. Inspection and maintenance of the ADP, modified ADP or other appropriate regional facilities to be constructed with this development will be performed by the District. The engineer (owner) must request in writing that the District accepts the proposed regional facilities. The request shall note the project number, location, briefly describe the system (sizes and lengths) and include an exhibit that shows the proposed alignment. The request to the District shall be addressed to Dusty Williams, General Manager-Chief Engineer, Attn: Michael D. Rawson, Chief of the Planning Division.

   If the District is willing to maintain the proposed drainage system three items must be accomplished prior to starting construction of the drainage facilities: 1) the developer shall submit to the District the preliminary title reports, plats and legal descriptions for all right of way to be conveyed to the District and secure that right of way to the satisfaction of the District; 2) an agreement with the District must be executed which establishes the terms and conditions of inspection, operation and maintenance; and 3) plans for the facility must be signed by the District's General Manager-Chief Engineer. The plans cannot be signed prior to execution of the agreement. An application to draw up an agreement must be submitted to the attention of Mark H. Wills. All right of way transfer issues must be coordinated with Morris Reynolds of the District's Right of Way Section.

   The engineer/developer will need to submit proof of flood control facility bonds and a certificate of insurance to the District's Inspection section before a pre-construction meeting can be scheduled.

Questions concerning this matter may be referred to me at 909.955.1214 or Leonardo Ferrando at 909.955.1612.

Very truly yours,

STUART E. MCKIBBIN
Senior Civil Engineer

REGISTERED PROFESSIONAL ENGINEER
STUART E. MCKIBBIN
No. 44553
Exp. 3-31-06
CIVIL
STATE OF CALIFORNIA

c: DMJM
Attn: Chuck Spinks
Lennar Homes
Attn: Michael Morse
Tri-Lake Consultants
Attn: Habib Motlagh

LF:slj

Multi-Day Design Criteria for March Air Force Base
JPA Meridian Business Center

Due to the interaction of watershed size, lag, percentage of peak discharge reduction, and basin volume, the critical storm duration is generally not known (in advance) for a watershed flood control system which includes detention basins. Hence, the use of the 24-hour design storm may not be the "critical" storm for flow-through detention basin design purposes, and a longer design storm may be needed.

The proposed South Channel Basin will serve as the most downstream element of a watershed system containing three major detention basins, the Lot 49 Basin, the East Basin and the South Channel Basin. As a safeguard for the design of these critical facilities, the District recommends that a multiday design storm be considered (similar to guidelines in the San Bernardino County Hydrology Manual).

The following supplemental design criteria shall be used for the design of the East and South Channel Basins. In completing the multiday analysis, the Lot 49 basin outlet rating curve HGL at each incremental discharge rate shall be calculated with either a zero tailwater (inlet control on the 66-inch outflow pipe) or by performing backwater calculations for the 66-inch pipe.

1. A constant loss rate is to be used for all storm events analyzed for detention basins in series.

2. The detention basin network must be set up in HEC-I. The network is to include hydrograph development for each of the watersheds within the study area and detention basin rating curves.

3. When utilizing HEC-1, the LAPRE-1 preprocessor must be used.

4. Initially, analyze the 100-year, 3-hour, 6-hour and 48-hour storm events. If either the 3-hour or 6-hour storm events govern for volume over the 48-hour event, the analysis stops at this point and facilities are designed for the governing event.

5. If the 48-hour storm event governs over the 3-hour and 6-hour events, then perform an analysis of the 24-hour and 72-hour events. If the change in detention basin storage volume between the 72-hour and 48-hour events is less than the change between the 48-hour and 24-hour events, then utilize the 72-hour storm as the governing event. If the change in detention basin storage volume between the 72-hour and 48-hour events is greater than the change between the 48-hour and 24-hour events, then analyze the 96-hour event. This process must continue until the change in detention basin storage volume between two consecutive storm events is less than the change between the previous two events. When that point is reached, the storm event analyzed that has the longest duration is the governing event.

6. When analyzing multiple day storm events, the daily precipitation for each consecutive day increases until the final day, where the 24-hour point rainfall depth is used. For determining rainfall depth over the first 24 hours of the 48-hour storm, the 24-hour point rainfall depth is subtracted from the 48-hour point rainfall depth, and the remaining rainfall is distributed over

the first 24-hour period according to the RCFCWCD 24-hour rainfall pattern. In turn for the 72-hour storm, the rainfall depth for the first 24-hour period is calculated by subtracting the 48-hour point rainfall depth from the 72-hour depth, and so on. Multiday precipitation values can be obtained from NOAA Atlas II.

Letter G

Riverside County Flood Control and Water Conservation District
June 3, 2010

G-1 Thank you for your comment. As discussed on page IV-1 of the Draft SEIR, the SEIR, supporting technical studies, and applicable planning documents (i.e., the General Plan Amendment and Specific Plan Amendment) concern proposed changes to a 257.7-acre portion of the previously-adopted March Business Center Specific Plan. The text included in the comment refers to the previously-adopted March Business Center Specific Plan. The description of the proposed Project within the Draft SEIR and Specific Plan Amendment is consistent. The discussion excerpted from Exhibit F describes watershed locations for the purposes of drainage analysis, and is not intended to be a description of the proposed Project, whose boundaries do not correspond with drainage watersheds.

G-2 On April 15, 2010, representatives from the March JPA, the Project sponsor, Kimley-Horn and Associates, and RCFCWCD met to discuss issues relating to the storm water drainage system. As a result of the meeting, supplemental information was provided to the RCFCWCD in the form of an updated drainage technical report, dated June 2010. This report does not contain significant new information as defined in CEQA Guidelines section 15088.5. Instead, as described in the bullets below, the information amplifies and clarifies the data and analysis previously presented in the February 2010 submittal.

- Exhibits have been reviewed and modified to represent the current planned development including detention basins, grading layout, drainage patterns, channels, lot configurations, and roadway layouts. The analysis and results are consistent with those in the 2003 March Business Center Master Study and no new impacts would occur.
- Existing conditions modeling was included as part of the 2003 study. Excerpts of data were included in the June 2010 study for reference only and therefore no new impact would occur. Refer to the 2003 for the detailed model data. The split flow data was provided for illustration only and was not used as a basis of design for the project drainage facilities. Therefore, no new impact would occur.
- The tailwater analysis was modeled using WSPG for the downstream storm drain hydraulics and basin water surface elevations. A detailed description is located in the June 2010 study. The analysis is consistent with what was previously analyzed. Therefore, no new impact would occur.
- All detention basins have been designed in accordance with the USDA's recommendation for a drawdown time.
- A multi-day storm event was assumed for analytical purposes. The results are provided in the revised June 2010, drainage study. The results are consistent with basin outlet works and volumes that were previously analyzed as of February 2010. Therefore, no new impact would occur
- Thank you for your comment. As shown on Table 2-2 of the drainage technical report, all basins meet all criteria for all storm events and all conditions (proposed interim and ultimate).

G-3 The proposed Project is not within the Western Riverside MSHCP, nor is it adjacent to reserve areas subject to the MSHCP. The proposed Project discharges to an existing detention basin (the East Detention Basin) and would discharge into a proposed basin

(the South Channel Basin). It is anticipated that these facilities would be operated and maintained by RCFCWCD in the future. Although the proposed Project is not within the MSHCP or adjacent to reserve areas subject to the MSCHP, an assessment of the proposed Project's consistency with the MSHCP section described below is provided to facilitate RCFCWCD acceptance of the East Detention Basin and the South Channel Basin. The proposed Project is consistent with Sections 3.2, 3.2.1, 6.1.2, 6.1.3, 6.1.4, 6.3.2, 7.5.3 and Appendix C of the MSHCP as referenced in the RCFCWCD's letter dated June 3, 2010, as summarized below:

Section 3.2 and 3.2.1 of the MSHCP discusses the Criteria Areas within the MSHCP Plan Area. The Project is not located within an MSHCP Criteria Area because the entire Project site is outside of the boundaries of the MSHCP.

Section 6.1.2 of the MSHCP describes the process through which protection of riparian/riverine areas and vernal pools would occur within the MSHCP Plan Area. The proposed Project does impact riparian forest located in the southwestern portion of the proposed Project area, which is now occupied by least Bell's vireo (LBV). The Project sponsor is pursuing Section 7 consultation with the USFWS through the Section 404 permit for Project-related LBV impacts. The previously-adopted March Business Center Specific Plan is expected to directly impact approximately 3.0 acres of LBV habitat, 1.39 of which will be impacted by the proposed Project. The pending Section 7 consultation and Biological Opinion addresses impacts to LBV and defines associated mitigation. The facilities to be operated and maintained by the RCFCWCD are not located within MSHCP riparian/riverine areas. As discussed on page IV-61 of the 2003 Focused EIR, no vernal pools are present within the boundaries of the previously-adopted March Business Center Specific Plan. Given these considerations, the proposed Project is consistent with Section 6.1.2 in the MSHCP.

Section 6.1.3 discusses the process of gathering information on narrow endemic plant species during the implementation of the MSHCP to provide appropriate conservation for these species. In addition, Section 6.3.2 describes additional survey requirements for narrow endemic plant species. The facilities to be operated and maintained by the RCFCWCD are located in disturbed areas and therefore would not impact narrow endemic plant species. As discussed in Section 6.1.3 of the MSHCP, "…within identified Narrow Endemic Plant Species survey areas (including the MSHCP Conservation Area), site-specific focused surveys for Narrow Endemic Plant Species shall be required for all public and private projects where appropriate Habitat is present. The Narrow Endemic Plant Species survey areas are depicted on *Figure 6-1*." Review of Figure 6-1 indicates that the proposed Project is located outside the survey area boundaries. In addition, the planned detention basins occur in areas where the native soils have been disturbed within the last few years. This disturbance has effectively removed the ability for narrow endemic plant species to be established or supported; therefore, it is not appropriate to require these types of surveys for these areas, as discussed in Section 6.1.3. The proposed Project is consistent with Sections 6.1.3 and 6.3.2 in the MSHCP.

Section 6.1.4 presents guidelines to address indirect effects on MSHCP Conservation Areas (drainage, toxics, lighting, noise, invasive species, barriers and grading/land development). Proposed Project runoff from impervious surfaces is and will continue to be collected in storm drains and detention basins that are tributaries to the Perris Valley Storm Drain System. All drainage systems within the proposed Project area are required

to implement BMPs for drainage, water quality, erosion control and urban pollution removal prior to discharge downstream. The proposed Project does not discharge to an MSHCP Conservation Area. Thus, the proposed Project would not conflict with the MSHCP or directly or indirectly affect any other resources in the MSHCP.

Section 7.5.3 and Appendix C outline the construction guidelines and standard BMP implementation for projects within the MSHCP. The proposed Project is not located within the MSHCP, although the construction guidelines and the standard BMPs described in this section and appendix are consistent with March JPA's requirements for discretionary projects and the terms and conditions of the pending Section 7 consultation for impacts to LBV and Section 404 permit and 1602 Streambed Alteration Agreement for impacts to waters of the U.S and State waters. For example, construction activities for all lots, infrastructure and the storm drain system would require preparation of a Storm Water Pollution Prevention Plan (SWPPP). The SWPPP would incorporate BMPs similar to those provided in the 2003 Focused EIR, and include measures such as sedimentation basins, silt fence, and hay bales. In addition, Section 7.5.3 requires the timing of construction activities to consider seasonal requirements for breeding birds and migratory non-resident species. Per the MSHCP, habitat clearing would be avoided during active breeding season (i.e., March 1 to June 30). The 2009 Biological Opinion issued for this Project also requires that all vegetation clearing occur outside of the least Bell's vireo breeding season (e.g., March 1 through August 15).

G-4 The March JPA adopted the *New Development & Redevelopment Guidelines for Projects Under the March Joint Powers Authority* (January 9, 2008) for areas within their jurisdiction including the proposed Project. This document implements the regional NPDES requirements, the California Regional Water Quality Control Board, and the Santa Ana Region (Order No. R8-2002-0011). Per the March JPA's guidelines, a redevelopment or new development project requesting a discretionary approval from the March JPA is required to prepare a Water Quality Management Plan (WQMP).

G-5 Comment noted. The Draft SEIR has been revised to read, "Riverside County Flood Control District and Water Conservation (RCFCDWCD) has reviewed this study and provided comments on June 3, 2010. The March JPA is working with the RCFCDWCD to resolve these comments." The scope of these comments do not affect the findings presented in the Draft SEIR.

G-6 Thank you for your comment. This particular comment was previously issued by the RCFCDWCD in their review of the Draft Focused EIR for the previously-adopted March Business Center Specific Plan in December 2002. :

Thank for your comments in your letter dated December 23, 2002. The March JPA plans to follow all of the steps for plan submittal and approval by the RCFCD as outlined in this letter.

The March JPA agrees that the comments contained in this letter remain in effect with respect to the proposed Project.

CITY OF RIVERSIDE

Community Development Department
Planning Division

June 15, 2010

Dan Fairbanks, Planning Manager
March Joint Powers Authority (MJPA)
23555 Meyer Drive
Riverside, CA 92518

SUBJECT: Notice of Completion and Notice of Availability of a Draft Subsequent Environmental Impact Report (DSEIR) for a Specific Plan Amendment to the Meridian/March Business Center Specific Plan

Dear Mr. Fairbanks:

Thank you for the opportunity to comment on the proposed Meridian Specific Plan Amendment (SPA) and the Meridian Specific Plan Draft Supplemental Environmental Impact Report (DSEIR). On August 12, 2009, the City provided comments on the Notice of Preparation of the DSEIR and the proposed Specific Plan Amendment.

The Meridian Specific Plan amendment involves changes in acreage of land use type, and changes in lot layout, site access, and internal circulation within the North Campus of the business park located west of the I-215 Freeway between Alessandro Boulevard and Van Buren Boulevard. No changes are proposed to the South Campus.

City staff's primary concerns with the Proposed Specific Plan Amendment and DSEIR, relate to minimizing to the greatest extent possible traffic, land use and aesthetic impacts to the City of Riverside. We appreciate having the opportunity to meet with March Joint Powers Authority staff and LNR, the project developer on May 17, 2010 and May 19, 2010 to discuss solutions to address these concerns. This letter serves to memorialize the outcome of the meetings and the agreed upon changes to the Specific Plan discussed at those meetings. As a result of our discussions, the City supports the proposed Meridian Specific Plan Amendment based on the following: 1

- ***Impacts to Land Use Planning*** - We identified a number of land uses within the Land Use Table of the specific plan that did not serve the objectives of the specific plan and which have the potential to be incompatible with and adversely impact other uses within the high amenity business park as well as surrounding uses, including Van Buren Boulevard, the I-215 Freeway and other sensitive areas. To ensure that inappropriate uses are discouraged in the Specific Plan we agreed on changes which are reflected in red-line strike-out in the attached SPA Land Use Table III-1. 2

- ***Traffic Comments***

Van Buren Boulevard – The segment of Van Buren Boulevard between Orange Terrace Parkway and the I-215 Freeway is currently a 4-lane arterial that is operating at near capacity having a volume to capacity ratio (V/C) ranging from 92.5 percent to 97.5 percent without the SPA. At future buildout of the SPA, Van Buren Boulevard is expected to operate at a V/C ratio of greater than 100 percent as an 8-lane arterial from Meridian Parkway to the I-215 Freeway interchange, and as a 6-lane arterial from Meridian Parkway to Orange Terrace Parkway.

As the DSEIR shows, there is a severe impact to Van Buren Boulevard and the I-215 Freeway interchange with the project even with the proposed improvements in place. This is a significant impact on the arterial system. To fully mitigate traffic impacts, all Van Buren Boulevard improvements are needed before direct access is provided from Meridian Parkway to Van Buren Boulevard and every effort must be made to fund the construction of the Van Buren Boulevard I-215 Freeway interchange and widening of Van Buren Boulevard. In the event it is not feasible to complete the needed improvements prior to connecting Meridian Parkway to Van Buren Boulevard, at a minimum the following mitigation measures are needed to ensure compliance with the MJPA traffic management plan: 3

- Medians at the signalized intersection of Van Buren Boulevard and Meridian Parkway and the signalized intersection of Van Buren Boulevard and Opportunity Way to restrict semi-truck turning movements from going west on Van Buren Boulevard and to restrict eastbound truck turning movements at each intersection. If it is not feasible to restrict east bound trucks with medians "No left turn signs for Trucks" are needed at each intersection. Truck restrictions to include pork chop/physical barriers at each intersection need to be installed for both interim and permanent conditions.

- Closed Circuit Television (CCTV) cameras at the intersection of Van Buren Boulevard and Meridian Parkway and at the intersection of Van Buren Boulevard and Opportunity Way to monitor traffic at each intersection for compliance.

- ***Aesthetics***

As agreed to, mitigation will be included to mitigate aesthetic impacts along Van Buren Boulevard in the event that widening and permanent landscape improvements to Van Buren Boulevard are not feasible prior to providing direct access to Van Buren Boulevard from Meridian Parkway and Opportunity Way. As discussed, this mitigation needs to include interim landscaping to include trees and mulch needs to be installed along the Van Buren Boulevard project frontage." 4

Thank you for the opportunity to comment on the proposed SPA and DSEIR. The City of Riverside looks forward to future correspondence on the project. Should you have any questions regarding this letter, please feel free to contact Doug Darnell, at (951) 826-5219 or by email at ddarnell@riversideca.gov.

Sincerely,

Ken Gutierrez, AICP
Planning Director

c: Ronald Loveridge, Mayor
Riverside City Council Members
Brad Hudson, City Manager
Tom DeSantis, Assistant City Manager
Belinda Graham, Assistant City Manager
Scott Barber, Community Development Director
Tom Boyd, Deputy Public Works Director/City Engineer
Steve Libring, Traffic Engineer
Lori Stone, Executive Director March Joint Powers Authority
John Schaefer, LNR Property Corporation 4350 Von Karman Avenue, Suite 200 Newport Beach, CA 92660

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TABLE III-1 SPECIFIC PLAN AMENDMENT LAND USE TABLE					
USES	BUSINESS PARK[1,6]	INDUSTRIAL[2,5,6,7]	OFFICE	MIXED USE[3]	COMMERCIAL[4,8,9]
INDUSTRIAL					
Hazardous Waste Treatment Facility					
Bio-Medical Waste Treatment Facility		C			
Manufacturing – Custom	P	P		C	
Manufacturing – Light	P	P		~~C~~	
Manufacturing – Medium		P			
Manufacturing – Heavy [7]		C			
Mining & Extractive Industries					
Newspaper Publishing Plants	P	P			
Research & Development	P	P	~~P~~ C	P	
Trucking/Transportation Terminals		P			
Wrecking & Dismantling of Motor Vehicles					
WHOLESALE STORAGE/DISTRIBUTION					
Public storage/Mini-warehouse (indoor)	C	C			
Business Enterprise	P	P		~~P~~ C	
Warehouse, Storage & Distribution – Medium		P			
Warehouse, Storage & Distribution – Heavy		P			
OFFICE					
Financial Institutions	P		P	P	P
Government	P		P	P	P
Medical Clinics	P	P	P	P	
Offices, Business & Professional	P		P	P	P
Regional & Corporate Headquarters	P		P	P	P
COMMERCIAL					
Agricultural Equipment Repair Shops		P			
Agricultural/Nursery Supplies & Service	C	C			~~C~~
Alcoholic Beverage Outlets					C
Animal Care/Pet Hotels	P	P			P
Assembly & Entertainment				~~C~~	
Automotive Parts and Accessory Sales					P
Automotive Fleet Storage		C			
Automotive Service Stations					C
Automotive/Truck Repair-major		P			

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TABLE III-1 SPECIFIC PLAN AMENDMENT LAND USE TABLE					
USES	BUSINESS PARK[1,6]	INDUSTRIAL[2,5,6,7]	OFFICE	MIXED USE[3]	COMMERCIAL[4,8,9]
Automotive/Truck Repair-minor	C	P			C
Building & Site Maintenance Services	P	P		P	
Building Contractor's Storage yard	C	P			
Building Material & Equipment Sales (limited to 25,000 square feet) [8]	P			P	P
Business Supply/Equip Sales/Rentals	C	C			P
Business Support Services[2]	P	P	P	P	
Child Care Facilities	C		C	C	C
Churches & Places of Religious Assembly				C	
Coffee Shop				P	P
Communication Facilities, Antennas & Satellite Dishes	C	C			
Consumer Goods, Furniture, Appliances, Equipment Sales				P	P
Convenience Sales					C
Energy Generation & Distribution Facilities		C			
Equestrian Show & Exhibition Facilities					
Exhibit Halls & Convention Facilities				C	
Fairgrounds					
Food and Beverage Sales				P	P
Funeral & Mortuary Services	C				
General Retail Establishments				P	P
Golf Courses, Driving Ranges and Pitch & Putt Courses					
Health Club				C	C
Heavy Equipment Sales and Rentals with outside merchandising	C	C		C	
Horticulture Nurseries & Greenhouses	C	P			C
Hospitals, Intermediate Care Facilities & Nursing Facilities					
Hotel/Motel				C	C
Instructional Studios	P	P	P	P	
Interpretive Centers	P	P	P	P	

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TABLE III-1 SPECIFIC PLAN AMENDMENT LAND USE TABLE					
USES	BUSINESS PARK[1,6]	INDUSTRIAL[2,5,6,7]	OFFICE	MIXED USE[3]	COMMERCIAL[4,8,9]
Laundry Services	P	P		~~C~~	
Maintenance & Repair	P	P		P	
Major Transmission, Relay or Communications Switching Stations	P	P			
Museums			P	P	P
Bar & Grill			C	C	P
Open Air Markets for the Sale of Agriculture-related Products & Flowers	C			C	C
Outdoor Commercial		C			~~C~~
Outpatient Medical Clinics	P		P	P	P
Parking Facilities as a *Primary Use*	C~~P~~	C			P
Personal Services				P	P
Petroleum Products Storage					
Pets & Pet Supplies				C	P
Private Clubs, Lodges & Fraternal Organizations				~~C~~	
Radio & Television Studios	P	P		P	
Recreational Facilities				C	C
Recycling Facilities (outdoor storage not to exceed building area)		~~P~~ C			
Repair Services	P	P		P	
Restaurant (fast food)[9]				~~C~~	P
Restaurant (sit down)			C	P	P
Sidewalk Cafes				P	P
Social Service Institutions	P		P	P	
Sundries, Pharmaceutical & Convenience Sales					P
Swap Meets & Other Large Outdoor Retail Facilities		~~C~~			
Theaters					
Trade Schools	C				C
Vehicle, Boat and Trailer Sales	C			~~C~~	~~C~~
Vehicle Storage		C			

Comment Letter H

TABLE III-1
SPECIFIC PLAN AMENDMENT LAND USE TABLE

USES	BUSINESS PARK[1,6]	INDUSTRIAL[2,5,6,7]	OFFICE	MIXED USE[3]	COMMERCIAL[4,8,9]
Veterinary Clinics & Animal Hospitals	P			P	P
Zoological Parks					

[1] Within the Business Park zone, a use permit is required for uses that provide outdoor storage in excess of 10% of the building area

[2] Within the Industrial zone, a use permit is required for uses that provide outdoor storage in excess of the building area.

[3] The Mixed Use designation shall have a maximum of 25 percent retail uses.

[4] Within the Commercial zoning district, a use permit shall be required for single uses above 25,000 square feet of gross floor area

[5] Ancillary on-site retail sales are allowed in areas comprising up to 5% of an industrial building area and 10% of the business park building area on a per lot basis. On-site retail sales may not be cumulatively applied.

[6] Logistics warehousing uses or activities shall be prohibited in Industrial lots within the Specific Plan Amendment area, west of Meridian Parkway.

[7] Special consideration shall be given to minimizing the aesthetic and visual impact to the I-215 Freeway, Van Buren Boulevard, Alessandro Boulevard, and other sensitive uses.

[8] All activities shall be conducted within a completely enclosed building, unless approved through a Temporary Use Permit consistent with Development Code Section 9.02.150.C

[9] A master plot plan is required for each commercial development prior to development of any portion of the commercial lot and prior to selling any portion of the commercial lot.

Note: Development shall be subject to a cumulative traffic generation budget, as described in Section V.B.2.

Appendix A Land Use Definitions

The following definitions are intended to provide a general description of each use category. Under each category, example uses are provided. These examples are not all-inclusive, but are intended to provide a sample of uses that would fit in a particular category. Uses not addressed in the Land Use Table (i.e., Table III-1) are prohibited. However, the March JPA Planning Manager has the discretion to make land use interpretations based upon the description of the proposed use and similarities with the listed uses.

INDUSTRIAL

Hazardous Waste Treatment Facility: Activities include the treatment, transfer, storage, resource recovery, disposal, or recycling of hazardous waste.

Bio-Medical Waste Treatment Facility: Activities include the treatment, transfer, storage, disposal or recycling of wastes generated during the diagnosis, treatment or immunization of patients.

Manufacturing - Custom: Activities typically include: manufacturing, processing, assembling, packaging, treatment, or fabrication of custom made products. These types of business establishments do not utilize raw materials for their finished products, but rather, may utilize semi-finished type of manufactured materials for their custom made-to-order products. The finished products from these business establishments are ready for use or consumption and may include incidental on-site display, wholesale and retail sale of the goods produced, not to exceed 25% of the building. Such uses may include: jewelry, household furniture, art objects, apparel products, small instruments (musical, electronic and photographic), stationary, signs, advertising displays, stained glass products, and leather products. The uses do not produce odors, noise, and vibration or particulate that would adversely affect uses in the same structure or on the same site.

Manufacturing - Light: Activities typically include: labor-intensive manufacturing, assembly, fabrication or repair processes which do not involve frequent large container truck traffic or the transport of large scale bulky products. The new products may be finished in the sense that it is ready for use or consumption or it may be semi-finished to become a component for further assembly and packaging. These types of business establishments are customarily directed to the wholesale market, inter-plant transfer rather than the direct sale to the consumer, however, may include incidental on-site display, wholesale and retail sale of the goods produced, not to exceed 25% of the building. Such uses may include: electronic microchip assembly, printing, publishing, food processing (such as bakeries), candy, confectionery products, canned/bottled soft drinks, bottles water, apparel, paper board containers, boxes, drugs, small fabricated metal products, such as hand tools, general hardware, architectural and ornamental metal; and, toys amusement, sports and athletic goods. The activities produce minimal odors, noise vibration, hazardous materials or particulates, and would have a limited impact on adjacent lots.

Manufacturing - Medium: Activities typically include: manufacturing, compounding of materials, processing, assembly, packaging, treatment or fabrication of materials and products which require frequent large container truck traffic or rail traffic, or the transport of heavy, bulky items. The new products are semi-finished to be a component for further manufacturing, fabrication and assembly. These types of business establishments are customarily directed to inter-plant transfer, or to order from industrial uses, rather than for direct sale to the domestic consumer. However, may include incidental on-site display, wholesale and retail sale of the goods products not to exceed 25% of the building. Such uses

may include, but not limited to: canned food, textile products; furniture and fixtures converted paper and paper board product; plastic products made from purchased rubber, plastic or resin; fabricated metal products made from sheet metals; electrical and electronic machinery, equipment and supplies; office, commuting and accounting machines. Activities may produce noise, odors, vibrations and illumination or particulate that affects the persons residing in or conducting business in the vicinity.

Manufacturing - Heavy: Activities typically include: manufacturing, compounding of material, processing, assembly, packaging, treatment or fabrication. Activities in this area may have frequent rail or truck traffic and the transportation of heavy large-scale products. Characteristics of use activities permitted within this area may include structures outside of buildings such as cranes, conveyor systems, cooling towers or open-air storage of large quantities of products including, but not limited to forge shops, metal fabricating facilities, open welding shop, lumber woodworking facilities, heavy machine shops, plastic, plants, light or vacuum casting facilities, vehicular assembly plants. All uses are subject to the screening requirements identified in Section 2.2 (Screening Plan) and Section 4.8 of the March Business Center Design Guidelines.

Mining and Extractive Industries: Activities typically include: prospecting for or exploration of minerals for commercial purposes, surface mining, and excavations or grading.

Newspaper Publishing Plants: Activities typically include the production and distribution of newspapers and related publications.

Research and Development: Activities typically include: research, design, analysis and development, and/or testing of a product. Uses typically include testing laboratories, acoustical chambers, wind tunnels, and computer services. Such uses do not promote odors, noise, vibration or particulate that would adversely affect uses in the same structure or on the same site.

Trucking/Transportation Terminals: Activities typically include the temporary storage and transfer of trailers not to include truck stops.

Wrecking and Dismantling of Motor Vehicles: Activities typically include: temporary storage and wrecking/dismantling of passenger cars and other vehicles and sales and/or distribution of salvaged parts and other materials.

WHOLESALE, STORAGE AND DISTRIBUTION

Public Storage/Mini-Warehouses: Activities include mini-warehouse or recreational vehicle storage facilities for the rental or lease of small scale enclosed storage units or parking spaces primarily to individuals rather than firms or organizations.

Business Enterprise: Activities typically include: wholesale, storage, and warehousing services and storage and wholesale to retailers from the premises of finished goods and food products. Activities under this classification are typically conducted in enclosed buildings and occupy 50,000 square feet or less of building space. May include incidental display and retail sales from the premises, not to exceed 25% of the building. Logistics warehousing uses or activities shall be prohibited in Industrial lots within the Specific Plan Amendment area, west of Meridian Parkway.

Wholesale, Storage and Distribution - Medium: Activities typically include: wholesale, storage and warehousing services, moving and storage services, storage and wholesaling to retailers from the premises of finished goods and food products, and distribution facilities for large scale retail firms. Activities under this classification are typically conducted in enclosed buildings and occupy greater than 50,000 square feet of building space. Logistics warehousing uses or activities shall be prohibited in Industrial lots within the Specific Plan Amendment area, west of Meridian Parkway.

Wholesale, Storage and Distribution - Heavy: Activities typically include: warehousing, storage, freight handling, shipping, trucking services and terminals; storage and wholesaling from the premises of unfinished, raw or semi-refined products requiring further processing fabrication or manufacturing. Typically uses include, but are not limited to, trucking firms, automotive storage or impound yards, and the wholesaling of metals, minerals and agricultural products. Logistics warehousing uses or activities shall be prohibited in Industrial lots within the Specific Plan Amendment area, west of Meridian Parkway.

OFFICE

Financial Institutions: Banks, savings and loan associations and similar establishments.

Government Offices: Offices to accommodate administrative and/or operational functions of local, county, state and federal agencies.

Medical Clinics: Activities include medical clinics, family planning, in-patient and out-patient health care, inclusive of hospitals and convalescent homes.

Offices, Business and Professional: Offices or firms or organizations providing professional, executive, management, or administrative services, such as architectural, engineering, real estate, insurance, investment, legal, and medical/dental offices. This classification includes medical/dental laboratories incidental to an office use, but excludes banks and savings and loan associations.

Regional and Corporate Headquarters: Office buildings solely occupied by a single business or entity for the purpose of managing or organizing other, affiliated units.

COMMERCIAL

Agricultural Equipment Repair Shops: Activities typically include: temporary storage and repair and maintenance of agricultural equipment, such as tractors, harvesters, irrigation equipment, etc.

Agricultural/Nursery Supplies and Services: Activities typically include: retail sale from the premises of feed and grain, fertilizers, pesticides, herbicides, and similar goods, feed and grain stores, well drilling, tree services and plant materials and nursery/landscape services.

Alcoholic Beverage Outlets: Activities typically include: retail sale from the premises of beer, wine, and other alcoholic beverages.

Animal Care/Pet Hotels: Activities typically include: provision of animal care treatment, and boarding services of large and small animals, animal clinics, large and small animal hospitals, kennels and catteries.

Assembly and Entertainment: Indoor or outdoor facilities to accommodate concerts and/or civic events. This land use will be restricted in capacity and ancillary services in order to limit potential noise and parking impacts.

Automotive Parts and Accessory Sales: Activities typically include: retail sale from the premises of automobile components, lubricants, specialized tools, and related accessories.

Automotive Fleet Storage: Activities typically include: storage of vehicles used regularly in business operations and not available for sale on-site. Such uses typically include: overnight storage of service vehicles, mobile catering trucks and taxicabs, inclusive of dispatching services.

Automotive Service Stations: Activities typically include: the sale of goods and the provision of service normally required in the day-to-day operation of motor vehicles, including the principal sale of petroleum products, the incidental sale of tires, batteries and replacement items, and the performance of minor repairs, such as tune-up, tire changes, part replacement, oil change and brake work. Activities include incidental convenience, food and beverage sales.

Automotive/Truck Repair – Major: Activities typically include: heavy automobile and truck repair such as transmission and engine repair, the painting of automobile vehicles, automotive body work, and the installation of major accessories.

Automotive/Truck Repair – Minor: Activities typically include: automotive and light truck repair, the retail sale of goods and services for vehicles, and the cleaning and washing of automotive vehicles, brake, muffler and tire shops and automotive drive-through car washes. Heavier automotive repair such as transmission and engine repair are not included.

Building and Site Maintenance Services: Activities include maintenance and custodial services, window cleaning services, disinfecting and exterminating services, pool and landscape services.

Building Contractor's Storage Yards: Activities typically include: offices and storage of equipment materials, and vehicles for contractors who are in trades involving construction activities which include: plumbing, painting, electrical, roofing, carpentry, and other services.

Building Material and Equipment Sales: Activities typically include: retail sale or rental from the premises of goods and equipment, including paint, glass, hardware, fixtures, electrical supplies, roto-tillers, small trailers and lumber.

Business Supply/Equipment Sales/Rentals: Activities include retail sales, rental or repair from the premises of office equipment, office supplies and similar office goods primarily to firms and other organizations utilizing the goods rather than to individuals. The exclude the sale of materials used in construction industry.

Business Support Services: Activities include services that support the activity of other local businesses, such as clerical, employment, protective, personal services, or minor processing, including blueprint and copying services. Activities not included in this category are the printing of books.

Child Care Facilities: Any childcare facility licensed by the State of California; includes infant care centers, preschools and extended day care facilities. Excludes family day care homes.

Churches and Place of Religious Assembly: Structures and/or assembly areas to be used for worship, related meetings, ministerial residence, and/or religious education.

Coffee Shop: A specialty food and beverage retailer specializing in the sale of coffee products, pastries, bagels, and light fare. These shops could include drive-thru service.

Communication Facilities, Antennas & Satellite Dishes: Activities typically include: broadcasting and other information relay services accomplished primarily through use of electronic and telephonic mechanisms, inclusive of television and radio studios, telegraph offices, and cable, cellular and telecommunication facilities. The use of antennas, satellite dishes and similar communication facilities shall be regulated pursuant to AICUZ the Joint Land Use Study.

Consumer Goods, Furniture, Appliances, Equipment Sales: Typically a freestanding retail store where merchandise is sold to an end user, typically in small quantities.

Convenience Sales: Activities typically include: retail sales from the premises of frequently needed small personal convenience items and professional services that are used frequently. Uses include drug stores, stores selling toiletries, tobacco, and magazines, shoe repair and apparel laundering and dry cleaning.

Energy Generation and Distribution Facilities: Activities typically include: conversion of other forms of energy, such as water power (i.e., hydroelectric), fossil fuels, nuclear power, and solar power, into electrical energy. These facilities typically produce electric energy and provide electricity to transmission systems or to electric power distribution systems.

Equestrian Show and Exhibition Facilities: Activities typically include: training and competition of horses and riders in cross-country equestrian events and the exhibition of participating horses.

Exhibit Halls and Convention Facilities: Temporary display of materials and products associated with a specific trade group, recreational organization, or other affiliation.

Fairgrounds: Large display of agricultural products, such as livestock and produce, to consumers and the general public. Fairgrounds are typically associated with county or state agricultural agencies and are held on an annual basis.

Food and Beverage Sales: Activities include retail sale from the premises of food and beverages for off-premises consumption. Including mini-markets, liquor stores and retail bakeries, catering businesses except chain type grocery stores.

Funeral and Mortuary Services: Activities include services involving the care, preparation, and disposition of human or pet dead, inclusive funeral homes, crematories and mausoleums, inclusive of above ground and in-ground internment.

Golf Courses, Driving Ranges, and Pitch and Putt Courses: Activities typically include: recreational golfing, driving range, short game practice, and tournament competition.

Heavy Equipment Sales & Rentals: Activities typically include: the sale or rental from the premises of heavy construction equipment, farm equipment, trucks and aircraft together with maintenance, including aircraft, farm equipment, heavy truck, large boats and heavy construction equipment dealers.

Horticultural Nurseries and Greenhouses: Activities typically include the cultivation of various indoor and outdoor plants for sale to the public.

Hospitals, Intermediate Care Facilities and Nursing Facilities: A hospital is a freestanding institution where the sick or injured are given medical or surgical care. Emergency medical treatment is usually provided.

Hotel/Motel: Activities typically include: lodging services to transient guests on a less-than-monthly basis, other than in the case of uses classified as residential uses, including hotels, motels, boarding houses and resorts.

Instructional Studios: Instructional studios are establishments in which skills including dance, art, and martial arts are taught to individuals or groups. Instructional studios do not include educational facilities.

Interpretive Centers: Interpretive centers are structures or facilities designed to inform and educate the public about the surrounding environment.

Laundry Services: Activities typically include: institutional or commercial linen supply and laundry services, dry cleaning plants, rug cleaning and diaper service laundries.

Maintenance and Repair: Facilities to accomplish the repair and maintenance of non-automotive devices and other appliances.

Major Transmission, Relay or Communications Switching Stations: Telecommunications facilities accommodating fiber optics, Integrated Services Digital Network (ISDN) and digital switching infrastructure.

Museums: Activities typically include the display of items, materials, and media of historical and/or cultural significance.

Bars and Grill: A restaurant or pub where food is predominately sold.

Open Air Markets for the Sale of Agriculture-Related Products and Flowers: Typically informal outdoor facilities to accommodate the sale of agricultural materials to the general public and other buyers.

Outdoor Commercial: Activities typically include: those that produce or may produce a substantial impact upon the surrounding area. Including flea markets, outdoor auction sales or swap meet activities.

Outpatient Medical Clinics: Medical facilities providing limited treatment to patients not requiring an overnight stay.

Parking Facilities as Primary Use: Paved lots to accommodate the temporary storage of passenger cars and other vehicles.

Personal Services: Activities typically include: services of a personal nature, including photography studios and barber/beauty shops.

Petroleum Products Storage: Activities include bulk storage sale, and distribution of gasoline, liquefied petroleum gas, and other petroleum products.

Pets and Pet Supplies: Activities typically include: sale of mammals, fish, reptiles and birds as pets, sales of food, toys and other pet supplies, and related services, such as pet grooming.

Private Clubs, Lodges, and Fraternal Organizations: Private clubs, lodges, and fraternal organizations are associations of persons, whether incorporated or unincorporated, for the promotion of some common social, cultural, educational, religious, or recreational objective. This use does not include *churches* or any group whose primary objective is a business customarily carried on for a profit.

Radio and Television Studios: Activities typically include: production, taping, editing, distribution, and broadcasting of various programs and/or advertisements for radio, television and other media.

Recreational Facilities: Activities include sports performed either indoor or outdoors which require a facility for conducting the recreational activity, such as health clubs, exercise studios or classes, swimming centers, skating rinks, bowling alleys, tennis courts, sports fields, golf courses and amusement parks.

Recycling Facilities: Activities include: drop-off facilities, reverse vending machines, small and large collection facilities, green materials composting facilities, mixed organics composting facilities, and tire processing facilities

Repair Services: Activities include repair services involving articles such as upholstery, furniture and large electrical appliance repair services.

Restaurant (fast food): Activities typically include: the retail sale from the premises of unpackaged food or beverages generally prepared for immediate on-premises or off-site consumption, including restaurants and delicatessens, inclusive of drive-through facilities.

Restaurant (sit down): Activities typically include: the retail sale from the premises of unpackaged food or beverages generally prepared for immediate on-premises consumption, including restaurants and bars and delicatessens, exclusive of drive-through facilities.

Sidewalk Cafes: Eating and drinking establishments with outdoor dining facilities adjacent to public street sidewalks and other pedestrian-oriented areas.

Social Service Institutions: Activities typically include organizing and executing local, regional, and national service and charitable campaigns.

Sundries, Pharmaceutical and Convenience Sales: Freestanding establishment selling food items, beverages, and other items. Sales are typically in small quantities. This use may also provide up to four vehicle fueling spaces.

Swap Meets and Other Large Outdoor Retail Facilities: Activities typically include sales of a range of specialized products to the general public, usually from designated stalls.

Theaters: Activities typically include the performance of plays or music from a stage in an indoor or outdoor venue.

Trade Schools: Activities typically include: information, instruction and similar services, including computer training, driving schools, travel bureaus, photography studios, and vocational and trade schools.

Vehicle, Boat and Trailer Sales: Activities typically include: display, retail sale, leasing, rental of new and used vehicles, boats and trailers, with incidental minor repair, body work, and sale and installation of accessories. Vehicles include automobiles, motorcycles, boats, recreational vehicles and golf carts.

Vehicle Storage: Uses include the storage of operable and inoperative vehicles, including impound yards.

Veterinary Clinics and Animal Hospitals: Activities typically include: provision of routine and emergency medical attention to domestic pets and other animals.

Zoological Parks: Wilderness areas and freestanding facilities designed to house animals that are foreign to the surrounding area. Typical zoological parks also include aquariums, aviaries, and natural wildlife areas.

Letter H

City of Riverside Community Development Department
June 15, 2010

H-1 Thank you for your comments. They will be added to the record. The March JPA agrees that there has been productive dialogue with respect to land use and transportation planning issues among the JPA member agencies, including the City of Riverside. In addition to the meetings listed in the comment, six Technical Advisory Committee meetings involving the City of Riverside, Riverside County, Moreno Valley, the March JPA, and LNR Property Corp., were held prior to the circulation of the NOP. These include two focusing on the traffic study (Dec. 16, 2008 and Jan. 8, 2009) and four to discuss land use issues (Nov. 13, 2008, Dec. 18, 2008, Jan. 15, 2009, and May 14, 2009).

H-2 The comment references proposed revisions to Table III-1 and Appendix A of the Meridian Specific Plan Amendment, which are attached to the letter. We do not concur with the statement that the existing Specific Land Use Table does not serve the purposes of the Specific Plan, as the existing list of land uses has facilitated the development of Meridian, which is recognized as the premier business park within Riverside County. However, since the City's request involves modifications to land uses that are extremely remote development possibilities, LNR Riverside, LLC will accept all the requested changes. The proposed modifications to permitted and conditionally permitted uses are extremely minor and have no effect on the environmental analysis, as the majority of changes identify that uses that were previously subject to supplemental review through a Conditional Use Permit will now simply be prohibited uses. Other uses that were allowed uses, simply move to uses requiring a Conditional Use Permit. The net effect will not generate greater traffic, air emissions or other environmental impacts as the allowed building area is unchanged. The proposed changes do not affect the land use assumptions, the traffic generation budget, or air quality analysis evaluated in the Draft SEIR.

H-3 The comment describes existing and projected future traffic conditions on Van Buren Boulevard and recommends additional mitigation measures to provide additional capacity and to manage truck traffic accessing the proposed Project. With respect to existing traffic conditions, the comment correctly identifies that segments of Van Buren Boulevard between Orange Terrace Parkway and I-215 are approaching capacity (see Table IV.B-7 on pages IV-46 to IV-47 of Section IV.B, *Transportation/Traffic*). The comment is also correct in stating that segments of Van Buren Boulevard (i.e., between Orange Terrace Parkway and Meridian Parkway, as shown on page IV-88 of the Draft SEIR) would potentially exceed capacity due to the addition of proposed Project traffic and traffic from long-term local and regional development to existing traffic volumes. The comment is also correct in stating that the Van Buren Boulevard to I-215 segment will be an 8-lane arterial road.

With respect to the I-215/Van Buren Boulevard interchange, is should be noted that the implementation of improvements currently in Plans, Specifications and Estimates (PS&E) with Caltrans would provide acceptable LOS D conditions under long-term future conditions (see Table IV.B-16 on page IV-84 of the Draft SEIR). The interchange and Van Buren Boulevard improvements are included in the Transportation Phasing Plan

provided in Table IV.B-19 of the Draft SEIR. Although the phasing thresholds that would trigger these improvements have not yet been reached, the widening of Van Buren Boulevard may be accelerated in the event of development of lots adjacent to Van Buren Boulevard. However, it is not economically feasible for the proposed Project to fully fund and construct the interchange improvements or Van Buren Boulevard widening, which are necessitated in part by existing traffic and future traffic from local and regional development, prior to connecting Meridian Parkway to Van Buren Boulevard. This is because the front-loading of improvements as suggested by this comment would provide a regional benefit to other developers, but the costs would be borne solely by the proposed Project. As is shown in the SCAG RTIP listing for project RIV060120, the total improvement costs at this location is over $97 million. It is not feasible for a single development project to fully fund a $97 million improvement.

The comment requests physical improvements and signage to restrict truck turning movements at the Van Buren Boulevard intersections with Meridian Parkway and Opportunity Way. Most of the requested improvements, including signage and turn prohibition islands for truck traffic exiting the proposed Project has been incorporated as mitigation measures (please see Mitigation Measure B-7 in Table X-1 of this Final SEIR). In accordance with Section 7 of Ordinance # JPA 09-01, supplemental signage would be provided at egress points for industrial, business park, and mixed-use land use designations directing trucks to the designated routing pattern, which does not extend westward along Van Buren Boulevard. As shown on pages I-3 and I-4 of the Draft SEIR, the level of significance after implementation of Mitigation Measure B-7 (truck routes) from the 2003 Focused EIR is less than significant. Accordingly, the signage prohibiting eastbound left turn movements from Van Buren Boulevard to Meridian Parkway and Opportunity Way is not required because there is no significant impact with respect to truck access.

The comment also requests CCTV installation to facilitate monitoring of truck traffic movements at the Van Buren Boulevard intersections with Meridian Parkway and Opportunity Way. The March JPA has determined that this request, which was not mutually agreed to in the May 17 or May 19, 2010 meetings, is infeasible and unnecessary for the following reasons:

- Ordinance # JPA 09-01 provides physical controls and signage to facilitate compliance with the routing pattern
- The March JPA has not received any complaints to date about compliance with the truck routing ordinance
- Van Buren Boulevard is within Riverside County ROW, and is under the jurisdiction of Riverside County, which has not requested closed circuit television.
- March JPA will use a traditional enforcement technique for drivers violating the truck route ordinance through use of occasional intense enforcement by public safety officials.[38]

H-4 The March JPA concurs with this request to provide interim landscaping along Van Buren Boulevard, with the following clarification: interim landscaping would be provided along the north side of Van Buren Boulevard, between Meridian Parkway and I-215. As discussed in Appendix A of the Draft SEIR, aesthetic resources were analyzed in the

[38] There is no information which would suggest the installation of closed circuit television is more effective than intense law enforcement.

2003 Focused EIR, and no substantial changes to aesthetics or visual quality would occur due to the implementation of the proposed Project. Accordingly, analysis of aesthetic resources was not necessary in the Draft SEIR. The March JPA confirms this conclusion. However, in order to further reduce this insignificant impact, the Project sponsor has agreed to the following condition to be added to the Conditions of Approval for the Tentative Map:

The Project sponsor shall install interim landscaping improvements, including trees and mulch, along the northern Van Buren Boulevard frontage between I-215 and Meridian Parkway.

Comment Letter I

STATE OF CALIFORNIA

GOVERNOR'S OFFICE *of* PLANNING AND RESEARCH

STATE CLEARINGHOUSE AND PLANNING UNIT

ARNOLD SCHWARZENEGGER
GOVERNOR

CYNTHIA BRYANT
DIRECTOR

May 26, 2010

Dan Fairbanks
March Joint Powers Authority
23555 Meyer Drive
Riverside, CA 92518

Subject: SP 09-01: Meridian Specific Plan Amendment
SCH#: 2009071069

Dear Dan Fairbanks:

The State Clearinghouse submitted the above named Subsequent EIR to selected state agencies for review. The review period closed on May 24, 2010, and no state agencies submitted comments by that date. This letter acknowledges that you have complied with the State Clearinghouse review requirements for draft environmental documents, pursuant to the California Environmental Quality Act. 1

Please call the State Clearinghouse at (916) 445-0613 if you have any questions regarding the environmental review process. If you have a question about the above-named project, please refer to the ten-digit State Clearinghouse number when contacting this office.

Sincerely,

Scott Morgan
Acting Director, State Clearinghouse

RECEIVED
JUN 01 2010
By

1400 10th Street P.O. Box 3044 Sacramento, California 95812-3044
(916) 445-0613 FAX (916) 323-3018 www.opr.ca.gov

Document Details Report
State Clearinghouse Data Base

SCH#	2009071069
Project Title	SP 09-01: Meridian Specific Plan Amendment
Lead Agency	March Joint Powers Authority

Type	**SBE** Subsequent EIR
Description	The project proposes changes in land use designation, lot layouts, site access, and internal circulation; Lot 16; and changes in Specific Plan development regulations withint the March Business Center.

Lead Agency Contact

Name	Dan Fairbanks		
Agency	March Joint Powers Authority		
Phone	951 656-7000	*Fax*	
email			
Address	23555 Meyer Drive		
City	Riverside	*State* CA	*Zip* 92518

Project Location

County	Riverside						
City	Riverside, Moreno Valley, Perris						
Region							
Lat / Long							
Cross Streets	Van Buren Blvd/I-215						
Parcel No.	Numerous						
Township	5S	*Range*	4W	*Section*	Numer	*Base*	SBB&M

Proximity to:

Highways	I-215
Airports	March ARB/Inland Port
Railways	BNSF
Waterways	
Schools	Tomas Rivera Elementary
Land Use	Business Park (BP), Industrial (IND), Office (OF), Mixed-Use (MU), Commercial (COM), Park/Recreation/Open Space (P/R/OS)

Project Issues	Air Quality; Archaeologic-Historic; Biological Resources; Noise; Other Issues; Traffic/Circulation
Reviewing Agencies	Resources Agency; Department of Fish and Game, Region 6; Office of Historic Preservation; Department of Parks and Recreation; Department of Water Resources; Resources, Recycling and Recovery; Caltrans, Division of Aeronautics; California Highway Patrol; Caltrans, District 8; Regional Water Quality Control Board, Region 8; Department of Toxic Substances Control; Native American Heritage Commission; Public Utilities Commission

Date Received	04/08/2010	*Start of Review*	04/08/2010	*End of Review*	05/24/2010

Note: Blanks in data fields result from insufficient information provided by lead agency.

Letter I

State Clearinghouse
May 26, 2010

I-1 This letter, dated May 26, 2010, confirms that March JPA has "complied with the State Clearinghouse review requirements for draft environmental documents, pursuant to the California Environmental Quality Act." This letter also acknowledges receipt of the Draft SEIR, and states that no state agencies submitted comments during the comment period, which ended on May 24, 2010. No further response is required.

XI. MITIGATION MONITORING AND REPORTING PROGRAM

Pursuant to Section 21081.6 of the Public Resources Code and the CEQA Guidelines Section 15097, a public agency is required to adopt a monitoring and reporting program for assessing and ensuring compliance with any required mitigation measures applied to a proposed development. As stated in the Public Resources Code:

> *"…the public agency shall adopt a reporting or monitoring program for the changes made to the project or conditions of project approval, adopted in order to mitigate or avoid significant effects on the environment. The reporting or monitoring program shall be designed to ensure compliance during project implementation."*

Section 21081.6 provides general guidelines for implementing mitigation monitoring and reporting programs (MMRPs) and indicates that specific reporting and/or monitoring requirements, to be enforced during project implementation, shall be defined prior to final certification of the EIR. The lead agency may delegate reporting or monitoring responsibilities to another public agency or a private entity, which accept delegations. The lead agency, however, remains responsible for ensuring that implementation of the mitigation measures occur in accordance with the program.

The mitigation monitoring table below lists mitigation measures to reduce potential significant impacts. These measures may also be included as conditions of approval for the proposed Project. These measures correspond to those outlined in Chapter I, *Executive Summary*, and reflect those discussed in Sections IV.A through IV.L, of the Draft SEIR. To ensure that mitigation measures are properly implemented, a monitoring program has been devised which identifies the timing and responsibility for monitoring each measure. The March JPA will have the primary responsibility for monitoring and reporting compliance with the mitigation measures.

This MMRP provides space for confirming the correct mitigation measures have been implemented for the proposed Project. To track and document the status of mitigation measures, the matrix below has been prepared with the following components:

- Mitigation measures;
- Monitoring phase;
- Monitoring method;
- Enforcement agency/Responsible agency; and
- Verification of Compliance (for use during the reporting/monitoring).

Information pertaining to compliance with mitigation measures or any necessary modifications and refinements will be documented in the verification of compliance portion of the matrix. The mitigation matrix (**Table XI-1**) is included starting on the next page.

It should also be noted that some of the mitigation measures for the proposed project are measures that were included in the 2003 Focused EIR. This is noted in Table XI-1 and references the MMRP from the 2003 Focused EIR, which is included as **Appendix N** of this Final SEIR.

TABLE XI-1

MERIDIAN SPECIFIC PLAN AMENDMENT MITIGATION MONITORING AND REPORTING PROGRAM

	Mitigation Measure	Monitoring Phase	Monitoring Method	Enforcement Agency & Responsible Agency	Verification of Compliance		
					Initials	Date	Remarks
IV.A Land Use and Planning							
A-1	Development within the Clear Zone and Accident Potential Zones I and II will abide by building standards and codes including height restrictions, restrictions on use, setbacks, population densities, and insulation and materials, as outlined in the approved ~~1998~~ 2005 Air Installation Compatible Use Zone (AICUZ).	(1) Prior to Plot Plan Approval (2) Prior to issuance of Certificate of Occupancy	(1) Review of Plans and Specifications (2) Field verification	March JPA			
A-2	As established in the Specific Plan, the project will comply with the policies and requirements of the Riverside County Airport Land Use Plan. Development plans will be submitted to the FAA for review in accordance with FAR 77.13.2.i. Additional ALUC review will be required for objects taller than 50 feet in the Height Caution Zone shown on Figure IV.A-4 *[in the Focused EIR]* . Other land use controls (relating to safety (both in the air and on the ground) and noise) have been developed in consultation with the ALUC, and have been incorporated into the Specific Plan.	Prior to Plot Plan Approval	Submittal of FAA approved 7460-1 providing evidence of No Hazard to Air Navigation	Review by FAA; Verification by March JPA			
A-3	In accordance with the requirements of the Specific Plan, a School Buffer overlay district will be established. This district will extend 0.25 miles from the boundary of the ~~Arnold Heights Elementary School and the~~ Tomas Rivera Elementary School. The overlay district will provide landscaping around the boundaries of the school for screening; will prohibit certain uses with the potential noise impacts and/or hazardous materials handling/generation; and will provide for enhanced review of other development proposals to limit the potential for adverse impacts on the school.	(1) Prior to Plot Plan Approval (2) Prior to issuance of Certificate of Occupancy	(1) Review of Plans and Specifications (2) Field verification	March JPA			
A-4	Project detention basins shall have the following features to limit bird activity: 1. All detention basins shall draw down within 24 hours with the exception of the East Basin and the U4-E Basin. The East Basin shall have a draw down period of 39 to 42 hours during the interim development of Unit 4. The U4-E Basin shall have a draw down period of 27 to 30 hours during the interim development of Unit 4. The East Basin will be designed in the ultimate condition to include a draw down period of 28 to 30 hours. The U4-E Basin will be designed in the ultimate condition to include a draw down period of 27 to 30 hours. T~~he basin shall drain within a six-hour period to reduce the potential for plant growth~~	(1) Prior to Grading Plan Approval for detention basins (2) On-going responsibility of March JPA	(1) Review of Plans and Specifications (2) Field verification	March JPA			
	2. Standing water in all detention basins outside of the specified drawdown times shall be addressed through the use of positive drainage techniques (grading, wet wells, french drains are some examples) by the Project sponsor.	On-going responsibility of March JPA	Field verification	March JPA			
	3. Regular maintenance activities shall include the removal of vegetation	On-going responsibility of March JPA	Field verification	March JPA			
	4. March JPA shall monitor waterfowl activity during the rainy season in all detention basins. If waterfowl issues are identified during monitoring activities, then the March JPA and Project sponsor shall implement waterfowl control measures (netting and vegetation removal are some examples). ~~Detention basins shall be monitored regularly to determine if they attract waterfowl or other birds~~	On-going responsibility of March JPA	Field verification	March JPA			
	~~5. A plan to discourage bird activity shall be implemented if the basins are found to be an attraction to birds.~~						

TABLE XI-1

MERIDIAN SPECIFIC PLAN AMENDMENT MITIGATION MONITORING AND REPORTING PROGRAM

	Mitigation Measure	Monitoring Phase	Monitoring Method	Enforcement Agency & Responsible Agency	Verification of Compliance		
					Initials	Date	Remarks
IV.A-2-1	Development located within either APZ I or APZ II shall comply with Resolution #JPA 08-01.	(1) Prior to Plot Plan Approval (2) Prior to issuance of Certificate of Occupancy	(1) Review of Plans and Specifications (2) Field verification	March JPA			
IV.B Transportation/Traffic							
B-1	The Project shall contribute on a fair share basis toward the improvements identified in the Cumulative Impacts section.	This mitigation measure from the Focused EIR is the responsibility of the Project sponsor. See Appendix N of this Final Subsequent EIR for a copy of the Focused EIR MMRP.					
B-2	The Project shall construct the transportation improvements identified in previously referenced Figures IV.B-5 through IV.B-7 (project phasing). To the extent that such improvements provide capacity benefits for local or regional (i.e., non-project) demand, the project is eligible for credits toward its contribution toward local and/or regional transportation impact fees, if any.	1) Figure IV-B-5; construct/assure prior to recordation of Phase 2 Final Maps/prior to 12,000 trips being generated. 2) Figure IV-B-6; construct/assure prior to Phase 3 Final Maps. 3) Figure IV-B-7; construct/assure prior to 2 million s.f./4 million s.f.	1) Field verification/Traffic study verification	March JPA			
B-3	March Business Center traffic volumes shall be monitored periodically to assure that the transportation infrastructure provides sufficient capacity to serve Project volumes. Traffic monitoring shall occur at a minimum of five-year intervals.	Minimum of 5 year intervals.	Preparation of traffic monitoring/study by Independent traffic consultant	March JPA			
B-4	The Project shall provide a site that can accommodate the future construction of a multi-modal transportation center by RCTC in the North Campus, north of Cactus Avenue and south of Alessandro Boulevard. CEQA analysis of the environmental impacts of the transportation center will be required once a proposal is brought forward by RCTC.	1) Prior to development of Metrolink facility	1) Conveyance of land to RCTC. 2) Preparation of CEQA analysis by RCTC.	1) March JPA 2) RCTC			
B-5	The March Business Center shall require implementation of parking ratios that limit the need for on-street parking. These ratios are identified in the Specific Plan.	1) Prior to Plot Plan Approval 2) Prior to Issuance of Certificate of Occupancy	1) Review of Plans and Specifications 2) Review of Tenant Improvements	March JPA			
B-6	The Project shall provide for bicycle facilities to accommodate non-motorized circulation on the site and connectivity to routes in the Cities of Riverside and Moreno Valley.	(1) Prior to the issuance of the first Certificate of Occupancy for each phase; 2) Prior to plot plan approval	(1) Review of Plans and Specifications (2) Field Inspection	March JPA			
B-7	March Business Center shall provide truck routes on internal roadways to limit impacts of trucks on adjacent residential communities.	1) Prior to Plot Plan approval 2) Prior to approval of truck route ordinance.	1) Posting of truck route signs on sites accommodating overhead doors and/or truck docks. 2) Truck Route Ordinance #JPA 09-01 approved on Oct. 7, 2009	March JPA			
B-8	The Project shall construct internal roadways in accordance with the *County Road Improvement Standards and Specifications* with additional landscaping as identified in the Riverside County Integrated Project (RCIP).	Prior to street construction; 2) Prior to street acceptance.	(1) Review of Plans and Specifications (2) Field inspection of improvements	March JPA			
B-9	The March JPA shall collaborate with adjacent jurisdictions and agencies to facilitate improvements addressing the existing deficiency at the I-215/Van Buren Boulevard interchange.	Ongoing responsibility of the March JPA	Caltrans PA/ED completed and PS&E is underway. Construction scheduled for 2013.	March JPA			
B-10	The March JPA shall implement Transportation Demand Management (TDM) strategies to shift trips outside the standard commuting hours and/or to non-"drive alone" modes of travel. This is accomplished through various employer-initiated measures, such as flexible working hours, encouragement of carpooling, and facilitating access for non-motorized (i.e., bicycling or walking) modes of travel. Section V of the Specific Plan outlines TDM requirements.	Prior to Issuance of Certificate of Occupancy	Approval of TDM plan	March JPA			
B-11	The March JPA shall cooperate with the Riverside Transportation Agency (RTA) for the provision of bus service within the Specific Plan Area.	Ongoing responsibility of March JPA	Continued collaboration /cooperation in establishing bus routes	March JPA			

TABLE XI-1

MERIDIAN SPECIFIC PLAN AMENDMENT MITIGATION MONITORING AND REPORTING PROGRAM

	Mitigation Measure	Monitoring Phase	Monitoring Method	Enforcement Agency & Responsible Agency	Verification of Compliance		
					Initials	Date	Remarks
B-12	Signage shall be provided at the Van Buren Boulevard intersections with Coyote Bush Road and Orange Terrace to discourage truck traffic on residential streets in the Orangecrest Development. Furthermore, the March JPA, as a responsible party, shall encourage the City of Riverside and Riverside County to review and consider appropriate legislation to eliminate or curtail truck traffic, exempting local deliveries, on Alessandro Boulevard and Van Buren Boulevard west of the March Business Center Development.	This mitigation measure from the Focused EIR is the responsibility of the Project sponsor. See Appendix N of this Final Subsequent EIR for a copy of the Focused EIR MMRP. This mitigation measure was requested for both Coyote Bush Road and Orange Terrace Parkway on Feb. 1, 2006. The City of Riverside determined that the signage was appropriate for only Orange Terrace Parkway and not Coyote Bush Road. Thus the signage was provided only for Orange Terrace Parkway as indicated in the staff report to the Riverside City Council on March 14, 2006.					
V.B-1-1	The Project sponsor shall provide the following improvements upon issuance of occupancy permit for any lot in the North Campus after planned traffic generated by this Project exceeds 44,966 ADT: **<u>23. Van Buren Boulevard and Barton Street</u>** Change northbound shared left/through/right turn lane to exclusive northbound left and shared through/right turn lane Note that this improvement would not be required if completed by the commercial development at the southwestern corner of Van Buren Boulevard/Barton Street prior to the timing of this improvement described above.	Upon issuance of occupancy permit for any lot in the North Campus after planned traffic generated by this Project exceeds 44,966 ADT	(1) Review of Plans and Specifications (2) Field inspection of improvements	March JPA			
	The following planned improvements would mitigate the proposed Project's direct peak hour impacts: **<u>29. Van Buren Boulevard and Southbound I-215 Ramps</u>** Project impacts at this location will be mitigated by the I-215/Van Buren Boulevard interchange improvement project that is being implemented by the County of Riverside and March JPA. However, this improvement is not fully funded, due in part to insufficient TUMF reserves. If full funding is not in place to allow construction of this improvement prior to implementation of the proposed Project, then a significant and unavoidable interim impact would occur.	Prior to Van Buren/I-215 construction	1) Pursuit of TUMF funding; 2) Pursuit of other sources of Interchange Funding	March JPA			To date, LNR funding commitment is 7 M, March RDA 20 M, Proposition 1B 10 M, Measure A Economic Dev 10 M, Donation of R-O-W approx 6 M. TUMF funding 15 M (delayed). Current shortfall approx 15 M - 32 M.
	<u>30. Van Buren Boulevard and Northbound I-215 Ramps</u> The mitigation measures described above would improve the operation of this intersection to LOS D or better during both peak-hours. As is the case with intersection 29, this improvement is not fully funded. If full funding is not in place, this impact would be an interim significant unavoidable impact. Implementation of Measure IV.B-1-1 above at Van Buren Boulevard/Barton Street would reduce the impacts on the Van Buren Boulevard segment from Barton Street to Coyote Bush Road to less than significant.	Prior to Van Buren/I-215 construction	1) Pursuit of TUMF funding; 2) Pursuit of other sources of Interchange Funding	March JPA			To date, LNR funding commitment is 7 M, March RDA 20 M, Proposition 1B 10 M, Measure A Economic Dev 10 M, Donation of R-O-W approx 6 M. TUMF funding 15 M (delayed). Current shortfall approx 15 M - 32 M.

TABLE XI-1

MERIDIAN SPECIFIC PLAN AMENDMENT MITIGATION MONITORING AND REPORTING PROGRAM

Mitigation Measure	Monitoring Phase	Monitoring Method	Enforcement Agency & Responsible Agency	Verification of Compliance		
				Initials	Date	Remarks
IV.B-1-2 The individual lot developers shall contribute on a fair share basis[1] toward the following improvements to mitigate cumulative peak hour intersection impacts under Existing Plus Project Plus Cumulative conditions at the time of issuance of the building permit:	Prior to issuance of building permits	Payment of Fair Share pro-rata cumulative costs for Meridian SPA projects	March JPA			
8. Alessandro Boulevard and Northbound I-215 Ramps Provide the following improvements: · Add second eastbound left-turn lane; · Add exclusive westbound right-turn lane; · Reconfigure northbound leg to two left-turn lanes and one shared left-through-right lane						
13. Cactus Avenue and Southbound I-215 Ramps Interchange improvements, including widening of the Cactus Avenue bridge over I-215, have been identified in the 2008 RTIP (i.e., RTIP project RIV050533, which is proposed by the City of Moreno Valley). The planned improvements at this intersection would provide sufficient capacity to operate at an acceptable LOS under this traffic scenario. However, as is the case for the I-215/Van Buren Boulevard interchange, a significant unavoidable interim impact would result if this improvement were delayed beyond the implementation of the proposed Project and the cumulative development proposals.	Prior to issuance of building permits	Payment of TUMF fee	March JPA			
14. Cactus Avenue and Northbound I-215 Ramps As with intersection 13 above, the planned improvements identified in the RTIP would mitigate cumulative traffic impacts. However, in light of projected delays in the implementation of these improvements, a significant unavoidable interim impact would result.	Prior to issuance of building permits	Payment of TUMF fee	March JPA			
15. Cactus Avenue and Ellsworth Street Provide the following improvements: · Add third eastbound through and second eastbound left-turn lane; · Reconfigure northbound to leg to provide two left-turn lanes, one through lane, and one right-turn lane with an overlap phase	Prior to issuance of building permits	Payment of Fair Share pro-rata cumulative costs for Meridian SPA projects	March JPA			
21. Van Buren Boulevard and Wood Road Provide the following improvements: · Add third eastbound through lane (a TUMF[2] improvement) and second eastbound left-turn lane; · Add third westbound through lane (a TUMF improvement); · Add second northbound through lane	Prior to issuance of building permits	Payment of Fair Share pro-rata cumulative costs for Meridian SPA projects	March JPA			
22. Van Buren Boulevard and Trautwein Road Provide the following improvements: · Add third eastbound through lane (a TUMF improvement); · Add second southbound through lane; · Add exclusive northbound right-turn lane; · Add second westbound left-turn lane	Prior to issuance of building permits	Payment of Fair Share pro-rata cumulative costs for Meridian SPA projects	March JPA			
36. Nandina Avenue and Barton Street Provide the following improvement: · Add southbound left-turn lane	Prior to issuance of building permits	Payment of Fair Share pro-rata cumulative costs for Meridian SPA projects	March JPA			

TABLE XI-1

MERIDIAN SPECIFIC PLAN AMENDMENT MITIGATION MONITORING AND REPORTING PROGRAM

	Mitigation Measure	Monitoring Phase	Monitoring Method	Enforcement Agency & Responsible Agency	Verification of Compliance		
					Initials	Date	Remarks
IV.B-1-3	The individual lot developers shall contribute on a fair share basis[3] toward the following improvements to mitigate cumulative peak hour intersection impacts under Future Year Plus Project conditions at the time of issuance of the building permit:	Prior to issuance of Building Permit	Payment of fees by land use type and gross acreage, as identified in Chapter VII of the Meridian Specific Plan Amendment	March JPA			
	3. Alessandro Boulevard and Mission Grove Parkway Provide the following improvement: · Add northbound right-turn overlap phase	Prior to issuance of building permits on Meridian SPA projects	Payment of Fair Share pro-rata cumulative costs for Meridian SPA projects	March JPA			
	6. Alessandro Boulevard and Meridian Parkway Provide the following improvements: · Add northbound right-turn overlap phase · Add southbound right-turn overlap phase	Prior to issuance of building permits on Meridian SPA projects	Payment of Fair Share pro-rata cumulative costs for Meridian SPA projects	March JPA			
	7. Alessandro Boulevard and Southbound I-215 Ramps Provide the following improvement: · Split southbound shared left-right turn lane to separate left and right turn lanes	Prior to issuance of building permits on Meridian SPA projects	Payment of Fair Share pro-rata cumulative costs for Meridian SPA projects	March JPA			
	8. Alessandro Boulevard and Northbound I-215 Ramps Provide the following improvement: · Reconfigure northbound approach to provide triple left-turn lanes and a shared through-right lane	Prior to issuance of building permits on Meridian SPA projects	Payment of Fair Share pro-rata cumulative costs for Meridian SPA projects	March JPA			
	9. Alessandro Boulevard and Old 215 Frontage Road Provide the following improvement: · Add second southbound left-turn lane	Prior to issuance of building permits on Meridian SPA projects	Payment of Fair Share pro-rata cumulative costs for Meridian SPA projects	March JPA			
	15. Cactus Avenue and Ellsworth Street Provide the following improvement: · Add second southbound right-turn lane	Prior to issuance of building permits on Meridian SPA projects	Payment of Fair Share pro-rata cumulative costs for Meridian SPA projects	March JPA			
	37. Cottonwood Avenue and Day Street Provide the following improvement: · Add second southbound left-turn lane	Prior to issuance of building permits on Meridian SPA projects	Payment of Fair Share pro-rata cumulative costs for Meridian SPA projects	March JPA			
IV.B-1-4	The Project sponsor shall ensure that the combined Project traffic generation (for both passenger vehicles and trucks) is consistent with the traffic generation budget. The total combined external traffic budget is 45,419 daily trips, including 3,890 daily truck trips. As part of a complete development application, the JPA would calculate trip generation for both passenger cars and trucks using approved trip generation rates. Once approved by the JPA, a running total would be kept for each of the Planning Areas as applications are reviewed.	1) Prior to Plot Plan Approval; 2) Project review	(1) Project sponsor shall provide a signed letter identifying the project's traffic generation (passenger cars and truck) (2) Cumulative traffic generation shall be tracked by the March JPA using the trip monitoring table contained in Appendix C of the Meridian Specific Plan Amendment				

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MERIDIAN SPECIFIC PLAN AMENDMENT MITIGATION MONITORING AND REPORTING PROGRAM

	Mitigation Measure	Monitoring Phase	Monitoring Method	Enforcement Agency & Responsible Agency	Verification of Compliance		
					Initials	Date	Remarks
IV.B-1-5	The Project sponsor shall fully fund construction of the following improvements to mitigate cumulative peak hour intersection impacts:						
	12. Cactus Avenue and Meridian Parkway Provide the following improvement: · Add second westbound left turn lane. The above improvement shall be required upon issuance of occupancy permit for any use within Phase 1, 2 or 2A after traffic generated by the proposed Project exceeds 44,966 External ADT.	Upon issuance of occupancy permit for any use within Phase 1, 2 or 2A after traffic generated by the proposed Project exceeds 44,966 External ADT.	(1) Review of Plans and Specifications (2) Field inspection of improvements	March JPA			
	24. Van Buren Boulevard and Coyote Bush Road Provide the following improvements: · Add second northbound left-turn lane; · Add exclusive northbound right-turn lane with overlap phase This improvement shall be assured to the satisfaction of the March JPA Executive Director prior to issuance of the certificate of occupancy for a total building area exceeding 2.0 million square feet in Phase 3.	To be assured to the satisfaction of the March JPA Executive Director prior to issuance of the Certificate of Occupancy for a total building area exceeding 2.0 million square feet in Phase 3.	(1) Review of Plans and Specifications (2) Field inspection of improvements	March JPA			
	26. Van Buren Boulevard and Village West Drive Provide the following improvement: · Add northbound right-turn overlap phase This improvement shall be assured to the satisfaction of the March JPA Executive Director prior to issuance of the certificate of occupancy for a total building area exceeding 2.0 million square feet in Phase 3.	To be assured to the satisfaction of the March JPA Executive Director prior to issuance of the Certificate of Occupancy for a total building area exceeding 2.0 million square feet in Phase 3.	(1) Review of Plans and Specifications (2) Field inspection of improvements	March JPA			
IV.B-1-6	The Project sponsor shall dedicate land located along the southern boundary of the North Campus to provide sufficient right-of-way for the planned full build out of Van Buren within 90 days of Project approval, as approved by the March JPA Civil Engineer.	To be dedicated to the satisfaction of the March JPA Civil Engineer within 90 days of Project approval.	(1) Review of Plans and Specifications for Van Buren Boulevard widening (2) Preparation and acceptance of offer to dedicate	March JPA			
IV.B-1-7	The Project sponsor shall dedicate land and provide temporary construction easements in the vicinity of the I-215/Van Buren Boulevard interchange to accommodate a portion of the planned future improvements identified in RTIP project RIV060120 within 90 days of Project approval or as required by Caltrans.	Land to be dedicated and temporary construction easements to be provided within 90 days of Project PS&E approval, or as required by Caltrans.	(1) Review of Plans and Specifications for I-215/Van Buren Boulevard improvements (2) Preparation and acceptance of offer to dedicate and temporary construction easements	Review by Caltrans; Verification by March JPA			
IV.C Air Quality							
C-1	Preferential parking spaces shall be offered to car pools and van pools.	(1) Prior to Plot Plan Approval (2) Prior to issuance of Certificate of Occupancy	(1) Review of Plans and Specifications (2) Field verification	March JPA			
C-2	Employers shall implement a compressed workweek schedule when feasible.	(1) Prior to Plot Plan Approval (2) Prior to issuance of Certificate of Occupancy	Approval of TDM plan	March JPA			
C-3	Employers with 250 employees or more shall develop a trip reduction plan to increase vehicle occupancy.	Prior to issuance of Certificate of Occupancy	1) Approval of TDM plan; 2) Submittal of evidence to March JPA of an approved SCAQMD Rule 2202 Plan	March JPA SCAQMD			

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	Mitigation Measure	Monitoring Phase	Monitoring Method	Enforcement Agency & Responsible Agency	Verification of Compliance		
					Initials	Date	Remarks
C-4	Employers shall provide on-site child care facilities when feasible.	(1) Prior to Plot Plan Approval (2) Prior to issuance of Certificate of Occupancy	Project Applicant shall provide signed letter identifying the feasibility of child care facilities	March JPA			
C-5	Design elements shall be designed to reduce vehicle queuing when entering and exiting parking structures.	Prior to Plot Plan Approval	Review of Plans and Specifications	March JPA			
C-6	Projects shall provide for video conferencing facilities to the extent possible.	(1) Prior to Plot Plan Approval (2) Prior to issuance of Certificate of Occupancy	Project Applicant shall provide signed letter identifying the feasibility of video conferencing	March JPA			
C-7	Businesses shall minimize the use of fleet vehicles during smog alerts, and encourage the use of alternative fuel vehicles.	(1) Prior to Plot Plan Approval (2) Prior to issuance of Certificate of Occupancy	Project Applicant shall provide signed letter identifying the feasibility of minimizing use of fleet vehicles	March JPA			
C-8	Buildings shall be designed to reduce energy usage by utilizing solar or low emissions water heaters, double paned glass windows, using light colored roofing materials, using skylights in warehouses, orienting buildings north to the extent practical, and increasing wall and attic installation above Title 24 requirements.	Prior to issuance of Building Permit	Project Architect shall submit a letter verifying use of solar or low emission water heaters, double pained glass, light colored roofing materials, use of skylights in ambient warehouses, orienting buildings north to the extent practical, and increasing wall and attic installation above Title 24 requirements	March JPA			
C-9	CEQA Review of stationary source emissions other than natural gas and electricity shall be done on all projects with the possibility of emitting air pollutants. In addition, all projects involving stationary source emissions shall obtain permits to construct and operate from the SCAQMD.	Prior to issuance of Building Permit	SCAQMD permits	Review and approval by SCAQMD; Verification by March JPA			
C-10	Trucks hauling dirt, sand, gravel or soil are to be covered or should maintain at least two feet of freeboard in accordance with Section 23114 of the California Vehicle Code.	(1) Prior to issuance of Grading Permit (2) On-going during grading activities	(1) Grading contractor shall submit letter verifying compliance (2) Field verification	March JPA			
C-11	Construction access roads to the main roads should be paved to avoid dirt being carried on to the roadway.	(1) Prior to issuance of Grading Permit (2) On-going during grading activities	(1) Grading contractor shall submit letter verifying compliance (2) Field verification	March JPA			
C-12	A construction relations officer should be appointed to act as a community liaison to oversee on-site construction activity and all emissions and congestion related matters.	(1) Prior to issuance of Grading Permit (2) On-going during grading activities	(1) General contractor shall erect an on-site sign (8' X 12') identifying on-site construction manager and contact information (2) Field verification	March JPA			
C-13	Restrict idling emission from trucks by using auxiliary power units and electrification at the industrial warehouse facilities.	N/A	N/A	N/A			Mitigation superseded by Mitigation Measure IV.C-1-16 below?
C-14	Landscape with appropriate drought-tolerant species to reduce water consumption.	(1) Prior to issuance of Building Permit (2) Prior to issuance of Certificate of Occupancy	(1) Landscape Architect shall submit landscape plans confirming low water use landscape (2) Field verification	March JPA			

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	Mitigation Measure	Monitoring Phase	Monitoring Method	Enforcement Agency & Responsible Agency	Verification of Compliance		
					Initials	Date	Remarks
IV.C-1-1	Disturbed areas shall be covered with non-toxic soil stabilizers to inactive areas (previously graded areas inactive for ten days or more).	Construction	(1) General contractor shall submit a construction management plan identifying compliance with this requirement (2) Field verification	March JPA			
IV.C-1-2	All disturbed areas shall be stabilized with the use of erosion control BMPs or a uniform established vegetative cover of 70 percent.	Construction	(1) General contractor shall submit a construction management plan identifying compliance with this requirement (2) Field verification	March JPA			
IV.C-1-3	The construction contractor shall ensure that all trucks hauling dirt, sand, soil, or other loose materials are covered or shall maintain at least two feet of freeboard.	Prior to issuance of Grading Permit	(1) General contractor shall submit a construction management plan identifying compliance with this requirement (2) Field verification	March JPA			
IV.C-1-4	The construction contractor shall ensure that a reduced speed on unpaved roads shall be limited to 15 miles per hour or less.	1) Prior to Grading Permit; 2) On-going during grading activities	(1) General contractor shall submit a construction management plan identifying compliance with this requirement (2) Field verification	March JPA			
IV.C-1-5	The construction contractor shall manage haul road dust through the use of watering at least three times daily with equipment complying with SCAQMD Rule 1186 and 1186.1.	1) Prior to Grading Permit; 2) On-going during grading activities	(1) General contractor shall submit a construction management plan identifying compliance with this requirement (2) Field verification	March JPA			
IV.C-1-6	The construction contractor shall develop a fugitive dust control plan in accordance with the requirements of SCAQMD Rule 403.	1) Prior to Grading Permit; 2) On-going during grading activities	(1) General contractor shall submit a construction management plan identifying compliance with this requirement (2) Field verification	March JPA			
IV.C-1-7	The construction contractor shall be required to comply with SCAQMD Rule 2449 and be registered with the SCAQMD as a condition of permits.	1) Prior to Grading Permit; 2) On-going during grading activities	(1) General contractor shall submit documentation of registration with SCAQMD (2) Field verification	March JPA			
IV.C-1-8	The construction contractor shall utilize “Super-Compliant” VOC paints, which are defined in SCAQMD’s Rule 1113. “Super-Compliant” VOC paints contain 10 grams/liter of VOCs or less.	Prior to issuance of Building Permit	Construction manager shall submit a signed letter providing a complete list of all coatings and solvents with manufacturer's codes and identification sufficient to verify compliance with Rule 1113	March JPA			

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	Mitigation Measure	Monitoring Phase	Monitoring Method	Enforcement Agency & Responsible Agency	Verification of Compliance		
					Initials	Date	Remarks
IV.C-1-9	The construction contractor shall ensure that a minimum of 50 percent of all construction vehicles engaged in mass grading activities shall be Tier 2, Tier 3, or higher.	Prior to issuance of Grading Permit	Grading contractor shall submit a signed letter providing a complete list of all grading equipment, detailing type, horse power and year of equipment demonstrating that at least 50 percent of all construction vehicles are Tier 2, Tier 3 or higher	March JPA			
IV.C-1-10	The construction contractor shall utilize utility power from power lines/poles where available and feasible. In the unlikely event power for a pole is unavailable, a generator may be used.	Prior to issuance of Building Permit	(1) General contractor shall submit a signed letter identifying the location of temporary power poles or, if none are available, the specifications, time, and duration of use for generators. (2) Field verification	March JPA			
IV.C-1-11	The construction contractor shall be required to provide evidence that all construction equipment is properly maintained to reduce NOx emissions to the extent possible.	(1) Prior to issuance of Grading Permit (master developer and site developer)	Grading Contractor shall submit a letter from a certified heavy equipment mechanic verifying that construction equipment is properly maintained	March JPA			
IV.C-1-12	The General Contractor shall post a publicly visible sign with a telephone number to contact regarding dust complaints.	1) Prior to Grading Permit; 2) On-going during grading activities	(1) Site General Contractor shall erect an 8'x12' on-site sign identifying on-site construction manager and contact information (2) Field verification	March JPA			
IV.C-1-13	No more than 100 acres shall be graded simultaneously on any single day during the initial development phase of construction. The construction contractor shall also ensure that the total building square footage constructed within the project does not exceed the building area identified in Table IV.C-4 (i.e., foundation construction, building construction, architectural coatings application) be conducted simultaneously on any single day.	1) Prior to Grading Permit; 2) On-going during grading activities	(1) General contractor shall submit a construction management plan identifying compliance with this requirement (2) Field verification	March JPA			
IV.C-1-15	The Project sponsor shall provide in-lieu payment for bus shelter construction for three bus shelters. The March JPA shall construct these shelters, subject to the review and approval of the Riverside Transit Agency (RTA).	Prior to issuance of the first Certificate of Occupancy	(1) The Project master developer shall remit payment to the March JPA in accordance with an approved construction estimate (2) March JPA shall construct shelters as approved by RTA	March JPA			
IV.C-1-16	All cold storage facilities shall install conduit to all loading dock doors accessing the cold storage warehouse in order to accommodate future use plug–in electrical outlets. Additionally, all cold storage facilities, including lot 16, shall have a minimum of 20% of the loading dock doors activated for plug-in use prior to the certificate of occupancy.	1) Prior to Certificate of Occupancy; 2) On-going monitoring	(1) Review of Plans and Specifications (2) Field verification	March JPA			

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	Mitigation Measure	Monitoring Phase	Monitoring Method	Enforcement Agency & Responsible Agency	Verification of Compliance		
					Initials	Date	Remarks
IV.C-1-17	The ~~truck~~ trailer fleets of all cold storage warehouses shall be 100% plug-in ready within 10 years of the certificate of occupancy.	10 years after Certificate of Occupancy	(1) Facility manager shall submit signed letter to March JPA certifying compliance with this requirement (2) Field verification	March JPA			
IV.C-1-18	The project architect shall certify that all trusses/structural plans for buildings over 200,000 square feet are designed to support the weight of a solar voltaic system	Prior to issuance of Building Permit	Letter from project architect certifying compliance with this requirement	March JPA			
IV.C-1-19	The ~~construction contractor~~ Project Applicant shall ensure that the equipment, machinery, activities and uses developed within the proposed Project area are consistent with the emissions budget listed in Table III-1, contained in Chapter III, Project Description as analyzed in the air quality technical study. Equipment, machinery, activities and uses in excess of those listed in Table III-1 would necessitate additional environmental review.	Prior to construction	(1) Review of Plans and Specifications (2) Updating list in Table III-1 as necessary to keep an accurate running total (3) Field verification	March JPA			
IV.C-1-20	For each development, cumulative traffic generation within the Project shall be reviewed to assure consistency with the combined proposed Project traffic generation (for both passenger vehicles and truck) as identified in the traffic generation budget defined in Section IV.B, Transportation and Traffic. An exceedence of that budget, except as to limited trip redistributions within Traffic Planning Areas, shall necessitate additional environmental review.	(1) Prior to Plot Plan Approval	(1) Project sponsor shall provide a signed letter identifying the project's traffic generation (passenger cars and truck) (2) Cumulative traffic generation shall be tracked by the March JPA using the trip monitoring table contained in Appendix C of the Meridian Specific Plan Amendment	March JPA			
IV.C-4-1	All development shall comply with SCAQMD Rule 402. Any potential use on the Rule 402 list of uses shall require further environmental review.	Prior to Plot Plan Approval	March JPA shall confirm that the project is not on the rule 402 list of uses that potentially emit quantities of air contaminants or other material which cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public	March JPA			

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	Mitigation Measure	Monitoring Phase	Monitoring Method	Enforcement Agency & Responsible Agency	Verification of Compliance		
					Initials	Date	Remarks
IV.D Biological Resources							
D-1	Prior to construction activity, the applicant shall coordinate with USFWS to assure that the requirements and stipulations of the 1999 Biological Opinion and the Biological Opinion Clarification Letter (September 6, 2002) are met. The 1999 Biological Opinion and the 1999 Biological Opinion Clarification letter are included in Appendices A and B of the Biological Resources Review found in Appendix F of this document. Mitigation for potential impacts to federal or state listed species shall be as per the 1999 Biological Opinion and the 1999 Biological Opinion Clarification Letter issued by USFWS. This mitigation shall include the replacement 35.2 acres of impacted occupied Stephens' kangaroo rat (SKR) habitat at a 1:1 ratio. As of September 2002, the March JPA is responsible for 14.2 acres of mitigation at a 1:1 ratio, as 21 acres of USFWS approved occupied habitat have previously been acquired by the March JPA and serve as mitigation for 21 acres of SKR occupied habitat. Other required mitigation (78.4 acres discussed in the 1999 BO Clarification letter) will be at a fee of $500 per acre.	Mitigation Complete	NA	March JPA	DPF	20-Nov-06	The mitigation credits for SKR were purchased on January 24, 2005 from the County of Riverside and November 20, 2006 from the Southwestern Riverside County Multi-Species Reserve
D-2	Per the 1999 BO, avoid 13 acres of USFWS designated least Bell's vireo riparian habitat north and south of Van Buren Boulevard by utilizing 100-foot buffer zones in these areas.	NA	NA	March JPA			The proposed Project's boundaries do not overlap, and are not adjacent to, the riparian habitat referenced in this mitigation measure. This habitat is located to the west of the North Campus
D-3	No construction activities shall occur during the nesting/breeding season until a qualified biologist has conducted a field review of the affected areas for occupancy by the least bell's vireo.	NA	NA	March JPA			This mitigation measure is superseded by Mitigation Measure IV.D.1-1, below
D-4	Prior to construction activity, the applicant shall coordinate with the L.A. District Corps office to assure conformance with the requirements of Section 404 of the Clean Water Act.	Prior to construction	(1) CWA Section 404 permit (2) Field verification	Review and approval by ACOE; Verification by March JPA			Permit application submitted and under review by ACOE
D-5	Prior to construction activity, the applicant shall coordinate with the Santa Ana Water Quality Board (Region 8) to assure conformance with the requirements of Section 404/401 of the Clean Water Act and the State of California Porter Cologne Water Quality Control Act.	Mitigation Complete	NA	March JPA			Water Quality Standards certification (March 21, 2003)
D-6	Prior to activity within waters of the U.S., the applicant shall coordinate with the California Department of Fish and Game (Eastern Sierra and Inland Desert Region 6) relative to conformance to the Lake and Streambed Alteration permit requirements.	Mitigation Complete	NA	March JPA	DPF	2-Jun-10	Streambed Alteration Agreement signed June 2, 2010
IV.D.1-1	The following mitigation measures shall be implemented to reduce the impacts to LBV to below a level of significance: · To avoid the direct loss of eggs and chicks, all vegetation shall be cleared outside the LBV breeding season (e.g., March 1 through August 15).	(1) Prior to issuance of Grading Permit (2) During construction	(1) and (2) General Contractor to consult with qualified biologist to verify compliance with requirements	March JPA			For lots that include or are adjacent to riparian vegetation (i.e., lots U3-4, U3-5, U4-E, U4-15, U4-13, U4-14 and U4-12 depending on the sequence of lot development).

