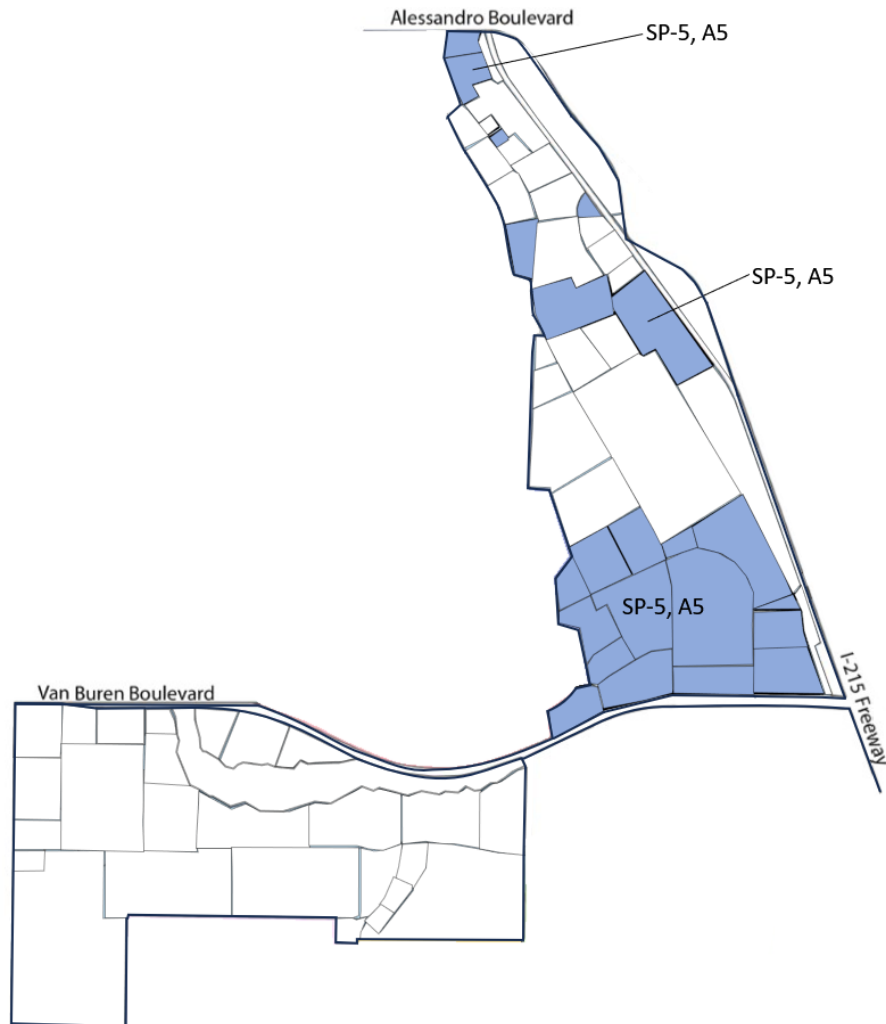


Meridian Specific Plan



SP-5, A5

Adopted on December 11, 2019 through Ordinance # JPA 19-04

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

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I. PROJECT SUMMARY

A. BACKGROUND OF THE SPECIFIC PLAN AMENDMENT SP-5, A4A5

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. In 2010, Meridian SP-5 was adopted which reconfigured a portion of North Campus' developable lots. The lots that were not included in SP-5 are still governed under the 2003 Specific Plan and subsequent amendments. This Specific Plan Amendment (SP-5, A4A5) consists of a zone change to Unit 4, Lots 9 and 12 ~~Lots 8, 9, 10 and 11~~ of Planning Area 6 of Planning Region C in the Meridian SP-5 Planning Area. Unit 4, Lots 9 and 12 ~~Lots 8, 9, 10 and 11~~ are located west and south of Economic Drive and Meridian Parkway, east of the Orangecrest residential community, Meridian Parkway and north of Van Buren Boulevard. Unit 4, Lots 9 and 12 ~~Lots 8, 9, 10 and 11~~ are zoned Office (OF) in the Meridian SP-5 and would be rezoned to Mixed Use (MU) under this Specific Plan Amendment.

Following FEIR certification and permitting, development commenced on the North Campus. Numerous parcels were developed and are now occupied. This Specific Plan Amendment, which is designated SP-5 A4A5 per March Joint Powers Authority (JPA) Development Code Section 9.13.040, changes the zone from office to mixed use for Unit 4, Lots 9 and 12 ~~Lots 8, 9, 10 and 11~~ within the North Campus. This Specific Plan Amendment would not add any new acreage to the area identified in the previously-adopted Specific Plan. This Specific Plan Amendment is proposed to respond to changes in market conditions since certification of the 2003 FEIR and the 2010 Meridian SP-5 Subsequent EIR.

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 and the Meridian SP-5 Amendment. 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 and Street F is now called Economic Way). In addition, editorial changes (such as using consistent verb tenses) have been incorporated to improve the clarity of this Specific Plan Amendment document.

The following land use types specified in the March JPA General Plan are included in this Specific Plan Amendment:

- 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.
- Public Facility (PF): public, quasi-public and private uses, including a sewer system pump station and a fire station.

Regional access to and from the Specific Plan area is provided via the I-215 freeway and interchanges with Alessandro Boulevard, Cactus Avenue and Van Buren Boulevard. This Specific Plan Amendment completes the internal street network of collector and arterial streets to facilitate access to and from the areas to be developed. A major component of this network involves the extension of Meridian Parkway to the south to provide a continuous linkage between Alessandro Boulevard and Van Buren Boulevard. This Specific Plan Amendment's internal streets are public roadways to be maintained by the March JPA.

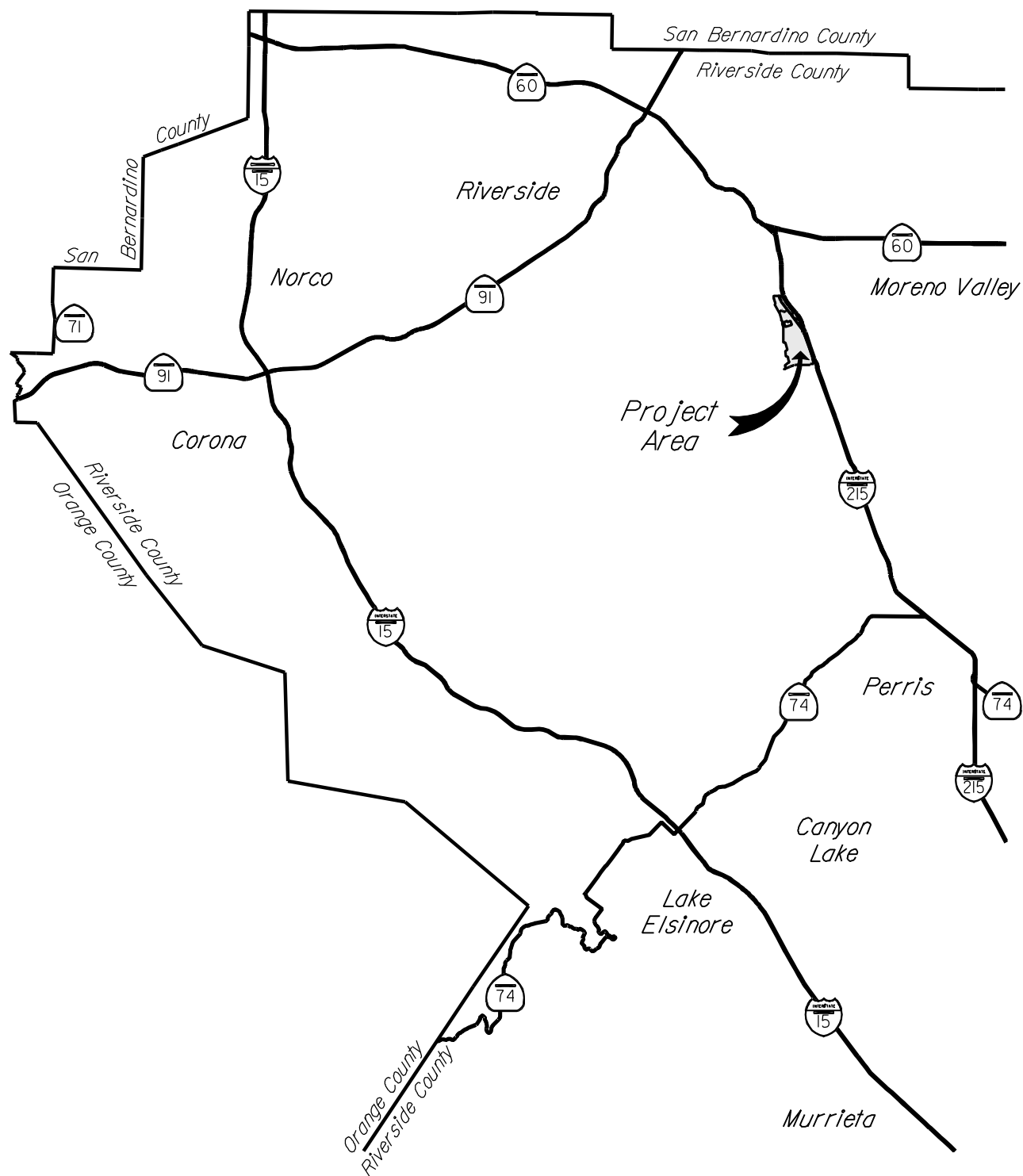


Figure I-1

Regional Location Map

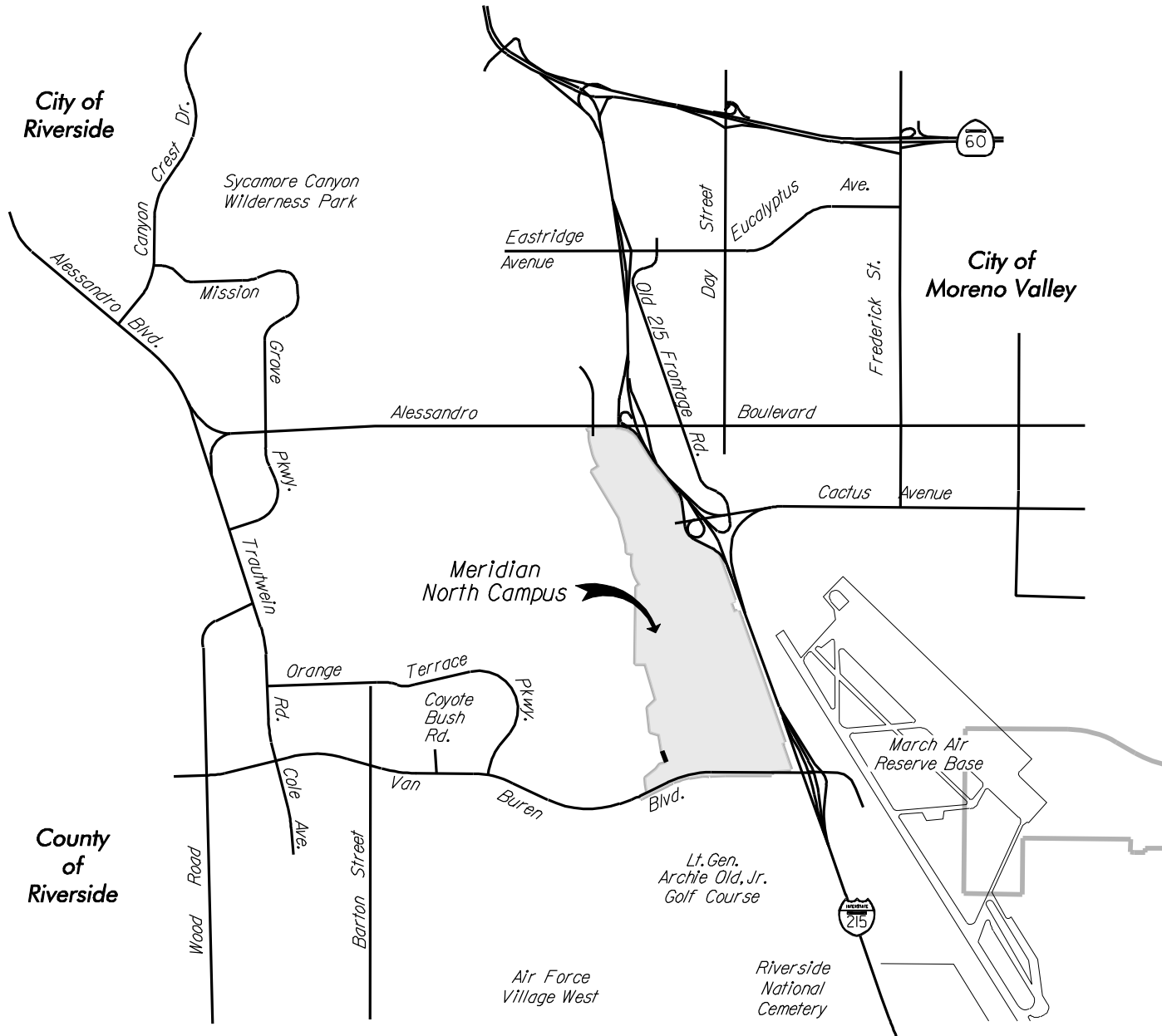


Figure I-2

Local Vicinity Map



Figure I-3

II. INTRODUCTION

A. LAND USE OVERVIEW

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

This Specific Plan Amendment is prepared under the authority granted to the March JPA by California Government Code Title 7, Division 1, Article 8, Section 65450 et seq. The Notice of Preparation (NOP) for the Subsequent Environmental Impact Report (SEIR) 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). This Specific Plan Amendment 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 Amendment 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 this Specific Plan Amendment. 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 Amendment shall not be affected.

A Subsequent EIR (SEIR) was prepared for the 2010 Meridian SP-5 Amendment, in accordance with the California Environmental Quality Act (CEQA). The SEIR evaluates the land use plan, circulation, and infrastructure improvements to be provided under this Specific Plan Amendment and the potential impacts associated with their implementation. The SEIR also identifies actions to mitigate potential impacts. Many mitigation measures are incorporated into this document. Meridian SP-5 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 previously adopted Specific Plan and this Specific Plan Amendment are 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

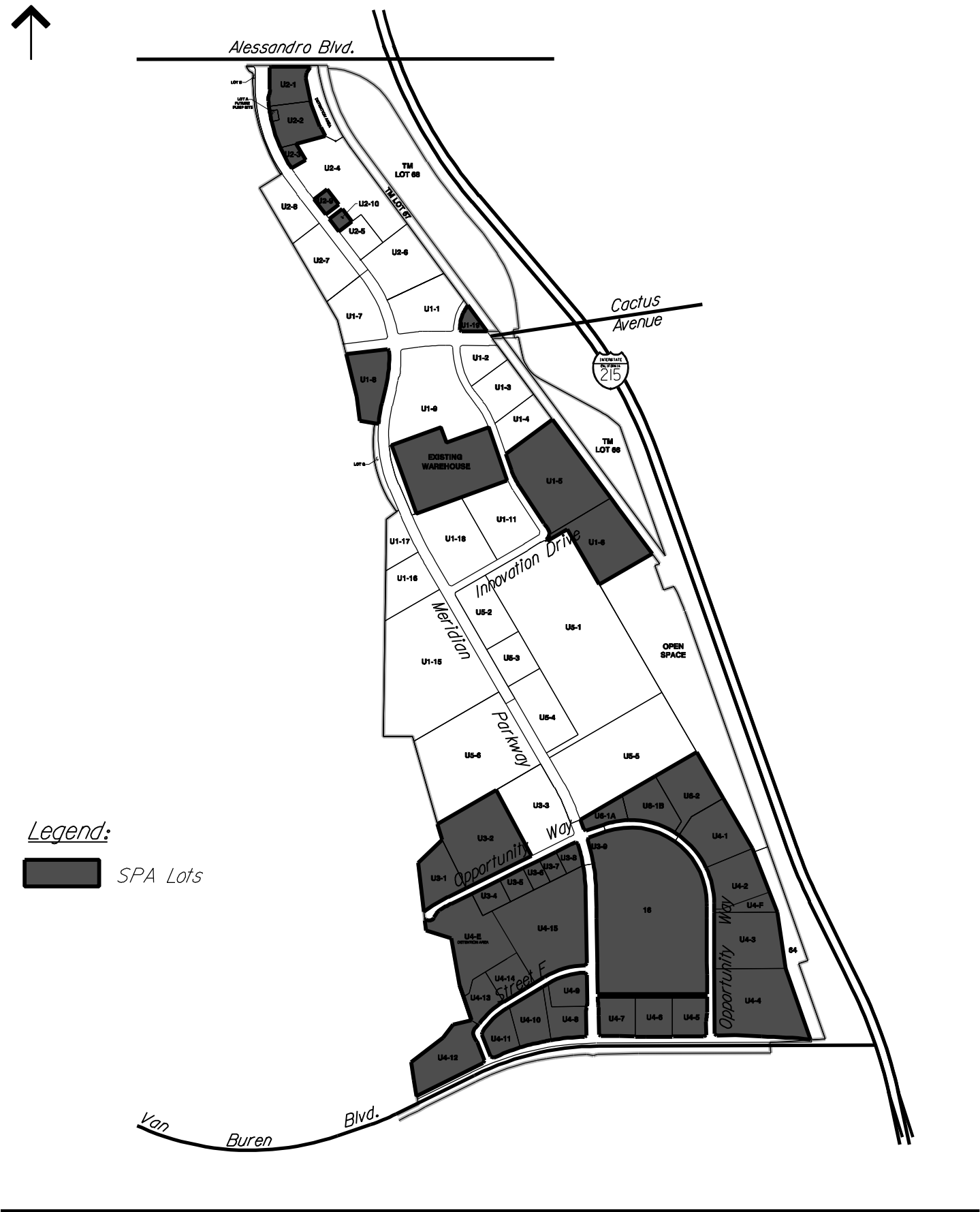
The March Business Center Specific Plan approved on February 26, 2003 is located within the southern portion of the West March Planning Subarea. The March Business Center Specific Plan applies to both the North and South Campuses; however, modifications proposed by Specific Plan Amendment SP-5 A4 A5 are limited to the Unit 4, Lots 9 and 12 ~~Lots 8, 9, 10 and 11~~ in North Campus. **Figure II-1A** illustrates the location of the North Campus. **Figure II-2** is an aerial photograph showing the project location and the boundaries of adjacent developments.

Meridian Parkway provides a north/south connection between Alessandro Boulevard and Van Buren Boulevard. Cactus Avenue has been extended to the west to form a “T” intersection at Meridian Parkway. Meridian Parkway, Opportunity Way, and Economic Way provide access to/from the majority of parcels in the North Campus that would use 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:
 - Resolution #JPA 05-17: Determination regarding the buildable area within the March Business Center Accident Potential Zone Overlay Zoning Districts, located west of Interstate 215, east of Meridian Parkway, south of Alessandro Boulevard and north of Van Buren Boulevard (April 2006)
 - Tentative Tract Map 30857 Amendment (April 2007)
 - March Business Center Unit 2, Lots 5 and 6, Addendum to the FEIR (April 2007)
 - March Business Center Unit 1, Lot 5 (356,000 square feet of manufacturing and warehousing uses), Addendum to the FEIR (April 2007)
 - Resolution #JPA 08-01: A minor redistribution of buildable area within Accident Potential Zone I for an area located west of Interstate 215, east of Meridian Parkway, south of Alessandro Boulevard and north of Van Buren Boulevard (February 2008)



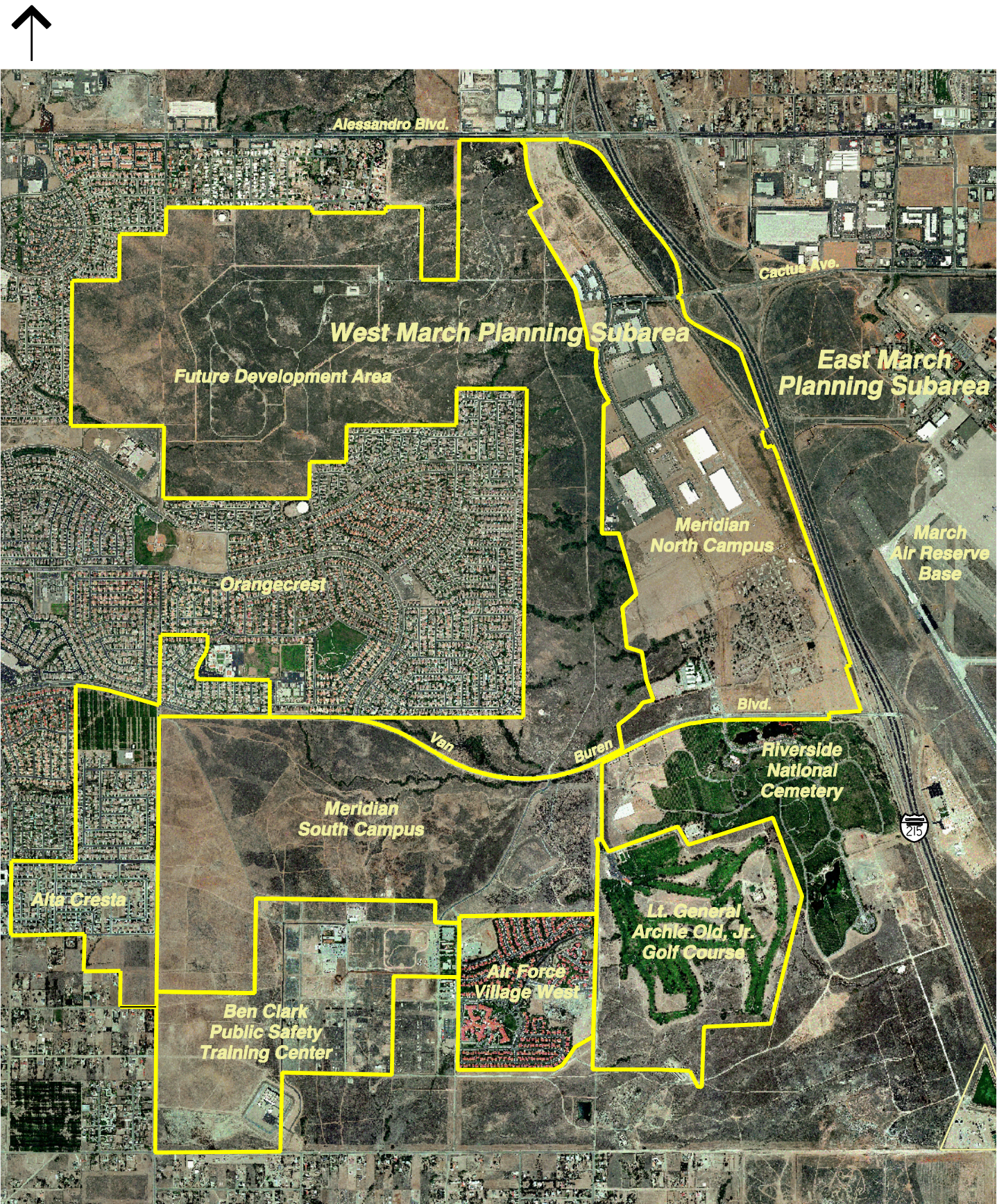


Figure II-2
Aerial Photo

- Ordinance #JPA 08-01: An Ordinance of the March Joint Powers Commission of the March Joint Powers Authority Amending the Meridian Specific Plan to Remove the Arnold Heights School Overlay Zone (June 2008)
- March Business Center Unit 1, Lot 5 (272,418 square foot steel plate processing facility), Addendum to the FEIR (December 2008)
- March Business Center Unit 1, Lot 2, Addendum to the FEIR (January 2009)
- Addenda to the certified 2010 Meridian Specific Plan Amendment (SP-5) Final SEIR including:
 - Meridian North Campus Specific Plan (SP-5) Amendment #1 addendum to the Final SEIR to clarify the make-up of the March Business Center Design Implementation Committee (March 2011)
 - Meridian North Campus Specific Plan (SP-5) Amendment #2 addendum to the Final SEIR to rezone Unit 4, Lot F from Public Facility to Industrial (December 2014)
 - Meridian North Campus Specific Plan (SP-5) Amendment #3 addendum to the Final SEIR to make the Meridian North Campus Specific Plan (SP-5) consistent with the 2014 March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan, as adopted by the Riverside County Airport Land Use Commission on November 13, 2014 (April 2017)
 - Meridian North Campus Specific Plan (SP-5) Amendment #4 Addendum to the Final SEIR to the Meridian North Campus Specific Plan (SP-5) to allow for the zone change on Unit 4, Lots 8, 10, and 11 from Office (OF) to Mixed Use (MU) (September 2018).

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 previously adopted Specific Plan land use designations as shown in the 2003 General Plan Amendment. **Figure II-4** depicts zoning for the North Campus, including both the previously adopted Specific Plan and this Specific Plan Amendment.

E. DISCRETIONARY ACTIONS

The following discretionary actions will be required as part of the proposed Meridian Specific Plan Amendment:

1. Specific Plan Amendment

The Specific Plan No. 5, Amendment No. 5 revises the Meridian SP-5 to accomplish the following actions: a) rezone Unit 4, Lots 9 and 12, from Office (OF) to Mixed Use (MU) b) amend Specific Plan exhibits for land use and c) update land use designation tables within the Specific Plan to reflect revised acreages within the OF and MU land uses.

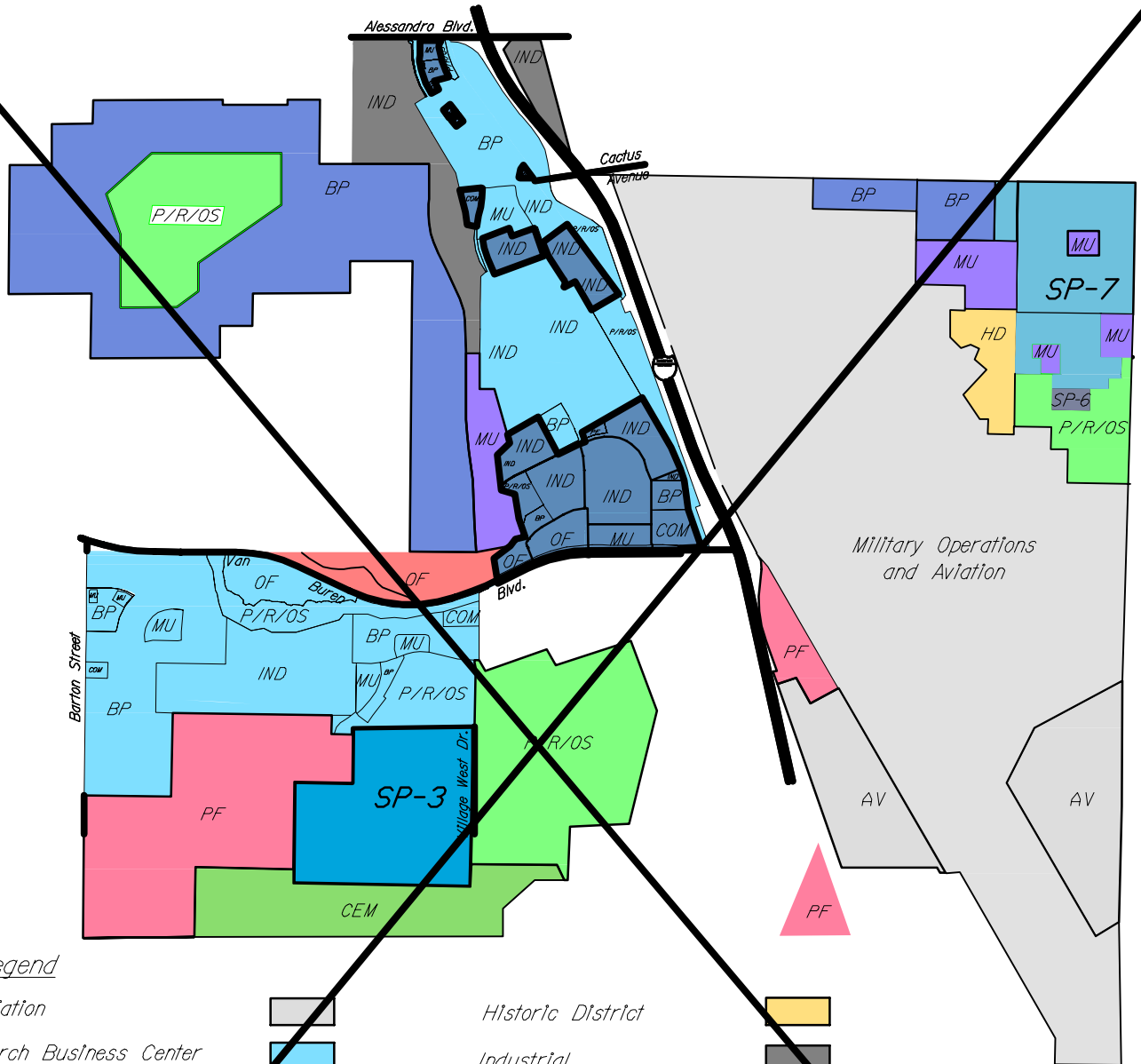
~~The Specific Plan No. 5, Amendment No. 4 revises the Meridian SP-5 to accomplish the following actions: a) rezone Unit 4, Lots 8, 10 and 11 from Office (OF) to Mixed Use (MU), b) amend Specific Plan exhibits for land use, c) update land use designation tables within the SP to reflect revised acreages within the Office and Mixed Use land uses, d) update land use designation tables within the SP to include the Microbrewery category, update parking ratios table to reflect revisions and the inclusion of the Microbrewery category, e) update to Figure V-6 Truck Routes, and f) Microbrewery to the land use definitions.~~

2. General Plan Amendment

A General Plan Amendment is proposed concurrently with this Specific Plan Amendment to modify the zoning of Unit 4, Lots 9 and 12 ~~Lot 8, 10 and 11~~ within the SP-5 area from Office to Mixed Use zoning designations. The General Plan Amendment would be adopted by resolution.

MARCH BUSINESS CENTER - GENERAL PLAN AMENDMENT

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Legend

Aviation

March Business Center
Specific Plan SP-1

Meridian Specific Plan
Amendment SP-5

Air Force Village West
Specific Plan SP-3

US Vets Specific Plan SP-6

March LifeCampus
Specific Plan SP-7

Business Park

Cemetery

Historic District

Industrial

March Air Reserve Base

Mixed Use

Office

Park/Recreation/Open Space

Public Facility

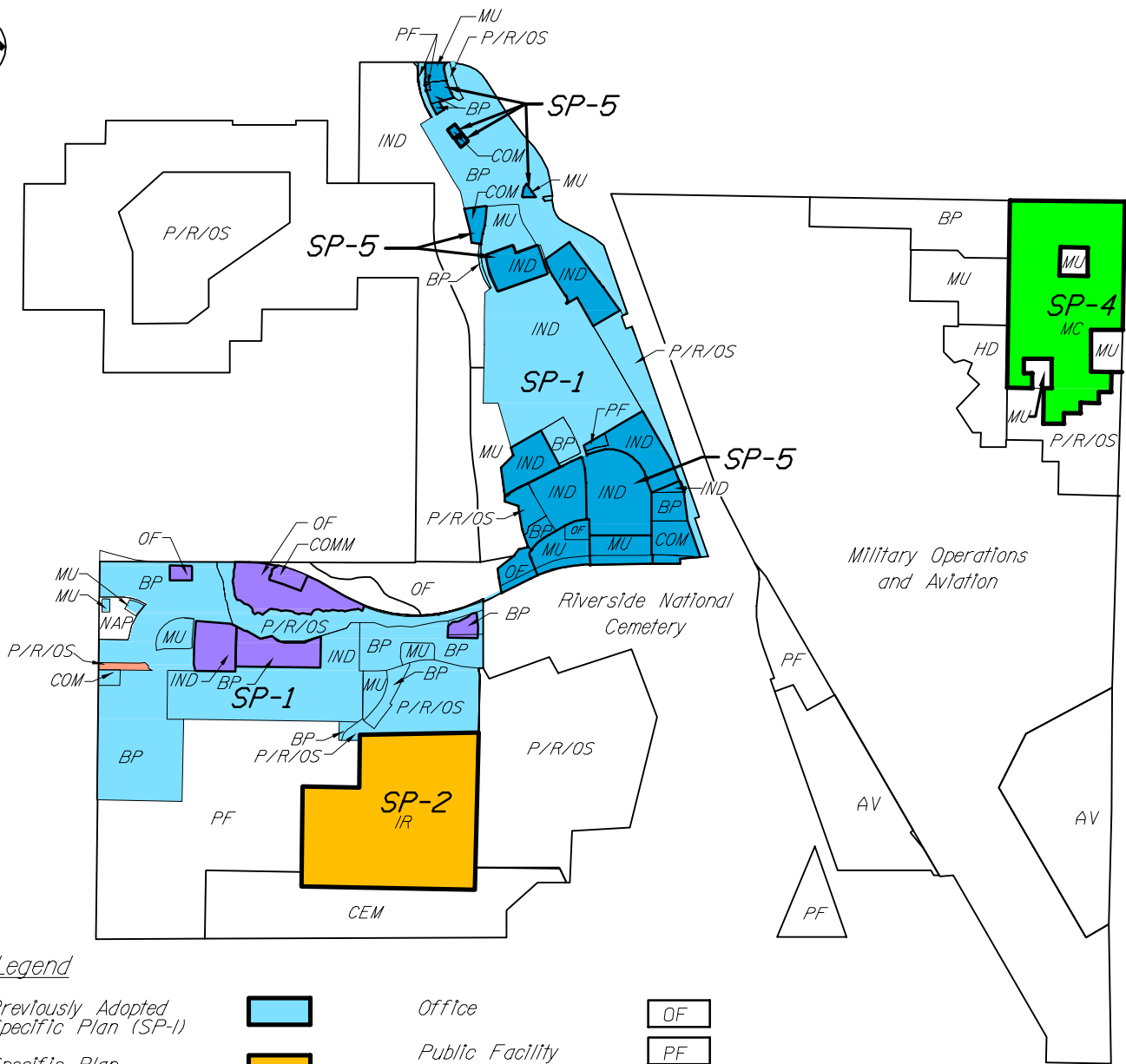
Meridian Specific Plan
Amendment, SP-5 Ord 10-2

*NAP=Not a Part

FIGURE II-3

EXISTING GENERAL PLAN LAND USES

MARCH BUSINESS CENTER - SPECIFIC PLAN AMENDMENT



Legend

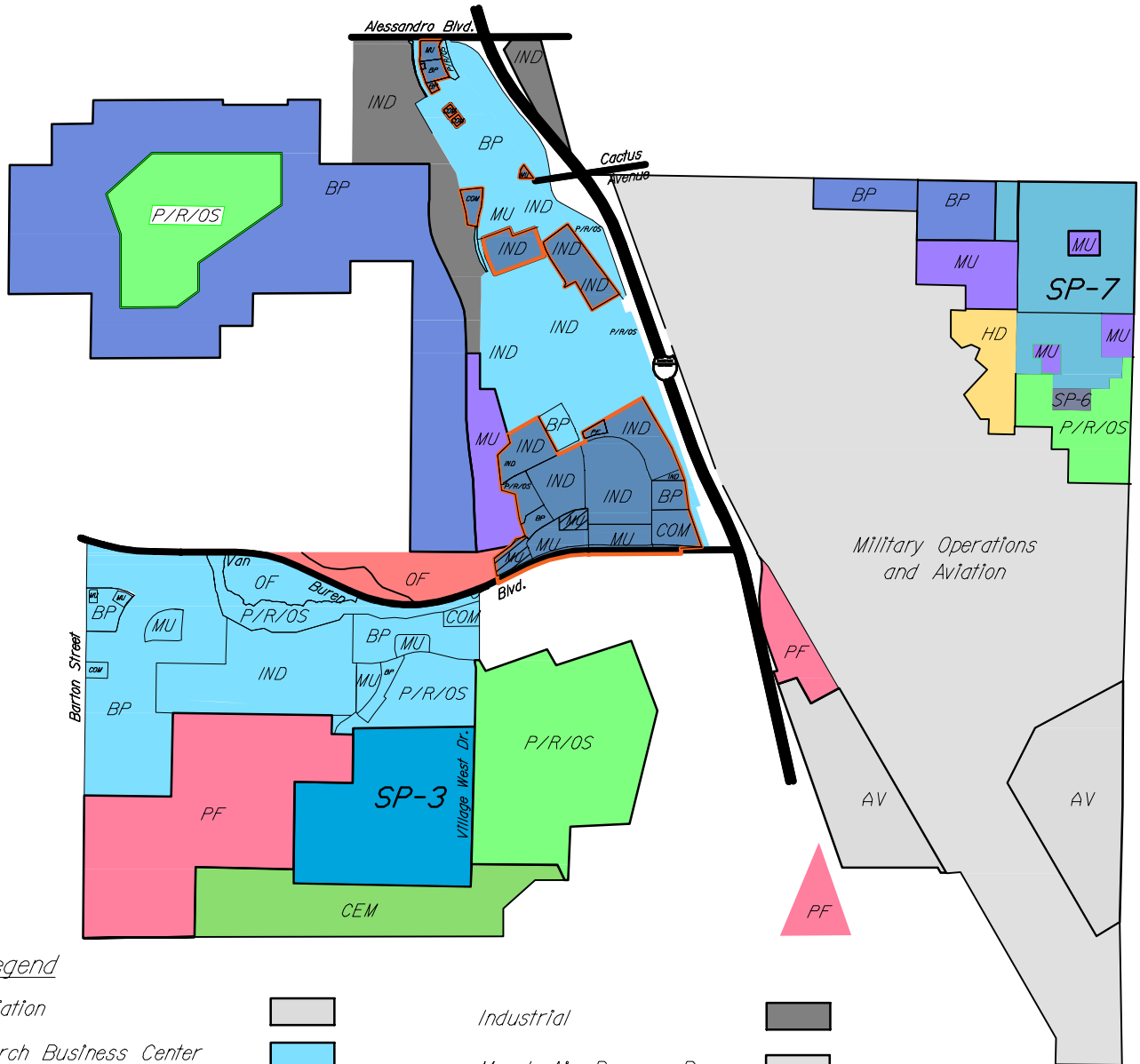
Previously Adopted Specific Plan (SP-1)		Office	
Specific Plan Amendment (SP-2)		Public Facility	
Specific Plan Amendment (SP-4)		Park/Recreation Open Space	
Specific Plan Amendment (SP-5)		AFVW Expansion	
Specific Plan Amendment (SP-6)		Cemetery	
Specific Plan Amendment (SP-7)		Aviation MIP	
Business Park		Historic District	
Commercial		Medical Campus	
Industrial		Institutional-Residential	
Mixed Use		Not a Part	

FIGURE II-3

EXISTING GENERAL PLAN LAND USES

MARCH BUSINESS CENTER - GENERAL PLAN AMENDMENT

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Legend

Aviation		Industrial	
March Business Center Specific Plan SP-1		March Air Reserve Base	
Meridian Specific Plan Amendment SP-5		Mixed Use	
Air Force Village West Specific Plan SP-3		Office	
US Vets Specific Plan SP-6		Park/Recreation/Open Space	
March LifeCare Campus Specific Plan SP-7		Public Facility	
Business Park		SP-5, A5	
Cemetery		Meridian Specific Plan Amendment, SP-5 Ord 10-2	
Historic District			

FIGURE II-3A

PROPOSED GENERAL PLAN LAND USES

MARCH BUSINESS CENTER - SPECIFIC PLAN AMENDMENT

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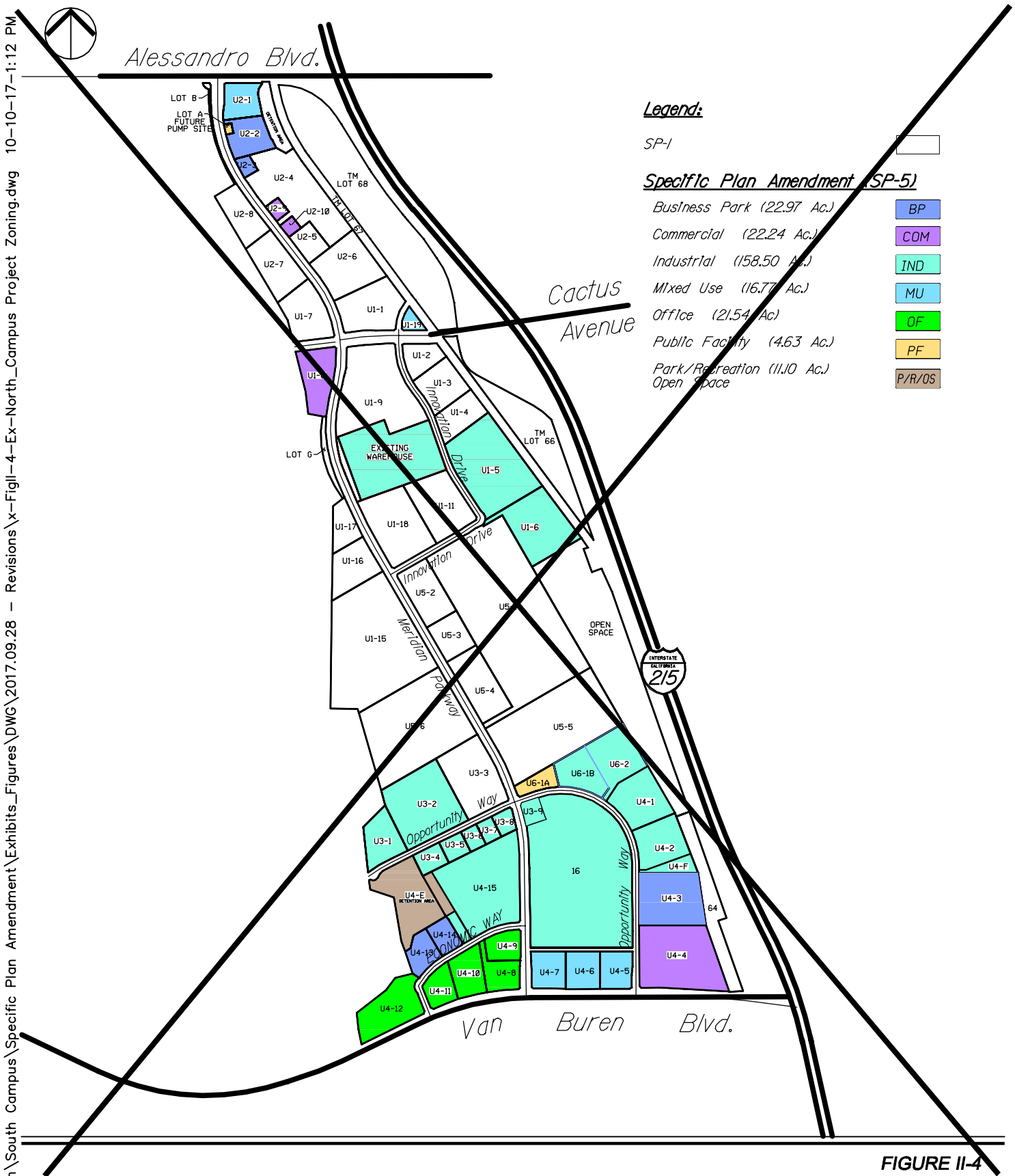


FIGURE II-4

EXISTING ZONING MAP FOR NORTH CAMPUS

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EXISTING ZONING MAP FOR NORTH CAMPUS

MARCH BUSINESS CENTER - SPECIFIC PLAN AMENDMENT

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FIGURE II-4A

PROPOSED ZONING MAP FOR NORTH CAMPUS

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 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 reducing the concentration of work trips in 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, this Specific Plan Amendment accommodates land uses supporting future growth and development in the area. This Specific Plan Amendment's Land Use section 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 this Specific Plan Amendment. 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 govern the development of the individual projects comprising this Specific Plan Amendment are described.

