

**SP-1, A6**

Adopted on October 11, 2017 through Ordinance # JPA 17-03

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**The Specific Plan cover has been updated to  
clarify what lots it regulates within the March  
Business Center development area.**

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# I. PROJECT SUMMARY

## **BACKGROUND OF THE SPECIFIC PLAN AMENDMENT SP-1 A6**

The March Business Center project was the subject of a Specific Plan and a Focused Environmental Impact Report (FEIR) certified by the March Joint Powers Commission in February 2003 (SCH# 2002071089). The March Business Center Specific Plan is here forward referred to the previously adopted Specific Plan. The previously adopted Specific Plan described an industrial business park to be developed on approximately 1,290 acres in the northwestern portion of Riverside County, California, on land that was formerly a part of the March Air Force Base (MAFB). **Figure I-1** depicts the location of the project in a regional context. The previously adopted Specific Plan area is shown in **Figure I-2**. Land use authority for the Specific Plan area resides with the March Joint Powers Authority (JPA). The March JPA General Plan was approved in 1999 and divided the MAFB property into planning subareas. The March Business Center is located in the northern portion of West March Planning Subarea. This Specific Plan guides the development of the March Business Center within the framework of the March JPA General Plan.

The previously adopted Specific Plan was divided into two elements. The northern portion, referred to as the North Campus, comprises approximately 662 acres, and is bounded by Alessandro Boulevard to the north, I-215 to the east, and Van Buren Boulevard to the south. It should be noted, North Campus previously adopted SP-5 in 2010 which reconfigured a portion of North Campus' developable lots. The lots that were not included in that specific plan amendment are still a part of this Specific Plan. As such, this Specific Plan Amendment focuses on revisions to the South Campus which encompasses approximately 628 acres, and is located south of Van Buren Boulevard and west of an existing golf course and cemetery. The March Business Center development footprint would include 962 acres on 153 developable lots. Approximately 328 acres will be allocated for parks, landscape buffers, drainage basins, and roads.

The following land use types specified in the March JPA General Plan will be developed as part of the March Business Center project:

- Business Park (BP): including administrative, financial, light manufacturing, and commercial services.
- Industrial (IND): including manufacturing, warehousing, and associated uses.
- Office (OF): commercial office building accommodating professional and/or administrative services.
- Mixed Use (MU): complementary uses, including commercial retail, office, research and development, industrial, and others.
- Commercial (COM): retail and service oriented land uses.
- Park/Recreation/Open Space (P/R/OS): primarily passive open spaces and recreational areas.

Following FEIR certification and permitting, development commenced on the North Campus. Numerous parcels were developed and are now occupied. South Campus, is currently under construction with mass graded lots, utilities, roadway improvements, and traffic devices underway. Specific Plan Amendment SP-1 A6 redistributes the acreage of several lots and land uses due to the realignment of the roadway network along Krameria Avenue within South Campus, clarifies of the use "parcel delivery terminal" within the Business Park and Industrial zones consistent with the March JPA Development Code, and provides additional guidance pertaining to design guidelines and campus lighting.

MARCH BUSINESS CENTER - SPECIFIC PLAN AMENDMENT

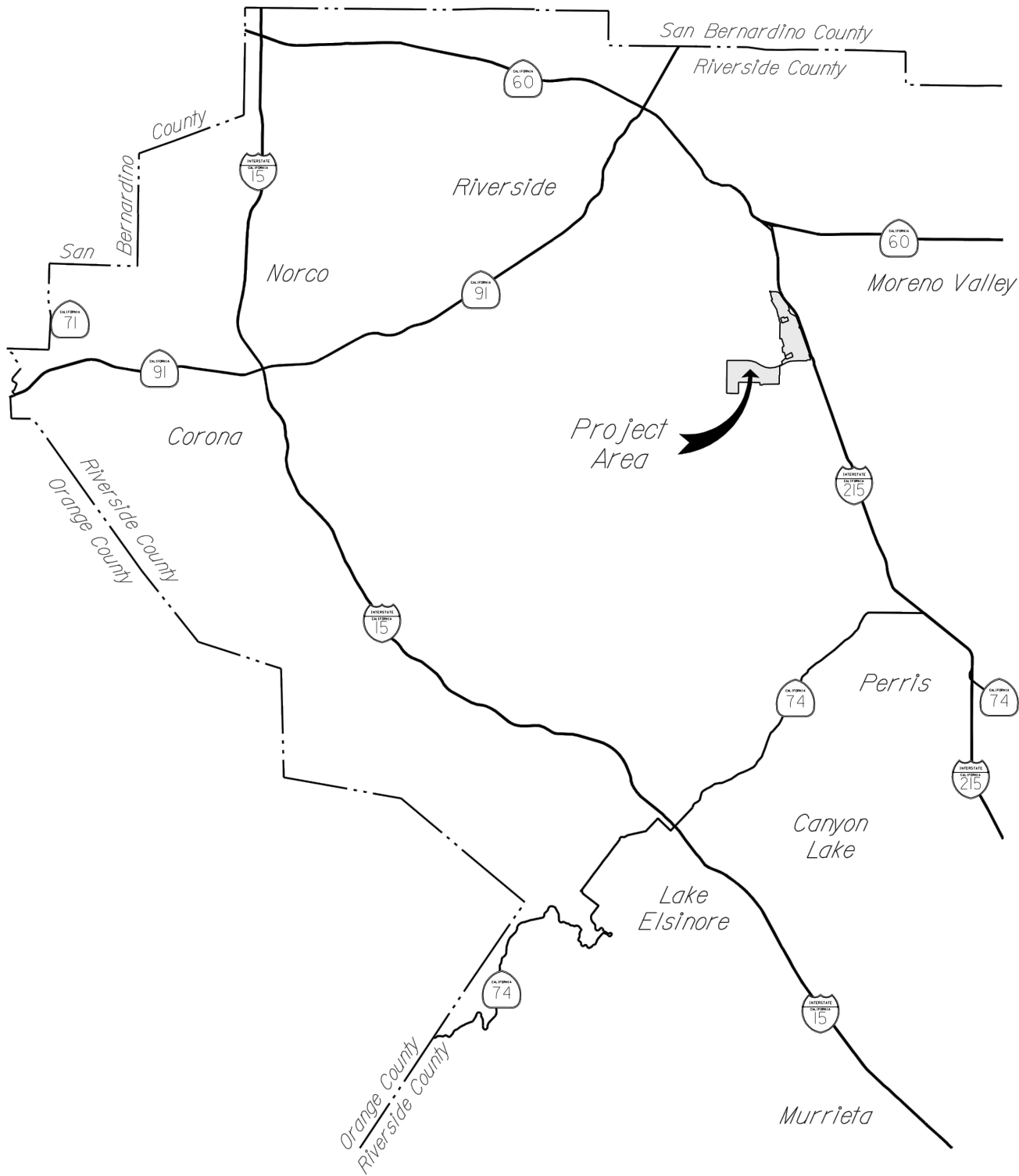


FIGURE I-1

REGIONAL LOCATION MAP

# MARCH BUSINESS CENTER - SPECIFIC PLAN AMENDMENT

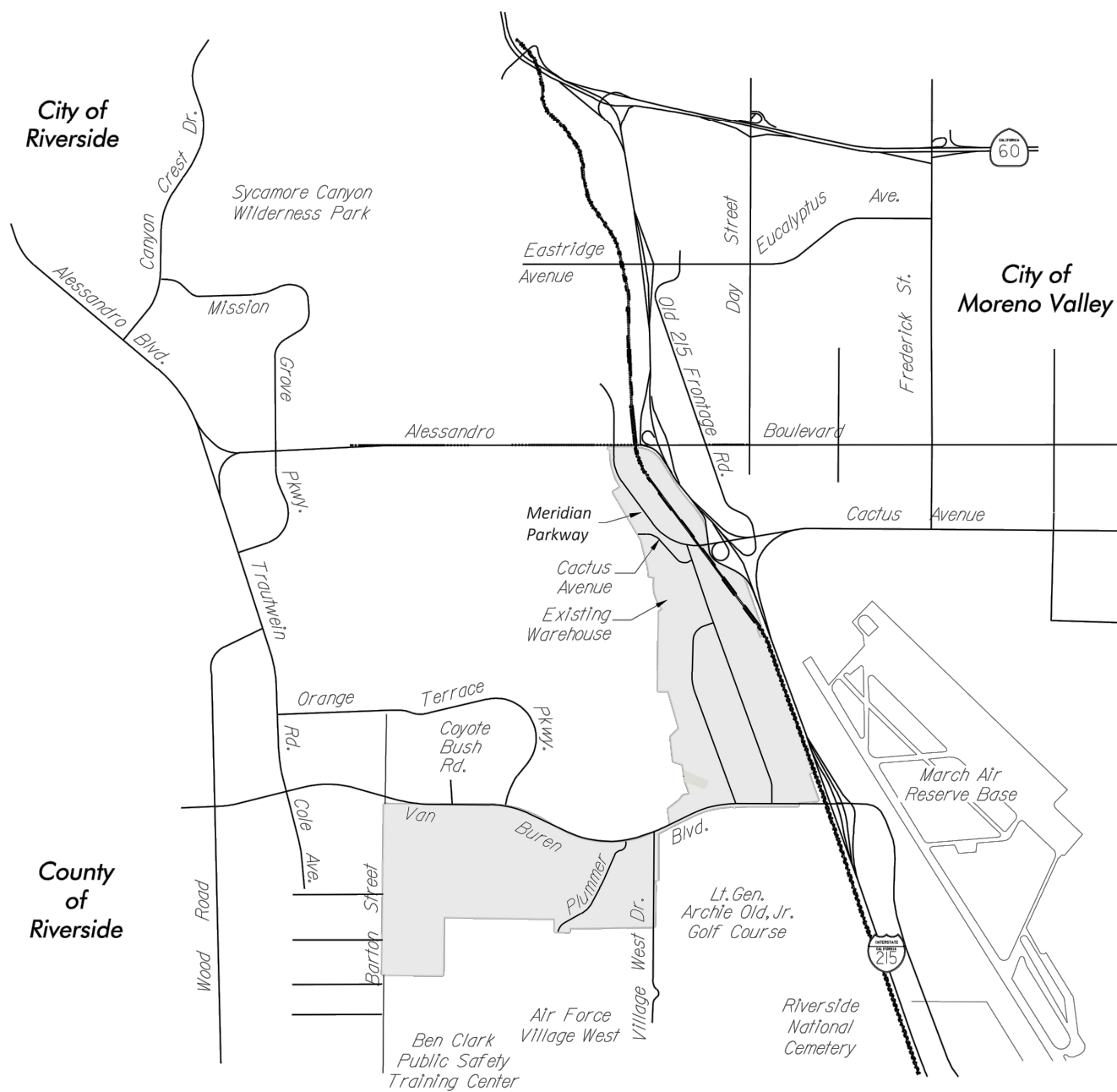


FIGURE I-2

LOCAL VICINITY MAP

The previously adopted Specific Plan, Design Guidelines, FEIR, Design Implementation Review Committee, Statutory Development Agreement, Settlement Agreement and other official Joint Powers Authority documents, ordinances and resolutions refer to the overall project as the “March Business Center” project. However, the project has been marketed and branded under the name “Meridian” and has come to be known by that name over the past years. References to existing approved plans and reports in this Specific Plan Amendment use the original name of the project (i.e., March Business Center), which is consistent with the titles of these reports and plans. In the interest of clarity, the following terminology is used to differentiate this Specific Plan Amendment from the previously adopted Specific Plan:

- “*the previously adopted Specific Plan*”: the 2003 March Business Center Specific Plan.
- “*this Specific Plan Amendment*”: the land use, development regulation and other amendments to the previously adopted Specific Plan contained in this document.

This Specific Plan Amendment presents all revisions in a strike-through/underline format so the reader can quickly identify all changes from the previously adopted Specific Plan. In addition to changes resulting from this Specific Plan Amendment, other revisions have been incorporated to address changed circumstances or new information that has come about since the previously adopted Specific Plan was approved in 2003. For example, current street names have been incorporated (i.e., the former Street Z is now called Meridian Parkway). In addition, editorial changes (such as using consistent verb tenses) have been incorporated to improve the clarity of this Specific Plan Amendment document.

Regional access to and from the Specific Plan area will be provided via the I-215 freeway and interchanges with Alessandro Boulevard, Cactus Avenue and Van Buren Boulevard. This Specific Plan Amendment will construct a collector and arterial street network to facilitate access to and from the areas to be developed. Project internal streets will be public roadways to be maintained by the March Joint Powers Authority.

## **II. INTRODUCTION**

### **A. LAND USE OVERVIEW**

This Specific Plan Amendment has been prepared to establish guidelines for development accommodating Business Park, Industrial, Office, Mixed Use, and Commercial land uses. The objective of the Specific Plan is to guide and regulate the development of the March Business Center in accordance with the March JPA General Plan. The Specific Plan fulfills both planning and regulatory functions. As such, this document contains the regulations, procedures, and development standards necessary to accomplish both objectives.

The March Business Center Specific Plan document was prepared under the authority granted to the March JPA by the California Government Code Title 7, Division 1, Article 8, Section 65450. The Notice of Preparation (NOP) for the Draft Environmental Impact Report (EIR) was issued by the March JPA as the lead agency. The State of California encourages agencies to adopt Specific Plans whether by resolution (to establish a policy document) or by ordinance (to establish a regulatory document). The Specific Plan document is a regulatory document and is therefore subject to adoption by ordinance.

All future development plans, tentative parcel and/or tract map(s), or other similar entitlements for properties located within the boundaries of this Specific Plan shall be consistent with the regulations set forth in this document and with all other applicable March JPA policies and regulations. All regulations, conditions, and programs contained in this document shall be deemed separate, distinct and independent provisions of the March Business Center Specific Plan. In the event that any such provision is held invalid or unconstitutional by a state or federal court of competent jurisdiction, the validity of all remaining provisions of this Specific Plan shall not be affected.

A Focused EIR (SCH No. 2002071089) was prepared for the Specific Plan in accordance with the California Environmental Quality Act (CEQA). The EIR evaluated the land use plan, circulation, and infrastructure improvements to be provided under the March Business Center Specific Plan and the potential impacts associated with their implementation. The EIR also identified actions to mitigate potential impacts. Many mitigation measures have been incorporated into this document. A Master EIR (MEIR) (SCH No. 97071095) for the entire General Plan area was certified in 1999. The Specific Plan implements the policies of the General Plan.

The General Plan area encompasses the 6,500 acres of the former March Air Force Base, including 4,400 acres identified for disposal and reuse by the Department of Defense. The development intensity of the March Business Center is substantially less than what was assumed for the project in the MEIR. In terms of traffic generation, the General Plan EIR assumed 131,400 daily trips. The previously approved Specific Plan would generate 88,100 daily trips. This reflects a daily traffic reduction of more than 33 percent.

### **B. LOCATION AND ACCESS**

The March Business Center Specific Plan approved on February 26, 2003 is located within the southern portion of the West March Planning Subarea. The March Business Center Specific Plan applies to both the North and South Campuses; however, modifications proposed by Specific Plan Amendment SP-1 A6 are limited to the South Campus. This Specific Plan Amendment includes approximately 628 acres located within the South Campus, located south of Van Buren Boulevard between Barton Street and

Village West Drive. **Figures II-1A and II-1B** illustrates the location of the North Campus and the South Campus. **Figure II-2** is an aerial photograph showing the project location and the boundaries of adjacent developments.

# MARCH BUSINESS CENTER - SPECIFIC PLAN AMENDMENT



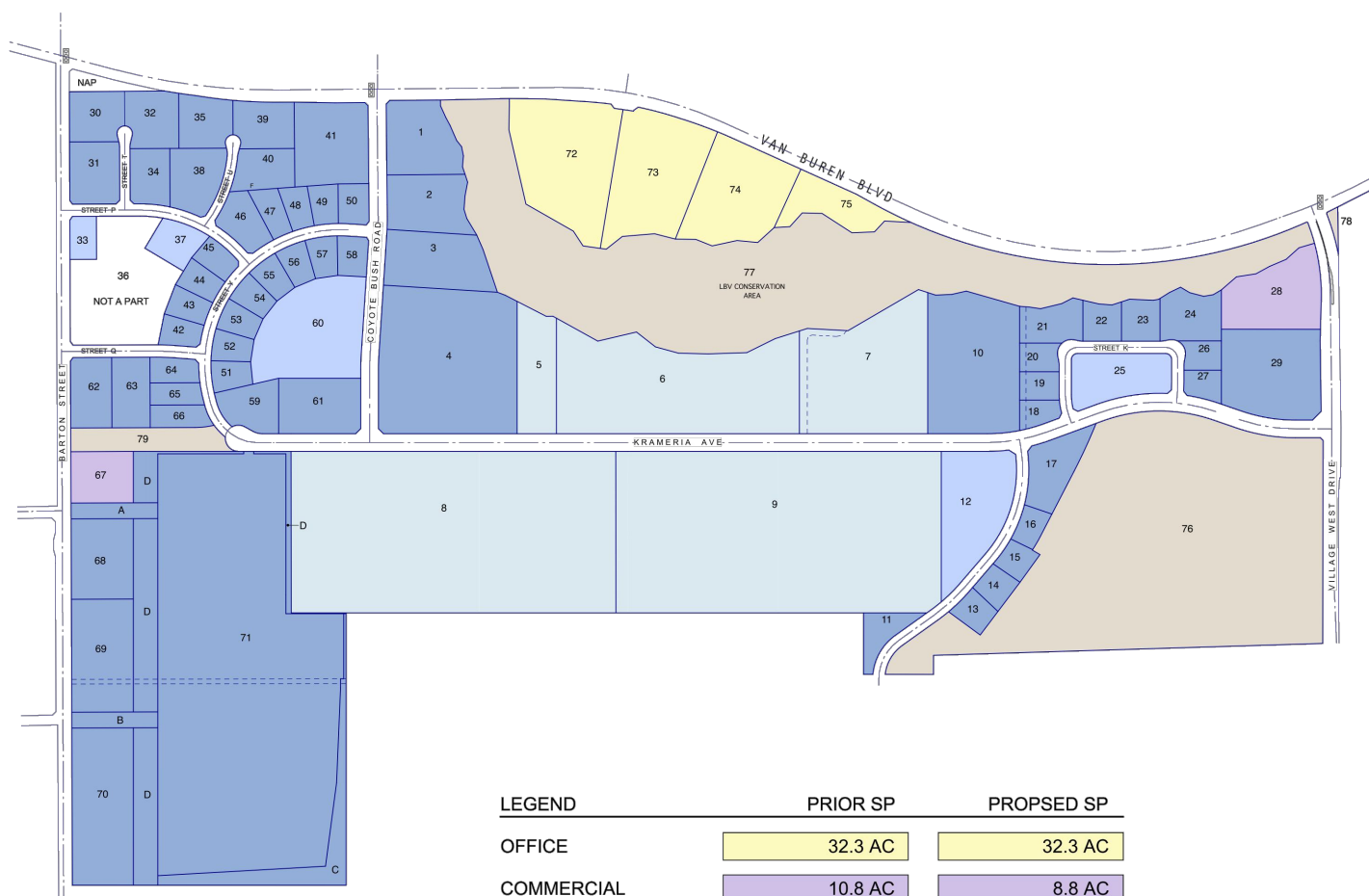
LEGEND: SPI, A6 LOTS

- BUSINESS PARK
- COMMERCIAL
- MIXED USE
- INDUSTRIAL
- PUBLIC FACILITY
- PARK, RECREATION, OPEN SPACE
- OFFICE

FIGURE II-1A

## SPECIFIC PLAN AMENDMENT: NORTH CAMPUS

MARCH BUSINESS CENTER - SPECIFIC PLAN AMENDMENT



LEGEND	PRIOR SP	PROPOSED SP
OFFICE	32.3 AC	32.3 AC
COMMERCIAL	10.8 AC	8.8 AC
MIXED USE	26.6 AC	23.3 AC
BUSINESS PARK	218.9 AC	230.0 AC
INDUSTRIAL	134.5 AC	134.5 AC
PARK / OPEN SPACE	119.4 AC	125.0 AC
NOT A PART	10 AC	0.0 AC
TOTAL <u>NET</u> ACREAGE	552.5 AC	553.9 AC

FIGURE II-1B

SPECIFIC PLAN AMENDMENT - SOUTH CAMPUS



## MARCH BUSINESS CENTER - SPECIFIC PLAN AMENDMENT

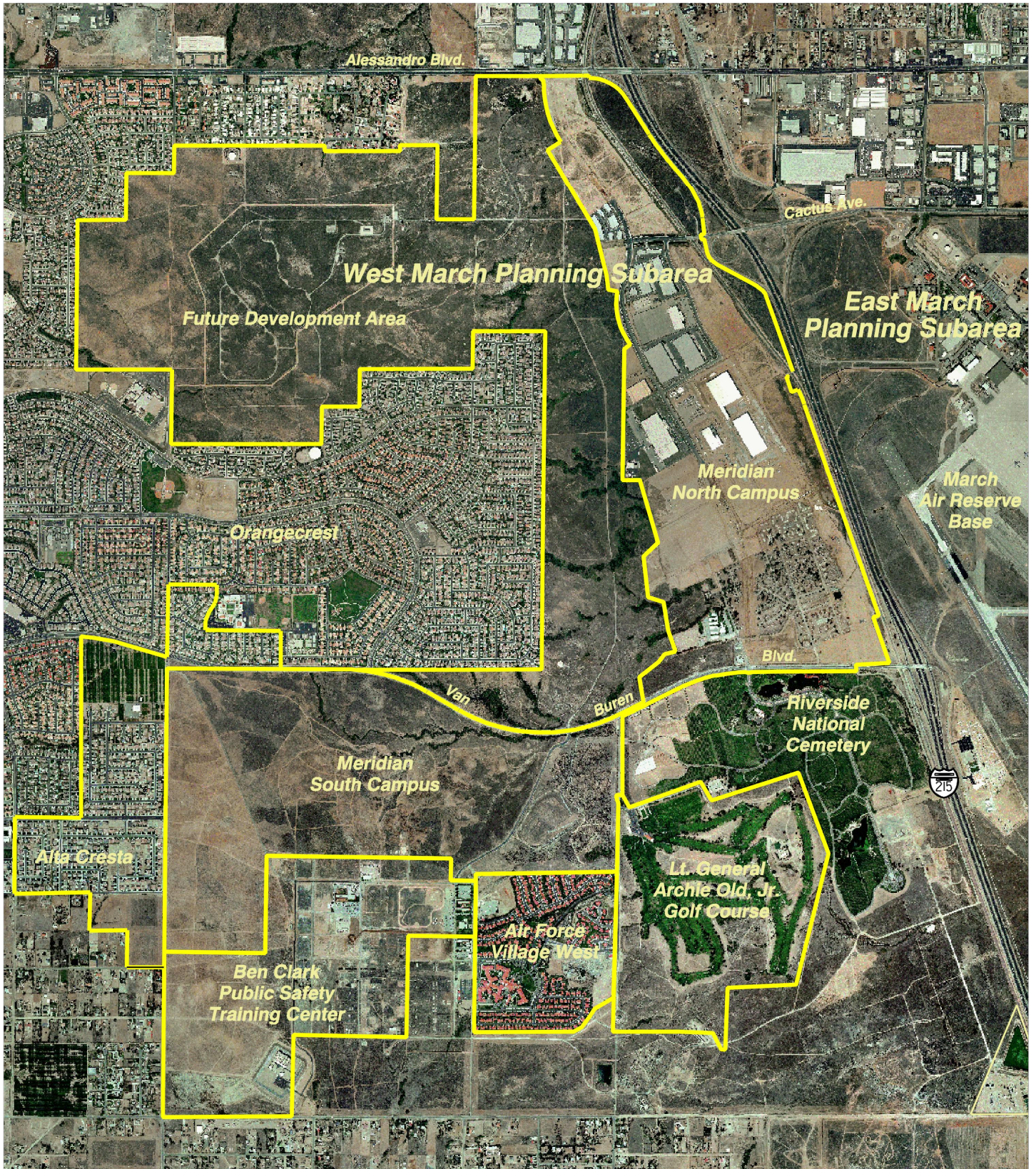


FIGURE II-2

AERIAL PHOTO



In the South Campus, Krameria Avenue will terminate in a cul-de-sac west of its intersection with Coyote Bush Road. The South Campus will take access to/from Van Buren Boulevard via Coyote Bush Road and Village West Drive. Streets Y, Q, and P will provide access to and from Barton Street south of Van Buren Boulevard. The project roadway network will be public roadways, to be maintained by the March Joint Powers Authority.

## **C. BACKGROUND AND HISTORY**

Since 1988, the federal government closed and realigned military bases throughout the United States. In order to limit the economic disruption caused by base closures, the California State Legislature authorized the formation of joint powers authorities to regulate the redevelopment of closed/realigned military installations. Joint powers authorities are empowered to activate a redevelopment agency for each base to be closed. In 1993, the federal government called for the realignment of MAFB and for a substantial reduction in its military use. In April 1996, March Air Force Base was re-designated as an Air Reserve Base (ARB). The communities of Moreno Valley, Perris, the City of Riverside, and the County of Riverside formed the March JPA pursuant to Article 1, Chapter 5, Division 7, Title 1 (commencing with Section 6500 et seq.). The JPA prepared a number of planning, policy and regulatory documents to guide the redevelopment of the former MAFB. These documents include:

- Final Environmental Impact Statement: Disposal of Portions of March Air Force Base (February 1996)
- Final Environmental Impact Report for the March Air Force Base Redevelopment Project (June 1996)
- Redevelopment Plan for the March Air Force Base Redevelopment Project (June 1996)
- General Plan of the March Joint Powers Authority (September 1999)
- March Joint Powers Authority Development Code (July 1997)
- Master Environmental Impact Report for the General Plan of the March Joint Powers Authority (September 1999)
- March Business Center Statutory Development Agreement (2003)
- March Business Center Design Guidelines (2003)
- March Business Center Focused Environmental Impact Report (2003)
  - Addenda to the certified 2003 FEIR, including:
    - Tentative Tract Map 30857 Amendment (April 2007)
    - General Plan Amendment GP 15-01 (2016)
    - Specific Plan Amendment SP-1, A5 (2016)
    - Tentative Tract Map 30857, Amendment #3 (2016)
    - Addendum to the Certified FEIR (2016)

A vast majority of the 1,178-acre area situated along the western boundary of the North Campus has been placed into conservation easements. The portion of this area outside of the conservation easements could be developed in the future but is not the subject of any current development plans. The previously adopted Specific Plan infrastructure has been planned for the development within this area in accordance with the land uses identified in the General Plan.

## **D. PLANNING CONTEXT**

**Figure II-3** depicts the land use designations in the Specific Plan area as shown in the existing General Plan. **Figure II-4** illustrates General Plan land uses that account for the March Business Center as proposed under this Specific Plan. The March JPA General Plan has been amended concurrently with this Specific Plan to rectify minor differences in land use designations within the Specific Plan area. **Figure II-5A and 5B** depict zoning for the North and South Campus.

## **E. FOCUSED ENVIRONMENTAL IMPACT REPORT**

A Focused EIR was previously prepared in accordance with the provisions under CEQA. The EIR evaluated the land use plan, circulation and infrastructure improvements associated with the March Business Center Specific Plan and the potential impacts that would result from their implementation. The EIR serves as a project-wide environmental document for the March Business Center Specific Plan Area. Review and permit approval by the Air Quality management district is required for all stationary source emissions other than natural gas and electricity, for projects with the possibility of emitting air pollutants. Also, any project which deviates or has impacts not considered in the Focused EIR shall require additional environmental documentation. Together, the March Business Center Specific Plan, Tentative Map and EIR provide a path to properly develop the project site, taking into account policies, goals, objectives and environmental considerations of the March JPA General Plan. The Focused EIR was previously certified by resolution.