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Mitigation Measure	Monitoring Phase	Monitoring Method	Enforcement Agency & Responsible Agency	Verification of Compliance		
				Initials	Date	Remarks
Construction activities associated with the widening of Van Buren Boulevard and all lots adjacent to occupied LBV habitat shall be restricted during the LBV breeding season to avoid indirect impacts to the species from increased noise levels. In the event construction activities must occur during the breeding season, noise attenuation measures (e.g. noise walls or berms) and noise monitoring by qualified biologist will be required. Noise levels shall not exceed 60 dBA Leq in suitable occupied riparian habitat during the breeding season during one-hour internals. If noise levels exceed this threshold as determined by the monitoring biologist, construction activities shall cease or additional noise measures shall be incorporated to reduce construction-related noise levels to 60 dBA Leq or less.	(1) Prior to issuance of Grading Permit (2) During construction	1) Qualified biologist to submit report documenting compliance with requirements 2) Field verification	March JPA			For lots that include or are adjacent to riparian vegetation (i.e., lots U3-4, U3-5, U4-E, U4-15, U4-13, U4-14 and U4-12 depending on the sequence of lot development) and Van Buren Blvd. widening west of Meridian Pkwy.
· Temporary construction fencing shall be used to delineate constructing limits and will be maintained until construction is complete.	(1) Prior to issuance of Grading Permit (2) During construction	1) Review of Plans and Specifications 2) Field verification	March JPA			
· All motorized construction equipment shall be kept within a staging area outside of the riparian habitat. The staging area shall not drain into the riparian habitat. Best management practices shall be implemented in order to direct the storm water runoff away from adjacent riparian areas. BMPs may include but are not limited to covering construction materials, perimeter gravel bags, and/or fiber rolls.	(1) Prior to issuance of Grading Permit (2) During construction	Grading contractor shall submit a signed letter identifying the staging area and certifying intent to comply with requirement 2) Field verification	March JPA			
· Construction activities adjacent to the Conservation Area will be conducted during day light hours to avoid the use of night lighting that could increase predation rates and/or disrupt nesting LBVs.	(1) Prior to issuance of Grading Permit (2) During construction	Construction contractor shall submit a signed letter certifying compliance with this requirement 2) Field verification	March JPA			
· For the development of the Meridian lots adjacent to the Conservation Area, construction crews and field workers shall be provided training by the qualified biologist to avoid unnecessary impacts to LBV and its habitat in the area.	(1) Prior to issuance of Grading Permit (2) During construction	Construction contractor shall submit a signed letter identifying the qualified biologist and certifying compliance with this requirement 2) Field verification	March JPA			
· Following construction, lighting of all developed areas adjacent to the Conservation Easement Areas shall be directed away from the Conservation Easement Areas to avoid increased predation and/or disruption of nesting LBV. Adjacent	1) Prior to issuance of building permit 2) On-going	(1) Review of Plans and Specifications (2) Field verification	March JPA			
· All drainage from adjacent development within the Meridian development shall be directed away from the riparian areas to avoid the potential urban run-off contamination of LBV habitat.	1) Prior to issuance of building permit	(1) Review of Plans and Specifications	March JPA			
· The Unit 4 Lot E detention basin adjacent to Mitigation Area 2 shall be maintained by the Meridian Landscape, Lighting and Maintenance District (LLMD). The basin shall continuously be monitored, maintained, and kept clear of overgrowth. Maintenance activities shall occur outside of the LBV nesting/breeding season (March 1 – August 15).	1) On-going	(1) Scheduled maintenance and field verification	March JPA			

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Mitigation Measure	Monitoring Phase	Monitoring Method	Enforcement Agency & Responsible Agency	Verification of Compliance		
				Initials	Date	Remarks
· A biological monitor shall be present during habitat clearing and construction within waters of the U.S. and riparian areas to ensure the activities are performed in accordance with the biological opinion, terms and conditions of the 404 permit, and final streambed agreement as amended by CDFG.	(1) Prior to issuance of Grading Permit (2) On-going during construction	The biological monitor shall submit a signed letter identifying the requirements of the Biological Opinion, 404 permit and 1601 permit and compliance with those measures; 2) Field verification	March JPA			
· Temporary chain link fence shall be installed by the Master Developer at the start of mass grading for those lots adjacent to the Conservation Easement areas. The temporary chain link fencing shall be replaced by the individual lot developer with a minimum 8" decorative masonry wall at the onset of fine grading improvements for each lot in accordance with the Meridian Compensatory Mitigation and Monitoring Plan (CMMP). The LLMD will be responsible for mending fences or walls that are adjacent to the Conservation Easement Areas.	1) Prior to issuance of grading permit; 2) On-going	(1) Review of Plans and Specifications (2) Field inspection	March JPA			
· All lots within the Meridian development adjacent to the Conservation Easement Areas shall be landscaped with native and non-invasive plant materials to protect biological resources, such as habitat supporting LBV.	1) Prior to Plot Plan Approval	(1) Review of Plans and Specifications	March JPA			
· Fuel modification will be evaluated by the County of Riverside Fire Department on an annual basis along the south and east boundaries of the existing residences adjacent to Conservation Easement Area 1. Fuel modification may be required within Conservation Area 1, not to exceed 30.5 m (100 ft) from the nearest structure unless otherwise determined by the County of Riverside Fire Department. If fuel modification must occur, it would be accomplished using hand tools and mowers to selectively thin hazardous vegetation or combustible material. Disking of vegetation is prohibited. Riparian areas will be avoided and fuel modification would occur no closer than 15.2 (50 ft) from the drip line of the riparian habitat. Fuel modification will be the responsibility of the March JPA who shall coordinate fuel modification efforts with the approved managing entity to ensure riparian zones are avoided.	1) On-going	1) Collaboration between March JPA and managing agency	March JPA			
· All new construction that will occur adjacent to Conservation Easement Areas 1 and 2 shall be designed such that no fuel modifications will be required within the conservation areas.	1) Prior to Plot Plan Approval	(1) Review of Plans and Specifications	March JPA			
· The March JPA and the Master Developer shall be responsible for ensuring the successful onsite establishment of 2.3 acres of LBV habitat within "Mitigation Area 1" and approximately 1.9 acres of LBV habitat within "Mitigation Area 2." In addition, the March JPA and the Master Developer will record a conservation easement on approximately 175 acres to ensure the long-term protection of the restored riparian habitats, existing occupied LBV habitat, and adjacent upland buffers. The conservation easement areas shall be managed in perpetuity by an appropriate management entity.	(1) Prior to grading activities associated with Van Buren Boulevard widening (west of Meridian Pkwy) and the development of portions of U4-15 and U4-E containing riparian habitat (2) After construction	(1) Record conservation easements with ACOE (2) Retain qualified biologist to monitor onsite establishment during 5 year monitoring and maintenance period.	March JPA			

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	Mitigation Measure	Monitoring Phase	Monitoring Method	Enforcement Agency & Responsible Agency	Verification of Compliance		
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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.	No more than 30 days prior to the commencement of construction activities	Burrowing owl preconstruction surveys and documentation by qualified biologist	March JPA			
IV.D-3-1	The March JPA and the Master Developer 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.	(1) Mitigation Area 1: to be completed concurrently with the widening of Van Buren Boulevard west of Meridian Parkway (2) Mitigation Area 2: to be completed concurrently with construction of the detention basin at U4-E	(1) Review of Plans and Specifications (2) Annual reports (over a five year period)	Review and approval by ACOE, CDFG and USFWS; Verification by March JPA			
IV.D-3-2	The March JPA and Master Developer shall protect approximately 175 acres of waters of the U.S. State Waters, LBV habitat and upland habitat located in the former SKR management 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.	Prior to initiating activities that would impact riparian habitat and waters of the U.S. and waters of the state (except for the concrete channel in Meridian Unit 4)	(1) Review of Plans and Specifications (2) Annual reports (over a five year period)	Review and approval by ACOE, CDFG and USFWS; Verification by March JPA			
IV.E Hazards and Hazardous Materials							
E-1	No project facilities located within one-quarter miles of the existing school shall store, handle or use toxic or highly toxic gases as defined in the most currently adopted County fire code at quantities that exceed exempt amount as defined in the most currently adopted fire code.	(1) Prior to Plot Plan Approval (2) Prior to issuance of Certificate of Occupancy	(1) Review of Plans and Specifications (2) Field verification	March JPA			
E-2	Facilities that store, handle or use regulated substances as defined in the California Health and Safety Code 25532 (g) in excess of threshold quantities shall prepare risk management plans (RMP) for determination of risks to the community. If in the event the RMP shows that the facility stores, handles or use regulated substances in excess of the thresholds described above, the activity will be prohibited.	NA	NA	NA			Superseded by Mitigation Measure IV.E.1-1 below
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.	Prior to issuance of Certificate of Occupancy	Submittal of approved Risk Management Plan to the March JPA	March JPA			
IV.F Hydrology/Water Quality							
F-1	Detention basins and improvements to the storm drain system shall be constructed to reduce peak flows to less than those associated with existing conditions in accordance with the approved Drainage Plan.	During Construction	Field verification	March JPA			
F-2	The storm drain system shall include sediment basins near inlets to the system to intercept sediment in accessible areas where maintenance is practical.	Prior to issuance of Grading Permit	(1) Review of Plans and Specifications (2) Field verification	March JPA			
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.	1) Completion of SWPPP update prior to grading; 2) on-going monitoring of best management practices	Field Verification	March JPA			Applicant has received WDID#, and is modifying SWPPP to comply with new General Construction Permit
IV.G Utilities and Service Systems							
H-1	Provide for the extension of utility infrastructure to serve the development, including over-sizing facilities for future needs.	Prior to Plot Plan Approval	(1) Review of Plans and Specifications (2) Field verification	March JPA			

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MERIDIAN SPECIFIC PLAN AMENDMENT MITIGATION MONITORING AND REPORTING PROGRAM

	Mitigation Measure	Monitoring Phase	Monitoring Method	Enforcement Agency & Responsible Agency	Verification of Compliance		
					Initials	Date	Remarks
H-2	Construct the storm drain and flood control facilities, in accordance with the ~~approved March Business Center Drainage Plan and Plan for March JPA Planning Area~~ Meridian Business Center Ultimate Drainage Conditions drainage study (~~Feb.~~ June 2010).	Prior to Plot Plan Approval	(1) Review of Plans and Specifications (2) Field verification	March JPA			
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.	Prior to issuance of Certificate of Occupancy	(1) Review of Plans and Specifications (2) Field verification	March JPA			
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: o 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. o The use of mulch and/or compost in the development and maintenance or landscape areas is recommended. o 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.	Prior to issuance of Building Permit or Demolition Permit	(1) Review of Plans and Specifications (2) Facility Manager shall submit a signed letter verifying compliance with the reduction/diversion of demolition waste (3) Field verification	March JPA			
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.	Prior to Plot Plan approval	(1) Project architect shall submit Recycles Collection and Loading Area plot plan to verify compliance with this requirement (2) Field verification	March JPA			
H-6	As Phase 1 develops, actual wastewater flows will be monitored relative to the capacity of ~~Pump Station 3586~~ the Van Buren Pump Station so that future improvements will be in place before the capacity of the pump station is reached.	NA	NA	NA			Superseded by Mitigation Measure IV.G-2-1 below
H-7	The proposed non-potable water system will meet "Purple" pipe standards for reclaimed water systems.	Prior to Plot Plan Approval	(1) Review of Plans and Specifications (2) Field verification	March JPA			
H-8	A fireflow standard of 5,000 gallons per minute shall be used for the water distribution network.	Prior to Plot Plan Approval	(1) Review of Plans and Specifications (2) Field verification	March JPA			
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).	Within 180 days of certification of the Final SEIR	Periodic review of data from SCADA system	Monitoring by WMWD; Verification by March JPA			

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	Mitigation Measure	Monitoring Phase	Monitoring Method	Enforcement Agency & Responsible Agency	Verification of Compliance		
					Initials	Date	Remarks
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.	Prior to Plot Plan Approval	Individual lot developer shall prepare sewer capacity analysis based on current flow data	Approval by WMWD; Verification by March JPA			
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.	Prior to Plot Plan Approval	(1) Individual lot developer shall determine water demand of proposed development (2) March JPA to verify that water demand does not exceed capacity				
IV.H Noise							
J-1	All proposed projects within the School Buffer overlay districts will be required to conduct an acoustical analysis. If the acoustical analysis indicates noise levels from a proposed use will be in excess of the thresholds defined in this section, then the March JPA will prohibit the use within the school overlay district.	(1) Prior to Plot Plan Approval (2) On-going	(1) Review of Plans and Specifications (2) Field verification	March JPA			
J-2	All construction equipment used for construction activities shall be fitted with exhaust muffling and noise control filter devices to reduce noise impacts.	1) Prior to issuance of Grading Permit 2) On-going during construction	Grading and Construction Contractor shall submit a letter to March JPA from a certified heavy equipment mechanic verifying compliance	March JPA			
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.	Prior to issuance of Building Permits	Review of list of sensitive receptors to identify potential impacts	March JPA			
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.	Prior to issuance of Building Permit	(1) Project architect shall submit a letter verifying compliance with this requirement (2) Field verification	March JPA			
J-5	Buildings located within the 65dBA noise contour will include appropriate sound attenuation devices within its construction.	Prior to issuance of Building Permit	(1) Project architect shall submit a letter verifying compliance with this requirement (2) Field verification	March JPA			
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.	Prior to issuance of Building Permit	(1) Project architect shall submit a letter verifying compliance with this requirement (2) Field verification	March JPA			
J-7	Separate residential uses and truck routes so that noise impacts will be contained without unnecessarily lengthening truck trips.	Ongoing	Truck Route Ordinance #JPA 09-01 approved on Oct. 7, 2009	March JPA			

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	Mitigation Measure	Monitoring Phase	Monitoring Method	Enforcement Agency & Responsible Agency	Verification of Compliance		
					Initials	Date	Remarks
IV.H.1-1	Prior to obtaining a building permit, a site/building-specific acoustical report shall be prepared by an acoustical engineer or professional acoustician showing that interior noise levels within all habitable rooms do not to exceed 45 dB Ldn or CNEL for all new noise sensitive receptors (inclusive of transient lodging, educational facilities, and childcare facilities) which are identified as Conditionally Acceptable Uses consistent with Figure IV.H-3, State of California Noise Compatibility Chart. Normally Unacceptable Uses identified in Figure IV.H-3, State of California Noise Compatibility Chart shall not be allowed. The recommendations of the noise report shall be mandatory and binding on the proposed development. Noise reduction measures may include specific window treatments, such as dual glazing, and mechanical ventilation when the 45 dBA CNEL limit can only be achieved with a closed window condition.	Prior to issuance of Building Permit	Project Architect shall provide to the March JPA a site/building-specific acoustical report prepared by an acoustical engineer or professional acoustician	March JPA			
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.	Prior to issuance of Building Permit	(1) Review of Plans and Specifications (2) Field verification	March JPA			
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.	Prior to issuance of Building Permit	(1) Review of Plans and Specifications (2) Field verification	March JPA			
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.	Prior to issuance of Building Permit	Individual lot developer shall provide to the March JPA a site/building-specific acoustical report prepared by an acoustical engineer or professional acoustician	March JPA			

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	Mitigation Measure	Monitoring Phase	Monitoring Method	Enforcement Agency & Responsible Agency	Verification of Compliance		
					Initials	Date	Remarks
IV.H.2-1	U1-5 and U1-6 shall be required to demonstrate through site design that rail spurs and building design are compatible with the California Building Code vibration requirements.	Prior to issuance of Building Permit	(1) Review of vibration study during Plans and Specifications (2) Field verification	March JPA			
IV.I Geology and Soils							
K-1	All grading should be performed in accordance with the grading guidelines outlined in the March JPA Development Code.	(1) Prior to issuance of Grading Permit (2) Ongoing during grading activities	(1) Letter from grading contractor verifying compliance with this requirement (2) Field verification	March JPA			
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.	(1) Prior to issuance of Grading Permit (2) Ongoing during grading activities	(1) Letter from grading contractor verifying compliance with this requirement (2) Field verification	March JPA			
K-3	All future development shall use proper erosion control measures during and following construction.	(1) Prior to issuance of Grading Permit (2) Ongoing during grading activities	(1) Letter from grading contractor verifying compliance with this requirement (2) Field verification	March JPA			
K-4	Revegetate graded area with native plants compatible to the area to prevent erosion.	(1) Prior to issuance of Grading Permit (2) Ongoing during grading activities	(1) Letter from grading contractor verifying compliance with this requirement (2) Field verification	March JPA			
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.	(1) Prior to issuance of Building Permit (2) Ongoing during building activities	(1) Building plans shall be reviewed by the March JPA Building Department and shall receive approval only upon confirmation that all plans comply with the California Building Code (2) Building inspection	March JPA			
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.	(1) Prior to issuance of Building Permit (2) Ongoing during grading activities	(1) Individual lot developer shall provide geotechnical report with compaction requirements to March JPA for review and approval (2) Field verification	March JPA			
IV.J Cultural Resources							
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.	On-going during construction	The grading contractor shall submit a signed letter acknowledging this requirement and identifying the name of the qualified archaeologist and paleontologist who will perform the survey, if needed	March JPA			

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	Mitigation Measure	Monitoring Phase	Monitoring Method	Enforcement Agency & Responsible Agency	Verification of Compliance		
					Initials	Date	Remarks
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.	Prior to the commencement of ground-disturbing construction activities within the Unit 4 area	The Project sponsor shall submit a signed letter to the March JPA verifying compliance with this requirement	March JPA			
IV.J-2-2	At least 30 days prior to beginning Project construction, the Project Applicant shall contact the Pechanga Tribe to notify the Tribe of grading, excavation and the monitoring program, and to coordinate with the MJPA and the Tribe to develop a Cultural Resources Treatment and Monitoring Agreement. The Agreement shall address the treatment of known cultural resources, the designation, responsibilities, and participation of Native American Tribal monitors during grading, excavation and ground disturbing activities in native soils; Project grading and development scheduling; terms of compensation; and treatment and final disposition of any cultural resources, sacred sites, and human remains discovered on the site.	(1) At least 30 days prior to commencement of ground-disturbing construction activities within Unit 4 (2) At least 14 days prior to commencement of ground-disturbing construction activities within Unit 4	(1) The Project sponsor shall provide written notification to the Pechanga Tribe of planned grading activities (2) The Project sponsor and March JPA shall prepare and execute a Cultural Resources Treatment and Monitoring Agreement	March JPA			
IV.J-2-3	Prior to beginning Project construction, the Project Archaeologist shall file a pregrading report with the MJPA to document the proposed methodology for grading activity observation. Said methodology shall include the requirement for a qualified archaeological monitor to be present and to have the authority to stop and redirect grading activities. In accordance with the agreement required in Mitigation Measure IV.J-2-2, the archaeological monitor's authority to stop and redirect grading shall be exercised in consultation with the appropriate Tribe to evaluate the significance of any archaeological resources discovered on the property. Tribal monitors shall be allowed to monitor all grading, excavation and ground breaking activities in native soils, and shall also have the authority to stop and redirect grading activities in consultation with the Project archaeologist.	Prior to the commencement of ground-disturbing construction activities within Unit 4	Archaeological monitor shall submit a pregrading report to the March JPA	March JPA			
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.	During construction	Contractor shall submit a letter to March JPA verifying compliance with this requirement	March JPA			
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.	During construction	The Project sponsor and March JPA shall coordinate with the Pechanga Tribe and with the archaeological monitor to determine the feasibility of avoidance and preservation	March JPA			

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	Mitigation Measure	Monitoring Phase	Monitoring Method	Enforcement Agency & Responsible Agency	Verification of Compliance		
					Initials	Date	Remarks
IV.J-2-6	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 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.	During construction	The Project sponsor, March JPA, Pechanga Tribe, and the archaeological monitor shall meet to discuss the significance of resources encountered. The March JPA's determination shall be binding on all parties in the event that consensus is not reached	March JPA			
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.	During construction	The grading contractor and the March JPA shall coordinate as necessary with the Riverside County Coroner, Native American Heritage Commission, and the most likely descendent with respect to disposition and treatment of remains as provided in PRC 5097.98	March JPA			
IV.K Public Services							
P-1	The March JPA will contract with the Riverside County Sheriff's Department to provide additional police service to the Specific Plan area.	Mitigation Complete	NA	NA			March JPA contracted with the Riverside County Sheriff's Department in 2007 to provide supplemental Sheriff patrols to the entire March JPA Planning area through 2012
P-2	The developer shall dedicate land within the proposed Project for a future fire station. The March JPA will develop a financing plan to fund the station.	On-going until site is dedicated	Master developer shall dedicate the site in accordance with the MOU between March JPA, Riverside County, Riverside County Fire Department and LNR Riverside LLC	March JPA			
P-3	Development within the elementary school buffer zone will abide by land use compatibility conditions as set forth in the March Business Center Specific Plan.	(1) Prior to Plot Plan Approval (2) Prior to issuance of Certificate of Occupancy	(1) Review of Plans and Specifications (2) Field verification	March JPA			
IV.L Climate Change and Greenhouse Gases							
	The project shall provide a site that can accommodate the future construction of a multimodal transportation center by RCTC in the North Campus, north of Cactus Avenue and south of Alessandro Boulevard. CEQA analysis of the environmental impacts of the transportation center will be required once a proposal is brought forward by RCTC.	Prior to construction of Metrolink Facility	1) LNR/JPA to convey site to RCTC; 2) RCTC to perform CEQA analysis	March JPA RCTC			

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	Mitigation Measure	Monitoring Phase	Monitoring Method	Enforcement Agency & Responsible Agency	Verification of Compliance		
					Initials	Date	Remarks
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 March Business Center Specific Plan.	Prior to Plot Plan Approval	Verify parking complies with March Business Center Specific Plan Table II-3	March JPA			
B-6	The project shall provide for bicycle facilities to accommodate non-motorized circulation on the site and connectivity to routes in the Cities of Riverside and Moreno Valley.	(1) Prior to Plot Plan Approval (2) Prior to issuance of Certificate of Occupancy	(1) Review of Plans and Specifications (2) Field verification	March JPA			
B-10	The March JPA shall implement Transportation Demand Management (TDM) strategies to shift trips outside the standard commuting hours and/or to non-"drive alone" modes of travel. This is accomplished through various employer-initiated measures, such as flexible working hours, encouragement of carpooling, and facilitating access for non-motorized (i.e., bicycling or walking) modes of travel. Section V of the Specific Plan outlines TDM requirements.	Prior to Issuance of Certificate of Occupancy	Approval of TDM plan	March JPA			
B-11	The March JPA shall cooperate with the Riverside Transportation Agency (RTA) for the provision of bus service within the Specific Plan area.	On-going	Meeting/correspondence between March JPA and RTA	March JPA			
C-1	Preferential parking spaces shall be offered to car pools and van pools.	(1) Prior to Plot Plan Approval (2) Prior to issuance of Certificate of Occupancy	(1) Review of Plans and Specifications (2) Field verification	March JPA			
C-2	Employers shall implement a compressed workweek schedule when feasible.	(1) Prior to Plot Plan Approval (2) Prior to issuance of Certificate of Occupancy	Approval of TDM plan	March JPA			
C-3	Employers with 250 employees or more shall implement a trip reduction plan to increase vehicle occupancy.	Prior to issuance of Certificate of Occupancy	1) Approval of TDM plan; 2) Submittal of evidence to March JPA of an approved SCAQMD Rule 2202 Plan	March JPA SCAQMD			
C-4	Employers shall provide on-site child care facilities when feasible (not appropriate for industrial facilities).	(1) Prior to Plot Plan Approval (2) Prior to issuance of Certificate of Occupancy	Project Applicant shall provide signed letter identifying the feasibility of child care facilities	March JPA			
C-5	Design elements shall be designed to reduce vehicle queuing when entering and exiting parking structures.	Prior to Plot Plan Approval	Review of Plans and Specifications	March JPA			
C-6	Projects shall provide for video conferencing facilities to the extent possible.	(1) Prior to Plot Plan Approval (2) Prior to issuance of Certificate of Occupancy	Project Applicant shall provide signed letter identifying the feasibility of video conferencing	March JPA			
C-7	Businesses shall minimize the use of fleet vehicles during smog alerts, and encourage the use of alternative fuel vehicles.	(1) Prior to Plot Plan Approval (2) Prior to issuance of Certificate of Occupancy	Project Applicant shall provide signed letter identifying the feasibility of minimizing use of fleet vehicles	March JPA			

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	Mitigation Measure	Monitoring Phase	Monitoring Method	Enforcement Agency & Responsible Agency	Verification of Compliance		
					Initials	Date	Remarks
C-8	Buildings shall be designed to reduce energy usage by utilizing solar or low emission water heaters, double paned glass windows, using light colored roofing materials, using skylights in warehouses, orienting buildings to the north to the extent practical, and increasing wall and attic insulation above Title 24 requirements.	Prior to issuance of Building Permit	Project Architect shall submit a letter verifying use of solar or low emission water heaters, double pained glass, light colored roofing materials, use of skylights in ambient warehouses, orienting buildings north to the extent practical, and increasing wall and attic installation above Title 24 requirements	March JPA			
C-9	CEQA Review of stationary source emissions other than natural gas and electricity shall be 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.	Prior to issuance of Building Permit	SCAQMD permits	Review and approval by SCAQMD; Verification by March JPA			
C-12	A construction relations officer should be appointed to act as a community liaison to oversee on-site construction activity and all emissions and congestion related matters.	(1) Prior to issuance of Grading Permit (2) On-going during grading activities	(1) Grading contractor shall submit letter verifying compliance (2) Field verification	March JPA			
C-13	Restrict idling emission from trucks by using auxiliary power units and electrification at the industrial warehouse facilities.	(1) Prior to issuance of Grading Permit (2) On-going during grading activities	(1) Grading contractor shall submit letter verifying compliance (2) Field verification	March JPA			Note: Superseded by IV.C-1-16
C-14	Landscape with appropriate drought-tolerant species to reduce water consumption.	(1) Prior to issuance of Grading Permit (2) On-going during grading activities	(1) General contractor shall erect an on-site sign (8' X 12') identifying on-site construction manager and contact information (2) Field verification	March JPA			
H-4	The Project sponsor shall incorporate the following measures to help reduce the project's potential solid waste impacts and to help in the County's effort to comply with State law in diverting solid waste from landfill disposal: · Green waste generated by the project should be kept separate from other waste types in order that it can be recycled through the practice of grass recycling (where lawn clippings from a mulching type mower are left on the lawn) or onsite composting or directed to local wood grinding and/or composting operations. · The use of mulch and/or compost in the development and maintenance of landscape areas is recommended. · Construction and demolition waste should be reduced and/or diverted from landfill disposal by the use of onsite grinders or by directing the materials to recycling facilities.	Prior to issuance of Building Permit or Demolition Permit	(1) Review of Plans and Specifications (2) Facility Manager shall submit a signed letter verifying compliance with the reduction/diversion of demolition waste (3) Field verification	March JPA			
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.	Prior to Plot Plan approval	(1) Project architect shall submit Recycles Collection and Loading Area plot plan to verify compliance with this requirement (2) Field verification	March JPA			

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	Mitigation Measure	Monitoring Phase	Monitoring Method	Enforcement Agency & Responsible Agency	Verification of Compliance		
					Initials	Date	Remarks
H-7	The proposed non-potable water system will meet "Purple" pipe standards for reclaimed water systems.	Prior to Plot Plan Approval	(1) Review of Plans and Specifications (2) Field verification	March JPA			
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.	Prior to issuance of Building Permit	(1) Project architect shall submit a letter verifying compliance with this requirement (2) Field verification	March JPA			
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).	(1) Prior to Plot Plan Approval (2) Prior to issuance of Certificate of Occupancy	(1) Review of Plans and Specifications (2) Field verification	March JPA			
IV.L-1.2	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).	(1) Prior to Plot Plan Approval (2) Prior to issuance of Certificate of Occupancy	(1) Review of Plans and Specifications (2) Field verification	March JPA			
IV.L-1.3	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.	(1) Prior to Plot Plan Approval (2) Prior to issuance of Certificate of Occupancy	(1) Review of Plans and Specifications (2) Field verification	March JPA			
IV.L-1-4	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.	(1) Prior to Plot Plan Approval (2) Prior to issuance of Certificate of Occupancy	(1) Review of Plans and Specifications (2) Field verification	March JPA			
IV.L-1.5	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).	On-going	Meeting/correspondence between March JPA and RTA	March JPA			

TABLE XI-1

MERIDIAN SPECIFIC PLAN AMENDMENT MITIGATION MONITORING AND REPORTING PROGRAM

	Mitigation Measure	Monitoring Phase	Monitoring Method	Enforcement Agency & Responsible Agency	Verification of Compliance		
					Initials	Date	Remarks
IV.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, count-down 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).	(1) Prior to Plot Plan Approval (2) Prior to issuance of Certificate of Occupancy	(1) Review of Plans and Specifications (2) Field verification	March JPA			
IV.L-1.7	Project shall provide a parking lot design that includes clearly marked and shaded pedestrian pathways between transit facilities and building entrances.	(1) Prior to Plot Plan Approval (2) Prior to issuance of Certificate of Occupancy	(1) Review of Plans and Specifications (2) Field verification	March JPA			
IV.L-1.8	Project shall include permanent TMA membership and funding requirement per the Specific Plan Amendment. Funding for trip-reduction measures shall be provided ~~by Community Facilities District or County Service Area or other nonrevocable funding mechanism.~~ by the individual lot developers.	(1) Prior to Plot Plan Approval (2) Prior to issuance of Certificate of Occupancy	(1) Review of Plans and Specifications (2) Field verification	March JPA			TMA Membership will be implemented per Section IV.B.6 of the Specific Plan Amendment.
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.	(1) Prior to Plot Plan Approval (2) Prior to issuance of Certificate of Occupancy	(1) Review of Plans and Specifications (2) Field verification	March JPA			
IV.L-1-10	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).	(1) Prior to Plot Plan Approval (2) Prior to issuance of Certificate of Occupancy	(1) Review of Plans and Specifications (2) Field verification	March JPA			
IV.L-1-11	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.	(1) Prior to Plot Plan Approval (2) Prior to issuance of Certificate of Occupancy	1) Project applicant shall submit a letter confirming compliance with this item; 2) Field Verification	March JPA			
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.	(1) Prior to Plot Plan Approval (2) Prior to issuance of Certificate of Occupancy	(1) Review of Plans and Specifications (2) Field verification	March JPA			
IV.L-1-13	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 Complete	NA	NA			The Specific Plan Amendment is located within a redevelopment area
IV.L-1-14	Project shall install Energy Star labeled roof materials.	(1) Prior to Plot Plan Approval (2) Prior to issuance of Certificate of Occupancy	(1) Review of Plans and Specifications (2) Field verification	March JPA			
IV.L-1-15	Project shall encourage use materials which are resource efficient, recycled, with long life cycles and manufactured in an environmentally friendly way.	(1) Prior to Plot Plan Approval (2) Prior to issuance of Certificate of Occupancy	(1) Review of Plans and Specifications (2) Field verification	March JPA			

TABLE XI-1

MERIDIAN SPECIFIC PLAN AMENDMENT MITIGATION MONITORING AND REPORTING PROGRAM

	Mitigation Measure	Monitoring Phase	Monitoring Method	Enforcement Agency & Responsible Agency	Verification of Compliance		
					Initials	Date	Remarks
IV.L-1-16	Project shall use ARB-certified diesel construction equipment.	Prior to issuance of Grading Permit	The general contractor shall submit a signed letter to the March JPA verifying compliance with this requirement	March JPA			
IV.L-1-17	Project sponsor shall encourage the recycling/reuse of demolished construction material.	Prior to construction	If demolished construction material is not planned to be used during project construction, the general contractor shall submit a signed letter to the March JPA explaining why such use is not feasible	March JPA			The proposed Project has recycled concrete and asphalt material and used it in new street sections. Additionally, the proposed Project has created its own mulch to use in parkways.
IV.L-1-18	Project sponsor shall encourage an increase of exterior wall insulation over Title 24 requirements; however, a specific percent increase is not required.	(1) Prior to Plot Plan Approval (2) Prior to issuance of Certificate of Occupancy	(1) Review of Plans and Specifications (2) Field verification	March JPA			
IV.L-1-19	Project sponsor shall encourage an increase of roof insulation over Title 24 requirements; however, a specific percent increase is not required.	(1) Prior to Plot Plan Approval (2) Prior to issuance of Certificate of Occupancy	(1) Review of Plans and Specifications (2) Field verification	March JPA			
IV.L-1.20	Provide parking lot areas will include 40% tree coverage (approximately one tree for every 14 stalls) for office uses and 30% tree coverage (approximately one tree for every 20 stalls) for industrial or business park uses within 10 to 15 years of construction. Project will use trees that mature over a longer time frame with lower low water demand. Shade requirements will exclude truck courts and drive isles.	(1) Prior to Plot Plan Approval (2) Prior to issuance of Certificate of Occupancy	(1) Review of Plans and Specifications (2) Field verification	March JPA			
IV.L-1.21	Provide infrastructure/education that promotes the avoidance of products with excessive packaging, recycle, buying of refills, separating of food and yard waste for composting, and using rechargeable batteries.	Annual after issuance of Certificate of Occupancy	Annual letter to be sent out by March JPA	March JPA			
IV.L-1.22	Provide one preferential parking space for EVs/CNG vehicles for single user parking lots and shared retail parking per hundred required spaces not to exceed four preferential parking spaces per development. One charging facility will be provided for every two EV stalls.	(1) Prior to Plot Plan Approval (2) Prior to issuance of Certificate of Occupancy	(1) Review of Plans and Specifications (2) Field verification	March JPA			
IV.L-1.23	Provide light colored concrete paving in truck courts.	(1) Prior to Plot Plan Approval (2) Prior to issuance of Certificate of Occupancy	(1) Review of Plans and Specifications (2) Field verification	March JPA			
IV.L-1.24	Provide electrical outlets at building exterior areas.	(1) Prior to Plot Plan Approval	The Project sponsor shall submit a signed letter to the March JPA verifying compliance with this requirement	March JPA			
IV.L-1.25	Provide energy efficient appliances (e.g., Energy Star) and energy-reducing programmable thermostats that automatically adjust temperature settings.	(1) Prior to Plot Plan Approval	The Project sponsor shall submit a signed letter to the March JPA verifying compliance with this requirement	March JPA			
IV.L-1.26	Provide low flow and waterless fixtures for restroom facilities.	(1) Prior to Plot Plan Approval	The Project sponsor shall submit a signed letter to the March JPA verifying compliance with this requirement	March JPA			

[1] Refer to Appendix N of the traffic technical report for the fair share calculations.

[2] Note that the widening of this segment of Van Buren Boulevard is shown in the TUMF 2010 Northwest Zone, and is included in the City of Riverside's TIP. Proposed Project's contribution to these improvements will be funded through the payment of TUMF fees.

[3] Refer to Appendix N of the traffic technical report for the fair share calculations.

March Joint Powers Authority
Resolution 10-20

Adopted July, 21, 2010

RESOLUTION #JPA 10-20

A RESOLUTION OF THE MARCH JOINT POWERS COMMISSION CERTIFYING THE SUBSEQUENT ENVIRONMENTAL IMPACT REPORT FOR THE MERIDIAN SPECIFIC PLAN AMENDMENT (SP-5) AND SITE SPECIFIC DEVELOPMENT ON LOT 16; ADOPTING ENVIRONMENTAL FINDINGS PURSUANT TO THE CALIFORNIA ENVIRONMENTAL QUALITY ACT; ADOPTING A STATEMENT OF OVERRIDING CONSIDERATIONS AND ADOPTING A MITIGATION MONITORING AND REPORTING PROGRAM; AND APPROVING THE PROJECT

WHEREAS, the proposed Meridian Specific Plan Amendment (SP-5) would modify the existing March Business Center Specific Specific Plan (SP-1). The previously approved "March Business Center Specific Plan" addressed the development of a business park, divided into a North and South Campus, located in the northwestern portion of Riverside County, California just west of Interstate 215 and south of Alessandro Boulevard, and its impacts were studied in the 2003 Focused Environmental Impact Report ("2003 Focused EIR") certified in February 2003; and

WHEREAS, the proposed Project is the Meridian Specific Plan Amendment. The Meridian Specific Plan Amendment responds to changes in market conditions since the certification of the 2003 Focused EIR and implements revisions to a 257.7 acre portion of the Specific Plan's North Campus, which includes modifications to land use designations, development regulations and allowed uses set forth in the previous Specific Plan (see p. I-3 of Meridian Specific Plan SEIR). The modifications include the following revised land use designations: reduction in Business Park uses from 120.5 acres to 23.0 acres, an increase in Commercial uses from 20.3 acres to 22.2 acres, an increase in Industrial from 43.2 acres to 158.5 acres, a reduction in Mixed Use uses from 37.0 acres to 16.8 acres, an increase in Office uses from 18.3 acres to 21.5 acres, a reduction in Public Facility uses from 12.1 acres to 4.6 acres, and an increase in Park/Recreation/Open Space uses from 0 acres to 11.1 acres; a reconfiguration of Unit 1, Lot 19 and Unit 2, Lots 3, 9, and 10 to revised land uses or lot dimensions near the planned Metrolink site; the identification of a sewer lift station on Lot A and temporary sewer lift facilities near Unit 4, Lot 3; the removal of cul-de-sacs serving office lots along the north side of Van Buren and relocation of access via Street F; construction of three rail spurs to accommodate freight rail service to Unit 1, Lots 5 and 6; modification of the lot along the eastern side of Meridian Parkway for incorporation into a Defense Reutilization and Marketing Office parcel; and the creation of Lot 16 through the consolidation of 14 smaller lots and removal of the eastern portion of Street F, along with the development of a new east/west private street along the south side of new Lot 16, to accommodate a prospective industrial user and its proposed administration and food warehouse facility on Lot 16; and

WHEREAS, the Project's Lot 16 would accommodate a 515,223 square foot building on the south and western portion of the 45-acre lot of which 62,000 square feet would be dedicated to office and administrative uses and the remainder to food and food-service product storage, packaging and distribution, with approximately 37 truck loading docks along the eastern side of the building and 27 along the northern side; and

WHEREAS, the Proposed Project requires the following discretionary actions from

the MJPA in addition to the recommended certification of the Subsequent Environmental Impact Report for this Project: the Meridian (March Business Center) Specific Plan Amendment, the March JPA General Plan Amendment, the Tentative Tract Map 30857 Amendment 2, the Plot Plan PP 09-01 (Sysco) and the Revised Statutory Development Agreement; and

WHEREAS, the Proposed Project is sponsored by the LNR Property Corporation and affiliates, LNR Riverside LLC, LNR Riverside II LLC, LNR CPI Riverside Warehouse LLC, LNR CPI Meridian BTS 223 LLC, and LNR CPI Meridian BTS 356 LLC; and

WHEREAS, pursuant to the California Environmental Quality Act (Pub. Res. Code, §§ 21000 et seq.) ("CEQA"), and the State CEQA Guidelines (14 Cal. Code Regs. §§ 15000 et seq.) and the March Joint Powers Authority's (MJPA") Local Guidelines ("CEQA"), the MJPA, as the lead agency for this Project, determined that the Project would require major revisions to the 2003 Focused EIR ("FEIR") requiring the preparation of a Subsequent Environment Impact Report ("SEIR") pursuant to CEQA in order to analyze all potential adverse environmental impacts of the Proposed Project; and

WHEREAS, as required by Public Resources Code section 21166 and State CEQA Guidelines section 15162, the SEIR focuses on the changes to the March Business Center Specific Plan from the proposed Specific Plan Amendment and thus does not analyze the impacts of the existing Specific Plan anew; and

WHEREAS, the March Joint Powers Authority ("MJPA") issued a Notice of Preparation ("NOP") on the SEIR on July 20, 2009 and circulated the NOP for 30 days as required by CEQA; and

WHEREAS, the MJPA solicited comments from potential responsible and trustee agencies and members of the public; and

WHEREAS, the MJPA held a scoping meeting on August 11, 2009 to gather public comments on the Proposed Project and its potential impacts on the physical environment; and

WHEREAS, the MJPA received comments in response to the NOP and at the Scoping Meeting, which assisted the MJPA in focusing the issues and alternatives for analysis in the SEIR; and

WHEREAS, the MJPA initiated a 45-day public review period on April 8, 2010, by filing a Notice of Completion and Availability with the State Office of Planning and Research and releasing the Draft SEIR to state agencies, other affected agencies, adjacent cities and counties, members of the public, and parties who had submitted a written request for a copy; and

WHEREAS, pursuant to State CEQA Guidelines section 15086, the MJPA consulted with and requested comments from all responsible and trustee agencies, other regulatory agencies, and others during the 45-day comment period; and

WHEREAS, the MJPA received written comments during the public review period for the Draft SEIR; and

WHEREAS, written responses to those comments were prepared and responses to commenting public agencies were provided to those agencies at least 10 days prior to the certification of the SEIR; and

WHEREAS, the MJPA's Planning Commission held a noticed public meeting on July 7, 2010, which allowed public testimony on the Proposed Project to the Planning Commission; and upon hearing all discussion and reviewing all pertinent materials, the Planning Commission unanimously recommended that the March Joint Powers Commission certify the subsequent environmental impact report; adopt the environmental findings pursuant to the California Environmental Quality Act; adopt a Statement of Overriding Considerations and adopt a Mitigation Monitoring and Reporting Program; and approving the project.

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

WHEREAS, the March Joint Powers Commission held a noticed public meeting on July 21, 2010, which allowed public testimony on the Proposed Project to the March Joint Powers Commission; and

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

WHEREAS, all the requirements of the CEQA Guidelines have been satisfied by the March Joint Powers Commission in the SEIR, which is sufficiently detailed so that all of the potentially significant environmental effects of the Proposed Project have been adequately evaluated; and

WHEREAS, the SEIR prepared in connection with the Proposed Project sufficiently analyzes both the feasible Mitigation Measures necessary to avoid or substantially lessen the Project's potentially significant environmental impacts and a range of feasible alternatives capable of eliminating or reducing these effects in accordance with CEQA; and

WHEREAS, the March Joint Powers Commission finds that the environmental impacts identified in the SEIR are less than significant and do not require mitigation are described in Section 2 hereof; and

WHEREAS, the March Joint Powers Commission finds that the environmental impacts identified in the SEIR as potentially significant can be mitigated to a level of less than significant, through the imposition of feasible Mitigation Measures identified in the SEIR and set forth herein, are described in Section 3 hereof; and

WHEREAS, the March Joint Powers Commission finds that the environmental impacts identified in the SEIR as potentially significant but that cannot be fully mitigated to a level of less than significant, despite the imposition of all feasible Mitigation Measures identified in the EIR and set forth herein, are described in Section 4 hereof; and

WHEREAS, alternatives to the Proposed Project that might eliminate or reduce

significant environmental impacts are described in Section 8 hereof; and

WHEREAS, prior to taking action, the March Joint Powers Commission has heard, been presented with, reviewed and considered all of the information and data in the administrative record, including but not limited to the SEIR, and all oral and written evidence presented to it during all meetings and hearings; and

WHEREAS, the SEIR reflects the independent judgment of the March Joint Powers Commission and the March Joint Powers Commission finds that the SEIR was prepared in compliance with CEQA; and

WHEREAS, no comments made in the public hearings conducted by the March Joint Powers Commission and no additional information submitted to the March Joint Powers Commission have produced substantial new information requiring recirculation of the SEIR or additional environmental review of the Projectunder State CEQA Guidelines section 15088.5; and

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

THE COMMISSION OF THE MARCH JOINT POWERS AUTHORITY DOES HEREBY RESOLVE AS FOLLOWS:

SECTION 1: FINDINGS

At a regular meeting assembled on July 21, 2010, the March Joint Powers Commission determined that, based on all of the evidence presented, including but not limited to the SEIR, written and oral testimony given at meetings and hearings, and the submission of testimony from the public, organizations and regulatory agencies, the following environmental impacts associated with the Project are: (1) less than significant and do not require mitigation; or (2) potentially significant but will be avoided or reduced to a level of insignificance through the identified Mitigation Measures; or (3) significant and cannot be fully mitigated to a level of less than significant but will be substantially lessened to the extent feasible by the identified Mitigation Measures.

SECTION 2: RESOLUTION REGARDING ENVIRONMENTAL IMPACTS NOT REQUIRING MITIGATION

The March Joint Powers Authority prepared an Initial Study for the proposed Project and found that no significant direct or cumulative impact would occur to Aesthetic, Argicultural and Forest, Mineral, Population and Housing, and Recreational resources. (SEIR's Appendix A; SEIR, pp. VII-1 to 4.) Accordingly, these resources were scoped out of the EIR and not addressed in detail in the SEIR. (*Ibid.*)

The March Joint Powers Commission hereby finds that the following potential environmental impacts of the Project are less than significant and therefore do not require the imposition of Mitigation Measures.

A. BIOLOGICAL RESOURCES

1. Threshold IV.D-5: Would the project conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?

a. Finding. The Project would have a less than significant impact on local policies or tree protection ordinances. No mitigation is required. (SEIR, p. IV-169.)

b. Supporting Explanation. The MJPA does not have tree ordinances or related policies, and the Project is not subject to the Riverside County Oak Tree Management Guidelines. There are also no oak trees in the study area. (SEIR, p. IV-169.)

2. Threshold IV.D-6: Would the project conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?

a. Finding. The Project is not contained within any of the local habitat conservation plans and thus no impact would result. (SEIR, p. IV-169.)

b. Supporting Explanation. The March JPA General Plan Area, which includes the Specific Plan, is not included in any of the 16 area plans that comprise the Western Riverside MSHCP, nor is the MJPA a permittee of this Plan. The Project would occur within the Specific Plan area and is therefore not in conflict with any HCP. (SEIR, p. IV-169.) The proposed Project is not within the Western Riverside MSHCP nor is it adjacent to reserve areas subject to the MSHCP. (SEIR, p. IV-170.) The proposed Project also does not include any improvements that are subject to MSHCP requirements. (*Ibid.*) Project runoff from impervious surfaces is and will continue to be collected in storm drains and detention basins that are tributaries to the Perris Valley Storm Drain System. (*Ibid.*) All drainage systems within the proposed Project area are required to implement BMPs for drainage, water quality, erosion control and urban pollution removal prior to discharge downstream. (*Ibid.*) Although the proposed Project does not discharge to an MSHCP Conservation Area, incorporation of the above BMPs would avoid impacts to downstream areas should accidental discharge occur. (*Ibid.*) Thus, the proposed Project would not conflict with the MSHCP or directly or indirectly affect any other resources in the MSHCP.

B. HAZARDS AND HAZARDOUS MATERIALS

1. Threshold IV.E-3: Would the proposed project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one quarter-mile of an existing or proposed school?

a. Finding. No impact related to hazardous materials within one-quarter mile of a school results from this Project and no mitigation is required. (SEIR, pp. IV-182 to 183.)

b. Supporting Explanation. The Project was evaluated for hazardous material impacts to Arnold Heights Elementary School in the 2003 FEIR. Thomas Rivera is not within one-quarter mile of the Project area and thus this threshold criterion does not apply. Nevertheless, the Specific Plan established a buffer zone around the schools to limit the potential for incompatible uses. The buffer zones are not applicable since Arnold

Heights Elementary was demolished and Thomas Rivera is not within one-quarter mile of the Project area. (SEIR, p. IV-182.)

2. Threshold IV.E-4: Would the proposed project be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, could create a significant hazard to the public or the environment?

a. Finding. There is no impact from the Project under this threshold criterion and thus no mitigation is required. (SEIR, p. IV-183.)

b. Supporting Explanation. No sites identified on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 are within the proposed Project area. Extensive monitoring and active remediation have been ongoing at March ARB. Thus, potential contamination has been identified and defined in locations adjacent to the proposed Project area. For these reasons, further risk of contamination to the Project area from the March ARB is low. There was only one IRP site (Site 43) previously identified within the Project area and this site has been remediated and closed. Thus, potential impacts related to known hazards on adjacent properties would not be significant. (SEIR, p. IV-183.)

3. Threshold IV.E-6: Would the proposed project be located within the vicinity of a private airstrip?

a. Finding/ Supporting Explanation. The Project's location is consistent with the Focused EIR as it is outside the vicinity of a private air strip. There are no impacts on private airstrips and thus no mitigation is required. (SEIR, p. IV-185.)

4. Threshold IV.E-7: Would the proposed project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

a. Finding. Impacts from the proposed Project are consistent with those addressed in the 2003 Focused EIR, are less than significant, and no mitigation is required. (SEIR, p. IV-185.)

b. Supporting Explanation. The March JPA is located within the planning area for the adopted County of Riverside Disaster Preparedness and Recovery Plan. This plan outlines the implementation programs needed to prevent risks to occupants and minimize injury from an unavoidable disaster or emergency. Any potential impacts created by any development within the Specific Plan would be mitigated to a less than significant level with the implementation of the Disaster Preparedness and Recovery Plan programs within the approved March JPA General Plan. (SEIR, p. IV-185.) Additionally, in 2008, the March JPA adopted the March Area Emergency Resource Guide. The Guide provides a list of resources and contact information for emergency resources in the area including area hospitals, animal disaster resources, law enforcement, fire protection, airports/air services, emergency services for the March Inland Port, mass transportation information, nearby health care clinics, utilities providers, pharmacies, and ambulance resources. The Project is consistent with the March Area Emergency Resource Guide because the Project's construction or operations would not result in a physical interference with emergency routes.

Given these factors, it is not expected that the proposed Project would result in impacts that are different or in addition to those identified or evaluated in the 2003 Focused EIR. (*Ibid.*)

5. Threshold IV.E-8: Would the proposed project expose people or structures to a significant risk of loss, injury or death involving wild land fires, including where wild lands are adjacent to urbanized areas or where residences are intermixed with wild lands?

a. Finding. Impacts from the proposed Project are consistent with those addressed in the 2003 Focused EIR, are less than significant, and no mitigation is required. (SEIR, pp. IV-185 to 186.)

b. Supporting Explanation. According to the West Riverside County Natural Hazards Disclosure Map, the Project site is not located within a fire hazard zone. Therefore, no impact would occur. (SEIR, pp. IV-185 to 186.) The Project is adjacent to an undeveloped area to the west. Approximately 175 acres of this area will be dedicated to a conservation easement as part of the pending Section 7 consultation and will remain as open space. County of Riverside Ordinance No. 695 requires hazardous vegetation abatement within 100 feet of an unimproved parcel adjacent to a roadway or 100 feet of a structure on an improved parcel adjacent to an unimproved parcel. Vegetation will accordingly be removed in compliance with this Ordinance. Fuel modification, if required, will occur on the boundaries of the Project and not within the easement. Also, all development has fire access roads, including Lot 16, which includes a 30 foot fire access road. Adherence to the County ordinance and standards would reduce the exposure to wild land fires to less than significant. (*Ibid.*)

C. HYDROLOGY AND WATER QUALITY

1. Threshold IV.F-2: Would the proposed project substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (i.e., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?

a. Finding. There are no significant impacts to groundwater supplies from this Project and thus no mitigation is required.

b. Supporting Explanation. The proposed Project includes the construction of impermeable surfaces, which reduces the amount of surface water infiltration and recharge. Groundwater recharge would continue in open space, detention basins and natural streambeds. Nuisance groundwater is expected to be encountered during grading. However, actual groundwater levels within the proposed Project area are deep enough that they are not expected to be affected by development within the proposed Project area (Zeiser Kling, 2009, Groundwater section). The proposed Project would increase the amount of industrial land use and reduces the amount of business park, and mixed-use land uses. In addition, the proposed Project increases the FAR for mixed-use, commercial, office and industrial (lots greater than 20 acres) and reduces the amount of internal roadways. However, these changes would not affect the hydrologic calculations used in the 2003 Focused EIR. (SEIR, pp. IV-200 to 201.)

Dewatering is anticipated to be minimal because work within the project area will be comprised mainly of fill, including Lot 16, to bring the site up to the necessary elevation to allow for drainage. Any dewatering that may occur during construction would outfall to the detention basins and recharge the groundwater within the proposed Project area. Thus, minimizing any impact to groundwater elevations. If dewatering occurred it would be nuisance water and not actual groundwater. Groundwater in the Project area could be encountered during the construction of the South Channel Detention Basin and/or the Unit 4 Lot E Detention Basin. However, the tonalite bedrock in this area in general is not permeable and should not be considered an aquifer system. Any water encountered during the construction of these facilities would be considered nuisance groundwater as actual groundwater in the Project area is deeper than anticipated excavation depths .(Zeiser Kling, 2009, Groundwater section) Nuisance water encountered during the construction of these facilities would be captured in the detention basins and storm drain system for the proposed Project. Any lots requiring cuts or excavation that would encounter nuisance groundwater would incorporate sub drains designed to discharge water into the storm drain system. (*Ibid.*)

2. Threshold IV.F-7: Would the proposed project place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?

a. Finding/Supporting Explanation. The Project does not include housing and thus this threshold criterion is not applicable. No impacts from this Project will result.

3. Threshold IV.F-9: Would the proposed project expose people or structures to a significant risk of loss, injury, or death involving flooding, including flooding as a result of the failure of a levee or dam?

a. Finding/Supporting Explanation. The proposed Project is not located downstream of a levee or dam. Lake Elsinore (15 miles south and west), Lake Perris (5 miles south and east) and Diamond Valley Reserve Lake (18.5 miles south and east) are located too far away and downstream from the proposed Project to expose people or structures to flooding. Pigeon Pass Dam is located over 4 miles north of the site and does not retain water throughout the year. It is a 30-foot high, 2,900-foot long clayey sand embankment structure that forms a 912-acre-foot flood control reservoir that empties within hours after a rainfall event through an ungated outlet. Thus, there is no significant risk of loss, injury or death involving flooding as a result of the failure of a levee or dam. (SEIR, p. IV-207.)

4. Threshold IV.F-10: Would the proposed project expose people or structures to inundation by seiche, tsunami, or mudflow?

a. Finding/Supporting Explanation. The proposed Project is located approximately 75 miles from the Pacific Ocean and as referenced above, is not downstream of any significant body of water. There is no risk of exposure to inundation by seiche or tsunami. (SEIR. pp. IV-207 to 208.)

D. PUBLIC SERVICES

1. Threshold IV.K-3: Would the proposed Project result in substantial adverse physical impacts associated with the provision of new or physically altered schools, need for new or physically altered schools, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives?

a. Finding/Supporting Explanation. The 2003 Focused EIR did not identify impacts to schools with the implementation of the Specific Plan. However, to minimize potential impacts to the Arnold Heights Elementary School and Tomas Rivera School, mitigation measures A-3 and P-3 prohibited facilities located within one-quarter mile of an existing school from storing, handling or using toxic or highly toxic gases, as defined in the most currently adopted County fire code, in quantities that exceed an exempt amount defined in the same code. Because Arnold Heights has now been demolished, and the buffer zone has formally been removed through a previous Specific Plan Amendment, the requirement is no longer relevant to that school. Tomas Rivera School is located over one-quarter mile west of the proposed Project area. School services would not be impacted as there is no increase in population expected to occur with implementation of the proposed Project. Further, under Government Code section 65996, the payment of mitigation fees by the Project provides full mitigation for any impacts to schools. Impacts would therefore be less than significant. (SEIR, p. IV-300.)

2. Threshold IV.K-4: Would the proposed project result in substantial adverse physical impacts associated with the provision of new or physically altered parks, need for new or physically altered parks, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives?

a. Finding/Supporting Explanation. Demand for park services is related to residential development. The proposed Project is located in an area of western Riverside County where there is an existing housing/jobs imbalance. There are no existing parks within the Project area that will be impacted by the proposed Project. Further, the proposed Project does not include a residential component and is exempted from Park and Recreation Fees and Dedications. No impacts will occur. (SEIR, pp. IV-300 to 301.)

3. Threshold IV.K-5: Would the proposed project result in substantial adverse physical impacts associated with the provision of new or physically altered public facilities (other than those mentioned above), need for new or physically altered public facilities (other than those mentioned above), the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives?

a. Finding/Supporting Explanation. The proposed Project includes mostly minor modifications to land use. The most significant change is the conversion of approximately 110 acres of Business Park to Industrial. The Business Park use was intended for a mix of office and assembly/manufacturing facilities with an emphasis on assembly/manufacturing, while the Industrial use is intended for a mix of assembly/manufacturing and warehousing facilities, with an emphasis on warehousing. This shift from an emphasis on assembly/manufacturing to an emphasis on warehousing is not expected to increase demand for other public services such as hospitals. Additionally, Lot 16 would comply with fire code requirements, includes on-site security measures and

incorporates other safety precautions and procedures and is therefore not considered a high risk use. No impacts will result. (SEIR, pp. IV-301 to 302.)

E. NOISE AND VIBRATION

1. Threshold IV.H-6: For a project located within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?

a. Finding/Supporting Explanation. The Project is not located within the vicinity of a private air strip and thus no impact would occur. (SEIR, p. IV-263.)

SECTION 3: RESOLUTION REGARDING ENVIRONMENTAL IMPACTS MITIGATED TO A LEVEL OF LESS THAN SIGNIFICANT

The March Joint Powers Commission hereby finds that Mitigation Measures have been identified in the 2003 Focused EIR and the SEIR, which will avoid or substantially lessen the following potentially significant environmental impacts to a less than significant level. The potentially significant impacts and the Mitigation Measures that will reduce them to a less then significant level are as follows:

A. LAND USE

1. Threshold IV.A-1: Would the Project physically divide an established community?

a. Finding: It was determined through the 2003 Focused EIR for the March Business Center Specific Plan that the campus would not physically divide an established community as the campus is located within an existing Specific Plan area, which is on the site of a former Air Reserve Base. (SEIR, pp. IV-13 to IV-14.) The Proposed Project would not result in impacts different or in addition to those identified and evaluated in the Focused EIR. (*Ibid.*) Despite there not being a potentially significant impact, the Proposed Project would be required to comply with Mitigation Measures A-1 through A-4 from the Focused EIR. (SEIR, pp. IV-12 to IV-14.)

> **A-1** *Development within the Clear Zone and Accident Potential Zones I and II will abide by building standards and codes including height restrictions, restrictions on use, setbacks, population densities, and insulation and materials, as outlined in the approved 2005 Air Installation Compatible Use Zone (AICUZ).* (SEIR, p. IV-31.)

> **A-2** *As established in the Specific Plan, the project will comply with the policies and requirements of the Riverside County Airport Land Use Plan. Development plans will be submitted to the FAA for review in accordance with FAR 77.13.2.i. Additional ALUC review will be required for objects taller than 50 feet in the Height Caution Zone shown on Figure IV.A-4. Other land use controls (relating to safety (both in the air and on the ground) and noise) have been developed in consultation with the ALUC, and have been incorporated into the Specific Plan.* (SEIR, p. IV-12.)

A-3 *In accordance with the requirements of the Specific Plan, a School Buffer overlay district will be established. This district will extend 0.25 miles from the boundary of the Tomas Rivera Elementary School. The overlay district will provide landscaping around the boundaries of the school for screening; will prohibit certain uses with the potential noise impacts and/or hazardous materials handling/generation; and will provide for enhanced review of other development proposals to limit the potential for adverse impacts on the school.* (SEIR, p. IV-31.)

A-4 *Project detention basins shall have the following features to limit bird activity:*
1. All detention basins shall draw down within 24 hours with the exception of the East Basin and the U4-E Basin. The East Basin shall have a draw down period of 39 to 42 hours during the interim development of Unit 4. The U4-E Basin shall have a draw down period of 27 to 30 hours during the interim development of Unit 4. The East Basin will be designed in the ultimate condition to include a draw down period of 28 to 30 hours. The U4-E Basin will be designed in the ultimate condition to include a draw down period of 27 to 30 hours.
2. Standing water in all detention basins outside of the specified drawdown times shall be addressed through the use of positive drainage techniques (grading, wet wells, french drains are some examples) by the Project sponsor.
3. Regular maintenance activities shall include the removal of vegetation.
4. March JPA shall monitor waterfowl activity during the rainy season in all detention basins. If waterfowl issues are identified during monitoring activities, then the March JPA and Project sponsor shall implement waterfowl control measures (netting and vegetation removal are some examples). (SEIR, p. IV-31.)

b. Supporting Explanation: The Proposed Project would be developed within the Meridian Specific Plan area and would not expand the boundaries of the Specific Plan area or introduce land use designations not previously identified in the March JPA General Plan or the existing March Business Center Specific Plan. (SEIR, pp. IV-12 to IV-14.) Lot 16 would be contained within the limits of the Project area and would not divide or be located adjacent to any residential community or community facilities. (*Ibid.*) The nearest established community is Orangecrest residential development, which is located 1850 feet to the west. (*Ibid.*) No additional mitigation measures apart from those identified in the Focused EIR mentioned above need to be adopted. (*Ibid.*)

2. Threshold IV.A-2: Would the Project conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?

a. Finding: The impact on land use designations would be less than significant following mitigation. The Project would not introduce land use designations not previously identified in the March JPA General Plan or the existing March Business Center Specific Plan. (SEIR, pp. IV-14 to IV-30.) However, the total acreage

within each land use designation would change. (*Ibid.*) Even so, the Project would not result in impacts different or in addition to those identified in the 2003 Focused EIR. (*Ibid.*) Despite its consistency with any relevant land use authorities, the Proposed Project would be required to comply with Mitigation Measures A-1, A-3 and A-4 from the Focused EIR set forth as modified below. Mitigation IV.A-2-1 is also recommended.

A-1 *Development within the Clear Zone and Accident Potential Zones I and II will abide by building standards and codes including height restrictions, restrictions on use, setbacks, population densities, and insulation and materials, as outlined in the approved 2005 Air Installation Compatible Use Zone (AICUZ).* (SEIR, p. IV-31.)

A-3 *In accordance with the requirements of the Specific Plan, a School Buffer overlay district will be established. This district will extend 0.25 miles from the boundary of the Tomas Rivera Elementary School. The overlay district will provide landscaping around the boundaries of the school for screening; will prohibit certain uses with the potential noise impacts and/or hazardous materials handling/generation; and will provide for enhanced review of other development proposals to limit the potential for adverse impacts on the school.* (SEIR, p. IV-31.)

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3. Regular maintenance activities shall include the removal of vegetation.
4. March JPA shall monitor waterfowl activity during the rainy season in all detention basins. If waterfowl issues are identified during monitoring activities, then the March JPA and Project sponsor shall implement waterfowl control measures (netting and vegetation removal are some examples). (SEIR, p. IV-31.)

Mitigation IV.A-2-1 *Development located within either APZ I or APZ II shall comply with Resolution #JPA 08-01 (located in Appendix C of the SEIR).* (SEIR, pp. IV-30 to IV-31.)

b. Supporting Explanation: Impacts from the Proposed Project were consistent with those addressed in the Focused EIR and thus this Project would be required to comply with Mitigation Measures A-1, A-3, and A-4 from the FEIR. (SEIR, pp. IV-30 to IV-31.) Those mitigation measures included outdated information, however, and are those superseded by the ones described above with tracked text changes to indicate the necessary modifications. (*Ibid.*) As to **A-1**, the 1998 AICUZ was replaced by the 2005 AICUZ. Regarding **A-3**, the School Overlay Zone surrounding Arnold Heights School was removed by the JPA in 2008 by Ordinance No. JPA 09-01. (*Ibid.*) The modification to **A-4** concerns the detention basin drawdown time. (*Ibid.*) This was revised in accordance with condition 5 of the ALUC consistency finding for the Project, which identified that detention basins must be drained within a 48-hour period, also consistent with FAA guidance, which also provides for a 48-hour detention period. (*Ibid.*) Generally, the above described mitigation measures are a precaution undertaken to minimize the extent to which waterfowl are attracted to detention basins and thus minimize safety concerns related to aircraft maneuvering.

Additionally, as concerns Lot 16, the prospective industrial user proposes construction and operation of two 10,000-gallon above-ground diesel fuel tanks. (SEIR, p. IV-29.) The tanks would be within compatibility zone B2 of the draft JLUS, but outside Airport Influenced Area I of the ALUP. (*Ibid.*) The fuel storage tank capacity and configuration is consistent with the prospective industrial user's business policies and practices, and is necessary to carry out its operation while maintaining sufficient fuel reserves. (*Ibid.*) Lot 16 is located within draft JLUS land use compatibility zone B2. As described in Exhibit 3-4 of the draft JLUS, above-ground bulk storage of hazardous materials is discouraged in this zone. (*Ibid.*) However, storage of up to 6,000 gallons of non-aviation flammable materials is allowed. (*Ibid.*) On July 30, 2009, the prospective user requested that the Riverside County ALUC review the proposed development on this parcel for consistency with the ALUP. (*Ibid.*) ALUC staff reviewed the proposal in the context of the 1984 ALUP, which was and remains the guiding document, as discussed above. Staff also reviewed the proposed development with respect to the Draft JLUS. (*Ibid.*) The Riverside County Airport Land Use Commission found the proposed development consistent with the ALUP at a meeting held on September 10, 2009. (*Ibid.*) However, the consistency determination contained the condition that the Specific Plan Amendment state that the proposed fuel tanks would be permitted only on this lot, and discouraged on other lots in accordance with Exhibit 3-4 of the JLUS. (*Ibid.*) This condition was addressed and the Specific Plan Amendment, which was provided to the ALUC for review. (*Ibid.*) The ALUC determined the proposed use to be consistent with the JLUS at their meeting on November 12, 2009. (*Ibid.*; SEIR's Appendix C.)

3. Threshold IV.A-3: Would the Project conflict with any applicable habitat conservation plan or natural community conservation plan?

a. Finding: The Proposed Project would not introduce any conflict with any applicable habitat conservation plans; it is consistent with the impacts addressed in the 2003 Focused EIR and would be required to comply with the Mitigation Measures A-1 through A-4 below. (SEIR, pp. IV-31 to IV-33.)

> **A-1** *Development within the Clear Zone and Accident Potential Zones I and II will abide by building standards and codes including height*

restrictions, restrictions on use, setbacks, population densities, and insulation and materials, as outlined in the approved 1998 Air Installation Compatible Use Zone (AICUZ). (SEIR, p. IV-31.)

A-2 *As established in the Specific Plan, the project will comply with the policies and requirements of the Riverside County Airport Land Use Plan. Development plans will be submitted to the FAA for review in accordance with FAR 77.13.2.i. Additional ALUC review will be required for objects taller than 50 feet in the Height Caution Zone shown on Figure IV.A-4. Other land use controls (relating to safety (both in the air and on the ground) and noise) have been developed in consultation with the ALUC, and have been incorporated into the Specific Plan.* (SEIR, p. IV-12.)

A-3 *In accordance with the requirements of the Specific Plan, a School Buffer overlay district will be established. This district will extend 0.25 miles from the boundary of the Arnold Heights Elementary School and the Tomas Rivera Elementary School. The overlay district will provide landscaping around the boundaries of the school for screening; will prohibit certain uses with the potential noise impacts and/or hazardous materials handling/generation; and will provide for enhanced review of other development proposals to limit the potential for adverse impacts on the school.* (SEIR, p. IV-31.)

