Appendix O

Veterans Industrial Park 215 Draft Specific Plan

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Veterans Industrial Park 215

SPECIFIC PLAN

January 2020

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Veterans Industrial Park 215 Specific Plan (SP-8)

January 2020

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Prepared For:

March JPA

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1 INTRODUCTION

This section explains the purpose of the specific plan; local and regional context and setting; background; planning process and entitlements; authority to prepare; relationship to existing plans and policies; and organization of the specific plan.

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1.1 LOCATION AND ACCESS

The Veterans Industrial Park 215 Specific Plan area encompasses approximately 142.5 acres of airport property consisting of Parcel D2 within the boundaries of the March Inland Port Airport, located in Riverside County, California. It is located in the East March Planning Subarea. Parcel D2 is located directly east of the I-215 off-ramp at Van Buren Boulevard, south of the existing March Field Air Museum and west of an existing airport runway; but, provides no access to the runway or any taxiways (flying facilities).

Access to Parcel D2 is provided via the I-215 freeway and Van Buren Boulevard. A southern extension of Van Buren Boulevard is anticipated as a part of this Specific Plan. Figure 1-1, *Location*, shows the regional location of the Specific Plan area.

1.2 BACKGROUND AND HISTORY

March Air Force Base (MAFB) was first established as a military installation in 1918 and has been in near continuous operation between 1918 and 1993. In 1993 the federal government called for the realignment of MAFB and a substantial reduction in its military use. In April 1996, March Air Force Base was re-designated as an Air Reserve Base (ARB). The conversion of MAFB to an air reserve base resulted in the need to dispose of and reuse approximately 4,400 acres of land. 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. The cities of Moreno Valley, Perris, the City of Riverside, and the County of Riverside formed the March Joint Powers Authority (MJPA) pursuant to Article 1, Chapter 5, Division 7, Title 1 (commencing with Section 6500 et seq.). The March JPA was delegated the authority to manage the use, reuse, and joint use of the realigned base.

Since 1996, the MJPA has prepared a number of planning, policy and regulatory documents to guide the redevelopment of the former MAFB. These documents, that impact the Specific Plan area 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)
- Department of Defense Instructions
- Air Force Instructions
- 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)
- Air Installation Compatible Use Zone Study for March Air Reserve Base (2018)
- March Air Reserve Base/Inland Port Airport Joint Land Use Study (December 2010)
- March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan (November 2014)
- Airport Layout Plan (September 2013)

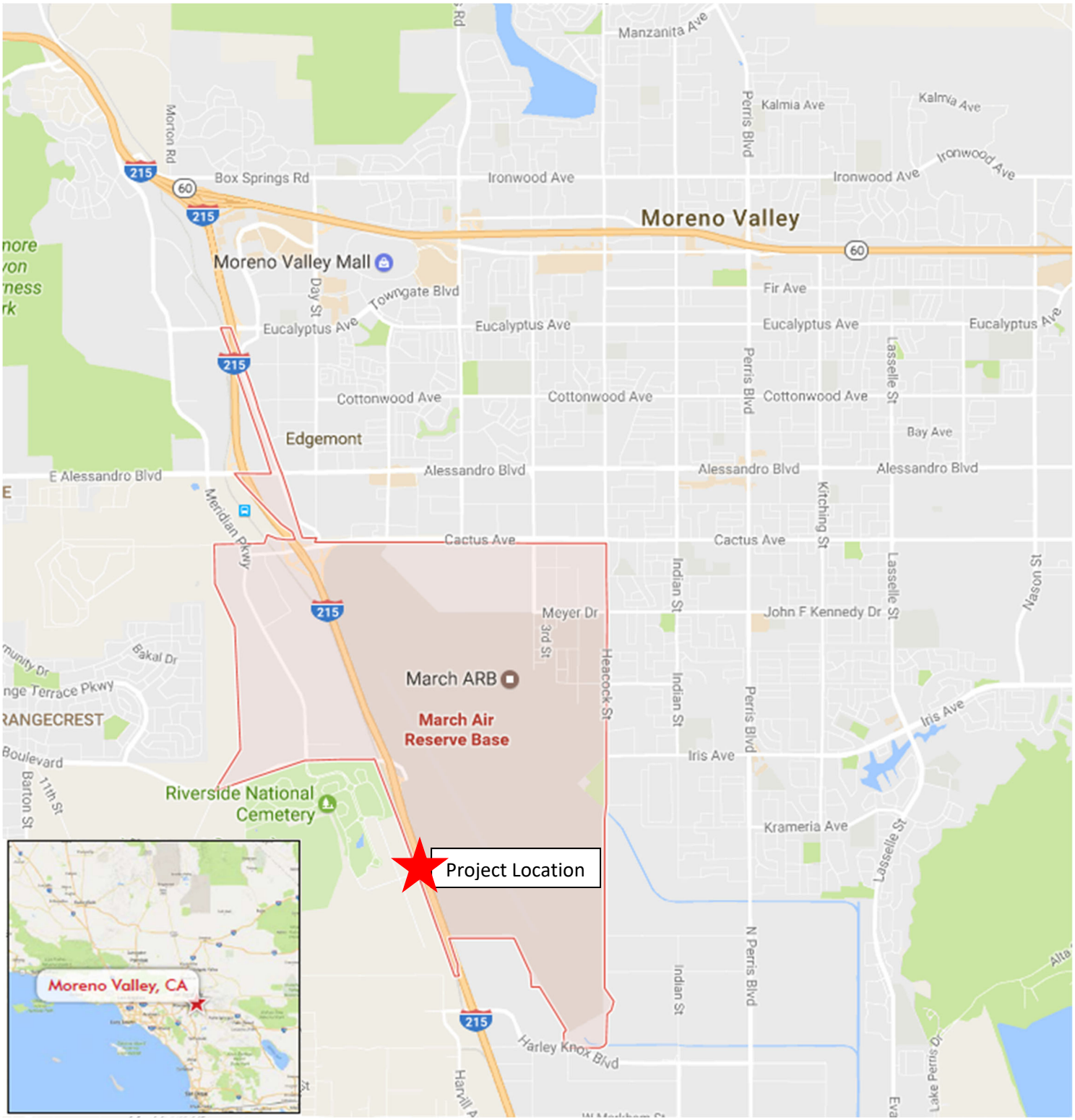

Figure 1-1 Regional Location

In addition to these documents related to development within the airport area, the Perris Valley Commerce Center Specific Plan (PVCCSP) was adopted by the City of Perris in January 2012. The PVCCSP consists of approximately 3,500 acres located immediately south of the Veterans Industrial Park 215 Specific Plan area. Western Avenue, an arterial roadway within the PVCCSP, will be extended to the southern edge of the Specific Plan area as a secondary point of access.

Riverside Inland Development, LLC is the Master Developer for the remaining MJPA owned properties at the March Inland Port. Hillwood entered into an Exclusive Negotiating Agreement (ENA) in December 2015 in response to a Request for Proposal and subsequently entered into a Memorandum of Agreement. The development program addressed by this Specific Plan is the first implementing step of these agreements.

1.3 CONTEXT AND LOCAL SETTING

1.3.1 Specific Plan Area and Ownership

The Specific Plan area is comprised of approximately 142.5 gross acres of vacant land. The project site is composed of five tax parcels, Assessor Parcel Numbers (APNs) 294-150-009, 294-170-005, 295-300-008, 294-140-13 and 294-180-038. The property is presently owned by the March Joint Powers Authority. Figure 1-2 illustrates the Specific Plan area.

1.3.2 Existing General Plan and Zoning

The Specific Plan area consists of approximately 142.5 acres of land that is not currently zoned. Its General Plan designation is Aviation, with an allowable Floor Area Ratio (FAR) of 0.4. This property is expected to be developed under a long-term ground lease.

As part of project entitlements, the property would be subject to a General Plan Amendment that would add a Specific Plan overlay ("SP") to the existing Aviation designation. In addition, the Veterans Industrial Park 215 Specific Plan would be adopted as the zoning for the property. An analysis of compliance with General Plan goals and policies may be found in the Appendix of this Specific Plan document.

1.3.3 Existing and Surrounding Uses

The property is presently vacant. The 142.5-acre Specific Plan area is surrounded by the following uses:

North: Immediately to the north of the development parcel is the existing March Field Air Museum, zoned for Public Facilities uses.

East: Property to the east consists of the existing runways of March Air Reserve Base.

South: Immediately south of the parcel is the corporate boundary of the City of Perris, and the Perris Valley Commerce Center Specific Plan, zoned for Business Park and Light Industrial uses.

West: West of the parcel is I-215, with the Riverside National Cemetery and Meridian Specific Plan area beyond.

Figure 1-2 Specific Plan Area

1.3.4 Existing Infrastructure

Existing Roadways

There is currently no improved roadway access to the Specific Plan area.

Regional access to the Specific Plan area is provided by Interstate 215 (I-215). Interstate 215 runs north/south and is immediately to the west of the Specific Plan area. The nearest freeway ramps are approximately ¼ mile north of the Specific Plan area at Van Buren Boulevard.

Van Buren Boulevard is a primary east/west corridor. It provides access to I-215, and is currently designated as an Arterial Highway to the west of I-215. On the east side of I-215 Van Buren Boulevard is currently planned as a Major Arterial with two northbound lanes, two southbound lanes and a raised landscaped median. It is constructed consistent with this standard for approximately 1,400 feet along the frontage of the March Field Air Museum, although the street's median is painted rather than raised. Van Buren Boulevard currently terminates approximately 300 feet to the north of the Specific Plan area.

Existing Infrastructure

- ***Water***. The Specific Plan Area is located within the Riverside retail service area of the Western Municipal Water District (WMWD). Existing Eastern Municipal Water District (EMWD) 8-inch water lines are present in Nandina Avenue and Western Way and a 36-inch water line is located in Harley Knox to the south of the Specific Plan Area in the City of Perris. In addition, an existing 12-inch WMWD water line is present near the northern edge of the Specific Plan Area, within the March Air Museum property.

  The U. S. Air Force maintains an existing 354-foot deep groundwater monitoring well, located within the property near the northern boundary with the Air Museum.

- ***Sewer Service***. Sewer service in the Specific Plan area is provided by Western Municipal Water District (WMWD). Existing EMWD 10- and 12-inch sewer lines are present to the south of the project in Nandina Avenue in the City of Perris however these lines will not be utilized by the project. In addition, a 10-inch WMWD sewer force main crosses the site's southern edge, continuing west across the I-215 freeway.

- ***Drainage***. An existing earthen channel runs from the site's northwest corner to its southeast corner, and a second drainage course is present which runs in an east-west direction, connecting with the earthen channel. This channel collects off-site storm water from four culverts beneath I-215 and conveys it south through the airport property. This earthen channel conveys runoff southerly towards Heacock Street and discharges into Perris Valley Channel in the City of Perris, ultimately discharging to the San Jacinto River, Canyon Lake, and Lake Elsinore.

1.3.5 Airport Constraints

The March JPA has full land use authority over portions of the former base under its direct control. In order to address airport land use compatibility issues around the March Air Reserve Base/Inland Port, the Riverside County Airport Land Use Commission prepared and adopted a Land Use Compatibility Plan (March ARB/IPA ALUCP) which serves as the JPA's land use compatibility planning recommendations. In

addition, the Department of Defense Instructions (DDI) and the Air Force Instructions (AFI) apply. The runway system and military areas of the airport are under the control of the U.S. Air Force. There are two active runways at March ARB/IP, Runway 14-32, and Runway 12-30. Runway 14-32, the airport's primary runway, is 13,300 feet long and 200 feet wide. Runway 14-32 has a standard left traffic pattern which means all turns in the traffic pattern departing north are made to the west. The primary runway (Runway 14-32) is located immediately east of the D2 parcel and the Specific Plan area.

The Land Use Compatibility Plan (RCALUP) establishes a boundary for the influence area of March ARB/IPA, related to noise, overflight, safety, and airspace protection. The Specific Plan Area:

- Falls between the 65 and 75 CNEL noise contours of the airport.
- Does not fall within any of the accident zones of the JLUS (Clear Zone or Accident Potential Zones I or II).

A number of regulations and land use/height restrictions affect the Specific Plan area. The property is located within the 7:1 Transitional Surface area of the March Air Reserve Base, and a 35-foot building height limitation line extends along the runway edge as identified on the Airport Layout Plan.

1.3.6 Legal Context

A "Specific Plan" is a planning and regulatory tool made available to local governments by the State of California. Specific plans implement an agency's General Plan through the development of policies, programs, and regulations that provide an intermediate level of detail between General Plans and individual development projects. State law stipulates that specific plans can only be adopted or amended if they are consistent with an adopted General Plan.

The Veterans Industrial Park 215 Specific Plan implements the goals and policies of the General Plan, serves as an extension of the General Plan, and can be used as both a policy and a regulatory document. The purpose of this Specific Plan is to implement the vision by providing goals, policies, programs, development standards, and design guidelines to direct future development within the Specific Plan Area.

The authority to prepare and adopt a Specific Plan and the requirements for its contents are set forth in California Government Code Sections 65450 through 65457. Section 65451 states:

A Specific Plan shall include a text and a diagram or diagrams which specify all of the following in detail:

- *The distribution, location and intent of the uses, including open space, within the area covered by the plan.*
- *The proposed distribution, location, and extent and intensity of major components of public and private transportation, sewage, water, drainage, solid waste disposal, energy, and other essential faculties proposed to be located within the area covered by the plan and needed to support the land uses described by the plan.*
- *Standards and criteria by which the development will proceed, and standards for the conservation, development, and utilization of natural resources, where applicable.*

- *A program of implementation measures including programs, public works projects, and financing measures.*
- *The Specific Plan shall include a statement of the relationship of the Specific Plan to the General Plan.*

1.4 DISCRETIONARY ACTIONS

The following discretionary actions will be required in conjunction with the proposed Veterans Industrial Park 215 Specific Plan:

California Environmental Quality Act. This Specific Plan is considered a Project under the California Environmental Quality Act (CEQA). CEQA is a statute that requires state and local agencies to identify the significant environmental impacts of their actions and to avoid or mitigate those impacts, if feasible. To document the potential significant impacts an Environmental Impact Report (EIR) will be prepared for this Specific Plan and must be certified by the Commission prior to adoption of this Specific Plan or any other project entitlements. Subsequent development within the Veterans Industrial Park 215 Specific Plan boundaries deemed consistent with said Specific Plan standards will not require further environmental review except as specified in the Development Regulations section of this document (Section 3). March JPA will be the lead agency responsible for certification of the Project's EIR.

General Plan Amendment. A General Plan Amendment to attach a Specific Plan overlay to the Specific Plan Area. The General Plan Amendment will be adopted by resolution.

Specific Plan/Zone Change. The Specific Plan Area is presently un-zoned. The establishment of the Specific Plan for the proposed project will provide for an SP-8 designation on the March JPA Zoning Map. Adoption of this Specific Plan as part of a zone change is a discretionary action subject to March JPA approval. Adopted by Ordinance, the Specific Plan document will serve both planning and regulatory functions. This document contains the development standards and procedures necessary to fulfill these purposes.

Tentative Parcel Map. The Specific Plan Area is comprised of five assessor parcels for taxation purposes but is not presently a legal development parcel. The proposed project will include a Tentative Parcel Map to create two legal development parcels, dedicate rights-of-way for the extension of Van Buren and Western Avenues and identify required utility easements.

Plot Plan. A site development plan for the project, consisting of an industrial/logistics project with proposed structures, parking, landscaping, drainage facilities, and new streets and driveways.

Development Agreement (DA) and Disposition and Development Agreement (DDA). A statutory development agreement, authorized pursuant to California Government Code Section 65864 et seq., will be processed as part of the approval of this Specific Plan. The development agreement of this Specific Plan will include, among other items, methods for financing acquisition and construction of infrastructure,

and phasing, including future phasing. Such development agreement shall be fully approved before the issuance of the first building permit for this project.

Avigation Easement. Development projects must provide an executed easement to the MJPA prior to a final map or building permit.

Table 1-1 Requested Approvals	
Requested Permit/Approval	**Approving Agency**
Final EIR Certification	March JPA
Specific Plan Adoption	March JPA
General Plan Amendment	March JPA
Development Agreement	March JPA
Tentative Parcel Map Approval	March JPA
Plot Plan Approval	March JPA
Water Supply Assessment	Western Municipal Water District
Encroachment Permit (Drainage)	Caltrans
Encroachment Permit (Western Way)	City of Perris
1602 Permit	California Department of Fish and Wildlife
404 Permit	U.S. Army Corps of Engineers
401 Permit	Regional Water Quality Control Board
NPDES	Regional Water Quality Control Board

1.5 PLAN ORGANIZATION

Section 1 – Introduction

This section explains the purpose of the Specific Plan; local and regional context and setting; background; planning process and entitlements; guiding principles; authority to prepare; relationship to existing plans and policies; and organization of the Specific Plan.

Section 2 – Development Plan

This section explains the conceptual land use plan for the Specific Plan Area; identifies land use policies, and defines the land use designations unique to the Specific Plan. The circulation, drainage, water and sewer, grading, and public services plans are also described.

Section 3 – Development Regulations

This section explains the development standards for the land use designations established in the Development Plan, including the standards for allowable uses, setbacks, parking, and signage.

Section 4 – Design Guidelines

This section explains design concepts and establishes design guidelines for development in the Specific Plan Area.

Section 5 – Administration and Implementation

This section discusses the development review procedures by the JPA and other relevant permitting agencies, applicable to the Specific Plan Area. Implementation of the proposed land uses, including Specific Plan adoption, subsequent approvals and plans, substantial conformance findings, and phasing are outlined in this chapter. Additionally, financing sources and maintenance responsibilities are identified.

2 DEVELOPMENT PLAN

This chapter explains the various elements of the Veterans Industrial Park 215 Specific Plan, including Land Use, Circulation, Public Services, and Infrastructure.

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2.1 LAND USE

This section of the Veterans Industrial Park 215 Specific Plan discusses the components of the Specific Plan such as land use, circulation, grading, drainage, water and sewer utilities, and public services.

Each of these components is discussed in further detail in the sections below.

2.1.1 Project Objectives

The proposed Veterans Industrial Park 215 Specific Plan is intended to achieve the following objectives:

- Develop and operate a state-of-the-art logistics center that takes advantage of existing and planned March JPA infrastructure, is feasible to construct, and is economically competitive with, and in the general vicinity of similar industrial logistics and distribution center uses.
- Develop and operate a large format logistics center that is in close proximity to the former March Air Reserve Base and I-215/State Route 60 to support the distribution of goods throughout the region and that also limits truck traffic disruption to sensitive receptors within the surrounding region.
- Develop and operate a large format logistics center that will enhance e-commerce opportunities, and attract quality tenants and will be competitive with other similar facilities in the region.
- Maximize efficient goods movement throughout the region by locating a large format logistics center in close proximity to the Ports of Los Angeles and Long Beach thereby enabling trucks servicing the site to achieve a minimum of two roundtrips per day.
- Develop and operate a large format logistics center that maximizes the use of a large industrial site in the region that is in close proximity to the Ports of Los Angeles and Long Beach, to realize substantial unmet demand in the region, allowing the region to compete on a domestic and international scale through the efficient and cost-effective movement of goods.
- Develop and operate a large format logistics center that meets and/or exceeds industry standards for operational criteria, including energy efficiency.
- Facilitate the development of underutilized land currently planned for aviation-related uses with uses that maximize the use of the site as a large format logistics center consisting of one or more buildings with total building space in excess of 2,000,000 square feet in size and responds to market demand within the Veterans Industrial Park 215 Specific Plan and surrounding area.
- Facilitate the establishment of design guidelines and development standards consistent with the March JPA Development Code and that create a unique, well-defined identity for the proposed project.
- Positively contribute to the economy of the region through new capital investment, creation of new employment opportunities, including opportunities for highly-trained workers and replacement jobs for those lost due to military base closures, and expansion of the tax base.
- Provide for the extension of planned roadways consistent with the March JPA Circulation Element.
- Establish landscape guidelines that emphasize the use of drought-tolerant and water-efficient plant materials.

- Establish guidelines for energy efficiency that promote the conservation of energy resources in the construction and operation of the proposed large format logistics center use.
- Provide for off-site realignment of existing drainage channels in order to minimize potential drainage and related impacts associated with the proposed large format logistics center, including impacts to aviation uses at the adjacent runway.
- Identify and provide for water, sewer, drainage, and road facility infrastructure that is required to adequately serve the proposed large format logistics center.

2.1.2 Land Use Plan

The Veterans Industrial Park 215 Specific Plan envisions logistics structures totaling up to 2,185,618 square feet, with loading docks, truck trailer parking, and associated infrastructure improvements. The primary logistics use would include typical ancillary uses as outlined in the project's Development Regulations, including warehouse, office, and employee support areas such as meeting rooms and break rooms.

The plan, shown in Figure 2-1 *Conceptual Land Use Plan* and Figure 2-2, *Conceptual Site Plan*, provides the overall vision and guide for the development of the site for logistics uses. Table 2-1, *Land Use*, outlines the anticipated build-out for each planning area.

Although the land use plan identifies two planning areas, if a single user is identified who wishes a single building, buildings may be constructed across planning area boundaries so long as the maximum Floor Area Ratio across the entire area does not exceed the maximum Floor Area Ratio (FAR) for the project as a whole. Individual Planning Area square footages and layout may vary as part of plot plan review so long as the FAR for the Specific Plan Area as a whole does not exceed the maximum allowable FAR of 0.4. In the event that a single user and/or building are proposed at the plot plan level of review and entitlement, final engineering layouts for water, sewer, dry utilities, and on-site drainage would be expected to be modified to accommodate this scenario.

