

# MERIDIAN D-1 GATEWAY AVIATION CENTER PROJECT

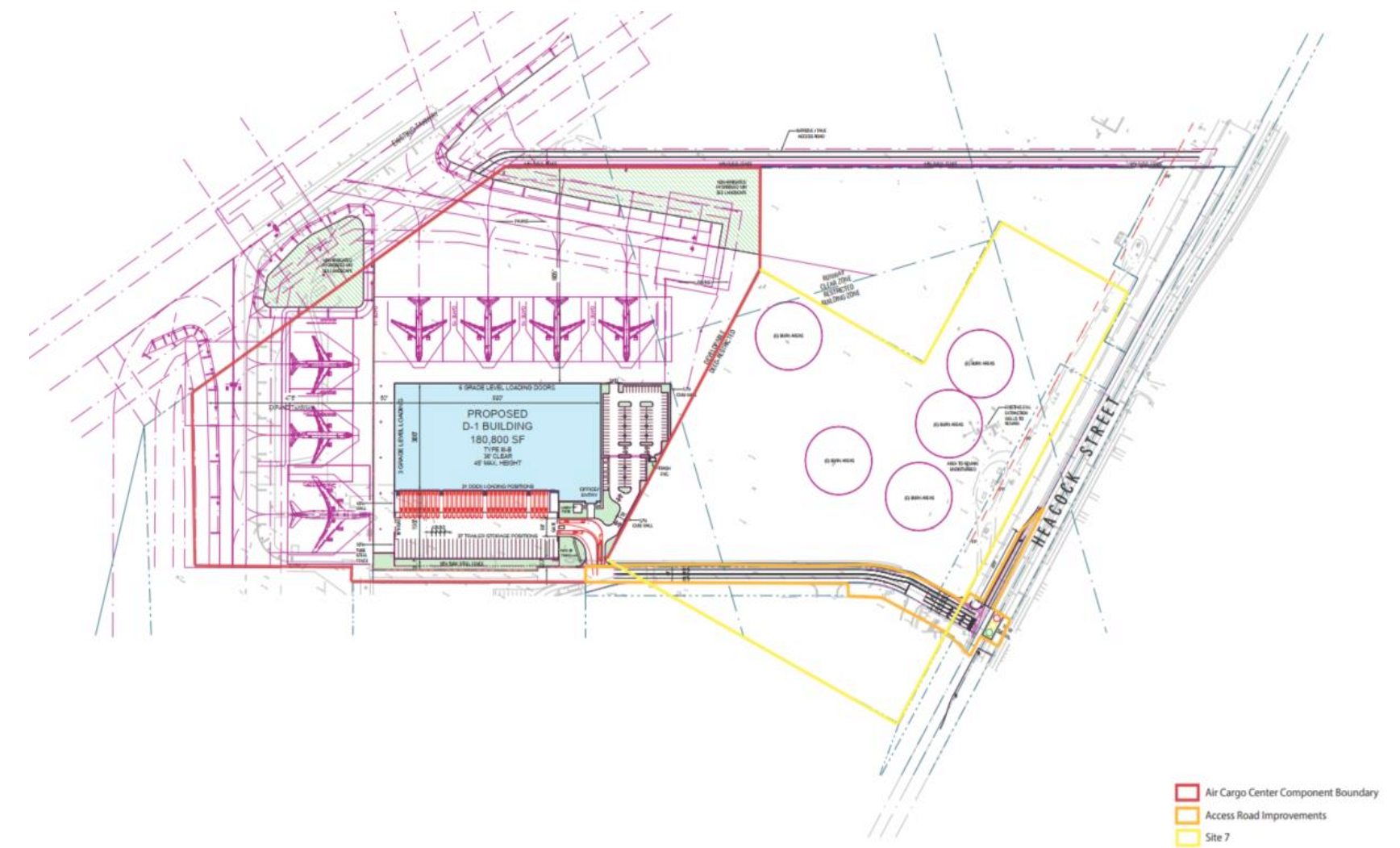
## COMMUNITY MEETING

**JULY 1, 2024 | 6:00 PM – 8:30 PM**

**Timothy C. Reeves**

**Vice President - Retail Project Development**

**Meridian Park D-1, LLC**



# COMMUNITY MEETING OVERVIEW

- History of the Project Site
- Project Objectives
- Project Construction
- Project Operations
- Project Benefits for March Air Reserve Base
- Overview of the Draft EIR and CEQA Process.
- Project Noise
- Project Air Quality