B. Purpose and Applicability

The following items describe the relationship of this Specific Plan Amendment's 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 this Specific Plan Amendment.
2. Any details or issues not specifically covered in these regulations shall be subject to the regulations of the Development Code.

This Specific Plan Amendment's 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 this Specific Plan Amendment 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 are imaginary surfaces extending outward from an airport's runway. In 2005, an Air Installation Compatible Use Zone (AICUZ) Study was completed to identify land use restrictions and height limitations within the airfield influence area in the context of ongoing military operations at MARB. In January 2008, a Draft March Air Reserve Base/Inland Port Airport Joint Land Use Study (described in subsequent paragraphs as the "Joint Land Use Study") was prepared by the March JPA and Riverside County Airport Land Use Commission. The Joint Land Use Study was updated in 2014 and adopted by the Riverside County Airport Land Use Commission on November 13, 2014. A copy of Chapter 3 of this document (Airport Land Use Compatibility) is included in Appendix B of this Specific Plan Amendment.

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.¹

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.

Additionally, on December 27, 2016, an existing Disposition and Development Agreement and Statutory Development Agreement expired on Meridian North Campus (SP-5) with the exception of Unit 1, Lot 8. Accordingly, all other developments in the Meridian North Campus (SP-5) is subject to airport compatibility review by the Riverside County Airport Land Use Commission.

D. Objectives of Development Districts

This section of the Specific Plan identifies the following seven land use districts: Business Park, Industrial, Office, Mixed Use, Commercial, Public Facility, and Park/Recreation/Open Space.

The land use designations are summarized below:²

1. Business Park

Business Park uses include administrative, financial, governmental, and community support services; research and development centers; light manufacturing; vocational education and training facilities; business and trade schools; and emergency services. A 14.5-acre transportation center to accommodate commuter rail service is a permitted use in this district. 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 restricted.

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

² 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. 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, services, and light and custom manufacturing. 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. Public Facility

This designation includes a wide range of public, quasi-public, and private uses, such as schools, public cultural and historical facilities, government administrative offices and facilities, public utilities, and major transportation corridors. However, land uses determined to be sensitive to, or incompatible with aviation operations shall be excluded. The Specific Plan Amendment area includes 4.6 acres of public facility. This land has been allocated to accommodate a planned fire station and a pump station.

7. Park/Recreation/Open Space

This land use designation includes detention basins, park land, and open space.

E. Overlay Districts

1. Joint Land Use Study

This Specific Plan Amendment is subject to the development restrictions of the March ARB/IPA Joint Land Use Study, Exhibit 3-3 (contained in Appendix B of this Specific Plan Amendment). The Joint Land Use Study includes nine land use compatibility zones. The aeronautical factors used to establish the compatibility zone boundaries are described below and summarized in Exhibit 3-2, *Compatibility Zone Factors* (see Appendix B). The *Compatibility Map* (Exhibit 3-3 in Appendix B) depicts the compatibility zones for March ARB and Inland Port Airport (IPA). Note that these compatibility zones and the factors upon which they are based are similar in concept to the compatibility zones adopted by the Riverside County ALUC for other airports in the county. However, the characteristics of aircraft activity at March ARB/IPA compared to primarily general aviation activity at the other airports in the county required the development of zones based upon somewhat different factors. The characteristics of the compatibility zones are summarized below:

- **Zone M** includes all lands owned by the U.S. Air Force. By law, neither local governments nor the Riverside County Airport Land Use Commission (ALUC) have jurisdiction over federal lands.
- **Zone A** contains lands within the Clear Zone (CZ) at each end of the runway, but not on the base property. As defined by the *AICUZ*, the clear zones are 3,000 feet wide and 3,000 feet long beginning at the runway pavement end. Zone A at the north end of the runway encompasses a detention basin located within the North Campus. Zone A at the south end of the runway includes privately owned land. The Air Force has acquired restrictive use easements preventing the development of this property.
- **Zone B1** encompasses areas of high noise and high risk within the inner portion of the runway approach and departure corridors. The zone is defined by the boundaries of Accident Potential Zones (APZs) I and II, adjusted on the north to take into account the turning departure flight tracks. The majority of the zone also is exposed to projected noise levels in excess of 65 (dB) decibels calculated using Community Noise Equivalent Level (CNEL) criteria.
- **Zone B2** is similar to Zone B1 in terms of noise impact, but is subject to less risk. The projected 65 decibel noise contour forms the basis for the zone boundary. The actual boundary follows roads, parcel lines or other geographic features that lie generally just beyond the contour line. Lands within the APZs are excluded from Zone B2. Most of the zone lies adjacent to the runway. To the north, portions extend along the sides of Zone B1. To the south, a small area borders the sides of Zones A and B1 and a larger area extends 2 miles beyond the south end of Zone B1
- **Zone C1** encompasses most of the projected 60 dB noise contour plus immediately adjoining areas. The zone boundary follows geographic features. Risks are moderate in that aircraft fly at low altitudes over or near the zone. To the south, an area beginning just beyond Nuevo Road—approximately 5 miles from the runway end—is excluded from the zone. Even though exposed to projected noise above 60 dB CNEL, the risks at this distance from the runway are reduced by the altitude at which aircraft fly over the area. On instrument approaches to Runway 14, aircraft are typically at about 2,000 feet above the runway on descent and departing aircraft are generally 3,000 feet or higher above the runway elevation. Single-event noise levels are nevertheless potentially disruptive in this zone.
- **Zone C2** contains the remainder of the lands within the 60 dB CNEL noise contour to the south. Although aircraft overflying this area are at 2,000 feet or more above the runway on descent and generally 3,000 feet or more on takeoff, single-event noises levels combined with the frequency of overflights, including at night, make noise a moderate compatibility concern. A larger portion of Zone C2 is situated to the west of the airport and includes locations above which most of the military closed-circuit flight training aircraft activity takes place. Aircraft overfly this area at

about the same or somewhat lower altitudes as in the south portion of Zone C2, but high terrain in some locations makes the flight altitude above ground level comparatively lower. Single-event noise levels in this area are high enough to be intrusive. However, at present, nearly all of the flight training activity takes place on weekdays during daylight hours; thus, reducing the significance of the noise impact on residential land uses. Risk levels in both portions of Zone C2 are judged to be moderate to low with the low altitudes and flight training aspect of the aircraft activity being the primary concerns.

- **Zone D** is intended to encompass other places where aircraft fly below about 3,000 feet above the airport elevation either on arrival or departure. Additionally, it includes locations near the primary flight paths where aircraft noise may regularly be loud enough to be disruptive. Direct overflights of these areas may occur occasionally. Risk levels in this zone are low.
- **Zone E** contains the remainder of the airport influence area. Airspace protection is the major concern in that aircraft sometimes pass over these areas while flying to, from, or around the airport.

Figure III-1 overlays the boundaries of the land use compatibility zones on the North Campus. **Appendix B** contains Chapter 3 of the Joint Land Use Study (JLUS). Proposed developments within this Specific Plan Amendment shall be consistent with the applicable land use compatibility criteria contained in this Appendix, with the following exceptions:

- The applicable airport land use compatibility provisions from the JLUS are found in JLUS Exhibit 3-4.
- In cases where this is a conflict between Table III-1 of this Specific Plan Amendment and Exhibit 3-7 of the JLUS, Table III-1 shall govern.
- Legislative projects, including general plan amendments, changes of zone, ordinance amendments, and subsequent Specific Plan Amendments shall be submitted to ALUC for review. Non-legislative development applications located outside the boundary of the B1 zone are not subject to mandatory ALUC review pursuant to the consistency determination for this Specific Plan Amendment.
- Although above-ground fuel storage in excess of 6,000 gallons is discouraged by the JLUS in compatibility zone B2, Lot 16 will provide two 10,000-gallon above-ground diesel fuel storage tanks in the northern portion of the lot. Above-ground bulk storage of fuel and hazardous materials in excess of 6,000 gallons shall continue to be discouraged in all other lots in compatibility zone B2, in accordance with the JLUS.

Additional Site Specific Exceptions found in section 2.7 of the 2014 March Air Reserve Base / Inland Port Airport Land Use Compatibility Plan as it pertains to (Exception Site 1) March Business Center (SP-1) and Meridian (SP-5), March Joint Powers Authority:

1. Situated in Compatibility Zones B1, B2, C1, C2 and D
2. March Business Center, a 1,032-acre, non-residential business park located at the southwest corner of Alessandro Boulevard and I-215 freeway within the March Joint Powers Authority, approved with specific airport compatibility provisions (Ord. #JPA 03-01, SP-1), subject to March JPA Resolution #JPA 11-17 limiting development within the Accident Potential Zones and vested through a development Agreement recorded on June 7, 2004.
3. Meridian, a 258-acre portion of the original March Business Center, consisting of a nonresidential business park located at the southwest corner of Alessandro Boulevard and I-215 freeway within the March Joint Powers Authority, approved with specific airport

compatibility provisions (Ord. #JPA 10-02, SP-5), subject to March JPA Resolution #JPA 11-17 limiting development within the Accident Potential Zones and vested through a development Agreement recorded on June 7, 2004

4. For the purpose of this Compatibility Plan, the Meridian exception area specifically allows development of a hotel or hotels on the 13-acre site situated within Compatibility Zone B2 and bordered by Interstate 215 on the east and Van Buren Boulevard on the south. Any such hotel or hotels shall be limited as follows: maximum of 100 people per acre; maximum of 250 people per single acre; maximum of 3 aboveground habitable floors; no conference facilities (however, small meeting room(s) for a total of up to 50 people is (are) acceptable). Sound attenuation as appropriate for the combined airport and freeway noise levels shall be provided.
5. The Development Agreement referenced in Paragraphs (2) and (3) above expires on December 27, 2016. After that, the agreement provides for two more 5-year automatic extensions. The developer must request the Development Agreement extensions and the Authority must make findings that the development is still in substantial conformance

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. All conditional use permits are subject to the findings found in Development Code Section 9.02.060 C. *A blank space indicates that the use is not allowed. Any use not allowed by federal, state or local law is prohibited. In addition, any use not specifically listed in this Specific Plan Amendment is also prohibited.*

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LAND USE COMPATIBILITY ZONES: NORTH CAMPUS

TABLE III-1 SPECIFIC PLAN AMENDMENT LAND USE TABLE					
USES	BUSINESS PARK ^{1,6}	INDUSTRIAL ^{2,5 6,7}	OFFICE	MIXED USE ³	COMMERCIAL ^{4,8,9}
INDUSTRIAL					
Hazardous Waste Treatment Facility					
Bio-Medical Waste Treatment Facility		C			
Manufacturing – Custom	P	P		C	
Manufacturing – Light	P	P			
Manufacturing – Medium		P			
Manufacturing – Heavy ⁷		C			
Mining & Extractive Industries					
Newspaper Publishing Plants	P	P			
Research & Development	P	P	C	P	
Trucking/Transportation Terminals		P			
Wrecking & Dismantling of Motor Vehicles					
WHOLESALE STORAGE/DISTRIBUTION					
Public storage/Mini-warehouse (indoor)	C	C			
Business Enterprise	P	P		C	
Warehouse, Storage & Distribution – Medium		P			
Warehouse, Storage & Distribution – Heavy		P			
OFFICE					
Financial Institutions	P		P	P	P
Government	P		P	P	P
Medical Clinics	P	P	P	P	
Offices, Business & Professional	P		P	P	P
Regional & Corporate Headquarters	P		P	P	P
COMMERCIAL					
Agricultural Equipment Repair Shops		P			
Agricultural/Nursery Supplies & Service	C	C			
Alcoholic Beverage Outlets					C
Animal Care/Pet Hotels	P	P			P
Assembly & Entertainment				C	
Automotive Parts and Accessory Sales					P
Automotive Fleet Storage		C			
Automotive Service Stations					C
Automotive/Truck Repair-major		P			

TABLE III-1 SPECIFIC PLAN AMENDMENT LAND USE TABLE					
USES	BUSINESS PARK ^{1,6}	INDUSTRIAL ^{2,5 6,7}	OFFICE	MIXED USE ³	COMMERCIAL ^{4,8,9}
Automotive/Truck Repair-minor	C	P			
Building & Site Maintenance Services	P	P		P	
Building Contractor's Storage yard	C	P			
Building Material & Equipment Sales (limited to 25,000 square feet) ⁸	P				P
Business Supply/Equip Sales/Rentals	C	C		P	P
Business Support Services ²	P	P	P	P	
Child Care Facilities	C		C	C	C
Churches & Places of Religious Assembly				C	
Coffee Shop				P	P
Communication Facilities, Antennas & Satellite Dishes	C	C			
Consumer Goods, Furniture, Appliances, Equipment Sales				P	P
Convenience Sales					C
Energy Generation & Distribution Facilities		C			
Equestrian Show & Exhibition Facilities					
Exhibit Halls & Convention Facilities				C	
Fairgrounds					
Food and Beverage Sales				P	P
Funeral & Mortuary Services	C				
General Retail Establishments				P	P
Golf Courses, Driving Ranges and Pitch & Putt Courses					
Health Club				C	C
Heavy Equipment Sales and Rentals with outside merchandising	C	C			
Horticulture Nurseries & Greenhouses	C	P			
Hospitals, Intermediate Care Facilities & Nursing Facilities					
Hotel/Motel				C	C
Instructional Studios	C	C	C	C	
Interpretive Centers	P	P	P	P	

TABLE III-1 SPECIFIC PLAN AMENDMENT LAND USE TABLE					
USES	BUSINESS PARK ^{1,6}	INDUSTRIAL ^{2,5 6,7}	OFFICE	MIXED USE ³	COMMERCIAL ^{4,8,9}
Laundry Services	P	P		C	
Maintenance & Repair	P	P		P	
Major Transmission, Relay or Communications Switching Stations	P	P			
Microbreweries	C			C	C
Museums			P	P	P
Bar & Grill			C	C	P
Open Air Markets for the Sale of Agriculture- related Products & Flowers	C			C	C
Outdoor Commercial		C			
Outpatient Medical Clinics	P		P	P	P
Parking Facilities as a <i>Primary Use</i>	<u>CP</u>	C			P
Personal Services				P	P
Petroleum Products Storage					
Pets & Pet Supplies				C	P
Private Clubs, Lodges & Fraternal Organizations				C	
Radio & Television Studios	P	P		P	
Recreational Facilities				C	C
Recycling Facilities (outdoor storage not to exceed building area)		C			
Repair Services	P	P		P	
Restaurant (fast food) ⁹				C	P
Restaurant (sit down)			C	P	P
Sidewalk Cafes				P	P
Social Service Institutions	P		P	P	
Sundries, Pharmaceutical & Convenience Sales					P
Swap Meets & Other Large Outdoor Retail Facilities		C			
Theaters					
Trade Schools	C				C
Vehicle, Boat and Trailer Sales	C			C	

TABLE III-1 SPECIFIC PLAN AMENDMENT LAND USE TABLE					
USES	BUSINESS PARK ^{1,6}	INDUSTRIAL ^{2,5 6,7}	OFFICE	MIXED USE ³	COMMERCIAL ^{4,8,9}
Vehicle Storage		C			
Veterinary Clinics & Animal Hospitals	P			P	P
Zoological Parks					
¹ Within the Business Park zone, a use permit is required for uses that provide outdoor storage in excess of 10% of the building area ² Within the Industrial zone, a use permit is required for uses that provide outdoor storage in excess of the building area. ³ The Mixed Use designation shall have a maximum of 25 percent retail uses. ⁴ Within the Commercial zoning district, a use permit shall be required for single uses above 25,000 square feet of gross floor area ⁵ Ancillary on-site retail sales are allowed in areas comprising up to 5% of an industrial building area and 10% of the business park building area on a per lot basis. On-site retail sales may not be cumulatively applied. ⁶ Logistics warehousing uses or activities shall be prohibited in Industrial lots within the Specific Plan Amendment area, west of Meridian Parkway. ⁷ Special consideration shall be given to minimizing the aesthetic and visual impact to the I-215 Freeway, Van Buren Boulevard, Alessandro Boulevard, and other sensitive uses. ⁸ All activities shall be conducted within a completely enclosed building, unless approved through a Temporary Use Permit consistent with Development Code Section 9.02.150.C. ⁹ A master plot plan is required for each commercial development prior to development of any portion of the commercial lot and prior to selling any portion of the commercial lot. Note: Development shall be subject to a cumulative traffic generation budget, as described in Section V.B.2.					

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 regulations and standards described below in **Table III-2**. Development regulations and standards for the Business Park land use are applicable to the Public Facility land use designation.

(a) Lot Development

- (1) Two adjoining lots which have a common interior side 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 35 feet in the High Terrain Zone (see Appendix B of this Specific Plan Amendment), 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. ¹	100 ft. ¹	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 ^R ft.	40 ft.
Building Height ⁵	35'2 stories ²	35'2 stories ²	60'3stories ³	50'3 stories	50'3 stories
Floor Area Ratio	0.45	0.50 (0.55 is allowed for lots larger than 20 acres)	0.40	0.35 (0.40 is allowed for lots larger than five acres)	0.35
Site Landscaping	10%	10% ⁴	20% ⁴	20% ⁴	20% ⁴

¹ 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.

² Increased height up to 80 feet is permitted where all building setbacks meet or exceed the proposed building height.

³ Subject to FAA Part 77 clearance and consistency with the Joint Land Use Study.

⁴ May be reduced through the use of colored pavers or other decorative pavement treatments under certain conditions. See item (b) below.

⁵ Incorporation of a basement to allow exceedance of the two-story limitation in Business Park and Industrial land uses, and the three-story limitation in Office, Mixed Use, and Commercial land uses shall not be allowed.

(b) Landscaping

Landscaping design for development in this Specific Plan Amendment 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:

- The use of colored pavers or other decorative pavement treatments within the Specific Plan Amendment Area may reduce the site landscaping requirement for Office, Mixed Use, and Commercial land uses by up to a maximum of five percent.
- The use of colored pavers or other decorative pavement treatments within the Specific Plan Amendment Area may reduce the site landscaping requirement for Industrial land uses on lots or developments 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 Riverside County requirements as approved by the March JPA 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.

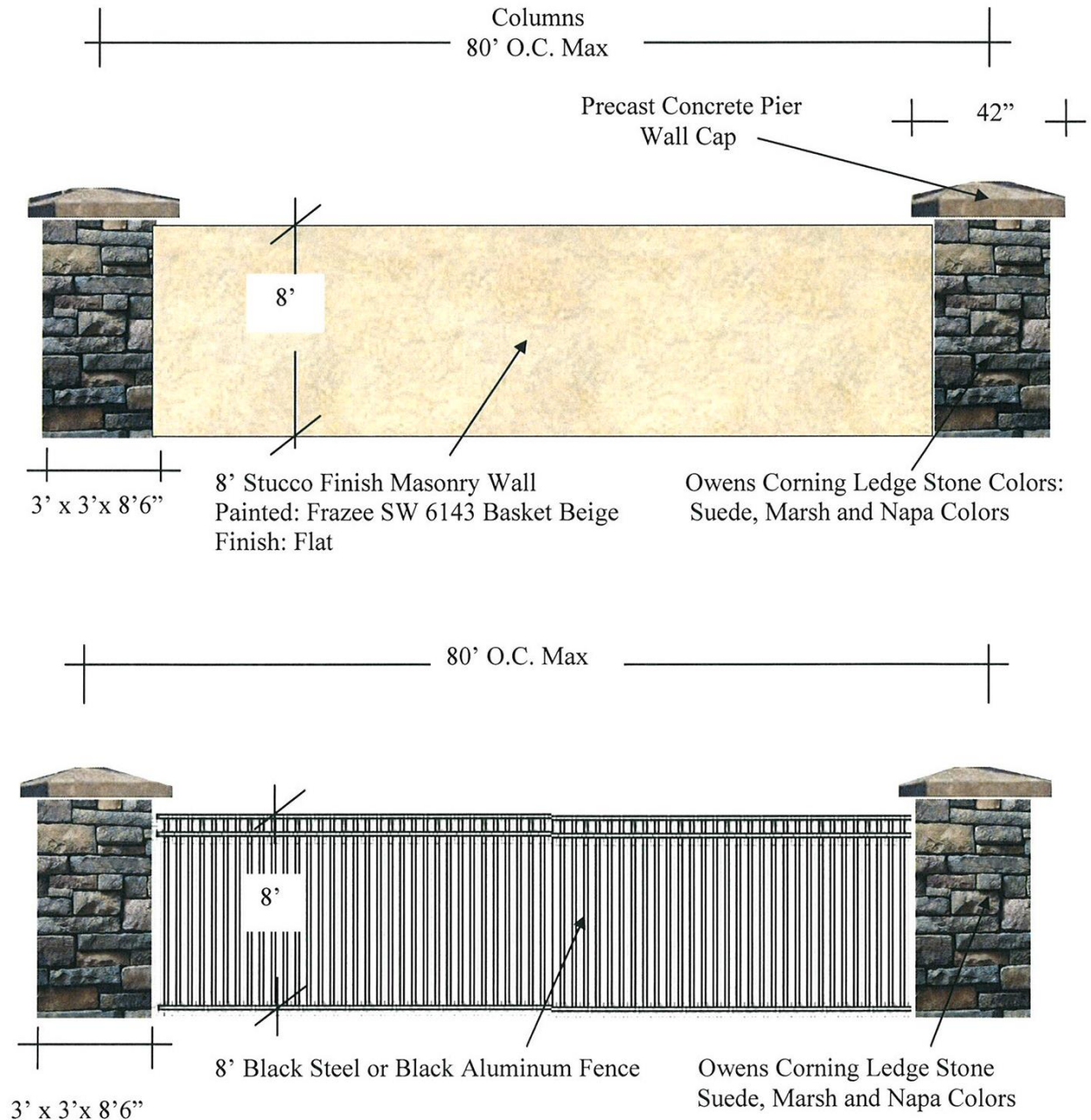
(e) Special Regulations

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' of a public right-of-way, facing toward I-215, or visible from residential development shall match the following wall details (higher walls may be necessary to screen trucks and outdoor storage, consistent with the approved screening plan):



Accessory Structures: The design of accessory structures shall be in accordance with Development Code section 9.08.030B, with the following modifications:

- (1) Item 4: this regulation is applicable to *exterior* stairs.
- (2) Item 7: screening requirement is modified as follows: "...screened from adjacent street frontage views and immediately adjacent residential developments"
- (3) Item 8: screening requirement is modified as follows: "...screened from adjacent street frontage views"

(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 Joint Powers Commission may review a use permit application to reduce required parking through a detailed parking analysis. All uses shall provide one bike rack space per 20 vehicle/employee parking spaces.

TABLE III-3 PARKING RATIOS BY LAND USE	
Use	Parking Spaces Per 1,000 Square Feet of Gross Floor Area (Unless Otherwise Noted)
INDUSTRIAL	
Light, Medium & Heavy Manufacturing	2.0
Research & Development	3.0
Other Industrial Uses	1.0
WHOLESALE STORAGE & DISTRIBUTION	
Public Storage/Mini-Warehouse	1 per 100 storage spaces & 2 per caretaker residence
Other Wholesale Storage/Distribution	1.0 per 1,000 sq. ft.
0 – 50,000 sq. ft.	50 spaces + (0.33 per ksf > 50,000 sq. ft.)
50,000 – 200,000 sq. ft.	100 spaces + (0.20 per ksf > 200,000 sq. ft.)
200,000 sq. ft. or greater	
OFFICE	
Medical Clinics, Hospitals, and Medical Offices	4.0
Other Office	3.3
COMMERCIAL	
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
Microbreweries	Customer area 8 per 1000 sq. ft., Manufacturing area 2 per 1000 sq. ft. Storage area 1 per 1000 sq. ft.
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) Comparison to General Plan Zoning District Designations

In accordance with Section 9.13.050 of the March JPA Development Code, this Specific Plan Amendment includes a table indicating how this Specific Plan Amendment differs from the zoning district designation most closely resembling the type and intensity of the proposal (i.e., the March JPA General Plan). **Table III-4** provides a comparison of Floor Area Ratios for this Specific Plan Amendment and the March JPA General Plan for each land use designation included in this Specific Plan Amendment. As shown in this table, this Specific Plan Amendment provides generally lower FARs than the March JPA General Plan. This characteristic improves the quality of this Specific Plan Amendment in the following ways:

- Reduced FAR would result in lower building square feet, which would result in reduced traffic generation, as compared to the March JPA General Plan
- A lower amount of building square feet would also facilitate additional on-site landscaping and the accommodation of parking demand within the site, rather than on adjacent public streets
- Lower building square footages would also reduce the concentration of workers within land use compatibility zones identified in the AICUZ and the JLUS.

TABLE III-4 FAR COMPARISON, MARCH JPA GENERAL PLAN AND THIS SPECIFIC PLAN		
LAND USE	GENERAL PLAN FAR	SPECIFIC PLAN AMENDMENT FAR
Business Park	0.75	0.45
Industrial	0.60	0.50 (a)
Office	0.75	0.40
Mixed Use	0.60	0.35 (b)
Commercial	0.60	0.35
(a) 0.55 on lots larger than 20 acres (b) 0.40 on lots larger than five acres		

(h) 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”³ 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 this Specific Plan Amendment and the previously adopted Specific Plan are considered prime habitat for the endangered least Bell’s vireo (LBV). The riparian vegetation community is located along several of the intermittent drainages. These areas are concentrated in the south portion of the North Campus. A 15-foot setback is provided along the western boundary of the North Campus. 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.

³ 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.

As part of the Section 7 consultation with the USFWS on impacts to LBV associated with this Specific Plan one conservation easement was recorded to protect biological resources in perpetuity. Fencing is to be installed for all lots in the Specific Plan that are adjacent to the conservation easement areas. In addition, all lots adjacent to the conservation easement areas are to be landscaped with native, non-invasive plant materials (see Appendix E of the Compensatory Mitigation and Monitoring Plan dated April 2010 for list of allowable plant materials). The conservation easements and mitigation for impacts to waters of the US and state waters are described in the next chapter of this Specific Plan Amendment.

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.

3. Alessandro Boulevard and Van Buren Boulevard Scenic Corridors

Landscaping easements are provided along this Specific Plan Amendment's frontages along segments of Van Buren Boulevard, Cactus Avenue, and Alessandro Boulevard. **Figure III-2** presents the landscape easements adjacent to the Van Buren Boulevard/Meridian Parkway intersection. Landscaping easements are 20 feet wide and the landscaping is to be maintained by a Landscaping and Lighting Assessment District. In addition, a nine-foot landscaping easement is provided along the entire length of Meridian Parkway. The March Business Center Design Guidelines establish the landscaping criteria. Building setbacks shall comply with these landscaping setbacks.

The following requirements are applicable to the *Van Buren Boulevard Scenic Corridor*:

- In addition to the 20-foot landscaping easement, six feet of landscaping is planned within the public right-of-way, together with an eight-foot-wide multi-use trail.
- A unified landscaping theme will be implemented along Van Buren Boulevard, both adjacent to the roadway and in the median, adjacent to this Specific Plan Amendment. Double-row street trees and detached sidewalks are recommended within these areas. Drought-tolerant species are preferred over turf within these areas.
- Consistent theme lighting, subject to review and approval by the March JPA, shall be provided within lots fronting Van Buren Boulevard.
- A recognizable design theme, subject to review and approval by the March JPA, shall be provided along Van Buren Boulevard.

The following requirements are applicable to the *Alessandro Boulevard Scenic Corridor*:

- A recognizable design theme, subject to review and approval by the March JPA, shall be provided within lots along Alessandro Boulevard.

4. Historic Landmark

The Specific Plan construct a landmark on the northeastern corner of Meridian Parkway and Opportunity Way. The design and location of this landmark was reviewed and approved by the March JPA, in consultation with the Air Force Village West community, March Field Air Museum, and March ARB.

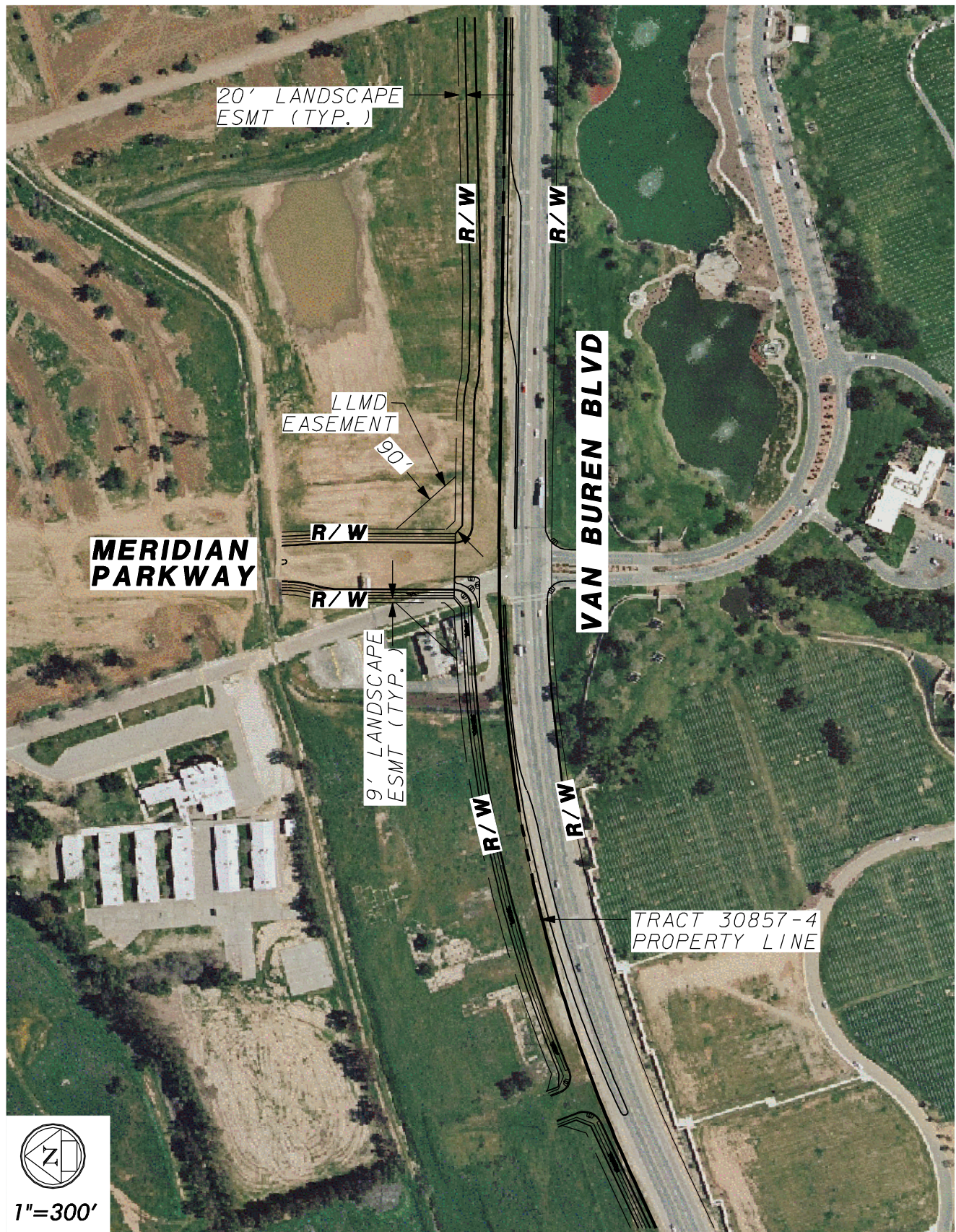


Figure III-2

Van Buren Blvd. & Meridian Parkway Landscape Easements

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. Additionally, preparation of a second Conservation Easement is underway for approximately 504 acres for the protection of Stephen’s Kangaroo Rat to be referred to as the West March Conservation Area.

B. Drainage Basins

Drainage detention facilities are provided in the east and west portions of North Campus. The largest of these basins (i.e., the East Basin) is in the eastern portion of the North Campus, north of Van Buren Boulevard and has already been constructed and is currently serving the project. The East Basin is located within the Clear Zone (CZ) as designated by the AICUZ to accommodate aircraft operations at March ARB. A second detention basin was constructed on Unit 4 Lot E (U4-E) and over detains to offset the impacts of Unit 4 which is downstream. The third basin is located south of Alessandro Boulevard, and west of the BNSF railroad tracks. This facility drains the northern portion of Unit 1. All detention basins have a draw down within 24 hours with the exception of the East Basin. The East Basin has a draw down period of 24 to 30 hours during the interim development of Unit 4. The East Basin will be designed in the ultimate condition to include a draw down period of 12 to 24 hours. Other local basins are to be maintained by the Landscape Lighting and Maintenance District (LLMD).

V. TRANSPORTATION

A. Existing Transportation Issues

Local and regional access to the 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:

While this Specific Plan Amendment requires a General Plan amendment due to land use changes, it should be noted that this Specific Plan Amendment's land uses, combined with those included in the previously adopted Specific Plan, have a substantially lower traffic generation than previously approved uses evaluated in the MEIR. In terms of traffic generation, the General Plan EIR assumed 131,400 daily trips. 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, is being constructed to provide access to and from the lots comprising the March Business Center. The internal street network consists primarily of public roadways to be maintained by the March JPA, with the exception of an east/west private roadway located along the southern boundary of lot 16. This private street was built to March JPA standards in compliance with Development Code Section 9.14.020C.2, and maintained by adjacent property owners, through a recorded maintenance agreement approved by the March JPA. Off-site transportation improvements are provided to ensure there is sufficient capacity to accommodate future traffic. The improvements associated with each development phase are to be constructed or assured to the satisfaction of the March JPA Executive Director prior to the occupancy of that phase.

1. Project Development Phasing

Meridian SP-5 is to be constructed in a single development phase, referred to as Phase II-A. Figure I-3 on page I-5 of this Specific Plan illustrates the boundaries of Phase II-A. The previously adopted Specific Plan was divided into smaller phases that deliver transportation facilities based on when these improvements are needed. **Figure V-1** illustrates the transportation improvements associated with Phase I, the initial phase of the previously adopted Specific Plan. Phase II includes the area formerly occupied by the demolished housing development. The improvements for Phase 2 are shown in **Figure V-2**. Phase II-A includes Meridian SP-5 (257.7 acres) in the North Campus; this phase is also shown in **Figure V-2A**.