A-4 *Project detention basins shall have the following features to limit bird activity:*
1. All detention basins shall draw down within 24 hours with the exception of the East Basin and the U4-E Basin. The East Basin shall have a draw down period of 39 to 42 hours during the interim development of Unit 4. The U4-E Basin shall have a draw down period of 27 to 30 hours during the interim development of Unit 4. The East Basin will be designed in the ultimate condition to include a draw down period of 28 to 30 hours. The U4-E Basin will be designed in the ultimate condition to include a draw down period of 27 to 30 hours.
2. Standing water in all detention basins outside of the specified drawdown times shall be addressed through the use of positive drainage techniques (grading, wet wells, french drains are some examples) by the Project sponsor.
3. Regular maintenance activities shall include the removal of vegetation.
4. March JPA shall monitor waterfowl activity during the rainy season in all detention basins. If waterfowl issues are identified during monitoring activities, then the March JPA and Project sponsor shall implement waterfowl control measures (netting and vegetation removal are some examples). (SEIR, p. IV-31.)

b. Supporting Explanation: The Project is located within the March JPA General Plan area, which is not included within any of the 16 area plans that comprise the Western Riverside County Multiple Species Habitat Conservation Plan ("MSHCP") and thus no conflict exists, nor does the Project include improvements that are subject to MSHCP requirements. (SEIR, pp. IV-31 to IV-32.) Even though the Project does not discharge to an MSHCP Conservation Area, the Project will incorporate Best

Management Practices designed to minimize impacts to downstream areas. (*Ibid.*) Also, the Project is not located within any of the Core Reserve areas identified in the Stevens Kangaroo Rat Habitat Conservation Plan ("SKR HCP"). (*Ibid.*) However, the Project is within the original SKR HCP area. (*Ibid.*) The 1999 Biological Opinion allows for the incidental take of 105 acres of SKR habitat in a geographic area that encompasses the Project area, and requires the loss to be offset by a payment of fees. (*Ibid.*) The March Business Center Specific Plan purchased mitigation credits, which fulfilled the fee obligation in the HCP. (*Ibid.*)

B. TRANSPORTATION/TRAFFIC

1. Threshold IV.B-2: Would the proposed Project change air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?

a. Finding. The proposed Project will have less than significant impacts with mitigation. (SEIR, p. IV-106.) Mitigation measures B-1 through B-12 identified in the Focused EIR will need to be adopted here. (*Ibid.*) No additional mitigation is necessary. (*Ibid.*)

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

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

B-3 *March Business Center traffic volumes shall be monitored periodically to assure that the transportation infrastructure provides sufficient capacity to serve Project volumes. Traffic monitoring shall occur at a minimum of five-year intervals.*

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

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

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

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

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

B-9 *The March JPA shall collaborate with adjacent jurisdictions and agencies to facilitate improvements addressing the existing deficiency at the I-215/Van Buren Boulevard interchange.*

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

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

B-12 *Signage shall be provided at the Van Buren Boulevard intersections with Coyote Bush Road and Orange Terrace to discourage truck traffic on residential streets in the Orangecrest Development. Furthermore, the March JPA, as a responsible party, shall encourage the City of Riverside and Riverside County to review and consider appropriate legislation to eliminate or curtail truck traffic, exempting local deliveries, on Alessandro Boulevard and Van Buren Boulevard west of the March Business Center Development.*

b. Supporting Explanation. The Project will not introduce land use designations substantively different than those evaluated in the 2003 Focused EIR. (SEIR, p. IV-106.) Rather, the Project enforces existing land use regulations to maintain consistency with the AICUZ and JLUS, and the Project was also found consistent with the ALUP by the ALUC on November 12, 2009, discussed in more detail in Section IV.A of the SEIR regarding Land Use and Planning. (*Ibid.*)

2. Threshold IV.B-3: Would the proposed Project substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

a. Finding. Impacts of the proposed Project associated with traffic hazards created by design features or incompatible uses would be less than significant

with mitigation. (SEIR, p. IV-106.) Mitigation measures B-1 through B-12 from the 2003 Focused EIR, provided above, will need to be adopted here. (*Ibid.*)

b. Supporting Explanation. The proposed Project would be developed within the March Business Center Specific Plan area, which was analyzed in the 2003 Focused EIR. (SEIR, p. IV-106.) The Project would not contain any substantial hazards due to design features. It is located within an area specifically designed to accommodate heavy truck traffic that is typical of the anticipated uses, i.e., warehouse and distribution facilities. (*Ibid.*) Collector level roadways will be designated "Industrial Collector" in accordance with Riverside County standards, which calls for 16-foot shoulder lands where Class II bike lanes are proposed (the existing Specific Plan proposes an extensive Class II bike system), as compared to 14-foot lanes. (*Ibid.*) The Specific Plan does not include agricultural uses, residential uses, or other uses that could create traffic hazards by the existence of incompatible uses.. (*Ibid.*)

3. Threshold IV-B-4: Would the proposed Project result in inadequate emergency access?

a. Finding. The proposed Project is consistent with the 2003 Focused EIR and would not have a significant impact related to emergency access with adoption of Mitigation Measures B-1 through B-21 from the 2003 Focused EIR, set forth above. (SEIR, p. IV-107.)

b. Supporting Explanation. The Project's internal circulation system would allow for efficient travel for all modes of vehicular operation. (SEIR, p. IV-107.) The transportation network, as revised, which includes the creation of Lot 16 through the consolidation of smaller lots and the removal of a portion of Street F, along with the addition of a private roadway on the southside of Lot 16, will provide sufficient capacity to accommodate existing and projected future traffic volumes on the site. (*Ibid.*) This circulation system would easily accommodate emergency vehicles, with emergency vehicle access particularly facilitated by the extension of Meridian Parkway from the southerly Phase I boundary to Van Buren Boulevard, as described in Table IV.B-19 on pages IV-101 through IV-103 of the SEIR. (*Ibid.*) The Project does not include narrow thruways or cul-de-sacs that would make emergency navigation difficult. (*Ibid.*)

4. Threshold IV-B-5: Would the proposed Project result in inadequate parking capacity?

a. Finding. The proposed Project is consistent with the Focused EIR, would be required to comply with Mitigation Measures B-1 through B-21 from the Focused EIR (set forth above), and impacts would be less than significant with mitigation. (SEIR, p. IV-108.)

b. Supporting Explanation. The existing Specific Plan in Table-III, as analyzed in the 2003 Focused EIR, provides parking ratios based on the March JPA General Plan Transportation Element 2.7. (SEIR, pp.IV-107 to IV-108.) The ratios are designed to deemphasize on-street parking to accommodate bicycle access. (*Ibid.*) The Project does not alter existing parking ratios. (*Ibid.*) The proposed development on Lot 16 would provide 455 parking spaces and is consistent with the parking ratios set forth in the

existing Specific Plan. (*Ibid.*)

5. Threshold IV.B-6: Would the proposed Project conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?

a. Findings. Impacts are less than significant providing this Project complies with Mitigation Measures B-1 through B-12 from the 2003 Focused EIR. (SEIR, p. IV-108.)

b. Supporting Explanation. The March Business Center Specific Plan area includes bus turn-outs for future bus route implementation. (SEIR, p. IV-108.) The planned bus turn-outs would accommodate transit access to and from the proposed Project, and would provide an opportunity for workers to use public transit instead of passenger cars to accommodate work trips. (*Ibid.*) By locating the bus stops outside of the mixed-flow travel lanes along the roadway, bus operations can be accommodated without blocking passenger car and truck traffic in the adjacent lanes. (*Ibid.*) The proposed development of Lot 16 would accommodate a minimum of six bicycle racks adjacent to pedestrian walkways, to accommodate bicycle access to and from the facility. (*Ibid.*) In addition, a bus turn-out is planned to be located adjacent to Lot 16, on the east side of Meridian Parkway, to the south of Street F. (*Ibid.*)

6. Threshold IV.B-7: Would the proposed project have traffic infrastructure that has nonstandard design features (e.g., narrow width, roadside ditches, sharp curves, poor sight distance, inadequate pavement structure) or receives use which may be incompatible with substantial increase in traffic (e.g. rural roads with use to farm equipment, livestock, horseback riding or roads with heavy pedestrian or recreational use) that would become potential safety problems with the addition of cumulative traffic?

a. Finding. The proposed Project would be required to comply with Mitigation Measures B-1 through B-12 from the Focused EIR (discussed above) and impacts would be less than significant with mitigation.

b. Supporting Explanation. Similar to what was discussed above in Threshold IV.B-5, the Project would not contain hazards resulting from design features. (SEIR, p. IV-109.) The March Business Center Specific Plan area includes circulation patterns specifically designed to accommodate heavy truck traffic, but does not include agricultural uses, residential uses, or other uses that could create traffic hazards from the coexistence of incompatible uses. (*Ibid.*) Additionally, the proposed Project will construct concrete intersections at Van Buren Boulevard/Meridian Parkway and Van Buren Boulevard/Opportunity Way, providing a stronger pavement structure to accommodate proposed Project truck traffic traversing the two intersections. (*Ibid.*)

C. AIR QUALITY

1. Threshold IV.C-1: Would the Project conflict with or obstruct implementation of the applicable air quality plan?

a. Finding. The Specific Plan is located within the jurisdiction of the South Coast Air Quality Management District ("SCAQMD"). (SEIR, p. IV-110.) The 2003 Focused EIR found the existing Specific Plan complied with the SCAQMD's Air Quality Management Plan ("AQMP") for the region. (SEIR, pp. IV-126 to 127.) The proposed Project concerns the Specific Plan area and the Project's impacts are consistent with those identified in the Focused EIR. Impacts would be less than significant following implementation of the FEIR's Mitigation Measures C-1 through C-14. (*Ibid.*)

b. Supporting Explanation. While the proposed Project would result in an increase in traffic generation, the AQMP identifies state-wide measures, such as increasingly stringent vehicular emission standards, that will reduce emissions from mobile sources. (SEIR, p. IV-126.) The Project is therefore consistent with the AQMP. (*Ibid.*) Furthermore, all sources within the proposed Project would be required to comply with the applicable SCAQMD Rules and Regulations and would therefore be in full compliance with the applicable portions of the AQMP. (*Ibid.*) Moreover, and as discussed in the SEIR more fully, the Project would increase jobs within the South Coast Air Basin, but the provision of additional employment within western Riverside County would address the existing imbalance between housing and employment (where employment was decreased due to poor market conditions). (*Ibid.*) Additionally, the creation of local jobs in proximity to workers' residences could help reduce congestion, commute time, and daily VMT, thereby reducing overall emissions and supporting implementation of the AQMP. (*Ibid.*)

2. Threshold IV.C-4: Would the proposed Project create objectionable odors affecting a substantial number of people?

a. Finding. The 2003 Focused EIR did not specifically evaluate this threshold. The Project would be required to comply with **Mitigation Measures C-1 through C-14** from the Focused EIR and would need to adopt **Mitigation Measure IV.C-4-1**. (SEIR, pp. IV-125 to 136, IV-148.) Impacts from objectionable odors would be less than significant with mitigation.

> **C-1.** *PREFERENTIAL PARKING SPACES SHALL BE OFFERED TO CAR POOLS AND VAN POOLS.*
>
> **C-2.** *EMPLOYERS SHALL IMPLEMENT A COMPRESSED WORKWEEK SCHEDULE WHEN FEASIBLE.*
>
> **C-3.** *EMPLOYERS WITH 250 EMPLOYEES OR MORE SHALL DEVELOP A TRIP REDUCTION PLAN TO INCREASE VEHICLE OCCUPANCY.*
>
> **C-4.** *EMPLOYERS SHALL PROVIDE ON-SITE CHILD CARE FACILITIES WHEN FEASIBLE.*
>
> **C-5.** *DESIGN ELEMENTS SHALL BE DESIGNED TO REDUCE VEHICLE QUEUING WHEN ENTERING AND EXITING PARKING STRUCTURES.*
>
> **C-6.** *PROJECTS SHALL PROVIDE FOR VIDEO CONFERENCING FACILITIES TO THE EXTENT POSSIBLE.*

C-7. *BUSINESSES SHALL MINIMIZE THE USE OF FLEET VEHICLES DURING SMOG ALERTS, AND ENCOURAGE THE USE OF ALTERNATIVE FUEL VEHICLES.*

C-8. *BUILDINGS SHALL BE DESIGNED TO REDUCE ENERGY USAGE BY UTILIZING SOLAR OR LOW EMISSIONS WATER HEATERS, DOUBLE PANED GLASS WINDOWS, USING LIGHT COLORED ROOFING MATERIALS, USING SKYLIGHTS IN WAREHOUSES, ORIENTING BUILDINGS NORTH TO THE EXTENT PRACTICAL, AND INCREASING WALL AND ATTIC INSTALLATION ABOVE TITLE 24 REQUIREMENTS.*

C-9. *CEQA REVIEW OF STATIONARY SOURCE EMISSIONS OTHER THAN NATURAL GAS AND ELECTRICITY SHALL BE DONE ON ALL PROJECTS WITH THE POSSIBILITY OF EMITTING AIR POLLUTANTS. IN ADDITION, ALL PROJECTS INVOLVING STATIONARY SOURCE EMISSIONS SHALL OBTAIN PERMITS TO CONSTRUCT AND OPERATE FROM THE SCAQMD.*

C-10. *TRUCKS HAULING DIRT, SAND, GRAVEL OR SOIL ARE TO BE COVERED OR SHOULD MAINTAIN AT LEAST TWO FEET OF FREEBOARD IN ACCORDANCE WITH SECTION 23114 OF THE CALIFORNIA VEHICLE CODE.*

C-11. *CONSTRUCTION ACCESS ROADS TO THE MAIN ROADS SHOULD BE PAVED TO AVOID DIRT BEING CARRIED ON TO THE ROADWAY.*

C-12. *A CONSTRUCTION RELATIONS OFFICER SHOULD BE APPOINTED TO ACT AS A COMMUNITY LIAISON TO OVERSEE ON-SITE CONSTRUCTION ACTIVITY AND ALL EMISSIONS AND CONGESTION RELATED MATTERS.*

C-13. *RESTRICT IDLING EMISSION FROM TRUCKS BY USING AUXILIARY POWER UNITS AND ELECTRIFICATION AT THE INDUSTRIAL WAREHOUSE FACILITIES.*

C-14. *LANDSCAPE WITH APPROPRIATE DROUGHT-TOLERANT SPECIES TO REDUCE WATER CONSUMPTION.*

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

b. Supporting Explanation. The proposed Project would include warehousing, commercial (including restaurants, hotels, and gas stations), office, and light industrial land uses. (SEIR, p. IV-147.) These are sources that have not been identified in the SCAQMD CEQA Air Quality Handbook as specific odor sources. (*Ibid.*) Additionally, the proposed changes addressed in the air quality technical report (Appendix E of the SEIR), including increased traffic generation, use of current air quality analysis parameters, freight rail service, and activities identified in the emissions budget set forth in Table III-1 of Chapter III of this SEIR, are not expected to result in a substantial impact. (*Ibid.*)

Objectionable odors related to truck exhaust, if any, would be focused along the truck routing pattern, which is located along major arterial roadways and not adjacent to a substantial number of persons. (*Ibid.*) Rail service and use of devices within the emissions budget would occur within the boundaries of the Project area, and not near to substantial population concentrations. (*Ibid.*) Lot 16's user would receive, store, and distribute pre-packaged food and food service materials. (*Ibid.*) No food preparation would occur on site and thus no odors are anticipated. (*Ibid.*) Proposed improvements to the sewer system are designed to minimize odors in accordance with WMWD design standards. (*Ibid.*) Additionally, the proposed detention basins have a drawdown of 30 hours or less, which will minimize potential odors due to stagnant water. (SEIR, p. IV-148.) The basins are also designed to ensure that flow discharges from the basin until emptied. (*Ibid.*) No permanent water storage is proposed within the basins. (*Ibid.*)

C. BIOLOGICAL RESOURCES

1. Threshold IV.D-1: Would the Project have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations or by the California Department of Fish and Game ("CDFG") or U.S. Fish and Wildlife Service ("USFWS")?

a. Finding.

(i) **SKR**: The Project is consistent with the impacts addressed in the Focused EIR and thus Project impacts to SKR would be less than significant with the implementation of **Mitigation Measure D-1** from the FEIR. (SEIR, pp. IV-160 to IV-165.)

(ii) **LBV**: **Mitigation Measure D-2 and D-3** from the Focused EIR and **Mitigation IV.D.1-1** are required to mitigate impacts to LBV to less than significant levels. (SEIR, pp. IV-160 to IV-165.)

(iii) **Western Burrowing Owl:** Impacts will be reduced to a level of less than significance with the implementation of **Mitigation Measure IV.D.1-2**. (SEIR, pp. IV-160 to IV-165.)

> **D-1.** *Prior to construction activity, the applicant shall coordinate with USFWS to assure that the requirements and stipulations of the 1999 Biological Opinion and the Biological Opinion Clarification Letter (September 6, 2002) are met. The 1999 Biological Opinion and the 1999 Biological Opinion Clarification letter are included in Appendices A and B of the Biological Resources Review found in Appendix F of this document. Mitigation for potential impacts to federal or state listed species shall be as per the 1999 Biological Opinion and the 1999 Biological Opinion Clarification Letter issued by USFWS. This mitigation shall include the replacement 35.2 acres of impacted occupied Stephens' kangaroo rat (SKR) habitat at a 1:1 ratio. As of September 2002, the March JPA is responsible for 14.2 acres of mitigation at a 1:1 ratio, as 21 acres of USFWS approved occupied habitat have previously been acquired by the March JPA and serve as mitigation for 21 acres of SKR occupied habitat. Other required mitigation*

(78.4 acres discussed in the 1999 BO Clarification letter) will be at a fee of $500 per acre.

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

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

Mitigation IV.D.1-1. *The following mitigation measures shall be implemented to reduce the impacts to LBV to below a level of significance:*

- To avoid the direct loss of eggs and chicks, all vegetation shall be cleared outside the LBV breeding season (e.g., March 1 through August 15).
- Construction activities associated with the widening of Van Buren Boulevard and all lots adjacent to occupied LBV habitat shall be restricted during the LBV breeding season to avoid indirect impacts to the species from increased noise levels. In the event construction activities must occur during the breeding season, noise attenuation measures (e.g. noise walls or berms) and noise monitoring by qualified biologist will be required. Noise levels shall not exceed 60 dBA Leq in suitable occupied riparian habitat during the breeding season during one-hour internals. If noise levels exceed this threshold as determined by the monitoring biologist, construction activities shall cease or additional noise measures shall be incorporated to reduce construction-related noise levels to 60 dBA Leq or less.
- Temporary construction fencing shall be used to delineate constructing limits and will be maintained until construction is complete.
- All motorized construction equipment shall be kept within a staging area outside of the riparian habitat. The staging area shall not drain into the riparian habitat. Best management practices shall be implemented in order to direct the storm water runoff away from adjacent riparian areas. BMPs may include but are not limited to covering construction materials, perimeter gravel bags, and/or fiber rolls.
- Construction activities adjacent to the Conservation Area will be conducted during day light hours to avoid the use of night lighting that could increase predation rates and/or disrupt nesting LBVs.
- For the development of the Meridian lots adjacent to the Conservation Area, construction crews and field workers shall be provided training by the qualified biologist to avoid unnecessary impacts to LBV and its habitat in the area.
- Following construction, lighting of all developed areas adjacent to the Conservation Easement Areas shall be directed away from the

Conservation Easement Areas to avoid increased predation and/or disruption of nesting LBV. Adjacent development lighting shall have cut-off fixtures (i.e., the bulb/source is not visible above the "horizontal") and will be shielded.

- All drainage from adjacent development within the Meridian development shall be directed away from the riparian areas to avoid the potential urban run-off contamination of LBV habitat.
- The Unit 4 Lot E detention basin adjacent to Mitigation Area 2 shall be maintained by the Meridian Landscape, Lighting and Maintenance District (LLMD). The basin shall continuously be monitored, maintained, and kept clear of overgrowth. Maintenance activities shall occur outside of the LBV nesting/breeding season (March 1 – August 15).
- A biological monitor shall be present during habitat clearing and construction within waters of the U.S. and riparian areas to ensure the activities are performed in accordance with the biological opinion, terms and conditions of the 404 permit, and final streambed agreement as amended by CDFG.
- Temporary chain link fence shall be installed by the Project sponsor at the start of mass grading for those lots adjacent to the Conservation Easement areas. The temporary chain link fencing shall be replaced by the individual lot developer with a minimum 8" decorative masonry wall at the onset of fine grading improvements for each lot in accordance with the Meridian Compensatory Mitigation and Monitoring Plan (CMMP). The LLMD will be responsible for mending fences or walls that are adjacent to the Conservation Easement Areas.
- All lots within the Meridian development adjacent to the Conservation Easement Areas shall be landscaped with native and non-invasive plant materials to protect biological resources, such as habitat supporting LBV.
- Fuel modification will be evaluated by the County of Riverside Fire Department on an annual basis along the south and east boundaries of the existing residences adjacent to Conservation Easement Area 1. Fuel modification may be required within Conservation Area 1, not to exceed 30.5 m (100 ft) from the nearest structure unless otherwise determined by the County of Riverside Fire Department. If fuel modification must occur, it would be accomplished using hand tools and mowers to selectively thin hazardous vegetation or combustible material. Disking of vegetation is prohibited. Riparian areas will be avoided and fuel modification would occur no closer than 15.2 m (50 ft) from the drip line of the riparian habitat. Fuel modification will be the responsibility of the March JPA who shall coordinate fuel modification efforts with the approved managing entity to ensure riparian zones are avoided.
- All new construction that will occur adjacent to Conservation Easement Areas 1 and 2 shall be designed such that no fuel

modifications will be required within the conservation areas.

- The March JPA and the Project sponsor shall be responsible for ensuring the successful onsite establishment of 2.3 acres of LBV habitat within "Mitigation Area 1" and approximately 1.9 acres of LBV habitat within "Mitigation Area 2." In addition, the March JPA and the Project sponsor will record a conservation easement on approximately 175 acres to ensure the long-term protection of the restored riparian habitats, existing occupied LBV habitat, and adjacent upland buffers. The conservation easement areas shall be managed in perpetuity by an appropriate management entity.

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

b. Supporting Explanation.

(i) **SKR:** The Stevens Kangaroo Rat ("SKR") is listed as endangered under the federal Endangered Species Act and threatened under the California Endangered Species Act. (SEIR, p. IV-153.) The 1999 Biological Opinion allows for the incidental take of 105 acres of SKR habitat with the development of West March, which includes the Project area. (SEIR, pp. IV-160 to 162.) March JPA is responsible for mitigation of 32.2 acres out of the 105 acres. (*Ibid.*) Mitigation in the form of impact fees is therefore necessary to implement the proposed Project for SKR purposes. (*Ibid.*) Project impacts to the SKR Mitigation will reduce impacts to SKR to a level of insignificance. (*Ibid.*) Mitigation credits were purchased in on January 24, 2005 from the County of Riverside and November 20, 2006 from the Southwestern Riverside County Multi-Species Reserve. (*Ibid.*)

(ii) **LBV:** Proposed changes to the Project result in a change in the biological resources impacted by the Project as compared to the existing Specific Plan. The Project would impact Least Bell's Vireo ("LBV"), an endangered species under both the federal Endangered Species Act ("ESA") and the California Endangered Species Act ("CESA"), which occurs in the southwestern portion of the Project area. (SEIR, pp. IV-152, IV-161.) The Project would therefore create **Impact IV.D.-1-1,** discussed on page IV-161 of the SEIR, which explains that the March JPA is pursuing Section 7 consultation with the USFWS for Project-related LBV impacts and the 1999 Biological Opinion is being evaluated by the SDFG for consistency with CESA. (SEIR, p. IV-161.) The USFWS determined in a Biological Opinion dated October 14, 2009 that the Specific Plan is not likely to jeopardize the continued existence of the LBV. (SEIR, p. IV-162) The Master EIR for the March JPA General Plan identified 13 acres of USFWS designated LBV riparian habitat located in the Meridian South Campus and the adjacent previously designated SKR management area. (SEIR, p. IV-161.) The Master EIR precludes development within

100 feet of these riparian areas, but the Project area is not within 100 feet of this habitat and is therefore consistent with the LBV analysis in the Master EIR. (*Ibid.*)

The proposed mitigation to offset impacts to LBV from the March Business Center Specific Plan includes conserving restoration areas and avoiding riparian drainages and upland buffers through the recordation of two conservation easements (USFWS, 2009). The conservation easements will include creation and restoration of 4.2 acres of LBV habitat. In addition, the proposed Project has incorporated numerous conservation measures to avoid and/or minimize potential impacts to LBV and its habitat. Vegetation clearing outside of the LBV nesting season will avoid disturbance to nesting adult LBVs and the destruction of active nests including eggs and nestlings. Long-term maintenance of the Unit 4 Lot E detention basin (previously referred to as Lot 49) including vegetation removal will also occur outside of the LBV nesting season.

(iii) **Western Burrowing Owl:** Habitat for Western Burrowing Owl, a species of special concern under the CESA, was identified in the biological evaluation performed in 2009. (SEIR, p. IV-162.) The March JPA is not subject to the Multi Species Habitat Conservation Plan and is therefore not bound by any survey protocols or mitigation outlined in that document. (*Ibid.*) Nevertheless, pre-construction surveys will be implemented to minimize impacts. (*Ibid.*) See a more detailed discussion of this impact on page IV-162 of the SEIR under **Impact IV.D.1-2**. (*Ibid.*)

2. Threshold IV.D-2: Would the project have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?

a. Finding. The Project will have a significant impact on riparian habitats, but impacts will be mitigated to less than significant levels with the implementation of **Mitigation Measures D-1 to D-3** and **Mitigation IV.D.1-1 and Mitigation IV.D.1-2,** identified above. (SEIR, pp. IV-165 to 166.) Additionally, the March JPA and the Project sponsor will record a **conservation easement** on roughly 175 acres to ensure the long-term protection of the restored riparian habitats, existing LBV habitat, and adjacent upland buffers. (*Ibid.*)

b. Supporting Explanation. The 1999 Biological Opinion identified 13 acres of riparian habitat suitable for LBV, located in the South Campus and outside of the Project area. (SEIR, p. IV-165.) The existing Specific Plan prohibits development within 100 feet of these 13 acres. Although no impacts are anticipated to these 13 acres, the LBV now occupies habitat outside of the 13 acres and is the subject of pending Section 7 consultation and the BO from 2009. (*Ibid.*) Additionally, the Riparian Forest located in the southwestern portion of the Project area is now occupied by LBV and would be impacted by the proposed Project. The pending Section 7 consultation and the Biological Opinion address impacts to LBV and define associated mitigation.

Moreover, approximately ten acres of Non-native Grasslands, three acres of Ornamental/Disturbed, one acre of disturbed habitat, one acre of ephemeral drainage, one acre of non-jurisdictional drainage swale, and 0.1 acres of Southern Willow Scrub would be impacted by the proposed Project. Most of these vegetation communities, with the exception of the Non-native Grasslands and ephemeral drainage, have little floristic value and have

been degraded by past use of the area by the Air Force. The loss of these vegetation communities is not significant because they are unable to support sensitive species and the disturbed condition of the site. Non-native grasslands may provide habitat for the western burrowing owl and if the species is present, individuals could be impacted during construction of projects related to the proposed Project. (*Ibid.*)

3. Threshold IV.D-3: Would the project have a substantial or adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?

a. Finding. The March Business Center Specific Plan is expected to impact approximately 0.41 acre of ephemeral to intermittent channels, 0.64 acre of ephemeral concrete drainage channels and v-gutters within Arnold Heights; 0.12 acre of perennial channel or in-channel wetlands and 1.39 acres of riparian vegetation in the proposed detention basin area. The majority of those impacts would occur with the proposed Project. (SEIR, pp. IV-166 to 167.) To the extent impacts from the proposed Project are consistent with the Focused EIR, the Project would be required to comply with Mitigation **Measures D-4 through D-6** from the Focused EIR. The Project will also need to adopt **Mitigation Measures IV.D-3-1 and IV.D-3-2.** (*Ibid.*) Impacts would be less than significant with mitigation.

> **D-4.** *Prior to construction activity, the applicant shall coordinate with the L.A. District Corps office to assure conformance with the requirements of Section 404 of the Clean Water Act.*
>
> **D-5.** *Prior to construction activity, the applicant shall coordinate with the Santa Ana Water Quality Board (Region 8) to assure conformance with the requirements of Section 404/401 of the Clean Water Act and the State of California Porter Cologne Water Quality Control Act.*
>
> **D-6.** *Prior to activity within waters of the U.S., the applicant shall coordinate with the California Department of Fish and Game (Eastern Sierra and Inland Desert Region 6) relative to conformance to the Lake and Streambed Alteration permit requirements.*
>
> **Mitigation IV.D-3-1.** *The March JPA and the Project sponsor shall create 2.3 acres of State Waters (including waters of the US) within Mitigation Area 1 and approximately 1.9 acres of State Waters (including waters of the US) within Mitigation Area 2.*
>
> **Mitigation IV.D-3-2.** *The March JPA and Project sponsor shall protect approximately 175 acres of waters of the U.S. State Waters, LBV habitat and upland habitat located in the Future Development Area and the South Campus in conservation easements. These conservation easements would be managed in perpetuity by a conservancy or an appropriate entity with qualified biologists.*

b. Supporting Explanation. The original Section 404 permit issued for the March Business Center Specific Plan expired in May 2006. The MJPA also

received a Streambed Alteration Agreement ("SAA"), which is in the process of being amended. Development permitted under the original Section 404 permit and SAA are not complete and new and/or amended permits are required for the remaining jurisdictional areas not impacted under the original permits. (SEIR, p. IV-166 to 167.) Through the Section 404, CDFG 1602 SAA and Section 7 Consultation process, the March JPA and applicant have agreed to provide on-site compensation for impacts to waters of the U.S. and State waters with the creation of the following two mitigation areas described below (see Figure IV.D-2 on page IV-168):

- Mitigation Area 1 is proposed as a result of impacts to the existing channel north of Van Buren Boulevard (located off-site to the west in the Future Development Area; impacted with the widening of Van Buren Boulevard, which is part of the March Business Center Specific Plan). The existing channel would be realigned to the north of the existing channel and would be revegetated with species similar to those in the existing channel. Mitigation Area 1 would provide 1.9 acres of wetland waters of the U.S. and State waters. (SEIR, p. IV-166 to 167.)

- Mitigation Area 2 would be located west of the proposed Project area within the Future Development Area. The location of this proposed channel is its historic route, which was subsequently filled in and rerouted to the south in a concrete lined channel. The current location provides minimal habitat; therefore, the function and value of the existing segment is presumed to be low. This segment of proposed channel would be reestablished in its historic location and connect the upstream riparian channel that is fed by the residential subdivision to the west (including Mitigation Area 1) with a truncated channel which supports riparian habitat immediately adjacent to the proposed Project area. The proposed channel would be vegetated with species similar to the existing corridor. Mitigation Area 2 would restore 1.4 acres of wetland waters of the U.S. and State waters. (SEIR, p. IV-166 to 167.)

4. Threshold IV.D-4: Would the project interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?

a. Finding. Impacts would be less than significant with the implementation of **Mitigation Measures D-1 through D-3** from the Focused EIR, set forth above. (SEIR, p. IV-169.)

b. Supporting Explanation. The Project occurs in the Specific Plan area. Due to mass grading in the North Campus consistent with the 2003 FEIR, the majority of the study area is devoid of vegetation. The southwest portion of the Project area (roughly 18 acres) contains natural vegetation and abuts the potential Future Development Area defined in the existing Specific Plan. However, this area is not part of an established wildlife corridor or a wildlife nursery site other than the occupation of LBV or Western Burrowing Owls, discussed above. (SEIR, pp. IV-167 through 169.)

D. CULTURAL RESOURCES

1. Threshold IV.J-2: Would the proposed project cause a substantial adverse change in the significance of a unique archaeological resource pursuant to Section 15064.5?

a. Finding. Impacts would be less than significant with the implementation of Mitigation Measure L-1 from the Focused FEIR.

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

b. Supporting Explanation. A Cultural Resource Survey,

Test, and Evaluation conducted by Tierra in December, 2009, discovered one previously unidentified cultural resource site, KHMR-1. KHMR-1 has been tested and evaluated for potential to reveal more information about the history of California. Based on the results of the Cultural Resource Survey, Test, and Evaluation conducted by Tierra in December, 2009, the site is not eligible for listing on the California Register. This finding was based on the limited number of artifacts present, their disturbed context and previous disturbance to the site. No further treatment is recommended for this resource and the site is considered fully mitigated; therefore, potential impacts to KHMR-1 would be less than significant. (SEIR, pp. IV-284 to 285.)

2. Threshold IV.J-2: Would the proposed project cause a substantial adverse change in the significance of a unique archaeological resource pursuant to Section 15064.5?

a. Finding. There is a possibility that undetected cultural resources exist in the undisturbed portion of the Project area. However, impacts will be less than significant with the implementation of mitigation set forth below.

> **L-1.** *If archaeological or paleontological resources are encountered at the time of grading or Project construction, all Project work in the area of the resource shall cease until the area has been surveyed by a qualified archaeologist or paleontologist in conformance with the Cultural Resource Management Plan.*
>
> **Mitigation IV.J-2-1.** *Prior to beginning Project construction, the Project sponsor shall retain an archaeological monitor to monitor all ground-disturbing activities in native soils* (as shown in Figure IV.J-1) *in an effort to identify any unknown archaeological resources. Any newly discovered cultural resource deposits shall be subject to a cultural resources evaluation.*
>
> **Mitigation IV.J-2-2.** *At least 30 days prior to beginning Project construction, the Project sponsor shall contact the Pechanga Tribe to notify the Tribe of grading, excavation and the monitoring program, and to coordinate with the MJPA and the Tribe to develop a Cultural Resources Treatment and Monitoring Agreement. The Agreement shall address the*

treatment of known cultural resources, the designation, responsibilities, and participation of Native American Tribal monitors during grading, excavation and ground disturbing activities in native soils; Project grading and development scheduling; terms of compensation; and treatment and final disposition of any cultural resources, sacred sites, and human remains discovered on the site.

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

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

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

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

b. Supporting Explanation. A Cultural Resource Survey, Test, and Evaluation conducted by Tierra in December, 2009, discovered one previously unidentified cultural resource site, KHMR-1. The evaluation of the resource consisted of 90 percent recovery of the surface artifacts and the excavation of a one meter by one meter unit. Bulldozing activities had destroyed the internal structure of the site. The collection of the surface artifacts and excavation of the unit resulted in the recovery of a wide range of artifacts, and is discussed in the SEIR in the Environmental Setting discussion of the Cultural Resources section. Based on the evaluation of KHMR-1 conducted by Tierra, no further

work is recommended for KHMR-1 and the site is considered fully mitigated. Some of the more intact artifacts might be suitable for display at the March Air Force Base Museum and it is recommended that the March JPA create an accession agreement for curation of the artifacts at the museum. This is not considered a mitigation measure but rather is recommended as an educational opportunity and demonstration of community stewardship. In addition to the above recommendations, the possibility exists that undetected cultural resources may be present in the previously undisturbed Project area. As these would be difficult to identify using current techniques, any possible detection must await grading monitoring. Thus, it is recommended that a professional archaeologist and Native American monitor all initial ground disturbing activity in native soils in the proposed Project area. A Monitoring Discovery and Historic Properties Treatment Plan should be prepared prior to commencement of construction activity in the Project area. These recommendations are imposed via the mitigation measures IV.J-2-1 through IV.J-2-6 above. (SEIR, pp. IV-286 to 288.)

Additionally, in response to the NOP for this SEIR, the Pechanga Band of Luiseño Indians, a federally recognized Indian tribe and sovereign government, has requested to be involved in the consultation process of all environmental documents relating to the Meridian Specific Plan Amendment. In response to this request, and in accordance with SB 18, the March JPA and the Pechanga Band of Luiseño Indians met on September 23, 2009, to address the protection and preservation of any Native American sacred places through agreed upon mitigation for the proposed Project. (*Ibid.*)

3. Threshold IV.J-3: Would the proposed project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

a. Finding. Impacts related to paleontological resources from the Project would be less than significant with the implementation of **Mitigation Measure L-1**, above.

b. Supporting Explanation. Quaternary-age fossils have been found in alluvial deposits near the Specific Plan area. However, very few finds are of significant scientific quality. North of the Specific Plan Area, in San Timoteo Canyon, vertebrate fossils have been found and used to date local rock formations. Other fossils, both marine and nonmarine, are found throughout the Peninsular Ranges Province in sedimentary rock units. These units are not present within the Specific Plan area. Therefore, no significant paleontological resources are believed to be within the Specific Plan area. (SEIR, p. IV-289.)

4. Threshold IV.J-4: Would the proposed project disturb human remains, including those interred outside formal cemeteries?

a. Finding. Impacts related to human remains from the Project would be less than significant with the implementation of **Mitigation Measure L-1**, above, and new **Mitigation Measure IV.J-4.1**.

> **Mitigation IV.J-4.1.** *If human remains are encountered, California Health and Safety Code Section 7050.5 requires that no further disturbance shall occur until the Riverside County Coroner has made the necessary findings as to origin. Further, pursuant to California Public Resources Code Section*

5097.98(b) remains shall be left in place and free from disturbance until a final decision as to the treatment and disposition has been made. If the Riverside County Coroner determines the remains to be Native American, the Native American Heritage Commission shall be contacted within a reasonable timeframe. Subsequently, the Native American Heritage Commission shall identify the "most likely descendant." The most likely descendant shall then make recommendations, and engage in consultations concerning the treatment of the remains as provided in Public Resources Code 5097.98.

b. Supporting Explanation. The majority of the proposed Project site has been graded and no human remains have been found during these grading activities. Thus the discovery of human remains during excavation is unlikely. However, accidental discovery of human remains cannot be completely ruled out. If human remains are discovered during construction activities, the Project sponsor would be required to comply with California State Health and Safety Code Section 7050.5, which requires that no further disturbance be allowed to occur until the county coroner has made the necessary findings as to the origin and disposition of the remains pursuant to PRC Section 5097.98. Adherence to California all applicable state laws will reduce potential impacts from the proposed Project to less than significant. (SEIR, p. IV-290.)

D. HAZARDS AND HAZARDOUS MATERIALS

1. Threshold IV.E-1: Would the proposed project create a significant hazard to the public or the environment through the routine transport, use or disposal of hazardous materials?

a. Finding. Project impacts will be less than significant with the imposition of new Mitigation Measure IV.E-1, which is actually a modified version of the FEIR's E-2.

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

b. Supporting Explanation. The types of uses and facilities allowed in the proposed Project area may generate, store, use, distribute or dispose of hazardous materials such as industrial waste, oils, solvents, paints, diesel fuel, hydraulic fluid and corrosives. **Table IV.E-1** on page IV-177 of the SEIR summarizes typical hazardous material types by Specific Plan Land Use category. (See also 2003 Focused EIR Table IV.E-1.) The proposed Project would not create a significant impact through the transport, use or disposal of hazardous materials since facilities are required to comply with all applicable federal, state and regional regulations which are intended to avoid impacts to the public or environment. If during the individual development review process, the JPA determines that a prospective user may generate inordinate quantities or unusual hazardous waste material, the proposed development may be subject to further review prior to approval. (SEIR, p. IV-176 to 177.)

Lot 16. The proposed industrial user on Lot 16 intends to use anhydrous ammonia in the refrigeration system. Anhydrous ammonia does not have a flash point; and therefore, it

poses a lower fire hazard than flammable materials such as gasoline. However, anhydrous ammonia is flammable and can form explosive mixtures with air. Although the proposed quantity of ammonia would be below the federal accidental release prevention threshold of 10,000 pounds, it would exceed the threshold of 500 pounds established by the California Accidental Release Prevention (CalARP) (see California Code of Regulations Title 19 Division 2 Chapter Tables 1 and 3). The way the ammonia will be used is standard in the industry and complies with applicable federal and California regulations. The prospective user would be required to prepare and maintain an RMP/PSM that addresses operation of the ammonia system per the requirements referenced above. The RMP must include three main components: (1) hazard assessment; (2) release prevention planning; and (3) emergency response planning. The RMP requires facilities to identify and assess their chemical hazards and carry out certain activities designed to reduce the likelihood and severity of accidental chemical releases. Following approval and implementation of an RMP/PSM, ammonia will be trucked to the site and pumped into the system via a receiving port located outside the northern portion of the main building, approximately 50 feet to the east of Meridian Parkway. Ammonia would be delivered via I-215, in accordance with the truck routing patterns shown in Figure V-6 of the proposed SPA. Specifically, trucks would exit I-215 at the Cactus Avenue interchange and then travel west to Meridian Parkway. The transport of ammonia is highly regulated and a delivery of this quantity would only occur one time at start up. Ammonia system recharge may be required periodically and in small quantities during routine inspection and maintenance of the system. Ammonia would not be removed from the system; thus, no disposal would be required. Use of ammonia on-site would occur consistent with the RMP/PSM and applicable regulations regarding design of the refrigeration system, transport and transfer of ammonia into the refrigeration system and long-term system maintenance. Thus, the risk to the public or the environment from transport or use of ammonia would be less than significant. (SEIR, p. 178.)

In addition, the prospective industrial user on Lot 16 is proposing to construct two above ground 10,000-gallon diesel fuel tanks. The fueling area would contain two fuel islands and two 10,000-gallon above-ground diesel storage tanks. The proposed Project would handle and store up to 20,000 gallons of diesel fuel, which is classified as a Class II combustible liquid by the National Fire Protection Association ("NFPA"). The two above ground 10,000-gallon diesel fuel tanks are not consistent with the Basic Compatibility Criteria for compatibility zone B2, as described in Exhibit 3-4 of the JLUS. Above-ground bulk storage of hazardous materials is discouraged in this zone; however, storage of up to 6,000 gallons of non-aviation flammable materials is allowed. This discrepancy with the JLUS is discussed in Section IV.A. *Land Use and Planning* of the SEIR. As noted, the Riverside County Airport Land Use Commission determined that the proposed Project is consistent with the ALUP on November 12, 2009 (Airport Land Use Commission Hearing Report of Actions, November 12, 2009). Per Section 2770.4.1, fuels are excluded from CalARP regulations. Therefore, an RMP would not need to be prepared for this use. With the future adoption of the draft JLUS, the proposed Project will be consistent with applicable policies. Storage and use of diesel fuel would be less than significant. (SEIR, pp. 178 to 179.)

Gas Station. The gas station, USTs and fuel delivery systems would be constructed and operated in accordance with all applicable regulations, building codes, engineering standards, and the California Fire Code; thus, no significant impacts are anticipated. Fuel would be delivered in accordance with the truck routing patterns shown in Figure V-6 of the

SEIR of the proposed SPA. No significant adverse impacts are expected from the transport of hazardous materials. (SEIR, p. IV-179.)

Trucks. The truck route will avoid residential areas and other sensitive land uses to the extent possible and preclude the need for specific mitigation measures. This would minimize the potential for adverse affects on public safety with respect to hazardous materials. (SEIR, p. IV-178.)

2. Threshold IV.E-2: Would the proposed project create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?

a. Finding. The Project's impacts will be less than significant with compliance of **Mitigation Measure IV.E.1-2**, above.

b. Supporting Explanation. The proposed Project would not introduce any new significant impacts for this threshold. However, the industrial user for Lot 16 would use 9,000 pounds of anhydrous ammonia, a regulated substance. Compliance with federal, state, and regional regulations would preclude any significant impacts. The industrial user will also construct two above-ground 10,000 gallon diesel fuel tanks. As discussed in Threshold IV.E-1, above-ground bulk storage of hazardous materials is discouraged in the B2 zone of the JLUS. However, the Riverside County Airport Land Use Commission found the proposed Project to be consistent with the ALUP on November 12, 2009 (Airport Land Use Commission Hearing Report of Actions, November 12, 2009). Also, per Section 2770.4.1, fuels are excluded from CalARP regulations; therefore, an RMP would not need to be prepared for this use. The proposed Project is not expected to result in any new significant impacts. (SEIR, pp. IV-181 to 182.)

The proposed Project also allows for a gas station and associated USTs on Unit 4 Lot 4. As discussed in Threshold IV.E.-1, the USTs would be designed consistent with all applicable health regulations, building codes, engineering standards, and the California Fire Code; therefore, no significant impacts are anticipated. (*Ibid.*)

3. Threshold IV.E-5: Would the proposed project be located within an airport land use plan or within two miles of a public airport or public use airport and result in a safety hazard for people residing or working in the project area?

a. Finding. The proposed Project is located in proximity to the March ARB Runway 14/32 of the March Inland Port Airport, which provides joint civilian and military uses. Project impacts related to exposure of hazardous materials from the Project site would be less than significant with implementation of **Mitigation Measures A-1 through A-4** from the Focused EIR. (SEIR, pp. IV-183 to 184.)

> **A-1** *Development within the Clear Zone and Accident Potential Zones I and II will abide by building standards and codes including height restrictions, restrictions on use, setbacks, population densities, and insulation and materials, as outlined in the approved 1998 Air Installation Compatible Use Zone (AICUZ).* (SEIR, p. IV-12.)

A-2 *As established in the Specific Plan, the project will comply with the policies and requirements of the Riverside County Airport Land Use Plan. Development plans will be submitted to the FAA for review in accordance with FAR 77.13.2.i. Additional ALUC review will be required for objects taller than 50 feet in the Height Caution Zone shown on Figure IV.A-4. Other land use controls (relating to safety (both in the air and on the ground) and noise) have been developed in consultation with the ALUC, and have been incorporated into the Specific Plan.* (SEIR, p. IV-12.)

A-3 *In accordance with the requirements of the Specific Plan, a School Buffer overlay district will be established. This district will extend 0.25 miles from the boundary of the Arnold Heights Elementary School and the Tomas Rivera Elementary School. The overlay district will provide landscaping around the boundaries of the school for screening; will prohibit certain uses with the potential noise impacts and/or hazardous materials handling/generation; and will provide for enhanced review of other development proposals to limit the potential for adverse impacts on the school.* (SEIR, p. IV-12.)

A-4 *Project detention basins shall have the following features to limit bird activity:*
1. All detention basins shall draw down within 24 hours with the exception of the East Basin and the U4-E Basin. The East Basin shall have a draw down period of 39 to 42 hours during the interim development of Unit 4. The U4-E Basin shall have a draw down period of 27 to 30 hours during the interim development of Unit 4. The East Basin will be designed in the ultimate condition to include a draw down period of 28 to 30 hours. The U4-E Basin will be designed in the ultimate condition to include a draw down period of 27 to 30 hours.
2. Standing water in all detention basins outside of the specified drawdown times shall be addressed through the use of positive drainage techniques (grading, wet wells, french drains are some examples) by the Project sponsor.
3. Regular maintenance activities shall include the removal of vegetation.
4. March JPA shall monitor waterfowl activity during the rainy season in all detention basins. If waterfowl issues are identified during monitoring activities, then the March JPA and Project sponsor shall implement waterfowl control measures (netting and vegetation removal are some examples).

b. Supporting Explanation. The proposed Project is located in the proximity to March ARB Runway 14/32 and is therefore subject to the 2005 AICUZ, the Riverside County ALUP and the draft 2007 JLUS. There are 23.4 acres of developable lots located within APZ I and II, as shown in the March ARB 2005 AICUZ. The area within the Clear Zone would remain clear and free of any infrangible (i.e., breakable) obstacles as required. Development is allowed within APZ I and II. However, development is limited to single story structures. Further limitations with respect to density (i.e., persons per acre) are also applicable and defined in March JPA Resolution No. JPA 08-01. The buildings and uses proposed within APZ I and II have been carefully evaluated and determined to be in full compliance with the use limitations presented in the March ARB 2005 AICUZ and will also

comply with Mitigation Measure IV.A-1 previously identified. Therefore, potential impacts would be less than significant. (SEIR, p. IV-184.)

The prospective industrial user on Lot 16 within the proposed Project area proposes construction and operation of two 10,000-gallon above-ground diesel fuel tanks, within compatibility zone B2 of the draft JLUS, but outside Airport Influenced Area I of the ALUP. The above-ground bulk storage of hazardous materials is discouraged in this zone . However, storage of up to 6,000 gallons of non-aviation flammable materials is allowed. The above-ground storage tanks will be designed and constructed according to NFPA design standards. Although diesel fuel is a combustible liquid, it has a higher flash point than gasoline and requires a higher temperature to ignite. Further, the above-ground tanks would be located more than 400 feet away from the warehouse structure and 700 feet away from the office portion of the development and there is a planned fire station directly across the street from the proposed use. All of these factors combine to minimize the hazards associated with the above-ground tanks and were considered in the Riverside County ALUC's determination that the above ground diesel fuel tanks are consistent with the ALUP (Airport Land Use Commission Hearing Report of Actions, November 12, 2009). Also, the prospective industrial user on Lot 16 within the proposed Project area is required to adhere to the Title 14 of the Code of Federal Regulations, Part 77, concerning hazards to air navigation. In a letter dated November 19, 2008, the FAA determined that the Lot 16 site plan does not exceed obstruction standards and would not be a hazard to air navigation. No impact would occur. (SEIR, p. IV-184.)

E. GEOLOGY AND SOILS

1. Threshold IV.I-1: Would the project expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault?

a. Finding. Impacts are less than significant with the implementation of mitigation from the Focused EIR.

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

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

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

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

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

b. Supporting Explanation. The proposed Project would be developed within the Meridian Specific Plan area which was evaluated in the context of the above significance threshold in the 2003 Focused EIR. There are no earthquake faults crossing or projecting toward the proposed Project area, and the Project area is not located within any Alquist-Priolo Earthquake Fault Zoning Map (2002 Preliminary Geotechnical Investigation, Appendix F, p. 3). Thus, no ground rupture hazards are expected to affect the proposed Project (2003 Focused EIR, 2003 pp. IV-98 to IV-99). The study area would be exposed to ground shaking hazards associated with earthquake events in the region. The Casa Loma Fault (six miles to the east-northeast) is the closest "fork" of the San Jacinto Fault Zone. The fault has a maximum credible earthquake magnitude of 7.5. Earthquakes along other major faults in the area, such as the Elsinore-Whittier Fault Zone, could damage existing buildings and infrastructure (General Plan Safety/Risk Management Profile Report, p. 6-2). The proposed Project would not introduce land use designations substantively different from those evaluated in the 2003 Focused EIR. The primary difference is that there is more area devoted to industrial uses and less devoted to business park uses. There is also a detention basin proposed in the southwestern portion of the Project area (Unit 4 Lot E) that was previously designated business park in the 2003 Focused EIR. Given these factors, the proposed Project would not result in impacts that are different or in addition to those identified or evaluated in the 2003 Focused EIR. (SEIR, p. IV-272.)

2. Threshold IV.I-1ii: Would the project expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving strong seismic ground shaking?

a. Finding. Impacts are less than significant with the implementation of Mitigation Measures K-1 through K-5 above.

b. Supporting Explanation. The proposed Project area was

evaluated in the context of the above criteria in the 2003 Focused EIR. As discussed in the 2003 Focused EIR, there are no active faults in the proposed Project area. The Casa Loma Fault (six miles to the east-northeast) is the closest "fork" of the San Jacinto Fault Zone. The fault has a maximum credible earthquake magnitude of 7.5. Earthquakes along other major faults in the area, such as the Elsinore-Whittier Fault Zone, could also cause major damage to buildings and services. The proposed project is located within Seismic Hazard Zone III of the Uniform Building Code (UBC, 1994). The potential for liquefaction and seismically induced dynamic settlements of soils is low within the Specific Plan area (2003 Focused EIR).The proposed Project would not introduce land use designations substantively different from those evaluated in the 2003 Focused EIR. The proposed building and on-site improvements constructed as part of the proposed Project would be subject to ground shaking hazards. To minimize damage from seismic events, the proposed structures would be designed and constructed in accordance with applicable standards in the CBC, including pertinent seismic

design criteria. Thus, the proposed structures are expected to withstand ground shaking and related hazards at acceptable levels (CBC, 2007, which is based on the 2006 IBC). Potential impacts associated with strong seismic ground shaking are expected to be less than significant. (SEIR, p. IV-273.)

3. Threshold IV.I-1iii: Would the project expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving seismic-related ground failure, including liquefaction?

a. Finding. Impacts are less than significant with the implementation of Mitigation Measures K-1 through K-5 above.

b. Supporting Explanation. The former Arnold Heights Elementary School site has the same geologic characteristics as the overall Project area with respect to the above criteria. The soil characteristics of the ancient alluvium within the former school site do not possess properties which are liquefiable and the absence or presence of groundwater does not change these properties (Zeiser Kling 2009). Thus, the proposed Project would not result in impacts that are different or in addition to those identified or evaluated in the 2003 Focused EIR. (SEIR, pp. IV-273 to 274.)

4. Threshold IV.I-1iv: Would the project expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving landslides?

a. Finding. Impacts from the Project will be less than significant with the implementation of **Mitigation Measures K-1 through K-5**, above.

b. Supporting Explanation. The proposed Project would be developed within the Meridian Specific Plan area, which was evaluated in the context of the above criteria in the 2003 Focused EIR. As discussed in the 2003 Focused EIR, the site is generally flat. There are no steep slopes on or around the site that would be subject to landslide. The proposed Project would not introduce land use designations substantively different from those evaluated in the 2003 Focused EIR. The proposed Project would not result in impacts different or in addition to those identified or evaluated in the 2003 Focused EIR. (SEIR, pp. IV-274 to 275.)

5. Threshold IV.I-2: Would the project result in substantial soil erosion or the loss of topsoil?

a. Finding. Impacts from the Project will be less than significant with the implementation of **Mitigation Measures K-1 through K-5**, above. Also, compliance with regulations discussed in the Supporting Explanation will minimize soil erosion and loss of topsoil.

b. Supporting Explanation. The Project would be required to implement erosion control measures per standard engineering practices, March JPA requirements (i.e., Development Code Section 9.08.080), and consistent with South Coast Air Quality Management District Rule 403. Implementation of BMPs would minimize soil entrainment in the air (i.e., fugitive dust) during periods of high wind and in stormwater runoff. Thus, the proposed Project is not expected to cause significant adverse impacts with

respect to soil erosion or loss of topsoil. Impacts relating to erosion would be temporary and less than significant. Once operational, the proposed Project would consist of buildings, parking lots, internal and external streets and other impervious surfaces that would prevent wind or water erosion of underlying soils. Stormwater runoff from each lot of the proposed Project would be conveyed to a storm drain system which in turn would carry the stormwater to regional detention facilities where it would be temporarily stored prior to being discharged to off-site drainage facilities. Although the majority of the storm drain facilities would consist of pipes, two open channels are proposed within the North Campus area. Both the on-site channels and detention basins would be vegetated. Prior to the establishment of this vegetation, interim erosion control measures, such as silt fences, fiber rolls, check dams and hydroseeding, would be implemented to avoid potential erosion as required by both the current and the new General Construction permits. Per these permits, vegetative cover must be 70% established before erosion control measures can be removed following completion of construction. Following the establishment and stabilization of vegetation on the banks of the basins and channels, no substantial topsoil erosion would occur. (SEIR, p. IV-275.)

6. Threshold IV.I-3: Is the project located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?

a. Finding. The former Arnold Heights Elementary School is located with the Specific Plan area. The Arnold Heights site contains undocumented artificial fill that is considered unsuitable to support pavement, fill, materials, walls, or other improvements in its current state. Impacts would be less than significant with the implementation of **Mitigation Measures K-1 through K-5**, above, and **Mitigation IV.I-3-1**.

> **Mitigation IV.I-3-1.** *Undocumented artificial fill material on the former Arnold Heights Elementary School site shall be compacted on-site during site preparation to support pavement, fill, materials, walls, or other improvements proposed within the boundaries of the former Arnold Heights Elementary School. Compaction requirements shall be identified and submitted to the March JPA in a geotechnical report for approval prior to the issuance of any building permits within this area.*

b. Supporting Explanation. Undocumented fill material was found on the former Arnold Heights Elementary School site to an approximate depth of 5 feet below the existing ground surface. Due to the limited exploration, the lateral extent of these artificial fill soils could not be evaluated. It was concluded that the fill material is not suitable for construction in its current state because it is considered compressible. This conclusion was made by the geotechnical engineer based on a review of on-site conditions, which indicated that the undocumented fill material had not been compacted (personal communication with Steve Guerre, Zeiser Kling, March 26, 2010). In addition to implementing mitigation in the 2003 Focused EIR, additional mitigation is provided below. Implementation of the proposed mitigation would reduce potential impacts caused by soil instability or collapse to less than significant. (SEIR, pp. IV-276 to 277.)

7. Threshold IV.I-4: Is the Project located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?

a. Finding. Impacts from expansive soils would be less than significant with implementation of **Mitigation Measures K-1 through K-5**, above.

b. Supporting Explanation. The Arnold Heights Elementary School is located within the Specific Plan area and has the same general characteristics as the Project site. There are no expansive soils within the former Arnold Heights Elementary School site (Zeiser Kling 2008). Given these considerations, it is concluded that the proposed Project would not result in any changes with respect to expansive soils. (SEIR, pp. IV-277 to 278.)

8. Threshold IV.I-5: Does the Project site have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?

a. Finding/Supporting Explanation. The Project is served by a public sewer system and all future development would be connected to this system. The Project would not rely on septic tanks and thus limitations imposed by septic systems are not applicable to this Project. Despite no impacts arising from this threshold, the Project would be required to comply with **Mitigation Measures K-1 through K-5** above. (SEIR, p. IV-278.)

HYDROLOGY AND WATER QUALITY

1. Threshold IV.F-1i: Would the proposed project violate any water quality standards or waste discharge requirements?

a. Finding. Runoff from the Project is not expected to violate water quality standards and impacts from sedimentation during construction would be temporary and less than significant. Nevertheless, the Project will comply with **Mitigation Measures F-1 through F-3** from the FEIR. (SEIR, pp. IV-199 to 200.)

> **F-1.** *Detention basins and improvements to the storm drain system shall be constructed to reduce peak flows to less than those associated with existing conditions in accordance with the approved Drainage Plan.*
>
> **F-2.** *The storm drain system shall include sediment basins near inlets to the system to intercept sediment in accessible areas where maintenance is practical.*
>
> **F-3.** *Activities requiring authorization under an NPDES permit shall not be conducted prior to authorization by the Santa Ana Regional Water Quality Control Board. Best management practices identified in the Storm Water Pollution Prevention Plan shall be implemented.*

b. Supporting Explanation. The proposed Project would be required to implement erosion control measures and Best Management Practices ("BMPs") per standard engineering practices and March JPA requirements (i.e., Development Code Section 9.08.080). Implementation of construction and post-construction BMPs would minimize the transport of sediment and other contaminants into the stormwater runoff. Non-point source surface water from impervious surfaces may contain contaminants or increase sediment loads in the storm drain system. Construction of the Unit 4 Lot E detention basin

and utilization of the existing East Detention Basin in the North Campus would capture and retain contaminants contained in the runoff; thus, reducing contaminants discharged from the proposed Project area. (SEIR, pp. IV-199 to 200.)

During construction, desilting basins will be installed on each graded pad to intercept sediment prior to entering the storm drain. As each lot develops, the desilting basins will be removed. Minimal sediment runoff from the developed lots is anticipated since the development will consist of pavement and landscaped areas. The storm drain systems will also be designed at the maximum slope feasible to facilitate a cleansing velocity within the pipe, which minimizes sediment accumulation within the system. Sediment runoff would be captured by the Project's detention basins. (*Ibid.*)

Construction activities for all lots, infrastructure and the storm drain system would require a NPDES permit. Future development would be responsible for obtaining and complying with NPDES permit requirements. In addition, each facility within the proposed Project area is required as part of the entitlement process to prepare a WQMP in accordance with the NPDES New Development and Redevelopment Guidelines for Projects Under the March Joint Powers Authority (January 9, 2008) referenced above. Implementation of the WQMP is enforceable under Santa Ana Regional Water Quality Control Board Order No. R8-2002-0011. Implementation of recommended design, source control and/or treatment BMPs, as identified in the WQMP, will avoid violations of water quality standards. (*Ibid.*)

A preliminary WQMP has been prepared for Lot 16 and identified potential pollutants likely to be found in the storm water runoff. Likely pollutants from Lot 16 include petroleum hydrocarbons and solvents, trash and debris, oil and grease, metals and pesticides and fertilizers associated with the parking areas and landscaping. The prospective industrial user on Lot 16 proposes three grass lined swales along the perimeter of the lot for the facility's post-construction treatment control BMPs. These swales are designed to have very shallow slopes that allow the runoff maximum contact with the vegetation; and therefore, act as filters for the aforementioned pollutants. Contact with the vegetation improves water quality through plant uptake of pollutants, sediment removal and infiltration. After the runoff moves through the swale, it will be discharged to the storm drain within Opportunity Way, which discharges to the East Detention Basin. In addition, Lot 16 is subject to the General Industrial Permit due to its proposed maintenance activities, such as fueling, cleaning, repairing, etc. Lot 16 would be required to prepare an Operational SWPPP in accordance with the General Industrial Permit (Order No. 97-03-DWG). Drainage from adjacent development west of the proposed Project area created eroded gullies in the hillsides, which transported sediment into the existing storm drain system. Because sediment deposition in the storm drains would reduce the capacity of these facilities and be difficult to remove, Unit 4 Lot E includes a forebay to intercept sediment. Implementation of this design feature, together with BMPs to be identified in WQMPs and the grass-lined swales described above, will avoid violations of the water quality standards. (*Ibid.*)

Clarifying Mitigation Measure F-2, sediment basins will be provided during construction activities for each lot prior to discharge into the storm drain system. These sediment basins will be replaced by post-construction BMPs as described in the Final WQMP for each lot. Upstream drainage will be captured in the Unit 4 Lot E Detention Basin, which includes a forebay to intercept sediment; therefore, sediment basins are not necessary for each developed lot. (*Ibid.*)

2. Threshold IV.F-3: Would the proposed Project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?

a. Finding. The Project would not result in impacts different or in addition to those analyzed in the Focused EIR. Providing **Mitigation Measures F-1 through F-3**, above, are implemented for this Project, impacts will be less than significant. (SEIR, pp. IV-202 to 203.)

b. Supporting Explanation. The proposed Project would connect into the existing drainage infrastructure within the North Campus. In addition, the proposed Project includes construction of one permanent detention basin (Unit 4 Lot E) south of Opportunity Way and west of Meridian Parkway. This detention basin is sized to detain the difference in peak runoff flows between existing and developed conditions. An interim basin would be constructed south of Opportunity Way and west of Meridian Parkway, and would capture runoff from the proposed Project area until such time the permanent basin is constructed. Currently, a portion of the existing flows within the project area are contained within a concrete lined channel, but the interim basin would accept the flows currently captured by the existing channel once the channel is removed. Currently, a 404 permit application through the Corps is being processed to allow disturbance to this channel. Construction of the detention basins will also be required to implement necessary BMPs to minimize or avoid water quality impacts due to soil erosion or storm water runoff. (SEIR, pp. IV-202 to 203.)

Both the interim and permanent detention basins would discharge to the storm drain within Opportunity Way, which discharges to the East Detention Basin outside of the proposed Project. The East Detention Basin is currently in operation and was constructed with the other development in the North Campus. The detention basins also improve water quality through plant uptake of pollutants, sediment removal and infiltration. (*Ibid.*)

Development on each lot would be required to comply with the NPDES General Permit for Storm Water Discharges Associated with Construction Activity (Order No. 99-08-DWQ, NPDES No. CAS000002) and implement BMPs to the maximum extent practicable. In addition, each lot would be required to implement permanent post-construction BMPs to minimize potential impacts to water quality, and disclosure of the permanent WQMP maintenance responsibility will be provided through a recorded document. (*Ibid.*)

The prospective industrial user proposes the creation of three grass-lined swales along the perimeter for Lot 16 and would also be required to obtain a Construction Stormwater Permit and prepare a SWPPP specifying that BMPs would reduce construction stormwater flows. (SEIR, pp. IV-202 to 203.)

3. Threshold IV.F-4: Would the proposed project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?

a. Finding. The Project does not introduce impacts from onsite or offsite flows beyond those analyzed in the Focused EIR. Impacts will be less than significant with the implementation of **Mitigation Measures F-1 through F-3**, above, from the Focused EIR. Additionally, there are no streams or rivers in the proposed Project area, and accordingly no impacts associated with streams or rivers will occur. (SEIR, pp. IV-203 to 204.)

b. Supporting Explanation. The proposed detention basins would reduce peak flows to below existing levels and minimize the potential for flooding on- or off-site. The proposed Project area is within areas identified as Zone D on FEMA FIRMs. With the improvements to the storm drain system, it is unlikely that the proposed Project would result in or be affected by flooding. Flows from the off-site, upstream drainages tributary to the March Business Center Specific Plan will be intercepted and conveyed through a combination of channels, pipes and detention basins and discharge downstream consistent with existing drainage patterns. Consistent with RCFCWCD standards, detention basins capture increases in peak flow as result of development and reduce downstream flow to levels below existing conditions. The risk of onsite and offsite flows flooding the March Business Center Specific Plan are not expected to be significant. The proposed Project would not result in impacts different or in addition to those identified or evaluated in the 2003 Focused EIR. (*Ibid.*)

4. Threshold IV.F-5: Would the proposed project create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources or polluted runoff?

a. Finding. The Project would not have a significant impact on drainage systems. Impacts from the Project are consistent with those identified in the FEIR and with the implementation of **Mitigation Measures F-1 through F-3** above, impacts will be less than significant. (SEIR, pp. IV-204 to 205.)

b. Supporting Explanation. The proposed Project is consistent with land use assumptions used in the March Business Center Drainage Master Plan (KHA, 2003). Therefore, the proposed Project would not have a significant impact on the size of master drainage plan facilities or provide additional sources of polluted runoff. In addition, the channel south of Van Buren Boulevard., originally anticipated to be constructed as part of Phase 2 in the 2003 Master Plan, will not be necessary until Phase 3 (South Campus) develops. This is because this proposed Project will update the drainage infrastructure and Phase 2 requires construction of infrastructure adequate to mitigate the developed runoff from Phase 2 and the undeveloped runoff from Phase 3 to pre-existing conditions. Therefore, the construction of the channel south of Van Buren Boulevard will be implemented once the development within Phase 3 occurs. Although the Project proposes increases in FAR, and FAR would increase for the development of the proposed industrial facility on Lot 16, hydrologic calculations would not be affected as a 90 percent lot coverage was assumed. The RCFCWCD Hydrology Manual (1978) recommends that an impervious value of 90 percent be used for industrial and commercial development. This value was used in the calculations referenced in the 2003 Focused EIR for the March Business Center Specific Plan. Landscaping and setback requirements would ensure that the increase in FAR would not result in 100 percent impervious coverage on Lot 16. While the type of use proposed for Lot

16 and the parcels comprising Lot 16 would change with implementation of the proposed Project, the runoff calculations are the same. (*Ibid.*)

5. Threshold IV.F-6: Would the proposed project otherwise substantially degrade water quality?

a. Finding. Impacts from the Project related to degradation of water quality are consistent with those addressed in the FEIR and providing **Mitigation Measures F-1 through F-3**, above, are implemented from the FEIR, impacts will be less than significant. No additional mitigation measures are required. (SEIR, pp. 205 to 206.)

b. Supporting Explanation. The proposed Project would be developed within the Meridian Specific Plan area which was evaluated in the context of the above significance threshold in the 2003 Focused FEIR. The proposed Project includes the construction of one permanent detention basin (Unit 4 Lot E) within the Project area and use of the East Detention Basin and the South Channel Detention Basin within the March Business Center Specific Plan. In addition, each lot will be required to comply with the NPDES General Permit for Storm Water Discharges Associated with Construction Activity (Order No. 99-08-DWQ, NPDES No. CAS000002) and the General Permit (2009-0009-DWQ) effective July 1, 2010 and implement BMPs to the maximum extent practicable. Each lot will also be required to implement permanent post-construction BMPs to minimize potential impacts to water quality. The Project would not introduce land uses substantively different from those evaluated in the 2003 Focused EIR; therefore, the proposed Project would not result in impacts to water quality that are different or in addition to those previously identified or evaluated. (*Ibid.*)

A preliminary WQMP has been prepared for Lot 16 and identified potential pollutants likely to be found in the storm water runoff. To treat runoff associated with development on Lot 16, the prospective industrial user on Lot 16 proposes three grass lined swales along the perimeter of the lot for the facility's post-construction treatment control BMPs. These swales are designed to have very shallow slopes that allow the runoff maximum contact with the vegetation; and therefore, act as filters for the aforementioned pollutants. Contact with the vegetation improves water quality through plant uptake of pollutants, sediment removal and infiltration. After the runoff moves through the swale, it will be discharged to the storm drain within Opportunity Way, which discharges to the East Detention Basin. (*Ibid.*)

As discussed under Threshold IV.F-1, Lot 16 is subject to the General Industrial Permit due to its proposed maintenance activities, such as fueling, cleaning, repairing, etc. Lot 16 would be required to prepare an Operational SWPPP in accordance with the General Industrial Permit (Order No. 97-03-DWG). The SWPPP would describe permanent post-construction BMPs to minimize impacts to water quality as a result of these activities. The proposed Project would therefore not result in the degradation of water quality. (*Ibid.*)

6. Threshold IV.F-8: Would the proposed project place structures within a 100-year flood hazard area that would impede or redirect flood flows?

a. Finding. Impacts from the proposed Project are consistent with those identified in the Focused EIR, and impacts would be less than significant with the implementation of **Mitigation Measure F-1**, above, from the FEIR. (SEIR, pp. IV-206 to 207.)

b. Supporting Explanation. The proposed Project would be located within the March Business Center Specific Plan area which was evaluated with respect to flood hazards in the 2003 Focused EIR. The proposed Project is located within Zone D of the FIRM map for this area. Zone D areas are defined as having possible but undetermined flood hazards because no flood hazard analyses have been performed within this zone. There have been several drainage studies as referenced in the setting of this section; conducted for the Specific Plan area and all flood control facilities have been designed to accommodate the 100 year flood event in accordance with RCFCWCD's design standards. (SEIR, pp. IV-206 to 207.)

F. UTILITIES AND SERVICE SYSTEMS

1. Threshold IV.G-1: Would the proposed Project exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?

a. Finding. Impacts would be less than significant with the implementation of **Mitigation Measure H-6**, revised from the Focused EIR as iterated below.

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

b. Supporting Explanation. Sewer discharge projections for the March Business Center Specific Plan North Campus were included in the March Business Center Sewer Plan (KHA, 2002). Flows were estimated to be 0.96 million gallons per day (mgd). A revised sewer discharge projection was performed in July 2009, to include the proposed Project. Flow estimates were increased for the entire March Business Center Specific Plan, which included existing uses, to 1.15 mgd. The current capacity of the WWTP is 1 mgd. The WWTP is currently being expanded by the Western Municipal Water District to increase capacity from 1 to 3 mgd. The expected completion date of the expansion is July 2010, which is in advance of development anticipated for the proposed Project. The facility is designed to meet Regional Water Quality Control Board discharge requirements and WWTP capacity would be available to treat projected flows. Thus, there would be no impact with respect to applicable Regional Water Quality Control Board requirements. (SEIR, pp. IV-221 to 222.)

2. Threshold IV.G-2: Would the proposed Project require or result in the construction of new wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?

a. Finding. Projected wastewater flows for the Project would exceed the capacity of existing infrastructure. However, with the implementation of **Mitigation Measures H-1 through H-7** from the Focused EIR and **Mitigation Measures IV.G-2-1 and IV.G-2-2** impacts will be less than significant. (SEIR, p. IV-224.)

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

H-2. *Construct the storm drain and flood control facilities in accordance with the Meridian Business Center Ultimate Drainage Conditions drainage study (June 2010).*

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

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

- Green waste generated by the project should be kept separate from other waste types in order that it can be recycled through the practice of grass recycling (where lawn clippings from a mulching type mower are left on the lawn) or onsite composting or directed to local wood grinding and/or composting operations.

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

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

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

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

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

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

24-inch gravity trunk sewer line when the flow in the VBPS reaches 80% capacity (0.86 mgd).

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

b. Supporting Explanation.

The capacity of the VBPS is 1.07 mgd; the capacity of the downstream existing 15-inch sewer line traversing through Riverside National Cemetery is 1.9 mgd. The revised total peak flow for all Units in the North Campus, including the proposed Project area and the proposed development on Lot 16, is 1.15 mgd. The peak discharge to the existing downstream system from the North Campus is currently dictated by the VBPS which has a capacity of 1.07 mgd. As the proposed Project develops, projected flows from the North Campus would approach the capacity of the VBPS (Mitigation Measure G-1). To avoid exceeding the VBPS capacity, a monitoring program would be implemented. The VBPS was constructed as a temporary facility. When it nears capacity, it will be removed and the existing 15-inch PVC sewer main within Riverside National Cemetery would be replaced with a 24-inch gravity trunk sewer. Construction of the 24-inch gravity trunk sewer will be finished by the time the VBPS reaches 80% capacity (0.86 mgd). Installation of the 24-inch gravity trunk sewer would eliminate the need for the pump station at this location. (SEIR, pp. IV-223 to 224.)

The Meridian Sewer System Capacity Update Memo (KHA July, 2009) projected a sewer discharge for the proposed Project of 1.07 mgd; the current sewer discharge rate is 0.14 mgd or 13% of the capacity of the VBPS. The current user on Unit 5-Lots 2-5 is proposing a facility expansion that could add up to 236,000 gpd of sewer discharge to the VBPS. Flow monitoring should within 180 days after approval of the proposed Project to accurately calculate flow volume at the VBPS. Based on monitoring results, construction of the 24-inch sewer line can be adjusted accordingly. (*Ibid.*)

The U2LS has been designed to accommodate the surrounding 47.7 acres of sewer flows, which yields a projected design flow of 0.20 mgd. To meet cleansing velocities, the U2LS has been designed to pump 0.68 mgd. U2LS has also been designed to accommodate larger pumps giving it the capability to pump up to 1.2 mgd. WMWD is exploring the possibility of scalping (diverting) up to 990,000 gpd of wastewater from the City of Riverside trunk sewer located in Alessandro Boulevard into the U2LS for treatment at the WWTP and recycling facility to produce tertiary treated recycled water. The wet well and emergency generator have been sized to accommodate this flow; however other infrastructure (i.e., pumps) must be upsized. WMWD and the City of Riverside have held informal, preliminary discussions regarding this arrangement, but at present there is no draft agreement (WMWD, 2010). The objective of this diversion is to create a greater supply of reclaimed water for irrigation purposes within the March JPA. In conformance with State

law, signs would be installed along all existing water lines that would be switched from potable to non-potable notifying the public that water from these lines is not for human consumption. (*Ibid.*)

As concerns the natural gas supply for the Project, a will serve letter was received from the Southern California Gas Company (March 9, 2010) based on the proposed land uses and associated square footage presented for this Project. While not anticipated at this time, the need to expand existing gas supply would be evaluated relative to conditions or non-utility laws and regulations which could affect actual construction of a main or service line extension. These can only be determined around the time contractual arrangements are considered. However, based on receipt of the above referenced will serve letter for the proposed Project, no significant impacts to natural gas service are expected. (*Ibid.*)

3. Threshold IV.G-3: Would the proposed Project require or result in the construction of new stormwater drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?

a. Finding. Impacts to the drainage facilities will be less than significant with mitigation.

F-1. *Detention basins and improvements to the storm drain system shall be constructed to reduce peak flows to less than those associated with existing conditions in accordance with the approved Drainage Plan.* (SEIR, pp. IV-198.)

F-2. *The storm drain system shall include sediment basins near inlets to the system to intercept sediment in accessible areas where maintenance is practical.* (SEIR, pp. IV-198.)

F-3. *Activities requiring authorization under an NPDES permit shall not be conducted prior to authorization by the Santa Ana Regional Water Quality Control Board. Best management practices identified in the Storm Water Pollution Prevention Plan shall be implemented.* (SEIR, pp. IV-198.)

H-2. *Construct the storm drain and flood control facilities in accordance with the ~~approved March Business Center Drainage Plan and Plan for March JPA Planning Area~~ Meridian Business Center Ultimate Drainage Conditions drainage study (June 2010).*

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

b. Supporting Explanation. Modifications to the storm drainage system are proposed within the Project area. Improvements include constructing an outlet structure at the south end of the existing East Detention Basin, upsizing the existing southern 24 inch outlet with a 6 inch restrictor plate to a 36 inch pipe, and constructing a South Channel Detention Basin to the south of the existing East Detention Basin. These improvements are detailed in Section IV.F Hydrology/Water Quality. The proposed Project would modify the prior lot 49 to create detention develop a temporary detention basin.

Section IV.F Hydrology/Water Quality of this SEIR provides a detailed evaluation of storm drain infrastructure and Project related impacts. (SEIR, p. IV-225.)

4. Threshold IV.G-4: Would the proposed project have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?

a. Finding. The Project's impacts will be less than significant with **Mitigation Measure IV.G-4-1**.

> **Mitigation IV.G-4-1.** *Prior to individual lot development approval by the March JPA, the developer will coordinate with March JPA and WMWD to obtain the water demand for the proposed development. March JPA, through coordination with WMWD, shall assure that the development is consistent with the water budget and Water Supply Assessment for the Project. Demand for water beyond the water budget or the volume defined in the WSA may necessitate further CEQA review.*

b. Supporting Explanation. A Water Master Plan was prepared in 2003 for the Specific Plan. Water infrastructure was designed and sized for the proposed Project at the request of WMWD per their standards. In accordance with Senate Bill 610, WMWD updated the WSA (October, 2009) to address potable water supply associated with the proposed Project. The WSA found that projected water demand associated with the proposed Project would increase by approximately 6,400 gallons per day from the previous WSA, or about 7.17 acre-feet per year. This was based in part on the conversion of certain roadways into developable area within the Project. According to WSA findings, "the total projected water supplies available to Western during normal, single-dry, and multiple-dry years through the year 2030 are sufficient to meet the projected water demand associated with the proposed Project in addition to Western's existing and planned future uses in accordance with the standards set forth by SB 610". (WSA, March Business Center North Campus Specific Plan Amendment, 2009). Thus, WMWD will be able to provide an additional 6,700 gpd to serve an additional 3.2 acres of developable land and redistribution of land use designations that would result from the proposed Project. (SEIR, p. IV-226.)

At buildout, Lot 16, which is 45 acres or 17% of the proposed Project area, is projected to require 90,000 gpd, which is 18% of the total project water demand for the proposed Project area. New development applications submitted for review by the JPA would be required to provide water demand projections. Developments processed under a ministerial review process shall comply with the potable water budget of 495,520 gpd (Water Supply Assessment, 2009). In the event that a development does not comply with the potable water budget, subsequent environmental review may be required by March JPA. This may include providing a separate will serve letter from WMWD and identifying methods that will be used to minimize water use. (*Ibid.*)

5. Threshold IV.G-5: Would the proposed project result in a determination by the wastewater treatment provider that serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?

a. Finding. Impacts on wastewater treatment provider's capacity to serve the Project will be less than significant with the implementation of **Mitigation Measures IV.G-2-1 and IV.G-2-2,** above, and completion of the WWTP expansion.

b. Supporting Explanation. Wastewater flows from the U2LS, south within the 15-inch sewer line, into the VBPS, then south to the WWTP. The capacity of the U2LS is 0.68 mgd and is limited by current pump capacity. The facility has been sized to accommodate larger pumps. Installation and use of larger pumps may occur at the discretion of WMWD to meet the recycled water demand as referenced above. The use of larger pumps would increase the capacity to 1.2 mgd. The current capacity of the VBPS is 1.07 mgd. The capacity of the 15-inch sewer line through Riverside National Cemetery is 1.9 mgd. The revised total peak flow for all Units in the North Campus, including the proposed Project area and the proposed development on Lot 16 is 1.15 mgd (Meridian Sewer System Capacity-Update Memorandum, 2009). The peak discharge to the existing downstream system from the North Campus is currently dictated by the VBPS which has a capacity of 1.07 mgd. As discussed, monitoring wastewater flow (Mitigation Measures IV.G-1 and IV.G-2) would indicate when expansion of the VBPS capacity and installation of the 24-inch wastewater line would be necessary to avoid exceeding capacity of the system. The WWTP capacity is currently being expanded from 1 to 3 mgd. The expansion is expected to be complete by July, 2010. The WMWD is in the process of upgrading sewer treatment capacity at I-215 and Van Buren WWTP to 3 mgd (the 2003 Focused EIR indicated WMWD was pursuing a 2 mgd expansion). The WWTP would have adequate capacity to serve the proposed Project. (SEIR, p. IV-227.)

6. Threshold IV.G-6: Would the proposed project be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?

a. Finding. Sufficient capacity exists to meet solid waste disposal requirements associated with the Project. The Project is required to comply with Mitigation Measures H-4 through H-5 from the Focused EIR. Impacts will be less than significant with mitigation.

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

- Green waste generated by the project should be kept separate from other waste types in order that it can be recycled through the practice of grass recycling (where lawn clippings from a mulching type mower are left on the lawn) or onsite composting or directed to local wood grinding and/or composting operations.

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

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

H-5. *The proposed project shall comply with the State Model Ordinance,*

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

b. Supporting Explanation. The Department of Resources Recycling and Recovery (CalRecycle) is a new department within the California Natural Resources Agency and administers programs formerly managed by the State's Integrated Waste Management Board and Division of Recycling. According to CalRecycle, the estimated solid waste generation rate for industrial establishments is 8.9 lbs of waste per employee per day and 10.5 lbs of waste per employee per day for commercial. These do not include generation of construction debris. This is less than the amount used in calculations for the 2003 Focused EIR. Consistent with the methodology used to estimate solid waste generation in the 2003 Focused EIR, the number of jobs associated with the proposed Project was projected. These calculations were based on an analysis of jobs created per acre provided in the Meridian Specific Plan Economic Feasibility Analysis (Al Gobar and Associates, December 2009). The study estimated that within 20 years, the proposed Project would create approximately 21.6 jobs per net acre of development. If all 257.7 acres of the proposed Project are developed, this equates to approximately 4,560 jobs which is 810 more jobs than analyzed in the 2003 Focused EIR for the March Business Center Specific Plan. Based on a generation factor of 9.7 lbs of waste per employee per day (average of industrial and commercial), the proposed Project, when fully built out, would generate 22.1 tons per day, approximately 3.9 tons of solid waste per day more than what was analyzed in the 2003 Focused EIR (18.2 tons). (SEIR, pp. IV-227 to 229.)

The Badlands Sanitary landfill, used by the existing facility's waste services provider (Inland Waste Management, Inc.), currently has a disposal capacity of 4,000 tons per day and has a total disposal capacity of 30,386,332 cubic yards. The landfill is not forecasted to reach capacity until 2016. The March Business Center Specific Plan area is also served by the Lamb Canyon and El Sobrante landfills. The El Sobrante landfill's overall disposal capacity is 108 million tons, and it is permitted to receive up to 10,000 tons of municipal solid waste per day. It will reach capacity in 2030. The Lamb Canyon landfill is permitted to receive up to 34,292,000 cubic yards of solid waste and is not anticipated to reach capacity until 2023. Therefore, sufficient capacity exists to meet solid waste disposal requirements associated with the proposed Project. No adverse impacts to solid waste are expected to occur as a result of the proposed Project. (*Ibid.*)

7. Threshold IV.G-7: Would the proposed Project comply with federal, state, and local statutes, and regulations related to solid waste?

a. Finding. Impacts from the Project are consistent with those addressed in the Focused EIR and the Project would be required to implement **Mitigation Measures H-4 through H-5**, above. Impacts will be less than significant with mitigation.

b. Supporting Explanation. The proposed Project would comply with federal, state, and local statutes and regulations related to solid waste. Although the March JPA is not directly subject to AB 939, users would nonetheless be required to comply

with guidelines established for cities and counties that direct diversion of 50 percent by 2000 pursuant to AB 939. Proposed users will also be required to divert at least 50% of construction waste materials from landfills per CIWMB requirements. Furthermore, March JPA complies with the intent of state mandates for solid waste reduction by participating in local and regional programs to encourage reduction of solid waste. Compliance with Riverside County ordinances regarding solid waste management would ensure project consistency with the Riverside County SRRE. Thus, impacts would be less than significant. (SEIR, p. IV-229.)

G. NOISE AND VIBRATION

1. Threshold IV.H-1: Would the proposed Project expose persons to or generate noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?

a. Finding. The Project will be required to comply with Mitigation Measures J-2 through J-7 from the Focused EIR to mitigate short and long-term noise impacts to a level of insignificance as well as Mitigation IV.H-1-1 through IV.H-1-4 and IV.D-1-1. (SEIR, pp. IV-246 to 256.) Additionally, the following applies:

(i) **Stationary Sources.** These sources could generate noises in excess of standards established in the City of Riverside Municipal Code, the County of Riverside Municipal Code, or by the United States Fish and Wildlife Service ("USFWS"). Applicants will be required to comply with **Mitigation Measure IV.H-1-1** and **Mitigation IV.H-1-2.**

(ii) **Pump Station.** Noise from the pump station would not be expected to result in a significant impact and no mitigation is required. (SEIR, pp. IV-249 to 251.)

(iii) **Vehicular Traffic.** Exterior noise-sensitive areas at sensitive receptors such as transient lodging, educational facilities, and childcare facilities, when proposed in areas where the exterior noise levels exceed the State of California Noise Compatibility Chart (Figure IV.H-3) could result in significant impacts. Applicants for transient lodging, educational facility, or childcare facility uses would need to implement **Mitigation Measure IV.H-1-3.** Interior noise-sensitive areas at transient lodging, when proposed in areas where the exterior noise levels exceed 60 dBA Ldn or CNEL, could result in significant noise impacts. Applicants for transient lodging use would be required to implement **Mitigation Measure IV.H-1-4.** Also, interior noise-sensitive areas at educational facilities and childcare facilities, when proposed in areas where the exterior noise levels exceed 65 dBA Ldn or CNEL could result in significant noise impacts. Applicants for educational facility or childcare facility uses would be required to implement **Mitigation IV.H-1-4.** (SEIR, pp. IV-251 to 254.)