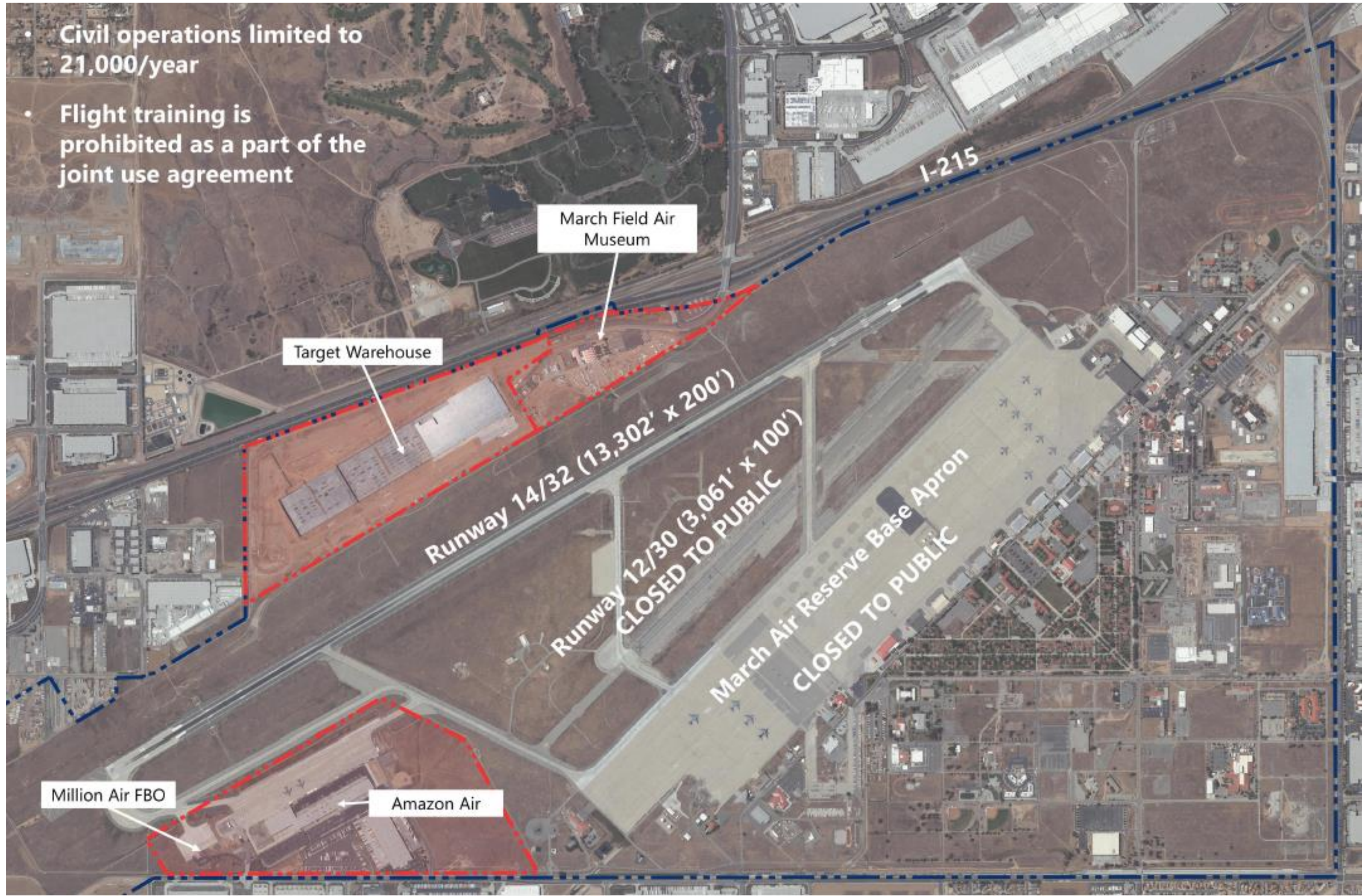
# MJPA-MARB JOINT USE AGREEMENT

Originally entered into with the Air Force on 5/7/97; last amended 3/19/14

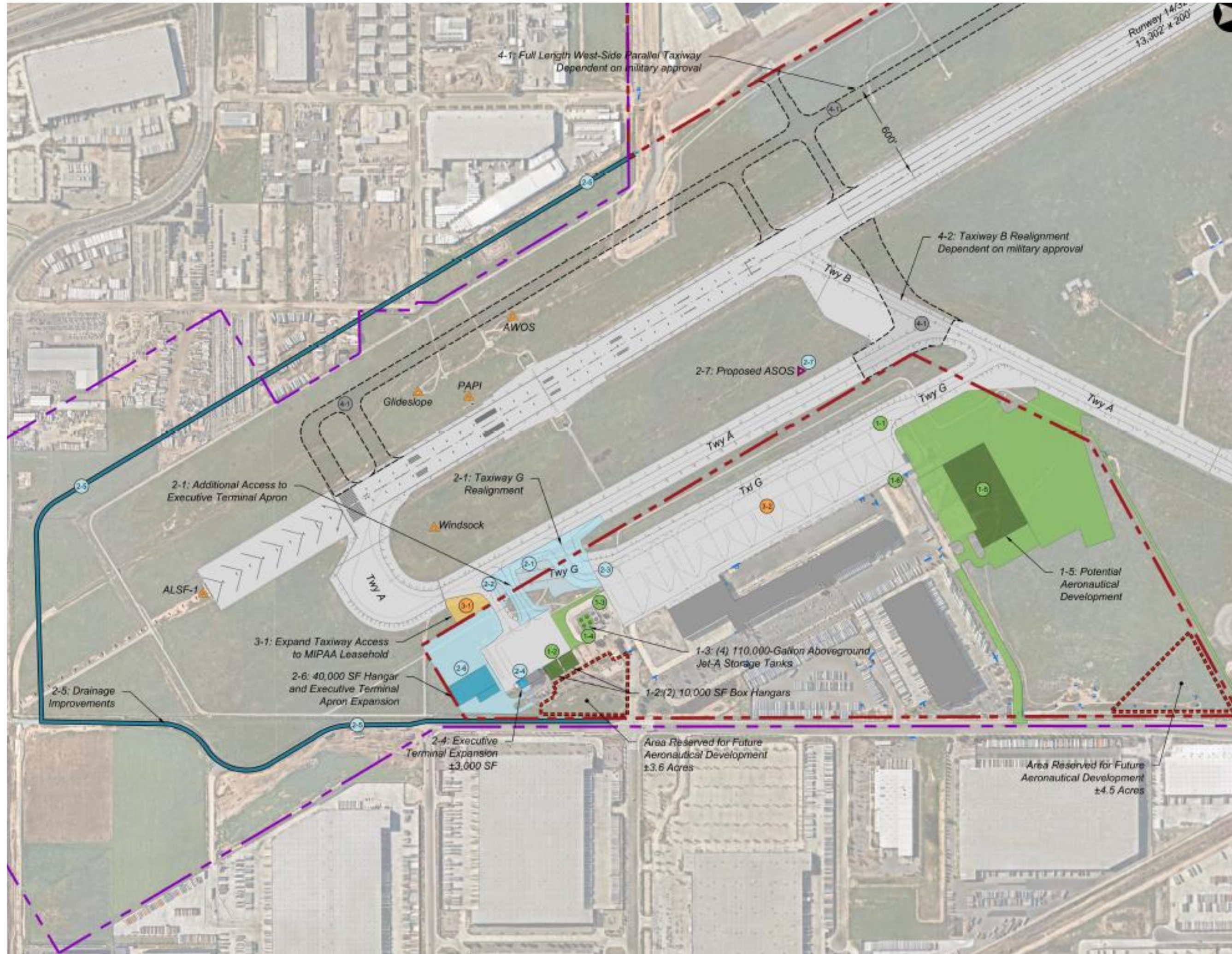
- Created in response to BRAC
- Allow Civilian Operations at March ARB
- Limits Civil Aircraft Operations to 21,000 annually
- Military aircraft operating at MARB shall have priority over civil aircraft operations
- Civil Aircraft on official government business do not count towards the 21,000 annual operations
- Defines Cost Sharing Payments to MARB
- Flight schools are prohibited

# MARCH INLAND PORT AIRPORT AUTHORITY

- Civil operations limited to 21,000/year
- Flight training is prohibited as a part of the joint use agreement



# AIRPORT MASTER PLAN – DRAFT PREFERRED DEVELOPMENT ALTERNATIVE



# AIRPORT LAYOUT PLAN

EXISTING BUILDING/FACILITIES TABLE		
ID	DESCRIPTION	ELEVATION
1	ARMORY	1,352'
2	ARCHIVES	1,337'
3	CT MARCH PORT 1, LLC	1,327'
4	P.E. FARM	1,327'
5	GENERAL AVIATION TERMINAL	1,327'

