

#### NOTICE OF A REGULAR TAC MEETING

THE TECHNICAL ADVISORY COMMITTEE OF THE MARCH JOINT POWERS AUTHORITY

NOTICE IS HEREBY GIVEN
A REGULAR MEETING OF THE TECHNICAL ADVISORY COMMITTEE
OF THE MARCH JOINT POWERS AUTHORITY

#### WILL BE HELD ON

Monday, December 1, 2025 from 3:30 p.m. to 5:00 p.m.

MARCH JOINT POWERS AUTHORITY
Western Municipal Water District
Training Room
14205 Meridian Parkway
Riverside, CA 92518

I hereby certify that the foregoing notice is a full, true and correct copy of a notice that was sent to the following locations:

- County of Riverside
   County Administrative Center
   4080 Lemon Street
   Riverside, CA 92501
- City of Perris
   City Hall
   101 North D Street
   Perris, CA 92570
- City of Riverside City Hall
   3900 Main Street Riverside, CA 92501
- City of Moreno Valley
   City Hall
   14177 Frederick Street
   Moreno Valley, CA 92553

 March Joint Powers Authority Office 17405 Heacock Street Moreno Valley, CA 92551

I hereby further certify that a copy of the foregoing notice was dispatched by me on November 26, 2025, to each member of the Technical Advisory Committee of the March Joint Powers Authority.

#### Cindy Camargo

Cindy Camargo, Secretary to the TAC

#### **Regular Meeting**

of the
TECHNICAL ADVISORY COMMITTEE (TAC)
of the
MARCH JOINT POWERS AUTHORITY

#### Monday, December 1, 2025 at 3:30 p.m.

MARCH JOINT POWERS AUTHORITY
Western Municipal Water District Board Room
14205 Meridian Parkway
Riverside, CA 92518

#### **AGENDA**

- 1. Call to Order
- 2. Roll Call
- 3. Matters Subsequent to Posting Agenda
  Approval of Agenda Additions or Corrections, as Necessary.
- 4. Approval of the Minutes of the TAC Meeting held on August 25, 2025 Page 4
- 5. Public Comments

Any person may address the Technical Advisory Committee on any subject pertaining to March Joint Powers Authority, March Inland Port Airport Authority, Successor Agency/former March Joint Powers Redevelopment Agency, and March Joint Powers Utilities Authority business not listed on the Agenda during this portion of the Meeting. A limitation of three (3) minutes shall be set for each person desiring to address the Committee.

- 6. Reports, Discussions and Actions
  - A) Report/Discussion: Receive and file an Update on Meridian D-1 Gateway Aviation Center Project – Page 7 Lauren Sotelo, Senior Planning Consultant
  - **B)** Report/Discussion: Receive and file an MJPA and MIPAA Updates Page 31 *Dr. Grace Martin, Chief Executive Officer*
- 7. TAC representation and report at the next scheduled JPC Special Meeting –
  December 17, 2025, at 6:30pm, at Riverside County Administrative Center, Board
  Chambers
- 8. Reports and comments from Staff or TAC members regarding activities in their jurisdictions
- 9. Adjournment

In accordance with Government Code section 65009, anyone wishing to challenge any action taken by the members appointed by the March Joint Powers Commission of the entity listed in this agenda above in court may be limited to raising only those issues raised at the public hearing described in the notice or raised in written correspondence delivered to the hearing body, at or prior to the public hearing. Any written correspondence submitted to one or more of the March JPA Commissioners regarding a matter on this Agenda shall be carbon copied to the Commission Clerk and the project planner, if applicable, at or prior to the meeting date first referenced above.

Copies of written documentation relating to each item of business described above are on file in the office of the March Joint Powers Authority (March JPA), 17405 Heacock Street, Moreno Valley, California and are available for public inspection during regular office hours which are 8:00 a.m. to 5:30 p.m., Monday through Thursday, Friday 8:00 a.m. to 4:30 p.m. Written materials distributed to the March Joint Powers Technical Advisory Committee (TAC) within 72 hours of the TAC meeting are available for public inspection immediately upon distribution in the March JPA office at 17405 Heacock Street, Moreno Valley, California (Government Code Section 54957.5(b)(2). Copies of written materials may be purchased for \$0.20 per page. Pursuant to State law, this agenda was posted at least 72 hours prior to the meeting.

I hereby certify under penalty of perjury, under the laws of the State of California, that the foregoing agenda was posted in accordance with the applicable legal requirements.

Dated: <u>November 26, 2025</u>

Signed: Cindy Camargo

Cindy Camargo, Secretary
MJPA Technical Advisory Committee

ADA: If you require special accommodations during your attendance at a meeting, please contact the March JPA at (951) 656-7000 at least 24 hours in advance of the meeting time.

March Joint Powers Authority 17405 Heacock Street, Moreno Valley, CA 92551 Phone: (951) 656-7000 Website: www.MarchJPA.com

#### **Special Meeting**

of the
TECHNICAL ADVISORY COMMITTEE (TAC)
of the
MARCH JOINT POWERS AUTHORITY

Monday, August 25, 2025 at 1:00 p.m.

# WESTERN MUNICIPAL WATER DISTRICT Training Room 14205 Meridian Parkway Riverside, CA 92518

#### **MINUTES**

Present: Juan Perez, County of Riverside

Rafael Guzman, City of Riverside Kenneth Phung, City of Perris

Sean Kelleher, City of Moreno Valley Juan Perez, County of Riverside

Absent: Tisa Rodriguez, Congressman Takano's Office

#### Others in Attendance:

Dr. Grace Martin, March JPA
Geremy Holm, BB&K
Lauren Sotelo, Willdan Engineers
Sebastian Al-Naif, C&S Engineering
Carlos Orellana, March JPA

Sharon Erb, March JPA

Nick Gonzalez, March JPA

#### 1. Call to Order

Acting Chair Perez called the meeting to order at 1:03 p.m.

#### 2. Roll Call

Present: Guzman, Phung, Kelleher, Perez

Absent: Chair Rodriguez

#### 3. Matters Subsequent to Posting Agenda

Approval of Agenda Additions or Corrections, as Necessary. None.

#### 4. Approval of the Minutes of the TAC Meeting held on June 2, 2025

Motion to approve: Kelleher Second: Guzman

Ayes: Guzman, Kelleher, Phung

Noes: None Abstain: Perez

#### 5. Public Comments

Any person may address the Technical Advisory Committee on any subject pertaining to March Joint Powers Authority, March Inland Port Airport Authority, Successor Agency/former March Joint Powers Redevelopment Agency, and March Joint Powers Utilities Authority business not listed on the Agenda during this portion of the Meeting. A limitation of three (3) minutes shall be set for each person desiring to address the Committee.

None.

#### 6. Reports, Discussions and Actions

**A)** Report/Discussion: Receive and File Airport Capital Improvement Program Update *Kenneth Gethers, C&S Engineering* 

March JPA CEO Dr. Grace Martin stated March Inland Port Airport Authority is due for the 5-year Airport Capital Improvement Plan (ACIP) meeting with Federal Aviation Administration (FAA) in September. Mr. Gethers, C&S Engineering provided the briefing.

The FAA requires planning documents every 5 years, so the next timeframe focuses on 2026 to 2031. The grant for Pavement Management Plan (PMP) Phases 14 and 15, Apron Reconstruction Projects recently completed construction. The next Apron Reconstruction Phase 13 Project with construction plans anticipated for approval by January 2026.

MIPAA's portion of the FAA grant is 10%.

B) Report/Discussion: Receive and file an update on Operating Agreements for Metrea and OMEGA at KRIV

Dr. Grace Martin, Chief Executive Officer

March JPA CEO Dr. Grace Martin provided the briefing for the two Department of Defense (DoD) refueling carriers currently utilizing March Inland Port Airport ramp space. Agreements are being discussed for both. Both provide refueling efforts for Navy and Air Force.

C) Report/Discussion: Receive and file updates on MJPA and MIPAA Transition Dr. Grace Martin, Chief Executive Officer

March JPA CEO Dr. Grace Martin provided general briefings.

Effective July 1, March JPA transitioned the office to MIPAA and maintained five staff members, along with the land use authority transitioning to the County outside of airport properties. MIPAA received a grant from Office of Local Defense Community Cooperation (OLDCC) which will look at ways to assist MARB with energy resiliency. The tabletop exercises are scheduled to start in September.

The Joint Use Agreement (JUA) negotiations are close. The JUA is with the Air Force Reserve Command (AFRC) for their review. Land swap discussions between March Air Reserve Base (MARB) and Moreno Valley. MARB is interested in Moreno Valley's park within the March JPA Area for a possible new entrance for MARB off Riverside Drive.

Signature Healthcare was slated for a behavioral health hospital. The Signature Healthcare parcel is approximately 7-8 acres and is across from US Vets area. March JPA is in litigation to take the land back in accordance with an acquisition and development agreement and will try to bring Veterans Affairs (VA) into the area.

March JPA retains ownership of Green Acres which consists of 111 historic homes. SoCal Gas is slated to start the installation of backbone infrastructure this Fall. This project is to replace the current gas lines inherited from MARB downsizing. This should assist with closing out the

March Joint Powers Utilities Authority. The Commission approved \$2 million from the March JPA and Green Acres funds. A contractor was selected to move/install new gas meters to connect to the new gas line. When the new connection is completed, the Green Acres tenants will have their own account with SoCal Gas to handle their own gas usage/fees. Federal islands would also connect to a new system with SoCal Gas.

CrossWord Christian Church has \$200,000 roof repair underway and close to completion.

March LifeCare Campus Sixth Amendment is being processed and expecting land sales in 2026, which will be split between the four member jurisdictions.

March JPA lobbies on a federal level and would like to start lobbying on a state level, with interest in Department of Transportation.

Planning Consultant Lauren Sotelo provided the update for the Village West Drive extension. Village West Drive currently ends at Lemay Drive. The Project would then extend the road to Nadina Avenue to the south. CEQA was completed in 2021 and now the Project is going through the National Environmental Policy Act (NEPA) process, specifically an Environmental Assessment (EA) review with the Veterans Administration (VA). This review is required since the Project crosses cemetery/federal property. VA is currently in consultation with the Native American Tribes on the Project. A meeting should take place between all parties regarding an update on the project.

Dr. Martin provided an update on Cactus Channel. Cactus Channel sits across four properties, each with different ownership. The USDA needed legislation approval to provide the easement Flood Control needs, currently waiting on Congress' decision. March JPA portion is already transferred, the other property owners are in the process of the transfer. Flood Control is hoping to break ground in the fall of next year.

## 7. TAC representation and report at the next scheduled JPC Special Meeting – September 3, 2025, at 3:00pm, at Riverside County Administrative Center, Board Chambers

Acting Chair Perez will provide an update at the next JPC meeting.

## 8. Reports and comments from Staff or TAC members regarding activities in their jurisdictions

Acting Chair Perez introduced Charissa Leach, Ms. Leach will be the County's Alternate for the March JPA TAC.

Dr. Martin introduced John Mayer, March JPA Finance Consultant.

#### 9. Adjournment

This meeting adjourned at 1:44 p.m.