(iv) **Rail Activity.** Noise associated with sliding and spur operations would be limited to two Project lots and is expected to be substantially less than the mainline operations. No significant impacts would occur. (SEIR, p. IV-255.)

(v) **Riverside County Fire Station.** A new fire station is proposed for Unit 6 of Lot 1a. The station would operate 24 hours a day. No impacted is expected regardless of the time of day. (SEIR, pp. IV-255 to 256.)

(vi) **Least Bell's Vireo.** Due to changes in conditions associated with the LBV habitat resulting from the modifications to the existing Specific Plan as a result of this Project, noise impacts on the LBV habitat were analyzed. No significant impacts are expected to occur to LBV, but Mitigation Measure IV.D-1-1 should be implemented to mitigate the Project's indirect noise impacts on LBV habitat to less than significant levels. (SEIR, pp. IV-256 to 258.)

Short-Term

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

Long-Term

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

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

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

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

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

Mitigation IV.H-1-1. *Design and operate each lot in such a manner as to not exceed the sound levels at each lot line as identified in Table IV.H-8 (Project Lot Noise Levels).*

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

- Outdoor loudspeakers of automobile facilities should be calibrated to produce no more than 45 dBA at a boundary abutting a residential or a maximum of 65 dBA abutting non-residential districts.
- All noise generating equipment of automobile facilities exposed to the exterior should be muffled with sound absorbing materials, and would

not be operated before 8:00 a.m. or after 6:00 p.m.

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

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

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

Mitigation IV.D.1-1. *The following mitigation measure shall be implemented to reduce the indirect noise impacts to the LBV habitat to below a level of significance:*

- To avoid the direct loss of eggs and chicks, all vegetation shall be cleared outside the LBV breeding season (e.g., March 1 through August 15).
- Construction activities associated with the widening of Van Buren Boulevard and all lots adjacent to occupied LBV habitat shall be restricted during the LBV breeding season to avoid indirect impacts to the species from increased noise levels. In the event construction activities must occur during the breeding season, noise attenuation measures (e.g. noise walls or berms) and noise monitoring by qualified biologist will be required. Noise levels

shall not exceed 60 dBA Leq in suitable occupied riparian habitat during the breeding season during one-hour internals. If noise levels exceed this threshold as determined by the monitoring biologist, construction activities shall cease or additional noise measures shall be incorporated to reduce construction-related noise levels to 60 dBA Leq or less.

- Temporary construction fencing shall be used to delineate constructing limits and will be maintained until construction is complete.
- All motorized construction equipment shall be kept within a staging area outside of the riparian habitat. The staging area shall not drain into the riparian habitat. Best management practices shall be implemented in order to direct the storm water runoff away from adjacent riparian areas. BMPs may include but are not limited to covering construction materials, perimeter gravel bags, and/or fiber rolls.
- Construction activities adjacent to the Conservation Area will be conducted during day light hours to avoid the use of night lighting that could increase predation rates and/or disrupt nesting LBVs.
- For the development of the Meridian lots adjacent to the Conservation Area, construction crews and field workers shall be provided training by the qualified biologist to avoid unnecessary impacts to LBV and its habitat in the area.
- Following construction, lighting of all developed areas adjacent to the Conservation Easement Areas shall be directed away from the Conservation Easement Areas to avoid increased predation and/or disruption of nesting LBV. Adjacent development lighting shall have cut-off fixtures (i.e., the bulb/source is not visible above the "horizontal") and will be shielded.
- All drainage from adjacent development within the Meridian development shall be directed away from the riparian areas to avoid the potential urban run-off contamination of LBV habitat.
- The Unit 4 Lot E detention basin adjacent to Mitigation Area 2 shall be maintained by the Meridian Landscape, Lighting and Maintenance District (LLMD). The basin shall continuously be monitored, maintained, and kept clear of overgrowth. Maintenance activities shall occur outside of the LBV nesting/breeding season (March 1 – August 15).
- A biological monitor shall be present during habitat clearing and construction within waters of the U.S. and riparian areas to ensure the activities are performed in accordance with the biological opinion, terms and conditions of the 404 permit, and final streambed agreement as amended by CDFG.
- Temporary chain link fence shall be installed by the Project sponsor at the start of mass grading for those lots adjacent to the Conservation Easement areas. The temporary chain link fencing shall be replaced by the individual lot developer with a minimum 8" decorative masonry wall at the onset of fine grading

improvements for each lot in accordance with the Meridian Compensatory Mitigation and Monitoring Plan (CMMP). The LLMD will be responsible for mending fences or walls that are adjacent to the Conservation Easement Areas.

- All lots within the Meridian development adjacent to the Conservation Easement Areas shall be landscaped with native and non-invasive plant materials to protect biological resources, such as habitat supporting LBV.
- Fuel modification will be evaluated by the County of Riverside Fire Department on an annual basis along the south and east boundaries of the existing residences adjacent to Conservation Easement Area 1. Fuel modification may be required within Conservation Area 1, not to exceed 30.5 m (100 ft) from the nearest structure unless otherwise determined by the County of Riverside Fire Department. If fuel modification must occur, it would be accomplished using hand tools and mowers to selectively thin hazardous vegetation or combustible material. Disking of vegetation is prohibited. Riparian areas will be avoided and fuel modification would occur no closer than 15.2 (50 ft) from the drip line of the riparian habitat. Fuel modification will be the responsibility of the March JPA who shall coordinate fuel modification efforts with the approved managing entity to ensure riparian zones are avoided.
- All new construction that will occur adjacent to Conservation Easement Areas 1 and 2 shall be designed such that no fuel modifications will be required within the conservation areas.
- The March JPA and the Project sponsor shall be responsible for ensuring the successful onsite establishment of 2.3 acres of LBV habitat within "Mitigation Area 1" and approximately 1.9 acres of LBV habitat within "Mitigation Area 2." In addition, the March JPA and the Project sponsor will record a conservation easement on approximately 175 acres to ensure the long-term protection of the restored riparian habitats, existing occupied LBV habitat, and adjacent upland buffers. The conservation easement areas shall be managed in perpetuity by an appropriate management entity.

b. Supporting Explanation. The 2003 Focused EIR identified impacts resulting from construction and operational activities, determined that no significant impacts would result from traffic-related activities, and did not analyze LBV. Potential noise increases that occur as a result of the proposed Project will be within the levels permitted by the MJPA Development Code, the City of Riverside's noise standards, and the County of Riverside's noise standards. As concerns LBV, the SEIR analyzed the Project's impacts on the LBV habitat related to noise and proposed mitigation to ensure impacts would be less than significant. In sum, providing the abovementioned mitigation measures are implemented, Project-related noise will not exceed local standards and impacts will be less than significant. (SEIR, pp. IV-246 to 258.)

2. Threshold IV.H-2: Would the proposed Project expose persons to or generate excessive ground borne vibration or ground borne noise levels?

a. Finding. The spurs for Lot U1-5 would enter the building. The centerline of the spur for Lot U1-6 would be located approximately 10 feet from the building. Operations on the rail spurs are expected to be less than 5 mph. These operations would be regulated by the owner/operator of the buildings on U1-5 and U1-6. No details on the design of the building or the vibration isolation of the spurs are available. Therefore, a potential impact could occur without relocation or proper isolation of the foundation and superstructure. However, applicants for Lots U1-5 and U1-6 would be required to implement Mitigation Measure IV. H-2-1, which will ensure that no potentially significant impact will occur, and vibration-related impacts from this Project will be less than significant with mitigation.

Mitigation IV.H-2-1. *Demonstrate through site design that rail spurs and building design are compatible with California Building Code vibration requirements.*

b. Supporting Explanation. The proposed Project does not involve heavy manufacturing drilling or other subterranean activities that would generate excessive ground borne vibration or ground borne noise levels. In addition, construction activities for the proposed Project are not anticipated to involve pile driving or blasting; therefore, no impact would occur. If pile driving or blasting is necessary to construct or operate a proposed use, then subsequent CEQA review would be required. Potential vibration impacts from freight rail operations depend on factors such the distance from the centerline of the track to the receiving building, building design and use, operational and vehicles parameters, and soil and subsurface conditions. Vibration from operations on the new or realigned sidings or spurs would be limited to Unit 1, lots 5 and 6 or the Project. (SEIR, p. IV-258.)

Vibration levels from rail operations on the proposed realigned BNSF sidings at the potential buildings on Lots U1-5 and U1-6 were predicted based on the FTA Transit Noise and Vibration Impact Assessment Guidance Manual (2006). The FTA generalized surface vibration curve for locomotive powered passenger or freight rail vehicles was used to predict vibration levels for rail operations. It was assumed that the centerline of the nearest siding track would be located 15 feet from the building on U1-5 and 35 feet from the building on U1-6. The assumed freight train speed on the sidings was 10 mph, based on the operational constraints of the turnouts. Adjustments were not made for the local soil condition. (*Ibid.*)

The predicted vibration levels at the buildings on lots U1-5 and U1-6 from operations on the new and realigned sidings would be approximately 80 VdB and 71 VdB, respectively. The vibration criteria for infrequent events at a warehouse or other type of industrial land use is 83 VdB (FTA 2006). Therefore, no significant vibration impact would occur. (*Ibid.*)

3. Threshold IV.H-3: Would the proposed Project create a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?

a. Finding/Supporting Explanation. As discussed in Threshold IV.H-1, stationary sources could generate a substantial increase in noise levels and Applicants for all lots will be required to implement **Mitigation Measure IV.H-1-1 and H-1-2**. Pump stations would not substantially increase noise levels at noise sensitive receptors and thus no impacts would occur. Vehicular traffic associated with the proposed Project would generate 1 dBA or less of additional noise at noise-sensitive receptors along Project

roadways within the City of Riverside, County of Riverside, or City of Moreno Valley. Therefore, no significant noise impacts at those receptors would occur. Significant noise impacts could occur at noise-sensitive receptors within the proposed Project; applicants for a transient lodging, educational facility, or childcare facility use would be required to implement **Mitigation IV.H-1-3 and Mitigation IV.H-1-4**. Noise associated with rail siding and spur operations would be limited to the individual project lots and would be expected to be substantially less than the mainline operations. Therefore, no significant noise impacts would occur. Impacts from noise associated with the fire station were also discussed in Threshold IV.H-1. Noise levels from the operation of the fire station are expected to be less than 35 dBA Leq at the closest sensitive receptor (Orangecrest development). No noise impact would be expected, regardless of the time of day. The mitigation measures listed herein, as well as **J-2 through J-7** from the Focused EIR, all of which are set forth above, will need to be adopted. Impacts related to ambient noise levels will be less than significant with mitigation. (SEIR, pp. IV-259 to 260.)

4. Threshold IV.H-4: Would the proposed Project create a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the Project?

a. Finding. Impacts will be less than significant with incorporation of **Mitigation Measures J-2 and IV.D.1-1**, set forth above, from the Focused EIR.

b. Supporting Explanation. The 2003 Focused EIR concluded that development in the March Business Center Specific Plan would lead to short-term noise impacts associated with demolition, excavation, earth moving, and construction activities. However, these impacts are accepted as the unavoidable consequences of Project development and do not represent a significant impact if: 1) construction activities are limited to daytime hours; 2) construction equipment is equipped with noise control filters, as appropriate; and 3) construction activity is monitored to ensure that noise reduction specifications and guidelines are met. (SEIR, pp. IV-260 to 262.) Construction-related activities would temporarily increase ambient noise levels in the proposed Project vicinity. Construction-related noise levels at and near the Project site would fluctuate depending on the particular type, number, and duration of use of various pieces of construction equipment. The effect of construction noise depends on the level of construction activity on a given day and the related noise generated by that activity, the distance between construction activities and the nearest noise-sensitive uses and the attenuating effects of intervening topography and structures. The analysis below used conservative assumptions to calculate worst-case construction noise levels. Ultimately, the construction noise levels are likely to be less than the levels set forth in Table IV.H-10 on page IV-261 of the SEIR based on the distance from the construction and other factors mentioned above. (SEIR, pp. IV-260 to 262.)

Also, to ensure no significant noise-related impacts to LBV will occur, Mitigation Measure IV.D.1-1 will be implemented. (*Ibid.*)

5. Threshold IV.H-5: For a Project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the Project expose people residing or working in the project area to excessive noise levels?

a. Finding. Impacts are consistent with those analyzed in the 2003 FEIR and will be less than significant with the implementation of Mitigation Measures J-2 through J-7, above, as well as Mitigation IV.H.1-4.

b. Supporting Explanation. There are no noise contour projections available from March ARB beyond 2010. Therefore, it was assumed that the 2010 noise contours would remain constant. The only sensitive land uses permitted within the proposed Project area are hotels. Hotel/lodging uses could be exposed to March ARB noise levels exceeding 60 dBA CNEL. As required in Mitigation IV.H.1-4, an interior noise analysis would be required for any hotels proposed in the area to estimate interior noise levels relative to the 45 dBA CNEL criteria. While the federal government specifically preempts local control of noise emissions from aircraft, railroads and interstate roadways, there are established standards and recommended noise criteria to facilitate noise compatibility through land use and building design. All land use designations and use types associated with the proposed Project are compatible the ALUP (RCALU, 1984) and AICUZ. Additionally, with the application of California Public Resources Code Section 21083.8.1, the noise contour footprints for March ARB for the year 2010 are significantly less than what was permitted and emitted by March AFB prior to its realignment in 1996. (SEIR, pp. IV-262 to 263.)

G. PUBLIC SERVICES

1. Threshold IV.K-1: Would the proposed project result in substantial adverse physical impacts associated with the provision of new or physically altered fire protection facilities, need for new or physically altered fire protection facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives?

a. Finding. The proposed Project would comply with applicable fire codes and is consistent with the land use types and activities envisioned in the previously adopted March Business Center Specific Plan and thus the operation of this facility is not expected to increase fire risk beyond that identified in the 2003 Focused EIR. The Project would be required to comply with Mitigation Measure P-2 from the FEIR. Impacts with mitigation will be less than significant.

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

b. Supporting Explanation. The proposed Project would not increase demand for fire service beyond what was evaluated in the 2003 Focused EIR. According to the Riverside County Fire Master Plan, the proposed Project area falls under Category 1 – Heavy Urban. The Fire Master Plan has set a fire suppression goal of 8 minutes for the first responder to arrive at the scene in a Heavy Urban environment. The personnel and equipment needed to meet this goal is generally estimated to be one-engine or truck company within 1.5 miles of the site. The provision of fire service to new development within heavily populated and developed areas is evaluated on a case by case basis; however, a general guideline is one-engine or truck company per every 3.5 million square feet of commercial or industrial space. Based on this criteria, within the study area, this goal could be met with the addition of an engine or truck at Station #6 or other station in the area or

construction of a new fire station. Currently, Riverside County Fire Department Station #6 is located 1.5 miles north of the Project area and provides fire service to existing development (approximately 3,500,000 square feet) within the March Business Center Specific Plan. Demand for the new fire station evaluated herein was identified in the 2003 Focused EIR and is part of the overall scope of fire service improvements identified for the March Business Center Specific Plan. The exact development date for the new station is unknown. However, the Riverside County Fire Department will require it to be constructed by build-out of the proposed Project area (2017). Operation of the proposed station would meet the fire service criteria defined in the 2003 Focused EIR and with the addition of new development associated with the proposed Project. (SEIR, pp. IV-296 to 298.)

Until the permanent fire station is constructed, the Riverside County Fire Department anticipates constructing a temporary facility on the proposed fire station site. The temporary facility would include modular structures and a steel structure apparatus bay. The facility would house a specialized resource known as a breathing support unit with a staff of one. The approximate implementation will be 18 to 24 months from project approval depending on completion of infrastructure and roadways. Should additional funding be identified, the temporary facility may house an engine with crew. (*Ibid.*)

The prospective developer of Lot 16 is proposing to use anhydrous ammonia in the refrigeration system. Anhydrous ammonia is flammable and can be explosive when mixed with the air in uncontrolled conditions. The proposed fueling facility would be constructed in accordance with the appropriate industry standards, including American Petroleum Institute standards for diesel fuel, NFPA Section 30, and the California Fire Code. This would include an enclosed vapor recovery system, spill detection alarms, emergency shutdown features and containment barriers. Fuel spills would be managed consistent with the RMP/PSM. In addition, the prospective industrial user on Lot 16 is proposing to construct two above ground 10,000-gallon diesel fuel tanks. Diesel fuel is classified as a Class II combustible liquid by the National Fire Protection Association (NFPA). Although diesel fuel is a combustible liquid, it has a higher flash point than gasoline and requires a higher temperature to ignite. (*Ibid.*)

If an accidental release of anhydrous ammonia or diesel fuel were to occur, the fire department would be notified and upon arrival would determine if a hazardous materials team is needed onsite. Response time for the hazardous materials team may be up to 30 minutes as there are only two hazardous materials teams in Riverside County. This is a standard procedure implemented by Riverside County Fire Department to assess and mitigate hazardous materials releases. (*Ibid.*)

Fire hydrants and sprinkler systems will be required throughout the Project area and are required by California Fire Code and Uniform Building Code and in compliance with the Riverside County Fire Department. Because the proposed Project would comply with applicable fire codes and is consistent with the land use types and activities envisioned in the previously adopted March Business Center Specific Plan, operation of this facility is not expected to increase fire risk beyond that identified in the 2003 Focused EIR. (*Ibid.*)

2. Threshold IV.K-2: Would the proposed project result in substantial adverse physical impacts associated with the provision of new or physically altered police protection facilities, need for new or physically altered police protection facilities, the

construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives?

a. Finding. Impacts from police protection services for the Project will be less than significant with the implementation of Mitigation Measure P-1.

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

b. Supporting Explanation. The 2003 Focused EIR found impacts on police protection services associated with the Specific Plan to be less than significant with implementation of the proposed mitigation measure providing patrol services in addition to the County-wide level of emergency response. This mitigation measure was satisfied with the 2007 agreement for law enforcement services between the JPA and the County of Riverside. This agreement is effective through June 2012. There are no additional impacts to police protection services associated with the proposed Project. The proposed changes to the Specific Plan include mostly minor modifications to the land uses and the conversion of 110 acres of previously designated Business Park to Industrial. These changes are not anticipated to introduce impacts beyond those addressed in the Focused EIR for police services. (SEIR, p. IV-299.)

The plans for Lot 16 are not yet finalized, however, the user is proposing to fence and gate the truck lot. There will be a guard booth at the entrance to the truck lot that will control access to the facility 24 hours/day. Access to the employee parking facility will be controlled via gate arms. It is likely that video surveillance will also be used throughout the site. With these security measures in place, it is not anticipated that Lot 16 will increase demand on police services beyond that identified in the 2003 Focused EIR. (*Ibid.*)

H. GLOBAL WARMING/CLIMATE CHANGE

1. Threshold IV.L-2: Would the proposed project conflict with any applicable plan, policy or regulations of an agency adopted for the purpose of reducing the emissions of GHGs?

a. Finding. The Proposed Project would be required to comply with Mitigation Measures C-1 through C-9, C-12 through C-14, B-4 through B-6, B-10 through B-11, H-4 and H-5, H-7, and K-5 from the 2003 Focused EIR. Project impacts will be less than significant with mitigation.

C-1. *PREFERENTIAL PARKING SPACES SHALL BE OFFERED TO CAR POOLS AND VAN POOLS.*

C-2. *EMPLOYERS SHALL IMPLEMENT A COMPRESSED WORKWEEK SCHEDULE WHEN FEASIBLE.*

C-3. *EMPLOYERS WITH 250 EMPLOYEES OR MORE SHALL DEVELOP A TRIP REDUCTION PLAN TO INCREASE VEHICLE OCCUPANCY.*

C-4. *EMPLOYERS SHALL PROVIDE ON-SITE CHILD CARE FACILITIES WHEN FEASIBLE.*

C-5. *DESIGN ELEMENTS SHALL BE DESIGNED TO REDUCE VEHICLE QUEUING WHEN ENTERING AND EXITING PARKING STRUCTURES.*

C-6. *PROJECTS SHALL PROVIDE FOR VIDEO CONFERENCING FACILITIES TO THE EXTENT POSSIBLE.*

C-7. *BUSINESSES SHALL MINIMIZE THE USE OF FLEET VEHICLES DURING SMOG ALERTS, AND ENCOURAGE THE USE OF ALTERNATIVE FUEL VEHICLES.*

C-8. *BUILDINGS SHALL BE DESIGNED TO REDUCE ENERGY USAGE BY UTILIZING SOLAR OR LOW EMISSIONS WATER HEATERS, DOUBLE PANED GLASS WINDOWS, USING LIGHT COLORED ROOFING MATERIALS, USING SKYLIGHTS IN WAREHOUSES, ORIENTING BUILDINGS NORTH TO THE EXTENT PRACTICAL, AND INCREASING WALL AND ATTIC INSTALLATION ABOVE TITLE 24 REQUIREMENTS.*

C-12. *A CONSTRUCTION RELATIONS OFFICER SHOULD BE APPOINTED TO ACT AS A COMMUNITY LIAISON TO OVERSEE ON-SITE CONSTRUCTION ACTIVITY AND ALL EMISSIONS AND CONGESTION RELATED MATTERS.*

C-13. *RESTRICT IDLING EMISSION FROM TRUCKS BY USING AUXILIARY POWER UNITS AND ELECTRIFICATION AT THE INDUSTRIAL WAREHOUSE FACILITIES.*

C-14. *LANDSCAPE WITH APPROPRIATE DROUGHT-TOLERANT SPECIES TO REDUCE WATER CONSUMPTION.*

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

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

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

B-10 *The March JPA shall implement Transportation Demand Management (TDM) strategies to shift trips outside the standard commuting hours*

and/or to non-"drive alone" modes of travel. This is accomplished through various employer-initiated measures, such as flexible working hours, encouragement of carpooling, and facilitating access for nonmotorized (i.e., bicycling or walking) modes of travel. Section V of the Specific Plan outlines TDM requirements.

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

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

- Green waste generated by the project should be kept separate from other waste types in order that it can be recycled through the practice of grass recycling (where lawn clippings from a mulching type mower are left on the lawn) or onsite composting or directed to local wood grinding and/or composting operations.

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

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

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

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

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

b. Supporting Explanation. Table IV.L-8 addresses the Project's consistency with all applicable state and regional plans, policies, and regulations regarding GHG emission reductions. Out of all of those plans, policies, and regulations, AB 32 and SB 375 as well as the CARB Scoping Plan are the most pertinent. The SEIR evaluated the consistency of each source type (i.e., transportation, electricity and natural gas, and industrial use) against such measures. CARB proposes nine transportation-related Recommended

Actions (T-1 through T-9). The Project complies with all of these measures with the exception of T-8, which was not applicable to the Project. As concerns electricity and natural gas, the Project complied with all of the Recommended Actions (Action E-1 through E-4) designed to reduce electricity demand and natural gas consumption, with the exception of Action E-1, which was not applicable to the Project. Moreover, all but one of the Recommended Actions related to industrial uses, which was related to uses not applicable to the Project. (SEIR, pp. IV-351 to 359.)

SECTION 4: RESOLUTION REGARDING ENVIRONMENTAL IMPACTS NOT FULLY MITIGATED TO A LEVEL OF LESS THAN SIGNIFICANT

The March Joint Powers Commission hereby finds that, despite the incorporation of Mitigation Measures outlined in the 2003 Focused EIR and the SEIR, the following impacts from the Proposed Project and related approvals cannot be fully mitigated to a less than significant level and a Statement of Overriding Considerations is therefore included herein:

A. AIR QUALITY

1. Threshold IV.C-2: Would the Project violate any air quality standard or contribute substantially to an existing or projected air quality violation?

a. Construction-Related Emissions Impacts

(i) Methodology. Site-specific emissions from the construction phase of the Project were estimated based on standard default construction assumptions in consultation with the Project sponsor (See Table IV.C-4 in SEIR) using the UBREMIS Model, Version 9.2.4. (SEIR, pp. IV-129, 130.)

To evaluate a potential localized impact, a modeling analysis was conducted in accordance with the recommended approach in the Localized Significance Threshold ("LST") Methodology (SCAQMD 2003), which includes representing the construction site as a series of volume sources located where onsite construction would occur. (A total of 180 volume sources were used to represent the construction site for modeling purposes, and the maximum daily emissions were allocated to the volume sources. These emissions sources were located within the boundaries of the proposed Project. The maximum daily construction emissions are 329.31 lbs/day for **CO**, 500.77 lbs/day for **PM_{10}**, 112.44 lbs/day for **$PM_{2.5}$**, and 348.75 lbs/day for **NO_x**. Based on the LST Methodology, construction emissions were modeled with the USEPA-approved AERMOD model using SCAQMD-processed Riverside meteorological data, using urban dispersion coefficients. (See SEIR, p. IV-132.)

(ii) Finding. The Project's site-specific impacts from construction-related activities would be significant and unavoidable for ROG, NO_x, PM_{10}, and $PM_{2.5}$ even with the implementation of proposed mitigation. (SEIR, p. IV-132.) The Project's potential localized impact would be significant with mitigation for CO and PM_{10} and less than significant for NO_2 and $PM_{2.5}$. (SEIR, pp. IV-133 to 134.) **Mitigation Measures IV.C-1-1 through IV.C-1-13** set forth as follows, as well as **Mitigation Measures C-1 through C-14** from the Focused EIR, will need to be implemented. (SEIR, pp. IV-136 to 138.)

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

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

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

C-4. *EMPLOYERS SHALL PROVIDE ON-SITE CHILD CARE FACILITIES WHEN FEASIBLE.*

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

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

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

C-8. *Buildings shall be designed to reduce energy usage by utilizing solar or low emissions water heaters, double paned glass windows, using light colored roofing materials, using skylights in warehouses, orienting buildings north to the extent practical, and increasing wall and attic installation above Title 24 requirements.*

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

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

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

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

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

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

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

more).

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

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

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

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

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

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

Mitigation IV.C-1-8. T*he construction contractor shall utilize "Super-Compliant" VOC paints, which are defined in SCAQMD's Rule 1113. "Super-Compliant" VOC paints contain 10 grams/liter of VOCs or less.*

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

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

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

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

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

(iii) Supporting Explanation. The Project's construction phase was assumed to commence in 2010 and be completed in 2017, and it was assumed that three lots would be simultaneously under construction for each year. (*Ibid.*) The initial phase involves mass grading and development activities such as the construction of internal roadways, fine grading, trenching and paving. (*Ibid.*) Subsequent construction activities involve site-specific development, including fine grading, trenching, paving, as well as building construction, architectural coatings application, and parking lot paving. (*Ibid.*)

(a) Site-Specific Impacts

The maximum simultaneous emissions associated with mass grading, initial site development, and Lot 16 construction activities would exceed the SCAQMD's air quality significance thresholds for construction for ROG, NO_x, PM_{10}, and $PM_{2.5}$. (SEIR, p. IV-132, see also Table IV.C-5.) The maximum simultaneous emissions resulting from site-specific development activities after the year 2010 would exceed the SCAQMD's air quality significance thresholds for construction for ROG, NO_x, PM_{10}, and $PM_{2.5}$. (*Ibid.*)

(b) Potential Localized Impacts

CO. As concerns the potential localized impact for CO, the maximum 1-hour and 8-hour CO impacts were predicted to be 80.13 $\mu g/m^3$ (0.070 ppm) and 27.66 $\mu g/m^3$ (0.024 ppm) respectively, during construction. (SEIR, p. IV-132.) The 1-hour and 8-hour CO background concentrations for the Riverside monitoring station (the nearest monitoring station that measures CO to the site) are 3.8 ppm and 2.93 ppm, respectively. (*Ibid.*) When CO impacts due to construction were added to CO background levels, the resulting concentrations of 3.87 ppm and 2.95 ppm were found not to exceed the CO standards of 20 ppm and 9 ppm, respectively. (*Ibid.*) Therefore, CO emissions during construction would not result in a significant localized impact. (*Ibid.*)

NO_x. For NO_x, the maximum 1-hour NO x impact was predicted to be 89.31 $\mu g/m^3$. Based on the LST Methodology, the NO_2 conversion rate can be accounted for by a NO_x -to-NO_2 ratio, which is dependent on distance. (SEIR, pp. IV-132 to 133.) The location of the maximum NO_x concentration was calculated at a hypothetical receptor located 50 meters from the site boundary. (*Ibid.*) According to the LST Methodology, the NO_x -to-NO_2 ratio for 50 meters distance would be 0.059 to account for conversion of NO_x to NO_2. (*Ibid.*) The resultant maximum 1-hour NO_2 concentration associated with construction activities was predicted to be 5.27 $\mu g/m^3$ or 0.0028 ppm. (*Ibid.*) When added to the maximum 1-hour NO_2 background level at the Riverside monitoring station as measured in the past 3-year period from 2004 through 2006 of 0.092, the resulting concentration of 0.0923 ppm did not exceed the current 1-hour NO_2 standard of 0.18 ppm. Localized NO_2 impacts would therefore be less than significant. (*Ibid.*)

PM_{10}. The maximum 24-hour PM_{10} impact was predicted to be 25.94 $\mu g/m^3$. (SEIR, p. IV-134.) This impact exceeds the SCAQMD's change in concentration threshold of 10.4 $\mu g/m^3$. (*Ibid.*) This impact would exceed the SCAQMD's allowable concentration for PM_{10} impacts, and confirms that emissions of PM_{10} would result in a significant but temporary impact to the ambient air quality. (*Ibid.*)

$PM_{2.5}$. The maximum 24-hour $PM_{2.5}$ impact was estimated as 5.82 $\mu g/m^3$. (*Ibid.*) This impact is below the SCAQMD's recommended change in concentration threshold for

PM 2.5 of 10.4 $\mu g/m^3$ as set forth in the SCAQMD's Final Methodology to Calculate $PM_{2.5}$ and $PM_{2.5}$ Significance Thresholds (SCAQMD 2006), indicating that localized $PM_{2.5}$ impacts during construction would be less than significant. (*Ibid.*)

(c) Proposed Mitigation

Implementation of the mitigation measures listed above is expected to reduce the intensity of construction-related impacts from the Project. (SEIR, p. IC-138.) Mitigation Measures IV.C-2-1 through IV.C-2-10 are procedures that would minimize the emissions of criteria pollutants during construction and, therefore, would result in a quantifiable emissions reduction, as compared to the unmitigated condition. (*Ibid.*) Mitigation Measures IV.C-2-11 and IV.C-2-12 would be expected to facilitate avoidance of emissions of NO_x and fugitive dust. (Table IV.C-8 of the SEIR presents a comparison of emissions for unmitigated and mitigated construction.) For site-specific construction activities, the mitigation measures described above would reduce emissions of Reactive Organic Gas ("ROG") and $PM_{2.5}$ for the Year 2015 construction scenario (i.e., the year involving development of the highest amount of building square feet) to below the significance thresholds. However, emissions of NO_x and PM_{10} would continue to exceed the significance threshold. (*Ibid.*) For the mass grading, initial site development activities and construction of Lot 16, mitigation would lower ROG emissions to below the significance threshold, but NO_x, PM_{10} and $PM_{2.5}$ would continue to exceed the significance threshold. (*Ibid.*) Thus, proposed Project construction impacts would be significant and unavoidable with mitigation incorporated. (*Ibid.*)

b. Operational Emissions Impacts

(i) Methodology. Site-Specific emissions associated with the Project-generated traffic were compared with the significance criteria established by the SCAQMD. (SEIR, p. IV-134.) Localized impacts were based on the Localized Significance Threshold ("LST") Methodology. (SEIR, p. IV-135.)

(ii) Finding. The Project's onsite operational impacts are significant and unavoidable with respect to ROG, NO_x, CO, PM_{10}, and $PM_{2.5}$ even with the imposition of Mitigation Measures IV.C-1-15 through IV.C-1-20, as well as Mitigation Measures C1 through C-14 from the Focused EIR. (SEIR, pp. IV-137 to 139.) The Project's localized operational impacts are not significant. (SEIR, pp. IV-135 to 136.)

> **Mitigation IV.C-1-15**. *The Project sponsor shall provide in-lieu payment for bus shelter construction for three bus shelters. The March JPA shall construct these shelters, subject to the review and approval of the Riverside Transit Agency (RTA).*
>
> **Mitigation IV.C-1-16**. *All cold storage facilities shall install conduit to all loading dock doors accessing the cold storage warehouse in order to accommodate future use plug–in electrical outlets. Additionally, all cold storage facilities, including lot 16, shall have a minimum of 20% of the loading dock doors activated for plug-in use prior to the certificate of occupancy.*
>
> **Mitigation IV.C-1-17**. *The trailer fleets of all cold storage warehouses shall*

be 100% plug-in ready within 10 years of the certificate of occupancy.

Mitigation IV.C-1-18. *The project architect shall certify that all trusses/structural plans for buildings over 200,000 square feet are designed to support the weight of a solar voltaic system.*

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

Mitigation IV.C-1-20. *For each development, cumulative traffic generation within the Project shall be reviewed to assure consistency with the combined proposed Project traffic generation (for both passenger vehicles and truck) as identified in the traffic generation budget defined in Section IV.B, Transportation and Traffic. An Exceedance of that budget, except as to limited trip redistributions within Traffic Planning Areas, shall necessitate additional environmental review.*

(iii) Supporting Explanation.

(a) Site-Specific Impacts. Operational emissions associated with the Project include mobile sources (i.e., passenger car trips, truck trips, locomotive idling) and stationary sources (i.e., boilers, generators, fuel dispensing facilities, charbroilers, natural gas consumption, TRU's forklifts, and yard goats). (SEIR, p. IV-134.) As discussed, the Project would generate 19,678 more daily vehicle trips than the existing Specific Plan, an increase that includes 3547 additional daily truck trips. (*Ibid.*) Several trip reduction methods such as using a mix of retail uses to capture trips that would otherwise leave the area, providing bus shelters, and employing transportation demand management strategies, have been incorporated into the Project. (SEIR, pp. IV-135, 138 to 149.) However, no further mitigation measures than those proposed above are feasible to reduce operational emissions through trip reduction. (*Ibid.*) **Measure IV.C-2-15** (in-lieu payment for bus shelters) could facilitate a shift in travel mode for single occupancy vehicles to transit; thus, reducing the mobile-source emissions of the proposed Project. (*Ibid.*) The shelters would be constructed by the March JPA, subject to the review and approval of the Regional Transportation Authority, and would be provided when transit service is established. (*Ibid.*) **Measure IV.C-2-19 includes** management measures to ensure that emissions resulting from the implementation of the proposed Project are consistent with those disclosed in this SEIR. (*Ibid.*)

The Project would result in emissions of ROG, NO_x, CO, PM_{10}, and $PM_{2.5}$ in excess of the SCAQMD significance thresholds, and would not be reduced with mitigation. (*Ibid.*) It should be noted that, given the size of the proposed Project and its traffic generation (i.e., 19,678 additional daily external trips, as compared to the March Business Center Specific Plan), there are no feasible mitigation measures to reduce the emissions to a less-than-significant level. (SEIR, pp. IV-138 to 149.) Accordingly, the proposed Project's operational impacts with respect to this significance threshold are significant and unavoidable. (*Ibid.*)

(b) Localized Impacts. There are no localized operational impacts for CO, NO_2, PM_{10}, or $PM_{2.5}$. (SEIR, pp. IV-135 to 136.)

CO. The maximum 1-hour and 8-hour CO impacts were predicted to be 122.44 $\mu g/m^3$ (0.11 ppm) and 42.27 $\mu g/m^3$ (0.037 ppm) respectively, during operations. (SEIR, IV-135.) The 1-hour and 8-hour CO background concentrations for the Riverside monitoring station (the nearest monitoring station that measures CO to the site) are 3.8 ppm and 2.93 ppm, respectively. (*Ibid.*) When CO impacts due to operations were added to CO background levels, the resulting concentrations of 3.91 ppm and 2.97 ppm would not exceed the CO thresholds of 20 ppm and 9 ppm, respectively. (*Ibid.*) CO emissions during operations would therefore not result in a significant localized impact.

NO_2. The maximum 1-hour NO_x impact was predicted to be 221.918 $\mu g/m^3$. Based on the LST Methodology, the NO_2 conversion rate can be accounted for by a NO_x-to-NO_2 ratio, which is dependent on distance. (SEIR, pp. IV-135 to 136.) The location of the maximum NO_x was calculated at a receptor located 50 meters from the site boundary. (*Ibid.*) The location of the maximum NO_x concentration was calculated at a hypothetical receptor located 50 meters from the site boundary. (*Ibid.*) According to the LST Methodology, the NO_x-to-NO_2 ratio for 50 meters distance would be 0.059 to account for conversion of NO_x to NO_2. (*Ibid.*). The resultant maximum 1-hour NO_2 concentration associated with operations was predicted to be 13.09 $\mu g/m^3$ or 0.007 ppm. (*Ibid.*) When added to the maximum 1-hour NO_2 background level at the Riverside monitoring station as measured in the past 3-year period from 2004 through 2006 of 0.092, the resulting concentration of 0.099 ppm did not exceed the current 1-hour NO_2 standard of 0.18 ppm. (*Ibid.*) Localized NO_2 impacts would therefore be less than significant.

PM_{10}. Because PM 10 operational emissions are less than one tenth of the construction emissions, on-site impacts are expected to be approximately one tenth of construction impacts, and would be below the SCAQMD's significant change in concentration threshold of 10.4 $\mu g/m^3$. (SEIR, p. IV-136.) Operational impacts for PM_{10} would therefore be less than the LSTs and would be less than significant.

$PM_{2.5}$. PM 2.5 operational emissions will also be below construction emissions and would be below the SCAQMD's recommended change in concentration threshold for $PM_{2.5}$ of 10.4 $\mu g/m^3$ as set forth in the SCAQMD's Final Methodology to Calculate $PM_{2.5}$ and $PM_{2.5}$ Significance Thresholds (SCAQMD 2006). (*Ibid.*) Operational impacts for $PM_{2.5}$ would therefore be less than the LSTs and would be less than significant.

B. TRANSPORTATION/TRAFFIC

Methodology. The traffic impact analysis for this Project applied the Level of Service ("LOS") to rate the performance of streets, intersections, and other highway facilities on a scale of A to F, with LOS A reflecting free flowing conditions and LOS F representing heavily congested conditions. (SEIR, p. IV-34.) LOS D is considered the minimum daily and peak hour performance standard. (*Ibid.*) The analysis looked at peak hour intersection capacity, 24-hour Average Daily Traffic volumes as an indicatory of overall transportation network volume. (*Ibid.*) The Proposed Project's study area was defined using procedures included in the Riverside County Transportation Department's Traffic Impact Analysis Preparation Guide. According to those Guidelines, if a project adds 50 or more peak-hour trips to intersections of "Collector" or higher classified streets, then the intersection must be

included in the project study area. (SEIR, p. IV-40.)

1. Threshold IV.B-1: Would the Project cause an increase in traffic which is substantial in relation to existing traffic load and capacity of the street system (i.e., result in an increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections) and/or exceed, either individually or cumulatively, a LOS standard established by the county congestion management agency for designated roads or highways?

a. Finding: The Focused EIR concluded that the March Business Center Specific Plan would have significant cumulative impacts with respect to this impact threshold but that those impacts would be reduced to a less than significant level with mitigation. (SEIR, p. IV-62.) This Project would result in a net traffic generation increase of 19,678 daily trips, which will have a direct significant impact on traffic intersections, roadways and freeway segments, as demonstrated in **Table IV.B-10** and **Impact IV.B-1-1** (Intersections), **Table IV.B-11** and **Impact IV.B-1-2** (Roadway Segments), and **Table IV.B-12** and Impact **IV.B-1-3** (Freeway Mainline). (SEIR, pp. IV-62 to IV-71.) Mitigation Measures **B-1 through B-12** from the 2003 Focused EIR will need to be adopted for this Project. (SEIR, pp. IV-54 to IV-55, IV-86.) Additionally, the Project sponsor will be responsible for the improvements set forth in **Mitigation IV.B-1-1**, **Mitigation IV.B-1-4**, **Mitigation IV.B-1-6**, and **Mitigation IV.B-1-7.** (SEIR, pp. IV-92, IV-98 to IV-99.) Even with mitigation, however, direct traffic impacts on certain intersections, roadway and freeway segments (identified below) will be significant and unavoidable. (SEIR, pp. IV-103 to IV-104.)

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

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

B-3 *March Business Center traffic volumes shall be monitored periodically to assure that the transportation infrastructure provides sufficient capacity to serve Project volumes. Traffic monitoring shall occur at a minimum of five-year intervals.*

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

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

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

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

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

B-9 *The March JPA shall collaborate with adjacent jurisdictions and agencies to facilitate improvements addressing the existing deficiency at the I-215/Van Buren Boulevard interchange.*

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

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

B-12 *Signage shall be provided at the Van Buren Boulevard intersections with Coyote Bush Road and Orange Terrace to discourage truck traffic on residential streets in the Orangecrest Development. Furthermore, the March JPA, as a responsible party, shall encourage the City of Riverside and Riverside County to review and consider appropriate legislation to eliminate or curtail truck traffic, exempting local deliveries, on Alessandro Boulevard and Van Buren Boulevard west of the March Business Center Development.*

Mitigation IV.B-1-1. The Project sponsor shall provide the following improvements upon issuance of occupancy permit for any lot in the North Campus after planned traffic generated by this Project exceeds 44,966 Average-Daily-Trips ("ADT"):

<u>23. Van Buren Boulevard and Barton Street</u>

- Change northbound shared left/through/right turn lane to exclusive northbound left and shared through/right turn lane. Note that this improvement would not be required if completed by the commercial development at the southwestern corner of Van Buren Boulevard/Barton Street prior to the timing of this improvement described above.

The following planned improvements would mitigate the proposed Project's direct peak hour impacts:

29. Van Buren Boulevard and Southbound I-215 Ramps

- Project impacts at this location will be mitigated by the I-215/Van Buren Boulevard interchange improvement project that is being implemented by the County of Riverside and March JPA. With the planned improvements identified in the I-215/Van Buren Boulevard Project Report, this intersection would operate at an acceptable LOS. The interchange project has been accepted by Caltrans and Plans, Specifications and Estimates (PS&E) are being prepared. However, this improvement is not fully funded, due in part to insufficient TUMF reserves.

30. Van Buren Boulevard and Northbound I-215 Ramps

- This intersection would also be re-configured as part of the I-215/Van Buren Boulevard interchange improvement project being implemented by County of Riverside and March JPA.

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

Mitigation IV.B-1-6. *The Project sponsor shall dedicate land located along the southern boundary of the North Campus to provide sufficient right-of-way for the planned full build out of Van Buren within 90 days of Project approval, as approved by the March JPA Civil Engineer.*

Mitigation IV.B-1-7. *The Project sponsor shall dedicate land and provide temporary construction easements in the vicinity of the I-215/Van Buren Boulevard interchange to*

accommodate a portion of the planned future improvements identified in RTIP project RIV060120 within 90 days of Project approval or as required by Caltrans.

b. Supporting Explanation: The proposed improvements set forth in **Mitigation IV.B-1-1** at Intersection Nos. 29 and 30 would result in improved operations at those intersections to LOS D or better during both peak hours. (SEIR, pp. IV-92 to IV-93.) However, both measures require full funding that, if not available, will thwart the undertaking of these improvements prior to implementation of the Project and would result in a significant and unavoidable interim impact. (*Ibid.*) As concerns freeway segment impacts, all freeways are within the jurisdiction of Caltrans. (*Ibid.*) There is no fee mechanism that would allow project sponsors to pay fees or make fair share contributions toward improving mainline freeway lanes. (*Ibid.*) Even if such a mechanism existed, there is no way to ensure that such payments would be directed to a specific freeway improvement. (*Ibid.*) There are therefore no feasible mitigation measures for impacts to mainline freeways and those impacts will remain significant and unavoidable. (*Ibid.*) Notably, the Riverside County Transportation Commission is planning to widen I-215 in Moreno Valley to I-15 in Murrieta. (*Ibid.*) However, because there is no legally enforceable mechanism for mitigating potential impacts to the I-215 freeway and because the direct construction of such improvements are outside the jurisdiction of the March JPA and would be disproportionate to the impacts from the Project, there is no feasible mitigation available for reducing or avoiding those impacts. (*Ibid.*)

Even with mitigation, significant and unavoidable impacts will occur at the following intersections, roadway segments, and freeways (SEIR, pp. IV-103 to IV-106):

Intersections

- **Van Buren Boulevard and I-215 Northbound Ramps.** Significant interim impact until planned interchange improvements are constructed; as shown in Table 6-5 of the traffic technical report, LOS would be restored to A during both peak hours at this location

- **Van Buren Boulevard and I-215 Southbound Ramps.** Significant interim impact until planned interchange improvements are constructed; as shown in Table 6-5 of the traffic technical report, LOS would be restored to A during both peak hours at this location.

- Queuing was also found to exceed available storage at three intersections: Cactus Avenue and Northbound I-215 Ramps/Old 215 Frontage Road; Van Buren Boulevard and Southbound I-215 Off Ramp; and Van Buren Boulevard and Northbound I-215 Ramps. SEIR, p. IV-65.) Improvements to the Van Buren Boulevard interchange with I-215 will address the queuing deficiencies at these interchanges. (*Ibid.*) There is, however, no feasible mitigation to fully address the queuing deficiency at Cactus Avenue and Northbound I-215 Ramps/Old 215 Frontage without substantial improvements. (SEIR, p. IV-66.) The payment of TUMF fees is required to mitigate for the Project's fair share of the impact. However,

until such time as full funding for the improvement is provided and the improvement is actually constructed, there will be potentially significant interim cumulative impacts. (SEIR, p. IV-93 through IV-94 [Mitigation Measure IV.B-1-2].)

Roadway Segments

- **Van Buren Boulevard, west of Wood Road**. Significant interim impact until planned improvements identified in City of Riverside's TIP (2010 edition, page 1-40) is implemented. Following completion of these improvements, LOS would be restored to D or better during both peak hours at the Van Buren Boulevard/Wood Road intersection.
- **Van Buren Boulevard, Wood Road to Trautwein Road**. Significant interim impact until planned improvements identified in City of Riverside's TIP (2010 edition, page 1-40) is implemented. Following completion of these improvements, LOS would be restored to D or better during both peak hours at the Van Buren Boulevard/Wood Road intersection.
- **Van Buren Boulevard, from Meridian Parkway to I-215 interchange**. Significant interim impact until planned interchange improvements are constructed. As discussed above, implementation of mitigation measures at the Van Buren Boulevard/I-215 Northbound Ramps intersection would restore LOS to A during both peak hours. (Where the segment potentially exceeds capacity, but the intersections along this segment are characterized by acceptable LOS, then the segment operations were considered satisfactory.)

Freeway Segments

- I-215 from north of Alessandro Boulevard to south of Van Buren Boulevard.

SECTION 5: RESOLUTION REGARDING CUMULATIVE ENVIRONMENTAL IMPACTS

The March Joint Powers Commission hereby finds as follows:

A. AIR QUALITY

Criteria Pollutant Increase in Non-Attainment Area. This Threshold IV.C-3 asks whether the Project will have a cumulative considerable net increase of any criteria pollutant in a nonattainment area. The 2003 Focused EIR determined that the existing Specific Plan would have significant and unavoidable impacts with respect to this threshold. (SEIR, p. IV-139.) Although the proposed Project is generally consistent with the existing Specific Plan, the Project includes updated information such as an increase in the Floor Area Ratio for various lots, a net increase in Project traffic generation, use of current air quality analysis factors and parameters, and evaluation of onsite emissions sources consistent with budgets described in Chapter III of the SEIR. (*Ibid.*) In light of this information and given the

Project's consistency with the impacts addressed in the Focused EIR, the proposed Project will have a significant cumulative impact regarding construction and operational activities even with proposed mitigation. (SEIR, pp. IV-140 to 141.) **Mitigation Measures C-1 through C-14** from the 2003 Focused EIR will need to be adopted, as well as **Mitigation Measures IV.C-1-1 through IV.C-1-13, IV.C-1-15 through IV.C-1-20** set forth in Section IV above. (SEIR, pp. IV-141 to 142.)

(i) Construction Impacts. The proposed Project would result in a significant and unavoidable impact with respect to construction emissions, after the incorporation of mitigation measures. (SEIR, pp. IV-140 to 141.) The SCAB is not in attainment of state or federal standards for PM_{10} or $PM_{2.5}$. (*Ibid.*) Because Project construction activities would result in emissions of PM_{10} and $PM_{2.5}$ in excess of the significance thresholds, the proposed Project would have a cumulatively considerable net increase in emissions of these criteria pollutants. (*Ibid.*) In addition, proposed Project construction activities would result in a significant direct NO_x emission impact. (*Ibid.*) This impact, when taken in combination with NO_x construction emissions from the cumulative development proposals would result in a significant cumulative impact. (*Ibid.*) Accordingly, the proposed Project would result in a significant cumulative impact for construction.

(ii) Operational Impacts. Although specific emission information on the cumulative projects listed above was not available for all projects, emissions from vehicles were calculated based on the estimated trip generation contained in Table 7-1 of the Traffic Impact Analysis, Meridian Specific Plan Amendment (Kimley-Horn, 2010). (SEIR, p. IV-141.) Table IV.C-10 of the SEIR presents a summary of emissions associated with vehicles from the cumulative projects plus operational emissions from the proposed Project. (*Ibid.*) This Table demonstrates that emissions from the proposed Project, when added with the cumulative vehicle emissions from cumulative projects listed in Table IV.C-8, are above the SCAQMD's significance thresholds for all criteria pollutants except SO_x. (*Ibid.*; see also SEIR, Appendix E, Air Quality Technical Report.) Project operational emissions would therefore be cumulatively significant.

Exposure to Sensitive Receptors. This analysis addresses Threshold IV.C-4, which asks whether the proposed Project would expose sensitive receptors to substantial pollutant concentrations. The Focused EIR concluded that the proposed Project impacts concerning health risks associated with Diesel Particulate Matter and CO "hot spots" would be less than significant. (SEIR, pp. IV-142 to IV-144.) The Project would be required to comply with Mitigation Measures C-1 through C-14 from the Focused EIR. Project level impacts would be less than significant, but because the existing background excess cancer risks exceed the significant risk threshold, the Project would cause a significant cumulative impact even with mitigation. (SEIR, p. IV-147.)

(i) **HRA**. A Health Risk Assessment ("HRA") was performed to evaluate the health risks associated with the proposed Project from diesel particulate matter ("DPM") emissions generated by truck traffic in connection with Project operations (a source of Toxic Air Contaminant emissions), as well as the gas station proposed for Unit 4, Lot 4, which is also a source of Toxic Air Contaminant ("TAC") emissions. (*Ibid.*) The same analysis was not conducted for construction-related emissions given the temporary, transient nature of these activities and because construction would last only 10 years. (*Ibid.*) The HRA evaluated individual as well as population carcinogenic

risks. (*Ibid.*) The results of the HRA are set forth in Table IV.C-11 on page IV-145 of the SEIR. (*Ibid.*) As this Table shows, the cancer and non-cancer risks associated with the Project are below significance thresholds established by the SCAQMD, but the background excess cancer risk levels are already above the significant risk thresholds. (*Ibid.*) Therefore, and despite the imposition of all feasible mitigation for air quality impacts, the proposed Project's DPM emissions, when combined with existing background levels that exceed SCAQMD's significance threshold, results in a significant cumulative impact. (*Ibid.*)

(ii) **CO "Hot Spots" Analysis.** Projects that involve increases in traffic have the potential to cause CO "hot spots." (SEIR, p. IV-144.) A "hot spots" analysis was performed in accordance with the Transportation Project-Level Carbon Monoxide Protocol to determine whether the proposed Project would contribute to a violation of the CO standard at intersections for which a significant traffic impact will occur. (*Ibid.*) The evaluation was based on Future Year (i.e., 2030) conditions with the addition of Project traffic. (*Ibid.*) Only those intersections operating at LOS E or F after mitigation were evaluated as they have the greatest potential to create a CO "hot spot," those being (*Ibid.*):

- Meridian Parkway and Opportunity Way
- Alessandro Boulevard and Canyon Crest Drive
- Alessandro Boulevard and Meridian Parkway
- Alessandro Boulevard and I-215 NB Ramp
- Alessandro Boulevard and Old 215
- Van Buren and Village West Drive

Project-related traffic at those intersections was found not to exceed CO standards. (See Table IV.C-12 of SEIR, p. IV-146.) The I-215/Van Buren Boulevard interchange was not evaluated here as that intersection, even though characterized by congested LOS during both peak am and pm hours under existing conditions, improvements are expected to better future LOS to D or higher during both peak periods under Year 2030 conditions. (SEIR, p. IV-146.) If improvements are delayed, however, there is a potential for a significant <u>interim</u> impact. It is unlikely that traffic congestion at this intersection would cause an exceedance of the CO standard given the SCAQMD's attainment demonstration, which showed that traffic congestion at the four most congested intersections within the South Coast Air Basin would not cause CO "hot spots" and would not exceed the CO standard when added to background levels. (*Ibid.*)

(iii) **Criteria Pollutants.** Criteria pollutants such as O_3, PM, CO, NO_x, SO_x, and Lead are regulated through a separate process than TACs and are not considered in HRAs. (SEIR, pp. IV-146 to 147.) Rather, the potential health effects from such pollutants are addressed through the NAAQS and CAAQS. (*Ibid.*) Because the Project would result in a significant impact from emissions of ROG, PM, CO, and NO_x, the proposed Project's emissions of these pollutants would also result in a significant impact to this threshold. (*Ibid.*)

B. BIOLOGICAL RESOURCES

1. <u>Finding</u>. The Project is consistent with the cumulative impacts addressed in the Focused EIR and therefore the Project's cumulative impacts related to disturbance of areas outside the Project area with sensitive and protected biological resources

will be less than significant with the incorporation of **Mitigation Measures D-1 through D-6** from the Focused EIR. (SEIR, p. IV-171.)

> **D-1.** *Prior to construction activity, the applicant shall coordinate with USFWS to assure that the requirements and stipulations of the 1999 Biological Opinion and the Biological Opinion Clarification Letter (September 6, 2002) are met. The 1999 Biological Opinion and the 1999 Biological Opinion Clarification letter are included in Appendices A and B of the Biological Resources Review found in Appendix F of this document. Mitigation for potential impacts to federal or state listed species shall be as per the 1999 Biological Opinion and the 1999 Biological Opinion Clarification Letter issued by USFWS. This mitigation shall include the replacement 35.2 acres of impacted occupied Stephens' kangaroo rat (SKR) habitat at a 1:1 ratio. As of September 2002, the March JPA is responsible for 14.2 acres of mitigation at a 1:1 ratio, as 21 acres of USFWS approved occupied habitat have previously been acquired by the March JPA and serve as mitigation for 21 acres of SKR occupied habitat. Other required mitigation (78.4 acres discussed in the 1999 BO Clarification letter) will be at a fee of $500 per acre.*
>
> **D-2.** *Per the 1999 BO, avoid 13 acres of USFWS designated least Bell's vireo riparian habitat north and south of Van Buren Boulevard by utilizing 100-foot buffer zones in these areas.*
>
> **D-3.** *No construction activities shall occur during the nesting/breeding season until a qualified biologist has conducted a field review of the affected areas for occupancy by the least bell's vireo.*
>
> **D-4.** *Prior to construction activity, the applicant shall coordinate with the L.A. District Corps office to assure conformance with the requirements of Section 404 of the Clean Water Act.*
>
> **D-5.** *Prior to construction activity, the applicant shall coordinate with the Santa Ana Water Quality Board (Region 8) to assure conformance with the requirements of Section 404/401 of the Clean Water Act and the State of California Porter Cologne Water Quality Control Act.*
>
> **D-6.** *Prior to activity within waters of the U.S., the applicant shall coordinate with the California Department of Fish and Game (Eastern Sierra and Inland Desert Region 6) relative to conformance to the Lake and Streambed Alteration permit requirements.*

2. Supporting Explanation. Cumulative impacts from the Project results from urbanization and removal of existing vegetation. While development in disturbed areas is not likely to adversely impact sensitive plant or animal species, development in undisturbed areas that contain habitat may have a significant impact. Biological surveys for sensitive species would be required for future development outside of the proposed Project area. Impacts to sensitive species would need to be evaluated and mitigation measures developed where necessary. If threatened and endangered species would be impacted then the Project proponent would need to pursue Section 10 or Section 7 consultation and

coordination with the USFWS, CDFG, ACOE, RWQCB and other agencies that maintain jurisdiction over the affected resource. In addition, projects that impact wetlands or other waters of the US or State may be required to obtain a Section 404 permit, Section 401 permit and a Section 1600 Streambed Alteration Agreement. The regulations that require these permits are in place to minimize impacts to a sensitive species from an individual project as well as multiple projects; therefore, impacts to biological resources on a cumulative basis would be minimized. (SEIR, pp. IV-170 to 171.)

The March JPA Planning Area is not part of the Western Riverside MSHCP; and therefore, the Project proponents are not subject to that Plan and are pursuing Section 7 consultation with the USFWS through the Section 404 permit for Project-related impacts to LBV. In addition, a 1602 SAA amendment and a CESA consistency determination for impacts to LBV are required. The permits require both onsite preservation and mitigation in the form of creating and restoring waters of the US, State waters and LBV habitat. (*Ibid.*)

C. CULTURAL RESOURCES

1. Finding. Cumulative impacts on cultural resources will be less than significant with the implementation of the mitigation measures set forth below.

> **L-1.** *If archaeological or paleontological resources are encountered at the time of grading or Project construction, all Project work in the area of the resource shall cease until the area has been surveyed by a qualified archaeologist or paleontologist in conformance with the Cultural Resource Management Plan.*
>
> **Mitigation IV.J-2-1.** *Prior to beginning Project construction, the Project sponsor shall retain an archaeological monitor to monitor all ground-disturbing activities in native soils (as shown in Figure IV.J-1) in an effort to identify any unknown archaeological resources. Any newly discovered cultural resource deposits shall be subject to a cultural resources evaluation.*
>
> **Mitigation IV.J-2-2.** *At least 30 days prior to beginning Project construction, the Project sponsor shall contact the Pechanga Tribe to notify the Tribe of grading, excavation and the monitoring program, and to coordinate with the MJPA and the Tribe to develop a Cultural Resources Treatment and Monitoring Agreement. The Agreement shall address the treatment of known cultural resources, the designation, responsibilities, and participation of Native American Tribal monitors during grading, excavation and ground disturbing activities in native soils; Project grading and development scheduling; terms of compensation; and treatment and final disposition of any cultural resources, sacred sites, and human remains discovered on the site.*
>
> **Mitigation IV.J-2-3.** *Prior to beginning Project construction, the Project Archaeologist shall file a pregrading report with the MJPA to document the proposed methodology for grading activity observation. Said methodology shall include the requirement for a qualified archaeological monitor to be present and to have the authority to stop and redirect grading activities. In accordance with the agreement required in Mitigation Measure IV.J-2-2, the*

archaeological monitor's authority to stop and redirect grading shall be exercised in consultation with the appropriate Tribe to evaluate the significance of any archaeological resources discovered on the property. Tribal monitors shall be allowed to monitor all grading, excavation and ground breaking activities in native soils, and shall also have the authority to stop and redirect grading activities in consultation with the Project archaeologist.

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

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

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

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

2. Supporting Explanation. The cultural records review for the proposed Project revealed that at least 27 archaeological investigations were conducted within a one-mile radius of the Project area. There are 140 cultural resources recorded within this search radius. These include prehistoric bedrock milling sites with little or no associated artifacts and historic-age resources such as Craftsman bungalows and other residences; concrete slab foundations and a historic trash dump. Ground disturbance would occur during development of the proposed Project and related projects. Cultural resources have the potential to be discovered during ground disturbance activities; therefore, in areas with potential for this to

occur, local jurisdictions typically impose a mitigation requiring a qualified archaeologist to be present during grading and excavation. The extent or significance of discovered resources during these activities cannot be determined until significance testing is performed. However, since cultural resources are site specific and there is no evidence of any culturally significant sites within the proposed Project area, no cumulative significant impacts are anticipated to occur from new development that is in compliance with the applicable State and local regulations. (SEIR, pp. IV-290 to 291.)

D. GEOLOGY AND SOILS

1. Finding. Cumulative impacts relating to geology and soils will be less than significant. No mitigation, other than the implementation of land use controls, as discussed below, is required.

2. Supporting Explanation. The proposed Project and related projects would be susceptible to geologic and soil impacts discussed herein as geologic/soil characteristics throughout the general area are similar. However, geologic hazards will be minimized by imposing land use controls to prevent development in particularly sensitive areas and implementation of site specific building and engineering methods that incorporate Mitigation Measures K-1 through K-5 from the Focused EIR and Mitigation Measure IV.1-3-1, all of which are set forth in Section 3 above. Also, the Project does not propose construction in areas characterized by seismic or erosion hazards that differ in magnitude from what was evaluated in the 2003 Focused EIR. No new cumulative impacts to geology and soils are expected. Thus, cumulative impacts related to geology and soils are anticipated to be less than significant. (SEIR, p. IV-278.)

E. HAZARDS AND HAZARDOUS MATERIALS

1. Finding. Cumulative impacts will not be anticipated from future projects in the vicinity given their need to comply with federal, state, and regional regulations governing hazardous materials. Nevertheless, the Project will be required to comply with Mitigation Measures A-1 through A-4 from the Focused EIR. Impacts will be less than significant with mitigation. (SEIR, pp. IV-186 to 187.)

> **A-1** *Development within the Clear Zone and Accident Potential Zones I and II will abide by building standards and codes including height restrictions, restrictions on use, setbacks, population densities, and insulation and materials, as outlined in the approved 2005 Air Installation Compatible Use Zone (AICUZ).* (SEIR, pp. IV-30 to 31.)

> **A-2** *As established in the Specific Plan, the project will comply with the policies and requirements of the Riverside County Airport Land Use Plan. Development plans will be submitted to the FAA for review in accordance with FAR 77.13.2.i. Additional ALUC review will be required for objects taller than 50 feet in the Height Caution Zone shown on Figure IV.A-4. Other land use controls (relating to safety (both in the air and on the ground) and noise) have been developed in consultation with the ALUC, and have been incorporated into the Specific Plan.* (SEIR, pp. IV-12.)

A-3 *In accordance with the requirements of the Specific Plan, a School Buffer overlay district will be established. This district will extend 0.25 miles from the boundary of the Tomas Rivera Elementary School. The overlay district will provide landscaping around the boundaries of the school for screening; will prohibit certain uses with the potential noise impacts and/or hazardous materials handling/generation; and will provide for enhanced review of other development proposals to limit the potential for adverse impacts on the school.* (SEIR, pp. IV-30 to 31.)

A-4 *Project detention basins shall have the following features to limit bird activity:*
1. All detention basins shall draw down within 24 hours with the exception of the East Basin and the U4-E Basin. The East Basin shall have a draw down period of 39 to 42 hours during the interim development of Unit 4. The U4-E Basin shall have a draw down period of 27 to 30 hours during the interim development of Unit 4. The East Basin will be designed in the ultimate condition to include a draw down period of 28 to 30 hours. The U4-E Basin will be designed in the ultimate condition to include a draw down period of 27 to 30 hours.
~~*The basin shall drain within a six hour period to reduce the potential for plant growth.*~~
2. Standing water in all detention basins outside of the specified drawdown times shall be addressed through the use of positive drainage techniques (grading, wet wells, french drains are some examples) by the Project sponsor.
3. Regular maintenance activities shall include the removal of vegetation.
4. March JPA shall monitor waterfowl activity during the rainy season in all detention basins. If waterfowl issues are identified during monitoring activities, then the March JPA and Project sponsor shall implement waterfowl control measures (netting and vegetation removal are some examples). ~~*Detention basins shall be monitored regularly to determine if they attract waterfowl or other birds.*~~
~~*5. A plan to discourage bird activity shall be implemented if the basins are found to be an attraction to birds.*~~
(SEIR, p. IV-30 to 31.)

2. Supporting Explanation. The US Air Force has implemented a comprehensive environmental assessment and remediation program for the March Business Center Specific Plan. The measures defined in the program are required prior to transfer of ownership from the US Air Force to the March JPA. Implementation of the mitigation measures proposed as part of the Project will minimize cumulative impacts relative to hazards and hazardous materials. Future projects in the vicinity would also be subject to federal, state and local regulations regarding hazards and hazardous materials. As such, cumulatively significant impacts associated with hazards and hazardous materials would not be anticipated. (SEIR, pp. IV-186 to 187.)

The proposed Project and related projects that include commercial and industrial developments could store, use, generate or dispose of hazardous materials. Compliance with applicable federal, state and regional regulations regarding hazardous materials would minimize potential contamination or hazardous materials related incidents. Thus, new development in the Project area is not expected to present significant risks to public health and safety. Further, mitigation measures specific to each proposed Project would be developed as part of the environmental review and permitting process. All development would comply with emergency planning requirements. Roadways that function as evacuation routes may be temporarily blocked during construction activities. Therefore, projects would need to adhere to the Standard Specifications for Public Works Construction (Greenbook) to ensure access to individual lots is maintained at all times, detour routes are established and temporary traffic controls are in operation. (*Ibid.*)

F. HYDROLOGY AND WATER QUALITY

1. Finding. Cumulative impacts related to hydrology and water quality from the proposed Project are consistent with those identified in the Focused EIR and would be less than significant with the implementation of **Mitigation Measures F-1 through F-3** of the Focused EIR. (SEIR, pp. IV-208 to 209.)

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

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

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

2. Supporting Explanation. The proposed Project would be located within the boundaries of the March Business Center Specific Plan. This proposed Project is relatively isolated and unlikely to intercept upstream flows. Currently, the proposed Project area only receives off-site flows from the Orangecrest development, the undeveloped area to the immediate west and the South Campus. Future developments upstream of the proposed Project will be required to mitigate storm water discharge in accordance with RCFCWCD design standards, which requires that each development detain peak discharge such that flows intercepted by downstream systems are the same or less than existing conditions. Because the proposed Project does not propose an increase in impervious area or changes to proposed drainage improvement that differ in magnitude from what was evaluated in the 2003 Focused EIR, no new cumulative impacts to hydrology and water quality are expected. (SEIR, pp. IV-208 to 209.)

G. LAND USE

Divide Established Community. The Project does not contain elements that would physically divide an established community. (SEIR, pp. IV-13, IV-32 to IV-33.) The Project would be developed within the Meridian Specific Plan area; it does not expand the

boundaries of the Specific Plan area or introduce land use designations not previously identified in the March JPA General Plan or its Focused EIR, although it would redistribute certain acreage among pre-existing land use designations. (*Ibid.*) The nearest community is the Orangecrest residential development located 1850 feet to the west and the Project would not have the potential to physically divide this community. (*Ibid.*) Thus, the Proposed Project would not make a cumulatively considerable contribution to this impact, and the Proposed Project's cumulative impact is determined to be less than significant. (*Ibid.*)

Conflict with Land Use Plan, Policy or Regulation. The Project does not introduce any incompatible uses in the area. (SEIR, p. IV-33.) The Specific Plan Amendment's replacement of Mixed Use and Business Park land uses with Industrial uses is in response to market conditions and is consistent with existing and planned development within the surrounding areas of the existing March Business Center Specific Plan. (*Ibid.*) The Proposed Project would accommodate a fire station near the northeastern corner of Meridian Parkway and Opportunity Way in order to facilitate necessary public services. (*Ibid.*) Proposed future developments, all of which are listed in Table IV.C-9 of the SEIR, will be evaluated for consistency against local land use policies. (*Ibid.*) Additionally, planned future development identified in the SEIR's discussion of Growth Inducing impacts beginning on page VI-1 have been anticipated or recognized by local jurisdictions in the corresponding General Plans or amendments. (*Ibid.*) Future projects would presumably comply with applicable development standards to prevent land use conflicts. (*Ibid.*) The Proposed Project is therefore not expected to result in adverse cumulative land use impacts.

HCP/NCCP. Regionally, it is anticipated that area-wide growth, in general, will be reviewed for consistency with the March JPA's general plan and policies in accordance with CEQA regulations, state zoning and planning laws, and the state Subdivision Map Act. (SEIR, p. IV-33.) These regulations and laws require findings of plan and policy consistency prior to approval of entitlements of developments. (*Ibid.*) Therefore, cumulative impacts associated with any applicable habitat conservation plan or natural community conservation plan would be less than cumulatively significant. (*Ibid.*) On a project level, the Project is not within the boundaries of the MSHCP or any of the Core Reserve areas of the SKR HCP. (*Ibid.*) The Project is within the original SKR HCP fee area and the March Business Center Specific Plan purchased mitigation credits, as required to offset any allotted incidental take of the SKR by the Project. (*Ibid.*) The Proposed Project is therefore not expected to result in adverse cumulative HCP impacts.

H. NOISE AND VIBRATION

1. Finding. Cumulative impacts related to noise and vibration from the Project would be less than significant with compliance of Mitigation Measures J-2 through J-7 of the Focused EIR.

Short-Term

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

Long-Term

J-3. *Information and location of noise sensitive receptors shall be reviewed and updated by March JPA staff to ensure that all sensitive receptors that may*

be affected by the long-term implementation of the proposed Specific Plan are identified. These sensitive receptors shall include the existing schools.

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

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

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

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

2. Supporting Explanation. The proposed Project would result in short-term noise during construction of each individual lot development. Construction noise would be short-term, incremental and occur in different locations and often at different times. Project level and cumulative construction noise can be reduced though with implementation of controls such as limiting the time of day construction can occur and the use of noise control devices on construction equipment, both of which are imposed on the proposed Project through the above-described requirements and mitigation measures. There will not be a cumulatively significant construction noise impact because the proposed Project is located far enough away from other developments such that construction noise would not substantially add to construction noise of other projects.

Increased traffic on roadways within the vicinity of the proposed Project would result in a cumulative noise level increase that may impact sensitive land uses. However, local jurisdictions are responsible for ensuring that new development meets established noise standards and implements noise control measures to reduce cumulative noise impacts to less than significant levels. The noise level increase attributable to the proposed Project would be 1 dBA or less and would not result in an exceedance of local thresholds. More specifically, there are locations in the project vicinity that currently exceed local thresholds or that would exceed these thresholds at buildout without the proposed Project. Therefore, the proposed Project would not result in a cumulatively significant impact. (SEIR, pp. 263 to 264.)

I. PUBLIC SERVICES

1. Finding. Cumulative impacts from the Proposed Project related to public services will be less than significant with mitigation below.

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

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

station.

2. Supporting Explanation. New development under the Specific Plan would increase the demand for fire protection and police services in the area but cumulative impacts to schools were less than significant, given the implementation of SB 50.

The proposed Project would not include residential uses or otherwise contribute to an increase in population within the Project area that could affect demand for parks and/or schools. It is unlikely that it would cumulatively contribute to an increased demand for fire and police services because the uses are similar to those addressed in the 2003 Focused EIR. These services are funded through the collection of development impact fees and sales and property taxes. An example is the ½ cent sales tax for local law enforcement required by Article 13 of the State Constitution, which would be unaffected as the retail components of the Project area are virtually unchanged from the 2003 Focused EIR. The collection of the County Fire Protection property tax and the capital impact fees for fire and public facilities would also be unaffected. Other local jurisdictions have financing plans or mechanisms in place to fund new facilities and to expand the service area as development progresses in the area. On December 2, 2009, the March JPA executed an MOU regarding the proposed fire station between the County of Riverside and LNR. Among other things, this MOU details the location, fee, alternate site, and development impact fees associated with the proposed fire station. Cumulative impacts to police and fire services would not be significant because compliance with local funding programs and requirements will address cumulative impacts. (SEIR, p. IV-302.)

J. TRAFFIC/TRANSPORTATION

Increase in Traffic/Exceed LOS Standards. The 2003 Focused EIR determined that the March Business Center Specific Plan would have significant cumulative impacts as concerns Threshold IV-B-1.[1] (SEIR, p. IV-62.) However, proposed mitigation measures were found to reduce impacts to a level of less than significance. (*Ibid.*) Even so, changes in land use designations (though not substantial from those studied in the Focused EIR) and updated trip generations data for both passenger vehicles and trucks has resulted in a net traffic generation increase of 19,678 daily trips for the proposed Project. (*Ibid.*)

1. Existing Plus Project Plus Cumulative Conditions

Finding/Supporting Explanation. Project peak hour traffic together with peak hour traffic from cumulative projects would cause a significant cumulative impact at the intersections identified in **Table IV.B-13** and **Impact IV.B-1-4**; at the road segments identified in **Table IV.B-14** and **Impact IV.B-1-5**; and at the freeway mainlines identified in **Table IV.B-15** and **Impact IV.B-1-6**. (SEIR, pp. IV-66 to 81.) **Mitigation IV.B-1-2** has been proposed to reduce impacts under Existing Plus Project Plus Cumulative conditions. (SEIR, pp. IV-93 to IV-95.) However, significant and unavoidable impacts would occur at the following facilities despite mitigation (SEIR, pp. IV-104 to IV-105):

Intersections

- **Alessandro Boulevard and Northbound I-215 Ramps**. Although

[1] See SEIR p. IV-1090, which reads "cumulative traffic impacts are addressed under Threhsold IV.B-1."

improvements would restore LOS to D or better, there is no established funding mechanism to fully fund the proposed improvements.

- **Cactus Avenue and Southbound I-215 Ramps**. Significant interim impact until planned interchange improvements are constructed.
- **Cactus Avenue and Northbound I-215 Ramps/Old 215 Frontage Road.** Significant interim impact until planned interchange improvements are constructed.
- **Cactus Avenue and Elsworth Street.** Although improvements would restore LOS to D or better, there is no established funding mechanism to fully fund these improvements.
- **Van Buren Boulevard and Wood Road.** Although improvements would restore LOS to D or better, there is no established funding mechanism to fully fund these improvements.
- **Van Buren Boulevard and Trautwein Road.** Improvements beyond those contemplated for this intersection are not feasible. (SEIR, pp. IV-94 to IV-95.) Further widening of the south side of Van Buren Boulevard would require reconstructing fences and acquiring a Right-Of-Way from existing private residences. (*Ibid.*) A Right-Of-Way acquisition would also be required from retail properties for the north side of Van Buren. (*Ibid.*) As a result of the proposed improvements, the intersection is expected to operate at LOS D in the afternoon peak hour, but LOS F conditions would remain in the morning peak hour despite mitigation. (*Ibid.*)
- **Van Buren Boulevard and Barton Street.** There are no additional feasible mitigation measures for this intersection. (SEIR, p. IV-95.) The north leg of this intersection would need to be widened to mitigate the impact, but widening is not possible based on existing land use. (*Ibid.*)
- **Nandina Avenue and Barton Street.** Although improvements identified in the traffic technical report would restore LOS to D or better, there is no established funding mechanism in place to fully fund these improvements. The Project's pro-rata share would be collected prior to certificate of occupancy. (*Ibid.*)
- Queuing was also found to exceed storage lengths at three intersections: Cactus Avenue and Northbound I-215 Ramps/Old Frontage Road; Van Buren Boulevard and Southbound I-215 Off Ramp; Van Buren Boulevard and Northbound I-215 Ramps. (SEIR, pp. IV-65 to 66.) Improvements to the Van Buren Boulevard interchange with I-215 will address the queuing deficiencies at these interchanges. (*Ibid.*) No feasible mitigation is available to address the queuing deficiency at Cactus Avenue and Northbound I-215 Ramps/Old Frontage Road given that the traffic is not caused from this Project alone and it is not feasible to fund improvements to provide additional storage because improvements needed to accommodate northbound queues would necessitate widening of the off-ramp to provide additional lanes and widening of Old 215 Frontage Road north of Cactus and Avenue and Cactus Avenue east of Old 215 Frontage

Road to receive traffic from the additional lanes on the off-ramp. These improvements are among those included in the SCAG Regional Transportation Improvement Project ("RTIP") for I-215/Cactus Avenue. The costs for the improvements included in the RTIP is over $65 million. It is not feasible for a single development project to fully fund over $65 million in improvement costs. The RTIP project initiated by the City of Moreno Valley and Caltrans is addressing the deficiency at I-215/Cactus Avenue interchange. The intersection operates at an acceptable LOS and no improvements are necessary until later. (*Ibid.*)

Roadway Segments

Multiple roadway segments, listed below, were identified as having cumulative project impacts. (SEIR, pp. IV-95, IV-105.)

- Cactus Avenue:
  - Northbound I-215 Ramps to Elsworth Street
  - Elsworth Street to Frederick Street
- Van Buren Boulevard:
  - West of Wood Road
  - Wood Road to Trautwein Road
  - Trautwein Road to Barton Street
- Barton Street
  - Van Buren Boulevard to Krameria Avenue
  - Krameria Avenue to Nandina Avenue

Freeway Segments

- I-215 from north of Alessandro Boulevard to south of Van Buren Boulevard (SEIR, p. IV-105)

Mitigation IV.B-1-2 *The individual lot developers shall contribute on a fair share basis toward the following improvements to mitigate cumulative peak hour intersection impacts under Existing Plus Project Plus Cumulative conditions at the time of issuance of the building permit:*

8. Alessandro Boulevard and Northbound I-215 Ramps

- Add second eastbound left-turn lane;
- Add exclusive westbound right-turn lane;
- Reconfigure northbound leg to two left-turn lanes and one shared left-through-right lane.

13. Cactus Avenue and Southbound I-215 Ramps

Interchange improvements, including widening of the Cactus Avenue bridge over I-215, have been identified in the 2008 RTIP (i.e., RTIP project RIV050533, which is proposed by the City of Moreno Valley). Figure 7-6 contained in the traffic technical report depicts the planned improvements at this location and at the northbound on- and off-ramps (i.e., intersection #14, below). The RTIP identifies that the primary source of funding is from the TUMF, and shows project completion in

the year 2012. However, discussions with City staff indicate that the schedule for completion of the project is being extended primarily because of reduced TUMF collections. Because of the recent economic downturn, development activities in western Riverside County have slowed down, resulting in reduced collection of TUMF fees. Should economic conditions improve, TUMF collections would also improve, facilitating the funding of the interchange improvements. The proposed Project's fair share contribution for this improvement would be in the form of TUMF fee payments. The planned improvements at this intersection would provide sufficient capacity to operate at an acceptable LOS under this traffic scenario. However, as is the case for the I-215/Van Buren Boulevard interchange, a significant unavoidable interim impact would result if this improvement were delayed beyond the implementation of the proposed Project and the cumulative development proposals.

14. Cactus Avenue and Northbound I-215 Ramps

As with intersection 13 above, the planned improvements identified in the RTIP would mitigate cumulative traffic impacts. The Project's fair share contribution for this improvement would be in the form of TUMF fee payments. However, in light of projected delays in the implementation of these improvements, a significant unavoidable interim impact would result.

15. Cactus Avenue and Elsworth Street

- Add third eastbound through and second eastbound left-turn lane;
- Reconfigure northbound to leg to provide two left-turn lanes, one through lane, and one right-turn lane with an overlap phase.

21. Van Buren Boulevard and Wood Road

- Add third eastbound through lane (a TUMF14 improvement) and second eastbound left-turn lane;
- Add third westbound through lane (a TUMF improvement);
- Add second northbound through lane.

22. Van Buren Boulevard and Trautwein Road

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

36. Nandina Avenue and Barton Street

- Add southbound left-turn lane

2. **Future Year Plus Project Conditions**

a. Finding/Supporting Explanation. Significant impacts will occur at the intersections identified in **Table IV.B-16** and **Impact IV.B-1-7**; the roadway segments identified in **Table IV.B-17** and **Impact IV.B-1-8**; and the freeway mainlines

identified in **Table IV.B-18** and **Impact IV.B-1-9**. (SEIR, pp. IV-82 to 92.) **Mitigation IV.B-1-3** was proposed to mitigate cumulatively significant traffic impacts. (SEIR, pp. IV-95 to IV-98.) The proposed improvement for **Intersection 3** would slightly reduce intersection delay, but this intersection would continue operating at LOS E or worse during both peak-hours even with mitigation. (*Ibid.*) Further improvements are not feasible. On the north side of the Alessandro Boulevard, a Right-Of-Way would be required from a park and from a condominium complex. (*Ibid.*) The north leg of the intersection would require a Right-Of-Way from the condominium complex. (*Ibid.*) The south side of the intersection fronts a newly constructed shopping center. (*Ibid.*) Also, widening of the roadway would remove landscaping.