\* TOP ELEVATIONS NOTED ARE APPROXIMATE ONLY

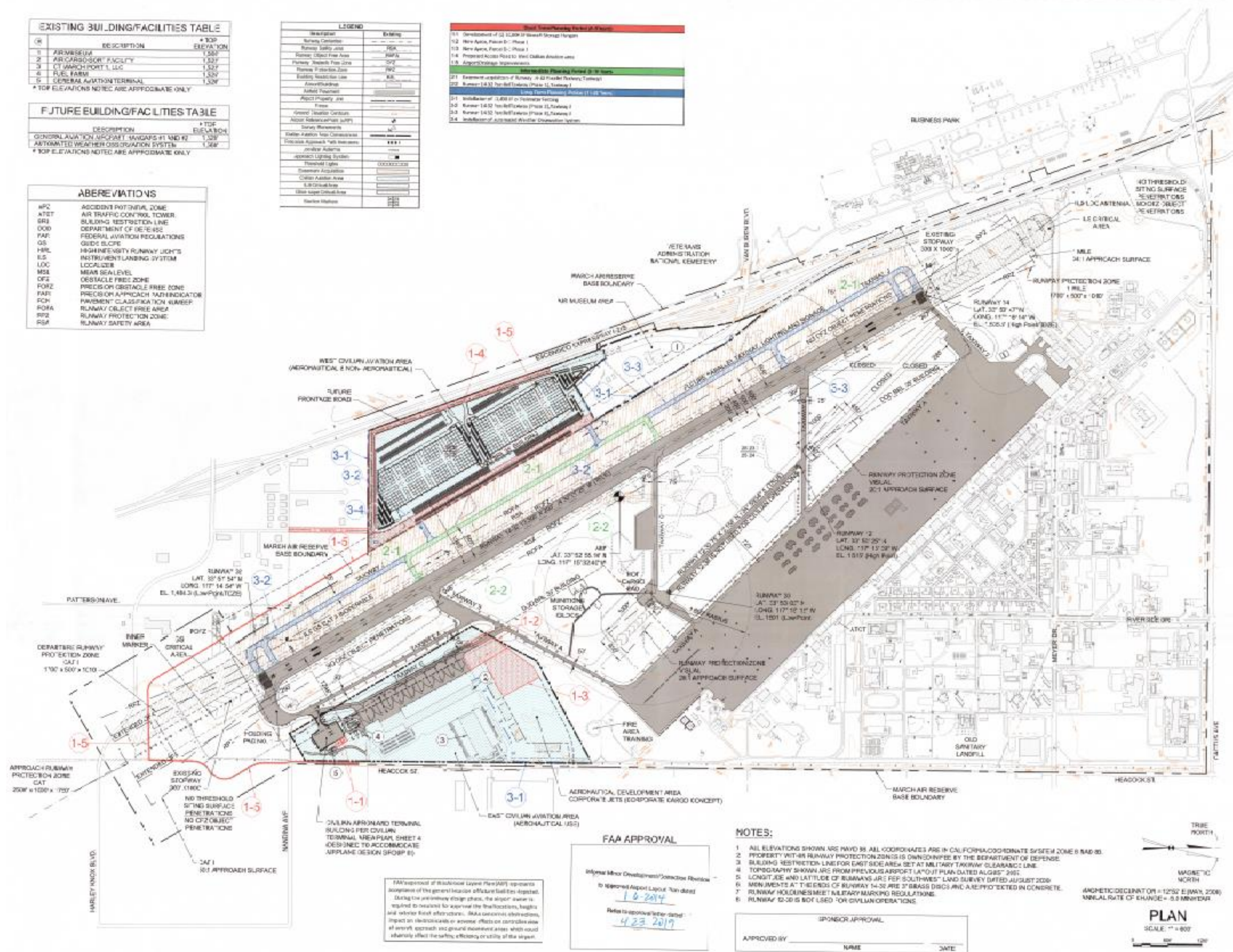
FUTURE BUILDING/FACILITIES TABLE		
ID	DESCRIPTION	ELEVATION
6	GENERAL AVIATION AIRPORT HANGARS #1 AND #2	1,327'
7	AUTOMATED WEATHER OBSERVATION SYSTEM	1,327'

\* TOP ELEVATIONS NOTED ARE APPROXIMATE ONLY

ABBREVIATIONS	
APZ	ACCIDENT POTENTIAL ZONE
ATIS	AIR TRAFFIC CONTROL TOWER
BLR	BUILDING RESTRICTION LINE
DOD	DEPARTMENT OF DEFENSE
FAR	FEDERAL AVIATION REGULATIONS
GS	GRADE SURFACE
HRS	HIGH RESISTIVITY RUNWAY LIGHTS
ILS	INSTRUMENT LANDING SYSTEM
LOC	LOCALIZER
MSL	MEAN SEA LEVEL
OFS	OBSTACLE FREE SURFACE
OFZ	PRECISION OBSTACLE FREE ZONE
PAR	PRECISION APPROACH PATH INDICATOR
PCH	PAVEMENT CLASSIFICATION NUMBER
RFMA	RUNWAY OBJECT FREE AREA
RPAZ	RUNWAY PROTECTION ZONE
RSA	RUNWAY SAFETY AREA

LEGEND	
Existing	Existing
Proposed	Proposed
...	...

Short-Term Planning Period (0-10 Years)	
1.1	Development of 22,000 sq ft Storage Hangar
1.2	New Apron, Phase 1 - Phase 1
1.3	New Apron, Phase 2 - Phase 2
1.4	Proposed Access Road to West Civilian Aviation Area
1.5	Algor Drainage Improvements



FAA approval of this layout plan (ALP) represents compliance of the general location of future facilities depicted. During the preliminary design phase, the airport owner is required to obtain FAA approval for the final location, height and other key information. Such approval is required to impact on the design or any other effects on the safety, efficiency or utility of the airport.