2. Planning Areas and Planning Regions

Development within Meridian SP-5 is managed using a system of Planning Areas and Planning Regions. **Figure V-4** depicts the boundaries of seven Planning Areas, and their location within three larger Planning Regions. Each Planning Area is allocated a traffic generation “budget” based on assumed land uses, and the combined Planning Area budgets are equal to the total traffic generation of the entire Specific Plan Amendment Area. **Table V-1** summarizes the trip generation budgets. When a new development is proposed within the Meridian SP-5, its traffic generation⁴ shall be calculated based on the long term conditions, and a running total shall be kept for each of the Planning Areas as development proceeds. If all lots within a Planning Area are fully developed and the combined traffic generation is less than the budget, then three percent of excess trips may be reallocated to other Planning Areas within that Planning Region only. No trips may be transferred among Planning Regions. Appendix C contains a sample spreadsheet that can be used to track traffic generation.

3. Street Sizing and Landscaping

The internal street network will accommodate traffic from the previously adopted Specific Plan, traffic from Meridian SP-5, traffic generated by new development in the project vicinity, and existing trips diverted to internal streets from parallel routes. **Figure V-4A** illustrates the classifications of internal roadways and Van Buren Boulevard. **Figure V-5** 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 because existing improvements are provided adjacent to Riverside National Cemetery.

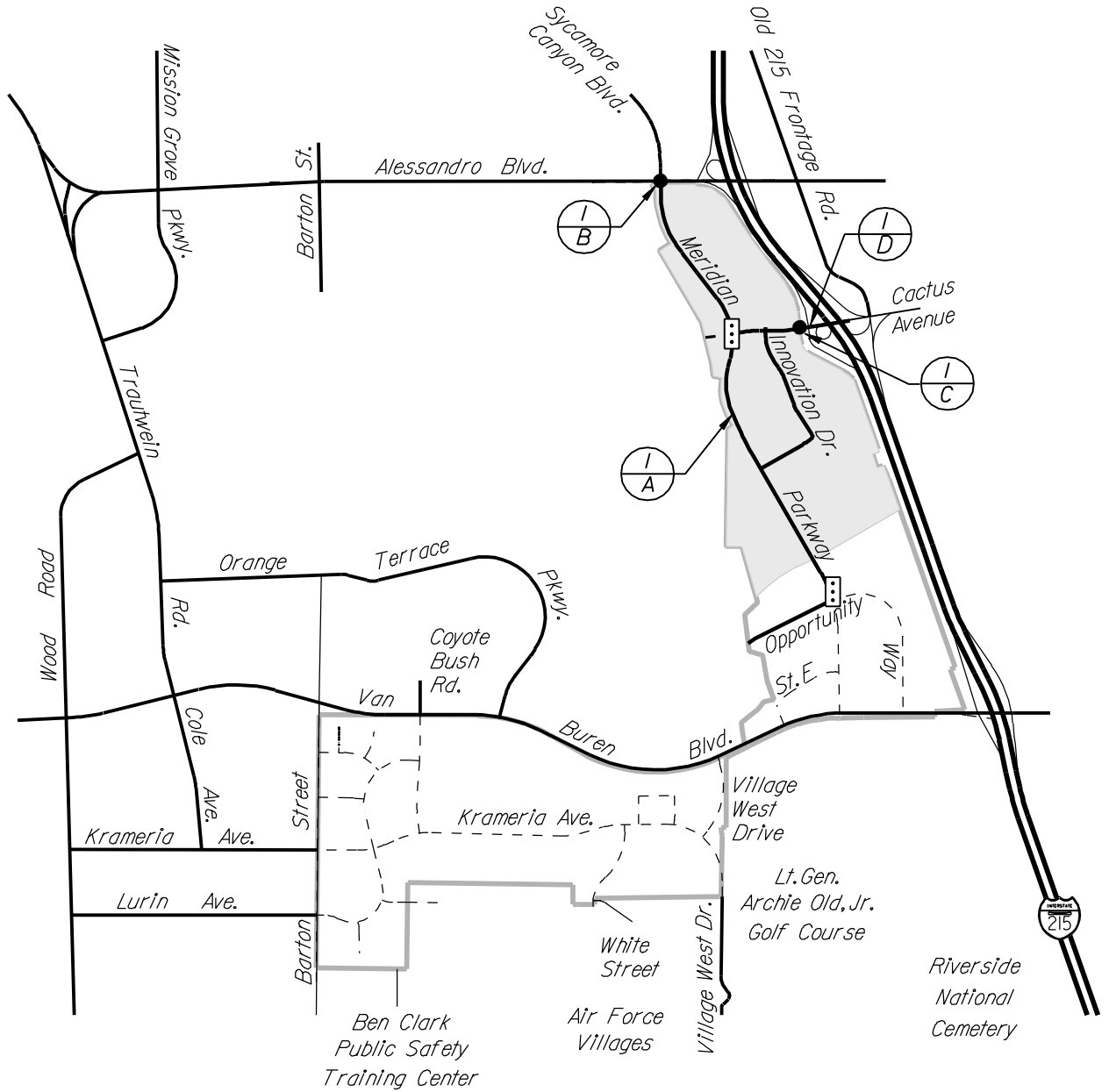
However, the design of Van Buren Boulevard is consistent with the intent of the RCIP because additional landscaping will be provided along this roadway adjacent to the project, including a 20-foot landscaping easement on the north side of Van Buren Boulevard, adjacent to the North Campus.

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.

4. 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.

⁴ Traffic generation shall be calculated using the trip generation rates included in the Traffic Impact Analysis, Meridian Specific Plan Amendment (2010), which is based on Institute of Transportation Engineers’ Trip Generation (8th Edition) rates, and the City of Fontana Truck Trip Generation Study (2003). The March JPA will also consider trip generation studies and/or data that are different from the above-listed rates for the purposes of trip generation calculations.



Legend:

- - Complete Project Roadway
- - - - Future Project Roadway
- (I/B) - Improvement Phase / Identifier
- [Traffic Signal Symbol] - Traffic Signal

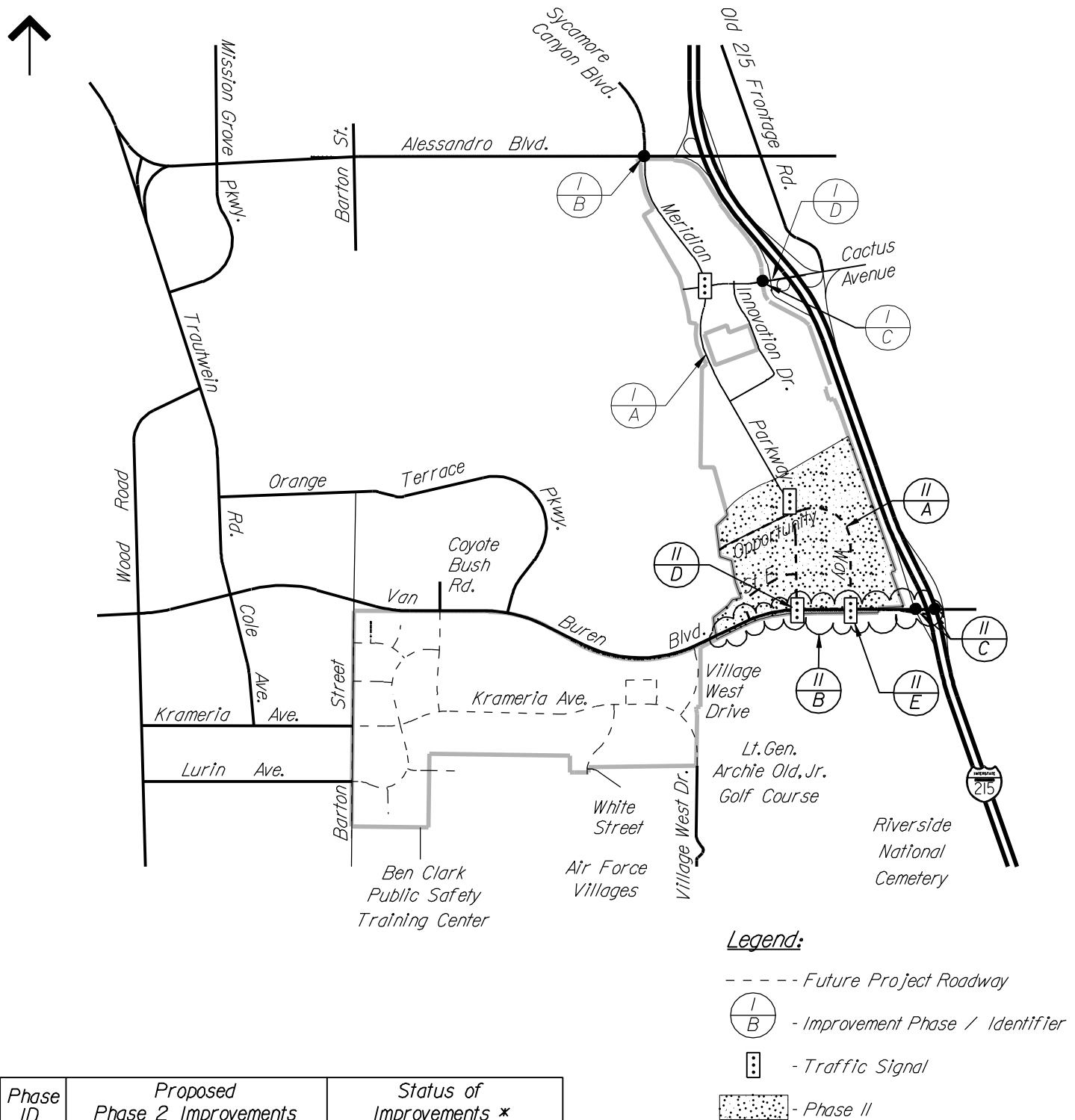
NOTE:
SPA Improvements Included In Phase II-A

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	Construction Expected To Be Complete By Mid-2010

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Figure V-1
Transportation Improvements,
Development Phase I



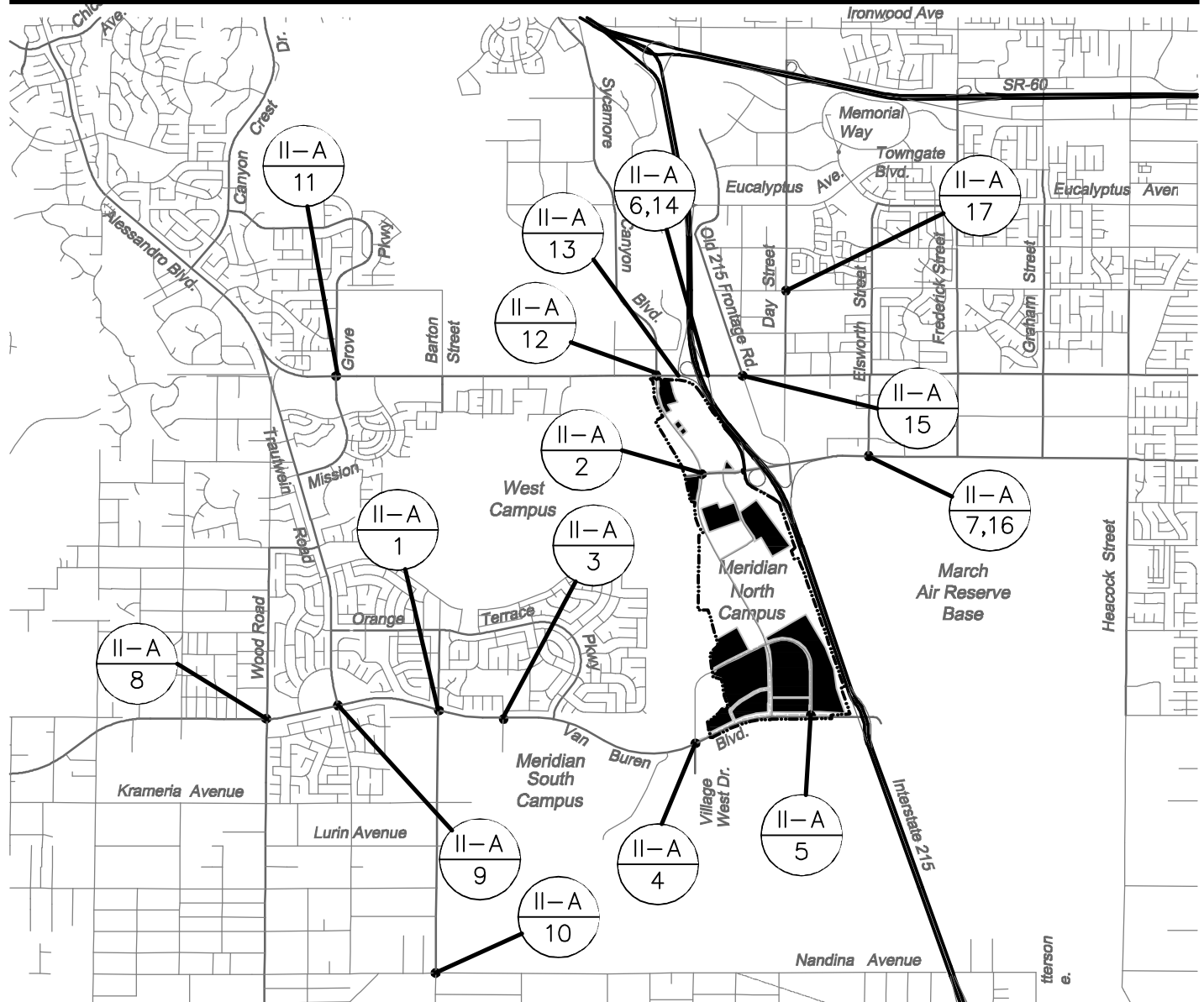
Phase ID	Proposed Phase 2 Improvements	Status of Improvements *
II-A	Construct internal streets	Partially Complete
II-B	Widen Van Buren Boulevard	To Be Completed
II-C	Improve Van Buren Blvd / I-215 interchange	In Plans, Specifications & Estimates (PS&E) Phase
II-D	Provide signal control	In Design
II-E	Provide signal control	In Design

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

Meridian - Specific Plan Amendment



Phase ID	Proposed Phase II-A Improvements	Status of Improvements
II-A-1	Van Buren/Barton Improvements	To Be Completed
II-A-2	Meridian/Cactus Improvements	To Be Completed
II-A-3	Van Buren/Coyote Bush	To Be Completed
II-A-4	Van Buren/Village West	To Be Completed
II-A-5	Van Buren/Opportunity Way	To Be Completed
II-A-6 to II-A-17	Fair share contributions to mitigate cumulative impacts	To Be Collected and Distributed by JPA

Legend:



Note: Two Identification numbers at one intersection indicate fair share contribution toward near term and 2030 Improvement.



Figure V-2A
Additional Transportation Improvements,
Development Phase II-A

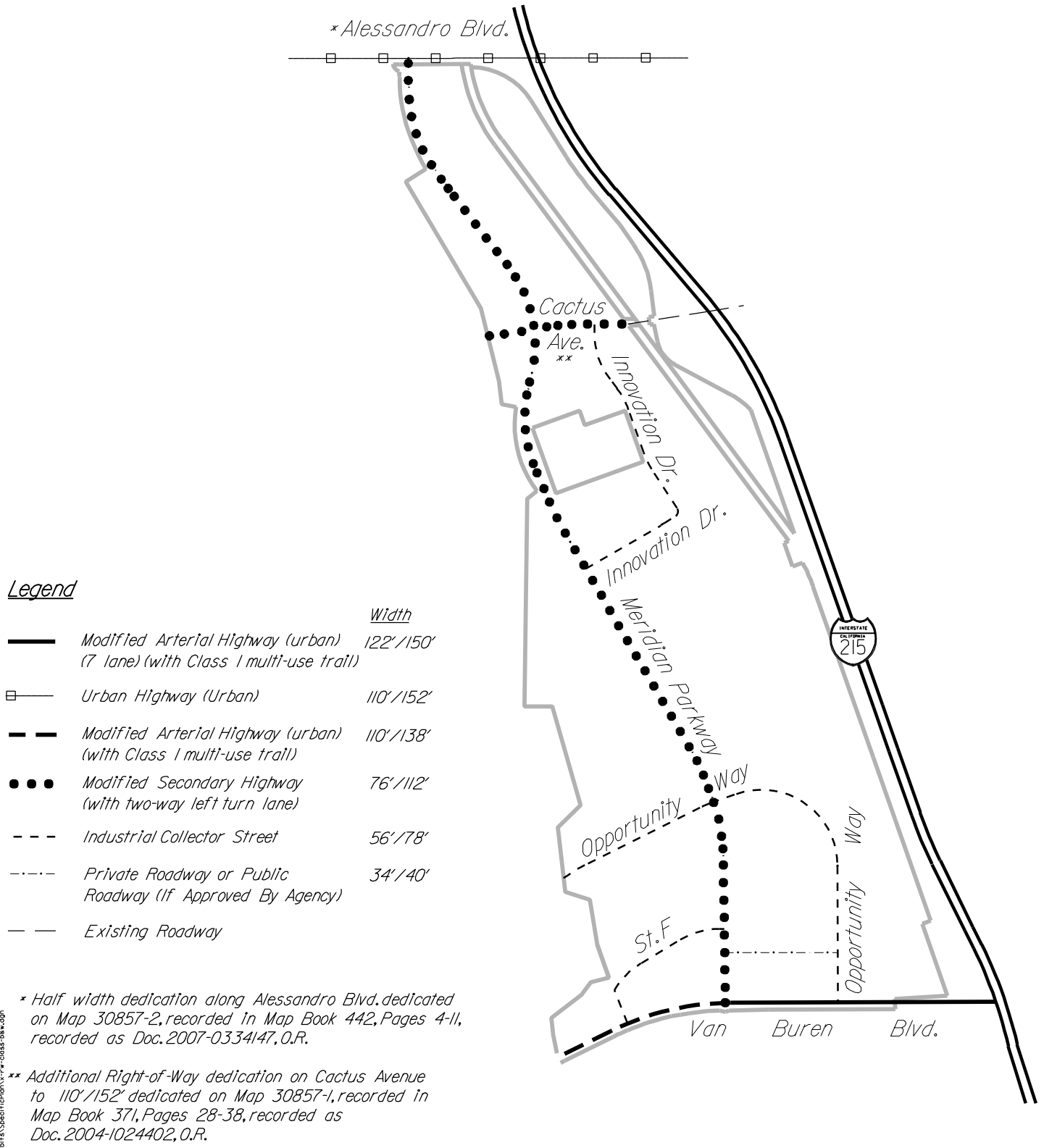


Figure V-4A

TABLE V-1
MERIDIAN SPA TRIP GENERATION SUMMARY BY PLANNING AREA
NORTH CAMPUS - TOTAL TRIPS (TRUCKS AND PASSENGER CARS)

Planning Area Number	Total ADT	Truck ADT	Passenger Car ADT	Captured Trips	External Trips
Planning Region A ¹					
1	8,429	0	8,429	1,096	7,333
2	0	0	0	0	0
Subtotal	8,429	0	8,429	1,096	7,333
Planning Region B					
3	9,269	1,836	7,433	966	8,303
4	0	0	0	0	0
Subtotal	9,269	1,836	7,433	966	8,303
Planning Region C					
5	6,726	1,760	4,966	646	6,080
6	8,622	294	8,328	1,083	7,539
7	18,579	0	18,579	2,415	16,164
Subtotal	33,927	2,054	31,873	4,144	29,783
NET TRIP GENERATION =					
	51,625	3,890	47,735	6,206	45,419
Note: 1. Because SPA land uses within Planning Region A include Mixed Use, Commercial, and Business Park land uses, there is no truck traffic, as defined in the Fontana Truck Trip Generation Study (2003) will be generated. Internal Capture is 13% for proposed uses.					

MARCH BUSINESS CENTER - SPECIFIC PLAN AMENDMENT

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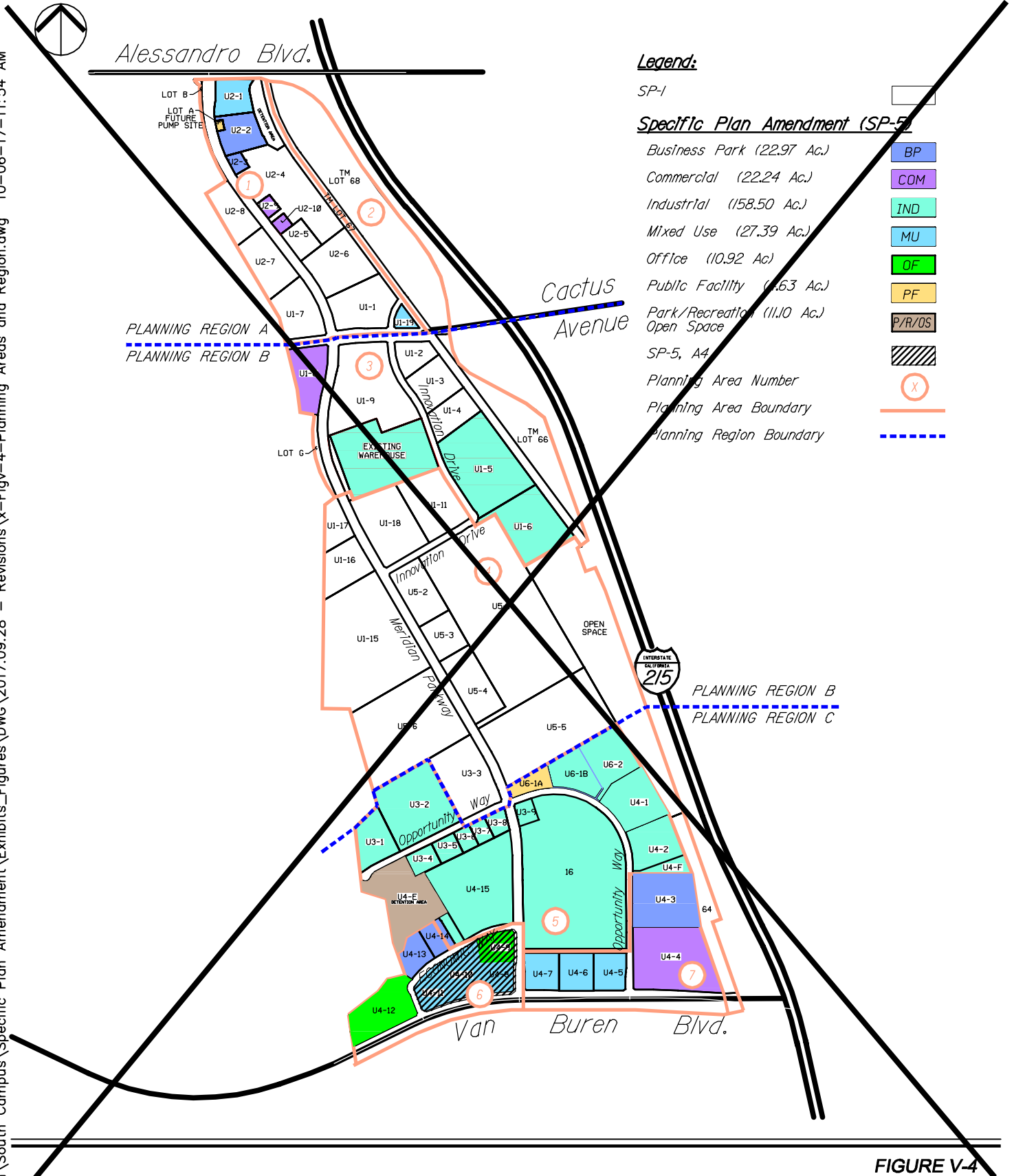


FIGURE V-4

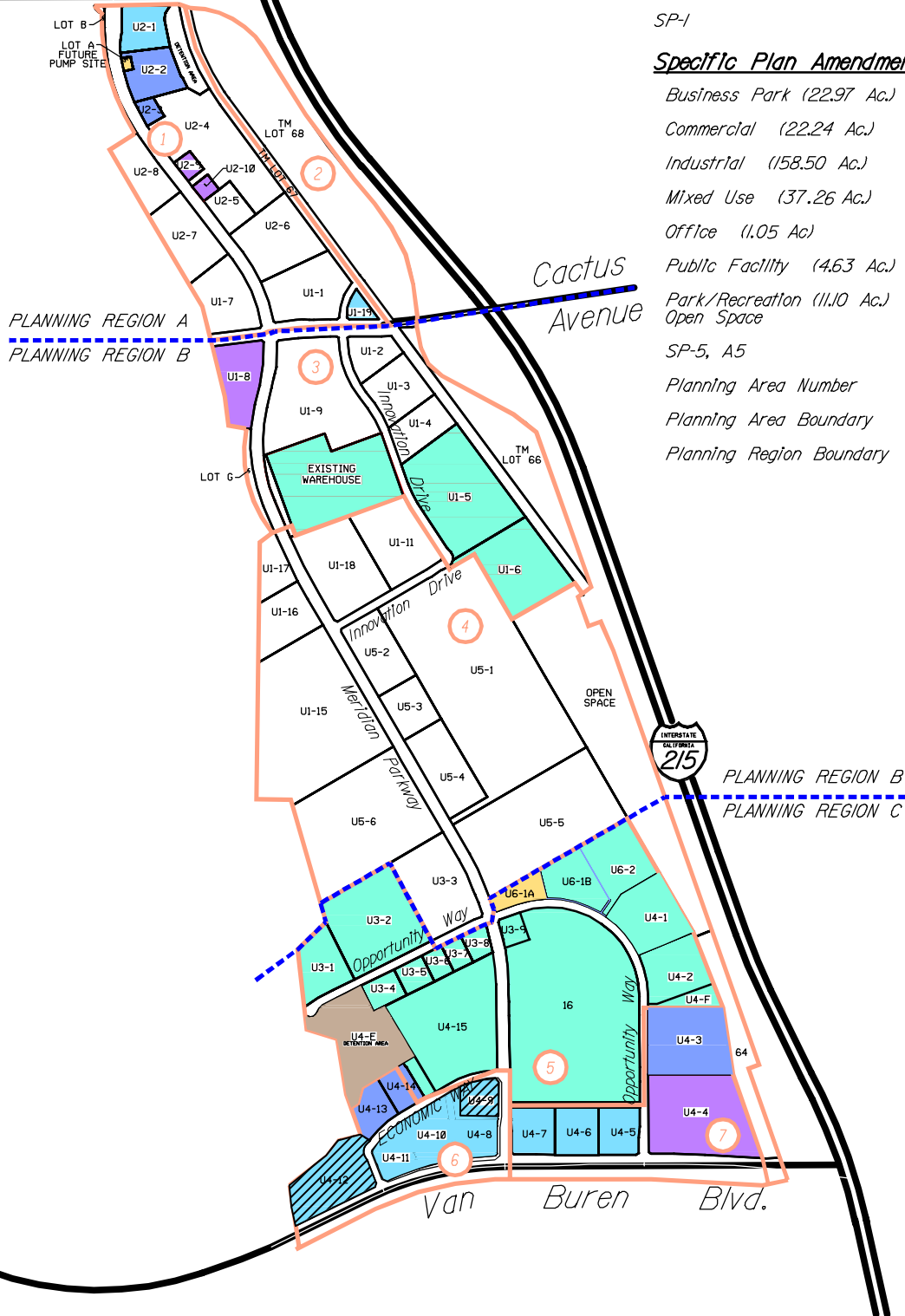
EXISTING PLANNING AREAS AND REGIONS

MARCH BUSINESS CENTER - SPECIFIC PLAN AMENDMENT

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Alessandro Blvd.



Legend:

SP-1

Specific Plan Amendment (SP-5)

Business Park (22.97 Ac.)

Commercial (22.24 Ac.)

Industrial (158.50 Ac.)

Mixed Use (37.26 Ac.)

Office (1.05 Ac.)

Public Facility (4.63 Ac.)

Park/Recreation (11.10 Ac.)

Open Space

SP-5, A5

Planning Area Number

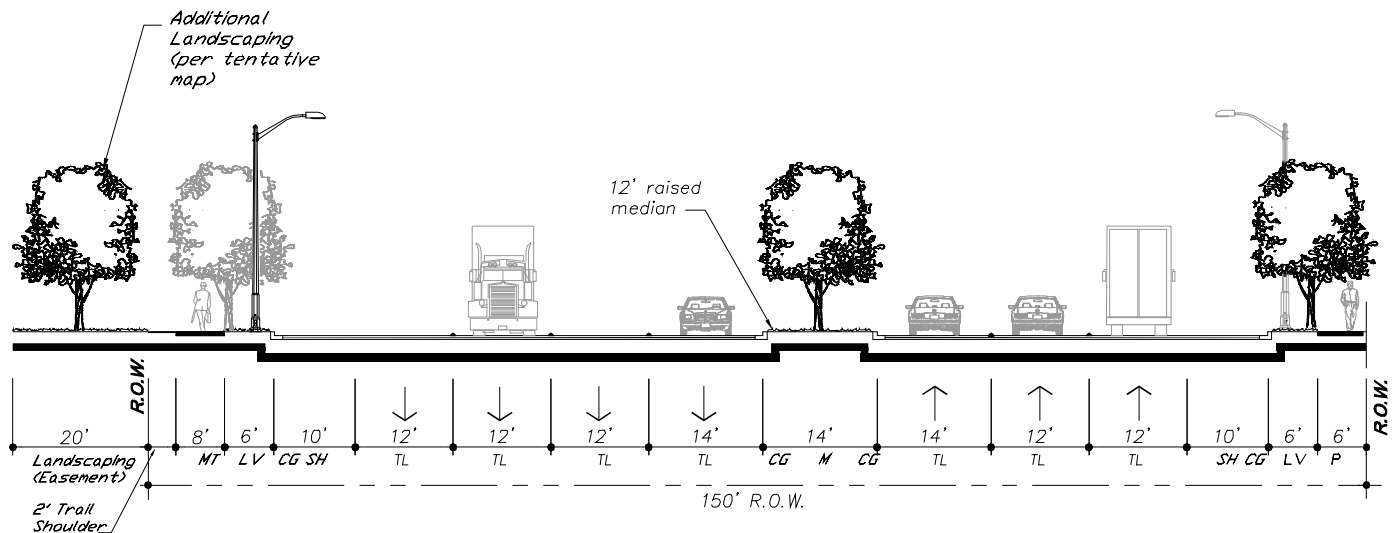
Planning Area Boundary

Planning Region Boundary



FIGURE V-4

PROPOSED PLANNING AREAS AND REGIONS



Legend

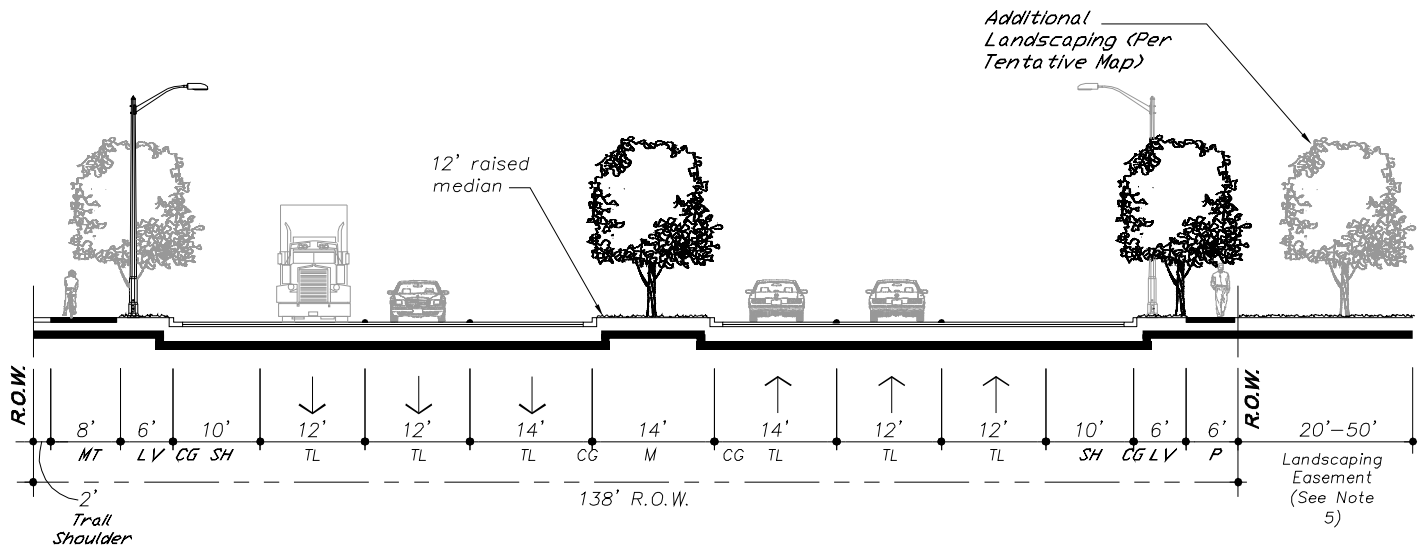
TL = Travel Lane
 M = Median
 LV = Landscape Verge
 P = Pedestrian Way
 CG = Curb/Gutter
 SH = Shoulder
 MT = Multi-use Trail

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.
5. In order to conform to the I-215/Van Buren interchange, two additional eastbound through lanes are added east improvements of Meridian Parkway.

Figure V-5A

Van Buren Boulevard (Meridian Parkway to I-215, facing East)
Modified Arterial (Urban) Highway, 7 Lanes (With Class I Multi-Use Trail)



Legend

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

Notes:

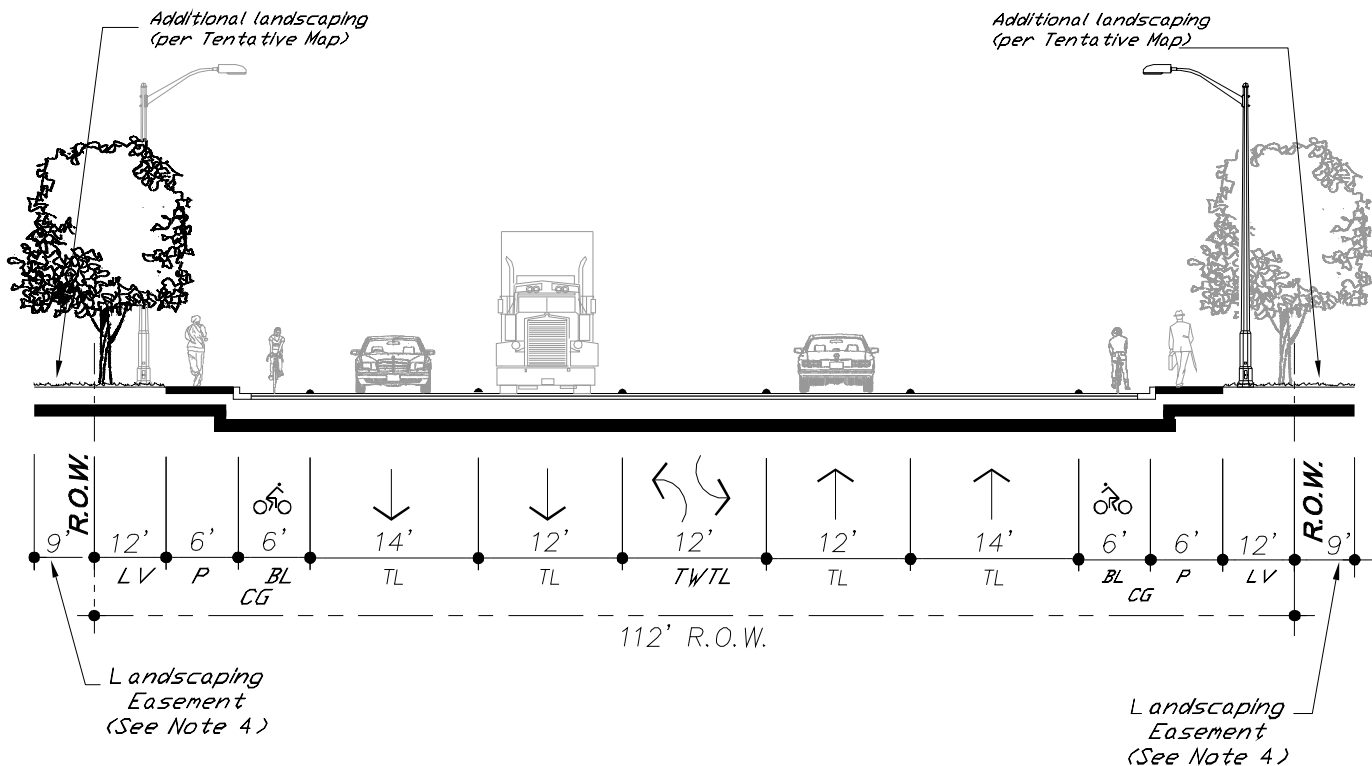
1. Combined thickness of base and surface to be determined by soil test.
2. Minimum paving thickness per Riverside County specifications.
3. Refer to Figure V-7 of the Specific Plan for the location of the Class I trail.
4. North side of Van Buren Boulevard to be constructed as proposed between Orange Terrace Parkway and Meridian Parkway 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, in addition to landscape in the public ROW, will be provided on Van Buren Boulevard from West edge of North Campus Lot 23 to East edge of South Campus Lot 26.
 Unit 4, Lot 12 Unit 4, Lot 4
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 Boulevard (West of Meridian Parkway, facing East)
Modified Arterial (Urban) Highway (With Class I Multi-Use Trail)**

Meridian – Specific Plan Amendment

Not To Scale



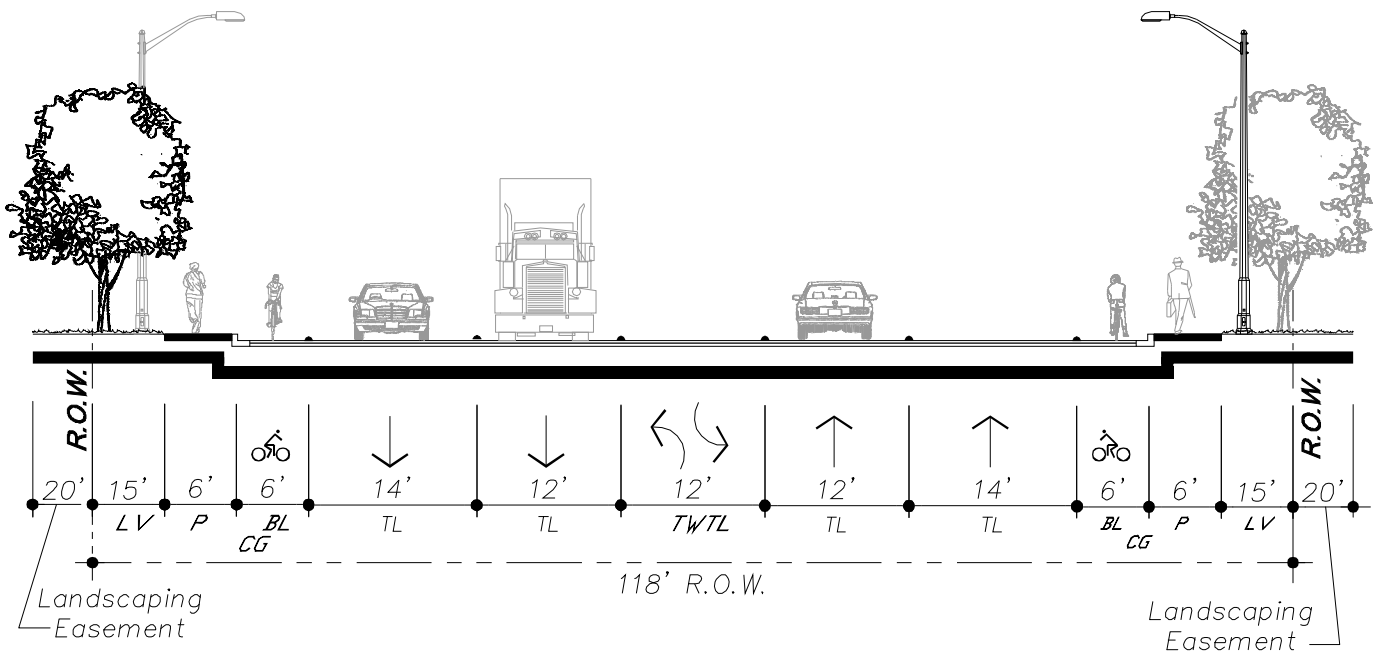
Legend

- 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 Meridian Parkway.
5. For Krameria Avenue and Meridian Parkway, the parkway slope from the back of sidewalk will be 6:1.
6. N/A
7. Assessment district will maintain all landscaping in public right-of-way.

