INITIAL STUDY
MERIDIAN D-1 GATEWAY AVIATION CENTER PROJECT

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Acronyms and Abbreviations

Acronym/Abbreviation	Definition
AFB	Air Force Base
AFEC	U.S. Air Force Civil Engineering Center
APN	Assessor's Parcel Number
ARB	Air Reserve Base
CEQA	California Environmental Quality Act
CREC	controlled recognized environmental condition
DIF	development impact fee
EDUs	equivalent dwelling units
EIR	Environmental Impact Report
ESA	Environmental Site Assessment
FEMA	Federal Emergency Management Agency
HCP	Habitat Conservation Plan
I	Interstate
JPA	Joint Powers Authority
MSHCP	Multiple Species Habitat Conservation Plan
NAHC	Native American Heritage Commission
NOP	Notice of Preparation
NPDES	National Pollutant Discharge Elimination System
OU 1 ROD	Operable Unit 1 Record of Decision
project	Meridian D-1 Gateway Aviation Center Project
RCFD	Riverside County Fire Department
REC	recognized environmental condition
ROD	Record of Decision
RTP/SCS	Regional Transportation Plan/Sustainable Communities Strategy
SB 610	Senate Bill 610
SWRCB	State Water Resources Control Board
SVE	soil vapor extraction
TCE	trichloroethylene
VMT	vehicle miles traveled
VOCs	volatile organic compounds
WMWD	Western Municipal Water District

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1 Introduction

1.1 Project Background

In 1993, the federal government, through the Defense Base Closure and Realignment Commission, mandated the realignment of March Air Force Base (AFB) and a substantial reduction in its military use. In April 1996, March AFB was re-designated as an Air Reserve Base (ARB). The decision to realign March AFB resulted in approximately 4,400 acres of property and facilities being declared surplus and available for disposal actions, as well as for joint use of the airfield. To oversee the dispensation and management of the surplus land, the cities of Moreno Valley, Perris, and Riverside, and the County of Riverside formed the March Joint Powers Authority (March JPA) in 1993, which continues to serve as the reuse authority of March ARB.

In January 1996, March JPA established the March JPA Redevelopment Agency, which drafted and implemented a redevelopment plan for the surplus land within the realigned March ARB. March JPA adopted the March AFB Redevelopment Plan for the March AFB Redevelopment Project in July 1996, which provided the administrative mechanism and funding to facilitate the redevelopment of the realigned March ARB (March JPA Redevelopment Agency 1996). The March AFB Redevelopment Plan includes a number of goals to guide future development within the surplus land, including the following goals applicable to the proposed Project: maximize the development potential as a regional Intermodal Transportation Facility to support both passenger and freight-related air services; replace lost jobs with new and expanded employment opportunities; maximize joint use (military and civilian) opportunities at airport-related land and facilities; and, emphasize the development of aviation uses other than federal aviation, such as commercial and/or freight carrier services. Concurrent with development and adoption of the March AFB Redevelopment Project, the U.S. Air Force prepared an Environmental Impact Statement: Disposal of Portion of March Air Force Base, and the March JPA and the March JPA Redevelopment Agency prepared an Environmental Impact Report (EIR) for the March AFB Redevelopment Project. The project evaluated in this EIR considered the development of approximately 7,250 acres (March JPA Redevelopment Agency 1996). The area evaluated included 6,782 acres consistent with the boundaries of March ARB at that time, of which approximately 4,524 acres were to be transferred to the authority of March JPA. The remaining 2,258 acres were to remain under the control of the military. Additionally, 467 acres within the City of Moreno Valley were included in the EIR analysis; however, this land remains under the land use and jurisdictional control of the City of Moreno Valley.

In March 1997, March JPA assumed land use control for all surplus property identified, and began preparation of a General Plan for the planning area. In 1999, March JPA approved the March JPA General Plan and Master EIR (SCH #97071095) for the March JPA planning area, which includes March ARB. The 1999 Master EIR evaluated up to 1.44 million square feet of aviation facilities on 316 acres, and up to 21,000 annual flight operations, including 5,925 annual night operations (March JPA 1999). The General Plan now serves as the land use and development guidance document for development within the March JPA planning area.

The Project site is covered by three Military Cleanup Cases and includes a subarea known as Site FT007 (Site 7), a former fire training and disposal/burn pit area. There are 5 reported burn pit areas (Burn Areas) within the Site 7 area of the Project site. In June 1996, the U.S. Air Force Civil Engineering Center (AFCEC) issued a Record of Decision (ROD) Operable Unit 1 (including Site 7) (OU 1 ROD), prohibiting residential land use. Subsequent to the OU 1 ROD, additional investigations detected Volatile Organic Compounds (VOC), including trichloroethene (TCE), in groundwater near the eastern boundary of Site 7 in soil and soil vapor. In 2007, the Project site was transferred to the March JPA under a Finding of Suitability for Early Transfer using a quitclaim deed with environmental restrictions

in an associated Covenant to Restrict Use of Property, including a prohibition of extraction of groundwater for non-remediation purposes, a prohibition of residential/sensitive uses, and a requirement that future buildings must be constructed with engineering controls to mitigate the potential for vapor intrusion. Under the 2007 quitclaim deed transferring the Project site to the March JPA, the United States, acting by and through the Secretary of the Air Force, covenanted and warranted that any additional remedial action found to be necessary for contamination of the Project site would be conducted by the United States.

The ROD was amended in 2017 to document a revised remedy of soil vapor extraction (SVE) to remediate VOC contamination in soil and soil vapors, along with institutional controls to eliminate or limit exposure pathways to humans at Site 7. There is an active SVE system operating in the eastern portion of the Project site. Groundwater remediation equipment and wells are also present in the eastern portion of the Project site. Under the 2007 quitclaim deed transferring the Project site to the March JPA, the United States, acting by and through the Secretary of the Air Force, covenanted and warranted that any additional remedial action found to be necessary for contamination of the Project site would be conducted by the United States.

The Project site was grouped within the Aviation Support area of the March ARB Redevelopment Plan area, and designated as Aviation (AV) under the General Plan Land Use Map. Meridian Park D-1, LLC is now pursuing development of the site. The analysis in this Initial Study addresses the proposed build-out of the Project site.

1.2 Project Overview

1.2.1 Project Location

The proposed Meridian D-1 Gateway Aviation Center Project (Project) site consists of approximately 64 acres within March Joint Powers Authority (JPA) land use jurisdiction. In addition, the Project includes an off-site component consisting of approximately 23 acres within March Air Reserve Base (ARB), and less than one acre within public right-of-way. In total, the Project Area consists of approximately 88 acres, which includes the Project site and all off-site components. More specifically, the Project site is in the southeastern portion of the March JPA planning area, west of Heacock Street, adjacent to and within March ARB, and southwest of the intersection of Heacock Street and Krameria Avenue, in unincorporated Riverside County, California (Figure 1, Project Location). The eastern boundary of the site abuts Heacock Street, and extends west to the existing airport tarmac/taxiway within March ARB. The southern boundary abuts the existing warehouse operations associated with the KRIV-Amazon and Hanes/DDI cargo storage and distribution facilities. Interstate (I) 215 is located approximately 1 mile west of the site. The latitude and longitude of the approximate center of the Project site is 33°52’40” North and 117°14’49” West. The Project site is in Township 3 South, Range 4 West, including Sections 25 within the Riverside East 7.5-minute quadrangle, as mapped by the U.S. Geological Survey. The Project is located within portions of three parcels, designated as Assessor’s Parcel Numbers (APNs) 294-170-010,294-170-006, and 294-160-001 as well as right-of-way within Heacock Street (no APN). APN 294-170-010 comprises 77.1 acres, of which approximately 64 acres are included within the Project footprint. APN 294-170-006 comprises 206.59 acres of land within March ARB, of which approximately 15 acres are included within the Project footprint. APN 294-160-001 comprises 245.94 acres of land within March ARB, of which approximately eight acres are included within the Project footprint. Less than one-acre of road right-of-way would be improved by the proposed Project. Existing development within the site consists of two well extraction facilities, a former (now vacant) fire house, paved taxiway and tarmac area associated with aviation uses, and various paved improvements located next to the existing taxiway. While the site contains existing development, most of the site consists of vacant and undeveloped land, as shown in Figure 1.

The Project area is surrounded by and within March ARB to the north and west, warehouse and air cargo facilities to the south, and the City of Moreno Valley and industrial land uses to the east. Along the Heacock Street corridor, on which the site is located, are a variety of industrial and business park warehouse uses. The March ARB Fire Department facility is located immediately north of the Project site, and industrial warehouse facilities occupied by Hanes/DDI and an air cargo center occupied by KRIV-Amazon are located immediately south of the site. The parcels immediately surrounding the Project site are designated as Aviation (AV) and Industrial (IND). The nearest residential area is located approximately 0.5 miles east.

As shown in Figure 2, March JPA General Plan Land Use Designations, the land use designation of the Project site is Aviation (AV). The site has not been assigned a zoning designation per the official March JPA Zoning Map, as shown in Figure 3, March JPA Zoning Designations. The areas of the Project within March ARB are designated as March Air Reserve Base on both the March JPA General Plan and zoning maps.

1.2.2 Project Components

Proposed Development

The Project consists of two components, the Air Cargo Center Component and the Off-Site Component. The Air Cargo Center Component would be constructed within approximately 64-acres under March JPA jurisdiction. The Off-Site Component would be constructed within approximately 24 acres, and would include taxiway construction, widening, and realignment, storm-drain extensions, and access roadway construction within March ARB, as well as work within the public-right-of-way within Heacock Street adjacent to the eastern boundary of the Project site.

Air Cargo Center Component

The Air Cargo Center Component of the Project would include development of an air cargo center, including the construction of an approximate 201,200-square-foot cargo building with 9 grade-level loading doors and 42 truck dock positions and an approximate 69,620-square-foot maintenance building with grade-level access. The Air Cargo Center Component would be constructed within 64 acres. Development would occur within approximately 50 of the 64 acres. The cargo building would be constructed to a maximum height of 48 feet, and the maintenance building would be constructed to a maximum height of 46 feet. The cargo building would contain approximately 2,000 square feet of office space, while the maintenance building would contain approximately 1,500 square feet of office space. In addition to the proposed cargo and maintenance buildings, the Project would include construction of a tarmac and parking apron, allowing for aircraft to access four proposed aircraft parking gates along the northern side of the cargo building. This would include construction of a new taxilane (Taxilane J) that would provide aircraft access to the existing Taxiway A within March ARB. The Project also includes an expansion of Taxiway G and construction of a parking apron adjacent to the western boundary of the cargo building, within March JPA land use jurisdiction. This would allow for aircraft to access three proposed aircraft parking gates along the western side of the cargo building. The proposed tarmac expansion, Taxilane J, and parking aprons would be sized to accommodate commercial cargo airplanes and would be paved to meet Federal Aviation Administration standards. The parking aprons would connect with the existing Taxiways A and G, which would be used by aircraft to access the March Inland Port Airport runway. The proposed development layout of the Project site is shown in Figure 4, Site Plan: Air Cargo Center Component.

Off-Site Component

The Off-Site Component of the Project would include construction of Project features on land owned by March ARB, as well as work within the public right-of-way along Heacock Street. Development occurring on March ARB would require

easements from the U.S Air Force within six work areas, identified as Work Areas 1 through 6 on Figure 5, Off-Site Component Development Plan.

Development and construction activity within the Work Areas would consist of the following:

- **Work Area 1:** The reconstruction and widening of the Taxiway A to Taxiway C corners to accommodate larger U.S. Air Force aircraft access to the March ARB tarmac and facilities.
- **Work Area 2**: The construction of a 50-foot-wide perimeter patrol road, running along the northern and northwestern boundary of the Project site that would connect with the existing patrol roads on the eastern and western ends of the constructed patrol road; replacement of an existing chain link fence with a security fence.
- **Work Area 3**: The construction of a headwall and inlet apron for a storm-drain culvert; the extension of a dual 36-inch storm drain backbone via jack and bore under Taxiway A in order to replace the existing silt filled culvert; connection of the culvert to the storm drain extension.
- **Work Area 4**: The reconfiguration of the Taxiway A to Taxilane J transition to allow for aircraft access to the proposed cargo and maintenance buildings. Portions of Taxiway A would be demolished and reconstructed to allow for the Taxiway to connect with the proposed Taxilane J within the Project site.
- **Work Area 5**: The removal of an existing inverted culvert apron outlet; cleaning of the existing 36-inch culvert; extension of the existing single 36-inch storm drain under Taxiway A via jack and bore to connect to the culvert.
- **Work Area 6**: The reconstruction and realignment of the intersection of Taxiway A and Taxiway G. This would result in a widened entryway for aircraft to turn from Taxiway A to Taxiway G, and to accommodate aircraft access to the aircraft parking stations along the western boundary of the cargo building.

An access and construction easement from the U.S. Air Force would be required in order to complete the proposed work within Work Areas 1 through 6. A permanent maintenance access easement from the U.S. Air Force would be required for Work Areas 3 through 6. A permanent operations easement from the U.S. Airforce would be required for Work Areas 4 and 6.

Construction and development activity within the public right-of-way along Heacock Street includes the construction of a right-turn pocket into the Project site along the southbound side of Heacock Street, the installation of a traffic signal at the Project entrance, and a street cut within Heacock Street to connect the on-site sewer facilities with the public sewer main within Heacock Street. The proposed work to be completed within Heacock Street is shown on Figure 4, Site Plan: Air Cargo Center Component.

Project Operations

The proposed expansion of the existing taxiway/tarmac would allow for improved access to the existing taxiway for Project tenants and existing airport users south of the Project site. Once operational, the Project is anticipated to average 17 flights per day. Flight operations would occur 6 days a week. Generally, inbound flights would occur in the early morning hours, and outbound flights would occur in the late evening hours. Inbound flights would approach from the west, over non-residential land uses. During the holiday season, increased flight operations would be anticipated (estimated to result in an additional 256 flights over a 4-week period); however, the maximum annual flight operations would not exceed the currently available civilian air cargo operations capacity under the Joint Use Agreement.

Refueling of aircraft that would use the proposed facilities would occur on site. Aircraft fuel would be trucked from the existing March JPA aircraft fuel farm located off site. Additional fuel storage may be required within the March ARB/JPA

facilities to accommodate all aviation activity. Concurrent with the proposed project, the March JPA is investigating the opportunity to construct these additional facilities, which were environmentally evaluated in the March JPA's 2005 Focused EIR for Z 04-04 Request for Aviation Zoning and Installation/Operation of the Proposed New Fuel Farm at the March Inland Port Airport (State Clearinghouse #2005041076).

Upon arrival, the air freight cargo would be transferred from the planes to the cargo building, where the cargo would be placed onto trucks and conveyed to distribution centers; this process would also occur in reverse, from a distribution center to the cargo building. The Project site would include 90 trailer storage positions and parking areas for employees and authorized visitors. The maintenance building would provide mobile maintenance for planes and trucks. A portable wash rack for ground support and maintenance equipment would be available from the maintenance building. In the event emergency maintenance is needed, the maintenance building would have the capability to provide emergency service for a plane. There would be a designated area for ground support equipment storage within the apron.

Site Access and Circulation

Vehicular access to the Project site would occur at a new signalized entrance onto Heacock Street, aligned with the existing Lowe's distribution facility entrance. The access driveway would be constructed to a width of 50 feet to accommodate large trucks and trailers. A total of 256 parking spaces would be provided within the Project site, with 214 spaces serving the cargo building and 42 spaces serving the maintenance building. A 40-foot-wide roadway would be constructed to allow for internal vehicular access to the cargo building parking lot. Access to the site would be controlled with an entry/exit gate within the entryway to the site. Additionally, a gated entry/exit point would be installed where the internal driveway meets the truck dock and trailer storage areas along the southern portion of the cargo building. An internal emergency vehicle access driveway would be constructed within the southeast portion of the Project site that would connect to the existing access roadway (off Heacock Street) currently serving the warehouse and distribution facilities to the south of the Project site. Entry into the Project site at this existing driveway would be limited to emergency vehicle use and would be gate controlled. In order to avoid a conflict with aircraft parking stations constructed adjacent to the western boundary of the cargo building, an existing service road east of Taxiway G and south of Taxiway A would be demolished and replaced with a realigned, striped service road, as described under the work to be completed within Work Area 2, above.