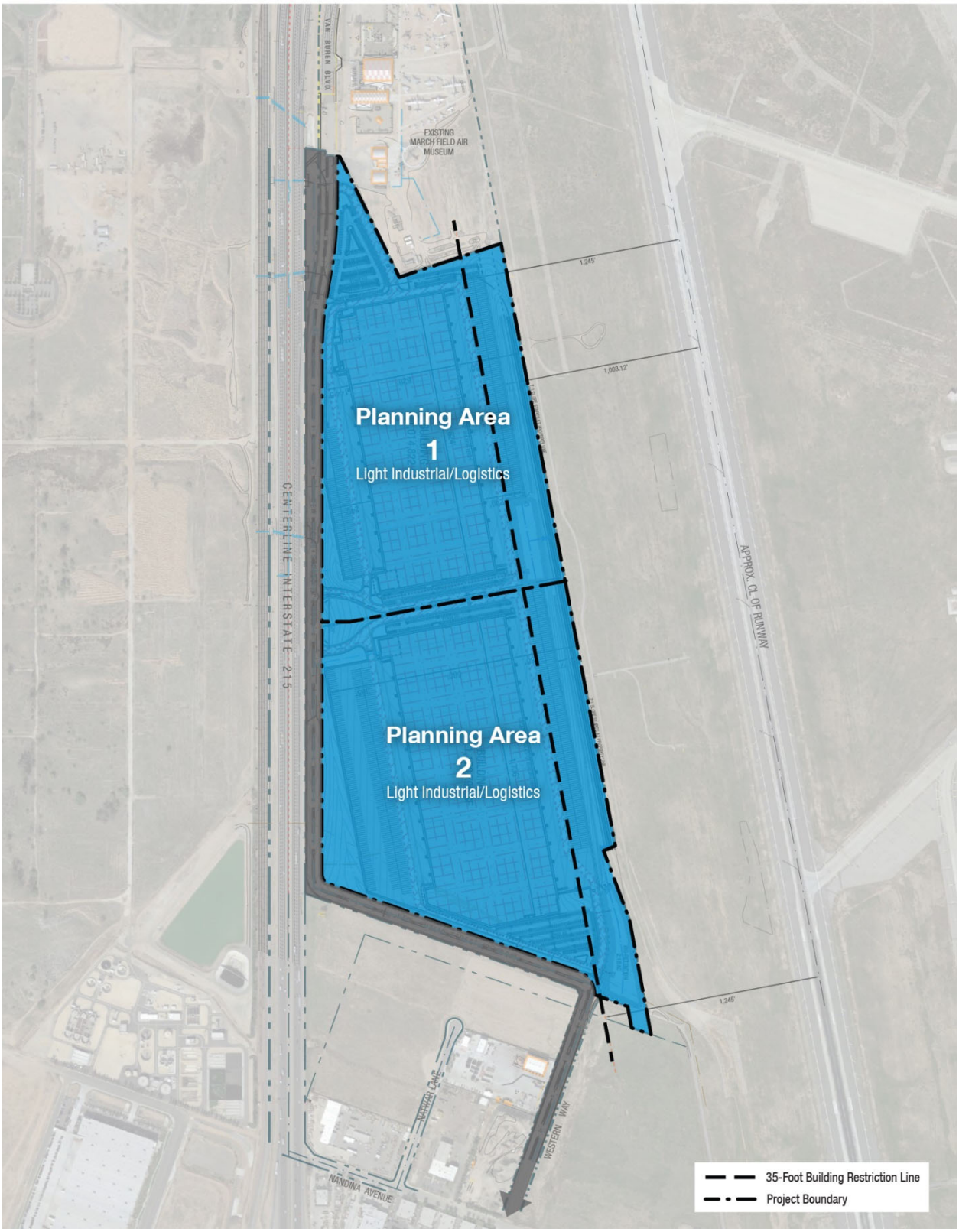
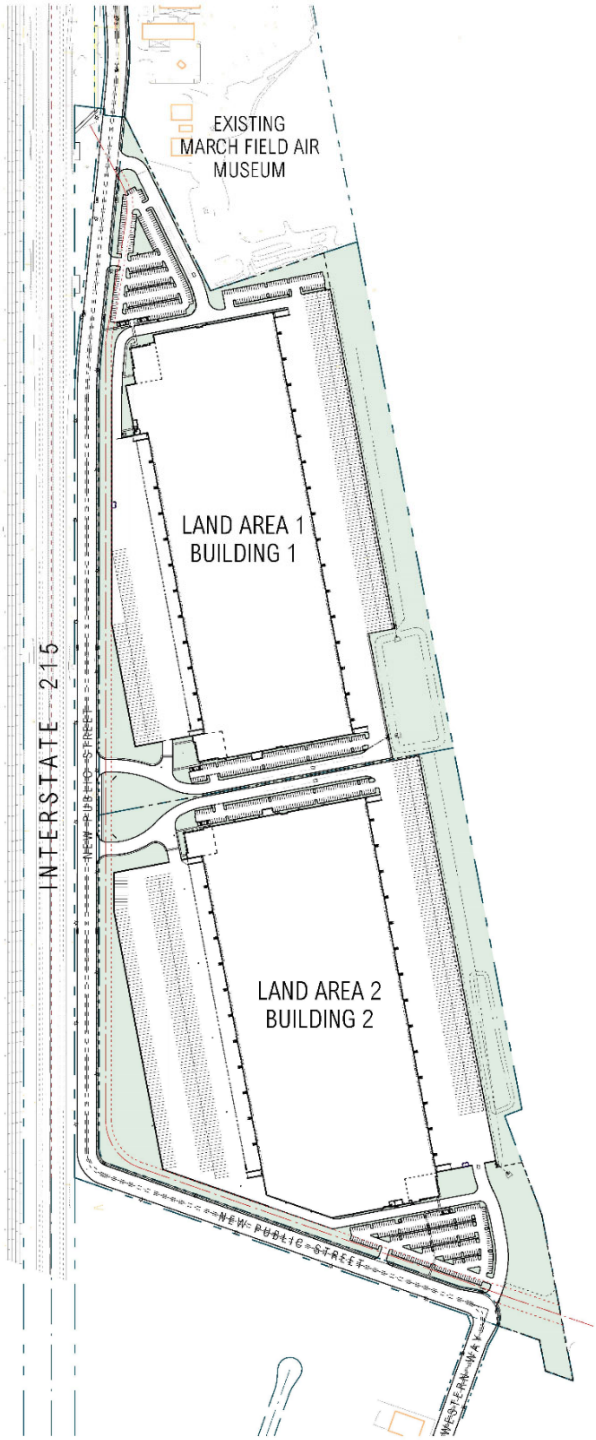
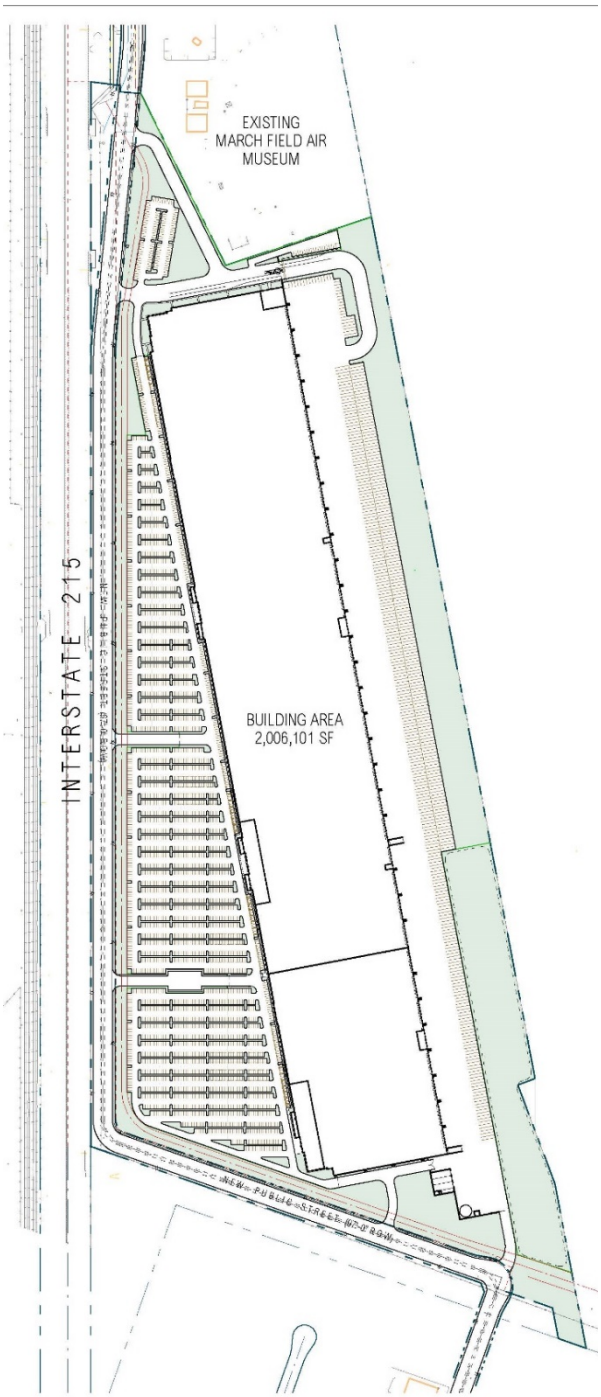


Figure 2-1 Conceptual Land Use



Two Building Concept



Single Building Concept

Site plan is conceptual only. The ultimate site plan will be subject to site plan review and may differ from this concept.

Figure 2-2 Conceptual Site Plans

For purposes of this Specific Plan, if mezzanines are provided as part of a building, only mezzanines providing occupancy (i.e., second floor enclosed office area if provided) are counted in the square footage identified in the land use table or included in the maximum FAR.

Table 2-1
Land Use

Planning Area	Land Use	Acreage	Building Area (Sq. Ft.)	Floor Area Ratio (FAR)
Planning Area 1	Logistics/Light Industrial	57.47 ac.	1,002,601	0.38
Planning Area 2	Logistics/Light Industrial	70.38 ac.	1,087,917	
Road Dedication	--	14.61 ac.	--	--
Total		**142.46 ac.**	**2,090,518** **2,185,618 maximum**	**0.34 (gross)** **0.38 (net)** **0.4 (maximum)**

2.1.3 Land Use Compatibility

This Specific Plan is subject to the development restrictions of the March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan (RCALUP), Department of Defense Instructions (DODI) and Air Force Instructions (AFI). The RCALUP 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). 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 site is located within Zone B2. Zone B2 encompasses areas of high noise, 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.

Lying just beyond the Air Force defined Accident Potential Zone (APZs), the areas within this zone are subject to sufficient risk to warrant restrictions on the intensity of nonresidential development. Specifically, nonresidential uses would be limited to maximums of 100 people per acre average over a site and 250 people in any single acre. These limits are designed to preclude intensive uses such as major shopping centers and large restaurants. Light industrial uses and office buildings up to three stories are typically consistent with the criteria.

The Specific Plan Area's location adjacent to the runway area subjects the site to a number of unique conditions which are reflected in the project's development regulations and site design, including:

- Height limitations in the 7:1 surface and a building restriction line for structures of over 35 feet;
- Security fencing along the runway property and a clear area beyond;
- Limitations on standing water; and
- Limitations on reflective surfaces facing the runway.

2.2 CIRCULATION PLAN

2.2.1 Regional

Regional access to the Specific Plan area is provided by Interstate 215 Freeway (I-215). I-215 runs north/south and is immediately to the west of the Specific Plan area. The nearest freeway ramps are approximately ¼ mile north of the Specific Plan area at Van Buren Boulevard. Interstate 215 is currently constructed with three lanes in each direction. Ultimate buildout for Interstate 215 is 10 lanes; 4 mixed-flow lanes and one high occupancy vehicle lane in each direction. The nearest on-ramps are present at Van Buren Boulevard. Van Buren Boulevard also provides regional connections to State Route 91 and 60 Freeways.

Figure 2-5, *Circulation Plan*, identifies the planned roadway system serving the Specific Plan area.

2.2.2 Arterial Highways

Van Buren Boulevard Extension

Van Buren Boulevard is a primary east/west corridor. It provides access to I-215, and is currently designated as an Augmented Urban Arterial to the west of I-215.

On the east side of I-215, Van Buren Boulevard is currently planned as a Major Arterial with two northbound lanes, two southbound lanes and a raised landscaped median. It is constructed consistent with this standard for approximately 1,400 feet along the frontage of the March Field Air Museum, although the street's median is painted rather than raised. Van Buren Boulevard currently terminates approximately 300 feet to the north of the Specific Plan area.

Project-related improvements would include the extension of Van Buren between its existing terminus and the project site, constructed as a divided Modified Secondary Highway, with two northbound and two southbound lanes with a center turn median design, and an on-street bicycle lane. The Modified Secondary Highway street section would include a 97-foot right-of-way (see Figure 2-3, *Van Buren Extension Typical Cross Section)* along the frontage with I-215 and along the site's southern edge, connecting with Western Way. The proposed Van Buren extension improvements would occur within the property boundaries and would be dedicated to the JPA. The Van Buren Boulevard extension by definition (JPA General Plan) is a designated truck route.

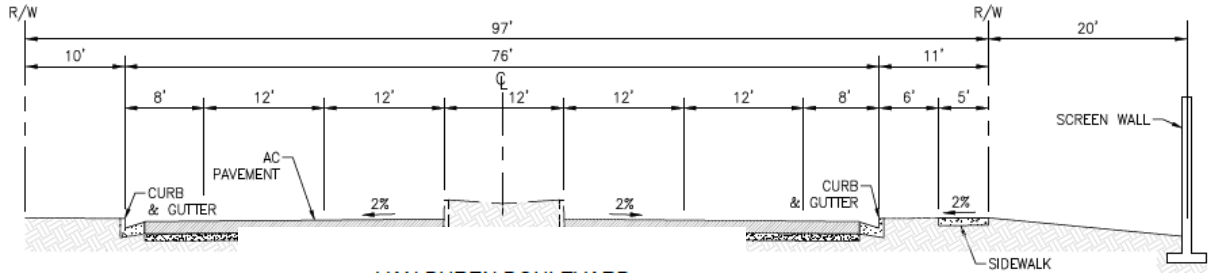


Figure 2-3 Van Buren Extension Typical Cross Section

Western Way Extension

Secondary access to the Specific Plan area would be provided through the construction of a new roadway extending south from the site's southeastern border to Nandina Avenue, as an extension of existing Western Way.

The Western Way extension would ultimately be constructed as a Secondary Arterial as defined in the Perris Commerce Center Specific Plan, with an ultimate right-of-way of approximately 94 feet (see Figure 2-4, *Western Way Typical Cross Section*). This road would be an off-site infrastructure improvement encompassing approximately three acres. Western Way is a secondary arterial in the City of Perris Commerce Center Specific Plan originally planned to extend to the March JPA boundary. It is a designated truck route.

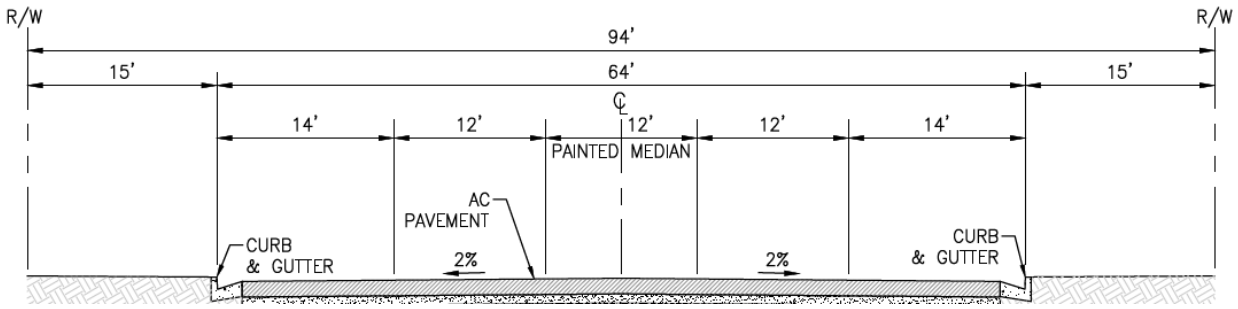


Figure 2-4 Western Way Typical Cross Section (Ultimate)

2.2.3 Site Access

The Specific Plan incorporates multiple driveways to provide direct access from the planned Van Buren Avenue and Western Way extensions. Site access may be controlled by security gates within the interior of the site, subject to review by the Fire Department for stacking and emergency access. Additional site access points may be provided subject to plot plan review for conformance with JPA requirements limiting driveways to one for every 300 feet of frontage.

2.2.4 Parking

Parking within the Specific Plan area will be in several locations. Employee and visitor parking will be provided in parking areas separated from the truck docks and service areas as shown on the Conceptual Site Plan, Figure 2-2. These parking areas will be landscaped, with parking lot trees shading parking spaces. Truck docks and trailer parking stalls may be located on the front and rear of each building. Truck docks and parking on the front of the project facing Van Buren Boulevard will be screened with a screen wall. Bicycle parking will be provided. Parking standards for the Specific Plan area are outlined in the Development Regulations section of this document (See Section 3, *Development Regulations*).

Figure 2-5 Circulation Plan

2.3 INFRASTRUCTURE AND SERVICES

The Veterans Industrial Park 215 Specific Plan will require a variety of public facilities and services to support and serve the needs of its businesses. The infrastructure system will seek to incorporate the highest level of sustainability achievable for a project of its kind and in its specific geographic location.

The various public facilities will be designed to enhance and complement the vision and design objectives of the Project and all facilities will be developed to meet or exceed the required industry standards of the respective service providers and as required by the applicable government standards

Services include: water, sewer, storm drainage, solid waste disposal, fire and police protection services. Table 2-2, *Service Providers,* lists the various service providers for the Project.

Table 2-2
Service Providers

Service	Provider
Water	Western Municipal Water District (potable) Eastern Municipal Water District (Fire Flow)
Wastewater	Western Municipal Water District
Drainage	Riverside County Flood Control District
Electric Service	Southern California Edison
Gas Service	Southern California Gas Company
Communications	Frontier/Spectrum
Fire Protection	Riverside County Fire Department
Police Protection	Riverside County Sheriff
Solid Waste Disposal/Recycling	Waste Management Inland Empire

2.3.1 Water Service

The Specific Plan Area is located within the Riverside retail service area of the Western Municipal Water District (WMWD). WMWD is a member agency of the Metropolitan Water District (MWD), purchasing water from MWD and providing wholesale and retail water within its district boundaries. Water sources from WMWD primarily depend on imported water resources. WMWD purchases both Colorado River and State Water Project water from Metropolitan Water District of Southern California (MWD). Fire water will be provided by Eastern Municipal Water District (EMWD) through an Inter-Agency Agreement between EMWD and WMWD. A Plan of Services will be prepared to identify construction of new facilities and required easements.

Existing Facilities

Existing EMWD 8-inch water lines are present in Nandina Avenue and Western Way to the south of the Specific Plan Area in the City of Perris. According to EMWD, fire flow supply is available from EMWD's 1705 pressure zone. In addition, an existing 12-inch WMWD water line is present near the northern edge of the Specific Plan Area, within the March Air Museum property.

MWD maintains a currently unused 97-inch transmission main in an easement that follows the proposed alignment of the Western Way extension and the Van Buren Boulevard extension. This line will be protected in place.

The U. S. Air Force maintains an existing 354-foot deep groundwater monitoring well, located within the property near the northern boundary with the March Airfield Museum. This well will be protected in place within the truck loading area on the runway side of Building 1/Planning Area 1. An easement would be recorded providing for access to the well. Alternatively, the Air Force may opt to relocate the well at their discretion.

Proposed Facilities

Domestic Water. The proposed domestic water would be provided by WMWD. Water for the project would be extended from the existing 12-inch WMWD water line within the March Air Museum property to Van Buren Boulevard then southwards along the extension of Van Buren Boulevard. Water laterals would extend from the 12-inch lines to service the buildings.

Water for Fire Suppression. Water for fire suppression systems will be provided to the buildings through extension of an 18-inch EMWD line located in Western Way. The 18-inch fire service line will extend northwards within the Van Buren extension right-of-way. A new 10-inch fire water line loop will be provided within the Specific Plan area to each building to provide for on-site fire water supply. Fire flow of 4,000 gpm at 20 PSI is required by the Fire Department.

Due to the size of the proposed industrial/logistics uses, a Water Supply Assessment was required and has been prepared and adopted by WMWD.

Figure 2-6a, *Conceptual Water Plan*, illustrates the existing and proposed water infrastructure to serve the site. Changes in water and sewer line size and alignment may occur as part of final engineering.

The Project would be required to plan and install water-efficient devices and landscaping in accordance with applicable ordinances, including use of drought tolerant species appropriate to the climate and region. Although the Project is not located near any existing recycled water distribution infrastructure, should such facilities be constructed in the future, the Project would be required to use non-potable recycled water for irrigation to the extent permitted by law.