## **F. DISCRETIONARY ACTIONS**

The following discretionary actions will be required as part of SP-1 A6 project:

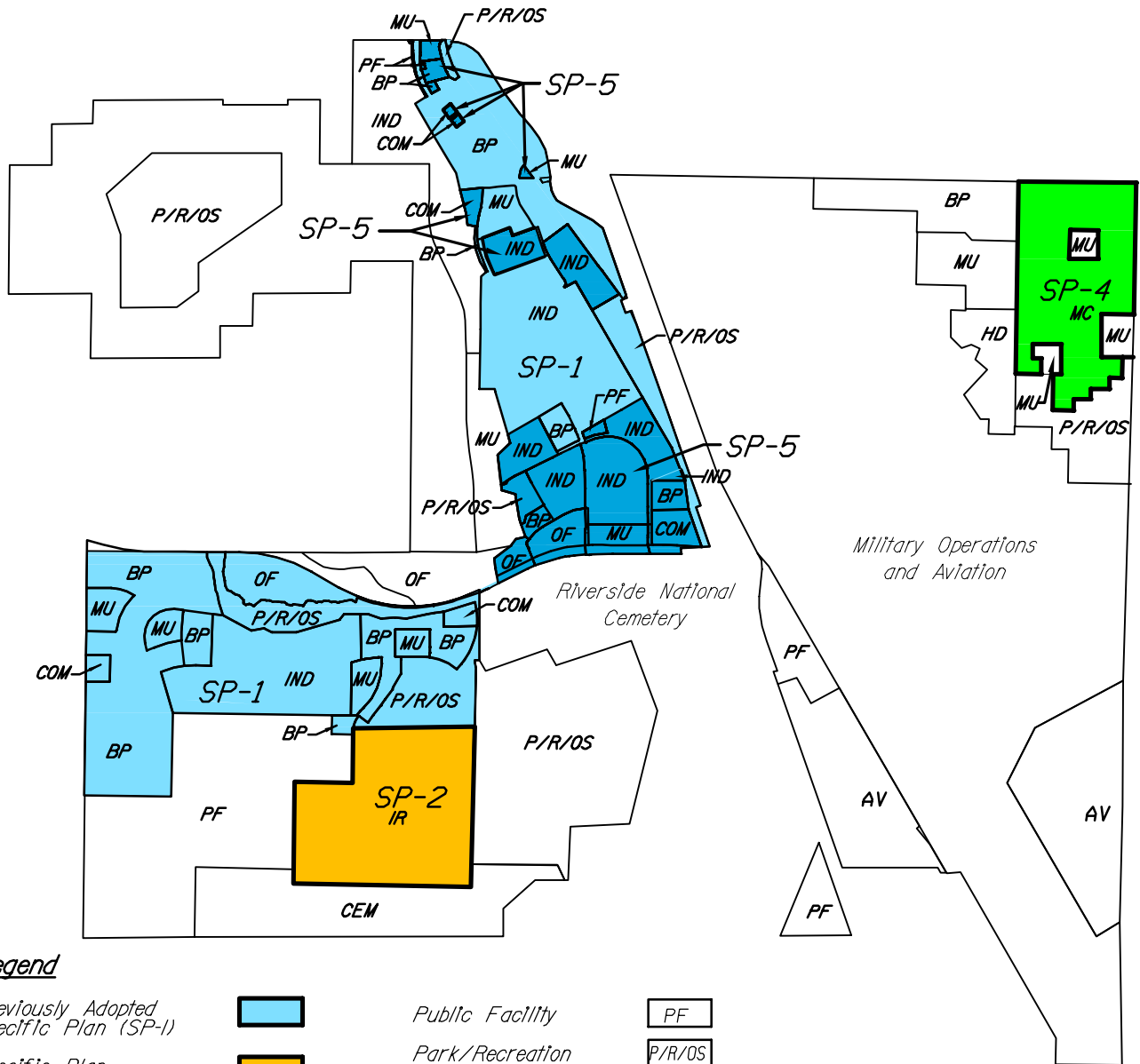
### **1. General Plan Amendment**

General Plan Amendment No. 17-01 modifies the General Plan Circulation and Land Use plans for South Campus.

### **2. Specific Plan Amendment**

The Specific Plan No. 1, Amendment No. 6 revises the March Business Center South Campus Specific Plan to accomplish the following actions: a) add parcel delivery terminal as an allowed use within the Industrial and Business Park designations for parcels that are 60-acres in size or larger, and consistent with the March JPA Development Code; b) amend Specific Plan exhibits for land use, utilities, transportation and parcel layouts; c) add a land use definition within the Specific Plan for parcel delivery facility, consistent with the March JPA Development Code; and d) update land use designation tables within the SP to reflect revised acreages within the Commercial, Mixed Use, Business Park, and Park/Open Space land uses.

# MARCH BUSINESS CENTER - SPECIFIC PLAN AMENDMENT



## Legend

Previously Adopted  
Specific Plan (SP-1)

Specific Plan  
Amendment (SP-2)

Specific Plan  
Amendment (SP-4)

Specific Plan  
Amendment (SP-5)

Business Park

Commercial

Industrial

Mixed Use

Office

Public Facility

Park/Recreation  
Open Space

AFVW Expansion

Cemetery

Aviation MIP

Historic District

Medical Campus

Institutional-Residential

Not a Part

PF

P/R/OS

AFVW

CEM

AV

HD

MC

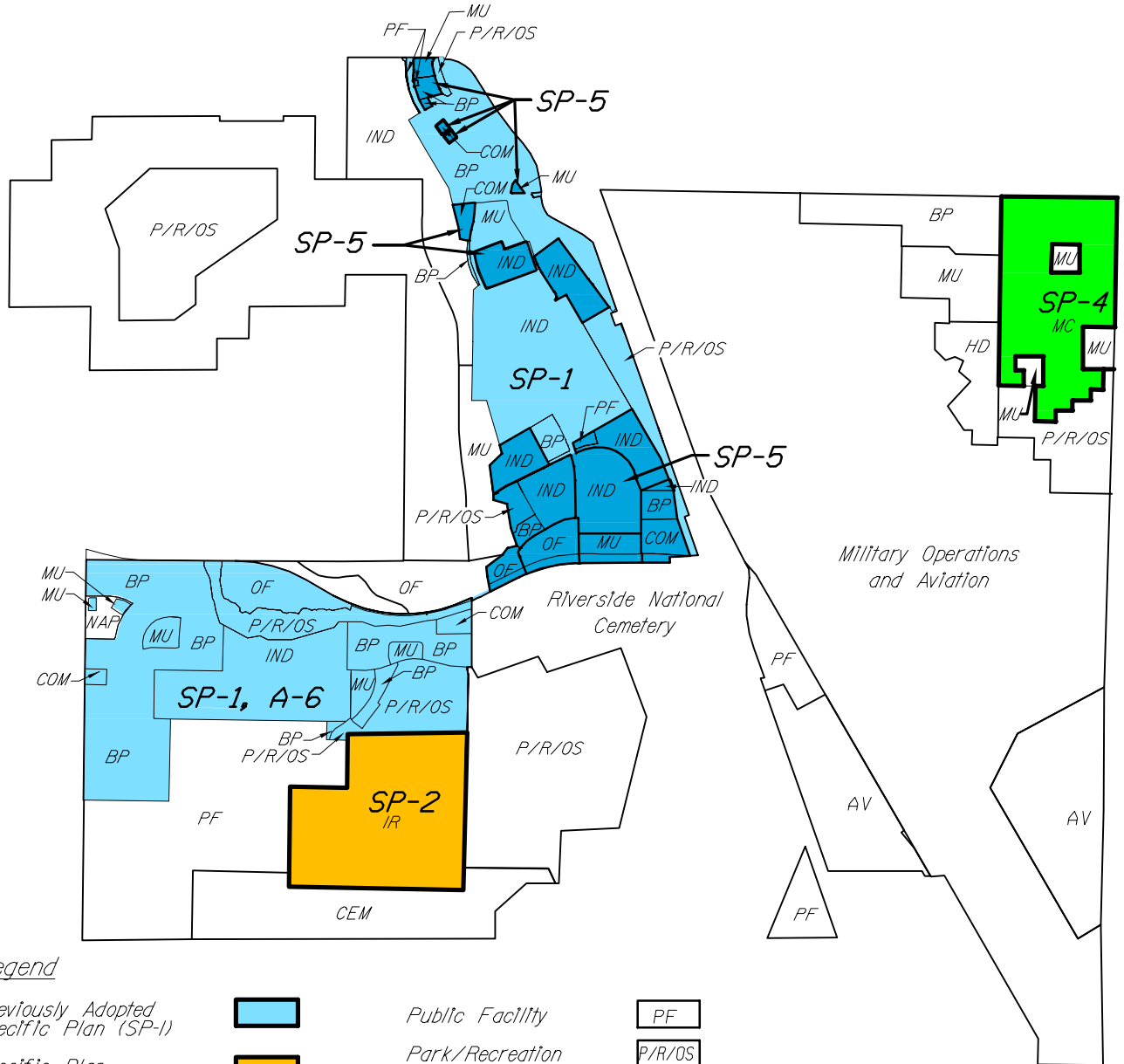
IR

NAP

FIGURE II-3

EXISTING LAND USES

# MARCH BUSINESS CENTER - SPECIFIC PLAN AMENDMENT



## Legend

Previously Adopted  
Specific Plan (SP-1)



Specific Plan  
Amendment (SP-2)



Specific Plan  
Amendment (SP-4)



Specific Plan  
Amendment (SP-5)



Business Park



Commercial



Industrial



Mixed Use



Office



Public Facility



Park/Recreation  
Open Space



AFVW Expansion



Cemetery



Aviation MIP



Historic District



Medical Campus



Institutional-Residential



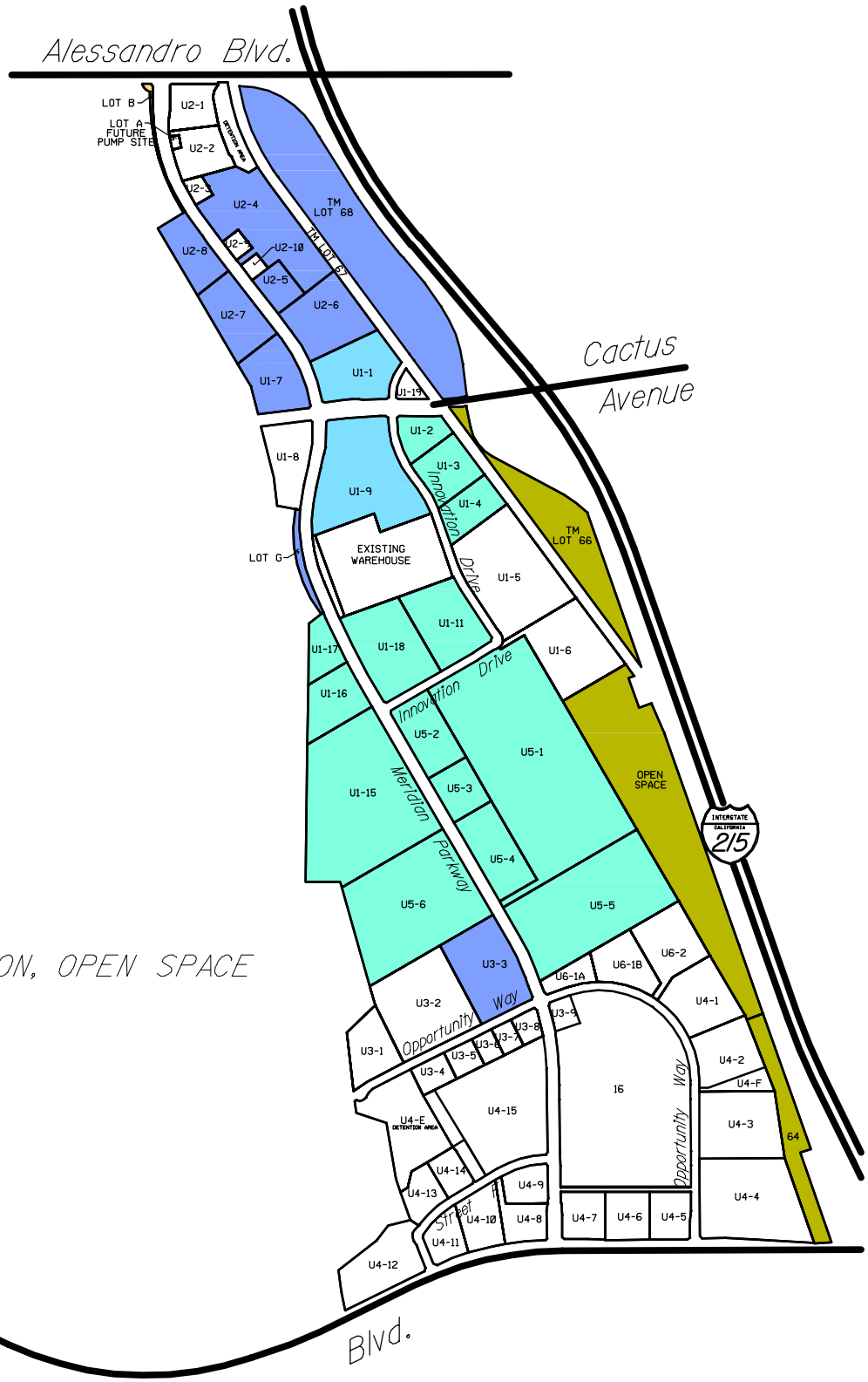
Not a Part



FIGURE II-4

PROPOSED GENERAL PLAN LAND USES

# MARCH BUSINESS CENTER - SPECIFIC PLAN AMENDMENT



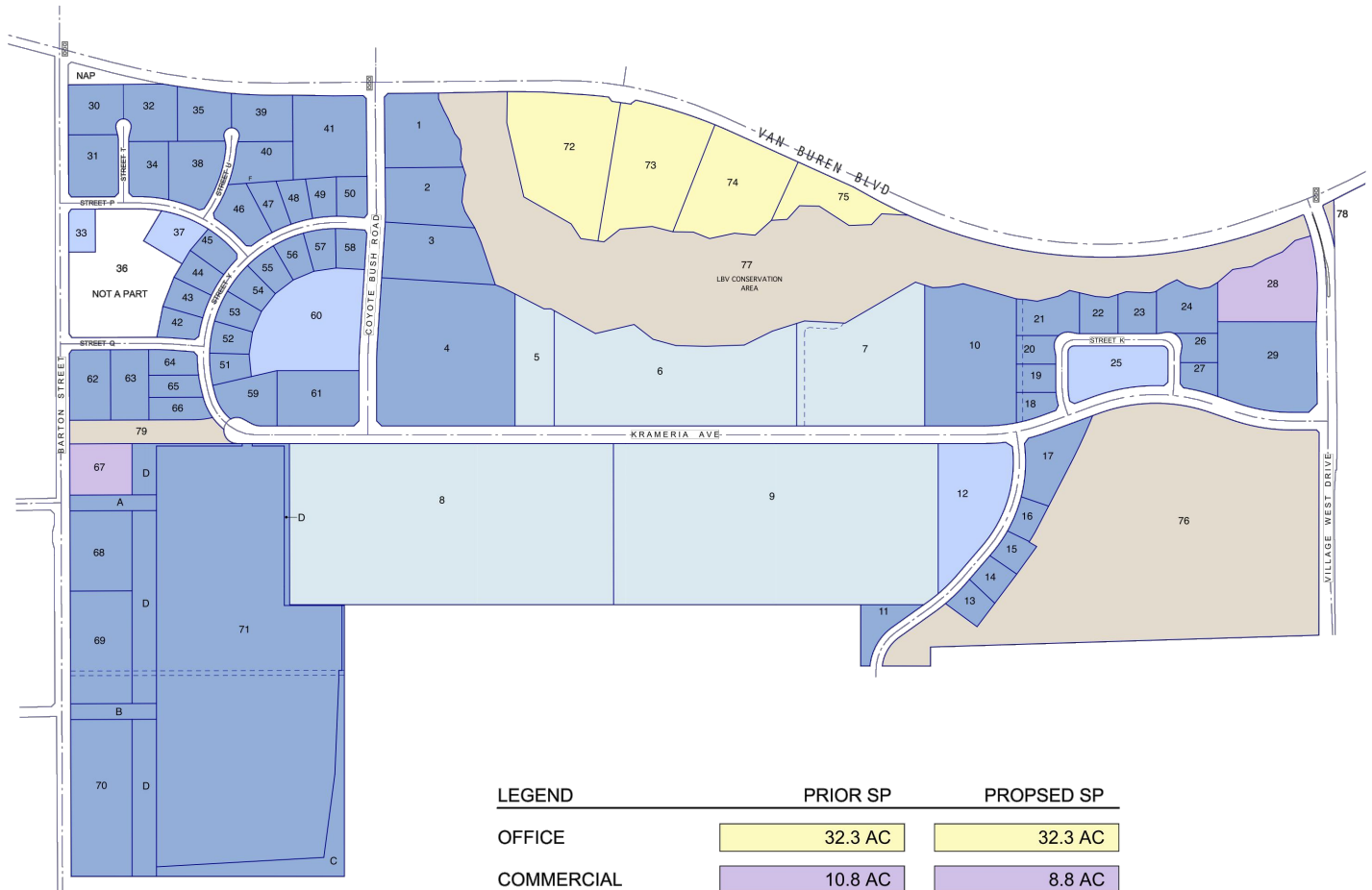
## LEGEND:

- BUSINESS PARK
- COMMERCIAL
- MIXED USE
- INDUSTRIAL
- PUBLIC FACILITY
- PARK, RECREATION, OPEN SPACE
- OFFICE

FIGURE II-5A

## ZONING MAP FOR NORTH CAMPUS

MARCH BUSINESS CENTER - SPECIFIC PLAN AMENDMENT



LEGEND	PRIOR SP	PROPOSED SP
OFFICE	32.3 AC	32.3 AC
COMMERCIAL	10.8 AC	8.8 AC
MIXED USE	26.6 AC	23.3 AC
BUSINESS PARK	218.9 AC	230.0 AC
INDUSTRIAL	134.5 AC	134.5 AC
PARK / OPEN SPACE	119.4 AC	125.0 AC
NOT A PART	10 AC	0.0 AC
TOTAL <u>NET</u> ACREAGE	552.5 AC	553.9 AC

FIGURE II-5B

ZONING MAP FOR SOUTH CAMPUS

### 3. Plot Plan Amendment

The Plot Plan Amendment would add 78.18 gross acres to a previously approved 48.02-acre parcel that will house a Parcel Delivery Terminal. The additional 78.18 gross acres would incorporate 1,587 standard vehicular parking stalls; 85 carpool stalls; 27 handicap parking stalls; 85 bike parking spaces; and 965 truck trailer stalls to the Parcel Delivery Terminal site. The 78.18-acre area would also accommodate a 5,000 square-foot customer service building; 12,000 square-foot enclosed truck maintenance and wash facility; a compressed natural gas (CNG) station; additional 298,417 square feet of landscaped areas; and a 9-acre landscape buffer zone along the easterly project boundary.

### 4. Design Guidelines

This document establishes architectural, signage, parking, and landscaping objectives that will guide the design of the March Business Center. The Design Guidelines are updated to reflect SP1, A6 and includes the following guidance pertaining to lighting - “site lighting must be 2700 Kelvin plus or minus 100 Kelvin.

### 5. Tentative Subdivision Map

Tentative Subdivision Map 30857 was approved on February 19, 2003. The Tentative Map 30857, Amendment No. 4 would revise the circulation plan for the March Business Center South Campus Specific Plan by removing Street V, Street X, the southern portion of Street Y, and terminating Krameria Avenue at an approximate 3.4-acre Open Space site rather than extending it through to connect with Barton Street to the west. The Tentative Map Amendment would also reconfigure Parcels 67, 68, 69, 70 and 71. This amended Tentative Map details project land development, and is in accordance with guidelines and development intensities presented in this Specific Plan Amendment, the State Subdivision Map Act and March JPA requirements. The amended Tentative Map complies with Schedule “E” Parcel Map Division as per March Joint Powers Authority Development Code Section 9.14.100 (J).

### 6. Development Agreement

On June 18, 2004, the JPA entered into a Development Agreement with the Master Developer in order to facilitate development of the land and provision of public services and urban infrastructure.



### III. LAND USE

The previously adopted Specific Plan helped to implement some of the regional land use/transportation goals outlined in the General Plan. Specifically, the previously adopted Specific Plan facilitated development of a large employment center in a portion of the County that is largely residential. Improving the balance of housing and jobs in this area. This provides an opportunity for residents to work locally, rather than commute to Los Angeles or Orange Counties. Jobs/housing balance provides a transportation capacity benefit due to a reduced concentration of work trips on public streets during the peak hour/peak direction of travel.

#### A. Land Use Overview

This section identifies the types of land uses to be allowed in this Specific Plan Amendment and provides regulations and standards to govern future development. In accordance with the General Plan, the Specific Plan will accommodate land uses that will support future growth and development in the area. The March Business Center Specific Plan Land Use Element references the following policies, regulations, and guidelines:

- March JPA General Plan
- March JPA Development Code
- March Business Center Design Guidelines

This section specifies broad land use categories that will guide the development of the Specific Plan area. Within each broad category, specific land uses are identified, together with an indication of whether such uses are permitted, subject to a conditional use permit, or not allowed. In addition, development regulations that will govern the development of the individual projects comprising the March Business Center are described.

#### B. Purpose and Applicability

The following items describe the relationship of the Specific Plan land use regulations in the context of other land use documents developed by the JPA.

1. Terms used in these regulations and guidelines shall have the same definitions as given in the March JPA Development Code (“Development Code”) and the General Plan of the March JPA (“General Plan”) unless otherwise defined in the Specific Plan.
2. Any details or issues not specifically covered in these regulations shall be subject to the regulations of the Development Code.
3. The Specific Plan Land Use regulations are adopted pursuant to Section 65450 of the State of California Government Code et seq. It is specifically intended by such adoption that the development standards herein shall regulate all development within the project area.

## **C. Land Use Compatibility**

This Specific Plan establishes development patterns to limit the potential for land use conflicts, both within the March Business Center and in relation to other uses in the project vicinity. A key consideration guiding the development is the proximity of Air Reserve Base Runway 14/32. The Riverside County Airport Land Use Commission published an Airport Land Use Plan in 1984. This plan established land use restrictions within Airport Influenced Areas, which consist of imaginary surfaces extending outward from an airport's runway. In 1998, an Air Installation Compatible Use Zone (AICUZ) Study was completed to identify land use restrictions and height limitations within the airfield influence area.

This Specific Plan creates an overlay zone to limit the types of uses within a quarter-mile radius of the Tomas Rivera Elementary (off-site) based on noise and hazardous materials. (See Section E of this chapter for additional discussion.). Additionally, Arnold Heights Elementary School was located in the North Campus at the time of the original March Business Center Specific Plan approval in 2003. The school has since been demolished; therefore, there are no compatibility issues with the Specific Plan and this school.<sup>1</sup>

Another potential land use conflict involves the Commercial land uses proposed within the Specific Plan. The intent of these uses is to serve retail demand generated within the March Business Center only. They are not intended to attract customers or clientele from outside the Specific Plan area. This Specific Plan identifies land use types, intensities, and locations that will limit the potential competition between project Commercial uses and shopping centers and other retail uses in surrounding communities.

## **D. Objectives of Development Districts**

This section of the Specific Plan identifies the following six land use districts: Business Park, Industrial, Office, Mixed Use, Commercial, and Park.<sup>2</sup>

The land use designations are summarized below:

### **1. Business Park**

Business park uses include administrative, financial, governmental, and community support services; research and development centers; light manufacturing; parcel delivery terminal on no less than 60-acres; vocational education and training facilities; business and trade schools; and emergency services. Business Park areas are generally served by arterial roadways, providing automobile and transit access. These areas are characterized as major employment concentrations. Development in this category, except for warehousing, is generally within a campus-like setting or cluster development pattern. Outdoor storage is prohibited.

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<sup>1</sup> Arnold Heights Elementary School was removed from the Specific Plan in accordance with Ordinance #JPA 08-01.

<sup>2</sup> The land use descriptions are taken directly from the General Plan, amended to apply to this Specific Plan.

## **2. Industrial**

Industrial may support a wide range of manufacturing and non-manufacturing uses from warehouse and distribution facilities to industrial activities. Uses supported include warehousing/distribution and assemblage of non-hazardous products and materials or retailing related to manufacturing activity; and parcel delivery terminal on no less than 60 acres. Uses may include open storage, office/industrial park; light industry; manufacturing; research and development centers; maintenance shops; and emergency services centers. The area devoted to outdoor storage may not exceed the building area.

## **3. Office**

Office uses include business activities associated with professional or administrative services. Activities can consist of corporate offices, cultural and community facilities, financial institutions, legal and medical offices, and other similar uses, which together represent major concentrations of community and employment activities. Uses may include office parks, office buildings, and educational and vocational training facilities. Development in this category is generally within a campus-like setting. Office development is typically located on arterial roadways for convenient automobile access and transit service.

## **4. Mixed-Use**

Mixed uses include a variety of complementary land uses; including commercial, business park, office, medical, educational and vocational, research and development, and services. Industrial, warehousing, and outdoor storage is prohibited.

## **5. Commercial**

Commercial/Service uses within the designation include retail and service oriented business serving the Planning Area. Commercial uses include retail establishments (shopping centers), administrative, financial, service and government offices. Development in this category generally occurs at key intersections of major arterial roads or at major off-ramps from Interstate 215. In addition to being accessible to automobiles and pedestrians, commercial developments may also be served by public transit. Commercial land uses within the Specific Plan are intended to serve the Specific Plan area only; they will not serve a regional demand.

## **6. Park/Recreation/Open Space**

A 52-acre park is proposed within the planning area in the South Campus, adjacent to the existing golf course and Air Force Village West. A portion of the park is located on a closed and capped sanitary landfill. The park would be passive in nature, with limited athletic facilities and other improvements.

## **E. Overlay Districts**

The Specific Plan area contains overlay zones within its boundaries. **Figure III-1** depicts the location of the runway Clear Zone (CZ), Accident Potential Zones (APZ), and the Elementary School Buffer zone. The CZ, together with both APZs, comprise Airport Influenced Area I, as defined in the *Riverside County Airport Land Use Plan* (ALUP). The remainder of the site is included in Airport Influenced Area II. The standards for military operations are as follows:

1. **Clear Zone (CZ):** The clear zone (CZ) is a 3,000-foot by 3,000-foot area closest to the end of each runway and along the approach and departure flight path. These areas must remain clear and free of any infrangible obstacles. The project would provide drainage facilities and underground utilities within the CZ.
2. **Accident Potential Zone (APZ) I:** The accident potential zones (APZs) are areas beyond the CZ, which possess a significant potential for accidents. APZ I extends from the outer edge of the CZ for an additional 5,000 feet. According to the AICUZ study, APZ I is compatible with a variety of industrial/manufacturing, transportation, and other uses. Uses that create dense concentrations of people are not recommended within this zone. See the current AICUZ standards for restrictions within the APZ I zone.
3. **Accident Potential Zone (APZ) II:** This APZ extends from APZ I for an additional 7,000 feet in length. The potential for accidents in this zone are lower than APZ I; accordingly, some low-density residential could be provided. However, multi-story buildings and places of assembly (theaters, churches, schools, restaurants, etc.) are not considered appropriate. See the current AICUZ standards for restrictions within the APZ II zone.

In order to conform to the ALUP, this Specific Plan provides land use regulations relating to safety (both for air navigation and for people within the March Business Center), noise impacts, and building heights. The following paragraphs summarize these regulations.