The improvements proposed for **Intersection 6** would slightly reduce intersection delay, this location would continue to operate at LOS F conditions. (*Ibid.*) Further improvements are not feasible. (*Ibid.*) The intersection of Alessandro Boulevard/Meridian Parkway was recently reconstructed. (*Ibid.*) The north leg of the intersection (Sycamore Canyon Boulevard) has been built to its ultimate configuration and commercial uses have been built on both sides of the roadway. (*Ibid.*) Alessandro Boulevard was recently widened to six lanes, which is its final classification. (*Ibid.*) The south leg of the intersection was also recently built by the Project sponsor to its ultimate configuration. (*Ibid.*) Therefore,

The improvement proposed for **Intersection 9** would improve the delay during the failing p.m. peak-hour, but the intersection would continue to operate at LOS F after mitigation. (*Ibid.*) No further improvements are feasible at the intersection of Alessandro Boulevard/Old 215 Frontage Road. (*Ibid.*) At Buildout, the intersection is assumed to have through lanes consistent with the Moreno Valley General Plan, dual left turn lanes for each approach, and right turn lanes for each approach. (*Ibid.)* To achieve LOS D or better, a fourth westbound through lane would be needed. The City of Moreno Valley's General Plan does not provide a street cross-section that accommodates three lanes in one direction and four lanes in the other direction (see Figure 9-3 in Chapter 9 of the Moreno Valley General Plan). In order to implement this improvement, the City of Moreno Valley would have to approve the proposed change and then amend their General Plan. The March JPA does not have jurisdiction over the City of Moreno Valley and therefore cannot enforce this mitigation. Therefore, this improvement is infeasible from a legal perspective as defined in CEQA Guidelines Section 15364. (Ibid.)

Therefore, impacts at **Intersections 3, 6, and 9** would remain significant during am and pm hours even with **Mitigation IV.B-1-3**.

Additionally, **Mitigation IV.B-1-5** is recommended to address the Project's cumulative peak hour intersection impacts under the Future Year Plus Project conditions. (SEIR, pp. IV-98 to 99.) Additional improvements beyond those addressed in **Mitigation IV.B-1-5** are not feasible for **Intersection 26**. The north side of the roadway cannot be further widened without impacting riparian habitat. Also, a third right-turn lane in the northbound approach would theoretically improve the LOS, but would be problematic for safety reasons given anticipated truck traffic. Similarly, the westbound dual left turn lane could be built as a triple left turn, but would not function well with the expected truck traffic.

Overall, significant and unavoidable impacts would occur at the following facilities even with mitigation (SEIR, pp. IV-105 to IV-106):

Intersections

- Alessandro Boulevard and Canyon Crest Drive
- Alessandro Boulevard and Trautwein Road
- Alessandro Boulevard and Mission Grove Parkway
- Alessandro Boulevard and Sycamore Canyon Road/Meridian Parkway
- Alessandro Boulevard and Southbound I-215 Ramps
- Alessandro Boulevard and Northbound I-215 Ramps
- Alessandro Boulevard and Old 215 Frontage Road
- Cactus Avenue/Meridian Parkway
- Cactus Avenue/Elsworth Street
- Van Buren Boulevard and Wood Road
- Van Buren Boulevard and Barton Street
- Van Buren Boulevard and Village West
- Van Buren Boulevard and Meridian Parkway
- Cottonwood Avenue/Day Street
- Queuing was also found to exceed 6 intersections: Alessandro Boulevard and Meridian Parkway, Alessandro Boulevard and Southbound I-215 Ramps, Alessandro Boulevard and Northbound I-215 Ramps, Cactus Avenue and Meridian Parkway, Cactus Avenue and Southbound I-215 Ramps, and Cactus Avenue and Northbound I-215 Ramps. (SEIR, pp. IV-85 to 86.)

Roadway Segments

Multiple roadway segments were identified as having cumulative project impacts. (SEIR, pp. IV-98,IV-105 to 106.) Because congested LOS E or F conditions would persist at the intersections described above, significant segment impacts would remain at the following locations:

- Alessandro Boulevard
  - Meridian Parkway to Southbound I-215 Ramps
  - Northbound I-215 Ramps to Old 215 Frontage Road
- Cactus Avenue
  - Old I-215 Frontage Road to Elsworth Street
- Van Buren Boulevard
  - Orange Terrace Parkway to Village West Drive
  - Village West Drive to Meridian Parkway

Freeway Segments

- I-215 from north of Alessandro Boulevard south of Van Buren Boulevard (SEIR, pp. IV-105 to 106.)

Mitigation IV.B-1-3 *The individual lot developers shall contribute on a fair share basis toward the toward the following improvements to mitigate cumulative peak hour intersection impacts under Future Year Plus Project conditions at the time of issuance of the building permit:*

3. Alessandro Boulevard and Mission Grove Parkway

- Add northbound right-turn overlap phase

6. Alessandro Boulevard and Meridian Parkway

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

7. Alessandro Boulevard and Southbound I-215 Ramps

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

8. Alessandro Boulevard and Northbound I-215 Ramps

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

9. Alessandro Boulevard and Old 215 Frontage Road

- Add second southbound left-turn lane

15. Cactus Avenue and Elsworth Street

- Add second southbound right-turn lane

37. Cottonwood Avenue and Day Street

- Add second southbound left-turn lane

Mitigation IV.B-1-5. The Project sponsor shall fully fund construction of the following improvements to mitigate cumulative peak hour intersection Impacts (SEIR, pp. IV-98 to 99):

12. Cactus Avenue and Meridian Parkway

- Add second westbound left turn lane. This improvement shall be required upon issuance of occupancy permit for any use within Phase 1, 2 or 2A after traffic generated by the proposed Project exceeds 44,966 External ADT.

24. Van Buren Boulevard and Coyote Bush Road

The following improvements shall be assured to the satisfaction of the March JPA Executive Director prior to issuance of the certificate of occupancy for a total building area exceeding 2.0 million square feet in Phase 3:

- Add second northbound left-turn lane;
- Add exclusive northbound right-turn lane with overlap phase.

26. Van Buren Boulevard and Village West Drive

- Add northbound right-turn overlap phase. This improvement shall be assured to the satisfaction of the March JPA Executive Director prior to issuance of the certificate of occupancy for a total building area exceeding 2.0 million square feet in Phase 3.

The following seven intersections are ones for which mitigation is not feasible for the reasons discussed below (SEIR, pp. IV-97 to IV-98):

- **Alessandro Boulevard/Canyon Crest Drive**. Widening the north and south sides of Alessandro Boulevard would require Right-of-Ways and the relocation of several fences at privately owned residences. The south side would also require the rebuilding of a steep downward slope with retaining walls, which is also not feasible.
- **Alessandro Boulevard/Trautwein Road**. This intersection was recently reconstructed. It already has northbound triple left-turn lanes and northbound and eastbound free right turn lanes. A fourth eastbound lane is needed, but is not feasible, due to a conflict with the merge from the northbound free right turn lane.
- **Cactus Avenue/Meridian Parkway.** Improvements are required to accommodate the development of the Future Development Area, but are *not* necessary to accommodate proposed Project traffic. The provision of a third northbound through lane and a second northbound right turn lane would restore LOS to D or better; however, these improvements are not recommended as mitigation for the proposed Project because the need would be triggered by the Future Development Area.
- **Van Buren Boulevard/Wood Road**. The impacts at this intersection would be partially mitigated by improvements identified under Mitigation IV.B-1-2, above.
- **Van Buren Boulevard/Trautwein Road**. The impacts at this intersection would be partially mitigated by improvements identified under Mitigation IV.B-1-2, above.
- **Van Buren Boulevard/Village West Drive.** The impacts at this intersection would be partially mitigated by improvements identified under Mitigation IV.B-1-2, above.
- **Van Buren Boulevard/Meridian Parkway.** A second southbound right turn lane would improve LOS, but is not recommended because it would conflict with channelization of the intersection to discourage trucks from turning right onto Van Buren Boulevard.

K. UTILITIES AND SERVICE SYSTEMS

This analysis concerns whether the Project would result in cumulatively considerable adverse impacts related to utilities (Threshold IV.G-8.).

a. Finding/Supporting Explanation. The Project would not result in cumulatively considerable impacts and no mitigation is required. The 2003 Focused EIR did not analyze cumulative impacts beyond those included in the Master EIR. The Master EIR found that cumulative impacts associated with water, wastewater, power, natural gas, storm drains, telecommunications and solid waste would not be significant. Impacts from the

Specific Plan were consistent with the March JPA General Plan and cumulative impacts to these services were found not to be significant. (SEIR, pp. IV-229 to 230.)

Development within the proposed Project area along with other projects would increase demand for water, wastewater conveyance and treatment infrastructure, electricity and natural gas. Further, the amount of solid waste generated by the proposed Project would increase over what was analyzed in the 2003 Focused EIR. Extending existing connections for all utilities within the North Campus would occur with implementation of the proposed Project. The development of public utility infrastructure is part of an extensive planning process involving utility providers and jurisdictions with discretionary review authority. The coordination process associated with the preparation of development and infrastructure plans is intended to ensure that adequate resources are available to serve individual projects. Each individual project is subject to review for utility capacity to avoid unanticipated interruptions in service or inadequate supplies. Coordination with the utility companies would allow for the extension of utility lines to serve the proposed Project and other developments. The proposed Project and other planned projects are subject to connection and service fees to assist in facility expansion and service improvements triggered by an increase in demand. (*Ibid.*)

The October 2009 WSA prepared by WMWD included all information that WMWD currently has for existing as well as proposed uses for their service area. Future site plans will also be evaluated by the March JPA for their consistency with the October 2009 WSA prepared for the proposed Project. If the proposed use exceeds the usage assumptions outlined in the 2009 WSA, then the user may be required to prepare a new WSA. Thus, no significant cumulative utility impacts are anticipated. The Project area currently has sufficient capacity to serve those users identified in the 2003 March Business Center Drainage Master Plan. However, as new users are identified and proposed in the areas surrounding the proposed Project, they will be required to disclose their proposed discharges and if those are greater than what there is currently capacity for, upgrades may be necessary at the expense of those developments. (*Ibid.*)

L. GLOBAL WARMING/CLIMATE CHANGE

1. Threshold IV.L-1: Would the proposed project generate GHG emissions, either directly or indirectly, that may have a cumulatively significant impact on the environment?

a. Finding. The Project's emissions of greenhouse gases ("GHGs") will exceed the threshold established by the California Air Resources Board and the SCAQMD, and thus result in a significantly cumulative impact. The Project will need to comply with Mitigation Measures C-1 through C-9, C-12 through C-14, B-4 through B-6, B-10 and B-11, H-4 through H-5, H-7, and K-5 from the Focused EIR. Additionally, Mitigation Measures IV.L-1.1 through IV.L-1.19 will need to be implemented. Mitigation should reduce GHG emissions by 24.7%. However, the Project will still exceed GHG emission thresholds of CARB and the SCAQMD, resulting in a cumulatively significant and unavoidable impact. (SEIR, pp. IV-319 to 351.)

C-1. *PREFERENTIAL PARKING SPACES SHALL BE OFFERED TO CAR POOLS AND VAN POOLS.*

C-2. *EMPLOYERS SHALL IMPLEMENT A COMPRESSED WORKWEEK SCHEDULE WHEN FEASIBLE.*

C-3. *EMPLOYERS WITH 250 EMPLOYEES OR MORE SHALL DEVELOP A TRIP REDUCTION PLAN TO INCREASE VEHICLE OCCUPANCY.*

C-4. *EMPLOYERS SHALL PROVIDE ON-SITE CHILD CARE FACILITIES WHEN FEASIBLE.*

C-5. *DESIGN ELEMENTS SHALL BE DESIGNED TO REDUCE VEHICLE QUEUING WHEN ENTERING AND EXITING PARKING STRUCTURES.*

C-6. *PROJECTS SHALL PROVIDE FOR VIDEO CONFERENCING FACILITIES TO THE EXTENT POSSIBLE.*

C-7. *BUSINESSES SHALL MINIMIZE THE USE OF FLEET VEHICLES DURING SMOG ALERTS, AND ENCOURAGE THE USE OF ALTERNATIVE FUEL VEHICLES.*

C-8. *BUILDINGS SHALL BE DESIGNED TO REDUCE ENERGY USAGE BY UTILIZING SOLAR OR LOW EMISSIONS WATER HEATERS, DOUBLE PANED GLASS WINDOWS, USING LIGHT COLORED ROOFING MATERIALS, USING SKYLIGHTS IN WAREHOUSES, ORIENTING BUILDINGS NORTH TO THE EXTENT PRACTICAL, AND INCREASING WALL AND ATTIC INSTALLATION ABOVE TITLE 24 REQUIREMENTS.*

C-12. *A CONSTRUCTION RELATIONS OFFICER SHOULD BE APPOINTED TO ACT AS A COMMUNITY LIAISON TO OVERSEE ON-SITE CONSTRUCTION ACTIVITY AND ALL EMISSIONS AND CONGESTION RELATED MATTERS.*

C-13. *RESTRICT IDLING EMISSION FROM TRUCKS BY USING AUXILIARY POWER UNITS AND ELECTRIFICATION AT THE INDUSTRIAL WAREHOUSE FACILITIES.*

C-14. *LANDSCAPE WITH APPROPRIATE DROUGHT-TOLERANT SPECIES TO REDUCE WATER CONSUMPTION.*

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

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

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

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

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

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

- Green waste generated by the project should be kept separate from other waste types in order that it can be recycled through the practice of grass recycling (where lawn clippings from a mulching type mower are left on the lawn) or onsite composting or directed to local wood grinding and/or composting operations.

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

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

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

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

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

Mitigation IV.L-1.1. *Project shall provide plentiful short- and long- term*

bicycle parking facilities to meet peak season maximum demand (e.g., one bike rack space per 20 vehicle/employee parking spaces).

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

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

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

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

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

high-speed travel).

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

Mitigation IV.L-1.8 *Project shall include permanent TMA membership and funding for trip reduction measures shall be provided by the individual lot developers.*

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

b. Supporting Explanation. Total construction emissions estimated for the Project is 12,043 metric tons of CO_2. Operational emissions for the Project are summarized in Table IV.L-4 on page IV-321 of the SEIR. The primary source of GHG emissions for operational activities is vehicular emissions. Currently, the only Lot developer with a development plan is Lot 16 and this industrial user has agreed to comply with the Savings by Design program, which incorporates energy efficiency measures and exceeds Title 24 standards by 25 percent. GHG emissions were calculated based on implementation of CAPCOA mitigation measures set forth in Table IV.L.5 as presented in Table IV.L-6. Even with the CAPCOA reduction measures, the Project's GHG emissions would remain above the CARB's 7,000 metric ton of CO_2E and SCAQMD's threshold of 10,000 metric tons of CO_2E. Adoption of reduction measures proposed by the California Attorney General's Office, recreated in Table IV.L-7, GHG emissions will also be incorporated into

the Project design and construction, as expressed in the mitigation measures above, and will help reduce GHG emission totals. (SEIR, pp. IV-319 to 351.)

SECTION 6: RESOLUTION REGARDING SIGNIFICANT IRREVERSIBLE ENVIRONMENTAL CHANGES

The March Joint Powers Commission finds as follows:

CEQA Guidelines Section 15126.2(c) states that significant irreversible environmental changes are those that would be caused by the Proposed Project if implemented. (State CEQA Guidelines, § 15126.2(c).) Implementation of the proposed Project would result in the consumption of non-renewable energy resources and other impacts, which are considered irreversible effects, even though the effects are not potentially significant. The irreversible environmental changes may include (SEIR, pp. V-1 to V-2):

- Development of an urban use, with associated structures and public services, within a partially developed business park. This development pattern would constrain future land use options for this area. (*Ibid.*)

- Grading of approximately 18.1 acres of vacant, undeveloped land. Once graded, the existing vegetation and natural topography may not be brought back to the Project area in their original condition. The impacted riparian vegetation within this area would be mitigated through the Section 7 consultation process as described in Section IV.D, *Biological Resources* of this document. (*Ibid.*)

- Construction activities would consume non-renewable resources such as sand, gravel and steel, and renewable resources such as lumber. This commitment of natural resources, and building materials would be proportionate with that of other similar development projects of similar land use and size. This resource use is not expected to represent significant amounts of available resources in the region. (*Ibid.*)

- Long-term commitments for the proposed Project would consist of energy resources in the form of natural gas and electricity. (*Ibid.*)

- The proposed Project would change drainage patterns and stormwater runoff would be detained on-site, with overflows conveyed into the storm drain system east of the I-215. (*Ibid.*)

- Water, sewer and storm drain line construction would improve the utility systems serving the Proposed Project. These improvements would be irreversible. Roadway improvements would also improve traffic flows in the area and cannot be easily reversed unless the improvements are removed and existing roadway configurations are reconstructed. (*Ibid.*)

- Approximately 19,678 new vehicle trips would be generated by the proposed Project. Generally, the proposed roadways with the Project area are expected to handle the additional vehicle trips at acceptable levels of service, with the

proposed roadway improvements and mitigation measures. (*Ibid.*) Some intersections, roadways, and freeway segments will continue to operate at unacceptable LOS even with mitigation.

- Pollutant emissions from construction activities would occur. New vehicle trips on the surrounding roads would also cause an incremental increase in air pollutants associated with vehicle exhaust throughout the region. (*Ibid.*)

- Although the proposed Project meets the goals of AB32, emissions would have a cumulatively significant contribution to the overall greenhouse gases in the atmosphere. (*Ibid.*)

- The proposed Project would contribute to ambient noise levels from vehicles traveling to and from the proposed Project. Long-term noise impacts would be generated from activities within the Project area, which include commercial and industrial activities. Stationary noise would also be generated by operation activities within the proposed Project. While exterior noise levels can be reduced by perimeter walls and time restrictions, the impacts would continue for the life of the noise source. (*Ibid.*)

SECTION 7: RESOLUTION REGARDING GROWTH-INDUCING IMPACTS

The March Joint Powers Commission finds as follows:

CEQA Guidelines Section 15126.2(d) requires an evaluation of growth inducing impacts that may result from a proposed project. (State CEQA Guidelines, § 15126.2(d); SEIR, pp. VI-1 to VI-2.) Growth inducing impacts can occur when a proposed project places additional stress on a community by directly inducing economic or population growth that would lead to construction of new development projects in the same area as the project. The Project reallocates land uses within the North Campus area in response to an assessment of current and projected market conditions. (SEIR, pp. pp. VI-1 to VI-2.) The Project does not involve the expansion of the boundaries analyzed in the 2003 March Business Center Specific Plan and the 2003 Focused EIR. (*Ibid.*) The Project would increase the number of available jobs in the area, which is consistent with the objectives of the Project, specifically the objective stating "Provide increased job opportunities for local residents through the development of employment-generating uses that provide a range of job types." (*Ibid.*)

The Project is located on land that was part of the March Air Force Base ("March AFB"). The March AFB once contributed to an estimated $500 million annually to the regional economy and employed over 9,000 military and civilian personnel. (*Ibid.*) The realignment of the Base in 1993 was anticipated to have a negative impact on the regional economy due to the loss of jobs and contract spending by the base. (*Ibid.*) The March Air Force Base Master Reuse Plan contained land use policies intended to minimize or reverse the anticipated economic dislocation impacts, calling for the replacement of lost jobs with new and expanded employment opportunities; the economic reuse of the March AFB areas not retained by the Department of Defense for military use; and to eliminate blight and generate new development within the confines of and adjacent to the March AFB. (*Ibid.*)

The Project's objectives align with the land use policies regarding the intended use of the March AFB. Moreover, the March JPA General Plan implements the March AFB Master Reuse Plan, and thus the Project is also consistent with the March JPA General Plan policies. Specifically, Land Use Goal 5 of the General Plan states "Maximize and enhance tax base and generation of jobs through new, reuse and joint use opportunities." The Specific Plan and its amendment is consistent with the General Plan and its land use policies as it provides an opportunity for job growth, which addresses the current housing/employment imbalance in the area.

The Project is located in a housing dense area that has an estimated 0.82 jobs per household. (*Ibid.*) A balanced housing to jobs ratio is considered to be 1.20 jobs per household. (*Ibid.*) The establishment of an employment center will make it possible for more residents of the sub-region to work locally rather than having to commute to Los Angeles and Orange Counties. (*Ibid.*) The Project thus facilitates the creation of new jobs in this sub-region, capturing some existing and future workers who might otherwise travel outside the County for employment opportunities.

The Proposed Meridian Specific Plan Amendment Project is located on an approximate 257 acres. A shorter commute time for workers can help reduce vehicle emissions. Moreover, the Project will facilitate opportunities for public transportation and the use of bicycles to further reduce greenhouse gas emissions caused from vehicular traffic.

SECTION 8: RESOLUTION REGARDING ALTERNATIVES

The March Joint Powers Commission finds as follows:

A. ALTERNATIVES CONSIDERED AND SCREENED FROM FURTHER ANALYSIS AS CLEARLY INFEASIBLE

The following is a discussion of the alternatives considered during the scoping and planning process and the reasons why they were not selected for detailed analysis in the Draft EIR.

Among the factors that can be used to eliminate alternatives from detailed consideration in an EIR are "failure to meet most of the basic project objectives, infeasibility, or inability to avoid significant environmental impacts." (CEQA Guidelines Section 15126[c].) Several alternatives were eliminated during the scoping/planning process, either because they were deemed infeasible or because they were technologically or environmentally inferior as compared to the proposed project.

The following objectives have been established for the Proposed Project (SEIR, pp. III-3 to III-5; VIII-I to 2):

- Implement the goals, objectives and policies of the March JPA General Plan.
- Provide increased job opportunities for local residents through the development of employment generating uses that provide a range of job types.
- Establish an attractive business park development that would blend the natural and built environment and create a high quality business park.
- Provide for the design, development and operation of a business park consisting of Research and Development; Office, Commercial, Industrial, and Open Space uses.

- Establish a land use and facility plan that considers existing and anticipated economic conditions.
- Establish a business park development that conforms to March JPA goals and values and protects adjacent land uses from incompatible uses.
- Develop land uses that are compatible with the March AFB Reuse plan.
- Encourage the use of alternative modes of transportation through the provision of a pedestrian circulation system that is both safe and comfortable.
- Provide a circulation system that facilitates movement and access needs of automobiles, pedestrians and bicyclists.
- Minimize or avoid potential impacts to sensitive biological resources.

Several alternatives to the Proposed Project were considered and rejected as infeasible. (SEIR, pp. VIII-2 to 4.) The alternatives considered and rejected for this SEIR were: (1) Relocation of the Project to an off-site location; (2) Relocation of Lot 16 to a different location within the March Business Center Specific Plan area; and (3) Relocation of Lot 16 to a different location outside the March Business Center Specific Plan area. (*Ibid.*) Reasons for elimination included failure to meet basic project objectives, infeasibility, or inability to avoid significant environmental impacts. (*Ibid.*; CEQA, §15126.6(c)).

1. Alternative Site Location

The proposed Project is an amendment to an existing Specific Plan that has been partially developed. Existing development includes grading, paving, building construction, roadway construction, utilities installation, and other improvements. The proposed Project, which would include changes in the allocation of land use designations, reconfiguration of existing lots, and revision of development regulations, is specifically tailored to the existing Specific Plan area. It is improbable that another existing specific plan or planned development within the vicinity of the proposed Project could be acquired by the Project sponsor and modified to provide the necessary land uses, development regulations and other elements identified in the project description (see Chapter III of this SEIR). State CEQA Guidelines, § 15126.6(f)(1), allows for the proponent's ability to reasonably acquire, control or otherwise have access to an alternative site to be a factor when addressing the feasibility of an alternative. In the event that an existing planned development could not be located, acquired, and altered, then it would be necessary to acquire and develop raw land, or redevelop existing land uses. Given the Project sponsor's history and background in developing the March Business Center Specific Plan over the last eight years, and the substantial costs and uncertainties associated with acquiring and developing an off-site location, the off-site alternative would not be feasible. (SEIR, pp. VIII-2 to 3.)

Depending on the environmental context and presence of sensitive environmental resources on or adjacent to prospective off-site locations, development off-site would not be expected to reduce or eliminate significant environmental effects such as air quality and traffic, in the region. Development of the proposed Project elsewhere would, however, likely reduce potentially significant impacts in the immediate area of the Specific Plan by displacing those impacts to another location. More specifically, development of the proposed Project at an off-site location would not alter the traffic generation characteristics of the proposed uses. Traffic impacts associated with the off-site location may be greater, less, or similar to the proposed Project, depending on the capacity of the local transportation network. Mobile source emissions from trucks and passenger cars generated by the proposed

Project would be similar at an off-site location to those generated by the proposed Project. Moreover, in the event that the proposed Project could be re-located to an off-site location, then the 257.7-acre SPA area could be developed in accordance with the approved March Business Center Specific Plan. Traffic, air quality and other impacts associated with the approved Specific Plan were disclosed in the 2003 Focused EIR (i.e., Alternative A). The environmental effects of off-site development would be in addition to those impacts associated with the approved Specific Plan; therefore, the development of an off-site alternative is not expected to result in lesser impact than the proposed Project. (SEIR, pp. VIII-2 to 3.)

Accordingly, it is concluded that that this alternative is both infeasible and unlikely to alleviate the environmental effects of the proposed Project. (See State CEQA Guidelines, § 15126.6(f)(2) ("Only [off-site] locations that would avoid or substantially lessen any of the significant effects of the project need to be considered for inclusion in the EIR.").) Moreover, and as required by the mitigation plan imposed through the 2003 Focused EIR, the current Specific Plan area is already developed with much of the necessary infrastructure and roadways necessary to serve the remainder of the North Campus's buildout. Additionally, the proposed Project area has already been rough graded. Accordingly, moving the remainder of the Specific Plan to a different location – particularly if the new site has not previously been disturbed – may actually increase overall impacts, as infrastructure, roadways, and grading would have to be built from scratch. For all of the above reasons, relocating the proposed Project to another location is clearly infeasible, and thus will not be carried forward for further discussion in the analysis of alternatives. (SEIR, pp. VIII-2 to 3.)

Finding: The March Joint Powers Commission rejects this alternative on the basis that it is infeasible for the reasons above and does not meet most of the Project Objectives, and thereby finds that it was not required to be analyzed in further detail in the SEIR. (SEIR, pp. VIII-2 to 3.)

2. Relocation of Lot 16 within the March Business Center Specific Plan Area

This alternative was rejected because it is infeasible and also unlikely to reduce or eliminate the significant environmental impacts of the proposed Project. The prospective industrial user requires a 45-acre site to accommodate the proposed fueling area, maintenance and truck washing facility, truck movements, separate truck access and minimum building size requirements. There are no existing undeveloped parcels within the Meridian area that can be combined to accommodate this requirement. The combination of Unit 3, lots 4-8 and Unit 4, lots 13-15 and lot E would provide a total of 41.7 acres, 11.1 of which (i.e., Unit 4, lot E) has been identified as a stormwater detention area. Even if the Lot 16 development could be accommodated within this area, and the detention area were to be relocated to another lot, the environmental implications of this alternative are not substantively different from the proposed Project. Relocation of the Lot 16 development would have the same traffic generation characteristics as the proposed use, and would result in similar stationary and mobile source emissions. Also, as discussed above, relocation of proposed Lot 16 land use to another location would not preclude the future development by some other user of the 45-acre area currently proposed to accommodate this use. This land could be developed in accordance with the approved March Business Center Specific Plan, resulting in the impacts previously disclosed in the 2003 Focused EIR. Given these

considerations, this alternative would preclude locating the user within the proposed Project area and also would not reduce or eliminate the significant environmental impacts associated with the proposed Project. Accordingly, and for all these reasons, relocating the proposed Lot 16 user to another location within the March Business Center Specific Plan is clearly infeasible, and thus will not be carried forward for further discussion in the analysis of alternatives. (SEIR, p. VIII-3.)

Finding: The March Joint Powers Commission rejects this alternative on the basis that it is infeasible for the reasons above and does not meet most of the Project Objectives, and thereby finds that it was not required to be analyzed in further detail in the SEIR. (SEIR, p. VIII-3.)

3. Relocation of Lot 16 Off-Site

Although the prospective industrial user identified Lot 16 as the result of a site selection and due diligence process, it is possible that another suitable site may be located within western Riverside County, or surrounding areas. As discussed above, wherever the proposed use is developed, it would accommodate the same activities and operations as described in Chapter III. Further, moving the proposed user to an offsite location would not preclude development of Lot 16 by another user with similar uses as allowed in the approved Specific Plan. Traffic generation and stationary and mobile source emissions would likely be the same as the proposed Project. Accordingly, moving the user of Lot 16 to an off-site location is unlikely to reduce significant impacts to traffic and air quality. Accordingly, and for all these reasons, the relocation of the proposed Lot 16 user to another site is clearly infeasible because this alternative is not likely to alleviate the environmental effects of the proposed Project. Thus, this alternative will not be carried forward for further discussion in the analysis of alternatives. (SEIR, p. VIII-3.)

Finding: The March Joint Powers Commission rejects this alternative on the basis that it is infeasible for the reasons above and does not meet most of the Project Objectives, and thereby finds that it was not required to be analyzed in further detail in the SEIR. (SEIR, p. VIII-3.)

B. ALTERNATIVES SELECTED FOR ANALYSIS

The CEQA Guidelines indicate that an EIR must "describe a range of reasonable alternatives to the project, or to the location of the project, which could feasibly attain most of the basic objectives of the project but would avoid or substantially lessen any of the significant effects of the project, and evaluate the comparative merits of the alternatives." (State CEQA Guidelines, § 15126.6[a].) Accordingly, the alternatives selected for review pursuant to the EIR focus on: (a) the specific General Plan policies pertaining to the project site and (b) alternatives that could eliminate or reduce significant environmental impacts to a level of insignificance, consistent with the project objectives (i.e. the alternatives could impede to some degree the attainment of project objectives). The alternatives analyzed in the following sections include:

- Alternative A: No Project/Existing Specific Plan Alternative
- Alternative B: Reduced Development Area/Intensity Alternative

1. Alternative A - No Project/Existing Specific Plan Alternative

Description: Under this alternative, the proposed Project would not be carried forward and the property would be developed in accordance with the approved March Business Center Specific Plan and March JPA General Plan. With respect to the Project area, the land use designations allowed under the Specific Plan would remain as currently approved. The March Business Center Specific Plan covers a much broader area than addressed under the proposed Project. Thus, Alternative A only refers to the proposed Project area (i.e., 257.7 acres). The Specific Plan provides a blend of the following land uses: Industrial, Mixed Use, Business Park, Park/Recreation/Open Space, Office, Commercial and Public Facilities. While the proposed Project would amend the March Business Center Specific Plan by reducing the acreages of certain land use designations (i.e., reduce Business Park by 96.9 acres, Mixed Use by 20.2 acres, and Public Facility by 10.5 acres) and increasing other (i.e., increase Commercial by 2.0 acres, Industrial by 115.5 acres, Office by 3.2 acres and Park/Recreation/Open Space by 11.1 acres), none of these proposed changes would be implemented under Alternative A. Also, whereas the proposed Project would redevelop a portion of the former Arnold Heights Elementary School area, this 15.1-acre area would remain undeveloped under Alternative A. Accounting for the 11.1-acre detention basin that is part of the proposed Project, Alternative A would provide 4.0 fewer acres of impervious surface than the proposed Project. (SEIR, p. VIII-5.)

The environmental consequences of this alternative were addressed at a project-level in the 2003 Focused EIR. A brief summary of the conclusions of this analysis and a comparison of the impacts against those of the proposed Project is provided as follows (SEIR, pp. VIII-5 to 11):

Environmental Analysis

Land Use. Land uses would remain as approved in the 2003 Focused EIR and March Business Center Specific Plan. No new land uses that would conflict with applicable regional plans evaluated in Section IV.A of the SEIR, Land Use and Planning of this document are proposed. However, the approved allocation of land uses (i.e., higher acreages for Business Park and Mixed Use land uses, and correspondingly lower acreages of Industrial, Commercial, and Office land uses) limits the applicant's ability to respond to existing and anticipated economic conditions. One of the basic objectives of the proposed Project is to establish a land use and facility plan that considers existing and anticipated economic conditions; this objective would not be achieved by implementation of this Alternative A. (*Ibid.*)

Transportation/Traffic. The approved March Business Center Specific Plan concluded that development of the proposed Project would result in a substantial number of vehicle trips that would significantly impact existing and planned roadways in the area. Mitigation measures were identified in the 2003 Focused EIR to reduce these impacts to a less-than-significant level. This alternative would provide similar land uses within the 257.7 acre area comprising the proposed Project. The proposed Project would generate 19,678 total daily trips in addition to those analyzed in the 2003 Focused EIR. This increase is attributed to both proposed land use changes and use of updated trip generation rates. The proposed Project would result in significant and unavoidable transportation and traffic impacts. Accordingly, Alternative A would have less traffic impacts than the proposed Project. (*Ibid.*)

Air Quality. As referenced in the 2003 Focused EIR, Alternative A would result in significant and unavoidable project-level and cumulative impacts with respect to air quality. However, as discussed in Section IV.L of the SEIR, *Climate Change and Greenhouse Gases*, an analysis of GHG was not conducted in the 2003 Focused EIR because there was no regulatory guidance or requirements to do so at that time. As discussed in Section IV.C of the SEIR, *Air Quality,* the proposed Project would have significant and unavoidable cumulative and direct air quality impacts including construction impacts. The proposed Project would also have a significant and unavoidable cumulative impact related to GHG emissions. These significant impacts exceed those analyzed in the 2003 Focused EIR. Additionally, and as noted above, the proposed Project would generate approximately 20,000 vehicle trips above those analyzed in the 2003 Focused EIR. The emissions from vehicles trips contribute to air quality pollution and, accordingly, Alternative A is likely to have impacts less than those of the proposed Project with respect to air quality. (*Ibid.*)

Biological Resources. Development under the March Business Center Specific Plan for the proposed Project area would result in significant impacts to federally endangered species and wetlands. Biological conditions have changed since the 2003 Focused EIR was approved. Specifically, LBV populations and habitat have increased in the undeveloped portions of the March Business Center Specific Plan area and adjacent areas. In addition, the Section 404 permit through the ACOE for the Meridian development expired in May 2006; therefore, the applicant is pursuing a Section 404 permit through ACOE, a 1602 Streambed Alteration Agreement amendment through CDFG and Section 7 consultation through the USFWS to address the impacts to State Waters, Waters of the U.S and LBV. These pending permits and consultation would address impacts to LBV and waters of the U.S and State waters from the Specific Plan. Future development proposed under Alternative A would have biological impacts similar to those anticipated for the proposed Project. Mitigation and conservation measures similar to those being discussed in pending permits and the Biological Opinion would be applicable should Alternative A be implemented. (*Ibid.*)

Hazards and Hazardous Materials. The 2003 Focused EIR states that future development within the March Business Center Specific Plan is expected to result in potentially hazardous materials to be generated, stored, distributed and/or disposed of within the Specific Plan area. This would result in a potentially significant impact. The 2003 Focused EIR identified mitigation measures to reduce this impact to a less than significant level. Because land uses associated with the proposed Project are similar to those in the approved March Business Center Specific Plan, hazardous material impacts associated with the proposed Project would be essentially the same as would occur under Alternative A. (*Ibid.*)

Hydrology/Water Quality. As discussed in the SEIR's Section IV.F, *Hydrology/Water Quality*, implementation of the proposed Project would increase the amount of impervious surface within the proposed Project area. Increased impervious surface would reduce areas of ground percolation and recharge of groundwater and increase non-point surface water volumes that could contain fuels, oils and other residual contaminants. However, potential impacts to ground water resources can be mitigated to less than significant through the implementation of mitigation measures. In addition, the channel south of Van Buren Boulevard would not be necessary for build out of the North Campus with the proposed Project. The reason for this is the existing basins and the proposed Unit 4 Lot E detention basin in the North Campus would reduce the peak discharge in the Unit 4 area to a level that is less than the existing conditions; and therefore, would not require the channel south of Van

Buren Boulevard. Like the proposed Project, Alternative A would increase impervious surfaces, resulting in increased stormwater run-off. Because the former Arnold Heights Elementary School site would be developed as part of the proposed Project, Alternative A would have 4.0 acres less impervious surface than the proposed Project. However, as discussed in Chapter IV of the 2003 Focused EIR, Alternative A, like the proposed Project, would result in significant hydrology/water quality impacts that would be reduced to a less than significant level with the incorporation of mitigation measures. Accordingly, Alternative A's impacts are similar to those of the proposed Project. (*Ibid.*)

Utilities and Service Systems. Alternative A would accommodate the development of the same land use types (i.e., Business Park, Commercial, Industrial, Mixed Use, Office, Public Facility, and Park/Recreation/Open Space) as are incorporated into the proposed Project. Because the acreage allocation among these uses would be different under Alternative A, ultimate demand for utilities may differ from the proposed Project depending on the nature of the uses that are ultimately developed. In addition, the changes in FAR associated with the proposed Project could increase wastewater generation and water demand as compared to Alternative A; therefore, Alternative A would have less impact with respect to utilities and service systems than the proposed Project. However, as discussed in the SEIR's Section IV.G, Utilities and Service Systems, the proposed Project would not result in any new significant impacts with respect to utilities and service systems. (*Ibid.*)

Noise. Implementation of the March Business Center Specific Plan would increase the traffic noise levels by 1-7 dBA CNEL over existing levels, with exceptions along segments of Cactus Avenue, Day Street, and Meridian Parkway. However, in most cases, existing noise levels at 50 feet currently exceed 65 dBA CNEL. The proposed Project would have a 1 dBA or less noise level increase when compared with Alternative A; thus, impacts would be similar to the proposed Project. (*Ibid.*)

Geology and Soils. The 2003 Focused EIR determined development under the March Business Center Specific Plan would not have a significant effect on the environment as long as the Project incorporated mitigation measures outlined in the 2003 Focused EIR. Geologic impacts from the proposed Project would be essentially the same as would occur under Alternative A. However, because Alternative A would not involve development within the former Arnold Heights Elementary School area, this alternative would avoid potential impacts with respect to undocumented fill material within this area (see Section IV I, Geology/Soils). (*Ibid.*)

Cultural Resources. The 2003 Focused EIR determined the Project would not significantly impact archaeological resources with implementation of mitigation measure L-1. Although the proposed Project has identified additional mitigation measures with respect to cultural resources, this mitigation was developed in consultation with Pechanga Tribal representatives to avoid potential impacts in previously-undisturbed areas within the proposed Project area. Because the proposed Project would not result in any ground disturbance outside the boundaries of the approved Specific Plan, it is not expected to result in any new or additional impacts to cultural resources. Accordingly, potential impacts to cultural resources from the proposed Project would be the same as those identified in the 2003 Focused EIR. (*Ibid.*)

Public Services. The public services evaluated in the SEIR are for police, fire, schools and parks. In general, development under the March Business Center Specific Plan would result in similar impacts to public services as would occur with the proposed Project. The fire

station proposed with this Project was a mitigation measure adopted in the 2003 Focused EIR for Alternative A. Consistent with this mitigation measure, the proposed Project evaluates a fire station in Unit 6. Public services are currently serving the developed areas of the Specific Plan. The proposed Project would generate the same demand on public services as evaluated and approved in the March Business Center Specific Plan. (*Ibid.*)

Finding: While both the proposed Project and Alternative A would result in significant impacts to transportation and traffic, the proposed Project would have significant unavoidable impacts. Significant traffic impacts under Alternative A were mitigated to a less than significant level. Both the proposed Project and Alternative A would result in significant unavoidable air quality impacts, although the proposed Project's impacts are more severe. Alternative A would have fewer impacts to geology and soil resources as the Arnold Heights Elementary School site would not be developed. However, geology/soils impacts for the proposed Project and Alternative A could be mitigated to below a level of significance. Additionally, Alternative A would have fewer impacts to traffic and air quality, in that Alternative A would generate nearly 20,000 fewer vehicle trips than the proposed Project. Alternative A would also have less impact to utilities and service systems because changes in the FAR associated with the proposed Project could increase wastewater generation and water demand. (*Ibid.*)

This alternative would meet most of the basic objectives of the proposed Project with the exception of "establishing a land use and facility plan that considers existing and anticipated economic conditions." The amount of industrial land that would be provided under Alternative A would be insufficient to address current and anticipated future market conditions as substantiated by the Meridian Land Use and Fiscal/Employment Assessment (Gobar, 2010). State CEQA Guidelines section 15126.6(f)(1) provides guidance in determining the feasibility of an alternative to the proposed Project. Among the factors to be considered is economic viability. According to the Meridian Land Use and Fiscal/Employment Assessment (Gobar, 2010), the market could accommodate more than twice the industrial acreage proposed with the Project over the next ten years (Gobar, p. VIII-29). Thus, alternatives that would result in fewer industrial acres relative to the proposed Project would not be as consistent with the project objectives. Further, the proposed Project would result in an estimated 4,560 jobs as compared to 3,750 jobs generated under Alternative A (Gobar, p. VIII-30). The proposed Project is also anticipated to generate a greater number of jobs sooner than expected under Alternative A because of the emphasis placed on industrial development (Gobar, p. VIII-20). (*Ibid.*)

While Alternative A would result in fewer environmental impacts relative to the proposed Project, it would not substantially meet project objectives and, therefore, is not considered feasible. (*Ibid.*)

2. Alternative B: Reduced Development Area/Intensity Alternative

Description: Under Alternative B, the only change from the approved March Business Center Specific Plan would be the development of the 45-acre Lot 16 area. The remaining 212.7 acres of the proposed Project area would be developed in accordance with the approved March Business Center Specific Plan. (SEIR, p. VIII-11.)

As described in Section III of this document, Lot 16 would be created by assembling

14 smaller lots east of Meridian Parkway and south and west of Opportunity Way, and the removal of the eastern portion of Street F. Lot 16 would accommodate a prospective industrial user proposing to develop a 515,223 square feet office and warehouse facility on a 45-acre lot. Under this alternative, approximately 45 acres of land designated Business Park and Mixed Use would be replaced with an Industrial land use. The remaining 212.7 acres of the proposed Project area would be developed in accordance with the approved March Business Center Specific Plan. As shown in Appendix B of the Traffic Circulation and Phasing Study for the March Business Center (KHA, 2003), trip generation rates for Mixed Use and Business Park land uses are higher than those for warehousing and other industrial uses. However, even though trip generation rates for warehousing uses have increased since preparation of this report, it is anticipated that development of Lot 16 under this alternative would result in fewer trips than the approved Specific Plan. (*Ibid.*)

Thus, Alternative B is similar in most respects to Alternative A. Like Alternative A, Alternative B would not develop a portion of the former Arnold Heights Elementary School site. This would result in a net reduction in impervious area of 4.0 acres as compared to the proposed Project and avoid potential impacts associated with the undocumented fill located on the site. (*Ibid.*)

As discussed above, the proposed change in land use designation for Lot 16 is expected to result in reduced traffic generation for Alternative B, as compared to Alternative A, with commensurate reductions in mobile source emissions. The development of Lot 16 is anticipated to result in similar utility service demands as compared to Alternative A. (See Table IX-1 in SEIR for impact comparison of Alternative B to the proposed Project.) (*Ibid.*)

Environmental Analysis

Land Use. Alternative B would have the same land use designation for the 45-acre site as the proposed Project. The remainder of the proposed Project area would be consistent with the existing March Business Center Specific Plan land use designations. Alternative B would be consistent with applicable land use plans and policies, including the March JPA General Plan (as amended), the Meridian Specific Plan (as amended), the March JPA Development Code and other local and regional planning documents. Alternative B would not fully implement project objectives as anticipated economic conditions could not be accommodated within the land use designations currently approved on the March Business Center Specific Plan. (SEIR, pp. VIII-11 to 16.)

Transportation/Traffic. The proposed Project would result in significant and unavoidable impacts with respect to transportation and traffic. While traffic impacts associated with the approved March Business Center Specific Plan would be reduced to a less than significant level with the incorporation of mitigation, Alternative B is expected to generate approximately 16,500 fewer trips than the proposed Project. Accordingly, it is expected that traffic and transportation impacts created by Alternative B could be fully mitigated. Thus, traffic and transportation impacts under Alternative B would be less than the proposed Project. (*Ibid.*)

Air Quality. Alternative B would result in fewer vehicle trips and less mobile source emissions than the proposed Project. As discussed in Chapter IV.C, *Air Quality*, on-road PM10 emissions associated with the proposed Project is more than 10 times the significance

threshold. Given the magnitude of the threshold exceedance, it is unlikely that the reduced emissions associated with development of Lot 16 would reduce overall PM10 emissions associated with Alternative B to below the significance threshold. Accordingly, Alternative B is expected to result in significant and unavoidable project-level and cumulative air quality impacts. Additionally, development and construction activities under Alternative B would be substantively the same as that considered in the proposed Project. However, and as explained above, Alternative B is expected to generate approximately 16,500 fewer trips than the proposed Project. This reduction in vehicle trips would result in a corresponding decrease in air quality emissions. Accordingly, Alternative B is expected have fewer impacts to air quality as compared to the proposed Project. (*Ibid.*)

Biological Resources. Alternative B would not involve ground-disturbing activities outside the boundaries of the Meridian Specific Plan. Although Alternative B would involve a different allocation of acreage within the land use designations defined in the March Business Center Specific Plan, there would be no increase in the development footprint. Given these considerations, Alternative B would have biological resource impacts similar to those described for the proposed Project. (*Ibid.*)

Hazards and Hazardous Materials. Alternative B would not introduce land uses that are substantively different from the approved March Business Center Specific Plan. Land uses generating, storing, and/or disposing of hazardous materials under this Alternative would be accommodated in the same manner as described in the 2003 Focused EIR. Accordingly, Alternative B would have similar impacts as the proposed Project with respect to hazards and hazardous materials. (*Ibid.*)

Hydrology/Water Quality. Implementation of Alternative B would result in hydrology and water quality impacts similar to the proposed Project. Because overall development densities between alternatives would be similar, the amount of impervious surface is also expected to be similar. As with the proposed Project, drainage facilities and improvements to the storm drainage system would be required under this alternative to serve potential development. In addition, the channel south of Van Buren Boulevard would not be necessary for build out of the North Campus with the proposed Project. The reason for this is the existing basins and the proposed Unit 4 Lot E detention basin in the North Campus under either scenario would reduce the peak discharge in the Unit 4 area to a level that is less than the existing conditions and therefore would not require the channel south of Van Buren Boulevard. (*Ibid.*)

Utilities and Service Systems. Implementation of Alternative B would require extension and upgrade of water, sewer, stormwater and related utilities similar to those associated with the proposed Project. Because Alternative B would not introduce land uses that are substantively different from the proposed Project and would not create any new or additional impervious surfaces, utility extension and upgrade requirements are expected to be similar to the proposed Project. However, changes in the FAR associated with the proposed Project could increase wastewater generation and water demand as compared to Alternative B. Therefore, Alternative B would have less impact with respect to utilities and service systems than the proposed Project. (*Ibid.*)

Noise. Alternative B would result in less traffic generation as described above; however, noise levels would be similar to those projected for the proposed Project. The noise level increase attributed to the proposed Project as compared to baseline conditions is negligible

(less than 1 dBA). While Alternative B would generate less traffic and less noise energy than the proposed Project, the resulting difference in audible noise levels would be imperceptible. Similar to the proposed Project, the implementation of Alternative B would result in less than significant noise impacts. Noise attributed to aviation and rail sources would be similar to the proposed Project. (*Ibid.*)

Geology and Soils. Construction within the Specific Plan area under Alternative B would be similar to that described for the proposed Project and Alternative A. Like Alternative A, Alternative B would not involve construction activities within the former Arnold Heights Elementary School area. Accordingly, potential impacts with respect to undocumented fill material would be avoided. Alternative B would have less impact with respect to Geology and Soils than the proposed Project. (*Ibid.*)

Cultural Resources. The Cultural Resources Report prepared for the proposed Project (Tierra, 2009), did not identify cultural resources within the area that would be developed under Alternative B. Therefore, no impacts to cultural resources would occur with the implementation of this alternative. However, the Cultural Resources Report did identify mitigation measures (see mitigation measures IV.J-2-1 through IV.J-2-7) which are provided in Section IV of this SEIR. The mitigation was provided as a precautionary step to avoid impacting undiscovered resources during construction. Thus, potential cultural resource impacts and mitigation associated with Alternative B would be similar to the proposed Project. (*Ibid.*)

Public Services. Alternative B would not introduce land uses substantively different from the proposed Project. Implementation of this alternative would require improvements similar to those associated with the proposed Project. Thus, impacts to public services under this Alternative are expected to have similar impacts to those discussed for the proposed Project. (*Ibid.*)

Finding: Relative to the proposed Project, Alternative B is expected to have fewer direct geology and soil impacts, fewer utilities and service systems impacts and fewer significant and unavoidable transportation and traffic impacts because it will generate approximately 16,500 fewer trips. However, Alternative B is expected to result in significant and unavoidable project-level and cumulative air quality impacts. For the remaining environmental elements, impacts would be similar to those described for the Alternative A and the proposed Project. However, Alternative B would not fully meet all Project objectives as summarized above. Although development of Lot 16 is responsive to current market conditions, Alternative B would not provide sufficient Industrial square footage based on the applicant's assessment of projected future market conditions. (*Ibid.*)

State CEQA Guidelines section 15126.6(f)(1) provides guidance on determining the feasibility of an alternative to the proposed Project. Among the factors to be considered is economic viability. The Meridian Land Use and Fiscal/Employment Assessment (Gobar, 2010) analyzed the need for additional industrial acreage within the Specific Plan area. Alternative B would only increase the amount of industrial acreage by 45 acres, which is less than the proposed Project and the projected demand. Thus, Alternative B would not fully support current and anticipated market demand for industrial building absorption and job creation. (*Ibid.*)

Therefore, while Alternative B would result in less environmental impact relative to the proposed Project, it would not substantially meet project objectives. (*Ibid.*)

C. ENVIRONMENTALLY SUPERIOR ALTERNATIVE

Alternative A (the No Project/Existing Specific Plan Alternatives) is the environmentally superior alternative because it would result in fewer traffic trips than both Alternative B (the reduced Development area/Intensity Alternative) and the proposed Project. Further, traffic impacts generated by Alternative A could be mitigated to below a level of significance. Impacts to geology and soils from Alternative A would be less than the proposed Project since the Arnold Heights Elementary School area would not be developed; therefore, potential impacts with respect to undocumented fill material in the school area would be avoided. All other impacts associated with Alternative A would be similar to both Alternative B and the proposed Project. Although Alternative A is environmentally superior to the proposed Project, it would not substantially meet the project objectives as described above; and therefore, is considered infeasible. (SEIR, p. VIII-16.)

According to CEQA, if the "no project" alternative is the environmentally superior one, the EIR must identify the environmentally superior one from among the remaining alternatives. (State CEQA Guidelines, § 15126.6(e)(2).) Here, that would be Alternative B, but Alternative B is infeasible as set forth above.

SECTION 9: RESOLUTION ADOPTING A STATEMENT OF OVERRIDING CONSIDERATIONS

The March Joint Powers Commission declares as follows:

That, pursuant to State CEQA Guidelines Section 15093, the Commission has balanced the benefits of the Project against its potentially significant and unavoidable environmental impacts in determining whether to approve the Project. Pursuant to the State CEQA Guidelines, if the benefits of the Project outweigh the unavoidable adverse environmental impacts, those impacts may be considered "acceptable."

The Commission hereby declares that the SEIR has identified and discussed significant effects that may occur as a result of the Project. With the implementation of the Mitigation Measures discussed in the SEIR and this Resolution, these effects can be mitigated to a level of less than significant except for the unavoidable significant impacts discussed in Sections 4 and 5 of this Resolution.

The Commission hereby declares that it has made a reasonable and good faith effort to eliminate or substantially mitigate the potential impacts resulting from the Project.

The Commission further finds that except for the Project, all other alternatives set forth in the SEIR are infeasible because they would prohibit the realization of most of the Project objectives and/or specific economic, social and other benefits that this Commission finds outweigh any environmental benefits of the alternatives.

The Commission hereby declares that, having reduced the adverse significant environmental effects of the Project to the fullest extent feasible by adopting the Mitigation Measures contained in this Resolution, having considered the entire administrative record on

the Project, and having weighed the benefits of the Project against its unavoidable adverse impacts after mitigation, the Commission has determined that each of the following social, economic, environmental, and other benefits of the Project individually outweigh the potential unavoidable adverse impacts and render those potential adverse environmental impacts acceptable based upon the following overriding considerations.

- The Proposed Project will increase the number of available jobs in the sub-region, providing existing and future workers with local opportunities and eliminate the need to seek employment from other regions such as Los Angeles and Orange Counties.

- The Proposed Project will respond to changes market conditions and provide an economically competitive development that meets current needs.

- The Proposed Project will facilitate improvement of the housing-to-job ratio, increasing the number of local jobs, thereby providing employment opportunities for unemployed residents in the sub-region.

- The Proposed Project will generate additional revenue for the sub-region through tax assessments on industrial and commercial businesses occupying the Project site.

- The Proposed Project will improve the Level of Service at already-congested intersections, roadway segments and freeway mainline segments through traffic improvements.

- The Proposed Project will help realize greenhouse gas emission reduction targets and lighten traffic flow by shortening commuters' vehicle trips and allowing for public transportation and bicycle options at the Project site.

The Commission hereby declares that the foregoing benefits provided to the public through the approval and implementation of the Project outweigh the identified significant adverse environmental impacts of the Project, which cannot be mitigated. The Commission finds that each of the Project benefits separately and individually outweighs the unavoidable adverse environmental effects identified in the SEIR and therefore finds those impacts to be acceptable.

SECTION 10: CERTIFICATION OF THE EIR

The March Joint Powers Commission certifies as follows:

The Commission finds that it has been presented with the SEIR, which it has reviewed and considered, and father finds that the SEIR is an accurate and objective statement that has been completed in full compliance with CEQA, the State CEQA Guidelines and the City's Local CEQA Guidelines and that the SEIR reflects the independent judgment and analysis of the Commission.

The Commission declares that no evidence of new significant impacts or any new information of "substantial importance" as defined by State CEQA Guidelines section

15088.5 been received by the Commission after circulation of the Draft SEIR, which would require recirculation.

Therefore, the Commission hereby certifies the SEIR based on the entirety of the record of proceedings, including but not limited to the following findings and conclusions:

A. Findings

The following significant environmental impacts have been identified in the EIR and will require mitigation as set forth in Section 4 and 5 of this Resolution but cannot be mitigated to a level of less than significant: Air Quality (significant impacts due to exceedance of local air quality standards); Transportation/Circulation (significant impacts due to an increase in traffic); Greenhouse Gas/Climate Change (significant cumulative impact from greenhouse gas emissions)

B. Conclusions

All significant environmental impacts from the implementation of the Project have been identified in the SEIR and, with implementation of the Mitigation Measures identified, will be mitigated to a less than significant level, except for the impacts listed in subsection A above.

Other reasonable alternatives to the Project which could feasibly achieve the basic objectives of the Project have been considered and rejected in favor of the Project.

Environmental, economic, social and other considerations and benefits derived from the development of the Project override the significant and unavoidable impact of the Project identified above.

SECTION 11: RESOLUTION ADOPTING A MITIGATION MONITORING AND REPORTING PROGRAM

The March Joint Powers Commission takes action as follows:

Pursuant to Public Resources Code section 21081.6, the Commission hereby adopts the Mitigation Monitoring and Reporting Program attached to this Resolution as Exhibit A. Implementation of the Mitigation Measures contained in the Mitigation Monitoring and Reporting Program is hereby made a condition of approval of the Project. In the event of any inconsistencies between the Mitigation Measures as set forth herein and the Mitigation Monitoring and Reporting Program, the Mitigation Monitoring and Reporting Program shall control.

SECTION 12: APPROVAL OF PROJECT

The March Joint Powers Commission approves the Project based on the entire administrative record and subject to the Mitigation Monitoring and Reporting Program and other conditions of approval.

SECTION 13: RESOLUTION REGARDING CUSTODIAN OF RECORD

The documents and materials that constitute the record of proceedings on which this Resolution has been based are located at the March Joint Powers Authority at 23555 Meyer Drive, Riverside, CA 92532. The custodian for these records is the Planning Director. This information is provided in compliance with Public Resources Code section 21081.6.

SECTION 14: RESOLUTION REGARDING STAFF DIRECTION

MJPA staff shall cause a Notice of Determination to be filed and posted with the County of Riverside and the State Clearinghouse within five (5) working days of the March Joint Powers Commission's final Project approval.

ADOPTED AND APPROVED this 21st day of July, 2010.

State of California)
County of Riverside)

Richard A. Stewart, Chairman,
March Joint Powers Commission

ATTEST:

I, Carey L. Allen, Clerk of the March Joint Powers Authority Commission, do hereby certify the foregoing Resolution #JPA 10-20 was adopted by the Commission of the March Joint Powers Authority at a special meeting thereof held on the 21st day of July, 2010, by the following vote of the Commission:

Ayes:	Busch, Melendrez, Batey, Yarbrough, Buster (2 votes), Gardner, Stewart
Noes:	None
Absent:	Ashley
Abstain:	None

Date: July 21, 2010

Carey L. Allen, Clerk
March Joint Powers Authority Commission

[Attachment "A"]

Mitigation Monitoring and reporting Program

TABLE XI-1

MERIDIAN SPECIFIC PLAN AMENDMENT MITIGATION MONITORING AND REPORTING PROGRAM

	Mitigation Measure	Monitoring Phase	Monitoring Method	Enforcement Agency & Responsible Agency	Verification of Compliance: Initials	Date	Remarks
IV.A Land Use and Planning							
A-1	Development within the Clear Zone and Accident Potential Zones I and II will abide by building standards and codes including height restrictions, restrictions on use, setbacks, population densities, and insulation and materials, as outlined in the approved ~~1998~~ 2005 Air Installation Compatible Use Zone (AICUZ).	(1) Prior to Plot Plan Approval (2) Prior to issuance of Certificate of Occupancy	(1) Review of Plans and Specifications (2) Field verification	March JPA			
A-2	As established in the Specific Plan, the project will comply with the policies and requirements of the Riverside County Airport Land Use Plan. Development plans will be submitted to the FAA for review in accordance with FAR 77.13.2.i. Additional ALUC review will be required for objects taller than 50 feet in the Height Caution Zone shown on Figure IV.A-4 *[in the Focused EIR]*. Other land use controls (relating to safety (both in the air and on the ground) and noise) have been developed in consultation with the ALUC, and have been incorporated into the Specific Plan.	Prior to Plot Plan Approval	Submittal of FAA approved 7460-1 providing evidence of No Hazard to Air Navigation	Review by FAA; Verification by March JPA			
A-3	In accordance with the requirements of the Specific Plan, a School Buffer overlay district will be established. This district will extend 0.25 miles from the boundary of the ~~Arnold Heights Elementary School and the~~ Tomas Rivera Elementary School. The overlay district will provide landscaping around the boundaries of the school for screening; will prohibit certain uses with the potential noise impacts and/or hazardous materials handling/generation; and will provide for enhanced review of other development proposals to limit the potential for adverse impacts on the school.	(1) Prior to Plot Plan Approval (2) Prior to issuance of Certificate of Occupancy	(1) Review of Plans and Specifications (2) Field verification	March JPA			
A-4	Project detention basins shall have the following features to limit bird activity: 1. All detention basins shall draw down within 24 hours with the exception of the East Basin and the U4-E Basin. The East Basin shall have a draw down period of 39 to 42 hours during the interim development of Unit 4. The U4-E Basin shall have a draw down period of 27 to 30 hours during the interim development of Unit 4. The East Basin will be designed in the ultimate condition to include a draw down period of 28 to 30 hours. The U4-E Basin will be designed in the ultimate condition to include a draw down period of 27 to 30 hours. ~~The basin shall drain within a six-hour period to reduce the potential for plant growth~~	(1) Prior to Grading Plan Approval for detention basins (2) On-going responsibility of March JPA	(1) Review of Plans and Specifications (2) Field verification	March JPA			
	2. Standing water in all detention basins outside of the specified drawdown times shall be addressed through the use of positive drainage techniques (grading, wet wells, french drains are some examples) by the Project sponsor.	On-going responsibility of March JPA	Field verification	March JPA			
	3. Regular maintenance activities shall include the removal of vegetation	On-going responsibility of March JPA	Field verification	March JPA			
	4. March JPA shall monitor waterfowl activity during the rainy season in all detention basins. If waterfowl issues are identified during monitoring activities, then the March JPA and Project sponsor shall implement waterfowl control measures (netting and vegetation removal are some examples). ~~Detention basins shall be monitored regularly to determine if they attract waterfowl or other birds~~	On-going responsibility of March JPA	Field verification	March JPA			
	~~5. A plan to discourage bird activity shall be implemented if the basins are found to be an attraction to birds.~~						

TABLE XI-1

MERIDIAN SPECIFIC PLAN AMENDMENT MITIGATION MONITORING AND REPORTING PROGRAM

	Mitigation Measure	Monitoring Phase	Monitoring Method	Enforcement Agency & Responsible Agency	Verification of Compliance: Initials	Date	Remarks
IV.A-2-1	Development located within either APZ I or APZ II shall comply with Resolution #JPA 08-01.	(1) Prior to Plot Plan Approval (2) Prior to issuance of Certificate of Occupancy	(1) Review of Plans and Specifications (2) Field verification	March JPA			
IV.B Transportation/Traffic							
B-1	The Project shall contribute on a fair share basis toward the improvements identified in the Cumulative Impacts section.	This mitigation measure from the Focused EIR is the responsibility of the Project sponsor. See Appendix N of this Final Subsequent EIR for a copy of the Focused EIR MMRP.					
B-2	The Project shall construct the transportation improvements identified in previously referenced Figures IV.B-5 through IV.B-7 (project phasing). To the extent that such improvements provide capacity benefits for local or regional (i.e., non-project) demand, the project is eligible for credits toward its contribution toward local and/or regional transportation impact fees, if any.	1) Figure IV-B-5; construct/assure prior to recordation of Phase 2 Final Maps/prior to 12,000 trips being generated. 2) Figure IV-B-6; construct/assure prior to Phase 3 Final Maps. 3) Figure IV-B-7; construct/assure prior to 2 million s.f./4 million s.f.	1) Field verification/Traffic study verification	March JPA			
B-3	March Business Center traffic volumes shall be monitored periodically to assure that the transportation infrastructure provides sufficient capacity to serve Project volumes. Traffic monitoring shall occur at a minimum of five-year intervals.	Minimum of 5 year intervals.	Preparation of traffic monitoring/study by Independent traffic consultant	March JPA			
B-4	The Project shall provide a site that can accommodate the future construction of a multi-modal transportation center by RCTC in the North Campus, north of Cactus Avenue and south of Alessandro Boulevard. CEQA analysis of the environmental impacts of the transportation center will be required once a proposal is brought forward by RCTC.	1) Prior to development of Metrolink facility	1) Conveyance of land to RCTC. 2) Preparation of CEQA analysis by RCTC.	1) March JPA 2) RCTC			
B-5	The March Business Center shall require implementation of parking ratios that limit the need for on-street parking. These ratios are identified in the Specific Plan.	1) Prior to Plot Plan Approval 2) Prior to Issuance of Certificate of Occupancy	1) Review of Plans and Specifications 2) Review of Tenant Improvements	March JPA			
B-6	The Project shall provide for bicycle facilities to accommodate non-motorized circulation on the site and connectivity to routes in the Cities of Riverside and Moreno Valley.	(1) Prior to the issuance of the first Certificate of Occupancy for each phase; 2) Prior to plot plan approval	(1) Review of Plans and Specifications (2) Field Inspection	March JPA			
B-7	March Business Center shall provide truck routes on internal roadways to limit impacts of trucks on adjacent residential communities.	1) Prior to Plot Plan approval 2) Prior to approval of truck route ordinance.	1) Posting of truck route signs on sites accommodating overhead doors and/or truck docks. 2) Truck Route Ordinance #JPA 09-01 approved on Oct. 7, 2009	March JPA			
B-8	The Project shall construct internal roadways in accordance with the *County Road Improvement Standards and Specifications* with additional landscaping as identified in the Riverside County Integrated Project (RCIP).	Prior to street construction; 2) Prior to street acceptance.	(1) Review of Plans and Specifications (2) Field inspection of improvements	March JPA			
B-9	The March JPA shall collaborate with adjacent jurisdictions and agencies to facilitate improvements addressing the existing deficiency at the I-215/Van Buren Boulevard interchange.	Ongoing responsibility of the March JPA	Caltrans PA/ED completed and PS&E is underway. Construction scheduled for 2013.	March JPA			
B-10	The March JPA shall implement Transportation Demand Management (TDM) strategies to shift trips outside the standard commuting hours and/or to non-"drive alone" modes of travel. This is accomplished through various employer-initiated measures, such as flexible working hours, encouragement of carpooling, and facilitating access for non-motorized (i.e., bicycling or walking) modes of travel. Section V of the Specific Plan outlines TDM requirements.	Prior to Issuance of Certificate of Occupancy	Approval of TDM plan	March JPA			
B-11	The March JPA shall cooperate with the Riverside Transportation Agency (RTA) for the provision of bus service within the Specific Plan Area.	Ongoing responsibility of March JPA	Continued collaboration /cooperation in establishing bus routes	March JPA			

TABLE XI-1

MERIDIAN SPECIFIC PLAN AMENDMENT MITIGATION MONITORING AND REPORTING PROGRAM

	Mitigation Measure	Monitoring Phase	Monitoring Method	Enforcement Agency & Responsible Agency	Verification of Compliance: Initials	Verification of Compliance: Date	Verification of Compliance: Remarks
B-12	Signage shall be provided at the Van Buren Boulevard intersections with Coyote Bush Road and Orange Terrace to discourage truck traffic on residential streets in the Orangecrest Development. Furthermore, the March JPA, as a responsible party, shall encourage the City of Riverside and Riverside County to review and consider appropriate legislation to eliminate or curtail truck traffic, exempting local deliveries, on Alessandro Boulevard and Van Buren Boulevard west of the March Business Center Development.	This mitigation measure from the Focused EIR is the responsibility of the Project sponsor. See Appendix N of this Final Subsequent EIR for a copy of the Focused EIR MMRP. This mitigation measure was requested for both Coyote Bush Road and Orange Terrace Parkway on Feb. 1, 2006. The City of Riverside determined that the signage was appropriate for only Orange Terrace Parkway and not Coyote Bush Road. Thus the signage was provided only for Orange Terrace Parkway as indicated in the staff report to the Riverside City Council on March 14, 2006.					
V.B-1-1	The Project sponsor shall provide the following improvements upon issuance of occupancy permit for any lot in the North Campus after planned traffic generated by this Project exceeds 44,966 ADT:	Upon issuance of occupancy permit for any lot in the North Campus after planned traffic generated by this Project exceeds 44,966 ADT	(1) Review of Plans and Specifications (2) Field inspection of improvements	March JPA			
	<u>23. Van Buren Boulevard and Barton Street</u> 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: <u>29. Van Buren Boulevard and Southbound I-215 Ramps</u> Project impacts at this location will be mitigated by the I-215/Van Buren Boulevard interchange improvement project that is being implemented by the County of Riverside and March JPA. However, this improvement is not fully funded, due in part to insufficient TUMF reserves. If full funding is not in place to allow construction of this improvement prior to implementation of the proposed Project, then a significant and unavoidable interim impact would occur.	Prior to Van Buren/I-215 construction	1) Pursuit of TUMF funding; 2) Pursuit of other sources of Interchange Funding	March JPA			To date, LNR funding commitment is 7 M, March RDA 20 M, Proposition 1B 10 M, Measure A Economic Dev 10 M, Donation of R-O-W approx 6 M. TUMF funding 15 M (delayed). Current shortfall approx 15 M - 32 M.
	<u>30. Van Buren Boulevard and Northbound I-215 Ramps</u> The mitigation measures described above would improve the operation of this intersection to LOS D or better during both peak-hours. As is the case with intersection 29, this improvement is not fully funded. If full funding is not in place, this impact would be an interim significant unavoidable impact. Implementation of Measure IV.B-1-1 above at Van Buren Boulevard/Barton Street would reduce the impacts on the Van Buren Boulevard segment from Barton Street to Coyote Bush Road to less than significant.	Prior to Van Buren/I-215 construction	1).Pursuit of TUMF funding; 2) Pursuit of other sources of Interchange Funding	March JPA			To date, LNR funding commitment is 7 M, March RDA 20 M, Proposition 1B 10 M, Measure A Economic Dev 10 M, Donation of R-O-W approx 6 M. TUMF funding 15 M (delayed). Current shortfall approx 15 M - 32 M.

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MERIDIAN SPECIFIC PLAN AMENDMENT MITIGATION MONITORING AND REPORTING PROGRAM

Mitigation Measure	Monitoring Phase	Monitoring Method	Enforcement Agency & Responsible Agency	Verification of Compliance: Initials	Date	Remarks
IV.B-1-2 The individual lot developers shall contribute on a fair share basis[1] toward the following improvements to mitigate cumulative peak hour intersection impacts under Existing Plus Project Plus Cumulative conditions at the time of issuance of the building permit: **8. Alessandro Boulevard and Northbound I-215 Ramps** Provide the following improvements: · Add second eastbound left-turn lane; · Add exclusive westbound right-turn lane; · Reconfigure northbound leg to two left-turn lanes and one shared left-through-right lane	Prior to issuance of building permits	Payment of Fair Share pro-rata cumulative costs for Meridian SPA projects	March JPA			
13. Cactus Avenue and Southbound I-215 Ramps Interchange improvements, including widening of the Cactus Avenue bridge over I-215, have been identified in the 2008 RTIP (i.e., RTIP project RIV050533, which is proposed by the City of Moreno Valley). The planned improvements at this intersection would provide sufficient capacity to operate at an acceptable LOS under this traffic scenario. However, as is the case for the I-215/Van Buren Boulevard interchange, a significant unavoidable interim impact would result if this improvement were delayed beyond the implementation of the proposed Project and the cumulative development proposals.	Prior to issuance of building permits	Payment of TUMF fee	March JPA			
14. Cactus Avenue and Northbound I-215 Ramps As with intersection 13 above, the planned improvements identified in the RTIP would mitigate cumulative traffic impacts. However, in light of projected delays in the implementation of these improvements, a significant unavoidable interim impact would result.	Prior to issuance of building permits	Payment of TUMF fee	March JPA			
15. Cactus Avenue and Ellsworth Street Provide the following improvements: · Add third eastbound through and second eastbound left-turn lane; · Reconfigure northbound to leg to provide two left-turn lanes, one through lane, and one right-turn lane with an overlap phase	Prior to issuance of building permits	Payment of Fair Share pro-rata cumulative costs for Meridian SPA projects	March JPA			
21. Van Buren Boulevard and Wood Road Provide the following improvements: · Add third eastbound through lane (a TUMF[2] improvement) and second eastbound left-turn lane; · Add third westbound through lane (a TUMF improvement); · Add second northbound through lane	Prior to issuance of building permits	Payment of Fair Share pro-rata cumulative costs for Meridian SPA projects	March JPA			
22. Van Buren Boulevard and Trautwein Road Provide the following improvements: · Add third eastbound through lane (a TUMF improvement); · Add second southbound through lane; · Add exclusive northbound right-turn lane; · Add second westbound left-turn lane	Prior to issuance of building permits	Payment of Fair Share pro-rata cumulative costs for Meridian SPA projects	March JPA			
36. Nandina Avenue and Barton Street Provide the following improvement: · Add southbound left-turn lane	Prior to issuance of building permits	Payment of Fair Share pro-rata cumulative costs for Meridian SPA projects	March JPA			

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	Mitigation Measure	Monitoring Phase	Monitoring Method	Enforcement Agency & Responsible Agency	Verification of Compliance: Initials	Verification of Compliance: Date	Verification of Compliance: Remarks
IV.B-1-3	The individual lot developers shall contribute on a fair share basis[3] toward the following improvements to mitigate cumulative peak hour intersection impacts under Future Year Plus Project conditions at the time of issuance of the building permit:	Prior to issuance of Building Permit	Payment of fees by land use type and gross acreage, as identified in Chapter VII of the Meridian Specific Plan Amendment	March JPA			
	<u>3. Alessandro Boulevard and Mission Grove Parkway</u> Provide the following improvement: · Add northbound right-turn overlap phase	Prior to issuance of building permits on Meridian SPA projects	Payment of Fair Share pro-rata cumulative costs for Meridian SPA projects	March JPA			
	<u>6. Alessandro Boulevard and Meridian Parkway</u> Provide the following improvements: · Add northbound right-turn overlap phase · Add southbound right-turn overlap phase	Prior to issuance of building permits on Meridian SPA projects	Payment of Fair Share pro-rata cumulative costs for Meridian SPA projects	March JPA			
	<u>7. Alessandro Boulevard and Southbound I-215 Ramps</u> Provide the following improvement: · Split southbound shared left-right turn lane to separate left and right turn lanes	Prior to issuance of building permits on Meridian SPA projects	Payment of Fair Share pro-rata cumulative costs for Meridian SPA projects	March JPA			
	<u>8. Alessandro Boulevard and Northbound I-215 Ramps</u> Provide the following improvement: · Reconfigure northbound approach to provide triple left-turn lanes and a shared through-right lane	Prior to issuance of building permits on Meridian SPA projects	Payment of Fair Share pro-rata cumulative costs for Meridian SPA projects	March JPA			
	<u>9. Alessandro Boulevard and Old 215 Frontage Road</u> Provide the following improvement: · Add second southbound left-turn lane	Prior to issuance of building permits on Meridian SPA projects	Payment of Fair Share pro-rata cumulative costs for Meridian SPA projects	March JPA			
	<u>15. Cactus Avenue and Ellsworth Street</u> Provide the following improvement: · Add second southbound right-turn lane	Prior to issuance of building permits on Meridian SPA projects	Payment of Fair Share pro-rata cumulative costs for Meridian SPA projects	March JPA			
	<u>37. Cottonwood Avenue and Day Street</u> Provide the following improvement: · Add second southbound left-turn lane	Prior to issuance of building permits on Meridian SPA projects	Payment of Fair Share pro-rata cumulative costs for Meridian SPA projects	March JPA			
IV.B-1-4	The Project sponsor shall ensure that the combined Project traffic generation (for both passenger vehicles and trucks) is consistent with the traffic generation budget. The total combined external traffic budget is 45,419 daily trips, including 3,890 daily truck trips. As part of a complete development application, the JPA would calculate trip generation for both passenger cars and trucks using approved trip generation rates. Once approved by the JPA, a running total would be kept for each of the Planning Areas as applications are reviewed.	1) Prior to Plot Plan Approval; 2) Project review	(1) Project sponsor shall provide a signed letter identifying the project's traffic generation (passenger cars and truck) (2) Cumulative traffic generation shall be tracked by the March JPA using the trip monitoring table contained in Appendix C of the Meridian Specific Plan Amendment				

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	Mitigation Measure	Monitoring Phase	Monitoring Method	Enforcement Agency & Responsible Agency	Verification of Compliance: Initials	Date	Remarks
IV.B-1-5	The Project sponsor shall fully fund construction of the following improvements to mitigate cumulative peak hour intersection impacts: 12. Cactus Avenue and Meridian Parkway Provide the following improvement: · Add second westbound left turn lane. The above improvement shall be required upon issuance of occupancy permit for any use within Phase 1, 2 or 2A after traffic generated by the proposed Project exceeds 44,966 External ADT.	Upon issuance of occupancy permit for any use within Phase 1, 2 or 2A after traffic generated by the proposed Project exceeds 44,966 External ADT.	(1) Review of Plans and Specifications (2) Field inspection of improvements	March JPA			
	24. Van Buren Boulevard and Coyote Bush Road Provide the following improvements: · Add second northbound left-turn lane; · Add exclusive northbound right-turn lane with overlap phase This improvement shall be assured to the satisfaction of the March JPA Executive Director prior to issuance of the certificate of occupancy for a total building area exceeding 2.0 million square feet in Phase 3.	To be assured to the satisfaction of the March JPA Executive Director prior to issuance of the Certificate of Occupancy for a total building area exceeding 2.0 million square feet in Phase 3.	(1) Review of Plans and Specifications (2) Field inspection of improvements	March JPA			
	26. Van Buren Boulevard and Village West Drive Provide the following improvement: · Add northbound right-turn overlap phase This improvement shall be assured to the satisfaction of the March JPA Executive Director prior to issuance of the certificate of occupancy for a total building area exceeding 2.0 million square feet in Phase 3.	To be assured to the satisfaction of the March JPA Executive Director prior to issuance of the Certificate of Occupancy for a total building area exceeding 2.0 million square feet in Phase 3.	(1) Review of Plans and Specifications (2) Field inspection of improvements	March JPA			
IV.B-1-6	The Project sponsor shall dedicate land located along the southern boundary of the North Campus to provide sufficient right-of-way for the planned full build out of Van Buren within 90 days of Project approval, as approved by the March JPA Civil Engineer.	To be dedicated to the satisfaction of the March JPA Civil Engineer within 90 days of Project approval.	(1) Review of Plans and Specifications for Van Buren Boulevard widening (2) Preparation and acceptance of offer to dedicate	March JPA			
IV.B-1-7	The Project sponsor shall dedicate land and provide temporary construction easements in the vicinity of the I-215/Van Buren Boulevard interchange to accommodate a portion of the planned future improvements identified in RTIP project RIV060120 within 90 days of Project approval or as required by Caltrans.	Land to be dedicated and temporary construction easements to be provided within 90 days of Project PS&E approval, or as required by Caltrans.	(1) Review of Plans and Specifications for I-215/Van Buren Boulevard Improvements (2) Preparation and acceptance of offer to dedicate and temporary construction easements	Review by Caltrans; Verification by March JPA			
IV.C Air Quality							
C-1	Preferential parking spaces shall be offered to car pools and van pools.	(1) Prior to Plot Plan Approval (2) Prior to issuance of Certificate of Occupancy	(1) Review of Plans and Specifications (2) Field verification	March JPA			
C-2	Employers shall implement a compressed workweek schedule when feasible.	(1) Prior to Plot Plan Approval (2) Prior to issuance of Certificate of Occupancy	Approval of TDM plan	March JPA			
C-3	Employers with 250 employees or more shall develop a trip reduction plan to increase vehicle occupancy.	Prior to issuance of Certificate of Occupancy	1) Approval of TDM plan; 2) Submittal of evidence to March JPA of an approved SCAQMD Rule 2202 Plan	March JPA SCAQMD			

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	Mitigation Measure	Monitoring Phase	Monitoring Method	Enforcement Agency & Responsible Agency	Verification of Compliance: Initials	Date	Remarks
C-4	Employers shall provide on-site child care facilities when feasible.	(1) Prior to Plot Plan Approval (2) Prior to issuance of Certificate of Occupancy	Project Applicant shall provide signed letter identifying the feasibility of child care facilities	March JPA			
C-5	Design elements shall be designed to reduce vehicle queuing when entering and exiting parking structures.	Prior to Plot Plan Approval	Review of Plans and Specifications	March JPA			
C-6	Projects shall provide for video conferencing facilities to the extent possible.	(1) Prior to Plot Plan Approval (2) Prior to issuance of Certificate of Occupancy	Project Applicant shall provide signed letter identifying the feasibility of video conferencing	March JPA			
C-7	Businesses shall minimize the use of fleet vehicles during smog alerts, and encourage the use of alternative fuel vehicles.	(1) Prior to Plot Plan Approval (2) Prior to issuance of Certificate of Occupancy	Project Applicant shall provide signed letter identifying the feasibility of minimizing use of fleet vehicles	March JPA			
C-8	Buildings shall be designed to reduce energy usage by utilizing solar or low emissions water heaters, double paned glass windows, using light colored roofing materials, using skylights in warehouses, orienting buildings north to the extent practical, and increasing wall and attic installation above Title 24 requirements.	Prior to issuance of Building Permit	Project Architect shall submit a letter verifying use of solar or low emission water heaters, double pained glass, light colored roofing materials, use of skylights in ambient warehouses, orienting buildings north to the extent practical, and increasing wall and attic installation above Title 24 requirements	March JPA			
C-9	CEQA Review of stationary source emissions other than natural gas and electricity shall be done on all projects with the possibility of emitting air pollutants. In addition, all projects involving stationary source emissions shall obtain permits to construct and operate from the SCAQMD.	Prior to issuance of Building Permit	SCAQMD permits	Review and approval by SCAQMD; Verification by March JPA			
C-10	Trucks hauling dirt, sand, gravel or soil are to be covered or should maintain at least two feet of freeboard in accordance with Section 23114 of the California Vehicle Code.	(1) Prior to issuance of Grading Permit (2) On-going during grading activities	(1) Grading contractor shall submit letter verifying compliance (2) Field verification	March JPA			
C-11	Construction access roads to the main roads should be paved to avoid dirt being carried on to the roadway.	(1) Prior to issuance of Grading Permit (2) On-going during grading activities	(1) Grading contractor shall submit letter verifying compliance (2) Field verification	March JPA			
C-12	A construction relations officer should be appointed to act as a community liaison to oversee on-site construction activity and all emissions and congestion related matters.	(1) Prior to issuance of Grading Permit (2) On-going during grading activities	(1) General contractor shall erect an on-site sign (8' X 12') identifying on-site construction manager and contact information (2) Field verification	March JPA			
C-13	Restrict idling emission from trucks by using auxiliary power units and electrification at the industrial warehouse facilities.	N/A	N/A	N/A			Mitigation superseded by Mitigation Measure IV.C-1-16 below?
C-14	Landscape with appropriate drought-tolerant species to reduce water consumption.	(1) Prior to issuance of Building Permit (2) Prior to issuance of Certificate of Occupancy	(1) Landscape Architect shall submit landscape plans confirming low water use landscape (2) Field verification	March JPA			

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	Mitigation Measures	Monitoring Phase	Monitoring Method	Enforcement Agency & Responsible Agency	Verification of Compliance		
					Initials	Date	Remarks
IV.C-1-1	Disturbed areas shall be covered with non-toxic soil stabilizers to inactive areas (previously graded areas inactive for ten days or more).	Construction	(1) General contractor shall submit a construction management plan identifying compliance with this requirement (2) Field verification	March JPA			
IV.C-1-2	All disturbed areas shall be stabilized with the use of erosion control BMPs or a uniform established vegetative cover of 70 percent.	Construction	(1) General contractor shall submit a construction management plan identifying compliance with this requirement (2) Field verification	March JPA			
IV.C-1-3	The construction contractor shall ensure that all trucks hauling dirt, sand, soil, or other loose materials are covered or shall maintain at least two feet of freeboard.	Prior to issuance of Grading Permit	(1) General contractor shall submit a construction management plan identifying compliance with this requirement (2) Field verification	March JPA			
IV.C-1-4	The construction contractor shall ensure that a reduced speed on unpaved roads shall be limited to 15 miles per hour or less.	1) Prior to Grading Permit; 2) On-going during grading activities	(1) General contractor shall submit a construction management plan identifying compliance with this requirement (2) Field verification	March JPA			
IV.C-1-5	The construction contractor shall manage haul road dust through the use of watering at least three times daily with equipment complying with SCAQMD Rule 1186 and 1186.1.	1) Prior to Grading Permit; 2) On-going during grading activities	(1) General contractor shall submit a construction management plan identifying compliance with this requirement (2) Field verification	March JPA			
IV.C-1-6	The construction contractor shall develop a fugitive dust control plan in accordance with the requirements of SCAQMD Rule 403.	1) Prior to Grading Permit; 2) On-going during grading activities	(1) General contractor shall submit a construction management plan identifying compliance with this requirement (2) Field verification	March JPA			
IV.C-1-7	The construction contractor shall be required to comply with SCAQMD Rule 2449 and be registered with the SCAQMD as a condition of permits.	1) Prior to Grading Permit; 2) On-going during grading activities	(1) General contractor shall submit documentation of registration with SCAQMD (2) Field verification	March JPA			
IV.C-1-8	The construction contractor shall utilize "Super-Compliant" VOC paints, which are defined in SCAQMD's Rule 1113. "Super-Compliant" VOC paints contain 10 grams/liter of VOCs or less.	Prior to issuance of Building Permit	Construction manager shall submit a signed letter providing a complete list of all coatings and solvents with manufacturer's codes and identification sufficient to verify compliance with Rule 1113	March JPA			

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	Mitigation Measure	Monitoring Phase	Monitoring Method	Enforcement Agency & Responsible Agency	Verification of Compliance		
					Initials	Date	Remarks
IV.C-1-9	The construction contractor shall ensure that a minimum of 50 percent of all construction vehicles engaged in mass grading activities shall be Tier 2, Tier 3, or higher.	Prior to issuance of Grading Permit	Grading contractor shall submit a signed letter providing a complete list of all grading equipment, detailing type, horse power and year of equipment demonstrating that at least 50 percent of all construction vehicles are Tier 2, Tier 3 or higher	March JPA			
IV.C-1-10	The construction contractor shall utilize utility power from power lines/poles where available and feasible. In the unlikely event power for a pole is unavailable, a generator may be used.	Prior to issuance of Building Permit	(1) General contractor shall submit a signed letter identifying the location of temporary power poles or, if none are available, the specifications, time, and duration of use for generators. (2) Field verification	March JPA			
IV.C-1-11	The construction contractor shall be required to provide evidence that all construction equipment is properly maintained to reduce NOx emissions to the extent possible.	(1) Prior to issuance of Grading Permit (master developer and site developer)	Grading Contractor shall submit a letter from a certified heavy equipment mechanic verifying that construction equipment is properly maintained	March JPA			
IV.C-1-12	The General Contractor shall post a publicly visible sign with a telephone number to contact regarding dust complaints.	1) Prior to Grading Permit; 2) On-going during grading activities	(1) Site General Contractor shall erect an 8'x12' on-site sign identifying on-site construction manager and contact information (2) Field verification	March JPA			
IV.C-1-13	No more than 100 acres shall be graded simultaneously on any single day during the initial development phase of construction. The construction contractor shall also ensure that the total building square footage constructed within the project does not exceed the building area identified in Table IV.C-4 (i.e., foundation construction, building construction, architectural coatings application) be conducted simultaneously on any single day.	1) Prior to Grading Permit; 2) On-going during grading activities	(1) General contractor shall submit a construction management plan identifying compliance with this requirement (2) Field verification	March JPA			
IV.C-1-15	The Project sponsor shall provide in-lieu payment for bus shelter construction for three bus shelters. The March JPA shall construct these shelters, subject to the review and approval of the Riverside Transit Agency (RTA).	Prior to issuance of the first Certificate of Occupancy	(1) The Project master developer shall remit payment to the March JPA in accordance with an approved construction estimate (2) March JPA shall construct shelters as approved by RTA	March JPA			
IV.C-1-16	All cold storage facilities shall install conduit to all loading dock doors accessing the cold storage warehouse in order to accommodate future use plug–in electrical outlets. Additionally, all cold storage facilities, including lot 16, shall have a minimum of 20% of the loading dock doors activated for plug-in use prior to the certificate of occupancy.	1) Prior to Certificate of Occupancy; 2) On-going monitoring	(1) Review of Plans and Specifications (2) Field verification	March JPA			

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	Mitigation Measure	Monitoring Phase	Monitoring Method	Enforcement Agency & Responsible Agency	Verification of Compliance: Initials	Date	Remarks
IV.C-1-17	The ~~truck~~ trailer fleets of all cold storage warehouses shall be 100% plug-in ready within 10 years of the certificate of occupancy.	10 years after Certificate of Occupancy	(1) Facility manager shall submit signed letter to March JPA certifying compliance with this requirement (2) Field verification	March JPA			
IV.C-1-18	The project architect shall certify that all trusses/structural plans for buildings over 200,000 square feet are designed to support the weight of a solar voltaic system	Prior to issuance of Building Permit	Letter from project architect certifying compliance with this requirement	March JPA			
IV.C-1-19	The ~~construction contractor~~ Project Applicant shall ensure that the equipment, machinery, activities and uses developed within the proposed Project area are consistent with the emissions budget listed in Table III-1, contained in Chapter III, Project Description as analyzed in the air quality technical study. Equipment, machinery, activities and uses in excess of those listed in Table III-1 would necessitate additional environmental review.	Prior to construction	(1) Review of Plans and Specifications (2) Updating list in Table III-1 as necessary to keep an accurate running total (3) Field verification	March JPA			
IV.C-1-20	For each development, cumulative traffic generation within the Project shall be reviewed to assure consistency with the combined proposed Project traffic generation (for both passenger vehicles and truck) as identified in the traffic generation budget defined in Section IV.B, Transportation and Traffic. An exceedence of that budget, except as to limited trip redistributions within Traffic Planning Areas, shall necessitate additional environmental review.	(1) Prior to Plot Plan Approval	(1) Project sponsor shall provide a signed letter identifying the project's traffic generation (passenger cars and truck) (2) Cumulative traffic generation shall be tracked by the March JPA using the trip monitoring table contained in Appendix C of the Meridian Specific Plan Amendment	March JPA			
IV.C-4-1	All development shall comply with SCAQMD Rule 402. Any potential use on the Rule 402 list of uses shall require further environmental review.	Prior to Plot Plan Approval	March JPA shall confirm that the project is not on the rule 402 list of uses that potentially emit quantities of air contaminants or other material which cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public	March JPA			

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	Mitigation Measure	Monitoring Phase	Monitoring Method	Enforcement Agency & Responsible Agency	Verification of Compliance: Initials	Verification of Compliance: Date	Verification of Compliance: Remarks
IV.D Biological Resources							
D-1	Prior to construction activity, the applicant shall coordinate with USFWS to assure that the requirements and stipulations of the 1999 Biological Opinion and the Biological Opinion Clarification Letter (September 6, 2002) are met. The 1999 Biological Opinion and the 1999 Biological Opinion Clarification letter are included in Appendices A and B of the Biological Resources Review found in Appendix F of this document. Mitigation for potential impacts to federal or state listed species shall be as per the 1999 Biological Opinion and the 1999 Biological Opinion Clarification Letter issued by USFWS. This mitigation shall include the replacement 35.2 acres of impacted occupied Stephens' kangaroo rat (SKR) habitat at a 1:1 ratio. As of September 2002, the March JPA is responsible for 14.2 acres of mitigation at a 1:1 ratio, as 21 acres of USFWS approved occupied habitat have previously been acquired by the March JPA and serve as mitigation for 21 acres of SKR occupied habitat. Other required mitigation (78.4 acres discussed in the 1999 BO Clarification letter) will be at a fee of $500 per acre.	Mitigation Complete	NA	March JPA	DPF	20-Nov-06	The mitigation credits for SKR were purchased on January 24, 2005 from the County of Riverside and November 20, 2006 from the Southwestern Riverside County Multi-Species Reserve
D-2	Per the 1999 BO, avoid 13 acres of USFWS designated least Bell's vireo riparian habitat north and south of Van Buren Boulevard by utilizing 100-foot buffer zones in these areas.	NA	NA	March JPA			The proposed Project's boundaries do not overlap, and are not adjacent to, the riparian habitat referenced in this mitigation measure. This habitat is located to the west of the North Campus
D-3	No construction activities shall occur during the nesting/breeding season until a qualified biologist has conducted a field review of the affected areas for occupancy by the least bell's vireo.	NA	NA	March JPA			This mitigation measure is superseded by Mitigation Measure IV.D.1-1, below
D-4	Prior to construction activity, the applicant shall coordinate with the L.A. District Corps office to assure conformance with the requirements of Section 404 of the Clean Water Act.	Prior to construction	(1) CWA Section 404 permit (2) Field verification	Review and approval by ACOE; Verification by March JPA			Permit application submitted and under review by ACOE
D-5	Prior to construction activity, the applicant shall coordinate with the Santa Ana Water Quality Board (Region 8) to assure conformance with the requirements of Section 404/401 of the Clean Water Act and the State of California Porter Cologne Water Quality Control Act.	Mitigation Complete	NA	March JPA			Water Quality Standards certification (March 21, 2003)
D-6	Prior to activity within waters of the U.S., the applicant shall coordinate with the California Department of Fish and Game (Eastern Sierra and Inland Desert Region 6) relative to conformance to the Lake and Streambed Alteration permit requirements.	Mitigation Complete	NA	March JPA	DPF	2-Jun-10	Streambed Alteration Agreement signed June 2, 2010
IV.D.1-1	The following mitigation measures shall be implemented to reduce the impacts to LBV to below a level of significance: • To avoid the direct loss of eggs and chicks, all vegetation shall be cleared outside the LBV breeding season (e.g., March 1 through August 15).	(1) Prior to issuance of Grading Permit (2) During construction	(1) and (2) General Contractor to consult with qualified biologist to verify compliance with requirements	March JPA			For lots that include or are adjacent to riparian vegetation (i.e., lots U3-4, U3-5, U4-E, U4-15, U4-13, U4-14 and U4-12 depending on the sequence of lot development).