Utilities

On-site trenching would occur to interconnect with existing water, wastewater, storm drain, natural gas, and electrical facilities surrounding the Project site (Figure 4, Site Plan: Air Cargo Center Component). The proposed Project would abandon a portion of an existing 10-inch water line that traverses the site to avoid a conflict with the proposed cargo building. A new 12-inch water line would be constructed within the site, which would connect to the portions of the existing 10-inch water line on the north and south sides of the cargo building that are not proposed to be abandoned. This water line would provide water service to the cargo building. A new 8-inch water pipeline would be installed in the northern portion of the Project site that would provide water service from the portion of the existing 10-inch water line that was left in place (not abandoned) to the proposed maintenance building. Water service (domestic and fire) would be supplied by the Western Municipal Water District (WMWD). The WMWD has an inter-agency interconnect (roughly at the existing driveway along Heacock Street) with the Eastern Municipal Water District (EMWD) to ensure that adequate fire-service flows can be maintained.

Sewer service would be provided by WMWD through an inter-agency agreement with EMWD. The Project would include construction of a private sewer system, consisting of an 8-inch sewer pipeline running east from the proposed cargo building and south from the maintenance building, ultimately connecting with the EMWD's 8-inch-

diameter sewer main in Heacock Street. Sewer service for the maintenance building would be provided through the installation of a 6-inch pipeline that would be upsized to an 8-inch pipeline before connecting to the proposed 8-inch pipeline running from the cargo building. Wastewater from both buildings would ultimately flow to the EMWD's 8-inch sewer pipeline within Heacock Street. There is an existing 4-inch-diameter sewer force main running parallel to Heacock Street within the Project site that would remain in place. The proposed Project would require a street cut to connect to the existing sewer system within Heacock Street (as described under the Off-Site Components above).

A 36-inch backbone storm drain would be constructed through the Project site to maintain the airfield drainage patterns. The backbone storm drain would connect to the existing system located south of the Project site that was constructed between the existing KRIV-Amazon and Hanes/DDI facility. An on-site storm drain network would be constructed with approximately 240,000 cubic feet of underground detention basins to provide storage for required stormwater runoff treatment prior to discharge to the backbone storm drain system at an allowable discharge rate. The on-site storm drain network would consist of a network of pipes sized at 12-, 18-, and 24-inches.

There are also existing above-ground electric transmission facilities and an underground gas line that traverse the eastern portion of the site with which the proposed Project would interconnect.

Landscaping and Fencing

The Project site would include landscaped areas at the Project entrance from Heacock Street, and on small islands in the two employee parking lots compatible with FAA regulations for landscaping in flight paths. A 14-foot high decorative concrete tilt-up screen wall and enhanced landscaping, including Afghan pines, would front Heacock Street. Any proposed landscaping would exceed the minimum setback requirements. Landscaping throughout the Project site would include 280,845 square feet of non-irrigated hydroseed area and 214,053 square feet of irrigated and drought tolerant landscape and street frontage planting. Along the Project's northern boundary, a 14-foot high fence would be installed, compliant with Department of Defense regulations and requirements. Along the Project's southern boundary, and along the Project's access driveway, a 10-foot tube steel fence would be installed. An 8-foot tube steel fence would be installed within the interior of the Project site to separate the aviation related activities associated with the Project from areas within the Project site accessible to trucks and employees.

Demolition, Grading, and Construction

Development of the Project would overlap with Site 7, and the Project site contains existing extraction well facilities associated with Site 7 that, at this time, are anticipated to remain in place. However, if it is determined at a later date that the wells would conflict with the proposed development, the wells would either be relocated or abandoned. A portion of Site 7 is already occupied by existing development (which would not be disturbed), and the Project proposes to leave the portion of Site 7 that includes Burn Areas 1, 2 and 5 undisturbed. Grading and/or excavation of soils may occur within Burn Areas 3 and 4. The location of the Burn Areas within the Project site are shown on Figure 6, Site 7 Burn Areas and Features.

Approximately 171,300 square feet of existing tarmac located along the shoulder of Taxiway A and Taxiway G would be demolished to provide a tarmac expansion to accommodate aircraft access to the cargo building. In addition, the former fire house building, located at the southwest corner of the Project site, would be demolished, along with some accessory roadway and tarmac areas surrounding the fire house. Any applicable permits would be obtained prior to demolition of existing structures on the Project site. Grading and preparation of the site is anticipated to require approximately 100,000 cubic yards of imported soil.

Project construction would occur over a 12-month period, commencing in June 2022 and ending in June 2023. Generally, construction activities would include site preparation, grading, and facilities construction. Site preparation and grading would occur over an approximate 4-month period, and facilities construction, including paving and architectural coating, would occur over an approximate 9-month period. Heavy equipment to be used on site during construction would include flat beds, dozers, scrapers, graders, track hoes, dump trucks, forklifts, cranes, cement trucks, pavers, rollers, water trucks, rolling container trucks, and bobcats. Heavy equipment would be delivered and removed from the site throughout the construction phase. Because most heavy equipment is typically not authorized to be driven on a public roadway, most of the equipment would be delivered and removed from the Project site via large flatbed trucks. It is anticipated that delivery of heavy equipment would not occur daily, but rather periodically throughout the construction phase based on need.

1.2.3 Requested Approvals and Entitlements

To facilitate Project approval, the following would be required:

Zoning Designation: The Project site has not previously been given a zoning designation; therefore, to be consistent with the current General Plan land use designations of Aviation (AV), the proposed Project is requesting a zoning designation of Aviation (AV) for the approximate 64-acre Project site.

Plot Plan: A plot plan approval is required to construct the approximate 201,200-square-foot cargo building with 9 grade level doors and 42 dock positions, a parking apron sufficient to support commercial cargo airplanes, 90 trailer storage positions, and 214 stalls for employee parking; the approximate 69,620-square-foot maintenance building with grade level access and 42 stalls for employee parking; an expansion of the existing taxiway/tarmac; construction of stormwater facilities, including an underground detention basin; removal of an existing security fence and construction of a new security fence; and a signalized entrance onto Heacock Street, aligned with the facility entrance across Heacock Street.

1.3 California Environmental Quality Act Compliance

This Initial Study has been prepared in conformance with Sections 15063 and 15064 of the California Environmental Quality Act (CEQA) Guidelines (14 California Code of Regulations [CCR] 15000 et seq.) and the March JPA Local CEQA Guidelines. The purpose of the Initial Study Checklist/Environmental Evaluation is to identify any potentially significant impacts associated with the proposed Project, and to document the forthcoming intended analysis in an EIR. March JPA is the lead agency responsible for the review and approval of the proposed Project. The proposed Project will also be evaluated pursuant to the National Environmental Policy Act (NEPA) through the Air Force Reserve Command (AFRC) and the Federal Aviation Administration. It is anticipated that the AFRC will be the NEPA lead agency.

CEQA establishes mechanisms whereby the public and decision makers can be informed about the nature of the project being proposed, and the extent and types of impacts that the project and its alternatives would have on the environment should the project or alternatives be implemented. Pursuant to Section 15082 of the CEQA Guidelines, the Notice of Preparation (NOP) for the proposed Project was published on March 31, 2021. The baseline for a project is typically the physical environmental conditions that exist in the vicinity of a project and on the project site when the NOP is published (14 CCR Section 15125[a][1]). The existing setting within and adjacent to the Project site is discussed in Section 1.2.1, Project Location. The NOP states that an EIR will be prepared. The NOP was sent

to the Office of Planning and Research and each responsible and trustee agency, and filed with the Riverside County Clerk. In addition, the NOP was sent to federal agencies involved with the Project.

1.4 Other Discretionary Permits and Approvals

The following additional discretionary permits and approvals *may* be necessary as part of Project approval:

- Riverside County Airport Land Use Commission – A consistency finding with Riverside County Land Use Plan from the Riverside County Airport Land Use Commission.
- State Water Resources Control Board (SWRCB) – A National Pollutant Discharge Elimination System (NPDES) Construction General Permit. Permit registration documents include a Stormwater Pollution Prevention Plan.
- Regional Water Quality Control Board, Santa Ana Region – 401 Water Quality Certification or a Waste Discharge Requirement Permit from the Regional Water Quality Control Board (401 needed if a U.S. Army Corps of Engineers Section 404 permit is needed).
- California Department of Fish and Game Section 1600 Streambed Alteration Agreement
- U.S. Army Corps of Engineers – A Jurisdictional Determination to identify and locate the boundaries of jurisdictional waters of the United States on the Project site, and if impacted may need a permit pursuant to Section 404 of the Clean Water Act.
- Federal Aviation Administration – Form 7460-1 to be approved by the Federal Aviation Administration.
- March ARB – The tarmac expansion may need approval from March ARB.
- United States Air Force:
    - Joint Use Agreement Amendment to extend the term under the same conditions.
    - Review/approval of the Project within the limits of the Air Installation Compatibility Use Zone.

1.5 Public Review Process

Once the lead agency releases the NOP and the Initial Study, the public has 30 days to provide the lead agency with written comments on the proposed Project (CEQA Guidelines Section 15082[b]). During the 30-day review period, pursuant to CEQA Guidelines Section 15082(c), a scoping meeting will be held by March JPA on April, 14, 2021 The written comments received on the NOP during the public comment period, as well as those written comments received at the scoping meeting, will be considered and included in the Draft EIR.

2 Environmental Checklist Form

1. **Project title:**

   Meridian D-1 Gateway Aviation Center Project

2. **Lead agency name and address:**

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

3. **Contact person and phone number:**

   Jeffrey M. Smith, AICP
   Principal Planner
   Main: 951.656.7000

4. **Project location:**

   See Section 1.2.1, above.

5. **Project sponsor's name and address:**

   Meridian Park D-1, LLC
   Attn: Timothy Reeves
   1156 North Mountain Avenue
   Upland, California 91786

6. **General plan designation:**

   Aviation (AV)

7. **Zoning:**

   Existing: No Zoning Designation
   Proposed: Aviation (AV)

8. **Description of project:**

   See Section 1.2.2, above.

9. **Surrounding land uses and setting:**

   See Section 1.2.1, above.

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

    See Section 1.4, above.

11. Have California Native American tribes traditionally and culturally affiliated with the project area requested consultation pursuant to Public Resources Code Section 21080.3.1? If so, is there a plan for consultation that includes, for example, the determination of significance of impacts to tribal cultural resources, procedures regarding confidentiality, etc.?

In accordance with Assembly Bill 52, March JPA initiated government-to-government consultation with Native American tribes on June 9, 2020. Results of the consultation process will be included in the EIR prepared for the proposed Project.

3 Environmental Determination

Determination (by the Lead Agency)

On the basis of this initial evaluation:

☐ I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.

☐ I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.

☒ **I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.**

☐ I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect (1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and (2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.

☐ I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier ENVIRONMENTAL IMPACT REPORT or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier ENVIRONMENTAL IMPACT REPORT or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Signature

March 31, 2021
Date

4 Initial Study Checklist

Environmental Factors Potentially Affected

The environmental factors checked below would be potentially affected by this Project, involving at least one impact that is a "Potentially Significant Impact," as indicated by the checklist on the following pages.

☒	**Aesthetics**	☐	Agriculture and Forestry Resources	☒	**Air Quality**
☒	**Biological Resources**	☒	**Cultural Resources**	☒	**Energy**
☒	**Geology and Soils**	☒	**Greenhouse Gas Emissions**	☒	**Hazards and Hazardous Materials**
☒	**Hydrology and Water Quality**	☐	Land Use and Planning	☐	Mineral Resources
☒	**Noise**	☐	Population and Housing	☐	Public Services
☐	Recreation	☒	**Transportation**	☒	**Tribal Cultural Resources**
☒	**Utilities and Service Systems**	☐	Wildfire	☒	**Mandatory Findings of Significance**

Evaluation of Environmental Impacts

1. A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A "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 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. 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.
3. Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect may be significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an Environmental Impact Report (EIR) is required.
4. "Negative Declaration: Less Than Significant With Mitigation Incorporated" applies where the incorporation of mitigation measures has reduced an effect from "Potentially Significant Impact" to a "Less Than Significant Impact." The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level (mitigation measures from "Earlier Analyses," as described in (5) below, may be cross-referenced).

5. 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 Analysis 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.
   c. Mitigation Measures. For effects that are "Less Than Significant With Mitigation Measures Incorporated," 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 project.
6. 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.
7. Supporting Information Sources: A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.
8. 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.
9. The explanation of each issue should identify:
   a. The significance criteria or threshold, if any, used to evaluate each question; and
   b. The mitigation measure identified, if any, to reduce the impact to less than significance.

4.1 Aesthetics

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
I. AESTHETICS – Except as provided in Public Resources Code Section 21099, 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) In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	☐	☐	☒	☐

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	☒	☐	☐	☐

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

Less-Than-Significant Impact. According to Exhibit 5-4, Scenic Corridors/Gateway, of the March JPA General Plan, the area from the Project looking east and northeast of the March JPA planning area toward the San Bernardino, San Jacinto, and Box Spring Mountains is designated as scenic vistas (March JPA 1999). The site is primarily vacant and undeveloped, and the proposed Project would involve construction of a 201,200-square-foot cargo building and a 69,620-square-foot maintenance building within the site. The maximum height of the proposed buildings would be 48 feet. Although distant scenic vistas of the mountains are visible from the Project, east and south of the Project are existing warehouse developments. The existing buildings to the east and south are estimated to be approximately 40 to 50 feet high. Public viewpoints across the Project exist from the west along I-215. Views of the San Bernardino and San Jacinto Mountains would likely be experienced by travelers along I-215 when looking east towards the Project area. Views of the Box Springs Mountains would likely be experienced by pedestrians traveling north along Heacock Street.

Although construction of a new 48-foot-tall cargo building and 46-foot-tall maintenance building within the Project site would introduce new structures, because there are existing warehouse developments immediately east and south of the Project that are of a similar height to that proposed as part of the Project, the Project would not have a substantial effect to views towards the Box Spring Mountains from Heacock Street. In addition, due to distance between I-215 and the Project site (approximately 0.85 miles) and the visual prominence of the San Bernardino (11,499 feet of elevation at the highest peak) and San Jacinto Mountains (10,833 feet of elevation at the highest peak), the scale of new structures would be reduced and the introduction of a 48-foot cargo building and a 46-foot maintenance building would not substantially alter or block views of the San Bernardino or San Jacinto Mountains from I-215. As such, impacts to scenic vistas would be less than significant. This issue will not be further evaluated in the EIR prepared for the proposed Project.

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

No Impact. The Project site is located on a primarily vacant/undeveloped lot. According to the California Department of Transportation's California Scenic Highway Program, there are no officially designated or eligible state scenic highways located adjacent to or near the Project (Caltrans 2020). Therefore, implementation of the proposed Project would not damage scenic resources within a state scenic highway. No impact would occur, and this issue will not be further evaluated in the EIR prepared for the proposed Project.

c) In non-urbanized areas, would the project substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?

Less-Than-Significant Impact. The Project is located in a non-urbanized area, per the SCAG Region U.S. Census Urbanized Areas map (SCAG 2017). The Project is visible from public vantage points along adjacent and nearby roadways, including Heacock Street and I-215, respectively. While the site is primarily undeveloped, and construction of the proposed Project would change the overall visual character of the site from primarily undeveloped to developed, the proposed land uses to be developed within the site would be similar in nature to the surrounding land uses. The Project site is surrounded by March ARB aviation facilities to the north and west, as well as various industrial warehousing buildings to the south, a distribution center facility to the east, and the March ARB Fire Department facility to the north. The existing warehouse and distribution buildings to the east and south are estimated to be approximately 40 to 50 feet high, which are similar in height to the proposed cargo and maintenance buildings (48 feet and 46 feet, respectively). Within the larger surrounding area, the Project is surrounded by additional aircraft operation facilities, including the March ARB runways and aircraft parking pads, I-215 and the Riverside National Cemetery to the west, and industrial land uses to the east. Thus, the construction and operation of an air cargo center, including the cargo building and maintenance building would blend in with the existing visual character of the larger surrounding area.