### **1. Aviation Safety Regulations**

**Figure III-2** shows the location of Airport Influenced Areas I and II. The ALUP has the following policies related to project land uses:

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

In order to comply with the requirements of the ALUP, the following land uses are prohibited from Airport Influenced Area I:

- Assembly and Entertainment

# MARCH BUSINESS CENTER - SPECIFIC PLAN AMENDMENT



<u>Legend</u>	
Clear Zone	CZ
Runway Protection Zone	RPZ
Accident Potential Zone	APZ
Object Free Area	OFA
Property Boundary	—
Clear Zone (CZ)	
Accident Potential Zone 1 (APZ1)	
Accident Potential Zone 2 (APZ2)	
School Overlay Zone	

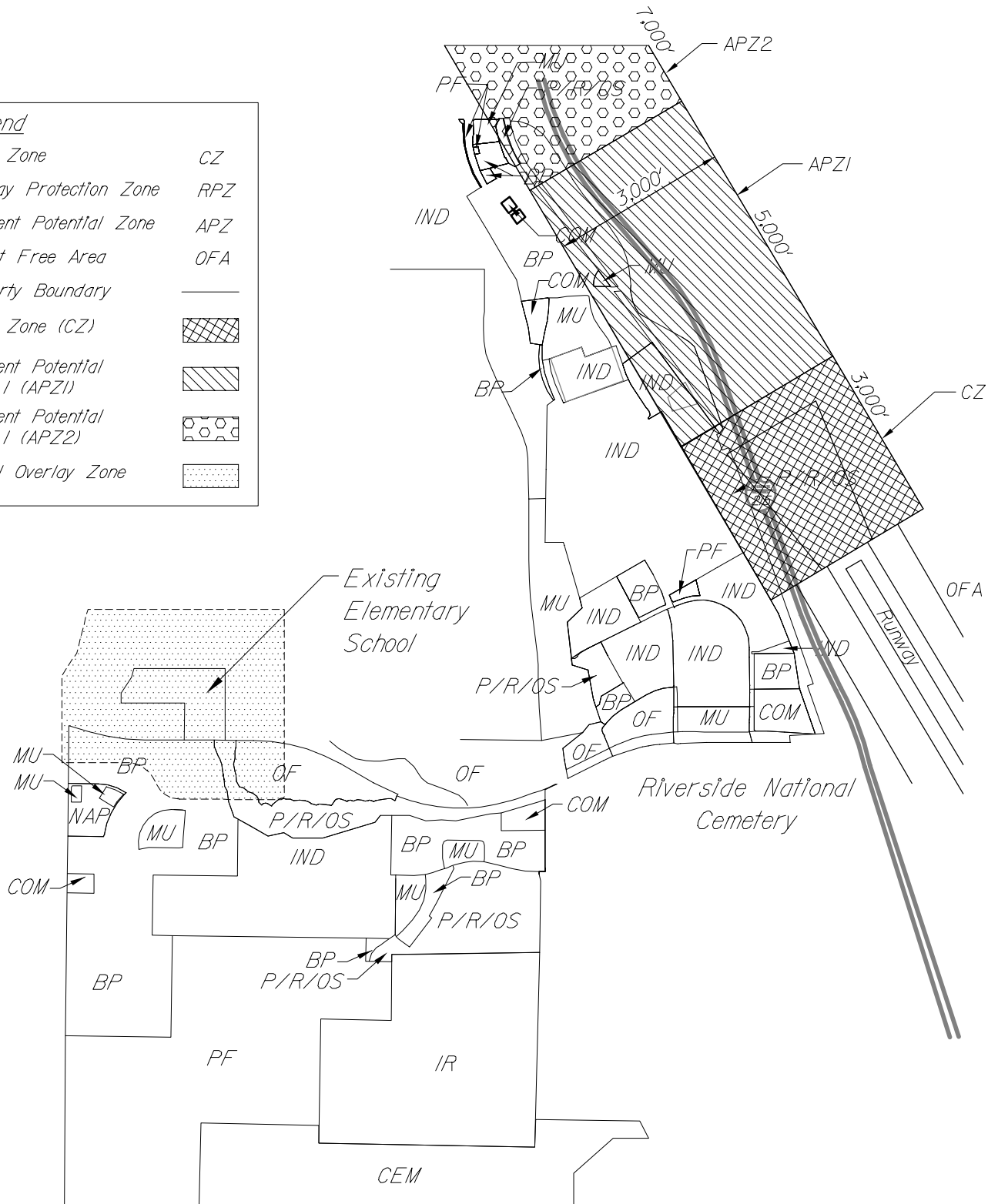


FIGURE III-1

OVERLAY ZONES

# MARCH BUSINESS CENTER - SPECIFIC PLAN AMENDMENT

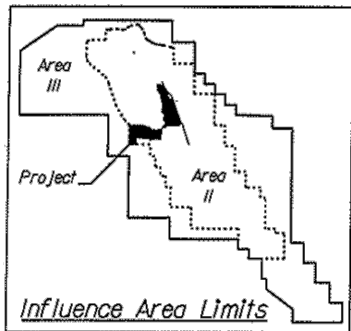
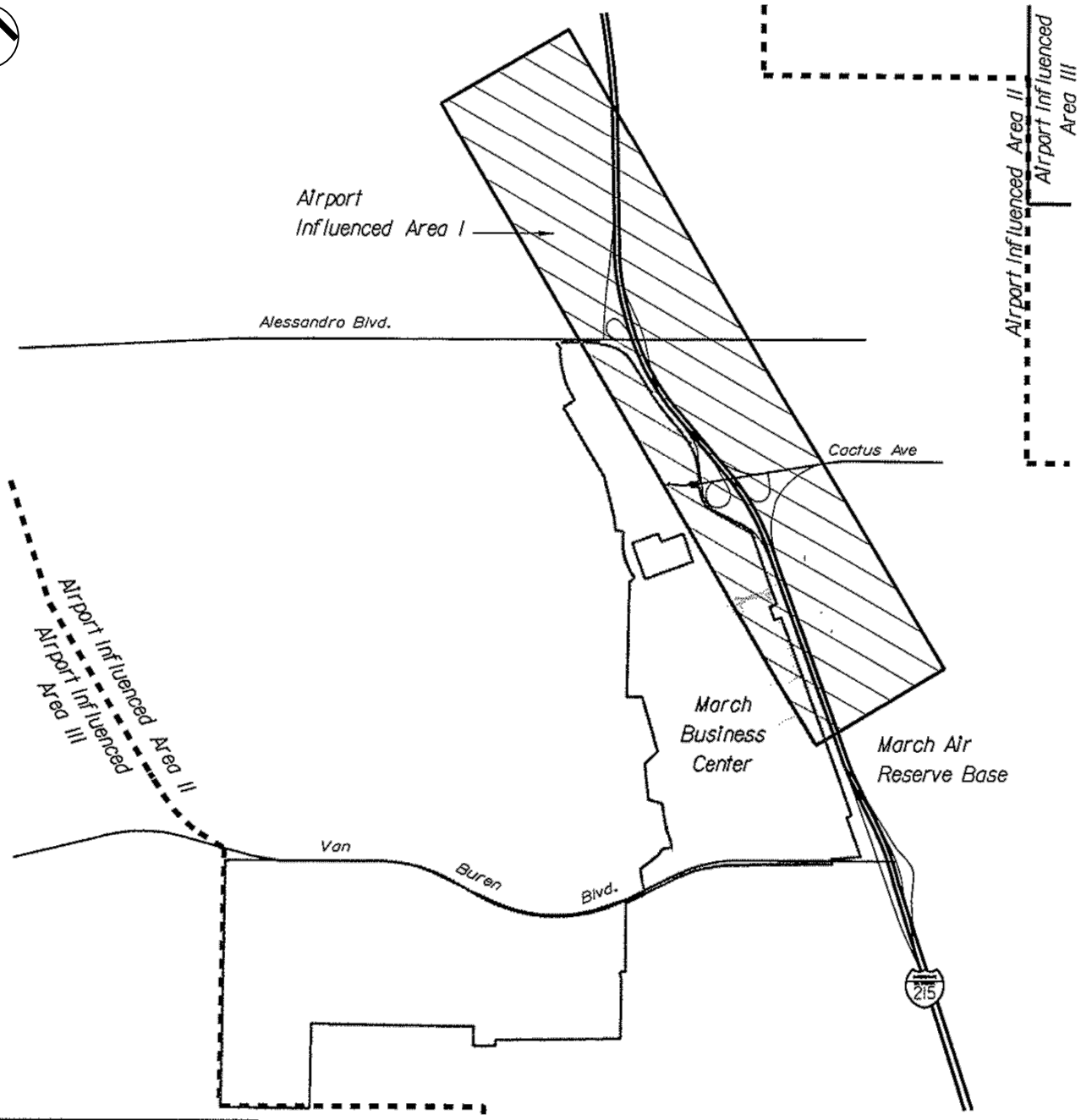


FIGURE III-2

## AIRPORT INFLUENCE AREAS

#### Land Uses Prohibited in Airport Influenced Area I

- Child Care Facilities
- Churches and Places of Religious Assembly
- Energy Generation and Distribution Facilities
- Hospitals, Intermediate Care Facilities and Nursing Facilities
- Hotel/Motel
- Major Transmission, Relay or Communications Switching Stations
- Nightclubs and Bars
- Petroleum Products Storage
- Private Clubs, Lodges, and Fraternal Organizations
- Restaurant (fast food)
- Restaurant (sit down)
- Sidewalk Cafes
- Theaters
- Trade Schools

The remainder of March Business Center is located within Airport Influenced Area II. Within this area, a number of land uses are prohibited or discouraged because of their proximity to the airport. Discouraged uses must demonstrate to the satisfaction of the March JPA Commission that development outside the Airport Influenced Area II is not feasible. The following uses are prohibited within Airport Influenced Area II:

#### Land Uses Prohibited in Airport Influenced Area II

- Child Care Facilities (Commercial facilities as defined in accordance with state law; noncommercial facilities ancillary to a place of business are generally allowed)
- Hospitals, Intermediate Care Facilities and Nursing Facilities
- Above-ground storage of explosives or flammable gases or liquids shall be prohibited, except gas and diesel of 500 gallons or less

#### Land Uses Discouraged in Airport Influenced Area II

- Churches and Places of Religious Assembly or Public Assembly
- Energy Generation and Distribution Facilities
- Hotel/Motel
- Petroleum Products Storage
- Private Clubs, Lodges, and Fraternal Organizations
- Trade Schools

Any discouraged use must be reviewed by the ALUC, and is required to obtain a use permit in accordance with Table III-1.

Regulations relating to the safety of air navigation are as follows:

- The Final Map shall convey an aviation easement to the JPA
- Lighting Plans for any development shall be reviewed and approved by the Airport Authority and the Air Force Reserve

- Uses that would direct a steady light or flashing light of red, white, green, or amber colors associated with airport operations toward an aircraft during initial climb or final approach shall be prohibited
- Uses that would cause sunlight to be reflected toward an aircraft during initial climb or final approach shall be prohibited
- Uses that generate smoke or water vapor which would affect safe air navigation shall be prohibited
- Uses that generate electrical interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation shall be prohibited
- Detention facilities within the Specific Plan will be designed to drain within six to 12 hours. These basins shall be monitored on a regular basis to identify if waterfowl and other birds are attracted to the basins. If such birds begin to be attracted to the basins, a plan to harass or exclude potential hazardous wildlife shall be developed and implemented.

## 2. Aviation Noise Regulations

An acoustical analysis shall be required for any noise sensitive uses. These uses include the following:

- Churches and Places of Religious Assembly
- Hotel/Motel
- Museums
- Private Clubs, Lodges, and Fraternal Organizations
- Radio and television studios
- Trade Schools

This analysis will include components necessary to achieve an indoor noise reduction level of 25 and 30 decibels for each of the project's components with noise sensitive uses, and will include all surrounding noise sources (e.g., transportation and industrial) at their ultimate design and capacity

## 3. Aviation Building Height Regulations

A further limitation on site development is the height of structures in the vicinity of the runway. Federal Aviation Regulations (FAR) Part 77 defines a variety of imaginary surfaces around airports, including a horizontal surface and a conical surface. FAR Part 77 is not an absolute height limit. Instead, it is a guideline used by the FAA to identify structures that may constitute a hazard to air navigation. Any construction or alteration of greater height than an imaginary surface extending upward and outward at a 100 to 1 slope from the nearest point of the runway (see FAR §77.13.2.i) will require the preparation of FAA Notice of Proposed Construction or Alteration (form 7460-1). If a hazard to air navigation is identified, then the FAA will issue a determination of hazard to air navigation. However, the FAA does not have the authority to prevent encroachment; it is up to the local land use authority to enforce the recommendation.

Figure B-1 in Appendix B is a land use compatibility map that shows FAR Part 77 surfaces adjacent to MARB. As shown in this exhibit, terrain elevations (without structures) penetrate the conical surface to the west of the North Campus and into the South Campus, east of Barton Street. Depending on the elevation of the finished grade and height of the proposed structure, future development in March Business Center may penetrate the Part 77 surfaces. Development proposals in March Business Center will file form 7460-1 as appropriate based on §77.13.2.i.



Figure B-1 in Appendix B also shows the location of the Height Caution Zone. This zone is defined as the area within Airport Influenced Area II where the maximum allowable building height plus the rough grading plan elevation penetrates the Part 77 surface. Within the Height Caution Zone, objects up to 50 feet tall are acceptable, and do not require ALUC review for the purposes of height factors. ALUC review will be required for any proposed object taller than 50 feet within the Height Caution Zone.

4. **Elementary School Buffer:** This zone extends 0.25 miles outward from Tomas Rivera Elementary (located north of Van Buren Boulevard). The objective of this zone is to limit the potential for incompatible uses within nearby Business Park, Office, Industrial and Mixed Use zones and to provide additional screening for the school through landscaping. This zone provides for the following:

1. Abutting lots shall be required to provide 40 feet of landscaping adjacent to the school
2. The following permitted or conditionally permitted uses are not allowed within the Buffer zone:
  - Automotive Service Stations
  - Hazardous Waste Treatment Facilities
  - Manufacturing (Custom, Light, Medium, Heavy)
  - Trucking/Transportation Terminals
  - Automotive/Truck Repair (Major and Minor)
  - Energy Generation and Distribution Facilities
3. Development projects not listed above that are proposed within the Buffer zone shall provide studies of noise and hazardous materials impacts on the school.

Development (if allowed) within each aviation-related overlay district shall be consistent with the guidelines and standards established in the Airport Land Use Plan and the AICUZ study.

## F. Land Use Table

**Table III-1** is a matrix indicating the status of specific land use types within the development districts described in preceding paragraphs. For each specific land use, a “P” indicates that it is permitted and a “C” indicates that a conditional use permit is required. A blank space indicates that the use is not allowed.

TABLE III-1 MARCH BUSINESS CENTER SPECIFIC PLAN LAND USE TABLE					
USES	BUSINESS PARK <sup>4, 5</sup>	INDUSTRIAL <sup>6</sup>	OFFICE	MIXED USE <sup>7</sup>	COMMERCIAL <sup>8</sup>
<b>INDUSTRIAL</b>					
Hazardous Waste Treatment Facility					
Bio-Medical Waste Treatment Facility		C			
Manufacturing – Custom	P	P			
Manufacturing – Light	P	P			
Manufacturing – Medium		P			
Manufacturing – Heavy		C			
Mining & Extractive Industries					
Newspaper Publishing Plants	P	P			
Parcel Delivery Terminal	P	P			
Research & Development	P	P	P	P	
Trucking/Transportation Terminals		P			
Wrecking & Dismantling of Motor Vehicles					
<b>WHOLESALE STORAGE/DISTRIBUTION</b>					
Public storage/Mini-warehouse (indoor)	C	C			
Business Enterprise	P	P		P	
Warehouse, Storage & Distribution – Medium		P			
Warehouse, Storage & Distribution – Heavy		P			
<b>OFFICE</b>					
Financial Institutions	P		P	P	P
Government	P		P	P	P
Medical Clinics	P	P	P	P	
Offices, Business & Professional	P		P	P	P
Regional & Corporate Headquarters	P		P	P	P
<b>COMMERCIAL</b>					
Agricultural Equipment Repair Shops		P			
Agricultural/Nursery Supplies & Service	C	C			C
Alcoholic Beverage Outlets					C
Animal Care/Pet Hotels	P	P			P

<sup>4</sup> Within the Business Park zone, a use permit is required for uses that provide outdoor storage in excess of 10% of the building area

<sup>5</sup> Parcel Delivery Terminal is allowed within the Business Park and Industrial zones on parcels that are 60 acres in size or larger

<sup>6</sup> Within the Industrial zone, a use permit is required for uses that provide outdoor storage in excess of the building area

<sup>7</sup> The Mixed Use designation shall have a maximum of 25 percent retail uses.

<sup>8</sup> Within the Commercial zoning district, a use permit shall be required for single uses above 25,000 square feet of gross floor area

TABLE III-1 MARCH BUSINESS CENTER SPECIFIC PLAN LAND USE TABLE					
USES	BUSINESS PARK <sup>4,5</sup>	INDUSTRIAL <sup>6</sup>	OFFICE	MIXED USE <sup>7</sup>	COMMERCIAL <sup>8</sup>
Assembly & Entertainment				C	
Automotive Parts and Accessory Sales					P
Automotive Fleet Storage		C			
Automotive Service Stations					C
Automotive/Truck Repair-major		P			
Automotive/Truck Repair-minor		P			C
Building & Site Maintenance Services	P	P		P	
Building Contractor's Storage yard		P			
Building Material & Equipment Sales	P			P	P
Business Supply/Equip Sales/Rentals	C	C			P
Business Support Services <sup>2</sup>	P	P	P	P	
Child Care Facilities	C		C	C	C
Churches & Places of Religious Assembly				C	
Communication Facilities, Antennas & Satellite Dishes	C	C			
Consumer Goods, Furniture, Appliances, Equipment Sales				P	P
Convenience Sales					C
Energy Generation & Distribution Facilities		C			
Equestrian Show & Exhibition Facilities					
Exhibit Halls & Convention Facilities				C	
Fairgrounds					
Food and Beverage Sales				P	P
Funeral & Mortuary Services	C				
General Retail Establishments					P
Golf Courses, Driving Ranges and Pitch & Putt Courses					
Health Club				C	C
Heavy Equipment Sales and Rentals with outside merchandising		C		C	
Horticulture Nurseries & Greenhouses	C	P			C
Hospitals, Intermediate Care Facilities & Nursing Facilities					
Hotel/Motel				C	C
Instructional Studios	P	P	P	P	
Interpretive Centers	P	P	P	P	

TABLE III-1 MARCH BUSINESS CENTER SPECIFIC PLAN LAND USE TABLE					
USES	BUSINESS PARK <sup>4,5</sup>	INDUSTRIAL <sup>6</sup>	OFFICE	MIXED USE <sup>7</sup>	COMMERCIAL <sup>8</sup>
Laundry Services	P	P		C	
Maintenance & Repair	P	P		P	
Major Transmission, Relay or Communications Switching Stations	P	P			
Museums			P	P	P
Bar & Grill				C	P
Open Air Markets for the Sale of Agriculture- related Products & Flowers	C			C	C
Outdoor Commercial		C			C
Outpatient Medical Clinics	P		P	P	P
Parking Facilities as a <i>Primary Use</i>	P				P
Personal Services				P	P
Petroleum Products Storage					
Pets & Pet Supplies				C	P
Private Clubs, Lodges & Fraternal Organizations				C	
Radio & Television Studios	P	P		P	
Recreational Facilities				C	C
Recycling Facilities (outdoor storage not to exceed building area)		P			
Repair Services	P	P		P	
Restaurant (fast food)				C	P
Restaurant (sit down)			C	P	P
Sidewalk Cafes					P
Social Service Institutions	P		P	P	
Sundries, Pharmaceutical & Convenience Sales					P
Swap Meets & Other Large Outdoor Retail Facilities		C			
Theaters					
Trade Schools	C				C
Vehicle, Boat and Trailer Sales	C			C	C
Vehicle Storage		C			
Veterinary Clinics & Animal Hospitals	P			P	P
Zoological Parks					

## G. Development Regulations

No building or portion thereof shall be erected, constructed, converted, established, altered, enlarged, nor shall any legal lot or premises be used unless the legal lot or premises and building comply with the following regulations and standards:

### (a) Lot Development

- (1) Two adjoining lots which have a common interior side or rear lot line may be developed with zero side yard setbacks on the common lot line, provided that the opposite side yard setback is not less than 30 feet.
- (2) Any construction or alteration of greater height than an imaginary surface extending upward and outward at a 100 to 1 slope from the nearest point of the runway (see FAR §77.13.2.i) will require the preparation of FAA Notice of Proposed Construction or Alteration (form 7460-1).
- (3) Construction of objects taller than 50 feet in the Height Caution Zone (see Figure B-1), will require review by the Airport Land Use Commission

TABLE III-2 LOT AND YARD DIMENSIONS BY LAND USE CATEGORY					
DIMENSIONS	Business Park	Industrial	Office	Mixed Use	Commercial
Area (minimum)	30,000 sq. ft.	30,000 sq. ft.	30,000 sq. ft.	30,000 sq. ft.	30,000 sq. ft.
Street Frontage (minimum)	100 ft. *	100 ft. *	100 ft.	100 ft.	100 ft.
Lot Width (minimum)	100 ft.	100 ft.	100 ft.	100 ft.	100 ft.
Minimum Yards					
Front Yard Setback	20 ft.	20 ft.	25 ft.	20 ft.	25 ft.
Interior Side Yard Setback	0 ft.	0 ft.	0 ft.	0 ft.	0 ft.
(Abutting Residential Zone)	30 ft.	30 ft.	30 ft.	30 ft.	30 ft.
Street Side Yard Setback	20 ft.	20 ft.	15 ft.	15 ft.	15 ft.
Rear Yard Setback	25 ft.	25 ft.	10 ft.	10 ft.	10 ft.
(Abutting Residential Zone)	50 ft.	50 ft.	40 ft.	40 <sup>R</sup> ft.	40 ft.
Building Height	35'2 stories**	35'2 stories**	50'3 stories	50'3 stories	50'3 stories
Floor Area Ratio	0.45	0.50	0.35	0.35	0.25
Site Landscaping <sup>9</sup>	10%	10%	20%	20%	20%

\* Any lot which fronts on a turnaround or curving street having a radius of curvature of less than 100 feet, the minimum frontage shall be 60 feet.

\*\* Increased height up to 80 feet is permitted where all building setbacks meet or exceed the proposed building height.

<sup>9</sup> May be reduced through the use of colored pavers or other decorative pavement treatments under certain conditions. See item (b) landscaping.

(b) Landscaping

Landscaping design for development in the March Business Center Specific Plan Amendment SP-1 A6 shall be consistent with the March Business Center Design Guidelines. A 15-foot landscaped setback, measured from the public right-of-way, will be required for all front and side yards adjacent to public streets. The following two exceptions apply:

- (1) The use of colored pavers or other decorative pavement treatments within public right-of-ways or public areas in the Specific Plan Amendment Area may reduce the site landscaping requirements for Office, Mixed-use and Commercial land uses by up to a maximum of two percent.
- (2) The use of colored pavers or other decorative pavement treatments within public right-of-ways or public areas in the Specific Plan Amendment Area may reduce the site landscaping requirement for Industrial land uses on lots or development greater than 20 acres by up to a maximum of two percent.

(c) Driveway Widths and Locations

Driveway width and spacing shall be in conformance with the March JPA Development Code or as approved by the March IPA Civil Engineer.

(d) Off-street Loading Facilities

Loading or unloading facilities shall be so sized and located so that they do not require trucks to be located in required front or street side yards during loading and unloading activities.

(e) Special Regulations

All uses, except storage, loading and outdoor work, shall be conducted entirely within an enclosed building. Outdoor work; storage of merchandise, material, and equipment is permitted in interior side or rear yards, provided the area is completely enclosed by sight obscuring walls, fences, or a combination thereof.

Fences and Walls: The design and location of fences and walls shall be the same as set forth in the March Business Center Design Guidelines.

In addition to the above, the following regulations apply:

- (1) Chain link fences shall not be used within 100 feet of a public right-of-way. Where used, chain link fences shall be vinyl coated.
- (2) Coiled, spiraled, or rolled fencing such as razor wire or concertina wire shall not be permitted.
- (3) All walls or fences within 100 feet of a public right-of-way or visible from residential development shall match wall details in **Figure III-3** (higher walls may be necessary to screen trucks and outdoor storage, consistent with the approved screening plan). All walls facing residential development and along the outside boundaries of the Meridian South Campus Specific Plan Area shall be painted the designated color as shown **Figure III-3**. All other site walls may be painted to be consistent with the approved building color scheme.

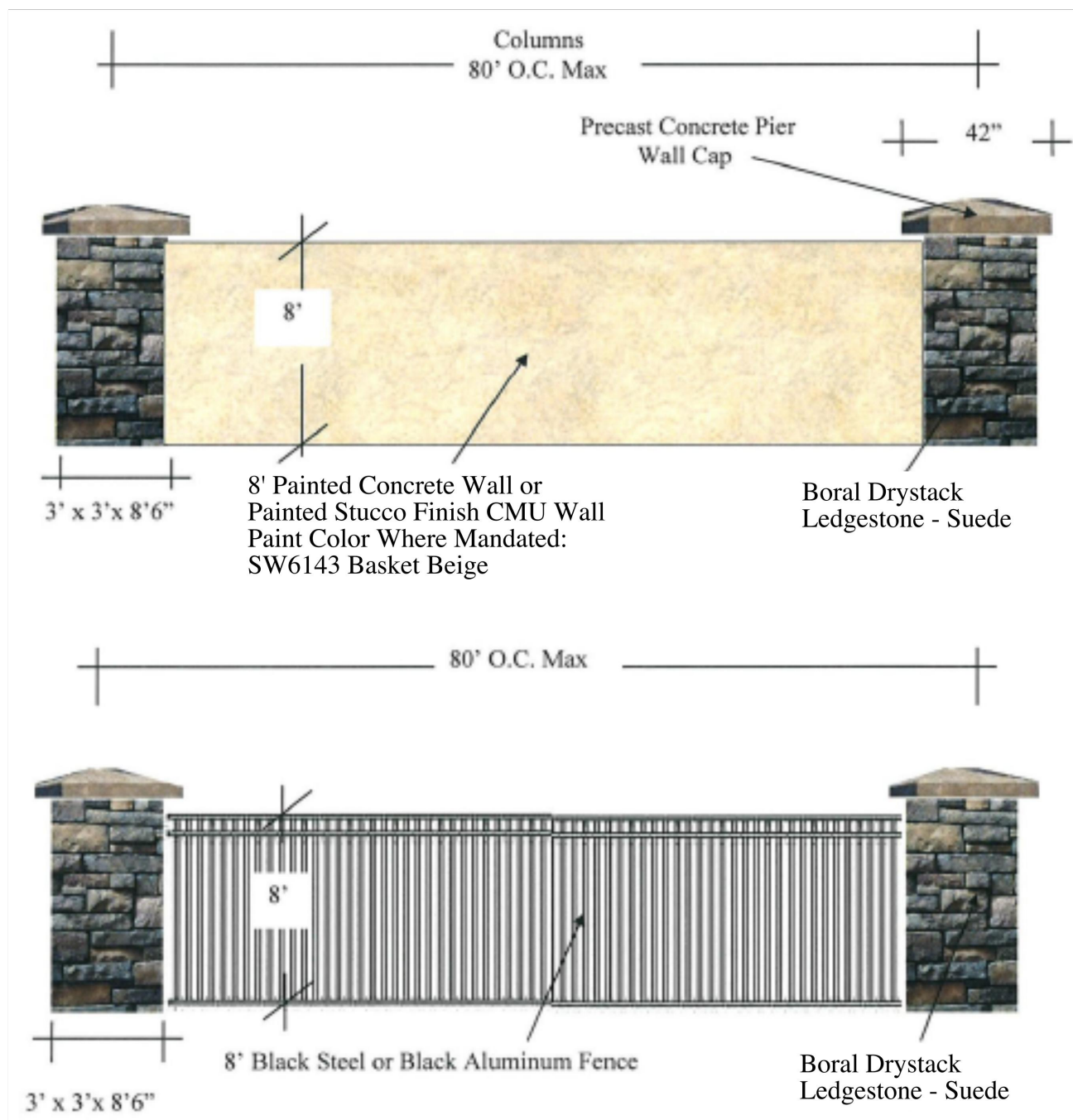


FIGURE III-3

(f) Off-street Parking Regulations

Transportation Element Policy 2.7 of the March JPA General Plan indicates that on-street parking should be de-emphasized in order to both increase vehicle capacity and to accommodate bicycle access. **Table III-3** summarizes Specific Plan parking ratios. It is acknowledged that certain land uses will have unique parking characteristics, based on building utilization, workforce composition, and other considerations. In these cases, the March JPA Commission may review a use permit application to reduce required parking through a detailed parking analysis. All uses shall provide a rack that can accommodate at least three bikes.