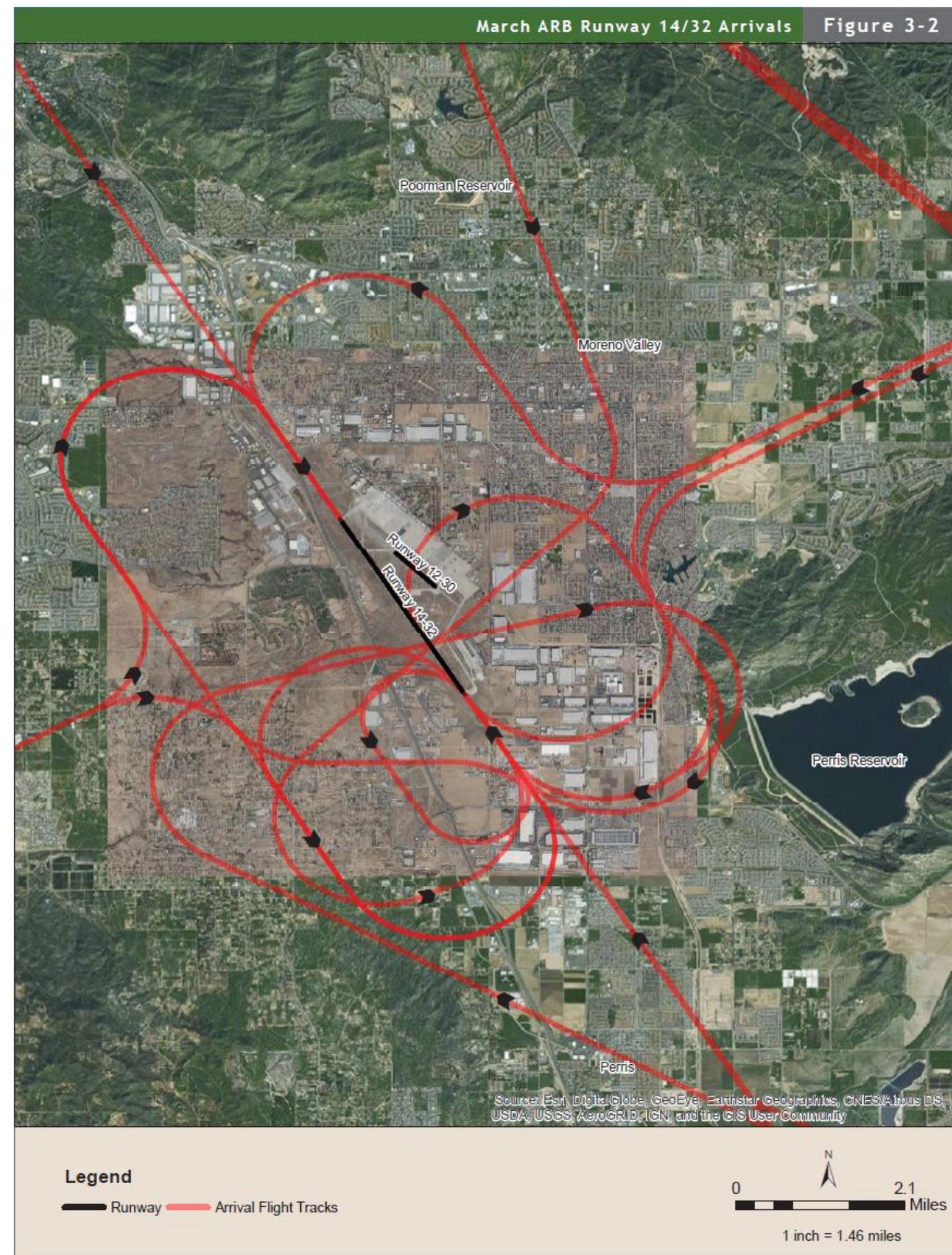
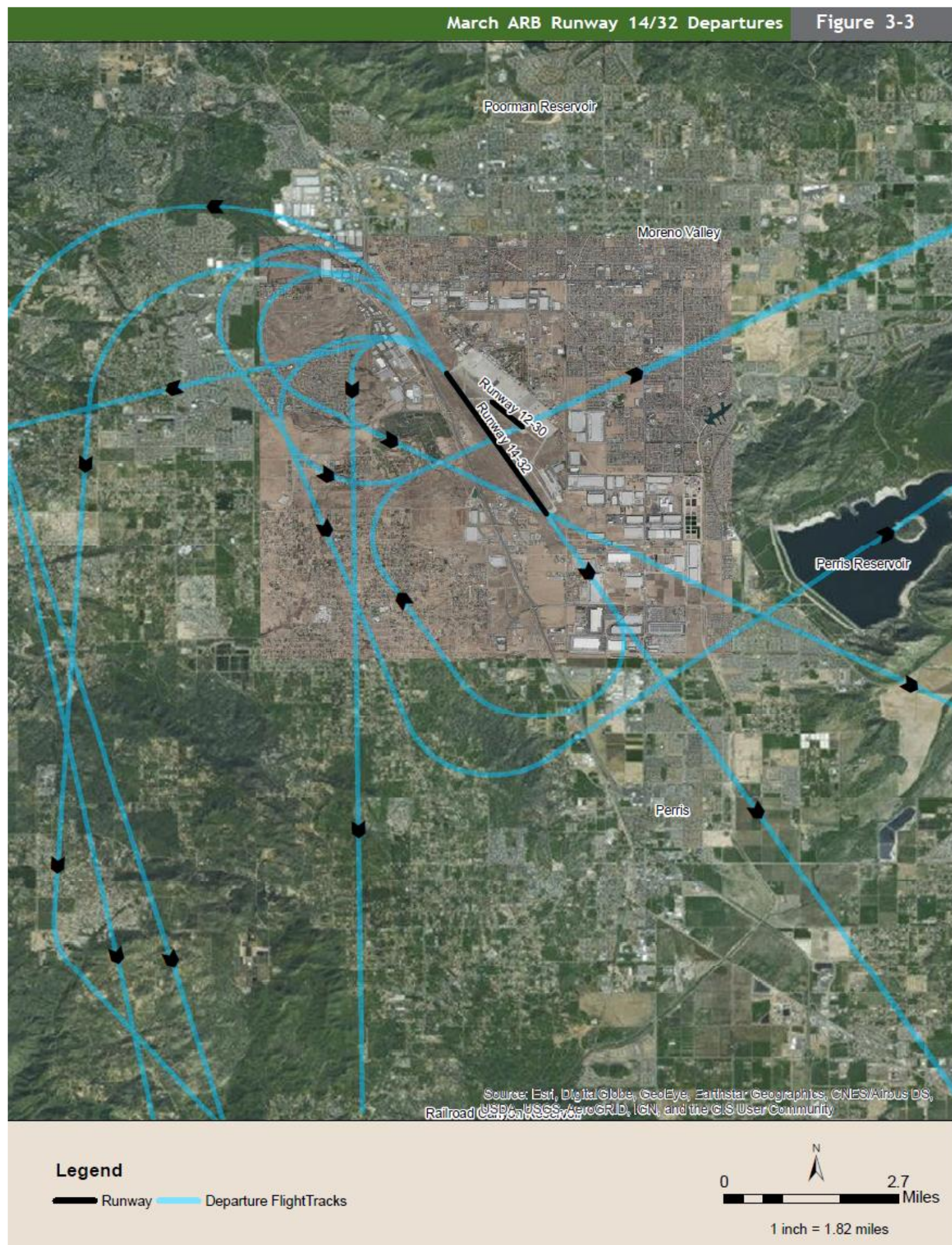
FAA APPROVAL  
 Airport Master Development/Construction Review  
 Approved Airport Layout Plan dated 1/6/2014  
 Refer to approval letter dated 4/23/2019

NOTES:  
 1. ALL ELEVATIONS SHOWN ARE NAVD 83. ALL COORDINATES ARE IN CALIFORNIA COORDINATE SYSTEM ZONE 8 NAD 83.  
 2. PROPERTY WITH IN RUNWAY PROTECTION ZONES IS OWNERSHIP BY THE DEPARTMENT OF DEFENSE.  
 3. BUILDING RESTRICTION LINE FOR EAST SIDE AREA SET AT MILITARY TOWER CLEARANCE CLINE.  
 4. TOPOGRAPHY SHOWN ARE FROM PREVIOUS AIRPORT LAYOUT PLAN DATED AUGUST 2008.  
 5. LONGITUDE AND LATITUDE OF RUNWAYS ARE FROM SOUTH-WEST LAND SURVEY DATED AUGUST 2008.  
 6. MARKERS AT THE ENDS OF RUNWAYS 14-30 ARE 3" BRASS DISCS AND ARE RE-EMBEDDED IN CONCRETE.  
 7. RUNWAY HOLDING BRASS MAINTENANCE REGULATIONS.  
 8. RUNWAY 30-30 IS NOT USED FOR CIVILIAN OPERATIONS.