Furthermore, the proposed Project would include landscaped areas at the Project entrance from Heacock Street and on small islands in the two employee parking lots compatible with FAA regulations for landscaping in flight paths. A 14-foot high decorative concrete tilt-up screen wall and enhanced landscaping, including Afghan pines, would front Heacock Street. The proposed landscaping will comply with March JPA's setback requirements. Landscaping throughout the Project site would include 280,845 square feet of non-irrigated hydroseed area and 214,053 square feet of irrigated and drought tolerant landscape and street frontage planting. Along the Project's northern boundary, a 14-foot high fence will be installed, compliant with Department of Defense regulations and requirements. Impacts would be less than significant, and this issue will not be further evaluated in the EIR prepared for the proposed Project.

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

Potentially Significant Impact. Currently, there are sources of nighttime light and glare from the Project area due to the existing aircraft operations, and from the surrounding area due to vehicle traffic along Heacock Road and I-215. Because the Project site is primarily vacant and undeveloped, there are no existing light sources on the site. The proposed Project would add additional lighting to the area through the construction and operation of the air cargo center within the Project site, as well as through additional cargo plane trips that could operate past sundown. Development of the proposed Project and the associated operations occurring within the Project site would be required to comply with Sections 9.08.100 (Lighting) and 9.10.110 (Light and Glare) of the March JPA Development Code. However, although the Project would be required to comply with these regulations, the addition of new light and glare sources, specifically within close proximity to the existing airport taxiways, could adversely affect day or nighttime views in the area. Therefore, impacts are considered potentially significant, and this topic will be analyzed in the EIR prepared for the proposed Project.

4.2 Agriculture and Forestry Resources

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
II. AGRICULTURE AND FORESTRY 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 Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:				
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	☐	☐	☐	☒
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☐	☒
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	☐	☐	☐	☒
d) Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	☒
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	☐	☐	☐	☒

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

No Impact: Per the State of California Department of Conservation, the Project is not located within an area designated as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance. The site is designated as "Urban and Built Up Land" per the California Important Farmland Finder for Riverside County (DOC 2016). The Project site is located within March JPA's land use jurisdiction, adjacent to the March ARB, and is not used for farming or agricultural activities. As such, the proposed Project would not convert Prime

Farmland, Unique Farmland, or Farmland of Statewide Importance. No impact would occur, and this issue will not be further analyzed in the EIR prepared for the proposed Project.

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

No Impact. The Project and surrounding area do not encompass agricultural resources or land under a Williamson Act contract. The March JPA General Plan designates the site as Aviation (March JPA 1999). No impact would occur, and this issue will not be further analyzed in the EIR prepared for the proposed Project.

c) Would the project 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))?

No Impact. The Project site is designated Aviation under the March JPA General Plan, which does not allow for timberland production. Additionally, there are no forest lands on or in the vicinity of the Project. No impact would occur, and this issue will not be further analyzed in the EIR prepared for the proposed Project.

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

No Impact. As discussed under Section 4.2(c), there are no forest lands on or in the vicinity of the Project. Therefore, the proposed Project would not result in the loss of forest land or conversion of forest land to non-forest use. No impact would occur, and this issue will not be further analyzed in the EIR prepared for the proposed Project.

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

No Impact. As described in Section 4.2(a) and Section 4.2(b), no portion of the Project is located within existing agricultural areas, nor would implementation of the proposed Project result in any impacts to ongoing agricultural operations or the conversion of farmland to non-agricultural use. The Project site is designated Aviation under the March JPA General Plan (March JPA 1999), and is surrounded by existing facilities associated with the March ARB and air cargo operations. Therefore, conversion of existing farmland or forest land to non-agricultural or non-forest uses would not occur. The proposed Project would not result in the loss of any forest land, nor would it conflict with any zoning provisions for either agriculture or forest land and timberland. No impact would occur, and this issue will not be further analyzed in the EIR prepared for the proposed Project.

4.3 Air Quality

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
III. AIR QUALITY – Where available, the significance criteria established by the applicable air quality management district or air pollution control district may be relied upon to make the following determinations. Would the project:				
a) Conflict with or obstruct implementation of the applicable air quality plan?	☒	☐	☐	☐
b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?	☒	☐	☐	☐
c) Expose sensitive receptors to substantial pollutant concentrations?	☒	☐	☐	☐
d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	☒	☐	☐	☐

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

Potentially Significant Impact. The Project is located within the South Coast Air Basin, under the jurisdiction of the South Coast Air Quality Management District, which is principally responsible for air pollution control. The South Coast Air Quality Management District has adopted a series of Air Quality Management Plans to meet the state and federal ambient air quality standards. Construction and operation of the proposed Project would result in criteria pollutant emissions, and additional analysis is necessary to determine if the Project would conflict with or obstruct implementation of the applicable air quality plan. As such, an air quality technical study is being prepared for the proposed Project to assess potential conflicts with applicable air quality plans. Therefore, until the air quality technical study is completed, and potential mitigation measures can be identified, impacts are considered potentially significant, and this topic will be analyzed in the EIR prepared for the proposed Project.

b) Would the project result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?

Potentially Significant Impact. Project construction could result in a temporary addition of pollutants to the local airshed caused by soil disturbance, fugitive dust emissions, and combustion pollutants from on-site construction equipment, as well as from off-site trucks hauling construction materials. Construction emissions can vary substantially day to day, depending on the level of activity, the specific type of activities, the equipment used, and for dust, the prevailing weather conditions. During operations, the proposed Project would introduce new sources of emissions that would be generated by an increase of aircraft operations, transportation and delivery trucks, employee vehicles, and the use of stationary mechanical equipment or other mobile equipment within the Project site. Thus, the proposed Project has the potential to result in a cumulatively considerable net increase of a criteria pollutant for which the region is in non-

attainment under federal or state ambient air quality standards. Therefore, until the air quality technical study is completed, and potential mitigation measures can be identified, impacts are considered potentially significant, and this topic will be analyzed in the EIR prepared for the proposed Project.

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

Potentially Significant Impact. Construction and operation of the proposed Project has the potential to create air emissions in quantities that could violate air quality standards. The closest sensitive receptors (single-family residences) to the Project are located approximately 0.5 miles to the east within the City of Moreno Valley. In addition, sensitive receptors (single-family residences) are located approximately 1 mile south of the existing March ARB runway. Although these sensitive receptors are not located adjacent to the Project, and are buffered from the site by industrial land uses, further analysis is required in order to determine whether the proposed Project could expose sensitive receptors to substantial pollutant concentrations, such as diesel particulate matter. The SCAQMD localized significance thresholds will be evaluated to determine whether the proposed Project would cause or contribute to exceedances of ambient air quality standards at sensitive receptors near the Project site. Additionally, a health risk assessment (HRA) will be prepared to evaluate diesel particulate matter emissions associated with the proposed Project as well as potential cancer risk to existing sensitive receptors within an approximately 1,000-foot radius. As such, exposure of nearby sensitive receptors to substantial pollutant concentrations will be evaluated as part of the air quality technical study and HRA being prepared for the Project. Until these studies are completed, and potential mitigation measures can be identified, impacts are considered potentially significant, and this topic will be analyzed in the EIR prepared for the proposed Project.

d) Would the project result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?

Potentially Significant Impact. Odors would be generated from vehicles and/or equipment exhaust emissions during construction of the proposed Project. Odors generated during construction would be attributable to concentrations of unburned hydrocarbons from tailpipes of construction equipment and to architectural coatings associated with building painting during construction. Most of the people within the Project area who could be subjected to odors would include employees and visitors at nearby industrial and warehouse uses. The land uses most proximate to the Project, which include industrial and March ARB uses, do not encourage people to be outdoors for long periods of time where they would be exposed to construction odors. Therefore, impacts associated with odors during Project construction would be less than significant.

Land uses and industrial operations that are typically associated with odor complaints include agricultural uses, wastewater treatment plants, food processing plants, chemical plants, composting facilities, refineries, landfills, dairies, and fiberglass molding. Once constructed, the proposed Project would include the operation of a cargo building and maintenance building that would serve aircraft and aviation activity, and may require the operation of heavy equipment. These activities could generate odors within the Project area. Although operation of the air cargo center buildings would not, by themselves, generate odors, the ancillary uses that the Project would serve could generate odors that could have the potential to adversely affect people working or residing in the Project area. Therefore, until the air quality technical study is completed, and potential mitigation measures can be identified, impacts are considered potentially significant, and this topic will be analyzed in the EIR prepared for the proposed Project.

4.4 Biological Resources

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
IV. BIOLOGICAL RESOURCES – Would the project:				
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	☒	☐	☐	☐
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	☒	☐	☐	☐
c) Have a substantial adverse effect on state or federally protected wetlands (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?	☐	☐	☒	☐

a) 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?

Potentially Significant Impact. Although the Project is surrounded by existing development, the site is primarily vacant and undeveloped, and could contain candidate, sensitive, or special-status plant and wildlife species. Additional information is needed to determine if construction and operation of the proposed Project could directly, or through habitat modifications, indirectly result in impacts to species

identified as candidate, sensitive, or special status in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service. A biological technical report is being prepared to address these resources. Therefore, until the biological technical report is completed, and potential mitigation measures can be identified, impacts are considered potentially significant, and this topic will be analyzed in the EIR prepared for the proposed Project.

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

Potentially Significant Impact. Although the Project is surrounded by existing development, the Project site is primarily vacant and undeveloped, and thus the proposed Project may have a substantial adverse effect on riparian habitat and/or other sensitive natural communities. Additional information is needed to determine whether construction and operation of the proposed Project could have a substantial adverse effect on a sensitive natural community identified in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service. A biological technical report is currently being prepared for the proposed Project. Therefore, until the biological technical report is completed, and potential mitigation measures can be identified, impacts are considered potentially significant, and this topic will be analyzed in the EIR prepared for the proposed Project.

c) Would the project have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?

Potentially Significant Impact. The Project is relatively flat. There is a small drainage ditch that runs from the middle of the southern boundary of the Project site to the northwestern corner of the Project site. As such, the proposed Project has the potential to affect state and/or federally protected wetlands. A biological technical report is being prepared for the proposed Project to address the presence of protected wetlands and whether the proposed Project would have a substantial adverse effect on this resource. Therefore, until the biological technical report is completed, and potential mitigation measures can be identified, impacts are considered potentially significant, and this topic will be analyzed in the EIR prepared for the proposed Project.

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

Potentially Significant Impact. The Project is primarily vacant and undeveloped, and the site is generally surrounded by existing aviation and industrial land uses. Although there are existing areas containing vacant land that could serve as habitat for wildlife species located west of the existing tarmac that is adjacent to the site, these areas are adjacent to I-215 and are surrounded by industrial uses as well as the tarmac ramps of March ARB. Thus, the Project is not anticipated to serve as a wildlife corridor or nursery site due to the surrounding land uses. There are no native resident or migratory fish occurring on the site or in the vicinity of the site. In addition, because this area is designated for aviation uses, there are measures in place to discourage avian species from using this area. Nevertheless, because the site is primarily vacant and undeveloped, there is a potential for wildlife species to move through the site. Therefore, until the biological technical report is completed, and potential mitigation measures can be

identified, impacts are considered potentially significant, and this topic will be analyzed in the EIR prepared for the proposed Project.

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

Potentially Significant Impact. A biological technical report is being prepared for the proposed Project to addresses whether or not the proposed Project would conflict with any local policies or ordinances protecting biological resources. Therefore, until the biological technical report is completed, and potential mitigation measures can be identified, impacts are considered potentially significant, and this topic will be analyzed in the EIR prepared for the proposed Project.

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

Less-Than-Significant-Impact. The Project is located within the boundaries of the Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP) (County of Riverside 2003). However, March JPA is not a Permittee to the Western Riverside County MSHCP, and thus, is not required to have its projects reviewed by the Regional Conservation Authority, California Department of Fish and Wildlife, and U.S. Fish and Wildlife Service to determine consistency with the Western Riverside County MSHCP. Because March JPA is not a Permittee, any requirements specific to MSHCP Reserve Assembly (i.e., conservation requirements) are not applicable to the proposed Project. However, pursuant to CEQA, the proposed Project must still demonstrate that there would be no conflicts with the MSHCP. All federally and state-listed plant and wildlife species, as well as candidate and sensitive species and species of special concern, and their associated sensitive habitats, would be addressed in compliance with all applicable regulations. In addition, any riparian, riverine, and wetland features would be addressed consistent with applicable regulations.

The site is also located in the plan area of the Stephens' Kangaroo Rat Habitat Conservation Plan (SKR HCP), which is implemented by the Riverside County Habitat Conservation Authority (RCHCA). The RCHCA established the SKR HCP in Western Riverside County for its member agencies which includes the March JPA and City of Perris. The Project is located within the Fee Area for SKR, but not within the Core Reserve areas. The Project applicant would be required to pay the SKR HCP mitigation fee prior to development of the Project. Pursuant to CEQA, the proposed Project must demonstrate that there would be no conflicts with this Plan.

A biological technical report is being prepared that addresses the existing biological resources present on the Project, potential impacts to these resources, and any applicable mitigation for impacts to these resources. Because the MSHCP Reserve Assembly requirements do not apply to the proposed Project, because the Project is not located within Stephens' Kangaroo Rat HCP Core Reserve areas, and because all listed and sensitive species and their associated habitats, as well as jurisdictional waters, will be addressed in compliance with all applicable regulations, the proposed Project would not be in conflict with either regional HCP. However, this topic will be discussed in the EIR prepared for the proposed Project.

4.5 Cultural Resources

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
V. CULTURAL RESOURCES – Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5?	☒	☐	☐	☐
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	☒	☐	☐	☐
c) Disturb any human remains, including those interred outside of dedicated cemeteries?	☐	☐	☒	☐

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

Potentially Significant Impact. The proposed Project includes demolition of existing structures within the Project area. A cultural resources technical report is being prepared for the proposed Project that will identify potential impacts to historical resources and properties under CEQA and Section 106 of the National Historic Preservation Act. Specifically, the Project would result in the demolition some portions of taxiway A and G within March ARB, as well as a former fire house building, located at the southwest corner of the Project site. The former fire house appears to have been constructed between 1978 and 1994, and would therefore not be considered a historical resource, as the building is not 45 years or older.

As part of the cultural resources technical report, a California Historical Resources Information Systems records search at the Eastern Information Center of the Project and a 1-mile radius will be conducted to identify any previously recorded cultural resources that may be located within the search area. The California Native American Heritage Commission (NAHC) will also be contacted for a review of its Sacred Lands File. Additionally, an intensive-level pedestrian survey of the Project will be conducted to identify any observed cultural resources, including both prehistoric and historic archaeological resources and potential historic built-environment resources, such as culverts. The analysis of impacts to historical resources, along with the potential for feasible mitigation measures, requires additional analysis. Therefore, until the cultural resources technical report is completed, impacts are considered potentially significant, and this topic will be analyzed in the EIR prepared for the proposed Project.

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

Potentially Significant Impact. Construction activities involving ground disturbance could result in the discovery of unknown archeological resources within the Project impact area. A cultural resources technical report will be prepared for the proposed Project that will identify potential impacts to archaeological resources. Additionally, in accordance with Assembly Bill 52, agency-to-agency consultation was initiated

by March JPA on June 9, 2020, via email. Twenty-seven tribes that have previously requested notice of a project application within March JPA and the surrounding area, of which six have responded, and four have requested consultation. Until the cultural resources technical report and AB 52 consultation is completed, and potential mitigation measures can be identified, impacts are considered potentially significant, and this topic will be analyzed in the EIR prepared for the proposed Project.