TABLE III-3 PARKING RATIOS BY LAND USE	
Use	Parking Spaces Per 1,000 Square Feet of Gross Floor Area (Unless Otherwise Noted)
<b>INDUSTRIAL</b>	
Light, Medium & Heavy Manufacturing	2.0
Research & Development	3.0
Other Industrial Uses	1.0 – 1.5
<b>WHOLESALE STORAGE &amp; DISTRIBUTION</b>	
Public Storage/Mini-Warehouse	1 per 100 storage spaces & 2 per caretaker residence
Other Wholesale Storage/Distribution	
0 – 50,000 sq. ft.	1.0 per 1,000 sq. ft.
50,000 – 200,000 sq. ft.	50 spaces + (0.33 per ksf > 50,000 sq. ft.)
200,000 sq. ft. or greater	100 spaces + (0.20 per ksf > 200,000 sq. ft.)
<b>OFFICE</b>	
Medical Clinics, Hospitals, and Medical Offices	4.0
Other Office	3.3
<b>COMMERCIAL</b>	
Agricultural Equipment Repair Shops	2.5
Agricultural/Nursery Supplies	3.3
Alcoholic Beverage Outlets	2.5
Animal Care/Pet Hotels	2.5
Assembly and Entertainment	3.3
Automotive Parts and Accessory Sales	3.3
Automotive Service Stations	3/station + 2/service bay
Automotive/Truck Repair-Major	3/station + 2/service bay
Automotive/Truck Repair-Minor	3/station + 2/service bay
Business Support Services	4.0
Churches and Places of Religious Assembly	1/3 seats, 1/60 inches of pew, 30.0 if no seating
Energy Generation & Distribution Facilities	2.0
Equestrian Show & Exhibition Facilities	1/3 seats
Funeral & Mortuary Services	1/3 seats, 30.0 for assembly area if no fixed seating
Interpretive Centers	3.3
Major Transmission, Relay or Communications Switching Stations	2.0
Bar & Grill	8.0
Outdoor Recreation and Swap Meet Facilities	(to be determined through use permit)
Private Clubs, Lodges and Fraternal Organization	4.0
Radio and Television Studios	3.3
Restaurants (sit down)	8.0
Restaurants (fast food)	8.0
Theaters	1-3 screens: 1/3 seats 4+ screens: 1/3.3 seats Per assembly area if no fixed seating: 50
Vehicle & Vehicular Equipment Sales and Service	1 per each 20 display cars (minimum of 5 spaces)
Vehicle Storage	2.5
Veterinary Clinic & Animal Hospitals	2.5
Other Commercial	3.5



(g) Settlement Agreement Provisions

A Settlement and General Release Agreement for Development of March Business Center within the March Joint Powers Authority was signed by the March JPA, the Master Developer and community groups in 2003 as the result of litigation following March JPA approval of the previously adopted Specific Plan. The Settlement Agreement contained a number of land use requirements and limitations related to “logistics”<sup>9</sup> warehouse type facilities, including the prohibition of such facilities to the west of Meridian Parkway. This Specific Plan Amendment is consistent with this restriction.

## **H. Special Treatment Areas**

### **1. Riparian Areas**

Riparian areas found within the project area are considered prime habitat for the endangered least bell vireo. The riparian vegetation community is located along several of the brief and intermittent drainages within the project area. These areas are concentrated in the north portion of the South Campus and the south portion of the North Campus. Projects adjacent to designated riparian areas will not be allowed to encroach within one hundred feet of the drainage channel. In addition, storm water runoff from adjacent development is to be intercepted by applicable non-source pollution control best management practices (BMP) prior to discharging off-site.

### **2. Adjacent to SKR Management Area**

As part of the on-going management within the Stephens’ kangaroo rat (SKR) set-aside area, development of lots directly adjacent to this area will be subject to brush removal activities along their western boundary. Suitable SKR habitat requires minimal vegetation. This is provided with frequent controlled burns. No encroachment of grading or improvements within the SKR management area are allowed without March JPA or USF&WS approval. Projects which are adjacent to the SKR management area will be required to design their sites in such a way as to limit the potential for controlled burns crossing into the property. These measures may include placing parking along the western edge of the site and use of less-flammable plants for landscaping.

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<sup>9</sup> Defined in the Settlement Agreement as any structure over 500,000 square feet that is designed to have more than 95% of its ground floor area dedicated to the storage of finished goods that are received at the facility specifically to be stored for a time and then shipped to various locales.

## **IV. OPEN SPACE**

### **A. Conservation Easements**

The previously adopted Specific Plan and this Specific Plan Amendment include jurisdictional waters of the U.S. and State waters, which consist of unnamed ephemeral, intermittent and perennial channels, in-channel wetlands and wetlands. The previously adopted Specific Plan and this Specific Plan Amendment impact 4.06 acres that are waters of the U.S. and State waters under the jurisdiction of the U.S. Army Corps of Engineers (ACOE) and California Department of Fish and Game (CDFG). The total impact to waters of the U.S. is 2.36 acres, and the total impact to State waters is 1.70 acres.

The previously adopted Specific Plan and this Specific Plan Amendment will mitigate on-site and within the adjacent vacant land for impacts to jurisdictional waters of the U.S./State waters and LBV habitat. The purpose of the mitigation is to replace lost functional values of avian habitat, water quality and aesthetics. The mitigation will include the following:

- Create 4.2 acres of habitat (Riparian Woodland, Southern Willow Scrub and Mulefat Scrub) suitable for occupation by LBV in realigned and restored drainages.
- Create 1.9 acres and restore 1.4 acres of wetland waters of the U.S. and State waters.

All newly created and existing adjacent habitat and wetlands will be overlaid with a conservation easement for management and monitoring in perpetuity. The boundary of the easements will be extended past the limits of the habitat to include a “buffer” zone. This “buffer” will serve as additional protection of wetlands and riparian habitat. Also, this area provides the potential for wildlife to find refuge in a conserved and maintained habitat. The Conservation Easement is 185.9 acres and is located to the north and south of Van Buren Boulevard and west of the North Campus.

### **B. Park**

An approximately 59-acre park area will be located near the southern boundary of the South Campus, south of Krameria Avenue. Approximately 16 acres of the designated park area is impacted by a closed and capped landfill. This area is subject to certain Deed Restrictions as directed by the Air Force and regulates/restricts access to this area. This 16-acre area will generally remain in its natural vegetation state. Approximately 6 acres of the park, adjacent to and accessed via Village West Drive is shown to be a picnic type area with turf, shade trees, benches, picnic tables, restrooms, parking areas, etc. This could be used by employees within March Business Center and/or local residents. Discussions have been held that may see the balance of the usable area of the designated park be utilized as an "interpretive style" memorial park incorporating the historical significance of the former March Air Force Base. Preliminary plans indicate that this area would incorporate approximately 11 acres. In addition, a 3.4-acre pocket park will be located at the west terminus of Krameria Avenue. Additional natural buffers surrounding the developed portions of the park areas would amount to approximately 19 acres.

The park is shown in the third phase of the project. Subject to the availability of construction capital and ongoing maintenance responsibilities being defined, the park could be constructed prior to commencement of the third phase of the development without causing significant impacts to the area. Potential sources of funding for the construction and maintenance of the park include county and local

funds, grants, bonds, tax increment financing or private sources. The park will have the following acreages:

Capped landfill	16 AC
Pocket Park	3.4 AC
Picnic area/parking	6 AC
Interpretive park	11 AC
Buffer/open space	<u>26 AC</u>
TOTAL:	62.4 AC

### **C. Scenic Corridor Landscape**

Landscaping easements will be provided along the project frontages along segments of Van Buren Boulevard, Cactus Avenue, and Alessandro Boulevard. These easements will be 20 feet wide and the landscaping will be maintained by a Landscaping and Lighting Assessment District. A 30-foot landscape easement will be provided along the eastern side of Barton Street along the project frontage. In addition, a nine-foot landscaping easement will be provided along the entire length of Street Z. Supplemental landscaping shall also be provided adjacent to the Elementary School in accordance with the Elementary School Buffer Zone. The March Business Center Design Guidelines establish the landscaping criteria.

### **D. Drainage Basins**

Drainage detention facilities will be provided along the eastern portion of the North Campus and the southwestern portion of the South Campus. The southern North Campus basin will encompass the portion of the project that is included in the CZ. Currently, there is a new Drainage Master Plan underway, which will revise the need for dual 8' x 8' box culverts at the Project's Van Buren terminus of the San Jacinto River Watershed. This revision to the Drainage Master Plan incorporates an increase of volume to the existing basins which can accommodate South Campus' post development run-off contribution into this system. The northern facility is south of Alessandro Boulevard in APZ II. The detention facilities shall be maintained by either the Riverside County Flood Control and Water Conservation District (RCFC & WCD) or an assessment district.

## V. TRANSPORTATION

### **A. Existing Transportation Issues**

Local and regional access to project area is provided by I-215, Alessandro Boulevard, Cactus Avenue, Barton Street, and Van Buren Boulevard. A Burlington Northern and Santa Fe (BNSF) Railway line runs parallel to I-215, along the west side of the freeway. Existing transportation network issues are summarized below:

- The Van Buren Boulevard/Barton Street intersection is characterized by LOS F conditions during the morning peak.
- An off-site segment of Krameria Avenue, west of Barton Street, will need to be paved in order to accommodate future traffic growth. This improvement will be constructed by the adjacent subdivider.

While the Specific Plan requires a General Plan amendment due to land use changes, it should be noted that the Specific Plan land uses will have a substantially lower traffic generation than previously approved uses evaluated in the MEIR. The MEIR assumed a development scenario for the entire March JPA area that totaled 220,000 trips per day. Of this, 131,400 trips per day were evaluated for the 1,290 acres comprising March Business Center. As discussed in the *Traffic Circulation and Phasing Study*, the March Business Center will generate 88,100 total daily trips, including 74,900 external trips. This is a 33 percent reduction from approved General Plan land uses. The *Traffic Circulation and Phasing Study* was prepared to fulfill the following objectives:

1. To provide the baseline for future traffic monitoring updates
2. To specify the internal circulation network for the March Business Center Specific Plan
3. To determine the timing of off-site transportation improvements with respect to Specific Plan development phases
4. To confirm whether or not the transportation improvements identified in the 1998 Transportation Study are still needed, given updated land use information for the Specific Plan and the surrounding area

### **B. Traffic Circulation Plan**

An internal roadway network, consisting of a hierarchy of local, collector and arterial streets, will be constructed to provide access to and from the parcels comprising the March Business Center. The internal street network will be public roadways to be maintained by the County of Riverside. Off-site transportation improvements will be provided to ensure there is sufficient capacity to accommodate future traffic. The improvements associated with each development phase will be assured to the satisfaction of the JPA prior to the occupancy of that phase.

#### **1. Project Development Phasing**

South Campus of the March Business Center will be constructed in phases. Figure I-3 on page I-4 of this Specific Plan illustrates the boundaries of each of the three phases. The purpose of phasing the project is to divide the project into smaller phases that deliver transportation facilities based on when the project

needs these improvements. As shown in this figure, the first development phase encompasses the North Campus area between Alessandro Boulevard and the to-be-demolished former military housing project. **Figure V-1** illustrates the transportation improvements associated with this development phase. Phase 2 includes the area formerly occupied by the demolished housing development. The improvements for Phase 2 are shown in **Figure V-2**. Phase 3 includes the South Campus. The improvements for this phase are shown in **Figure V-3**.

## 2. Street Sizing and Landscaping

The internal street network will accommodate traffic from the March Business Center, traffic generated by new development in the project vicinity, and existing trips diverted to internal streets from parallel routes. **Figure V-4** illustrates the classifications of internal roadways and Van Buren Boulevard. **Figure V-5A – V-5G** depicts typical cross-sections for internal roadways based on the *Riverside County Road Improvement Standards and Specifications*. The project's circulation network has been designed to be consistent with the Riverside County Integrated Plan (RCIP) recommended additional right-of-way allocated for landscaping. Secondary Highways will be consistent with RCIP guidelines. However, additional landscaping on Van Buren Boulevard in accordance with RCIP is not practical for the following reasons:

- Existing improvements are provided adjacent to the Orangecrest development and Riverside National Cemetery
- Van Buren Boulevard will traverse sensitive habitat west of the North Campus

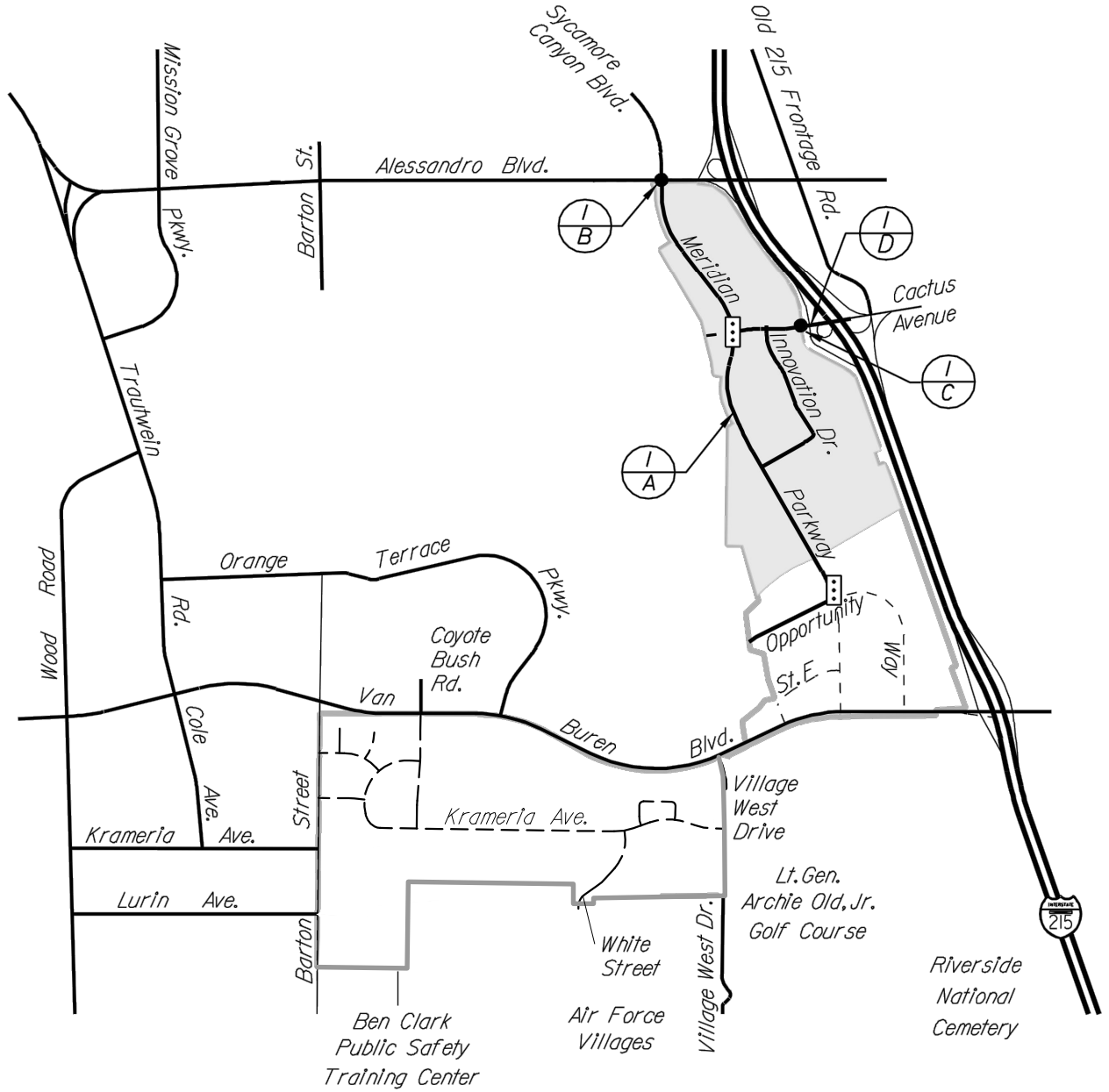
However, the design of Van Buren Boulevard is consistent with the intent of the RCIP because additional landscaping will be provided along this roadway adjacent to the project, including a 50-foot landscaping easement on the south side of Van Buren Boulevard, east of Barton Street.

County standards typically provide 12-foot travel lanes and eight-foot shoulders. In cases where a Class II bike lane is recommended, the shoulder will be replaced by a six-foot striped bike lane, with the remaining two feet added to the outer travel lane (i.e., this lane would be 14 feet wide). This configuration is desirable to accommodate both bicyclists and trucks or other heavy vehicles.

## 3. Traffic Monitoring

One of the MEIR mitigation measures requires traffic monitoring every five years. Because the Transportation Study prepared in support of the MEIR was published in 1998, an updated *Transportation Circulation and Phasing Study* has been completed for March Business Center. This document forms the basis for future traffic monitoring updates. This document has established a traffic generation “budget” in order to ensure that the transportation network has sufficient capacity to accommodate project traffic. This budget is 74,900 daily external trips. Over the course of project buildout, the traffic generation characteristics of the site will be monitored and compared to the traffic generation assumed in the *Transportation Circulation and Phasing Study*. If future increases in density result in traffic generation in excess of the established budget, then the traffic impacts and mitigation identified in the study must be revisited as part of the traffic monitoring update process.

# MARCH BUSINESS CENTER - SPECIFIC PLAN AMENDMENT



## Legend:

- - Complete Project Roadway
- - - - Future Project Roadway
- (I / B) - Improvement Phase / Identifier
- ⌚ - Traffic Signal

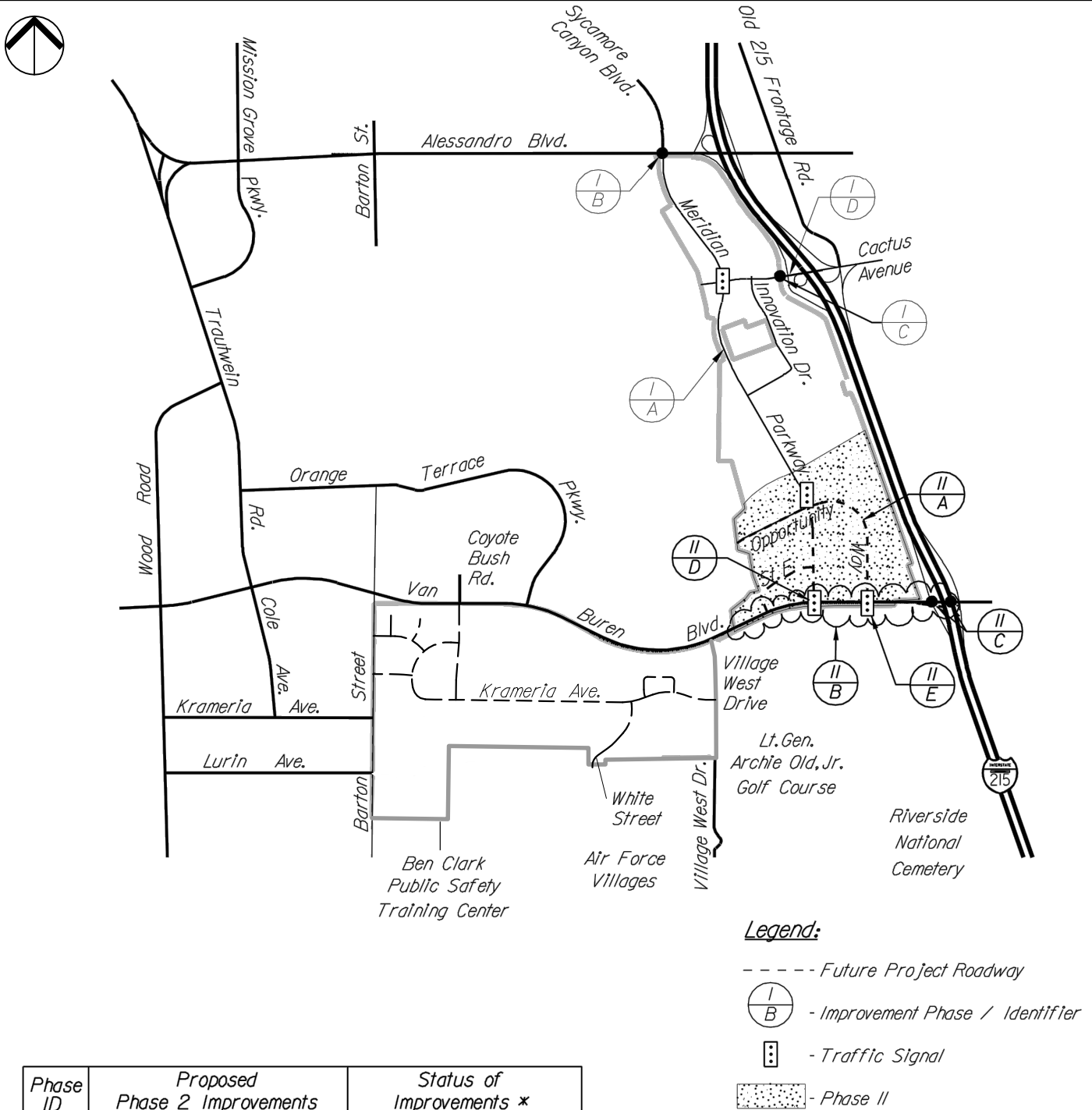
**NOTE:**  
SPA Improvements Included In Phase II-A

Phase ID	Proposed Phase I Improvements	Status of Improvements
I-A	Construct internal streets	Complete
I-B	Modify signal at Alessandro Blvd./Sycamore Canyon Blvd.	Complete
I-C	Widen Cactus Avenue railroad bridge	Complete
I-D	Improve Cactus Avenue/I-215 southbound ramps	Complete

FIGURE V-1

## TRANSPORTATION IMPROVEMENTS, DEVELOPMENT PHASE I

# MARCH BUSINESS CENTER - SPECIFIC PLAN AMENDMENT

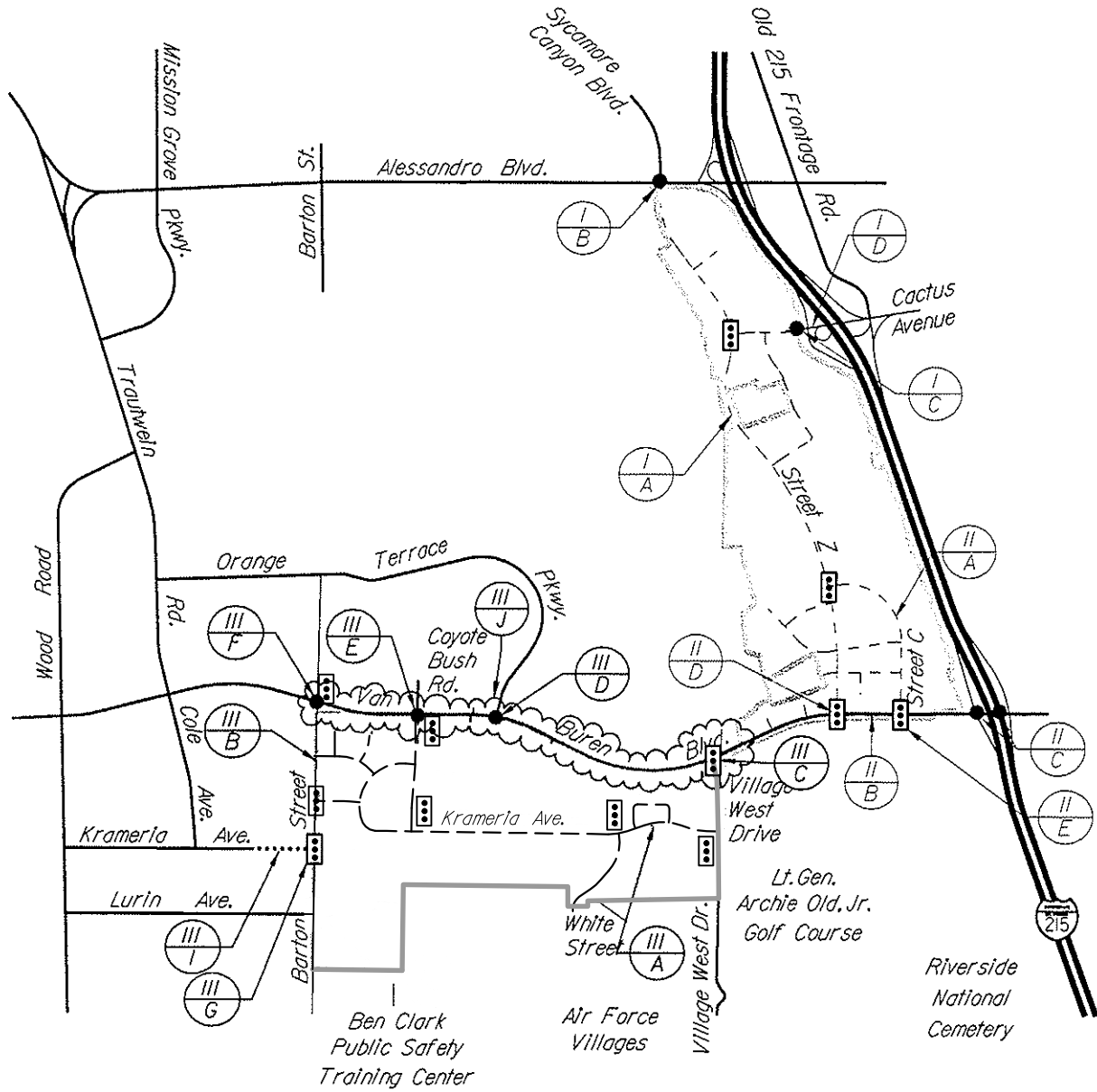


**NOTE:**  
SPA Improvements Included in Phase II-A

\* Improvements to be Constructed or Assured upon issuance of occupancy permit for any use within Phase I, 2, or 2-A after traffic generated by this use exceeds 44,966 ADT.

FIGURE V-2  
TRANSPORTATION IMPROVEMENTS,  
DEVELOPMENT PHASE II

# MARCH BUSINESS CENTER - SPECIFIC PLAN AMENDMENT



Phase ID	Proposed Phase 3 Improvements
III-A	Construct Internal streets
III-B	Half-width improvements on Barton Street
III-C Thru III-G	Provide or modify traffic signal control
III-I	Complete
III-J	Widen Van Buren Boulevard

## Legend:

- Future Project Roadway
- ..... Future Roadway By Others
- I  
B - Improvement Phase / Identifier
- ⬢ - Traffic Signal

FIGURE V-3

## TRANSPORTATION IMPROVEMENTS, DEVELOPMENT PHASE III



# MARCH BUSINESS CENTER - SPECIFIC PLAN AMENDMENT



## Legend

	Width
	Modified Arterial Highway (urban) (with Class II Bike Lane) 140'/187'
	Urban Highway (Urban) 110'/152'
	Modified Arterial Highway (urban) (with Class II Bike Lane) 110'/138'
	Modified Secondary Highway (with two-way left turn lane) 76'/112'
	Secondary Highway 64'/100'
	Industrial Collector Street 56'/78'
	Industrial Cul-de-sac 44'/66'
	Private Roadway 34'/40'
	Existing Roadway

\* Half width dedication along Alessandro Blvd. dedicated on Map 30857-2, recorded in Map Book 442, Pages 4-11, recorded as Doc. 2007-0334147, O.R.