2.3.2 Wastewater Service

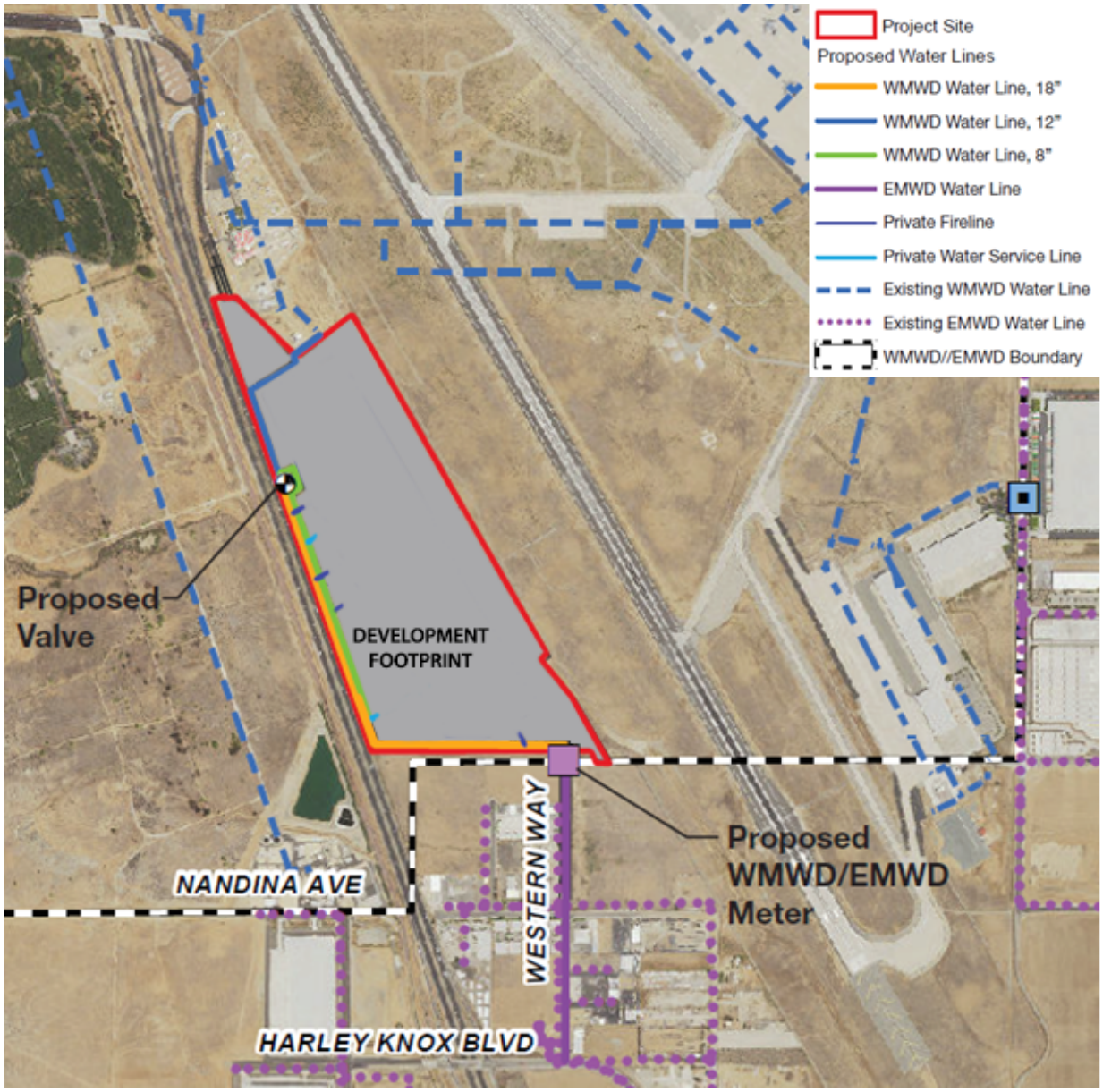
Sewer service in the Specific Plan area is provided by Western Municipal Water District (WMWD).

Existing Facilities

Existing 10- and 12-inch sewer lines are present to the south of the project in Nandina Avenue in the City of Perris, however these lines are within EMWD and will not serve the project. In addition, a 10-inch WMWD sewer force main crosses the site's southern edge, continuing west across the I-215 freeway.

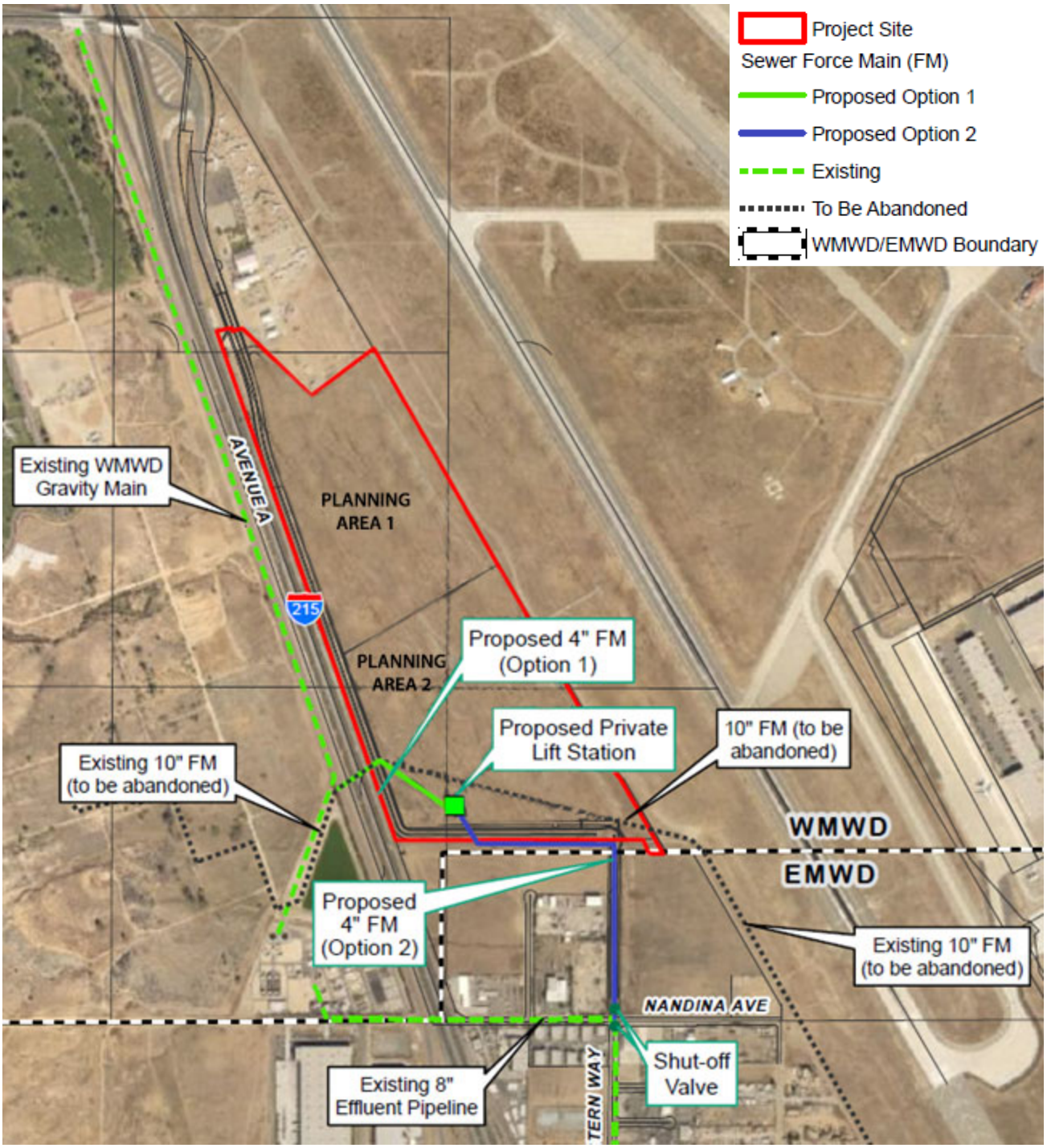
Proposed Facilities

The proposed project would relocate the existing WMWD sewer force main within the proposed alignment of Van Buren Boulevard along the Specific Plan area's southern edge. Wastewater from the Specific Plan area would be conveyed via on-site private sewers to a proposed sewer sump and pump system, connect to a new force main, and then connect with a relocated force main. Figure 2-6b, *Conceptual Sewer Plan*, illustrates the existing and proposed wastewater infrastructure to serve the site. Changes in water and sewer line size and alignment may occur as part of final engineering.



Source: Webb & Associates

Figure 2-6a Conceptual Water Plan



Source: Webb & Associates

Figure 2-6b Conceptual Sewer Plan

2.3.3 Storm Water Management

The project site slopes gently from northwest-to-southeast, with elevations ranging from approximately 1,525 feet to 1,500 feet above mean sea level. An existing earthen channel runs from the site's northwest corner to its southeast corner, and a second drainage course is present which runs in an east-west direction, connecting with the earthen channel. This channel collects off-site storm water from culverts beneath I-215 and conveys it south through the airport property. This earthen channel conveys runoff southerly towards Heacock Street and discharges into Perris Valley Channel in the City of Perris, ultimately discharging to the San Jacinto River, Canyon Lake, and Lake Elsinore. The Specific Plan Area is located in the Riverside County Flood Control District's Perris Valley Area Drainage Plan.

Off-Site Drainage

Off-site drainage from upstream properties to the west of the Specific Plan Area is discharged onto the site and into the existing earthen channels from four Caltrans culverts under I-215. To develop the site, this off-site water will be conveyed directly to a proposed 14' x 7' to 10' x 10' reinforced concrete box storm drain system on the Specific Plan Area's western edge adjacent to Van Buren Boulevard, ultimately discharging to the existing earthen drainage swale at the site's southeastern corner to an interim off-site outlet (see Figure 2-7, *Drainage Plan*) . This off-site water will not be comingled with untreated on-site flows.

Project Drainage

The site was divided into two parcels/drainage areas with stand-alone drainage facilities, consistent with the two Specific Plan Planning Areas. As noted above, the existing earthen channel will be realigned to the property's western edge along the east and north sides of Van Buren , and a reinforced concrete box storm drain system will be constructed to collect and convey the off-site flows around the subject property. On-site storm water will be collected, either by surface flow or storm drains, and directed to three bio-retention/detention basins. Each basin is sized to have storage capacity for the water quality treatment volume as well as to detain and mitigate higher storm events. Water from the basins will be conveyed to an on-site overflow drain which will convey the runoff to the south and ultimately connect to the new reinforced concrete box storm drain along the south side of the project, north of Van Buren Avenue. All drainage facilities will be sized to collect and convey the 100-year storm event flows. All observable water in both basins will be discharged within 48 hours after the end of a storm event. Figure 2-7, *Drainage Plan*, illustrates the drainage concept for the project.

Water Quality

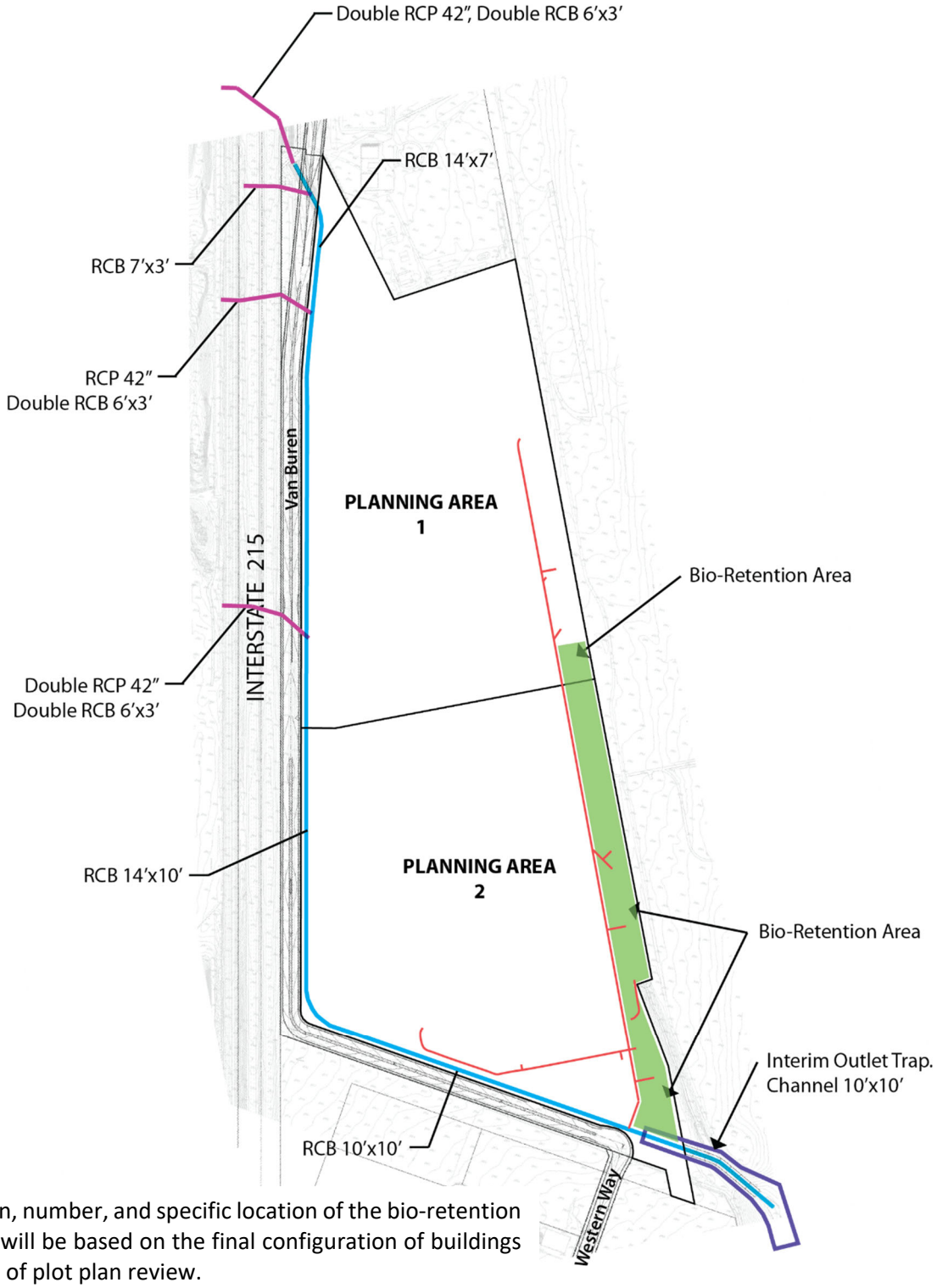
The site is subject to water quality requirements of March Joint Powers Authority (MJPA) and complies with the 2010 Santa Ana MS4 permit. These require that Low Impact Development (LID) Best Management practices (BMPs) are limited to *Infiltration* or *Harvest* and/or bio-retention unless proven infeasible. A WQMP was prepared for the project by Huitt-Zollars (Revised December 2019). The WQMP concludes that both Infiltration and Harvest and Reuse are infeasible and other treatment control BMPs must be considered. Infiltration was deemed infeasible because the Geotechnical Engineer has determined that the project site soils have no infiltration capacity and recommended that infiltration BMPs should not be used. The soil is impermeable and infiltration rates have been determined to be less than 1.6 inches/hour. Harvest and Use is not utilized because the anticipated demands for irrigation and toilet use are less than their respective required amounts. Therefore, bio-retention BMPs are considered for this site.

Thus, the primary BMPs to be implemented will be construction of three bio-retention/bio-treatment basins (refer to Figure 2-7, *Drainage Plan*). Catch basin filters will be provided in all on-site catch basins as pre-treatment control prior to water being conveyed to the basins. The water collected into each basin is then discharged to an on-site storm drain pipe which will convey the runoff to the south and ultimately connect to the new reinforced concrete box storm drain along the south side of the project, north of Van Buren Avenue. The runoff collected in the Reinforced Concrete Box storm drain system will then be conveyed to the east and discharge to the existing channel on March Air Reserve Base Property which ultimately flows to the south end of the Base and then to the Perris Valley Channel.

The site is located within an area identified by the Riverside County Flood Control District as being within an area susceptible to streambed erosion (aka Hydrologic Conditions of Concern, or HCOC). Even though the LID design (bio-retention basins) adequately addresses the water quality requirements for the project, this design could still create streambed erosion; the project site is subject to hydromodification and thus source-control BMPs must also be used for the project to reduce flows to reduce the potential for erosion. The on-site bio-retention basins will also serve as detention basins to mitigate post-development storm water runoff rates down to levels equivalent to the pre-developed condition, thus addressing the HCOC.

> ***Hydromodification*** *refers to changes in runoff characteristics caused by altered land use and increase of impervious areas.*
>
> *Too much hydromodification can cause erosion of stream banks and beds. BMPs can include structural BMPs to reduce flows or volumes thus reducing impacts to downstream channels.*

Additionally, source control BMPs will be used within the project, including permanent structural features with ongoing operations and maintenance. Some of the source control BMPs used include, “Only Rain Down the Storm Drain” stenciling on catch basins, litter control at truck docks, underground fire protection service and fire sprinkler tests, storm drain filters, landscape and irrigation, and sweeping in plaza/parking areas.



*Design, number, and specific location of the bio-retention basins will be based on the final configuration of buildings as part of plot plan review.

Source: Webb Associates/Huitt-Zollars

Figure 2-7 Drainage Plan

2.3.4 Grading

The grading plan for the site creates building pads, parking area and bio-retention basins.

Figure 2-8, *Conceptual Grading Plan*, illustrates the conceptual grading for the site. Final grading design and quantities will be based on final engineering and a final plot plan. Any import or export of soil will be detailed on the Tentative Parcel Map for the project and in the final grading plans.

2.3.5 Dry Utilities

Natural Gas Service

The Southern California Gas Company provides natural gas service to the Specific Plan Area.

Electrical Service

Southern California Edison provides electrical service to the Specific Plan Area. Electrical service lines are present adjacent to the site to the north, associated with the March Air Museum. Electrical service will be extended to the Specific Plan Area along the Van Buren Boulevard extension to the proposed buildings.

2.3.6 Solid Waste

Solid waste generated on the Specific Plan area is currently collected by Waste Management Inc. (WMI).

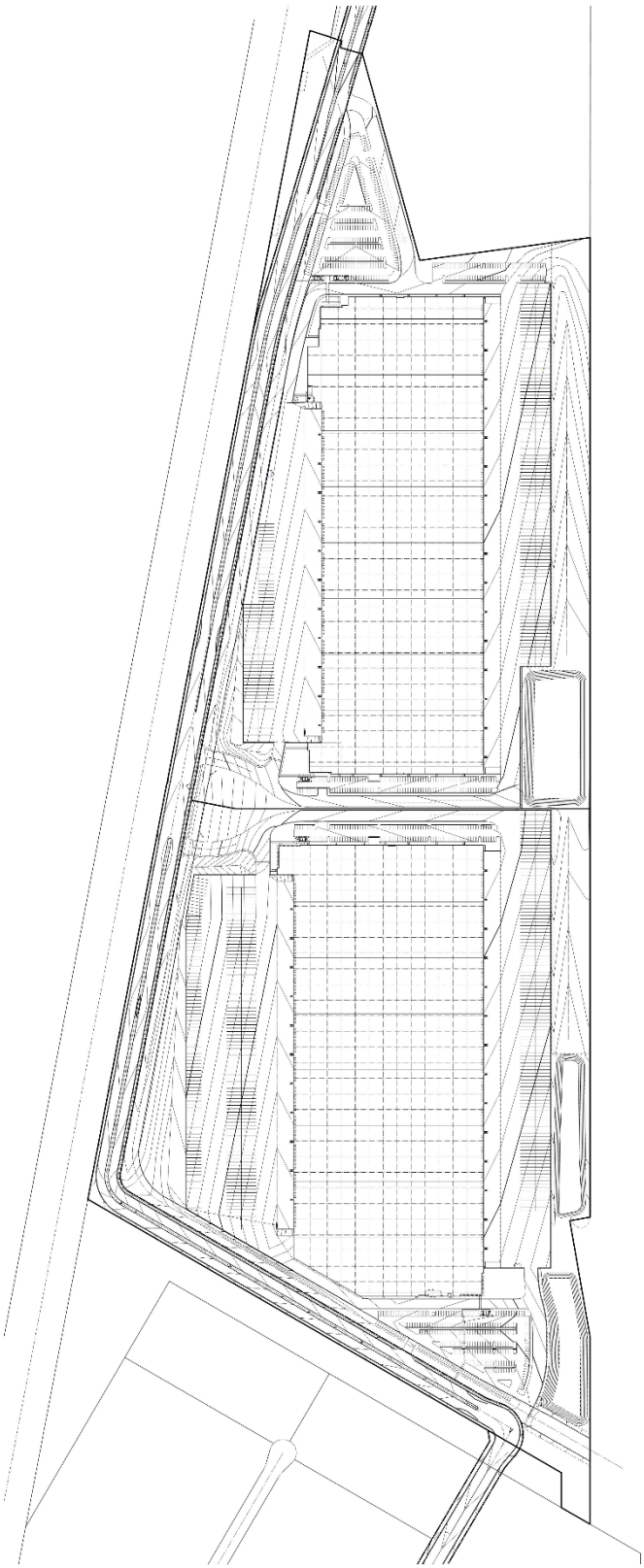
Solid waste in western Riverside County is disposed of at the El Sobrante, Lambs Canyon, and Badlands landfills. The majority of waste from the Specific Plan Area would be sent to the Badlands Landfill, located at 31125 Ironwood Avenue in Moreno Valley, with residual waste sent to the Lamb Canyon Landfill, located at 16411 Lamb Canyon Road in the unincorporated County of Riverside. Both landfills are owned and operated by Riverside County.

In order to reduce the amount of material generated by the Specific Plan's planned future development to meet the State's mandate of 50% solid waste diversion, the Specific Plan will comply with the requirements of the County of Riverside's Source Reduction and Recycling Element (SRRE) and the provisions of AB 341, which focuses on increased commercial waste recycling. Typical of large logistics uses, the logistics buildings will incorporate trash compacting areas.

2.3.7 Police and Fire Service

Law enforcement services in the March JPA planning area fall under the Riverside County Sheriff's Department. Sheriff substations are located within the cities of Moreno Valley, Riverside, and Perris.

Fire Services fall under the jurisdiction of the Riverside County Fire Department. Fire protection services are provided by existing County fire stations in Moreno Valley and non-County fire stations from the March Air Reserve Base and neighboring City of Riverside through mutual aid agreements. Existing County Station 6, located at 22250 Eucalyptus Avenue in Moreno Valley would provide fire response to the Specific Plan Area. Station 6 is located approximately six miles from the Specific Plan Area.



Source: Huitt-Zollars

Figure 2-8 Conceptual Grading Plan

3 DEVELOPMENT REGULATIONS

This chapter discusses the general provisions and specific development standards for uses within the Specific Plan area, including setbacks, height, and parking requirements.

DRAFT

3.1 GENERAL PROVISIONS

The California Government Code (Title 7, Division 1, Chapter 3, Article 8, Sections 65450 et seq.) grants authority to cities and agencies to utilize Specific Plans for purposes of implementing the goals and policies of the agency's General Plan.

This Specific Plan establishes a set of regulations, standards, guidelines, and processes for the proposed development, and shall constitute the zoning for development within the Specific Plan area.

This section has been prepared in accordance with California Government Code Section 65450, et seq. and the March JPA Development Code (Section 9.13). Regulations are included for the proposed logistics land use.

Application of these regulations is specifically intended to provide the most appropriate use of the land, create a harmonious relationship among land uses and protect the health, safety and welfare of the community.