Figure V-5C

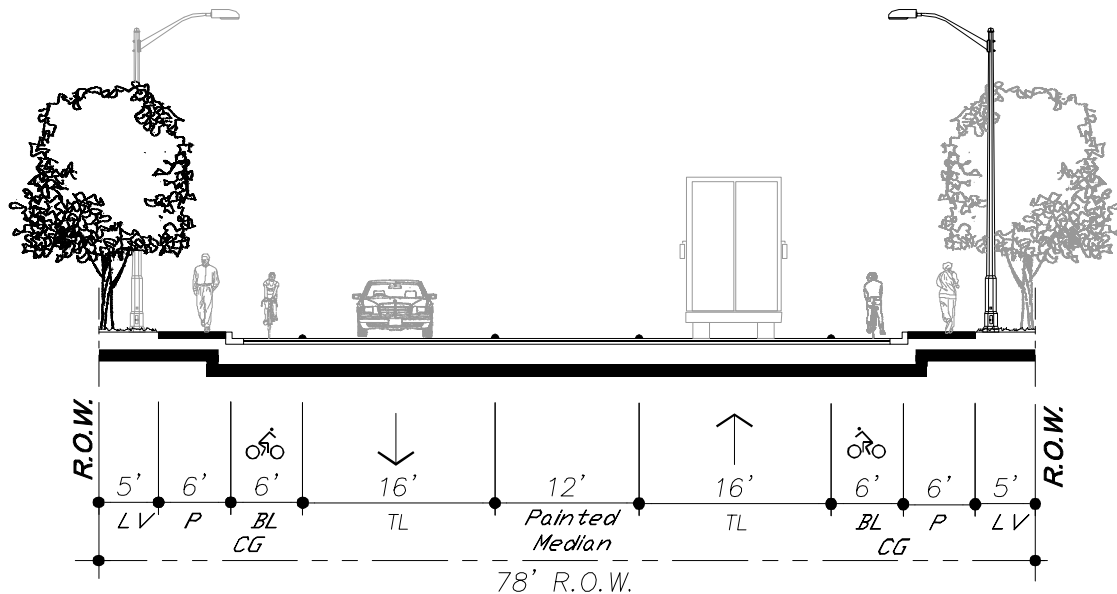


Legend

- 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).

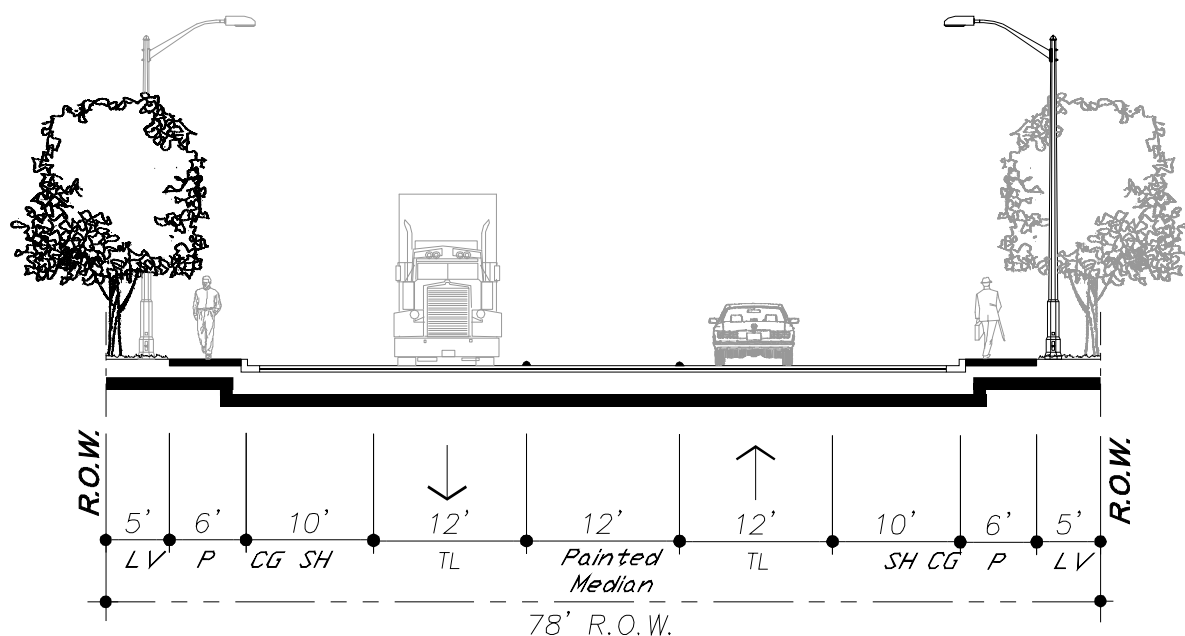
**Legend**

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
Opportunity Way (East of Meridian Parkway), Street K,
Village West Drive (South of Krameria Ave.) and Street Y
Industrial Collector Street (With Class II Bike Lane)



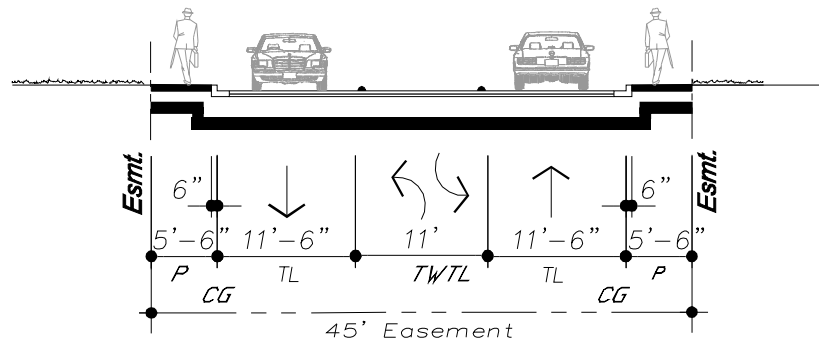
Legend

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.

Figure V-5F

**Legend**

- TL = Travel Lane
LV = Landscape Verge
P = Pedestrian Way
CG = Curb/Gutter
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. All curb and gutter to be type "A-6" per Riverside County standards.

5. Employment Center Trip Capture

As discussed in Section III, the Specific Plan is a major employment center in a portion of the County that is characterized by primarily residential land uses. Development of new uses consistent with the Specific Plan Amendment is intended to 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 Specific Plan 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,⁵ 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.

6. Transportation Demand Management

While the Specific Plan 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:

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

Each employer shall submit a TDM plan to the JPA. The TDM plan shall address the following:

- Designate a TDM coordinator
- Provide a space (e.g., kiosk, bulletin board, etc.) for rideshare information
- Provide preferential parking for carpools
- Identify bus routes and bicycle facilities in the vicinity
- Provide flexible working hours and/or a telecommuting program (to the extent feasible)
- Bicycle storage facilities
- Showers and locker rooms⁶

⁵ 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).

C. Non-Automobile Circulation

1. 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, the 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. The Specific Plan also requires dedication of appropriate transit routes, stations, and stops as part of new development. Bus stops shall provide shelters, route information, benches, and lighting. The master developer shall reimburse the March JPA for the construction and installation of three bus shelters at the time the certificate of occupancy is issued for Lot 16.

2. 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 will be routed through the Specific Plan's roadways in accordance with the circulation routes depicted on **Figure V-6**. Also, master developer will cooperate with the City of Riverside to support measures to restrict the use of residential collector streets and secondary highways by trucks. All 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.

3. Bicycle/Pedestrian Access

Bicycle and pedestrian linkages support implementation of 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 the previously adopted Specific Plan, the Meridian SP-5, 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 II 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 Transportation Center.

Figure V-7 depicts the Class I, Class II, and Class III facilities on project streets and Van Buren Boulevard.

⁶ In accordance with Mitigation Measure T-2 in Appendix B of the California Air Pollution Control Officers Association (CAPCOA) white paper, "CEQA and Climate Change," January 2008.

MARCH BUSINESS CENTER - SPECIFIC PLAN AMENDMENT



Alessandro Blvd.

Legend:

TRUCK ROUTE



NOTES:

1. INTERSECTIONS WILL BE SIGNED TO PROHIBIT TRUCKS FROM COYOTE BUSH ROAD AND ORANGE TERRACE PARKWAY.
2. A PHYSICAL RESTRICTION WILL BE INSTALLED TO PROHIBIT TRUCKS FROM TRAVELING EAST OF VAN BUREN BLVD.
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 PKWAY, AND OPPORTUNITY WAY INTERSECTIONS WITH VAN BUREN BLVD.
5. SPA APPLIES TO PORTIONS OF THE NORTH CAMPUS ONLY.

Cactus Avenue

Innovation Drive
Meridian Parkway

Opportunity Way

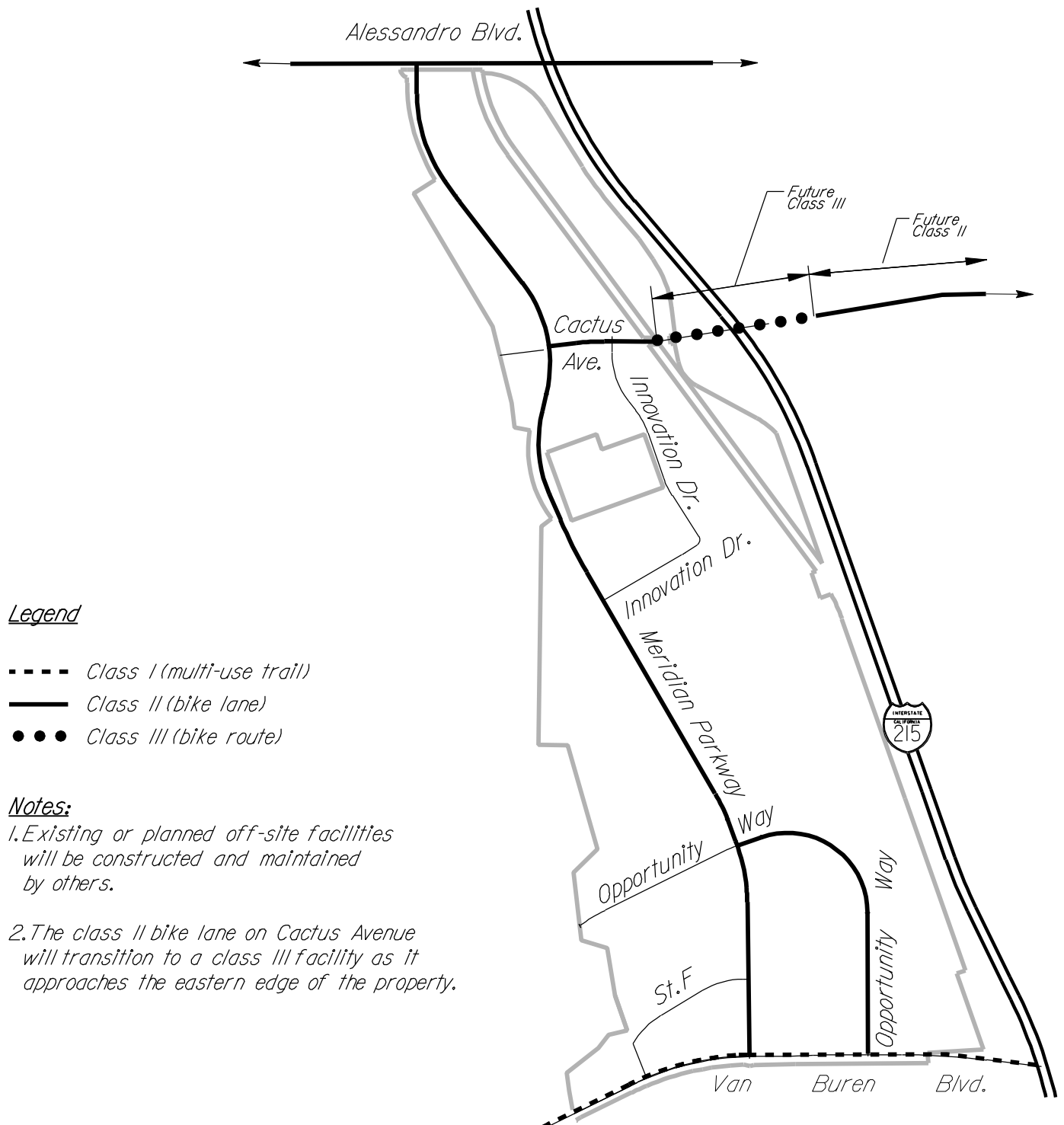
Economic Way

Van Buren Blvd.



FIGURE V-6

TRUCK ROUTES



Legend

- Class I (multi-use trail)
- Class II (bike lane)
- ... Class III (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.

NOTE:
SPA Applies to Portions of the North Campus Only

**Figure V-7
Bicycle and
Pedestrian Facilities**

VI. INFRASTRUCTURE AND GRADING

A. Existing Infrastructure Issues

On the North Campus infrastructure has been constructed to serve developments that have been constructed since the previously adopted Specific Plan was approved in 2003. Meridian Parkway from Alessandro Boulevard south to Opportunity Way has been constructed. Cactus Avenue from west of I-215 as well as Innovation Drive, have also been constructed. Potable water, reclaimed water, sewer, and storm drain infrastructure has been constructed north of Opportunity Way. A 96-inch water transmission line was constructed between Meridian and I-215 by Metropolitan Water District of Southern California (MWD), Eastern Municipal Water District (EMWD) and Western Municipal Water District (WMWD). Additional public facilities, services and infrastructure will be provided concurrently with the appropriate phase of project development. Figures V-1 and V-2 show the development phase boundaries of both the previously adopted Specific Plan and the Meridian SP-5 within the North Campus area.

B. Sewer Service and Facilities

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 been expanded to provide a treatment capacity of 3.0 million gallons per day (mgd). The sewer lift station near Alessandro Boulevard has a capacity of 0.68 mgd, and may be expanded to 1.2 mgd with the diversion of a portion of the sewer flow from the adjacent Orangecrest system. The temporary lift station located near Van Buren Boulevard has a capacity of 1.1 mgd. This temporary facility will be removed after the gravity sewer is extended to the treatment plant. The costs associated with these expansions will be borne by future developments in the Specific Plan 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 Specific Plan will substantially increase water demand as compared to previous uses. Because of the location and capacity of existing facilities, an entirely new system is to 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.

D. Reclaimed Water

The Specific Plan will use reclaimed water for landscape irrigation throughout the project area. The non-potable, reclaimed water system infrastructure has been installed north of Opportunity Way to serve the North Campus. The reclaimed water system is operational in the North Campus, although it currently contains potable water. Non-potable water will flow through the reclaimed water infrastructure following the expansion of the Wastewater Treatment Facility (WWTF). Once the WWTP is complete, reclaimed water will be supplied to Meridian and will meet the irrigation demands of the Specific Plan. **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 Specific Plan flow into either the Santa Ana River Basin or the San Jacinto River Basin. The northern portion of Phase I (which flows to the north) drains into the Santa Ana River Basin. Phases II and II-A, plus the southern portion of Phase I, flow to the south into the San Jacinto River Basin. Soil types within the Specific Plan 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 the Specific Plan. This Plan is a supplement to the *March Air Force Base Reuse Drainage Plan* prepared for the Riverside County Flood Control and Water Conservation District (RCFCWCD) for the entire General Plan area.

Figure VI-4 depicts proposed on-site drainage facilities. As shown in this figure, three detention basins are provided onsite. The largest of these basins is in the eastern portion of the North Campus, north of Van Buren Boulevard and is currently serving the project. 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. A second detention basin was constructed on Lot 49 and over detains to offset the impacts of Unit 4 which is downstream. The third basin is located south of Alessandro Boulevard, and west of the BNSF railroad tracks. This facility drains the northern portion of Unit 1. The drainage system employs 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. Water treatment, as required by the National Pollutant Discharge Elimination System (NPDES) will occur on individual lots, and the common detention basins are primarily for flood control purposes, and provide relatively minor water quality benefits. March JPA storm water quality requirements are addressed in “NPDES Guidelines for New Development & Redevelopment for Projects under the March Joint Powers Authority.” Storm drain facilities shall be designed to the standards of the RCFCWCD. Public storm drains 36” and larger will be maintained by the RCFCWCD and private facilities shall be maintained by the property owner. The detention basins will be maintained by RCFCWCD or an assessment district.

F. Gas and Electrical Services

Southern California Edison (SCE) provides electrical power to the North Campus. SCE currently has a 12 kilovolt (kV) system in Meridian Parkway from Alessandro Boulevard to Opportunity Way. This system has been used for the individual buildings within the North Campus and will continue to be the source for future buildings within the Specific Plan. Southern California Gas Company (SCG) supplies natural gas service to the North Campus. SCG has a four-inch low pressure system in Meridian Parkway from Alessandro Boulevard to Opportunity Way. This system has been used for the individual buildings within the North Campus. There are plans to install a Gas Regulation Station on the south side of Van Buren Boulevard near Meridian Parkway to continue to serve the North Campus including the proposed Amendment area.

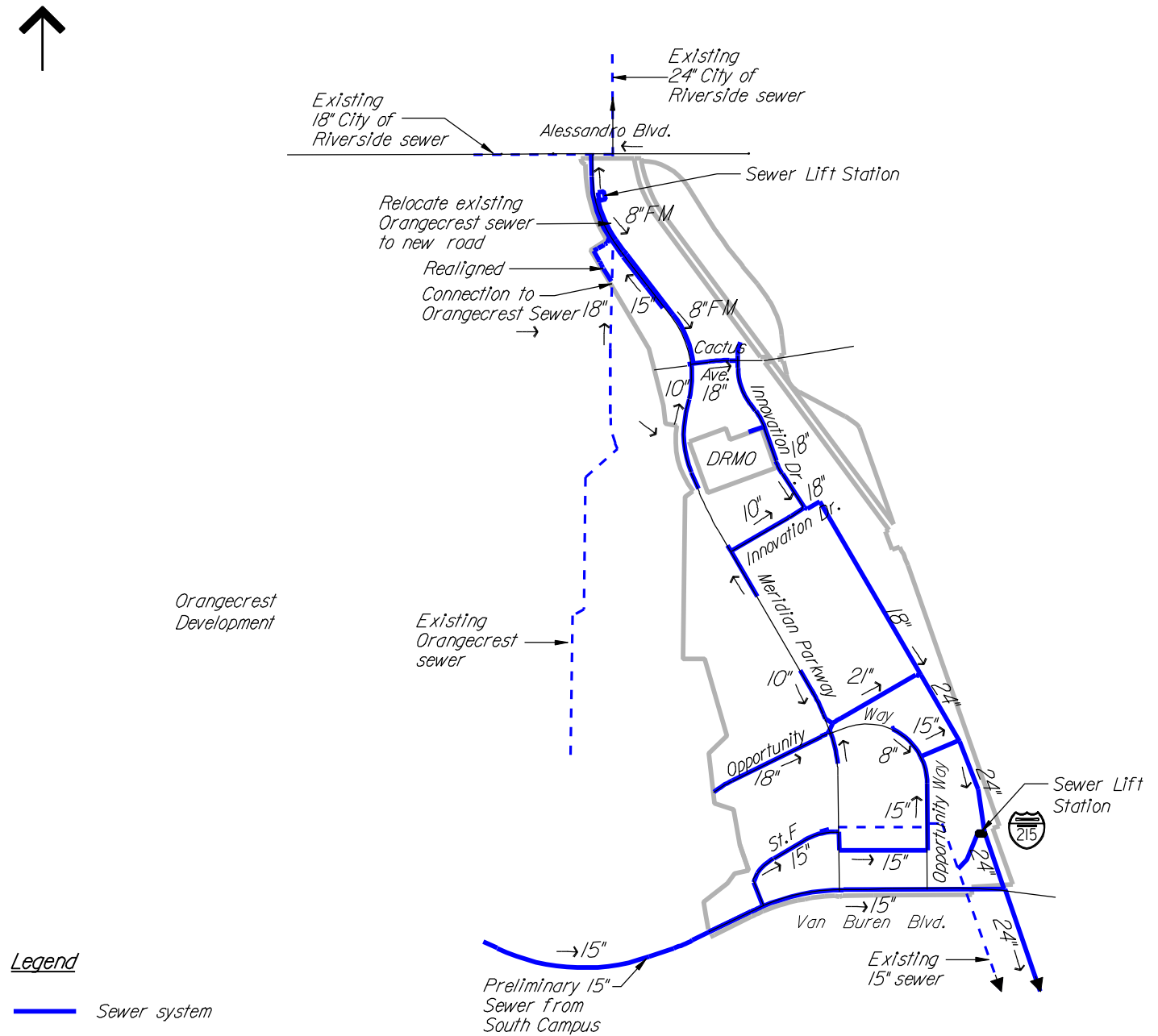


Figure VI-1

Sewer System

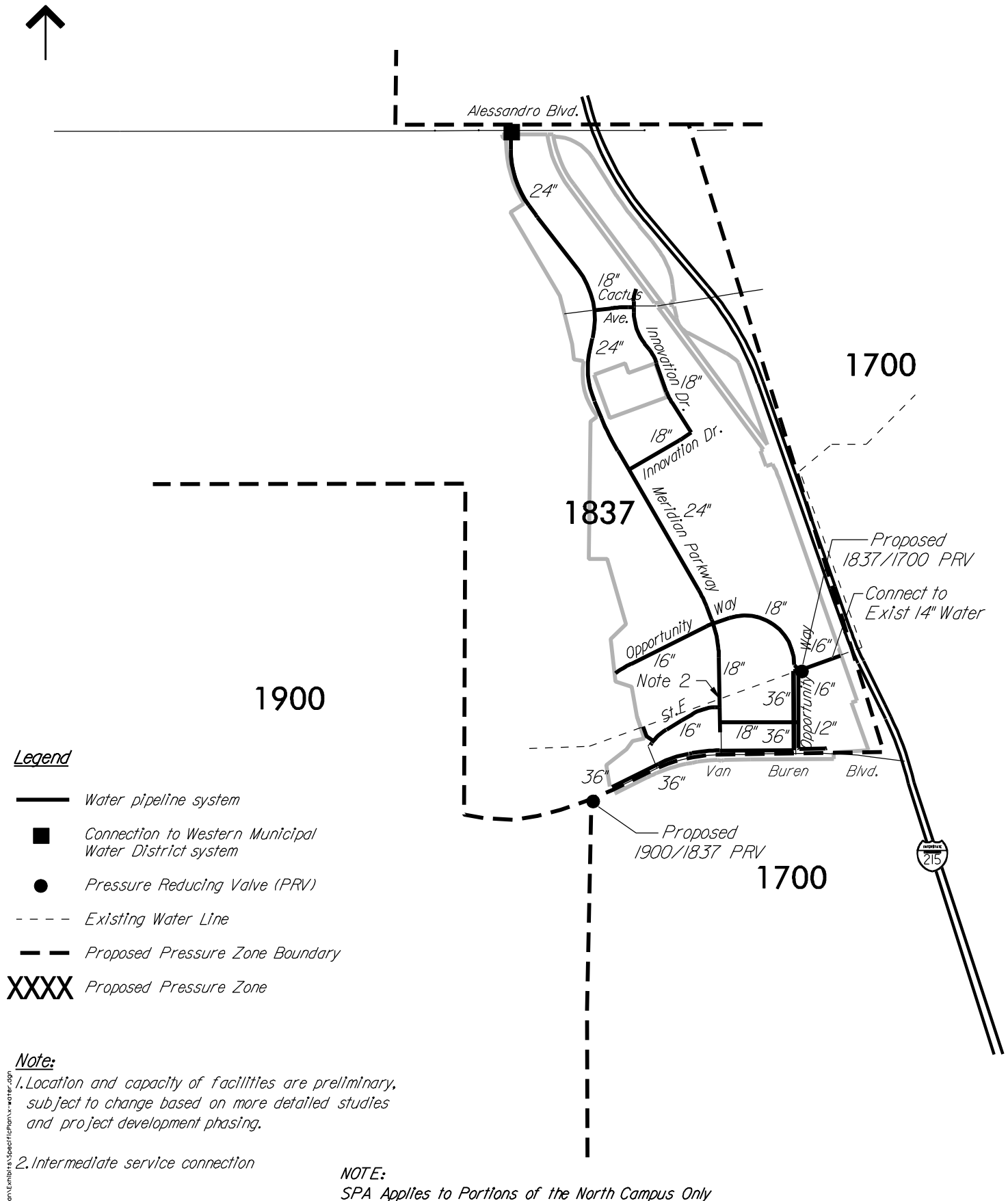
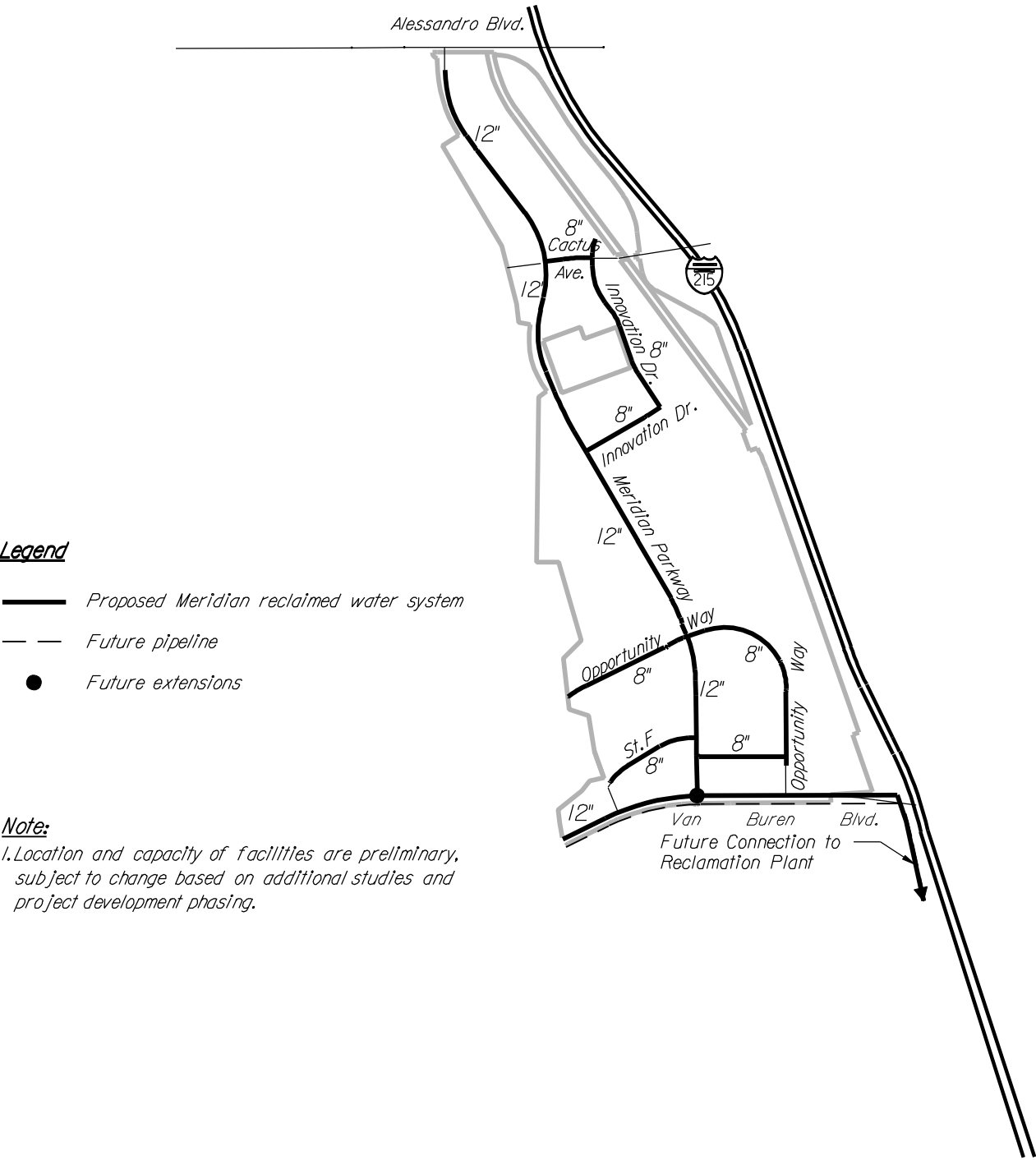


Figure VI-2

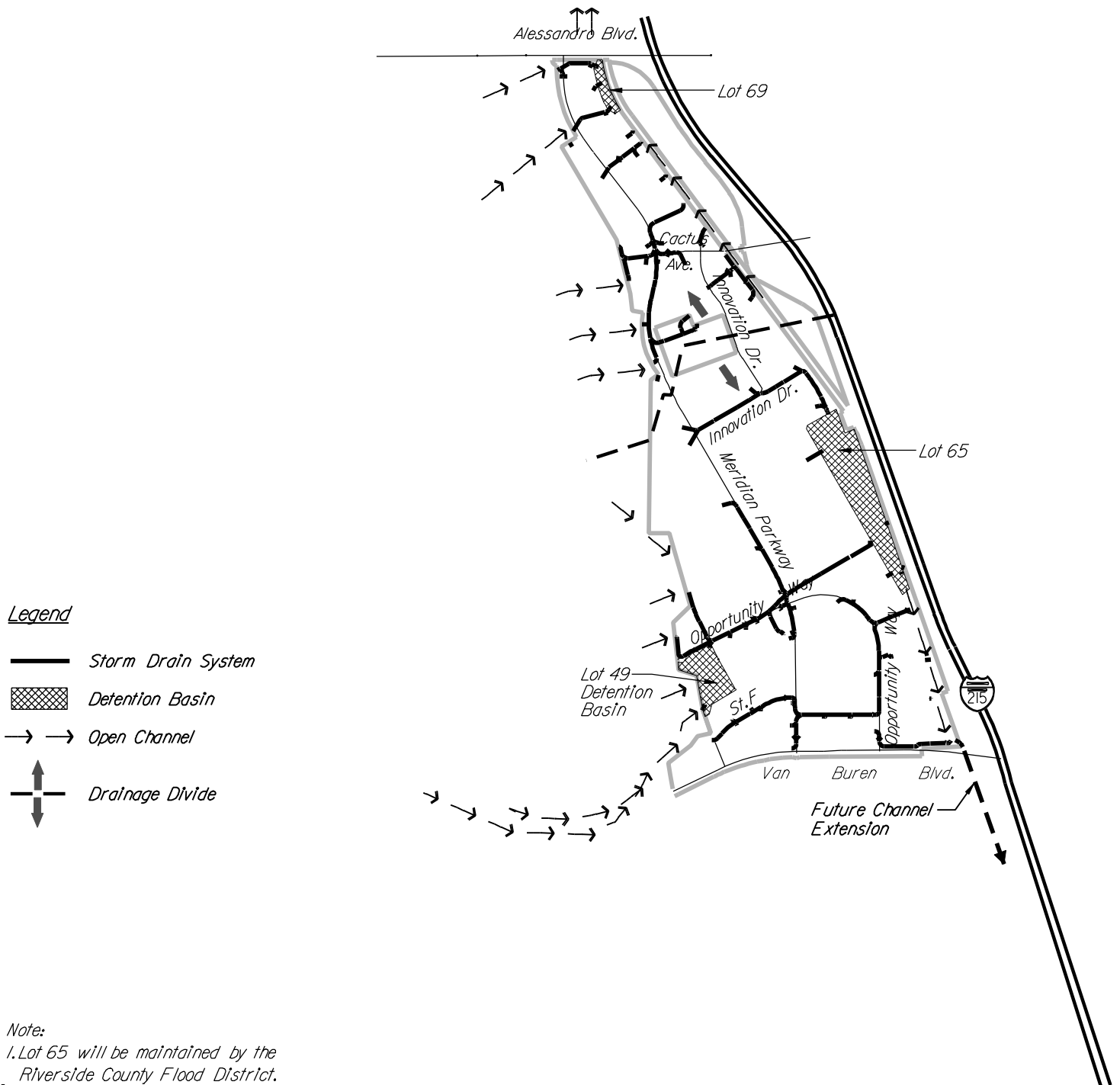
Potable Water System



NOTE:
SPA Applies to Portions of the North Campus Only

Figure VI-3

Reclaimed Water System



Note:

1. Lot 65 will be maintained by the Riverside County Flood District. All others will be maintained by the Landscape and Lighting District or owners of individual lots.

NOTE:

SPA Applies to Portions of the North Campus Only

Figure VI-4

Storm Drain System

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 Specific Plan, will generate about 87 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 planned future development, the Specific Plan 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 Amendment consistent with the Development Code. Grading designs will implement the goals and policies of the March JPA General Plan.

1. Grading Plan Development Standards

- Prior to grading commencing, a burrowing owl survey and other required surveys shall be performed, consistent with applicable protocols.
- 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 SEIR for Meridian SP-5.
- 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 LLMD. The LLMD will maintain slopes only within separate lots, or within easements conveyed to the JPA. The easement must be consistent with the LLMD engineer's report identifying slope maintenance areas. Irrigation systems maintained by the LLMD 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 the Specific Plan.

A. Phasing Plan

The project will be constructed in planning phases, as illustrated in Figure I-3 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 subdivided 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 Civil Engineer unless and until the following have been accomplished or are in formation:

- (i) 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 is a valuable tool for financing public facilities, and has partially funded the I-215/Van Buren Boulevard interchange project (see improvement II-C in Figure V-2). Because the properties comprising the Specific Plan had not as yet been subjected to taxation at the time of adoption, the tax capacity has been 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:*** Development review shall proceed along either of the two tracks described below:
- B.1 Design Plans consistent with Meridian SP-5 and the Subsequent EIR shall go through a ministerial review process before the March Business Center Implementation Committee.
 - B.2 Plot Plans subject to discretionary review (i.e., rezoning, conditional use permit, variance or ALUC review) or subject to subsequent environmental review shall go through Plot Plan public hearing process in compliance with Section 9.02.070 of the Development Code, with the exception that the sole public hearing shall be before the March Joint Powers Commission (i.e., no Planning Commission hearing is required).
- 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 Meridian Specific Plan. The March JPA Planning Manager shall ensure compliance with the regulations and procedures of this section. The Meridian 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) Tenant improvements and minor building additions that qualify as exempt from CEQA.
 - (B) Other minor approvals adopted through a determination of substantial conformance.
 - (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 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 the March Business Center Implementation Committee (the “Committee”) which shall be composed of three members who shall serve without compensation. The members shall be 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 members 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 design applications of the site plan, landscape plan and building elevations which are determined to be fully compliant with the Specific Plan, the March Business Center Design Guidelines, and Subsequent EIR. Applications not consistent with these requirements shall be denied. 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 Specific Plan and, when appropriate, offer its recommendations on these matters to the March JPA Executive Director.

E. Maintenance

The March JPA has created a landscape lighting maintenance district to accommodate the maintenance of portions of the open space and landscaped areas within the Specific. The district has been 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 district is used exclusively for the ongoing maintenance of the improvements described below. The district is *not* used to fund capital expenditures and/or construction of the improvements. The improvements are to 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 require that all projects within the Specific Plan be subject to the district, as well as all subsequent subdivisions/phases of the Specific.

The district's maintenance responsibilities and budgeted items include, but are 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 RCFCD or Riverside County;
- Project entry monumentation and cultural amenities/monumentation maintenance and repairs;
- Any insurance requirements;
- Slope maintenance (over 10 feet);
- Street sweeping;
- Graffiti control
- District management fee.

The district's engineer prepares the annual budget for the district and determines the budget amounts for new properties entering the district. All other terms of the district 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: March JPA

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 Meridian.

TABLE VII-1 INFRASTRUCTURE/SERVICE FUNDING RESPONSIBILITY		
SERVICE /INFRASTRUCTURE	CAPITAL EXPENSE	OPERATIONS AND MAINTENANCE
Street Lighting	Master Developer	Landscape and Lighting Maintenance District
Fire Protection	Impact Fee collected in permitting	Riverside County Fire Protection Property Tax and County General Fund
Reclaimed Water Delivery System	Master Developer	Distribution system: Western Municipal Water District Irrigation system: Landscape and Lighting Maintenance District (common areas)
Police	Impact Fee collected in permitting	Contract with County Sheriff by JPA
Storm Drains	Master Developer	Public lines: 36" or below – March JPA 36" or greater- Riverside County Flood Control Private line: Owners of Individual Lots
Detention Basins	Master Developer	Large basin near I-215/Van Buren: Riverside County Flood Control District Other Basins: Landscape and Lighting Maintenance District
Traffic Signals/Streets, sidewalk, curb and gutter	Master Developer	March JPA/Riverside County
Bus Stops	Master Developer	RTA
Bus Shelters	Master Developer	RTA
Landscaping	Master Developer	Public R/W "letter lots" and landscaping easements: Landscape and Lighting Maintenance District Other Landscaping: 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.

VIII. Consistency with the General Plan

A. Overview

Meridian SP-5 is consistent with the goals and policies set forth in the March JPA General Plan. This section addresses the conformance of Meridian SP-5 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 the Specific Plan 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 this Specific Plan Amendment area. Incompatible or competing land uses will not be allowed in the Specific Plan.

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 Specific Plan 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 2005, and is consistent with the Joint Land Use Study.

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

Consistency: The Specific Plan provides mitigation on-site and within the adjacent vacant land for impacts to jurisdictional waters of the U.S./State waters and LBV habitat. The mitigation includes the creation of 2.3 acres of and the restoration of 1.9 acres of wetlands and related habitat. All newly created and existing adjacent habitat and wetlands are overlaid with a conservation easement for management and monitoring in perpetuity, with a buffer area extending past the limits of the habitat.

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: The 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. The 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 Specific Plan 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: This Specific Plan 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. Unit 1, lots 5 and 6 would have connections to the BNSF main line.