SPONSOR APPROVAL  
 APPROVED BY \_\_\_\_\_ NAME \_\_\_\_\_ DATE \_\_\_\_\_



# MILITARY DEPARTURE/ARRIVAL FLIGHT TRACKS



# CIVILIAN: SKYES FOUR DEPARTURE

23110

## SKYES-FOUR DEPARTURE (SKYES 4 • SKYES)

AL-348 [USAF]

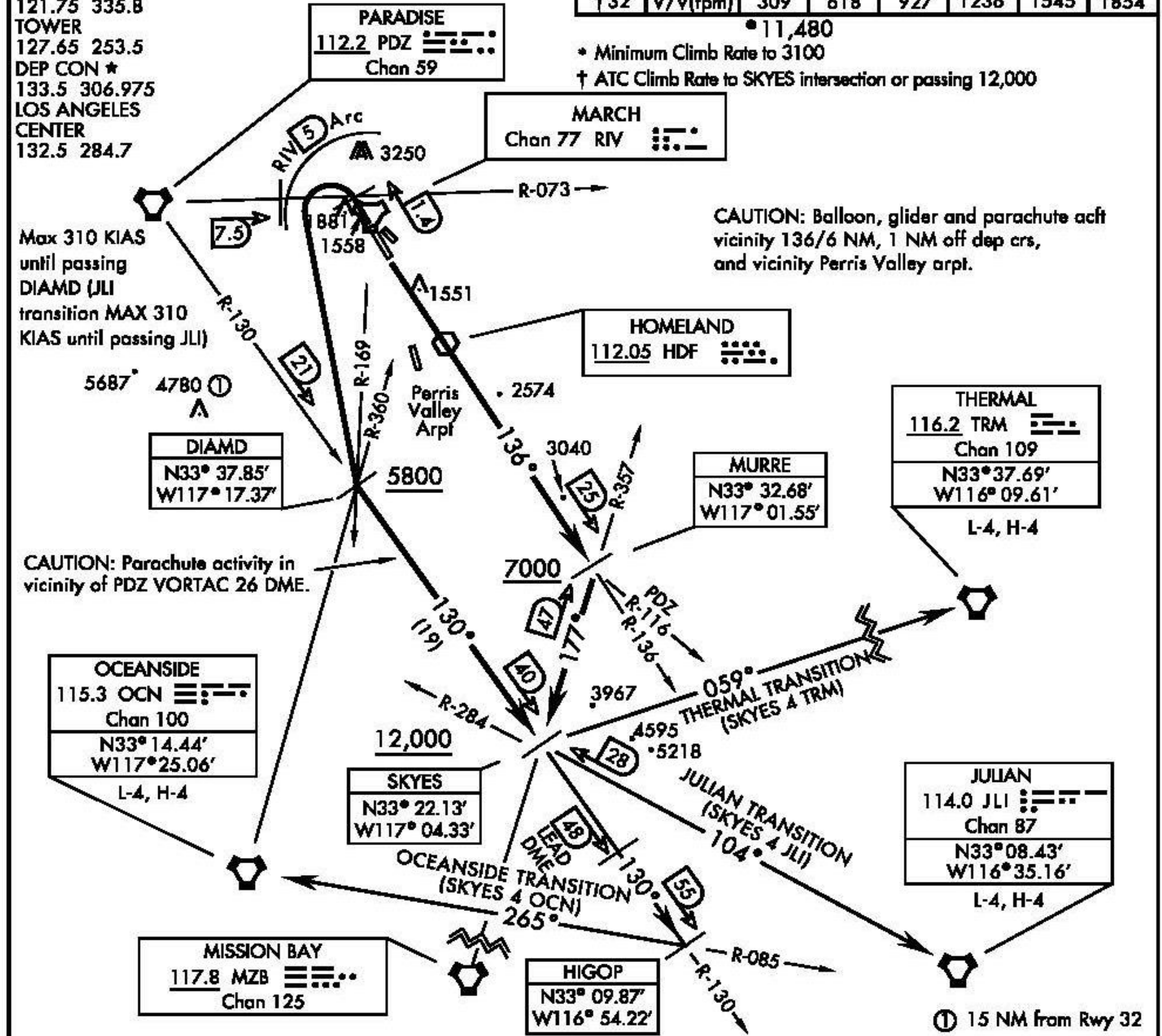
MARCH ARB (KRIV)

RIVERSIDE, CALIFORNIA

ATIS 134.75 239.05  
 CLNC DEL  
 127.775 268.7  
 GND CON  
 121.75 335.8  
 TOWER  
 127.65 253.5  
 DEP CON ★  
 133.5 306.975  
 LOS ANGELES  
 CENTER  
 132.5 284.7

RADAR required TRM transition

Rwy	Knots	60	120	180	240	300	360
* 32	V/V(fpm)	231	462	693	924	1155	1386
† 14	V/V(fpm)	334	668	1002	1336	1670	2004
† 32	V/V(fpm)	309	618	927	1236	1545	1854



SW-3, 22 FEB 2024 to 21 MAR 2024

SW-3, 22 FEB 2024 to 21 MAR 2024



# CIVILIAN: SKYES FOUR DEPARTURE



## DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 14: Climb via RIV TACAN R-136 or climb direct HDF VOR, then via HDF R-136 to MURRE, intercept MZB VORTAC R-357 to SKYES, cross MURRE at or above 7000, and SKYES at or above 12,000. Thence via transition or assigned route.

TAKEOFF RWY 32: Climb on track 315°, then turn left crossing PDZ VORTAC R-073/RIV TACAN 1.4 DME direct DIAMD, proceed no closer than 7.5 DME PDZ. Remain within 5 DME RIV. Cross DIAMD at or above 5800. Intercept PDZ R-130 to SKYES, cross SKYES at or above 12,000. Thence via transition or assigned route.

JULIAN TRANSITION (SKYES 4 JLI): From over SKYES via JLI VORTAC R-284 direct JLI.  
MAX 310 KIAS until passing JULIAN VORTAC.

OCEANSIDE TRANSITION (SKYES 4 OCN): From over SKYES via PDZ VORTAC R-130 direct HIGOP, intercept OCN VORTAC R-085 direct OCN.

THERMAL TRANSITION (SKYES 4 TRM): From over SKYES track 059° to TRM. (Radar required)

**SKYES-FOUR DEPARTURE (SKYES 4•SKYES)**

Orig 28FEB19

RIVERSIDE, CALIFORNIA  
MARCH ARB (KRIV)