The following General Development Standards apply to all uses within the Specific Plan Area.

3.1.1 Applicability

The Veterans Industrial Park 215 Specific Plan has been developed as both a regulatory and a land use policy document, which, upon adoption by ordinance will constitute the zoning for the property. Development plans or agreements, tract or parcel maps, plot plans or any other action requiring ministerial or discretionary approval of the subject property must be consistent with the Specific Plan. California Government Code, Section 65454 requires that a Specific Plan be consistent with the General Plan. Upon adoption, actions deemed to be consistent with the Veterans Industrial Park 215 Specific Plan shall be judged to be consistent with the March JPA General Plan.

Where conflicts exist between the standards contained in this Specific Plan and those found in the March JPA General Plan or Development Code, the regulations and standards in this Specific Plan shall take precedence. Any area of site development, administration, review procedures, environmental review, landscaping requirements, and regulations not expressly addressed by this Specific Plan document shall be subject to the provisions of the March JPA Development Code, using the context and objectives of this Specific Plan as a guide.

3.1.2 Severability

In the event that any regulation, condition, program, portion or policy of this Specific Plan or the application thereof to any person or circumstance is held to be invalid or unconstitutional by any court of competent jurisdiction, such portions shall be deemed separate, distinct and independent provisions and shall not affect the validity of the remaining provisions of this Specific Plan or applications thereof which can be implemented without the invalid provision or application.

3.1.3 Consistency with Specific Plan

Properties within the Veterans Industrial Park 215 Specific Plan shall be developed in general conformance with the Land Use Plan (Figure 2-1, *Land Use Plan*). Development of properties governed by the Specific Plan shall be in accordance with the mandatory requirements of all March JPA ordinances (unless specifically revised herein) and state laws, and shall conform substantially to the Veterans Industrial Park 215 Specific Plan, as filed in the office of the March JPA Development Services Department, unless otherwise amended.

Except for the Specific Plan Development Standards/Design Guidelines and Substantial Conformance procedures adopted with the Veterans Industrial Park 215 Specific Plan, no portion of the Specific Plan which purports or proposes to change, waive, or modify any ordinance or other legal requirement for development shall be considered to be part of the adopted Specific Plan.

3.1.4 Subdivision Map Act

Lots created pursuant to the Veterans Industrial Park 215 Specific Plan and the concurrently processed tentative parcel map, shall be in conformance with the development standards of the zoning applied to the property and all other applicable JPA standards, as well as the Subdivision Map Act.

3.1.5 Determination of Unlisted Use

Any land use proposal not specifically covered by the provisions contained herein shall be subject to determination by the Community Development Director in accordance with Section 9.01.060 of the March JPA Development Code.

3.1.6 Interpretation

The development standards and regulations contained in this Specific Plan shall supersede the standards contained in the March JPA Development Code, except where specifically provided in this Specific Plan. Whenever the provisions contained in this Specific Plan conflict with the Development Code, the provisions of this Specific Plan shall take precedence. Any ambiguity concerning the content or application of the Specific Plan shall be resolved by the JPA's Planning Director or their designee in accordance with Development Code Section 9.01.060. Such interpretations shall take into account the stated goals and intent of this Specific Plan. If requested or appealed, the Commission may review any administrative interpretation.

3.1.7 Definitions

Unless otherwise specified below, terms used in this document shall have the same definitions provided in the JPA's Development Code. If a word is not defined in this section or in any provision of the Development Code, the Planning Director shall determine the correct definition.

- ***E-Commerce***. E-Commerce is the buying and selling of goods and services over an electronic network, primarily the internet. This use includes internet fulfillment centers, in which orders are received from affiliated stores or other locations, processed, and filled. The number of employees, and therefore amount of employee parking, is higher than a high cube distribution center.
- ***Mezzanine***. As defined herein, a mezzanine is an elevated, occupied floor above the ground floor of a larger industrial space used for office or other enclosed work space. For purposes of this Specific Plan, mechanical mezzanine platforms (typically relocatable, freestanding steel structures) used for logistics/high cube purposes are not counted in the square footage allocated to mezzanines in the land use table nor counted towards the maximum Floor Area Ratio (FAR) or parking counts.
- ***High Cube Warehouse/Distribution Center***. High-cube warehouses or distribution centers are primarily for the storage and/or consolidation of manufactured goods (and to a lesser extent, raw materials) prior to their distribution to retail locations or other warehouses but may also accommodate minor assembly as an ancillary use. These facilities are generally very large buildings characterized by a small employment count due to a high level of automation/mechanization, and truck activities are frequently outside of the peak hours of the adjacent street system.
- ***Warehousing, with Distribution*** means the use of a building or buildings primarily for the interim (short-term) internal storage of goods of any type, which may include sales of goods (e.g. retail sales

or wholesaling). This use is generally engaged in receipt and distribution of goods, products, supplies, etc., with incidental storage and is typically identified with a quick turnaround of such goods.

3.1.8 Design Guidelines

Development shall be designed and built in substantial conformance with the Design Guidelines contained in this document (Refer to Section 4, *Design Guidelines*).

3.1.9 March Air Reserve Base Performance Standards

The Veterans Industrial Park is located in MARB Airport Influence Zone, therefore, all development within the plan shall comply with the following measures:

- ***Avigation Easements***. Prior to recordation of a final map, issuance of building permits, or conveyance to an entity exempt from the Subdivision Map Act, whichever occurs first, an avigation easement shall be conveyed to March Air Reserve Base/March Global Port through the March JPA and will provide and disclose a "Notice of Airport in Vicinity" to building tenants.
- ***Noise Standard***. All building office areas shall be constructed with appropriate sound mitigation measures as determined by an acoustical engineer or architect to insure appropriate interior sound levels. This standard will be confirmed as part of building permit plan check.
- ***Retention and Water Quality Basins***. All retention and water quality basins shall be designed to de-water within 48 hours of a rainfall event.
- ***Lighting Plans***. Prior to issuance of building permit, lighting plans shall be submitted to an airport lighting consultant or March Air Reserve Base/March Inland Port (MARB/MIP), for review and comment prior to issuance of building permits. Lighting shall consist of High Pressure Sodium or LED fixtures (below 2500 Kelvin).
- ***Height Restrictions per Federal Aviation Regulations Part 77***. The Federal government has developed standards for determining obstructions in navigable airspace. Federal Aviation Regulations Part 77 defines a variety of imaginary surfaces at certain altitudes around airports. The Part 77 surfaces include the primary surface, approach surface, transitional surface, horizontal surface and conical surface. Collectively, the Part 77 surfaces around an airport define a bowl-shaped area with ramps sloping up from each runway end. The Part 77 standards are not absolute height restrictions, but instead identify elevations at which structures may present a potential safety problem. Penetrations of the Part 77 surface generally are reviewed on a case by case basis. The project area is located within the Inner Horizontal Surface (Surface E).

  The Inner Horizontal Surface is a plane, oval in shape at a height of 150 feet above the established airfield elevation (i.e. 1,685 feet above MSL at the northern end of the runway and 1,638 feet above MSL at the southern end of the runway) extending 7,500 feet around the centerline of the runway. Therefore, structures would need to exceed an elevation of 1,685 feet MSL at the northern end of the runway and 1,638 feet at the southern end before they encroached into this Part 77 surface for the March Air Reserve Base runways. For the Project, FAA review would be required for any structure with a top of roof exceeding 1,497.5 feet above MSL[1].

[1] Airport Land Use Commission staff analysis

3.2 PERMITTED USES

3.2.1 Permitted Uses

a) Heavy and Light Logistics/distribution and warehousing, including high-cube warehousing (including uses requiring refrigeration of up to 10,000 square feet)

b) E-Commerce, including fulfillment centers

c) Research and Development

d) Light Manufacturing and Assembly including aviation-related manufacturing

3.2.2 Ancillary Uses

An ancillary use is a permitted use which is subordinate to the primary permitted use. The following are uses which are permitted within the Specific Plan area as ancillary uses in support of and subordinate to the primary permitted uses.

a) Cellular transition facilities and structures.

b) Offices, including corporate, subsidiary and regional management offices.

c) Maintenance facilities (internal) associated with a permitted use.

d) Showrooms and retail uses not to exceed 5% of the gross building area.

e) Outdoor vehicle, equipment and container storage ancillary to an approved use accommodated within an approved building (outdoor storage shall be screened when facing the public right-of-way).

f) Short-term construction yards.

g) Public utility uses and structures.

h) Employee support uses including cafeteria/café and training facilities as an ancillary use.

i) Uses determined by the Planning Director to be similar and not more intensive than other allowed ancillary uses.

3.2.3 Conditional Uses subject to further Environmental Review

a) Aviation Related Facilities

b) Facilities incorporating greater than 5% total building area in showroom/retail space.

c) Cold Storage facilities larger than 10,000 S/F incorporating ammonia refrigeration or other refrigerants which are combustible or toxic.

3.2.4 Prohibited Uses

The following uses shall be prohibited within the Specific Plan:

a) Outdoor new or used car, truck, trailer and equipment sales.

b) Public Assembly facilities, inclusive of churches, assembly halls, schools, and libraries.

c) Retail/Restaurant as a primary use.

d) Above ground Petroleum Storage containers and below ground storage containers in excess of 10,000 gallons.

e) Uses inconsistent with the B2 Airport Land Use Compatibility Zone as identified in the current March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan.

f) Child care.

g) Medical related facilities involving the treatment of patients.

h) Solar panels: For projects that consider a roof or ground mounted solar photovoltaic system, a glare/glint study must be submitted to March ARB to examine the potential impacts on flight operations.

i) Temporary Uses except for construction trailers and security offices.

3.3 DEVELOPMENT STANDARDS

No building or portion thereof shall be erected, constructed, converted, established, altered, enlarged, nor shall any legal lot or premises be used unless the legal lot or premises and building comply with the following regulations and standards. The following development standards are minimums unless otherwise stated.

Table 3-1
Development Standards

Item	Dimension/Standard
Floor Area Ratio (maximum):	0.4[2]
Front Setback	20 feet
Side Setback	5 feet
Rear Setback (at Property Line)	25 feet minimum
Buildings over 35 feet in height	1,224' feet minimum[3], subject to compliance with the 7:1 slope.
Building Separation	100 feet
Site Landscaping	10%
Building Height (maximum)	53 feet[4]

[2] Floor Area Ratio (FAR) shall be averaged - calculated across the entire Specific Plan Area. FAR shall not include mechanical mezzanines.
[3] Measured from runway centerline.
[4] Inclusive of rooftop equipment.

3.3.1 Parking

Parking within the Veterans Industrial Park 215 Specific Plan area shall be provided in accordance with the ratios in Table 3-2, *Parking*:

Table 3-2
Parking

Item	Parking Ratio
Office/Ancillary Retail	1 space/300 sf
Logistics[5]	
0-50,000 sf	1 space/1,000 sf
50,000 – 200,000 sf	1 space/3,000 sf
200,000 + sf	1 space/ 5,000 sf
Bicycle Parking	1 /20 auto stalls/5%
Carpool Stalls	5% of auto stalls
Electric Vehicle Charging Stations	2.5% of auto stalls or per CAL Green requirements

3.3.2 General Design Standards

This section is intended to provide the general development regulations and standards for land uses located within the Specific Plan area. The following standards shall apply:

1. Buildings containing the land uses shall consist of quality architectural features.
2. Architectural elements such as pilasters, columns, canopies, porticos, colonnades, arcades, and other architectural elements may be incorporated.
3. In addition to the architectural elements standards expressed in this subsection, color changes, texture changes, and material changes shall be used.
4. Methods to reduce the likelihood of graffiti, such as creeping vines or other methods shall be incorporated, as appropriate.
5. Building entryways shall be clearly defined and incorporate architectural details.

Trash, Service, and Delivery Areas

1. Service areas and loading docks shall be screened from view from adjacent streets.
2. All outdoor storage areas for equipment shall be fully screened from view.
3. When appropriate, a landscape buffer may be provided along service/delivery areas.
4. Trash enclosures shall be a minimum six (6) feet in height and should be architecturally compatible with the main building.

Mechanical Equipment

1. Rooftop mechanical equipment shall be securely fastened to the roof and fully screened with architectural elements consistent with the overall design of the primary structure.
2. Exterior ventilating and mechanical equipment shall not disturb neighboring occupants and shall be screened, shielded, and/or buffered from sound from adjacent properties.

[5] Mechanical mezzanines shall not require additional parking.

3. All mechanical equipment, including aboveground utility boxes, telephone boxes, back flow preventers, cable boxes, or similar structures shall be fully screened from view from the closest adjacent public street. Screening shall not obstruct required equipment access required by the relevant utility provider.
4. Satellite dishes shall be roof-mounted and screened from view.

Lighting and Security

1. Site lighting shall be low or high-pressure sodium, maximum 750-watt, full cut-off fixtures, with the maximum light fixture height of 25 feet above finished grade, and a maximum lighting level of 0.5 foot candles at the property line. For LED lighting an equivalent wattage level shall be provided.
2. All freestanding light poles shall be located within landscaped areas. Concrete light pole bases shall be painted to match the primary building color or finished to match parking screening walls and shall not exceed 24’ above finished grade.
3. No cameras may be oriented towards the runway and cameras must not record base airfield operations.
4. Perimeter fencing adjacent to airport runway must be a minimum of eight feet in height with three strands of barbed wire.

4 DESIGN GUIDELINES

This chapter explains design concepts and establishes design policies and design guidelines for development within the Specific Plan area. These guidelines address the built form as well as general guidelines related to mobility and parking, landscaping and signage.

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The guidelines within this chapter describe and illustrate building designs, concepts, and features that will promote the high-quality development that is envisioned for the Specific Plan area. The design guidelines should be used in conjunction with the development standards described in Chapter 3: Development Regulations.

These design guidelines will serve to promote cohesive design and community identity. Graphics and photographic images are included as a visual reference and should not be interpreted as the only design solution. Creative approaches are encouraged.

These Design Guidelines serve the following functions:

- To provide the March JPA with assurance that the Veterans Industrial Park will be developed in accordance with the quality and character described within this Specific Plan.
- To establish design guidelines for site design, architecture, circulation, parking, lighting, and other distinguishing features.
- To provide guidance to JPA staff, and the Commission in the review of future implementing projects within the Specific Plan area
- To provide developers, builders, planners, architects, landscape architects and property owners with guidelines and recommendations, to aid in maintaining the high level of community cohesiveness and unity, while still allowing for a degree of personal expression.
- Encourage sustainable design solutions that reduce energy consumption, use water efficiently, and minimize waste.
- Create simple building designs that result in efficient use of space, materials, and resources while maintaining a high level of design integrity and authentic architectural style.

The terms “shall”, “should”, and “may” are used within the Design Guidelines. The term “shall” is used to denote a design standard where compliance is required. The term “should” is used to denote a guideline that is recommended, but not required in all circumstances. The term “may” is used to denote a design treatment that is allowed or optional.

These guidelines may be subject to modification over time to respond to unanticipated conditions, such as changes in the real estate market, specific needs of buildings users, technology advancements, and economic fluctuations.

4.1 INTRODUCTION

These Design Guidelines are intended to create quality development while allowing flexibility. Projects implementing this Specific Plan will depict detailed building footprints, parking lot layouts, internal circulation flow patterns, and landscaping, and should be in substantial conformance with the goal of these Design Guidelines. However, the Design Guidelines in this Section are not intended to be interpreted in a way that would unnecessarily burden the Developer(s) and their design professionals with the need to exactly replicate the exhibits included in these guidelines.

These Design Guidelines consist of two principal elements: Architecture and Landscape. These elements define the design concept, physical character, and overall theme of the Veterans Industrial Park. Text descriptions and graphic exhibits are used to convey the overall theme of the project.

The Architectural Design Guidelines address the industrial themed architecture for buildings permitted within the Veterans Industrial Plan and are intended to provide a basis for decisions regarding the

structural environment. A high-quality industrial project is defined by the guidelines provided for architectural design and details, building mass and scale, materials and exterior colors, and articulation.

The Landscape Guidelines present general landscaping requirements, including streetscape design, entry treatments, signage, water quality features, walls and fencing, and lighting. Plant material guidelines provide direction regarding the use of plant materials that complement the overall theme. The Landscape Design Guidelines also provide general requirements relating to water conservation.

4.2 ARCHITECTURE GUIDELINES AND STANDARDS

4.2.1 Building Form and Orientation

Building form is a defining feature of architecture. Shape, massing, scale, proportion, and articulation are all components of a building's form. The proposed architecture for the Veterans Industrial Park is a contemporary design appropriate to the proposed industrial use. Building Corners facing Van Buren Boulevard will be utilized for offices and show a higher level of articulation and fenestration than the logistics/warehouse components of the plan.

Figure 4-1, *Example Architecture*, illustrate elevations that comply with these design guidelines. Future building designs may vary from this example. Buildings within the Veterans Industrial Park 215 Specific Plan shall comply with the following guidelines:

- Buildings should be oriented so that loading areas are screened from view from streets and public areas.
- Buildings should be arranged to provide convenient access to entrances and efficient internal circulation for vehicles and pedestrians.
- Visitor parking should be located with convenient access to public building entries
- Indoor or outdoor break areas shall be provided.
- Architectural style should be of a classic, contemporary technical/industrial style with clean efficient lines. Simple geometric forms shall constitute the overall building form. Rectangular forms are encouraged to promote balance and visual interest. Arbitrary, complicated building forms and rooflines should be avoided.
- Building planes visible from Van Buren Boulevard should be articulated using changes in building materials, color, and/or decorative accents/scoring.
- Modulation and variation of building masses between adjacent buildings visible from Van Buren Boulevard or Western Way is encouraged.
- Materials applied to any elevations shall turn the corner of the building to a logical termination point in relation to architectural features or massing.
- Pedestrian entrances to buildings accessible to visitors should be identifiable through changes in massing, color, and/or building materials.
- Primary building entries shall be easily identified through the use of prominent architectural elements, signage, landscaping, lighting, canopies, roof form, hardscape, architectural projections, columns, vertical elements, or other design features that help emphasize the building's entry.

Source: RGA

Figure 4-1 Example Architecture

4.2.2 Materials and Colors

Complementary materials and colors play a key role in developing a pleasing visual environment. Slight variations from building to building are permitted within the Specific Plan area to provide visual interest.

- Materials shall be of a non-reflective material when facing the runway, including exterior ductwork, windows, and roofs.
- Appropriate primary exterior building materials within the Specific Plan area may include tilt-up concrete panels, stucco, and concrete.
- Primary materials may be accented by secondary materials on elevations visible from public streets such as Van Buren Boulevard and Western Way. Appropriate secondary materials may include glass, natural or fabricated stone, metal, and tile or tile panel systems. Highly reflective materials on elevations facing the runway or the aircraft approach path are prohibited.
- Building materials shall be durable and able to withstand long-term exposure to the elements.
- Trim details may include metal finished in a consistent color, plaster, or concrete elements finished consistently with the building treatment. Foam cornice caps or moldings are discouraged.
- Colors and materials for all structures onsite should consist of earth tones. Use of at least two to three different colors, materials or textures is encouraged. Bright, primary colors are discouraged, except in tenant signage logos.
- Large expanses of smooth material (e.g., concrete) shall be broken up with expansion joints, reveals, or changes in texture and color.
- The color of exposed downspouts, service doors and mechanical screens should complement the color of the structure.

4.2.3 Windows and Doors

Windows and doors should be defined by function, consistent in form, pattern, and color. Appropriate treatments consist of functional glass use, a balance of glazing and wall surfaces, with no highly reflective surfaces facing the runway.

- Window layout should be in a repetitive pattern for visual continuity.
- Window and door styles and trims should be consistent within a building and among multiple buildings.
- Mirrored or highly reflective glass is not permitted.
- Pedestrian entries should be clearly defined.

4.2.4 Loading Docks and Service Doors

- Service doors, loading docks, and truck courts should be screened so they are not easily visible from public roads, unless the public road is substantially higher in elevation than the loading areas. Screening may be accomplished with solid walls compatible with the architectural style of the building or by a combination of screen walls, landscaping, and berms. Screen walls may be located at the foot or top of slopes to effectively screen loading areas.
- Docks and truck courts should be separated from visitor and customer parking areas and pedestrian walkways through the use of walls, fences and/or landscaping.

- No loading or unloading activity is permitted to take place from public streets or the internal drive aisles. Trucks shall have clear and convenient access into and within the truck courts of each building and should not disrupt vehicular and pedestrian circulation.

4.2.5 Security Elements

Cameras

The location and appearance of security cameras must be integrated with the architecture. The top of any roof-mounted camera must be below the top of the parapet.

- No cameras may be oriented towards the runway and cameras must not record base airfield operations.
- Cameras may be mounted on poles in parking lots
- Cameras may be mounted on building or screen walls with the top of the camera below the top of the parapet
- The color of the camera housing should match the color of the poles or the building wall.

Inappropriate Treatment

- Wall-mounted cameras with the top of the camera above the top of the parapet
- Exposed wiring
- Cameras mounted in spheres on arms projecting from building walls.

Fencing

Along the runway/airport boundary on the Specific Plan area's eastern edge, special security fencing shall be used. Fencing must be a minimum eight feet in height with three strands of barbed wire. This fencing shall be of a durable material (may be chain link) subject to JPA and March Air Reserve Base review.

Gating

Pedestrian and vehicular access gates visible from public areas (i.e., parking lots, streets, sidewalks, etc.) shall be constructed of a durable material, such as tubular steel.

4.2.6 Trash Enclosures

- All outdoor refuse bins or other containers must be screened within a permanent, durable enclosure and oriented away from public roads or other public view.
- The design of trash enclosures must be consistent with the architectural style, color, and materials of adjacent buildings.
- At least one trash enclosure shall be located adjacent to each building. Three sides of the trash enclosures will be constructed of concrete or block walls and the fourth side of a gate.