March Joint Powers Authority 17405 Heacock Street, Moreno Valley, CA 92551 Phone: (951) 656-7000 www.MarchJPA.com

## MARCH JOINT POWERS AUTHORITY TECHNICAL ADVISORY COMMITTEE

### OF THE MARCH INLAND PORT AIRPORT AUTHORITY

#### Reports, Discussion and Action Agenda Item No. 6.A

Meeting Date: December 01, 2025

**Subject:** Receive and file an Update on Meridian D-1 Gateway Aviation Center

Project

**Applicant:** Meridian Park D-1, LLC

#### **Background**

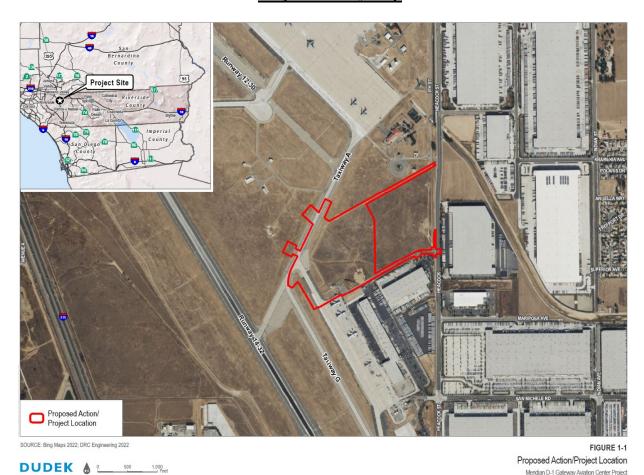
In 1993, the federal government mandated the realignment of March Air Force Base (MAFB) and a substantial reduction in its military use. In April 1996, MAFB was re-designated as an air reserve base. Approximately 4,400-acres of land that had historically supported MAFB was no longer needed to support March Air Reserve Base (March ARB). The cities of Moreno Valley, Perris, Riverside, and the County of Riverside formed the March Joint Powers Authority (March JPA) to oversee the dispensation and management of the surplus land. Through the March Joint Powers Agreement, March JPA has the power and authority to operate and manage the March Inland Port Airport Authority (MIPAA) and its civilian airport and having all the rights, powers, and duties related thereto including authority for airport master planning and authority to collect and retain, for airport purposes, all lease revenues from airport property. In 2007, the U.S. Air Force transferred approximately 165 acres of former MAFB property to March JPA for public airport purposes (D-1 Property). In 2011, March JPA transferred the D-1 Property to MIPAA. The D-1 Property includes a 24.51-acre Superfund site, known as Site 7, which was used for MARB fire training purposes and contains 5 burn pits. The D-1 Property is subject to specified environmental covenants and restrictions. The southern portion of Site 7 is already occupied by an existing access roadway and industrial development.

#### **Project Location:**

The Meridian D-1 Gateway Aviation Center Project (Project) is comprised of approximately 77 acres, with 34 acres of development within MIPAA's jurisdiction and 12 acres of development under March ARB's jurisdiction. The project site is located north of the intersection of Cardinal Avenue and Heacock Street, south of Krameria Avenue and Heacock Street, west of Heacock Street and east of the I-215 freeway.

<sup>&</sup>lt;sup>1</sup> The Project proposes to create a 30.71-acre constrained parcel, including the undisturbed portion of Site 7 and its 5 burn pits. As no development is proposed on this parcel, the outlines used to delineate the project site on figures in this report and the EIR omit this parcel.

#### **Project Vicinity Map**



#### **Proposed Project:**

On August 3, 2020, the Applicant submitted several applications proposing the development of a gateway aviation center on the D-1 Property. After receiving concerns about encroachment on Superfund Site 7 from March ARB and other public agencies, the Applicant reduced the scope of the Project to one (1) 180,800-square-foot gateway air freight cargo building on approximately 34 acres (Air Cargo Component) with an accompanying Ground Lease. To provide vehicular access, the Air Cargo Component also includes a new signalized entrance onto Heacock Street, expanding the existing access roadway currently serving the facilities south of the project site. The Off-Site Component would be constructed on approximately 12 acres and would include taxiway and taxilane construction, widening, and realignment; storm-drain extensions; and a perimeter patrol road with security fencing within March ARB. The Project site has access to existing runways and taxiways at March ARB/MIP Airport.

The proposed Project entitlements consist of a Zone Change, Tentative Parcel Map, and Plot Plan, which are summarized below and discussed further throughout this report.

#### Zone Change (CZ 20-02):

The project site has not previously been assigned a zoning designation. To be consistent with the March JPA General Plan and the D-1 quitclaim deed, the Project is proposing a zoning designation of Aviation (A) for the 34-acre Air Cargo Component. The 12-acre Off-Site Component is located on March ARB property and is not included in the proposed zone change.

#### Tentative Parcel Map 38453 (TPM 22-02):

The Project proposes a Tentative Parcel Map to subdivide an existing 56.33-acre parcel<sup>2</sup> of the D-1 Property to create two parcels (one developable parcel and one constrained parcel) and a lettered lot for access and utility purposes. The developable parcel would encompass the Air Cargo Component and exclude all of Site 7. The constrained parcel, which fronts Heacock Street, would encompass part of Site 7, including the former fire training and disposal/burn pit areas.

#### Plot Plan (PP 20-06):

The proposed Plot Plan would authorize the construction of an approximately 180,800-square-foot gateway air freight cargo building with 9 grade-level loading doors, 31 dock positions, a parking apron sufficient to support 7 commercial cargo airplanes, 37 trailer storage positions, and 122 stalls for employee parking on approximately 34 acres (Air Cargo Component). To provide vehicular access, the Air Cargo Component also includes a new signalized entrance onto Heacock Street, expanding the existing access roadway currently serving the facilities south of the project site.

The Off-Site Component would be constructed on approximately 12 acres and would include taxiway and taxilane construction, widening, and realignment; storm-drain extensions; and a perimeter patrol road with security fencing within March ARB. The Project site has access to existing runways and taxiways at March ARB/MIP Airport.

#### **Technical Advisory Committee and Community Engagement:**

On August 31, 2020, staff introduced the Project to the March JPA Technical Advisory Committee (TAC) and an update on April 3, 2023. Additionally, staff held 4 community meetings to receive public input on the Project.

- April 14, 2021 (public Scoping Meeting)
- June 18, 2024
- July 1, 2024
- September 24, 2025

#### **Development Overview**

#### Zone Change (CZ 20-02)

The Project site has not previously been assigned a zoning designation. To be consistent with the March JPA General Plan and the D-1 Quitclaim Deed, the Project is proposing a zoning designation of Aviation (A) for the 34-acre Air Cargo Component. According to the March JPA Development Code Section 9.05.020 Industrial Districts (I) for the Aviation (A) zoning district, "The primary purpose of the Aviation (A) district is to provide for the development of uses which are related to the operation of air cargo and passenger service aircraft such as: aircraft maintenance, aircraft hangars, air cargo distribution facilities, and other uses which are related to airport operations. This district is intended for uses that have direct relationships to airports. Uses that have special operational characteristics are allowed subject to approval of a conditional use permit." Additionally, Quitclaim Deed (DOC#2007-0674219) for the property has an Airport Condition that states the following, "The Property shall not use, lease, sell,

<sup>&</sup>lt;sup>2</sup> The acreages associated with the TPM and plot plan are different because the Air Cargo Component includes development on MIPAA property that is not included in the TPM.

license, salvage, or dispose of the Property other than airport purposes without written consent of the Administrator of the FAA."

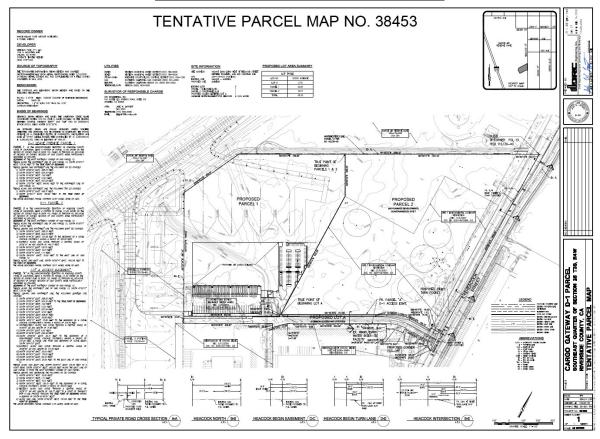
The proposed zone change would allow for the orderly development of the Project, consistent with the March JPA General Plan goals and objectives.

#### **Zoning Map:** Legend: Aviation Residential R-10 Specific Plan SP-3 ORD # 17-**Business Park** MJPA Property Not Yet Zoned Ord #11-02 Industrial Medical Campus Specific Plan SP-7 Mixed Use SP-1, A8 Office Park/Recreation/Open Space Public Facility P/R/OS SP-1, A6 IND Specific Plan SP-6 BP P/R/OS Meridian Specific Plan IND IND Amendment SP-5 P/R/OS General Old Public AICUZ Accident Golf Course Ben Clark Potential Zones School Overlay Zone Residential R-20 Veterans Industrial Park SP-3 Ord #04-03 215 Specific Plan SP-8 Proposed Project Boundar SOURCE: March Joint Powers Authority (2023-04-04) March JPA Zoning Designations DUDEK & Figure Not to Scale Meridian D-1 Gateway Aviation Center Project

#### Tentative Parcel Map 38453 (TPM 22-02):

Tentative Parcel Map 38453 proposes to subdivide an existing 56.33-acre parcel of the D-1 Property to create two parcels (one developable parcel and one constrained parcel) and a lettered lot for access and utility purposes. The developable parcel would encompass the Air Cargo Component (Parcel 1 on 22.87-acres) and exclude all of Site 7. The constrained parcel (Parcel 2 on 30.71-acres), which fronts Heacock Street, would encompass part of Site 7 and include the former fire training and disposal/burn pit areas, and Lettered Lot A on 2.75-acres for common access and utility purposes.

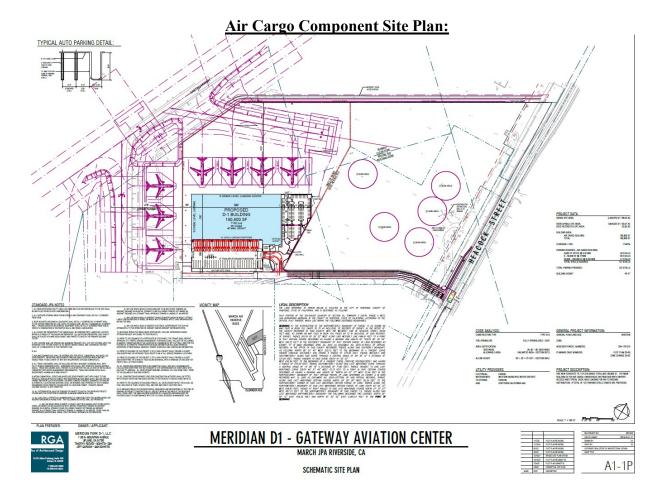
#### Tentative Parcel Map 38453 (TPM 22-02):



#### Plot Plan (PP 20-06):

#### **Air Cargo Component:**

Plot Plan 20-06 proposes the construction of a 180,800-square-foot gateway air freight cargo building, inclusive of 3,000 square-feet of ground floor office space, expandable to 9,000 square feet. The building is proposed to have a maximum height of 45 feet. The site would accommodate parking for 122 passenger cars, which would include carpool, electric vehicle, and accessible stalls. The truck court is proposed along the south building elevation and offers 31 truck dock doors and 37 truck trailer parking stalls. Additionally, there are 9 grade level doors - 3 along the west building elevation and 6 on the north building elevation. Aircraft parking would be accommodated along the building's north and west elevation and up to 7 spots.



#### Access and Circulation:

Access to the project site would occur at a new signalized intersection on Heacock Street and expansion to the existing access road to accommodate large trucks. At the gateway air freight cargo building, access would occur at 2 driveways, of which 1 accommodates trucks. The truck entrance would be gated for security purposes. The gateway air freight cargo building would offer 7 aircraft spots that access the site from Taxiway A and Taxiway G. An existing military service road would be re-aligned and striped to accommodate the project location.

<u>Project Trip Generation</u>: The Proposed Project is anticipated to generate a total of 1,880 trip-ends per day, with 262 AM peak hour trips and 144 PM peak hour trips, on a Peak season day, which includes both passenger cars (i.e., employee trips) and trucks. (DEIR, Section 3.12.9 Transportation). Please reference the table below regarding the proposed Project trip generation.

Table 3.12-6. Project Trip Generation

	AM Peak H		Hour	Hour		PM Peak Hour		Dally Total
Proposed Project	Quantity Units	In	Out	Total	In	Out	Total	Trips
Typical Day (Non-Peak Season, 48 Wee	eks) - Gateway Av	lation Cent	er					
Passenger Cars								
2-axle	7 APP	104	56	160	3	57	60	1,000
Trucks								
2-axle	N/A	1	0	1	2	2	4	28
3-axle	1	2	5	7	7	2	9	94
4+-axle		6	4	10	8	17	25	154
Total Truck Trips	1	9	9	18	17	21	38	276
All Vehicles								
Total Trips (Actual Vehicles) <sup>a</sup>	7 APP	113	65	178	20	78	98	1,276
Peak Season (4 Weeks) - Gateway Avid	ation Center							
Passenger Cars <sup>b</sup>								
2-axle	7 APP	153	82	235	4	84	88	1,472
Trucks		i.						
2-axle	N/A	1	0	1	3	3	6	42
3-axle		3	7	10	10	3	13	138
4+ axle	]	9	6	15	12	25	37	228
Total Truck Trips		13	13	26	25	31	56	408
All Vehicles				-0.0	- 10	100		137
Total Trips (Actual Vehicles) <sup>a</sup>	7 APP	166	95	262	29	115	144	1,880

Notes: APP = aircraft parking positions; N/A = not applicable.