\*\* Additional Right-of-Way dedication on Cactus Avenue to 110'/152' dedicated on Map 30857-1, recorded in Map Book 371, Pages 28-38, recorded as Doc. 2004-1024402, O.R.

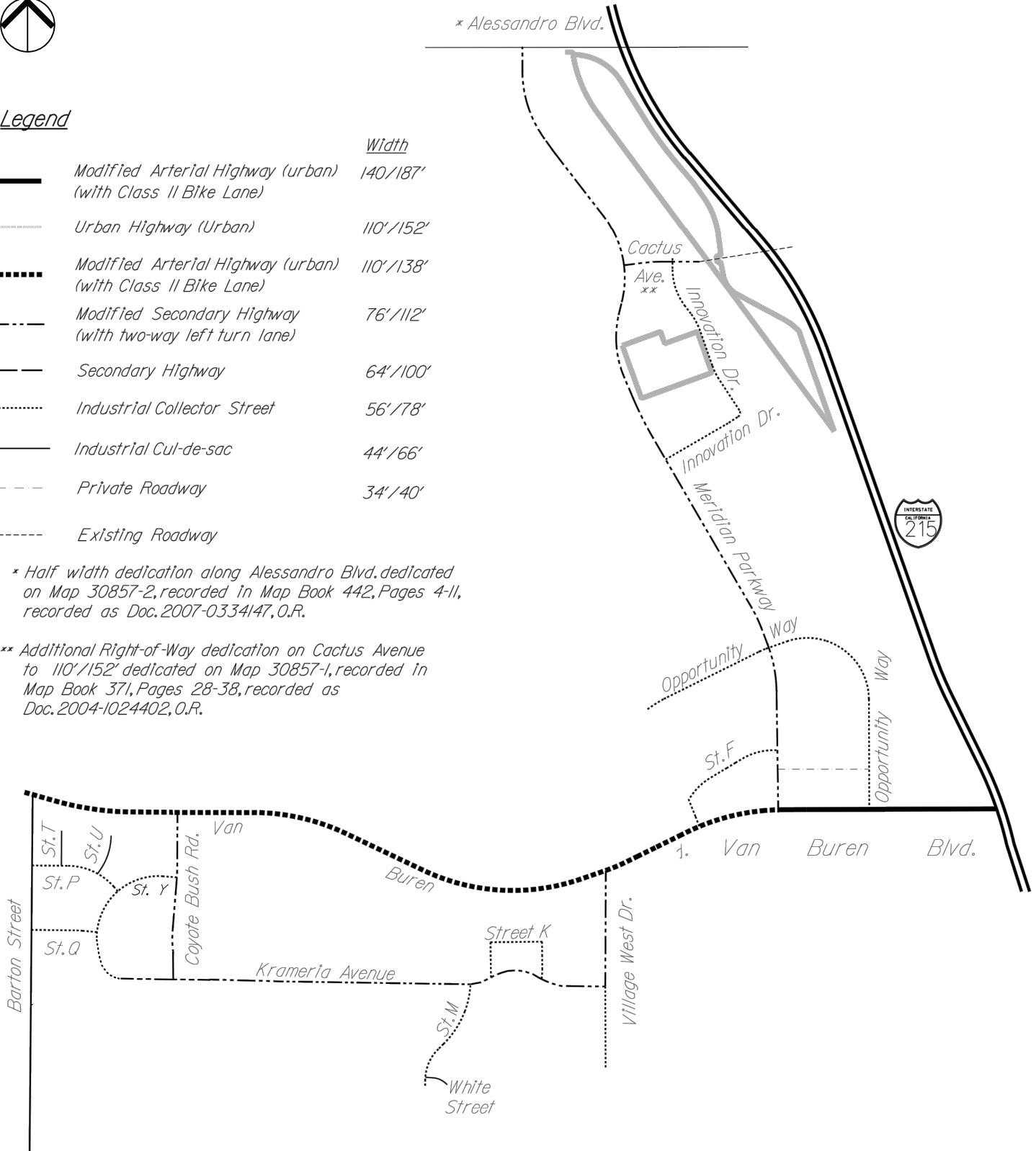
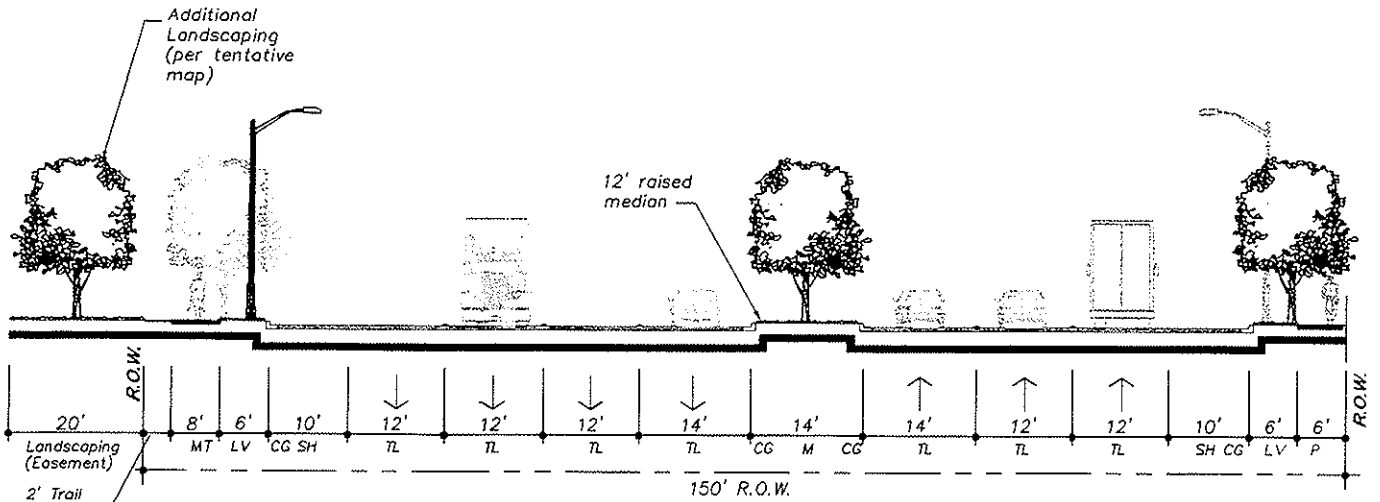


FIGURE V-4

## TRANSPORTATION PLAN



**Legend**

TL = Travel Lane  
M = Median  
LV = Landscape Verge  
P = Pedestrian Way  
CG = Curb/Gutter  
SH = Shoulder  
MT = Multi-use Trail

**Notes:**

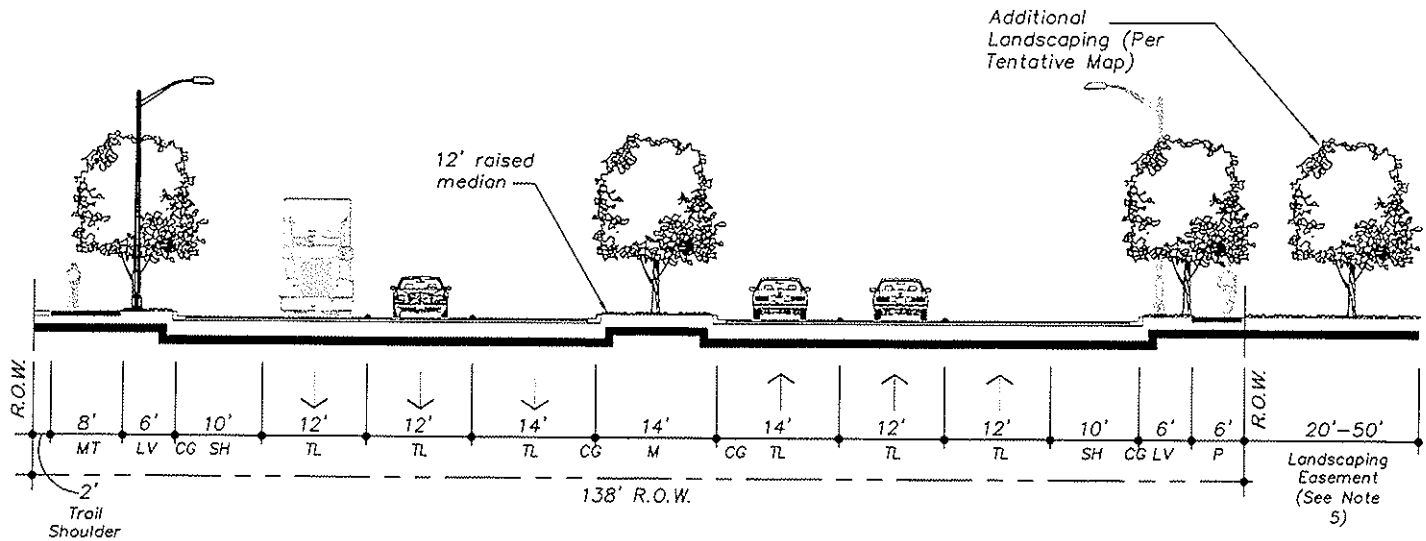
1. Combined thickness of base and surface to be determined by soil test.
2. Minimum paving thickness per Riverside County specifications.
3. Refer to Figure V-7 of the Specific Plan for the location of the Class I trail.
4. Design will match existing improvements where possible adjacent to Riverside National Cemetery.

FIGURE V-5A

VAN BUREN BLVD (STREET Z TO I-215, FACING EAST)  
MOD. ARTERIAL (URBAN) HIGHWAY, 7 LANES (WITH CLASS I MULTI-USE TRAIL)

# MARCH BUSINESS CENTER - SPECIFIC PLAN AMENDMENT

NOT TO SCALE



## Legend

- TL = Travel Lane
- M = Median
- LV = Landscape Verge
- P = Pedestrian Way
- CG = Curb/Gutter
- SH = Shoulder
- MT = Class I Multi-Use Trail

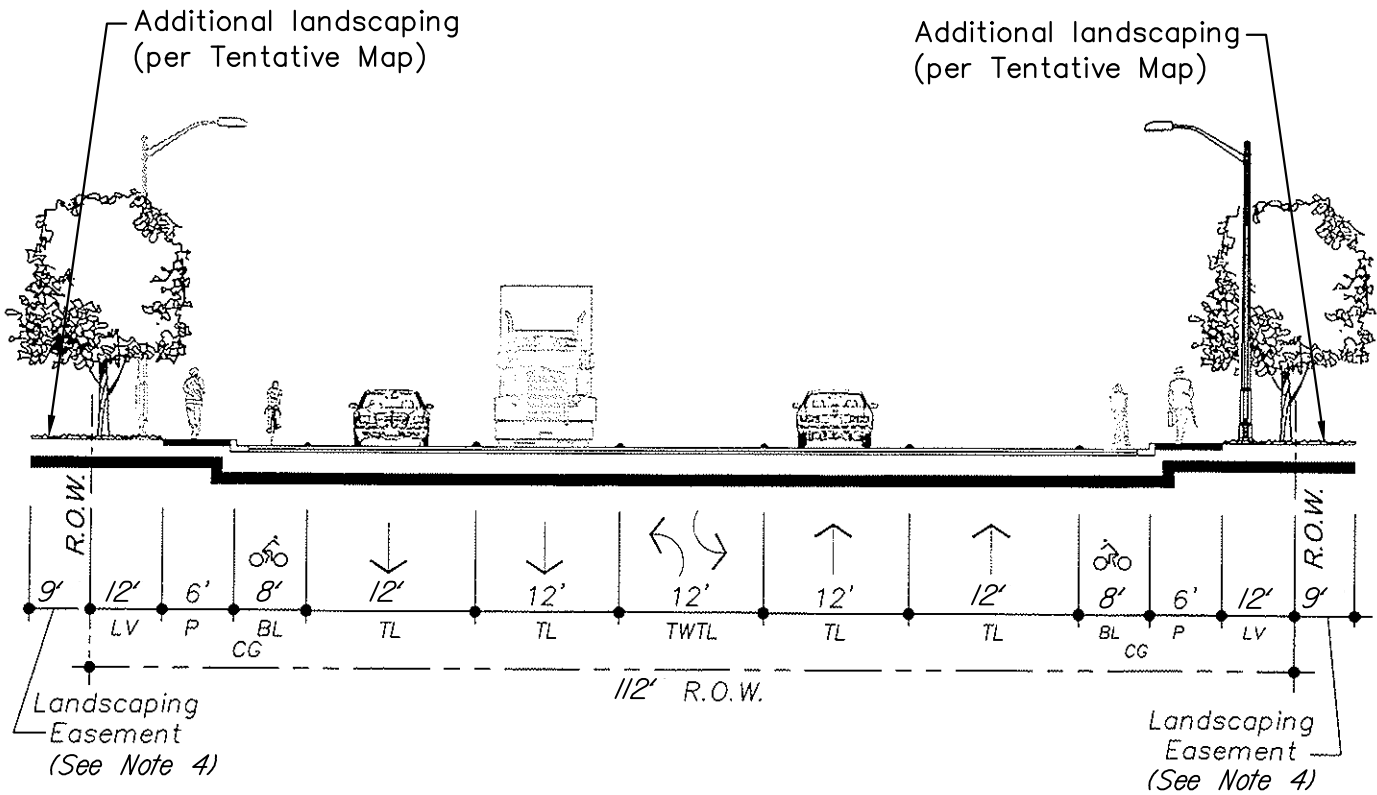
## Notes:

1. Combined thickness of base and surface to be determined by soil test.
2. Minimum paving thickness per Riverside County specifications.
3. Refer to Figure V-7 of the Specific Plan for the location of the Class I trail.
4. North side of Van Buren Boulevard to be constructed as proposed between Orange Crest Parkway and Street Z only.
5. -50' landscape easement on Van Buren Boulevard from South edge of Lot 39 to the east edge of South Campus Lot 22.  
-20' landscape easement on Van Buren Boulevard from West edge of North Campus Lot 23 to East edge of South Campus Lot 26.
6. Design will match existing improvements where possible adjacent to Orangecrest.
7. Landscaping will not be provided adjacent to wildlife habitat.
8. Multi-use trail will transition from north side of Van Buren Blvd. to the south side at Orange Terrace Parkway.

FIGURE V-5B

VAN BUREN BLVD (WEST OF STREET Z, FACING EAST)  
MOD. ARTERIAL (URBAN) HIGHWAY (WITH CLASS I MULTI-USE TRAIL)

NOT TO SCALE



### Legend

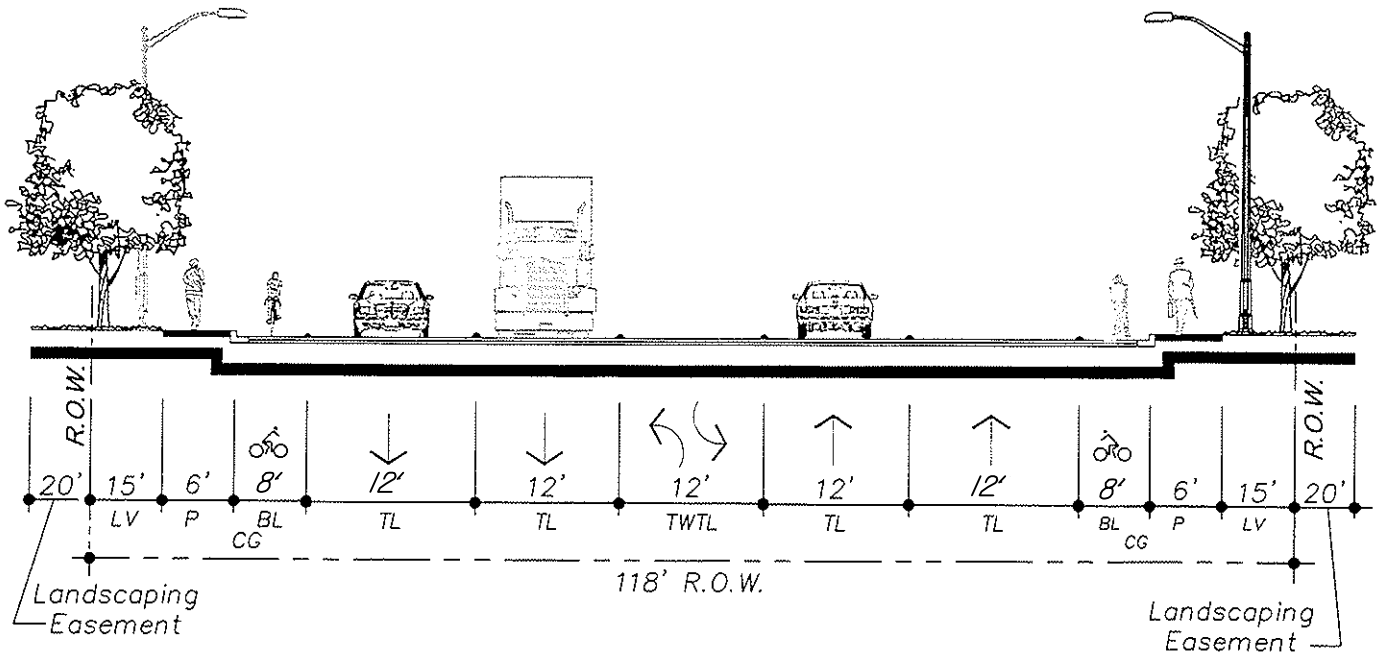
- TL = Travel Lane
- LV = Landscape Verge
- P = Pedestrian Way
- CG = Curb/Gutter
- BL = Class II Bike Lane
- TWTL = Two-Way Left Turn Lane

### Notes:

1. Combined thickness of base and surface to be determined by soil test.
2. Minimum paving thickness per Riverside County specifications.
3. Refer to Figure V-7 of the Specific Plan for the location of the Class II bike lanes.
4. Provide 9' landscaping easement on Krameria Avenue and Street Z.
5. For Krameria Avenue and Street Z, the parkway slope from the back of sidewalk will be 6:1.
6. For Barton Street, provide 30' landscaping easement on east side only.
7. Assessment district will maintain all landscaping in public right-of-way.

FIGURE V-5C

BARTON STREET (EAST HALF ONLY), STREET Z,  
KRAMERIA AVENUE, AND VILLAGE WEST DR (NORTH OR KRAMERIA AVE.)  
MOD. SECONDARY HIGHWAY (WITH TWO WAY LEFT TURN LANE AND CLASS II BIKE LANES)



### Legend

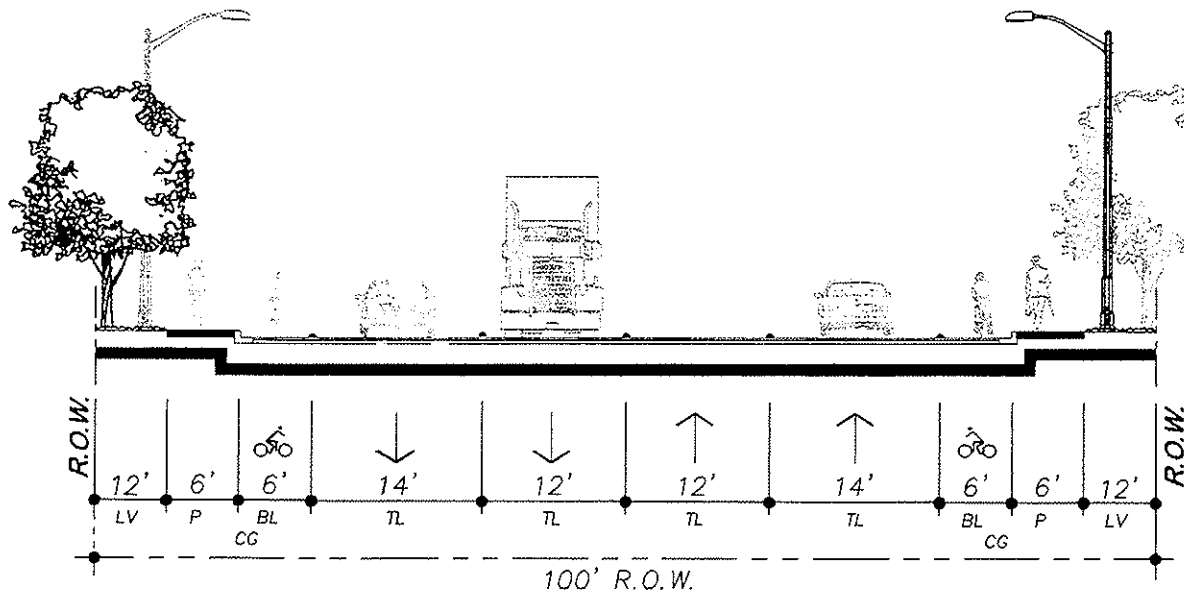
- TL = Travel Lane
- LV = Landscape Verge
- P = Pedestrian Way
- CG = Curb/Gutter
- BL = Class II Bike Lane
- TWTL = Two-Way Left Turn Lane

### Notes:

1. Combined thickness of base and surface to be determined by soil test.
2. Minimum paving thickness per Riverside County specifications.
3. Refer to Figure V-7 of the Specific Plan for the location of the Class II bike lanes.
4. Assessment district will maintain all landscaping in public right-of-way.
5. Build Out of Future Development Area will necessitate widening of Cactus Avenue to Arterial (Urban) Highway Standards (110' pavement/152' right-of-way).

FIGURE V-5C1

CACTUS AVENUE (STREET Z TO EASTERN EDGE OF SPECIFIC PLAN)  
MOD. SECONDARY HIGHWAY (WITH TWO WAY LEFT TURN LANE AND CLASS II BIKE LANES)



Legend

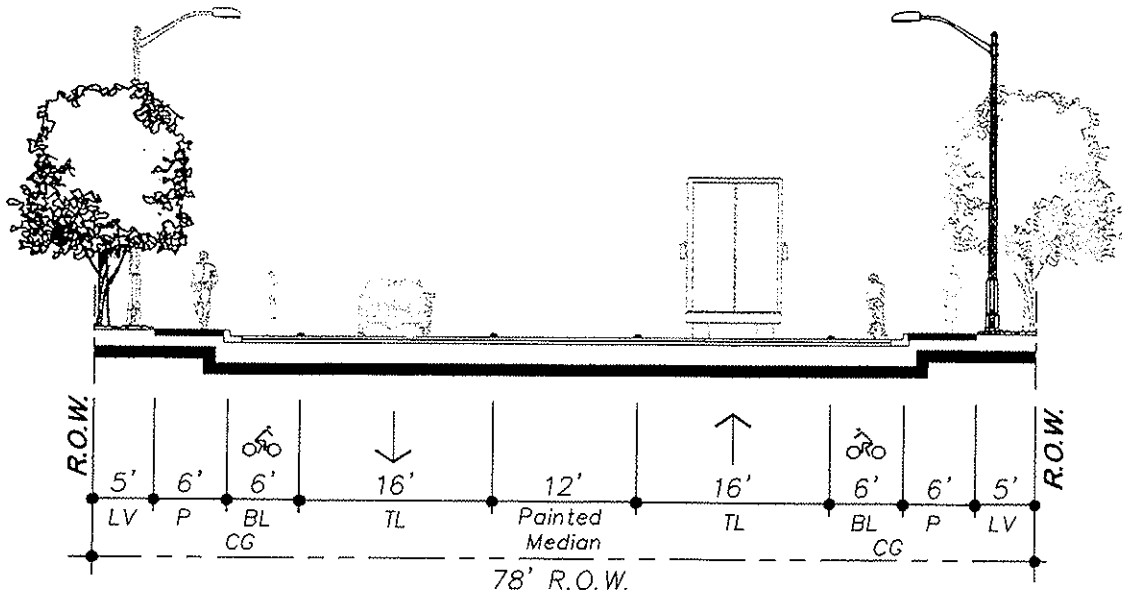
TL = Travel Lane  
 LV = Landscape Verge  
 P = Pedestrian Way  
 CG = Curb/Gutter  
 BL = Class II Bike Lane

Notes:

1. Combined thickness of base and surface to be determined by soil test.
2. Minimum paving thickness per Riverside County specifications.
3. Refer to Figure V-7 of the Specific Plan for the location of the Class II bike lanes.

FIGURE V-5D

COYOTE BUSH ROAD  
 SECONDARY HIGHWAY (WITH CLASS II BIKE LANE)



### Legend

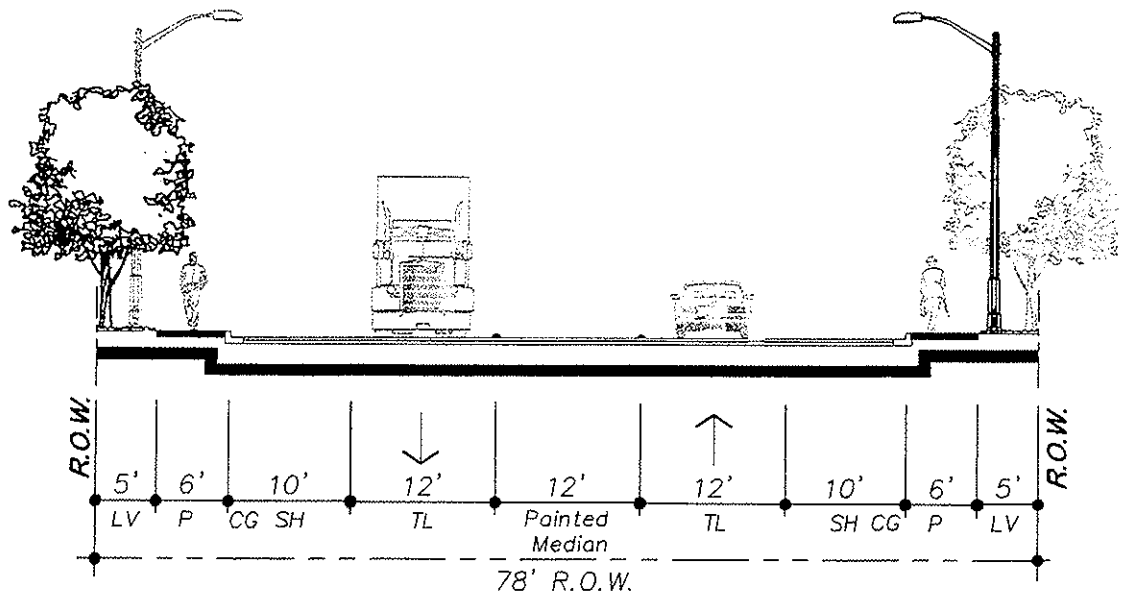
- TL = Travel Lane
- M = Median
- LV = Landscape Verge
- P = Pedestrian Way
- CG = Curb/Gutter
- BL = Class II Bike Lane

### Notes:

1. Combined thickness of base and surface to be determined by soil test.
2. Minimum paving thickness per Riverside County specifications.
3. All curb and gutter to be type "A-6" unless otherwise specified.
4. Refer to Figure V-7 of the Specific Plan for the location of Class II bike lanes.