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

Less-Than-Significant Impact. The Project is primarily vacant and undeveloped. In the unlikely event that human remains are discovered, state and local laws require that the County Coroner be notified. California Public Resources Code Section 5097.98 addresses the disposition of Native American burials in archaeological sites, and protects such remains from disturbance, vandalism, or inadvertent destruction; establishes procedures to be implemented if Native American skeletal remains are discovered during construction of a project; and establishes the NAHC to resolve disputes regarding the disposition of such remains. The proposed Project will be required to comply with California Public Resources Code Section 5097.98 should any unknown human remains be discovered during site disturbance. Additionally, Sections 7050.5, 7051, 7052, and 7054 of the California Health and Safety Code collectively address the illegality of interference with human burial remains, and the disposition of Native America burials in archaeological sites. The law protects such remains from disturbance, vandalism, or inadvertent destruction, and establishes procedures to be implemented if Native American skeletal remains are discovered during construction of a project, including the treatment of remains prior to, during, and after evaluation, and reburial procedures. As such, through compliance with state and local laws in the event that human remains are discovered, impacts would be less than significant. Because this topic is related to other topics that will be included in the cultural resources technical report currently being prepared for the proposed Project, this topic will be carried forward for further analysis in the EIR.

4.6 Energy

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
VI. Energy – Would the project:				
a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	☒	☐	☐	☐
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	☒	☐	☐	☐

a) Would the project result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?

Potentially Significant Impact. Construction and operation of the proposed Project would result in the consumption of energy resources, and additional information is needed to determine if such energy usage would be wasteful, inefficient, or unnecessary. An energy resource report is being prepared for the proposed Project that will identify potential impacts regarding Project energy use. Therefore, until the energy assessment report is completed, and potential mitigation measures can be identified, impacts are considered potentially significant, and this topic will be analyzed in the EIR prepared for the proposed Project.

b) Would the project conflict with or obstruct a state or local plan for renewable energy or energy efficiency?

Potentially Significant Impact. Construction and operation of the proposed Project would result in the consumption of energy resources, and additional information is needed to determine if such energy usage would conflict with or obstruct a state or local plan for renewable energy or energy efficiency. An energy resource report is being prepared for the proposed Project that will identify potential impacts regarding energy use. Therefore, until the energy assessment report is completed, and potential mitigation measures can be identified, impacts are considered to be potentially significant, and this topic will be analyzed in the EIR prepared for the proposed Project.

4.7 Geology and Soils

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
VII. GEOLOGY AND SOILS – Would the project:				
a) Directly or indirectly cause 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?	☐	☐	☒	☐

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
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 direct or indirect 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?	☐	☐	☐	☒
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☒	☐	☐	☐

a) Would the project directly or indirectly cause 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?

Less-Than-Significant Impact. The nearest fault zone, the San Jacinto Fault zone, is located approximately 9 miles east of the Project (DOC 2018). Construction of the proposed Project would be required to meet California Building Code standards. Additionally, March JPA would review and approve the plans and specifications of the proposed Project to ensure compliance with the provisions of the California Building Code and Title 24, which regulates building standards. 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 be centralized in Title 24 or they are not enforceable. Because the Project is not within an Alquist-Priolo Earthquake Fault Zone, pursuant to the Department of Conservation's Fault Activity Map of California (DOC 2018), and given that the proposed Project is required to comply with the provisions of the California Building Code and Title 24, the potential for exposing people or structures to potential substantial adverse effects, including risk of loss, injury, or death involving rupture of a known Alquist-Priolo earthquake fault is low. Therefore, a less-than-significant impact is expected, and this topic will not be further analyzed in the EIR prepared for the proposed Project.

ii) Strong seismic ground shaking?

Potentially Significant Impact. Because the Project is located in tectonically active Southern California, the proposed Project has the potential to be exposed to strong seismic ground shaking.

Additional information is required to determine whether impacts would be potentially significant, or whether impacts may be mitigated through standard construction procedures. As such, a geotechnical investigation is being prepared for the proposed Project that will assess potential impacts related to strong seismic ground shaking. Until the geotechnical investigation is completed, and potential mitigation measures can be identified as needed, impacts are considered potentially significant, and this topic will be analyzed in the EIR prepared for the proposed Project.

iii) Seismic-related ground failure, including liquefaction?

Potentially Significant Impact. According to Figure S-3 (Generalized Liquefaction) of the County of Riverside General Plan Safety Element, the Project is located within a moderate to low liquefaction susceptibility area (County of Riverside 2019). Thus, the potential for seismic-related ground failure, including liquefaction exists, within the Project. A geotechnical investigation is being prepared for the proposed Project to address potential liquefaction impacts. Until the geotechnical investigation is completed, and potential mitigation measures can be identified, if needed, impacts are considered potentially significant, and this topic will be analyzed in the EIR prepared for the proposed Project.

iv) Landslides?

Less-Than-Significant Impact. The Project and surrounding area are relatively flat. According to Figure S-4 of the County of Riverside General Plan Safety Element, the Project is not located on, adjacent to, or near an earthquake-induced slope instability or landslide area (County of Riverside 2019). Additionally, the proposed Project would undergo staff review by March JPA to ensure that grading activities would not be subject to, or result in, landslides. Therefore, a less-than-significant impact is expected, and this topic will not be further analyzed in the EIR prepared for the proposed Project.

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

Less-Than-Significant Impact. Construction activities, such as excavation and grading, may have the potential to cause short-term soil erosion or the loss of topsoil. Short-term erosion effects during construction of the proposed Project would be minimized through implementation of a Stormwater Pollution Prevention Plan (SWPPP) as required in compliance with the NPDES program, and through incorporation of best management practices intended to reduce soil erosion. A SWPPP will be prepared for the proposed Project by March JPA in order to comply with the NPDES program. The SWPPP is required by the March JPA during plan review and approval of the proposed Project improvement plans. The SWPPP may include standard construction methods, such as temporary detention basins, to control on-site and off-site erosion. With implementation of an approved SWPPP, impacts resulting from soil erosion or loss of topsoil during construction would be minimized.

Once operational, the surface of the Project area would be covered by pavement and aircraft tarmac, building structures, stormwater catch basins, and landscaping, which would not leave substantial areas of exposed bare soil susceptible to erosion. The portion of the Project site within Site 7 would remain undisturbed; thus, no soils would be disturbed in this area that may become susceptible to erosion,

Therefore, a less-than-significant impact during construction and operation is expected, and this topic will not be further analyzed in the EIR prepared for the proposed Project.

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

Potentially Significant Impact. Refer to Section 4.7(a)(i) through Section (a)(iv) regarding the risk of strong seismic shaking, lateral spreading, landslides, subsidence, and liquefaction. The Project could consist of unstable soils, and additional information is needed to determine whether impacts would be significant. A geotechnical investigation is being prepared for the proposed Project to assess potential impacts related to geologic instability. Therefore, until the geotechnical investigation is completed, and potential mitigation measures can be identified as needed, impacts are considered potentially significant, and this topic will be analyzed in the EIR prepared for the proposed Project.

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

Potentially Significant Impact. Soil characteristics within the Project are currently unknown; therefore, the site could be located on expansive soil. Additional information is needed to determine whether implementation of the proposed Project would result in a potentially significant impact regarding expansive soils. A geotechnical investigation is being prepared for the proposed Project, and until the geotechnical investigation is completed, and potential mitigation measures can be identified as needed, impacts are considered potentially significant; this topic will be analyzed in the EIR prepared for the proposed Project.

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

No Impact. Implementation of the proposed Project would not result in the need for a septic tank or alternative wastewater disposal system. The proposed Project would connect to an existing sewer system and would not involve other alternative wastewater disposal methods. No impacts would occur, and this issue will not be further analyzed in the EIR prepared for the proposed Project.

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

Potentially Significant Impact. Construction of the proposed Project would result in ground-disturbing activities on vacant and undeveloped portions of the Project, which could directly or indirectly destroy a unique paleontological resource or site or unique geologic feature, if present on site, and additional information is needed to determine if impacts could be potentially significant. Thus, a paleontological resource report is being prepared for the proposed Project. This report will include a record search within a one-mile radius of the Project site, a literature review, and field survey of the Project area would be conducted. Therefore, until the paleontological resource report is completed, and potential mitigation measures can be identified, impacts are considered potentially significant, and this topic will be analyzed in the EIR prepared for the proposed Project.

4.8 Greenhouse Gas Emissions

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
VIII. GREENHOUSE GAS EMISSIONS – Would the project:				
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	☒	☐	☐	☐
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	☒	☐	☐	☐

a) Would the project generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?

Potentially Significant Impact. Construction and operation of the proposed Project would generate greenhouse gas emissions, and additional information is needed to determine if the proposed Project could directly or indirectly have a significant impact on the environment. A greenhouse gas emissions analysis is being prepared for the proposed Project. Therefore, until the greenhouse gas emissions analysis is completed, and potential mitigation measures can be identified, impacts are considered potentially significant, and this topic will be analyzed in the EIR prepared for the proposed Project.

b) Would the project generate conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?

Potentially Significant Impact. Construction and operation of the proposed Project would generate greenhouse gas emissions, and additional information is needed to determine if the proposed Project could conflict with an applicable plan, policy, or regulations adopted for the purpose of reducing greenhouse gas emissions. A greenhouse gas emissions analysis is being prepared for the proposed Project. Therefore, until the greenhouse gas emissions analysis is completed, and potential mitigation measures can be identified, impacts are considered potentially significant, and this topic will be analyzed in the EIR prepared for the proposed Project.

4.9 Hazards and Hazardous Materials

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
IX. HAZARDS AND HAZARDOUS MATERIALS – Would the project:				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☒	☐	☐	☐
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	☒	☐	☐	☐
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☐	☒
d) Be located on a site that 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 or excessive noise for people residing or working in the project area?	☒	☐	☐	☐
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☒	☐
g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?	☐	☐	☒	☐

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

Potentially Significant Impact. The associated uses with the air cargo center that would occur as a result of implementing the proposed Project could require the ongoing use, storage, and routine transport of hazardous materials. In addition, information is needed to determine if the proposed Project could create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials associated with the construction and operation of the proposed Project.

A Phase I Environmental Site Assessment (ESA) has been prepared for the proposed Project (Leighton 2020). Per the Phase I ESA, three active military cleanup cases exist on the Project site, specifically associated with Site 7, and numerous recognized environmental conditions (RECs) and controlled recognized environmental conditions (CRECs) are present within the Project site. Therefore, construction activity could create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials, as contaminated soil and/or groundwater could be disturbed during these activities, and require disposal. Thus, until potential mitigation measures can be identified, impacts are considered potentially significant, and this topic will be analyzed in the EIR prepared for the proposed Project.

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

Potentially Significant Impact. The proposed Project would involve construction and operation of an aviation center, which includes a cargo building and an aircraft maintenance building. The proposed Project would accommodate aircraft operations, as well as serve as a goods distribution facility, accommodating numerous trucks and vehicles. The former fire house building, located at the southwest corner of the Project site, would be demolished, along with some accessory roadway and tarmac areas surrounding the fire house. Any applicable permits would be obtained prior to demolition of existing structures on the Project site. Furthermore, disposal of the demolished materials will be required to comply with applicable regulations. Therefore, the associated uses that would occur as a result of implementing the proposed Project could result in reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment. Additional information is needed to determine if the proposed Project could create a significant hazard to the public. Therefore, until potential mitigation measures can be identified as needed, impacts are considered potentially significant, and this topic will be analyzed in the EIR prepared for the proposed Project.

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

No Impact. The Project is not located within 0.25 miles of an existing or proposed school. No impact would occur, and this topic will not be further evaluated in the EIR prepared for the proposed Project.

d) Would the project be located on a site that 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?

Potentially Significant Impact. California Government Code Section 65962.5 combines several regulatory lists of sites that may pose a hazard related to hazardous materials or substances. The Department of Toxic Substances Control's EnviroStor database and SWRCB's GeoTracker database identify sites that have known contamination or sites for which there may be reasons to investigate further. According to the Phase I ESA (Leighton 2020), as well as the GeoTracker database, the Project site is identified as a "Military Cleanup Site," with the status of the cleanup designated as "Open – Site Assessment" and "Open – Remediation" (SWRCB 2020). The EnviroStor database identifies March ARB as an active Federal Superfund Site due to past on-site uses, including aircraft maintenance, airfield operations, degreasing facility, dry cleaning, engine testing and repair, fire training areas, fuel storage and refueling, machine shop, office building, oil/water separators, and paint/depaint facility (DTSC 2020). Therefore, the Project site and surrounding area are located on lists of hazardous materials sites compiled pursuant to Government Code Section 65962.5. Thus, implementation of the proposed Project could result in a significant hazard to the

public and/or environment. Until potential mitigation measures can be identified, impacts are considered potentially significant, and this topic will be analyzed in the EIR prepared for the proposed 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 result in a safety hazard or excessive noise for people residing or working in the project area?

Potentially Significant Impact. The Project site is located within the March ARB Land Use Plan, in the B2 High Noise Zone, and would ultimately require approval from the Airport Land Use Commission due to the site's proximity to the March Inland Port Airport. The B2 Zone is subject to high noise and a moderate accident potential risk (Riverside County ALUC 2014). The land uses prohibited within the B2 Zone include new dwellings, children's schools, day care centers, libraries, hospitals, congregate care facilities, hotels/motels, places of assembly, buildings with more than three above-ground habitable floors, noise-sensitive outdoor nonresidential uses, critical community infrastructure facilities, and hazards to flight (Riverside County ALUC 2014). Although the proposed Project does not propose a land use that is prohibited as identified within the March ARB/Inland Airport Land Use Compatibility Plan, construction and operation of an air cargo center, including a cargo building and maintenance building, has the potential to expose employees and visitors to safety hazards and excess noise due to the proximity to aircraft operations. As such, a noise technical study is being prepared to assess potential impacts related increased noise levels due to the proposed Project.

In addition, the Project would be required to submit an FAA Form 7460-1 to the FAA for their determination regarding whether the Project would result in a safety hazard, and if mitigation would be required in order to minimize potential hazards.

Therefore, until the noise technical study is completed, a review of the Project's Form 7460-1 by the FAA is completed, and potential mitigation measures are identified, if needed, impacts are considered potentially significant, and this topic will be analyzed in the EIR prepared for the proposed Project.

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

Less-Than-Significant Impact. March JPA adopted a Disaster Preparedness and Recovery Plan within the Safety/Risk Management Element of the General Plan (March JPA 1999). This plan outlines the implementation programs needed to prevent risks to occupants and to minimize injury from an unavoidable disaster or emergency. Compliance with the March JPA General Plan Disaster Preparedness and Recovery Plan programs, impacts would be less than significant.

The entrance to the Project site would be located along Heacock Street, approximately 3.5 to 4 roadway miles east of the nearest I-215 on-/off-ramps. An access driveway to the site would be provided on Heacock Street. Additionally, an internal emergency vehicle access driveway would be constructed within the southeast portion of the Project site, which would connect to the existing access roadway (off Heacock Street) currently serving the warehouse and distribution facilities to the south of the Project site. According to the March JPA General Plan's Transportation Element, Heacock Street is classified as a Major Arterial roadway, which provides access to I-215 to the north via Cactus Avenue (Arterial Highway), and to the south via San Michele Road (Minor Arterial), Indian Street (Minor Arterial), and Oleander Avenue (Arterial Highway) (March JPA 1999). The proposed site plan, including the access driveways, will be reviewed and approved

by March JPA, the Riverside County Fire Department (RCFD), and the Riverside County Sheriff's Department during plan review to ensure that emergency access would be provided at all times. Therefore, this would be a less-than-significant impact, and this topic will not be further analyzed in the EIR prepared for the proposed Project.

g) Would the project expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires?

Less-Than-Significant Impact. As indicated in the County of Riverside General Plan Safety Element Figure S-11 (County of Riverside 2019), and according to the Map My County – Riverside County database (County of Riverside 2020), the Project is not in or near local or state responsibility areas or lands classified as very high fire hazard severity zones. As a result, the proposed Project would not expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires. Therefore, this would be a less-than-significant impact, and this topic will not be further analyzed in the EIR prepared for the proposed Project.

4.10 Hydrology and Water Quality

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
X. **HYDROLOGY AND WATER QUALITY** – Would the project:				
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	☒	☐	☐	☐
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	☒	☐	☐	☐
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:				
i) result in substantial erosion or siltation on or off site;	☒	☐	☐	☐
ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on or off site;	☒	☐	☐	☐
iii) create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or	☒	☐	☐	☐

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
iv) impede or redirect flood flows?	☒	☐	☐	☐
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	☒	☐	☐	☐
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	☒	☐	☐	☐

a) Would the project violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?