Total trips = passenger cars + truck trips.

Project Aircraft Operations: The proposed project design considers 7 aircraft parking positions with approximately 17 flights per day occurring during the typical Non-Peak season (6 days a week from January to late November). The Proposed Project is anticipated to generate a total of 1,276 trip-ends per day with 178 AM peak hour trips and 98 PM peak hour trips, on a typical Non-Peak season day. The Peak season, which is anticipated to only occur 4 weeks in the year (late November through late December), would increase to 22 flights per day (approximately 256 additional one-way flights over a 4-week period). The maximum annual flight operations would not exceed the currently available civilian air cargo operations capacity under the Joint Use Agreement (MIPAA and DAF 2014). Flight operations would occur between the hours of 7:00 a.m. and 11:00 p.m. (approximately 5% of the Proposed Project flight operations would occur between 10:00 p.m. and 11:00 p.m.).

<u>Project Alternatives</u>: The Draft EIR evaluated 4 Alternatives plus the Proposed Project which included: 1) No Project Alternative; 2) Nighttime Flight Noise Reduction Alternative; 3) Reduced Flight Operations Alternative; 4) Private Aircraft Services Alternative; 5) and Proposed Project. However, noise from aircraft operations is a considerable concern to the public and a sixth alternative (Alternative 6) is added to reduce significant and unavoidable noise impacts from aircraft operations to less than significant with mitigation incorporated.

Under Alternative 6, annual flight operations would be reduced by approximately 30%, resulting in total annual operations of 7,488 flight operations. Flight operations would occur between 7:00 a.m. and 10:00 p.m. This Alternative restricts a higher percentage of flight operations to daytime hours (7:00 a.m. to 7:00 p.m.) than the Project. Additionally, under Alternative 6, no flight operations would occur between 10:00 p.m. and 11:00 p.m. (approximately 5% of the Proposed Project's flight operations). Alternative 6 forgoes the Proposed Project's non-peak/peak flight distribution.

Under Alternative 6, the Project is anticipated to have a maximum of 12 flights per day, 6 days a week. Each flight includes two flight operations – an arrival and a departure. Generally, arrivals

Non-Peak trip generation has been increased due to the increase in flights from 17 per day to 23 per day during the Peak season.

would occur in the early morning hours and departures would occur in the late evening hours. Arriving aircraft would approach from the southeast on Runway 32, over non-residential land uses. The maximum annual flight operations for the Project, estimated at 7,488 flight operations, would not exceed the currently available civilian air cargo flight operations annual capacity under the Joint Use Agreement, which is approximately 21,000 flight operations.<sup>3</sup> Flight operations would occur between 7:00 a.m. and 10:00 p.m.<sup>4</sup> The increased flight operations under the Project would require one additional traffic controller.

P	roposed Alternative 6 A	ircraft Flight Operation	ns	
Maximum Da	Maximum Daily Operations		Total Maximum Daily Flights	
	Non-Pea	k Season		
Arr	ivals			
Day	10	12		
Evening	2	12		
Night	0		12	
Depa	Departures		12	
Day	7	12		
Evening	5	12		
Night	0			

Comp	arison of Pro	ject and Pro	posed Alterna	tive Aircraft	Flight Opera	ntions
	Non-Peak Daily Flight Operations	Peak Daily Flight Operations	Annual Daytime Flight Operations	Annual Evening Flight Operations	Annual Nighttime Flight Operations	Total Annual Flight Operations
Proposed Project	34	44	5,361	4,744	503	10,608
Proposed Alternative	24	24	5,304	2,184	0	7,488
Difference	-10	-20	-57	-2,560	-503	-3,120
Percent change	-29.4%	-45.5%	-1.1%	-54%	-100%	-29.4%

Upon aircraft arrival, the air cargo would be transferred from the aircraft to the proposed gateway air freight cargo building, where the air cargo would be placed onto trucks and conveyed to distribution centers. This process would also occur in reverse, from a distribution center to the gateway air freight cargo building. The gateway air freight cargo building would serve as a passthrough for air cargo; therefore, there would be no storage, including cold storage. The gateway air freight cargo building is also proposing an area for mobile maintenance equipment for aircraft and trucks. All maintenance activities would occur within the proposed tarmac areas on the project site. A portable wash rack for ground support and maintenance

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<sup>&</sup>lt;sup>3</sup> Section 1(c) of the Joint Use Agreement

<sup>4</sup> Daytime hours - 7:00 a.m. to 7:00 p.m., evening hours - 7:00 p.m. to 10:00 p.m., and nighttime hours - 10:00 p.m. to 7:00 a.m.

equipment would be available in the gateway air freight cargo building. Water from the wash rack would be routed through a grease removal/trap system inside the gateway air freight cargo building before discharging to the sanitary sewer. If emergency maintenance is needed, the gateway air freight cargo building would have the capability to service the aircraft.

#### *Utilities:*

The project site is not currently served by water, sewer, power, natural gas or telecommunications facilities. Services and infrastructure would be extended to the project site concurrent with the construction of facilities for the Project. Existing water and sewer lines are present in the vicinity, and any extensions would be in existing or planned public rights-of-way.

#### Landscaping and Fencing:

Landscaping will only include a combination of hardscape and soil binders such as decomposed granite, boulders, and gravel. This type of landscaping is designed to conserve water and to deter birds and other wildlife which are hazardous to aircraft. Additionally, all landscaping shall comply with the Riverside County Airport Land Use Commission conditions of approval for landscaping near airports.

Along the north property line, a 14-foot-high fence compliant with Department of Defense regulations is proposed. Along the south property line and adjacent to the existing access roadway, a 10-foot-tall black tube steel fence would be installed. A 14-foot-tall concrete theme wall, with star medallion pilasters, would be installed in the interior of the project site, east of the truck court, to separate Site 7 and screen the truck court from Heacock Street.

#### *Architecture/Color Palette:*

The proposed 180,000-square-foot gateway air freight cargo building would be constructed of concrete tilt-up walls consisting of an earth tone exterior color palette and design elements to create visual interest with significant articulation in panel heights to break up the building expanse. The primary colors of the building would be Shitake (light gray) with accents of Stone Lion (medium dark gray accent color), and a base color of Tavern Taupe (dark base accent colors) with blue reflective glass features, anodized mullions and aluminum sunshades. The concrete tilt-up screen walls will feature the same primary colors as the building.

#### Exterior Lighting:

Given the proximity to the airport, all on-site lighting is conditioned to be fully shielded fixtures (no light emitted above horizon), high pressure or low-pressure sodium lighting, maximum 750 watts, maximum fixture height of 25' above finished grade, and maximum lighting of 0.5-foot candles at the property line. Another option would be to provide LED lighting, with an intensity below 2,500 Kelvin. Accordingly, the exterior lighting has been made a condition of approval of the Project as a component of construction plan review.

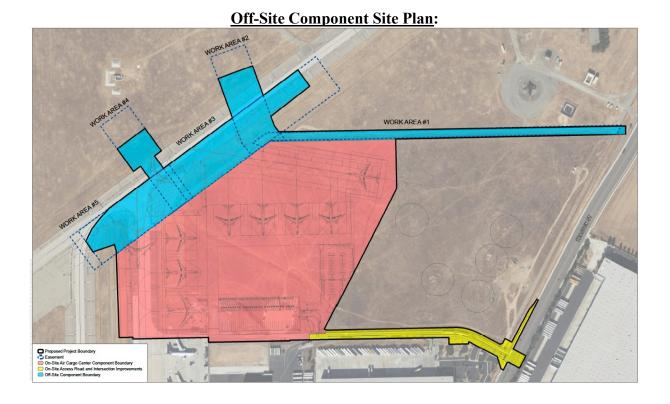
#### Signage:

All development signage is required to be consistent with the March JPA Development Code.

#### **Off-Site Component:**

The Off-Site Component of the Project would be situated on approximately 12 acres owned by March ARB within five work areas, identified as Work Areas 1–5. Development and construction activity within the five work areas would consist of the following:

- Work Area 1: Construction of a 50-foot-wide perimeter access roadway running along the northern and northwestern boundaries of the project site. This improvement would connect the existing access roadway on the eastern and western ends; and replacement of an existing chain-link fence with Department of Defense fencing.
- Work Area 2: Construction of a headwall and inlet apron for a storm drain culvert; extension of a dual 36-inch-diameter storm drain backbone via jack-and-bore tunneling under Taxiway A to replace the existing silt-filled culvert; and connection of the culvert to the storm drain extension.
- Work Area 3: Reconfiguration of the Taxiway A to Taxilane J transition to allow aircraft access to the proposed gateway air freight cargo building. Portions of Taxiway A would be demolished and reconstructed to allow the taxiway to connect with the proposed Taxilane J within the project site.
- Work Area 4: Removal of an existing inverted culvert apron outlet; cleaning of the existing 36-inch-diameter culvert; extension of the existing single 36-inch-diameter storm drain under Taxiway A via jack-and-bore to connect to the culvert.
- Work Area 5: Reconstruction and realignment of the intersection of Taxiway A and Taxiway G. This would result in a widened entryway for aircraft to turn from Taxiway A to Taxiway G and would accommodate aircraft access to the aircraft parking stations along the western boundary of the gateway air freight cargo building.



An access and construction easement from the U.S. Air Force (DAF) would be required to complete the proposed work within Work Areas 1–5. A permanent maintenance access easement from DAF would be required for Work Areas 2–5. A permanent operations easement from DAF would be required for Work Areas 3 and 5. Because the Project would require construction and alteration of the March ARB taxiways and taxilanes, the Applicant is required to submit FAA Form 7406-1 – Notice of Proposed Construction or Alteration.

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

The project site is located in Zone B2 (Figure 4.7-1, Mead & Hunt 2010, 2014). Zone B2 encompasses areas of high noise and flood control facilities are to hold water for no more than 48 hours following a storm and be completely dry between storms (FAA Advisory Circular 150/5200-33B). Prohibited uses within Zone B2 include new dwellings, structures with more than 3 above ground habitable floors, children's schools, day care centers, libraries, hospitals, congregate care facilities, hotels/motels, restaurants, places of assembly, hazardous materials manufacture/storage, noise-sensitive outdoor nonresidential uses (spectator-oriented sports stadiums, amphitheaters, concert halls and drive-in theaters), critical community infrastructure facilities (including power plants, electrical substations, and public communications facilities), and hazards to flights (e.g., tall objects). Aboveground storage of more than 6,000 gallons of non-aviation flammable materials per tank is prohibited.

Additional development conditions affiliated with Zone B2 include locating structures maximum distance from runway, sound attenuation as necessary to meet interior noise level criteria, aboveground bulk storage of hazardous materials is discouraged, airspace review required for objects over 35 feet in height, electromagnetic radiation notification, and the need for an avigation easement dedication and disclosure.

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. The maximum average occupancy is 100 people per acre and 250 people per single acre in Zone B2. The project proposes to construct a 180,800-square-foot gateway air freight cargo building, which includes 171,800 square feet of warehouse area and 9,000 square feet of office area, accommodating a total occupancy of 389 people, resulting in an average intensity of 17 people per acre, which is consistent with Zone B2 average intensity criterion of 100 people per acre.

A second method for determining total occupancy involves multiplying the number of parking spaces provided or required (whichever is greater) by average vehicle occupancy (assumed to be 1.5 persons per vehicle and 1.0 persons per truck trailer space). Based on the number of parking spaces provided (122 standard vehicles, 37 trailer spaces), the total occupancy would be estimated at 220 people for an average intensity of 10 people per acre, which is consistent with the Zone B2 average intensity criterion of 100 people per acre.