4.3 LANDSCAPE GUIDELINES

4.3.1 Landscape Master Plan

Landscape treatments around buildings will be designed to help break up the building massing by incorporating both tall, vertical trees and lower growing and broader canopy trees along Van Buren Boulevard. The ground plane will be landscaped with a mix of shrubs and ground cover plants to create a layered appearance. A Conceptual Landscape Plan for the Specific Plan area is illustrated on Figures 4-3,

and 4-4 *Landscape Master Plan*. Trees used within the Specific Plan will be selected from the list on Table 4-1 *Plant Materials*. Shrubs and groundcovers will be selected concurrent with final designs for individual projects within the Specific Plan area.

- Landscaping shall be provided in all setback areas of the Specific Plan area.
- The Specific Plan area shall comply with the landscape design measures to reduce water use contained within the MJPA Development Code Section 9.17.
- Streetscapes will incorporate low water use plant materials to minimize irrigation needs. Open space areas not planted with living material should utilize permeable materials such as decomposed granite, mulch and/or rocks/cobble to reduce irrigation demands where possible.
- The community shall be irrigated with reclaimed or recycled water if available.
- Planting areas will be irrigated with a high efficiency automatic irrigation system.

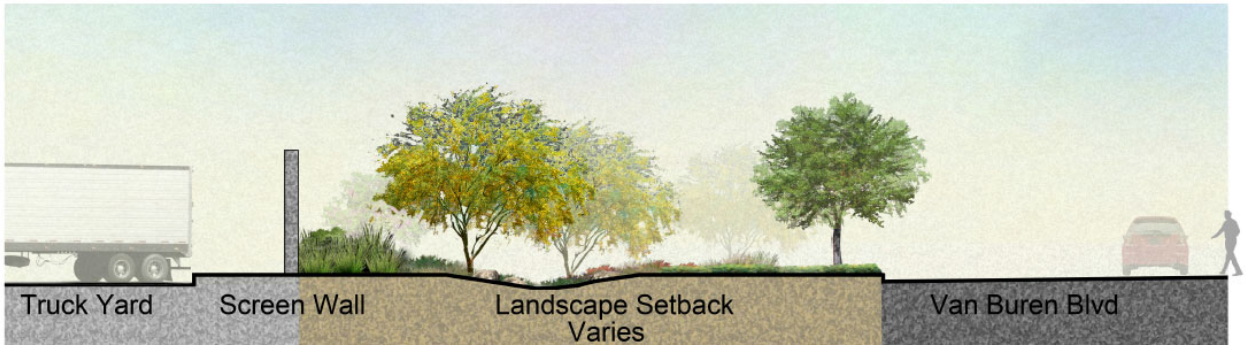


Figure 4-2 Van Buren Boulevard Streetscape Edge

4.3.2 Water Quality

Bio-retention basins are included in the drainage plan for the Specific Plan. The basins are shallow impoundments designed to collect, treat, and detain stormwater runoff before discharging it. In addition to functioning as storm water/water treatment facilities, water quality features such as bioswales need to consider their impact on the overall aesthetics of the project. Whenever possible, these facilities will be carefully sited and integrated into landscaped areas if possible, and to avoid the look of engineered, utilitarian facilities. The design should be integrated into the landscape and appear as a landscape feature, while incorporating acceptable plant material.

Infiltration Basin (Source: SoCal LID Manual)

Vegetative cover is important to minimize erosion and ensure that treatment occurs in biofiltration basins. To prevent basins from being used as walkways or passive recreation areas to the extent that their primary function is compromised, bioretention facilities will be planted with a combination of small trees along the upper edges, densely planted shrubs, and natural grasses (see Table 4-2).

The following guidelines should be followed:

- The basin area should be designed for at least 70 percent mature coverage to maximize biofiltration. Basin bottoms shall be constructed of porous material to allow for water penetration.
- Grasses should be native or ornamental; preferably ones that do not need to be mowed.
- The application of fertilizers and pesticides should be minimal.
- To maintain oxygen levels for the vegetation and promote biodegradation, and to comply with aviation-related restrictions related to ponding, it is important that vegetation not be completely submerged for any extended period of time.

Table 4-1
Plant Materials - Trees

Botanical Name	Common Name	Size	WUCOLS	Remarks
Cercidium 'Desert Museum'	Blue Palo Verde	24" Box	L	Multi
Chilopsis linearis	Desert Willow	24" Box	L	Multi
Chitalpa tashkentensis	Chitalpa	24" Box	L	Standard
Prosopis ssp.	Mesquite Tree	24" Box	M	Standard
Acacia smallii	Acacia	24" Box	L	Multi
Acacia stenophylla	Shoestring Acacia	24" Box	L	Multi
Pinus canariensis	Canary Island Pine	24" Box	M	Standard
Pinus eldarica	Afghan Pine	24" Box	L	Standard
Rhus lancea	African Sumac	24" Box	L	Standard
Tristania conferta	Brisbane Box	24" Box	M	Standard
Washington robusta	Mexican Fan Palm	10' bt	L	Skinned
Brahia armata	Blue Fan Palm	15 Gal	M	Standard

Table 4-1 (cont'd)
Plant Materials - Shrubs

Botanical Name	Common Name	Size	WUCOLS	Remarks
Cistus 'Sunset Pink'	Sunset Pink Rockrose	5 Gal	M	
Leucophyllum ssp.	Texas Ranger	5 Gal	L	
Ligustrum j. Texanum	Texas Privet	5 Gal	M	
Salvia c. 'Allen Chickering'	Allen Chickering Sage	5 Gal	L	
Salvia greggii	Autumn Sage	5 Gal	L	
Slavia leucantha	Mexican Sage	5 Gal	L	
Senna artemisioides	Feathery Cassia	5 Gal	L	
Caesalpinia pulcherrima	Red Bird of Paradise	5 Gal	L	
Tecoma stans	Yellow Bells	5 Gal	L	
Artemisia spp.	Wormwood	5 Gal	L	
Rhamnus spp.	Coffeeberry	5 Gal	L	

Source: Hunter Landscape

Figure 4-3 Planning Area 1 Conceptual Landscape Plan

Source: Hunter Landscape

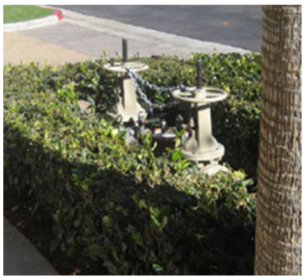
Figure 4-4 Planning Area 2 Conceptual Landscape Plan

Table 4-1 (Cont'd) Plant Materials - Accents				
Latin Name	**Common Name**	**Size**	**WUCOLS**	**Remarks**
Agave spp.	Agave	5 Gal	L	
Aloe spp.	Aloe	5 Gal	L	
Dasylerion wheeleri	Desert Spoon	5 Gal	L	
Hesperaloe parviflora	Red Yucca	5 Gal	L	
Lantana 'Gold Mound'	Yellow Lantana	5 Gal	L	
Baileya multiiradiata	Desert Marigold	5 Gal	L	

Table 4-1 (Cont'd) Plant Materials - Groundcovers					
Latin Name	**Common Name**	**Size**	**Spacing**	**WUCOLS**	**Remarks**
Acacia redolens 'Low Boy'	Dwarf Acacia	1 Gal	8' O.C.	L	
Baccharis p. 'Pigeon Point	Dwarf Coyote Bush	1 Gal	6' O.C.	L	
Baccharis p. 'Centenial'	Coyote Bush	1 Gal	48" O.C.	L	
Carex pansa	California Meadow Sedge	4" Pots	12" O.C.	M	Grass
Carex tumulicola	Foothill Sedge	1 Gal	18" O.C.	M	Grass
Festuca mairei	Altas Fescue	1 Gal	24" O.C.	M	Grass
Festuca o. 'Glauca'	Blue Fescue	1 Gal	12" O.C.	M	Grass
Hemerocallis hybridus-Yellow	Yellow Day Lily	1 Gal	24" O.C.	M	
Lantana 'Gold Mound'	Yellow Lantana	1 Gal	36" O.C.	L	
Lonicera j. 'Halliana'	Hall's Honeysuckle	1 Gal	48" O.C.	L	
Muhlenbergia capillaris	Pink Muhly	1 Gal	36" O.C.	L	Grass
Myoporum parvifolium	Myoporum	1 Gal	36" O.C.	L	
Nassella tenuissima	Mexican Feather Grass	1 Gal	24" O.C.	VL	Grass
Pennisetum messiacum	Red Bunny Tails Fountain Grass	1 Gal	30" O.C.	L	Grass
Pennisetum a. Little Bunny	Little Bunny Fountain Grass	1 Gal	12" O.C.	L	Grass
Pennisetum orientale	Oriental Fountain Grass	1 Gal	30" O.C.	L	Grass
Pennisetum rubrum	Purple Fountain Grass	1 Gal	36" O.C.	L	Grass
Rosmarinus o. 'Huntington Carpet'	Prostrate Rosemary	1 Gal	48" O.C.	L	
Salvia 'Bees Bliss'	Bee's Bliss Sage	1 Gal	48" O.C.	L	
Senecio mandraliscae	Blue Fingers	4" Pots	12" O.C.	M	
Sesleria autumnalis	Moor Grass	1 Gal	18" O.C.	M	Grass

Table 4-2 Bioretention Basin Seed Mix	
Latin Name	**Common Name**
Achillea millefolium	Yarrow
Eschscholzia caespitosa	Foothill Poppy
Juncus bufonius	Toad Rush
Leymus tritcoides Rio	Wild Rye
Descampsia cespitosa	Tufted hairgrass
Festuca rubra "Molate"	Red Fescue
Hordium brachyantherum	Meadow Barley
Muhlenbergia rigens	Deergrass

4.3.3 Utility Placement and Screening



All exterior ground-mounted equipment--including, but not limited to, mechanical equipment, electrical equipment, emergency generators, boilers, storage tanks, risers, electrical conduit, gas lines, cellular telephone facilities, and satellite dishes must be screened from on-site and off-site view by a combination of decorative walls (where appropriate) and dense landscaping.

- Utility boxes should be grouped where possible and placed in landscape setbacks and/or shrub/groundcover areas.
- Above grade utility boxes should be screened and planted to the extent possible while allowing required access and clearance, and providing for adequate sight distance if located near intersections.

  Inappropriate Screening Treatments

  - Screening materials contrasting with adjacent structures
  - Chain link fencing
  - Lack of landscape buffering

Roof-mounted mechanical equipment shall be fully screened by a parapet wall equal to or exceeding the height of the mechanical units, subject to FAA height limits.

4.3.4 Walls and Fences

Walls and fences must be designed as an integral part of the overall architectural or landscaping design concept. Within designated edge treatment areas, proposed fencing shall be included in the required Concept Plan.

- Along the runway/airport boundary on the Specific Plan area's eastern edge, special security fencing shall be used. Fencing must be a minimum eight feet in height with three strands of barbed wire. This fencing shall be of a durable material (may be chain link) subject to MJPA and March Air Reserve Base review.

- Six-Foot Tubular Steel Fences are provided around the Water Quality Basins to provide safety and security for pedestrians walking near the Basins. The Tubular Steel Fence is constructed from steel pickets painted black.
- Screening walls for trucks shall be 12’ high (minimum).

Pedestrian and vehicular access gates visible from public areas such as parking lots and public streets shall be constructed of a durable material, such as tubular steel.

Plot Plans must include all site fencing, truck screening wall, and gate details.

Materials

Walls are to be constructed of materials compatible with the overall design character of the building. Walls shall be poured-in-place concrete or painted tilt-up screen walls. Fences shall be wrought iron or tubular steel. Chain link fencing is not permitted except for security fencing along the runway.

Design elements may include:

- Varied heights
- wall plane offsets
- Scoring or other decorative elements
- Pilasters or distinctive elements.
- Minor changes of material and finishes where appropriate.
- Trellis/vine panels or landscape pockets.

4.3.5 Exterior Lighting

Lighting will utilize high efficiency technologies, dark-sky cutoffs, strategic orientation to avoid spillover into adjacent properties, the adjacent runway, and open space areas, and appropriate shielding or recesses to minimize glare and reflections.

Street and parking lot lighting will meet JPA standards.

- Exterior lighting should be unobtrusive and not cause glare or spillover into neighboring properties, especially when within 100 feet of open space or adjacent runways. Lighting fixtures must be fully shielded to direct illumination downward to minimize light pollution impacts.
- Adequate lighting should be provided throughout the site to create an inviting and non-threatening environment. Night lighting of public spaces should be kept to the minimum necessary for safety and security purposes.
- The scale, materials, colors, and design detail of on-site light posts and fixtures should reflect the desired character of the Specific Plan area and the architectural style of the surrounding buildings. Light posts should be appropriately scaled to pedestrians near sidewalks and other areas of pedestrian circulation. Extremely tall light posts and fixtures should be avoided – maximum height is 25 feet. Bollard lighting is encouraged to illuminate walkways without providing spillover.
- Lighting fixtures should be compatible with the architectural style and character of the building. The color, size, placement, and number of fixtures should enhance the overall design and character of the building and site.
- Energy efficient, low voltage lighting is strongly encouraged. Decorative lighting should be low intensity. LED lighting below 2500 Kelvin is also allowed.
- If security lighting is required, fixtures should be hooded, recessed, and/or located in such a manner to only illuminate the intended area.
- Addresses should be visible from streets and illuminated at night.

4.3.6 Signage

Signage will be provided in accordance with a Sign Program prepared prior to building permit issuance. The Signage will conform to MJPA Development Code requirements.

5 ADMINISTRATION AND IMPLEMENTATION

This chapter discusses the development review procedures by the March JPA and other relevant permitting agencies applicable to the Specific Plan. A process for amendments to the Specific Plan is discussed as well as a process for Administrative Amendment determinations.

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The purpose of this chapter is to provide an outline of the steps necessary to implement the Veterans Industrial Park 215 Specific Plan and applicable regulations in coordination with the March JPA and other governing public agencies. This chapter is intended to address each of these elements for the benefit of the development team, the MJPA and other relevant agencies, and interested citizens.

The approval of this Specific Plan, certification of an Environmental Impact Report, and adoption of conditions of approval and a Mitigation Monitoring and Reporting Program (MMRP) will assure that timely mitigation of project impacts takes place at the appropriate milestones and in accordance with project implementation.

5.1 ADMINISTRATION

California Government Code (Title 7, Division 1, Chapter 3, Article 8, Sections 65450 et seq.) grants authority to agencies to utilize Specific Plans for purposes of implementing the goals and policies of the General Plan.

This Specific Plan establishes a set of regulations, standards, guidelines, and processes for the proposed development, and shall constitute the zoning for development within the Specific Plan area.

5.1.1 Responsibility

The March JPA's Planning Department, its Director or their designee shall be responsible for administering the Veterans Industrial Park 215 Specific Plan in accordance with the provisions of this Specific Plan document, all governing and applicable state and federal laws, the March JPA General Plan, and the March JPA Development Code.

5.1.2 Applicability

The Veterans Industrial Park 215 Specific Plan serves as the implementation tool for the zoning for the Specific Plan Area. The Specific Plan addresses permitted uses, development standards, and design guidelines.

5.1.3 Enforcement and Interpretation

The JPA shall enforce the provisions of the Specific Plan in the same manner that it enforces the provisions of the General Plan and Development Code.

Whenever the provisions contained in the Specific Plan conflict with the Development Code, the provisions of the Specific Plan shall take precedence. Any ambiguity concerning the content or application of the Veterans Industrial Park 215 Specific Plan shall be resolved by the Planning Director, or their designee. Such interpretations shall take into account the stated goals and intent of the Specific Plan.

5.1.4 Severability

If any portion of this Specific Plan and its regulations are declared to be invalid or ineffective in whole or in part by a court of competent jurisdiction, such decision shall not affect the validity of the remaining portions thereof.

5.1.5 Initial Entitlements

Initial entitlements required for development of the Specific Plan area include the following actions to be taken by the JPA:

- Environmental Impact Report ("EIR") – The Veterans Industrial Park 215 Specific Plan is a discretionary project and is subject to the requirements of the California Environmental Quality

Act ("CEQA"). As part of the approval process for the Specific Plan, an Environmental Impact Report must be considered and certified by the JPA prior to approval of any of the project-related entitlements.

- General Plan Amendment – The Project site is presently identified as "Aviation" by the General Plan. An amendment of the General Plan Land Use map will be required to add a "Specific Plan" designation (SP-8) to the underlying Aviation designation.
- Specific Plan – The Project site is presently un-zoned. The Veterans Industrial Park 215 Specific Plan is a regulatory document that establishes the zoning, land use designations, development standards, and design guidelines for the entire Specific Plan project area. The Specific Plan will implement the JPA's General Plan. The Specific Plan will be considered by the Joint Powers Commission (JPC) and will be adopted by Ordinance. Tract/parcel maps or plot plans must be in substantial compliance with the adopted Specific Plan.
- Plot Plan – A site development plan for the project, consisting of an industrial/logistics project with proposed structures, parking, landscaping, drainage facilities, and new streets and driveways. If the project changes due to specific tenants after approval, a new or revised plot plan would be processed with MJPA.
- Subdivision Map – The Subdivision Map is a basic tool for implementation of a Specific Plan. The project's Tentative Parcel Map will create either one or two legal lots for project development, formalize the parcel boundaries, and provide for public rights-of-way for Project access. A Tentative Parcel Map has been prepared (TMP 37220) and will be considered by the JPA concurrently with the review of this Specific Plan. The Parcel Map creates the backbone road rights-of-way, and either one or two development parcels.
- Development Agreement/Disposition and Development Agreement – A statutory development agreement, authorized pursuant to California Government Code Section 65864 et seq., will be processed as part of the approval of this Specific Plan. The development agreement of this Specific Plan will include, among other items, methods for financing acquisition and construction of infrastructure. Such development agreement shall be fully approved before the issuance of the first building permit for this project. In addition, and Disposition and Development Agreement (DDA) will be executed to formalize the land transaction.

5.1.6 Administrative Amendments

Final development plans for the project may be adjusted or modified based on final design and engineering and the precise development plans of the builder. Administrative Amendment is a mechanism to allow the approval of minor modifications for development under the Specific Plan.

Upon the request of Developer for an amendment or modification of any Project Approval, the JPA Planning Director or his/her designee shall determine: (a) whether the requested amendment or modification is minor when considered in light of the Project as a whole; and (b) whether the requested amendment or modification substantially conforms with the material terms of the Specific Plan and the Applicable Law and may be processed administratively. If the JPA Planning Director or his/her designee finds that the requested amendment or modification is both minor and substantially conforms with the material terms of the Specific Plan and the Applicable Law, the amendment or modification shall be determined to be an "Administrative Amendment" and the JPA Planning Director or his/her designee may approve the Administrative Amendment, without public notice or a public hearing.

Written documentation requesting a proposed minor modification/administrative amendment finding to support an implementing map, site plan, or use permit or modification of conditions of approval must be submitted for the review and approval of the Planning Director or their designee in accordance with Section 9.02.280 and Section 9.02.290 of the March JPA Development Code or as otherwise outlined in the project's Development Agreement.

5.1.7 Amendments

Substantial modifications to the Specific Plan would require an Amendment. A minor modification or adjustment to the Specific Plan listed in the section above would not require a Specific Plan Amendment.

An amendment to the Specific Plan is required if the following occur:

- Changes to the overall Specific Plan boundaries to include ownerships or properties not included in the Specific Plan at the time of approval (changes to planning area boundaries within the Specific Plan boundaries are deemed minor as noted above and would not require an amendment);
- Any increase in the overall development intensity thresholds within the Specific Plan; or
- Any addition of new land uses not contemplated by the Specific Plan's Development Regulations.

5.1.8 Appeals

An appeal of any determination, decision, or requirement of the March JPA Planning Director shall be made in conformance with the appeal procedures established by the Development Code Section 9.02.240.

5.2 IMPLEMENTATION

5.2.1 Adoption

The Veterans Industrial Park 215 Specific Plan will be prepared, submitted, and approved in a manner consistent with California Government Section 65451, as well as Chapter 9.13 of the JPA's Development Code. The Specific Plan will be adopted by Ordinance and shall serve as the zoning for the Veterans Industrial Park 215 project area. The approved Specific Plan project site will be designated on the JPA's General Plan Land Use Diagram and Zoning Map as the Veterans Industrial Park 215 Specific Plan. The land use and development standards identified in this Specific Plan document supersede all zoning regulations to the extent that they would be in conflict with the sections of this Specific Plan.

5.2.2 Phasing

Construction of the proposed project, including recordation of final subdivision map(s), and plot plan review may be progressively implemented in stages, provided that vehicular access, public facilities, and infrastructure are constructed to adequately service the development, or as needed for public health and safety.

Any project phasing would:

- Provide for the orderly build-out based upon market demand;
- Provide adequate infrastructure to service the project;
- Phases may occur concurrently so long as the associated infrastructure is provided.

5.2.3 Maintenance and Ownership

Maintenance of facilities within the Veterans Industrial Park 215 Specific Plan will be accomplished through a combination of public and private mechanisms. Generally, facilities dedicated to public agencies will be maintained by that agency, while private facilities will be maintained by a private maintenance mechanism. Table 5-1, *Financing, Ownership, and Maintenance* outlines the anticipated program.

A Business Association and/or multiple associations may be formed to address the maintenance of private drives, shared driveways, landscaping, signage, water quality features, and private infrastructure within the Specific Plan.

Table 5-1
Financing, Ownership, and Maintenance

Improvement	Financing	Ownership	Maintenance
Water System (off-site) Water System (on-site)	Developer Developer	Public Private	Public Private
Sewer System (off-site) Sewer System (on-site)	Developer Developer	Public Private	Public Private
Drainage System On-site Regional	 Developer Developer	 Private Public	 Private Public
Public Street Improvements (Van Buren) Public Street Improvements (Western Way)	Developer City of Perris with developer mitigation fee	MJPA City of Perris	MJPA City of Perris
Private Internal Streets and driveways	Developer/Builder	Private	Private
Landscaping within Public Right-of-Way	Developer	MJPA	MJPA/Private

5.2.4 Relationship to CEQA

The California Environmental Quality Act (CEQA) classifies a specific plan as a "project" which is subject to environmental review. An Environmental Impact Report (EIR) is required prior to adoption of this Specific Plan to analyze potentially significant environmental impacts of the project, discuss feasible alternatives, and recommend feasible mitigation measures in compliance with the provision of CEQA. This EIR will analyze the Specific Plan and address potential impacts associated with the development of the Specific Plan area. The EIR will include recommended mitigation measures and analyzes implementing actions for the development. The EIR will fulfill the requirements for environmental documentation for most subsequent discretionary and ministerial applications for development within the Specific Plan area.