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 Specific Plan will accommodate 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 Specific Plan 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 planned 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 Specific Plan improves the 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 Specific Plan’s 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: The 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 the 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. Freight service to and from existing trains will be provided to Unit 1, lots 5 and 6.

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 Joint Land Use Study.

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 SEIR.

Goal: *Promote alternative modes of travel.*

Consistency: The Specific Plan will accommodate 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 Specific Plan improves the 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 Specific Plan will provide access using a variety of transportation modes, including highways, local bus service, 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 the Specific Plan 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 the Specific Plan 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 Specific Plan improves the 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 the Specific Plan 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 the Specific Plan will comply with the policies outlined in Air Quality Goal 8.

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

Consistency: Development in the Specific Plan 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 Specific Plan

maintains consistency with the General Plan's absence of a residential land use designation within the Planning Area.

5. 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 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 SEIR has 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 Specific Plan 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 Specific Plan 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: *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 accommodate a 185.9-acre conservation easement within the West Campus, near Van Buren Boulevard.

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

Consistency: The Specific Plan 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 the western North Campus boundary and I-215.

6. 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 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 Specific Plan 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 Specific Plan 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 Specific Plan 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 shall be consistent with the 2005 AICUZ Study and the Joint Land Use Study (see Appendix B of the Specific 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. Other uses may include the fabrication and assembly of cabinets, windows, wrought iron, tile, flooring, plumbing products, HVAC products and other home building materials. The uses do not produce odors, noise, and vibration or particulate that would adversely affect uses in the same structure or on the same site.

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

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

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

Manufacturing - Heavy: Activities typically include: manufacturing, compounding of material, processing, assembly, packaging, treatment or fabrication. Activities in this area may have frequent rail or truck traffic and the transportation of heavy large-scale products. Characteristics of use activities permitted within this area may include structures outside of buildings such as cranes, conveyor systems, cooling towers or open-air storage of large quantities of products including, but not limited to forge shops, metal fabricating facilities, open welding shop, lumber woodworking facilities, heavy machine shops, plastic, plants, light or vacuum casting facilities, vehicular assembly plants. All uses are subject to the screening requirements identified in Section 2.2 (Screening Plan) and Section 4.8 of the March Business Center Design Guidelines.

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

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

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

Trucking/Transportation Terminals: Activities typically include the temporary storage and transfer of trailers not to include truck stops.

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

WHOLESALE, STORAGE AND DISTRIBUTION

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

Business Enterprise: Activities typically include: wholesale, storage, and warehousing services and storage and wholesale to retailers from the premises of finished goods and food products. Activities under this classification are typically conducted in enclosed buildings and occupy 50,000 square feet or less of building space. May include incidental display and retail sales from the premises, not to exceed 25% of the building. Logistics warehousing uses or activities shall be prohibited in Industrial lots within the Specific Plan Amendment area, west of Meridian Parkway.

Wholesale, Storage and Distribution - Medium: Activities typically include: wholesale, storage and warehousing services, moving and storage services, storage and wholesaling to retailers from the premises of finished goods and food products, and distribution facilities for large scale retail firms.

Activities under this classification are typically conducted in enclosed buildings and occupy greater than 50,000 square feet of building space. Logistics warehousing uses or activities shall be prohibited in Industrial lots within the Specific Plan Amendment area, west of Meridian Parkway.

Wholesale, Storage and Distribution - Heavy: Activities typically include: warehousing, storage, freight handling, shipping, trucking services and terminals; storage and wholesaling from the premises of unfinished, raw or semi-refined products requiring further processing fabrication or manufacturing. Typically uses include, but are not limited to, trucking firms, automotive storage or impound yards, and the wholesaling of metals, minerals and agricultural products. Logistics warehousing uses or activities shall be prohibited in Industrial lots within the Specific Plan Amendment area, west of Meridian Parkway.

OFFICE

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

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

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

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

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

COMMERCIAL

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

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

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

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

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

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

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

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

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

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

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

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

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

Coffee Shop: A specialty food and beverage retailer specializing in the sale of coffee products, pastries, bagels, and light fare. These shops could include drive-thru service.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Laundry Services: Activities typically include: institutional or commercial linen supply and laundry services, dry cleaning plants, rug cleaning and diaper service laundries. Dry cleaning activities proposed in the Mixed Use zone will require a conditional use permit. No drive-through dry cleaning facilities are permitted.

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.

Microbreweries: Microbreweries may include on-site brewing, on-site retail sales or on-site tasting. Microbreweries may or may not include an on-site dining area. For the purposes of calculating parking, the brewery areas shall be considered manufacturing, the tasting/dining and kitchen area shall be considered Restaurant (sit-down) and the cold and warm storage shall be considered warehousing. Additional standards are defined below. No outdoor storage is permitted.

- a. Microbreweries with off-sale retail sales or tasting/dining/kitchen area establishments must meet standards i through x, as specified below:
 - i. Retail sales of alcoholic beverages shall be limited to alcoholic beverages manufactured on site.
 - ii. The business shall have lighting in accordance with the lighting standards identified in the March Business Center Design Guidelines.
 - iii. All signage must conform to the signage standards identified in the March Business Center Design Guidelines and March JPA Development Code.
 - iv. The retail and tasting hours of operation shall be evaluated on a case-by-case basis.
 - v. Microbrewery shall comply with all applicable federal, state, and local rules including but not limited to Division 9 of the California Business and Professions Code.
 - vi. The premises on which the business is located shall be posted to indicate that it is unlawful for any person to drink or consume any alcoholic beverage in any public place or posted premises.

- vii. The management of each location of off-sale of alcoholic beverages pursuant to this section shall be responsible for educating the public regarding drunk driving laws and the related penalties for breaking those laws. (This includes minimum age law, open container law, and driving while intoxicated law.) This can be accomplished by posting prominent signs, decals and brochures at the point of purchase and providing adequate training for employees.
- viii. No entertainment shall be permitted.
- ix. Additional conditions may be applied based on feedback from the Riverside County Airport Land Use Commission, March Air Reserve Base and the Riverside County Sheriff's Department during the entitlement process.
- x. Where the Department of Alcoholic Beverages Control (ABC) determines that an area has an over concentration of alcoholic beverage licenses and/or a higher than average crime rate ABC may deny an application for alcohol sales unless the March JPA Executive Director and/or March JPA Planning Director or March Joint Powers Commission makes a determination that public convenience or necessity will be served by the proposed project.

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 Joint Land Use Study, Chapter 3

March Air Reserve Base / Inland Port Airport Land Use Compatibility Plan

Adopted by

Riverside County Airport Land Use Commission

November 13, 2014

Prepared by

**Mead
& Hunt**

Santa Rosa, California

MARCH AIR RESERVE BASE / INLAND PORT AIRPORT

LAND USE COMPATIBILITY PLAN

Adopted November 13, 2014

OVERVIEW

This *March Air Reserve Base / Inland Port Airport Land Use Compatibility Plan (March ARB/IPA ALUCP)* was prepared for and adopted by the Riverside County Airport Land Use Commission (RCALUC). In accordance with provisions of the California State Aeronautics Act (Public Utilities Code Section 21670 *et seq.*), the RCALUC has been assigned the lead responsibility for airport land use compatibility planning around each of the public-use and military airports in Riverside County, including the preparation of an ALUCP for each airport.

Beginning in 2004, the RCALUC began adopting new versions of the ALUCPs for most of these airports. Each of these individual ALUCPs is contained within a single, countywide document entitled *Riverside County Airport Land Use Compatibility Plan*. The ALUCP for each airport consists of the policies in Chapter 2 of that document that are applicable to all of the airports in the county together with airport-specific policies and maps in Chapter 3. This material plus an introductory chapter (Chapter 1) and a set of appendices comprise Volume I. Background data regarding each airport and its environs is included in Volumes 2 and 3.

This *March ARB/IPA ALUCP* maintains this established format. Thus, only the policies and maps specific to March ARB/IPA for insertion into Chapter 3 and the background data to be added to Volume 2 are presented here. All of the countywide policies in Chapter 2 of Volume 1 are considered to be part of the *March ARB/IPA ALUCP* unless explicitly modified or supplemented by the March-specific policies. The introductory and appendix content is also applicable although no ALUC policy is included therein.

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Insert for Riverside County ALUCP, Volume 1, Chapter 3, Individual Airport Policies and Compatibility Maps

MA. MARCH AIR RESERVE BASE/INLAND PORT AIRPORT

MA.1 Compatibility Map Delineation

- 1.1 *Airport Master Plan Status:* The *Compatibility Plan* for March ARB/IPA is primarily based upon the U.S. Air Force's *Air Installation Compatibility Use Zones Study* for March Air Reserve Base (AICUZ) dated August 2005. Noise contours included in the AICUZ have been supplemented by more recent contours prepared for the Air Force and March Joint Powers Authority. These contours reflect current and projected fleet mix changes as indicated in Policy MA.1.3 below. The compatibility zones and associated criteria set forth in the *March ARB/IPA Compatibility Plan* provide noise and safety compatibility protection equivalent to or greater than the Air Force recommended criteria presented in the AICUZ.
- 1.2 *Airfield Configuration:* The airfield consists of two runways. The primary runway (Runway 14-32)—oriented north-northwest/south-southwest—is 13,300 feet in length and is the longest runway open to civilian use in the state. The second smaller runway, Runway 12-30, is just over 3,000 feet; its use is and will continue to be restricted to military-related light aircraft (primarily Aero Club activity). The airport has straight-in instrument approach capabilities to Runway 32 and a non-precision approach to Runway 14. No changes in the existing configuration of the airport runways and approaches are anticipated.
- 1.3 *Airport Activity:* The *Compatibility Plan* reflects a composite of potential future military and civilian aircraft activity scenarios (see discussion in Chapter W7). The data primarily relied upon for future mission military activity is as indicated in the 2013 environmental study analyzing the impacts of a fleet mix conversion from F-16 to F-15 fighter aircraft [*F-15 Aircraft Conversion Environmental Impact Statement 144th Fighter Wing California Air National Guard Fresno-Yosemite International Airport* (National Guard Bureau, March 2013)]. This study indicates potential maximum mission activity as 54,104 annual operations by military transport, tanker, fighter, and helicopter aircraft, together with military contract air carrier and military Aero Club aircraft. Additionally, for the purposes of assessing land use noise compatibility, noise impacts reflected in three other studies are taken into account in the compatibility zones shown on Map MA-1, Compatibility Map, of this chapter: the 2005 *AICUZ Study* [*Air Installation Compatible Use Zone Study for March Air Reserve Base (AICUZ)* (Department of the Air Force, August 2005)]; the Total Force Integration study [*Environmental Assessment for Proposed Military Construction and Total Force Integration at March Air Reserve Base* (Air Force Reserve Command, June 2010)]; and a study of general aviation facility needs done for the March Joint Powers Authority [*Environmental Impact Report for March Inland Port General Aviation Facilities Development* (March Joint Powers Authority, August 2012)]. Future maximum civilian aircraft activity is limited by the joint use agreement and related air quality conformity determination to 21,000 annual operations. While the number of future aircraft operations indicated in each of these studies is similar, the mix of aircraft types and other factors that affect noise impacts differ.
- 1.4 *Airport Influence Area:* The factors used in defining the airport influence area for March ARB/IP and the individual compatibility zones within the airport influence area are

indicated in Table MA-1. Table 3A which is applicable to other airports in the county does not apply to March ARB/IP. Table MA-1 makes adjustments to Table 3A that take into account the comparatively large geographic extent of the airport's impacts. Also, Compatibility Zone C is divided into two separate zones, C1 and C2.

The outer limits of *Zone E* and the areas within the *High Terrain Zone* define the airport influence area for March ARB/IPA. On the east side of the airfield, Zone E is established at 14,000 feet from the runway centerline. This distance is equivalent to the outer limits of the civilian airport conical surface, as established by FAR Part 77. The compatibility zones on the west side of the airport are more extensive because those areas are routinely overflown by both military and civilian aircraft.

MA.2 Additional/Specific Compatibility Policies

Policies set forth in Chapter 2, Countywide Policies, shall be modified or supplemented for the *March ARB/IPA ALUCP* as follows.

2.1 *Basic Land Use Compatibility Criteria:*

- (a) Countywide Table 2A: The basic compatibility criteria listed in Table 2A do not apply to the environs of March ARB/IPA. The compatibility criteria that shall be applicable to the March ARB/IPA influence area are set forth in Table MA-2. For the purposes of land use compatibility matters involving the March ARB/IPA influence area, any reference to Table 2A in the policies of Chapter 2 shall instead be taken as a reference to Table MA-2.
- (b) Countywide Policy 3.1.3(b): The policy concerning residential densities in Compatibility Zone D is not applicable to March ARB/IPA.
- (c) Countywide Policy 3.1.4(b): The reference to special risk-reduction building design measures is not applicable to March ARB/IPA.

2.2 *Infill:* Countywide Policy 3.3.1(a)(2) notwithstanding, infill residential development in the vicinity of March ARB/IPA need only be 50% bounded by similar uses to qualify as infill. All other provisions of Countywide Policy 3.3.1 apply.

2.3 *Supporting Compatibility Criteria for Noise:*

- (a) Countywide Policy 4.1.5: The CNEL considered normally acceptable for new residential land uses in the vicinity of March ARB/IPA is 65 dB. Table 2B is not applicable.
- (b) Countywide Policy 4.1.6: Single-event noise levels from aircraft operations can be particularly intrusive at night. Compared to other airports in the county, current and projected nighttime activity by large aircraft at March ARB/IPA warrants a greater degree of sound attenuation for the interiors of buildings housing certain uses as cited below.
 - (1) The maximum, aircraft-related, interior noise level that shall be considered acceptable shall be CNEL 40 dB for all new residences, schools, libraries, museums, hotels and motels, hospitals and nursing homes, places of worship, and other noise-sensitive uses. For office uses, the interior standard shall be CNEL 45 dB, the same as the countywide criterion.


Zone	Noise and Overflight Factors	Safety and Airspace Protection Factors
M (Military)	<i>Federal Lands</i> ► No ALUC authority	<i>Federal Lands</i> ► No ALUC authority
A Clear Zone (if not on base)	<i>Noise Impact: Very High</i> ► High CNEL and single-event noise levels	<i>Risk Level: Very High</i> ► Dimensions set to include Clear Zone as indicated in Air Installation Compatible Use Zone (AICUZ) study for airport ► Generally on air base property or controlled by easements
B1 Inner Approach/ Departure Zone	<i>Noise Impact: High</i> ► Within or near 65-CNEL contour ► Single-event noise sufficient to disrupt many land use activities including indoors if windows open	<i>Risk Level: High</i> ► Within Accident Potential Zone I or II ► Additionally, zone boundary to north reflects turning flight tracks
B2 High Noise Zone	<i>Noise Impact: High</i> ► Within or near 65-CNEL contour ► Single-event noise sufficient to disrupt many land use activities including indoors if windows open	<i>Risk Level: Moderate</i> ► Beneath or adjacent to final approach and initial departure flight corridors or adjacent to runway ► Not within Accident Potential Zones
C1 Primary Approach/ Departure Zone	<i>Noise Impact: Moderate to High</i> ► Within or near 60-CNEL contour ► Single-event noise may be disruptive to noise-sensitive land use activities; aircraft <2,000 feet above runway elevation on arrival and generally <3,000 feet above runway elevation on departure	<i>Risk Level: Moderate</i> ► Beneath or adjacent to low altitude overflight corridors
C2 Flight Corridor Zone	<i>Noise Impact: Moderate</i> ► Within 60 CNEL contour, but more than 5 miles from runway end; or ► Outside 60-CNEL contour, but regularly overflown in mostly daytime flight training ► Single-event noise may be disruptive to noise-sensitive land use activities; aircraft <3,000 feet above runway elevation on arrival	<i>Risk Level: Moderate to Low</i> ► Distant (beyond 5 miles) portion of instrument arrival corridor; or ► Closed-circuit flight training activity corridors
D Flight Corridor Buffer	<i>Noise Impact: Moderate to Low</i> ► Mostly within 55-CNEL contour ► More concern with respect to individual loud events than with cumulative noise contours	<i>Risk Level: Low</i> ► On periphery of flight corridors ► Risk concern primarily with uses for which potential consequences are severe (e.g. very-high-intensity activities in a confined area)
E Other Airport Environs	<i>Noise Impact: Low</i> ► Beyond 55-CNEL contour ► Occasional overflights intrusive to some outdoor activities	<i>Risk Level: Low</i> ► Within outer or occasionally used portions of flight corridors
 High Terrain Zone	<i>Noise Impact: Low</i> ► Individual noise events slightly louder because high terrain reduces altitude of overflights	<i>Risk Level: Moderate</i> ► Moderate risk because high terrain constitutes air-space obstruction ► Concern is tall single objects (e.g., antennas)

Table MA-1

Compatibility Zone Factors

March Air Reserve Base / Inland Port Airport

- (2) To ensure compliance with these criteria, an acoustical study shall be required to be completed for any development proposed to be situated where the aviation-related noise exposure is more than 20 dB above the interior standard (e.g., within the CNEL 60 dB contour where the interior standard is CNEL 40 dB). Standard building construction is presumed to provide adequate sound attenuation where the difference between the exterior noise exposure and the interior standard is 20 dB or less.

2.4 *Supporting Compatibility Criteria for Safety:*

- (a) Countywide Policy 4.2.3: The acceptability of land uses of special concern within certain compatibility zones around March ARB/IPA shall be evaluated in accordance with the criteria indicated in Table MA-2. The criteria listed in Countywide Policy 4.2.3 do not apply.
- (b) Countywide Policy 4.2.4: The requirements for open land do not apply to the vicinity of March ARB/IPA except with regard to Compatibility Zones A and B1.
- (c) Countywide Policy 4.2.5: For the vicinity of March ARB/IPA, new nonresidential development shall not be clustered in a manner that would result in a usage intensity within any one acre (the number of people per single acre) exceeding the limits specified in Table MA-2. Clustering of residential development is encouraged, but the density within any one acre shall be limited to no more than 4.0 times the allowable average density for the zone in which the development is proposed.
- (d) Countywide Policy 4.2.6: The policy concerning risk reduction through building design is not applicable to the March ARB/IPA influence area.
- (e) Calculation of Usage Intensities for Retail Uses: Notwithstanding the provisions of Appendix C and Table C1 of the *Riverside County Airport Land Use Compatibility Plan*, the usage intensities of retail sales and display areas (a.k.a. mercantile areas) or “showrooms” (excluding restaurants and other uses specifically identified separately from retail/mercantile in Table C1) shall be evaluated as having an occupancy level of 115 gross square feet per person without eligibility for the 50 percent reduction in the resulting usage intensity (people per acre) as described in the appendix.
- (f) Calculation of Usage Intensities for Warehouse Uses: Notwithstanding the provisions of Appendix C and Table C1 of the *Riverside County Airport Land Use Compatibility Plan*, the usage intensities of warehouses, distribution centers, e-commerce centers, fulfillment centers, and similar uses in buildings larger than 200,000 gross square feet, exclusive of offices, conference rooms, break rooms and other uses identified separately from warehouses in Table C1, shall be calculated as follows:
 - (1) High-cube warehouses and distribution centers, other than e-commerce centers and fulfillment centers, shall be evaluated on the basis of 35% of the usage intensity that results from the occupancy level indicated in Table C1.
 - (2) E-commerce centers, fulfillment centers, and other similar uses shall be evaluated on the basis of 50% of the usage intensity that results from the occupancy level indicated in Table C1.

- (3) Office space in these buildings shall be evaluated on the basis of 50% of the usage intensity that results from the occupancy level indicated in Table C1. All other separately identified uses shall be evaluated on the basis of the occupancy level listed for the respective use in Table C1.

2.5 *Supporting Compatibility Criteria for Airspace Protection:*

- (a) *Countywide Policy 4.3.3:* For proposed objects in the March ARB/IPA vicinity, the heights requiring ALUC review shall be as specified in Table MA-2.
- (b) *Countywide Policy 4.3.4:* Heights of objects shall be restricted in accordance with the airspace protection surfaces depicted in Table MA-2.
- (c) *Countywide Policy 4.3.5:* The compatibility zones within which dedication of an aviation easement shall be required as a condition of development is as indicated in Table MA-2. Except within Compatibility Zone A, aviation easements shall be dedicated to the March Inland Port Airport Authority or other civilian agency that may supersede it (successor-in-interest). Any aviation easements required within Zone A shall be dedicated to the United States of America.
- (d) *Countywide Policy 4.3.7:* Additional hazards to flight as listed in Table MA-2 are to be avoided in the vicinity of March ARB/IPA.

2.6 *Supporting Compatibility Criteria for Overflight:*

- (a) *Countywide Policy 4.4.3:* The compatibility zones within which a deed notice shall be required as a condition of development are as indicated in Table MA-2.

2.7 *Site-Specific Exceptions:*

Four development projects near March ARB have received entitlements in the form of Development Agreements or Disposition and Development Agreements from the respective jurisdictions prior to adoption of the *ALUCP* by the Riverside County ALUC. As such, exceptions to the compatibility criteria outlined in the preceding subsections are granted for these projects provided that they meet the conditions indicated below. (The locations of these exceptions are shown on Map MA-1 and the numbers below correspond to the numbering on that map.)

Exceptions for Sites 1 through 4 are valid only as long as the indicated specific plans and associated development agreements remain in effect. Any changes to the specific plans must be reviewed by the ALUC to ensure that increases in intensity of the proposed development would not result from the changes. Further, if the development agreements should expire, the criteria applicable to the property for which these exceptions apply shall revert to the underlying compatibility criteria indicated in this *ALUCP*.

- (a) *(Exception Site 1) March Business Center Specific Plan (SP-1) and Meridian (SP-5), March Joint Powers Authority*
 - (1) Situated in Compatibility Zones B1, B2, C1, C2 and D.
 - (2) March Business Center, a 1,032-acre, non-residential business park located at the southwest corner of Alessandro Boulevard and I-215 freeway within the March Joint Powers Authority, approved with specific airport compatibility provisions

- (Ord. #JPA 03-01, SP-1), subject to March JPA Resolution #JPA 11-17 limiting development within the Accident Potential Zones and vested through a development Agreement recorded on June 7, 2004.
- (3) Meridian, a 258-acre portion of the original March Business Center, consisting of a nonresidential business park located at the southwest corner of Alessandro Boulevard and I-215 freeway within the March Joint Powers Authority, approved with specific airport compatibility provisions (Ord. #JPA 10-02, SP-5), subject to March JPA Resolution #JPA 11-17 limiting development within the Accident Potential Zones and vested through a development Agreement recorded on June 7, 2004.
 - (4) For the purpose of this *Compatibility Plan*, the Meridian exception area specifically allows development of a hotel or hotels on the 13-acre site situated within Compatibility Zone B2 and bordered by Interstate 215 on the east and Van Buren Boulevard on the south. Any such hotel or hotels shall be limited as follows: maximum of 100 people per acre; maximum of 250 people per single acre; maximum of 3 above-ground habitable floors; no conference facilities (however, small meeting room(s) for a total of up to 50 people is (are) acceptable). Sound attenuation as appropriate for the combined airport and freeway noise levels shall be provided.
 - (5) The Development Agreement referenced in Paragraphs (2) and (3) above expires on December 27, 2016. After that, the agreement provides for two more 5-year automatic extensions. The developer must request the Development Agreement extensions and the Authority must make findings that the development is still in substantial conformance.
- (b) *(Exception Site 2) Harvest Landing Specific Plan, City of Perris*
- (1) Situated in Compatibility Zone C2.
 - (2) A 341-acre mixed-use Specific Plan located south of Placentia Avenue and east of Interstate 215 within the City of Perris and authorizing 1,860 residential units and 1,306,582 square feet of business/commercial uses. The Specific Plan and associated Development Agreement were adopted in May 2011.
 - (3) Agreement will expire 15 years from the approval date plus extensions in 5-year increments subject to City Council approval.
- (c) *(Exception Site 3) Park West Specific Plan, City of Perris*
- (1) Situated in Compatibility Zones C1 and C2.
 - (2) A 534.3-acre residential Specific Plan located south of Nuevo Rd and east of the Perris Valley Storm Channel within the City of Perris and authorized for a maximum of 2,027 residential units as identified in the Specific Plan and Development Agreement approved by Council on January 30, 2007.
 - (3) Agreement for Phase I expires 10 years from the approval date. Phases II and III extend the agreement to 2027 or 10 years after the developer submits an application for approval of a tentative tract map for any portion of these phases.

(d) *(Exception Site 4) Day/Alessandro Affordable Housing Site, City of Moreno Valley*

- (1) Situated in Compatibility Zone C1.
- (2) A planned 8.43-acre multifamily site located at the northeast corner of Day Street and Alessandro Boulevard within the City of Moreno Valley approved as a maximum 225 unit multifamily development through an existing Disposition and Development Agreement approved on May 26, 2009.
- (3) The city owns the site, thus an expiration date is not applicable.

(e) *(Exception Site 5) Ben Clark Training Center*

- (1) Situated in Compatibility Zones C2 and D. This site specific exception is applicable to the portion of the property located within Zone C2.
- (2) An approximately 375-acre property located within unincorporated Riverside County deeded to the County by the U.S. Department of Defense as part of the 1996 instrument of transfer. Provisions of the transfer explicitly restrict use of the property to training of law enforcement and public safety personnel.
- (3) Notwithstanding the criteria set forth in Table MA-2, the following provisions shall apply to future development of the portions of Ben Clark Training Center situated within Compatibility Zone C2:
 - Future development of the property shall be consistent with the deed restrictions.
 - Any overnight occupancy of facilities must pertain to and be in furtherance of the function and purpose of the property as dictated by the property's deed restrictions.
 - Use of part of the property as an educational facility operated by the Riverside Community College District, Moreno Valley College, is permitted and not considered to be a "general college" provided that this use continues to be related to law enforcement and public safety training purposes.
 - Use of the property shall adhere to the average-acre intensity limit of 200 people per acre as established in Table MA-2. However, the single-acre intensity limit of Table MA-2 shall not apply.
 - New buildings shall be restricted to three (3) floors except that training towers or similar structures used specifically for the purpose of training law enforcement and public safety personnel may exceed this limit.
 - All other requirements applicable to Zone C2 as set forth in Table MA-2 shall continue to apply, including those pertaining to airspace review, electromagnetic radiation notification, and deed notice and disclosure.

(f) *(Exception Site 6) Ridge Crest Cardinal Subdivision, City of Riverside*

- (1) Situated in Compatibility Zone C2.

- (2) A 13.54-acre proposed single-family residential subdivision located east of Trautwein Road and north of Grove Community Avenue within the City of Riverside.
- (3) Notwithstanding the criteria set forth in Table MA-2, the following provisions shall apply to future development of this property:
 - An average-acre density of up to 6.5 dwelling units per acre (a maximum of 87 dwelling units) shall be allowed in lieu of the 6.0 dwelling units per acre set by Table MA-2.
 - Exception Site 6 is a portion of an area covered by a Development Agreement between the City of Riverside and The Grove Community Church recorded on November 26, 2003 as Instrument No. 2003-934365. The Development Agreement provided for a senior housing facility, elementary school, and preschool within the area where the Ridge Crest Cardinal subdivision is now proposed. Development of the proposed single-family residential subdivision would utilize the area previously proposed for these facilities and thereby reduce the potential number of vulnerable occupants at this location, in comparison to these entitled but unbuilt uses. The above allowance for up to 6.5 dwelling units per acre on the property is only applicable if these previously entitled uses are not constructed within the boundaries of Exception Site 6.

Zone	Locations	Density / Intensity Standards				Additional Criteria	
		Residential (d.u./ac) ¹	Other Uses (people/ac) ²		Req'd Open Land	Prohibited Uses ³	Other Development Conditions ⁴
			Average ⁵	Single Acre ⁶			
M	Military					› No ALUC authority	
A	Clear Zone ⁷	No new dwellings allowed	0	0	All Remaining	› All non-aeronautical structures › Assemblages of people › Objects exceeding FAR Part 77 height limits › All storage of hazardous materials › Hazards to flight ⁸	› Electromagnetic radiation notification ⁹ › Avigation easement dedication and disclosure ^{4,7}
B1	Inner Approach/Departure Zone	No new dwellings allowed ¹⁰	25 (APZ I) 50 (APZ II and outside APZs) ¹¹	100 100	Max. 50% lot coverage within APZs ¹²	› Children's schools, day care centers, libraries › Hospitals, congregate care facilities, hotels/motels, restaurants, places of assembly › Bldgs with >1 aboveground habitable floor in APZ I or >2 floors in APZ II and outside of APZs ¹³ › Hazardous materials manufacture/storage ¹⁴ › Noise sensitive outdoor nonresidential uses ¹⁵ › Critical community infrastructure facilities ¹⁶ › Hazards to flight ⁸ › Uses listed in AICUZ as not compatible in APZ I or APZ II ¹⁷	› Locate structures maximum distance from extended runway centerline › Sound attenuation as necessary to meet interior noise level criteria ¹⁸ › Zoned fire sprinkler systems required › Airspace review req'd for objects >35 ft. tall ¹⁹ › Electromagnetic radiation notification ⁹ › Avigation easement dedication and disclosure ⁴
B2	High Noise Zone	No new dwellings allowed ¹⁰	100	250	No Req't	› Children's schools, day care centers, libraries › Hospitals, congregate care facilities, hotels/motels, places of assembly › Bldgs with >3 aboveground habitable floors › Noise-sensitive outdoor nonresidential uses ¹⁵ › Critical community infrastructure facilities ¹⁶ › Hazards to flight ⁸	› Locate structures max. distance from runway › Sound attenuation as necessary to meet interior noise level criteria ¹⁸ › Aboveground bulk storage of hazardous materials discouraged ^{14,20} › Airspace review req'd for objects >35 ft. tall ¹⁹ › Electromagnetic radiation notification ⁹ › Avigation easement dedication and disclosure ⁴
C1	Primary Approach/Departure Zone	≤3.0	100	250	No Req't	› Children's schools, day care centers, libraries › Hospitals, congregate care facilities, places of assembly › Noise-sensitive outdoor nonresidential uses ¹⁵ › Hazards to flight ⁸	› Critical community infrastructure facilities discouraged ^{16,20} › Aboveground bulk storage of hazardous materials discouraged ^{14,20} › Sound attenuation as necessary to meet interior noise level criteria ¹⁸ › Airspace review req'd for objects >70 ft. tall ¹⁹ › Electromagnetic radiation notification ⁹ › Deed notice and disclosure ⁴
C2	Flight Corridor Zone	≤ 6.0	200	500	No Req't	› Highly noise-sensitive outdoor nonresidential uses ¹⁵ › Hazards to flight ⁸	› Children's schools discouraged ²⁰ › Airspace review req'd for objects >70 ft. tall ¹⁹ › Electromagnetic radiation notification ⁹ › Deed notice and disclosure ⁴
D	Flight Corridor Buffer	No Limit	No restriction ²¹		No Req't	› Hazards to flight ⁸	› Major spectator-oriented sports stadium, amphitheaters, concert halls discouraged ²¹ › Electromagnetic radiation notification ⁹ › Deed notice and disclosure ⁴
E	Other Airport Environs	No Limit	No Restriction ²¹		No Req't	› Hazards to flight ⁸	› Disclosure only ⁴
*	High Terrain	Same as Underlying Compatibility Zone			Not Applicable	› Hazards to flight ⁸ › Other uses restricted in accordance with criteria for underlying zone	› Airspace review req'd for objects >35 ft. tall ¹⁹ › Avigation easement dedication and disclosure ⁴

Table MA-2

Basic Compatibility Criteria

March Air Reserve Base / Inland Port Airport

NOTES:

Policies referenced here are from the *Riverside County Airport Land Use Compatibility Plan* adopted by the Riverside County ALUC for other airports beginning in October 2004. The countywide policies are hereby incorporated into the *March ARB/IPA ALUCP* except as modified or supplemented by the policies in Section MA.2 of this chapter. A complete copy of the *Riverside County Airport Land Use Compatibility Plan* is available on the Riverside County Airport Land Use Commission website at www.rcaluc.org.

- ¹ Residential development must not contain more than the indicated number of dwelling units (excluding secondary units) per gross acre. Clustering of units is encouraged provided that the density is limited to no more than 4.0 times the allowable average density for the zone in which the development is proposed. Gross acreage includes the property at issue plus a share of adjacent roads and any adjacent, permanently dedicated, open lands. Mixed-use development in which residential uses are proposed to be located in conjunction with nonresidential uses in the same or adjoining buildings on the same site shall be treated as nonresidential development for the purposes of usage intensity calculations; that is, the occupants of the residential component must be included in calculating the overall number of occupants on the site. A residential component shall not be permitted as part of a mixed use development in zones where residential uses are indicated as incompatible. See Countywide Policy 3.1.3(d). All existing residential development, regardless of densities, is not subject to ALUC authority.
- ² Usage intensity calculations shall include all people (e.g., employees, customers/visitors, etc.) who may be on the property at a single point in time, whether indoors or outside.
- ³ The uses listed here are ones that are explicitly prohibited regardless of whether they meet the intensity criteria. In addition to these explicitly prohibited uses, other uses will normally not be permitted in the respective compatibility zones because they do not meet the usage intensity criteria. See *Riverside County Airport Land Use Compatibility Plan*, Volume 1, Appendix D for a full list of compatibility designations for specific land uses.
- ⁴ As part of certain real estate transactions involving residential property within any compatibility zone (that is, anywhere within an airport influence area), information regarding airport proximity and the existence of aircraft overflights must be disclosed. This requirement is set by state law. See Countywide Policy 4.4.2 for details. Easement dedication and deed notice requirements indicated for specific compatibility zones apply only to new development and to reuse if discretionary approval is required. Except within Zone A (Clear Zone), aviation easements are to be dedicated to the March Inland Port Airport Authority. See sample language in www.marchipa.com/docs_forms/avigationeasement.pdf. Any aviation easements required within Zone A shall be dedicated to the United States of America.
- ⁵ The total number of people permitted on a project site at any time, except rare special events, must not exceed the indicated usage intensity times the gross acreage of the site. Rare special events are ones (such as an air show at the airport) for which a facility is not designed and normally not used and for which extra safety precautions can be taken as appropriate.
- ⁶ Clustering of nonresidential development is permitted. However, no single acre of a project site shall exceed the indicated number of people per acre. See Countywide Policy 4.2.5 for details.
- ⁷ Clear zone (equivalent to runway protection zone at civilian airports) limits that delineate Zone A are derived from locations indicated in the March Air Reserve Base AICUZ study. See Note 4 for aviation easement dedication requirements in this zone.
- ⁸ Hazards to flight include physical (e.g., tall objects), visual, and electronic forms of interference with the safety of aircraft operations. Land use development that may cause the attraction of birds to increase is also prohibited. Man-made features must be designed to avoid heightened attraction of birds. In Zones A, B1, and B2, flood control facilities should be designed to hold water for no more than 48 hours following a storm and be completely dry between storms (see FAA Advisory Circular 150/5200-33B). Additionally, certain farm crops and farming practices that tend to attract birds are strongly discouraged. These include: certain crops (e.g., rice, barley, oats, wheat – particularly durum – corn, sunflower, clover, berries, cherries, grapes, and apples); farming activities (e.g., tilling and harvesting); confined livestock operations (i.e., feedlots, dairy operations, hog or chicken production facilities, or egg-laying operations); and various farming practices (e.g., livestock feed, water, and manure). Fish production (i.e., catfish, trout) conducted outside of fully enclosed buildings may require mitigation measures (e.g., netting of outdoor ponds, providing covered structures) to prevent bird attraction. Also see Countywide Policy 4.3.7.
- ⁹ March ARB must be notified of any land use having an electromagnetic radiation component to assess whether a potential conflict with Air Base radio communications could result. Sources of electromagnetic radiation include microwave transmission in conjunction with a cellular tower, radio wave transmission in conjunction with remote equipment inclusive of irrigation controllers and other similar EMR emissions.
- ¹⁰ Other than in Zone A, construction of a single-family home, including a second unit as defined by state law, on a legal lot of record is exempted from this restriction where such use is permitted by local land use regulations. Interior noise level standards and aviation easement requirements for the compatibility zone in which the dwelling is to be located are to be applied.
- ¹¹ Non-residential uses are limited to 25 people per gross acre in Accident Potential Zone (APZ) I and 50 people per acre in APZ II and elsewhere in Zone B1. Single-acre intensity limits are 100 people/acre throughout Zone B1.
- ¹² In APZ I, any proposed development having more than 20% lot coverage must not provide on-site services to the public. Zoned fire sprinklers are required. Also, in APZ I, site design of proposed development should to the extent possible avoid placement of buildings within 100 feet of the ex-

Table MA-2, continued

tended runway centerline; this center strip should be devoted to parking, landscaping, and outdoor storage. Maximum lot coverage is not limited outside the APZs.

¹³ Within APZ II and outside APZs, two-story buildings are allowed.

¹⁴ Storage of aviation fuel and other aviation-related flammable materials on the airport is exempted from this criterion. In APZ I, manufacture or bulk storage of hazardous materials (toxic, explosive, corrosive) is prohibited unless storage is underground; small quantities of materials may be stored for use on site. In APZ II and elsewhere within Zone B1, aboveground storage of more than 6,000 gallons of nonaviation flammable materials per tank is prohibited. In Zones B2 and C1, aboveground storage of more than 6,000 gallons of hazardous or flammable materials per tank is discouraged.

¹⁵ Examples of noise-sensitive outdoor nonresidential uses that should be prohibited include major spectator-oriented sports stadiums, amphitheatres, concert halls and drive-in theaters. Caution should be exercised with respect to uses such as poultry farms and nature preserves.

¹⁶ Critical community facilities include power plants, electrical substations, and public communications facilities. See Countywide Policy 4.2.3(d).

¹⁷ For properties in either APZ I or II, any use listed as “N – not compatible” for that particular APZ in Table 3-1 of the 2005 *Air Installation Compatible Use Zone Study for March Air Reserve Base*. Beyond the boundaries of the APZs in Zone B1, such uses are discouraged, but not necessarily prohibited unless otherwise specified herein.

¹⁸ All new residences, schools, libraries, museums, hotels and motels, hospitals and nursing homes, places of worship, and other noise-sensitive uses must have sound attenuation features incorporated into the structures sufficient to reduce interior noise levels from exterior aviation-related sources to no more than CNEL 40 dB. This requirement is intended to reduce the disruptiveness of loud individual aircraft noise events upon uses in this zone and represents a higher standard than the CNEL 45 dB standard set by state and local regulations and countywide ALUC policy. Office space must have sound attenuation features sufficient to reduce the exterior aviation-related noise level to no more than CNEL 45 dB. To ensure compliance with these criteria, an acoustical study shall be required to be completed for any development proposed to be situated where the aviation-related noise exposure is more than 20 dB above the interior standard (e.g., within the CNEL 60 dB contour where the interior standard is CNEL 40 dB). Standard building construction is presumed to provide adequate sound attenuation where the difference between the exterior noise exposure and the interior standard is 20 dB or less.