On March 13, 2025, the RCALUC found the proposed Plot Plan, Zone Change and Tentative Parcel Map for the Project consistent with the 2014 March ARB/IP ALUCP.

#### **Assembly Bill 52 Tribal Consultation:**

Government Code Section 65352.3 requires local governments to consult with California Tribes identified by the Native American Heritage Commission (NAHC) for the purpose of protecting and/or mitigating impacts to cultural places. Assembly Bill (AB) 52 requires local (city and county) governments to consult with California Native American tribes to aid in the protection of

traditional tribal cultural places ("cultural places") through local land use planning. The intent of AB 52 is to provide a formal consultation process for California tribes as part of the CEQA and equates significant impacts on "tribal cultural resources" with significant environmental impacts (Public Resources Code (PRC) Section 21084.2).

On August 19, 2020, staff sent formal Project notification letters to 31 tribes listed on a list provided by the NAHC. Staff received 4 tribal responses requesting consultation pursuant to AB 52 to discuss appropriate mitigation measures related to cultural and tribal cultural resources section of the DEIR. On July 22, 2025, consultation closed with the 4 tribes.

#### **California Environmental Quality Act (CEQA):**

Notice of Preparation: A Notice of Preparation was circulated with the Project Initial Study with a review period of March 31, 2021 to April 29, 2021. The Notice of Preparation and date of the scoping meeting (April 14, 2021) was advertised in the Press Enterprise on March 31, 2021. Public notices identifying the circulation of the Notice of Preparation and the date of the scoping meeting were mailed to 157 individuals on March 30, 2021. During the comment period, 10 public comments were received.

Notice of Availability: A Notice of Availability (NOA) and Draft EIR were released/circulated, incorporating comments received in response to the NOP, from May 23, 2024, through July 9, 2024, through an electronic link on March JPA's website. Subsequently, the public comment period was extended to July 22, 2024. The Draft EIR was circulated to Federal, State, and Local agencies and interested parties requesting a copy of the Draft EIR. The Notice of Availability was advertised in the Press Enterprise on May 23, 2024. Notices were mailed to 155 public agencies, interested parties and Native American tribes on May 22, 2024. During the comment period 211 public comments were received on the Draft EIR.

<u>Community Input:</u> Several community meetings were held to discuss the project.

<b>Date of Community Meeting</b>	Location
April 14, 2024	Public Scoping Meeting held via Zoom
June 18, 2024	Western Municipal Water District Board
	Room
July 1, 2024	Western Municipal Water District Board
-	Room
September 24, 2025	March Field Air Museum

The Draft EIR evaluated 4 Alternatives plus the Proposed Project which included: 1) No Project Alternative; 2) Nighttime Flight Noise Reduction Alternative; 3) Reduced Flight Operations Alternative; 4) Private Aircraft Services Alternative; 5) and Proposed Project. However, noise from aircraft operations is a considerable concern to the public and a sixth alternative (Alternative 6) is added to reduce significant and unavoidable noise impacts from aircraft operations to less than significant with mitigation incorporated.

<u>Less than significant Environmental Impacts:</u> Several environmental topics were found to be less than significant with mitigation incorporated, less than significant, or result in no impact, as described in the D-1 Gateway Aviation Center Project Draft EIR, including the following:

Aesthetics	Agriculture and Forest Resources	Air Quality
Biological Resources	Cultural Resources	Energy
Geology and Soils	Greenhouse Gase Emissions	Hazards and Hazardous Materials
Hydrology and Water Quality	Land Use and Planning	Mineral Resources
Noise*	Population and Housing	Public Services
Recreation	Transportation and Traffic	Tribal Cultural Resources
Utilities and Service Systems	Wildfire	
* Less Than Significant with Pr	roject Alternative.	

<u>Significant Environmental Impacts</u>: The following environmental impacts will result in significant impacts, including those that cannot be mitigated below a level of significance.

#### Proposed Project

- a. Air Quality (Operational)
- b. Noise (Operational)

#### • Proposed Project Alternative

- a. Air Quality (Operational)
- b. Noise Project Alternative would reduce the Proposed Project's noise impacts to less than significant with mitigation incorporated.

#### **Current Review Status**

MIPAA staff are currently reviewing the administrative Final EIR and response to comments. Additionally, staff has begun preparing the draft entitlement documents for the Project.

### March Joint Powers Commission of the March Inland Port Airport Authority Meeting ("Commission"):

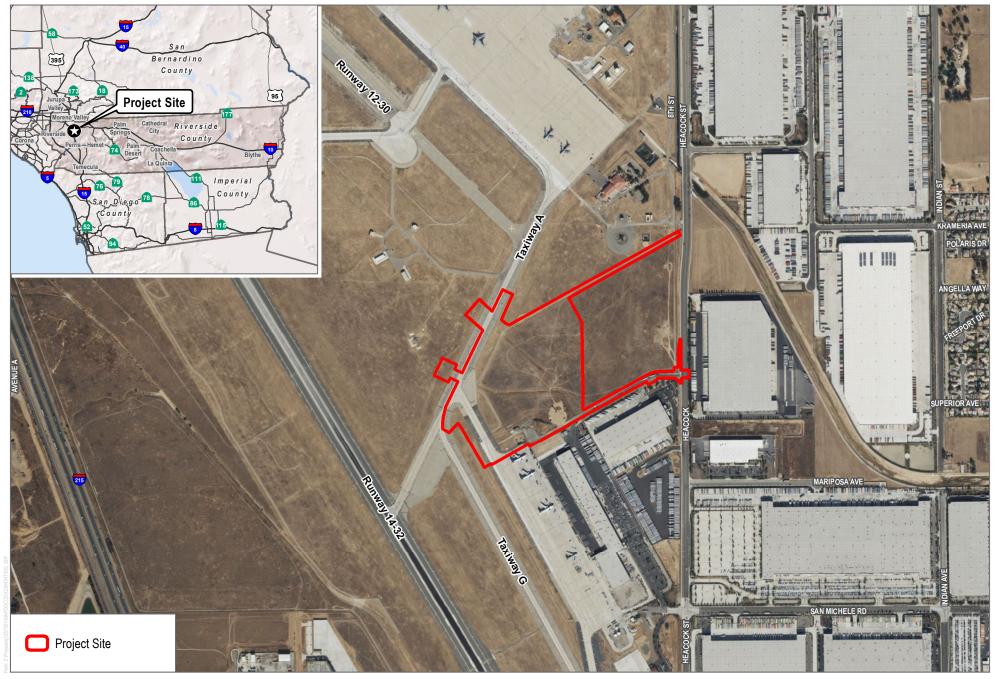
It is anticipated that the Project will go before the Commission at a special meeting on December 17, 2025. The anticipated motions for consideration are:

- Adopt a Resolution, adopting a Statement of Overriding Considerations, certifying the Meridian D-1 Gateway Aviation Center Project Final Environmental Impact Report (SCH# 2021040012), and adopting a Mitigation Monitoring and Reporting Program for the Meridian D-1 Gateway Aviation Center Project; and
- 2) Adopt a Resolution, adopting Plot Plan (PP 20-06), and Tentative Parcel Map 38453 (TPM 22-02) for the development of the Meridian D-1 Gateway Aviation Center Project, subject to Conditions of Approval; and
- 3) Introduce and waive, the first reading of an Ordinance, adopting a Zone Change (CZ 20-02) to assign a zoning designation of Aviation (A) to the approximately 34-acre Air Cargo Component of the Meridian D-1 Gateway Aviation Center Project; and

- 4) Approve a Ground Lease Agreement between Meridian Park D-1, LLC and the March Inland Port Airport Authority and authorize the Chief Executive Officer or Designee to execute all documents related to the Ground Lease Agreement; and
- 5) Direct staff to file a Notice of Determination pursuant to March JPA's Local CEQA Guidelines.

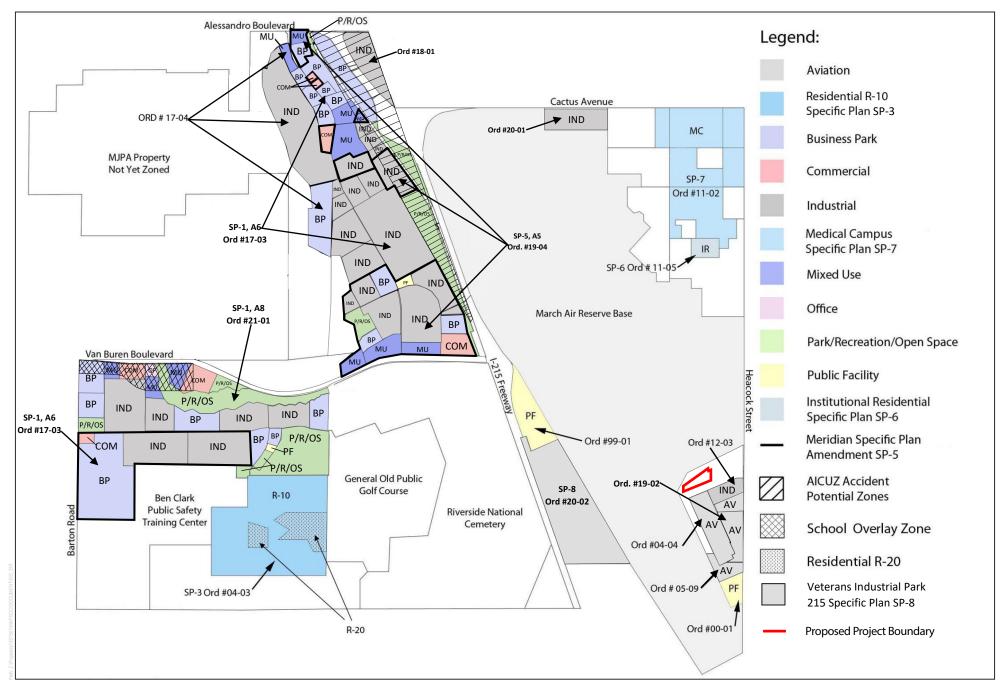
#### **Attachment(s)**:

- 1. Project Vicinity Map
- 2. Zone Change (CZ 20-02) Exhibit
- 3. Tentative Parcel Map 38453 (TPM 22-02)
- 4. Plot Plan (PP 20-06) Air Cargo Component
- 5. Plot Plan (PP 20-06) Off-site Component