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Mitigation Measure	Monitoring Phase	Monitoring Method	Enforcement Agency & Responsible Agency	Verification of Compliance: Initials	Verification of Compliance: Date	Verification of Compliance: Remarks
Construction activities associated with the widening of Van Buren Boulevard and all lots adjacent to occupied LBV habitat shall be restricted during the LBV breeding season to avoid indirect impacts to the species from increased noise levels. In the event construction activities must occur during the breeding season, noise attenuation measures (e.g. noise walls or berms) and noise monitoring by qualified biologist will be required. Noise levels shall not exceed 60 dBA Leq in suitable occupied riparian habitat during the breeding season during one-hour internals. If noise levels exceed this threshold as determined by the monitoring biologist, construction activities shall cease or additional noise measures shall be incorporated to reduce construction-related noise levels to 60 dBA Leq or less.	(1) Prior to issuance of Grading Permit (2) During construction	1) Qualified biologist to submit report documenting compliance with requirements 2) Field verification	March JPA			For lots that include or are adjacent to riparian vegetation (i.e., lots U3-4, U3-5, U4-E, U4-15, U4-13, U4-14 and U4-12 depending on the sequence of lot development) and Van Buren Blvd. widening west of Meridian Pkwy.
· Temporary construction fencing shall be used to delineate constructing limits and will be maintained until construction is complete.	(1) Prior to issuance of Grading Permit (2) During construction	1) Review of Plans and Specifications 2) Field verification	March JPA			
· All motorized construction equipment shall be kept within a staging area outside of the riparian habitat. The staging area shall not drain into the riparian habitat. Best management practices shall be implemented in order to direct the storm water runoff away from adjacent riparian areas. BMPs may include but are not limited to covering construction materials, perimeter gravel bags, and/or fiber rolls.	(1) Prior to issuance of Grading Permit (2) During construction	Grading contractor shall submit a signed letter identifying the staging area and certifying intent to comply with requirement 2) Field verification	March JPA			
· Construction activities adjacent to the Conservation Area will be conducted during day light hours to avoid the use of night lighting that could increase predation rates and/or disrupt nesting LBVs.	(1) Prior to issuance of Grading Permit (2) During construction	Construction contractor shall submit a signed letter certifying compliance with this requirement 2) Field verification	March JPA			
· For the development of the Meridian lots adjacent to the Conservation Area, construction crews and field workers shall be provided training by the qualified biologist to avoid unnecessary impacts to LBV and its habitat in the area.	(1) Prior to issuance of Grading Permit (2) During construction	Construction contractor shall submit a signed letter identifying the qualified biologist and certifying compliance with this requirement 2) Field verification	March JPA			
· Following construction, lighting of all developed areas adjacent to the Conservation Easement Areas shall be directed away from the Conservation Easement Areas to avoid increased predation and/or disruption of nesting LBV. Adjacent	1) Prior to issuance of building permit 2) On-going	(1) Review of Plans and Specifications (2) Field verification	March JPA			
· All drainage from adjacent development within the Meridian development shall be directed away from the riparian areas to avoid the potential urban run-off contamination of LBV habitat.	1) Prior to issuance of building permit	(1) Review of Plans and Specifications	March JPA			
· The Unit 4 Lot E detention basin adjacent to Mitigation Area 2 shall be maintained by the Meridian Landscape, Lighting and Maintenance District (LLMD). The basin shall continuously be monitored, maintained, and kept clear of overgrowth. Maintenance activities shall occur outside of the LBV nesting/breeding season (March 1 – August 15).	1) On-going	(1) Scheduled maintenance and field verification	March JPA			

TABLE XI-1

MERIDIAN SPECIFIC PLAN AMENDMENT MITIGATION MONITORING AND REPORTING PROGRAM

Mitigation Measure	Monitoring Phase	Monitoring Method	Enforcement Agency & Responsible Agency	Verification of Compliance		
				Initials	Date	Remarks
· A biological monitor shall be present during habitat clearing and construction within waters of the U.S. and riparian areas to ensure the activities are performed in accordance with the biological opinion, terms and conditions of the 404 permit, and final streambed agreement as amended by CDFG.	(1) Prior to issuance of Grading Permit (2) On-going during construction	The biological monitor shall submit a signed letter identifying the requirements of the Biological Opinion, 404 permit and 1601 permit and compliance with those measures; 2) Field verification	March JPA			
· Temporary chain link fence shall be installed by the Master Developer at the start of mass grading for those lots adjacent to the Conservation Easement areas. The temporary chain link fencing shall be replaced by the individual lot developer with a minimum 8" decorative masonry wall at the onset of fine grading improvements for each lot in accordance with the Meridian Compensatory Mitigation and Monitoring Plan (CMMP). The LLMD will be responsible for mending fences or walls that are adjacent to the Conservation Easement Areas.	1) Prior to issuance of grading permit; 2) On-going	(1) Review of Plans and Specifications (2) Field inspection	March JPA			
· All lots within the Meridian development adjacent to the Conservation Easement Areas shall be landscaped with native and non-invasive plant materials to protect biological resources, such as habitat supporting LBV.	1) Prior to Plot Plan Approval	(1) Review of Plans and Specifications	March JPA			
· Fuel modification will be evaluated by the County of Riverside Fire Department on an annual basis along the south and east boundaries of the existing residences adjacent to Conservation Easement Area 1. Fuel modification may be required within Conservation Area 1, not to exceed 30.5 m (100 ft) from the nearest structure unless otherwise determined by the County of Riverside Fire Department. If fuel modification must occur, it would be accomplished using hand tools and mowers to selectively thin hazardous vegetation or combustible material. Disking of vegetation is prohibited. Riparian areas will be avoided and fuel modification would occur no closer than 15.2 (50 ft) from the drip line of the riparian habitat. Fuel modification will be the responsibility of the March JPA who shall coordinate fuel modification efforts with the approved managing entity to ensure riparian zones are avoided.	1) On-going	1) Collaboration between March JPA and managing agency	March JPA			
· All new construction that will occur adjacent to Conservation Easement Areas 1 and 2 shall be designed such that no fuel modifications will be required within the conservation areas.	1) Prior to Plot Plan Approval	(1) Review of Plans and Specifications	March JPA			
· The March JPA and the Master Developer shall be responsible for ensuring the successful onsite establishment of 2.3 acres of LBV habitat within "Mitigation Area 1" and approximately 1.9 acres of LBV habitat within "Mitigation Area 2." In addition, the March JPA and the Master Developer will record a conservation easement on approximately 175 acres to ensure the long-term protection of the restored riparian habitats, existing occupied LBV habitat, and adjacent upland buffers. The conservation easement areas shall be managed in perpetuity by an appropriate management entity.	(1) Prior to grading activities associated with Van Buren Boulevard widening (west of Meridian Pkwy) and the development of portions of U4-15 and U4-E containing riparian habitat (2) After construction	(1) Record conservation easements with ACOE (2) Retain qualified biologist to monitor onsite establishment during 5 year monitoring and maintenance period.	March JPA			

TABLE XI-1

MERIDIAN SPECIFIC PLAN AMENDMENT MITIGATION MONITORING AND REPORTING PROGRAM

	Mitigation Measure	Monitoring Phase	Monitoring Method	Enforcement Agency & Responsible Agency	Verification of Compliance: Initials	Verification of Compliance: Date	Verification of Compliance: Remarks
IV.L-1-16	Project shall use ARB-certified diesel construction equipment.	Prior to issuance of Grading Permit	The general contractor shall submit a signed letter to the March JPA verifying compliance with this requirement	March JPA			
IV.L-1-17	Project sponsor shall encourage the recycling/reuse of demolished construction material.	Prior to construction	If demolished construction material is not planned to be used during project construction, the general contractor shall submit a signed letter to the March JPA explaining why such use is not feasible	March JPA			The proposed Project has recycled concrete and asphalt material and used it in new street sections. Additionally, the proposed Project has created its own mulch to use in parkways.
IV.L-1-18	Project sponsor shall encourage an increase of exterior wall insulation over Title 24 requirements; however, a specific percent increase is not required.	(1) Prior to Plot Plan Approval (2) Prior to issuance of Certificate of Occupancy	(1) Review of Plans and Specifications (2) Field verification	March JPA			
IV.L-1-19	Project sponsor shall encourage an increase of roof insulation over Title 24 requirements; however, a specific percent increase is not required.	(1) Prior to Plot Plan Approval (2) Prior to issuance of Certificate of Occupancy	(1) Review of Plans and Specifications (2) Field verification	March JPA			
IV.L-1.20	Provide parking lot areas will include 40% tree coverage (approximately one tree for every 14 stalls) for office uses and 30% tree coverage (approximately one tree for every 20 stalls) for industrial or business park uses within 10 to 15 years of construction. Project will use trees that mature over a longer time frame with lower low water demand. Shade requirements will exclude truck courts and drive isles.	(1) Prior to Plot Plan Approval (2) Prior to issuance of Certificate of Occupancy	(1) Review of Plans and Specifications (2) Field verification	March JPA			
IV.L-1.21	Provide infrastructure/education that promotes the avoidance of products with excessive packaging, recycle, buying of refills, separating of food and yard waste for composting, and using rechargeable batteries.	Annual after issuance of Certificate of Occupancy	Annual letter to be sent out by March JPA	March JPA			
IV.L-1.22	Provide one preferential parking space for EVs/CNG vehicles for single user parking lots and shared retail parking per hundred required spaces not to exceed four preferential parking spaces per development. One charging facility will be provided for every two EV stalls.	(1) Prior to Plot Plan Approval (2) Prior to issuance of Certificate of Occupancy	(1) Review of Plans and Specifications (2) Field verification	March JPA			
IV.L-1.23	Provide light colored concrete paving in truck courts.	(1) Prior to Plot Plan Approval (2) Prior to issuance of Certificate of Occupancy	(1) Review of Plans and Specifications (2) Field verification	March JPA			
IV.L-1.24	Provide electrical outlets at building exterior areas.	(1) Prior to Plot Plan Approval	The Project sponsor shall submit a signed letter to the March JPA verifying compliance with this requirement	March JPA			
IV.L-1.25	Provide energy efficient appliances (e.g., Energy Star) and energy-reducing programmable thermostats that automatically adjust temperature settings.	(1) Prior to Plot Plan Approval	The Project sponsor shall submit a signed letter to the March JPA verifying compliance with this requirement	March JPA			
IV.L-1.26	Provide low flow and waterless fixtures for restroom facilities.	(1) Prior to Plot Plan Approval	The Project sponsor shall submit a signed letter to the March JPA verifying compliance with this requirement	March JPA			

[1] Refer to Appendix N of the traffic technical report for the fair share calculations.

[2] Note that the widening of this segment of Van Buren Boulevard is shown in the TUMF 2010 Northwest Zone, and is included in the City of Riverside's TIP. Proposed Project's contribution to these improvements will be funded through the payment of TUMF fees.

[3] Refer to Appendix N of the traffic technical report for the fair share calculations.

RESOLUTION #JPA 10-21

A RESOLUTION OF THE MARCH JOINT POWERS COMMISSION OF THE MARCH JOINT POWERS AUTHORITY AMENDING THE MARCH JOINT POWERS AUTHORITY GENERAL PLAN TO ACCOMMODATE THE MERIDIAN SPECIFIC PLAN AMENDMENTS

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

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

WHEREAS, the March Business Center Specific Plan was adopted by the March JPA in 2003 and contained development regulations and promoted land use designations for the development of a business park, divided into a North and South Campus, located in the northwestern portion of Riverside County, California just west of Interstate 215 and south of Alessandro Boulevard ("SPA Area"); and

WHEREAS, in 2009, the LNR Property Corporation and affiliates, including LNR Riverside LLC, LNR Riverside II LLC, LNR CPI Riverside Warehouse LLC, LNR CPI Meridian BTS 223 LLC, and LNR CPI Meridian BTS 356 LLC submitted certain land use applications requesting the following amendments to the SPA Area:

1. A General Plan Amendment ("GPA") to amend the acreages associated with the land used designations to be amended in the specific plan amendment and reflect changes in the internal street network; and

2. A Specific Plan Amendment ("SPA") to amend the March Business Center Specific Plan by amending its name to the "Meridian Specific Plan Amendment" and implementing revisions to a 257.7 acre portion of the specific plan's North Campus area, including revisions to land use and development regulations and revisions to the land use designations; and

3. A Tentative Tract Map amendment ("TTM No. 30857 Amendment 2") to reconfigure certain lots so that they are consistent with the revised land use designations proposed by the SPA (collectively the "Project Entitlements"); and

WHEREAS, the GPA is necessary to maintain internal consistency between and among the various elements of the March JPA General Plan; and

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

WHEREAS, on July 7th, 2010, the Planning Commission of the March JPA ("Planning Commission") conducted a duly noticed public hearing pursuant to California Government Code, Section 65355 on the GPA at which time all persons wishing to testify in connection with the GPA were heard and the GPA was comprehensively reviewed and recommended for approval; and

WHEREAS, on July 21, 2010, the March Joint Powers Authority Commission ("Commission") conducted a duly noticed public hearing pursuant to California Government Code, Section 65355 on the GPA at which time all persons wishing to testify in connection with the GPA were heard and the GPA was comprehensively reviewed; and

WHEREAS, in accordance with California Government Code, Section 65300.5 and California case law, the Planning Commission and Commission have determined that the adoption of the GPA leaves the General Plan an integrated and internally consistent document for the reasons set forth in this Resolution; and

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

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

SECTION 1. Based on the entire record before the Commission, all written and oral evidence presented to the Commission, and the findings made in this Resolution, the Commission herby approves the GPA as described in the attached Exhibit "A," attached hereto and incorporated herein by this reference.

SECTION 2. Based on the entire record before the Commission and all written and oral evidence presented to the Commission, the Commission finds the GPA:

A. Is consistent with the goals, objectives, policies and programs of the March JPA General Plan and establishes the General Plan as a compatible, integrated, and internally consistent statement of policies for the reasons set forth in the SEIR and SPA, including the consistency analysis contained in Table IV.A-2 of the SEIR and Section V-III of the SPA; and

B. Does not adversely affect the public health, safety or general welfare since it promotes the orderly development of land uses to promote economic development opportunities, job creation and the construction of public facilities to benefit the area and region; and

C. Is consistent with the applicable airport land use plan in accordance with Government Code section 65302.3 and the reasons set forth in the SEIR and the SPA. Further, the GPA has been reviewed by the Riverside County Airport Land Use Commission and has been determined by the Riverside County Land Use Commission to be consistent with the Riverside County Airport Land Use Plan (ALUP). Finally, the accompanying SPA has been conditioned to be developed consistent with the ALUP.

The findings and reasons contained in the SEIR and SPA and other documents are hereby adopted as the findings of the Joint Powers Commission as though fully set forth in this Resolution.

SECTION 3. Based on the entire record before the Commission and all written and oral evidence presented to the Commission, the Commission finds that the GPA is in the public interest because it will provide for the development of the SPA Area as an integrated business park development and provide employment opportunities for residents of the area and region.

SECTION 4. Based on the entire record before the Commission and all written and oral evidence presented to the Commission, the Commission finds that the potential environmental impacts of the GPA were fully analyzed in the SEIR, such that no further CEQA review is required, and that all other requirements and preconditions of CEQA have been met with respect to the Commission's consideration of the GPA and the Resolution adopted by the Commission certifying the SEIR; and

SECTION 5. The Chair of the March Joint Powers Authority Commission shall sign this Resolution and the Clerk of the Commission shall certify the adoption thereof. Pursuant to Government Code Section 65357, the Clerk of the Commission shall send a copy of the adopted GPA to all public agencies specified in Government Code Section 65352 and any other public entity that submitted comments on the GPA during its preparation. A copy of the adopted GPA shall be made available for public review at the offices of the March JPA following the date of adoption.

SECTION 6. This Resolution shall be effective thirty (30) days after its adoption.

ADOPTED AND APPROVED this 21st day of July, 2010.

State of California)
County of Riverside)

Richard A. Stewart, Chairman,
March Joint Powers Commission

ATTEST:

I, Carey L. Allen, Clerk of the March Joint Powers Authority Commission, do hereby certify the foregoing Resolution #JPA 10-21 was adopted by the March Joint Powers Commission of the March Joint Powers Authority at a Special meeting thereof held on the 21st day of July, 2010, by the following vote of the Commission:

Ayes:	Busch, Melendrez, Batey, Yarbrough, Buster (2 votes), Gardner, Stewart
Noes:	None
Absent:	Ashley
Abstain:	None

Date: July 21st, 2010

Carey L. Allen, Clerk
March Joint Powers Authority Commission

EXHIBIT "A"

GENERAL PLAN AMENDMENT [CHANGES]

Amendment to The General Plan of the March Joint Powers Authority

Meridian Specific Plan Amendment (SP-5)

March Joint Powers Authority

July 2010

Amendment to the General Plan of the March Joint Powers Authority
Meridian Specific Plan Amendment (SP-5)

July 2010

Context of the General Plan Amendment

In September 1999, the March Joint Powers Commission adopted the General Plan of the March Joint Powers Authority (JPA) and certified the Master Environmental Impact Report (MEIR) for the General Plan of the March Joint Powers Authority (State Clearinghouse (SCH) #97071095). The General Plan area encompasses 6,500 acres contained within five planning subareas. In February 2003, the March Joint Powers Commission adopted/certified an Amendment to the General Plan of the March JPA, the March Business Center Specific Plan, and Focused Environmental Impact Report (FEIR) for March Business Center (SCH #2002071089) project. The March Business Center Specific Plan, which is here forward referred to as the previously adopted Specific Plan, guides land use decisions within a 1,290-acre portion of the West March Planning Subarea.

In April 2010, the March Joint Powers Authority circulated a Draft Subsequent Environmental Impact Report (SEIR) for the Meridian Specific Plan Amendment (SP-5[1]) and SP-5, An Amendment to the North Campus of the Meridian Specific Plan (also known as March Business Center Specific Plan) for public review. The Meridian[2] Specific Plan Amendment (from here forward referred to as the SPA) involves land use changes, reconfiguration of lots, revisions to development regulations, alterations to the internal circulation system, and other changes as described below within a 257.7-acre area located in the North Campus of the previously adopted Specific Plan. Among the discretionary actions necessary to implement the SPA is an Amendment to the General Plan of the March JPA to ensure consistency between the SPA and the General Plan.

Background

Following certification of the 2003 FEIR and permitting, development commenced on the North Campus in accordance with the previously adopted Specific Plan. Numerous parcels were developed and are now occupied. Others were in various stages of development at the time the Notice of Preparation (NOP) for the Draft SEIR for the SPA was circulated in July, 2009. No development activities have taken place on the South Campus. The SPA affects 41 lots comprising 257.7 acres within the North Campus. The SPA redistributes the acreages among the land use designations identified in the previously-adopted Specific Plan and the General Plan of the March Joint Powers Authority. The SPA does not add new acreage to the area identified in the previously-adopted Specific Plan, or introduce land use designations not previously identified in the March JPA General Plan. The SPA has been proposed in response to changes in market conditions since certification of the 2003 FEIR, and to accommodate a prospective industrial user who plans to develop along the east side of Meridian Parkway and south of Opportunity Way.

[1] This Specific Plan Amendment is identified as "SP-5" because it is the fifth Specific Plan prepared within the boundaries of the March JPA.
[2] "Meridian" is the marketing name of the March Business Center project adopted by the master developer following certification of the FEIR in 2003. March Business Center has come to be known as Meridian to elected officials, members of the public, agency staff, and consultants in common usage and official communications.

Description of the Meridian Specific Plan Amendment (SP-5)

Land Use Changes

The SPA proposes the following revisions in land use designation:

- Business Park: reduce by 97.5 acres from 120.5 acres to 23.0 acres;
- Commercial: increase by 1.9 acres from 20.3 acres to 22.2 acres;
- Industrial: increase by 115.3 acres from 43.2 acres to 158.5 acres;
- Mixed Use: reduce by 20.2 acres from 37.0 acres to 16.8 acres;
- Office: increase by 3.2 acres from 18.3 acres to 21.5 acres;
- Public Facility: reduce by 7.5 acres from 12.1 acres to 4.6 acres; and
- Park/Recreation/Open Space: increase by 11.1 acres from 0 acres to 11.1 acres.

Changes in Lot Layout, Site Access, and Internal Circulation

The SPA proposes the following revisions lot layout, site access and internal circulation:

- Reconfiguration of Unit 2, lots 3, 9 and 10 and Unit 1, lot 19 to reflect revised land uses and/or revised lot dimensions near the planned Metrolink site. The dimensions of these lots were altered through an amendment to the Tentative Map, which was adopted by the March JPA as Resolution #JPA 07-11 on April 18, 2007. This revision was considered a Class 5 exemption as defined in Section 15305 (minor land use change) of the CEQA Guidelines. A Notice of Exemption was filed by the JPA. The proposed Project would revise the land use designation for Unit 2, lots 9 and 10 from Business Park to Commercial;
- Identification of a sewer lift station site located on lot A, which is on the west side of Unit 2, lot 2;
- Identification of the temporary sewer lift facility near Unit 4, lot 3; Clear Zone (CZ) and Accident Potential Zones (APZs) (i.e., March JPA Resolution #JPA 08-01);
- Reconfiguration of lots west of Meridian Parkway and south of Opportunity Way to include a revised detention basin and incorporate the former Arnold Heights Elementary School site into the March Business Center Specific Plan North Campus;
- Creation of lot 16 through the consolidation of 14 smaller lots east of Meridian Parkway and south and west of Opportunity Way, and removal of the eastern portion of Street F;
- Development of a new east/west private street along the south side of new lot 16;
- Modify Unit 6, lots 1a and 1b to reflect the planned location of a Riverside County Fire Station;
- Remove cul-de-sacs serving office lots located along the north side of Van Buren Boulevard and relocate access via Street F;
- Construction of three rail spurs to accommodate freight rail service to Unit 1, Lots 5 and 6; and
- Modify the long and shallow lot running along the eastern side of Meridian Parkway to incorporate it into an adjacent Defense Reutilization and Marketing Office (DRMO) parcel.

Changes in Specific Plan Development Regulations

The proposed SPA would implement the following changes to the development regulations within the previously adopted Specific Plan:

- Use of colored pavers or other decorative pavement treatments as landscaping may reduce the vegetative landscaping requirement for Office, Mixed-Use and Commercial land uses by a corresponding amount, up to a maximum of five percent.
- Use of colored pavers or other decorative pavement treatments as landscaping may reduce the site vegetative landscaping requirement for Industrial land uses on lots or developments greater than 20 acres by a corresponding amount, up to a maximum of two percent.
- Increase in Floor Area Ratio (FAR) for Industrial land uses on lots or developments greater than 20 acres from 0.50 to 0.55 in Table III-2 of the Specific Plan.
- Increase in FAR for Mixed Use land uses on lots or developments greater than five acres from 0.35 to 0.40. Increase the FAR for Commercial lots from 0.25 to 0.35. Increase the FAR for Office lots from 0.35 to 0.40.
- Revise Table III-2 of the Specific Plan Building Height so that the Office zone allows developments a maximum building height of 60 feet subject to FAA Part 77 clearance and consistency with the Joint Land Use Study building story limitation and intensity restrictions in persons per acre.
- Revise Table III-1 of the Specific Plan so that Mixed Use allows Custom manufacturing as a Conditional use and prohibits Light manufacturing.
- Revise Page A-1 of the Specific Plan to modify definition of Manufacturing - Light to include food processing uses that have minor noise or odors emission (such as bakeries), that may minimally affect adjacent lots (see Appendix A of the SPA)
- Revise Specific Plan to incorporate Arnold Heights School site as Business Park, Industrial and Public Facility lots per a revised site plan.
- Incorporate the Defense Reutilization and Marketing Office (DRMO) parcel into the March Business Center Specific Plan, with Industrial zoning.
- Create a land use definition for coffee shop (with drive-through service) in Appendix A of the Specific Plan, and identify it use as a conditional use in the Mixed Use zone in Table III-1 of the Specific Plan.
- Replace aviation-related regulations in Chapter III of the Specific Plan to be consistent with the Joint Land Use Study.

Proposed Amendments to the General Plan of the March Joint Powers Authority

The General Plan of the March Joint Powers Authority, as amended in 2003, 2004, and 2009 contains six elements, each of which includes relevant goals and policies and supporting figures and tables. As discussed in Section IV.A, *Land Use and Planning* of the Draft SEIR, the SPA is consistent with all applicable goals and policies contained in the General Plan. Accordingly, it is not necessary to incorporate text edits to the General Plan. Revisions to those figures and tables affected by the changes described above are necessary to ensure consistency with the proposed SPA. These exhibits, which are located in the Land Use Element and Transportation Element of the General Plan, include the following:

Land Use Plan

Page 1-39 of the General Plan Land Use Element, as Amended in 2003, 2004 and 2009, is proposed to be modified to reflect the changes in land use designation within the 257.7-acre SPA area. The attached land use exhibit presents the land use designations for the proposed General Plan. In the approved land use plan, Industrial land uses are clustered within the central portion of the North Campus, while the southern portion of the North Campus accommodates Business Park, Mixed Use, Office, Public Facility and Commercial land uses. The predominant land use designation in the northern portion of the North Campus is Business Park. The proposed land use plan exhibit illustrates General Plan land uses that account for the SPA reallocation of land uses described above. An economic analysis[3] conducted by the master developer has determined that there is greater demand in the market for Industrial land uses than for Business Park land uses. Accordingly, the most significant shift in land use designations in the SPA has been a 115.3-acre increase in Industrial land uses and a 97.5-acre reduction in Business Park land uses. As shown in the proposed exhibit, Industrial land uses have replaced Business Park land uses at several locations in the southern portion of the North Campus.

Development Intensity by Land Use Designation

Table 1-1, p. 1-40: Buildout March JPA Planning Area (i.e., development intensity by land use designation) will be modified to reflect changes in building square footage in accordance with the reallocation of acreage described above. The proposed Table 1-1 is attached. The request would result in a reduction in building square feet for the Business Park land use designation, and an increase in building square footage for Industrial land uses.

Transportation Plan – Planned Roadway/Street System

Exhibit 2-1, p. 2-29: Transportation Plan (Planned Roadway/Street System) will be modified to reflect changes to the internal street network resulting from the proposed SPA. The proposed version of Exhibit 2-1 is attached. As discussed above, the SPA would remove cul-de-sacs intersecting Van Buren Boulevard and remove the eastern portion of Street F. In addition, the proposed exhibit indicates street names that have been identified since the adoption of the 2003 General Plan Amendment.

Roadway System for March JPA Planning Area

Table 2-2, p. 2-33: Roadway System for March JPA Planning Area has been modified to reflect updated street names within the North Campus and provides additional detail about the limits of the Class III bike lanes on Cactus Avenue. The proposed version of this table is attached.

Transportation Plan Systems

Exhibit 2-3, p. 2-37: Transportation Plan Systems has been modified to reflect the internal street network changes discussed above. The proposed version of this exhibit is attached.

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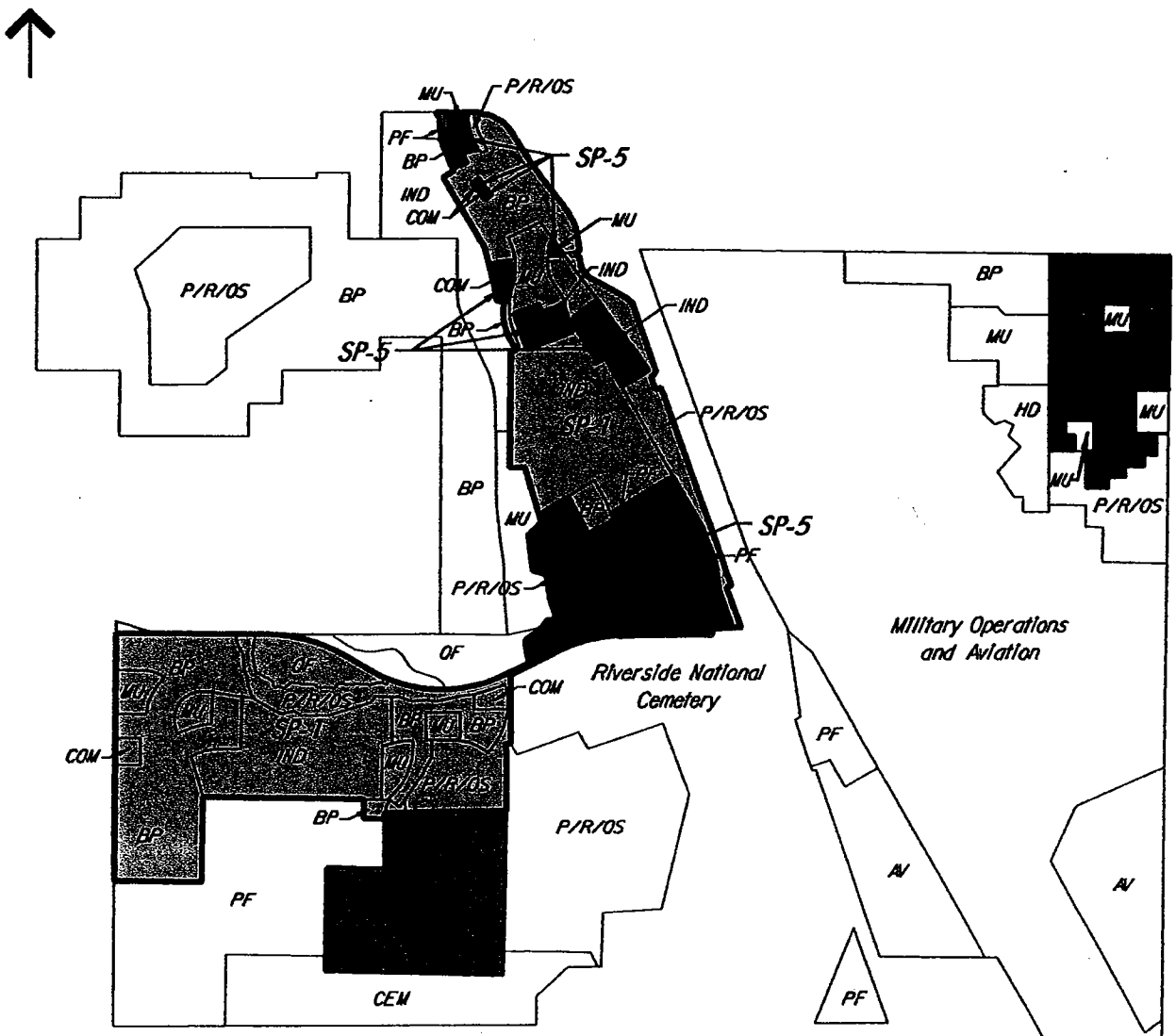
[3] Meridian Land Use and Fiscal/Employment Assessment, (Alfred Gobar Associates, Feb. 2010)

Meridian Specific Plan Amendment - General Plan Amendment



Legend

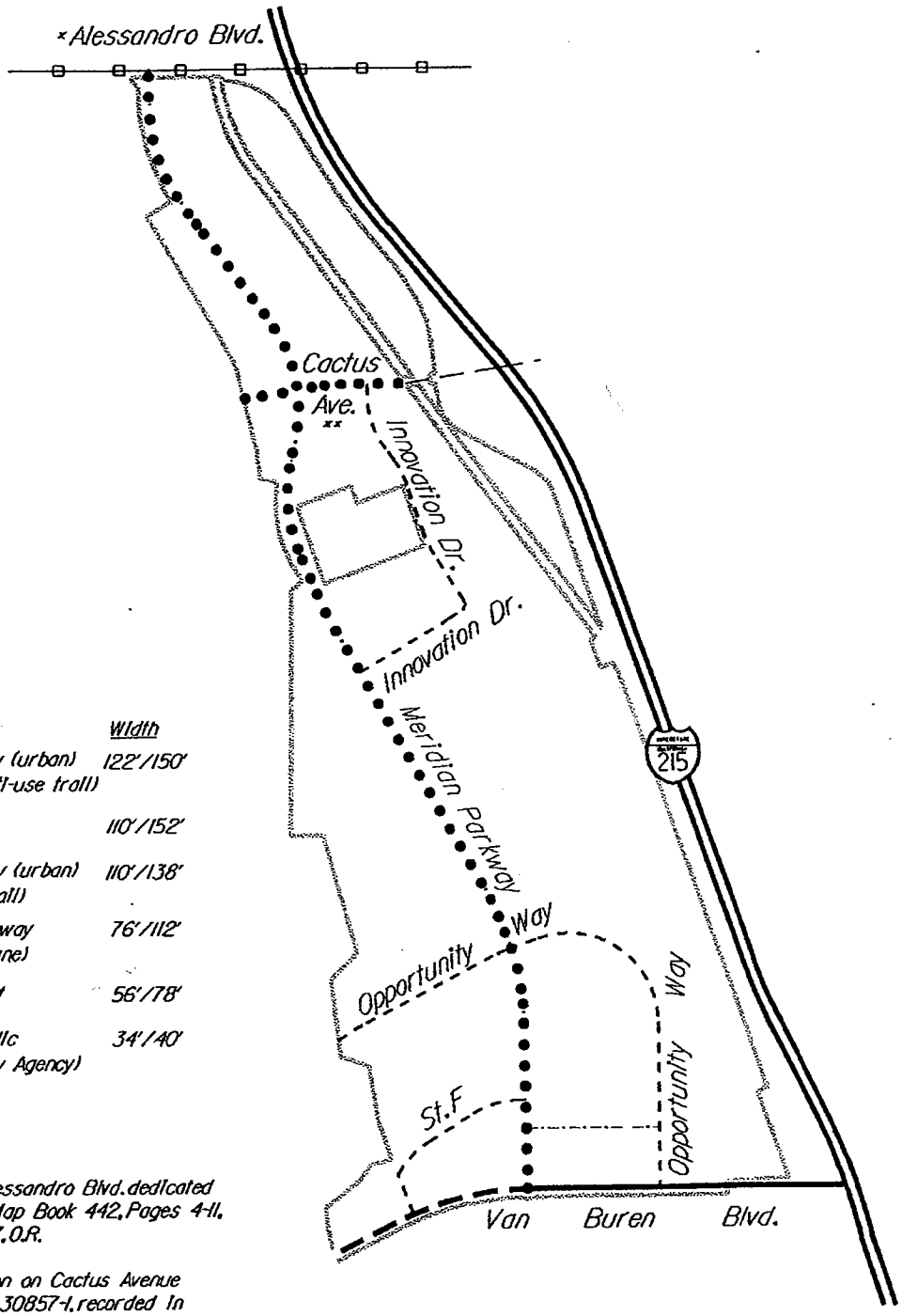
Previously Adopted Specific Plan (SP-1)		Public Facility	PF
Specific Plan Amendment (SP-2)		Park/Recreation Open Space	P/R/OS
Specific Plan Amendment (SP-4)		AFVW Expansion	AFVW
Specific Plan Amendment (SP-5)		Cemetery	CEM
Business Park	BP	Aviation MIP	AV
Commercial	COM	Historic District	HD
Industrial	IND	Medical Campus	MC
Mixed Use	MU	Institutional-Residential	IR
Office	OF		

Land Use Plan - PROPOSED

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

		Density		
Land Use Designation	**Acres** GROSS	MAX.	AVG.	**Buildout Capacity***
INDUSTRY				
Business Park	1,318	0.75	0.2	11,158,730 sf
Industrial	626	0.6	0.15	7,861,448 sf
			SUBTOTAL	19,020,178 sf
COMMERCE				
Medical Campus (a)	236	1.25	0.39	4,000,000 sf
Office	143	0.75	0.3	1,298,355 sf
Mixed Use	94	0.6	0.27	1,100,000 sf
Commercial	43	0.6	0.3	224,843 sf
			SUBTOTAL	6,623,198 sf
PUBLIC				
Park/Recreation/Open Space	770	0.25	0.002	67,000 sf
Public Facility	442	0.5	0.1	1,369,091 sf
			SUBTOTAL	1,436,091 sf
SPECIAL				
Military Operations	2,102	n/a	n/a	2,500,000 sf
Aviation	316	0.4	0.15	1,445,321 units
Historic District	58	2du/ac	2du/ac	111 sf
AFVW	220	0.6	0.15	1,437,000 sf
Cemetery Expansion	160	0.1	0.005	24,394 sf
			SUBTOTAL	5,406,715 sf 111 units
			TOTAL	32,486,182 sf 111 units

(a) Medical Campus capacity does not include square footage allocated to parking garage
ac – acre sf – square feet du/ac – dwelling unit per acre
FAR – floor area ratio #based on average FAR, of net acre



Legend

		Width
▬▬	Modified Arterial Highway (urban) (7 lane) (with Class I multi-use trail)	122'/150'
⊟——	Urban Highway (Urban)	110'/152'
▬ ▬	Modified Arterial Highway (urban) (with Class I multi-use trail)	110'/138'
● ● ●	Modified Secondary Highway (with two-way left turn lane)	76'/112'
- - -	Industrial Collector Street	56'/78'
-·-·-	Private Roadway or Public Roadway (If Approved By Agency)	34'/40'
— —	Existing Roadway	

* Half width dedication along Alessandro Blvd. dedicated on Map 30857-2, recorded in Map Book 442, Pages 4-11, recorded as Doc. 2007-0334147, O.R.

** Additional Right-of-Way dedication on Cactus Avenue to 110'/152' dedicated on Map 30857-1, recorded in Map Book 371, Pages 28-38, recorded as Doc. 2004-1024402, O.R.

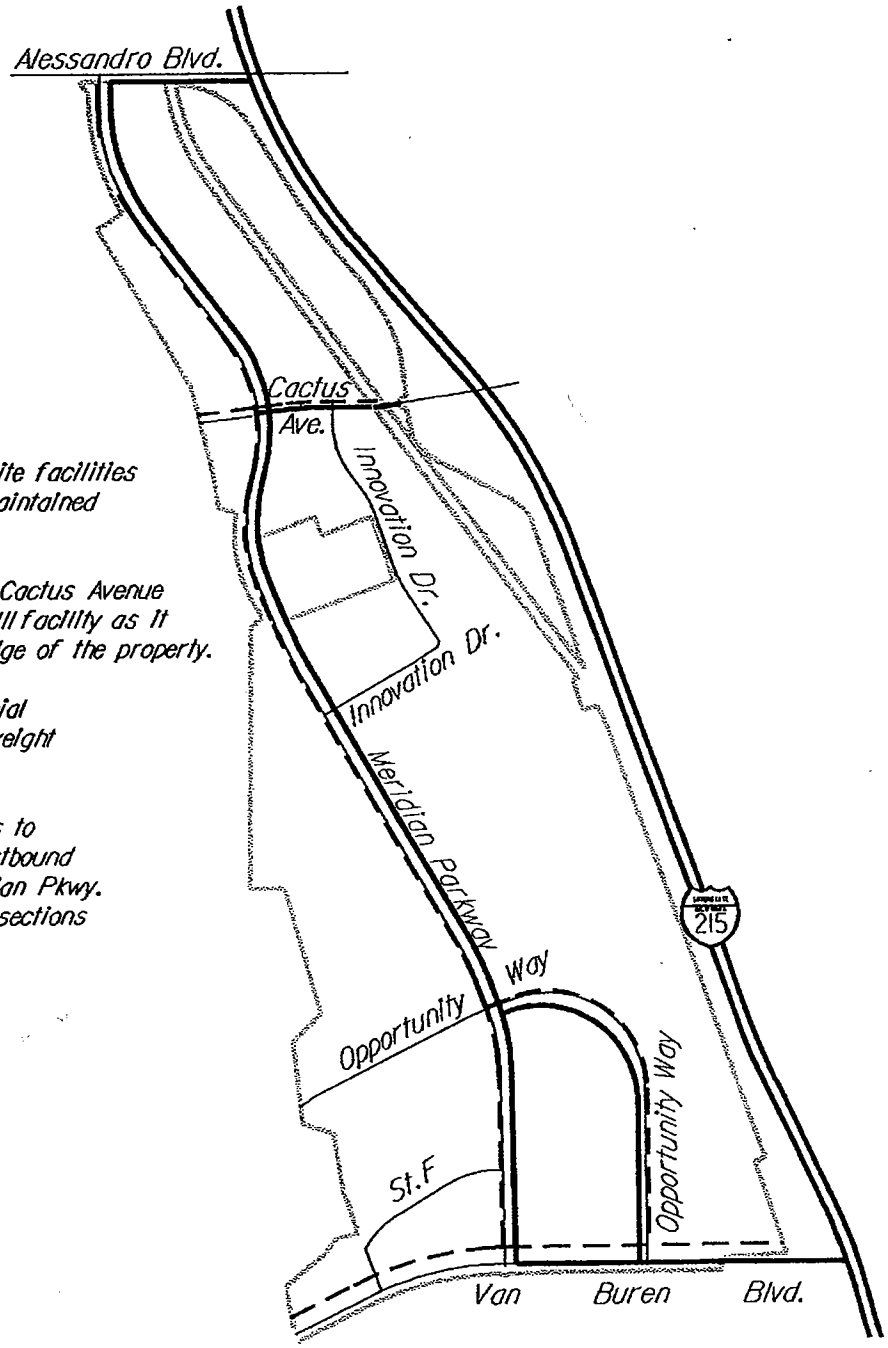
Exhibit 2-1
Transportation Plan - PROPOSED

TABLE 2-2 ROADWAY SYSTEM FOR MARCH JPA PLANNING AREA PROPOSED				
ROADWAY	CLASSIFICATION	BIKE LANE	TRUCK ROUTE	SPECIAL NOTES
REGIONAL SYSTEM				
Interstate 215	Interstate-Freeway			CALTRANS roadway
Alessandro Blvd.	Arterial Highway	Class II	Yes	Bike Lane west of I-215
Van Buren Blvd.	Modified Arterial Highway	Class I	No	Coyote Bush to Barton
Van Buren Blvd.	Modified Arterial Highway	Class I	Yes	Street Z to Coyote Bush
Van Buren Blvd.	Modified Arterial Highway	Class I	Yes	I-215 to Street Z
NORTHEAST PLANNING SUBAREA+				
Meyer Drive*	Arterial		Yes	*Heacock to Riverside
Meyer Drive*	Collector			*West of Riverside
Riverside Drive*	Arterial		Yes	*Cactus to Meyer
Riverside Drive*	Collector			*South of Meyer
Heacock Street	Major Arterial	Class II	Yes	City of Moreno Valley
Cactus Avenue	Arterial Highway	Class II	Yes	City of Moreno Valley I-215 to Graham St (Class I – bike lane)
Cactus Avenue	Major Arterial	Class II	Yes	City of Moreno Valley Graham to Heacock (Class I – bike lane)
SOUTHEAST PLANNING SUBAREA				
Heacock Street	Major Arterial	Class II	Yes	City of Moreno Valley
San Michele	Minor Arterial		Yes	City of Moreno Valley
Indian Avenue	Minor Arterial		Yes	Cities of Moreno Valley/Perris
Oleander Avenue	Primary Arterial		Yes	City of Perris
I-215 East Frontage	Major Arterial (modified)		Y-air cargo	Air cargo only > minor arterial
WEST MARCH PLANNING SUBAREA				
Meridian Parkway	Modified Secondary Highway	Class II	Yes	
Cactus Avenue *	Modified Secondary Highway	Class II and Class III [a]	Yes	Meridian Parkway to eastern edge of March Business Center
Village West Drive	Modified Secondary Highway	Class II	Yes	Van Buren to Krameria
Village West Drive	Collector	Class II		South of Kramiera
Coyote Bush Road	Secondary Highway	Class II	Yes [b]	Van Buren to Krameria
Street Y	Industrial Collector	Class II	Yes [c]	Coyote Bush to Barton
Barton Street	Modified Secondary Highway	Class II	No	County of Riverside
Cactus Avenue	Modified Secondary Highway	Class II	Yes	West of March Business Center
Krameria Avenue	Modified Secondary Highway	Class II	Yes	Barton to southern edge of MBC
Nandina Avenue	Minor Arterial			County of Riverside

+NORTHEAST PLANNING SUBAREA: Roadway classification within the Northwest Subarea will focus on function and number of lanes, rather than specific cross-sections or roadway widths. Streets within the Northwest Subarea will be designed to utilize existing facilities where feasible, and/or create special cross-sections to utilize existing facilities and minimize intrusion into existing development. Bike lane facilities will be incorporated where feasibly safe to implement.

** CACTUS AVENUE: The Modified Secondary Highway cross-section provides sufficient capacity to accommodate development of the March Business Center. When the Future Development Area is built out, this segment of Cactus Avenue will need to be widened to be an Arterial Highway.*

(a) Class III from the Cactus Avenue bridge over I-215 to eastern Meridian boundary
(b) Truck route terminates north of Krameria Avenue.
(c) Truck route interrupted between Krameria Avenue and Street Q



Legend:

Truck Route

Bike Route

Notes:

1. Existing or planned off-site facilities will be constructed and maintained by others.

2. The class II bike lane on Cactus Avenue will transition to a class III facility as it approaches the eastern edge of the property.

3. Route applies to commercial vehicles having a gross weight in excess of five tons.

4. Physical counter-measures to prevent southbound to westbound truck movements at Meridian Pkwy. and Opportunity Way intersections with Van Buren Blvd.

Exhibit 2-3
Transportation Plan Systems - PROPOSED

RESOLUTION #JPA 10-22

A RESOLUTION OF THE JOINT POWERS COMMISSION OF THE MARCH JOINT POWERS AUTHORITY APPROVING TENTATIVE TRACT MAP NO. 30857 – AMENDMENT NO. 2

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

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

WHEREAS, the March Business Center Specific Plan was adopted by the March JPA in 2003 and contained development regulations and promoted land use designations for the development of a business park, divided into a North and South Campus, located in the northwestern portion of Riverside County, California just west of Interstate 215 and south of Alessandro Boulevard ("SPA Area"); and

WHEREAS, in 2009, the LNR Property Corporation and affiliates, including LNR Riverside LLC, LNR Riverside II LLC, LNR CPI Riverside Warehouse LLC, LNR CPI Meridian BTS 223 LLC, and LNR CPI Meridian BTS 356 LLC submitted certain land use applications requesting the following amendments to the SPA Area:

1. A General Plan Amendment ("GPA") to amend the acreages associated with the land used designations in the March Business Center Specific Plan (SP-1) and to reflect changes in the internal street network; and

2. A Specific Plan Amendment ("SPA") to amend the March Business Center Specific Plan (SP-1) by amending its name to the "Meridian Specific Plan Amendment" (SP-5) and implementing revisions to a 257.7 acre portion of the Specific Plan's North Campus area, including revisions to land use, revisions to development regulations and revisions to the allowed/conditional uses ; and

3. A Tentative Tract Map ("TTM No. 30857 Amendment 2") to reconfigure certain lots and the internal street network on 126.9acres so that they are consistent with the revised land use designations proposed by the SPA; and

4. A plot plan application to authorize construction of a 515,223± administration and warehouse facility with a maintenance building, fueling and washing facility and on-site truck and vehicle parking ("PPA") on a lot (Lot 16) located at the southeast corner of Meridian Parkway and Opportunity Way ("Subject Site").; (collectively the "Project Entitlements");

WHEREAS, the Subsequent Environmental Impact Report ("SEIR") prepared in connection with TTM No. 30857 Amendment 2 was reviewed, studied, and found to comply with the California Environmental Quality Act ("CEQA") as more fully described below; and

WHEREAS, in connection with TTM No. 30857 Amendment 2, the March Joint Powers Commission ("Commission") has independently reviewed and analyzed the SEIR and finds that the SEIR reflects the independent judgment of the Commission; and

WHEREAS, on July 7, 2010, the Planning Commission of the March JPA ("Planning Commission") conducted a duly noticed public hearing pursuant to the March JPA Development Code on TTM No. 30857 Amendment 2 at which time all persons wishing to testify in connection with TTM No. 30857 Amendment 2 were heard and TTM No. 30857 Amendment 2 was comprehensively reviewed and recommended for approval, and thereafter adopted a Resolution recommending approval of TTM No. 30857 Amendment 2; and

WHEREAS, on July 21, 2010, the Commission conducted a duly noticed public hearing pursuant to the March JPA Development Code on TTM No. 30857 Amendment 2 at which time all persons wishing to testify in connection with TTM No. 30857 Amendment 2 were heard and TTM No. 30857 Amendment 2 was comprehensively reviewed; and

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

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

SECTION 1. Based on the entire record before the Commission, all written and oral evidence presented to the Commission, and the findings made in this Resolution, the Commission herby approves TTM No. 30857 Amendment 2, as shown on the attached Exhibit "A," attached hereto and incorporated herein by this reference, subject to the conditions of approval attached hereto as Exhibit "B" to this Resolution.

SECTION 2. Based on the entire record before the Commission and all written and oral evidence presented to the Commission, the Commission makes the following findings for approval of TTM No. 30857 Amendment 2:

A. The proposed subdivision is designed, to the extent feasible, to provide for passive or natural heating or cooling opportunities because the affected lots still allow for buildings to be designed in an east-west orientation to take advantage of natural heating and cooling opportunities.

B. The proposed subdivision and the provisions for its design and improvement are consistent with the March Joint Powers Authority General Plan (GPA) and Meridian Specific Plan Amendment (SPA) because:

1. The Tentative Tract provides for land uses compatible with the revised land use classifications for affected lots as identified in the March Joint Powers Authority General Plan and the GPA. The provisions for design and improvements promote the goals and

objectives of the March Joint Powers Authority General Plan for the reasons set forth in the SPA and SEIR. Said reasons are hereby adopted as the findings of the Joint Powers Commission as though fully set forth in this Resolution.

2. The Tentative Tract provides for land uses compatible with revised land use classifications for affected lots as identified in the SPA, and the provisions for design and improvements comply with the implementation policies and objectives of the SPA for the reasons set forth in the SPA and SEIR. Said reasons are hereby adopted as the findings of the Joint Powers Commission as though fully set forth in this Resolution.

C. The Subject Site is physically suitable for the type and density of development proposed in the Tentative Tract because the SPA contains standards for development regulating the type and density of development and the lots affected comply with such standards.

D. The subdivision design and improvements proposed in the Tentative Tract are not likely to cause substantial environmental damage nor substantially injure fish or wildlife or their habitat because, as noted in the SEIR, the lots affected are within the same boundaries of the original Tentative Tract 30857, and are not within the boundaries of any significant habitat area for rare or endangered species.

E. The subdivision design and type of improvements proposed in the Tentative Tract are not likely to cause serious public health problems because all development and public improvements will be performed per the requirements of all applicable standards and codes, including the SPA.

F. The subdivision design and type of improvements proposed in the Tentative Tract will not conflict with easements acquired by the public at large for access through or use of the lots affected because any such easements have been identified and preserved.

G. The discharge of waste into an existing sewer system from development proposed in the Tentative Tract will not cause a violation of existing requirements prescribed by the local water quality control board.

SECTION 3. Based on the entire record before the Commission and all written and oral evidence presented to the Commission, the Commission finds that the potential environmental impacts of TTM No. 30857 Amendment 2 were fully analyzed in the SEIR, such that no further CEQA review is required, and that all other requirements and preconditions of CEQA have been met with respect to the Commission's consideration of TTM No. 30857 and the Resolution adopted by the Commission certifying the SEIR; and

SECTION 4. The Chair of the March Joint Powers Authority Commission shall sign this Resolution and the Clerk of the Commission shall certify the adoption thereof.

SECTION 5. This Resolution shall be effective upon (i) its approval by the March Joint Powers Commission; and (ii) the effective date of the ordinance adopting the Meridian Specific Plan Amendment (SP-5).

ADOPTED AND APPROVED this 21st day of July, 2010.

State of California)
County of Riverside)

Richard A. Stewart, Chairman,
March Joint Powers Commission

ATTEST:

I, Carey L. Allen, Clerk of the March Joint Powers Authority Commission, do hereby certify the foregoing Resolution #JPA 10-22 was adopted by the March Joint Powers Commission of the March Joint Powers Authority at a Special meeting thereof held on the 21st day of July, 2010, by the following vote of the Commission:

Ayes:	Busch, Melendrez, Batey, Yarbrough, Buster (2 votes), Gardner, Stewart
Noes:	None
Absent:	Ashley
Abstain:	None

Date: July 21st, 2010

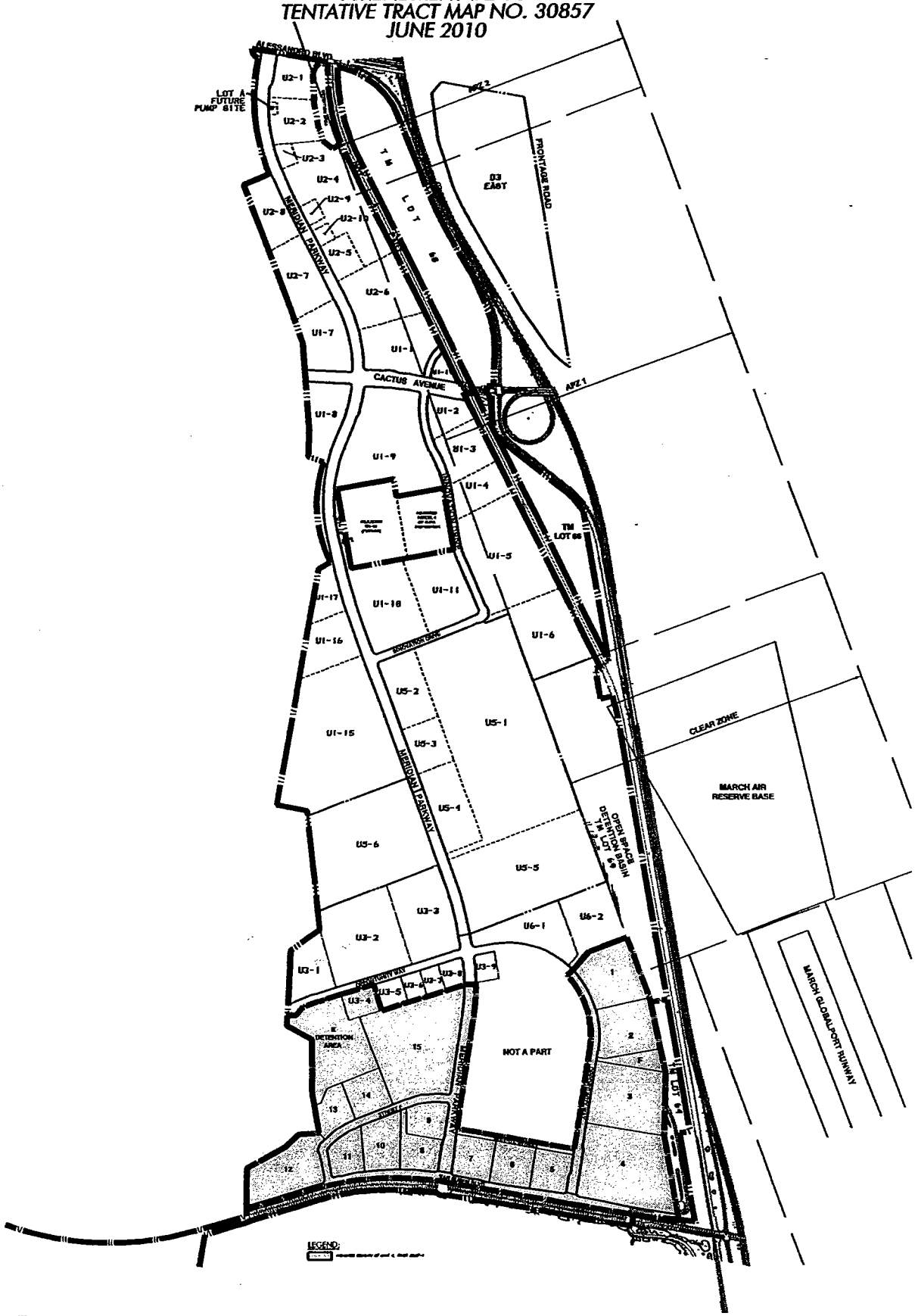
Carey L. Allen, Clerk
March Joint Powers Authority Commission

EXHIBIT "A"

TTM 30857 Amendment 2

EXHIBIT A

AMENDMENT #2 TO TENTATIVE TRACT MAP NO. 30857 JUNE 2010



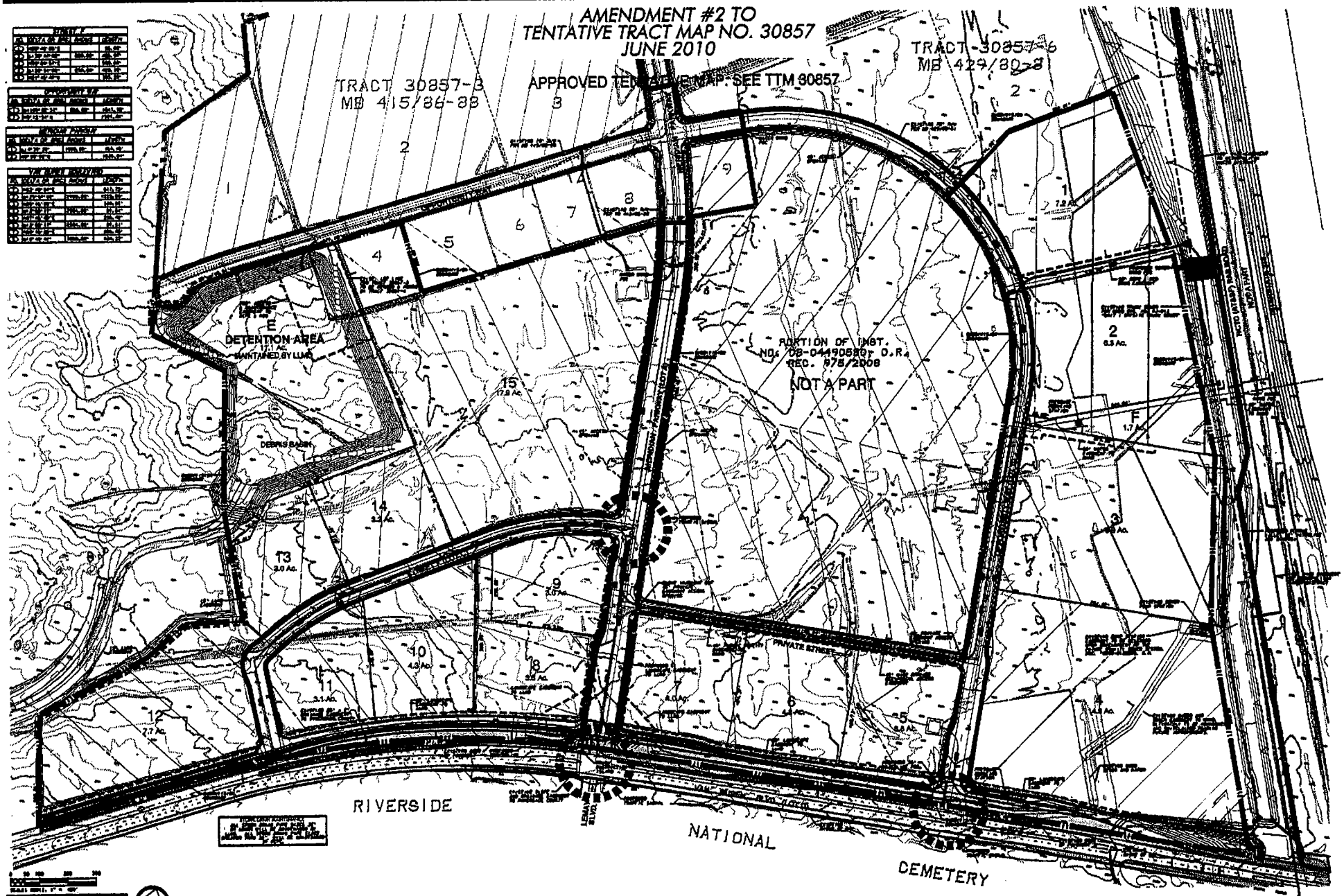
SHEET 2 OF 3
DATE: JUNE 2010

Kimley-Horn and Associates, Inc.

LNR Property Corporation

NORTH CAMPUS
MERIDIAN

AMENDMENT #2 TO TENTATIVE TRACT MAP NO. 30857
JUNE 2010



SHEET 2 OF 3

NORTH CAMPUS
MERIDIAN

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AMENDMENT #2 TO
TENTATIVE TRACT MAP NO. 30857
JUNE 2010

PROJECT NARRATIVE:

LEGAL DESCRIPTION:

TOPOGRAPHY:

ASSESSOR'S PARCEL NO:

UTILITY PROVIDERS:

OWNER:

DEVELOPER:

ENGINEER OF WORK:

LAND USE & ZONING:

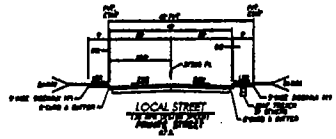
PROPOSED LOT SUMMARY

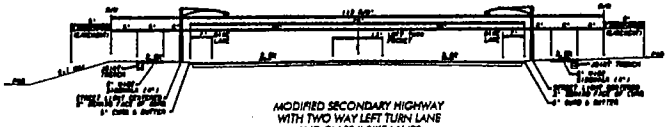
NORTH CAMPUS

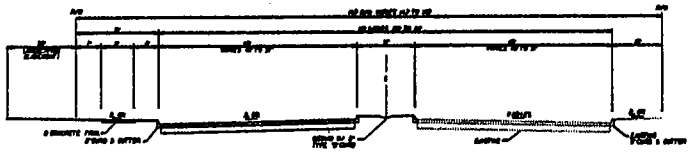
SHEET INDEX:

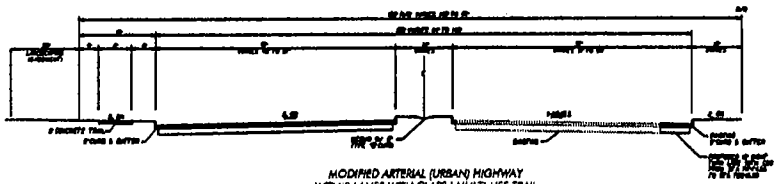
ABBREVIATIONS

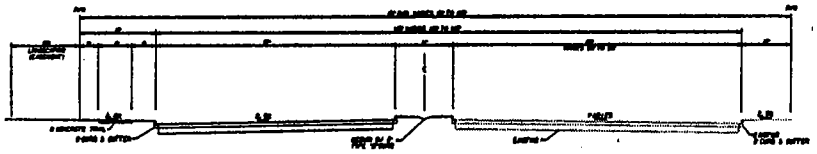
WMD	WESTERN MUNICIPAL WATER DISTRICT
RCFCD	RIVERSIDE COUNTY FLOOD CONTROL DISTRICT
LLMD	LANDSCAPE AND LIGHTING MAINTENANCE DISTRICT
POC	POINT OF CONNECTION

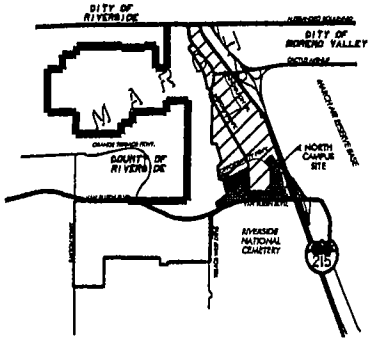












VICINITY MAP

LEGEND

TENTATIVE TRACT BOUND

AREA SHOWN BY THIS AMENDMENT

SHEET 1 OF 3
DATE: JUNE 2010

Kimley-Horn and Associates, Inc.

LNR Property Corporation

MERIDIAN

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EXHIBIT "B"

Conditions of Approval for TTM 30857 Amendment 2
(including original conditions of approval for TTM 30857)

Tract Map 30857 - Amendment #2
Conditions of Approval

1. The effective date of approval shall occur on the date of Specific Plan approval.

2. All provisions of the previous conditions of approval for Tentative Map 30857 as documented in March JPA's letter dated March 10, 2003 shall remain in effect unless superceded by these conditions of approval.

3. Prior to the issuance of the first Certificate of Occupancy for any lot fronting Van Buren Boulevard between Meridian Parkway and the western North Campus boundary or upon issuance of the Certificate of Occupancy permit for any use within Phase 1, 2 or 2A after traffic generated by this project exceeds 44,966 External ADT, the applicant shall widen Van Buren Boulevard to the ultimate improvements between Meridian Parkway and western North Campus boundary. To the extent that such improvements provide capacity benefits for local or regional (i.e. non-project) demand, the project is eligible for credits toward its contribution toward local and/or regional transportation impact fees, if any. Additionally, the project may be entitled to a credit from the fair share pro-rata contribution associated with the March LifeCare Campus development, as was approved by the March Joint Powers Commission on December 7, 2009.

4. Prior to the issuance of the first Certificate of Occupancy for any lot fronting Van Buren Boulevard between Meridian Parkway and Interstate 215 or upon issuance of the Certificate of Occupancy permit for any use within Phase 1, 2 or 2A after traffic generated by this project exceeds 44,966 External ADT, the applicant shall widen Van Buren Boulevard to the ultimate improvements between Meridian Parkway and Interstate 215. To the extent that such improvements provide capacity benefits for local or regional (i.e. non-project) demand, the project is eligible for credits toward its contribution toward local and/or regional transportation impact fees, if any. Additionally, the project may be entitled to a credit from the fair share pro-rata contribution associated with the March LifeCare Campus development, as was approved by the March Joint Powers Commission on December 7, 2009.

5. Prior to Final Map approval, the applicant shall submit subdivision improvement plans to the County of Riverside for review and approval identifying the incorporation of conduit for the potential future installation of a closed circuit camera to be incorporated at the Van Buren/Meridian Parkway intersection for interim and build out conditions.

6. Prior to completing the Meridian Parkway to Van Buren Boulevard street connection, the Project sponsor shall install interim landscaping improvements, including trees and mulch, along the northern Van Buren Boulevard frontage

between I-215 and Meridian Parkway with a minimum of one tree spaced 50' on center.

7. Prior to Final Map approval, the applicant shall submit the street maintenance agreement to March JPA to assure ongoing maintenance of the private street in perpetuity. Prior to issuance of building permits for lots 5, 6 and 7, amendments to the agreement shall be submitted to March JPA.

8. Future Caltrans review and approval of all driveways shall occur for any/all private driveways constructed on Van Buren, Cactus Avenue and Alessandro Boulevard within 1,000' of I-215. Additionally, the Van Buren Boulevard improvement plans shall be sent to Caltrans for review and approval.

9. The project shall dedicate necessary right-of-way owned by the developer for the Van Buren Boulevard/I-215 interchange and Van Buren Boulevard widening, in conformance with the mitigation measures identified in the Subsequent EIR for Meridian.

10. Future individual projects shall contribute appropriate fair share street improvements for each parcel toward traffic mitigation as specified in the 2010 Meridian Specific Plan Amendment EIR. The fair pro-rata share is above and beyond the necessary payment of TUMF fees.

11. The master developer shall be responsible for all necessary cumulative intersection improvements identified in the Project traffic study at the intersections of Meridian Parkway/Cactus, Van Buren/Barton, Van Buren/Coyote Bush and Van Buren/Village West Drive

12. The project shall construct the transportation improvements identified in Figures IV.B-19 (project phasing) of the 2010 Meridian Specific Plan Amendment EIR. To the extent that such improvements provide capacity benefits for local or regional (i.e. non-project) demand, the project is eligible for credits toward its contribution toward local and/or regional transportation impact fees, if any.

13. The project sponsor shall provide in-lieu payments for all costs associated with bus shelter construction for three bus shelters. Upon the establishment of RTA bus service in the effected area, March JPA shall construct these shelters, subject to the review and approval of the Riverside Transit Agency (RTA).

14. The ultimate build-out at the intersections of Van Buren/Meridian Parkway and Van Buren/Opportunity Way shall be decorative colored concrete (all legs and directions) as approved by the Public Works Engineer and the County of Riverside. The design and colors shall be approved by the MJPA Planning Department.

15. Access to interior streets shall be reviewed and evaluated during submittal of individual development applications in compliance with the Riverside County and MJPA Standards.

16. Access to Lot #8 shall have shared access with Lot #9.

17. With the exception of Street "F", Meridian Parkway and Opportunity Way, access shall be restricted along Van Buren Boulevard. During the review of individual development, MJPA and Riverside County may consider limited right in and out access.

18. To minimize westbound truck access from Meridian Parkway and Opportunity Way, construction of raised pork chop landscape feature and installation of right turn prohibition signs and lane striping for trucks shall be installed as required by the March JPA Truck Route Ordinance, for both the interim and permanent conditions. The design of this intersection must meet with Riverside County and MJPA standards.

19. The raised landscaped median along Van Buren Blvd. from Meridian Parkway shall be extended up to Village West Drive and improved as stipulated on Conditions of Approval, approved by the MJPA on February 19, 2003.