# HISTORY OF THE PROJECT SITE

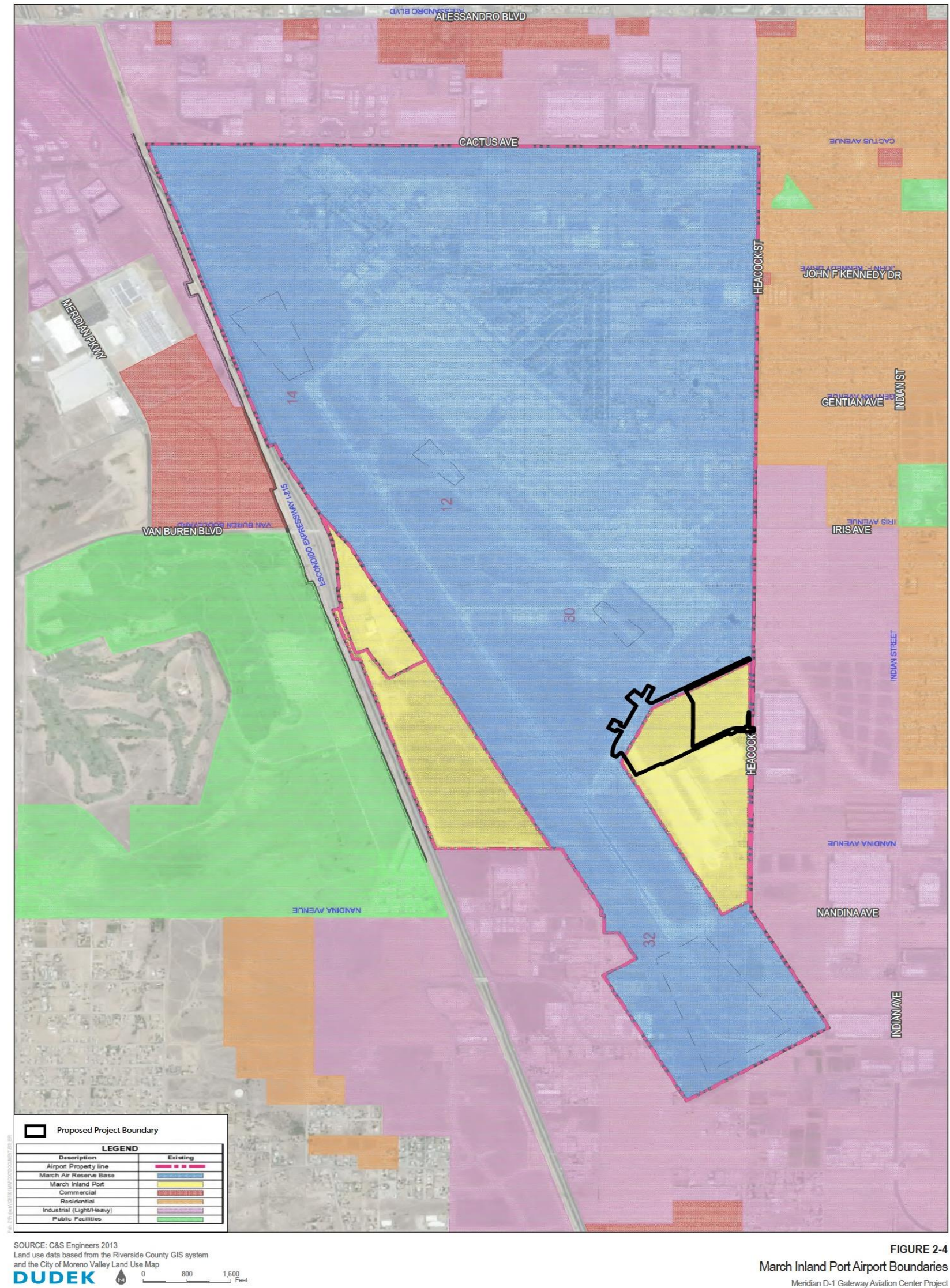


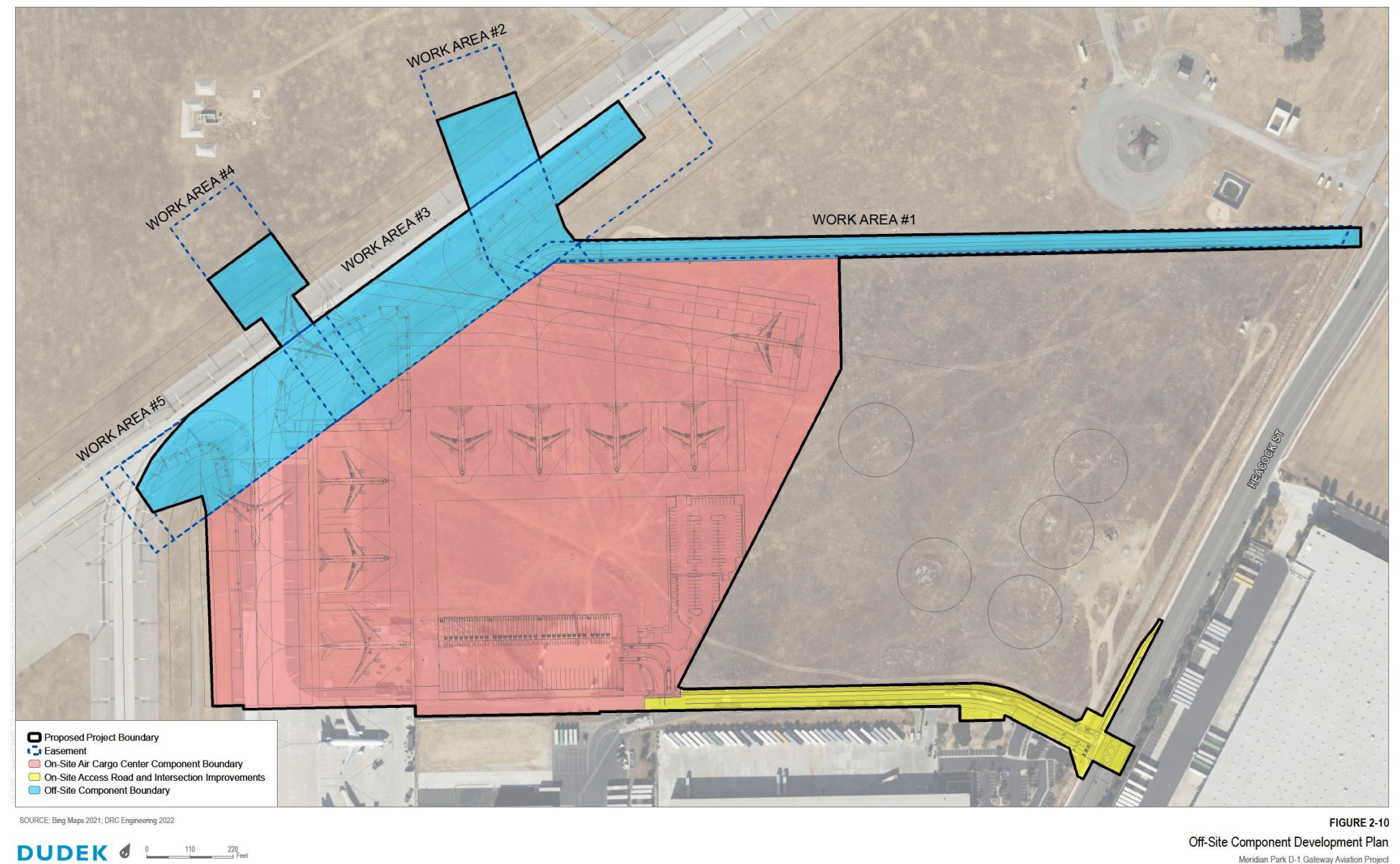
FIGURE 2-4  
 March Inland Port Airport Boundaries  
 Meridian D-1 Gateway Aviation Center Project

# PROJECT OBJECTIVES

- More fully utilize the operations capacity of the MIP Airport to meet federal requirements for civilian operations at March.
- Meet FAA designation for March (KRIV) under the National Plan of Integrated Airport Systems (NPIAS) by helping relieve congestion at commercial service airports for improved air cargo services and general aviation access for the overall community.
- Comply with parameters of the March ARB/Inland Port Airport Compatibility Plan and Joint Use Agreement.
- Avoid impacts to the remediation of the burn areas within Site 7.
- Improve access to the existing taxiways for airport users.
- Provide mission support to the March Air Reserve Base through infrastructure and workforce enhancements for the Base.