Potentially Significant Impact. Because the Project is primarily vacant and undeveloped, and consists of a vegetated, pervious surface, the proposed Project would substantially increase the amount of impervious surface within the site. The addition of impervious surfaces within the Project could result in increased runoff and could violate water quality standards or waste discharge requirements, or substantially degrade surface water or groundwater quality. Furthermore, the construction activities have the potential to disturb and/or release contaminants within the soils and groundwater beneath the Project, due to the Project's proximity to Site 7, thereby resulting in a potential impact to surface and/or groundwater quality. The analysis of water quality and waste discharge requirements pertaining to surface water and groundwater quality requires additional analysis. As such, several studies are being prepared that will evaluate hydrology, water quality, and groundwater. Until these analyses are completed, and potential mitigation measures can be identified as needed, impacts are considered potentially significant. Impacts related to surface water and groundwater quality will be analyzed in the EIR prepared for the proposed Project.

b) Would the project substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?

Potentially Significant Impact. Because the Project is primarily vacant and undeveloped, and consists of a vegetated, pervious surface, the proposed Project would increase the amount of impervious surface on the site. The Project is not proposing to extract groundwater; however, the increase in impervious surfaces could interfere with groundwater recharge and sustainability. As such, several studies are being prepared that will evaluate groundwater recharge. Until these analyses are completed, and potential mitigation measures can be identified as needed, impacts are considered potentially significant, and this topic will be analyzed in the EIR prepared for the proposed Project.

c) Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:

i) result in substantial erosion or siltation on or off site?

Potentially Significant Impact. The proposed Project has the potential to modify the existing drainage pattern of the site by constructing a new cargo building, a new maintenance building, and an expanded aircraft tarmac within the Project site where minimal structures and impervious landscapes currently exist. Construction activities, such as excavation and grading, may have the potential to cause short-term soil erosion or the loss of topsoil. Short-term erosion effects during construction of the proposed Project would be minimized through implementation of a Stormwater Pollution Prevention Plan (SWPPP) as required in compliance with the NPDES program, and through incorporation of best management practices intended to reduce soil erosion. A SWPPP will be prepared for the proposed Project by March JPA in order to comply with the NPDES program. The SWPPP is required by the March JPA during plan review and approval of the proposed Project improvement plans. The SWPPP may include standard construction methods, such as temporary detention basins, to control on-site and off-site erosion. With implementation of an approved SWPPP, impacts resulting from soil erosion or loss of topsoil would be minimized.

The analysis of drainage pattern impacts relative to erosion and siltation requires additional analysis. As such, several studies are being prepared that will cover erosion and siltation impacts. Until these analyses are completed, and potential mitigation measures can be identified as needed, impacts are considered potentially significant, and this topic will be analyzed in the EIR prepared for the proposed Project.

ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on or off site?

Potentially Significant Impact. The proposed Project has the potential to substantially increase the rate or amount of surface runoff within the Project site by constructing a new cargo building, a new maintenance building, and an expanded aircraft tarmac where no structures or impervious landscapes currently exist. The analysis of an increase in the rate of surface water runoff coming from the site requires additional study. As such, several studies are being prepared that will evaluate surface water runoff as it relates to flooding on and off site. Until these analyses are completed, and potential mitigation measures can be identified as needed, impacts are considered potentially significant, and this topic will be analyzed in the EIR prepared for the proposed Project.

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

Potentially Significant Impact. The Project has the potential to create or contribute to runoff water that could exceed the capacity of the stormwater drainage systems or provide substantial additional sources of polluted runoff. The Project is primarily vacant and undeveloped, and consists of a pervious landscape; thus, any new additional impervious surfaces constructed within the site could increase the rate at which stormwater runoff exits the site, resulting in runoff amounts that exceed the capacity of the existing stormwater infrastructure. Because the Project proposes a new

cargo building, new maintenance building, and expanded aircraft tarmac in an area where no structures or impervious landscapes currently exist, the proposed Project could result in a significant impact related to surface water runoff. The analysis of an increase in the rate of surface water runoff generated from the Project requires additional study. As such, several studies are being prepared that will evaluate the potential for the proposed Project to create or contribute to runoff that could exceed drainage infrastructure capabilities, affect downstream facilities, or result in additional sources of polluted runoff. Until these analyses are completed, and potential mitigation measures can be identified as needed, impacts are considered potentially significant, and this topic will be analyzed in the EIR prepared for the proposed Project.

iv) impede or redirect flood flows?

Potentially Significant Impact. The Project is not located within a Federal Emergency Management Agency (FEMA) mapped Special Flood Hazard Area subject to inundation by the 1% annual chance flood. However, the site is located within Zone D (areas in which flood hazards are undetermined, but possible) on FEMA Flood Insurance Rate Maps 06065C0765G and 06065C0745G (FEMA 2008). Because there are existing drainage features traversing the site, a hydrology/drainage study is being prepared for the proposed Project to evaluate the potential for the proposed Project to impede or redirect flood flows. Until this study is completed, and potential mitigation measures can be identified as needed, impacts are considered potentially significant, and this topic will be analyzed in the EIR prepared for the proposed Project.

d) In flood hazard, tsunami, or seiche zones, would the project risk release of pollutants due to project inundation?

Potentially Significant Impact. The Project is located approximately 40 miles east of the Pacific Ocean and 3 miles northwest of Lake Perris. Due to the distances between the Project and these waterbodies, there is no risk of release of pollutants due to tsunami or seiche.

As indicated in Section 4.10(c)(iv), the Project is located outside of a FEMA-designated 100-year floodplain, but is within a designated Zone D, which includes areas where flood hazards are undetermined, but possible. The risk of flooding that would specifically result in the release of pollutants due to Project inundation may be minimal. However, as discussed in Section 4.9(a) and (d), a Phase I ESA has been prepared for the Project that indicates that the Project site is listed as an active "Military Cleanup Site," with the status of the cleanup designated as "Open – Site Assessment" and "Open – Remediation." Additionally, the Phase I ESA indicates that RECs/CRECs exist within the Project site. The Project's construction activities have the potential to release pollutants within designated Zone D. Therefore, until additional information is provided, the hydrology/drainage reports are completed, and potential mitigation measures can be identified as needed, impacts are considered potentially significant, and this topic will be analyzed in the EIR prepared for the proposed Project.

e) Would the project conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?

Potentially Significant Impact. Because the proposed Project would involve the construction of new buildings, would create new impervious surfaces, would involve off-pavement construction operations, and would require ground-disturbing activities during construction, the proposed Project has the potential to conflict with existing water quality or groundwater management plans. Additional analysis is required to

determine whether the proposed Project would conflict with such plans. As such, several studies are being prepared that will evaluate whether the proposed Project has the potential to conflict with or obstruct implementation of an applicable water quality control plan or sustainable groundwater management plan. Until these analyses are completed, and potential mitigation measures can be identified, impacts are considered potentially significant, and this topic will be analyzed in the EIR prepared for the proposed Project.

4.11 Land Use and Planning

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
XI. LAND USE AND PLANNING – Would the project:				
a) Physically divide an established community?	☐	☐	☐	☒
b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	☐	☐	☒	☐

a) Would the project physically divide an established community?

No Impact. The Project is located on approximately 88 acres within the southeastern portion of the jurisdiction of March JPA. The primarily undeveloped site is surrounded by industrial warehouse uses to the south and east, and the March ARB to the north and west, which includes military uses and an active airfield. Immediately north of the site is the March ARB Fire Department. The Project site is located within the boundaries of the March ARB Redevelopment Project and has been designated for Aviation (AV) use in the March JPA General Plan prepared for the site in 1999. Therefore, development of the proposed Project would not physically divide an established community given that the site is adjacent to existing industrial warehouse uses and an operating airfield. As such, no impacts would occur, and this issue will not be further evaluated in the EIR prepared for the proposed Project.

b) Would the project cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?

Less-Than-Significant Impact. As shown in Figure 2, March JPA General Plan Land Use Designations, the Project site's land use designation is Aviation (AV). The entire site is not yet zoned per the March JPA Zoning Map, as shown in Figure 3, March JPA Zoning Designations. The Project would not require a General Plan Amendment because the land use designation allows for flight line, hangers, and aviation support services such as air cargo storage, passenger and air cargo terminals, fixed based operations, aircraft maintenance, and aviation operation services. Therefore, the proposed air cargo center, including the cargo building and maintenance building, would be an allowable use and be consistent with the land use designation for the Project site. However, because the site is not yet fully zoned, a Zoning Amendment to allow for an Aviation (AV) land use would need to be approved for the site. Although the Project site is not yet fully covered by a zoning designation, approval of requested zoning for the proposed Project would result in consistency

between the General Plan land use designation and zoning designation. Thus, the proposed Project would not conflict with applicable land use plans.

Regarding airport land use compatibility regulations, the Project site is within the boundaries of the March ARB/Inland Port ALUCP and March ARB Air Installations Compatible Use Zones (AICUZ) study area. The Project site is located in the B2 compatibility zone, which is a designated High Noise Zone, as identified under the March Air Reserve Base/Inland Port ALUCP (Riverside County ALUC 2014). The B2 zone is subject to high noise impact, which may be disruptive to noise-sensitive land uses. Industrial land uses are an allowed use within this zone, per Table MA-2 of the ALUCP. In addition, the site is within the 60 to 75 dB CNEL noise contour zone, as identified in the ALUCP and AICUZ ((Riverside County ALUC 2014; Air Force Reserve Command 2018). Industrial land uses are an allowable use within this noise contour per the AICUZ and ALUCP. The AICUZ identifies the Project site as being within a Clear Zone (CZ) and within Accident Potential Zone I. However, the structures to be constructed by the proposed Project would be built outside of these zone boundaries. Thus, the proposed Project would not conflict with the provisions of land use regulatory documents.

Although the Project is not anticipated to result in a conflict with an applicable land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect, this topic will be discussed within the EIR in order to provide a consistency analysis with applicable March JPA General Plan goals and policies, the March Air Reserve Base/Inland Port ALUCP, and SCAG's 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy and 2008 Regional Comprehensive Plan.

4.12 Mineral Resources

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
XII. MINERAL RESOURCES – Would the project:				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	☐	☐	☐	☒
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?	☐	☐	☐	☒

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

No Impact. According to Figure OS-6 of the County of Riverside General Plan Multipurpose Open Space Element, the Project is located within the Mineral Resource Zone 3 (MRZ-3), which is classified as an area where the significance of mineral deposits is undetermined (County of Riverside 2015). The Project site's land use designation is Aviation and is proposed to remain Aviation. This land use designation does not

allow for mining activities (March JPA 2016). Additionally, the site is surrounded by commercial, industrial, and military land uses in the local vicinity that would be incompatible with a mining operation on the site. Therefore, the proposed Project would not result in the loss of availability of a known mineral resource that would be of value to the region or residents of the state. There would be no impacts related to this topic, and this issue will not be analyzed in the EIR prepared for the proposed Project.

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

No Impact: As discussed in Section 4.12(a), the Project is not designated as a locally important mineral resource recovery site. Therefore, the proposed Project would not result in the loss of availability of a locally important mineral resource recovery site delineated in a local general plan, specific plan, or other land use plan. There would be no impacts related to this topic, and this issue will not be further evaluated in the EIR prepared for the proposed Project.

4.13 Noise

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
XIII. NOISE – Would the project result in:				
a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	☒	☐	☐	☐
b) Generation of excessive groundborne vibration or groundborne noise levels?	☒	☐	☐	☐
c) For a project located within the vicinity of a private airstrip or 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?	☒	☐	☐	☐
d) Aircraft operations (i.e., aircraft landings and/or takeoffs) at the March Inland Port Airport between 10:00 p.m. and 6:59 a.m. that could expose people within the March Inland Port Airport's vicinity to a significant risk of sleep disturbance due to noise, as based on a single event noise exposure level analysis?	☒	☐	☐	☐

a) Would the project result in generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?

Potentially Significant Impact. The proposed Project would involve construction and operation of an air cargo center, including a cargo building and a maintenance building. Implementation of the proposed Project could result in the generation of construction noise leading to an increase in ambient noise levels in the vicinity of the Project.

Once operational, the proposed Project is anticipated to average 17 flights per day. Flight operations would occur 6 days a week. Generally, inbound flights would occur in the early morning hours, and outbound flights would occur in the late evening hours. Inbound flights would approach from the west, over non-residential land uses. During the holiday season, increased flight operations would be anticipated (estimated to result in an additional 256 flights over a 4-week period); however, the maximum annual flight operations would not exceed the currently available civilian air cargo operations capacity under the Joint Use Agreement. The proposed Project would also include cargo and goods distribution activities, thus requiring the use of large trucks within the Project site and surrounding roadway network. As such, Project operations would introduce new sources and a potential increase over ambient noise levels from operational noise associated with increased aircraft flights, vehicles entering and exiting the Project site (such as employee vehicles, as well as transportation/delivery trucks), parking lot noise, and noise generated from machinery utilized for loading and unloading of aircraft and transportation/delivery trucks.

A noise technical study is being prepared to assess potential impacts related increased noise levels due to the proposed Project. Until the noise technical study is completed, and potential mitigation measures can be identified, impacts are considered potentially significant, and this topic will be analyzed in the EIR prepared for the proposed Project.

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

Potentially Significant Impact. Construction of the proposed Project would involve earthwork and ground-disturbing activities that could result in temporary groundborne vibration and noise. A noise technical study is being prepared that will analyze the level of vibration and groundborne noise associated with the proposed Project's construction activities. Once completed, operation of the proposed Project would involve aircraft and aviation activity, which could also result in groundborne vibration. Until the noise technical study is completed, and potential mitigation measures can be identified as needed, impacts are considered potentially significant, and this topic will be analyzed in the EIR prepared for the proposed Project.

c) For a project located within the vicinity of a private airstrip or 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?

Potentially Significant Impact. The proposed Project would occur within the March ARB facility boundary, and would therefore be subject to the March ARB/Inland Airport Land Use Compatibility Plan. The Project site is located within the B2 High Noise Zone as identified in the March ARB/Inland Airport Land Use Compatibility Plan, identified as an area subject to high noise impacts (Riverside County ALUC 2014). Thus, the proposed Project could expose employees or visitors to the Project site to increased noise levels. The nearest residential area is located approximately 0.5 miles east of the Project, which is within Zone D of

the March ARB/Inland Airport Land Use Compatibility Plan. This zone is identified as an area subject to a moderate to low noise impact (Riverside County ALUC 2014). A noise technical study is being prepared and will analyze the potential for workers and residents to be exposed to excessive noise levels as a result of implementing the proposed Project. Until the noise technical study is completed, and potential mitigation measures can be identified, impacts are considered potentially significant, and this topic will be analyzed in the EIR prepared for the proposed Project.

d) Aircraft operations (i.e., aircraft landings and/or takeoffs) at the March Inland Port Airport between 10:00 p.m. and 6:59 a.m. that could expose people within the March Inland Port Airport's vicinity to a significant risk of sleep disturbance due to noise, as based on a single event noise exposure level analysis?

Potentially Significant Impact. Upon completion, the proposed Project is anticipated to average 17 flights per day. Flight operations would occur 6 days a week. Generally, inbound flights would occur in the early morning hours, and outbound flights would occur in the late evening hours. Inbound flights would approach from the west, over non-residential land uses. During the holiday season, increased flight operations would be anticipated (estimated to result in an additional 256 flights over a 4-week period); however, the maximum annual flight operations would not exceed the currently available civilian air cargo operations capacity under the Joint Use Agreement.

The nearest residential area is located approximately 0.5 miles east of the Project. Thus, the proposed Project could potentially expose people within the Project vicinity to a risk of sleep disturbance due to noise. As such, a noise technical study is being prepared to assess potential impacts related to potential sleep disturbance due to flight activities. Until the noise technical study is completed, and potential mitigation measures can be identified, impacts are considered potentially significant, and this topic will be analyzed in the EIR prepared for the proposed Project.