FIGURE V-5E

STREET C, STREET E (EAST OF STREET Z), STREET F (EAST OF STREET Z), STREET K, STREET W, LURIN AVENUE, VILLAGE WEST DRIVE (SOUTH OF KRAMERIA AVE.) AND STREET Y INDUSTRIAL COLLECTOR STREET (WITH CLASS II BIKE LANE)



**Legend**

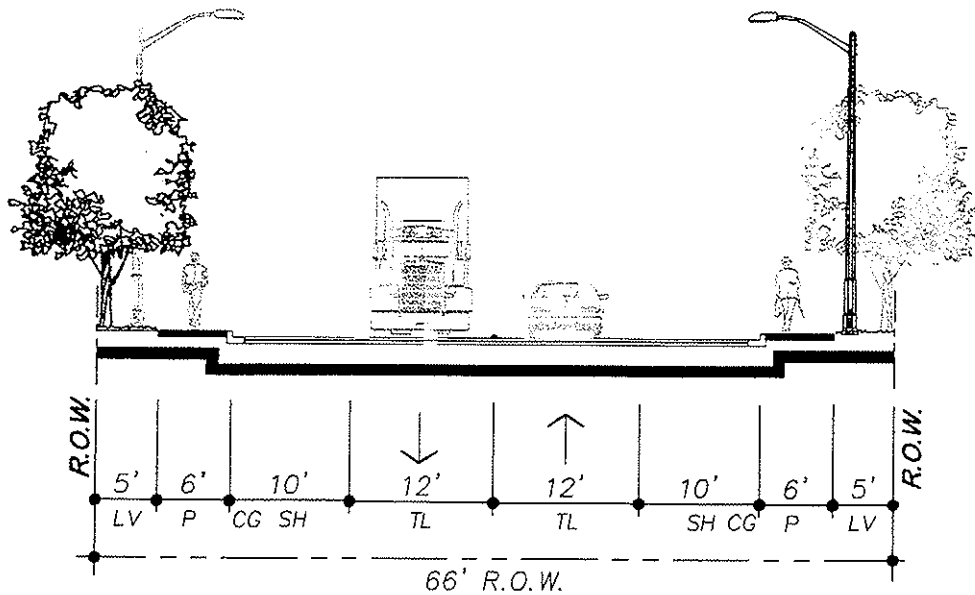
TL = Travel Lane  
M = Median  
LV = Landscape Verge  
P = Pedestrian Way  
CG = Curb/Gutter  
SH = Shoulder

**Notes:**

1. Combined thickness of base and surface to be determined by soil test.
2. Minimum paving thickness per Riverside County specifications.
3. All curb and gutter to be type "A-6" unless otherwise specified.
4. Refer to Figure V-7 of the Specific Plan for the location of Class II bike lanes.
5. Parking allowed on shoulders.

FIGURE V-5F  
STREET A, STREET D, STREET E (FROM STREET Z TO STREET D),  
STREET M, STREET P, AND STREET Q  
INDUSTRIAL COLLECTOR STREET (NO CLASS II BIKE LANE)





### Legend

- TL = Travel Lane
- LV = Landscape Verge
- P = Pedestrian Way
- CG = Curb/Gutter
- SH = Shoulder

### Notes:

1. Combined thickness of base and surface to be determined by soil test.
2. Minimum paving thickness per Riverside County specifications.
3. See Standard No. 212 for A.C. Dike Detail.
4. All curb and gutter to be type "A-6" unless otherwise specified.
5. This standard may also serve as a cul-de-sac in industrial or commercial use areas but shall not exceed 660 feet.

FIGURE V-5G

STREET E (NORTH OF STREET D), STREET F (WEST OF STREET Z),  
STREET G, STREET H, STREET R, STREET S, STREET T, AND STREET U  
INDUSTRIAL CUL-DE-SAC

#### 4. “Reverse Commute”

As discussed in Section III, The March Business Center Specific Plan will serve as a major employment center in a portion of the County that is characterized by primarily residential land uses. This will improve the balance of population and employment in the project vicinity, providing an opportunity for residents to work locally, rather than commute to Los Angeles or Orange Counties. Jobs/housing balance will provide a transportation capacity benefit, reducing the concentration of work trips in the peak hour/peak direction of travel.

The benefits of matching jobs and housing can be illustrated in the context of typical peak hour commuting patterns. For example, people living in Perris or other locations to the south of the project area may work in Orange County. In the morning peak some of these motorists may choose to exit I-215 at Van Buren Boulevard and proceed westbound on route SR-91. The March Business Center would “capture” some of the trips travelling along this path. This would provide the following benefits:

1. The magnitude of the future volume increase on Van Buren Boulevard west of the project, and at the Van Buren Boulevard/SR-91 interchange, would not be as high as compared to a no-project or residential type of development
2. The distance and duration of certain additional work trips will be substantially reduced,<sup>11</sup> providing fuel consumption and air quality benefits

The congestion, air quality, and fuel consumption benefits associated with the “capture” of trips along the route described above would also apply to other commuting patterns, both in the immediate project vicinity and the surrounding region.

#### 5. Transportation Demand Management

While the March Business Center will provide a regional transportation benefit, much of the traffic accessing the site will be concentrated in peak commuting hours. This can cause regional and local problems, such as peak hour traffic congestion, increased air pollution, and extended periods of time spent commuting. Transportation Demand Management (TDM) strategies will be implemented to shift trips outside the standard commuting hours and/or to non-“drive alone” modes of travel. This is accomplished through various employer-initiated measures, such as flexible working hours, encouragement of carpooling, and facilitating access for non-motorized (i.e., bicycling or walking) modes of travel. The following TDM measures are recommended:

1. The March JPA shall coordinate with the RCTC as the project Transportation Management Agency (TMA). The purpose of the TMA will be to:
  - Provide information on employee matching for carpools and van pools
  - Identify park and ride lot locations
  - Provide information on and encourage transit use

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<sup>11</sup> Transportation modeling done for the MEIR indicated the commuting trips out of Riverside County would be reduced by 32,000 vehicles per day with the implementation of the General Plan. Typical commuting distances would be reduced from 50 miles to 15 miles, reducing vehicle miles of travel by 350,000 per day (MEIR, page 3-69).

2. Each employer with more than 250 full-time employees shall submit a TDM plan to the JPA. The TDM plan shall address the following:
  - Designate a TDM coordinator
  - Provide a space (e.g., kiosk, bulletin board, etc.) for rideshare information
  - Provide preferential parking for carpools
  - Identify bus routes and bicycle facilities in the vicinity
  - Provide flexible working hours and/or a telecommuting program (to the extent feasible)
  - Bicycle storage facilities
  - Showers and locker rooms (optional)

## **C. Non-Automobile Circulation**

### **1. Transportation Center**

The existing General Plan Transportation Element identified a potential commuter rail/bus transfer facility near the I-215/Van Buren Boulevard interchange. This was actually constructed on Unit 2 Lot 4, whereas the construction was completed in December of 2015. The Transit Center, constructed by RCTC, has provided a commuter rail station and a transfer facility for express bus, local bus, and area shuttle service.

### **2. Local Transit Service**

As established in the March Business Center Design Guidelines, site design and building orientation will facilitate pedestrian access and transit service. Where appropriate, this Specific Plan requires the installation of bus improvements, such as bus turnouts, bus stops, and terminals as part of the conditions of development for land uses that have a large number of employees. This Specific Plan also requires dedication of appropriate transit routes, stations, and stops as part of new development.

### **3. Truck Traffic**

The industrial, business park, warehousing, and related uses typically generate a higher volume of truck traffic than other types of uses. The large size and acceleration/deceleration characteristics of trucks have a disproportionate impact on transportation capacity, as compared to passenger vehicles. In order to reduce the impacts of trucks on roadway and intersection capacity, trucks that are not on local delivery routes will be routed through the Specific Plan roadways in accordance with the circulation routes depicted on **Figure V-6**. Also, the project will cooperate with the City of Riverside to support measures to restrict the use of residential collector streets and secondary highways by trucks. All project through streets within the Specific Plan are classified as Industrial Collectors (or higher classifications) in order to accommodate trucks. Design of pavement sections will provide a structural depth sufficient for anticipated truck traffic. Key access intersections shall be designed to accommodate truck turns.

# MARCH BUSINESS CENTER - SPECIFIC PLAN AMENDMENT



## Legend:

- Truck Route
- Bike Route

## Notes:

1. Existing or planned off-site facilities will be constructed and maintained by others.
2. The class II bike lane on Cactus Avenue will transition to a class III facility as it approaches the eastern edge of the property.
3. Route applies to commercial vehicles having a gross weight in excess of five tons.
4. Physical counter-measures to prevent southbound to westbound truck movements at Meridian Pkwy. and Opportunity Way intersections with Van Buren Blvd.

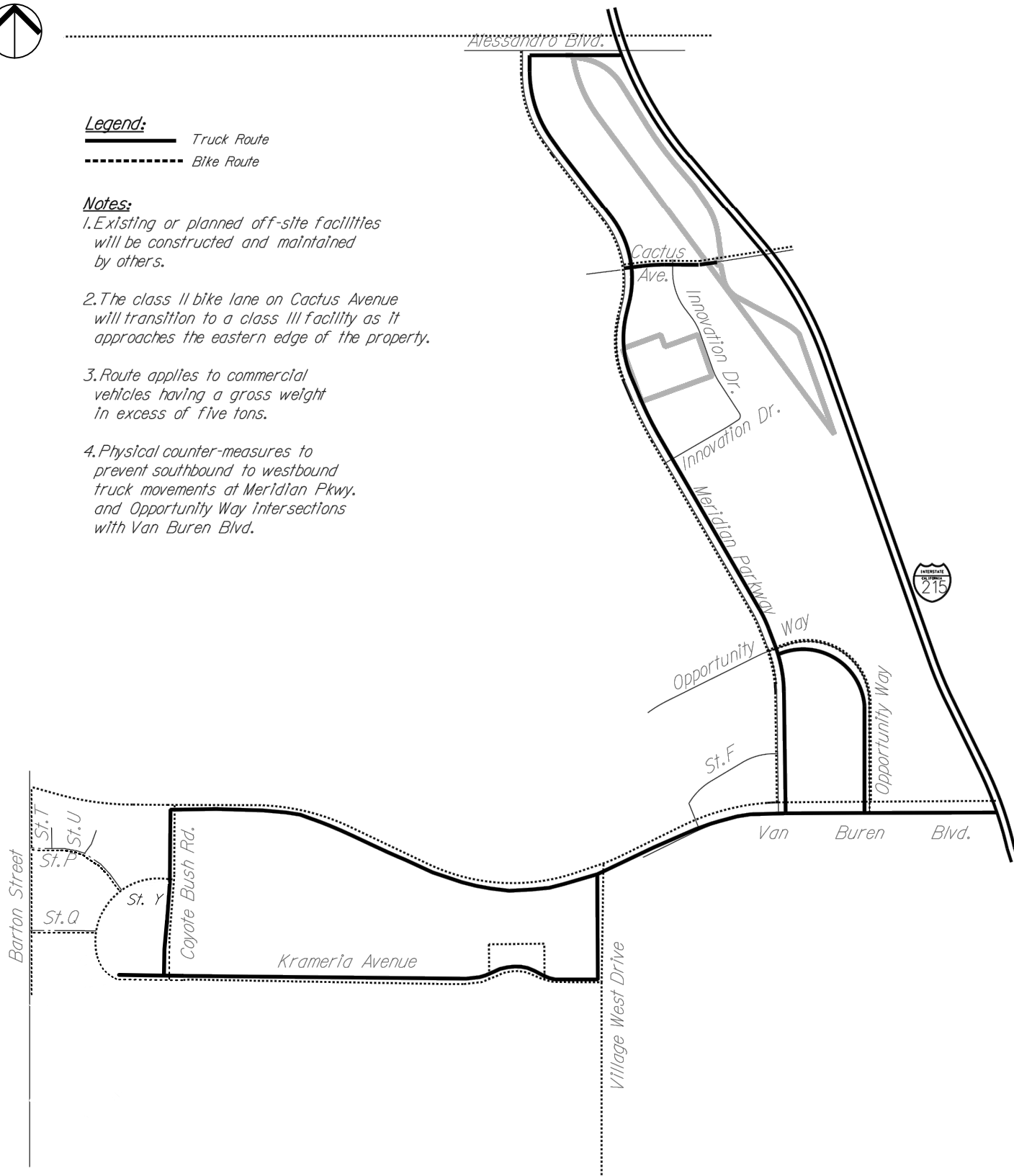


FIGURE V-6

#### 4. Bicycle/Pedestrian Access

Bicycle and pedestrian linkages will help implement the trip reduction strategies outlined in the Transportation Demand Management section. The proposed network will consist of Multi-Use Bicycle paths (i.e., Class I facilities physically separated from vehicular traffic), Bike Lanes (Class II facilities), which are striped lanes on the shoulders of roadways, and Bike Routes (Class III facilities), which are designated by signs and traverse the shoulder of the roadway. Class III routes are not striped. The linkages were identified based on the following criteria:

1. The network was defined based on likely routes between March Business Center and existing and future residential development in the project area.
2. The proposed routes will provide linkages to bicycle and pedestrian facilities identified by adjacent jurisdictions. According to the City of Moreno Valley's Bikeway Plan, Cactus Avenue will accommodate a Class I facility east of I-215. According to the City of Riverside's General Plan, Alessandro Boulevard accommodates a Class II facility.
3. Bicyclists and pedestrians on Van Buren Boulevard should be physically separated from vehicular traffic due to the high-speed design and heavy volumes anticipated on this roadway.
4. Class II facilities should be provided on internal streets to facilitate access to project land uses and the Transit Center

**Figure V-6** depicts the Class I, Class II, and Class III facilities on project streets and Van Buren Boulevard.

## **VI. INFRASTRUCTURE AND GRADING**

### **A. Existing Infrastructure Issues**

The March Business Center Specific Plan area, particularly the South Campus, consists primarily of vacant land, with minimal municipal utilities or services. Public facilities, services and infrastructure will be provided concurrently with the appropriate phase of project development. Figure I-3 on page I-4 of this Specific Plan shows the boundaries of each project development phase.

### **B. Sewer Service and Facilities**

Existing sewer service in the March Business Center Specific Plan area is provided to the DRMO facility and the abandoned Arnold Heights residential development. **Figure VI-1** shows sewer facilities in the project vicinity. Sewage is currently conveyed to an existing secondary treatment plant located west of I-215 and north of Nandina Avenue. The on-site sewer system has been transferred to the Western Municipal Water District (WMWD). The existing treatment plant has a capacity of 0.75 million gallons per day (mgd), of which 0.60 mgd is used by existing development. Substantial additional conveyance facilities and treatment capacity must be provided in order to accommodate the sewage to be generated by Specific Plan land uses.

WMWD is constructing a replacement tertiary reclamation plant that will expand and upgrade the treatment capacity of the existing plant to 1.0 mgd. Future expansions will increase the treatment capacity to 5.0 mgd. The costs associated with these expansions will be borne by future developments in the March Business Center and other areas served by the sewer system. WMWD will own and maintain all planned future sewer facilities, including lift stations.

### **C. Potable Water Service**

When March Air Force Base was an active duty military installation, it consumed 2.14 million gallons of water a day for both domestic and irrigation uses. Potable water delivered to the General Plan area is supplied by the WMWD via a 54-inch distribution main operated by Eastern Municipal Water District. (Note: WMWD has taken over the share of this pipe's capacity that was formerly controlled by MAFB.) A 20-inch pipeline transports water from Lake Mathews to the Lt. Gen. Archie Old Golf Course and to Riverside National Cemetery.

The March Business Center will substantially increase water demand as compared to previous uses. Because of the location and capacity of existing facilities, an entirely new system must be built to accommodate the project. **Figure VI-2** illustrates project water supply facilities. All potable water facilities, including water mains, zone transitions, pressure pumps and reducers, storage facilities, will be operated and maintained by WMWD.

# MARCH BUSINESS CENTER - SPECIFIC PLAN AMENDMENT

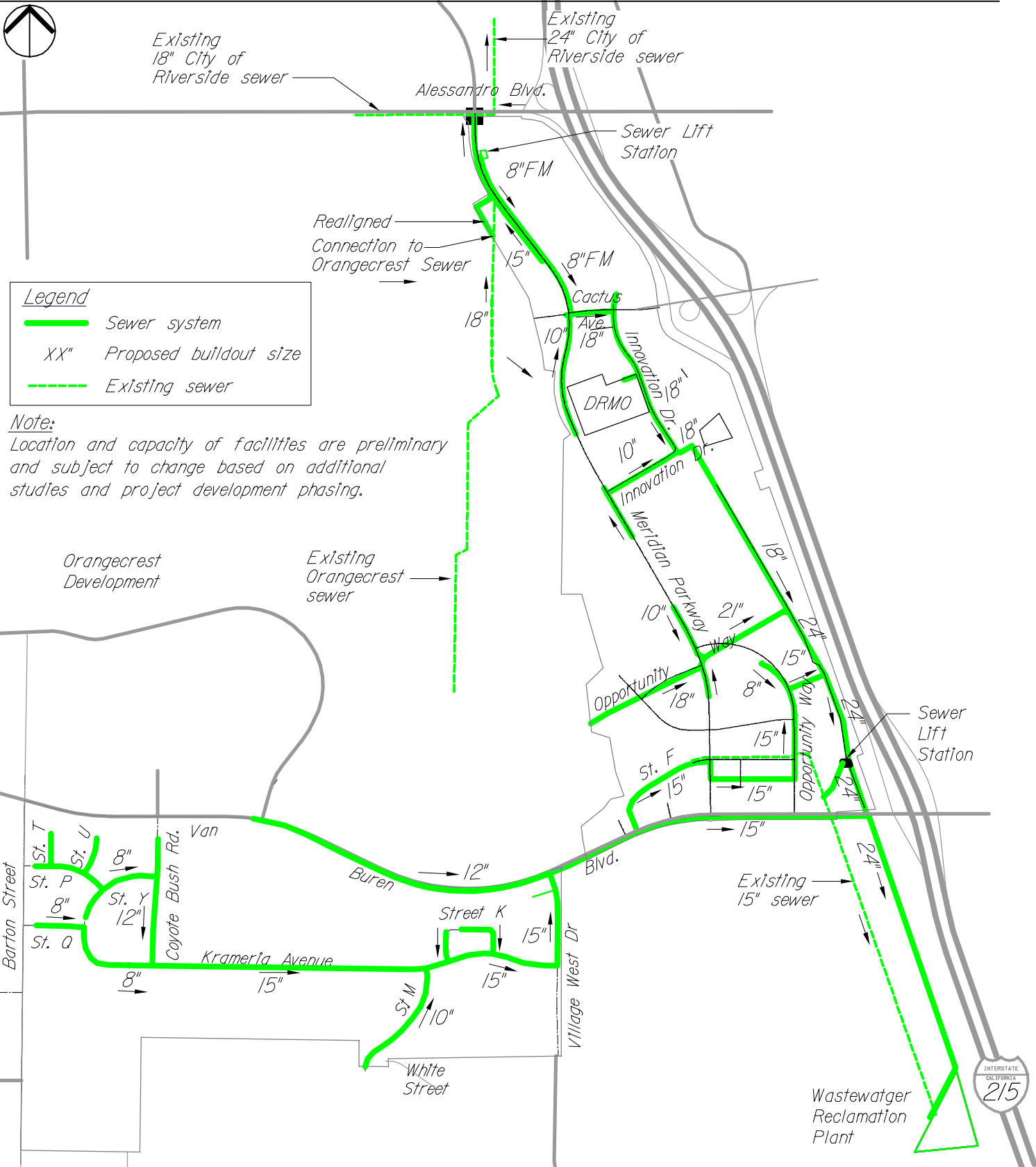


FIGURE VI-1

SEWER SYSTEM

# MARCH BUSINESS CENTER - SPECIFIC PLAN AMENDMENT



## Legend

- Water pipeline system
- Connection to Western Municipal Water District system
- Pressure Reducing Valve (PRV)
- - - Existing Water Line
- - - Proposed Pressure Zone Boundary
- 1900 Proposed Pressure Zone

## Note:

Location and capacity of facilities are preliminary, subject to change based on more detailed studies and project development phasing.

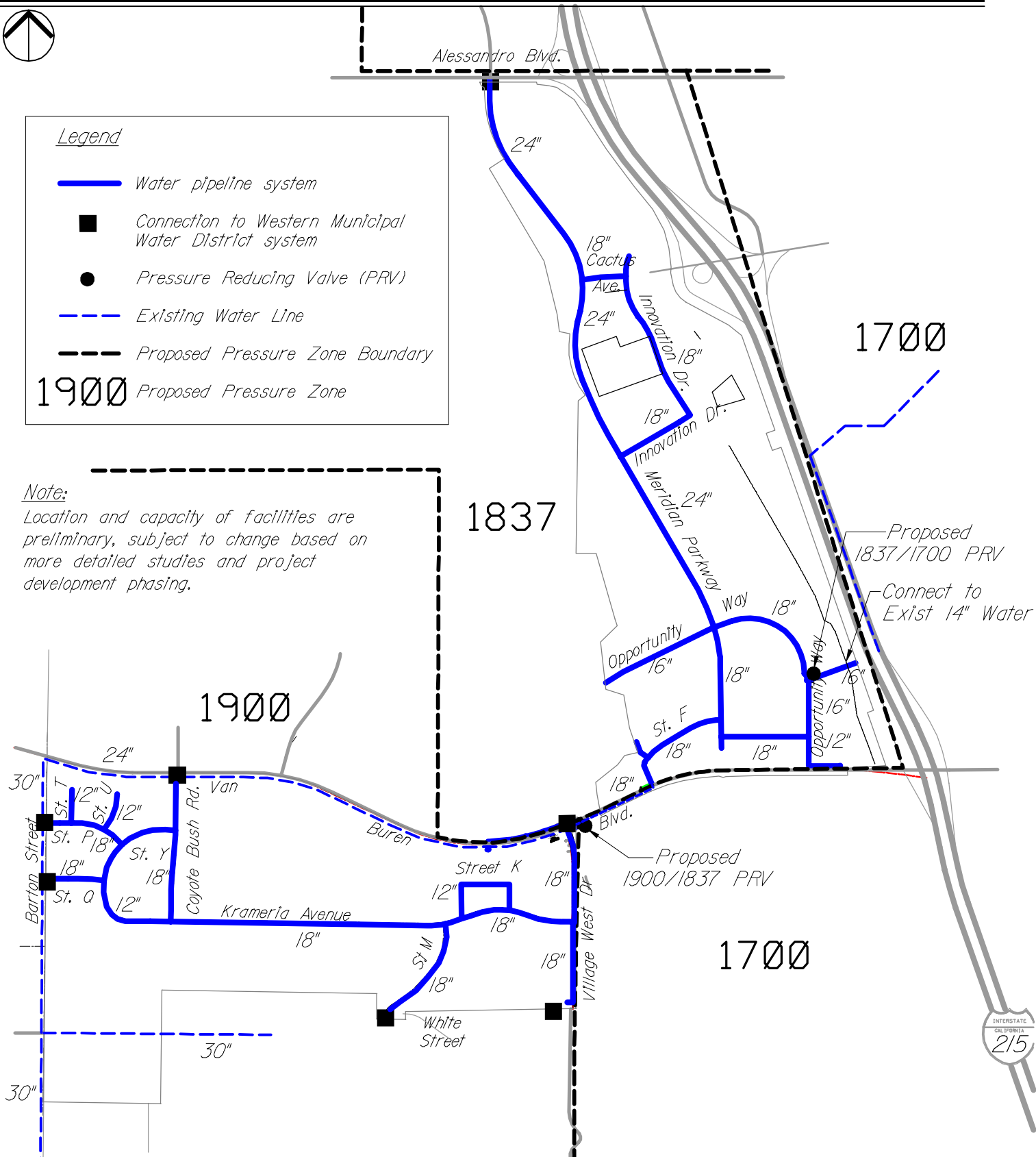


FIGURE VI-2

WATER SYSTEM



## **D. Reclaimed Water**

The March Business Center project will use reclaimed water for landscape irrigation throughout the project area. As the project develops, reclaimed water pipelines will be constructed within the rights-of-way of new roadways. Currently, no Title 22 reclaimed water is available to the project area. This may require that the reclaimed water system be temporarily connected to the potable system. The existing wastewater treatment plant along I-215 at Nandina Avenue provides secondary effluent through a 12-inch force main to a holding reservoir at the golf course (0.33 million gallons (mg)). This effluent is used to irrigate the cemetery and the golf course. The effluent does not meet state or federal treatment requirements for use as irrigation water, so it will not be used by the March Business Center project. The improvements to the existing treatment plant described above will provide a treatment capability that meets the requirements (i.e., Title 22) of the Regional Water Quality Control Board. The expanded plant will treat wastewater generated by the March Business Center project and supply it to the project's reclaimed water system. **Figure VI-3** illustrates the reclaimed water system. The proposed reclaimed water system will supply reclaimed water for all landscaped areas, streetscape, and for other open space areas that require irrigation. The reclaimed water distribution system, including pumps and storage facilities, will be maintained by WMMD.

## **E. Storm Water Management**

The existing watersheds that drain the March Business Center project flow into either the Santa Ana River Basin or the San Jacinto River Basin. Both the northern portion of Phase 1 (which flows to the north) and the western edge of Phase 3 (which flows to the west) drain into the Santa Ana River Basin. The remainder of the project flows to the south into the San Jacinto River Basin. Soil types within the Specific Plan area consist primarily of Monserate sandy loam and Fallbrook sandy loam. A Drainage Plan has been prepared to identify and size drainage facilities required to accommodate the runoff resulting from the additional impervious area created by project development. This Plan is a project-specific supplement to the *March Air Force Base Reuse Drainage Plan* prepared for the Riverside County Flood Control and Water Conservation District (RCFC & WCD) for the entire General Plan area.

**Figure VI-4** depicts proposed on-site drainage facilities. As shown in this figure, a detention basin will be provided in the eastern portion of the North Campus, north of Van Buren Boulevard. This area is designated as a Clear Zone (CZ) to accommodate aircraft operations at March ARB. Drainage facilities will intercept storm water runoff, reducing peak hour flows substantially below existing levels. The drainage system shall employ Best Management Practices for drainage, water quality, using basins, erosion control, and urban pollution removal prior to the discharge of runoff into natural watersheds or wetlands. Storm drain facilities shall be designed to the standards of the RCFC & WCD. Public storm drains 39" and larger will be maintained by the RCFC & WCD and private facilities shall be maintained by the property owner. The detention basins will be maintained by RCFC & WCD or an assessment district.

# MARCH BUSINESS CENTER - SPECIFIC PLAN AMENDMENT



Alessandro Blvd.

12"

8"  
Cactus  
Ave.

12"

8"

8"

8"

12"

8"

8"

12"

12"

12"

12"

12"

12"

12"

12"

12"

12"

12"

12"

## Legend

- Proposed MBC reclaimed water system
- Existing pipeline
- Future extensions
- Connection to WMWD non-potable system

## Note:

Location and capacity of facilities are preliminary, subject to change based on more detailed studies and project development phasing.

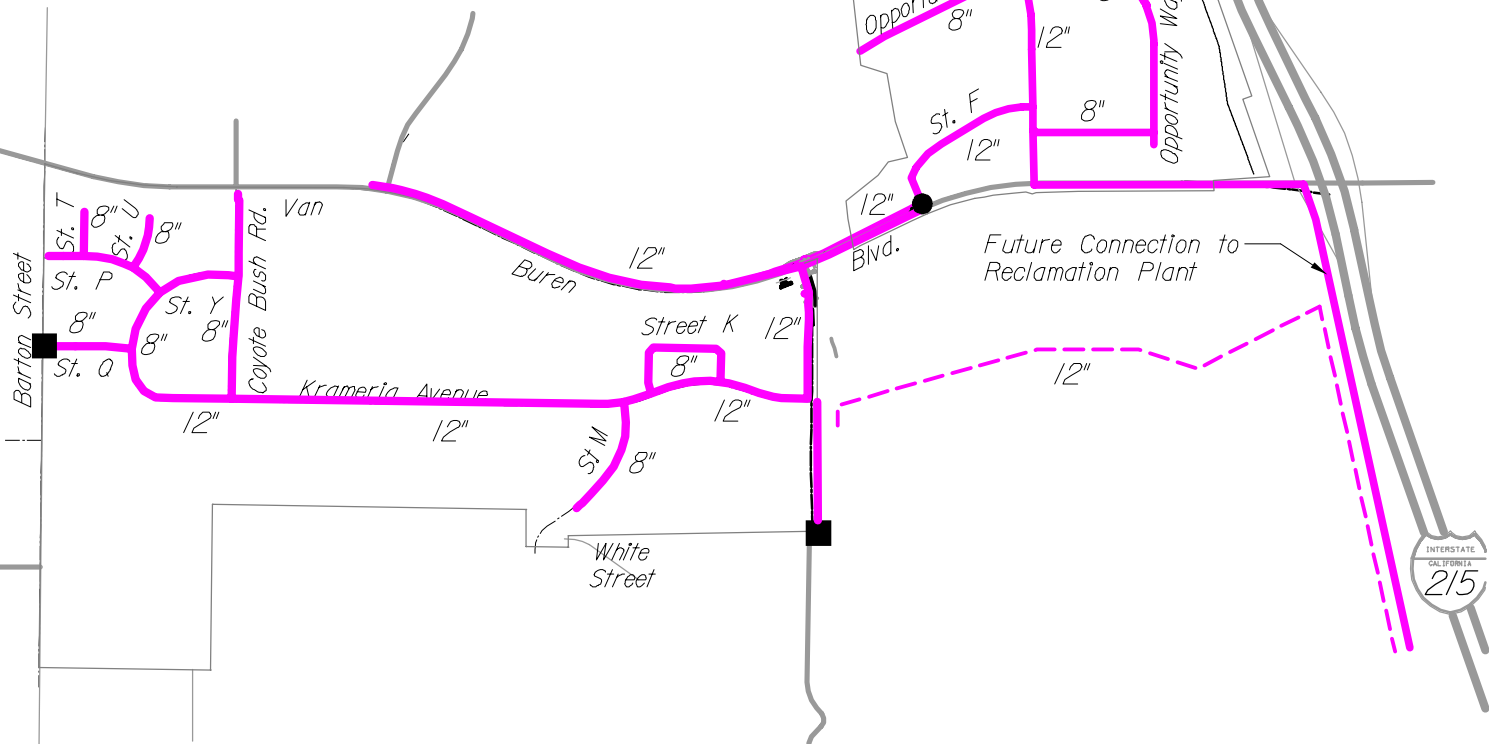


FIGURE VI-3

RECLAIMED WATER SYSTEM

# MARCH BUSINESS CENTER - SPECIFIC PLAN AMENDMENT



## Legend

- Storm Drain System
- Detention Basin
- - - - - Open Channel
- ↑
↓
 Drainage Divide

## Note:

Location and capacity of facilities are preliminary, subject to change based on more detailed studies and project development phasing.