# PROJECT CONSTRUCTION

- 180,800 square foot cargo building
  - 9 grade-level loading doors
  - 31 truck dock positions
  - 4 north-side aircraft parking gates
  - 3 west-side aircraft parking gates
- Expansion of Taxiway G
- New Taxiway J
- Tarmac and parking apron
- Expansion of existing access roadway
- Traffic signal onto Heacock Street
- Offsite construction within March ARB
  - Perimeter access roadway
  - Storm drain system
  - Taxiway reconfiguration and realignment



# PROJECT OPERATIONS

**Table 2-1. Proposed Aircraft Operations**

Average Daily Arrivals (Non-Peak)			Average Daily Departures (Non-Peak)			Average Daily Arrivals (Peak)			Average Daily Departures (Peak)			Total Average Daily Flights <sup>a</sup> (Non-Peak)	Total Average Daily Flights <sup>a</sup> (Peak)	Total Annual Operations <sup>b</sup>
D	E	N	D	E	N	D	E	N	D	E	N			
14	3	0	3	12	2 <sup>c</sup>	15	7	0	7	13	2	17	22	10,608

Notes: D = day (7:00 a.m.–7:00 p.m.); E = evening (7:00 p.m.–10:00 p.m.); N = night (10:00 p.m.–11:00 p.m.).

<sup>a</sup> Each flight includes two operations: an arrival and a departure.

<sup>b</sup> Operations include counting arrivals and departures separately; there are two operations (arrival and a departure) for each flight.

<sup>c</sup> This represents an overstatement of the average daily nighttime aircraft operations during non-peak hours, which is approximately 1.6 aircraft operations.

# PROJECT BENEFITS FOR MARCH AIR RESERVE BASE

The Meridian D-1 Project would:

- Provide perimeter force protection fencing.
- Complete the Taxiway G drainage, which will take care of the hot pad flooding during a heavy storm event.
- Expand Taxiway G.
- Contribute to the expansion of the Taxiway A to C transition.
- Increase landing fees for runway maintenance.
- Increase landing fees to fund air traffic control tower personnel.

# DRAFT EIR

- The Draft EIR and all the associated documents are available for public review at the MJPA at 14205 Meridian Parkway, Suite 140, Riverside, CA 92518.
- The Draft EIR can also be found on the March JPA website at:  
**<https://marchjpa.com/meridian-d1-gateway-aviation-center-project/>**
- Written comments sent to the MJPA will be responded to in the Final EIR.

# EIR CONTENTS

Meridian D-1 Draft EIR includes the following sections:

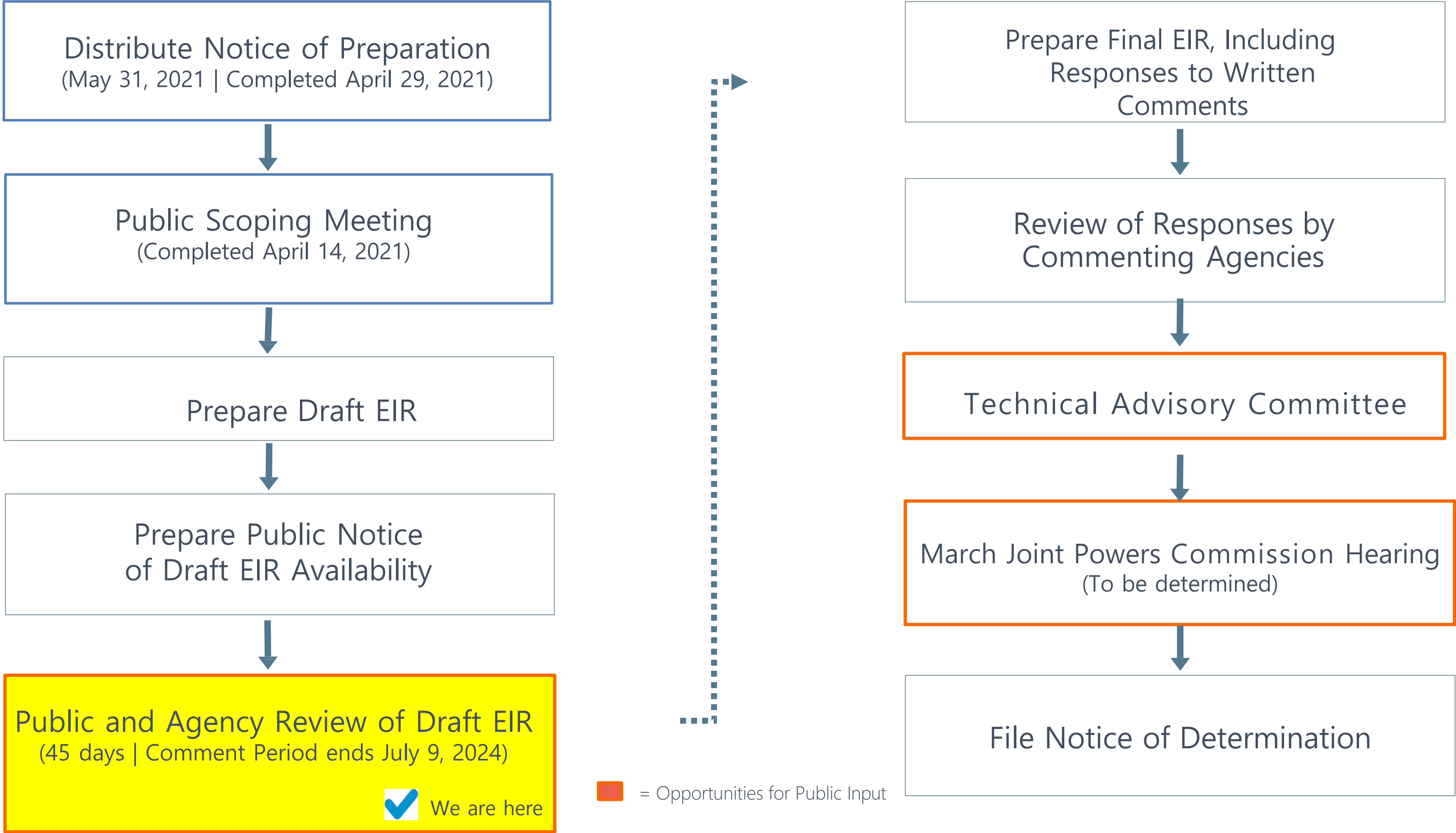
- Executive Summary
- Introduction
- Project Description
  - Includes project location, background, objectives, proposed project components, and discretionary actions
- Environmental Analysis
- Other CEQA Considerations
- Alternatives



# EIR CONTENTS – ENVIRONMENTAL ANALYSIS

1. Aesthetics
2. Air Quality
3. Biological Resources
4. Cultural Resources
5. Energy
6. Geology and Soils
7. Greenhouse Gas Emissions
8. Hazards and Hazardous Materials
9. Hydrology and Water Quality
10. Land Use and Planning
11. Noise
12. Transportation
13. Tribal Cultural Resources
14. Utilities and Service Systems