4.14 Population and Housing

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
XIV. POPULATION AND HOUSING – Would the project:				
a) Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	☐	☐	☒	☐
b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒

a) ***Would the project induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?***

Less-Than-Significant Impact. The proposed Project would not involve development of housing. Therefore, the proposed Project would not directly induce substantial population growth. Once built, operation of the proposed Project is anticipated to generate approximately 200 permanent employment opportunities. According to the Southern California Association of Governments Growth Forecast provided in the adopted 2020–2045 Regional Transportation Plan/Sustainable Communities Strategy (2020-2045 RTP/SCS), employment is anticipated to grow from 76,100 in 2016 to 139,600 by 2045 in unincorporated Riverside County (SCAG 2020). Employment growth throughout Riverside County, including incorporated cities, is anticipated to grow from 743,000 in 2016 to 1,103,000 by 2045 (SCAG 2020).

The estimated employee count for the proposed Project (200) would be less than 1% of the total employment in the Southern California Association of Governments' Growth Forecast under the 2020–2045 RTP/SCS. This increase in employment would be minimal in comparison to the anticipated increase of the Southern California Association of Governments Growth Forecast. It is anticipated that these new jobs would be filled by the existing residential population from the greater Riverside County area. Therefore, the proposed Project would not stimulate population growth or a population concentration above what is assumed in local and regional land use plans, or in projections made by regional planning authorities. Impacts would be less than significant, and this topic will not be further analyzed in the EIR prepared for the proposed Project.

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

No Impact. The proposed Project would not displace existing people or housing because the site is primarily vacant and undeveloped, and does not contain existing housing. No impact would occur, and this issue will not be further evaluated in the EIR prepared for the proposed Project.

4.15 Public Services

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
XV. PUBLIC SERVICES				
a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the public services:				
Fire protection?	☐	☐	☒	☐
Police protection?	☐	☐	☒	☐
Schools?	☐	☐	☒	☐
Parks?	☐	☐	☒	☐
Other public facilities?	☐	☐	☒	☐

a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the public services:

Fire protection?

Less-Than-Significant Impact. The proposed Project would be served by the Riverside County Fire Department (RCFD). The closest RCFD station to the Project is Station 65 Moreno Valley Station (15111 Indian Street, Moreno Valley), which is approximately 2 miles northeast of the Project. Although not currently considered a facility that would serve the proposed Project, the March ARB Fire Department station is located adjacent to the northern boundary of the site, within March ARB. The RCFD has a Mutual Aid Agreement with the March ARB Fire Department, which allows for each fire department to provide fire protection aid to the other, when needed (RCFD 2009).

As part of standard development practices, prior to construction, Project plans would be reviewed by the RCFD, and the proposed Project would be required to incorporate the RCFD's recommendations into the final development plans. The RCFD's review and approval of plans would ensure that the proposed Project complies with the California Fire Code (24 CCR, Part 9). The proposed Project would be required to install fire safety devices, such as fire alarms and zoned fire sprinkler systems, to improve emergency-related problems for the proposed development.

Operation of the proposed Project would generate approximately 200 jobs, assumed to be filled by the existing residential population from the greater Riverside County area. The land uses associated with the proposed Project are similar to those in the surrounding developments, and would not be anticipated to require additional fire protection services beyond what is already provided. As such, the proposed Project would not result in substantial population growth within the RCFD's jurisdiction that would burden existing fire services. The proposed Project is subject to the payment of a development impact fee (DIF) related to fire protection. The proposed Project's DIF amount for fire protection facility fees is determined based on Ordinance No. JPA 15-01 (March JPA 2015). The payment of these fees would provide funding for capital improvements such as land and equipment purchases, and fire station construction.

Because the proposed Project would be located within the fire service area for the RCFD, would not generate a new population base that might require new or additional fire protection, and is surrounded by existing development for which the RCFD provides fire protection service, no additional fire protection facilities beyond what is existing would be needed to serve the proposed Project. In addition, the proposed Project would comply with applicable fire codes, would pay the required DIF, and would be consistent with the surrounding land use types and activities envisioned under the General Plan land use designation. The proposed Project would serve aviation activities and would allow for an increase in daily flights within March ARB. Fire services for aviation activity would be provided through March ARB and the RCFD through their Mutual Aid Agreement. As such, additional aircraft flights occurring within March ARB are not anticipated to require new fire protection facilities, and the proposed Project would not require the need for new or altered fire protection facilities to maintain acceptable service ratios, response times, or other performance objectives. Therefore, impacts would be less than significant. This topic will not be further analyzed in the EIR prepared for the proposed Project.

Police protection?

Less-Than-Significant Impact. The proposed Project would be served by the Riverside County Sheriff's Department. The closest police station to the Project is the Riverside Sheriff's Department (22850 Calle San Juan De Los Lagos, Moreno Valley, California 92553), located approximately 3.5 miles north of the site.

Operation of the proposed Project would generate approximately 200 jobs, assumed to be filled by the existing residential population from the greater Riverside County area. Land uses associated with the proposed Project are similar to the surrounding developments, and are not anticipated to require additional police protection services beyond what is already provided to the area. As such, the proposed Project would not burden the Riverside County Sheriff's Department's existing police protection services. The proposed Project is subject to the payment of a DIF for criminal justice public facilities. The proposed Project's DIF amount for criminal justice public facility fees is determined based on Ordinance No. JPA 15-01 (March JPA 2015). The payment of these fees would provide funding for capital improvements such as land and equipment purchases, and criminal justice facility construction.

Although implementation of the proposed Project could result in additional enforcement calls and emergency responses to the Project location due to the construction and operation of the proposed Project, the proposed Project is not anticipated to increase the overall demand for law enforcement personnel and services in the Project area such that new or improved facilities would be required. Any additional personnel (officers, supervisors, or support staff), equipment, and vehicles necessary to service calls to the new aviation-related uses (air cargo center) could be accommodated by existing facilities. Because the proposed Project would introduce a land use that is consistent with surrounding development, would be constructed in an area that is already served by police protection services, and would pay the required DIF, the proposed Project would not require the need for new or altered police protection facilities to maintain acceptable service ratios, response times, or other performance objectives. Therefore, impacts to police protection services would be less than significant. This topic will not be further analyzed in the EIR prepared for the proposed Project.

Schools?

Less-Than-Significant Impact. The proposed Project does not include plans to develop housing; therefore, the proposed Project would not generate substantial population growth that would burden existing school systems. Operation of the proposed Project is anticipated to require a permanent staff of approximately 200 employees, assumed to be filled by the existing residential population from the greater Riverside County area. There would be no impacts to schools, and this topic will not be further analyzed in the EIR prepared for the proposed Project.

Parks?

Less-Than-Significant Impact. The proposed Project would involve construction and operation of an air cargo center, including a cargo building and a maintenance building, with no plans to develop housing. Operation of the proposed Project would generate approximately 200 jobs, assumed to be filled by the existing residential population from the greater Riverside County area. The proposed Project would not stimulate population growth nor a new population base within the Project area. Because implementation of the proposed Project would not result in population growth or new housing, there would be minimal to no increase in the use of existing parks

and recreational facilities. Therefore, the proposed Project would not require the need for new or altered park facilities to serve the existing population base. Impacts would be less than significant, and this topic will not be further analyzed in the EIR prepared for the proposed Project.

Other public facilities?

Less-Than-Significant Impact. The proposed Project does not include plans to develop housing, and the proposed Project would not generate substantial population growth. Operation of the proposed Project would generate approximately 200 jobs, assumed to be filled by the existing residential population. The proposed Project would not stimulate population growth or a population concentration above what is assumed in local and regional land use plans, or in projections made by regional planning authorities. It is anticipated that these new jobs could be filled by the existing residential population from the greater Riverside County area. As such, the proposed Project would not generate substantial population growth, and there would be no substantial impact to libraries or other public facilities in the area. Impacts would be less than significant, and this issue will not be further analyzed in the EIR prepared for the proposed Project.

4.16 Recreation

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
XVI. RECREATION				
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	☐	☐	☒	☐
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	☐	☐	☐	☒

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

Less-Than-Significant Impact. The proposed Project would involve construction and operation of an air cargo center, including a cargo building and a maintenance building, with no plans to develop housing. Operation of the proposed Project would generate approximately 200 jobs, assumed to be filled by the existing residential population from the greater Riverside County area. The proposed Project would not stimulate population growth nor a population concentration above what is assumed in local and regional land use plans, or in projections made by regional planning authorities. Furthermore, the March JPA General Plan does not designate the Project site or adjacent properties as open space areas (March JPA 1999). Because implementation of the proposed Project would not result in population growth or new housing, there would be minimal to no increase in the use

of existing parks and recreational facilities. Impacts would be less than significant, and this topic will not be further analyzed in the EIR prepared for the proposed Project.

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

No Impact. The proposed Project would involve construction and operation of an air cargo center, including a cargo building and a maintenance building, with no plans to develop housing or recreational facilities. Operation of the proposed Project would generate approximately 200 jobs, assumed to be filled by the existing residential population from the greater Riverside County area. The proposed Project would not stimulate population growth such that additional recreational facilities would be needed. Furthermore, the March JPA General Plan does not allow recreational facilities within or adjacent to the Project site (March JPA 1999). Because the Project would not include recreational facilities nor require the construction or expansion of recreational facilities, there would be no impact. This topic will not be further analyzed in the EIR prepared for the proposed Project.

4.17 Transportation

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
XVII.TRANSPORTATION – Would the project:				
a) Conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities?	☒	☐	☐	☐
b) Conflict or be inconsistent with CEQA Guidelines section 15064.3or will 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) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☐	☒	☐
d) Result in inadequate emergency access?	☐	☐	☒	☐

a) Would the project conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities?

Potentially Significant Impact. Construction of the proposed Project would result in temporary impacts to traffic. Operation of the proposed Project would result in increased traffic in the area because new land uses would be added to a site that is primarily vacant and undeveloped. Project-generated traffic is currently unknown, and additional traffic could result in conflicts with programs, plans, ordinances, or policies addressing the circulation system. Traffic impacts will need to be analyzed for consistency with state and regional plans and policies, including the adopted SCAG 2020-2045 RTP/SCS. Therefore, a traffic impact analysis is being prepared for the proposed Project that will identify any potential impacts associated with consistency with applicable programs, plans, and policies regarding transit, roadway, bicycle, and pedestrian facilities. Until the traffic impact analysis is completed, and potential mitigation measures can be identified, impacts are considered potentially significant, and this topic will be analyzed in the EIR prepared for the proposed Project.

b) Conflict or be inconsistent with CEQA Guidelines section 15064.3 or will 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?

Potentially Significant Impact. Construction of the proposed Project would result in temporary impacts to traffic. Operation of the proposed Project would result in increased traffic in the area because new traffic-generating land uses would be added to a site that is primarily vacant and undeveloped. Project-generated traffic would also result in increased vehicle miles traveled (VMT). Traffic impacts will need to be analyzed for consistency with CEQA Guidelines Section 15064.3(b) concerning VMT; thus, a VMT analysis is being prepared for the proposed Project that will identify any potential conflicts or inconsistencies with the requirements of CEQA Guidelines Section 15064.3. Therefore, until the VMT analysis is completed, and potential mitigation measures can be identified, impacts are considered potentially significant, and this topic will be analyzed in the EIR prepared for the proposed Project.

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

Less-Than-Significant Impact. Regional access to the Project site is provided via I-215, with local access provided via Heacock Street. The proposed vehicular access point and circulation outside/inside the site, including the Project's parking lots, would be reviewed and approved by March JPA's planning and engineering staff. The Project does not include any non-standard design features, nor does it have any hazardous elements. Impacts would be less than significant, and this issue will not be further analyzed in the EIR prepared for the proposed Project.

d) Would the project result in inadequate emergency access?

Less-Than-Significant Impact. The proposed Project would result in development of a currently undeveloped site, including development of site access along Heacock Street. Access to the Project site would be provided through a signalized entrance along Heacock Street, which would be aligned with the existing Lowe's distribution facility entrance. Access to the Project site would be designed according to March JPA standards and all applicable emergency access standards. Additionally, an internal emergency vehicle access driveway would be constructed within the southeast portion of the Project site, which would connect

to the existing access roadway (off Heacock Street) currently serving the warehouse and distribution facilities to the south of the Project site. Entry into the project site at this existing driveway would be limited to emergency vehicle use and would be gate controlled. Through March JPA's site plan review, March JPA would ensure that the proposed air cargo center meets code requirements related to emergency access. Impacts would be less than significant, and this issue will not be further analyzed in the EIR prepared for the proposed Project.

4.18 Tribal Cultural Resources

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
XVIII. TRIBAL CULTURAL RESOURCES				
Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:				
a) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or	☒	☐	☐	☐
b) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe?	☒	☐	☐	☐

a) Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:

i) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k)?

Potentially Significant Impact. In accordance with Assembly Bill 52, agency-to-agency consultation by March JPA will be conducted by sending a formal notice to inform California Native American tribes that have requested such notice of a project application within a geographic area with which the tribe is traditionally and culturally affiliated to identify potential impacts to a tribal cultural resource, as defined in Public Resources Code Section 21074. Input from the tribes received during consultation will be considered throughout the environmental document preparation

process. Consultation under AB 52 was initiated by March JPA on June 9, 2020, via email. Twenty-seven tribes were contacted, of which six have responded, and four have requested consultation. Because consultation with tribes has not been completed at this time, additional information is needed to determine whether the proposed Project could result in a significant impact to tribal cultural resources. Furthermore, a cultural resources technical study is being prepared that will include the results of a records search and field investigation. Therefore, until the consultation and study described above have been completed, and potential mitigation measures can be identified, impacts are considered potentially significant, and this topic will be analyzed in the EIR prepared for the proposed Project.

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

Potentially Significant Impact. In accordance with Assembly Bill 52, agency-to-agency consultation was initiated by March JPA on June 9, 2020 by sending a formal notice to inform California Native American tribes that have requested such notice of a project application within a geographic area with which the tribe is traditionally and culturally affiliated to identify potential impacts to a tribal cultural resource, as defined in Public Resources Code Section 21074. Twenty-seven tribes were contacted, of which six have responded, and four have requested consultation. Tribal consultation input will be considered throughout the environmental document preparation process. However, because consultation with tribes has not concluded, additional information is needed to determine whether the proposed Project could result in a significant impact. Therefore, until consultation has concluded, and potential mitigation measures can be identified, impacts are considered potentially significant, and this topic will be further discussed and analyzed in the EIR prepared for the proposed Project.

4.19 Utilities and Service Systems

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
XIX. UTILITIES AND SERVICE SYSTEMS – Would the project:				
a) Require or result in the relocation or construction of new or expanded water, wastewater treatment, or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	☒	☐	☐	☐
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years?	☒	☐	☐	☐

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
c) 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?	☒	☐	☐	☐
d) Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	☒	☐	☐	☐
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	☒	☐	☐	☐

a) Would the project require or result in the relocation or construction of new or expanded water, wastewater treatment, or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?

Potentially Significant Impact. The proposed Project would result in new development on a site that is primarily vacant and undeveloped. As such, the proposed Project would increase the intensity of uses on the site, resulting in increased use of water, wastewater treatment, electric power, natural gas, and telecommunication systems. Further, the proposed Project would result in an increase in impervious areas. An increase in runoff from impervious surface can cause alterations to drainage courses, requiring new or expanded stormwater drainage systems. In addition, the proposed Project would generate approximately 200 jobs during operations. As such, implementation of the proposed Project would require construction of new water and wastewater connections to connect to WMWD's water and wastewater collection and treatment systems. Due to the size of the proposed Project and the potential for the Project to require water and to generate wastewater in quantities beyond those currently handled by WMWD's service infrastructure, potentially significant impacts could result. Therefore, impacts are considered potentially significant, and this topic, including any applicable mitigation measures, will be further analyzed in the EIR prepared for the proposed Project.

b) Would the project have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years?