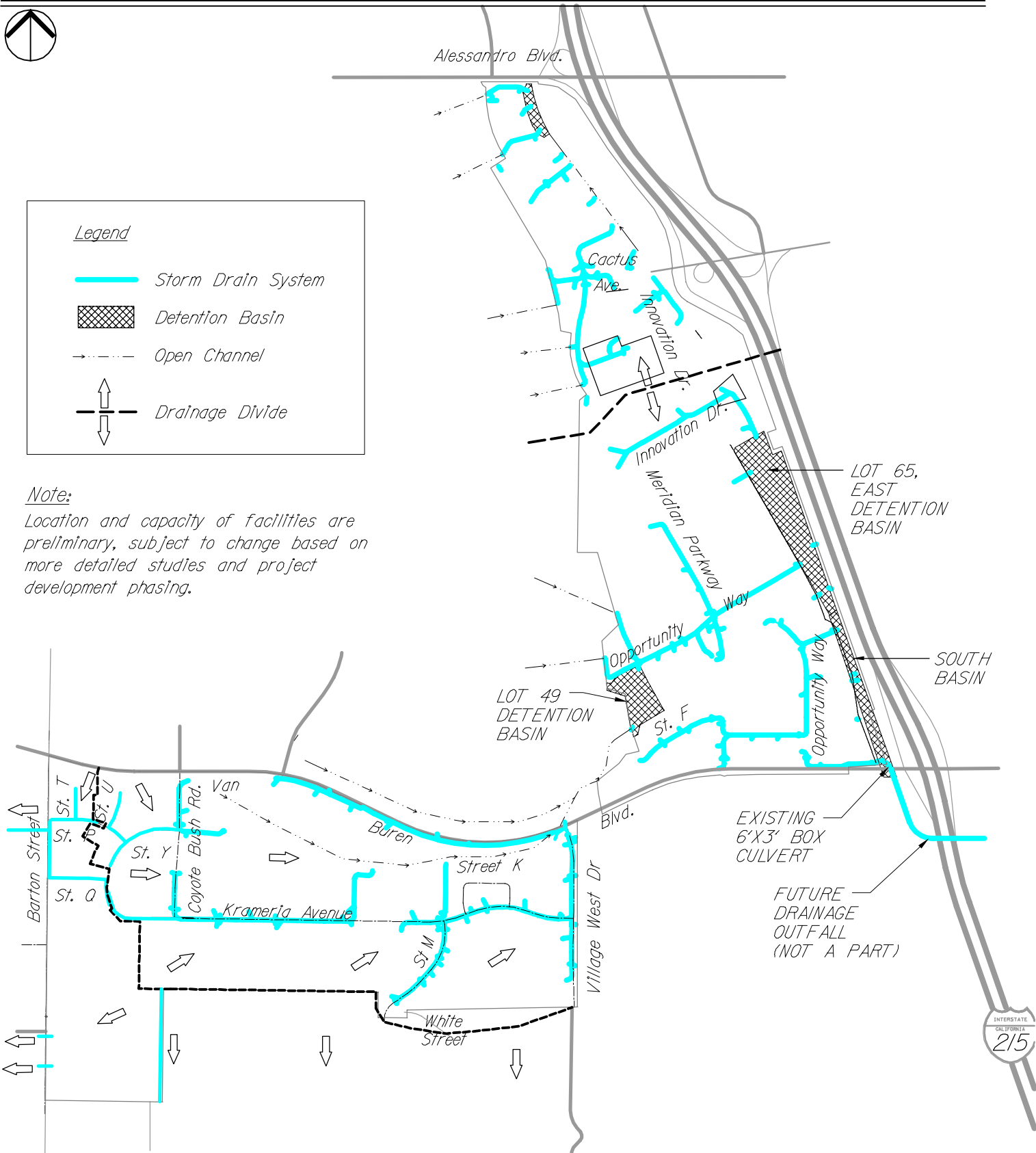


FIGURE VI-4

## STORM DRAIN SYSTEM

## **F. Gas and Electrical Services**

The March Business Center planning area will have its own electrical distribution system. A “Municipal Utilities District” has been formed to provide electrical power to the site. This District’s members include the Cities of Riverside, Moreno Valley and Perris. (Riverside County is prohibited by state law from participating). This district is working to procure electric power directly from the City of Riverside, which has distribution facilities adjacent to March Business Center. Southern California Gas Company provides natural gas. A 10-inch transmission main located west of I-215 traverses the planning area, and the Master Developer will install distribution from this line to individual building lots at the time that other land improvements and utilities are constructed.

## **G. Solid Waste**

When MAFB was an active duty military base, it generated 13.1 tons per day of solid waste. When fully built out, the entire General Plan will generate about 49.1 tons per day. Solid waste in western Riverside County is disposed of at the El Sobrante, Lambs Canyon, and Badlands landfills. In order to reduce the amount of material generated by the Specific Plan, the March Business Center will comply with the requirements of the County of Riverside’s Source Reduction and Recycling Element (SRRE).

## **H. Grading**

A conceptual grading design will be required for each Tentative Map application consistent with the Development Code. Grading designs will implement the goals and policies of the March JPA General Plan.

### **Grading Plan Development Standards**

- All grading activities shall be in substantial conformance with the approved tentative map or development permit and shall implement any grading-related mitigation measures outlined in the accompanying EIR for the March Business Center.
- Prior to any development within any area of the Specific Plan, an overall grading plan for the portion in process shall be submitted for approval by the JPA. The grading plan for each area shall be used as a guideline for subsequent grading plans for individual stages of development.
- All streets shall have a gradient not exceeding use minimums and maximums established by the County of Riverside or as approved by the March JPA
- A precise grading plan shall be prepared prior to any on-site grading for individual projects.
- The project developer/applicant shall be responsible for installation and maintenance of all planting and irrigation systems on manufactured slopes until those responsibilities are assumed by the Landscape Maintenance District or other parties.
- To the extent that it is feasible, the overall shape, height, and gradient of any cut and fill slope shall be designed to be consistent with the existing natural contours and scale of the natural terrain.
- Potential brow ditches, terrace drains, or other minor swales, determined necessary at future stages of project review, shall be concealed, as feasible and possible, with landscape plantings, earth berms, and similar features.

- Graded but undeveloped pads shall be maintained weed-free, appropriate erosion control measures within ninety (90) days of completion of grading, unless building permits are obtained from the JPA. Appropriate desiltation basins are required for graded areas.
- Cut and fill slopes shall be constructed at inclinations of no steeper than two horizontal feet to one vertical foot, unless otherwise approved by the March JPA. Variable slope ratios will be used to avoid abrupt changes from the pads to the slopes.
- All newly created slopes exceeding 10 feet in vertical height shall be landscaped with a permanent irrigation system approved by the JPA prior to final acceptance. Landscaping shall be consistent with the Landscape Concept Plan and the March Business Center Design Guidelines.
- Grading shall not be permitted to commence prior to approval of grading permits for any proposed development. Mass grading will only occur for those areas undergoing development, or for those areas specifically identified as borrow or disposal sites.
- Grading operations within the confines of the Specific Plan Area shall conform to all applicable March JPA Development Code standards.
- Project grading design shall make reasonable efforts to balance cut and fill on site to avoid the need for excessive importing or exporting of soil.

Manufactured slopes greater than 10 feet in vertical height, together with landscaping and irrigation systems, will be maintained by a maintenance assessment district or owner's association. These slope areas will be entirely within a separate lot or easement. Irrigation systems maintained by the assessment district or owner's association will be separate from private systems. All slopes less than 10 feet in vertical height will be maintained by each project consistent with the March JPA Development Code.

## VII. IMPLEMENTATION

The procedures for filing applications for permits, variances, appeals, amendments, and approvals shall be in accordance with the Development Code unless otherwise defined in this Specific Plan.

### **A. Phasing Plan**

The project will be constructed in planning phases, as illustrated in Figure I-3 on page I-4 of this Specific Plan. As shown in this figure, the first development phase encompasses the North Campus area between Alessandro Boulevard and the to-be-demolished military family housing development, known as Arnold Heights. Phase 2 includes the area occupied by the to-be-demolished Arnold Heights development. Phase 3 includes the South Campus. Each planning area may be implemented in smaller “sub-phases,” with one or more Final Maps.

### **B. Financing Strategies**

#### (a) Financing of Public Facilities

##### (1) Purpose and Intent

The public health, safety, and welfare require that employees in newly developing areas be adequately served with access, parks, open space, fire and police protection, and other public facilities concurrent with the need.

##### (2) Financial Responsibility

All necessary public facilities shall be assured by the project developer, either directly or by other means such as a charge against the area within the Specific Plan that benefits from the public facility.

##### (3) Financial Programs for Municipal Facilities

The Municipal Facilities required for the March Business Center may be financed through any of these programs, either individually or in combination:

##### (A) Facilities Benefit Assessment or Development Impact Fee.

- (i) For facilities that already exist outside of the March Business Center Specific Plan, but which require additions or expansions to existing facilities to meet the requirements of the Specific Plan: i.e., police and public works facilities.

- (ii) For new facilities necessitated by the March Business Center: i.e., fire station and transportation facilities.
- (iii) For facilities which extend beyond the limit of March Business Center, whose service area is also greater than the March Business Center and the need for which is not solely created by the March Business Center Specific Plan: costs for improvements so constructed may be partially offset by reimbursements from development in those service areas greater than the March Business Center.
- (iv) For facilities within or without the community which are intended for the use of residents such as: street scene improvements (landscaping of the medians and right-of-way along major streets), traffic signals at the intersection of major streets, and other transportation facilities.

(B) Improvement District

An Improvement District under the provisions of State Law or local procedural ordinance may be created to create assessments against the land to generate funds to finance facilities which are related to each individual planned district area by amount of benefit received. The facilities to be provided by this improvement district may include, but not be limited to; major perimeter streets; transit improvements, both municipal and other public utilities and drainage facilities contained therein. The boundary of each improvement district will be the centerline of the bordering perimeter streets, or other applicable limit, of each individual development plan area within the March Business Center as the JPA shall determine.

(C) On-Site Municipal Improvements

The on-site municipal facilities, those within the individual project and not provided by (i) or (ii) above, such as streets, storm drains, and sewer, water, gas, power, and telephone utilities, will be provided by the subdivider under the conventional bonded subdivision agreement.

(D) Off-Site Municipal Improvements

The off-site municipal improvements are those outside of an individual development plan area at the time of its development and not provided under the conventional subdivision process for off-site improvements. The off-site improvements so constructed may be subject to a reimbursement agreement between the persons who constructed the improvements and the March JPA. Reimbursement pursuant to that agreement will be generated by the subdivider(s) of the subsequent development plan areas, where adjacent, and will be paid to the appropriate subdivider(s) as and when such funds are generated within the subareas covered by the reimbursement agreement.

- (E) Any other programs approved by the March JPA Board.
- (F) Implementation

No final subdivision map for the development of the property shall be approved by the March JPA Executive Director unless and until the following have been accomplished or are in formation:

- (i) A Capital Improvement Program (CIP) for all public facilities needed to support the project, as required by the March JPA, has been adopted. The CIP may be adopted in phases.
- (ii) There has been established either a Facilities Benefit Assessment or a Development Impact Fee applicable to the property covered by the development plan, or a greater area, and the March JPA has by resolution, set the amount of such Facilities Benefit Assessment or Development Impact Fee. Streets, storm drains, and sewer, water, gas, power, and telephone utilities, will be provided by the subdivider under the conventional bonded subdivision agreement.

(b) Tax Increment Financing

In January 1996, the March JPA established the March Joint Powers Redevelopment Agency. In June 1996, the March Joint Powers Redevelopment Agency prepared a Redevelopment Plan, which established a process and framework for implementation of the redevelopment of the former MAFB. With the adoption of the Redevelopment Plan, the Redevelopment Agency was authorized to finance Redevelopment using various sources. The most important source from a redevelopment perspective is tax increment financing.

Tax increment financing is a redevelopment tool authorized by State statute and used by cities and development authorities, such as the March Joint Powers Redevelopment Agency, to finance certain public redevelopment costs. Projects financed with tax increment financing must serve a public purpose such as redeveloping blighted areas, constructing low- and moderate-income housing, providing employment opportunities and improving the tax base. When a tax increment financing district is established, the tax capacity of the properties located within the district are "frozen." For the district's duration, which varies depending on the type of district, the property taxes resulting from any increase in the tax capacity above the frozen level are available to the Redevelopment Agency to finance public project costs. This financing approach will be a valuable tool for financing public facilities that will serve the March Business Center. Because the properties comprising the Specific Plan have not as yet been subjected to taxation, the tax capacity will be frozen at zero.

After pass-through of property tax receipts that are required to provide adequate levels of police and fire protection and reserves for the maintenance of public roadways, a significant amount of funds will be allocated back to the March Redevelopment Agency. The Agency will be in position to use this ever-increasing annual influx of funding to issue bonds that would provide the funding to build any number of designated projects within the Redevelopment area. These types of bonds (tax-increment secured) are of minimal risk to both the issues and holders as the annual payment of property taxes by owners/users is the



source of bond debt service. Given that properties within the March Redevelopment Area have never previously been on tax rolls, a relatively high percentage of collected taxes will go directly to the Agency.

(c) Grants

The March JPA will apply for any number of federal, state and/or local grants that are available to it. The project area qualifies in many categories to be eligible for grants such as those administered by the federal Economic Development Administration (EDA), the state Infrastructure Bank, California State Transportation Improvement Program (STIP), Community Development Block Grants (CDBG) and many others. The March JPA has retained the services of firms specializing in securing grants.

### **C. Project Review and Processing**

1. March JPA staff and their consultants shall endeavor to review all development applications in an expeditious manner.
2. All proposals for new development shall proceed toward approval through the following process:
  - A. ***Pre-application:*** A pre-application meeting shall be scheduled with March JPA staff to assure that the use is permitted and that the development requirements are accurately conveyed to the applicant. The applicant shall provide a conceptual site plan at the time of the pre-application meeting.
  - B. ***March Business Center Implementation Committee:*** Prior to submittal of the project construction plans, the project developer shall prepare a detailed site plan, conceptual landscape plan, and colored building elevations for the review and approval of the March Business Center Implementation Committee. The Committee shall review new development applications for consistency with the March Business Center Design Guidelines. Any project denial may be appealed to the March JPA Commission.
  - C. ***Construction Plan Submittal:*** Upon approval of the project by the March Business Center Implementation Committee, the project developer shall submit completed construction plans, including a detailed site plan, landscape plan, irrigation plans, grading plans, foundation plans, building elevations, fire suppression plans, electrical plans, plumbing plans, structural plans, civil plans, and other plans, as required by the March JPA.

### **D. Roles of the JPA Staff and March Business Center Implementation Committee**

(a) General Provisions

- (1) The March JPA Planning Manager shall administer the March Business Center Specific Plan. The March JPA Planning Manager shall ensure compliance with the regulations and procedures of this section. The March Business Center Specific Plan as presently adopted or as amended from time to time, shall be used in reviewing any development permit applied for under these regulations. Building permits shall be required as identified in the Uniform Building Code.
- (2) Where not otherwise specified in this Specific Plan, the provisions of the March JPA Development Code apply.

Where there is a conflict between the Development Code and this Specific Plan, this Specific Plan applies.

- (3) The following projects may be approved or denied by the March JPA Planning Manager:
    - (A) The proposed use is consistent with the land use designation and text of the March JPA General Plan.
    - (B) The proposal is in compliance with the March Business Center Specific Plan, particularly with respect to the financing of public facilities, permitted uses, and property development regulations.
    - (C) The project does not require any action that requires approval by the March Joint Powers Commission or March Business Center Implementation Committee.
  - (4) All other projects shall be approved or denied by the March JPA Planning Commission or the March Joint Powers Commission in accordance with the Specific Plan or Development Code:
- (b) March Business Center Implementation Committee
- (1) March Business Center Implementation Committee
    - (A) It is hereby created a March Business Center Implementation Committee (“the Committee”) which shall be composed of three members. The members shall consist of three at-large members appointed by the March JPA Commission. One of the three at-large members shall serve as the Committee Chair.
    - (B) The at large member shall be specifically qualified by reason of interest, training or experience in land development, landscape, architecture, planning, urban design or other relevant business or profession upon the property values, and development of surrounding areas.
    - (C) The Committee may adopt rules of procedure to supplement those contained within this Specific Plan. Two voting members shall constitute a quorum for the transaction of business and a majority vote; and not less than two affirmative votes shall be necessary to make any Committee decision.
    - (D) The March JPA Planning Manager or his designated representative shall serve as Secretary of the Committee and maintain records of all official actions of the Committee.
    - (E) All Commission Members of the March JPA shall endeavor to cooperate with the Committee and render reasonable assistance to it.
    - (F) The Committee shall render a report annually on March 31, or on request, to the March JPA Executive Director.
  - (2) Powers and Duties

It shall be the duty of the Committee to review Development Review Applications and comment on development plans, the Capital Improvement Plan implementation and on major public improvements. The Committee shall approve or deny the design of the site plan, landscape plan and building elevations. Appeals of committee denials shall be

placed on the next available March JPA Commission agenda for final determination. The Committee shall submit its recommendations or comments on other items to the March JPA Executive Director. The Committee shall also recommend to the March JPA Executive Director any changes to the regulations, provided such changes are necessary for the proper execution of the adopted plan. The Committee may also consider items of broader scope that may affect the March Business Center Specific Plan and, when appropriate, offer its recommendations on these matters to the March JPA Executive Director.

## **E. Maintenance**

The March JPA will create a landscape maintenance district to accommodate the maintenance of portions of the open space and landscaped areas within the March Business Center. The district would be formed per the Landscape and Lighting Act of 1972 which allows for properties to be assessed via property tax billing for allocated maintenance items. The Master Developer, with assistance from the March JPA staff, will be responsible for the formation and initial funding of the district, which will be approved and adopted by resolution by Riverside County. The district will be used exclusively for the ongoing maintenance of the improvements described below. The district will not be for the capital expenditures and/or construction of the improvements. The improvements will be constructed by the Master Developer or future developers as outlined in a particular subdivision's conditions of approval or otherwise mandated by approving jurisdiction(s). Subdivision conditions of approval will require that all projects within the Specific Plan will be subject to the district, as well as all subsequent subdivisions/phases of the March Business Center.

The district's maintenance responsibilities and budgeted items will include, but not be limited to, the following:

- Street lighting electricity, maintenance and replacement;
- Landscape maintenance of the parkways, medians within all public streets, and landscape easements shall be maintained by the landscape and lighting district.
- Irrigation water for the above;
- Tree trimming and/or color replacement;
- Maintenance of drainage structures not maintained by RCFCDD or Riverside County;
- Project entry monumentation, maintenance and repairs;
- Any insurance requirements;
- Slope maintenance (over 10 feet);
- Graffiti control;
- Traffic signal maintenance;
- District management fee.

The district's engineer will prepare the annual budget for the district as well as determine budget amounts for new properties entering the district. All other terms of the district will follow those dictated by the Act, including the methodology of interfacing with the Riverside County Tax Collector/auditor and other agencies involved in the collection and disbursement of the assessments.

The maintenance of major regional infrastructure components will be as follows:

- Water, sewer, reclaimed water: Western Municipal Water District
- Drainage facilities: Riverside County Flood Control & Water Conservation District

- Public Streets: County of Riverside

Other facilities will be maintained as described in the table below.

**Table VII-1** summarizes the funding source for the initial capital expenditure and the responsibility for ongoing operations and maintenance for services and infrastructure to be provided for the March Business Center.

TABLE VII-1 INFRASTRUCTURE/SERVICE FUNDING RESPONSIBILITY		
SERVICE /INFRASTRUCTURE	CAPITAL EXPENSE <sup>12</sup>	OPERATIONS AND MAINTENANCE
Street Lighting	Master Developer	Landscape and Lighting Maintenance District
Fire Protection	Impact Fee collected in permitting	Property tax
Reclaimed Water Delivery System	Master Developer	<u>Distribution system</u> : Western Municipal Water District <u>Irrigation system</u> : Landscape and Lighting Maintenance District
Police	Impact Fee collected in permitting	Contract with County Sheriff by JPA
Storm Drains	Master Developer	<u>Public lines</u> : Riverside County Flood Control District (36"+); Riverside County – Public Lines ≤ 36" <u>Private line</u> : Landscape and Lighting District or Owners of Individual Lots
Detention Basins	Master Developer	<u>Large basin near I-215/Van Buren</u> : Riverside County Flood Control District <u>Other Basins</u> : Landscape and Lighting Maintenance District
Traffic Signals/Streets, sidewalk, curb and gutter	Master Developer	March JPA/County <sup>13</sup>
Bus Stops	Master Developer	RTA
Bus Shelters	Riverside Transit Authority	RTA
Landscaping	Master Developer	<u>Public R/W “letter lots” and landscaping easements</u> : Landscape and Lighting Maintenance District <u>Other Landscaping</u> : Owner of Individual Lots

## **F. Specific Plan Amendments**

Specific Plan amendments will be subject to the Major Project Development Review Process, as identified in the March JPA Development Code.

<sup>12</sup> Capital commitments as noted due not preclude funding from other sources, such as Transportation Impact Fees, grants, or state and federal transportation funding programs.

<sup>13</sup> Transportation facilities will be conveyed to Riverside County. The County will be responsible for O&M after they have accepted the transportation facilities.

## VIII. Consistency with the General Plan

### **A. Overview**

The March Business Center Specific Plan is based upon the goals and policies set forth in the March JPA General Plan. This section addresses the conformance of the March Business Center Specific Plan to the General Plan on a general or conceptual basis.

### **B. General Plan Elements**

#### **1. Land Use**

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

**Consistency:** Development of March Business Center will occur in a logical pattern of growth, compatible with adjacent land uses and regional plans. The project will provide a large employment center in a portion of the County that is largely residential. This will improve the balance of population and employment in the project vicinity, providing an opportunity for residents to work locally, rather than commute to surrounding areas throughout the region.

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

**Consistency:** The land use summary in Table III-1 provides a mixture of compatible land uses that may be developed in the Specific Plan area. Incompatible or competing land uses will not be allowed in the Specific Plan area.

**Goal:** *Manage growth and development to avoid adverse environmental and fiscal effects.*

**Consistency:** Development of the project will be phased to the assurance of required infrastructure and services. The Specific Plan accommodates a number of financing strategies to fund public improvements.

**Goal:** *Develop an identity and foster quality development within the Planning Area.*

**Consistency:** The March Business Center Design Guidelines establishes architectural, signage, parking, and landscaping standards that will achieve the goals of both project identity and quality development.

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

**Consistency:** The proposed land uses will be a major employment center. As such, it will provide a substantial enhancement to the tax base.

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

**Consistency:** The project is designed to incorporate appropriate uses within the development-limited areas as defined in the Air Installation Compatible Use Zone (AICUZ) Study done in 1998.

**Goal:** *Maximize the development potential as a regional transportation facility to support passenger service.*

**Consistency:** The March Business Center will accommodate a transportation center for inter-city passenger rail service.

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

**Consistency:** The project proposes the establishment of open space along the riparian corridor within the South Campus.

**Goal:** *Preserve the integrity of the historic and cultural resources of the Planning Area and provide for their enhancement.*

**Consistency:** The project area does not impact significant historic or cultural resources.

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

**Consistency:** This Specific Plan identifies a number of financing strategies, including tax increment financing, to pay for needed public facilities.

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

**Consistency:** All public facility connections are located adjacent to the site, and adequate capacity has been deemed available by the responsive agencies. Service facility letters were obtained from these agencies and their comments/recommendation have been incorporated into the project accordingly.

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

**Consistency:** Development of the project will be phased to the assurance of required infrastructure and services. This Specific Plan identifies a number of financing strategies, including tax increment financing, to pay for needed public facilities.

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

**Consistency:** As described in Section VI, the water supply system will have sufficient capacity to accommodate projected normal and emergency needs.

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

**Consistency:** As described in Section VI, the March Business Center will provide the necessary conveyance and treatment facilities to achieve this goal.

**Goal:** *In compliance with state law, ensure solid waste collection, siting and construction of transfer and/or disposal facilities, operation of waste reduction and recycling programs, and household hazardous waste disposal programs and education are consistent with the County Solid Waste Management Plan.*

**Consistency:** the March Business Center will comply with the requirements of the County of Riverside's Source Reduction and Recycling Element (SRRE).

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

**Consistency:** All public facility connections are located adjacent to the site, and adequate capacity has been deemed available by the responsive agencies. Service facility letters were obtained from these agencies and their comments/recommendation have been incorporated into the project accordingly.

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

**Consistency:** As discussed in Section VI, the Specific Plan will provide drainage facilities to achieve this goal.

## **2. Transportation**

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

**Consistency:** Where feasible, existing transportation facilities, such as the Burlington Northern Santa Fe (BNSF) rail line, are incorporated into the Specific Plan transportation network.

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

**Consistency:** The March Business Center will accommodate a transportation center, local transit service, bicycle lanes, and pedestrian facilities. A Transportation Demand Management (TDM) plan will be implemented to limit peak hour traffic impacts.

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

**Consistency:** The March Business Center will construct an internal street network and provide transportation capacity improvements to existing facilities off-site based on future demand. Transportation improvements will be constructed in phases based on March Business Center development and projected background traffic growth.

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

**Consistency:** Project internal streets are sized to accommodate projected future traffic in an efficient manner.

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

**Consistency:** Site plans for individual buildings shall be reviewed to ensure that pedestrian, bicycle and transit access is facilitated. A bicycle and pedestrian circulation network is provided.

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

**Consistency:** Project internal roadways will be designed in accordance with the “County Road Improvement Standards and Specifications,” published by the County of Riverside, and take into account additional landscaping requirements established in the Riverside County Integrated Plan. County standards limit intersection intervals on arterial roadways.

**Goal:** *Facilitate and develop transportation demand management and transportation systems management programs, and use of alternate transportation modes.*

**Consistency:** Transportation Demand Management (TDM) strategies will be implemented to shift trips outside the standard commuting hours and/or to non-“drive alone” modes of travel. This is accomplished through various employer-initiated measures, such as flexible working hours, encouragement of carpooling, and facilitating access for non-motorized (i.e., bicycling or walking) modes of travel.