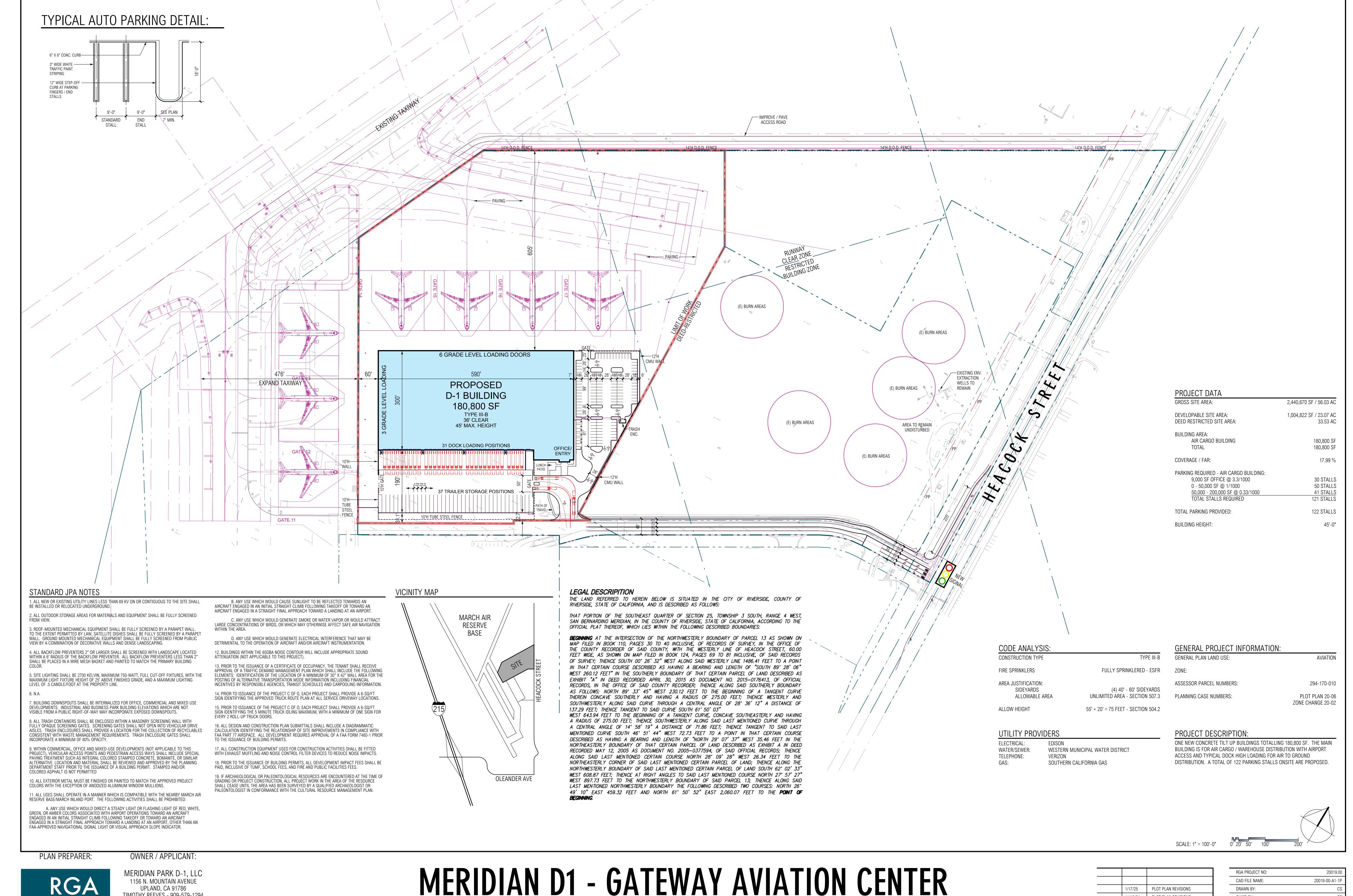
SOURCE: Bing Maps 2022; DRC Engineering 2022

FIGURE 1-1
Project Site and Setting



SOURCE: March Joint Powers Authority (2023-04-04)

#### TENTATIVE PARCEL MAP NO. 38453 CACTUS AVE KENNEDY **RECORD OWNER** MARCH INLAND PORT AIRPORT AUTHORITY, GENTIAN A PUBLIC AGENCY DEVELOPER RESERVE BASE MERIDIAN PARK D-1, LLC 1156 N. MOUNTAIN AVE UPLAND, CA 91786 CONTACT: TIMOTHY REEVES (909) 579-1294 SOURCE OF TOPOGRAPHY UTILITIES SITE INFORMATION PROPOSED LOT AREA SUMMARY VACANT LAND LYING WEST OF HEACOCK STREET THE TOPOGRAPHIC INFORMATION SHOWN HEREON WAS COMPILED WESTERN MUNICIPAL WATER DISTRICT (951) 789-5000 LOT TABLE BETWEEN KRAMERIA AVE AND CARDINAL AVE. PHOTOGRAMMETRICALLY FROM AERIAL PHOTOGRAPHY DATED 2/14/2020 SEWER WESTERN MUNICIPAL WATER DISTRICT (951) 789-5000 BY INLAND AERIAL SURVEYS INC. AND SUPPLEMENTED BY A FIELD SURVEY 294-170-010 (PORTION) STORM DRAIN RIVERSIDE COUNTY FLOOD CONTROL DISTRICT (951) 955-1200 GROSS ACREAGE VACANT - AVIÀTION COMPLETED IN MAY, 2020. EXISTING USE SOUTHERN CALIFORNIA GAS COMPANY (800) 427-2000 AVIATION PROPOSED USE SOUTHERN CALIFORNIA EDISON CO. (800) 655-4555 LOT A 2.75 VICINITY MAP **BENCHMARK** TELEPHONE/CATV VERIZON (800) 483-5000 NOT TO SCALE PARCEL 1 22.87 PARCEL 1 BUILDABLE LOTS THE CONTOURS AND ELEVATIONS SHOWN HEREON ARE BASED ON THE PARCEL 2 30.71 SURVEYOR OF RESPONSIBLE CHARGE PARCEL 2 CONSTRAINED LOT FOLLOWING BENCHMARK: PROPOSED ACCESS LETTERED LOT A TOTAL 56.33 VARIABLE WIDTH EASEMENT FOR HEACOCK = 0.84 ACRES DRC ENGINEERING, INC. BM NO.: Z 8778 ELEV.: 1528.86' (COUNTY OF RIVERSIDE BENCHMARK) 160 SOUTH OLD SPRINGS ROAD, SUITE 210 DATUM: NAVD 88 ANAHEIM, CA 92808 DESCRIPTION: 1 4" IP W/LS 5137 PLUG DN. 0.35' CONTOUR INTERVAL=1' ATTN: JAKE W. LAPPERT PLS 9303 BASIS OF BEARINGS TELEPHONE: (714) 685-6860 EMAIL: jlappert@drc-eng.com BEARINGS SHOWN HEREON ARE BASED THE CALIFORNIA STATE PLANE COORDINATE SYSTEM, CCS 83, ZONE 6, BASED LOCALLY ON THE BEARING BETWEEN CONTROL STATIONS "EWPP" AND "MLF" NAD 83 (NSRS2011) EPOCH 2010.0. BEING NORTH 52°27'25"W. ALL DISTANCES SHOWN ARE GROUND DISTANCES UNLESS SPECIFIED MARCH AIR RESERVE BASE OTHERWISE, GRID DISTANCES, MAY BE OBTAINED BY MULTIPLYING THE GROUND 294-170-006 DISTANCE BY A COMBINATION FACTOR OF 0.999990759. CALCULATIONS ARE NORTHWESTERLY LINE MADE AT "CP165" (AERIAL TARGET) WITH COORDINATES OF: N: 2,264,958.219, PARCEL 13 PER N CORNER PCL 13 E: 6,260,062.762, USING AN ELEVATION OF 1492.151'. RS 110/30-40 D-1 LEASE PREMISE PARCFI PARCEL 1 IN THE UNINCORPORATED TERRITORY OF RIVERSIDE COUNTY, STATE OF CALIFORNIA, BEING A PORTION OF PARCEL 13 AS SHOWN ON THE RECORD OF SURVEY FILED IN BOOK 110, PAGES 30 THROUGH 40, INCLUSIVE S61°50'17"W 2060.31' OF RECORDS OF SURVEY, RECORDS OF SAID COUNTY, MORE PARTICULARLY MARCH AIR RESERVE BASE S61°50'17"W 1331.42' DESCRIBED AS FOLLOWS: **~294–170–006** BEGINNING AT THE MOST NORTHERLY CORNER OF SAID PARCEL 13; USA 294 TRUE POINT OF THENCE ALONG THE NORTHWEST LINE OF SAID PARCEL 13, SOUTH 61°50'17" WEST, 1331.42 FEET TO THE TRUE POINT OF BEGINNING THENCE LEAVING SAID NORTHWEST LINE THE FOLLOWING SIX (6) COURSES: 1) SOUTH 28°09'42" EAST, 288.25 FEET; 2) SOUTH 00°26'14" WEST. 924.35 FEET: 3) SOUTH 61°49'36" WEST. 7.92 FEET: 4) SOUTH 2810'24" EAST. 13.23 FEET. 5) SOUTH 61°49'36" WEST, 657.59 FEET; 6) NORTH 27°57'54" WEST, 849.62 FEET TO THE NORTHWEST LINE OF SAID PARCEL 13; THENCE ALONG SAID NORTHWEST LINE, THE FOLLOWING TWO (2) COURSES. 1) NORTH 26'49'12" EAST, 459.31 FEET: 2) NORTH 61°50'17" EAST, 728.89 FEET TO THE TRUE POINT OF ROAD PURPOSES PROPOSED PROPOSED THE ABOVE DESCRIBED PARCEL CONTAINS 22.87 ACRES, MORE OR LESS. PARCEL 1 D-1 PARCEL 2 PARCEL 2 PARCEL 2 IN THE UNINCORPORATED TERRITORY OF RIVERSIDE COUNTY, (NO PLANNED DEVELOPMENT) STATE OF CALIFORNIA. BEING A PORTION OF PARCEL 13 AS SHOWN ON THE CONSTRAINED BY SITE 7 SITE 7 ENVIRONMENTAL COVENANT RECORD OF SURVEY FILED IN BOOK 110, PAGES 30 THROUGH 40, INCLUSIVE OF RECORDS OF SURVEY, RECORDS OF SAID COUNTY, MORE PARTICULARLY REC. 11/6/2007 DESCRIBED AS FOLLOWS: DOC. NO. 2007-0675899, O.R. BEGINNING AT THE MOST NORTHERLY CORNER OF SAID PARCEL 13; THENCE ALONG THE NORTHWEST LINE OF SAID PARCEL 13, SOUTH 61°50'17" THENCE LEAVING SAID NORTHWEST LINE THE FOLLOWING EIGHT (8) COURSES: 1) SOUTH 28°09'42" EAST, 288.25 FEET; 2) SOUTH 00°26'14" WEST, 924.35 FEET; 3) NORTH 61°49'36" EAST, 757.68 FEET TO THE BEGINNING OF A CURVE, CONCAVE SOUTHERLY, HAVING A RADIUS OF 300.00 FEET; 4) EASTERLY ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF 28°36'12" AN ARC LENGTH OF 149.77 FEET; 5) SOUTH 89°34'12" EAST, 136.75 FEET; 6) NORTH 44°07'44" EAST, 15.15 FEET; 7) NORTH 00°26'14" EAST, 1.11 FEET; 8) SOUTH 89°40'41" EAST, 75.00 FEET TO THE EAST LINE OF SAID THENCE ALONG SAID EAST LINE, NORTH 00°26'14" EAST, 1403.06 FEET TO THE **POINT OF BEGINNING**. PROPOSED AIR CARGO BUILDING SITE / ENVIRONMENTAL COVENANT THE ABOVE DESCRIBED PARCEL CONTAINS 30.71 ACRES, MORE OR LESS. LOT A ACCESS EASEMENT REC: 11/6/2007 R.S.B. 110/30-40 DÓC. NÓ. 2007-0675899, O.R. PARCEL "A" IN THE UNINCORPORATED TERRITORY OF RIVERSIDE COUNTY. STATE OF CALIFORNIA, BEING A PORTION OF PARCEL 13 AS SHOWN ON THE RECORD OF SURVEY FILED IN BOOK 110, PAGES 30 THROUGH 40, INCLUSIVE OF RECORDS OF SURVEY, RECORDS OF SAID COUNTY, MORE PARTICULARLY DESCRIBED AS FOLLOWS: BEGINNING AT THE MOST NORTHERLY CORNER OF SAID PARCEL 13; THENCE ALONG THE NORTHWEST LINE OF SAID PARCEL 13, SOUTH 61°50'17" PROPOSED RIGHT TURN POCKET THENCE LEAVING SAID NORTHWEST LINE THE FOLLOWING EIGHTEEN (18) COURSES: 1) SOUTH 28°09'42" EAST, 288.25 FEET; TRUE POINT OF ⊤PR. PARCEL "A INGRESS AND EGRESS 2) SOUTH 00°26'14" WEST, 924.35 FEET TO THE TRUE POINT OF BEGINNING; EASEMENT (WIDTH VARIES) BEGINNING LOT A D-1 ACCESS ESMT. 3) SOUTH 61°49'36" WEST, 7.92 FEET; 4) SOUTH 2810'24" EAST, 13.23 FEET; DOC. NO. 2015-0176413, O.R. 5) SOUTH 61°49'36" WEST, 657.59 FEET; S89'40'41"E 75.00' 6) SOUTH 27°57'54" EAST, 47.81 FEET; N61°49'36"E 757.68' 7) NORTH 62°02'06" EAST, 608.87 FEET; S61'49'36"W 657.59 PROPOSED LOT A S27'57'54"E 47.81' EXISTING ELECTRICAL LINI 8) SOUTH 28°09'55" EAST, 26.88 FEET; EXISTING GAS LINE 9) NORTH 46°51'17" EAST, 72.80 FEET TO THE BEGINNING OF A CURVE, (COMMON ACCÉSS AND UTILITIES) EXISTING VERIZON LINE CONCAVE SOUTHEASTERLY, HAVING A RADIUS OF 275.00 FEET; EXISTING AT&T LINE 10 NORTHEASTERLY ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF `S28'10'24"E 6.52'\ N61'49'36"E 640.48' EXISTING WATER LINE 14°58'19" AN ARC LENGTH OF 71.86 FEET; (SD) EXISTING STORM DRAIN 11) SOUTH 2810'24" EAST, 6.52 FEET; EXISTING SEWER 12) NORTH 61°49'36" EAST, 640.48 FEET: R=275.00 13) SOUTH 28°09'55" EAST, 30.31 FEET TO THE BEGINNING OF A **ABBREVIATIONS** NON—TANGENT CURVE, CONCAVE SOUTHERLY, HAVING A RADIUS OF FACILITY S28'41'53"E RAD PARCEL 13 (PORTION) 237.00 FEET, A RADIAL LINE FROM SAID BEGINNING OF CURVE BEARS MEMORANDUM OF GROUND LEASE R.S.B. 110/30-40 Δ=28°28'26" R=237.00' L=117.78' A.P.N. - ASSESSOR'S PARCEL NUMBER SOUTH 28°41'53" EAST: REC. 5/12/2005 P - PROPERTY LINE DOC. NO. 2005-0377584, O.R. 14) EASTERLY ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF PROPOSED CORNER R/W - RIGHT OF WAY MEMORANDUM OF GROUND LEASE 28°28'26" AN ARC LENGTH OF 117.78 FEET; RD - ROOF DRAIN DOO NO 2000-39884 CUT-OFF 15) NORTH 00°25'48" EAST, 30.05 FEET; SD - STORM DRAIN 2000-120269, O.R. SS - SANITARY SEWER 16) SOUTH 89°34'57" EAST, 170.55 FEET; SSMH - SEWER MANHOLE 17) SOUTH 44°20'40" EAST, 62.43 FEET; 18) SOUTH 89°33'46" EAST, 20.00 FEET TO THE EAST LINE OF SAID PARCEL TG - TOP OF GRATE TYP. - TYPICAL THENCE ALONG SAID EAST LINE, NORTH 00°26'14" EAST, 135.50 FEET TO A WM - WATER METER POINT BEING SOUTH 00°26'14" WEST, 1403.06 FEET ALONG THE EAST LINE OF WV - WATER VALVE SAID PARCEL 13 FROM THE MOST NORTHERLY CORNER OF SAID PARCEL; THENCE LEAVING SAID CENTERLINE THE FOLLOWING SIX (6) COURSES: 1) NORTH 89°40'41" WEST, 75.00 FEET; 2) SOUTH 00°26'14" WEST, 1.11 FEET; R/W R/W R/W R/W 3) SOUTH 44°07'44" WEST, 15.15 FEET; 4) NORTH 89°34'12" WEST, 136.75 FEET TO THE BEGINNING OF A CURVE, CONCAVE SOUTHERLY, HAVING A RADIUS OF 300.00 FEET; VARIES <del>--</del>i---(30.0')---ESMT. 5) WESTERLY ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF ESMT. ESMT VARIES <del>--|</del> **-** (30.0') — $(21.0') \pm AIR$ (6.3') — (38.0') — (6.3') - (37.9')28°36'12" AN ARC LENGTH OF 149.77 FEET TO A POINT OF TANGENCY ESMT. FORCE ACCESS WITH A LINE PASSING THROUGH THE TRUE POINT OF BEGINNING HAVING ROAD A BEARING OF SOUTH 61°49'36" WEST; WIDENING 6) ALONG SAID LINE, SOUTH 61°49'36" WEST, 757.68 FEET TO THE TRUE 2024/11/07 PROPOSED EXISTING C&G PR. C&G AT RIGHT POINT OF BEGINNING. EXISTING C&G EXISTING C&G PR. C&G AT RIGHT CHECKED: JB DRAWN: NS **EXISTING** THE ABOVE DESCRIBED PARCEL CONTAINS 2.75 ACRES, MORE OR LESS. \*NOTE PROXIMITY TO \(\simeg\) -\*NOTE PROXIMITY TO + TURN LANE W/6' ⊣TURN LANE W/6' CONC. SWALE PROPOSED CURB P/L VARIES DRAWING FILE: 20-522 TP P/L VARIES P/L VARIES ADJACENT WALK PROJECT NO.: **20-522** SHEET NUMBER: TYPICAL PRIVATE ROAD CROSS SECTION / A-A HEACOCK NORTH (B-B) HEACOCK BEGIN EASEMENT / C-C HEACOCK BEGIN TURN LANE (D-D) HEACOCK INTERSECTION / E-E OF 1 SHEETS GRAPHIC SCALE: 1"=100' SCALE: AS SHOWN