Potentially Significant Impact. As discussed in Section 4.19(a), the proposed Project would increase the intensity of uses on the site, resulting in increased water use. However, the proposed Project would not trigger the need for a Water Supply Assessment pursuant to the requirements of Senate Bill (SB) 610. Operation of the proposed Project is anticipated to require a permanent staff of approximately 200 employees, and the square footage of the proposed cargo and maintenance buildings would total 201,200 square feet and 69,620 square feet, respectively. Thus, the Project does not propose an industrial/manufacturing/processing plant, or an industrial park planned to house more than 1,000 persons, occupying more than 40 acres of land, or having more than 650,000 square feet of floor area. In

addition, the Project would not result in a water demand equivalent to, or greater than, the amount of water required by a 500-dwelling unit project. According to the 2014 March ARB Water Master Plan, development within the Project site, along with development occurring within March JPA south of the Project site between March ARB and Heacock Street was estimated to require a water supply equal to 429 EDU's (WMWD 2014).

Although a Water Supply Assessment pursuant to SB 610 would not be required for the Project, implementation of the Project would require construction of new water connections to connect to WMWD's water distribution system. In addition, the Project would require supply of water to a new air cargo center within a vacant site. Impacts are considered potentially significant, and this topic, including any applicable mitigation measures, will be further analyzed in the EIR prepared for the proposed Project.

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

Potentially Significant Impact. As discussed in Section 4.19(a), the proposed Project would increase the intensity of uses on the Project site, resulting in increased wastewater generation. As such, implementation of the proposed Project would require the construction of new wastewater connections to connect to WMWD's wastewater collection and treatment system. Due to the size of the proposed Project and the potential for the proposed Project to generate wastewater in quantities beyond those currently handled by WMWD's service infrastructure, potentially significant impacts could result. Therefore, impacts could be potentially significant, and this topic, including any applicable mitigation measures, will be further analyzed in the EIR prepared for the proposed Project.

d) Would the project generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?

Potentially Significant Impact. Construction of the proposed Project would result in the generation of solid waste such as scrap lumber, concrete, residual wastes, packing materials, and plastics. Operation of the proposed Project would result in an increase in intensity of uses on the Project site, which would likely be associated with increased generation of solid waste. Therefore, impacts could be potentially significant, and this topic, including any applicable mitigation measures, will be further analyzed in the EIR prepared for the proposed Project.

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

Potentially Significant Impact. As discussed in Section 4.19(d), the proposed Project would result in the generation of solid waste during construction and operations. Construction activities may also result in the generation of solid waste that require proper disposal of hazardous materials, including contaminated soils, in an appropriate landfill. Therefore, impacts could be potentially significant, and this topic, and applicable mitigation measures, will be further analyzed in the EIR prepared for the proposed Project.

4.20 Wildfire

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
XX. **WILDFIRE** – If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:				
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?	☐	☐	☒	☐
b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	☐	☐	☒	☐
c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines, or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	☐	☐	☐	☒
d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	☐	☐	☒	☐

a) Would the project substantially impair an adopted emergency response plan or emergency evacuation plan?

Less-Than-Significant Impact. March JPA adopted a Disaster Preparedness and Recovery Plan within the Safety/Risk Management Element of the General Plan (March JPA 1999). This plan outlines the implementation programs needed to prevent risks to occupants and to minimize injury from an unavoidable disaster or emergency. Any potential impacts created by the proposed Project would be less than significant with implementation of the Disaster Preparedness and Recovery Plan programs within the General Plan. The entrance to the Project site would be located along Heacock Street, approximately 3.5 to 4 roadway miles east of the nearest I-215 on-/off-ramps. An access driveway to the site would be provided on Heacock Street. Additionally, an internal emergency vehicle access driveway would be constructed within the southeast portion of the Project site, which would connect to the existing access roadway (off Heacock Street) currently serving the warehouse and distribution facilities to the south of the Project site. According to the March JPA General Plan's Transportation Element, Heacock Street is classified as a Major Arterial roadway, which provides access to I-215 to the north via Cactus Avenue (Arterial Highway), and to the south via San Michele Road (Minor Arterial), Indian Street (Minor Arterial), and Oleander Avenue (Arterial Highway) (March JPA 1999). The proposed site plan, including the access driveways, will be reviewed and approved by March JPA, the Riverside County Sheriff's Department, and the Riverside County Fire Department during

plan review to ensure that emergency access would be provided at all times. Therefore, implementation of the proposed Project would not physically interfere with an adopted emergency response plan or emergency evacuation plan. Impacts would be less than significant, and this topic will not be further analyzed in the EIR prepared for the proposed Project.

b) Due to slope, prevailing winds, and other factors, would the project exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?

Less-Than-Significant Impact. As shown in the County of Riverside General Plan Safety Element Figure S-11, the Project in not in or near a local or state responsibility area, or lands classified as very high fire hazard severity zones (County of Riverside 2019). Thus, the proposed Project would not exacerbate wildfire risks, exposing Project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire. Therefore, impacts would be less than significant, and this topic will not be further analyzed in the EIR prepared for the proposed Project.

c) Would the project require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines, or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?

No Impact. The proposed Project would not require the installation or maintenance of new infrastructure such as roads, fuel breaks, emergency water sources, power lines, or other utilities that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment. Additionally, the Project is not located in a very high fire hazard severity zone, as described in Section 4.20(b). No impact would occur, and this topic will not be further analyzed in the EIR prepared for the proposed Project.

d) Would the project expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?

Less-Than-Significant Impact. As shown in the County of Riverside General Plan Safety Element Figure S-11, the Project in not located in or near a local or state responsibility area, or in or near lands classified as very high fire hazard severity zones (County of Riverside 2019). Thus, the proposed Project would not expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes within or near a local or state responsibility area or very high fire hazard severity zone. Although the Project is located within Zone D (areas in which flood hazards are undetermined, but possible) on FEMA Flood Insurance Rate Maps 06065C0765G and 06065C0745G (FEMA 2008), and there are existing drainage features traversing the site, given that the site is not located in a designated fire hazard zone, impacts would be less than significant, and this topic will not be further analyzed in the EIR prepared for the proposed Project.

4.21 Mandatory Findings of Significance

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
XXI. MANDATORY FINDINGS OF SIGNIFICANCE				
a) Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	☒	☐	☐	☐
b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	☒	☐	☐	☐
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	☒	☐	☐	☐

a) Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory?

Potentially Significant Impact. As discussed in Section 4.4, Biological Resources, the proposed Project has the potential to impact sensitive vegetation communities and habitat for special-status wildlife. Furthermore, as discussed in Section 4.5, Cultural Resources, the proposed Project could result in potentially significant impacts to cultural resources. A biological technical report is being prepared to identify whether the proposed Project would substantially reduce the habitat of wildlife species, cause a wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, or reduce the number or restrict the range of a rare or an endangered plant or animal. A cultural resources report is also being prepared to evaluate whether the proposed Project would result in adverse impacts to historic or archaeological resources. Therefore, until the information described above has been completed, and potential mitigation measures can be identified as needed, impacts would be considered potentially significant, and these topics will be analyzed in the EIR prepared for the proposed Project.

b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?

Potentially Significant Impact. The proposed Project has the potential to result in significant impacts that could cause cumulatively considerable impacts when viewed in connection with the effects of past, current, or probable future projects. Therefore, until the various studies mentioned above are completed, and mitigation measures identified, impacts would be considered potentially significant, and cumulative impacts will be analyzed in the EIR prepared for the proposed Project.

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

Potentially Significant Impact. As described throughout this document, construction and operation of the proposed Project could result in potentially significant adverse effects on human beings. The analysis of the proposed Project's potential for environmental effects that can cause substantial adverse effects on human beings requires additional study, and therefore these impacts would be considered potentially significant until they can be fully analyzed in the EIR.

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5.2 List of Preparers

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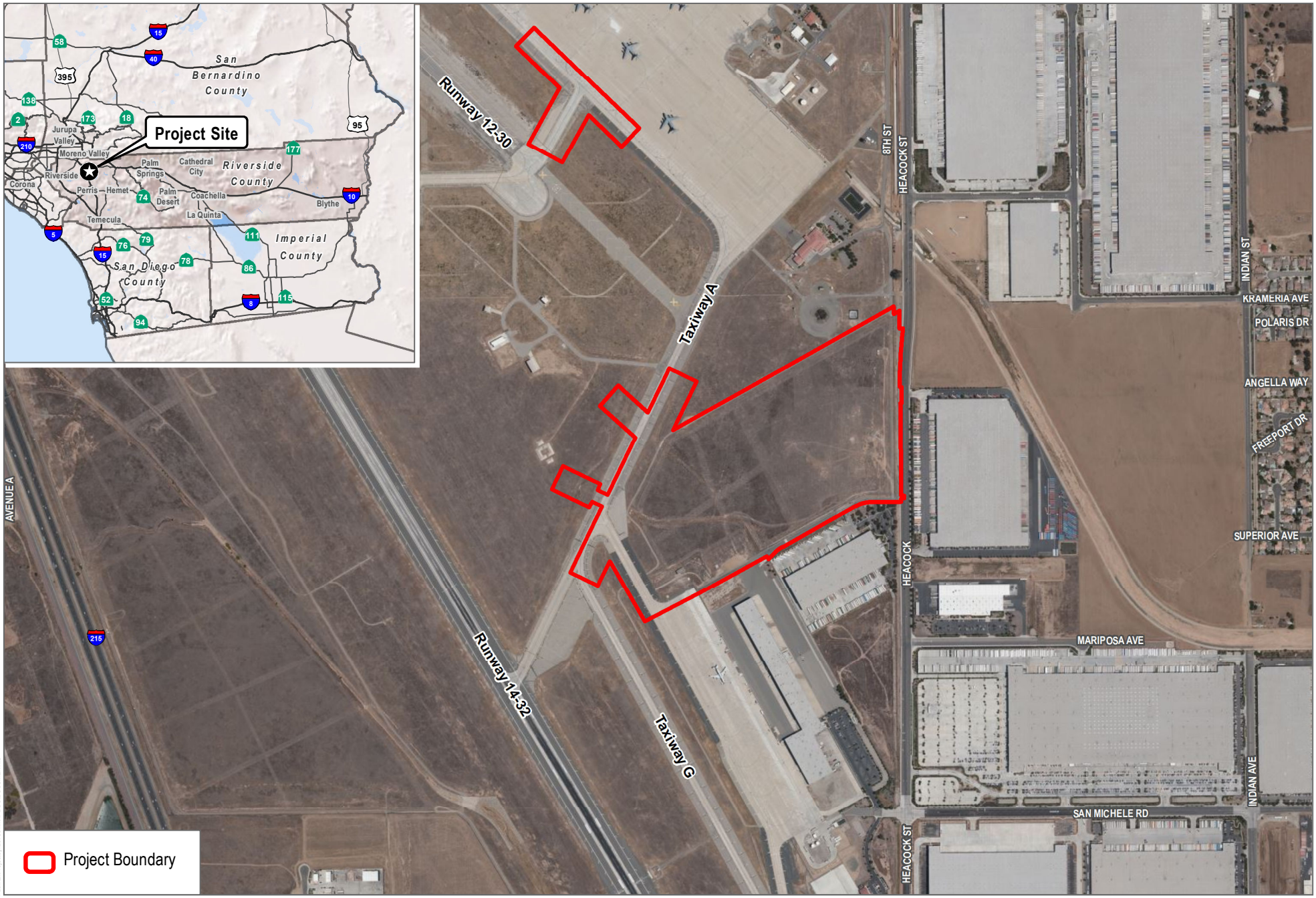

SOURCE: Bing Maps 2020; DRC Engineering 2020

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0 500 1,000 Feet

FIGURE 1

Project Location

Meridian Park D-1 Gateway Aviation Project

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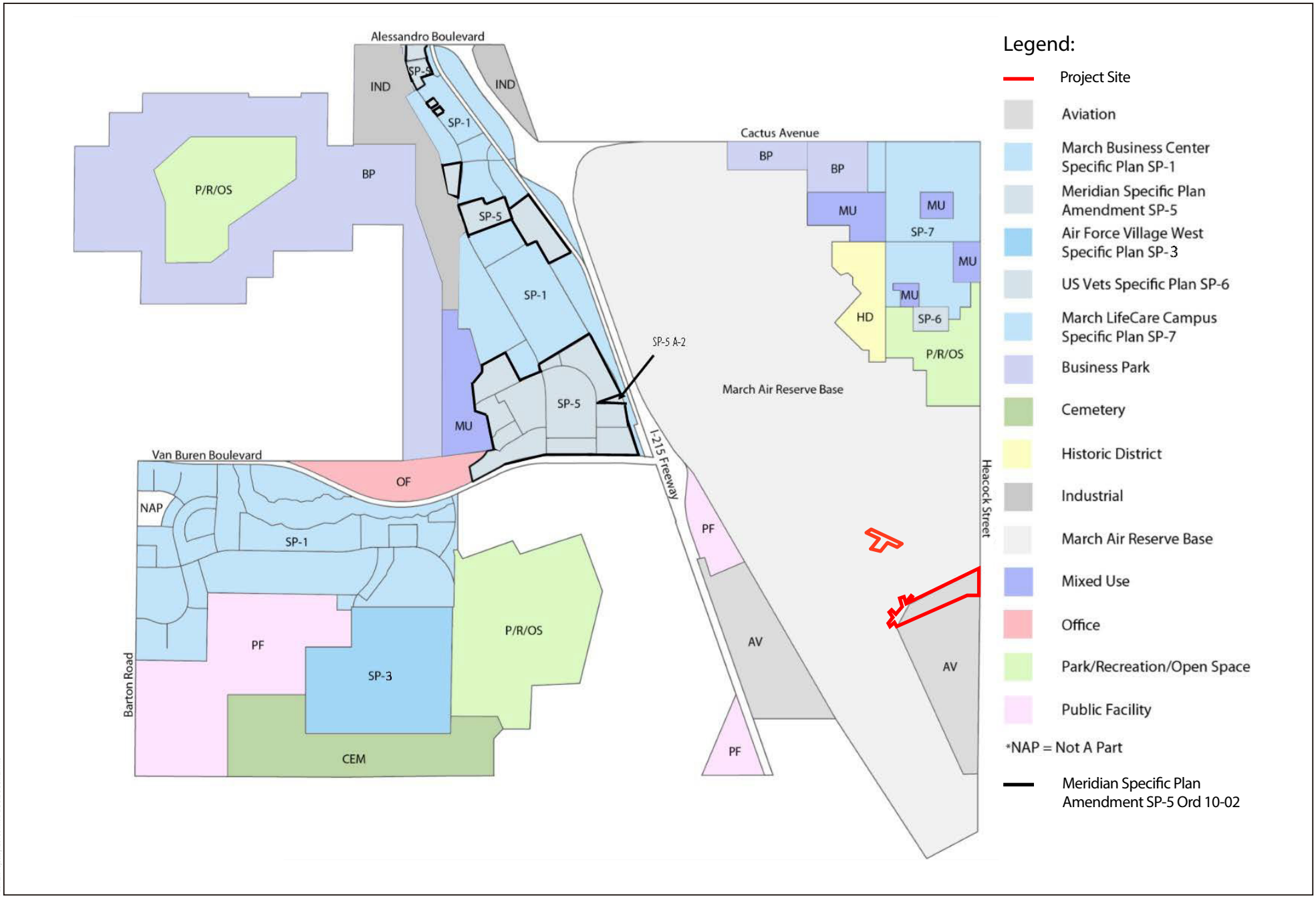

SOURCE: March Joint Powers Authority (2017-10-06)