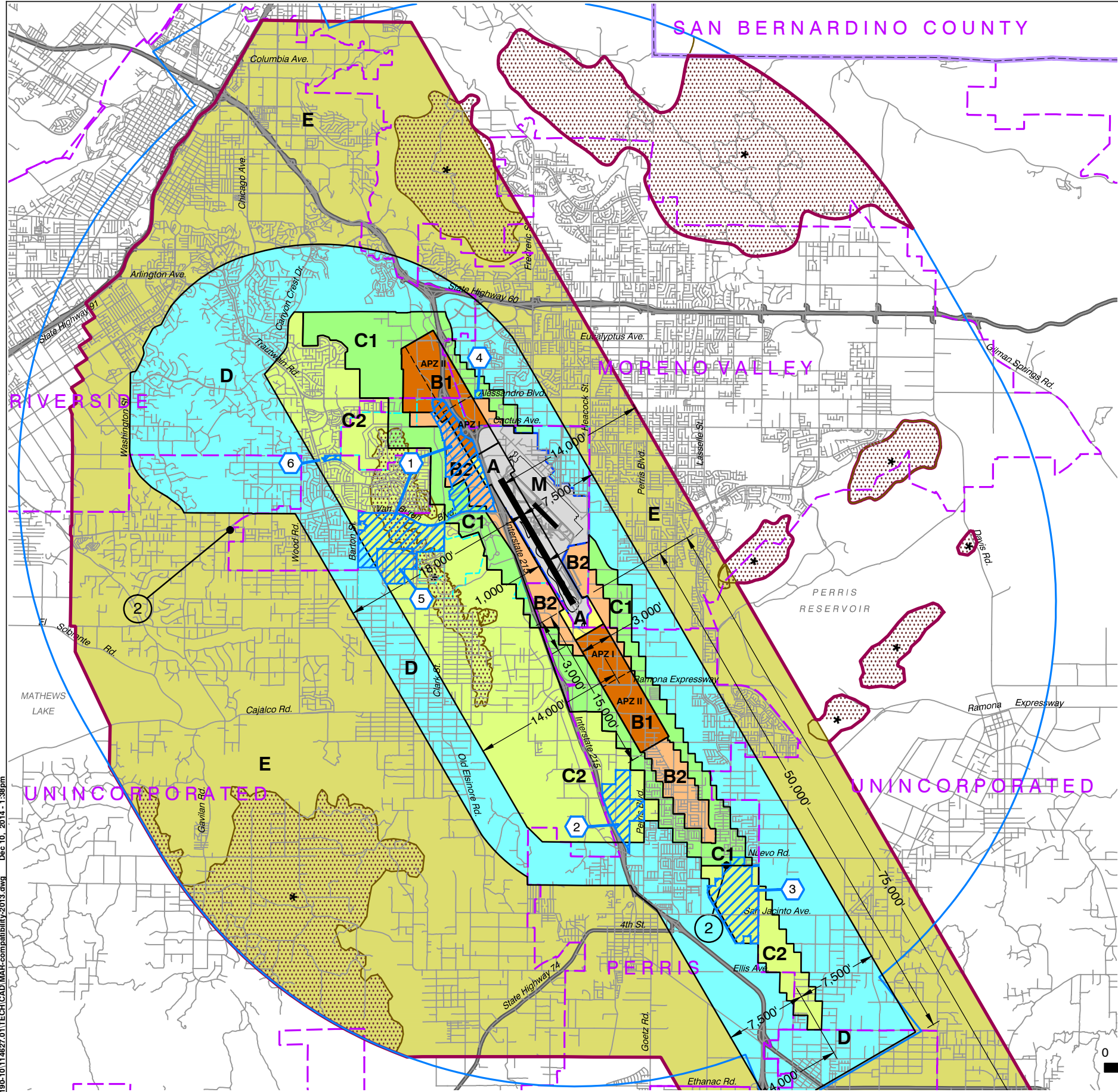
¹⁹ This height criterion is for general guidance. Airspace review requirements are determined on a site-specific basis in accordance with Part 77 of the Federal Aviation Regulations. Shorter objects normally will not be airspace obstructions unless situated at a ground elevation well above that of the airport. Taller objects may be acceptable if determined not to be obstructions. The Federal Aviation Administration or California Department of Transportation Division of Aeronautics may require marking and/or lighting of certain objects. See Countywide Policies 4.3.4 and 4.3.6 for additional information.

²⁰ Discouraged uses should generally not be permitted unless no feasible alternative is available.

²¹ Although no explicit upper limit on usage intensity is defined for *Zone D and E*, land uses of the types listed—uses that attract very high concentrations of people in confined areas—are discouraged in locations below or near the principal arrival and departure flight tracks.

Table MA–2, continued

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LEGEND

Compatibility Zones

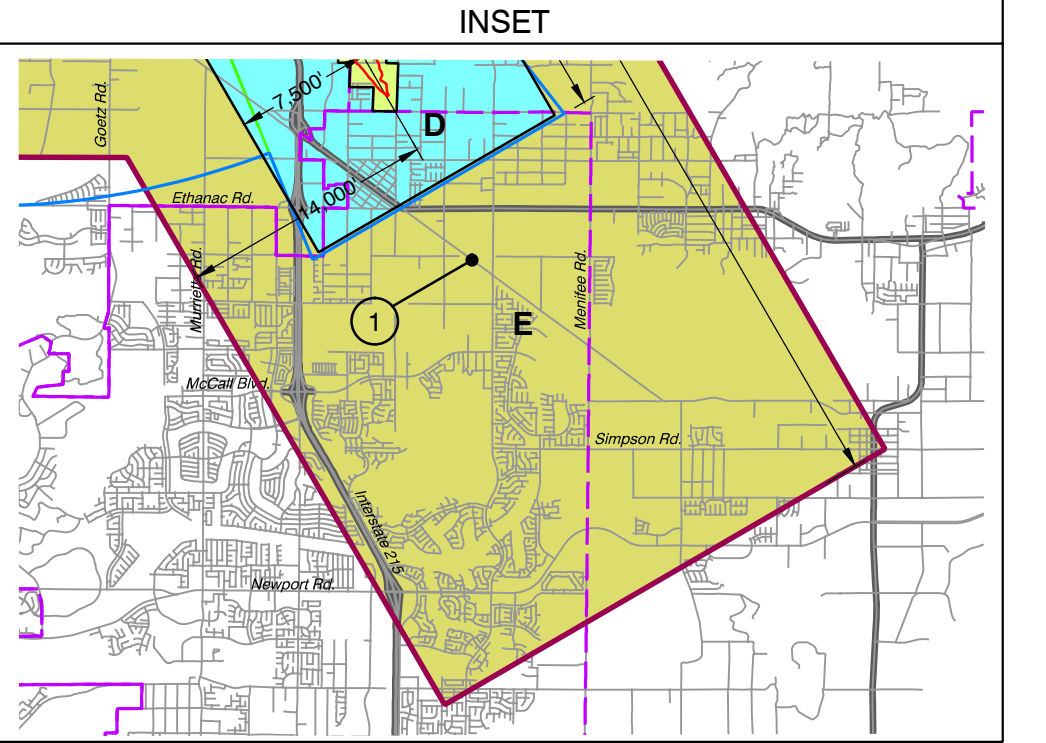
- Airport Influence Area Boundary
- Zone A
- Zone B1
- Zone B2
- Zone C1
- Zone C2
- Zone D
- Zone E
- Zone M
- High Terrain Zone
- FAR Part 77 Military Outer Horizontal Surface Limits
- FAR Part 77 Notification Area

- 1 Point at which aircraft on Runway 32 ILS approach descend below 3,000 feet above runway end. Airport Elevation is 1,535 feet MSL.
- 2 Point at which departing aircraft typically reach 3,000 feet above runway end.

Boundary Lines

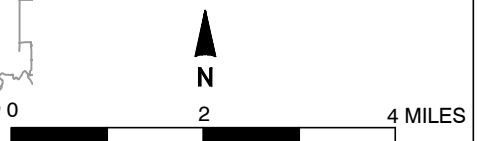
- March Air Reserve Base / Air Force Property
- March Joint Powers Authority Property Line
- County Boundary
- City Limits
- Site-Specific Exceptions (existing local agency commitments to development projects)

- 1 March JPA: March Business Center/Meridian
- 2 Perris: Harvest Landing
- 3 Perris: Park West
- 4 Moreno Valley: Affordable Housing
- 5 March JPA: Ben Clark Training Center
- 6 Riverside: Ridge Crest Subdivision



Riverside County
Airport Land Use Commission
March Air Reserve Base / Inland Port Airport
Land Use Compatibility Plan
(Adopted November 13, 2014)

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



Base map source: County of Riverside 2013

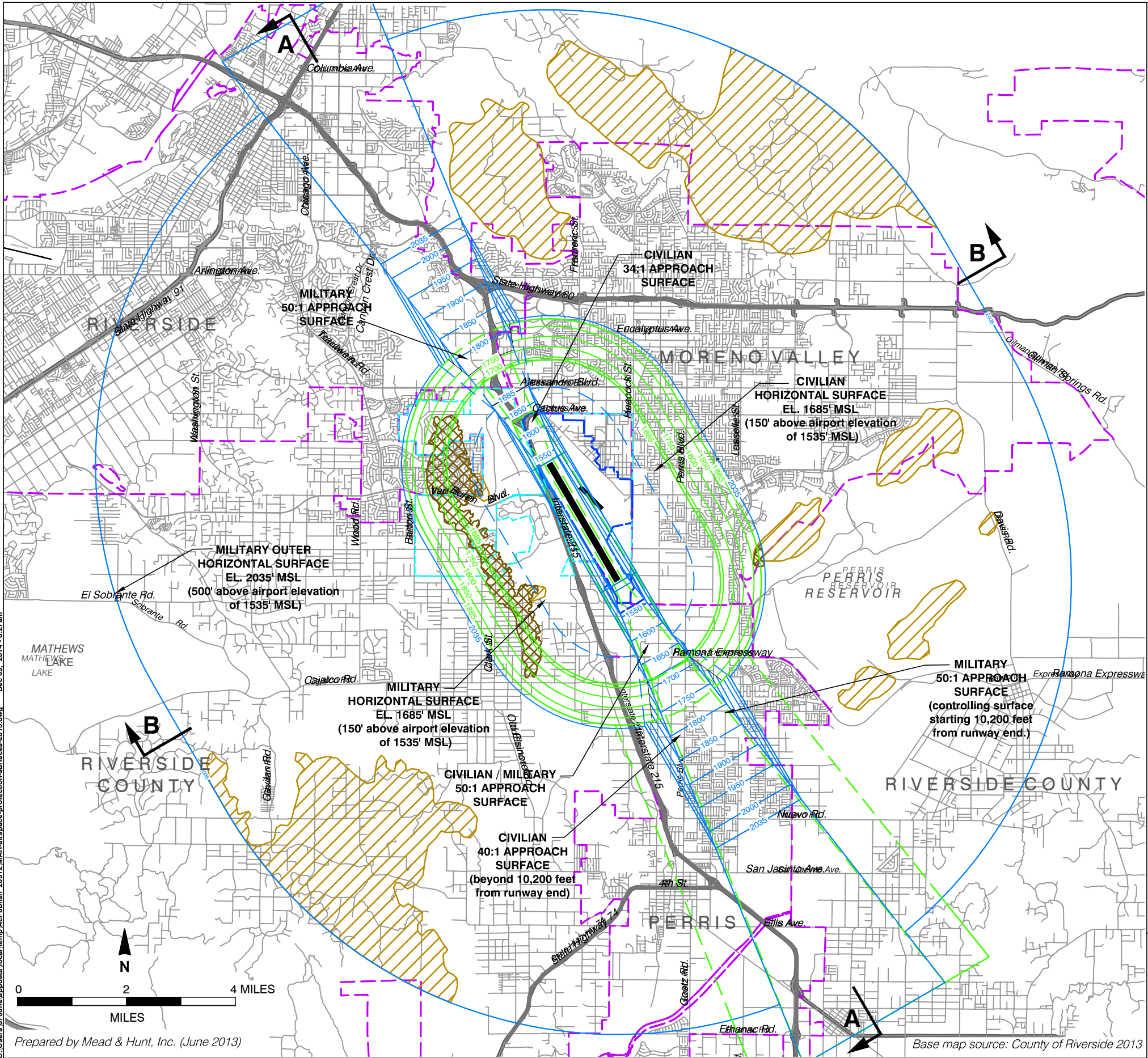
X:\18190-10\114627\01\TECH\CAD\MAR-compatibility-2013.dwg Dec 10, 2014 - 1:38pm

Prepared by Mead & Hunt, Inc. (June 2013)

SEE INSET AT RIGHT

Map MA-1

Compatibility Map
March Air Reserve Base / Inland Port Airport



C:\Users\870me\appdata\local\temp\AcPublish_20912\MAR-air-space-protection-surfaces-2013.dwg Dec 09, 2014 - 8:27 am

Background Data: March Air Reserve Base / Inland Port Airport and Environs

INTRODUCTION

March Air Reserve Base/Inland Port Airport is located in northwestern Riverside County, approximately 70 miles east of Los Angeles. For most of the second half of the twentieth century, the base was known as March Air Force Base. The current March Air Reserve Base (ARB) name became official in 1996 as a result of recommendations of the 1993 Defense Base Realignment and Closure Commission (BRAC). Although the role of March ARB has evolved over time, the runway system and other basic aeronautical components of the base have existed in largely their present configuration since the World War II era. The airport's primary runway (Runway 14-32)—oriented north-northwest/south-southeast—is 13,300 feet in length, making it one of the longest in the state. The length, width, and pavement strength of Runway 14-32 enable it to accommodate nearly any type of military or civilian aircraft. The smaller secondary runway—Runway 12-30—was once the primary runway, but its length is now reduced to just over 3,000 feet and its use restricted to light military aircraft (helicopters and Aero Club airplanes). Civilian use of Runway 12-30 is not permitted. Exhibit MA-1 summarizes major airport features and Exhibit MA-2 depicts the overall layout of the airport.

Compared to the years when March operated as an Air Force Base, aircraft activity levels are substantially lower. Activity counts maintained by the Air Force air traffic control tower personnel at the base indicate a total of 34,230 aircraft operations took place during calendar year 2006, compared to approximately 125,000 during the peak years as an Air Force Base. Newer data for military aircraft operations is not available. As of calendar year 2012, fewer than 100 annual operations by civilian aircraft have occurred since discontinuation of commercial air cargo aircraft activity.

Two scenarios for future aircraft operations are taken into account in the *March Air Reserve Base / Inland Port Airport Land Use Compatibility Plan*. The first scenario is as documented in the 2005 *AICUZ Study* [*Air Installation Compatible Use Zone Study for March Air Reserve Base (AICUZ)*] (Department of the Air Force, August 2005)]. The AICUZ projects a total of up to 69,600 aircraft operations, including 44,860 by military aircraft, 3,740 by CalFire aircraft, and 21,000 by civilian aircraft. The second scenario is a composite of data from three more recent studies: the F-15 conversion study [*F-15 Aircraft Conversion Environmental Impact Statement 144th Fighter Wing California Air National Guard Fresno-Yosemite International Airport*] (National Guard Bureau, March 2013)]; the Total Force Integration study [*Environmental Assessment for Proposed Military Construction and Total Force Integration at March Air Reserve Base*] (Air Force Reserve Command, June 2010)]; and a study of general aviation facility needs done for the March Joint Powers

Authority [*Environmental Impact Report for March Inland Port General Aviation Facilities Development* (March Joint Powers Authority, August 2012)]. This scenario assumes a potential future mission of 54,104 annual military aircraft operations plus 21,000 civilian aircraft operations and no CalFire operations. Note that while both scenarios show civilian activity as limited to 21,000 annual aircraft operations in accordance with the joint use agreement and associated air quality conformance determination, the AICUZ scenario includes a much higher volume of evening and night air cargo activity than is included in the second scenario.

A summary of available data on current and both potential future activity scenarios is contained in Exhibit MA-3. Noise contours for the combined future military and civilian activity are depicted in Exhibit MA-4. The contours reflect a composite of the contours originally prepared as part of the four studies noted above. The noise contours and other compatibility factors contributing to the compatibility map delineation are depicted in Exhibit MA-5.

The March ARB/IPA facility is bordered by the City of Riverside to the northwest; the City of Moreno Valley to the northeast; the City of Perris to the south; and the County of Riverside to the west. The land uses in the vicinity of March ARB/IPA are generally compatible with base operations. Development continues to occur in the airport vicinity, however, and a potential for increased conflicts is apparent. Exhibit MA-6 provides a tabular summary of information about current and planned land uses in the airport vicinity. Exhibits MA-7A through MA-7F individually map the land use designations indicated in the current adopted general plans of each of the surrounding jurisdictions: Riverside County, March Joint Powers Authority, and the cities of Menifee, Moreno Valley, Perris, and Riverside.

GENERAL INFORMATION

- ▶ *Airport Ownership:* United States Air Force
 - › Airfield maintenance and usage shared with March Joint Powers Authority (JPA) by means of joint use agreement last amended June 2008
- ▶ *Year Opened:* 1918
- ▶ *Airport Property Size*
 - › Air Force property: 2,300 acres
 - › JPA property: 360 acres
- ▶ *Airport Classification:* Joint Use
- ▶ *Airport Elevation:* 1,538 feet MSL

AIRPORT PLANNING DOCUMENTS

- ▶ *Joint Use Agreement*
 - › Between March JPA and U.S. Air Force
 - › Amended June 2008
- ▶ *Air Installation Compatible Use Zone (AICUZ) Study*
 - › Prepared by U.S. Air Force, 2005
 - › Prior versions: 1985, 1992, 1998
- ▶ *March Inland Port Air Cargo Development Plan*
 - › Prepared for March JPA, April 1997

RUNWAY/TAXIWAY DESIGN**Runway 14-32**

- ▶ *Critical Aircraft:* Military transport
- ▶ *Airport Reference Code:* D-VI
- ▶ *Dimensions:* 13,300 ft. long, 200 ft. wide
- ▶ *Pavement Strength (main landing gear configuration)*
 - › 65,000 lbs (single wheel)
 - › 260,000 lbs (dual wheel)
 - › 530,000 lbs (dual-tandem wheel)
- ▶ *Average Gradient:* 0.35%
- ▶ *Runway Lighting*
 - › High-intensity runway edge lights (HIRL)
 - › Rwy 32: standard 2,400-foot high-intensity approach lighting system with centerline sequenced flashers

Runway 12-30

- ▶ *Critical Aircraft:* Small single- and twin-engine piston
- ▶ *Airport Reference Code:* B-I (small)
- ▶ *Dimensions:* 3,010 ft. long, 100 ft. wide
- ▶ *Pavement Strength (main landing gear configuration)*
 - › 12,500 lbs (single wheel)
- ▶ *Average Gradient:* 0.44%
- ▶ *Runway Lighting:* None

APPROACH PROTECTION

- ▶ *Runway Clear Zones*
 - › Runways 14 and 32: 3,000-ft. long; mostly on-airport
 - › Runway 12 and 30: 1,000-ft. long; all on-airport
- ▶ *Approach Obstacles:* None

BUILDING AREA

- ▶ *Aircraft Parking Locations*
 - › Military: Northeast side of airport
 - › Civilian: Northeast of Runway 32 threshold
- ▶ *Other Major Facilities*
 - › Air Traffic Control Tower
 - › Extensive military facilities including military passenger terminal; aircraft maintenance facilities; alert aprons/hangars; munitions storage
 - › General aviation terminal (5,000 sq. ft.)
 - › Former DHL air cargo facility
- ▶ *Services*
 - › Civilian fuel farm at civilian airport

TRAFFIC PATTERNS AND APPROACH PROCEDURES

- ▶ *Airplane Traffic Patterns*
 - › All runways: Left traffic
 - › Pattern altitude:
 - Rectangular 3,000 ft. MSL (1,465 ft. above runway elevation)
 - Overhead 3,500 ft. (1,965 ft. above runway elevation)
- ▶ *Instrument Approach Procedures (best minimums)*
 - › Runway 32 ILS (CAT II):
 - Straight-in (1,600 ft. visibility; 100 ft. descent height)
 - › Runway 32 ILS:
 - Straight-in (½ mi. visibility; 200 ft. descent height)
 - Circling (1 mi. visibility; 600 ft. descent height)
 - › Runway 32 TACAN:
 - Straight-in (½ mi. visibility; 400 ft. descent height)
 - Circling (1 mi. visibility; 600 ft. descent height)
 - › Runway 32 VOR:
 - Straight-in (½ mi. visibility; 400 ft. descent height)
 - Circling (1 mi. visibility; 600 ft. descent height)
 - › Runway 14 TACAN (offset 29° west of straight in):
 - Straight-in (1 mi. visibility; 700 ft. descent height)
 - Circling (1 mi. visibility; 700 ft. descent height)
 - › No circling northeast of runway on any procedure
- ▶ *Standard Instrument Departure Procedures (SKYES-TWO)*
 - › Rwy 14: straight out to 20 NM, then right turn
 - › Rwy 32: left turn to at 2.0± mile beyond runway end south to DIAMD intersection (south of Lake Elsinore)
- ▶ *Visual Approach Aids*
 - › Airport: Rotating beacon
 - › Runways 14 and 32: PAPI
- ▶ *Operational Restrictions / Noise Abatement Procedures*
 - › Prior permission required for all transient civilian aircraft

PLANNED FACILITY IMPROVEMENTS

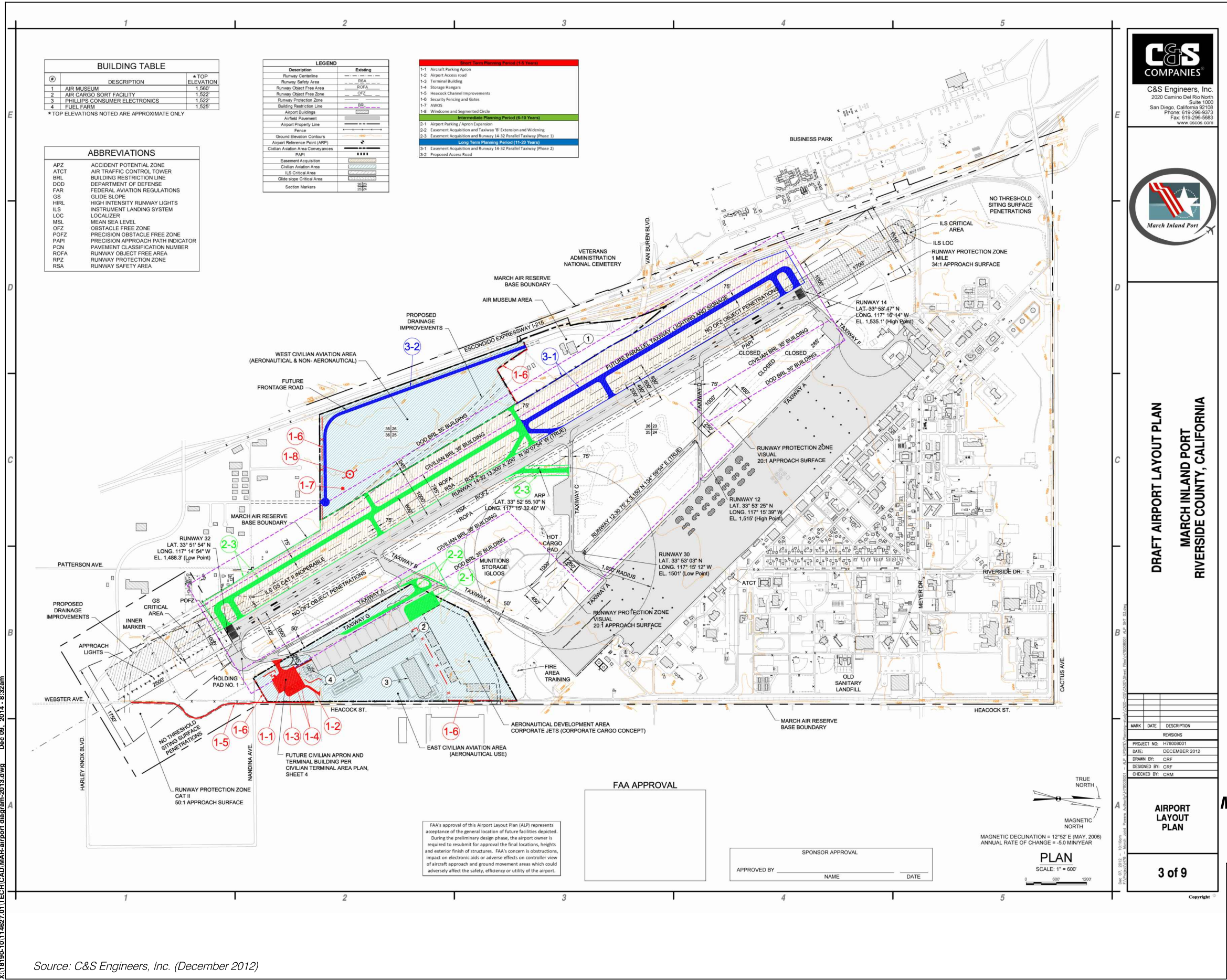
- ▶ *Airfield*
 - › Construct full-length west parallel taxiway for civilian use
- ▶ *Building Area*
 - › Air cargo facilities expansion northeast and northwest of Runway 32 approach end
- ▶ *Property*
 - › No fee acquisition planned

Exhibit MA-1

Airport Features Summary

March Air Reserve Base / Inland Port Airport

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Riverside County
Airport Land Use Commission
March Air Reserve Base / Inland Port Airport
Land Use Compatibility Plan
(Adopted November 13, 2014)

Exhibit MA-2

Airport Diagram
March Air Reserve Base / Inland Port Airport

Source: C&S Engineers, Inc. (December 2012)

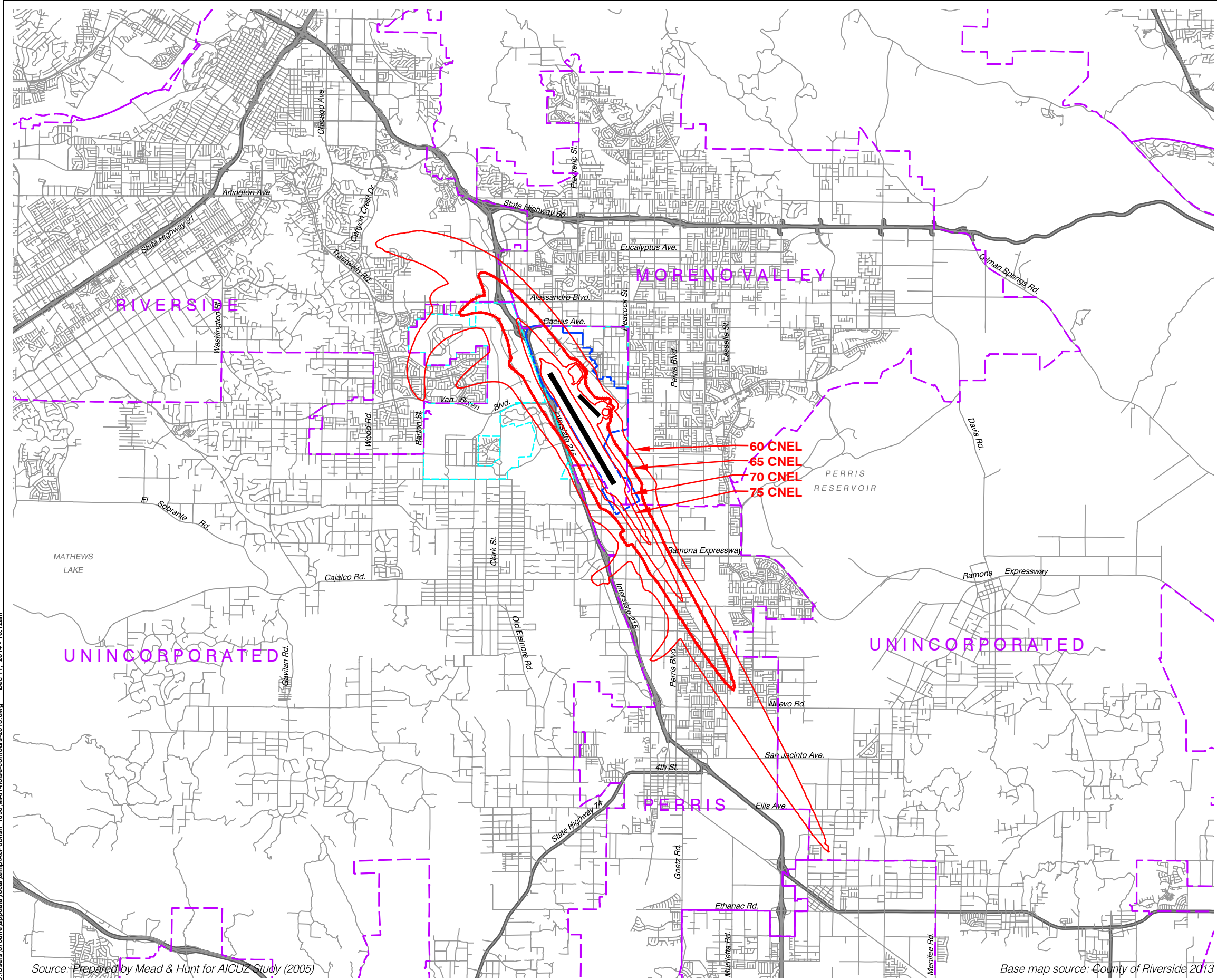
BASED AIRCRAFT				TIME OF DAY DISTRIBUTION			
	Current	Future	Future		Current	Future ^b	Future
<i>Data Not Available</i>							
ANNUAL AIRCRAFT OPERATIONS				Fighter/Attack Aircraft			
	Current	Future ^b	Future ^c	Day (7:00 a.m. – 7:00 p.m.)	*	92%	91% ^d
Military	*	44,860	54,104 ^d	Evening (7:00 p.m. – 10:00 p.m.)	*	8%	7%
CalFire	0	3,740	0	Night (10:00 p.m. – 7:00 a.m.)	*	0%	2%
Civilian	66 ^a	21,000	21,000 ^c	Other Military Aircraft – Arrivals			
Total Annual Operations	*	69,600	75,104	Day	*	85%	66% ^c
Average Per Day	*	191	206	Evening	*	12%	17%
				Night	*	3%	17%
OPERATIONS BY AIRCRAFT TYPE				Other Military Aircraft – Departures			
	Current	Future ^b	Future ^c	Day	*	88%	71% ^c
Military		(69.4%)	(72.0%)	Evening	*	11%	4%
Transport	*	45.5%	37.7%	Night	*	1%	25%
Fighter/Attack	*	5.0%	2.4%	Other Military Aircraft – Closed Pattern			
Helicopter	*	4.7%	8.0%	Day	*	61%	86% ^c
Tanker	*	42.4%	46.2%	Evening	*	18%	9%
Contract Air Carrier	*	2.4%	1.1%	Night	*	21%	5%
Small Prop (Aero Club)	*	* ^e	4.6%	Civilian Aircraft			
Civilian		(30.2%)	(28.0%)	Day	*	37%	90% ^c
Commercial Jet	3% ^a	60.0%	60%	Evening	*	35%	5%
Business Jet	33%	9.2%	6%	Night	*	28%	5%
Prop(single & twin)	61%	30.8%	33%				
Helicopter	3%	0.0%	1%				
CalFire		(5.4%)	(0%)				
TYPE OF OPERATION				FLIGHT TRACK USAGE			
	Current	Future ^b	Future ^c	<i>Data Not Available</i>			
Military				NOTES			
Local	*	43%	21%	› Future activity represents combination of projected military mission and maximum approved civilian aircraft operations for undetermined dates			
Intinerant	*	57%	79%	* Data not available			
Civilian	a			a Source: March Inland Port Airport Authority CY 2012 data			
Local	0%	0%	0%	b Source: <i>Air Installation Compatible Use Zone Study for March Air Reserve Base (AICUZ)</i> (Department of the Air Force, August 2005)			
Intinerant	100%	100%	100%	c Sources: <i>Environmental Assessment for Proposed Military Construction and Total Force Integration at March Air Reserve Base</i> (Air Force Reserve Command, June 2010); <i>Environmental Impact Report for March Inland Port General Aviation Facilities Development</i> (March Joint Powers Authority, August 2012)			
RUNWAY USE DISTRIBUTION ^f				d Source: <i>F-15 Aircraft Conversion Environmental Impact Statement 144th Fighter Wing California Air National Guard Fresno-Yosemite International Airport</i> (National Guard Bureau, March 2013)			
	Current	Future ^b	Future ^c	e Air Force Aero Club operations on the secondary runway are not included in the AICUZ data			
Military Aircraft – Day/Evening/Night				f Activity on Runway 12-30 not included; use limited to military Aero Club			
Arrivals							
Runway 14	*	10%	2%				
Runway 32	*	90%	98%				
Departures							
Runway 14	*	10%	48%				
Runway 32	*	90%	52%				
Closed Pattern							
Runway 14	*	10%	0%				
Runway 32	*	90%	100%				
Civilian Aircraft – Day/Evening/Night							
Arrivals & Departures							
Runway 14	*	10%	6%				
Runway 32	*	90%	94%				

Exhibit MA-3

Airport Activity Data Summary

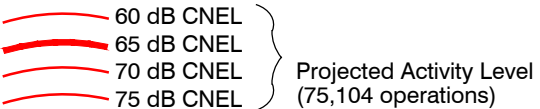
March Air Reserve Base / Inland Port Airport

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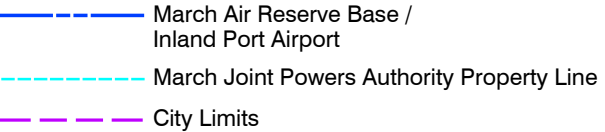


LEGEND

Noise Contours



Boundary Lines



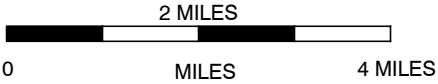
Projected Activity Level

Annual Operations	75,104
Average Annual Day	206

Note:

Contours represent composite of noise contours from four sources:

- Forecasts and noise contours from Air Installation Compatible Use Study for March Air Reserve Base (August 2005).
- Environmental Assessment for Proposed Military Construction and Total Force Integration at March Air Reserve Base (Air Force Reserve Command, June 2010); Environmental Impact Report for March Inland Port General Aviation Facilities Development (March Joint Powers Authority, August 2012).
- F-15 Aircraft Conversion Environmental Impact Statement 144th Fighter Wing California Air National Guard Fresno-Yosemite International Airport (National Guard Bureau, March 2013).



**Riverside County
Airport Land Use Commission**

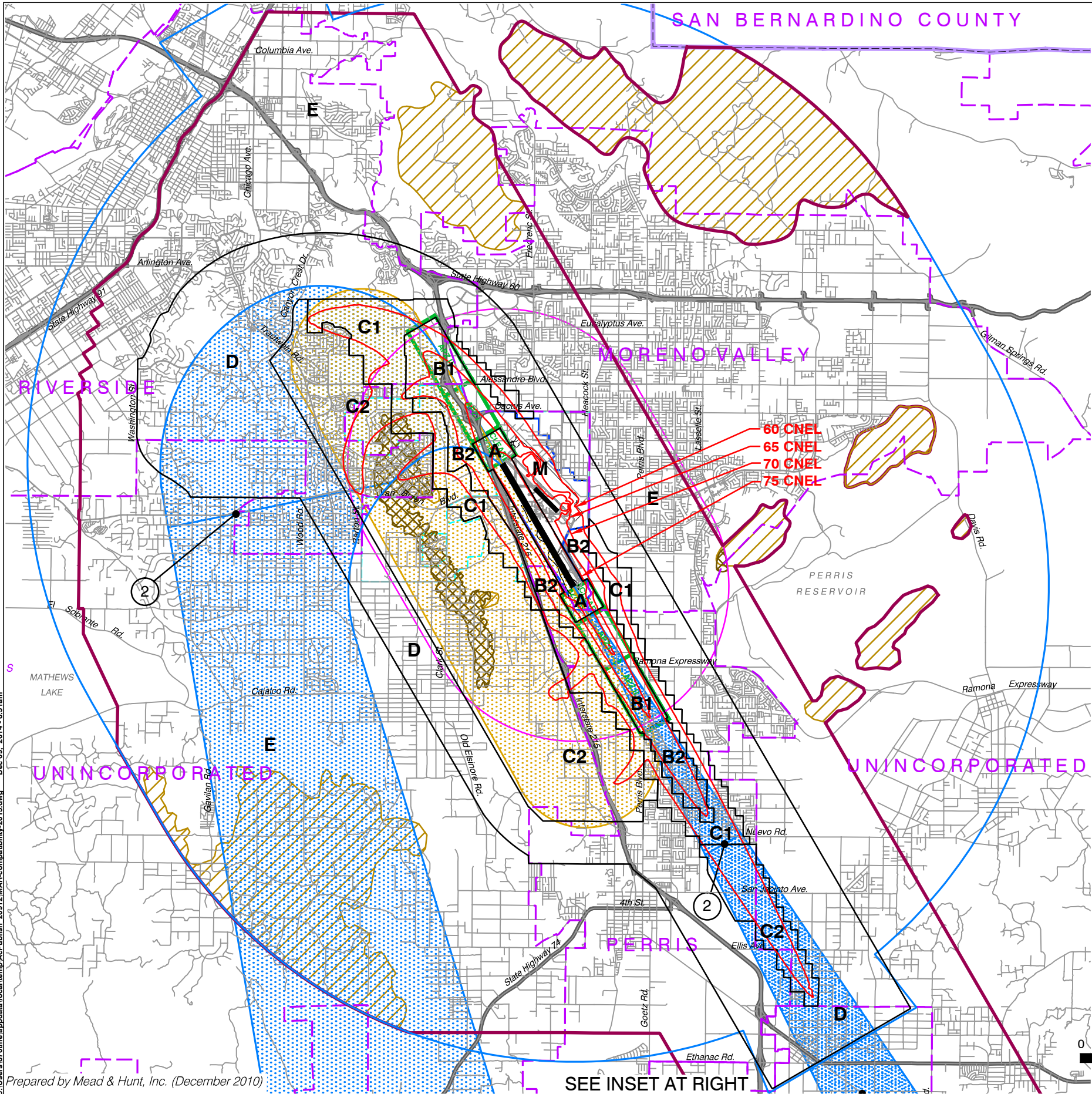
**March Air Reserve Base / Inland Port Airport
Land Use Compatibility Plan**

(Adopted November 13, 2014)

Exhibit MA-4

Noise Impact Area

March Air Reserve Base / Inland Port Airport



LEGEND

Compatibility Zones

- Airport Influence Area Boundary
- Zone A
- Zone B1
- Zone B2
- Zone C1
- Zone C2
- Zone D
- Zone E
- Zone M

Noise and Overflight Compatibility Factors

- 75 dB CNEL
 - 70 dB CNEL
 - 65 dB CNEL
 - 60 dB CNEL
- Projected Activity Level (75,104 operations)

General Approach/Departure Traffic Pattern Envelope (approximately 80% of aircraft overflights estimated to occur within these limits)

Closed Circuit Traffic Pattern Envelope (approximately 80% of large aircraft overflights estimated to occur within these limits)

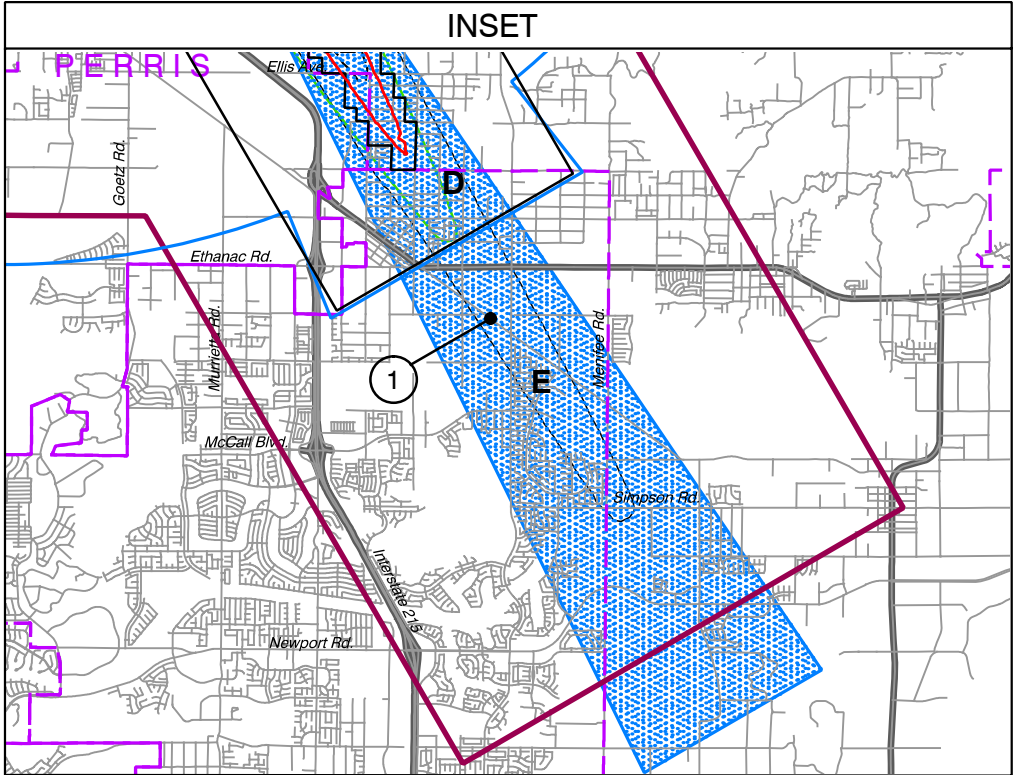
Safety and Airspace Compatibility Factors

- Accident Potential Zones
- FAR Part 77 Surface Limits
- Military Outer Horizontal Surface
- Civilian Conical Surface
- Terrain Penetration of FAR Part 77 Surfaces
- Military
- Civilian

Boundary Lines

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

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



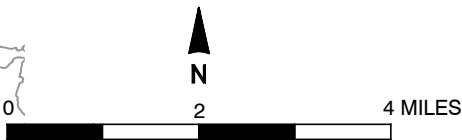
Riverside County
Airport Land Use Commission

March Air Reserve Base / Inland Port Airport
Land Use Compatibility Plan

(Adopted November 13, 2014)

Exhibit MA-5

Compatibility Factors Map
March Air Reserve Base / Inland Port Airport



Base map source: County of Riverside 2013

SEE INSET AT RIGHT

Prepared by Mead & Hunt, Inc. (December 2010)

AIRPORT SITE

- ▶ *Location*
 - › Northwestern section of Riverside County
 - › 10 miles southeast of central Riverside
 - › Situated on high valley floor of Perris Valley
- ▶ *Nearby Terrain*
 - › Relatively flat in immediate vicinity
 - › Santa Ana and San Jacinto Mountain Ranges located to the west and east, respectively
 - › Terrain greater than 150 ft. above the airport elevation (1,538 ft. MSL) exists several miles to the northeast (Box Springs Mts.), southwest (Santa Ana Mts.) and southeast (Lakeview Mts.)