20. MWD 96" waterline easement along the east side of detention basin adjacent to I-215 shall be delineated on the project grading plans and incorporated with the design and construction of the basin as approved by Riverside County Flood Control District and Metropolitan Water District.

21. The project shall comply with recommendations and requirements stipulated in Flood Control's letter dated December 23, 2002 and June 4, 2010 and any subsequent letters.

22. The Private easement north of Lot 5, 6, and 7 connecting Meridian Parkway and Opportunity Way shall be improved to provide new paving, continuous left turn 12' wide median, concrete vertical curb and gutter, two 14' outer lanes and two 5' sidewalks, with "No Parking signs". Access shall be constructed per Riverside County Standard, Commercial Driveway Standard 207A and shall comply with ADA requirements.

23. The subdivision improvement plans and striping plans shall reflect a 7' bike lane on Meridian Parkway and Opportunity Way to facilitate the possible future conversion of bike lanes to combined 7' bike lanes/Neighborhood Electric Vehicle (NEV) lanes, as approved by the Public Works Engineer and the MJPA.

MARCH JOINT POWERS AUTHORITY

March 10, 2003

Jeff Gordon
Vice President, Lennar Partners
18401 Von Karman Avenue, Suite 540
Irvine California, 92612

SUBJECT: Conditions of approval for Tentative Map 30857 (March Business Center)

Dear Jeff:

On February 19, 2003, the Planning Commission of the March Joint Powers Authority approved Tentative Map 30857, subject to the following list of conditions:

March JPA Planning Manger

1. The appeal period identified by section 9.14.050 of the March JPA Development Code section shall commence on the effective date of the Specific Plan approval.

2. The Final Map shall reflect a 76' half street right-of-way for Alessandro Boulevard.

3. The Final Map shall identify all landscape easements adjacent to public right-of-ways in conformance with the following schedule:

Landscape Tracts	
Street:	**Landscape Tract Maintained by LLMD**
Van Buren (I-15 – Street Z):	20'
Van Buren (Street Z – Barton Street):	20' – 50'
Alessandro:	20'
Barton:	38'
Cactus (east of Brown):	20'
Krameria, Village West Drive, Street Z	9'

4. The final map shall identify that all landscaping located within the public right-of-way, to include landscaped medians, shall be maintained by the Landscape and Lighting Maintenance District.

P.O. BOX 7480 ★ MORENO VALLEY, CALIFORNIA 92552 ★ (909) 656-7000 ★ FAX (909) 653-5558
E-MAIL: invest@marchjpa.com ★ WEBSITE: www.marchjpa.com

Public Works Engineer:

1. This site is located within several watershed drainage areas ranging from 88 acres to 1710 acres in tributary area. The site is also located within Perris Valley and Lake Mathews area drainage plans. Construction of master planned and non-master planned drainage facilities including retention and detention basins shall be required and installed pursuant to above master plans. In addition, MJPA and Riverside County Flood Control are in final stages of completing a master drainage plan encompassing the MJPA's boundaries on either side of I-215. Completion of interim and ultimate drainage facilities as recommended by this plan and the alternative options to accommodate this project will be required. Implementation of drainage facilities as required by Riverside County Flood Control, the proposed master plan and drainage plan prepared by the applicant shall be required and implemented during development of individual phases.

2. The project shall comply with recommendations and requirements stipulated in Flood Control's letter dated December 23, 2002.

3. Prior to initiation of the final construction plans for any facilities required to be built as part of any area drainage plan, the applicant's engineer shall contact RCFC to establish the terms of design and construction of Master Flood facilities. In-lieu drainage fee credit for master planned facilities shall be provided as determined by RCFC.

4. The project's grading shall be in a manner to perpetuate existing drainage patterns, any deviation from this, concentration or increase in runoff must have approval of adjacent property owners. On and offsite drainage easements shall be obtained from effected property owners or shall be shown on the final map. The applicant shall accept the offsite runoff and convey to acceptable outlet.

5. The incremental increase in runoff between developed and undeveloped stage (100-year) shall be retained within detention basin/park or outlet to adequate drainage facilities as approved by MJPA, RCFC and pursuant to Riverside County Flood Control Standards.

6. Onsite nuisance drainage pipes and catch basins (minimum 18" pipe) to convey the nuisance runoff and to eliminate x-gutters shall be installed at intersections with close proximity to storm drain facilities as determined by MJPA.

7. Prior to recordation of the map or issuance of any permit, the applicant shall initiate Street Light, Flood Control, and Landscape Maintenance Districts in compliance with Riverside County Standards and pursuant to guidelines established by Proposition 218. All Drainage Facilities not accepted by Flood Control including the basin(s) shall be included in the Flood Control Maintenance District and adequate fees collected for their maintenance. The Developer(s) shall be responsible to maintain all pipes (not accepted by Flood Control), catch basins

and landscaping and the basin until final acceptance of these facilities by MJPA. No occupancy permit shall be issued until the Districts are formed.

8. The interim drainage / siltation basin(s) and erosion control improvements shall be maintained by developer(s) until such time that either the ultimate improvements are installed and the individual parcels are developed or combinations of the two as determined by MJPA.

9. Development of individual parcels requires separate permitting and review process.

10. Prior to issuance of any mass-grading permit, the developer shall receive clearance letter from all utility owners with easement or facilities located within the subdivision boundaries.

11. Vacation of existing street right-of-way shall be processed through a public hearing prior to recordation of the final map.

12. Individual phases shall be developed in a manner to provide for a minimum of 2 separate paved accesses to an existing paved road within public right-of-way and shall be required to install adequate drainage facilities to protect the site from flooding.

13. If any portion of the site is located within flood plain (FEMA determined), the applicant shall be required to receive clearance from FEMA.

14. Additional right-of-way for Cactus Avenue extension westerly of "Z" Street along lots 60 and 61 shall be dedicated to provide for 112' of right-of-way.

15. Additional right-of-way / reservation at intersections of Cactus Avenue, Alessandro Blvd. and Van Buren Blvd. with I-215 and railroad right-of-way shall be required to provide for future improvements and if feasible shall be shown on the final map.

16. Bus turnouts or stops shall be provided along exterior and interior streets as determined by RTA and MJPA.

17. Access shall be restricted along Cactus Avenue, Alessandro Blvd., and Van Buren Blvd. (except as shown on tentative map) and so noted on the final map. Access to interior streets shall be reviewed and evaluated during submittal of development applications for individual parcels in compliance with Riverside County Standards.

18. Prior to issuance of grading permit, S.W.P.P.P. and N.O.I. shall be submitted to State Water Quality for review and approval.

19. Additional improvements at all intersections shall be installed to provide for adequate transition lanes (all directions) per traffic report and as determined by MJPA during plan check review.

20. Streetlights shall be installed along all streets pursuant to Riverside County Standards and as determined by MJPA.

21. Existing improvements such as curb, gutter, and pavement may be utilized and incorporated with the design of this project or removed and replaced as determined by MJPA.

22. Traffic signal(s) if required during any phase shall be installed as determined by MJPA and supported by a warrant report. At the request of MJPA, the developer shall submit future reports to MJPA for review and approval.

23. Prior to issuance of any permit, the applicant shall receive encroachment permits from effected agencies for any work within the right-of-way.

24. Construction of concrete sidewalk and landscaping within street right-of-way shall be in compliance with the specific plan.

25. The following street improvements shall be constructed or assured[1] in compliance with Riverside County Standards for individual phases:

Phase I: *Prior to recordation of the Phase II Final Map, the following improvements shall be constructed or assured to the satisfaction of the March JPA Executive Director:*

a) "Z" Street (Brown Street) from southerly phase boundary to Alessandro Blvd. shall be improved with new paving and concrete curb and gutter located 38' from either side of centerline within 112' full width dedicated right-of-way.

b) Cactus Avenue from "Z" Street to railroad right-of-way shall be improved with new paving and concrete curb and gutter located 38' from either side of centerline within 112' full width dedicated right-of-way.

c) Alessandro Blvd. at Sycamore Canyon Blvd. and "Z" Street shall be improved to provide for one north bound thru lane and two southbound left turn lanes.

d) Existing traffic signals and striping shall be removed or replaced or relocated to comply with the above requirements.

e) Street "W" shall be improved with new paving and concrete curb and gutter located 28' from either side of centerline within 78' dedicated right-of-way.

[1] Assured shall be defined as: the improvement has been constructed or is under construction.

The following improvements shall be required upon issuance of occupancy permit for any use within Phase I after traffic generated by this project exceeds 12,000 ADT:

f) Widen Cactus Avenue Bridge at railroad crossing to provide for one additional lane in either direction.

g) Additional improvements along southbound I-215/Cactus ramp to provide for additional eastbound and westbound thru lanes and provide for free right turn lanes on southbound ramp.

Phase II: *Prior to recordation of the Phase III Final Map, the following improvements shall be constructed or assured to the satisfaction of the March JPA Executive Director:*

a) "Z" Street from southerly phase I boundary to Van Buren Blvd. shall be improved per standards in compliance with Phase I above.

b) Streets "C", "D" and "E" (between "D" & "C") and "F" shall be improved to provide for new paving, concrete curb and gutter located 28' on either side of centerline within 78' full width dedicated right-of-way. Street "E" north of street "D" and other cul-de-sac shall be improved to industrial cul-de-sac standards with concrete curb and gutter located 22' from centerline within 66' full width dedicated right-of-way.

c) Install traffic signals at intersections of "Z" Street and "C" Street, "Z" Street and Van Buren Boulevard, and "C" Street and Van Buren Boulevard.

d) Van Buren Blvd., from "Z" Street to I-215 shall be improved with new paving and concrete curb and gutter located 67' north side and 55' south side of centerline and 14' landscaped median within 150' dedicated right-of-way. Van Buren Blvd. from "Z" Street to Village West Drive shall be improved to provide for new paving and concrete curb and gutter located 55' from either side of centerline and 14' wide landscaped median within 138' full width dedicated right-of-way.

e) Van Buren Blvd. interchange at I-215 shall be upgraded as determined by RCTC and CALTRANS.

Phase III: ***Phase I:*** *Prior to issuance of the certificate of occupancy for a total building area exceeding 2.0 million square feet in Phase III, the following improvements shall be constructed or assured to the satisfaction of the March JPA Executive Director:*

a) Krameria Avenue from Barton Street to Village West Drive (Clark Street) and Village West Drive from Krameria Avenue to Van Buren Blvd shall be improved with new pavement and concrete

curb and gutter located 38' from either side of centerline within 112' full-dedicated right-of-way.

b) Coyote Bush Road from Krameria Avenue to Van Buren Blvd. shall be improved with new paving, concrete curb and gutter located 32' from either side of centerline within 100' full width dedicated right-of-way.

c) Streets "K", "M", "P", "Q", and "Y" shall be improved with new paving and concrete curb and gutter located 28' from either side of centerline within 78' full width dedicated right-of-way.

d) Streets "T", "U", "V" and "X" shall be improved with new pavement and concrete curb and gutter located 22' from either side of centerline within 66' full width dedicated right-of-way.

e) Barton Street from southerly project boundary to Van Buren Blvd. shall be improved with new paving, concrete curb and gutter located 38' east of centerline within a 56' half-width dedicated right-of-way. Additional improvements along west side shall be installed to provide for one southbound lane and a continuous left turn pocket.

f) Van Buren Blvd. from Barton Street to Village West Drive shall be improved to provide for new pavement, concrete curb and gutter located 55' from either side of centerline and 14' wide landscaped median within 138' full dedicated right-of-way.

g) Alessandro Boulevard/Sycamore Canyon Boulevard/"Z" Street intersection shall be improved to provide for one additional northbound right turn lane, one additional northbound left turn lane, and one additional westbound left turn lane within dedicated right-of-way.

h) Install traffic signal at intersection of Van Buren Blvd. and Village West Drive and provide dual westbound left turn lanes. Modify existing traffic signal at the intersection of Van Buren with Orange Terrace Parkway to accommodate the new intersection along the south and provide dual westbound left turn lanes and additional re-striping. Modify existing traffic signal at the intersection of Van Buren Blvd. with Coyote Road to accommodate new intersection along south side and provide dual westbound left turn lanes. Modify existing traffic signal at the intersection of Van Buren with Barton Road to provide for dual westbound left turn lanes.

i) Install traffic signals at intersections of Krameria Avenue with Barton Street and the intersection of Krameria and Village West Drive.

j) Prior to the issuance of the certificate of occupancy for the fist 4.0 million sq/ft of building area within phase III, traffic signals shall be installed at the intersections of Krameria and "M" Street, and the intersection of "Y" Street with Barton Street.

k) Provide for fair share contribution or implement improvements as determined by MJPA at the following locations:

- Capacity improvements at the intersection of Alessandro with Trautwein Road.
- Capacity improvements at the intersection of Alessandro Blvd. and I-215 north bound.
- Capacity improvements at the intersection of Cactus Avenue at I-215 northbound.
- Capacity improvements at the intersection of Van Buren Blvd. with Trautwein Road.

These improvements shall be required during various stages of building and occupancy permits for any development within Phase III as supported by traffic reports and required by MJPA.

26. Development and improvement of off and onsite improvements for any phase shall be done in a manner to maintain access to existing uses.

27. It is understood that some of the improvements stipulated above are of regional significance and require financial participation and involvement by other agencies. The Developer shall install or cause installation of the above improvements at no cost to MJPA with reimbursement thru collection of TUMF Fees, Measure "A", Federal, and State Funds as appropriate.

Western Municipal Water District

1. Developer is to submit a preliminary water and sewer plan layout to Western before formal submittal of Water and/or Sewer Improvement Plans. If applicable, a non-potable water plan layout should be included.

2. Preliminary water and/or sewer plans shall show the following items:

   A. Delineate all proposed water (potable and non-potable) and sewer facilities within project boundaries. Include pipeline diameters and type of material. (See Item 4 below regarding system hydraulics).
   B. Delineate all existing utility facilities (i.e.; pipe diameter, pipe material, manholes, water meters, air/vac, blow-off, fire hydrants, valves, sewer manholes, lift stations, electrical vaults, etc.) within project boundaries.
   C. Delineate all easements within project boundaries.
   D. Delineate all proposed and existing lots, streets, and storm drains.
   E. Indicate what, if any, existing facilities will be utilized.

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

4. Water and Sewer Improvement Plans shall be designed per Western's Standard Specifications. A detailed hydraulic analysis of the proposed facilities, both water and sewer, shall be included with the plan check submittal in support of the final design.

5. Developer to submit grading plans for Western's review and approval before grading permit is issued. All Western onsite and/or offsite utilities to be relocated at Developer's expense as necessary.

6. Developer to pay all cost associated with preliminary review by Western at the time of review.

7. Water and Sewer Improvement Plans shall not be accepted for plan checking until all items mentioned above are reviewed and approved by Western.

8. Contact Western's Development Services Department at (909) 789-5000 for further information.

These conditions are part of the permanent record for Tentative Map 30857. If I may provide additional information regarding these items, please contact me at (909) 656-7000.

Sincerely,

Dan Fairbanks, AICP
March JPA Planning Manager

RESOLUTION #JPA 10-23

A RESOLUTION OF THE JOINT POWERS COMMISSION OF THE MARCH JOINT POWERS AUTHORITY APPROVING A PLOT PLAN FOR THE CONSTRUCTION OF A 515,223± SQUARE FOOT ADMINISTRATION AND WAREHOUSE FACILITY ON LOT 16 LOCATED AT THE SOUTHEAST CORNER OF MERIDIAN PARKWAY AND OPPORTUNITY WAY

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

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

WHEREAS, the March Business Center Specific Plan was adopted by the March JPA in 2003 and contained development regulations and promoted land use designations for the development of a business park, divided into a North and South Campus, located in the northwestern portion of Riverside County, California just west of Interstate 215 and south of Alessandro Boulevard ("SPA Area"); and

WHEREAS, in 2009, the LNR Property Corporation and affiliates, including LNR Riverside LLC, LNR Riverside II LLC, LNR CPI Riverside Warehouse LLC, LNR CPI Meridian BTS 223 LLC, and LNR CPI Meridian BTS 356 LLC submitted certain land use applications requesting the following amendments to the SPA Area:

1. A General Plan Amendment ("GPA") to amend the acreages associated with the land used designations to be amended in the specific plan amendment and reflect changes in the internal street network; and

2. A Specific Plan Amendment ("SPA") to amend the March Business Center Specific Plan by amending its name to the "Meridian Specific Plan Amendment" and implementing revisions to a 257.7 acre portion of the specific plan's North Campus area, including revisions to land use and development regulations and revisions to the land use designations; and

3. An amended Tentative Tract Map ("TTM No. 30857 Amendment 2") to reconfigure certain lots so that they are consistent with the revised land use designations proposed by the SPA (collectively the "Project Entitlements"); and

WHEREAS, On April 4, 2009, the Sysco Corporation submitted a Plot Plan application to authorize development of a 515,223± administration and warehouse facility with a maintenance building, fueling and washing facility and on-site truck and vehicle parking ("Plot Plan") on lot (Lot 16) located at the southeast corner of Meridian Parkway and Opportunity Way ("Subject Site"); and

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

WHEREAS, on July 7, 2010, the Planning Commission of the March JPA ("Planning Commission") conducted a duly noticed public hearing pursuant to the March JPA Development Code on the Plot Plan, at which time all persons wishing to testify in connection with the Plot Plan were heard and the Plot Plan was comprehensively reviewed and recommended for approval; and

WHEREAS, on July 21, 2010, the March Joint Powers Authority Commission ("Commission") conducted a duly noticed public hearing pursuant to the March JPA Development Code on the Plot Plan, at which time all persons wishing to testify in connection with the Plot Plan were heard and the Plot Plan was comprehensively reviewed; and

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

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

SECTION 1. Based on the entire record before the Commission, all written and oral evidence presented to the Commission, and the findings made in this Resolution, the Commission herby approves Plot Plan 09-01, as shown on the attached Exhibit "A," attached hereto and incorporated herein by this reference, subject to the conditions of approval attached hereto as Exhibit "B" to this Resolution.

SECTION 2. Based on the entire record before the Commission and all written and oral evidence presented to the Commission, the Commission makes the following findings for approval of Plot Plan 09-01 in accordance with Section 9.02.070 of the March Joint Powers Authority Development Code:

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

The Plot Plan proposes development of a warehouse facility that is compatible with the "Industrial" land use classifications for the Subject Site as identified in the GPA and SPA and the revised street alignments proposed in the SPA. Further, development of the Subject Site in the manner proposed by the Plot Plan would promote implementation of the following specific General Plan Goals & Policies:

1. Land Use Goal 1: *Provide for a balanced mix of land uses that contribute to the regional setting, can capitalize on the assets of the Planning Area, while insuring compatibility throughout the planning area and with regional plans.*

The Plot Plan proposes development of a warehouse facility that takes advantage of the Subject Site's regional setting while maintaining design compatibility in the surrounding planning area by adhering to the design requirements of the March Business Center Design Guidelines.

2. Land Use Goal 4: *Develop an identity and foster quality development in the Planning Area.*

The Plot Plan proposes a quality development that is attractively designed and consistent with the design requirements of the March Business Center Design Guidelines.

B. The Plot Plan complies with all applicable zoning and other applicable regulations. The Subject Site is located within the boundaries of the SPA. In accordance with the information contained in the SEIR, development of the warehouse facility proposed by the Plot Plan is consistent with all development regulations and standards contained in the SPA.

C. The Plot Plan conforms with the applicable requirements of the Redevelopment Plan.

D. The location, design and operation of the proposed project will be compatible with existing and planned land uses in the vicinity. In accordance with the discussion of the project in the SEIR (pp. III-23-III-28), the project has been designed so that it will be compatible with existing and proposed uses in the vicinity. The project is attractively designed and consistent with the design requirements of the March Business Center Design Guidelines.

SECTION 3. Based on the entire record before the Commission and all written and oral evidence presented to the Commission, the Commission finds that the potential environmental impacts of the Plot Plan were fully analyzed in the SEIR, such that no further CEQA review is required, and that all other requirements and preconditions of CEQA have been met with respect to the Commission's consideration of the Plot Plan and the Resolution adopted by the Commission certifying the SEIR; and

SECTION 4. The Chair of the March Joint Powers Authority Commission shall sign this Resolution and the Clerk of the Commission shall certify the adoption thereof.

SECTION 5. This Resolution shall be effective upon its adoption.

ADOPTED AND APPROVED this 21st day of July, 2010.

State of California)
County of Riverside)

Richard A. Stewart, Chairman,
March Joint Powers Commission

ATTEST:

I, Carey L. Allen, Clerk of the March Joint Powers Authority Commission, do hereby certify the foregoing Resolution #JPA 10-23 was adopted by the March Joint Powers Commission of the March Joint Powers Authority at a Special meeting thereof held on the 21st day of July, 2010, by the following vote of the Commission:

Ayes:	Busch, Melendrez, Batey, Yarbrough, Buster (2 votes), Gardner, Stewart
Noes:	None
Absent:	Ashley
Abstain:	None

Date: July 21st, 2010

Carey L. Allen, Clerk
March Joint Powers Authority Commission

EXHIBIT "A"

Plot Plan 09-01
Sysco

PROJECT DATA

SITE AREA:	1,980,200 SF
	45.00 AC
BUILDING AREA:	
PHASE 1 GROUND FLOOR OFFICE	33,318 SF
PHASE 1 SECOND FLOOR OFFICE	33,400 SF
PHASE 1 WAREHOUSE	322,123 SF
PHASE 1 MAINTENANCE	11,023 SF
PHASE 1 TOTAL	399,865 SF
PHASE 2 WAREHOUSE EXPANSIONS	115,264 SF
PHASE 1 + 2 TOTAL	515,223 SF
COVERAGE @ PHASE 1	20.20 %
COVERAGE @ PHASE 1 & 2	26.26 %
PARKING REQUIRED:	
61,798 SF OFFICE @ 3.3/1000	204 STALLS
0 - 50,000 SF WAREHOUSE @ 1/1000	50 STALLS
50,000 - 200,000 SF WAREHOUSE @ 0.33/1000	50 STALLS
200,000 SF + WAREHOUSE @ 0.25/1000	37 STALLS
TOTAL PHASE 1 STALLS REQUIRED	401 STALLS
WAREHOUSE EXPANSION @ 0.25/1000	24 STALLS
TOTAL PHASE 1 + 2 STALLS REQUIRED	426 STALLS
AUTO PARKING PROVIDED:	
PHASE 1 STALLS	462 STALLS
PHASE 2 STALLS	53 STALLS
FUTURE STALLS IF REQUIRED BY BTSCO	0 STALLS
TOTAL	515 STALLS
LANDSCAPE AREA PROVIDED:	
PHASE 1 LANDSCAPE AREA	757,360 SF
	38.94 %
PHASE 2 LANDSCAPE AREA	421,196 SF
	21.49 %

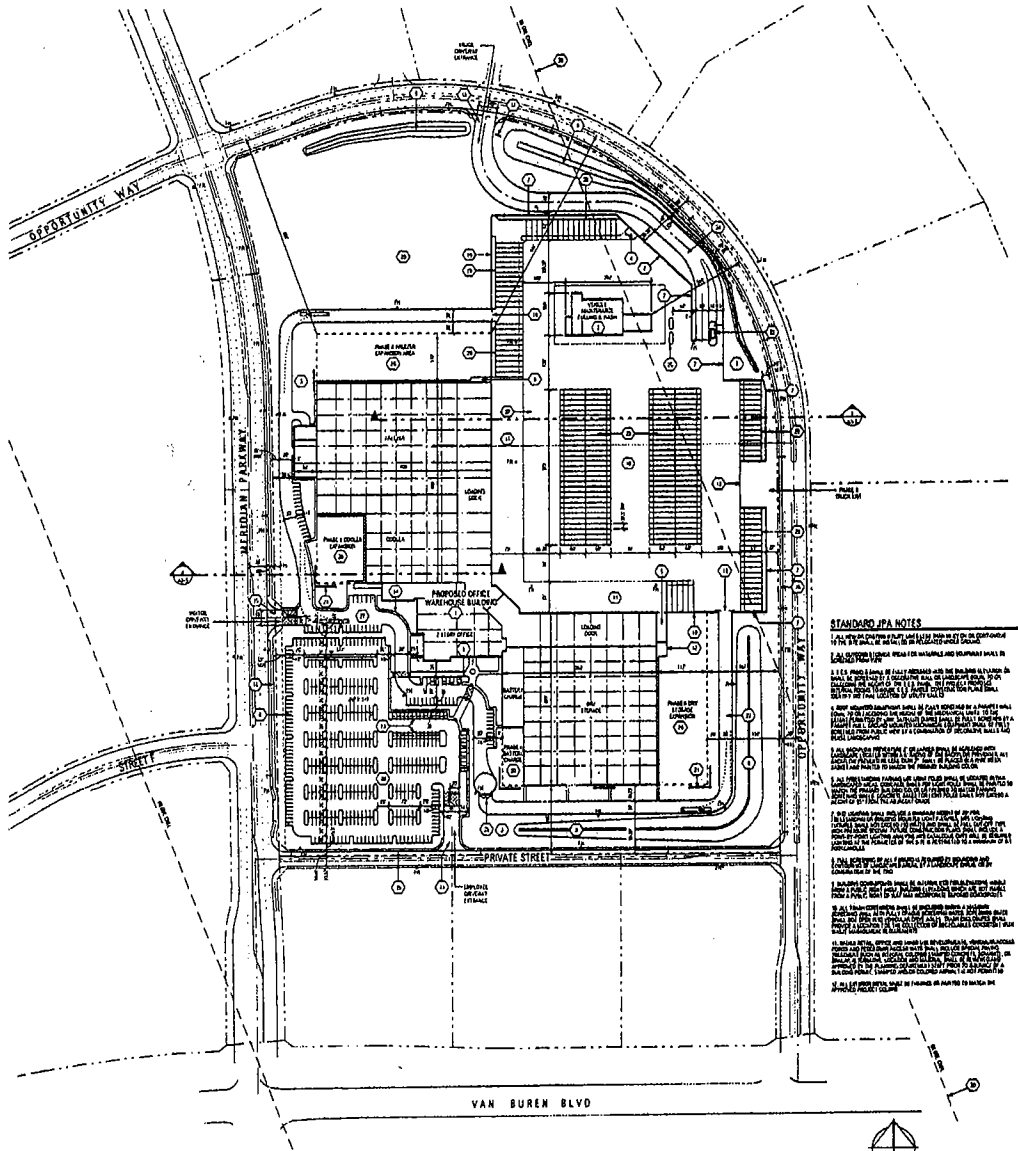
MINIMUM SETBACKS

FRONT BUILDING	50'
FRONT LANDSCAPE	15'
SIDE BUILDING	0'
SIDE LANDSCAPE	0'
REAR BUILDING	20'
REAR LANDSCAPING	5'

UTILITY PROVIDERS

ELECTRICAL	EDISON
WATER/SEWER	RIVERSIDE MUNICIPAL WATER DISTRICT
TELEPHONE	SBC/GTE
GAS	SOUTHERN CALIFORNIA GAS

VICINITY MAP


OPPORTUNITY WAY
MERIDIAN PARKWAY
VAN BUREN BLVD
PRIVATE STREET
PROPOSED OFFICE/WAREHOUSE BUILDING
PHASE 2 BUILDING
PHASE 2 DRIVE EXTENSION
PHASE 2 PARKING
PHASE 1 STALLS
PHASE 1 DRIVE EXTENSION
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PHASE 2 DRIVE EXTENSION
PHASE 2

PROJECT DATA

SITE AREA:	1,960,200 SF 45.00 AC
BUILDING AREA:	
PHASE 1 GROUND FLOOR OFFICE	33,310 SF
PHASE 1 SECOND FLOOR OFFICE	28,480 SF
PHASE 1 WAREHOUSE	323,123 SF
PHASE 1 MAINTENANCE	17,093 SF
PHASE 1 TOTAL	402,006 SF
PHASE 2 WAREHOUSE EXPANSIONS	118,264 SF
PHASE 1 + 2 TOTAL	515,223 SF
COVERAGE @ PHASE 1	20.50 %
COVERAGE @ PHASE 1 & 2	26.29 %
PARKING REQUIRED:	
61,790 SF OFFICE @ 3.3/1000	204 STALLS
0 - 50,000 SF WAREHOUSE @ 1/1000	50 STALLS
50,000 - 200,000 SF WAREHOUSE @ 0.30/1000	50 STALLS
200,000 SF + WAREHOUSE @ 0.20/1000	37 STALLS
TOTAL PHASE 1 STALLS REQUIRED	431 STALLS
WAREHOUSE EXPANSION @ 0.20/1000	24 STALLS
TOTAL PHASE 1 + 2 STALLS REQUIRED	455 STALLS
AUTO PARKING PROVIDED:	
PHASE 1 STALLS	462 STALLS
PHASE 2 STALLS	83 STALLS
FUTURE STALLS IF REQUIRED BY SYSCO	0 STALLS
TOTAL	545 STALLS
LANDSCAPE AREA PROVIDED:	
PHASE 1 LANDSCAPE AREA	767,390 SF 39.64 %
PHASE 2 LANDSCAPE AREA	421,198 SF 21.48 %

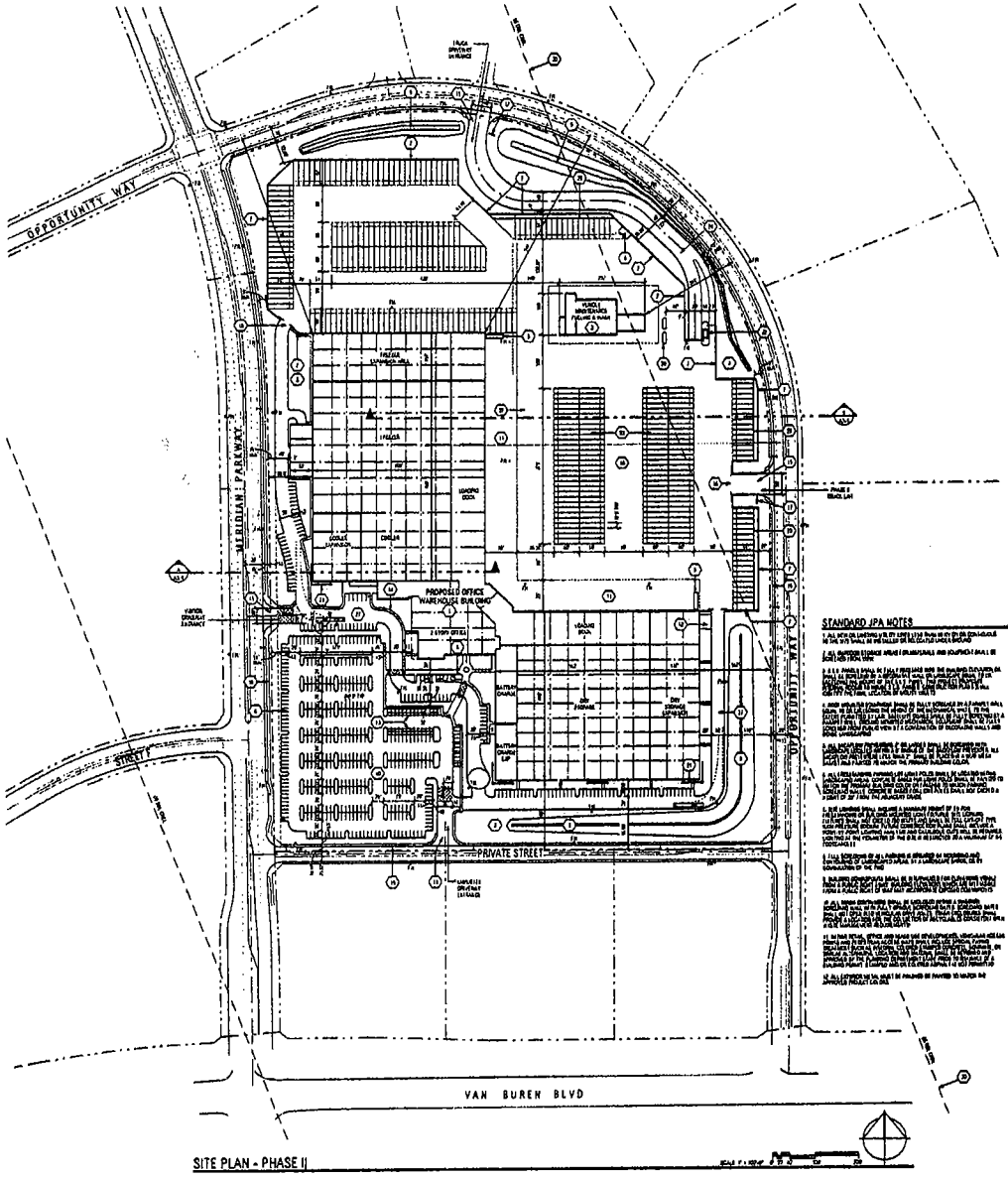
MINIMUM SETBACKS

FRONT BUILDING	70'
FRONT LANDSCAPE	15'
SIDE BUILDING	0'
SIDE LANDSCAPE	5'
REAR BUILDING	20'
REAR LANDSCAPE	5'

UTILITY PROVIDERS

ELECTRICITY	EDISON
WATER/SEWER	MUNICIPAL WATER DISTRICT
TELEPHONE	VERIZON
GAS	SOUTHERN CALIFORNIA GAS

VICINITY MAP



SITE PLAN - PHASE II

KEYNOTES

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2. PROPOSED REACH BARR BARRIERS AND PARKING LOCALITY.
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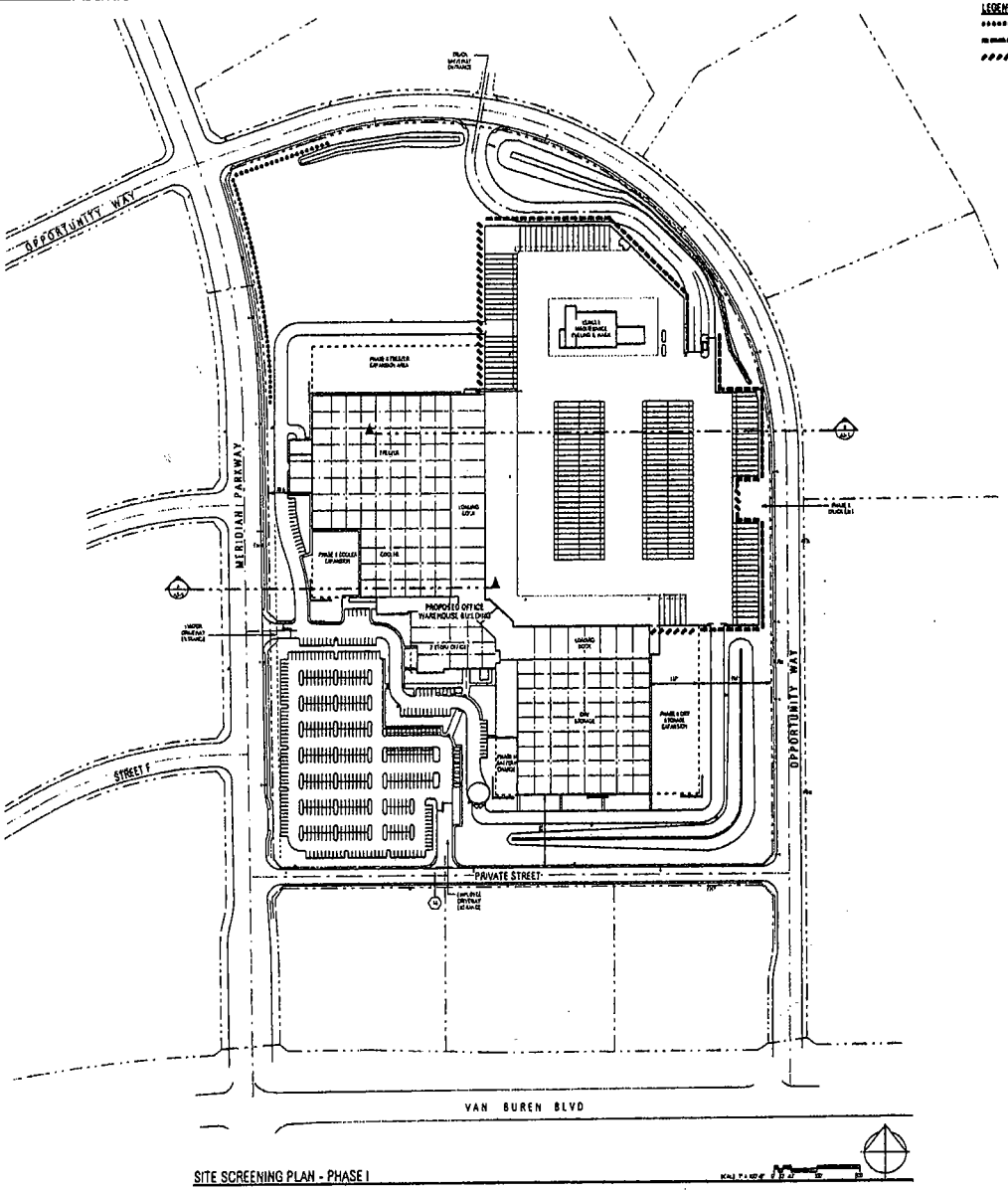

LEGEND

- LANDSCAPE SCREENING
- PAINTED CONCRETE SCREEN TILTWALL
- 8' HIGH BLACK STEEL PICKET FENCE WITH SEAMING AND VINEL

VICINITY MAP

RGA

CONSULTANT

PROFESSIONAL SEALS

SYSCO FACILITY

Good things Come Out of Sysco

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COUNTY OF RIVERSIDE
CA 92518

MERIDIAN

SYSCO Corporation
1390 ENCLAVE PARKWAY
HOUSTON, TEXAS 77077
281-584-1243 TEL
281-584-4004 FAX
CONTACT: DAVID MICHAEL
michael.david@corp.sysco.com

MARK	DATE	DESCRIPTION
ED		
SD		
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SD	01-07-02	SCREENING SEARCH

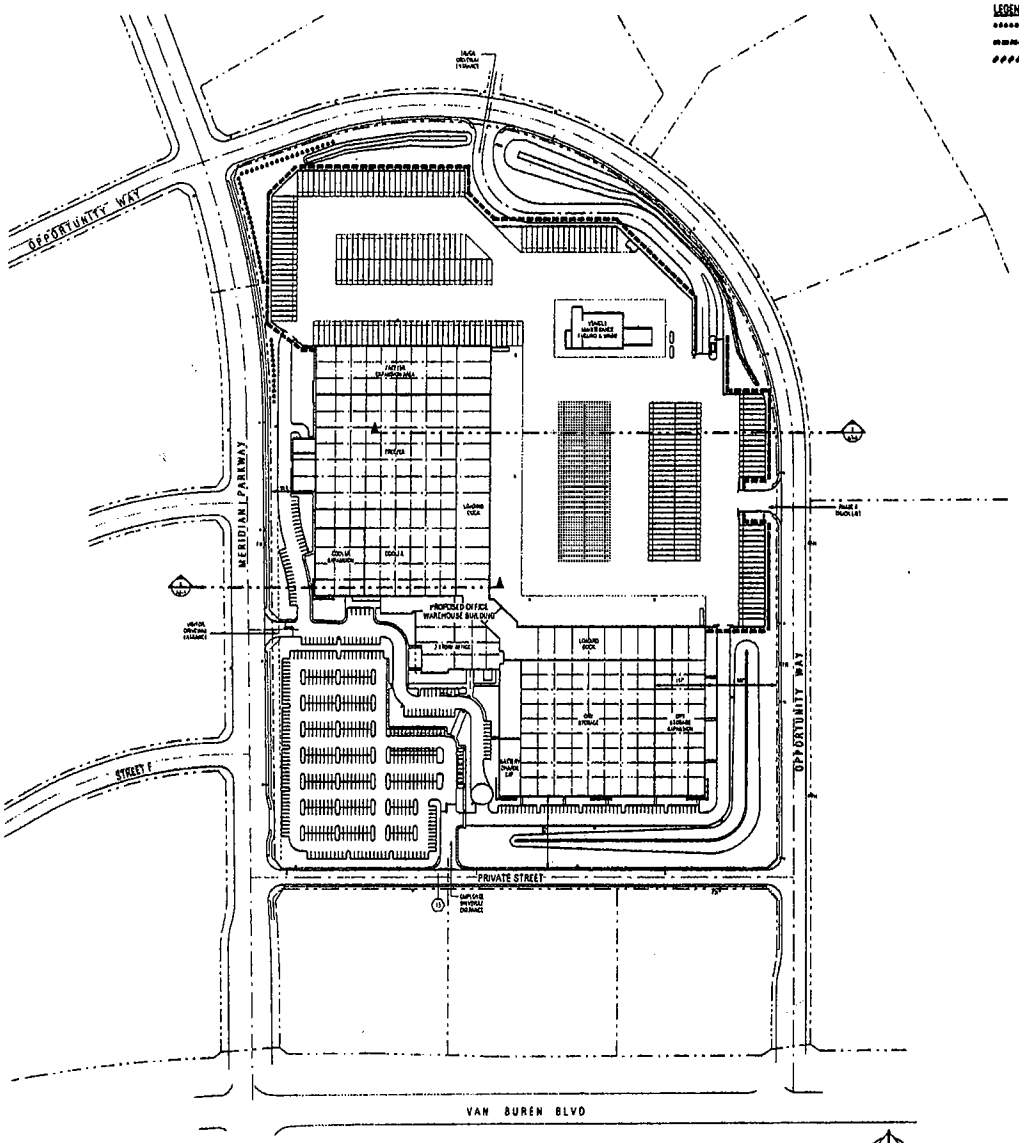
RGA PROJECT NO.
SYSCO PROJECT NO.
CAD FILE NAME
DRAWN BY
CHKD BY
COPYRIGHT
RGA OFFICE OF ARCHITECTURAL DESIGN

SHEET TITLE
SITE SCREENING PLAN
PHASE I

SHEET A1-3

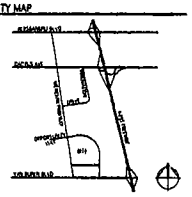
LEGEND

- LANDSCAPE SCREENING
- PAINTED CONCRETE SCREEN (THEME WALL)
- 6' HIGH BLACK STEEL PICKET FENCE WITH BETWEEN AND VINELL



SITE SCREENING PLAN - PHASE II

VICINITY MAP



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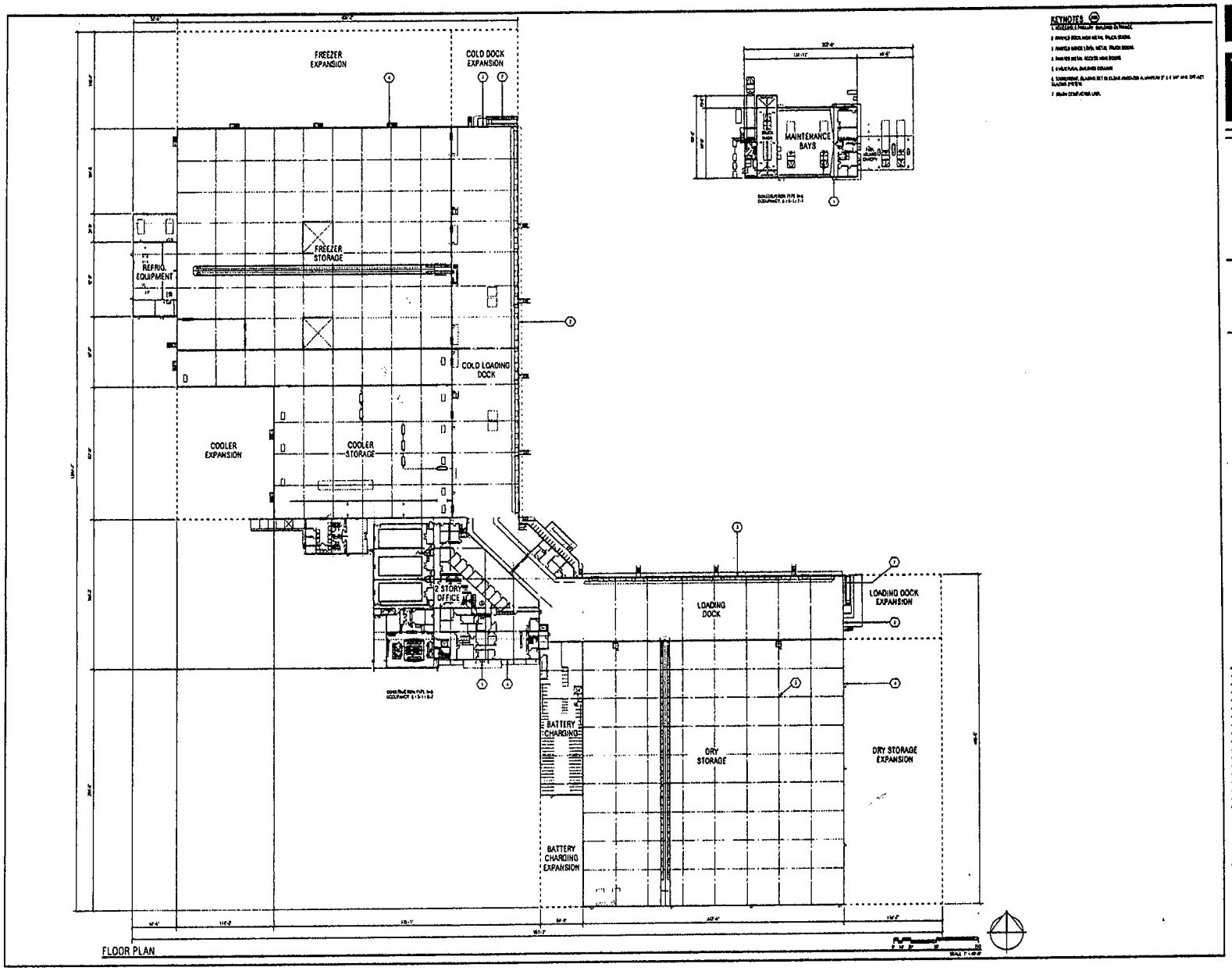
SITE SCREENING PLAN
PHASE II

A1-4



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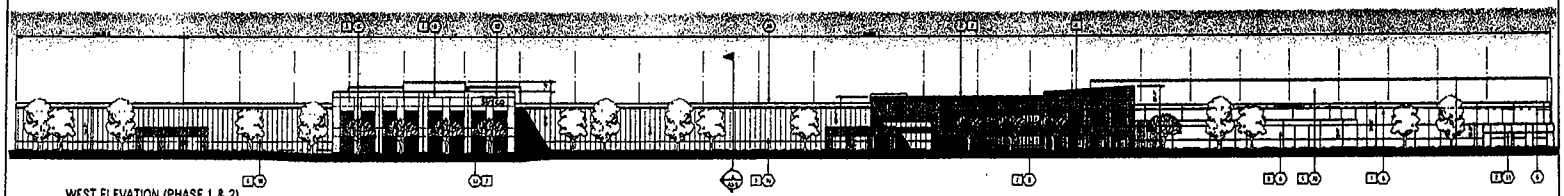
MARK	DATE	DESCRIPTION

FLOOR PLAN

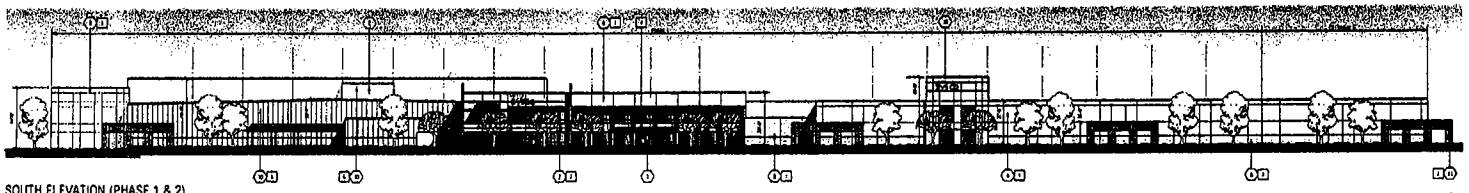
A2-1

FINISH SCHEDULE

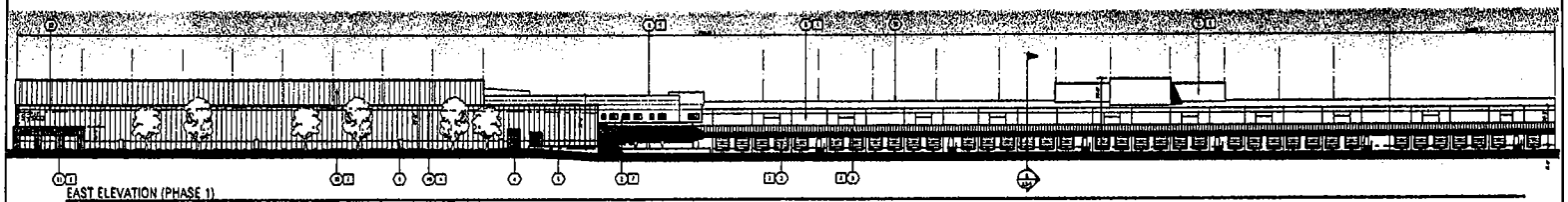
KEYNOTES



WEST ELEVATION (PHASE 1 & 2)



SOUTH ELEVATION (PHASE 1 & 2)



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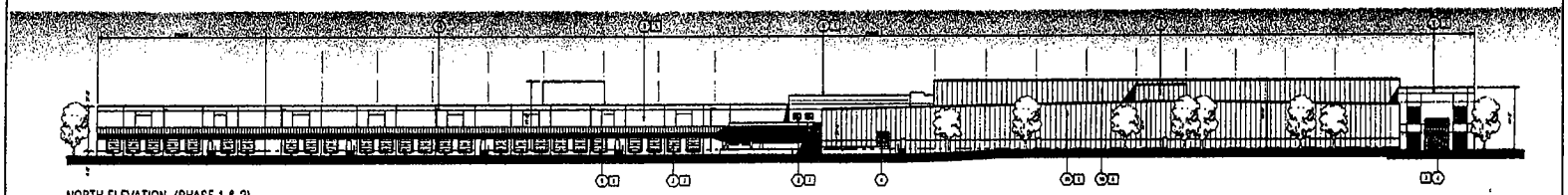

NORTH ELEVATION (PHASE 1 & 2)

RGA

CONSULTANT

PROFESSIONAL SEALS

SYSCO FACILITY

Sysco

MERIDIAN PARKWAY
COUNTY OF RIVERSIDE
CA 92518

MERIDIAN

SYSCO Corporation
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HOUSTON, TEXAS 77077
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281-584-4004 FAX
CONTACT: DAVID REICHEL
reichel.david@corp.sysco.com

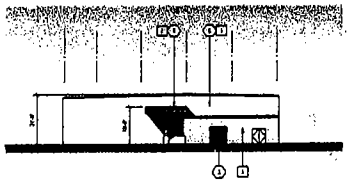
MARK	DATE	DESCRIPTION

ELEVATIONS

A3-1

FINISH SCHEDULE

KEYNOTES



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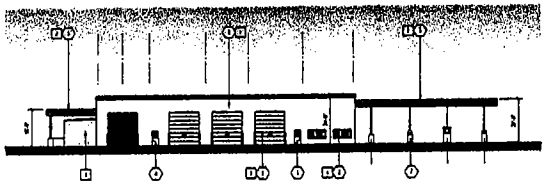

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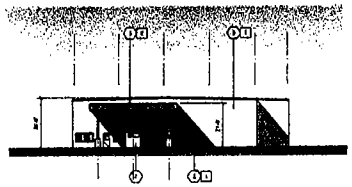

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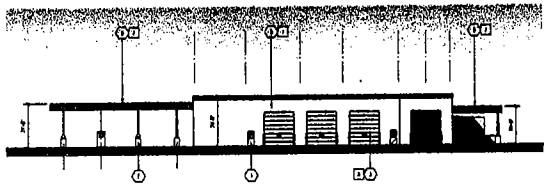

NORTH ELEVATION

RGA

SYSCO FACILITY

Sysco

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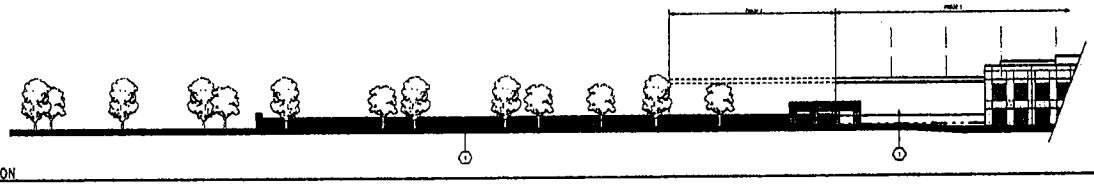
MAINTENANCE FACILITY ELEVATIONS

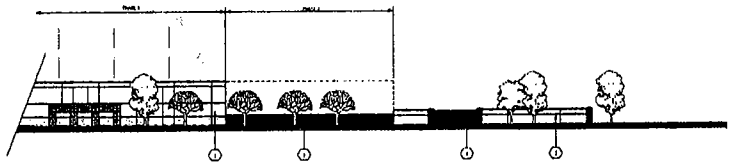
A3-2

FINISH SCHEDULE

KEYNOTES



PHASE I WEST ELEVATION



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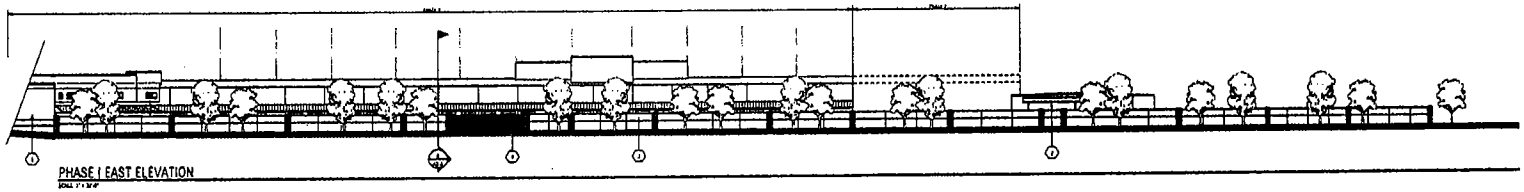

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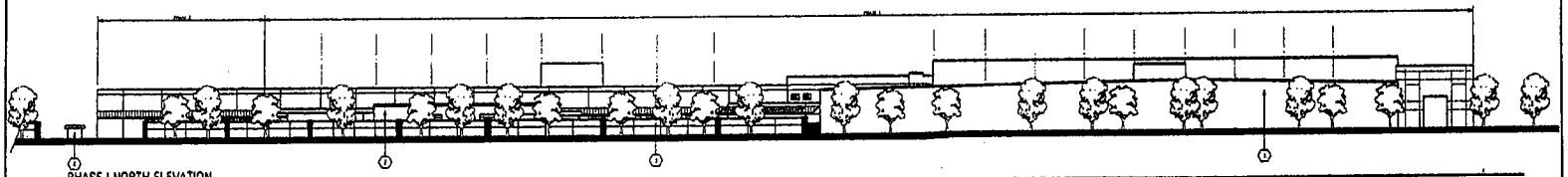

PHASE I NORTH ELEVATION

RGA

CONSULTANT

PROFESSIONAL SEAL

SYSCO FACILITY

Sysco

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COUNTY OF RIVERSIDE
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NO	REVISION	SCHEMATIC DESIGN
NAME	DATE	DESCRIPTION

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CHANGE PROJECT NO.
CAD FILE NAME:
DRAWN BY:
CHKD BY:
COPYRIGHT
RGA OFFICE OF ARCHITECTURAL DESIGN

SHEET TITLE

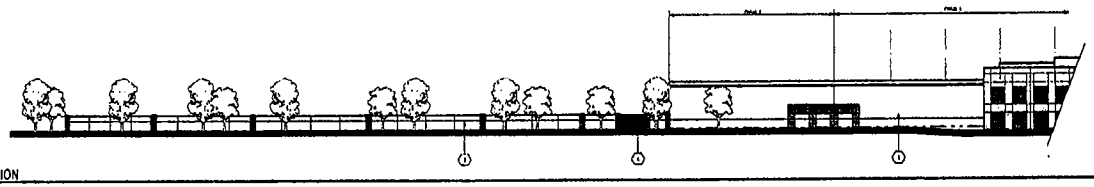
PHASE I SITE SCREENING ELEVATIONS

SHEET

A3-3

FINISH SCHEDULE

KEYNOTES



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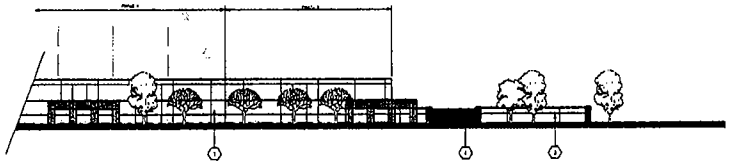

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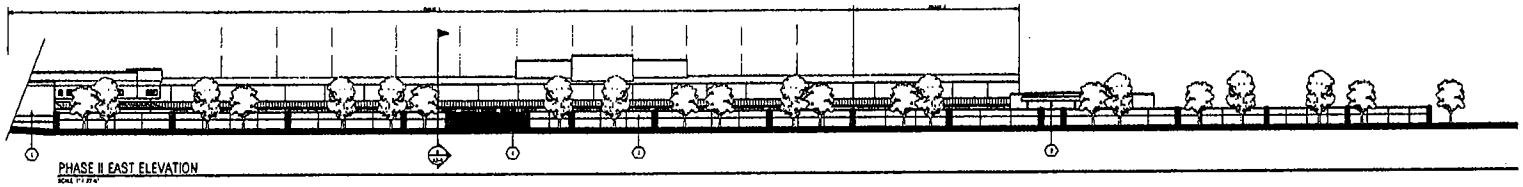

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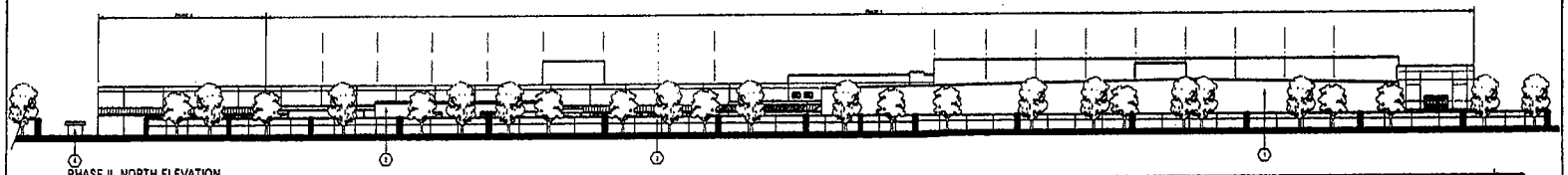

PHASE II NORTH ELEVATION

RGA

CONSULTANT

SYSCO FACILITY

SYSCO

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COUNTY OF RIVERSIDE
CA 92518

MERIDIAN

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CONTACT: DAVID RICHEL
richel.david@corp.sysco.com

CD		
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SD	05/05/05	SUBMITTAL SET
MARK	DATE	DESCRIPTION

RGA PROJECT NO.
OWNER PROJECT NO.
CAD FILE NAME
DRAWN BY
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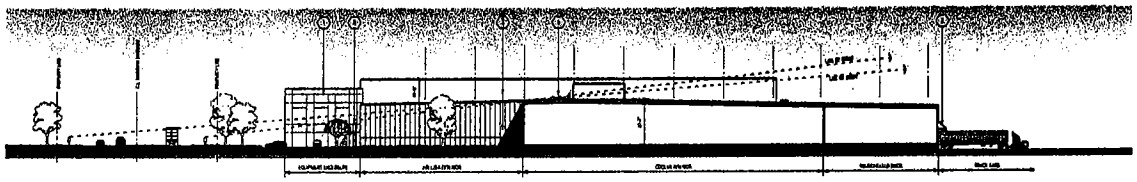
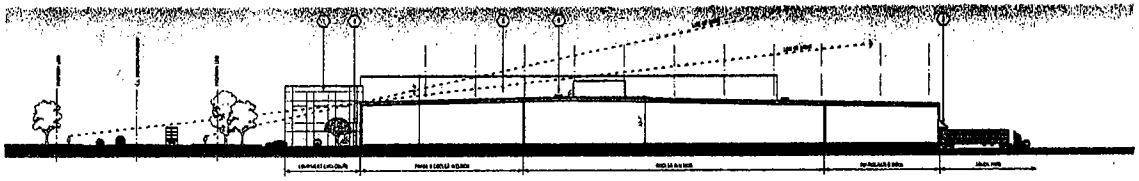
RGA OFFICE OF ARCHITECTURAL DESIGN
SHEET TITLE
PHASE II SITE SCREENING

A3-4

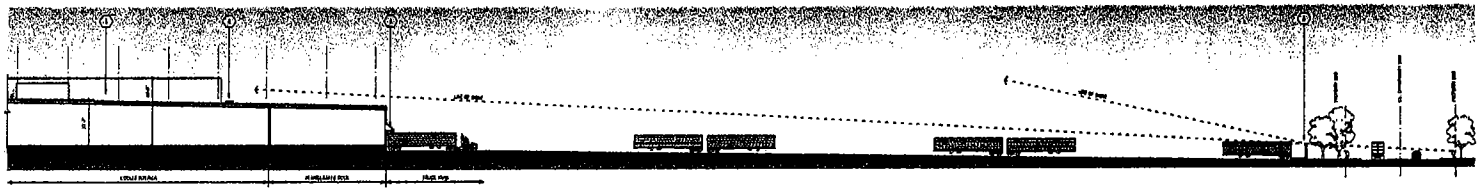
KEYNOTES



MERIDIAN PARKWAY - PHASE I SECTION A



MERIDIAN PARKWAY - PHASE II SECTION A



OPPORTUNITY WAY SECTION B

RGA

CONSULTANT

SYSCO FACILITY

Good Things Come Right Sysco

MERIDIAN PARKWAY
COUNTY OF RIVERSIDE
CA 92518

MERIDIAN

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03		
02		
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DD		
SD	06/07/05	SCHEMATIC DESIGN
MARK	DATE	DESCRIPTION

RGA PROJECT NO
OWNER PROJECT NO
CAD FILE NAME
DRAWN BY
CHECKED BY
COPYRIGHT
RGA OFFICE OF ARCHITECTURAL DESIGN
SHEET TITLE
SITE SECTIONS

A3-5

EXHIBIT "B"

Conditions of Approval for Plot Plan 09-01

Plot Plan Conditions of Approval for PP 09-01
Sysco Foods

PLANNING DEPARTMENT

General Planning Conditions:

1. The site shall be developed in accordance with the approved Plot Plan 09-01 on file in the Planning Department, the Meridian Specific Plan (SP-5), the applicable portions of the March JPA Development Code, the General Plan, and the conditions contained herein. Prior to any use of the site or business activity being commenced thereon, all Conditions of Approval and Environmental Mitigation Measures shall be completed to the satisfaction of the Planning Manager or designee. Building elevations shall comply with the color scheme and materials approved with the Plot Plan. (MJPA 9.14.020)

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

3. This approval shall expire three years after the date of approval unless substantial construction contemplated by this approval has occurred within the three-year period, which is thereafter pursued to completion, or the March Joint Powers Authority has extended approval, otherwise the approval shall become null and void. (MJPA 9.02.230)

4. This development is located within Specific Plan SP-5. The provisions of the Meridian Specific Plan including the permitted uses, development standards, the March Business Center Design Guidelines, and the Conditions of Approval shall prevail unless modified herein. (MJPA 9.13)

5. As established in the Specific Plan, the project will comply with the policies and requirements of the Riverside County Airport Land Use Plan. Development plans will be submitted to the FAA for review in accordance with FAR 77.13.2.i. Additional ALUC review will be required for objects taller than 50 feet in the Height Caution Zone shown on Figure IV.A-4 [in the Focused EIR]. Other land use controls (relating to safety (both in the air and on the ground) and noise) have been developed in consultation with the ALUC, and have been incorporated into the Specific Plan. (MMRP)

6. The development shall comply with the requirements of the Americans with Disabilities Act. All disabled parking spaces shall measure 14' wide to include a 9' stall and 5'loading area, by 20'

length. One in every 8 disabled spaces, but in no case less than one, shall be van accessible with a minimum 9' wide space and 8' wide loading area. All signage, striping, ramps and slopes shall meet ADA requirements. Overhang of parking shall not encroach upon handicapped access routes. (MJPA 9.11.040)

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

8. Any signs indicated on the submitted plans are not included with this approval. All signs proposed for this development shall comply with the requirements of the March Business Center Design Guidelines and the March JPA Development Code. If requirements differ, the proposed signage shall meet the stricter of the provisions. In a multiple tenant facility, all signage shall meet the approved Sign Program for the development. (MJPA 9.12.020)

9. All new and existing utilities located on the site shall be under grounded. (MJPA 9.13.130)

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

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

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

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

14. All uses shall comply with the noise emission criteria identified in the March JPA Development Code. (MMRP)

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

15. Facilities that store, handle or use regulated substances as defined in the California Health and Safety Code 25532 shall comply with the Hazards and Hazardous Materials Mitigation Measures identified in the Meridian Subsequent EIR (SCH#2009071069). (MMRP)

16. Prior to issuance of precise grading permits, all site plans, grading plans, landscape and irrigation plans, and street improvement plans shall be coordinated for consistency with this approval. Prior to issuance of building permits, final landscaping and irrigation plans shall be approved as a component of the construction plan review. (MJPA 9.02.030)

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

18. Individual lot developers shall contribute on a fair share basis toward the cumulative off-site impacts identified in Specific Plan Chapter IIV. (MMRP)

19. Prior to issuance of building permits, the developer shall provide to the Planning Manager written certification by the affected school district that either: (1) the development has complied with the fee levied by the governing board of the District, pursuant to Government Code Section 65996; or (2) the fee or other requirement does not apply to the development.

20. Prior to issuance of building permits, screening details for roof top equipment shall be submitted for Planning Division review and approval as a component of the construction plan review. All equipment shall be completely screened so as not to be visible from public view, and the screening shall be an integral part of the building. (MJPA Design Guidelines)

21. Prior to issuance of building permits, the Planning Division shall review and approve a computer-generated, point-by-point exterior lighting analysis plan as a component of the construction plan review. The lighting plan shall be generated on the site plan and shall be integrated with the final landscape plan. The plan shall indicate the manufacturer's specifications for fully shielded light fixtures and shall include fixture catalog cuts, light cut-off shielding details, wattage, illumination type (high or low pressure sodium only), location, and height. The lighting shall not exceed a 750 watt maximum, shall not be mounted more than 25' above finished grade, and site lighting of outdoor areas shall be limited to high pressure or low pressure sodium lighting. The lighting shall be designed in such a manner so that it does not exceed 0.5 candle/foot^2 illumination beyond the property line. (MJPA 9.08.100)

22. The project construction plan submittal shall contain an on-site traffic striping and signage plan which shall be reviewed and approved by Planning Department prior to issuance of the building permits.

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

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

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

25. Prior to issuance of a Certificate of Occupancy, the developer or developer's successor in interest shall pay the applicable Transportation Uniform Mitigation Fee (TUMF). This provision does not prohibit paying the TUMF earlier at the time of building permit issuance. (MJPA Ord.).

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

27. Prior to Certificate of Occupancy, the Planning Division shall review and approve the location and method of screening of transformer cabinets, commercial gas meters and back flow preventers as components of the construction plan review. Location and screening shall comply with the following criteria: All transformer cabinets, commercial gas meters and backflow devices shall not be located within driveway/street view triangles in such a way that they obscure traffic visibility. Service Electrical Systems shall be fully enclosed and incorporated into the overall architectural design of the building(s). Back-flow preventers and gas meters shall be screened by landscaping that will provide appropriate landscape screening upon maturity. (MJPA Design Guidelines)

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

29. Prior to Certificate of Occupancy, each development incorporating truck docks shall install one 6-sq/ft sign for each four roll-up dock doors identifying the maximum 5-minute diesel idling time for tractor engines. All signs shall be installed on the building at eye level in a manner to clearly convey the maximum diesel idling time. (CARB)

Landscape Provisions (Timing Varies)

30. All landscape located adjacent to parking areas shall be protected by a raised 6" extruded curb. (MJPA Design Guidelines)

31. Prior to the issuance of the Certificate of Occupancy, the applicant shall provide a letter from the landscape architect identifying that all landscape has been installed consistent with the approved landscape plan and that the landscape complies with the provisions of the March JPA Landscape Irrigation Efficiency Ordinance (JPA ORD.#09-05).

32. The landscape irrigation schedule which identifies appropriate watering times, duration and quantities, for 1) initial landscaping and 2) established landscape, shall be continually available at the site in perpetuity, in a convenient location near the irrigation controlling unit. (JPA ORD.#09-05).

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

34. All on-site parking shall be screened by one of the following methods: 1) 30" parking screen wall; 2) continuous landscape shrub; or 3) combination of shrub, wall and earthen berm. (MJPA Design Guidelines).

35. The facility shall incorporate an on-site green/landscape waste recycling/mulching area, or as an option the facility operator may identify in writing how green/landscape waste is recycled off-site. (MMRP)

36. Prior to site grading, the grading contractor shall contact the March JPA Landscape and Lighting Maintenance District (LLMD) manager at (951) 656-7000 to coordinate all activity and impacts upon LLMD facilities within the public right-of-way and landscape easements. The coordination shall assure uninterrupted operation of the LLMD irrigation system and shall identify any impacts on LLMD mainlines, wires, laterals and irrigation components, inclusive of the need to move or sleeve LLMD facilities as determined by the LLMD manager.

37. All LLMD pressure main line and laterals crossing beneath paved areas shall be encased in schedule 40 PVC sleeves twice the diameter of the pipe. Sleeves shall be placed as a depth of 24" beneath finished surface, measured from the top of sleeve. Control wires shall be separate sleeves with a minimum diameter of two inches. Wire sleeves shall be seized so that wire bundles may be pulled without binding. On each side of paved areas, a 10" round valve box with wire connections shall be installed. Pin tie connectors shall be used in wire connection box and must be branded on the valve box lid with "SW" for future identification.

38. All changes to the LLMD easement area shall be completed in accordance with the approved LLMD landscape plans and an "as built" drawing shall be submitted and approved upon completion and inspection of work. All repairs and/or installations in the LLMD right-of-way and easement areas must be inspected by the LLMD manager.

39. All LLMD irrigation damaged by construction activities shall be repaired by a qualified irrigation technician within twenty four (24) hours to ensure LLMD plant material does not incur additional damage or loss.

40. All LLMD plant material damaged shall be replaced with like sized material within three (3) business days unless an extension is approved, in writing, by the LLMD manager.

41. At no time shall any contractor store or place equipment, signs, temporary utilities or any other items within the public right-of-way or LLMD landscape easement areas.

NPDES Provisions (Timing Varies)

42. Consistent with the requirements of the NPDES Guidelines, the applicant/owner will record a NPDES Maintenance Covenant and Agreement verifying that the property owner or association will have maintenance responsibility for the on-site storm water treatment in perpetuity.

43. Prior to the issuance of grading or building permits, the developer shall submit evidence of an approved Storm Water Pollution Prevention Plan (SWPPP) approved by the State Water Resources Control Board.

44. At all times during construction, the approved Storm Water Pollution Prevention Plan (SWPPP) shall be located in the construction office, and available for review of development compliance.

45. During construction, the developer or designee shall be responsible for: 1) storm water sampling for all storm events where storm water leaves the site and 2) storm water reporting to the State Water Resources Control Board as required by applicable law.

46. Prior to the issuance of building permits, the developer or developer's successor-in-interest applicant shall submit and receive approval of a Quality Water Management Plan addressing long term development storm water mitigation measures.

47. The future site user is responsible for obtaining a NPDES General Industrial Activities Permit (Order No. 97-03-DWQ, CAS000001) for businesses that have applicable Standard Industrial Codes (SIC code).

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

49. The structural BMPs selected for this project have been approved in concept. The owner shall submit a final WQMP including plans and details providing the elevations, slopes, and other details for the proposed structural BMPs including the *grass lined bio-swales*. The Engineering Department shall review and approve the final WQMP text, plans and details.

Clean Air Provisions (Timing Varies)

50. Employers with 250 or more employees shall comply with SCAQMD Rule 2202 necessitating development of trip reduction plans; including peak commute trip reduction, ride share programs, and implementing compressed work week schedules. (SCAQMD)

51. Employers with over 250 employees shall provide on-site food vending machines, refrigerator, microwave oven and mail facilities and use reasonable effort to provide an ATM, onsite computer, internet connection, and other service to reduce the need for employees to leave for services during business hours. (MMRP)

52. All cold storage facilities shall install conduit to all loading dock doors accessing the cold storage warehouse in order to accommodate future use plug–in electrical outlets. Additionally, all cold

storage facilities shall have a minimum of 20% of the loading dock doors activated for plug-in use prior to issuance of the certificate of occupancy. The trailer fleets of all cold storage warehouses shall be 100% plug-in ready within 10 years of the certificate of occupancy. (MMRP)

53. The operator shall cooperate with March JPA in the pursuit of Carl Moyer clean air grants. Grants shall be used to pursue clean air technology inclusive of clean burning engines, alternate fuel vehicles, diesel particulate traps, alternate fuel refrigeration units, and electrification of dock ramp positions.

54. Projects shall provide short- and long-term bicycle parking facilities to meet peak season maximum demand (e.g., one bike rack space per 20 vehicle/employee parking spaces). Project shall also provide "end-of-trip" facilities including showers, lockers, and changing space (e.g., four clothes lockers and one shower provided for every 80 employee parking spaces, separate facilities for each gender for projects with 160 or more employee parking spaces). (MMRP)

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

56. Project shall include permanent TMA membership per the Specific Plan Amendment. (MMRP)

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

58. Project shall install Energy Star labeled roof materials. (MMRP)

59. Developer is encouraged use materials which are resource efficient, recycled, with long life cycles and manufactured in an environmentally friendly way. (MMRP)

60. Developer shall consider an increase of exterior wall insulation and roof insulation over Title 24 requirements; however, a specific percent increase is not required. (MMRP)

61. Prior to issuance of a grading or building permit, the Construction Contractor shall submit a Construction Management Plan identifying compliance with all construction mitigation measures identified in the Meridian Subsequent EIR (SCH#2009071069). (MMRP)

62. The project will comply with greenhouse gas mitigation measures IV.L-1.20 through IV.L-1.26, as identified in Final Subsequent EIR (SCH# 2009071069).

ENGINEERING COMMENTS, TRILAKE ENGINEERING

With respect to the Conditions of Approval for the above referenced development, the MJPA requires that the applicant provide the following improvements and/or dedications in accordance with the March Joint

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

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

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

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

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

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

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

    f. The "first flush" basins shall be located onsite and properly landscaped and screened as determined by MJPA and Water Quality Board. The parkway on and offsite landscaping may be utilized for this purpose. These facilities shall be connected to existing drainage with permits from the appropriate agency.

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

2. Additional streetlights or relocation of streetlights (as needed) shall be installed per Riverside County and Southern California Edison standards.

3. The proposed development is in the service area of Western Municipal Water District for water and sewer services. Additional lateral connection, if required, shall comply with WMWD and Fire Department requirements. Onsite sewer and water plans shall be submitted to WMWD for review and approval.

4. This project is part of the existing landscape, lighting, and drainage maintenance district established by MJPA. Owner(s) shall be responsible to pay towards maintenance of facilities as determined by the District. Additional landscaping and drainage improvements shall be maintained by owners.

5. On and offsite improvements including grading and paving plans along with hydrology shall be submitted to MJPA Public Works Engineer's office for review and approval.

6. Proposed access to Meridian Parkway shall be for right-in and out only by providing a raised landscaped (hardscaped) median along the frontage or other methods as approved by the JPA. All driveways shall be installed per Riverside County Standard 207A.

7. The private street adjacent to the site shall be improved to full width as required per Tentative Map 30857-4. Easement dedication for the use by utility and adjacent property owners will be required. Maintenance of the private street shall be assured in perpetuity through an appropriate recorded document, as determined by the March Joint Powers Authority.

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

9. Construction o Meridian Parkway and connection to Van Buren Blvd. including a signal in conformance with Phase 4 street improvement plans shall be required.

BUILDING DEPARTMENT, WILLDAN

1. Provide 2 sets of plans and calculations along with a soils report no more than 12 months old to the building department along with a set for Planning Department review. If you choose to submit electronically, the Planning Department will require a hard copy at initial submittal for building plan check. Also provide partial submittal to the water district. Please note building permits cannot be issued without a will serve letter from WMWD.

2. Civil site work is under separate submittal and review by Engineering Department.

3. Separate buildings may be submitted under one plan check number, but will be issued separate permits at approval. Breakdown valuations for each building.

FIRE MARSHALL, RIVERSIDE COUNTY FIRE DEPARTMENT

General Conditions

1. It is the responsibility of the recipient of these Fire Department conditions to forward theme to all interested parties. The building permit number is required on all correspondence.

   Questions should be directed to the Riverside County Fire Department, Fire Protection Planning Division at 2300 Market St. Suite 250, Riverside, Ca 92501. Phone: (951) 955-4777, Fax: (951)

955-4886.

2. Blue retro reflective pavement markers shall be mounted on private street, public streets and driveways to indicate location of fire hydrants. Prior to installation, placement of markers must be approved by Riverside County Fire Department.

3. Minimum required fire flow shall be 4000 GPM for 4 HOURS duration at 20 PSI residual operating pressure, which must be available before any combustible material is placed on the job site. Fire flow is based on typed VB construction per the 2007 CBC and Building(s) having a fire sprinkler system.

4. A combination of on-site and off site super fire hydrants, on a looped system (6" X 4" X 2 ½"), will be located not less than 25 feet or more than 165 feet from any portion of the building as measured along approved vehicular travel way. The required fire flow shall be available from any adjacent hydrant (s) in the system.

5. Applicant and/or developer shall be responsible for obtaining under/aboveground fuel, chemical and mixed liquid storage tank permit, from the Riverside County Fire Department and Environmental Health Departments. Plans must be submitted for approval prior to installation. Aboveground fuel/mixed liquid tank(s) shall meet the following standards: Tank must be tested and labeled to UL2085 Protected Tank Standard or SwRI 93-01. The test must include the Projectile Penetration Test and the Heavy Vehicle Impact Test. A sample copy of the tank's label from an independent test laboratory must be included with your plans. (Current plan check deposit base fee is $217.00 for the first Tank, Each additional tank $32.00).

6. Rapid entry Hazardous Material data and key storage cabinet shall be installed on outside of the building. Plans shall be submitted to the Riverside County Fire Department for approval prior to installation. (Current plan check deposit base fee is $126.00).

7. Gate entrances shall be at least two feet wider than the width of the traffic land (s) serving that agate. Any gate providing access from a road to a driveway shall be located at least 35 feet from the roadway and shall open to allow vehicle to stop with out obstructing traffic on the road. Where a one-way road with a single traffic land provides access to a gate entrance, 40 foot turning radius shall be used.

8. Gate(s) shall be automatic or manual operated, minimum 20 feet width, with a setback of 35 feet from face of curb/flow line. Gate access shall be equipped with a rapid entry system. Plans shall be submitted to the Fire Department for approval prior to installation. Automatic/manual gate pins shall be rated with shear pin force, not to exceed 30 foot pounds. Automatic gates shall be equipped with emergency backup power. Gates activated by the rapid entry system shall remain open until closed by the rapid entry system. (Current plan check deposit base fee is $126.00).

Prior to Building Permit Issuance

9. Building plan check deposit fee of $1,056.00 shall be paid in a check or money order to the Riverside County Fire Department after plans have been approved by our office.

10. The applicants or developer shall separately submit two copies of the water system plans to the Fire

Department for review and approval. Calculated velocities shall not exceed 100 feet per second. Plans shall conform to the fire hydrant types, location and spacing, and the system shall meet the fire flow requirements. Plans shall be signed and approved by a registered civil engineer and the local Water Company with the following certification: "I certify that the design of the water system is in accordance with the requirements prescribed by the Riverside County Fire Department."

Prior to Building Final Inspection

11. The applicant shall prepare and submit to the Fire Department for approval, a site plan designating required fire lanes with appropriate lane painting and/or signs.

12. Install a complete fire sprinkler system per NFPA 13 currently adopted edition. 13D and 13R system are not allowed. In all buildings requiring a fire flow of 1500 GPM or greater sprinkler system(s) with pipe size in excess of 4 inch diameter the project structural engineer is required to certify (wet signature) the stability of the building system for seismic and gravity loads to support the sprinkler system.

13. All fire sprinkler risers shall be protected from any physical damage. The post indicator value and fire department connection shall be located to the front, within 50 feet of a hydrant, and a minimum of 25 feet from the building(s).