ffice of Architectural Design

Irvine, CA 92618

T 949-341-0920

FX 949-341-0922

15231 Alton Parkway, Suite 100

TIMOTHY REEVES - 909-579-1294 JEFF GORDON - 949-200-6755

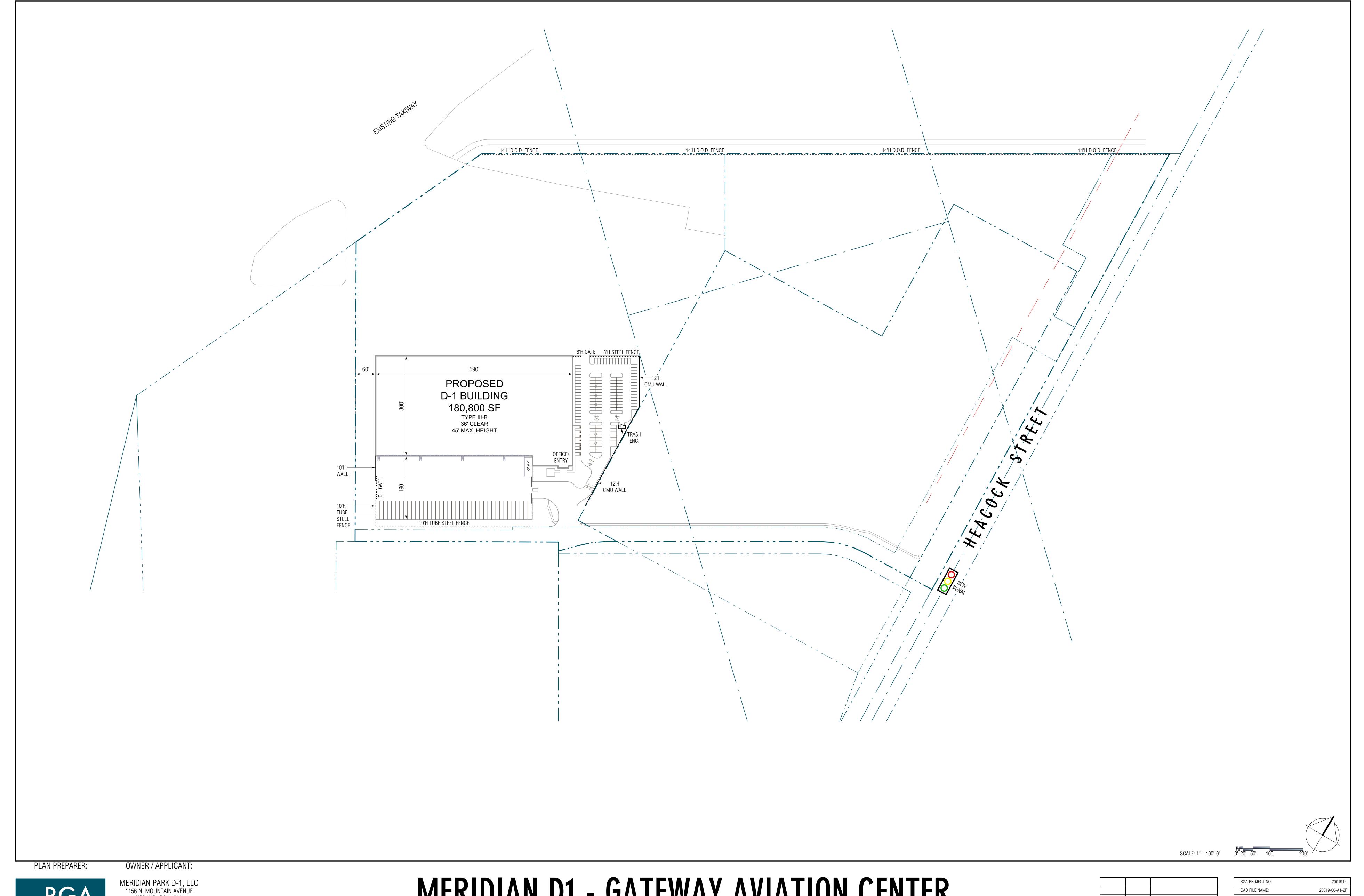
# MERIDIAN D1 - GATEWAY AVIATION CENTER

MARCH JPA RIVERSIDE, CA

SCHEMATIC SITE PLAN

	1/17/25	PLOT PLAN REVISIONS
	11/13/24	PLOT PLAN REVISIONS
	9/1/22	PLOT PLAN REVISIONS
	3/3/22	PLOT PLAN REVISIONS
	12/16/21	REVISED SITE PLAN OPTION
	10/15/20	PLOT PLAN RESUBMITTAL
	7/24/20	PLOT PLAN SUBMITTAL
	4/5/20	CONCEPTUAL SITE PLAN
MARK	DATE	DESCRIPTION

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CAD FILE NAME:	20019-00-A1-1P
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CHK'D BY:	CS
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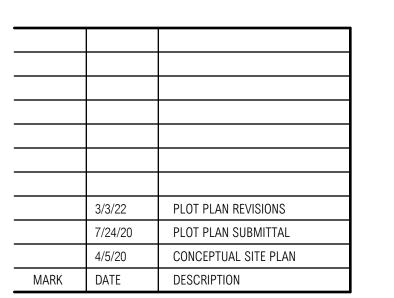
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MERIDIAN PARK D-1, LLC 1156 N. MOUNTAIN AVENUE UPLAND, CA 91786 TIMOTHY REEVES - 909-579-1294 JEFF GORDON - 949-200-6755