AIRPORT ENVIRONS LAND USE JURISDICTIONS

- ▶ *Riverside County*
 - › Airport lies entirely within unincorporated area
- ▶ *March Joint Powers Authority*
 - › Has land use authority over March JPA property
- ▶ *City of Menifee*
 - › City limits 8¼ miles from south end of runway
- ▶ *City of Moreno Valley*
 - › Borders airport to the east
- ▶ *City of Perris*
 - › Borders airport to the south and lies beneath primary airport approach routes
- ▶ *City of Riverside*
 - › Borders airport to the west-northwest and lies beneath primary airport departure routes

STATUS OF COMMUNITY PLANS

- ▶ *Riverside County*
 - › General Plan adopted by Board of Supervisors October 2003
 - › Reche Canyon, Mead Valley and Lake Mathews Area Plans adopted October 2003
- ▶ *March Joint Powers Authority*
 - › General Plan adopted by March JPA 1999
 - › General Plan Land Use Map updated January 2012
 - › March Business Center Specific Plan adopted February 2003
 - › Meridian Specific Plan SP-5 adopted August 2010
 - › March LifeCare Campus Specific Plan SP-7 adopted June 2011
 - › Development Code updated April 2012
 - › Zoning Map adopted April 2012
- ▶ *City of Menifee*
 - › General Plan adopted by City Council December 2013
- ▶ *City of Moreno Valley*
 - › General Plan adopted by City Council July 2006
- ▶ *City of Perris*
 - › General Plan 2030 elements adopted by City Council on various dates 2005-2010
 - › Park West Specific Plan adopted February 2007
 - › Harvest Landing Specific Plan adopted May 2010
- ▶ *City of Riverside*
 - › General Plan 2025 adopted by City Council November 2007

EXISTING AIRPORT AREA LAND USES

- ▶ *General Character*
 - › Immediate area lies within the March JPA boundary and is primarily developed to the northeast with development beginning west of Highway 215
 - › Areas west and northwest (City of Riverside), north and east (city of Moreno Valley) mostly suburban residential and commercial uses
 - › Southwest area (unincorporated) mostly low-density and semi-rural residential
 - › South and southeast (City of Perris) suburban residential with interspersed vacant land
- ▶ *Runway Approaches*
 - › Northwest (Runway 14): Mixed suburban residential and commercial/warehouse/light industrial uses
 - › Southeast (Runway 32): Commercial/warehouse/light industrial uses among vacant land and scattered rural residential and mobile home parks

PLANNED AIRPORT AREA LAND USES

- ▶ *Riverside County*
 - › Southwest: Very low density residential, Business Park and Light Industrial
- ▶ *March Joint Powers Authority*
 - › Northeast: Low Density Residential, Mixed Use, Business Park, Office and Recreational area
 - › West: Industrial, Business Park, Mixed Use and Commercial uses with scattered Recreational uses west of Highway 215
 - › South: Aviation-related uses
- ▶ *City of Moreno Valley*
 - › Northeast: Office, Commercial, Specific Plan areas and Residential uses
 - › East: Low density residential uses with scattered commercial uses and public facilities
- ▶ *City of Perris*
 - › South: Industrial and commercial uses
- ▶ *City of Riverside*
 - › Northwest: Industrial/Business Parks and Sycamore Canyon Park facility
 - › West: Medium residential uses with scattered commercial uses and parks

Exhibit MA-6

Airport Environs Information

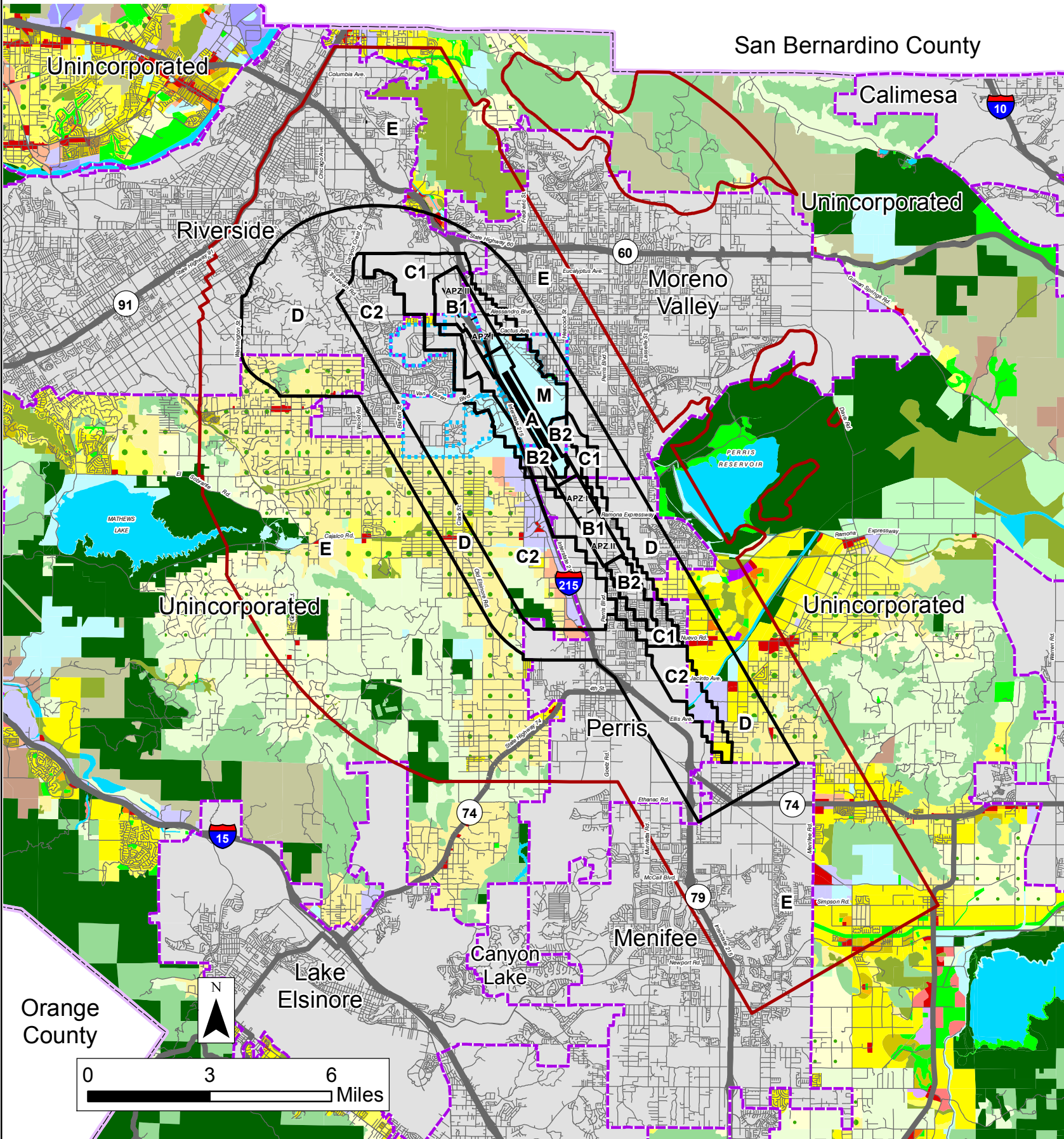
March Air Reserve Base / Inland Port Airport

ESTABLISHED AIRPORT COMPATIBILITY MEASURES

Policy wording not shown in quotes is condensed from original

- ▶ *Riverside County General Plan (October 2003)*
 - › Prohibit new residential uses, except single-family dwellings on legal residential lots of record, within airports' 60 dB CNEL contour as defined by ALUC (Noise Policy 7.3)
 - › Submit proposed actions to ALUC as required by state law; other actions and projects may be submitted on voluntary and advisory basis (Land Use Policies 1.8 and 14.8)
- ▶ *March Joint Powers Authority General Plan (1999)*
 - › "Ensure that plans and development conform to the draft Comprehensive Land Use Plan for March AFB/ March Inland Port." (Land Use Policy 6.5)
 - › "Ensure that sensitive land uses (i.e., schools, high occupancy land uses, etc.) are discouraged from locating and operating in areas determined to be incompatible with airport operations." (Land Use Policy 6.6)
 - › "Ensure that land uses adhere to both military and civilian Part 77 conical surface criteria, relative to height restrictions." (Land Use Policy 6.8)
 - › "Protect flight paths from inappropriate development encroachment." (Transportation Policy 13.6)
 - › "Noise sensitive uses ... shall be discouraged in areas where noise levels exceed acceptable limits." (Noise Policy 1.2)
- ▶ *City of Moreno Valley General Plan (2006)*
 - › "Discourage residential uses where current or projected exterior noise due to aircraft over flights will exceed 65 CNEL." (Policy 6.3.2)
 - › Buildings containing noise-sensitive uses require insulation where future noise environment is likely to exceed 70 CNEL (Policy 6.3.3)
 - › Residential uses not permitted in APZs and business uses restricted to low intensities in accordance with AICUZ guidelines (Policy 6.16.4)
- ▶ *City of Moreno Valley Zoning*
 - › Air Installation Compatibility Use Overlay District (AICUZ) limits types of uses within the airport's accident potential zones I and II
- ▶ *City of Perris General Plan (2005)*
 - › "Reduce or avoid the existing and potential future impacts from air traffic on new sensitive noise land uses in areas where air traffic noise is 60 dBA CNEL or higher." (Noise Policy IV.A)
 - › Consult AICUZ guidelines and ALUC policies when considering development project applications (Noise Policy I.D)
- ▶ *City of Perris Municipal Code*
 - › Noise insulation required for new residential development where exterior noise levels equal 60 dBA CNEL or greater (Section 16.22.030)
- ▶ *City of Riverside General Plan (2007)*
 - › "Work cooperatively with the Riverside County Airport Land Use Commission in developing, defining, implementing and protecting airport influence zones around the MARB/MIP ..." (Land Use Policy 22.2)
 - › "Protect flight paths from encroachment by inappropriate development using the Riverside County Airport Land Use Compatibility Plan to determine the consistency of proposed development" (Circulation Policy 11.1)
 - › Limit building heights and land use intensities beneath airport approach and departure paths to protect public safety (Circulation Policy 11.2)
 - › Utilize the Airport Protection Overlay Zone to advise landowners of special noise considerations associated with their development (Noise Policy 2.5)
 - › "Avoid placing noise-sensitive land uses ... within the high noise impact areas (over 65 dB CNEL) for March Air Reserve Base/March Inland Port ..." (Noise Policy 3.1)
 - › "Support the noise/land use policies for the area adjacent to the March Air Reserve Base/March Inland Port through the adoption of the March JLUS into the Riverside County Airport Land Use Compatibility Plan." (Noise Policy 3.4)
 - › "When planning for development near airports, anticipate possible increases in airport activity and expansion of airport facilities and services and the effects these changes may have on public safety." (Public Safety Policy 4.2)
 - › "Ensure that development within airport influence areas is consistent with the Airport Protection Overlay Zone development standards and the Riverside County Airport Land Use Compatibility Plan." (Public Safety Policy 4.6)
- ▶ *City of Riverside Zoning Codes*
 - › Airport zone (AIR) and airport industrial (AI) zone restrict types of uses and heights of structures on and near airports
 - › No FAR Part 77 height limit zoning

Exhibit MA-6, continued



Planned Land Use Designations

- Estate Residential
- RC-EDR
- Very Low Density Residential
- RC-VLDR
- Low Density Residential
- RC-LDR
- Medium Density Residential
- Medium High Density Residential
- High Density Residential
- Very High Density Residential
- Highest Density Residential
- Commercial Retail
- Commercial Tourist
- Commercial Office
- Community Center
- Light Industrial
- Heavy Industrial
- Business Park
- Public Facilities
- Mixed Use Policy Area
- Rural Residential
- Rural Mountainous
- Rural Desert
- Agriculture
- Conservation
- Conservation Habitat
- Open Space Recreation
- Open Space Rural
- Water
- Mineral Resources
- Indian Lands

Legend

- County Boundary
- City Boundary
- March ARB/Air Force Property
- March Joint Powers Authority Property
- Runway
- Airport Influence Area Boundary
- Compatibility Zones

Notes

1. Land Use Source: County of Riverside, RCTLMA GIS, 2013. The General Plan provides new land use designations for all parcels in the unincorporated area of Riverside County as adopted October 7, 2003, updated through January 2012.

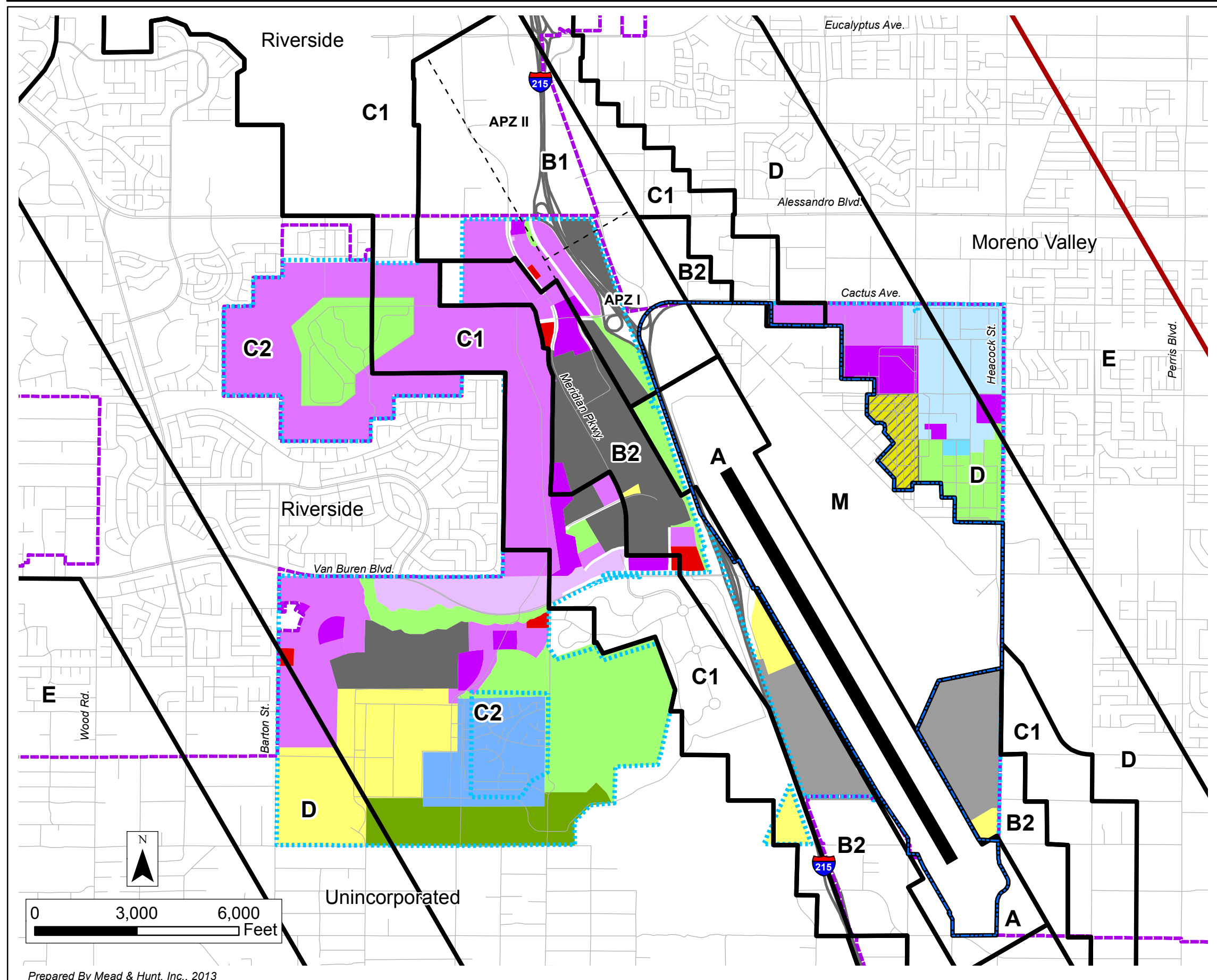
**Riverside County
Airport Land Use Commission**

**March Air Reserve Base / Inland Port Airport
Land Use Compatibility Plan**

(Adopted November 13, 2014)

Exhibit MA-7A

**Planned Land Uses:
County of Riverside**



Legend

- City Boundary
- March ARB/Air Force Property
- March Joint Powers Authority Property
- Runway
- Airport Influence Area Boundary
- Compatibility Zones

Planned Land Use Designations

- Aviation
- Business Park
- Cemetery
- Historic District
- Industrial
- Mixed Use
- Office
- Park/Recreation/Open Space
- Public Facility
- Commercial
- SP-4 Air Force Village West
- SP-6 US Vets
- SP-7 March LifeCare Campus

Notes

1. Land Use Source: March Joint Powers Authority, Zoning Map, April 18, 2012, and General Plan Land Use Map, January 11, 2012. Mead & Hunt digitized land use maps based on County GIS parcel data, June 2013.

**Riverside County
Airport Land Use Commission**

**March Air Reserve Base / Inland Port Airport
Land Use Compatibility Plan**

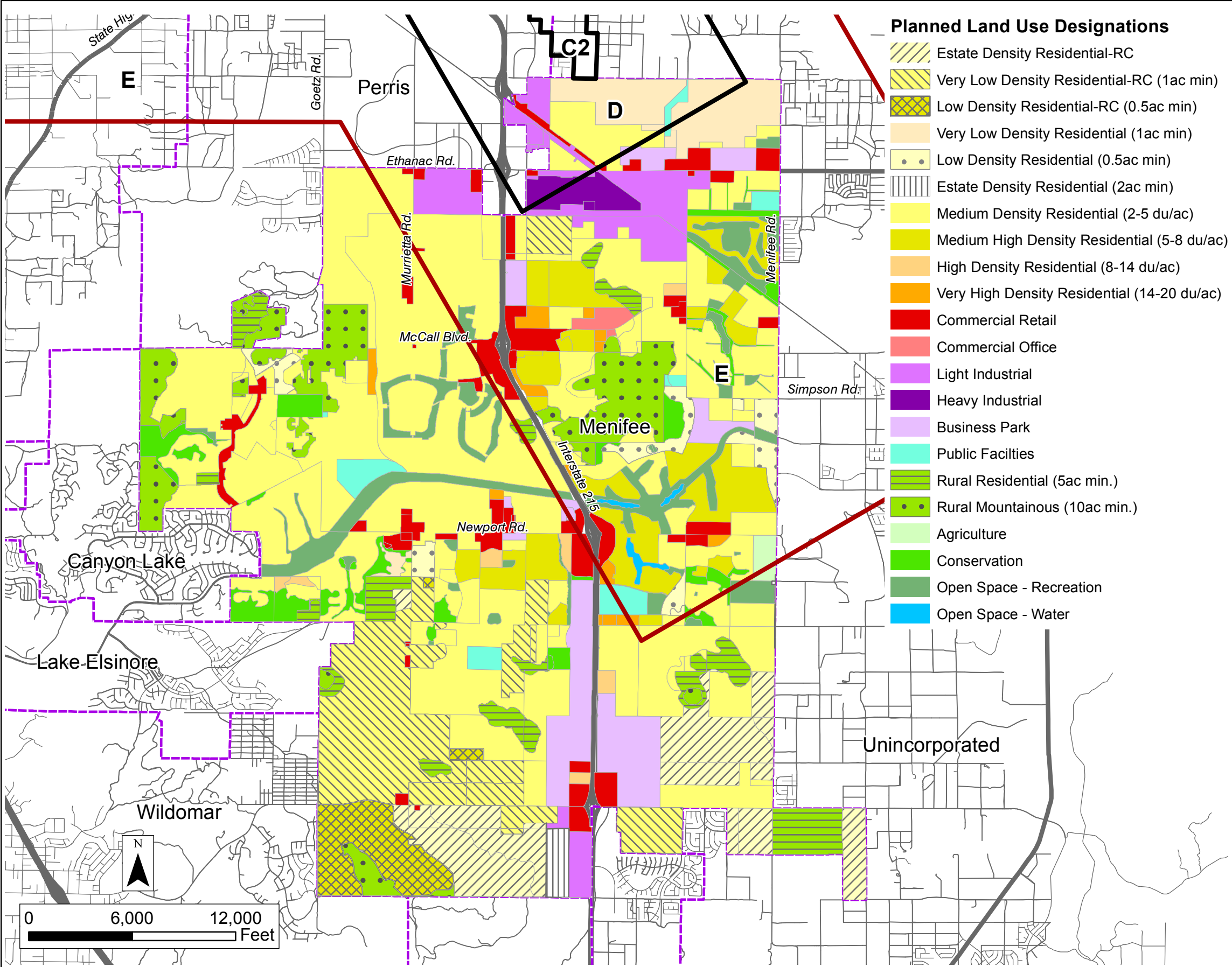
(Adopted November 13, 2014)

Exhibit MA-7B

**Planned Land Uses:
March Joint Powers Authority**

0 3,000 6,000 Feet

Prepared By Mead & Hunt, Inc., 2013



Legend

- County Boundary
- City Boundary
- Runway
- Airport Influence Area Boundary
- Compatibility Zones

Notes

1. Land Use Source: City of Meniffee General Plan Map

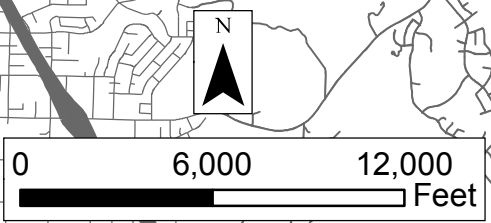
**Riverside County
Airport Land Use Commission**

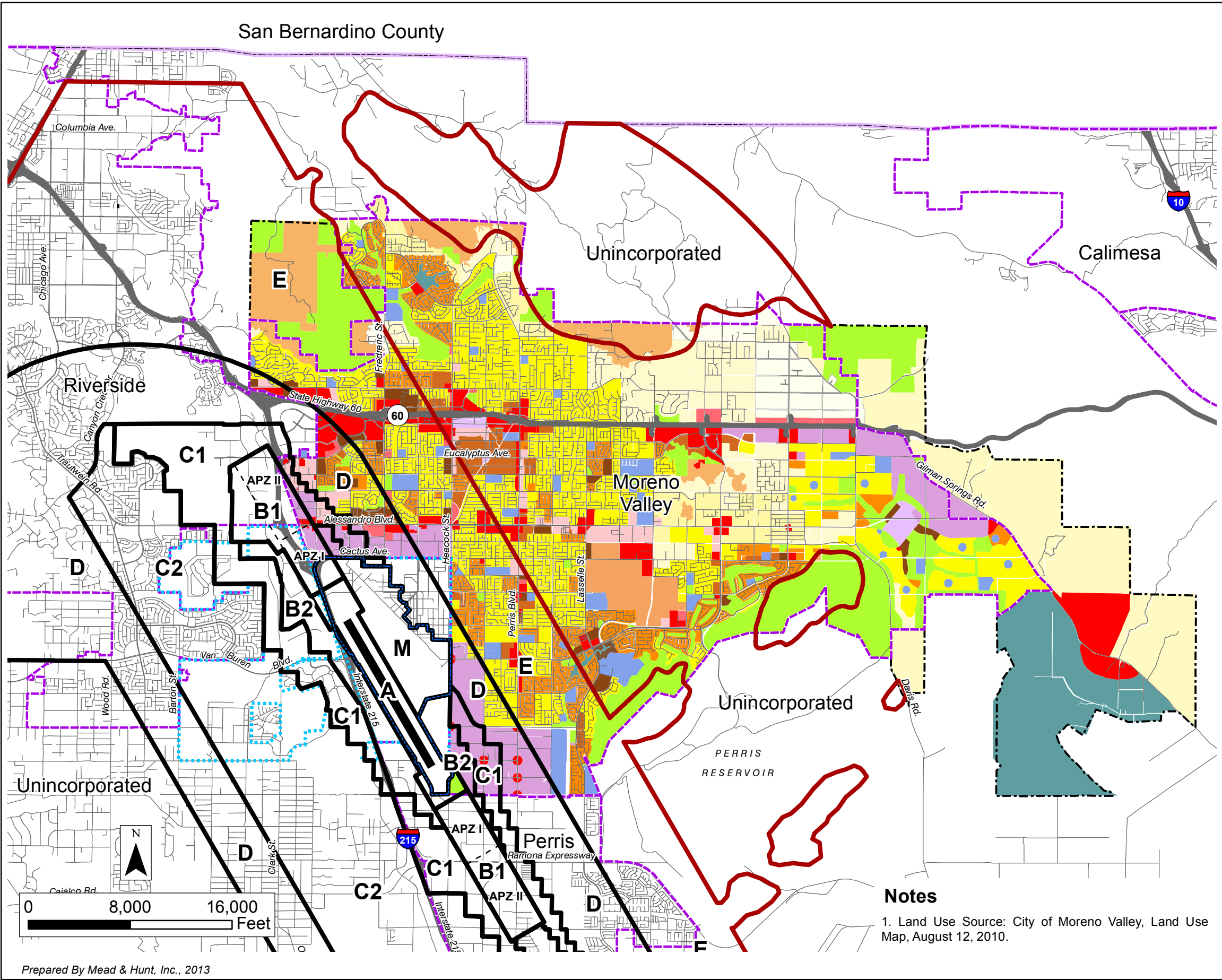
**March Air Reserve Base / Inland Port Airport
Land Use Compatibility Plan**

(Adopted November 13, 2014)

Exhibit MA-7C

**Planned Land Uses:
City of Meniffee**





Legend

- County Boundary
- City Boundary
- Moreno Valley Sphere of Influence
- March ARB/Air Force Property
- March Joint Powers Authority Property
- Runway
- Airport Influence Area Boundary
- Compatibility Zones

Planned Land Use Designations

- Residential: Max. 1 du/ac
- Mixed Use
- Residential: Max. 2 du/ac
- Rural Residential: Max 2.5 du/ac
- Residential: Max. 3 du/ac
- Residential: Max. 5 du/ac
- Residential: Max. 5 or 15 du/ac
- Residential: Max. 10 du/ac
- Residential: Max.15 du/ac
- Residential: Max. 20 du/ac
- Hillside Residential
- Planned Residential
- Residential/Office
- Office
- Commercial
- Business Park/Light Industrial
- Open Space
- Public Facilities
- Floodplain

**Riverside County
Airport Land Use Commission**

**March Air Reserve Base / Inland Port Airport
Land Use Compatibility Plan**

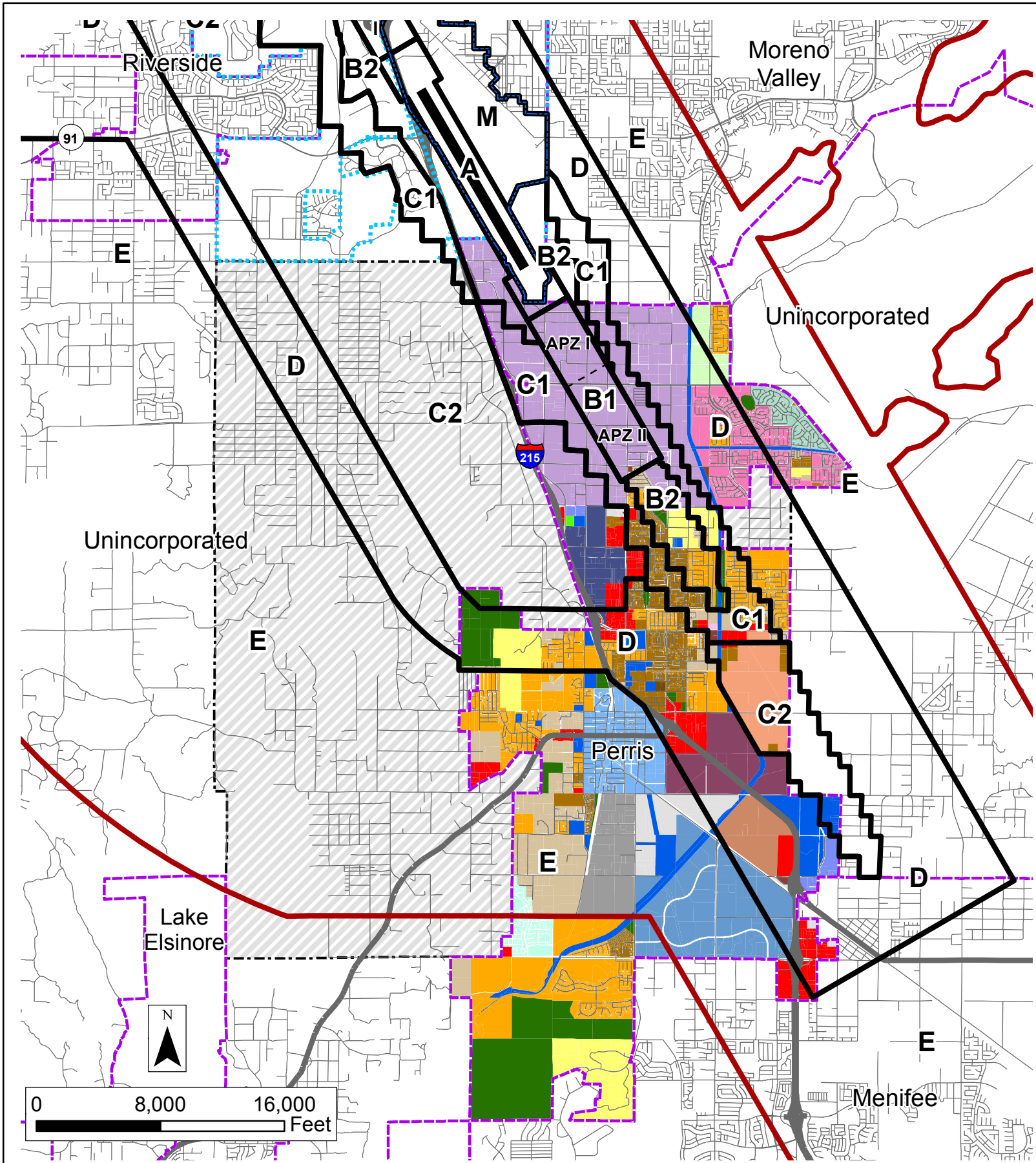
(Adopted November 13, 2014)

Notes

1. Land Use Source: City of Moreno Valley, Land Use Map, August 12, 2010.

Exhibit MA-7D

Planned Land Uses: City of Moreno Valley



Planned Land Use Designations

- INDUSTRIAL
 - GI - General Industrial
 - LI - Light Industrial
 - BP - Business Park
- COMMERCIAL
 - CC - Community Commerical
 - NC - Neighborhood Commerical
 - PO - Professional Office
- RESIDENTIAL
 - R-20,000 - Residential 20,000
 - R-10,000 - Residential 10,000
 - R-6,000 - Residential 6,000
 - MFR-14 - Multi-Family Residential 14
 - MFR-22 - Multi-Family Residential 22
- SPECIFIC PLAN
 - DTSP - Downtown Specific Plan
 - GV SP - Green Valley Specific Plan
 - HL SP - Harvest Landing Specific Plan
 - MR SP - May Ranch Specific Plan
 - NP SP - New Perris Specific Plan
 - PVCC SP - Perris Valley Commerce Center Specific Plan
 - PW-SP - Parkwest Specific Plan
 - RG-SP - River Glen Specific Plan
 - RW-SP - Rivewoods Specific
 - SP - Specific Plan
 - VA-SP - Villages of Avalon
- OTHER
 - A1 - Light Agricultural
 - OS - Open Space
 - P - Public Facility

Legend

- City Boundary
- City of Perris Sphere of Influence
- March ARB/Air Force Property
- March Joint Powers Authority Property
- Runway
- Airport Influence Area Boundary
- Compatibility Zones

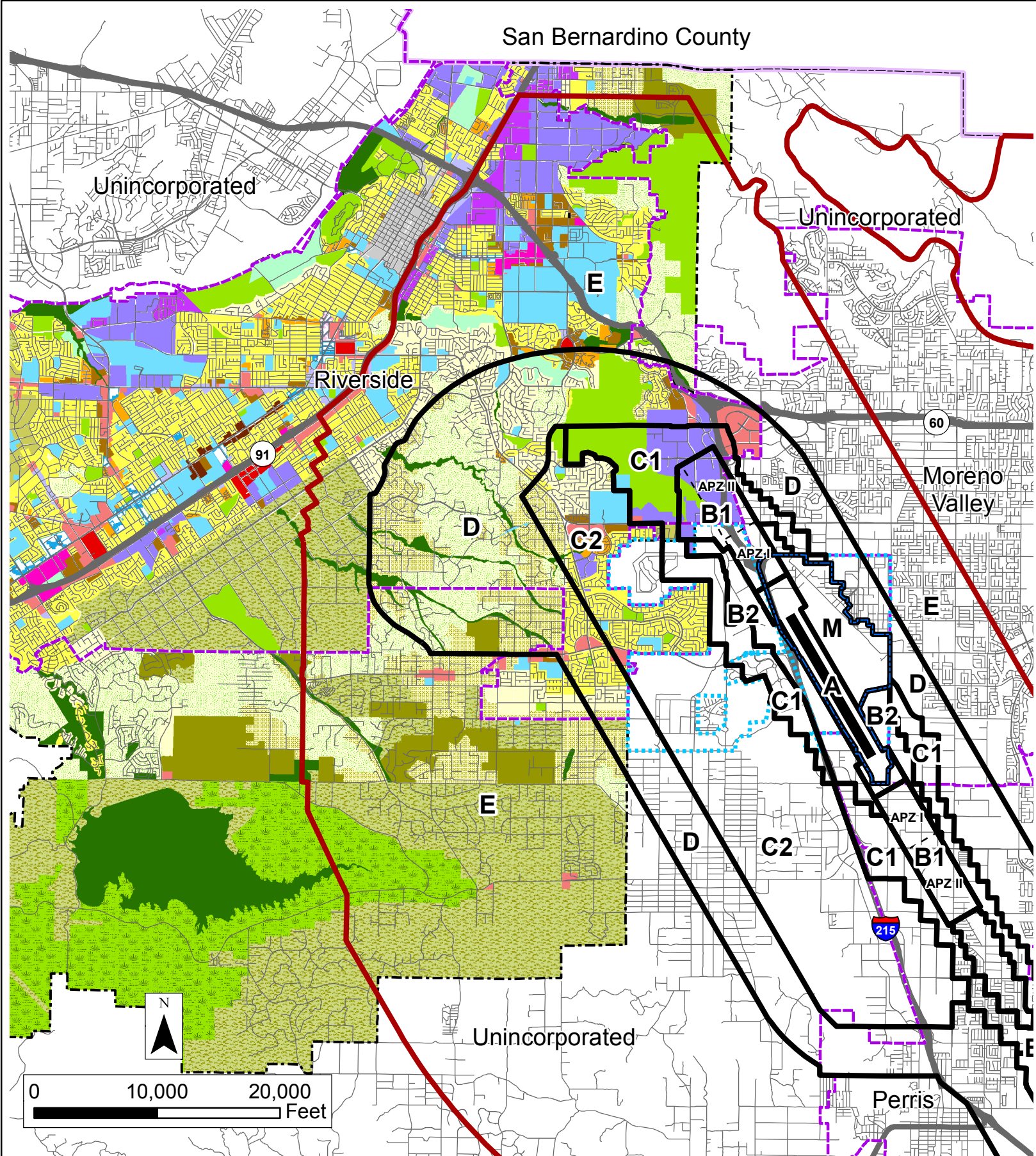
Notes

1. Land Use Source: City of Perris, General Plan Map, January 3, 2013.

**Riverside County
Airport Land Use Commission**
**March Air Reserve Base / Inland Port Airport
Land Use Compatibility Plan**
(Adopted November 13, 2014)