An approved Mitigation Monitoring Program will insure that the Specific Plan complies with all applicable environmental mitigation and permit requirements. The final approved Mitigation Monitoring program shall be established upon EIR certification by the MJPA.

6 APPENDICES

- A Legal Description
- B General Plan Conformance
- C Land Use Compatibility Plan

APPENDIX A
LEGAL DESCRIPTION

THE LEGAL DESCRIPTION SHOWN HEREON HAS BEEN PREPARED BY THE SURVEYOR OF RECORD FOR THE PURPOSE OF DEPICTING THE AREA TO BE INCLUDED IN THIS SURVEY ONLY. SAID DESCRIPTION IS NOT TO BE USED FOR CONVEYANCE OF TITLE OF ANY NATURE.

THAT PORTION SECTIONS 25, 26, 35 AND 36, TOWNSHIP 3 SOUTH, RANGE 4 WEST, SAN BERNARDINO MERIDIAN, IN THE COUNTY OF RIVERSIDE, STATE OF CALIFORNIA, SHOWN AS PARCEL 11 ON MAP FILED IN BOOK 110 PAGES 30 TO 40 INCLUSIVE, OF RECORDS OF SURVEY, IN THE OFFICE OF THE COUNTY RECORDER, OF SAID COUNTY, DESCRIBED AS FOLLOWS:

BEGINNING AT THE SOUTHERLY TERMINUS OF THAT CERTAIN COURSE SHOWN AS HAVING A BEARING AND DISTANCE OF NORTH 30°06'59" WEST 670.29 FEET IN THE EASTERLY BOUNDARY OF SAID PARCEL 11, SAID SOUTHERLY TERMINUS ALSO BEING A POINT ON THE NORTHERLY LINE OF PARCEL MAP NO. 8698, AS PER MAP FILED IN BOOK 37 PAGE 90, OF PARCEL MAPS IN THE OFFICE OF SAID RECORDER; THENCE ALONG SAID NORTHERLY LINE SOUTH 89°53'52" WEST 117.66 FEET; THENCE LEAVING SAID NORTHERLY LINE NORTH 30°09'25" WEST 124.78 FEET TO A LINE PARALLEL WITH 108.00 FEET NORTHERLY, MEASURED AT RIGHT ANGLES, FROM SAID NORTHERLY LINE; THENCE ALONG SAID PARALLEL LINE SOUTH 89°53'52" WEST 1955.75 FEET TO THE EASTERLY BOUNDARY OF CALIFORNIA STATE ROUTE 215, AS SHOWN ON CALIFORNIA DEPARTMENT OF TRANSPORTATION MONUMENTATION MAP 45680 ON FILE IN THE STATE OF CALIFORNIA DEPARTMENT OF TRANSPORTATION; THENCE ALONG SAID EASTERLY BOUNDARY NORTH 19°22'43" WEST 4259.32 FEET; THENCE LEAVING SAID EASTERLY BOUNDARY NORTH 77°53'09" EAST 120.23 FEET; THENCE SOUTH 17°20'02" EAST 24.72 FEET; THENCE NORTH 75°40'21" EAST 81.83 FEET; THENCE SOUTH 45°37'50" EAST 766.67 FEET; THENCE NORTH 52°14'06" EAST 614.61 FEET TO THE NORTHWESTERLY TERMINUS OF THAT CERTAIN COURSE SHOWN AS HAVING A BEARING AND DISTANCE OF NORTH 30°07'27" WEST 3507.80 FEET IN THE BOUNDARY OF THE "MARCH AIR RESERVE BASE" AS SHOWN ON MAP FILED IN BOOK 124 PAGES 69 TO 81 INCLUSIVE OF SAID RECORDS OF SURVEY; THENCE ALONG SAID LAST MENTIONED BOUNDARY AS FOLLOWS: SOUTH 30°07'25" EAST 3507.87 FEET; THENCE SOUTH 49°46'59" WEST 73.50 FEET; THENCE SOUTH 39°57'49" EAST 421.43 FEET; THENCE SOUTH 30°06'29" EAST 670.22 FEET TO THE POINT OF BEGINNING.

APPENDIX B
Veteran's Industrial Park 215 Specific Plan - General Plan Consistency Table

General Plan Goal/Policy		Consistency
Land Use		
Goal 1	*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.*	The project provides for logistics/industrial uses. These uses are compatible with the General Plan and the adjacent Perris Valley Commerce Center Specific Plan. The project will include a General Plan Amendment adding a Specific Plan Overlay designation to the Site. Consistent with the Reuse Plan and General Plan, the project will continue to 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.
Policy 1.1	*Provide for a mix of land uses which implement the Base Master Reuse Plan for March AFB; offer a variety of employment opportunities; and capitalizes, enhances and expands upon existing physical and economic assets of the Planning Area.*	See response to Land Use Goal 1.
Policy 1.2	*Develop and maintain a system of land use designations and zoning districts which will provide locations for commercial, business park, manufacturing, aviation, public, and open space uses, and which actuates compatible and synergistic land uses.*	See response to Land Use Goal 1.

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APPENDIX B
Veteran's Industrial Park 215 Specific Plan - General Plan Consistency Table

General Plan Goal/Policy		Consistency
Land Use		
Policy 1.3	*Provide for patterns of land use which can be supported by existing and planned circulation, public facilities, and infrastructure system improvements in a manner that will preserve the March JPA's fiscal capacity.*	The project is consistent with the approved General Plan circulation plan. The project will extend Van Buren Boulevard south of the March Air Field Museum. The General Plan designates the Van Buren Boulevard extension as a Major Arterial. This segment of Van Buren Boulevard will be designed as a Modified Secondary Highway, which while providing two traffic lanes, provides 97-feet of right-of-way instead of 100-feet of right-of-way the General Plan assigned to a Major Arterial. An additional 20-foot separation between the edge of sidewalk and screen walls associated with the Veterans Park Specific Plan. In addition, the project EIR will evaluate the utility providers' ability to serve the project. Any significant impacts to public services or utilities will be mitigated through the environmental review process and prior to development.
Policy 1.4	Use specific and/or master plan processes for the coordinated development of large properties to ensure cohesive, comprehensive development.	The property does not currently have a zoning designation. The General Plan land use is Aviation, which would allow for a variety of uses including hangars, aviation support services, air cargo storage, fixed based operations, and aviation operations services. The Site does not have direct access to flying facilities. As such, industrial facilities described in the Specific Plan will allow for a mix of logistics center uses that could support e-commerce, wholesale, storage, distribution, manufacturing and/or assembly centers. It is anticipated that these uses would support airport-related businesses in the future.
Policy 1.5	*Provide for a variety of industrial uses, including heavy manufacturing, light manufacturing, warehousing and distribution, transportation - related, and research and development.*	The project will provide a mix of logistics center uses that could support e-commerce, wholesale, storage, distribution, manufacturing and/or assembly centers.
Policy 1.6	*Locate and group commercial and industrial uses which are oriented toward regional service/market areas to promote utilization of regional transportation facilities and development-supporting infrastructure.*	See response to Land Use Goal 1.

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APPENDIX B
Veteran's Industrial Park 215 Specific Plan - General Plan Consistency Table

General Plan Goal/Policy		Consistency
Land Use		
Policy 1.9	*Plan for compatible land uses within the aircraft noise impact contours depicted in the Air Installation Compatible Use Zones (AICUZ) Report for the airfield use.*	The project does not include specific aviation-related facilities, however, the development concept could support airport related businesses. Building height and uses described within the Specific Plan are consistent with the AICUZ guidelines and requirements.
Goal 2	*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.*	The project provides the same types of land uses as designated in the General Plan. These land uses are compatible with the surrounding land uses. Incompatible or competing land uses will not be allowed in the project area.
Policy 2.1	*Avoid conflicts and incompatibilities between land uses through the use of landscaped setbacks and buffers, site design, site orientation, architectural features, walls or fences, density/intensity reductions, reduced hours of operation for commercial and industrial uses, shielding of lighting, and the like.*	The Specific Plan Design Guidelines provide the architectural, signage, walls and fences, lighting, and landscaping standards to help alleviate any land use incompatibilities with the surrounding areas.
Policy 2.3	*Support land uses that provide a balanced land use pattern of the Planning Area, and discourage land uses that conflict of compete with the services and/or plans of adjoining jurisdictions.*	See response to Land Use Goal 2.
Policy 2.4	*Protect the interests of, and existing commitments to adjacent residents, property owners, and local jurisdictions in planning land uses.*	See response to Land Use Goal 2.

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APPENDIX B
Veteran's Industrial Park 215 Specific Plan - General Plan Consistency Table

General Plan Goal/Policy		Consistency
Land Use		
Goal 3	*Manage growth and development to avoid adverse environmental and fiscal effects.*	Development of the project is bound by the terms and conditions of the Development Agreement between the Master Developer and the March JPA. The project will be required to implement the applicable infrastructure and services per the Development Agreement. The Development Agreement accommodates a number of financing strategies to fund public improvements and minimize fiscal impacts.
Policy 3.1	*Manage growth so that its rate does not exceed the ability of March JP A or service districts to provide for an acceptable level of public facilities and services.*	The project EIR will evaluate the utility providers' ability to serve the project. Any significant impacts to public services or utilities will be mitigated through the environmental review process and prior to development.
Goal 4	*Develop an identity and foster quality development within the Planning Area.*	The Specific Plan Design Guidelines will provide the architectural, signage, parking, and landscaping standards to achieve the goals of both project identity and quality development.
Policy 4.1	*Develop and maintain a land use plan for the Planning Area which proposes compatible land uses to create distinct, identifiable historic, commercial, industrial, public, and aviation areas.*	See Response to Land Use Goal 1.
Policy 4.4	*Develop a distinctive community identity for commercial , business park and industrial developments that reflect the character and atmosphere of March JPA Planning Area through the use of good planning and design principals , and sound development practices which serve as guidelines for building materials, colors, site design and orientation, and landscaping.*	See responses to Land Use Goals 1 and 4.

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APPENDIX B
Veteran's Industrial Park 215 Specific Plan - General Plan Consistency Table

General Plan Goal/Policy		Consistency
Land Use		
Policy 4.7	*Develop and enhance the economic climate and create a balanced business community to serve the work force, commerce and industry of the region.*	See response to Land Use Goal 1.
Goal 5	*Maximize and enhance the tax base and generation of jobs through new, reuse and joint use opportunities.*	The project will expand on the large employment center concept started by the adjacent Meridian Specific Plan and Perris Valley Commerce Center Specific Plan. As such, it will provide a substantial enhancement to the tax base.
Policy 5.1	*Support the development and establishment of new employment centers and economic development activities that contribute to an improved tax base.*	See response to Land Use Goal 5.
Policy 5.2	*Encourage and facilitate the creation of public/private partnerships that will invest in, and further the implementation of the March AFB Master Reuse Plan.*	Riverside Inland Development, LLC, has entered into a Memorandum of Understanding with March JPA related to development of the property within the Specific Plan area. The applicant, Riverside Inland Development, LLC, has assumed the responsibilities and obligations of the Master Developer for the remaining areas of the former March Air Force Base (which includes this project area) in a Disposition and Development Agreement which will be processed concurrently with the Veterans Industrial Park 215 Specific Plan.
Policy 5.5	*Encourage the development of commercial, business park and industrial centers to expand the employment and fiscal base of the March JPA Planning Area and the western Riverside County Subregion.*	See response to Land Use Goal 1.

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APPENDIX B
Veteran's Industrial Park 215 Specific Plan - General Plan Consistency Table

General Plan Goal/Policy		Consistency
Land Use		
Goal 6	*Support the continued Military Mission of March Air Reserve Base, and preservation of the airfield from incompatible land use encroachment.*	The project is designed to incorporate appropriate uses as defined in the Air Installation Compatible Use Zone (AICUZ) Study, Airport Layout Plan, Department of Defense Instructions and Air Force Instructions.
Policy 6.3	*Ensure that plans and development do not interfere, conflict or degrade the military mission of March ARB.*	See response to Land Use Goal 6.
Policy 6.4	*Ensure that plans and development do not conflict with the long-term needs of the Air Force Reserve in terms of encroachment, noise, accident zone, constraints, etc.*	See response to Land Use Goal 6.
Policy 6.5	*Ensure that plans and development conform to the draft Comprehensive Land Use Plan for March AFB/March Inland Port.*	See response to Land Use Goal 6.
Policy 6.8	*Ensure that land uses adhere to both military and civilian Part 77 conical surface criteria, relative to height restrictions.*	The project will obtain concurrence letters from the FAA stating, "no hazard to air navigation" for the proposed buildings within the development.
Goal 7	*Maximize the development potential as a regional Intermodal Transportation facility to support both passenger and freight related air services*	The Veterans Industrial Park 215 Specific Plan includes industrial land uses compatible with the adjacent aviation uses through compliance with runway height limitations, provision of security fencing, and provision of warehousing, and logistics, which could support aviation-related business.
Policy 7.6	*Plan for compatible land uses within the aviation area.*	See response to Land Use Goal 7.

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General Plan Goal/Policy		Consistency
Land Use		
Goal 8	*Preserve the natural beauty, minimize degradation of the March JPA Planning Area, and provide enhancement of environmental resources and scenic vistas.*	There are no known sensitive environmental areas near the site. A jurisdictional drainage channel is present, crossing the project site; impacts to this drainage will be addressed through a permitting process with appropriate agencies. Design features and mitigation measures to minimize the impacts to potential sensitive land uses from the project will be evaluated during the environmental review process.
Policy 8.1	*Where practical, revegetate graded area with native plants compatible to the area to prevent erosion.*	The project will comply with the requirements of the California Construction General Permit (SWRCB Orders No. 2009-009-DWQ as amended by Order 2010-0014-DWQ and Order 2012-006-DWQ) and employ Best Management Practices (BMPs) to minimize erosion for graded areas.
Goal 10	*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.*	See response to Land Use Goal 3.
Policy 10.1	*Require new construction to pay its "fair share" of the cost of providing adequate public services, infrastructure, and facilities for the development.*	See response to Land Use Goal 3. The project sponsors will finance the public service extensions to water and sewer lines to serve the project, as well as extending Van Buren Boulevard adjacent to the site. In addition, the project EIR will evaluate traffic and transportation impacts. Any significant impacts to traffic will be mitigated through the environmental review process and prior to development. Further, the project will pay its fair share of the cost of providing services and infrastructure through payment of the development impact fees assessed by the JPA.
Policy 10.2	*Require new construction to provide adequate infrastructure to serve the development (i.e., curbs and gutters, sidewalks, street lights, water service, sewer service or septic systems, etc.) prior to initiation of use.*	See response to Land Use Goal 3.

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APPENDIX B
Veteran's Industrial Park 215 Specific Plan - General Plan Consistency Table

General Plan Goal/Policy		Consistency
Land Use		
Policy 10.3	*Locate commercial and industrial development in areas where street rights-of-way and capacity are available, as well as sufficient infrastructure and public services.*	See response to Land Use Goal 3.
Goal 12	*Ensure, plan, and provide adequate infrastructure for all facility reuse and new development, including but not limited to, integrated infrastructure planning, financing and implementation.*	See response to Land Use Goal 3.
Policy 12.3	*Require new development projects to provide for the extension of infrastructure to serve the development, including over-sizing facilities for future needs.*	See responses to Land Use Policy 1.3 and Goal 3.
Goal 13	*Secure adequate water supply system capable of meeting normal and emergency demands for existing and future land uses.*	The project EIR will evaluate the utility providers' ability to serve the project. Any significant impacts to public services or utilities will be mitigated through the environmental review process and prior to development. A Water Supply Assessment was prepared as part of project entitlement by Western Municipal Water District to evaluate the required water supply for the subject logistics project.
Policy 13.2	*Enhance local groundwater supplies through development designs which promote an on-site recharge and minimize impermeable ground coverage with landscaped areas, open space or recreation areas.*	See response to Land Use Goal 17. Note that due to the close proximity to the airport runways the project must minimize standing water while addressing water quality requirements for the site. On-site bio-retention basins will treat on-site runoff while minimizing standing water.

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APPENDIX B
Veteran's Industrial Park 215 Specific Plan - General Plan Consistency Table

General Plan Goal/Policy		Consistency
Land Use		
Goal 14	*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.*	The project will provide the necessary conveyance facilities to achieve this goal. The project EIR will evaluate infrastructure requirements, including conveyance and treatment of wastewater.
Policy 14.1	*Require all development to adequately collect, treat, and dispose of wastewater in accordance with the Santa Ana Regional Water Quality Control Board requirements.*	The project will comply with the March JPA's NPDES New Development and Redevelopment Guidelines for projects Under the March Joint Powers Authority and the Santa Ana Regional Water Quality Control Board Order No. R8-2002-0011.
Policy 14.2	*Require connection to the sewer system for any development occurring on land formerly part of March AFB.*	See response to Goal 14 and Land Use Policy 14.1. As shown in Figure 3-6 of the Specific Plan, the project will extend sewer lines to service the project, connecting to the existing sewer lines adjacent to the Specific Plan area.
Policy 14.3	*Encourage reuse of reclaimed and treated non-potable water for irrigation and maintenance of recreation areas, landscaping and /open space preservation.*	Reclaimed water is not available for use within the project.
Goal 16	*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.*	The project EIR will evaluate the utility providers' ability to serve the project. Any significant impacts to public services or utilities will be mitigated through the environmental review process and prior to development.
Policy 16.1	*Where feasible, require new development to underground on-site telecommunication connections.*	The project will underground on-site telecommunication connections.

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General Plan Goal/Policy		Consistency
Land Use		
Goal 17	*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.*	The project will comply with the March JPA's NPDES New Development and Redevelopment Guidelines for projects Under the March Joint Powers Authority and the Santa Ana Regional Water Quality Control Board Order No. R8-2002-0011. A hydrology study and water quality management plan (WQMP) will be prepared for the project. It is not presumed that project implementation would have a substantial impact on water quality standards or waste discharge requirements. The project will provide for a drainage plan to convey on-site flows to the existing drainage areas downstream of the project. Any significant impacts to hydrology and water quality will be mitigated through the environmental review process and prior to development.
Policy 17.1	*Provide for the adequate drainage of storm runoff to protect the lives and property within the Planning Area.*	See response to Land Use Goal 17.
Policy 17.2	*Monitor and maintain drainage and flood control facilities to ensure adequate capacity to support the land use plan.*	See response to Land Use Goal 17.
Policy 17.3	*Require new development to construct new or upgrade existing drainage facilities to accommodate the additional storm runoff caused by the development.*	The project's hydrology study evaluates the system required to capture and convey on-site runoff. Site runoff will be captured and detained in three on-site basins, located in each of the two planning areas within the Specific Plan area. Water will be detained, treated, and released at a rate consistent with the existing condition.

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APPENDIX B
Veteran's Industrial Park 215 Specific Plan - General Plan Consistency Table

General Plan Goal/Policy		Consistency
Transportation		
Goal 1	*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.*	The project is located to the east of the Meridian Specific Plan area. The existing infrastructure for the Meridian development will be extended to the east to support the project, including extension of Van Buren Boulevard from its existing terminus to the extension of Western Way on the Specific Plan's southern edge. This road extension is consistent with the planned roadway network in the General Plan Circulation Element.
Policy 1.1	*Plan for a mix of transportation modes aimed at effective use of resources, both physical infrastructure and natural energy resources.*	See responses to Transportation Goals 1 and 2.
Policy 1.2	*Design transportation improvements which are compatible with the natural environment. Xeriscape and drought tolerant landscaping techniques should be used for all parkway and median plantings. Where feasible non-potable water should be used for irrigation purposes.*	See responses to Land Use Policy 14.3 and Resource Management Policy 1.5. The Specific Plan's landscape plan illustrates the proposed landscaping within the Specific Plan Area and in the proposed roadways supporting the project. The plant palette outlined in Table 4-1 of the Specific Plan is comprised of drought tolerant landscape materials.
Policy 1.4	*Roadway system shall inter-relate with the components of the multi-faceted transportation system that will assist with the synergistic value of each element's effectiveness (i.e., bike lockers at the Metrolink station, with bike lanes emanating there from).*	See responses to Transportation Goals 1 and 2. No bikeways are identified in the General Plan as part of the extension of Van Buren Boulevard east of I-215. The proposed Van Buren extension includes an on-street bicycle lane as part of the project improvements, and on-site bicycle parking is provided.

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General Plan Goal/Policy		Consistency
Transportation		
Goal 2	*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.*	No bikeways are identified in the General Plan as part of the extension of Van Buren Boulevard east of I-215. The proposed Van Buren extension includes an on-street bicycle lane as part of the project improvements, and on-site bicycle parking is provided.
Policy 2.6	*FAA Standards, military AICUZ, and appropriate Comprehensive Land Use Plan for March Airfield shall be upheld and supported to encourage and realize a safe environment in and around the aviation field.*	FAA standards and AICUZ requirements, as well as Department of Defense Instructions and Air Force Instructions, will be complied with. The project's land use plan and development regulations include height limitations associated with the 35-foot building restriction line and the 7:1 height requirements. In addition, the proposed uses comply with the Zone B2 occupancy and use restrictions. Security fencing will be provided adjacent to the runway. In addition, no standing water exceeding the airport's 48 hour criteria will be allowed as part of the project's drainage plans.
Policy 2.7	*On-street parking shall be de-emphasized throughout the planning area to permit maximum capacity of roadways to be actuated by vehicular and bicycle transportation modes.*	The project will provide adequate off-street parking to limit the potential for on-street parking. This will allow for more capacity on the roadways for sidewalks and landscaping.
Policy 2.8	*Street improvements shall be designed in a comprehensive manner to include parkway facilities, pedestrian walkways, commuter bike lanes, signing, lighting noise and air quality factors, as applicable.*	The project will comply with the roadway standards within the Circulation Plan associated with this Specific Plan and its associated Design Guidelines. The Specific Plan specifies the cross-sections for public roadways which include sidewalks, medians, and landscaping. The Design Guidelines provide the architectural, signage, parking, and landscaping standards to achieve the goals of both project identity and quality development. For the Van Buren Boulevard extension to the east of I-215, the General Plan does not include on-street bike lanes.