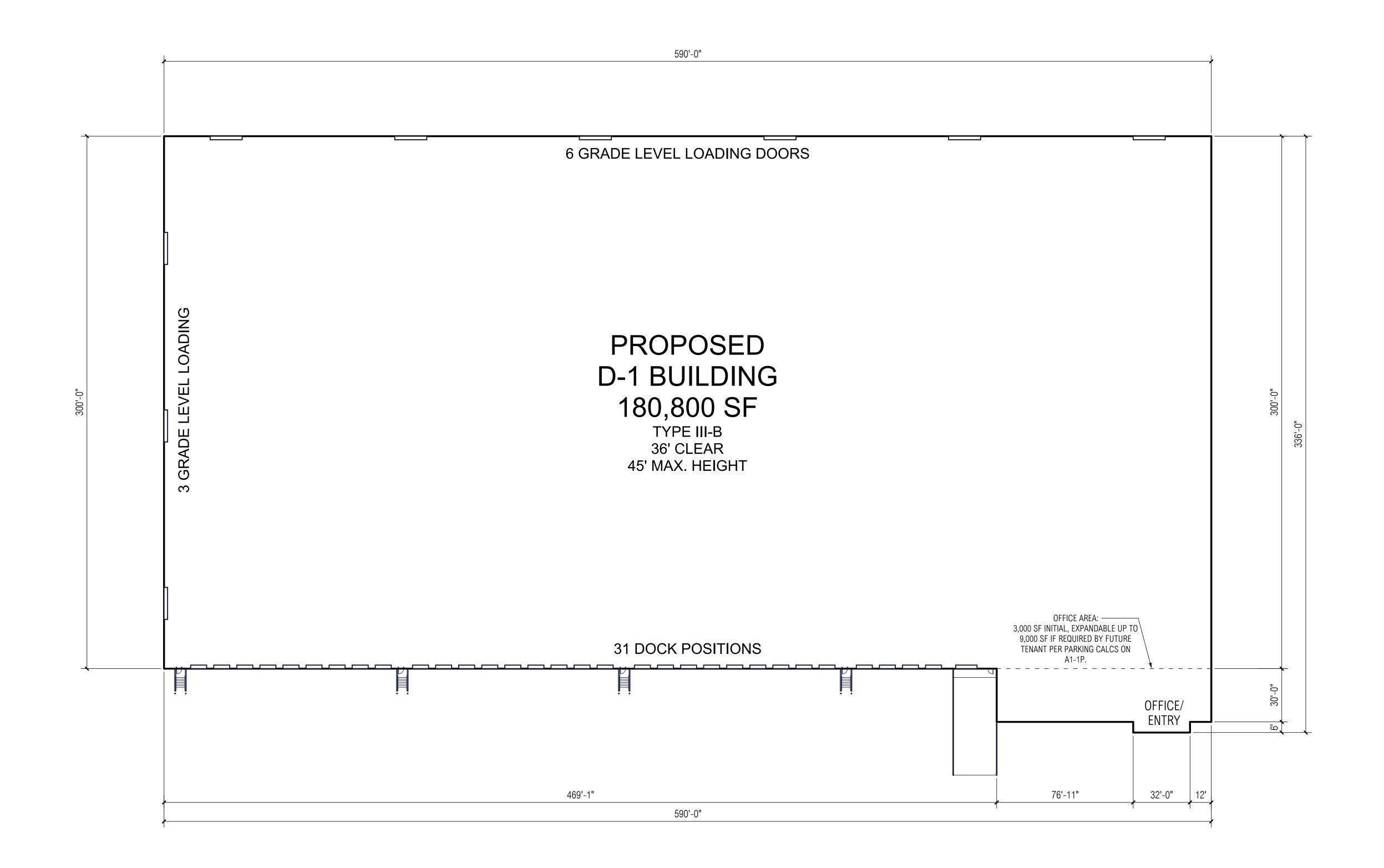
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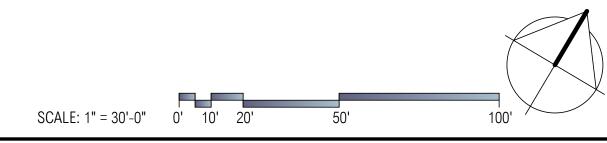
MARCH JPA RIVERSIDE, CA

PRELIMINARY FENCE PLAN



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SHEET TITLE	





PLAN PREPARER:



OWNER / APPLICANT:

MERIDIAN PARK D-1, LLC 1156 N. MOUNTAIN AVENUE UPLAND, CA 91786 TIMOTHY REEVES - 909-579-1294 JEFF GORDON - 949-200-6755

# MERIDIAN D1 - GATEWAY AVIATION CENTER

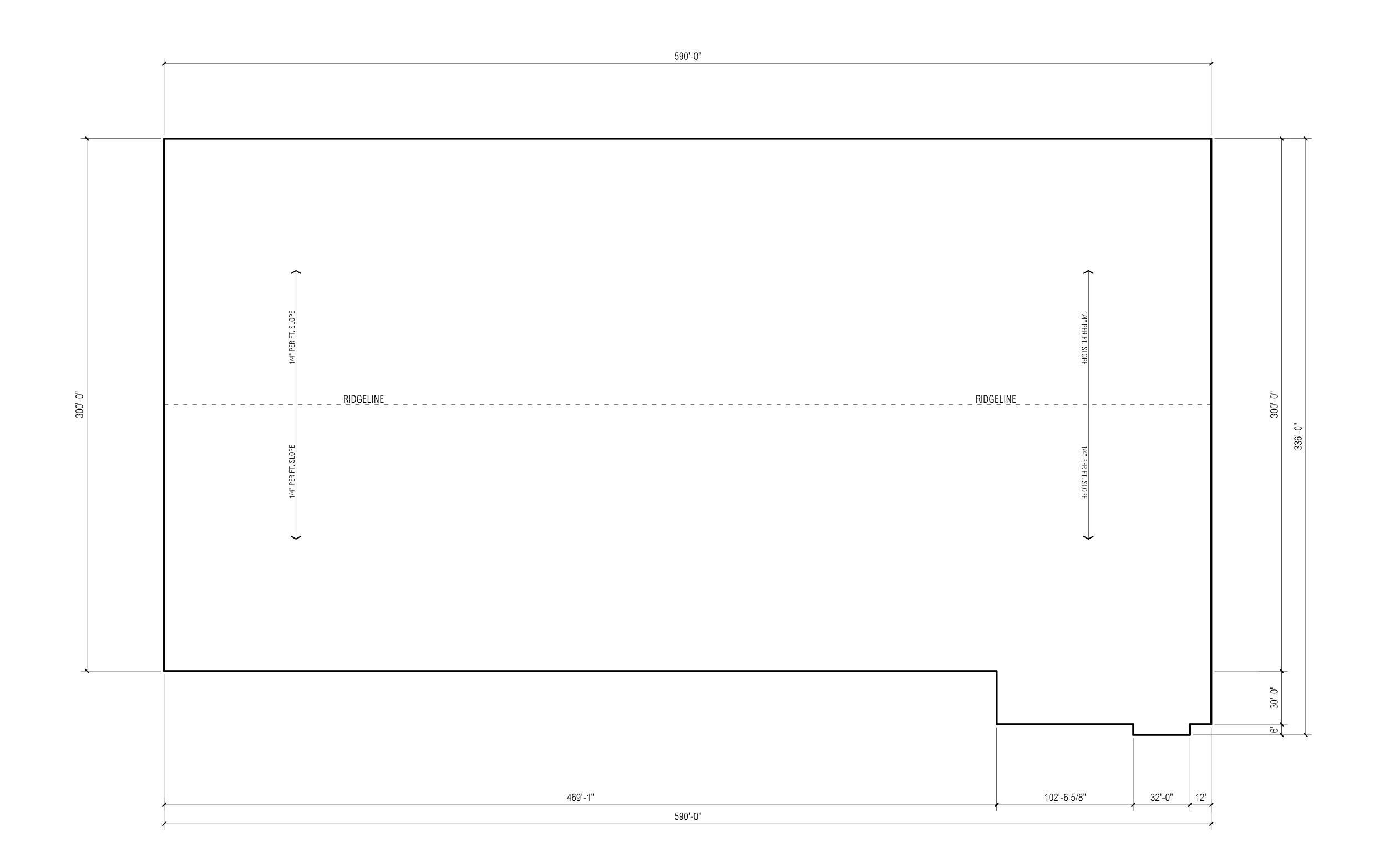
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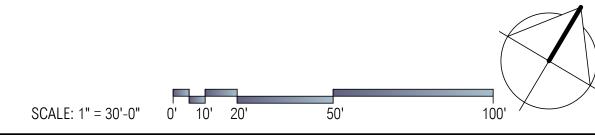
SCHEMATIC FLOOR PLAN - AIR CARGO BUILDING

			_
	5/4/22	HEIGHT REDUCTION	
	3/3/22	PLOT PLAN REVISIONS	
	7/24/20	PLOT PLAN SUBMITTAL	
	4/5/20	CONCEPTUAL SITE PLAN	
MARK	DATE	DESCRIPTION	

RGA PROJECT NO:	20019.00
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SHEET TITLE	

A2-1





PLAN PREPARER:

15231 Alton Parkway, Suite 100

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FX 949-341-0922

RGA

MERIDIAN PARK D-1, LLC

1156 N. MOUNTAIN AVENUE

UPLAND, CA 91786

TIMOTHY REEVES - 909-579-1294

JEFF GORDON - 949-200-6755

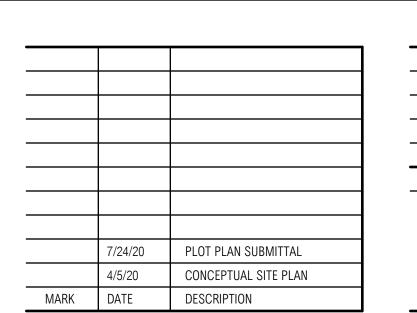
Office of Architectural Design

OWNER / APPLICANT:

# MERIDIAN D1 - GATEWAY AVIATION CENTER

MARCH JPA RIVERSIDE, CA

SCHEMATIC ROOF PLAN - AIR CARGO BUILDING



RGA PROJECT NO: 20019.00

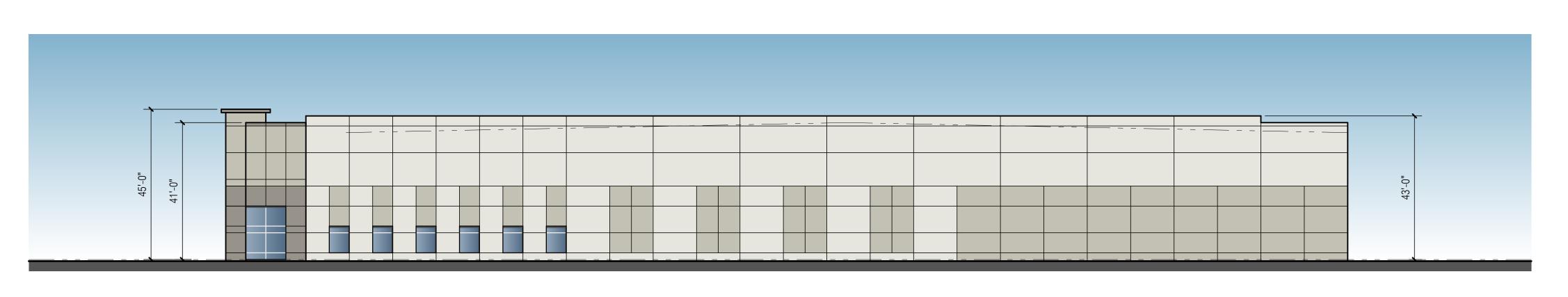
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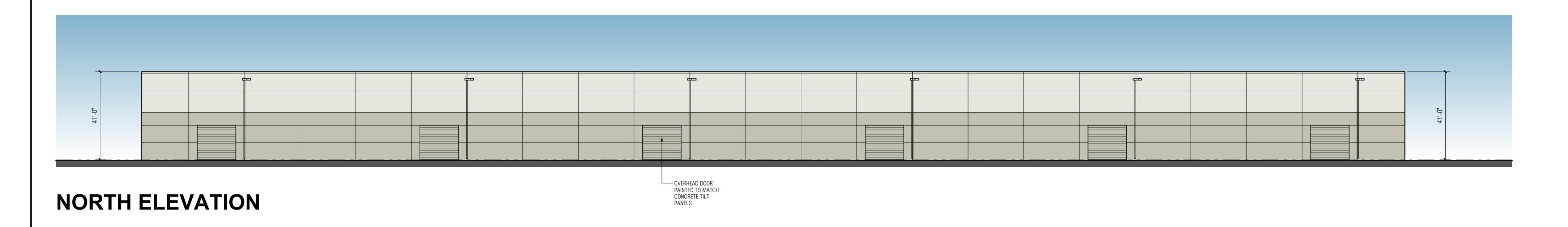
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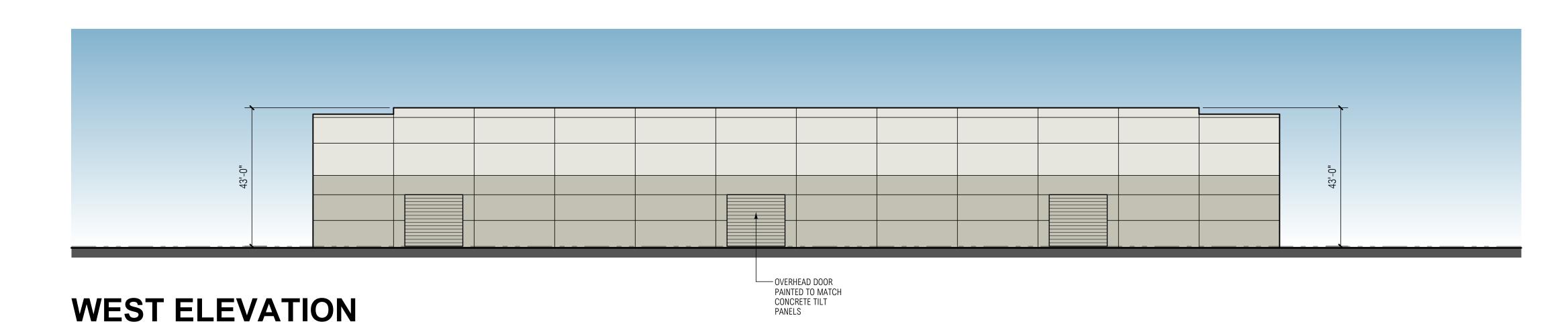
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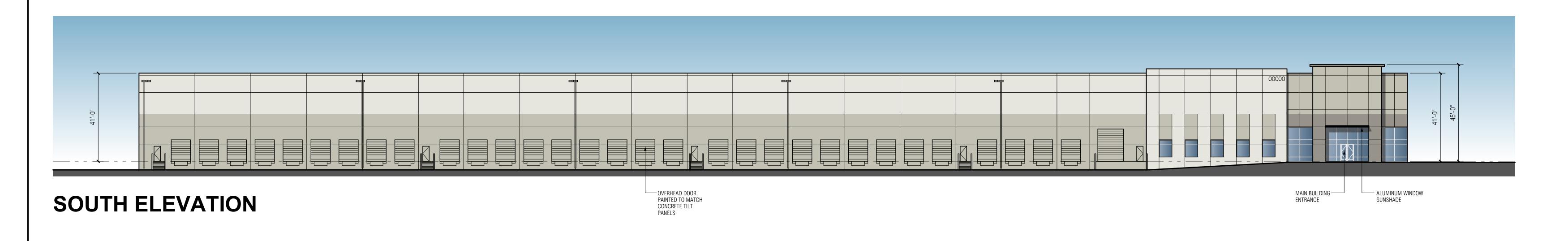
SHEET TITLE