# EIR PROCESS



 = Opportunities for Public Input

# NOISE COMPARISON SHEET

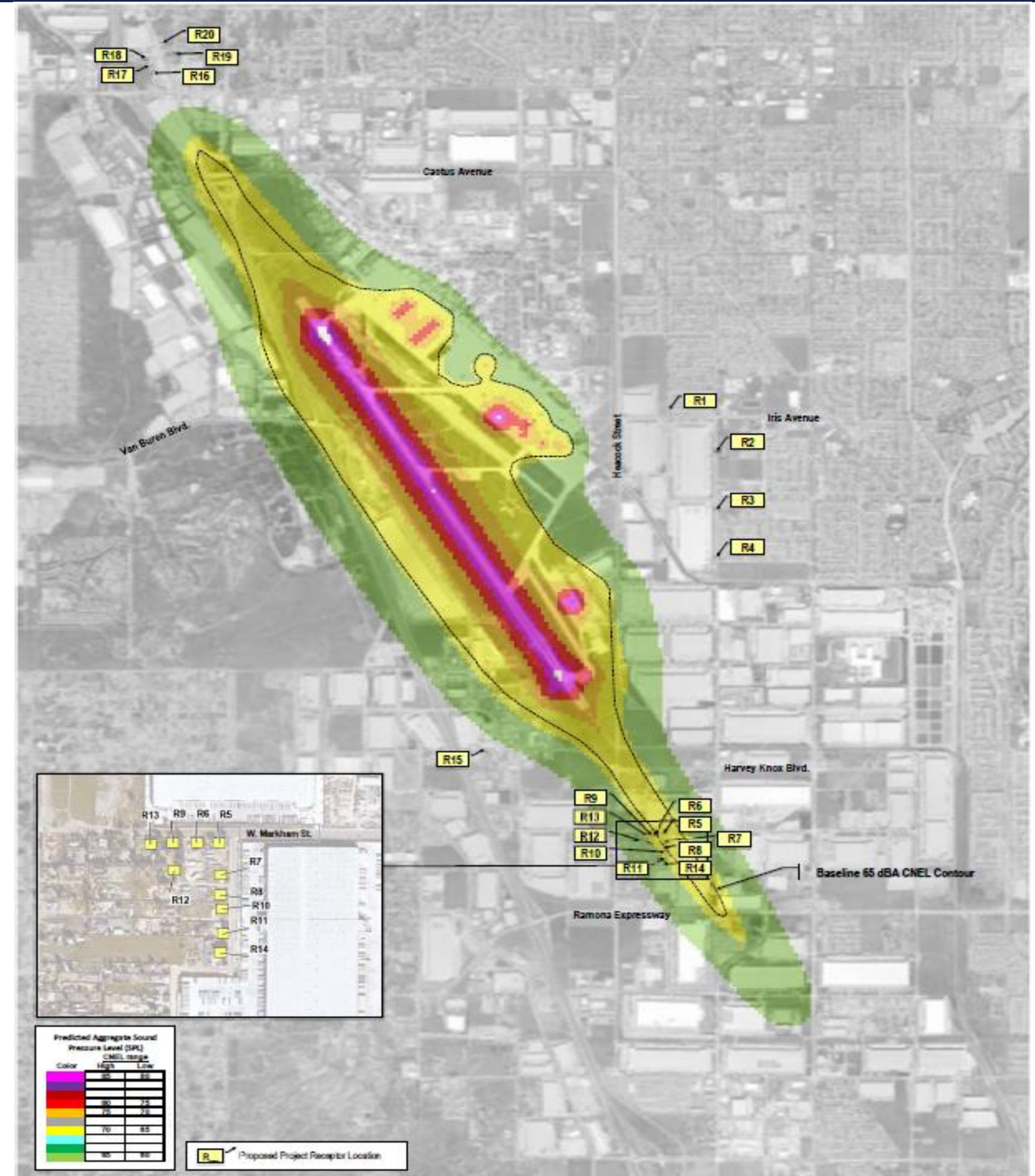
- Typical Noise Levels – Shown in Table 3.11-1 of the Draft EIR (p. 479)
- 65 dBA equivalence

COMMON OUTDOOR ACTIVITIES	COMMON INDOOR ACTIVITIES	A - WEIGHTED SOUND LEVEL dBA	SUBJECTIVE LOUDNESS	EFFECTS OF NOISE
THRESHOLD OF PAIN		140	INTOLERABLE OR DEAFENING	HEARING LOSS
NEAR JET ENGINE		130		
		120		
JET FLY-OVER AT 300m (1000 ft)	ROCK BAND	110		
LOUD AUTO HORN		100	VERY NOISY	SPEECH INTERFERENCE
GAS LAWN MOWER AT 1m (3 ft)		90		
DIESEL TRUCK AT 15m (50 ft), at 80 km/hr (50 mph)	FOOD BLENDER AT 1m (3 ft)	80	LOUD	SPEECH INTERFERENCE
NOISY URBAN AREA, DAYTIME	VACUUM CLEANER AT 3m (10 ft)	70		
HEAVY TRAFFIC AT 90m (300 ft)	NORMAL SPEECH AT 1m (3 ft)	60	MODERATE	SLEEP DISTURBANCE
QUIET URBAN DAYTIME	LARGE BUSINESS OFFICE	50		
QUIET URBAN NIGHTTIME	THEATER, LARGE CONFERENCE ROOM (BACKGROUND)	40	FAINT	NO EFFECT
QUIET SUBURBAN NIGHTTIME	LIBRARY	30		
QUIET RURAL NIGHTTIME	BEDROOM AT NIGHT, CONCERT HALL (BACKGROUND)	20	VERY FAINT	NO EFFECT
	BROADCAST/RECORDING STUDIO	10		
LOWEST THRESHOLD OF HUMAN HEARING	LOWEST THRESHOLD OF HUMAN HEARING	0		

Source: Environmental Protection Agency Office of Noise Abatement and Control, Information on Levels of Environmental Noise Requisite to Protect Public Health and Welfare with an Adequate Margin of Safety (EPA/ONAC 550/9-74-004) March 1974.

# NOISE

- Figure 3.11-12 – Baseline plus Project noise levels (DEIR p. 565)
  - Black dotted line is the baseline 65 dBA CNEL Contour
  - Areas in yellow outside the black dotted line represent the expanded 65 dBA contour due to the Project
- Aircraft noise methodology (Dudek)



# AIR QUALITY

Six Proposed Mitigation Measures (MM-AQ-1 through MM-AQ-6 from p.165-169 of the Draft EIR):

1. Construction Management Plan
2. Construction Requirements
3. Improved Energy Efficiency and Water Reduction
  - Building Design; Landscape Design; Tenant Agreement Requirements
4. Truck Requirements (Building Design; Anti-idling signs)
5. Commute Trip Reduction
6. Additional Air Quality Tenant Requirements

# DRAFT EIR COMMENTS

- As noted in the Notice of Availability (NOA), written comments regarding the Draft EIR can be submitted to:

Jeffrey M. Smith, AICP - Principal Planner  
March Joint Powers Authority  
14205 Meridian Parkway, Suite 140  
Riverside, CA 92518  
smith@marchjpa.com

Thank you.