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

**Consistency:** The project will be designed to accommodate both local transit service and inter-city passenger rail service. The local transit system of bus stops and bus shelters will be approved by the Riverside Transit Agency (RTA).



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

**Consistency:** The March Business Center improve jobs/housing balance in western Riverside County by providing a large employment center in an area that is largely residential. This will provide an opportunity for residents to work locally, rather than commute to Los Angeles or Orange Counties. Jobs/housing balance will help reduce vehicle miles of travel.

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

**Consistency:** The project is designed to accommodate truck traffic. In addition, trucks will be required to travel on designated routes as they traverse the March Business Center internal streets.

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

**Consistency:** This Specific Plan provides parking ratios that will limit the potential for parking spillover.

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

**Consistency:** The project will include bicycle and pedestrian linkages as defined in Section V of this Specific Plan. The network will consist of Multi-Use Bicycle paths and Bike Lanes.

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

**Consistency:** The project includes the existing BNSF railway line is incorporated into the project design.

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

**Consistency:** Development plans and public improvement plans shall take into account the accessibility requirements of the Americans with Disability Act (ADA).

### **3. Noise/Air Quality**

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

**Consistency:** Project development shall be consistent with the land use limitations established in the AICUZ study and the Riverside County Airport Land Use Plan.

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

**Consistency:** (see above)

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

**Consistency:** The project shall implement the noise related mitigation established in MEIR.

**Goal:** *Promote alternative modes of travel.*

**Consistency:** The March Business Center will accommodate a transportation center, local transit service, bicycle lanes, and pedestrian facilities. A Transportation Demand Management (TDM) plan will be implemented to limit peak hour traffic impacts.

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

**Consistency:** The March Business Center improve jobs/housing balance in western Riverside County by providing a large employment center in an area that is largely residential. This will provide an opportunity for residents to work locally, rather than commute to Los Angeles or Orange Counties. Jobs/housing balance will help reduce vehicle miles of travel, resulting in reduced emissions.

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

**Consistency:** The March Business Center Specific Plan will provide access using a variety of transportation modes, including highways, local bus service, inter-city rail, bicycles, and pedestrians. The project's Transportation Demand Management (TDM) strategy will accommodate the shift of some trips from "drive-alone" to transit or non-motorized modes of travel.

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

**Consistency:** Where feasible and appropriate, development of March Business Center shall accommodate the use of advancing technologies, such as alternate fueled vehicles and other innovations that would provide air quality benefits.

**Goal:** *Maximize the effectiveness of air quality control programs through coordination with other governmental entities.*

**Consistency:** Development in March Business Center will comply with the policies outlined in Air Quality Goal 5 of the March JPA General Plan.

**Goal:** *Reduce emissions associated with vehicle/engine use.*

**Consistency:** The March Business Center improve jobs/housing balance in western Riverside County by providing a large employment center in an area that is largely residential. This will provide an opportunity for residents to work locally, rather than commute to Los Angeles or Orange Counties. Jobs/housing balance will help reduce vehicle miles of travel.

**Goal:** *Reduce emissions associated with energy consumption.*

**Consistency:** Development in March Business Center will comply with the policies outlined in Air Quality Goal 7.

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

**Consistency:** Development in March Business Center will comply with the policies outlined in Air Quality Goal 8.

**Goal:** *Reduce fugitive dust and particulate matter emissions.*

**Consistency:** Development in March Business Center will comply with the policies outlined in Air Quality Goal 9.

#### **4. Housing**

The General Plan does not allow for housing opportunities within the March JPA Planning Area due to incompatible uses with the airfield, the need to focus on the reestablishment of the numerous jobs lost due to base realignment, and the housing rich environment of Western Riverside County. The March Business Center Specific Plan maintains consistency with the General Plan's absence of a residential land use designation within the Planning Area.

#### **3. Resource Management**

**Goal:** *Conserve and protect surface water, groundwater, and imported water resources.*

**Consistency:** The project will be constructed to minimize impacts to the existing drainage channels. The landscape plan includes drought tolerant plant materials. Irrigation will be moisture sensitive to limit irrigation during times of heavy rains.

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

**Consistency:** The March Business Center Specific Plan will provide a number of drainage facilities, including culverts, open channels, and retention basins, to control flooding.

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

**Consistency:** The MEIR and the Focused EIR have been prepared to assess and, if appropriate, mitigate project impacts on geology, soils, and hydrology.

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

**Consistency:** As appropriate, the March Business Center shall comply with applicable regulations relating to energy conservation.

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

**Consistency:** The project will protect and preserve areas of riparian habitat. This preservation area will include associated drainage channels and wetlands.

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

**Consistency:** The March Business Center shall comply with appropriate and applicable regulations and standards with respect to the management of solid and hazardous wastes.

**Goal:** *Promote cultural awareness through preservation of the planning area's historic, archaeological and paleontological resources.*

**Consistency:** The project area does not impact significant historic, archaeological or paleontological resources.

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

**Consistency:** The project will include a 52-acre passive park facility to be utilized by employees of the business center.

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

**Consistency:** The project abuts the Stephens' kangaroo rat (SKR) management area, which seeks to protect the endangered species. This area encompasses 1,178 acres and is located between residential uses and the project. Within this open space area, a variety of natural resources will be protected, including riparian communities.

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

**Consistency:** The March Business Center will provide landscaped lots adjacent to major arterial roadways and will provide additional landscaping within easements along internal streets adjacent to large industrial lots. A Class I multi-use pedestrian/bicycle trail will be provided along Van Buren Boulevard between Barton Street and I-215.

#### **4. Safety/Risk Management**

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

**Consistency:** A geological reconnaissance has been conducted for the property. That study revealed that there are no active or inactive faults crossing the property and that the property is suitable for development.

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

**Consistency:** Grading within the Specific Plan area is designed to minimize impacts to the existing topography. The project will incorporate grading development standards and recommendations, which will minimize any potential geotechnical and site development constraints that occur on-site.

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

**Consistency:** The March Business Center Specific Plan will provide a number of drainage facilities, including culverts, open channels, and retention basins, to control flooding.

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

**Consistency:** As appropriate, the March Business Center shall comply with applicable regulations and guidelines relating to brush management and fire protection services.

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

**Consistency:** To the extent that it is appropriate, the March Business Center shall comply with regulations and guidelines relating to hazardous material exposure/contamination.

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

**Consistency:** To the extent that it is appropriate, the March Business Center shall comply with regulations and guidelines relating to the functionality of critical structures in the event of a major disaster.

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

**Consistency:** The project is designed to incorporate appropriate uses within the development-limited areas as defined in the Air Installation Compatible Use Zone (AICUZ) Study done in 1998. The project will also comply with the Airport Land Use Plan.

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

**Consistency:** The project shall comply with appropriate and applicable regulations and guidelines relating to emergency response and recovery from natural and urban disasters.

# Appendix A Land Use Definitions

The following definitions are intended to provide a general description of each use category. Under each category, example uses are provided. These examples are not all-inclusive, but are intended to provide a sample of uses that would fit in a particular category. Uses not addressed in the Land Use Table (i.e., Table III-1) are prohibited. However, the March JPA Planning Manager has the discretion to make land use interpretations based upon the description of the proposed use and similarities with the listed uses.

## INDUSTRIAL

**Hazardous Waste Treatment Facility:** Activities include the treatment, transfer, storage, resource recovery, disposal, or recycling of hazardous waste.

**Bio-Medical Waste Treatment Facility:** Activities include the treatment, transfer, storage, disposal or recycling of wastes generated during the diagnosis, treatment or immunization of patients.

**Manufacturing - Custom:** Activities typically include: manufacturing, processing, assembling, packaging, treatment, or fabrication of custom made products. These types of business establishments do not utilize raw materials for their finished products, but rather, may utilize semi-finished type of manufactured materials for their custom made-to-order products. The finished products from these business establishments are ready for use or consumption and may include incidental on-site display, wholesale and retail sale of the goods produced, not to exceed 25% of the building. Such uses may include: jewelry, household furniture, art objects, apparel products, small instruments (musical, electronic and photographic), stationary, signs, advertising displays, stained glass products, and leather products. The uses do not produce odors, noise, and vibration or particulate that would adversely affect uses in the same structure or on the same site.

**Manufacturing - Light:** Activities typically include: labor-intensive manufacturing, assembly, fabrication or repair processes which do not involve frequent large container truck traffic or the transport of large scale bulky products. The new products may be finished in the sense that it is ready for use or consumption or it may be semi-finished to become a component for further assembly and packaging. These types of business establishments are customarily directed to the wholesale market, inter-plant transfer rather than the direct sale to the consumer, however, may include incidental on-site display, wholesale and retail sale of the goods produced, not to exceed 25% of the building. Such uses may include: electronic microchip assembly, printing, publishing, candy, confectionery products, canned/bottled soft drinks, bottles water, apparel, paper board containers, boxes, drugs, small fabricated metal products, such as hand tools, general hardware, architectural and ornamental metal; and, toys amusement, sports and athletic goods. The activities do not produce odors, noise vibration, hazardous materials or particulate, which would adversely affect other uses in the structure on the same site.

**Manufacturing - Medium:** Activities typically include: manufacturing, compounding of materials, processing, assembly, packaging, treatment or fabrication of materials and products which require frequent large container truck traffic or rail traffic, or the transport of heavy, bulky items. The new products are semi-finished to be a component for further manufacturing, fabrication and assembly. These types of business establishments are customarily directed to inter-plant transfer, or to order from industrial uses, rather than for direct sale to the domestic consumer. However, may include incidental on-site display, wholesale and retail sale of the goods products not to exceed 25% of the building. Such uses

may include, but not limited to: canned food, textile products; furniture and fixtures converted paper and paper board product; plastic products made from purchased rubber, plastic or resin; fabricated metal products made from sheet metals; electrical and electronic machinery, equipment and supplies; office, commuting and accounting machines. Activities may produce noise, odors, vibrations and illumination or particulate that affects the persons residing in or conducting business in the vicinity.

**Manufacturing - Heavy:** Activities typically include: manufacturing, compounding of material, processing, assembly, packaging, treatment or fabrication. Activities in this area may have frequent rail or truck traffic and the transportation of heavy large-scale products. Characteristics of use activities permitted within this area may include massive structures outside of buildings such as cranes, conveyor systems, cooling towers or open-air storage of large quantities of products including, but not limited to forge shops, metal fabricating facilities, open welding shop, lumber woodworking facilities, heavy machine shops, chemical storage and distribution, plastic, plants, light or vacuum casting facilities, vehicular assembly plants, concrete products manufacturing activities, batch plants, air melting foundries and aggregate or asphalt yards.

**Mining and Extractive Industries:** Activities typically include: prospecting for or exploration of minerals for commercial purposes, surface mining, and excavations or grading.

**Newspaper Publishing Plants:** Activities typically include the production and distribution of newspapers and related publications.

**Parcel Delivery Terminals:** Activities typically include sorting, processing, and distribution of parcels to the consumer or to other inter-transfer facilities.

**Research and Development:** Activities typically include: research, design, analysis and development, and/or testing of a product. Uses typically include testing laboratories, acoustical chambers, wind tunnels, and computer services. Such uses do not promote odors, noise, vibration or particulate that would adversely affect uses in the same structure or on the same site.

**Trucking/Transportation Terminals:** Activities typically include the temporary storage and transfer of trailers.

**Wrecking and Dismantling of Motor Vehicles:** Activities typically include: temporary storage and wrecking/dismantling of passenger cars and other vehicles and sales and/or distribution of salvaged parts and other materials.

## WHOLESALE, STORAGE AND DISTRIBUTION

**Public Storage/Mini-Warehouses:** Activities include mini-warehouse or recreational vehicle storage facilities for the rental or lease of small scale enclosed storage units or parking spaces primarily to individuals rather than firms or organizations.

**Business Enterprise:** Activities typically include: wholesale, storage, and warehousing services and storage and wholesale to retailers from the premises of finished goods and food products. Activities under this classification are typically conducted in enclosed buildings and occupy 50,000 square feet or

less of building space. May include incidental display and retail sales from the premises, not to exceed 25% of the building.

**Wholesale, Storage and Distribution - Medium:** Activities typically include: wholesale, storage and warehousing services, moving and storage services, storage and wholesaling to retailers from the premises of finished goods and food products, and distribution facilities for large scale retail firms. Activities under this classification are typically conducted in enclosed buildings and occupy greater than 50,000 square feet of building space.

**Wholesale, Storage and Distribution - Heavy:** Activities typically include: warehousing, storage, freight handling, shipping, trucking services and terminals; storage and wholesaling from the premises of unfinished, raw or semi-refined products requiring further processing fabrication or manufacturing. Typically uses include, but are not limited to, trucking firms, automotive storage or impound yards, and the wholesaling of metals, minerals and agricultural products.

## OFFICE

**Financial Institutions:** Banks, savings and loan associations and similar establishments.

**Government Offices:** Offices to accommodate administrative and/or operational functions of local, county, state and federal agencies.

**Medical Clinics:** Activities include medical clinics, family planning, in-patient and out-patient health care, inclusive of hospitals and convalescent homes.

**Offices, Business and Professional:** Offices or firms or organizations providing professional, executive, management, or administrative services, such as architectural, engineering, real estate, insurance, investment, legal, and medical/dental offices. This classification includes medical/dental laboratories incidental to an office use, but excludes banks and savings and loan associations.

**Regional and Corporate Headquarters:** Office buildings solely occupied by a single business or entity for the purpose of managing or organizing other, affiliated units.

## COMMERCIAL

**Agricultural Equipment Repair Shops:** Activities typically include: temporary storage and repair and maintenance of agricultural equipment, such as tractors, harvesters, irrigation equipment, etc.

**Agricultural/Nursery Supplies and Services:** Activities typically include: retail sale from the premises of feed and grain, fertilizers, pesticides, herbicides, and similar goods, feed and grain stores, well drilling, tree services and plant materials and nursery/landscape services.

**Alcoholic Beverage Outlets:** Activities typically include: retail sale from the premises of beer, wine, and other alcoholic beverages.



**Animal Care/Pet Hotels:** Activities typically include: provision of animal care treatment, and boarding services of large and small animals, animal clinics, large and small animal hospitals, kennels and catteries.

**Assembly and Entertainment:** Indoor or outdoor facilities to accommodate concerts and/or civic events. This land use will be restricted in capacity and ancillary services in order to limit potential noise and parking impacts.

**Automotive Parts and Accessory Sales:** Activities typically include: retail sale from the premises of automobile components, lubricants, specialized tools, and related accessories.

**Automotive Fleet Storage:** Activities typically include: storage of vehicles used regularly in business operations and not available for sale on-site. Such uses typically include: overnight storage of service vehicles, mobile catering trucks and taxicabs, inclusive of dispatching services.

**Automotive Service Stations:** Activities typically include: the sale of goods and the provision of service normally required in the day-to-day operation of motor vehicles, including the principal sale of petroleum products, the incidental sale of tires, batteries and replacement items, and the performance of minor repairs, such as tune-up, tire changes, part replacement, oil change and brake work. Activities include incidental convenience, food and beverage sales.

**Automotive/Truck Repair – Major:** Activities typically include: heavy automobile and truck repair such as transmission and engine repair, the painting of automobile vehicles, automotive body work, and the installation of major accessories.

**Automotive/Truck Repair – Minor:** Activities typically include: automotive and light truck repair, the retail sale of goods and services for vehicles, and the cleaning and washing of automotive vehicles, brake, muffler and tire shops and automotive drive-through car washes. Heavier automotive repair such as transmission and engine repair are not included.

**Building and Site Maintenance Services:** Activities include maintenance and custodial services, window cleaning services, disinfecting and exterminating services, pool and landscape services.

**Building Contractor's Storage Yards:** Activities typically include: offices and storage of equipment materials, and vehicles for contractors who are in trades involving construction activities which include: plumbing, painting, electrical, roofing, carpentry, and other services.

**Building Material and Equipment Sales:** Activities typically include: retail sale or rental from the premises of goods and equipment, including paint, glass, hardware, fixtures, electrical supplies, rototillers, small trailers and lumber.

**Business Supply/Equipment Sales/Rentals:** Activities include retail sales, rental or repair from the premises of office equipment, office supplies and similar office goods primarily to firms and other organizations utilizing the goods rather than to individuals. The exclude the sale of materials used in construction industry.

**Business Support Services:** Activities include services that support the activity of other local businesses, such as clerical, employment, protective, personal services, or minor processing, including blueprint and copying services. Activities not included in this category are the printing of books.

**Child Care Facilities:** Any childcare facility licensed by the State of California; includes infant care centers, preschools and extended day care facilities. Excludes family day care homes.

**Churches and Place of Religious Assembly:** Structures and/or assembly areas to be used for worship, related meetings, ministerial residence, and/or religious education.

**Communication Facilities, Antennas & Satellite Dishes:** Activities typically include: broadcasting and other information relay services accomplished primarily through use of electronic and telephonic mechanisms, inclusive of television and radio studios, telegraph offices, and cable, cellular and telecommunication facilities. The use of antennas, satellite dishes and similar communication facilities shall be regulated pursuant to AICUZ and the Airport Land Use Plan.

**Consumer Goods, Furniture, Appliances, Equipment Sales:** Typically a freestanding retail store where merchandise is sold to an end user, typically in small quantities.

**Convenience Sales:** Activities typically include: retail sales from the premises of frequently needed small personal convenience items and professional services that are used frequently. Uses include drug stores, stores selling toiletries, tobacco, and magazines, shoe repair and apparel laundering and dry cleaning.

**Energy Generation and Distribution Facilities:** Activities typically include: conversion of other forms of energy, such as water power (i.e., hydroelectric), fossil fuels, nuclear power, and solar power, into electrical energy. These facilities typically produce electric energy and provide electricity to transmission systems or to electric power distribution systems.

**Equestrian Show and Exhibition Facilities:** Activities typically include: training and competition of horses and riders in cross-country equestrian events and the exhibition of participating horses.

**Exhibit Halls and Convention Facilities:** Temporary display of materials and products associated with a specific trade group, recreational organization, or other affiliation.

**Fairgrounds:** Large display of agricultural products, such as livestock and produce, to consumers and the general public. Fairgrounds are typically associated with county or state agricultural agencies and are held on an annual basis.

**Food and Beverage Sales:** Activities include retail sale from the premises of food and beverages for off-premises consumption. Including mini-markets, liquor stores and retail bakeries, catering businesses except chain type grocery stores.

**Funeral and Mortuary Services:** Activities include services involving the care, preparation, and disposition of human or pet dead, inclusive funeral homes, crematories and mausoleums, inclusive of above ground and in-ground internment.

**Golf Courses, Driving Ranges, and Pitch and Putt Courses:** Activities typically include: recreational golfing, driving range, short game practice, and tournament competition.

**Heavy Equipment Sales & Rentals:** Activities typically include: the sale or rental from the premises of heavy construction equipment, farm equipment, trucks and aircraft together with maintenance, including aircraft, farm equipment, heavy truck, large boats and heavy construction equipment dealers.

**Horticultural Nurseries and Greenhouses:** Activities typically include the cultivation of various indoor and outdoor plants for sale to the public.

**Hospitals, Intermediate Care Facilities and Nursing Facilities:** A hospital is a freestanding institution where the sick or injured are given medical or surgical care. Emergency medical treatment is usually provided.

**Hotel/Motel:** Activities typically include: lodging services to transient guests on a less-than-monthly basis, other than in the case of uses classified as residential uses, including hotels, motels, boarding houses and resorts.

**Instructional Studios:** Instructional studios are establishments in which skills including dance, art, and martial arts are taught to individuals or groups. Instructional studios do not include educational facilities.

**Interpretive Centers:** Interpretive centers are structures or facilities designed to inform and educate the public about the surrounding environment.

**Laundry Services:** Activities typically include: institutional or commercial linen supply and laundry services, dry cleaning plants, rug cleaning and diaper service laundries.

**Maintenance and Repair:** Facilities to accomplish the repair and maintenance of non-automotive devices and other appliances.

**Major Transmission, Relay or Communications Switching Stations:** Telecommunications facilities accommodating fiber optics, Integrated Services Digital Network (ISDN) and digital switching infrastructure.

**Museums:** Activities typically include the display of items, materials, and media of historical and/or cultural significance.

**Bars and Grill:** A restaurant or pub where food is predominately sold.

**Open Air Markets for the Sale of Agriculture-Related Products and Flowers:** Typically informal outdoor facilities to accommodate the sale of agricultural materials to the general public and other buyers.

**Outdoor Commercial:** Activities typically include: those that produce or may produce a substantial impact upon the surrounding area. Including flea markets, outdoor auction sales or swap meet activities.

**Outpatient Medical Clinics:** Medical facilities providing limited treatment to patients not requiring an overnight stay.

**Parking Facilities as Primary Use:** Paved lots to accommodate the temporary storage of passenger cars and other vehicles.

**Personal Services:** Activities typically include: services of a personal nature, including photography studios and barber/beauty shops.

**Petroleum Products Storage:** Activities include bulk storage sale, and distribution of gasoline, liquefied petroleum gas, and other petroleum products.

**Pets and Pet Supplies:** Activities typically include: sale of mammals, fish, reptiles and birds as pets, sales of food, toys and other pet supplies, and related services, such as pet grooming.

**Private Clubs, Lodges, and Fraternal Organizations:** Private clubs, lodges, and fraternal organizations are associations of persons, whether incorporated or unincorporated, for the promotion of some common social, cultural, educational, religious, or recreational objective. This use does not include *churches* or any group whose primary objective is a business customarily carried on for a profit.

**Radio and Television Studios:** Activities typically include: production, taping, editing, distribution, and broadcasting of various programs and/or advertisements for radio, television and other media.

**Recreational Facilities:** Activities include sports performed either indoor or outdoors which require a facility for conducting the recreational activity, such as health clubs, exercise studios or classes, swimming centers, skating rinks, bowling alleys, tennis courts, sports fields, golf courses and amusement parks.

**Recycling Facilities:** Activities include: drop-off facilities, reverse vending machines, small and large collection facilities, green materials composting facilities, mixed organics composting facilities, and tire processing facilities

**Repair Services:** Activities include repair services involving articles such as upholstery, furniture and large electrical appliance repair services.

**Restaurant (fast food):** Activities typically include: the retail sale from the premises of unpackaged food or beverages generally prepared for immediate on-premises or off-site consumption, including restaurants and delicatessens, inclusive of drive-through facilities.

**Restaurant (sit down):** Activities typically include: the retail sale from the premises of unpackaged food or beverages generally prepared for immediate on-premises consumption, including restaurants and bars and delicatessens, exclusive of drive-through facilities.

**Sidewalk Cafes:** Eating and drinking establishments with outdoor dining facilities adjacent to public street sidewalks and other pedestrian-oriented areas.

**Social Service Institutions:** Activities typically include organizing and executing local, regional, and national service and charitable campaigns.

**Sundries, Pharmaceutical and Convenience Sales:** Freestanding establishment selling food items, beverages, and other items. Sales are typically in small quantities. This use may also provide up to four vehicle fueling spaces.

**Swap Meets and Other Large Outdoor Retail Facilities:** Activities typically include sales of a range of specialized products to the general public, usually from designated stalls.

**Theaters:** Activities typically include the performance of plays or music from a stage in an indoor or outdoor venue.

**Trade Schools:** Activities typically include: information, instruction and similar services, including computer training, driving schools, travel bureaus, photography studios, and vocational and trade schools.

**Vehicle, Boat and Trailer Sales:** Activities typically include: display, retail sale, leasing, rental of new and used vehicles, boats and trailers, with incidental minor repair, body work, and sale and installation of accessories. Vehicles include automobiles, motorcycles, boats, recreational vehicles and golf carts.

**Vehicle Storage:** Uses include the storage of operable and inoperative vehicles, including impound yards.

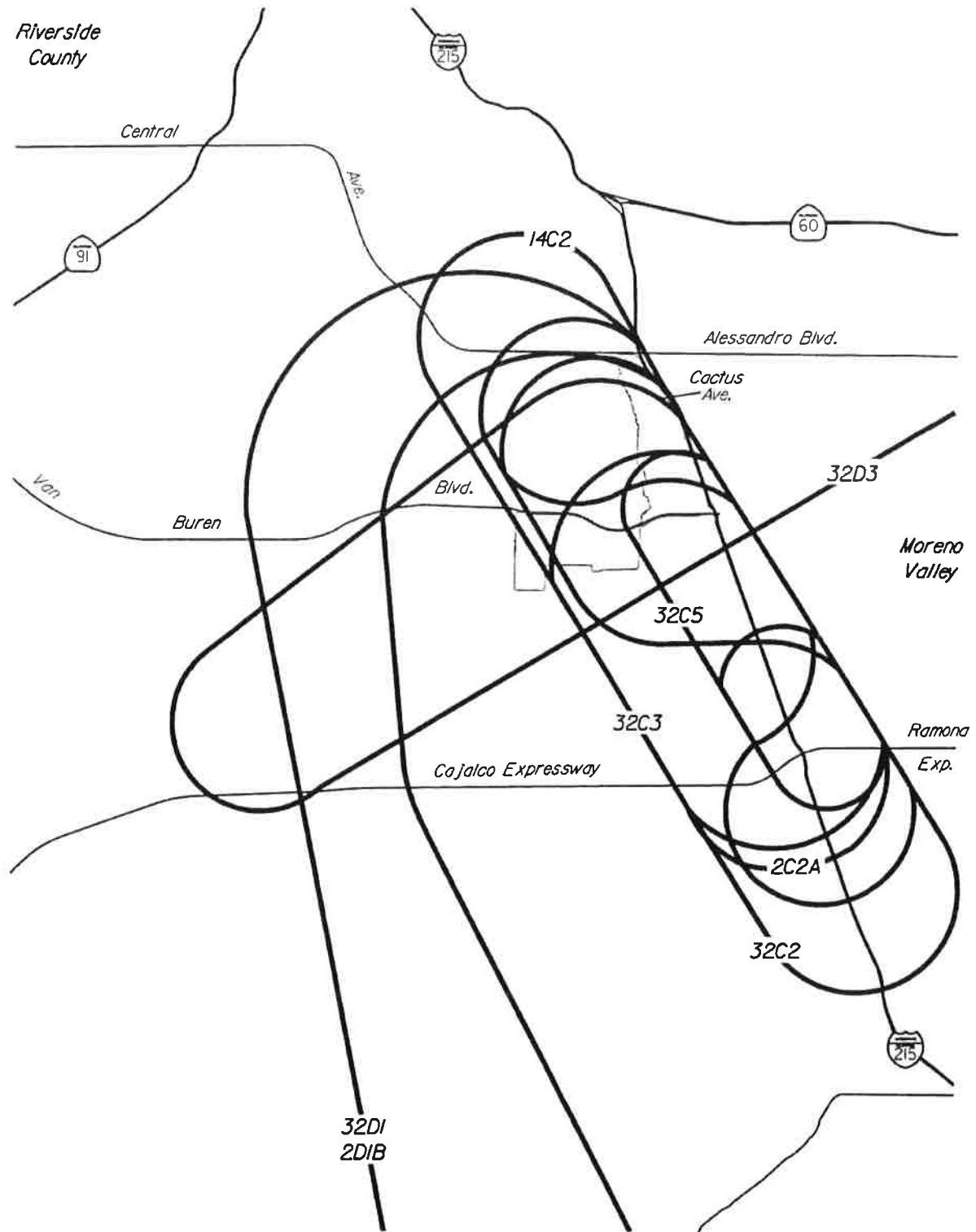
**Veterinary Clinics and Animal Hospitals:** Activities typically include: provision of routine and emergency medical attention to domestic pets and other animals.

**Zoological Parks:** Wilderness areas and freestanding facilities designed to house animals that are foreign to the surrounding area. Typical zoological parks also include aquariums, aviaries, and natural wildlife areas.

## Appendix B Airport Land Use Plan Exhibits



### Land Use Compatibility and FAR Part 77 Surfaces



### March Air Reserve Flight Tracks