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Figure Not to Scale

FIGURE 2

March JPA General Plan Land Use Designations

Meridian Park D-1 Gateway Aviation Project

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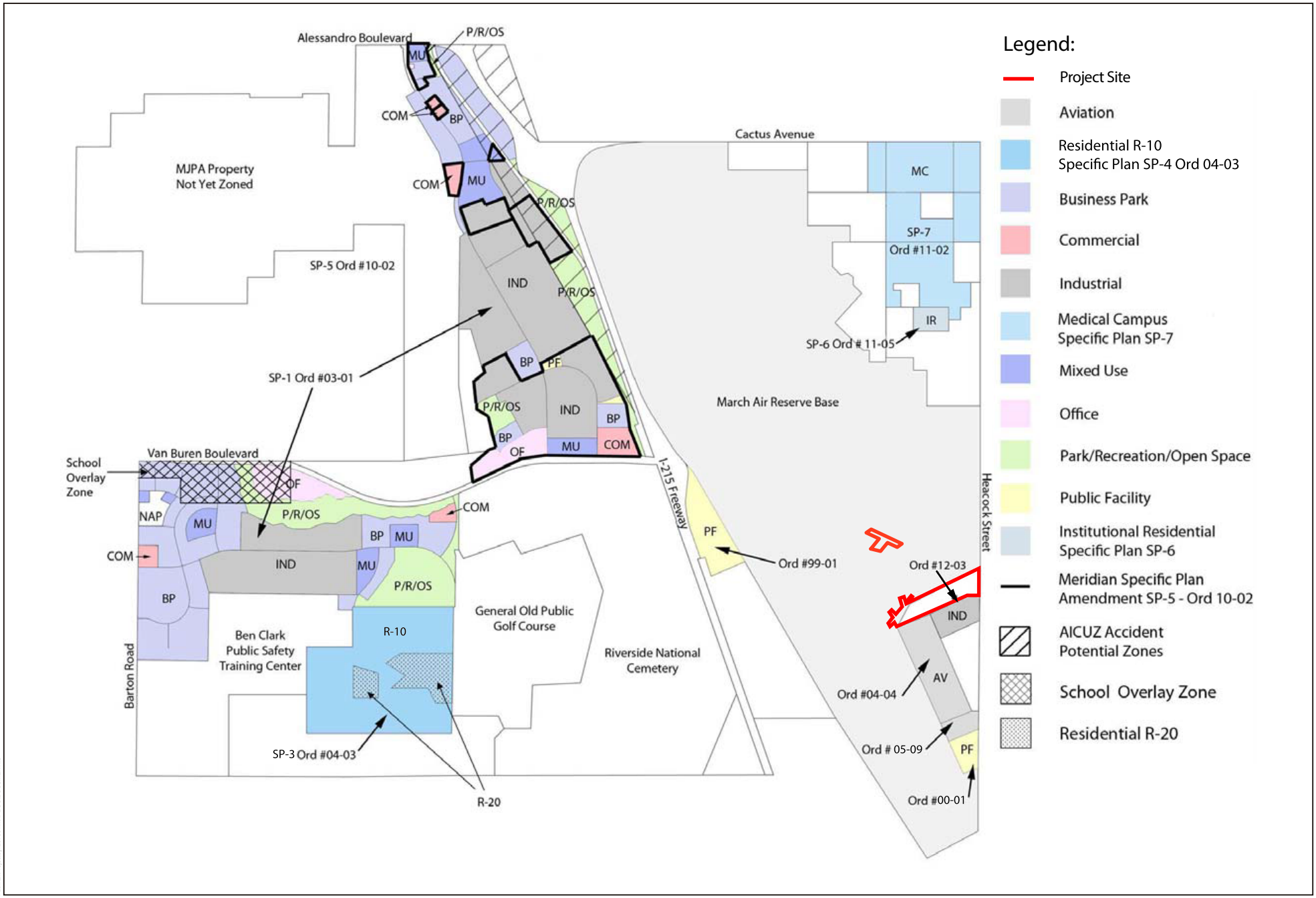

SOURCE: March Joint Powers Authority (2014-03-24)

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Figure Not to Scale

FIGURE 3

March JPA Zoning Designations

Meridian Park D-1 Gateway Aviation Project

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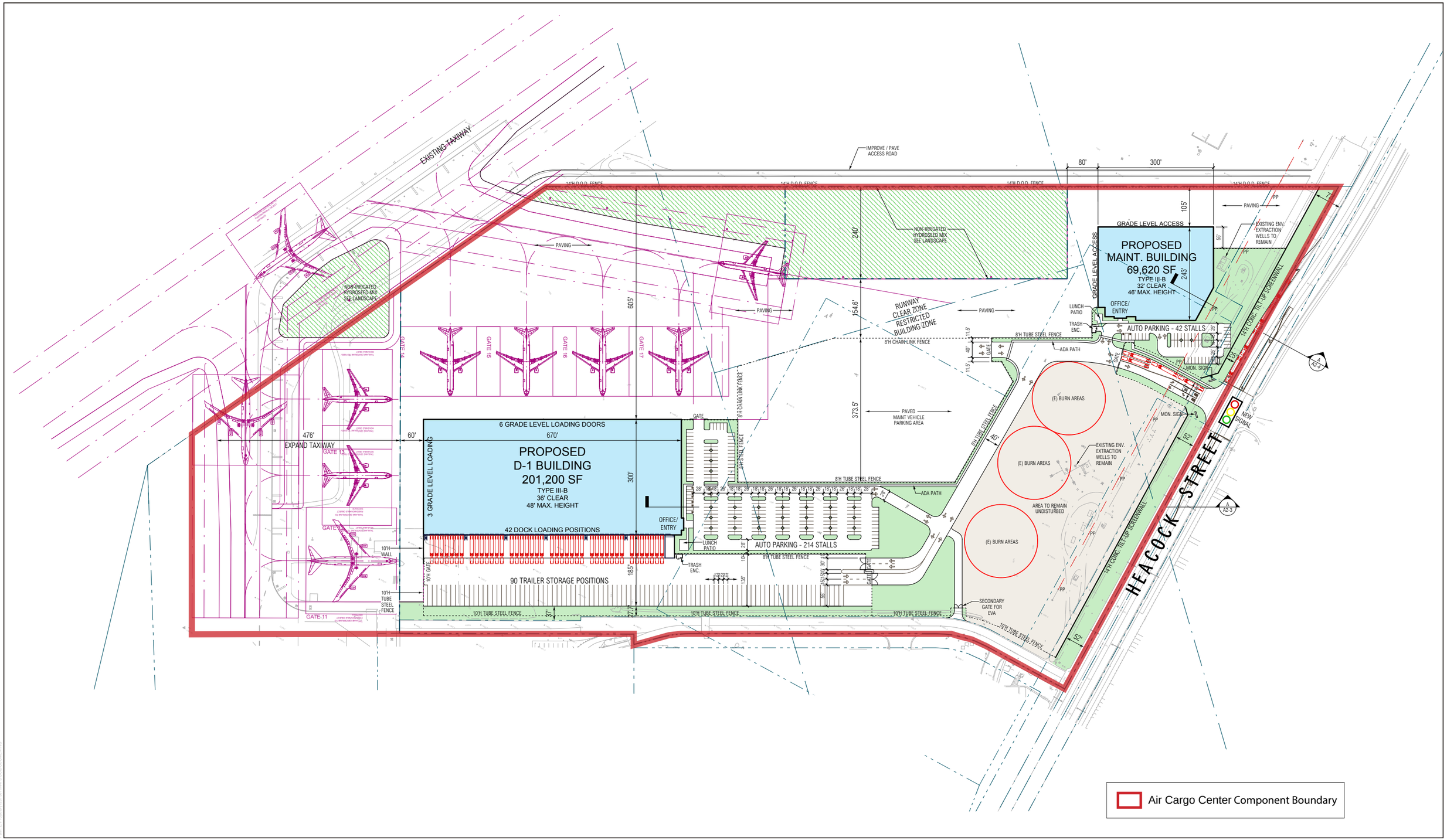

SOURCE: RGA 2020

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FIGURE 4

Site Plan: Air Cargo Center Component

Meridian Park D-1 Gateway Aviation Project

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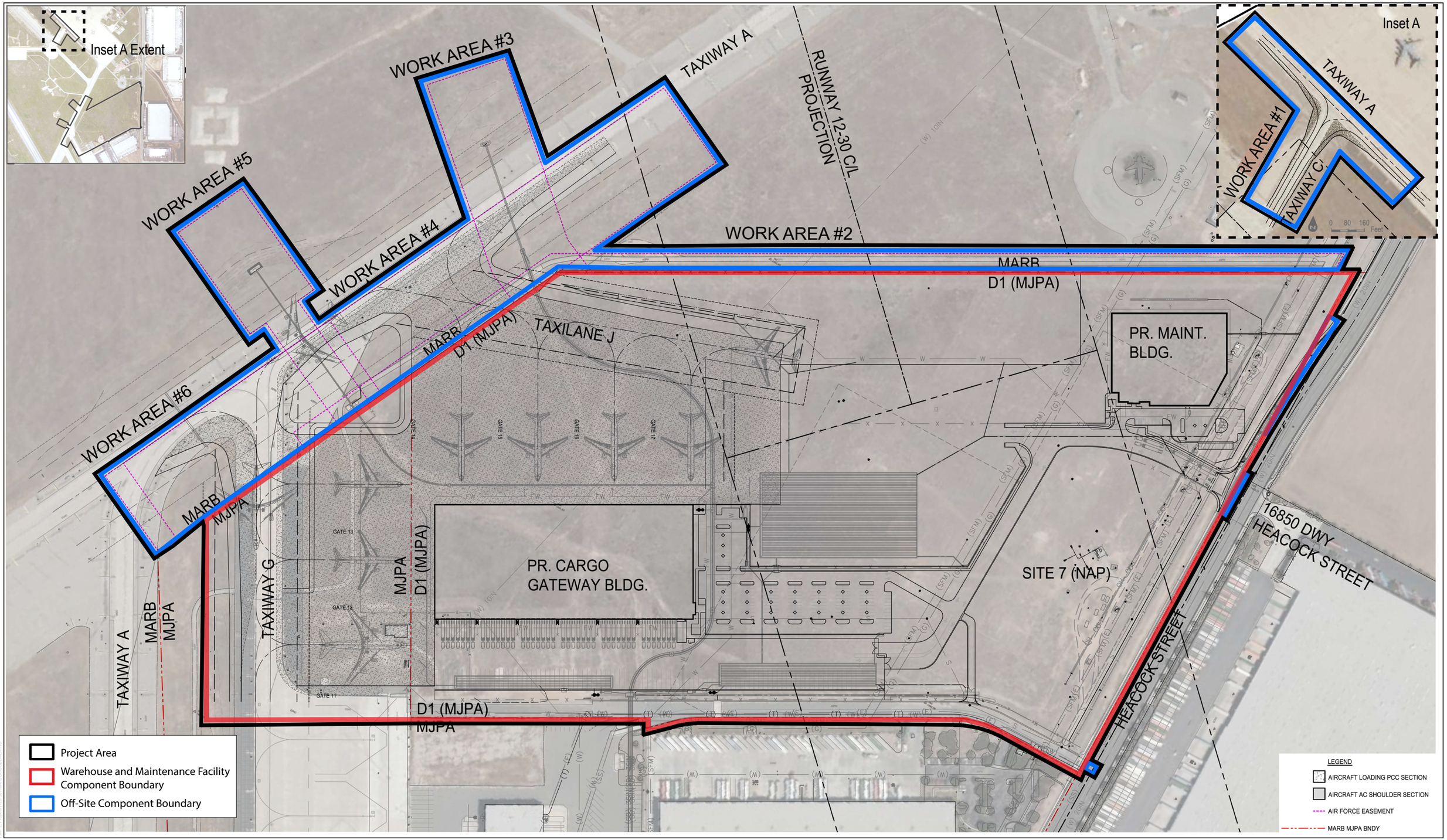

SOURCE: DRC Engineering 2020

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FIGURE 5

Off-Site Component Development Plan

Meridian Park D-1 Gateway Aviation Project

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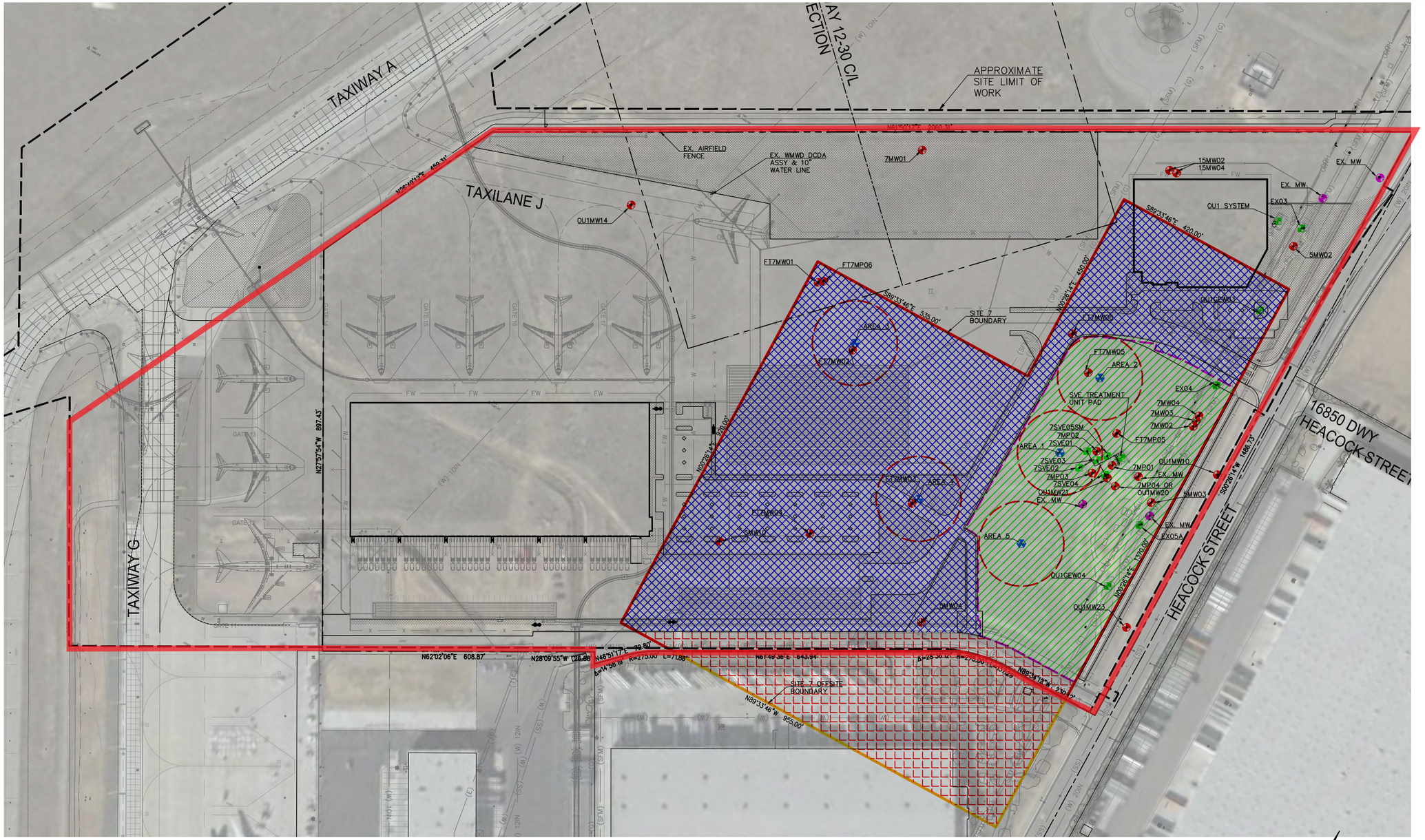

Air Cargo Center Component Boundary

LEGEND

- PROPOSED DEVELOPMENT OVER SITE 7 (13.63 AC)
- EXISTING DEVELOPMENT OVER SITE 7 (4.86 AC)
- SITE 7 AREA TO REMAIN UNDISTURBED (6.06 AC)
- APPROXIMATE LIMIT OF SITE WORK
- EXISTING MONITORING WELL
- EXISTING EXTRACTION WELL
- BURN PIT LOCATIONS SHOWN HEREON BASED ON APPENDIX D INFORMATION OF FINAL SITE 007 FOCUSED INVESTIGATION REPORT 2017-2019 DATED MARCH 4, 2020
- 95' RADIUS OFFSET OF BURN PIT LOCATION (REPORT REFERENCES 85' BUT ORIGINAL RAW DATA NOT AVAILABLE FOR INCORPORATION)
- UNKNOWN

100' 50' 0' 100' 200'
GRAPHIC SCALE: 1 INCH = 100 FT

SOURCE: DRC Engineering 2020

FIGURE 6

Site 7 Burn Areas and Features

Meridian D-1 Gateway Aviation Center Project

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