## **EAST ELEVATION**







PLAN PREPARER:

OWNER / APPLICANT:

MERIDIAN PARK D-1, LLC
1156 N. MOUNTAIN AVENUE
UPLAND, CA 91786
TIMOTHY REEVES - 909-579-1294
JEFF GORDON - 949-200-6755

Office of Architectural Design

15231 Alton Parkway, Suite 100
Irvine, CA 92618

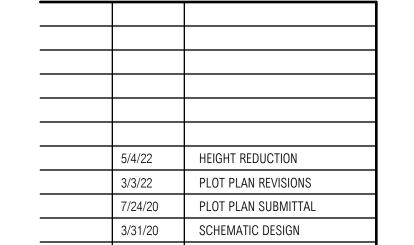
T 949-341-0920

FX 949-341-0922

MERIDIAN D1 - GATEWAY AVIATION CENTER

MARCH JPA RIVERSIDE, CA

SCHEMATIC ELEVATIONS - AIR CARGO BUILDING



MARK DATE

FINISH SCHEDULE

1. FIELD COLOR: SHERWIN WILLIAMS SW 9173 SHITAKE

2. ACCENT COLOR: SHERWIN WILLIAMS SW 7507 STONE LION

4. GLAZING: PPG SOLARCOOL PACIFICA IN CLEAR ANODIZED ALUMINUM STOREFRONT. THE MAXIMUM ALLOWABLE REFLECTANCE OF GLASS SHALL BE 25%.

3. BASE COLOR: SHERWIN WILLIAMS SW 7508 TAVERN TAUPE

RGA PROJECT NO: 20019.00

CAD FILE NAME: 20019-00-A3-1-P

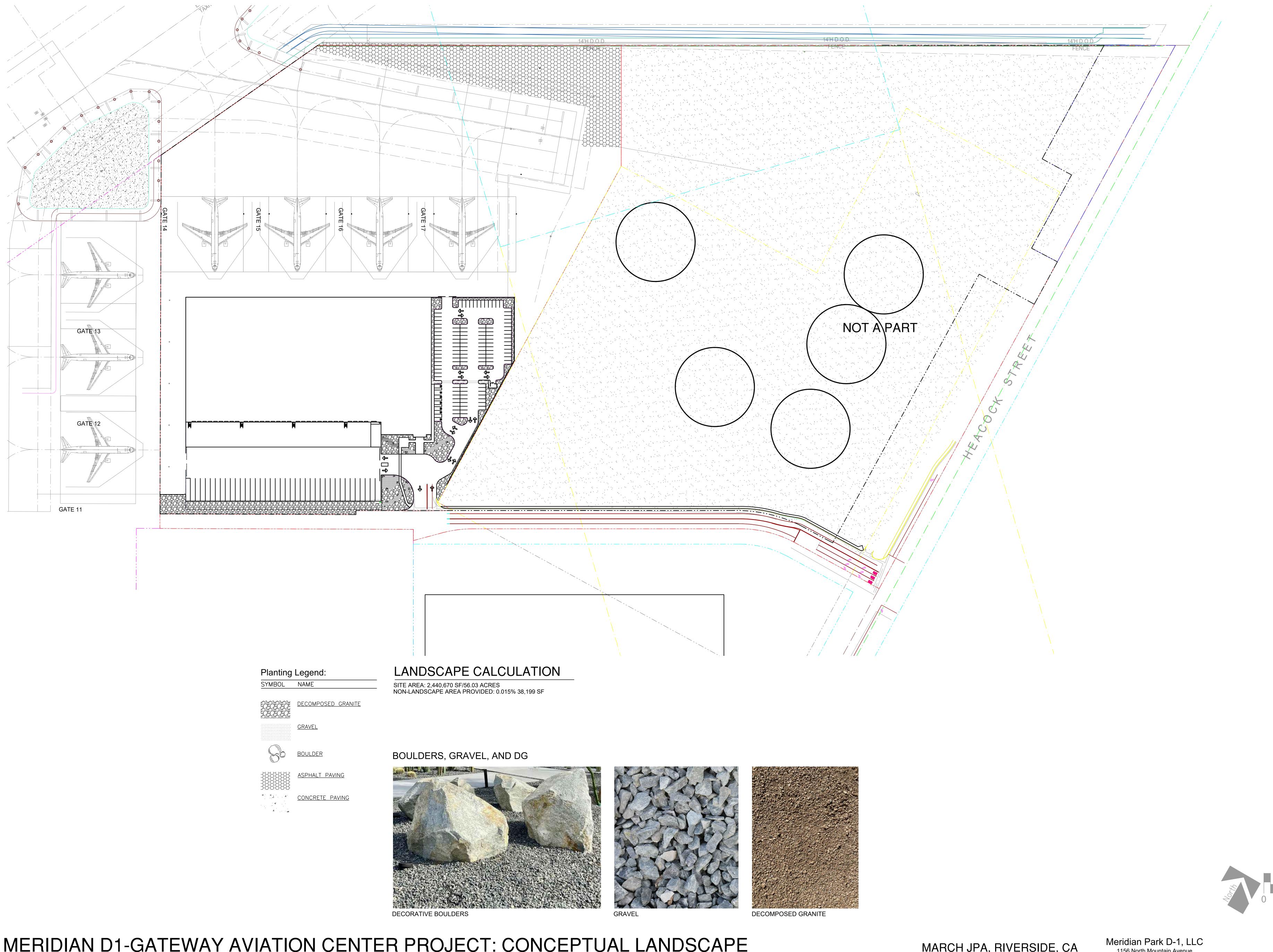
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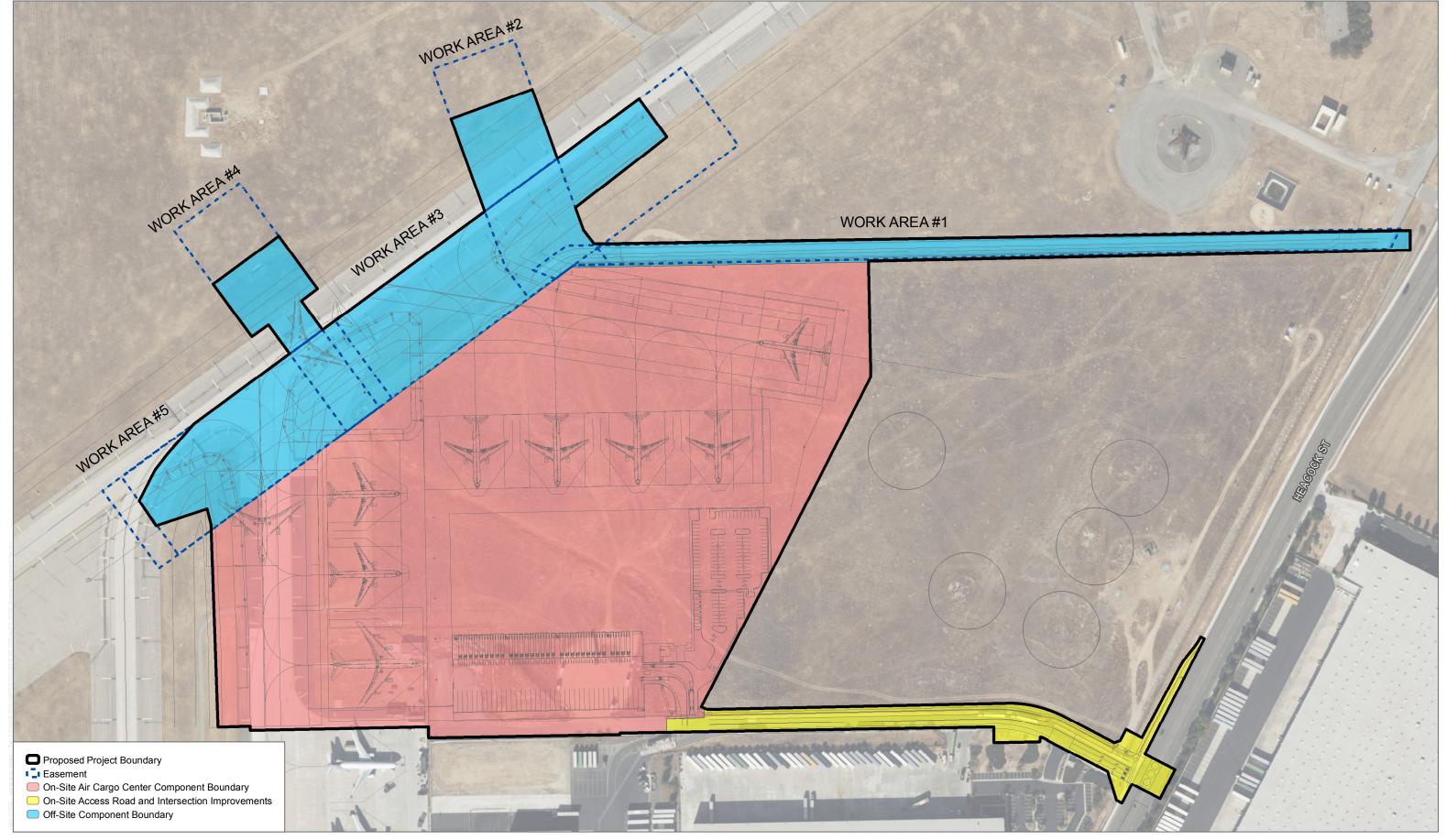
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SHEET TITLE

A3-1-P





SOURCE: Bing Maps 2021; DRC Engineering 2022

FIGURE 2-10
Off-Site Component Development Plan
Meridian Park D-1 Gatew304viation Project

### MARCH JOINT POWERS AUTHORITY TECHNICAL ADVISORY COMMITTEE

## OF THE MARCH INLAND PORT AIRPORT AUTHORITY

#### Reports, Discussion and Action Agenda Item No. 6.B

Meeting Date: December 01, 2025

**Subject:** Receive and file MJPA and MIPAA Updates

#### **Background**

On July 1, 2025, the March JPA's land use authority was officially transferred to the County of Riverside pursuant to the 14th Amendment of the Joint Powers Authority Agreement, adopted April 18th, 2023. The Chief Executive Officer will provide updates on the ongoing activities for the March Joint Powers Authority, March Inland Port Airport Authority, March Joint Powers Utilities Authority and the Successor Agency to the former March Joint Powers Redevelopment Agency.

Attachment(s): None