Exhibit MA-7E

**Planned Land Uses:
City of Perris**



General Plan Land Use Designations

- A - AGRICULTURAL
- A/RR - AGRICULTURAL/RURAL RESIDENTIAL
- HR - HILLSIDE RESIDENTIAL
- SRR - SEMI RURAL RESIDENTIAL
- VLDR - VERY LOW DENSITY RESIDENTIAL
- LDR - LOW DENSITY RESIDENTIAL
- MDR - MEDIUM DENSITY RESIDENTIAL
- MHDR - MEDIUM HIGH DENSITY RESIDENTIAL
- HDR - HIGH DENSITY RESIDENTIAL
- VHDR - VERY HIGH DENSITY RESIDENTIAL
- C - COMMERCIAL
- CRC - COMMERCIAL REGIONAL CENTER
- DSP - DOWNTOWN SPECIFIC PLAN
- OSP - ORANGECREST SPECIFIC PLAN
- O - OFFICE
- B/OP - BUSINESS/OFFICE PARK
- I - INDUSTRIAL
- MU-N - MIXED USE-NEIGHBORHOOD
- MU-V - MIXED USE-VILLAGE
- MU-U - MIXED USE-URBAN
- PF - PUBLIC FACILITIES/INSTITUTIONAL
- PR - PRIVATE RECREATION
- P - PUBLIC PARK
- OS - OPEN SPACE/NATURAL RESOURCES
- RAT - KANGAROO RAT HABITAT

Legend

- County Boundary
- City Boundary
- Riverside Sphere of Influence
- March ARB/Air Force Property
- March Joint Powers Authority Property
- Runway
- Airport Influence Area Boundary
- Compatibility Zones

Notes

1. Land Use Source: City of Riverside, Land Use Policy Map, January 10, 2012.

**Riverside County
Airport Land Use Commission**
**March Air Reserve Base / Inland Port Airport
Land Use Compatibility Plan**
(Adopted November 13, 2014)

Exhibit MA-7F

**Planned Land Uses:
City of Riverside**

Appendix C Sample Traffic Monitoring Table

**Meridian SPA Traffic Monitoring Spreadsheet
With Proposed Unit 4 Lot 12**

Planning Area	Lot	Land Use Designation	User	External ADT	Truck Trips	Notes
Planning Region A						
1	U1-19	MU				
	U2-1	MU		382	153*	*converted truck trips to PCEs
	U2-2	BP		4041	0	60,980 sf general light industrial, 90,840 sf business park & 14,140 sf general office building
	U2-3	BP				
	U2-9	COM				
U2-10	COM					
			Calculated Trip Generation:	4,423	-	
			Planning Area Allowance:	7,333	-	
			Remaining Trips:	2,910	-	
Planning Region B						
3	U1-5	IND	New Castle	1914	432	
	U1-6	IND	New Castle	--	--	Combined with U1-5
	U1-8	COM				
	DRMO	IND		704	404	Classified as Truck Terminal
			Calculated Trip Generation:	2,618	836	
			Planning Area Allowance:	8,303	1,836	
			Remaining Trips:	5,685	1,000	
Planning Region C						
5	U3-1	IND				
	U3-2	IND				
	U3-4	IND		--	--	Combined with U4-15
	U3-5	IND		--	--	Combined with U4-15
	U3-6	IND		--	--	Combined with U4-15
	U3-7	IND		--	--	Combined with U4-15
	U3-8	IND		--	--	Combined with U4-15
	U4-15	IND		1551	350	486,000 sf warehouse
	U6-1A	PF				
	U6-1B	IND		--	--	Combined with U4-2
	U6-2	IND		--	--	Combined with U4-2
	U4-1	IND		--	--	Combined with U4-2
	U4-2	IND		1627	367	510,000 sf warehouse
Lot 16	IND	Sysco	1644	371	515,223 sf warehouse	
			Calculated Trip Generation:	4,822	1,088	
			Planning Area Allowance:	6,080	1,760	
			Remaining Trips:	1,258	672	
6	U4-8	OF		5713	30*	32,628 sf office; 6,584 sf retail; 5,937 sf restaurant/café; & 116,892 sf business park
	U4-9	OF				
	U4-10	OF				
	U4-11	OF		60		
	U4-12	OF		1047	23*	92,000 SF Business Park
	U4-13	BP		581	109	124,523 sf light manufacturing
U4-14	BP		--	--	Combined with U4-13	
			Calculated Trip Generation:	7,401	109	
			Planning Area Allowance:	7,539	294	
			Remaining Trips:	138	185	
7	U4-3	BP		542		192,468 sf business park
				1043	401*	*converted truck trips to PCEs
	U4-4	COM		9468	0	Retail Site - variety of uses
	U4-5	MU		723		162,660 sf warehouse & 8,000 sf retail
	U4-6					
U4-7			308	121*	*converted truck trips to PCEs	
			Calculated Trip Generation:	12,084	-	
			Planning Area Allowance:	16,164	-	
			Remaining Trips:	4,080	-	
GRAND TOTAL, ALL PLANNING AREAS						
			Calculated Trip Generation:	29,615	2,761	*Truck trips for these parcels are included in Grand Total for Truck Trips, not as PCEs
			Planning Area Allowance:	45,419	3,890	
			Remaining Trips:	15,804	1,129	

Appendix D Standard Development Conditions of Approval

Standard Conditions of Approval
Conditions for
Plot Plan and Design Plans

PLANNING DEPARTMENT, MARCH JOINT POWERS AUTHORITY

General Planning Conditions:

1. The site shall be developed in accordance with the approved Plot Plan XX-XX on file in the Planning Department, the Meridian Specific Plan (SP-5), the applicable portions of the March JPA Development Code, the General Plan, and the conditions contained herein. Prior to any use of the site or business activity being commenced thereon, all Conditions of Approval shall be completed to the satisfaction of the Planning Manager or designee. Building elevations shall comply with the color scheme and materials approved with the Plot plan. (MJPA 9.14.020)
2. The Applicant shall indemnify, protect, defend, and hold harmless March JPA and its constituent public agency members, officers, employees, attorneys, and agents from any and all actual or alleged claims, actions, proceedings, against March JPA to attack, set aside, void, annul, or seek monetary damages arising out of the approval of the Applicant's proposed development or related approval, including but not limited to CEQA approvals, permits, variances, design plans, plot plans, maps, licenses and amendments. March JPA shall promptly notify the Applicant of any and all claims, actions, and proceedings, covered by this Agreement. This indemnification shall include, but not be limited to, damages, fees, and/or costs awarded against March JPA, if any, and cost of suit, attorney's fees and other costs, liabilities and expenses incurred in connection with such claim, action, or proceeding whether incurred by Applicant, March JPA, and/or any parties bringing such forth.
3. This approval shall expire three years after the date of approval unless substantial construction contemplated by this approval has occurred within the three-year period, which is thereafter pursued to completion, or the March Joint Powers Authority has extended approval, otherwise the approval shall become null and void. (MJPA 9.02.230)
4. This development is located within Specific Plan SP-5. Requirements of the Meridian Specific Plan including the permitted uses, development standards, the March Business Center Design Guidelines, and the Conditions of Approval shall prevail unless modified herein. (MJPA 9.13)
5. Development within the Clear Zone and Accident Potential Zones I and II will abide by building standards and codes including height restrictions, restrictions on use, setbacks, population densities, and insulation and materials, as outlined in the approved 2005 Air Installation Compatible Use Zone (AICUZ).
6. As established in the Specific Plan, the project will comply with the policies and requirements of the Riverside County Airport Land Use Plan. Development plans will be submitted to the FAA for review in accordance with FAR 77.13.2.i. Additional ALUC review will be required for objects taller than 50 feet in the Height Caution Zone shown on Figure IV. A-4 [in the Focused EIR]. Other land use controls (relating to safety (both in the air and on the ground) and noise) have been

developed in consultation with the ALUC, and have been incorporated into the Specific Plan. (MMRP)

7. The development shall comply with the requirements of the Americans with Disabilities Act. All disabled parking spaces shall measure 14' wide to include a 9' stall and 5' loading area, by 20' length. One in every 8 disabled spaces, but in no case less than one, shall be van accessible with a minimum 9' wide space and 8' wide loading area. All signage, striping, ramps and slopes shall meet ADA requirements. Overhang of parking shall not encroach upon handicapped access routes. (MJPA 9.11.040)
8. The development shall incorporate 5% of parking spaces as preferential parking for car pools and vanpools in extremely convenient locations. (MMRP)
9. Any signs indicated on the submitted plans are not included with this approval. All signs proposed for this development shall comply with the requirements of the March JPA Development Code. If requirements differ, the proposed signage shall meet the stricter of the provisions. In a multiple tenant facility, all signage shall meet the approved Sign Program for the development. (MJPA 9.12.020)
10. All new and existing utilities located on the site shall be under grounded. (MJPA 9.13.130)
11. Buildings shall be designed to reduce energy usage by utilizing solar or low emission water heaters, double paned windows, using light colored roofing materials, using skylights in ambient warehouses, orienting buildings to the north for natural cooling to the extent practical, and increasing insulation beyond Title 24 requirements. (MEIR)
12. All development adjacent to the 175 acre Least Bell's Vireo conservation easement shall comply with the Biological mitigation measures pertaining to the Least Bell's Vireo habitat identified in the Meridian Subsequent EIR (SCH#2009071069). (MMRP)
13. Preconstruction surveys will be conducted for burrowing owls prior to grading. These surveys shall conform to the survey protocol established by the California Burrowing Owl Consortium (1993). Preconstruction surveys shall be conducted no more than 30 days prior to the initiation of construction activities and at a 30-day intervals if construction activities have not been initiated in an area. If Burrowing Owls are observed within the Project area then passive relocation measures will be implemented consistent with the survey protocol identified above. (MMRP)
14. The project applicant shall incorporate the following measures to help reduce the project's potential solid waste impacts and to help in the County's effort to comply with State law in diverting solid waste from landfill disposal. Green waste generated by the project should be kept separate from other waste types in order that it can be recycled through the practice of grass recycling (where lawn clippings from a mulching type mower are left on the lawn) or onsite composting or directed to local wood grinding and/or composting operations. All projects shall provide adequate area(s) for the collections and loading of recyclable materials. Prior to building permit issuance, the applicant shall submit a Recyclables Collection and Loading Area Plot Plan to the March JPA for review and approval. (MMRP)

15. Prior to individual lot development approval, the developer will coordinate with March JPA and shall contact WMWD to obtain the current flow reading and submit a sewer analysis demonstrating that the individual lot development projected sewer flows do not exceed the VBPS capacity (1.07 mgd). (MMRP)
16. Prior to individual lot development approval by the March JPA, the developer will coordinate with March JPA and WMWD to obtain the water demand for the proposed development to assure that the development is consistent with the water budget and Water Supply Assessment for the Project. (MMRP)
17. Uses located in proximity of noise sensitive uses shall comply with the noise mitigation measures identified in the Meridian Subsequent EIR (SCH#2009071069). (MMRP)
18. All uses shall comply with the noise emission criteria identified in the March JPA Development Code. (MMRP)

Planning Conditions to be Performed Prior to Issuance of Building Permits:

19. Prior to obtaining a building permit, a site/building-specific acoustical report shall be prepared by an acoustical engineer or professional acoustician showing that interior noise levels within all habitable rooms do not exceed 45dB Ldn or CNEL for all new noise sensitive receptors (inclusive or transient lodging, educational facilities, and childcare facilities) which are identified in Figure IV. H-3, State of California Noise Compatibility Chart. Normally Unacceptable Uses identified in Figure IV. H-3, State of California Noise Compatibility Chart shall not be allowed. The recommendations of the noise report shall be specific window treatments, such as dual glazing, and mechanical ventilation when the 45 dBA CNEL limit can only be achieved with a closed window condition. (MMRP)
20. Office areas and noise sensitive uses within the 65 dB CNEL noise contour shall provide noise attenuation to provide an interior noise level of 45 dB CNEL, as certified by an acoustical engineer or architect. (MMRP)
21. Facilities that store, handle or use regulated substances as defined in the California Health and Safety Code 25532 shall comply with the Hazards and Hazardous Materials Mitigation Measures identified in the Meridian Subsequent EIR (SCH#2009071069).
22. Prior to issuance of precise grading permits, all site plans, grading plans, landscape and irrigation plans, and street improvement plans shall be coordinated for consistency with this approval. Prior to issuance of building permits, final landscaping and irrigation plans shall be approved as a component of the construction plan review. (MJP 9.02.030)
23. Prior to issuance of building permits, the developer or developer's successor-in-interest shall pay the applicable March JPA Development Impact Fee (DIF).
24. Individual lot developers shall contribute on a fair share basis toward the cumulative off-site impacts identified in Specific Plan Chapter IV. B-1-3. (MMRP)

25. Prior to issuance of building permits, the developer shall provide to the Planning Manager written certification by the affected school district that either: (1) the development has complied with the fee levied by the governing board of the District, pursuant to Government Code Section 65996; or (2) the fee or other requirement does not apply to the development.
26. Prior to issuance of building permits, screening details for roof top equipment shall be submitted for Planning Division review and approval as a component of the construction plan review. All equipment shall be completely screened so as not to be visible from public view, and the screening shall be an integral part of the building. (MJPA Design Guidelines)
27. Prior to issuance of building permits, the Planning Division shall review and approve a computer generated, point-by-point exterior lighting analysis plan as a component of the construction plan review. The lighting plan shall be generated on the site plan and shall be integrated with the final landscape plan. The plan shall indicate the manufacturer's specifications for fully shielded light fixtures and shall include fixture catalog cuts, light cut-off shielding details, wattage, illumination type (high or low pressure sodium only), location, and height. The lighting shall not exceed a 750 watt maximum, shall not be mounted more than 25' above finished grade, and site lighting of outdoor areas shall be limited to high pressure or low pressure sodium lighting. The lighting shall be designed in such a manner so that it does not exceed 0.5 candle/foot² illumination beyond the property line. (MJPA 9.08.100) The incorporation of LED lighting is permitted as long as the lighting does not exceed 2,700 Kelvin.
28. The project construction plan submittal shall contain an on-site traffic striping and signage plan which shall be reviewed and approved by the Planning Department prior to issuance of the building permits.
29. CEQA Review of stationary source emissions other than natural gas and electricity shall be done on all developments emitting stationary source air pollutants. In addition, all developments involving stationary source emissions shall obtain permits to construct and operate from the SCAQMD. (MMRP)

Planning Conditions to be Performed Prior to Issuance of Certificate of Occupancy:

30. Prior to the issuance of a Certificate of Occupancy and once a tenant is known, the tenant shall submit to March JPA and shall receive approval of a Traffic Demand Management Plan which shall include the following elements: 1) identification of alternative modes of transportation and incentives available to employees; 2) the location of a minimum of 30" x 42" wall area for the posting of alternative transportation mode information including financial incentives by responsible agencies, transit schedules and carpooling information; 3) feasibility of flexible work hours including compressed work week; 4) availability of on-site and off-site child care facilities; 5) feasibility of video conference facilities; and 6) feasibility of minimizing the use of fleet vehicles during smog alerts. (MMRP)
31. Prior to issuance of a Certificate of Occupancy, the developer or developer's successor in interest shall pay the applicable Transportation Uniform Mitigation Fee (TUMF). This provision does not prohibit paying the TUMF earlier at the time of building permit issuance. (MJPA Ord.)

32. Prior to Certificate of Occupancy, the developer shall demonstrate that all South Coast Air Quality Management District permits have been obtained. (MEIR)
33. Prior to Certificate of Occupancy, the Planning Division shall review and approve the location and method of enclosure or screening of transformer cabinets, commercial gas meters and back flow preventers as components of the construction plan review. Location and screening shall comply with the following criteria: All transformer cabinets and commercial gas meters shall not be located within driveway/street view triangles in such a way that they obscure traffic visibility. Service Electrical Systems shall be fully enclosed and incorporated into the overall architectural design of the building(s). Back-flow preventers and gas meters shall be screened by landscaping that will provide appropriate landscape screening upon maturity. (MJP Design Guidelines)
34. Prior to Certificate of Occupancy, each development incorporating truck docks or roll-up doors shall provide a minimum 6-sq/ft sign identifying the approved truck route plan at all service driveway locations. (MMRP)
35. Prior to Certificate of Occupancy, each development incorporating truck docks shall install one a 6-sq/ft. sign for each four roll-up dock doors identifying the maximum 5-minute diesel idling time. All signs shall be installed on the building at eye level in a manner to clearly convey the maximum diesel idling time. (CARB)

Landscape Provisions (Timing Varies)

36. All landscape located adjacent to parking areas shall be protected by a raised 6" extruded curb. (MJP Design Guidelines)
37. Each lot developer is to remove the temporary plastic border separating on site landscape from the LLMD area and install a 6" concrete mow curb.
38. Prior to the issuance of the Certificate of Occupancy, the applicant shall provide a letter from the landscape architect identifying that all landscape has been installed consistent with the approved landscape plan and that the landscape complies with the provisions of the March JPA Landscape Irrigation Efficiency Ordinance (MJP 9.08.250).
39. The landscape irrigation schedule, identifying appropriate watering times, duration and quantities, for 1) initial landscaping and 2) established landscape, shall be continually available at the site in perpetuity, in a convenient location near the irrigation controlling unit. (MJP 9.08.250).
40. All on site landscape irrigation shall be designed and constructed to meet non-potable "Purple Pipe" standards for reclaimed water systems. (MMRP)
41. All on-site parking shall be screened by one of the following methods: 1) 30" parking screen wall; 2) continuous landscape shrub; or 3) combination of shrub, wall and earthen berm. (MJP Design Guidelines)
42. The facility shall incorporate an on-site green/landscape waste recycling/mulching area, or as an option the facility operator may identify in writing how green/landscape waste recycled off-site. (MMRP)

43. Prior to site grading, the grading contractor shall contact the March JPA Landscape and Lighting Maintenance District (LLMD) manager at (951) 656-7000 to coordinate all activity and impacts upon LLMD facilities within the public right-of-way and landscape easements. The coordination shall assure uninterrupted operation of the LLMD irrigation system and shall identify any impacts on LLMD mainlines, wires, laterals and irrigation components, inclusive of the need to move or sleeve LLMD facilities as determined by the LLMD manager.
44. All LLMD pressure main line and laterals crossing beneath paved areas shall be encased in schedule 40 PVC sleeves twice the diameter of the pipe. Sleeves shall be placed at a depth of 24" beneath finished surface, measured from the top of sleeve. Control wires shall be in separate sleeves with a minimum diameter of two inches. Wire sleeves shall be sized so that wire bundles may be pulled without binding. On each side of paved areas, a 10" round valve box with wire connections shall be installed. Pin tie connectors shall be used in wire connection box and must be branded on the valve box lid with "SW" for future identification.
45. All changes to the LLMD easement area shall be completed in accordance with the approved LLMD landscape plans and an "as built" drawing shall be submitted and approved upon completion and inspection of work. All repairs and/or installations in the LLMD right-of-way and easement areas must be inspected by the LLMD manager.
46. All LLMD irrigation damaged by construction activities shall be repaired by a qualified irrigation technician within twenty four (24) hours to ensure LLMD plant material does not incur additional damage or loss.
47. All damaged LLMD plant material shall be replaced with like sized material within three (3) business days unless an extension is approved, in writing, by the LLMD manager.
48. At no time shall any contractor store or place equipment, signs, temporary utilities or any other items within the public right-of-way or LLMD landscape easement areas.

NPDES Provisions (Timing Varies)

49. Consistent with the requirements of the NPDES Guidelines, the applicant/owner will record a NPDES Maintenance Covenant and Agreement verifying that the property owners or association will have maintenance responsibility for the on-site storm water treatment in perpetuity.
50. Prior to the issuance of grading or building permits, the developer shall submit evidence of an approved Storm Water Pollution Prevention Plan (SWPPP) approved by the State Water Resources Control Board.
51. At all times during construction, the approved Storm Water Pollution Prevention Plan (SWPPP) shall be located in the construction office, and available for review of development compliance.
52. During construction, the developer or designee shall be responsible for: 1) storm water sampling for all storm events where storm water leaves the site and 2) storm water reporting to the State Water Resources Control Board as required by applicable law.

53. Prior to the issuance of building permits, the developer or developer's successor-in-interest applicant shall submit and receive approval of a Storm Water Management Plan addressing long term development storm water mitigation measures.
54. The future site user is responsible for obtaining a NPDES General Industrial Activities Permit (Order No. 97-03-DWQ, CAS000001) for businesses that have applicable Standard Industrial Codes (SIC code).
55. Site specific design BMPs and Low Impact Development (LID) design strategies shall be implemented by the incorporation of dual-functioning site features that in addition to their primary purposes, also serve to reduce pollutant discharges and improve the quality of storm water discharges. Examples of such features include porous driveway material, porous landscape detention, and/or inverted medians also functioning as filtration, trenches or bioswales. Sites shall be designed to maximize pervious area to promote low flow filtration/infiltration. To minimize runoff, landscape buffers shall be incorporated into site plan designs. Perimeter landscape treatments, as well as landscape areas between buildings and the property lines shall be incorporated to address water quality. Curbs separating parking areas from landscaped areas shall have breaks to allow direct entrance and infiltration of storm waters. Native or drought-tolerant trees and shrubs should be used throughout the landscape design. A minimum twenty percent (20%) of surfaces within any development site shall be utilized for natural BMPs, and the use of impervious services and hardscape and/or watershedding features. Open-jointed paving materials and permeable surfaces may be employed in areas not subject to heavy loads. In order to minimize DCIAs, the majority of the landscaping within the SP area shall drain to bordering landscape areas, acting to capture and treat parking lot storm water runoff. Similarly, runoff from sidewalks and other paved surface areas shall be directed to, and allowed to enter, neighboring landscape features. All BMPs to be incorporated in the Project shall be consistent with the provisions of the SP as well as an approved WQMP.
56. The structural BMPs selected for this project have been approved in concept. The owner shall submit a final WQMP including plans and details providing the elevations, slopes, and other details for the proposed structural BMPs including the *grass lined bio-swales*. The Engineering Department shall review and approve the final WQMP text, plans and details.

Clean Air Provisions (Timing Varies)

57. Employers with 250 or more employees shall comply with SCAQMD Rule 2202 necessitating development of trip reduction plans, including peak commute trip reduction, ride share programs, and implementing compressed work week schedules. (SCAQMD)
58. Employers with over 250 employees shall provide on-site food vending machines, refrigerator, microwave oven and mail facilities and use reasonable effort to provide an ATM, on-site computer, internet connection, and other services to reduce the need for employees to leave for services during business hours. (MMRP)
59. All cold storage facilities shall install conduit to all loading dock doors accessing the cold storage warehouse in order to accommodate future use plug-in electrical outlets. Additionally, all cold storage facilities shall have a minimum of 20% of the loading dock doors activated for plug-in use

prior to the issuance of the certificate of occupancy. The trailer fleets of all cold storage warehouses shall be 100% plug-in ready within 10 years of the certificate of occupancy. (MMRP)

60. The operator shall cooperate with March JPA in pursuit of Carl Moyer clean air grants. Grants shall be used to pursue clean air technology inclusive of clean burning engines, alternate fuel vehicles, diesel particulate traps, alternate fuel refrigeration units, and electrification of dock ramp positions.
61. Projects shall provide short- and long-term bicycle facilities to meet peak season maximum demand (e.g., one bike rack space per 20 vehicle/employee parking spaces). Project shall also provide “end-of-trip” facilities including showers, lockers, and changing space (e.g., four clothes lockers and one shower provided for every 80 employee parking spaces, separate facilities for each gender for projects with 160 or more employee parking spaces). (MMRP)
62. Project shall provide a parking lot design that includes clearly marked and shaded pedestrian pathways between transit facilities and building entrances. (MMRP)
63. Project shall include permanent TMA membership per the Specific Plan Amendment. (MMRP)
64. Project shall be oriented towards existing transit, bicycle, or pedestrian corridor. Setback distance between the project and existing or planned adjacent uses shall be minimized. Setbacks between project buildings and planned or existing sidewalks shall be minimized. Buildings shall be oriented towards existing or planned street frontage. Primary entrances to buildings shall be located along planned or existing public street frontage. Project shall provide bicycle access to any planned bicycle corridor(s). Project shall provide pedestrian access to any planned pedestrian corridor(s). (MMRP)
65. Project shall install Energy Star labeled roof materials. (MMRP)
66. Developer is encouraged to use materials which are resource efficient, recycled, with long life cycles and manufactured in an environmentally friendly way. (MMRP)
67. Developer shall consider an increase of exterior wall insulation and roof insulation over Title 24 requirements; however, a specific percent increase is not required. (MMRP)
68. Prior to issuance of grading or building permit, the Construction Contractor shall submit a Construction Management Plan identifying compliance with all construction mitigation measures identified in the Meridian Subsequent EIR (SCH#2009071069). (MMRP)
69. All construction activities shall be limited to between 7:00 a.m. and 8:00 p.m. as feasible. (MEIR)

MJPA PUBLIC WORKS DEPARTMENT, TRILAKE ENGINEERING

With respect to the Conditions of Approval for the above referenced development, the MJPA requires that the applicant provide the following improvements and/or dedications in accordance with the March Joint Powers Authority requirements and Standards and pursuant to conditions of approval for Tract No. 30857 and the associated specific plan. It is understood that the site plan correctly shows all existing easements, traveled ways and drainage courses with appropriate Q's and that their omission may require the map to be

resubmitted for further consideration. The following conditions are essential parts and requirement occurring in ONE is as binding as though occurring in all. They are intended to be complimentary to the tract map and specific plan and to describe the conditions for a complete design of the improvements. All questions regarding the true meaning of the conditions shall be referred to the MJPB Public Works Engineer. The on and offsite improvements shall be installed pursuant to Riverside County Flood Control, Riverside County Transportation Department and Western Municipal Water District Standards and as approved by MJPB. Encroachment permit shall be obtained from all affected agencies.

70. Drainage and flood control facilities and improvements shall be provided in accordance with the specific plan, MJPB and Riverside County Flood Control requirements and standards. The following drainage related conditions are the requirements of this development:

- a. New onsite publicly maintained drainage facilities located outside road right-of-way, if any, shall be constructed within dedicated easements and connected to existing drainage facilities. Existing and proposed drainage easements shall be kept free of any building, structures, and obstructions.
- b. Drainage facilities outletting sump conditions shall be designed to convey the tributary 100-year on and offsite storm flows. Additional emergency escape shall also be provided pursuant to Flood Control requirements.
- c. The property's street and lot grading shall be designed in a manner that perpetuates the existing natural drainage patterns with respect to tributary drainage area. No ponding or concentration of water to upstream and downstream properties shall be permitted.
- d. The project site and building design shall consider the water table. The design of the site and the building shall be reviewed and approved by the Building Department.
- e. Final hydrology report and hydraulic calculation shall be submitted to the MJPB Public Works Engineer and Riverside County Flood Control for review and approval. The report shall address the offsite flow, accumulative onsite runoff, and the impact to adjacent downstream properties.
- f. All grading and drainage improvements shall comply with NPDES and Best Management Practices. Erosion control plans and submitted to Water Quality Board and the MJPB Public Works Engineer as part of the grading plans.
- g. The "first flush" basins shall be private and located onsite and properly landscaped and screened as determined by Planning Department. The parkway on and offsite landscaping may be utilized for this purpose. These facilities shall be connected to existing drainage with permits from the appropriate agency.
- h. Connection to drainage facilities maintained by RCFC will require their approval. Any onsite drainage facilities not maintained by RCFC and the JPA's maintenance district shall be privately maintained.

71. Additional streetlights or relocation of streetlights may be required per Riverside County and Southern California Edison standards and JPA.

72. The proposed development is in the service area of Western Municipal Water District for water and sewer services. Additional lateral connection, if required, shall comply with WMWD and Riverside County Fire Department requirements. Onsite sewer and water plans shall be submitted to WMWD for review and approval.
73. This project is part of the existing landscape, lighting, and drainage maintenance district established by MJPA. Owner(s) shall be responsible to pay towards maintenance of facilities as determined by the District. Additional landscaping and drainage improvements shall be maintained by owners.
74. On and offsite improvements including grading and paving plans along with hydrology shall be submitted to MJPA Public Works Engineer's office for review and approval.
75. Onsite striping, lighting, landscaping shall be reviewed and approved by Planning Department.

MJPA BUILDING AND SAFETY DEPARTMENT, WILLDAN

76. Provide four (4) sets of construction plans and documentation for plan review for each proposed building. Below you will find a list of the plans and documents Building & Safety will need for plan review on each building. The initial plan review will take approximately two weeks on most projects. Prior to submitting plans to Building & Safety, submit plans to the County of Riverside Fire Department for approvals. Provide one stamped approved copy of the plans from the Fire Department with the first submittal to Building and Safety.
77. Please provide the following sets of plans and documents. All conditions of approval from each department and agency shall be placed on the building plans.

Building and Safety submittal's required at first plan review:

- (4) Architectural Plans
- (4) Structural Plans
- (2) Structural Calculations
- (4) Plot/Site Plans
- (4) Electrical Plans
- (4) Electrical Load Calculations
- (4) Plumbing Plans/Isometrics, Water, Sewer and Gas
- (4) Mechanical Plans
- (4) Mechanical Duct Layout Plans
- (4) Disabled Access Improvement Plan for the Site.
- (2) Roof Truss Plans
- (2) Title 24 Energy Calculations
- (4) Copy of Approved Precise Grading Plans
- (1) Copy of Approved Fire Department Plans for the project.
- (2) Commissioning documents showing compliance with Section 5.410.2 of the 2016 California Green Code.
- (2) Copies of the Soils Reports

Building & Safety General Information:

78. All structures shall be designed in accordance with the 2016 California Building Code, 2016 California Mechanical Code, 2016 California Plumbing Code, and the 2016 California Electrical Code, and the 2016 California Green Buildings Standards adopted by the State of California.
79. The Developer/Owner is responsible for the coordination of the final occupancy. The Developer/Owner shall obtain clearances from each department, division, or agency prior to requesting a final building inspection from Building & Safety. Each agency shall sign the bottom of the Building & Safety job card.
80. Building & Safety inspection requests can be made twenty-four (24) hours in advance for next day inspection. Please contact (951) 656-7000. You may also request inspections at the Building & Safety public counter.
81. Temporary toilet facilities shall be provided for construction workers. The toilet facilities shall be maintained in a sanitary condition. Construction toilet facilities of the non sewer type shall conform to ANSI ZA.3.
82. The City enforces the State of California provisions of the California Building Code disabled access requirements. The Federal Americans with Disabilities Act (ADA) standards may differ in some cases from the California State requirements, therefore it is the building owner's responsibility to be aware of those differences and comply accordingly.
83. Pursuant to the California Business and Professions Code Section 6737, most projects are required to be designed by a California Licensed Architect or Engineer. The project owner or developer should review the section of the California Codes and comply with the regulation.
84. Building & Safety, (Willdan Engineering) will inspect all foundation work, structural work on the building to include plumbing, electrical, mechanical, title 24, green building code items. Building & Safety will also inspect the electrical conduit in the common areas for exterior light standards as well as disabled accessibility from the right of way to the building and the disabled parking stalls. Sewer installation outside the building and water supply line installation up to the property line at right of way, contact 909-963-8045. Please note that Western Municipal Water District will also need to inspect both on and off site water, contact (951) 571 7204. Signage will be inspected by Building & Safety as well as trash enclosures and other ornamental structures on the site.
85. Engineering, (Tri-Lake Engineering) will inspect the construction in the right of way as well as the on-site grading and precise grading. Storm drain construction will be inspected by Tri-Lake Engineering. Storm Water retention will be inspected by CG Recourse Management, contact (909) 455-8520.

Building & Safety Conditions:

86. Prior to the issuance of a building permit, the applicant shall pay all Development Improvement Fee's to March JPA; this also includes any school fees and outside agency fees such as sewer water and utilities. Copies of receipts shall be provided to Building & Safety prior to permit issuance.

87. All on site utilities shall be underground to the new proposed structure unless prior approval has been obtained by the utility company or March JPA.
88. Prior to issuance of Building Permits, on-site water service shall be installed and approved by the responsible agency. On-site fire hydrants shall be approved by the Fire Department. No flammable materials will be allowed on the site until the fire hydrants are established and approved.
89. Prior to issuance of building permits, site grading certification and pad certifications shall be submitted to Building & Safety. Prior to concrete placement, submit a certification for the finish floor elevation and set backs of the structures. The certification needs to reflect that the structure is in conformance with the Precise Grading Plans. Compaction reports shall accompany pad certifications. The certifications are required to be signed by the engineer of record.
90. Prior to issuance of building permits, provide Building & Safety with a will service letter from Western Municipal Water District.
91. All construction projects shall comply with the National Pollutant Discharge Elimination Systems (NPDES).
92. Special inspectors and structural observation inspectors that are required by the engineer of record shall register with Building & Safety. The special inspectors shall provide a copy of his or her certifications and a copy of their driver's license before the start of work as an inspector on the project. Special inspectors are to provide daily reports to Building & Safety by e-mail to the City inspector and to the permit technician. Special inspectors are also required to provide a hard copy of the reports in the construction office daily for the inspector's use. The special inspectors shall make all necessary and required inspections before the City provides periodic inspections.
93. A Certificate of Occupancy will be granted to the Developer/Owner when the building is 100 percent complete and all agencies have signed for permanent occupancy. If the Developer/Owner has a tenant that will be performing a tenant improvement, Building & Safety will issue a permit for the tenant improvement if all other agencies agree to allow the permit to be issued and the plans are approved. No temporary certificate of occupancy will be granted prior to the building and site being 100 percent complete.
94. Site development and grading shall be designed to provide access to all entrances and exterior ground floors exits and access to normal paths of travel, and where necessary to provide access. Paths of travel shall incorporate (but not limited to) exterior stairs, landings, walks and sidewalks, pedestrian ramps, curb ramps, warning curbs, detectable warning, signage, gates, lifts and walking surface materials. The accessible route(s) of travel, building to building, shall be the most practical direct route between accessible building entrances, site facilities, accessible parking, public sidewalks, and the accessible entrance(s) to the site, California Building Code, (CBC) Chapter 11B.
95. All unused construction materials shall be recycled using March JPA's Franchise Hauler. Prior to the certificate of occupancy, the building inspector will request copies of all recycling receipts. .
96. Prior to certificate occupancy, the Developer/Owner shall obtain a meter release from Building & Safety for testing the fire sprinkler system as well as the electrical systems in the building. If the

building has multiple electrical meters, only the house meter will be released until such time the entire project is complete and has approval for occupancy by all departments and divisions. Suite electrical meters will be released when the Developer/Owner applies for electrical meter release and a certificate of occupancy is issued for that suite. If the Developer/Owner applies for an electrical meter for an empty suite after the project is complete, a certificate of occupancy will be granted for the shell-only use with no tenant.

RIVERSIDE COUNTY FIRE DEPARTMENT, OFFICE OF THE FIRE MARSHALL

97. California Fire Code requirements to be provided by Riverside County Fire on an individual project basis.

RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION

98. Prior to the issuance of building permits, the landowner shall convey an aviation easement to the MARB/MIP Airport.
99. Any outdoor lighting installed shall be hooded or shielded to prevent either the spillage of lumens or reflection into the sky. Outdoor lighting shall be downward facing.
100. The following uses shall be prohibited:
- a) Any use which would direct a steady light or flashing light of red, white, green, or amber colors associated with airport operations toward an aircraft engaged in an initial straight climb following takeoff or toward an aircraft engaged in a straight final approach toward a landing at an airport, other than an FAA-approved navigational signal light or visual approach slope indicator.
 - b) Any use which would cause sunlight to be reflected toward an aircraft engaged in an initial straight climb following takeoff or toward an aircraft engaged in a straight final approach toward a landing at an airport.
 - c) Any use which would generate smoke or water vapor or which would attract large concentrations of birds, or which may otherwise affect safe air navigation within the area. (Such uses include landscaping utilizing water features, aquaculture, livestock operations, production of cereal grains, sunflower, and row crops, artificial marshes, wastewater management facilities, composting operations, trash transfer stations that are open on one or more sides, recycling centers containing putrescible wastes, construction and demolition debris facilities, fly ash disposal, incinerators, and landfills.)
 - d) Any use which would generate electrical interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation.
 - e) The following notice shall be provided to all potential purchasers and tenants of the buildings. While it is not required, the applicant and its successors-in-interest are

encouraged to provide a copy of said “Notice of Airport in Vicinity” to employees who would regularly be working therein:

**NOTICE OF AIRPORT IN
VICINITY**

This property is presently located in the vicinity of an airport, within what is known as an airport influence area. For that reason, the property may be subject to some of the annoyances or inconveniences associated with proximity to airport operations (for example: noise, vibration, or odors). Individual sensitivities to those annoyances can vary from person to person. You may wish to consider what airport annoyances, if any, are associated with the property before you complete your purchase and determine whether they are acceptable to you. Business and Professional Code Section 11010 (b) (13) (A)

- f) Any retention basin shall be designed so as to provide a maximum 48-hour detention period for the design storm (may be less, but not more), and to remain totally dry between rainfalls. Vegetation in and around the retention basin that would provide food or cover for bird species that would be incompatible with airport operations shall not be utilized in project landscaping.
- g) Noise attenuation measures shall be incorporated into the design of office areas of structures, as necessary to ensure interior office noise levels from aircraft operations are at or below 45 CNEL.

WESTERN MUNICIPAL WATER DISTRICT

101. Western Municipal Water District Conditions of Approval will be provided on an individual project basis.

UNITED STATES POSTAL SERVICE

102. Prior to the issuance of building permits, the developer shall contact the U.S. Postal Service to determine the appropriate type and location of mailboxes.

Exhibit A

Standard March JPA Operation Mitigation Measures To be placed on the cover sheet of all construction plan submittals

1. Future uses shall comply with all applicable permitting requirements for new or modified emission sources subject to SCAQMD rules and regulations.
2. All internal combustion engine-driven equipment will be properly maintained and tuned according to manufactures specifications.
3. Hazardous materials certified handler and disposal service shall conduct the disposal and servicing of any hazardous materials.
4. All landscaped areas shall be maintained in a healthy and thriving condition, free from weeds, trash and debris by the developer or the developer's successor-in-interest. The developer, or the developer's successor-in-interest, shall be responsible for maintaining any undeveloped portion of the site in a manner that provides for the control of weeds, erosion and dust.
5. Green waste generated by the Development shall be kept separate from other waste types in order that it can be recycled for onsite composting or directed to local wood grinding and/or composting facility.
6. Any graffiti located onsite shall be removed within 72 hours. The site shall be maintained in a graffiti-free state at all times.