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APPENDIX B
Veteran's Industrial Park 215 Specific Plan - General Plan Consistency Table

General Plan Goal/Policy		Consistency
Transportation		
Goal 3	*Develop a transportation system that is safe, convenient, efficient and provides adequate capacity to meet local and regional demands.*	This project will construct an internal driveway/private drive network and provide for the extension of Van Buren Boulevard from its existing terminus to a planned extension of Western Way on the Specific Plan's southern edge, based on future demand and the General Plan circulation element. Transportation improvements will be constructed and phased as determined by the project EIR's traffic analysis. The project EIR will evaluate traffic and transportation impacts. Any significant impacts to traffic will be mitigated through the environmental review process and prior to development.
Policy 3.1	*Follow standards for transportation element roadways in designing and constructing street improvements.*	See response to Transportation Policy 2.8.
Goal 4	*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.*	project internal drives and adjacent public roadways (Van Buren Boulevard and Western Way extensions) will be sized to accommodate projected future traffic in an efficient manner.
Policy 4.2	*All streets shall be constructed in accordance with planning area's standard street classifications. Modifications within the Northeast Planning Subarea to the standard street classifications may be allowed on a limited basis to preserve the integrity of the area and facilities.*	See response to Transportation Policy 2.8.

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APPENDIX B
Veteran's Industrial Park 215 Specific Plan - General Plan Consistency Table

General Plan Goal/Policy		Consistency
Transportation		
Policy 4.10	*Work with the City of Perris to plan for an arterial roadway on the east frontage of I-215 between Van Buren Boulevard and Oleander Avenue, in order to preserve future options for developing a passenger or air cargo terminal on the west side of the runway.*	The proposed extension of Van Buren Boulevard on the eastern edge of I-215, connecting with a proposed extension of Western Way in the City of Perris, implements this requirement.
Goal 6	*Establish vehicular access control policies in order to maintain and insure the effectiveness and capacity of arterial roadways.*	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, and implement appropriate intersection and driveways intervals on arterial roadways.
Policy 6.2	*Access to an arterial road shall be limited to one point for every 300 feet of frontage or one point for parcels with less than 300 feet of frontage.*	The Specific Plan area includes approximately 5,500 linear feet of frontage on the proposed extension of Van Buren Boulevard, allowing for approximately 18 access points. The Specific Plan land use includes six points of access and is thus consistent with this requirement.
Goal 7	*Facilitate and develop transportation demand management and transportation systems management programs, and use of alternate transportation modes.*	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.
Policy 7.5	*Provide a system of bicycle facilities (paths, lanes and routes) in conjunction with circulation system roadway improvements.*	No bikeways are identified in the General Plan as part of the extension of Van Buren Boulevard east of I-215. The proposed Van Buren extension includes an on-street bicycle lane as part of the project improvements, and on-site bicycle parking is provided.

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APPENDIX B
Veteran's Industrial Park 215 Specific Plan - General Plan Consistency Table

General Plan Goal/Policy		Consistency
Transportation		
Goal 8	*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.*	See response to Transportation Goal 2. The local transit system of bus stops and bus shelters will be approved by the Riverside Transit Agency (RTA) as appropriate along the proposed extension of Van Buren Boulevard and Western Way.
Policy 8.1	*Evaluate transportation alternatives with project design, development and implementation.*	See responses to Transportation Goals 1 and 2.
Goal 9	*Develop measures which will reduce the number of vehicle-miles traveled during peak travel periods.*	See response to Land Use Goal 1. The project will provide a large employment base, which will provide an opportunity for residents in the vicinity to work locally, rather than commute to Los Angeles or Orange Counties. This improved Jobs/housing balance will help reduce vehicle miles traveled.
Policy 9.1	*Provide incentives to employers who encourage carpooling and vanpooling for employees.*	See response to Transportation Goal 7.
Policy 9.2	*Provide preferential parking for carpools and vanpools, where appropriate.*	The Specific Plan development regulations require a minimum of 5% carpool/vanpool parking spaces within the Specific Plan area.
Goal 10	*Regulate the travel of trucks on March JPA Planning Area streets.*	The project is designed to accommodate truck traffic. Western Way is a designated truck route in the City of Perris, and Van Buren Boulevard is a truck route as designated in the General Plan.

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APPENDIX B
Veteran's Industrial Park 215 Specific Plan - General Plan Consistency Table

General Plan Goal/Policy		Consistency
Transportation		
Policy 10.1	*Establish a truck route system which designates truck and commercial vehicle routes and provides adequately sized and designed roadways to meet the needs of trucks and commercial vehicles. This will eliminate truck and commercial vehicle traffic through inappropriate areas of the March JPA Planning Area.*	See response to Transportation Goal 10.
Policy 10.2	*Clearly sign designated truck routes and identify maximum weight limitations on these routes.*	See response to Transportation Goal 10. This requirement would be implemented as part of construction plans for the public roadways developed as part of the project (Van Buren Boulevard and Western Way).
Goal 11	*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.*	The project will provide adequate parking to limit the potential for parking spillover on to streets. Parking will be provided in accordance with the Development Regulations established by the Specific Plan. Parking ratios have been provided based on square footage. Parking ratios for car/vanpools, bicycle parking, and charging stations have also been provided in the Specific Plan development regulations.
Policy 11.1	*Provide for adequate parking facilities for all uses.*	See response to Transportation Goal 11.
Policy 11.4	*Require all new development to provide adequate off-street parking based on expected parking needs*	See response to Transportation Goal 11.
Policy 11.5	*Provide adequate loading areas within off-street parking areas for all commercial and manufacturing land uses.*	The project will provide adequate loading areas associated with the proposed logistics/industrial buildings.

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APPENDIX B
Veteran's Industrial Park 215 Specific Plan - General Plan Consistency Table

General Plan Goal/Policy		Consistency
Transportation		
Goal 12	*Plan for and seek to establish and area-wide system of bicycling trails, with linkages within the planning area and with adjacent jurisdictions, and in compliance with sub-regional plans.*	No bikeways are identified in the General Plan as part of the extension of Van Buren Boulevard east of I-215. The proposed Van Buren extension includes an on-street bicycle lane as part of the project improvements, and on-site bicycle parking is provided.
Policy 12.7	*Require sidewalks on both sides of all streets. The March JPA encourages alternate designs including parkways and meandering and enhanced paving.*	As shown in the street cross sections of the Specific Plan's Circulation Plan, sidewalks are provided on the project-frontage of Van Buren Boulevard, and right of way accommodating sidewalks is provided on both Van Buren Boulevard and Western Way extensions.
Goal 13	*Promote, preserve, and protect the join use of the aviation field by the Air Force Reserves and civilian aviation.*	The project will not impact the use of the air field in any way.
Policy 13.6	*Protect flight paths from inappropriate development encroachment.*	The project is designed to incorporate appropriate uses as defined in the Air Installation Compatible Use Zone (AICUZ) Study, Airport Layout Plan, Department of Defense Instructions and Air Force Instructions
Policy 13.8	*Adhere to approved airport layout plans approved by the Joint Powers Commissions and recognized by the FAA.*	See response to Policy 13.6 above.
Goal 15	*In accordance with state and federal law, promote and provide mobility for the disabled.*	Development plans shall take into account the accessibility requirements of the Americans with Disability Act (ADA).
Policy 15.1	*Require that all development comply with the requirements of the state and federal law for the disabled. Requirements may include ramps at street corners, access to public buildings, traffic signal timing and the like.*	See response to Transportation Goal 15.

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General Plan Goal/Policy		Consistency
Noise		
Goal 1	*Ensure that land uses are protected from excessive and unwanted noise.*	project development shall be consistent with the land use and noise limitations established in the AICUZ study and the Riverside County Airport Land Use Plan and MJPA Development Code. Industrial uses are consistent with the noise limitations of the AICUZ study.
Policy 1.1	*Establish acceptable limits of noise for various land uses throughout the March JPA Planning Area. Future development that could increase ambient noise levels shall be required to mitigate the anticipated noise increase, to the extent possible.*	The project EIR will evaluate noise impacts. The Specific Plan area is located adjacent to the airport runway, an inherently noisy environment. Any significant impacts from project noise will be mitigated through the environmental review process and prior to development. Industrial uses are consistent with the noise limitations of the AICUZ study.
Policy 1.3	*Encourage good acoustical design in new construction.*	See response to Noise Policy 1.1.
Goal 2	*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.*	No sensitive uses are located in proximity to the proposed Specific Plan area. Design features and mitigation measures to minimize noise impacts from the project will be evaluated during the environmental review process. Incompatible land uses will not be allowed in the project area.
Policy 2.4	*March JPA shall evaluate noise sensitivity and noise generation when considering land use projects and transportation improvement projects, and where appropriate mitigation measures shall be employed.*	See response to Noise Goal 2.

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General Plan Goal/Policy		Consistency
Noise		
Goal 3	*Work toward the reduction of noise impacts from vehicular traffic, and aviation and rail operations.*	See response to Noise Goal 2.
Policy 3.4	*Where appropriate, noise mitigation measures shall be incorporated in the design and approval of development property located adjacent to aviation and rail facilities.*	Noise mitigation, if required, will be incorporated into the project based on the noise studies prepared as part of the project's Environmental Impact Report.
Policy 3.7	*Limit trucking operations to appropriate routes, times and speeds.*	The project is designed to accommodate truck traffic. Western Way is a designated truck route in the City of Perris, and Van Buren Boulevard is a truck route as designated in the General Plan. Standard speeds would apply on public truck routes.
Policy 3.8	*Appropriate muffling systems for construction equipment and operations shall be required, as necessary.*	The project EIR will evaluate noise impacts associated with construction. Any significant impacts from project construction noise will be mitigated through the environmental review process and prior to development.

General Plan Goal/Policy		Consistency
Air Quality		
Goal 1	*Promote alternative modes of travel.*	See response to Transportation Goal 2.
Policy 1.3	*Support trip-reduction programs, such as longer work days, shorter week work schedules.*	See response to Transportation Goal 7.

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General Plan Goal/Policy		Consistency
Air Quality		
Goal 2	*Reduce emissions associated with vehicle miles traveled by enhancing the jobs/housing balance of the subregion of western Riverside County.*	The project will provide an employment base, which will provide an opportunity for residents in the vicinity to work locally, rather than commute to Los Angeles or Orange Counties. This improved Jobs/housing balance will help reduce vehicle miles traveled.
Policy 2.1	*Create an employment center within the housing rich environment of the subregion.*	See responses to Air Quality Goal 1 and Transportation Goal 9.
Goal 3	*Reduce air pollution through proper land use, transportation and energy use planning.*	See responses to Transportation Goals 2 and 7.
Policy 3.1	*Locate ancillary uses within business and employment centers to reduce the number of vehicle trips and lessen the vehicle miles traveled.*	The Specific Plan development regulations allow for ancillary office and retail uses in association with the proposed logistics uses. Inclusion of these ancillary uses will reduce the need for outside vehicular trips.
Policy 3.2	*Locate service uses and facilities in convenient proximity to employment and business center areas to encourage pedestrian or alternative transit to reduce the number of vehicle trips.*	See responses to Land Use Goal 1 and Transportation Goal 9.
Policy 3.3	*Develop a bike lane network that will link the bike lanes to residential areas adjacent to the Planning Area and Metrolink Stations to encourage non-motorized travel within the planning area.*	No bikeways are identified in the General Plan as part of the extension of Van Buren Boulevard east of I-215. The proposed Van Buren extension includes an on-street bicycle lane as part of the project improvements, and on-site bicycle parking is provided.
Policy 3.4	*Encourage ride share programs.*	See response to Transportation Goal 7.

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General Plan Goal/Policy		Consistency
Air Quality		
Policy 3.5	*Parking facilities shall be designed to safely accommodate and support alternative modes of transportation and preferential location of alternative fuel vehicles and mass transit services.*	See response to Transportation Goal 2. In addition, the project will include charging stations for electric vehicles within the parking areas of the plan consistent with CAL Green standards.
Goal 5	*Maximize the effectiveness of air quality control programs through coordination with other governmental entities.*	The project will comply with South Coast Air Quality Management District rules and regulations.
Policy 5.5	*Review development projects to determine the potential air quality impacts and provide appropriate mitigation, where necessary.*	The project EIR will evaluate air quality impacts. Any significant impacts to air quality from the project will be mitigated through the environmental review process and prior to development.
Goal 6	*Reduce emissions associated with vehicle/engine use.*	See responses to Land Use Goal 1 and Transportation Goal 9.
Policy 6.3	*Encourage diversion of peak hour truck traffic, whenever feasible, to off-peak periods to reduce roadway congestion and associated emissions.*	See response to Transportation Goal 10.
Policy 6.5	*Encourage trucks operating within March JPA Planning Area to maintain safety equipment and operate at safe speeds so as to reduce the potential for accidents which create congestion and related emissions.*	The project EIR will evaluate air quality impacts. Any significant impacts to air quality from the project will be mitigated through the environmental review process and prior to development.

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General Plan Goal/Policy		Consistency
Air Quality		
Goal 7	*Reduce emissions associated with energy consumption.*	Buildings shall be designed to reduce energy usage through various measures (such as energy efficient lighting and glazing, using lighter colored roofing materials, orienting buildings north and increasing wall insulation above Title 24 requirements, etc.) The project's EIR will analyze the impacts associated with energy consumption and proposed mitigation measures to reduce impacts.
Policy 7.1	*Support the use of energy-efficient equipment and design in the March JPA Planning Area for facilities and infrastructure.*	See response to Air Quality Goal 7.
Policy 7.3	*Support passive solar design in new construction.*	See response to Air Quality Goal 7.
Policy 7.4	*Support recycling programs which reduce emissions associated with manufacturing and waste disposal.*	Recycling of materials will be a component of the waste management program of uses within the Specific Plan area.
Policy 7.5	*Support drought-resistant vegetation in landscaping areas to reduce energy needed to pump water.*	The specific Plan includes a landscape plan and plant palette for development within the Specific Plan area. The project's plant materials include predominantly drought tolerant vegetation.
Goal 8	*Reduce air pollution emissions and impacts through siting and building design.*	See response to Air Quality Goal 7. Design features and mitigation measures to minimize the impacts to air quality from the project will be evaluated during the environmental review process.
Policy 8.1	*Support the use of low polluting construction materials and coatings.*	The project EIR will evaluate air quality impacts from construction. Any significant impacts to air quality from the project will be mitigated through the environmental review process and prior to development.

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General Plan Goal/Policy		Consistency
Air Quality		
Goal 9	*Reduce fugitive dust and particulate matter emissions.*	Trucks hauling dirt, sand, gravel or soil are to be covered or should maintain at least two feet of freeboard in accordance with Section 23114 of the California Vehicle Code. Where feasible, construction access roads to the main roads should be paved to avoid dirt being carried on to the roadway or track-out devices should be installed. In addition, the project EIR will evaluate impacts associated with fugitive dust and particulate matter during construction and proposed mitigation measures to reduce or eliminate impacts.
Policy 9.1	*Require all feasible fugitive dust reduction techniques to be utilized during construction activities.*	See response to Air Quality Goal 9.

General Plan Goal/Policy	Consistency
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 project maintains consistency with the General Plan's absence of a residential land use designation within the Specific Plan area.	

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General Plan Goal/Policy		Consistency
Resource Management		
Goal 1	*Conserve and protect surface water, groundwater, and imported water resources.*	The project will be constructed to mitigate impacts to the existing drainage channel. Furthermore, the project EIR will evaluate impacts to hydrology and water supply from the project. Any significant impacts to hydrology or water supply from the project will be mitigated through the environmental review process and prior to development.
Policy 1.1	*Where possible, retain local drainage courses, channels and creeks in their natural condition.*	See response to Resource Management Goal 1. The on-site drainage is related to regional water flows across the site and is not a natural stream course. The proposed grading plan impacts this drainage to facilitate development of the site and to provide an alternative drainage conveyance plan for regional flows. Impacts will be mitigated in accordance with agency permitting requirements.
Policy 1.2	*Protect groundwater and surface water resources from depletion and sources of pollution.*	See responses to Land Use Goal 17 and Resource Management Goal 1.
Policy 1.4	*Require development to conserve water resources, including the use of water-efficient plumbing fixtures and irrigation systems.*	See response to Air Quality Goal 7.
Policy 1.5	*Conserve imported water by requiring water conservation techniques, water-conserving and recycling processes, drought- resistant landscaping, and reclaimed water for irrigation, when available and appropriate.*	The project will comply with the Specific Plan's Design Guidelines. The Design Guidelines require the use of drought-resistant landscaping by the project. Reclaimed water will be used if available.
Policy 1.6	*Promote the use of drought tolerant landscaping in development, and encourage the use of reclaimed water for irrigation in parks, golf courses, and industrial uses, as well as for other urban uses, whenever feasible and where legally permitted.*	See response to Resource Management Policy 1.5. The Specific Plan includes a landscape plan and plant palette for development within the Specific Plan area. The project's plant materials include predominantly drought tolerant vegetation. The project does not contain parks.

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General Plan Goal/Policy		Consistency
Resource Management		
Policy 1.8	*Assure that development projects comply with regulatory agency requirements, including federal, state and regional regulations.*	The project shall be required to obtain a Clean Water Act (CWA) Section 404 permit (regulated by the U.S Army Corps of Engineers), a Streambed Alteration Agreement (regulated by the California Department of Fish and Wildlife), a CWA Section 401 Water Quality Certification (regulated by the Regional Water Quality Control Board) to impact waters of the U.S/State.
Goal 2	*Control flooding to reduce major losses of life and property.*	See response to Land Use Goal 17.
Policy 2.3	*Ensure that development does not divert storm water run off onto adjacent properties, or cause alterations of natural drainage courses that cannot be adequately handled by flood control improvements installed coincident with the development.*	See response to Land Use Goal 17.
Policy 2.5	*To the greatest extent possible, require development to use master flood control facilities and limit use of interim drainage facilities or open channels.*	The drainage plan for the project will utilize the existing off-site open channel as a downstream conveyance system as well as a box culvert system on the project's western edge along Van Buren Boulevard. See response to Land Use Goal 17.
Goal 3	*Conserve and protect significant land forms, important watershed areas, mineral resources and soil conditions.*	The project will not impact any significant landforms or mineral resources. The project EIR will evaluate impacts to hydrology, geology and soils from the project. Any significant impacts to hydrology, geology and soils from the project will be mitigated through the environmental review process and prior to development.

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General Plan Goal/Policy		Consistency
Resource Management		
Policy 3.1	*Conserve hillsides and rock outcroppings in the planning area through the use of master-planned developments which create a "Campus-like" setting, and encourage the creative siting of building areas as a means of retaining natural areas and open space.*	The project will be constructed in a flat area with no rock outcroppings and will not impact any of the area's hillsides.
Policy 3.5	*Require and practice proper soil management techniques to reduce erosion, sedimentation and other soil-related problems.*	See response to Land Use Policy 8.1. A SWPPP and Erosion Control Plan will be required for the project to reduce erosion and other soil related problems. In addition, all grading will be reviewed by a soils consultant as part of grading permit preparation.
Policy 3.6	*Control erosion during and following construction through proper grading techniques, vegetation replanting, and the installation of proper drainage control improvements.*	See response to Land Use Policy 8.1 and Resource Management Policy 3.5
Policy 3.7	*Require erosion control measures such as binders, revegetation, slope covers, and other practices which reduce soil erosion due to wind and water.*	See response to Land Use Policy 8.1 and Resource Management Policy 3.5
Goal 4	*Conserve energy resources through use of available energy technology and conservation practices.*	See response to Air Quality Goal 7.
Policy 4.1	*Implement energy performance requirements established under the California Administration Code Title 24 Energy Conservation and Insulation Regulations.*	See response to Air Quality Goal 7.

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General Plan Goal/Policy		Consistency
Resource Management		
Policy 4.2	*Encourage innovative building, site design and orientation techniques which minimize energy use by taking advantage of sun/shade patterns, prevailing winds, landscaping, and building materials available to control energy usage.*	See response to Air Quality Goal 7.
Policy 4.3	*Encourage the use and development of alternative and innovative energy resources and energy conservation techniques, where practical.*	See response to Air Quality Goal 7.
Goal 5	*Conserve and protect significant stands of mature trees, native vegetation, and habitat within the planning area.*	The project EIR will evaluate impacts to biological resources from the project. Any significant impacts to biological resources from the project will be mitigated through the environmental review process and prior to development. The project would comply with the federal, state and local regulations regarding impacts to sensitive biological resources.
Policy 5.1	*Where practical, conserve important plant communities and habitats such as riparian areas, wetlands, significant tree stands, and species by using buffers, creative site planning, revegetation and open space easements/dedications.*	See responses to Resource Management Goals 1 and 5.
Policy 5.2	*Encourage the planting of native species of trees and other drought-tolerant vegetation.*	See response to Resource Management Policy 1.5.

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General Plan Goal/Policy		Consistency
Resource Management		
Policy 5.4	*In areas that may contain important plant and animal communities, require development to prepare biological assessments identifying species types and locations and develop measures to preserve recognized sensitive species, as appropriate.*	See responses to Resource Management Policy 1.8 and Goal 5. The site is not located in an area with important plan and animal communities.
Policy 5.6	*Work with state, federal and local agencies in the preservation and/or mitigation of recognized sensitive vegetation and wildlife in March JPA Planning Area.*	See response to Resource Management Policy 1.8.
Goal 6	*Provide an effective and efficient waste management system for solid and hazardous wastes that is financially and environmentally responsible.*	The project shall comply with appropriate and applicable regulations and standards with respect to the management of solid and hazardous wastes.
Policy 6.4	*Coordinate with regulatory agencies in assuring that future development handles and disposes of hazardous materials in compliance with applicable regulations.*	See response to Safety Risk/Management Goal 4.
Goal 7	*Promote cultural awareness through preservation of the planning area's historic, archaeological and paleontological resources.*	The project is not anticipated to impact significant historic, archaeological or paleontological resources. The project EIR will comply with the requirements of AB52 and SB18 related to Tribal consultation.