14. A statement that the building(s) will be equipped with automatic fire sprinklers must be included on the title page of the building plans. Current Fire Dept. deposit base fee for sprinkler plan check is $614.00 per riser.

15. Applicant or developer shall be responsible to install U.L Central Station Monitored Fire Alarm System. Monitoring system shall monitor the fire sprinkler system's water flow, P.I.V.'s and all control valves. Plans must be submitted to the Fire Department for approval prior to installation. Contact Fire Department for guideline handout. Current monitoring plan check deposit base fee is $192.00.

16. Install portable fire extinguishers with a minimum rating of 2A-10BC and signage. Fire Extinguishers located in public areas shall be in a recessed cabinet mounted 48 inches to center above the floor level with Maximum 4 inch projection form the wall. Contact Fire Department fro proper placement of equipment prior to installation.

17. U.L 300 hood duct fire extinguishing system must be installed over the cooking equipment. Wet chemical extinguishing system must provide automatic shutdown of all electrical components and outlets under the hood upon activation. System must be installed by a licensed C16 contractor. Plans must be submitted with current fee $215.00 to the Fire Department for review and approval prior to installation.

    Note: A dedicated alarm system is not required to be installed for the exclusive purpose of monitoring this suppression system. However, if there is a new or pre-existing alarm system; then it must be connected to the extinguishing system and submitted to the Fire Dept. for review and approval.

MARCH AIR RESERVE BASE

1. The March Air Reserve Base review of the proposal by the Sysco Corporation is for an approximate 515,000 square foot warehouse distribution use located at 15750 Meridian Parkway is provided with this memorandum. The proposed development is in the 60 to 65 decibel (dB) range of Community Noise Equivalent Level (CNEL) contours related to mission flights. Employees and regularly received public may require protection using noise abatement (noise level reduction) provided in construction design. Additional, hearing protection for employees may be required by OSHA or other agencies as related to safety and health in a high noise level work environment.

RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION

1. Prior to the issuance of building permits, the landowner shall convey an avigation easement to the MARB/MIP Airport.

2. Any outdoor lighting installed shall be hooded or shielded to prevent either the spillage of lumens or reflection into the sky. Outdoor lighting shall be downward facing.

3. The following uses shall be prohibited:

   a) Any use which would direct a steady light or flashing light of red, white, green, or amber colors associated with airport operations toward an aircraft engaged in an initial straight climb following takeoff or toward an aircraft engaged in a straight final approach toward a landing at an airport, other than an FAA-approved navigational signal light or visual approach slope indicator.
   b) Any use which would cause sunlight to be reflected toward an aircraft engaged in an initial straight climb following takeoff or toward an aircraft engaged in a straight final approach toward a landing at an airport.
   c) Any use which would generate smoke or water vapor or which would attract large concentrations of birds, or which may otherwise affect safe air navigation within the area. (Such uses include landscaping utilizing water features, aquaculture, livestock operations, production of cereal grains, sunflower, and row crops, artificial marshes, wastewater management facilities, composting operations, trash transfer stations that are open on one or more sides, recycling centers containing putrescible wastes, construction and demolition debris facilities, fly ash disposal, incinerators, and landfills.)
   d) Any use which would generate electrical interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation.

4. The following notice shall be provided to all potential purchasers and tenants:

   This property is presently located in the vicinity of an airport, within what is known as an airport influence area. For that reason, the property may be subject to some of the annoyances or inconveniences associated with proximity to airport operations (for example: noise, vibration, or odors). Individual sensitivities to those annoyances can vary from person to person. You may wish to consider what airport annoyances, if any, are associated with the property before you complete

your purchase and determine whether they are acceptable to you. Business and Professional Code Section 11010 (b)(13)(A).

5. Any retention basin shall be designed so as to provide a maximum 48-hour detention period for the design storm (may be less, but not more), and to remain totally dry between rainfalls. Vegetation in and around the retention basin that would provide food or cover for bird species that would be incompatible with airport operations shall not be utilized in project landscaping.

6. Noise attenuation measures shall be incorporated into the design of office areas of structures, as necessary to ensure interior office noise levels from aircraft operations are at or below 45 CNEL.

UNITED STATES POSTAL SERVICE

1. Prior to the issuance of building permits, the developer shall contact the U.S. Postal Service to determine the appropriate type and location of mailboxes.

Exhibit A

Standard March JPA Operation Mitigation Measures
To be placed on the cover sheet of all construction plan submittals

1. Future uses shall comply with all applicable permitting requirements for new or modified emission sources subject to SCAQMD rules and regulations.

2. All internal combustion engine-driven equipment will be properly maintained and tuned according to manufactures specifications.

3. Operations shall comply with SCAQMD regulations for low sulfur fuel as identified in Rule 431.2.

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

5. Hazardous materials certified handler and disposal service shall conduct the disposal and servicing of any hazardous materials.

6. All landscaped areas shall be maintained in a healthy and thriving condition, free from weeds, trash and debris by the developer or the developer's successor-in-interest. The developer, or the developer's successor-in-interest, shall be responsible for maintaining any undeveloped portion of the site in a manner that provides for the control of weeds, erosion and dust.

7. Green waste generated by the Development shall be kept separate from other waste types in order that it can be recycled for onsite composting or directed to local wood grinding and/or composting facility.

8. Any graffiti located onsite shall be removed within 72 hours. The site shall be maintained in a graffiti-free state at all times.

9. All construction activities shall be limited to between 7:00 am and 8:00 pm as feasible. (MEIR)

PUBLIC HEARING OF THE

MARCH JOINT POWERS COMMISSION

OF THE MARCH JOINT POWERS AUTHORITY

MJPA –Public Hearing
Agenda Item No. 11a

Meeting Date: July 21, 2010

Subject/Action: **ADOPT RESOLUTION #JPA 10-20 CERTIFYING THE FINAL SUBSEQUENT EIR, MAKING WRITTEN ENVIRONMENTAL FINDINGS, ADOPTING THE STATEMENT OF OVERRIDING CONSIDERATIONS, ADOPTING THE MITIGATION MONITORING AND REPORTING PLAN AND DIRECTING STAFF TO FILE A NOTICE OF DETERMINATION FOR THE CERTIFICATION OF THE MERIDIAN SPECIFIC PLAN AMENDMENT FINAL SUBSEQUENT EIR; 2) ADOPT RESOLUTION #JPA 10-21 MAKING WRITTEN FINDINGS AND ADOPTING GENERAL PLAN AMENDMENT GP 09-01; 3) ADOPT RESOLUTION #JPA 10-22 MAKING WRITTEN FINDINGS AND APPROVING TENTATIVE TRACT MAP 30857 AMENDMENT 2, SUBJECT TO CONDITIONS OF APPROVAL; 4) ADOPT RESOLUTION #JPA 10-23 MAKING WRITTEN FINDINGS AND APPROVING THE SYSCO WAREHOUSE PLOT PLAN 09-01, SUBJECT TO CONDITIONS OF APPROVAL; AND 5) WAIVE THE FIRST READING AND CONDUCT A PUBLIC HEARING ON ORDINANCE #JPA 10-02, THE MERIDIAN SPECIFIC PLAN AMENDMENT (SP-5), MAKING WRITTEN FINDINGS AND DIRECTING STAFF TO SCHEDULE THIS ITEM ON A FUTURE AGENDA FOR SECOND READING. THESE APPLICATIONS ARE REQUESTS BY LNR PROPERTY CORPORATION AND RELATED AFFILIATES, AND BY SYSCO CORPORATION (PLOT PLAN ONLY), ON SCATTERED PARCELS WITHIN THE NORTH CAMPUS OF THE MARCH BUSINESS CENTER SPECIFIC PLAN LOCATED WEST OF INTERSTATE 215, SOUTH OF ALESSANDRO BOULEVARD AND NORTH OF VAN BUREN BOULEVARD**

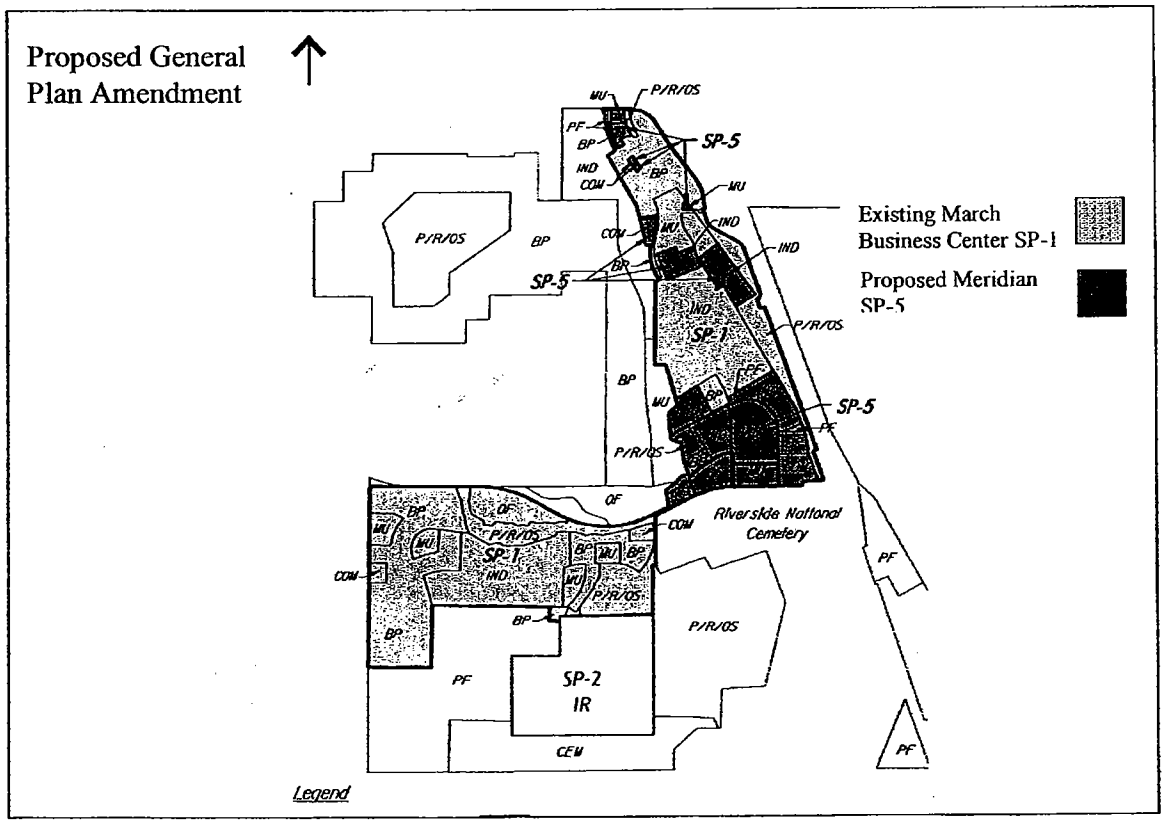
Proposed Motions:

1) Move that the March Joint Powers Commission Adopt Resolution #JPA 10-20 Certifying the Meridian Final Subsequent EIR; a) Making Written Environmental Findings; b) Adopting the Statement of Overriding Considerations; c) Adopting the Mitigation Monitoring and Reporting Program; and d) Directing staff to file a Notice of Determination for the Meridian Specific Plan Final Subsequent EIR; and
2) Move that the March Joint Powers Commission: a) Adopt Resolution #JPA 10-21 Making Written Findings and Adopting General Plan Amendment GP 09-01; b) Adopt Resolution #JPA 10-22 Making Written Findings and Approving Tentative Tract Map 30857 Amendment 2, Subject to Conditions of Approval; c) Adopt Resolution #JPA 10-23 Making Written Findings and Approving the Sysco Warehouse Plot Plan 09-01, Subject to Conditions of Approval; and d) Waive the First Reading and Conduct a Public Hearing on Ordinance #JPA 10-02, the Meridian Specific Plan Amendment, Making Written Findings and Directing Staff to Schedule this item on a Future Agenda for the Second Reading.

Application (1): General Plan Amendment GP 09-01:

Applicant(s): LNR Property Corporation and affiliates, including LNR Riverside LLC, LNR Riverside II LLC, LNR CPI Riverside Warehouse LLC, LNR CPI Meridian BTS 223 LLC, and LNR CPI Meridian BTS 356 LLC.

Summary: Request to amend the General Plan on 257.7 acres in various locations within the north campus of the March Business Center Development. The modification would change the existing General Plan Land Use designation from SP-1 to SP-5 on the subject area, and would modify the underlying land uses designations as follows: 1) reduction in the Business Park designation from 120.5 acres to 23.0 acres; 2) increase in the Commercial designation from 20.3 acres to 22.2 acres; 3) increase the Industrial designation from 43.2 acres to 158.5 acres; 4) reduction in the Mixed Use designation from 37.0 acres to 16.8 acres; 5) increase in the Office designation from 18.3 acres to 21.5 acres; 6) reduction in the Public Facility designation from 12.1 acres to 4.6 acres; 7) and increase in the Park/Recreation/Open Space designation from 0 acres to 11.1 acres. The modifications necessitate an update of the General Plan Development Build-Out Table and the General Plan Circulation Map to assure internal consistency within the General Plan. The applicant has identified the purpose of their request is to respond to changes in market conditions since the adoption of the March Business Center Specific Plan, and has submitted a market study by Albert Gobar Associates reflecting the economic issues regarding development under the existing entitlements and the proposed amendments (available at www.marchjpa.com). The General Plan amendment is identified in dark blue below (the existing March Business Center is in light blue):

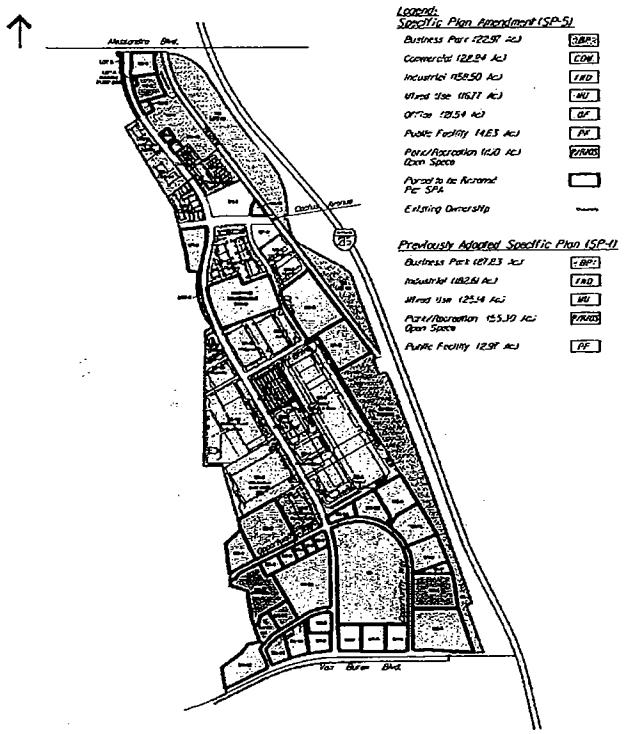


Application (2): Specific Plan Amendment SP-5:

Applicant(s): LNR Property Corporation and affiliates, including LNR Riverside LLC, LNR Riverside II LLC, LNR CPI Riverside Warehouse LLC, LNR CPI Meridian BTS 223 LLC, and LNR CPI Meridian BTS 356 LLC.

Summary: Request to amend the March Business Center Specific Plan on 257.7 acres within the north campus of the March Business Center development by adopting the proposed Meridian Specific Plan (SP-5). The modification would modify the underlying land use designation/zoning, in conformance with the land use changes identified in the General Plan amendment stated above. The request also proposes the following modifications to the existing Specific Plan: 1) incorporation of a Riverside County Fire Station site at Meridian Parkway/Opportunity Way; 2) accommodation of rail service on two existing lots (Unit 2 Lot 5 and Unit 2 Lot 6); 3) increase in Floor Area Ratios (FAR) in the Office (5%), Mixed Use (5%), Industrial (5)%, and Commercial (10%) land use designations; 4) use of colored decorative concrete paving in place of landscaping up to a maximum of 5% in the Office, Mixed Use and Commercial designations and up to 2% in the Industrial designation; 5) increase in permissible height in the Office designation up to 60' subject to FAA approval (3 story maximum); 6) clarification of the details of the project theme wall; 7) modification to the planned sewer, water and storm drainage infrastructure; and 8) modification of the allowed uses within several land use designations, to change some allowed uses to require Conditional Use Permits (CUP) or to prohibit uses that previously required CUPs, as identified in Specific Plan Table III-1.

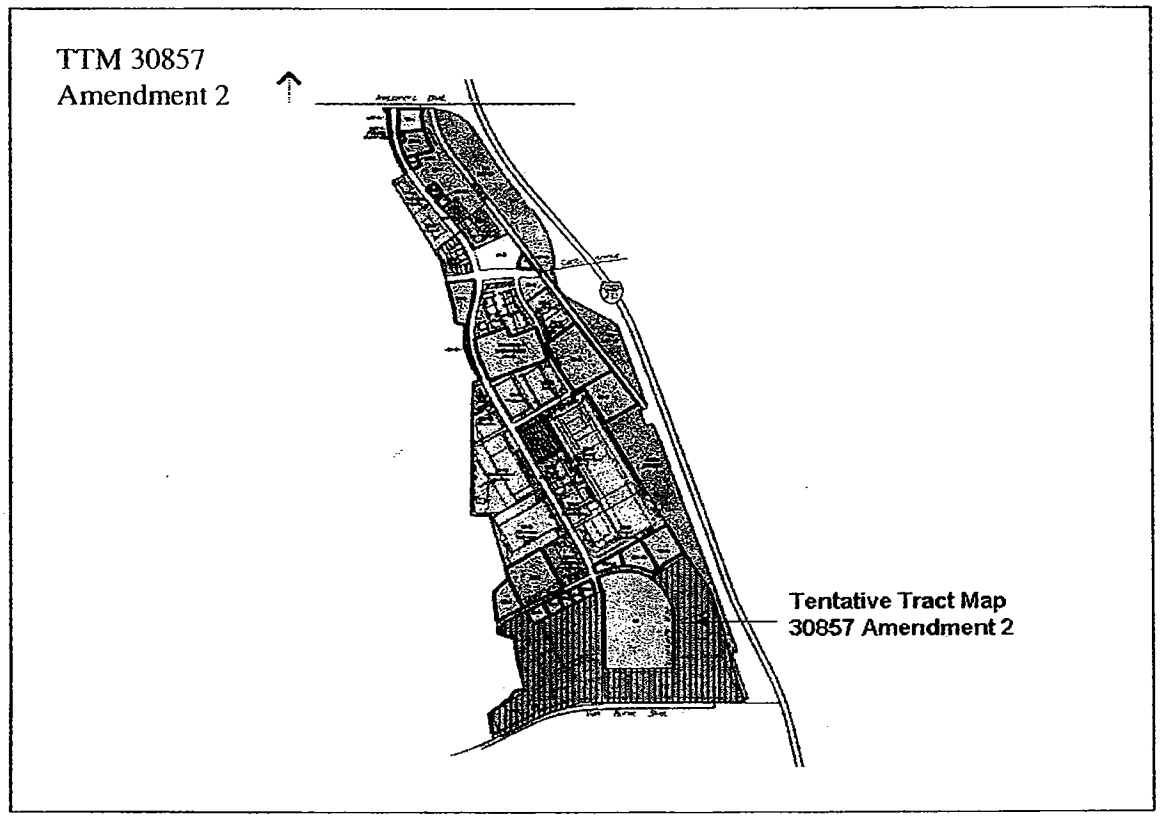
Proposed Specific Plan Amendment



Application (3): Tentative Map 30857 Amendment 2:

Applicant(s): LNR Riverside II, LLC.

Summary: Tentative Tract Map 30857 Amendment 2 would reconfigure lots and the internal street network on the southern 126.9 acres of the proposed Meridian Specific Plan amendment. The Tentative Tract Map would create 15 buildable lots, 4 lots to be conveyed as right-of-way, an 11.1-acre detention basin/open space, and a 1.7-acre site for a planned water pump facility adjacent to the recently installed 96" Metropolitan Water District regional water distribution line. The project includes modification of streets in the southwest portion of the north campus to replace cul-de-sacs with a looped street alignment. The Tentative Map also includes a proposed private street north of lots 5, 6 and 7, which also provides access to the proposed Sysco facility. A 20' landscape easement, in combination with 11' of landscape within the public right-of-way (total 31' of landscape) is proposed along the north side of Van Buren Boulevard. Similarly, a 9' landscape easement combined with 12' of landscape in the public right-of–way (total 21' of landscape) is proposed for Meridian Parkway. At the corner of Meridian Parkway and Van Buren Boulevard, a .28 acre landscape easement area is proposed as an enhanced setback from the intersection of Van Buren/Meridian Parkway, in recognition of the expansive landscape area located to the south at Riverside National Cemetery. In combination with landscape in the public right-of-way, the triangular landscape areas at the intersection of Meridian/Van Buren incorporate .38 acres of total landscaping, exclusive of the public sidewalk. The location of Tentative Tract Map 30857 Amendment 2 is identified below.

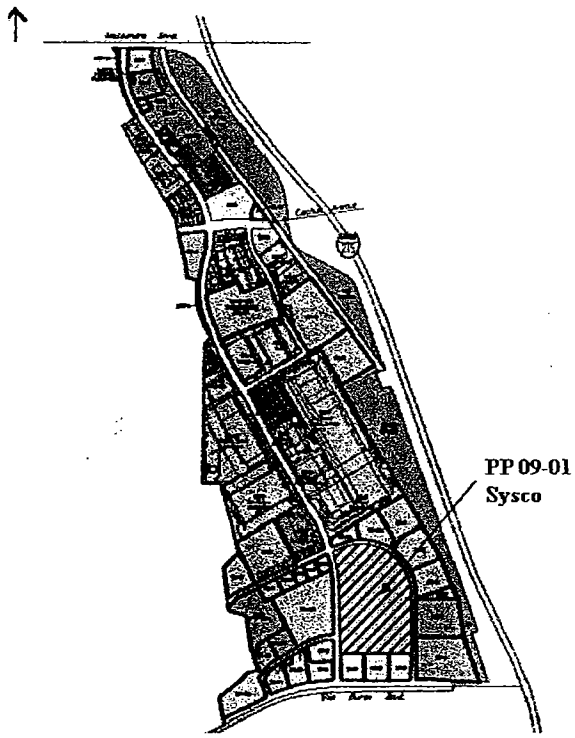


Application (4): Plot Plan 09-01 (Sysco):

Applicant(s): Sysco Corporation.

Summary: The proposed Sysco facility is a warehouse distribution use with a two-story office component for on-site sales staff and administrative functions, located on a 45 acre lot at 15750 Meridian Parkway. The office area totals 62,000 square feet with the remaining portion of the 515,223 square feet allocated to food and food-service product storage, packaging and distribution. No food preparation would occur on-site. The initial development phase of the Project would consist of 395,955 square feet of warehouse and office use and ancillary truck maintenance, truck fueling and vehicle washing facilities. A subsequent phase would provide 119,268 square feet of additional warehouse development. Truck roll-up doors, truck parking and trailer parking are screened by 12' perimeter walls incorporating the Meridian design theme (decorative stone pilasters at 80' on center), or mounded berms and 24" box trees where building additions are planned. Employee access to the facility would be provided via one driveway to/from an east/west private roadway to be constructed along the southern boundary of the lot. Truck traffic would enter/exit the site via a single driveway on Opportunity Way, located east of Meridian Parkway. The employee and visitor parking lot would have approximately 455 car parking stalls and be located in the southwestern corner of the site. The proposed building incorporates tilt-up concrete construction for office and ambient warehouse areas and smooth insulated metal panel systems for the cold storage areas.

Proposed
Plot Plan 09-01



Adjacent Land Uses/Zoning		
Direction	Existing Use	General Plan Designation/Zoning
East	March Air Reserve Base RCTC/BNSF Rail Line Interstate 215	Military Operations and Aviation/ Un-zoned property (JPA) N/A (Railroad R-O-W) N/A (Caltrans R-O-W)
North	Sycamore Canyon Business Park	Business Office Park / BMP & CG (City of Riverside)
West	Future Development Area	Business Park and Mixed Use / Un-zoned property (JPA)
South	Riverside National Cemetery	N/A (National Cemetery)

GENERAL PLAN AMENDMENT OVERVIEW:

The proposed Meridian Specific Plan amendment (SPA) is consistent with the General Plan objective of developing a mixed-use, job intensive business park on the approximate 668-acre north campus of March Business Center in the northwest planning area. Further Land Use Element objectives of airport compatibility are met through compliance with the 2005 March Air Reserve Base Air Installation Compatibility Use Zone (AICUZ) study and the March Joint Land Use Study (JLUS), the latter of which is incorporated into the development regulations of the SPA. The objectives of the Housing, Noise, and Safety Elements of the General Plan are met by the emphasis on employment related uses and the prohibition of residential uses within the SPA. The objectives of the General Plan Open Space and Conservation Elements are met by the provision of open space/detention basins, protection of riparian habitat and provision of enhanced landscape easements. The objectives of the Transportation Element are met by the proposed street circulation system, compliance with the Truck Route Plan and Ordinance, and compliance with the recommendations of the traffic impact analysis study. A detailed analysis of the project consistency with 57 goals identified in the General Plan is provided in the 10-page General Plan consistency analysis, located in Section VIII of the proposed Meridian Specific Plan, dated July 2010. A comparison of the existing land use/acreages in the full March Business Center Specific Plan with that proposed through the SPA is identified below:

Comparison of Existing and Proposed Land Uses within March Business Center/Meridian based on the Proposed Meridian Specific Plan Amendment			
Land Use Designation:	Existing Acreage	Proposed Acreage:	Proposal by Percentage
Office	61	64	5%
Commercial	38	40	3%
Mixed Use	125	105	8%
Business Park	521	424	33%
Industrial	370	485	37%
Park/Rec/Open Space	175	186	14%
Public Facility	12*	5	0%
TOTALS	1,302 acres*	1302 acres	100%
*Acreage within the March Business Center has increased from 1290 to 1302 through acquisition of Arnold Heights School			

SPECIFIC PLAN APPLICATION OVERVIEW:

As a regulatory specific plan, the SPA creates land use designations that also function as zoning districts corresponding with each of the land use categories identified in the General Plan. A summary of the purpose and character of the land use designations/zoning districts is listed below:

Industrial: This land use category is intended to accommodate mainstream industrial users including manufacturing and warehousing. Screened outdoor storage of inventory is permitted up to the area equivalent to the building area. These uses are typically located within internal areas of the development with access to arterial and collector level streets.

Business Park: This land use category is intended to accommodate typical business park users including research and development, administrative offices, financial offices, government uses, and light manufacturing facilities. Uses operate within fully enclosed buildings with limited ancillary screened storage not to exceed 10% of the building area. These uses are generally located along internal arterial roads and collector roads.

Mixed Use: This land use category is intended to accommodate a wide range of complementary uses including research and development, administrative offices, financial offices, medical offices, retail uses (not to exceed 25%), and custom manufacturing. Through the SPA process, this category has been modified to encourage office uses and discourage light manufacturing facilities, as the remaining Mixed Use sites are on highly visible major arterial locations.

Office: This land use category is intended to accommodate professional, administrative and medical offices. The Office designation is primarily located within highly visible areas along Van Buren Boulevard.

Commercial: This land use category is intended to accommodate retail services catering to the employees within the business park. Restaurants and service oriented uses are permitted. In order to discourage large sales tax-generating retail uses, any retail use greater than 25,000 square feet requires Conditional Use Permit (CUP) approval by the Joint Powers Commission.

Park/Recreation/Open Space: This land use category is intended to accommodate parks, wildlife habitat, and detention facilities.

Airport Compatibility Zones: These Overlay Zones provide additional guidance in terms of persons per acre, building height, hazardous materials and public assembly provisions in relationship to March ARB/March Inland Port. Areas within the Meridian SPA are located in Airport Compatibility Overlay Zones B1, B2 and C1. An overview of the compatibility provisions is listed on the following page:

Airport Compatibility Overlay Zones			
Compatibility Zone	Average People/Acre	Maximum Persons/Acre	Prohibited Uses
B1 Inner Approach /Departure Zone	25 (APZ I) 50 (APZ II)	100 100	Children's schools, places of assembly, day care centers, hospitals, above ground bulk storage of hazardous materials, motels, buildings with more than 1 story (APZ I), buildings with more than 2 stories (APZ II)
B2 High Noise Zone	100	250	Children's schools, places of assembly, day care centers, buildings with more than 3 stories, hospitals, critical community infrastructure
C1 Primary Approach/ Departure Zone	100	250	Children's schools, places of assembly, day care centers, buildings with more than 3 stories, hospitals

Development Standards:

Development Standards					
Standard	**Business Park**	**Industrial**	**Office**	**Mixed Use**	**Commercial**
Area (min)	30,000 s/f	30,000 s/f	30,000 s/f	30,000 s/f	30,000 s/f
Street Frontage (min)	100'	100'	100'	100'	100'
Lot Width (min)	100'	100'	100'	100'	100'
Minimum Yard (min)					
Front	20'	20'	25'	20'	25'
Interior Side	0'	0'	0'	0'	0'
Side-Abutting Res.	30'	30'	30'	30'	30'
Street Side	20'	20'	15'	15'	15'
Rear Yard	25'	25'	10'	10'	10'
Rear-Abutting Res.	50'	50'	40'	40'	40'
Building Height (max)	35/2 stories**	35/2 stories **	60'/3 story	50'/3 story	50'/3 story
Floor Area Ratio (max)	0.45	0.55	0.40	0.40	0.35
Site Landscaping (min)	10%	10% [4]	20% [4]	20% [4]	20% [4]
*** Increased height up to 80' is permitted where all setbacks meet or exceed the building height* [4] *Allowance made for decorative concrete paving*					

Transportation Infrastructure: The following major street improvements are planned:

- Van Buren (Meridian Pkwy to I-215): 4-westbound lanes and 5-eastbound lanes, grade separated class one bike lane.
- Van Buren (Meridian Pkwy to Village West Drive): 3-westbound lanes, 3-eastbound lanes, landscaped median and grade separated class one bike lane.
- Meridian Parkway: (Van Buren Boulevard to Opportunity Way) two northbound lanes, two southbound lanes, center turn lane and class two bike lanes.
- Internal collector streets (Street F): One travel lane one direction and center turn lane.

Perimeter Buffers/Landscape: Landscape easements are used in numerous places to enhance the aesthetics of the SPA. The landscape easements combine with additional public right-of-way landscaping to provide a greater landscape area. All landscaping within landscape easements and R-O-W is maintained by the Landscape and Lighting Maintenance District (LLMD), to assure high quality landscape maintenance. The dimensions of the landscape easements are identified below:

- Van Buren Boulevard: 20' landscape easement plus 11' of landscaping within the public R-O-W (31' total feet of landscaping). At the corner of Meridian Parkway and Van Buren Boulevard a .28 acre landscape easement area is proposed. Combined with landscaping within the public R-O-W, a total of .38 acres of landscaping is provided as an enhanced setback in recognition of the expansive landscape area located to the south within Riverside National Cemetery.

- Meridian Parkway: 9' landscape easement plus 12' of landscaping within the public R-O-W (21' total feet of landscaping).

- Internal Collector Street (Street F): 5' landscape area within the public R-O-W.

- Western Landscape Tract: As an aesthetic measure, the business park provides a 15' landscape tract on the western edge of the development, which provides an aesthetic landscape buffer for homes located approximately 1,500 feet to the west.

TENTATIVE TRACT MAP 30857 AMENDMENT 2 OVERVIEW:

The original Tentative Tract Map 30857 (TTM 30857) was approved by the Planning Commission on February 19, 2003. The first amendment to TTM 30857 was approved on April 18, 2007 to revise the location of lot lines in two areas: 1) near the proposed Metrolink facility; and 2) southwest of the project detention basin. The prior TTM amendment did not require an amendment to the Specific Plan as the underlying land use designations were unaffected. Under the original and first amendment to TTM 30857, approximately 14 lots (±250 acres) were developed.

Tentative Tract Map 30857 Amendment 2 would create 15 buildable lots, 4 lots to be conveyed as right-of-way, an 11.1 acre detention basin/open space, and a 1.7 acre site for a planned water pump facility adjacent to the recently installed 96" Metropolitan Water District regional water distribution line. The project includes modification of streets in the southwest portion of the north campus to replace cul-de-sacs with a looped street alignment. The Tentative Map also includes a proposed private street north of lots 5, 6 and 7, which also provides access to the proposed Sysco facility.

The submitted Tentative Tract Map Amendment 2 is designed to coincide with all components of the SPA. Prior to scheduling the Final Map before the March Joint Powers Commission, the applicant will comply with all requirements of Section 9.14 of the March JPA Development Code (Land Divisions) and the conditions of approval attached to the Resolution approving Tentative Tract Map 30857 Amendment 2.

PLOT PLAN 09-01 (SYSCO) OVERVIEW:

Description of Project:

The Sysco warehouse facility consists of development of a 515,223 square foot building for food and food supply warehousing and distribution on 45 acres located at 15750 Meridian Parkway. The facility is expected to have 283 employees, with 45 office workers, 50 truck drivers and 188 warehouse employees. Building materials are painted tilt-up concrete for the office and ambient warehouse and flat prefinished, insulated metal panels for the cold storage warehouse. The proposed site formerly accommodated the Arnold Heights military housing tract. This housing was demolished in conformance with the Arnold Heights Demolition EIR (SCH# 2005081074).

The proposed facility is planned as a phased development, with 395,955 square feet of initial development and an 119,268 square foot future warehouse expansion area. The building includes a two-story, 62,000 square foot administrative and sales office area, with the remaining portion of the building dedicated to warehousing. The project also includes an 11,000 square ancillary building for truck maintenance, refueling and washing.

To support the cold storage warehouse operations, the Project would include the use of a 9,000 pound anhydrous ammonia refrigeration system. Anhydrous ammonia is a state regulated substance that is subject to the creation and maintenance of a California Accidental Release Prevention Plan as well as a Business Emergency Plan.

Project Details:

Conformance with Development Standards		
Development Standard	**Proposed Development**	**Maximum/Minimum Standard**
Site Area	1,960,200 s/f	30,000 s/f (minimum)
Building Area	515,223 s/f (at build out)	N/A
Floor Area Ratio	26%	55% (maximum)
Setbacks: (build out)	F: 51' S: 166'/541'*	F: 20' S: 0'/20' R: N/A (min) *
Site Landscaping	21.5% (at build out)	10% (minimum)
Proposed Building Heigh	49'	51' (maximum)**
Parking	545 (at build out)	431 required spaces (minimum)

* Due to the configuration of the lot, there is no true rear lot line
** Allowed building height may equal the minimum building setback of 51' in conformance with Section III G(a) of the Specific Plan.

Conformance with the Meridian Specific Plan (SP-5):
This Plot Plan application complies with all development regulations within the Meridian SPA.

Critical information is identified below:

- The Project conforms to the required development standards from the Meridian SPA, inclusive of required building setbacks, site landscaping, building height, FAR and parking requirements.

- The Project complies with the Meridian SPA Water Consumption Monitoring Program. Project analysis indicates that water consumption is expected to be 90,000 gallons/day. Remaining capacity within the Meridian SPA is 142,280 gallons/day within the Planning Region C.

- The Project complies with the Meridian SPA Traffic Monitoring Program. Project analysis indicates that the site will generate 607 truck trips/day and 2,689 passenger vehicle trips/day. Remaining capacity with the Meridian SPA is 42,730 vehicle trips/day and 3,283 truck trips/day.

- The Project complies with the building height analysis required by the FAA. A "Determination of No Hazard to Air Navigation" was issued by the FAA on November 19, 2008 for this Project.

- The Project will comply with all greenhouse gas mitigation measures including the provision of 20% of loading dock doors with plug-in technology on opening day, provision of car pool spaces, provision of alternate vehicle parking spaces, design of roof trusses to accept solar voltaic systems, bike rack and bike amenity provisions, and 40% shaded area within the parking lot (at maturity), as well a other greenhouse mitigation measures identified in the MMRP.

Conformance with the March Business Center Design Guidelines:
The March Business Center Design Guidelines establish the development requirements for all Projects within the March Business Center (Meridian) development. The Guidelines institute criteria for site planning, architecture, landscaping, lighting and project signage, as listed below:

- Project architecture is consistent with a contemporary, technical styled tilt-up concrete and flat prefinished, insulated metal panel building, as required in the March Business Center Design Guidelines. The tilt-up concrete color palette consists of Navajo White with Smokey Blue and Comfort Grey accent colors; while the insulated panel system uses Polar White and Regal Grey prefinished panels. Project glazing incorporates blue tint with low reflectance glass.

- The project street frontage will be dominated by the double row of Magnolia and Mondale Pine trees and which will be maintained by the project Landscape and Lighting Maintenance District (LLMD). The project has a substantial landscaping area, totaling 21.5% of the total site area in build out condition. The landscaping is designed for reclaimed "purple pipe" irrigation for water efficiency.

- All exterior project lighting is restricted to low or high pressure sodium lighting, fully shielded fixtures with the source of illumination not visible above the horizon, maximum of 24' above finished grade, and a maximum illumination of 0.5 candle/foot^2 at the property line, as required in the March Business Center Design Guidelines.

PROJECT UPDATE:

Closed Circuit Camera and left truck turn restriction at Meridian Parkway/Van Buren Boulevard: A letter was received from the City of Riverside on June 15, 2010 identifying a concern with truck movements at the intersection of Meridian Parkway and Van Buren Boulevard. The letter recommended the incorporation of an eastbound truck left turn prohibition at this intersection as well as the installation of a closed circuit camera to assure compliance. However, to date March JPA has not received complaints about truck traffic on Van Buren. Based on receipt of the letter, staff discussed the issue with a representative of County TLMA as well as the Joint Powers Technical Advisory Committee. Based on those discussions, March JPA recommends the incorporation of conduit in the Van Buren/Meridian Parkway signal, to allow the addition of a camera if supplemental enforcement is needed and traditional methods (law enforcement) are not successful. Subsequent to those discussions, the Riverside Assistant City Manager confirmed that the City's request was that the signal conduit be camera ready, as identified in the Tentative Tract Map 30857 Amendment 2 Condition of Approval #5.

Draw Down Time for Detention Basins: The draft SEIR indicated that the Meridian detention basins would have a draw down of time of 24 hours. Upon further review of the 100-year 3 hour storm event, the Meridian East detention basin will have a greater draw down time of 39 to 42 hours during the interim development of Unit 4 and the Lot E basin will have a draw down period of 27 to 30 hours during the interim development of Unit 4. In the ultimate condition, the East Basin will be designed to draw down in 28 to 30 hours. The Lot E Basin will be designed in the ultimate condition to draw down in 27 to 30 hours. These draw downs differ from the information provided in the draft SEIR, but are still consistent with the Riverside County Airport Land Use Commission parameters for 48 hour draw down times and with FAA AC No: 150/5200-33B, which strongly recommends a maximum draw down time of 48 hours. This change does not trigger the need for further review as the modification complies with all guidance for draw down of detention basins. However, in order to assure an appropriate safety margin, the Final EIR incorporates additional mitigation in mitigation measure A-4 that requires on-going monitoring for the potential for birds in the Project detention basin.

TMA funding: A minor modification to mitigation measure IV.L-1.8 has been incorporated in the Final EIR to reflect that there is not a financial expense associated with the filing of a Transportation Demand Management Plan with the JPA. This issue reflects a minor change and is not related to a new significant impact or significant impact that is found to be of greater significance.

RCTC/BNSF Activity: During the Planning Commission hearing on July 7, 2010 the Planning Commission requested that follow-up information be provided regarding the length of freight trains on the San Jacinto line. As background information, the San Jacinto Branch Line is a single-track railroad that extends approximately 38 miles from the Highgrove community south through Box Springs Canyon to the City of Perris and then east to the San Jacinto / Hemet area (P 12-13, San Jacinto Branchline/ I-215 Corridor Study, STV 2004). As discussed on pages III-11 and IV-127 of the Meridian SPA Final SEIR, conservative analysis of possible Meridian SPA rail use would be up to 12 rail cars per day. In accordance with the meeting with BNSF officials on October 29, 2009, these 12 cars would be accommodated by the existing two trains per day. Further information is provided on page 4.10-7 of the Draft Environmental Impact Report for the Perris Valley Line (SCH 2009011046; RCTC, 2010), which identifies that the two freight trains using the San Jacinto Branch Line consist of three diesel locomotives each, and approximately

25 freight cars. In comparison, as described on page 4.10-6 of the Draft EIR, the BNSF-owned mainline track in Riverside (i.e., from downtown Riverside to Highgrove) has 60-80 trains per day, consisting of four locomotives and 50-100 freight cars.

AB 811: During the Planning Commission hearing on July 7, 2010 the Commission requested that follow-up information be provided regarding the AB 811. This legislation would authorize all cities and counties in California to designate areas within which willing property owners could enter into contractual assessments to finance the installation of distributed renewable generation, as well as energy efficiency improvements, that are permanently fixed to the property owner's residential, commercial, industrial, or other real property. These financing arrangements would allow property owners to finance renewable generation and energy efficiency improvements through low-interest loans or bonding that would be repaid as an item on the property owner's property tax bill. This additional power would require an amendment to the Joint Powers Agreement, as the powers of the JPA are strictly determined by that document. Should the concept be further pursued, March JPA would likely work with the WRCOG to bond for specific energy efficiency improvements with repayment to occur through property taxes. This item will be the subject of a future Commission study session. In addition to SB 811 opportunities, development within March JPA may also pursue the three following programs offered by Edison: California Solar Initiative (Customer-owned and operated), SCE Solar Rooftop Program (SCE-owned and operated) and Large-Scale Solar Power Contracts (Third Party-owned and operated).

Timing of the Joint Powers Commission Hearing: On July 7, 2010 the March Joint Powers Planning Commission recommended certification of the Final Subsequent EIR and approval of the General Plan Amendment, the Specific Plan Amendment, the Amended Tentative Tract Map, and Plot Plan 09-01. On July 8, 2010 notice was mailed to all interested parties regarding the nature of the applications, recommendation of the Planning Commission and the scheduled date of the March Joint Powers Commission hearing. Further public notice of the Planning Commission's recommendation and the future March Joint Powers Authority hearing was posted at the offices of the March JPA and advertised in the Press Enterprise. All public notice requirements have been met in compliance with March JPA Development Code Section 9.02.200 and Government Code 65855 and 65856.

PROJECT SUBSEQUENT ENVIRONMENTAL IMPACT REPORT:

In accordance with the California Environmental Quality Act ("CEQA") guidelines, and the March JPA Local CEQA Guidelines, the Project Subsequent EIR analyzes resource areas based on the details of the Specific Plan amendment and submitted applications. Among the areas covered by the Project Subsequent EIR are land use and planning, transportation, air quality, biological resources and noise. Other resource areas, including aesthetics, agricultural and forest resources, mineral resources, population and housing, and recreation were adequately covered by the previous Focused EIR (SCH# 2002071089) and are incorporated by reference in the Project Subsequent EIR.

During the analysis of the March JPA General Plan in 1999, it was determined that the scale of development within the March JPA planning area would surpass the threshold of significance for air quality impacts, biological resources and utilities and service systems. Significant environmental impacts that cannot be mitigated require the governing board to adopt a Statement of Overriding Considerations. Accordingly, on September 15, 1999, the March Joint Powers

Commission adopted a Statement of Overriding Considerations identifying the applicable mitigation measures and providing justification for the air quality override.

As the proposed Project air quality impacts, transportation and greenhouse gas emissions exceed the applicable thresholds of significance, a Statement of Overriding Considerations is needed for the adoption of the Meridian Subsequent EIR. These impacts are discussed in detail in the body of the Subsequent EIR text under their associated headings, and are summarized below. A lengthy Mitigation Monitoring and Reporting Program is provided in section XI of the Final Subsequent EIR, which identifies all feasible mitigation measures to reduce Project impacts to below a level of significance or to the degree feasible, though not below a level of significance. The Statement of Overriding Considerations included in Resolution #PC 10-02 identifies justification for the air quality override, transportation override, and greenhouse gas override.

Regarding the draft EIR, a total of 10 comment letters were received from interested parties and responsible agencies (See Final EIR for all Responses to Comment Letters). Two additional letters were submitted more than six (6) weeks after the close of the draft EIR comment period. Responses to those comments will be provided separately.

Air Quality:
The March Joint Powers Authority is located within the South Coast Air Basin (SCAB), a 6,745 square mile area within the Counties of Riverside, San Bernardino, Los Angeles and Orange. The SCAB is a non-attainment area for ozone (O_3), carbon-monoxide (CO), and particulate matter smaller than 10-microns (PM_{10}), and a maintenance area for oxides of nitrogen (NOx). Even after compliance with all federal, state, regional, and local regulations, and application of all feasible mitigation measures, the Project has significant air quality impacts, as identified below:

Direct Project Impact:
Construction emissions: NO_x, PM_{10} and $PM_{2.5}$
Localized impact for PM_{10} emissions during construction
Operational emissions impacts for ROG, NO_x, CO, PM_{10} and $PM_{2.5}$

Cumulative Impact: (when combined with background levels)
Incremental cancer risk due to diesel particulate matter

Traffic/Circulation Significant Impacts:
With the implementation of all proposed mitigation, under opening year and cumulative conditions, the Project will result in, or contribute to, individually and cumulatively significant traffic impacts at the following locations:

Direct Project Impact:
Van Buren/I-215 Interchange (interim significant)

Interstate 215: North of Alessandro Boulevard
Interstate 215: Alessandro Boulevard to Cactus Avenue
Interstate 215: Cactus Avenue to Van Buren Boulevard
Interstate 215: South of Van Buren Boulevard
Van Buren Boulevard: West of Wood Road (interim significant)
Van Buren Boulevard: Wood Road to Trautwein Road (interim significant)
Van Buren Boulevard: Meridian Parkway to Northbound I-215 Ramps (interim significant)

Cumulative Impacts: (when combined with traffic from local and regional development projects, analyzed in the SEIR):

Intersections (Existing Plus Project plus Cumulative Projects):
Alessandro Boulevard and Northbound I-215 Ramps
Cactus Avenue and I-215 Interchange (interim significant)
Cactus Avenue and Elsworth Street
Van Buren Boulevard and Wood Road
Van Buren Boulevard and Trautwein Road
Van Buren Boulevard and Barton Street
Nandina Avenue and Barton Street

Intersections (Future Year Plus Project):
Alessandro Boulevard and Canyon Crest Drive
Alessandro Boulevard and Trautwein Road
Alessandro Boulevard and Mission Grove Parkway
Alessandro Boulevard and Meridian Parkway
Alessandro Boulevard I-215 Interchange
Alessandro Boulevard and Old 215 Frontage Road
Cactus Avenue and Meridian Parkway
Cactus Avenue and Elsworth Street
Van Buren Boulevard and Wood Road
Van Buren Boulevard and Barton Street
Van Buren Boulevard and Village West Drive
Van Buren Boulevard and Meridian Parkway
Cottonwood Avenue and Day Street

Street Sections (Existing Plus Project Plus Cumulative Projects):
Cactus Avenue: Northbound I-215 Ramps to Elsworth Street
Cactus Avenue: Elsworth Street to Frederick Street
Van Buren Boulevard: Trautwein Road to Barton Street
Van Buren Boulevard: Wood Road to Trautwein Road
Van Buren Boulevard: West of Wood Road
Barton Street: Van Buren Boulevard to Krameria Avenue
Barton Street: Krameria Avenue to Nandina Avenue

Street Sections (Future Year Plus Project):

Alessandro Boulevard: Meridian Parkway to Southbound I-215 Ramps
Alessandro Boulevard: Northbound I-215 Ramps to Old 215 Frontage Road
Cactus Avenue: Northbound I -215 Ramps to Elsworth Street
Van Buren Boulevard: Orange Terrace Parkway to Village West Drive
Van Buren Boulevard: Village West Drive to Meridian Parkway

Freeway Segments (Existing Plus Project Plus Cumulative Projects and Future Year Plus Project):
Interstate 215: North of Alessandro Boulevard
Interstate 215: Alessandro Boulevard to Cactus Avenue
Interstate 215: Cactus Avenue to Van Buren Boulevard
Interstate 215: South of Van Buren Boulevard

Greenhouse Gas Significant Impacts:
Although the proposed mitigation measures estimate a significant reduction of GHG emissions (by approximately 24.8%), the proposed Project is still above the GHG emission thresholds of CARB and SCAQMD, therefore, it will result in a significant and unavoidable cumulative impact on greenhouse gasses.

Cumulative Impacts:
Greenhouse gas emissions.

STAFF RECOMMENDATION:

Staff concludes that the proposed General Plan Amendment GP 09-01, Meridian Specific Plan Amendment SP-5, Tentative Tract Map Amendment 30857 Amendment 2 and Sysco Plot Plan 09-01 meet all requirements of the General Plan, Development Code, Specific Plan and Design Guidelines. Furthermore, the Subsequent EIR for these projects provides full analysis under CEQA, and fully discloses the environmental impacts associated with these requests. Accordingly, staff recommends approval of these items in accordance with the motions on page one (1) of this report.

Attachments:

1. Resolution #JPA 10-20 Certifying Meridian Specific Plan Amendment EIR.
2. Resolution #JPA 10-21 Adopting General Plan Amendment GP 09-01.
3. Resolution #JPA 10-22 Adopting Tentative Tract Map 30857 Amendment 2, subject to Conditions of Approval.
4. Resolution #JPA 10-23 Approving Plot Plan 09-01, subject to Conditions of Approval.
5. Ordinance #JPA 10-02 Ordinance for Specific Plan Amendment SP-5.
6. Planning Commission Findings regarding the Final SEIR for the Meridian Specific Plan Amendment (Resolution #PC 10-02).
7. Planning Commission Findings regarding General Plan Amendment GP 09-01, Meridian Specific Plan Amendment SP-5, Tentative Tract Map 30857 Amendment 2 and Sysco Plot Plan 09-01 (Resolution #PC 10-03).

THE PRESS-ENTERPRISE

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Phone #: (951) 656-7000
Name: MARCH JOINT POWERS AUTHORITY
Address: 23555 MEYER DR

MARCH ARB CA 92518-2038

Acct #: 62999
Client:
Placed by: Dan Fairbanks
Fax #: (951) 653-5558

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

NOTICE IS HEREBY GIVEN that at 8:30 A.M. on **Wednesday, July 21, 2010,** or as soon thereafter as possible, in the March Joint Powers Authority Conference Center, located at 23533 Meyer Drive, Riverside, California 92518, a public hearing will be held by the Commission of the March Joint Powers Authority. This meeting is scheduled to discuss and take action on the following items:

GP 09-01: A public hearing on a Planning Commission recommendation to approve a request by LNR Riverside, LLC and LNR affiliates to amend the General Plan of the March JPA on 257.7 acres within the north campus of the Meridian (formerly referred to as March Business Center) Specific Plan. The effect of this modification would be to amend the General Plan Land Use Map from SP-1 to SP-5 on the subject area. The underlying land use designations would generally be modified to decrease the Business Park and Mixed Use land use designations and increase the available areas for Industrial land uses. The site is generally located north of Van Buren Boulevard, south of Alessandro Boulevard and west of Interstate 215. The Planning Commission recommended adoption of this item at the public hearing on July 7, 2010 on an 8 - 0 vote (Ayes: Yarbrough, Buster, Melendrez, Batey, Busch, Gardner, Ashley, Stewart).

SP 09-01: A public hearing on a Planning Commission recommendation to approve a request by LNR Riverside, LLC and LNR affiliates to amend 257.7 acres of the north campus of the March Business Center Specific Plan (SP-1), generally located north of Van Buren Boulevard, south of Alessandro Boulevard and west of Interstate 215. The amendment would modify the following land use distribution in the north campus: Business Park would be reduced from 120.5 acres to 23.0 acres; Commercial would be increased from 20.3 acres to 22.2 acres; Industrial would be increased from 43.2 acres to 158.5 acres; Mixed Use would be reduced from 37.0 acres to 16.8 acres; Office would be increase from 18.3 acres to 21.5 acres; Public Facility would be reduced from 12.1 acres to 4.6 acres; and Park/Recreation/Open Space would be increased from 0 acres to 11.1 acres. The proposal would also reconfigure lots, streets, detention facilities, development standards, landscape requirements, provide for a County Fire Station and accommodate rail spurs on two lots for rail service. A more thorough description of the Specific Plan Amendment can be viewed at **www.marchjpa.com.** The Planning Commission recommended adoption of this item at the public hearing on July 7, 2010 on an 8 - 0 vote (Ayes: Yarbrough, Buster, Melendrez, Batey, Busch, Gardner, Ashley, Stewart).

TM 30857 Amendment #2: A public hearing on a Planning Commission recommendation to approve a request by LNR Riverside, LLC II and LNR affiliates to approve the second amendment to the previously approved Tentative Tract Map 30857 to reconfigure streets, lots and drainage facilities for an approximate 126.9 acre area located in the Specific Plan land use designation at the northwest corner of Interstate 215 and Van Buren Boulevard. The Planning Commission recommended approval of this item at the public hearing on July 7, 2010 on an 8 - 0 vote (Ayes: Yarbrough, Buster, Melendrez, Batey, Busch, Gardner, Ashley, Stewart).

PP 09-01: A public hearing on a Planning Commission recommendation to approve a request by Sysco Corporation for Plot Plan approval on Lot 16 of the Meridian Specific Plan Amendment to accommodate a 515,223 square foot administration and warehouse facility on a 45-acre lot located at 15750 Meridian Parkway. Approximately 62,000 square feet would be dedicated to office and administrative uses and the remainder would be allocated to food and food-service product storage, packaging and distribution. The development would include a truck maintenance, fueling and wash facility. The Planning Commission recommended approval of this item at the public hearing on July 7, 2010 on an 8 - 0 vote (Ayes: Yarbrough, Buster, Melendrez, Batey, Busch, Gardner, Ashley, Stewart).

Meridian Specific Plan Amendment Final SEIR: The March Joint Powers Commission will also consider a Planning Commission recommendation regarding a Final Subsequent Environmental Impact Report (EIR) (SCH# 2009071069), a Statement of Overriding Considerations and a Mitigation Monitoring and Reporting Plan prepared in conjunction with the Meridian Specific Plan Amendment and related applications. The Planning Commission recommended certification of these items at the public hearing on July 7, 2010 on an 8 - 0 vote (Ayes: Yarbrough, Buster, Melendrez, Batey, Busch, Gardner, Ashley, Stewart).

If you challenge any of the above-proposed actions in court, you may be limited to raising only those issues discussed at the public meeting described in this notice, or in written comments delivered to the March Joint Powers Authority. Please contact Dan Fairbanks, March JPA Planning Director at (951) 656-7000, should

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you have any questions regarding this notice. The files relating to this application may be reviewed at the offices of the March Joint Powers Authority, located at 23555 Meyer Drive, Riverside 92518. 7/10

Notice of Determination for the Meridian Specific Plan Amendment (SP-5) Subsequent Environmental Impact Report

Filed by the March Joint Powers Authority
August 9, 2010

California Home Thursday, May 31, 2012

SP 09-01: Meridian Specific Plan Amendment

SCH Number: 2009071069

Document Type: NOD - Notice of Determination

Alternate Title: Meridian Specific Plan Amendment Project Approvals Meridian North Campus Specific Plan Amendment

Project Lead Agency: March Joint Powers Authority

Project Description

An action by the March Joint Powers Authority (MJPA) on August 4, 2010, limited solely to the second reading and adoption of Ordinance #JPA10-02, approving the Specific Plan for the Meridian Specific Plan Amendment. Other Project approvals were previously given by the MJPA on July 21, 2010, at which time the MJPA read for the first time Ordinance #JPA 10-02; adopted Resolution #JPA 10-20, certifying the Subsequent Environmental Impact Report (SEIR) for the Meridian Specific Plan Amendment; and approved 1) Resolution #JPA 10-21, adopting the General Plan Amendment; 2) Resolution #JPA 10-22, adopting the Tentative Tract Amendment for TTM 30857, Amendment #2, and 3) Resolution #JPA 10-23, adopting the Plot Plan 09-01 for Sysco. The Project involves an amendment to the previously approved March Business Center Specific Plan, which is now referred to as the Meridian Specific Plan Amendment. The Project responds to changes in market conditions since the certification of the 2003 Focused EIR for the March Business Specific Plan and implements revisions to a 257.7 acre portion of the Specific Plan's North Campus, which includes modifications to land use designations, development regulations and allowed uses set forth in the previous Specific Plan.

Contact Information

Primary Contact:
Dan Fairbanks
March Joint Powers Authority
951 656-7000
23555 Meyer Drive
Riverside, CA 92518

Project Location

County: Riverside
City: Riverside, Moreno Valley, Perris
Region:
Cross Streets: Van Buren Blvd/I-215
Latitude/Longitude:
Parcel No: Numerous
Township: 5S
Range: 4W
Section: Numer
Base: SBB&M
Other Location Info:

Determinations

This is to advise that the ☒ Lead Agency ☐ Responsible Agency March Joint Powers Authority has approved the project described above on 7/21/2010 and has made the following determinations regarding the project described above.

1. The project ☒ will ☐ will not have a significant effect on the environment.

2. ☒ An Environmental Impact Report was prepared for this project pursuant to the provisions of CEQA.

   ☐ A Negative Declaration was prepared for this project pursuant to the provisions of CEQA.

3. Mitigation measures ☒ were ☐ were not made a condition of the approval of the project.

4. A Statement of Overriding Considerations ☒ was ☐ was not adopted for this project.

5. Findings ☒ were ☐ were not made pursuant to the provisions of CEQA.

Final EIR Available at: March Joint Powers Authority 23555 Meyer Dr Riverside, CA 92518

Date Received: 8/9/2010

Excerpt from
Sysco Food Services of Los Angeles, Inc.
Application to the Energy Commission
under PON-11-602

Executive Summary and Project Narrative

California Energy Commission
Alternative and Renewable Fuel and Vehicle Technology Program

Response to Program Opportunity Notice:
PON-11-602

Alternative Fuels Infrastructure: Electric, Natural Gas, Propane, E85 & Diesel Substitutes

SYSCO RIVERSIDE LNG INFRASTRUCTURE PROJECT

Submitted by:

Sysco Riverside
15750 Meridian Parkway
Riverside, CA 92518

Good things come from Sysco

March 2012

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B. PROJECT NARRATIVE

Executive Summary

Sysco Riverside is requesting grant funding support from the California Energy Commission (CEC) in the amount of $600,000 to develop a publicly accessible liquefied natural gas (LNG) station to fuel their expanding fleet of natural gas-powered goods movement vehicles. The primary objective of this project is to establish the natural gas fueling infrastructure to support their fleet and others operating along one of the busiest stretches of highway in the nation. This project will therefore assist the Energy Commission in displacing petroleum use and reducing greenhouse gas emissions from Sysco's existing fleet and from the numerous heavy-duty diesel trucks traveling to and from the many warehouses and distribution centers in Riverside County.

Sysco is an existing natural gas fleet user with an the extremely high fuel demand from its current 35 trucks—this initial fleet is expected to grow to 125 LNG trucks during the project life. As the largest food-service marketing and distribution organization in North America, Sysco's trucks travel to thousands of distribution centers. The Riverside facility's fleet travels approximately 150 miles per vehicle each day, using prodigious amounts of LNG fuel.

This station will serve an important economic function for a region that has been negatively impacted by the recession by injecting immediate job benefits and sales tax revenues into the area, and by providing a more economical fueling option for local fleets. This station will also support greenhouse gas and criteria pollutant emission reductions in an area that is heavily impacted by emissions, geography and weather patterns. Lastly, this station will support businesses located in hard-hit communities, helping them to save money, displace large quantities of petroleum, and use entirely low-carbon fueling operations.

Sysco Riverside will own the land and has already undergone CEQA clearance and selected vendor General Physics to manage station building. Permitting and site design are all currently underway in preparation for potential Energy Commission funding. Led by a prepared and experienced team with a seasoned understanding of the technology, Sysco is fully prepared to immediately implement this important project.

Project Description

Sysco is seeking to construct this public-access LNG station in order to support its own LNG vehicle operations, as well as to offer a LNG refueling station for other natural gas truck users along the I-215 corridor in Riverside County. The station will be located off of the I-215, on Meridian Parkway in Riverside, CA. It will be located at the northeast corner of the property, in a very convenient location that will support a region-wide transition to low-emission natural gas powered trucks.

Proposed LNG Station

Sysco will own and operate the station. With a daily fuel demand of 5,625 gallons, Sysco utilizes enough fuel volume to justify a full station and seeks to develop this public-access fueling solution to help facilitate other fleets in the region to also aggressively adopt natural gas vehicles into their own operations.

The average daily traffic along the I-215 corridor is over 11,000 trips, with trucking and goods movement expected to grow. According to the US DOE's Alternative Fuels & Advanced Vehicles Data Center, there is currently only one other LNG fueling facility along the I-215 in Riverside, preventing the conversion to natural gas from diesel for vehicles that travel in the area. However, the Inland Empire (San Bernardino and Riverside Counties) has the worst air quality in California, and Riverside County is first in the nation for asthma, heart disease and respiratory ailments.[1]

The largest source of diesel emissions in the South Coast Air Basin is the goods movement industry, and trucks represent a higher percentage of total traffic in Riverside County than the region as a whole. Projected increases in the volume of vehicles on the corridor present a clear picture as to the critical demand for natural gas refueling infrastructure that is quickly evolving along this major transportation artery across the nation. Without aggressively meeting this growing demand for infrastructure, vehicle operators have little choice but to depend on petroleum-based fuel. This project will target this niche market in hopes of shifting some of this petroleum demand to clean alternative fuels such as LNG.

Station Overview

The proposed facility will use two above-ground horizontal LNG storage tanks of 16,000 gallon capacity. The storage tanks will be insulated to achieve a normal evaporative rate less than or equal to 0.5% per day, with 165 psig maximum allowable working pressure (MAWP). It is expected that up to 125 Sysco LNG trucks, as well as an undetermined number of outside public fleets will eventually utilize this fueling station on a daily basis. Thus, the initial station design will include plans for 32,000 gallons of LNG capacity, and for hi-speed LNG dispensers. The LNG dispenser will have a fill rate of approximately 25 to 50-gallons per minute.

Other pieces of equipment include the following: an LNG pump skid; two submersible LNG pumps to provide 100% pump redundancy; a panel for delivery tanker offloading into the LNG storage tanks; a saturation vaporizer capable of conditioning 10,000 gallons of fuel supply within 60-minutes; lot of vacuum jacketed piping to run from the submersible pumps to the LNG dispensers; four flame detectors; five gas

[1] Critical Goods Movement Issues Scan for Riverside County presented to Riverside County Transportation Commission presented by Cambridge Systematics, Inc. September 15, 2006

sensors; and controls. No used equipment shall be considered. The station will incorporate an Industry Standard, universal card reader system to provide access and billing services to public users. Billing for non-Sysco customers will be handled by a third-party contractor. The site will be available to the public through the card reader system. The facility will be open to heavy-duty vehicles, including refuse collection vehicles, street sweepers, and other types of on- and off-road equipment.

Major station components will comply with Title 8, California Code of Regulations, NFPA and any other local, state and federal rules and codes as applicable. Sysco has to date secured CEQA approval, permitting, and a vendor for the development of this station. Sysco has also already worked extensively with March Joint Powers Authority in order to provide outreach and public education regarding any safety concerns on the proximity of the air base to the planned LNG station.

With approval of this Energy Commission grant application, the project team will have enough public funding and private capital to move forward and immediately finalize the LNG fuel station specifications and begin station installation. The proposed fueling station will allow Sysco to reliably fuel its initial deployment of thirty to fifty LNG trucks, and augment their fleet of LNG trucks to 125 for their expanding operations. It will also substantially open the I-215 corridor to other users of LNG, filling the void for this service that currently exists. This project will directly support the ongoing reduction of 812,500 gallons of diesel fuel annually by supplying the equivalent of approximately 1.4 million gallons of clean-burning natural gas in the form of LNG.

In order to achieve this goal, Sysco seeks $600,000 in cost-share funding (33% of the total project expense) from the CEC to help offset the $1,758,886 cost of the new LNG refueling station. Sysco is committed to providing the other 67% in matching cost-share to allow this project to proceed. Sysco will own and operate the public access fueling station with full retail capabilities.

Entity Owner/Operator

Sysco Food Services is the largest food-service marketing and distribution organization in North America. The company operates 122 distribution facilities, serving more than 356,000 restaurants, hotels, schools, hospitals, retirement homes and other locations. Sysco's Riverside LNG Infrastructure Project is one of several under development within the Corporation. Along with other programs in Texas, Sysco Corporation hopes to prove the reliability of LNG technologies in order to then implement similar LNG projects throughout its national fleet. With thousands of heavy-duty trucks operating throughout the country, the impacts of such a transition will be tremendous. Sysco is the largest single private fleet operator of over-the road, clean fuel LNG trucks in the entire country.

Over the last decade, Sysco Food Services has demonstrated a commitment to expanding their low-emission deployment projects and will work diligently to provide the CEC with an alternative fuel

infrastructure project that will be a successful example to other fleets within California. Sysco Riverside continues to strive to meet a goal of converting 100 percent of its fleet to clean burning LNG.

Sysco's past projects have expanded market penetration of additional clean fuel, natural gas vehicles along the Interstate Clean Transportation Corridor (ICTC) and CA-60. These past projects illustrate Sysco's commitment to successfully reduce air pollution emissions and diesel consumption from heavy-duty motor vehicles traveling throughout Southern California:

- In 2000 Sysco was awarded $250,000 to cost share the development of a LNG fueling station under Contract Number AB 2766/01019; the Mobile Source Air Pollution Reduction Committee (MSRC) was the first program to provide funding to Sysco's LNG Truck Project. This station currently provides vital LNG fueling along the Interstate Clean Transportation Corridor.
- The South Coast Air Quality Management District (SCAQMD) also awarded Sysco $200,000 in Carl Moyer Memorial Air Quality Standard Attainment Program under Contract Number 02244 to replace diesel trucks with clean-burning LNG vehicles.
- In 2001 the U.S. Department of Energy State Energy Program – Administered by the California Energy Commission—awarded Sysco $150,000 under Federal Grant Number 02-005 for the purchase of 95 new LNG trucks and supporting infrastructure.
- Under Contract Number AB2766, the South Coast Management District, Mobile Source Air Pollution Reduction Committee (MSRC) awarded $200,000 to for truck replacements.

Sysco's experience implementing similar LNG fueling infrastructure projects, concise and organized business practices and successful project management will ensure the successful completion of the planned effort in the most cost-effective and efficient manner.

Goals/Objectives

This project will achieve the following specific goals:

- Support and bolster the regional refueling infrastructure strategy being developed in Southern California through the development of a new publicly-accessible station along a key goods movement corridor;
- Provide natural gas refueling for Sysco's fleet.
- Provide for nearly 1.46 million gallons of LNG per year;
- Provide for the displacement of over 812,500 gallons of annual diesel use with 100% domestically produced low-carbon LNG;
- Provide for the reduction of more than 2,400 metric tons of greenhouse gas (GHG) emissions and more than 24 tons of NOx emissions per year;
- Promote regional growth in alternative fuel vehicle deployments and the replacement of heavy-duty diesel trucks;
- Complete these goals at a cost-effectiveness as low as $0.39 per gallon of diesel fuel displaced and $130.81 per metric ton of GHGs reduced.

Eligibility / Minimum Requirements

The applicant, Sysco Food Services has a business presence in CA with distribution centers and fleets all across the state, and is registered and in good standing with the California Secretary of State to enter into an agreement with the CEC. The LNG station will be a publicly accessible retail station that supports local goods movement and regional goods movement along a major transportation corridor and serves Sysco's fleet operations, which is within the 25 mile radius required by the CEC.

Sysco will provide 67% match in funding for project implementation, with requested funding from the CEC at the $600,000 maximum. The budget for the project reflects prevailing wage requirements. The project team has already developed and submitted an Environmental Impact Report for CEQA review, and has been approved by the March Joint Powers Authority.

Section 1, Complements Existing Air Quality Guidelines

The Sysco Riverside LNG Infrastructure Project is being developed specifically in response to federal, state and local agency demands for improved air quality and a reduction in the transportation industry's dependence on imports of carbon intensive conventional fuels. The clean-buring natural gas fuel dispensed at this station will be used in heavy-duty trucks that would otherwise be using diesel fuel. Transitioning from diesel to natural gas for transportation fuel is precisely the low emission strategy that has been approved by the CEC as a technologically simple approach for near-term cost-effective benefits. Additional infrastructure to support the widespread adoption and implementation of alternative fuel technology into fleet operations is a fundamental component in achieving the CEC's AB118 goals.

Heavy-duty diesel engines have long been viewed as a significant contributor to ground level ozone and fine particulate emissions and therefore the California Air Resources Board (ARB) and United States Environmental Protection Agency (EPA) have adopted increasingly stringent emission standards for NOx, NMHC and PM for this source. More recently, the EPA has also developed greenhouse gas emission requirements for heavy-duty engines and vehicles. Sysco's development of a reliable, publicly accessible source of transportation grade LNG will allow for expanded deployment of natural gas engines that are certified to the strict standard of 0.2 g/bhp-hr NOx without the use of average, banking and trading (ABT) credits. Furthermore, in that diesel exhaust is classified as a toxic air contaminant (TAC), expanding LNG sources will also reduce emissions of TACs through the displacement of diesel as a fuel source.

The use of LNG dispensed from the Sysco Riverside LNG Infrastructure Project complements California Phase 3 Reformulated Gasoline standard and diesel fuel regulations by achieving greater emission benefits than the goals of the standards. Furthermore, the dedicated use of alternative fuels enhances the diversification of transportation fuel sources and the economic superiority of the product for end users will

provide a strong incentive for gasoline and diesel suppliers to seek solutions that further reduce the carbon impact of conventional fuels. Having a reliable, operationally feasible low-cost natural gas fuel at convenient locations provides additional economic incentives and fuel source security which can encourage fleets to make new purchases of natural gas powered trucks.

Section 2, Complies with AB 118 Regulations

The authors of AB118 were particularly concerned in verifying that the public funding provided through the Alternative and Renewable Fuel and Vehicle Technology Program would not be used to fund projects that were already required for regulations such as the broad ranging Airborne Toxic Control Measures (ATCMs) being adopted under ARB's Diesel Risk Reduction Plan (DRRP), AB32 or SCAQMD's fleet rules. The bulk of the regulations that would be supported by the Sysco Riverside LNG Infrastructure Project are specific to reducing emissions from the truck engine or fleet, not the specific fuel source, and therefore do not proscribe funding. The ARB and EPA regulations for new engines, DRRP ATCMs and SCAQMD fleet rules do not require Sysco to operate an LNG fueling source and therefore the project only interacts in a supporting role as detailed above.

The second related early action measure is the LCFS, which requires a 10% reduction in the carbon intensity of fuels used in the state by 2020. The LCFS will be implemented through policies designed to promote the use of alternative fuels and fuel blends while decreasing petroleum use for transportation fuels. The LCFS requirements are currently aimed at refiners and fuel providers. The LNG dispensed at the Sysco Riverside LNG Infrastructure facility has an extremely low carbon intensity which far exceeds the 10% requirement of 2020. The fact that the proposed project goes beyond what is anticipated to be required under the final adopted LCFS results in the project benefits being surplus and therefore fundable under AB 118. Indeed, this station is exactly the sort of infrastructure that the CARB and CEC should consider due to its ability to not only serve existing demand for LNG, but open up the option of alternative fuel vehicles to a whole region and along an important goods movement corridor.

Section 3, Data Collection and Reporting

In order to measure the economic and environmental impacts, the LNG fuel station that Sysco will construct will also be equipped with advanced data monitoring, tracking and recording hardware and software. These systems are built into the LNG fuel station control system and are standard issue for all new LNG stations. The station design for this project includes such control systems.

The planned milestones, task, and key decision making points have been developed by the project team using its long history of implementing similar projects such as this. The project team sought to find a balance between an aggressive implementation schedule in order to meet the spirit and intent of the

Alternative and Renewable Fuel and Vehicle Technology Program while making sure that the delivery milestones and project goals were reasonable. Sysco's existing operations, budgets, risk factors, and the state of the economy were all considered when developing the overall project management plan. Like any project, this effort seeks to balance these factors in order to deliver this project in the most time-efficient and cost-effective manner possible for all parties involved.

Reports provided by the Sysco team in executing the Riverside LNG Infrastructure Project will produce invaluable information that will serve to advance infrastructure operations and technology beyond the scope of this project. This data will be compiled and analyzed along with the project's quarterly reports to be implemented in the Final Report to the CEC. Information drawn from the six-month period will be used to optimize station throughput and efficiency.

Data collected will be recorded, analyzed and provided to the CEC in order to complete the appropriate quarterly reporting. Quarterly reports will include, at a minimum, data collected on the executed test plans such as the number of vehicles fueled per day; number of days; maximum capacity for the new fueling system; gallons of petroleum displaced and associated mileage information; expected air emission reductions; the duty cycle of the fueling fleets and expected duty cycle of future vehicle acquisitions; assessment of the ability to complete the agreement within the current budget; any cost overruns; any agreement activities; and other relevant information.

Section 4, Scoring Criteria

Fuel Throughputs/ Vehicles and Fleets Affected

Upon station commissioning, the LNG station will have fueling capacity of 32,000 gallons, or 25,600 useable gallons—up to five days of storage capacity. It will support up to 125 LNG trucks based upon the typical delivery schedule of 3 to 5 days—the industry standard.

At the time of station commissioning, Sysco will immediately transfer thirty-five (35) class 8 LNG trucks at minimum to the Riverside site. These LNG trucks use an average of 45 LNG gallons per truck per day. As the facility expands, Sysco will continue purchase LNG powered tractors. This dedicated fleet of LNG trucks is project to reach 125 units by 2015. Since Sysco's on-site fleet is large enough to justify the station capacity, Sysco will not enter into formal agreements with other fleets who wish to utilize the station; however, the

station will be public access. Furthermore, the station will provide redundancy for Sysco's Walnut fleet of 200 LNG trucks that periodically travel through the area.

The public dispenser will be used by goods movement trucks traveling to and from distribution centers and other commercial and public users who need to fuel their vehicle with LNG. Sysco is actively engaged with the Interstate Clean Transportation Corridor to market Sysco's publicly accessible LNG infrastructure. Sysco anticipates that it will also continue to provide redundancy and sporadic service to United Postal Service, Waste Management and local dealers. While these intermittent uses do not substantially increase Sysco's already large LNG base load, they are critical to the overvall stability of LNG fuel availability that is necessary to grow the market.

Riverside County accounts for 18 percent of the total South Coast Basin regional truck miles of travel, ranking third after Los Angeles and San Bernardino Counties.[2] In 2003, 104 million tons of goods were shipped through Riverside County and 35 percent (36 million tons) was shipped via trucks.[3] The average daily traffic along the I-215 corridor is over 11,000 trips, with trucking and goods movement expected to grow. Projections estimate that traffic along the I-215 will increase 145 percent to more than 20,000 daily volumes by 2030.

Riverside County has an especially strong warehouse and industrial market. The area is attractive to warehousing and distribution centers because it has land available for large (one million plus Square Foot) facilities. Such areas are increasingly rare in counties to the west of Riverside and San Bernardino Counties. Development of new warehousing and distribution centers is spreading from the west end of the county. The types and sizes of warehouses include large private and contract warehouses, as well as distribution centers, with facilities typically ranging from 500,000 SF to 1.7 million SF. As land becomes scarcer in Los Angeles, large new facilities are being constructed farther east toward Las Vegas, further expanding the goods movement market in Riverside County. As goods movement increases in Riverside County, alternative fueling infrastructure will become increasingly needed and relevant.

The Sysco Riverside station, once developed, will bolster commercialization of natural gas trucks beyond just Sysco's fleet. Sysco's nearby Walnut facility has provided advice and mentoring for several fleets making the first transitions to natural gas, and expects to continue this role at the new Riverside station.

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[2] http://www.metro.net/projects_studies/mcgmap/images/04.3_Vol1_Riverside_County_AP_043008.pdf

[3] Critical Goods Movement Issues for Riverside County, RCTC, September 2006

Project Budget and Cost-Effectiveness

The total budget for this project is $1,758,886 and is sufficient to cover the expenses incurred during development. Sysco will provide 67% of the matching funds in order to develop the project. Approximately 74% of the project costs are directly attributable to fueling station equipment and hardware. 20% of the project costs are attributable to the site work and civil improvement necessary in order for the fueling station to be built. The remaining 6% of the project budget is attributed to a variety of miscellaneous items. A large and costly portion of the project, CEQA permitting, has already been completed and paid for by Sysco. Thus, the presented budget for the project has already eliminated some of the major cost, and accelerated the development process. Sysco fully expects that with CEC support, the Riverside station could be the first station commissioned under 2012 AB 118 funding.

Funding from the CEC is only being sought for the acquisition of fuel station hardware, specifically: two (2) 16,000 gallon LNG bulk storage tanks; two (2) island mounted LNG dispensers; one (1) offloading station and pump assembly; an LNG pump skid; a panel for delivery tanker offloading into the LNG storage tanks; a saturation vaporizer; vacuum jacketed piping; flame detectors; gas sensors; and controls. The station will incorporate an Industry Standard, universal card reader system to provide access and billing services only to trained users. It is expected that the station will be operational by July 2013. It is believed that by allocating the budget request to these items, it will facilitate the grant payment process and contract administration overall.

BUDGET SUMMARY			
	CEC Share	**Match Share**	**Total Cost**
Administration	$ -	$ 26,244	$ 26,244
Engineering and Preconstruction	$ -	$ 43,977	$ 43,977
Site Work and Civil	$ -	$ 340,198	$ 340,198
Equipment Delivery and	$ 600,000	$ 709,100	$ 709,100
System Start-Up and	$ -	$ 39,366	$ 39,366
Data Collection and Analysis	$ -	$ -	$ -
Grand Totals	**$ 600,000**	**$ 1,158,886**	**$ 1,758,886**

This LNG refueling station will dispense LNG that will effectively eliminate the use of 812,500 gallons of diesel per year. This is based upon the fleet commitment of 125 Sysco class-8 trucks that will rely on this station for daily fueling needs. As other regional users come to rely on the strategically located fueling

station, LNG fuel demand will increase and petroleum diesel fuel use will be reduced. At the conservative level, focusing only on diesel displacement and emission reductions as a result of Sysco's fleet, the cost-effectiveness of a $600,000 investment by the CEC will be $0.39 per diesel gallon and $0.22 per LNG gallon. Likewise, when the GHG emission reductions from this alternative fuel use are analyzed, the cost-effectiveness of a $600,000 CEC investment is $130 per metric ton of CO2e reduced. A summary of these cost-effectiveness levels is provided below.

Cost-Effectiveness of Energy Commission Funding	
	Sysco Full Build-Out 125 Trucks
Cost-Effectiveness of Petroleum Reductions	
Annual Diesel Displacement (gallons) at full deployment	812,500
Diesel Displacement through 2015	1,527,500
Energy Commission Funding Requested	$600,000
Cost Effectiveness of Petroleum Reductions (Energy Commission Funding/Petroleum Reduction)	$0.3928
Cost-Effectiveness of GHG Reductions	
Annual GHG Reductions (Metric Tons of CO2e)	2,440
GHG Reductions through 2015 (Metric Tons of CO2e)	4,587
Energy Commission Funding Requested	$600,000
Cost Effectiveness of GHG (Energy Commission Funding/GHG Reduction)	$130.81

Over a ten year period, the project will displace up to 8.1 million gallons of diesel fuel and reduce GHG emissions by 24,000 metric tons. In addition, and solely based upon the 125 LNG trucks that will operate Sysco's fleet, this project will support an incredible and important reduction of NOx emissions by 246 tons.

Costs, Revenues and Cost-Competitiveness

The total capital and construction cost for this LNG station that is equipped with LNG from delivered sources and retail access for LNG users will cost $1,758,886. Station cost estimates were developed in detail by General Physics (GP) and Fulmer, Sysco's contractor and subcontractor for the station development project. Ongoing inputs, maintenance and production costs will be covered by Sysco in its retail fuel station pricing and from funds from fuel cost savings, ensuring the sustainability of the project in the long-term.

Natural gas is incredibly cost-effective when compared with diesel. Although it is impossible to determine the exact cost-competitiveness of this station against existing diesel stations or competitive natural gas options, based on current January 2012 pricing, LNG is approximately $2.09 per Diesel Gallon Equivalent, whereas diesel is $3.99. On an energy equivalent basis, users would save $1.90 per DGE with LNG. This confirms that natural gas is much more cost-effective option, despite the current loss of the natural gas fuel tax credit.