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General Plan Goal/Policy		Consistency
Resource Management		
Policy 7.5	*Require development proposals that are located on or near archaeological or paleontological resources to provide a cultural resources study that assesses potential impacts to the resource as a result of the proposed development. The report will include measures to avoid destruction of any significant cultural resources.*	See response to Resource Management Goal 7, above
Policy 7.6	*Require the preservation of identified cultural resources to the extent possible, prior to development, through dedication, removal, transfer, reuse, or other means.*	See response to Resource Management Goal 7, above
Goal 9	*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.*	This goal is not applicable to the project, as the site is located between the airport runway and the freeway (I-215) and lacks the potential for significant open space linkages.
Policy 9.8	*Enforce the standards of the military and FAA relative to aviation hazard areas to protect the use of the aviation field, and use of property within its vicinity.*	The project is designed to incorporate appropriate uses as defined in the Air Installation Compatible Use Zone (AICUZ) Study, Airport Layout Plan, Department of Defense Instructions and Air Force Instructions. The project's land use plan and development regulations include height limitations associated with the 35-foot building restriction line and the 7:1 height requirements. In addition, the proposed uses comply with the Zone B occupancy and use restrictions. Security fencing will be provided adjacent to the runway. In addition, no standing water exceeding the airport's criteria will be allowed as part of the project's drainage plans.

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General Plan Goal/Policy		Consistency
Resource Management		
Goal 10	*Establish standards for scenic corridors, trails and vistas that contribute to the quality of the planning area.*	Not applicable. No established scenic corridors or planned trails are present adjacent to the Specific Plan area.
Policy 10.4	*Use design standards for transportation facilities that include street trees, pedestrian walkways, bicycle lanes, signing, lighting and setbacks to complement and enhance the character of the planning area.*	The Specific Plan includes landscape sections and a landscape plan that includes street trees and pedestrian walkways as well as landscaped setbacks.

General Plan Goal/Policy		Consistency
Safety/Risk Management		
Goal 1	*Minimize injury and loss of life, property damage, and other impacts caused by seismic shaking, fault rupture, ground failure, and landslides.*	No Fault Rupture Hazard Zone or Alquist-Priolo Earthquake Fault Zone, as designated by the Department of Conservation (DOC), exist within the project site based on the projects soils report and the General Plan. Construction of the project would be required to meet California Building Code (CBC) standards. Additionally, the March JPA would review and approve the plans and specifications of the project to ensure compliance with the provisions of the CBC and Title 24, which regulates building standards, Title 24 is administered by the California Building Standards Commission, which, by law, is responsible for coordinating all building standards.
Policy 1.1	*Require geological and geotechnical investigations in areas of potential seismic or geologic hazards as part of the environmental and development review process. Require mitigation of seismic or geologic hazards to the satisfaction of the responsible agencies.*	Construction of the project would be required to meet California Building Code (CBC) standards. Additionally, the March JPA would review and approve the plans and specifications of the project to ensure compliance with the provisions of the CBC and Title 24, which regulates building standards, Title 24 is administered by the California Building Standards Commission, which, by law, is responsible for coordinating all building standards.

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General Plan Goal/Policy		Consistency
Safety/Risk Management		
Policy 1.2	*Ensure all grading plans comply with the Uniform Building Code (UBC) and California Building Code including, if necessary, requiring preliminary investigations of development sites by a State-registered geotechnical engineers and certified engineering geologists.*	Construction of the project would be required to meet California Building Code (CBC) standards. Additionally, the March JPA would review and approve the plans and specifications of the project to ensure compliance with the provisions of the CBC and Title 24, which regulates building standards, Title 24 is administered by the California Building Standards Commission, which, by law, is responsible for coordinating all building standards.
Goal 2	*Minimize grading and otherwise changing the natural topography, while protecting the public safety and property from geologic hazards.*	The project will be constructed in a relatively flat area and will not impact the hillsides or rock outcroppings. The project will incorporate grading development standards and recommendations, which will minimize any potential geotechnical and site development constraints that occur on-site.
Policy 2.1	*Discourage any grading beyond that which is necessary to create adequate building pads area.*	See response to Safety Risk/Management Goal 2.
Goal 3	*Minimize injury, loss of life, property damage, and economic and social disruption caused by flood hazards.*	See response to Land Use Goal 17.
Policy 3.4	*Ensure that development does not divert storm water run off onto adjacent properties, or cause alterations of natural drainage courses that cannot be adequately handled by existing drainage facilities or the flood control improvements proposed with the development.*	The project will implement a drainage system that will convey existing storm water around the development footprint and will be consistent with existing drainage patterns. Further, the project will mitigate storm water runoff to a flow rate equivalent to the pre-developed condition. See response to Land Use Goal 17.
Policy 3.5	*Require the installation and maintenance of storm drains by property owners.*	See response to Land Use Goal 17.

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General Plan Goal/Policy		Consistency
Safety/Risk Management		
Goal 4	*Reduce threats to public safety and protect property from wildland and urban fire hazards.*	According to the Map My County – Riverside County database (County of Riverside 2015), the project is not within a designated fire hazard area.
Policy 4.5	*Ensure that new access roads have adequate widths and turning radius for fire and emergency vehicles.*	project roadways meet fire and emergency vehicle standards.
Policy 4.7	*Encourage the planting and maintenance of drought-resistant, fire-retardant species on slopes to reduce the risk of brush fire and soil erosion in areas adjacent to hillsides; and develop stringent site design and maintenance standards for areas with high fire hazard.*	According to the Map My County – Riverside County database (County of Riverside 2015), the project is not within a designated fire hazard area. In addition, the project will be constructed in a relatively flat area and will not impact hillsides. Furthermore, the project will comply with the Specific Plan Design Guidelines, which require the use of drought-resistant landscaping by the project.
Goal 5	*Reduce the potential for hazardous material exposure or contamination in the Planning Area.*	The transport of all hazardous materials, is regulated by the U.S. Department of Transportation (Title 49 of the Code of Federal Regulations, the California Highway Patrol (Title 13 of the California Code of Regulations), and the California State Fire Marshall (Title 19 of the California Code of Regulations). In addition, in order to operate in the State of California, all hazardous materials transporters must be registered with the California Department of Toxic Substances Control (DTSC). These regulations minimize the potential for incidents involving hazardous materials.
Policy 5.1	*Comply with the enforcement of disclosure laws that require all users, producers, and transporters of hazardous materials and wastes to clearly identify such materials at the site, and to notify the appropriate County, State and/or Federal agencies in the event of a violation.*	See response to Safety Risk/Management Goal 5.

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General Plan Goal/Policy		Consistency
Safety/Risk Management		
Policy 5.3	*Require land uses involved in the production, storage, transportation, handling, or disposal of hazardous materials are located a safe distance from land uses that may be adversely impacted by such activities.*	See response to Safety Risk/Management Goal 5.
Policy 5.4	*Ensure the storage, use and transportation of any hazardous materials complies with the standards set forth within the errata sheets published for each substance.*	See response to Safety Risk/Management Goal 5.
Goal 7	*Reduce the possible risk of upset, injury, and loss of life, property damage and other impacts associated with an aviation facility.*	The project is designed to incorporate appropriate uses as defined in the Air Installation Compatible Use Zone (AICUZ) Study, Airport Layout Plan, Department of Defense Instructions and Air Force Instructions. The project's land use plan and development regulations include height limitations associated with the 35-foot building restriction line and the 7:1 height requirements. In addition, the proposed uses comply with the Zone B occupancy and use restrictions. Security fencing will be provided adjacent to the runway. In addition, no standing water exceeding the airport's criteria will be allowed as part of the project's drainage plans.
Policy 7.1	*Ensure development and use of property within the vicinity of airfield complies with appropriate building standards and codes including height restrictions, restrictions on use, setbacks, population densities, insulation and materials, as contained within an approved Comprehensive Land Use Plan (CLUP) and appropriate AICUZ.*	See response to Safety Risk/Management Goal 7.

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Appendix C

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.

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)*	*Federal Lands* ➤ No ALUC authority	*Federal Lands* ➤ No ALUC authority
A *Clear Zone (if not on base)*	*Noise Impact: Very High* ➤ High CNEL and single-event noise levels	*Risk Level: Very High* ➤ 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*	*Noise Impact: High* ➤ Within or near 65-CNEL contour ➤ Single-event noise sufficient to disrupt many land use activities including indoors if windows open	*Risk Level: High* ➤ Within Accident Potential Zone I or II ➤ Additionally, zone boundary to north reflects turning flight tracks
B2 *High Noise Zone*	*Noise Impact: High* ➤ Within or near 65-CNEL contour ➤ Single-event noise sufficient to disrupt many land use activities including indoors if windows open	*Risk Level: Moderate* ➤ 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*	*Noise Impact: Moderate to High* ➤ 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	*Risk Level: Moderate* ➤ Beneath or adjacent to low altitude overflight corridors
C2 *Flight Corridor Zone*	*Noise Impact: Moderate* ➤ 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	*Risk Level: Moderate to Low* ➤ Distant (beyond 5 miles) portion of instrument arrival corridor; or ➤ Closed-circuit flight training activity corridors
D *Flight Corridor Buffer*	*Noise Impact: Moderate to Low* ➤ Mostly within 55-CNEL contour ➤ More concern with respect to individual loud events than with cumulative noise contours	*Risk Level: Low* ➤ 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*	*Noise Impact: Low* ➤ Beyond 55-CNEL contour ➤ Occasional overflights intrusive to some outdoor activities	*Risk Level: Low* ➤ Within outer or occasionally used portions of flight corridors
* *High Terrain Zone*	*Noise Impact: Low* ➤ Individual noise events slightly louder because high terrain reduces altitude of overflights	*Risk Level: Moderate* ➤ Moderate risk because high terrain constitutes airspace 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 avigation easement shall be required as a condition of development is as indicated in Table MA-2. Except within Compatibility Zone A, avigation easements shall be dedicated to the March Inland Port Airport Authority or other civilian agency that may supersede it (successor-in-interest). Any avigation 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 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.

(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: Residential (d.u./ac) [1]	Density / Intensity Standards: Other Uses (people/ac) [2] Average [5]	Density / Intensity Standards: Other Uses (people/ac) [2] Single Acre [6]	Density / Intensity Standards: Req'd Open Land	Additional Criteria: Prohibited Uses [3]	Additional Criteria: Other Development Conditions [4]
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), avigation easements are to be dedicated to the March Inland Port Airport Authority. See sample language in www.marchjpa.com/docs_forms/avigationeasement.pdf. Any avigation 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 avigation 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 avigation 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, amphitheaters, 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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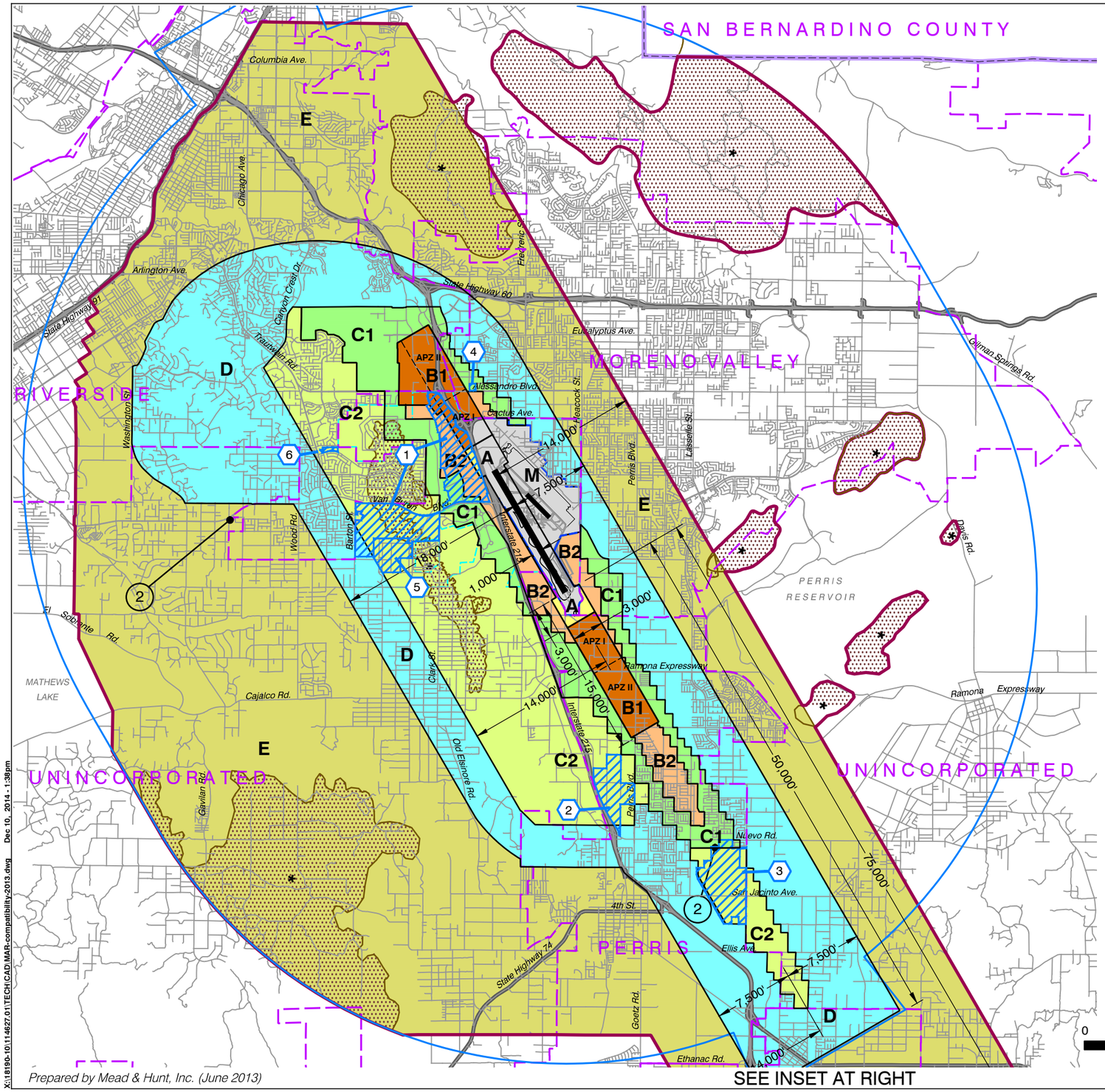


LEGEND

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

Boundary Lines

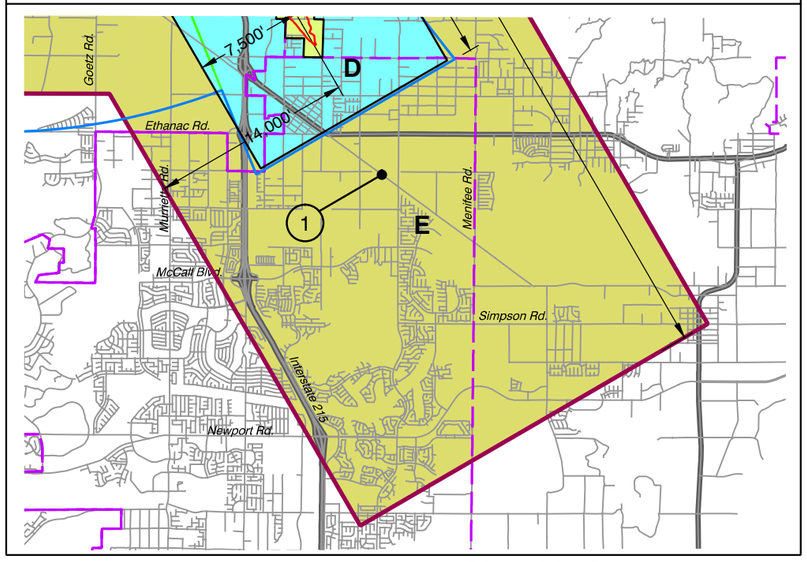
- March Air Reserve Base / Air Force Property
- March Joint Powers Authority Property Line
- County Boundary
- City Limits
- Site-Specific Exceptions (existing local agency commitments to development projects)

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

(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.

INSET



SEE INSET AT RIGHT

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

N

0 2 4 MILES

Base map source: County of Riverside 2013

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

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Riverside County
Airport Land Use Commission

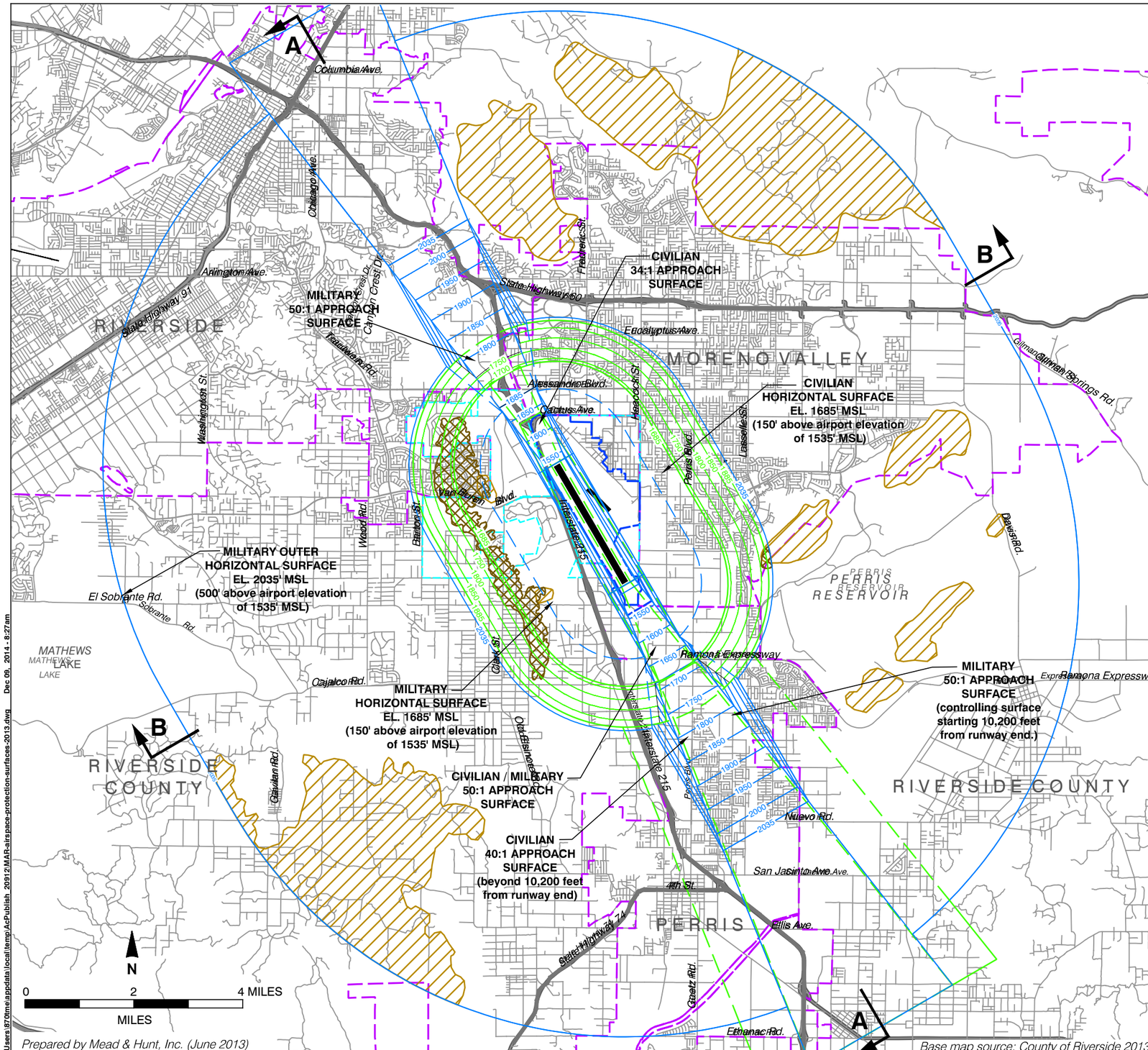
March Air Reserve Base / Inland Port Airport
Land Use Compatibility Plan

(Adopted November 13, 2014)

Map MA-1

Compatibility Map

March Air Reserve Base / Inland Port Airport



LEGEND

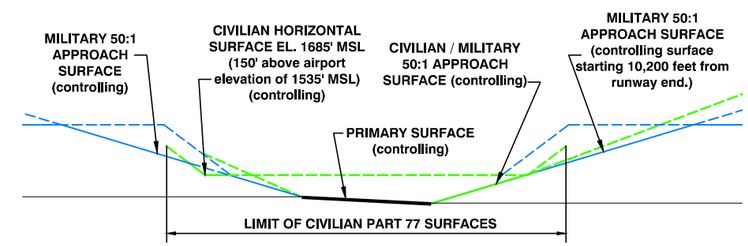
FAR Part 77

- Military Surfaces
- Civilian Surfaces

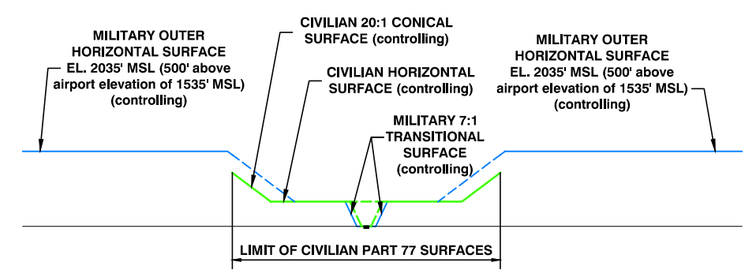
Dashed line indicates other set of surfaces is controlling

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



Profile A



Profile B

Source:
Civilian airspace protection surfaces from March Air Force Base Joint Use Feasibility Study (January 1997). Military airspace protection surfaces from Air Installation Compatible Use Zone Study for March Air Reserve Base (August 2005).

Riverside County
Airport Land Use Commission

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

(Adopted November 13, 2014)

Map MA-2

Airspace Protection Surfaces

March Air Reserve Base / Inland Port Airport

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